

Application No. 14

Commission District 8 Community Council 14

APPLICATION SUMMARY

Applicant/Representative: Q2 Florida City I, II, III, & IV LLC's / Juan J. Mayol, Jr., Esq.

Location: Between SW 336 and SW 344 Streets and between SW 192 and SW 197 Avenues

Total Acreage: ± 119.7 Gross Acres; ± 114 Net Acres

Current Land Use Plan Map Designation: Estate Density Residential (1 to 2.5 DU/Ac)

Requested Land Use Plan Map Designation: Low-Medium Density Residential (6 to 13 DU/Ac)

Amendment Type: Standard

Existing Zoning/Site Condition: AU: Agriculture – Residential 5 gross acres; and EU-M: Estates Modified 1 Family 15,000 sq. ft. net / Fallow agricultural lands and vacant

RECOMMENDATIONS

Staff: **DENY, DO NOT TRANSMIT** (August 25, 2006)

Redland Community Council: **DENY, DO NOT TRANSMIT** (September 29, 2006)

Planning Advisory Board (PAB) acting as Local Planning Agency: **DENY, DO NOT TRANSMIT** (October 16, 2006)

Board of County Commissioners: **TRANSMIT WITH RECOMMENDATION TO DENY** (November 20, 2006)

Final Recommendation of PAB acting as Local Planning Agency: **TO BE DETERMINED**

Final Action of Board of County Commissioners: **TO BE DETERMINED**

Staff recommends: **DENY, DO NOT TRANSMIT**, the proposed standard Land Use Plan Map amendment based on the Staff Conclusions located at the end of this report and summarized below:

- Approval of the "Low-Medium Density Residential" (6 to 13 DU/Ac) category as requested for the subject property by the applicant would be incompatible with the existing development patterns of the area.
- The redesignation of the application site would increase total residential land capacity of the analysis area by less than a year, which is projected to be depleted by the year 2017.
- If approved, the application will cause the Everglades Labor Camp and Newton water treatment plants to operate above adopted Level of Service (LOS) standard of 2% capacity above average daily system demand.
- Approval of the application will cause SW 344 Street, the main street providing access to the site, to be in violation of the adopted Level of Service standards by the year 2015. Additionally, public facilities and services in this area will require significant upgrade to adequately serve the application site.
- The subject application site does not impact any historic resources but does impact environmental resources such as trees, a County-owned Natural Forest Community (NFC) site, a wellfield protection area, and storm water.

PLANNING STAFF ANALYSIS

Location and Land Use

The application site is approximately 119.7-Acres of mainly fallow agricultural land located immediately west of Florida City between SW 192 and SW 197 Avenues and between SW 336 and SW 344 Streets. The eastern portion of the application site extends generally from SW 192 to SW 194 Avenues and between SW 338 and theoretical SW 342 Streets while the western portion extends generally from SW 194 to SW 197 Avenues and from SW 336 to SW 344 Streets. The northeast portion of the site is vacant and was the site of previously demolished single-family home. The site is designated on the CDMP Land Use Plan (LUP) map as "Estate Density Residential" that allows 1 to 2.5 dwelling units per gross acre. The southeastern portion of the application site is zoned Agriculture (AU), which allows agricultural uses and residences at a maximum density of 1 residential unit on 5 gross acres, while the remaining portion of the site is zoned EU-M that allows for estate homes on minimum 15,000 square feet lots (see Appendix A: Map Series). The site is partially owned by the applicant (see Appendix B: Amendment Application). The northwest corner of the application site abuts the Urban Development Boundary (UDB) at the intersection of SW 336 Street and SW 197 Avenue.

Adjacent Land Use and Zoning

Adjacent to the northeastern portion of the application and on the south side of SW 336 Street are a tree grove, a single-family residence, and a County owned Natural Forest Community (NFC) site. The Navy Wells Pineland Preserve, another NFC site, is located approximately 0.25 mile south of the application. North of the application and on the north side SW 336 Street is a mix of estate density homes, agricultural uses including a tree grove, and several vacant estate density residential lots. These parcels including the abutting NFC site are zoned EU-M. West of the application are several fallow agricultural tracts zoned EU-M, one being the site of a communications tower, beyond which are agricultural uses including a tree grove that are zoned AU. Except for the NFC sites that are designated "Environmentally Protected Parks", the LUP map designates the area west of SW 192 Avenue extending to the UDB as "Estate Density Residential", beyond which is designated "Agriculture." Adjacent to the southeastern boundary of the application, on the north side of SW 344 Street, is a mix of estate density residences, vacant lots, and fallow agricultural tracts that are zoned AU. On the south side of SW 344 Street are a plant nursery, a mango and avocado grove, estate density residences that are zoned AU and GU (Interim - Uses Depend on Character of Neighborhood, Otherwise EU-2 Standards Apply), and the Robert's Fruit Stand site is zoned BU-1 (Business - Neighborhood). Immediately east of the application site is SW 192 Avenue, beyond which, are the Cameron Creek rental apartments, vacant lots, and several fallow agricultural lots. The Cameron Creek rental apartments was built in 2001 on approximately 10 acres at the density of approximately 15 dwelling units per acre, and carries the City of Florida City's zoning of RM-15 (Multifamily Residential District - maximum density of 15 dwelling units per net acre). The vacant lands east and north of

these apartments are zoned RU-1 (Single Family Residential – lot size 7,500 square feet net) and the fallow lands are zoned AU. The parcels east of SW 192 Avenue, although within the Florida City municipal boundaries continue to carry the County's land use designation of "Low Density Residential", which allows 2.5 to 6 dwelling units per gross acre. (See Appendix A: Map Series.)

Land Use and Zoning History

The application site was part of a CDMP LUP map amendment that in December 1988 redesignated lands from "Agriculture" to "Estate Density Residential" and included these lands within the UDB. Within the vicinity of this application site, the 1988 LUP map amendment included land north of SW 336 Street between SW 192 and SW 197 Avenues and south of SW 336 Street between SW 192 and theoretical SW 202 Avenues.

In 1996 the City of Florida City annexed the area east of the application site located between SW 187 and SW 192 Avenues and between SW 328 and SW 344 Streets. The city proposes commercial and medium to high-density residential uses for this annexed area on its 1997 EAR- Based Amendment Map, however, a Land Use Plan has not been duly adopted for that area. As per Section 171.062 (2), Florida Statutes 'If the area annexed was subject to a county land use plan and county zoning or subdivision regulations, these regulations remain in full force and effect until the municipality adopts a comprehensive plan amendment that includes the annexed area'. Since the City of Florida City has not amended its Future Land Use Plan Map to officially designate land uses within the annexed area, the entire annexed area, including those areas which the city has rezoned such as the Cameron Creek rental apartments, retains the Miami-Dade County CDMP 2015-2025 Land Use Plan (LUP) map designation of "Low density residential" (2.5 to 6 DU/Ac).

Supply and Demand

Residential Land Analysis

The application site, although entirely located within Minor Statistical Area (MSA) 7.6, sits on the boundary shared by MSA's 7.6 and 7.5, and is very close to MSA 7.3. Consequently the analysis area considered for this application is a combination of all three MSA's (MSA's 7.3, 7.5, and 7.6). The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 7.3, 7.5, and 7.6) in 2006 was estimated to have a capacity for about 10,344 dwelling units, with about 84 percent of these units intended as single-family. The annual average residential demand in this Analysis Area is projected to increase from 501 units per year in the 2006-2010 period to 2,774 units in the 2020-2025 period. An analysis of the residential capacity by type of dwelling units shows absorption of single-family units occurring in 2018 and for multi-family to the year 2014 (See table below). The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2017.

Residential Land Supply/Demand Analysis
2006 To 2025: Application 14

Analysis Done Separately For Each Type,
I.E. No Shifting Of Demand Between
Single & Multi-Family Type

| | Structure Type | | |
|-----------------------|----------------|-------------|-------------|
| | Single-Family | Multifamily | Both Types |
| Capacity In 2006 | 8,653 | 1,691 | 10,344 |
| Demand 2006-2010 | 333 | 168 | 501 |
| Capacity In 2010 | 7,321 | 1,019 | 8,340 |
| Demand 2010-2015 | 421 | 214 | 635 |
| Capacity In 2015 | 5,216 | 0 | 5,165 |
| Demand 2015-2020 | 1,482 | 578 | 2,060 |
| Capacity In 2020 | 0 | 0 | 0 |
| Demand 2020-2025 | 2,080 | 694 | 2,774 |
| Capacity In 2025 | 0 | 0 | 0 |
| Depletion Year | 2018 | 2014 | 2017 |

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2006.

The CDMP land use designation of "Low-Medium Density Residential" (6 to 13 DU/Ac) allows a range in density from a minimum of 6.0 to a maximum of 13 dwelling units per gross acre. The types of housing typically found in areas designated low-medium density include single-family homes, townhouses and low-rise apartments. Zero-lot-line single-family developments in this category shall not exceed a density of 7.0 dwelling units per gross acre.

Application 14, if approved, will have a maximum impact of approximately 1,300 dwelling units and will increase total residential capacity by approximately 8 months.

Environmental Conditions

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

Flood Protection

| | |
|------------------------------|--------------------------|
| County Flood Criteria (NGVD) | +6.75 feet |
| Stormwater Management | 5-year storm (See Below) |
| Drainage Basin | C-111 |
| Federal Flood Zone | Zone AH |
| Hurricane Evacuation Zone | Zone C |

Biological Conditions

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

Other Considerations

| | |
|-------------------------------------|---------------------|
| Within Wellfield Protection Area | YES |
| Archaeological/Historical Resources | Information Pending |

Stormwater Management

The application site has been identified by the Miami-Dade County Department of Environmental Resources Management (DERM) as a low lying area away from any canal with a significant level of flood protection for new development, and is required to provide a retention/detention system adequately designed to contain on-site the runoff generated by a 5-year storm event. A DERM Surface water permit is required for development on this site. Additionally, the development criteria and the level of on-site flood protection may change if ground water stages are increased as a result of the implementation of the Comprehensive Everglades Restoration Plan.

Specimen Trees

The site may contain specimen sized trees and Miami-Dade County Code, Section 24-49, requires preservation of tree resources and the Miami-Dade County Department of Resources Management (DERM) will require the on-site preservation of specimen sized (trunk diameter \geq 18 inches) trees, whenever reasonably possible. A tree survey showing all tree resources and a Miami-Dade County Tree Removal Permit will be required prior to removal or relocation of any trees.

Natural Forest Communities (NFC)

The application site's northeastern boundary abuts a DERM designated NFC that is designated "Environmentally Protected Parks" on the CDMP LUP map. This NFC is considered an upland natural areas (Pine Rockland and Hardwood Hammocks) that meet one or more of DERM's NFC qualifying criteria including the presence of endangered, rare or endemic species, low percentage of site covered by exotic plant species, high overall plant diversity, wildlife habitat values, and geological features. In order to protect this NFC a DERM NFC barrier permit is required for any development on the application site. The NFC will be maintained by the use of periodic ecological prescribed burning, and the application lies within the potential smoke dispersion corridor.

Wellfield Protection Area

The application site is partially located within the Florida Keys Aqueduct basic wellfield protection area and is subject to the land use regulations contained in the Miami-Dade County Code, Section 24-43. The disposal of wastewater and stormwater, and prohibition of nonresidential land uses that generate, uses, handles disposes of, discharges or stores hazardous wastes on property located within the average pumpage wellfield protection area are regulated by the code.

Water and Sewer

The application is located within the Miami-Dade County Water and Sewer Department's (MDWASD) water and sewer franchised service area. The closest public water main is a 16-inch main located at SW 187 Avenue and SW 349 Street, approximately 5,000 feet from this site. However, because an 8-inch main feeds this 16-inch main the fire flow pressure at this connection point is poor and will not allow for

the minimum required fire flow pressures at the site. The closest point of connection that may produce the required fire flow pressures is an existing 12-inch main located at SW 178 Avenue and SW 360 Street, approximately 14,000 feet (almost 3 miles) from the site. MDWASD recommends a new 16-inch main, connected to the existing 12-inch main be installed on SW 360 Street to SW 187 Avenue, and then connected to the existing 16-inch main located at SW 187 Avenue and SW 349 Street. From this point the 16-inch main should be extended in SW 187 Avenue to SW 344 Street, then west to theoretical SW 197 Avenue then north to the northwest corner of the site.

The source of water is the MDWASD's South Dade Utilities (formerly Rex Utilities), which consist of five small wellfields each providing chlorination treatment prior to distribution. This system has a remaining available rated treatment plant capacity of 2.8 million gallons per day (mgd). However, the South Dade System is very old and, although considered a system, the interconnection between the wellfields is poor and inefficient, and portions of the system can only be served with water from one wellfield. The application site can only be served with water from two of the treatment plants within the South Dade System, namely the Everglades Labor Camp and Newton treatment plants, with the majority of the water coming from the Everglades Labor Camp Treatment Plant. The Newton plant has a DERM rated treatment capacity of 2.16 mgd with a 5-year average day production of 1.98 mgd, and the Everglades Labor Camp Plant has a DERM rated treatment capacity of 0.96 mgd with a 5-year average day production of 0.72 mgd. The estimated potential water demand from this application is 389,000 gallons per day (0.389 mgd). Water production/demand analysis that considers the potential water demand from this application indicates that the average day demand on the Everglades Labor Camp and Newton treatment plants will be increased to 3.089 mgd. Application of the Level of Service (LOS) standard of 2% capacity above average daily system demand to the Everglades Labor Camp and Newton treatment plants shows that combined the treatment plant require minimum 3.15 mgd capacity. However, the combined DERM rated treatment capacity for these two treatment plants is 3.12 mgd. Therefore, the water treatment plants do not have sufficient capacity to serve this application.

The estimated water flow figures generated above are used solely for the purpose of evaluating the impact of the proposed potential development on the level of service (LOS) of that water treatment facility serving the site and are not used for water supply planning purposes. If this application is approved, the change in land use will not result in an increased demand for water supply above that projected by the County's Water and Sewer Department through the year 2025 utilizing population projections approved by the County and the South Florida Water Management District. MDWASD is currently assembling alternative water supply projects that will be used to meet the future water supply demand of Miami-Dade County. It is anticipated that these projects will be identified and adopted into the CDMP 10-Year Water Supply Plan by March 2008.

Sewer service to the application site requires a new sewer pump station and connection to an existing 12-inch force main located at SW 352 Street and SW 188 Avenue, approximately 6,000 feet (more than 1 mile) from this site. This new connection will

utilize a minimum 12-inch force main taken from the point of connection on SW 352 Street to SW 192 Avenue then north on SW 192 Avenue to the application site then take an 8-inch force main onto the site. The required new sewer pump station will serve the area between SW 336 And SW 344 Streets and between SW 192 and SW 197 avenues. All other impacted pump stations are operating within their mandated criteria. Treatment is provided at the South District Waste Water Treatment Plant, which has a remaining available design capacity of approximately 17.17 mgd. The estimated potential sewage flow demand of this application is 389,000 gallons per day. Therefore, the wastewater treatment plant has sufficient capacity to serve this application.

The net increase in water and sewer usage between the current CDMP designation and the proposed CDMP designation is 284,350 gallons per day.

Solid Waste

Application 14 is located within the Miami-Dade County Department of Solid Waste Management's (DSWM) waste service area for garbage and trash collections. The closest DSWM facility is Moody Drive Trash and Recycling Center (12970 SW 268 Street), which is approximately 7 miles away. The projected impact of the application on collection services is minimal.

Parks

The nearest park to Application No. 14 is the is Navy Wells Pineland Preserve, a Natural Areas Preserve of 251 acres, which is located at SW 360 Street and SW 192 Avenue, less than 1 mile from the application site.

The application is located within Park Benefit District 3 (PBD 3), which has a surplus capacity of 169.18 acres when measured by the county concurrency level-of-services standard. The impact of the application will increase the potential population in PBD 3 by 3,674. Approval of this application would decrease available reserve capacity by 10.10 acres to 159.08 acres.

Public Schools

Students generated by this application will attend those schools identified in the following table. This table also identifies the school's enrollment as of October 2005, the school's Florida Inventory of School Houses (FISH) Design Capacity, which includes permanent and relocatable student stations, and the school's FISH utilization percentage. Pursuant to the state-mandated Interlocal Agreement for Public School Facility Planning, between Miami-Dade County and the Miami-Dade County School Board, the school board and development community are required to collaborate where proposed development would result in an increase in the schools' FISH % utilization in excess of 115%.

This application, if approved, will increase the potential student population by an additional 74 students. Approximately 36 of these additional students are elementary students and will attend the Florida City Elementary, increasing the FISH from 88% to 116%. Approximately 16 students will attend Homestead Middle, increasing the FISH utilization from 120% to 131%, and approximately 22 students will attend Homestead Senior High, increasing the FISH utilization from 94% to 99%. Therefore, with approval of this application, Florida City Elementary, which is currently operating within its design capacity, will exceed the 115% FISH utilization design capacity threshold, and Homestead Middle currently exceeds, and will further exceed this threshold set by the Interlocal Agreement.

| School | 2005 Enrollment* | | FISH Capacity** | % FISH Utilization | |
|-------------------------|------------------|------------------|-----------------|--------------------|------------------|
| | Current | With Application | | Current | With Application |
| Florida City Elementary | 757 | 1,006 | 864 | 88% | 116% |
| Homestead Middle | 1,206 | 1,320 | 1,006 | 120% | 131% |
| Homestead Senior High | 2,909 | 3,064 | 3,072 | 94% | 99% |

Enrollment as of: October 15, 2005

The following table outlines those relief schools that are currently being planned, designed, or constructed.

| School | Student Stations | Scheduled Opening |
|---|------------------|-------------------|
| State School SS-1 (Redland/Homestead Middle Schools relief) | 1,662 | 2007 |
| State School TTT (Homestead Senior High Schools relief) | 2,858 | 2009 |

No additional relief schools are currently proposed in the 5-year Plan for this application site.

Roadways

Existing Conditions

Access to the application site is from SW 192 Avenue, which is a 2-lane half section line roadway. East-west access is from the neighboring SW 344 Street south of the site and SW 328 Street to the north. SW 344 Street (SR 9336/ W. Palm Drive) is a two-lane arterial from SW 192 Avenue to SW 182 Avenue and a four-lane divided arterial between SW 182 Avenue and US 1 (SR 5/South Dixie Highway), connects to SW 177 Avenue (SR 997/Krome Avenue), US 1, and the Homestead Extension of Florida's Turnpike (HEFT) to the east, which provide access to other portions of the county. Access to the HEFT is provided by the interchanges located north of SW 344 Street and at SW 312 Street.

Current operating traffic conditions on SW 344 Street, Krome Avenue, US 1, and the HEFT in the vicinity of the application site are acceptable. SW 344 Street from Everglades National Park to SW 182 Avenue, Krome Avenue between SW 320 Street and US 1, the HEFT from SW 312 Street to US 1, and US 1 between SW 304 Street and SW 344 Street, are operating at LOS C or better, above the adopted LOS D and E+20% standards applicable to these roadway segments. The "Traffic Impact Analysis" table below shows the LOS for all roadway segments within the general vicinity of the application site.

The LOS is represented by one of the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable.

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions without the application's impact, as of June 22, 2006, which considers reserved trips from approved developments not yet constructed and any programmed roadway capacity improvements, predicts that SW 344 Street, SW 177 Avenue, US 1, and the HEFT in the vicinity of the application site will continue to operate at LOS C or better, above their adopted LOS D and E+20% standards.

Application Impact

The "Trip Generation" table, below, identifies the estimated number of PM peak-hour trips expected to be generated by the potential development that could occur under the requested CDMP land use designation of "Low-Medium Density Residential (6 to 13 DUS/Acre)" and compares them to the number of trips that would be generated by the potential development that could occur under the current CDMP land use of "Estate Density Residential (1 to 2.5 DUs/Acre)." The estimated trips difference between the requested and current CDMP land use designations is an additional 284 PM peak-hour

CDMP Amendment Application No. 14
 Traffic Impact Analysis on Roadways Serving the Amendment Site
 Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

| Sta. Num. | Roadway | Location/Link | Num. Lanes | Adopted LOS Std.* | Peak Hour Cap. | Peak Hour Vol. | Existing LOS | Approved D.O's Trips | Conc. LOS w/o Amend. | Amendment Peak Hour Trips | Total Trips With Amend. | Concurrency LOS with Amend. |
|-----------|------------------------------|---|------------|-------------------|----------------|----------------|--------------|----------------------|----------------------|---------------------------|-------------------------|-----------------------------|
| 151 | Ingraham Highway (SR 9336) | Everglades National Park to SW 192 Ave. | 2 UD | D | 1530 | 195 | A | 2 | A | 28 | 223 | A |
| 84 | SW 344 St. (SR 9336) | SW 192 Ave. to 182 Ave. | 2 UD | D | 1380 | 534 | B | 224 | B | 424 | 1182 | C |
| 2548 | SW 344 St. (SR 9336) | SW 182 Ave. to US 1 | 4 DV | D | 3110 | 1726 | C | N/A | C | 369 | 2095 | C |
| 131 | SW 177Ave/Krome Ave (SR 997) | SW 320 St. to SW 344 St. | 2 UD | D | 1460 | 838 | C | N/A | C | 50 | 888 | C |
| 518 | SW 177Ave/Krome Ave (SR 997) | SW 344 St. to US 1 | 2 UD | D | 1520 | 183 | B | 228 | B | 55 | 466 | B |
| 544 | US 1 (SR 5/S Dixie Hwy) | SW 344 St to SW 304 St. | 4 DV | E+20% | 4100 | 1931 | B | 77 | B | 258 | 2266 | B |
| 2262 | HEFT (SR 821) | US 1 to SW 312 St. | 4 DV | D | 6760 | 1054 | A | 30 | A | 111 | 1196 | A |

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, October 2006.

Notes: *County adopted roadway level of service standard applicable to the roadway segment
 DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access

Estimated Peak Hour Trip Generation
 By Current and Requested CDMP Land Use Designations

| Application Number | Assumed Use For Current CDMP Designation/ Estimated No. Of Trips | Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips | Estimated Trip Difference Between Current and Requested CDMP Land Use Designation |
|--------------------|--|--|---|
| 14 | Estate Density Residential (1 to 2.5 DUs/Acre) 299 Single Family Detached Units | Low-Medium Density Residential (6 to 13 DUs/Acre) 1556 Single Family Attached Units | |
| | 287 | 571 | +284 |

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade Public Works Department, July 2006.

The application site is currently vacant and fallow and, therefore, does not generate any AM or PM peak hour trip; thus, the estimated trip difference between the requested CDMP Land Use designation and the current use is approximately 571 more PM peak-hour trips. If the application site were developed with single-family dwelling units at a density of 6 units per gross acre, it would generate approximately 632 PM peak-hour trips.

An evaluation of peak-period traffic concurrency conditions with the application's impact, which considers reserved trips from approved development not yet constructed plus the trips to be generated by the requested land use, indicates that the concurrency LOS of SW 344 Street from SW 192 Avenue and SW 182 Avenue and between SW 182 Avenue and US 1 is projected to operate at LOS C, above the adopted LOS D standard applicable to these roadway segments. Other major roadways in the general vicinity of this application such as Krome Avenue between SW 320 street and US 1, US 1 between SW 304 and SW 344 Streets, and the HEFT between SW 312 Street and US 1 are projected to operate at LOS C or better.

Future Conditions

The roadway capacity improvements for the roadway segments within the general vicinity of this application site identified in the County's 2007 Transportation Improvement Program (TIP) are the widening of Krome Avenue, US-1, and SW 328 Street as described in the "Programmed Road Capacity Improvements" table below.

Programmed Road Capacity Improvements
Fiscal Years 2006-2011

| Roadway | From | To | Type of improvement | Fiscal Year |
|-------------------|-----------------|---------------|---------------------------|----------------|
| SR 997/Krome Ave. | SR 5/US-1 | SW 328 Street | Add lanes and Reconstruct | 2009 - 2010 |
| SR 5/US-1 | Card Sound Road | SR 821/HEFT | Add Auxiliary lane | 2008 - 2009 |
| SW 328 Street | US-1 | SW 162 Avenue | Widen to 4 Lanes | *Prior funding |
| SW 328 Street | SW 162 Avenue | SW 137 Avenue | Widen to 4 Lanes | *Prior funding |

Source: Miami-Dade Transportation Improvement Program 2006-2011, Metropolitan Planning Organization, June 2007

Notes: * Prior funded projects are to be constructed through a joint venture with the City of Homestead

According to the Miami-Dade Transportation Plan to the year 2030 Cost Feasible Plan, the following roadway capacity improvement projects are planned for fiscal years 2005-2015 for SW 312, SW 320, SW 328 Streets as described in the "Years 2005-2015 Planned Roadway Capacity Improvements" table below.

Planned Roadway Capacity Improvements
Fiscal Years 2005-2015

| Roadway | From | To | Type of Improvement | Priority |
|---------------------|----------------------|----------------------|----------------------------------|----------|
| SW 312 Street | SW 176 Avenue | SR 821/HEFT | Widen to 5 Lanes | I |
| SW 320 Street | SW 187 Avenue | US-1/S Dixie Highway | Widen to 3 Lanes | I |
| SW 328 Street | US-1/S Dixie Highway | SW 162 Avenue | Widen to 4 Lanes | I |
| SR 997/Krome Avenue | US-1/S Dixie Highway | SW 296 Street | Truck by-pass/Widen 2 to 4 Lanes | II |

Source: Miami-Dade Transportation Plan to the Year 2030, Metropolitan Planning Organization, December 2004

Notes: Priority I – Project improvement to be funded by 2009

Priority II – Project improvement to be funded between 2010-2015

The table below shows the roadways serving and proximate to the application site projected to operate at LOS F in the year 2015. SW 162 Avenue, between SW 312 and SW 320 Streets, is projected to operate at LOS F (1.15) and worsen to LOS F (1.16) with the application; SW 344 Street, between SW 187 and SW 192 Avenues and from SW 187 to SW 182 Avenues, is projected to operate at LOS D and C and deteriorate to LOS F (1.07) and LOS E (0.94), respectively, with the application, below their adopted LOS D standard. US 1 between SW 340 and SW 344 Streets is projected to operate at LOS F (1.11) and worsen to LOS F (1.12) with the application, but still operate above the LOS E+20% standard applicable to this roadway segment.

2015 Volume-to-Capacity (V/C) Ratios
Roadway Segments Projected to Deteriorate to Level of Service F

| Roadway Segment | Volume-to-Capacity Ratio | |
|--|--------------------------|--------------|
| | Without App. 14 | With App. 14 |
| US 1, between SW 340 and SW 344 Streets | 1.11 | 1.12 |
| SW 162 Ave., between SW 312 and SW 320 Streets | 1.15 | 1.16 |
| SW 344 Street, between SW 187 and SW 192 Avenues | .87 | 1.07 |
| SW 344 Street, between SW 187 and SW 182 Avenues | .78 | .94 |

Source: Metropolitan Planning Organization, July 2006.

The projected 2015 traffic analysis indicate that the section of SW 344 Street from SW 192 Avenue to SW 187 Avenue will need to be widened from 2 to 4 lanes. SW 344 Street between SW 182 Avenue and US 1, a four-lane divided roadway, has available capacity to handle this application's impact.

The applicant's transportation consultant, Cathy Sweetapple & Associates, submitted a Transportation Analysis report for Applications 13, 14 and 15 (See Appendix D – Applicant's Traffic Study). Miami-Dade County Department of Planning and Zoning (DP&Z) staff reviewed the report and agreed with the conclusion that the Year 2015 link

analysis for Application 14 demonstrates the need to widen SW 344 Street from 2 to 4 lanes between SW 192 Avenue and SW 182 Avenue. However, DP&Z staff disagrees with the concurrency analysis performed by the consultant on traffic count station 84, which allocates 321 PM peak-hour trips to this count station. The total number of trips to be allocated to this count station should be 424 PM peak-hour trips, based on the cardinal distribution for Traffic Analysis Zone 1442. Therefore, DP&Z staff determined that SW 344 Street between SW 192 and SW 182 Avenues is projected to fail the Year 2015 Levels of Service; thus violating the adopted LOS D standard.

Transit Service

Currently there are no existing transit routes that serve the application site. The routes nearest to the site are Routes 70 and 344, with the closest bus stop located at SW 187 Avenue and SW 344 Street (approximately 0.6 miles from the site). According to the 2006 Transit Development Program The Florida City/ Medley MAX is a proposed route that will introduce peak hour express service between the Florida City/Homestead area and Medley.

Other Planning Considerations

Florida City in 2005 passed City Resolution 05-35 showing its intent to annex lands west and south of the City, including the application site. Filing of the actual annexation application has, however, been postponed pending Miami-Dade County Board of Commissioners final actions on Mitigation Adjustment Policy and on Incorporation and Annexation reports.

No covenant was submitted for this application as of the July 28, 2006 deadline for consideration in the Initial Recommendations report. However, the applicant did submit covenants on September 13, 2006 and October 3, 2006. The latest covenant is included in Appendix F.

STAFF CONCLUSIONS

The Department of Planning and Zoning recommends **DENIAL** of the proposed Land Use Plan (LUP) map standard amendment to change land use designation from "Estate Density Residential Communities" (1 to 2.5 units per gross acre) to "Low-Medium Density Residential Communities" (6 to 13 dwelling units per gross acre) based on the following considerations:

1. Approval of the "Low-Medium Density Residential" category as requested for the subject property by the applicant would be incompatible with the existing development patterns of the area. The northeastern boundary of the application site abuts a County owned Natural Forest Community (NFC) site, north of which are estate density homes. To the immediate west are agricultural lands, beyond which is the Urban Development Boundary (UDB), and south is a mix of estate density residences, vacant lots, and fallow agricultural tracts, and the Robert's Fruit Stand. Except for the NFC site that is designated "Environmentally Protected Parks", the County's adopted LUP map designates the area west of

SW 192 Avenue extending to the UDB, including the application site, as "Estate Density Residential", and the area to the east as "Low Density Residential." Within this "Low Density Residential" area is the Cameron Creek Rental Apartments that was developed at a density of approximately 15 units per acre. Redesignation of the application site to "Low-Medium Density Residential" will introduce residential densities up to 13 dwelling units per acre into an area adjacent to estate density homes, agricultural uses, and an NFC site to the north, agricultural uses to the west, and estate density homes and agricultural uses to the south.

2. The redesignation to "Low-Medium Density Residential" (6 to 13 DU/Ac) of the application site would add approximately 1300 units, representing an approximate 8 months increase, to the residential land capacity of the analysis area, which is projected to be depleted by the year 2017. The types of housing typically found in areas designated "Low-Medium Density Residential" include single-family homes, townhouses and low-rise apartments.
3. Public facilities and services in this area will require significant upgrades to adequately serve the application site. Schools serving this area will be impacted since the middle school serving the area is already operating above the adopted 115% Florida Inventory of School Houses (FISH) utilization threshold and the elementary school will exceed this threshold with the impact of this development. Relief for this school middle school will come in 2007, but there is no relief planned for the elementary school. If approved, the application will cause the Everglades Labor Camp and Newton water treatment plants to operate above adopted Level of Service (LOS) standard of 2% capacity above average daily system demand. Despite the fact that there is adequate system wide sewer service capacity, considerable improvements to the distribution network are required for service to be extended to the application site. These improvements will require a new sewer pump station and connection to an existing 12-inch force main located at SW 352 Street and SW 188 Avenue, approximately 6,000 feet from this site.

All roadways accessing the site are currently operating within their respective adopted Level of Service (LOS) standards and are projected to continue operating within their adopted LOS standards with the impact of the application, with the exception of SW 344 Street. With the impact of the application, traffic conditions on SW 344 Street between SW 192 and SW 182 Avenues is projected to deteriorate by the year 2015 from LOS B to LOS F, in violation of the LOS D standard. No roadway capacity improvements are programmed or planned for SW 344 Street.

Traffic projections to the year 2015 indicate that US 1 between SW 340 and SW 344 Streets is projected to operate at LOS F (1.11) and worsen to LOS F (1.12) with the application, but would operate above the LOS E+20% standard applicable to this roadway segment. SW 344 Street between SW 187 and SW

192 Avenues and between SW 187 and SW 182 Avenues is projected to operate at LOS D and LOS C without the application and deteriorate to LOS F and LOS E respectively, with the application and in violation of the adopted LOS D standard. SW 162 Avenue, between SW 312 Street and SW 320 Street, is projected to operate at LOS F with and without the impact of the application. No roadway capacity improvements are programmed or planned for SW 344 Street.

No transit service is provided within ½ mile of this site. According to the 2006 Transit Development Program, the Florida City/ Medley MAX is a proposed route that will introduce peak hour express service between Florida City/Homestead areas to Medley by 2011.

4. The CDMP promotes land use intensification and increased densities, which support transit ridership on properties located within ¼ mile of a bus stop. The requested redesignation to "Low-Medium Density Residential", although providing for intensification of the site, is not supportive of transit ridership and pedestrianism due to the site's lack of proximity (approximately 0.6 mile) to the nearest bus stop.
5. The application site does not impact any historic resources but does impact environmental resources such as specimen sized trees, a County-owned Natural Forest Community (NFC) site, a wellfield protection area, and is required to provide for on-site retention/detention of the runoff generated by a 5-year storm event. The application lies within the potential smoke dispersion corridor generated by the prescribed burning operations generated at the NFC site. Additionally, the development criteria and the level of on-site flood protection may change if ground water stages are increased as a result of the implementation of the Comprehensive Everglades Restoration Plan.

Consistency Review With CDMP Goals, Objectives, Policies, and concepts

The following CDMP goals, objectives, policies, and concepts will be furthered should the application be adopted:

- LU-8F: (UDB) should contain residential capacity for 10 years after (EAR) plus 5-year surplus.
- OBJECTIVE LU-5: Activities consistent with the adopted Population Projections, and Land Use Plan (LUP) map.

The following CDMP goals, objectives, policies, and concepts will be impeded should the application be adopted:

- LU-3B: Natural resources and systems protected from incompatible land use.
- LU-4C: Neighborhoods protected from disruption or degradation.
- LU-8A: Accommodate residential development in suitable locations and densities
- LU-8E (ii): Evaluated if effects LOS;...

- (iii): Compatible with abutting and nearby land uses and protect the character of established neighborhoods.
 - iii) LU-10A: Redirect higher density towards activity centers.
- TC-1A: [Minimum Traffic LOS standard for roadways.]
- WS-2A: [Proscribes the minimum level of service standards for potable water and sanitary.]
- Objective CIE-1: CIE maintain adopted level of service standards.
- Objective CIE-3: Land use decisions will not degrade adopted LOS.
- CIE-3C: [Contains the Potable Water, Sewer, Solid Waste, Traffic Circulation, Mass Transit, Park and Recreation, Drainage Levels of Service as proscribed in the individual elements.]

APPENDICES

Appendix A Map Series

Appendix B Amendment Application

Appendix C Miami-Dade County Public Schools Analysis

Appendix D Applicant's Traffic Study

Appendix E Fiscal Impact Analysis

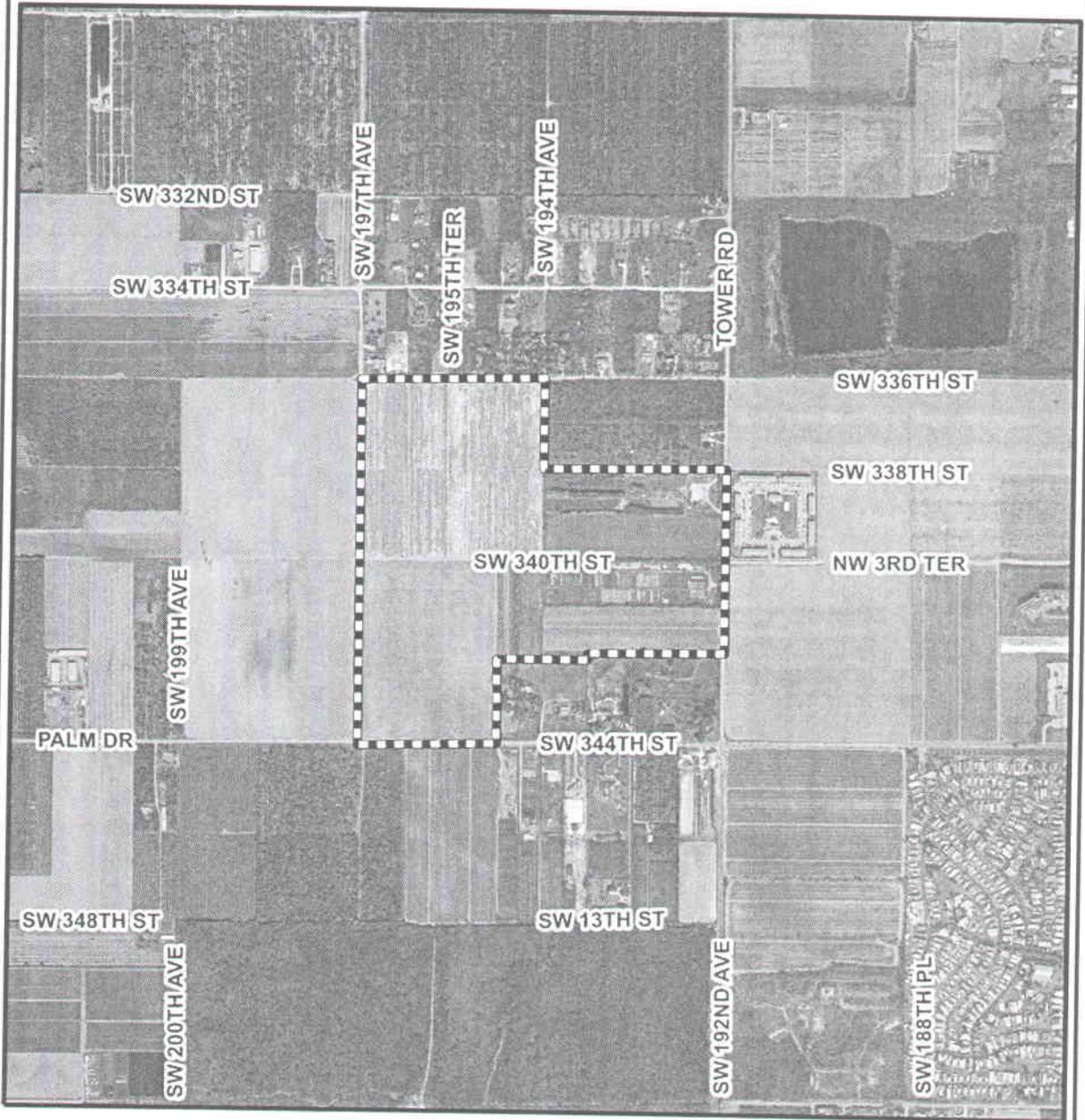
Appendix F Proposed Declaration of Restrictions

Appendix G Photos of Application Site and Surroundings

APPENDIX A

Map Series

AERIAL PHOTO: APPLICATION NO. 14



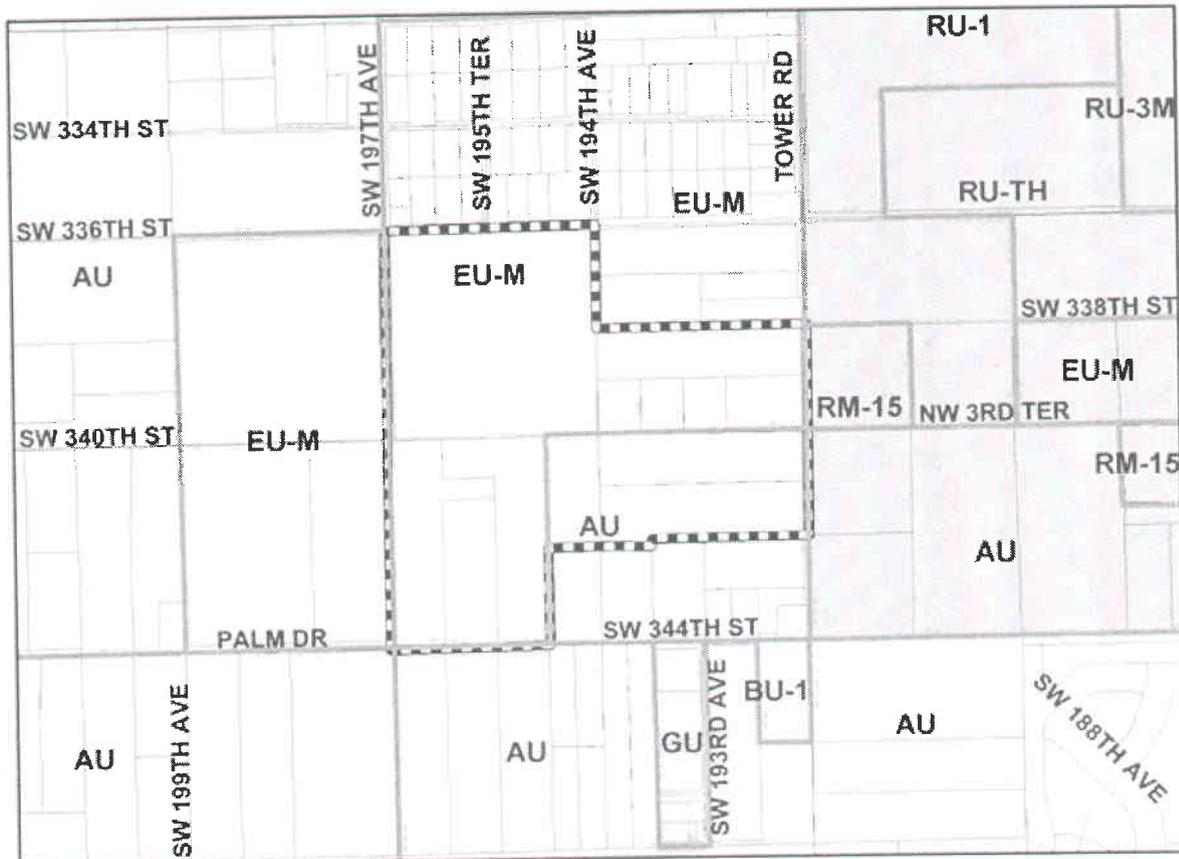
 APPLICATION AREA

2006 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, JULY 2006

APPLICATION NO. 14
CURRENT ZONING MAP



-  APPLICATION AREA
-  UNINCORPORATED MIAMI-DADE
-  FLORIDA CITY

MIAMI-DADE ZONING DISTRICTS

- GU INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD. OTHERWISE EU-2 STANDARDS APPLY
- AU AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
- EU-M ESTATES MOD 1 FAMILY 15,000 SQ FT. NET
- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-TH TOWNHOUSE - 8.5 UNITS / NET ACRE
- RU-3M MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
- BU-1 BUSINESS - NEIGHBORHOOD

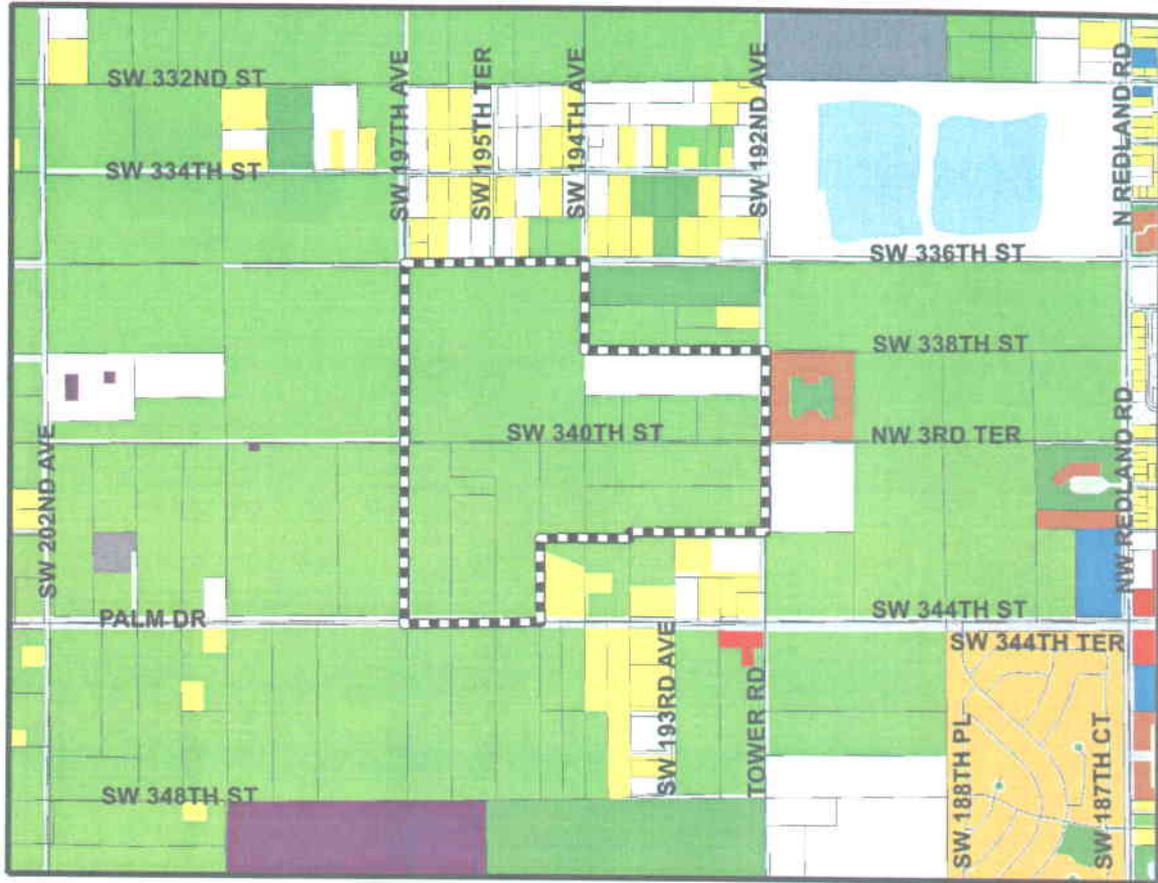
FLORIDA CITY ZONING DISTRICTS

- RM-15 RESIDENTIAL MULTIFAMILY DISTRICT



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, JULY 2006

APPLICATION NO. 14
EXISTING LAND USE



LEGEND

APPLICATION AREA

EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- LOW-DENSITY MULTI-FAMILY
- COMMERCIAL, SHOPPING CENTERS, STADIA
- INSTITUTIONAL
- INDUSTRIAL
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAY R/W
- AGRICULTURE

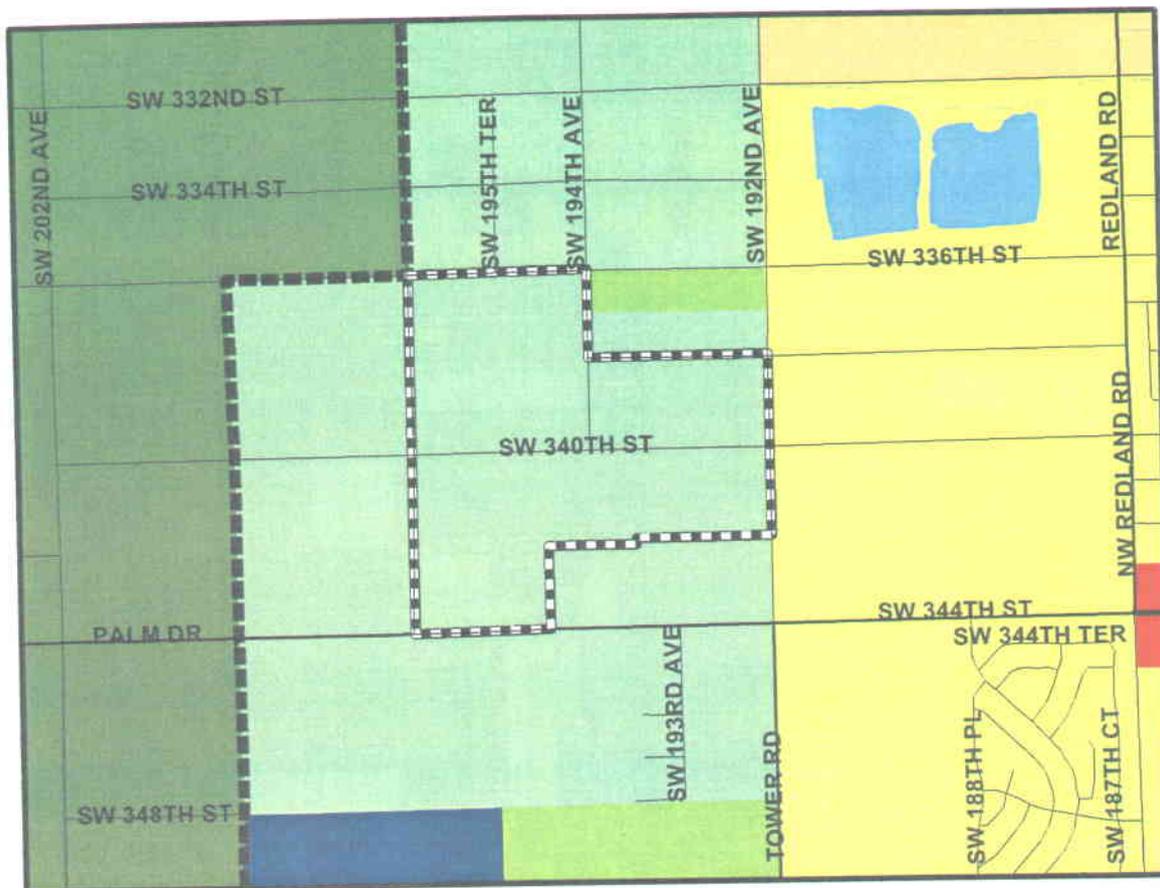
EXISTING LAND USE (Cont'd)

- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT UNPROTECTED
- INLAND WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, JULY 2006

**APPLICATION NO. 14
CDMP LAND USE PLAN**



LEGEND



APPLICATION AREA

CDMP LAND USE

- RESIDENTIAL COMMUNITIES**
-  ESTATE DENSITY RESIDENTIAL (EDR) 1 TO 2.5 DU/AC
-  LOW DENSITY RESIDENTIAL (LDR) 2.5 TO 6 DU/AC
-  LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 6 TO 13 DU/AC
-  BUSINESS AND OFFICE
-  INSTITUTIONS, UTILITIES AND COMMUNICATIONS
-  AGRICULTURE
-  ENVIRONMENTALLY PROTECTED PARKS
-  WATER
-  MINOR ROADWAYS (2 LANES)
-  2015 URBAN DEVELOPMENT BOUNDARY

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2015 and 2025 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, AUGUST 2006

APPENDIX B

Amendment Application

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

1. APPLICANTS

Q2 Florida City I, LLC,
a Florida limited liability company
c/o Juan J. Mayol, Jr., Esq.
Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131

Q2 Florida City II, LLC,
a Florida limited liability company
c/o Juan J. Mayol, Jr., Esq.
Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131

Q2 Florida City III, LLC,
a Florida limited liability company
c/o Juan J. Mayol, Jr., Esq.
Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131

Q2 Florida City IV, LLC,
a Florida limited liability company
c/o Juan J. Mayol, Jr., Esq.
Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131

2. APPLICANTS' REPRESENTATIVE

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

(305) 789-7787
(305) 789-7799 (fax)
juan.mayol@hklaw.com

By: _____

Juan J. Mayol, Jr., Esq.

4.27.06

Date

3. DESCRIPTION OF REQUESTED CHANGE

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

The Applicants requests the re-designation of the subject property from "Estate Density Residential" to "Low-Medium Density Residential."

B. Description of the Subject Area.

The subject property consists of approximately ±119.66 gross acres of land located in Section 23, Township 57, Range 38, in unincorporated Miami-Dade County. More specifically, the subject property is located on the south side of SW 338th Street between SW 192nd Avenue and SW 194th Avenue and continues to SW 197th Avenue where it is bounded on the north by SW 336th Street and on the south by SW 344th Street.

C. Acreage.

Subject application area: ±119.66 gross acres
Acreage owned by Applicants: ±114.66 gross acres

D. Requested Change.

It is requested that the subject area be re-designated on the Land Use Plan map from "Estate Density Residential" to "Low-Medium Density Residential."

4. REASONS FOR AMENDMENT

The Applicants requests the re-designation of the Property from "Estate Density Residential" to "Low-Medium Density Residential" (5.0 to 13.0 dwelling units per gross acre) to permit the development of much needed residential development within the Urban Development Boundary (the "UDB").

Though currently zoned for agricultural uses but designated for residential development, the property is located just to the west of an existing multi-family residential development and the growing Florida City community. As such, the proposed residential development would be compatible with the development trend in the surrounding area. The development of the Property for residential purposes will also help to accommodate the County's projected population growth within the UDB.

Land Use Policy 8H of the CDMP provides the criteria to evaluate applications requesting amendments to the CDMP Land Use Plan map. Specifically, each application must be evaluated to consider the extent to which the proposal, if approved, would satisfy a deficiency in the Land Use Plan map, enhance the provision of services at or above adopted LOS standards, be compatible with neighboring land uses, enhance features of County significance, and, if located in a planned Urban Center or within a 1/4 mile of a transit station, that the development would be designed to promote transit ridership and pedestrianism.

The Countywide supply and demand for residential development is at a critical stage. It is estimated that the remaining capacity of vacant land within the UDB will be depleted in the year 2018. *See Initial Recommendations: October 2005 Applications to Amend the Comprehensive Development Master Plan, Page 2-15.* The Property lies within the County's

South Dade Planning Analysis Tier (the "South Dade Tier"), and more specifically within Minor Statistical Area 7.6. The County's most recent assessment of available residential land within the South Dade Tier strongly suggests that the requested amendment would help meet the growing residential needs of that community. The projected demands for housing in the South Dade Tier increases from 1,949 units per year in the 2005 to 2010 period to about 7,000 units per year in the 2020 to 2025 period. *Id. at 2-19.*

The Property is located to the west of the Florida City limits. Within Florida City, the density of residential development is up to 15.0 units per acre, which is greater than the County's "Low-Medium Density Residential" designation. Therefore, developing the Property with "Low-Medium Density Residential" development would be compatible with the nearby land uses as well as enhance and expand the established neighborhoods in the area. The Property's size and the proposed re-designation would allow the Applicants an opportunity to aggressively incorporate sound urban principles in the development of the Property. The guidelines for urban form, as set forth in the CDMP, establish a generalized pattern for the location of different uses with varying densities and intensities in an interconnecting pattern of accessibility. The "Low-Medium Density Residential" designation allows for single-family homes, townhouses, and low-rise apartments. Other uses permitted in Residential Communities are neighborhood and community services, including schools, parks, houses of worship, day care centers, group housing facilities, and utility facilities. *See CDMP, Page I-20.2.* This mix of residential units and institutional uses will enable the Applicants to provide a range of housing options for residents with varying income levels.

Based on the foregoing, the Applicants believes that the approval of this application would be compatible with the guidelines for urban form, a timely improvement to the Land Use Plan map, and will help to satisfy the boding deficiency of available housing stock within the UDB.

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

LAND USE POLICY 1E: In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of residential areas as neighborhoods which include recreational, educational and other public facilities, houses of worship, and safe and convenient circulation of automotive, pedestrian and bicycle traffic.

LAND USE POLICY 1F: In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the "Guidelines for Urban Form" contained in the "Interpretation of the Land Use Plan Map" text adopted as an extension of these policies. (Residential Communities).

LAND USE POLICY 1G: To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning, and housing finance activities, among others. In particular, Miami-Dade County shall

review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.

LAND USE OBJECTIVE 2: Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, will be based upon the physical and financial feasibility of providing, by the year 2005, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element.

LAND USE POLICY 4C: Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.

LAND USE OBJECTIVE 5: Upon the adoption of this plan, all public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives, and policies of this Element, with the adopted Population Estimates and Projections, and with the future uses provided by the adopted Land Use Plan (LUP) map and accompanying text titled "Interpretation of the Land Use Plan Map" as balanced with the Goals, Objectives and Policies of all Elements of the Comprehensive Plan.

LAND USE OBJECTIVE 8: Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan map, consistent with the adopted Goals, Objectives and Policies of this Plan, which will provide that the Land Use Plan map accommodates countywide growth.

LAND USE POLICY 8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; proximity and accessibility to employment, commercial and cultural centers; character of existing and adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.

LAND USE POLICY 8F: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would: i) satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County.

LAND USE POLICY 9L: Miami-Dade County shall update and enhance its land development regulations and area planning program to facilitate development of better planned neighborhoods and communities, and well designed buildings, and shall encourage and assist municipalities to do the same.

5. ADDITIONAL MATERIAL SUBMITTED

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

6. COMPLETED DISCLOSURE FORMS

Attachments: Legal Description of Property owned by Applicants - Exhibit "A"
Disclosure of Interest Form - Exhibit "B"
Location Map for Application - Exhibit "C"
Aerial Photograph - Exhibit "D"

3642544_v1

EXHIBIT "A"

Legal Description:

Tract 1, less the South 618.09 feet of the East 626.89 feet, of REVISED PLAT OF INGLEWOOD, according to the Plat thereof, as recorded in Plat Book 33, Page 53, of the Public Records of Miami-Dade County, Florida.

LESS & EXCEPT:

That portion of Tract 1, of the REVISED PLAT OF INGLEWOOD, according to the Plat thereof, as recorded in Plat Book 33, at Page 53, of the Public Records of Miami-Dade County, Florida, more particularly described as follows:

Commence at the SW corner of Tract 1 as the point of beginning (p.o.b.), thence run Easterly along the North right of way line of S.W. 344 Street (a/k/a Palm Drive), a distance of 331.04 feet to a point; thence run Northerly along the boundary of said Tract 1 a distance of 617.48 feet to a point; thence run Westerly along a line parallel to the North right of way of S.W. 344 Street to a point on the West line of said Tract 1; thence run Southerly along the West line of said Tract 1 to the point of beginning.

LESS & EXCEPT:

That portion of Tract 1, of REVISED PLAT OF INGLEWOOD, as recorded in Plat Book 33, Page 53, of the Public Records of Miami-Dade County, Florida, that lies within the North 1/2 of the North 1/4 of the Southeast 1/4 of the Southwest 1/4 of Section 23, Township 57 South, Range 38 East, lying and being in Miami-Dade County, Florida.

AND

Lot 3, of C.M. NELSON'S SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 1, Page 163 of the Public Records of Miami-Dade County, Florida.

AND

Lot 4, of C.M. NELSON'S SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 1, Page 163 of the Public Records of Miami-Dade County, Florida.

AND

of the That portion of Tract 1, of REVISED PLAT OF INGLEWOOD, as recorded in Plat Book 33, Page 53, of the Public Records of Miami-Dade County, Florida, that lies within the North 1/2 of the Southeast 1/4 of the Southwest 1/4 of Section 23, Township 57 South, Range 38 East, lying and being in Miami-Dade County, Florida. North 1/2

Also known as:

Lot 5, of C.M. NELSON'S SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 1, Page 163, of the Public Records of Miami-Dade County, Florida.

EXHIBIT "A"

Legal Description: (continued)

AND

The Northwest One-Quarter of the Southwest One-Quarter of Section 23, Township 57 South, Range 38 East, Miami-Dade County, Florida; less the North thirty-five feet, and the West thirty-five feet of said tract; said land lying and being in Miami-Dade County, Florida.

AND

That portion of TRACT 1 of the Revised Plat of Inglewood according to the Plat thereof recorded in Plat Book 33 at page 53 of the Public Records of Dade County, Florida, particularly described as follows:

Commence at the Southwest (SW) corner of Tract 1 as the point of beginning (p.o.b.), thence run Easterly along the north right of way line of S.W. 344 Street (a/k/a Palm Drive formerly known as Palm Avenue) a distance of 331.04 feet to a point; thence run northerly along the boundary of said Tract 1 a distance of 617.48 feet to a point; thence run Westerly along a line parallel to the north right of way line of S.W. 344 Street to a point on the west line of said Tract 1; thence run Southerly along the west line of said Tract 1 to the p.o.b.

EXHIBIT "C"

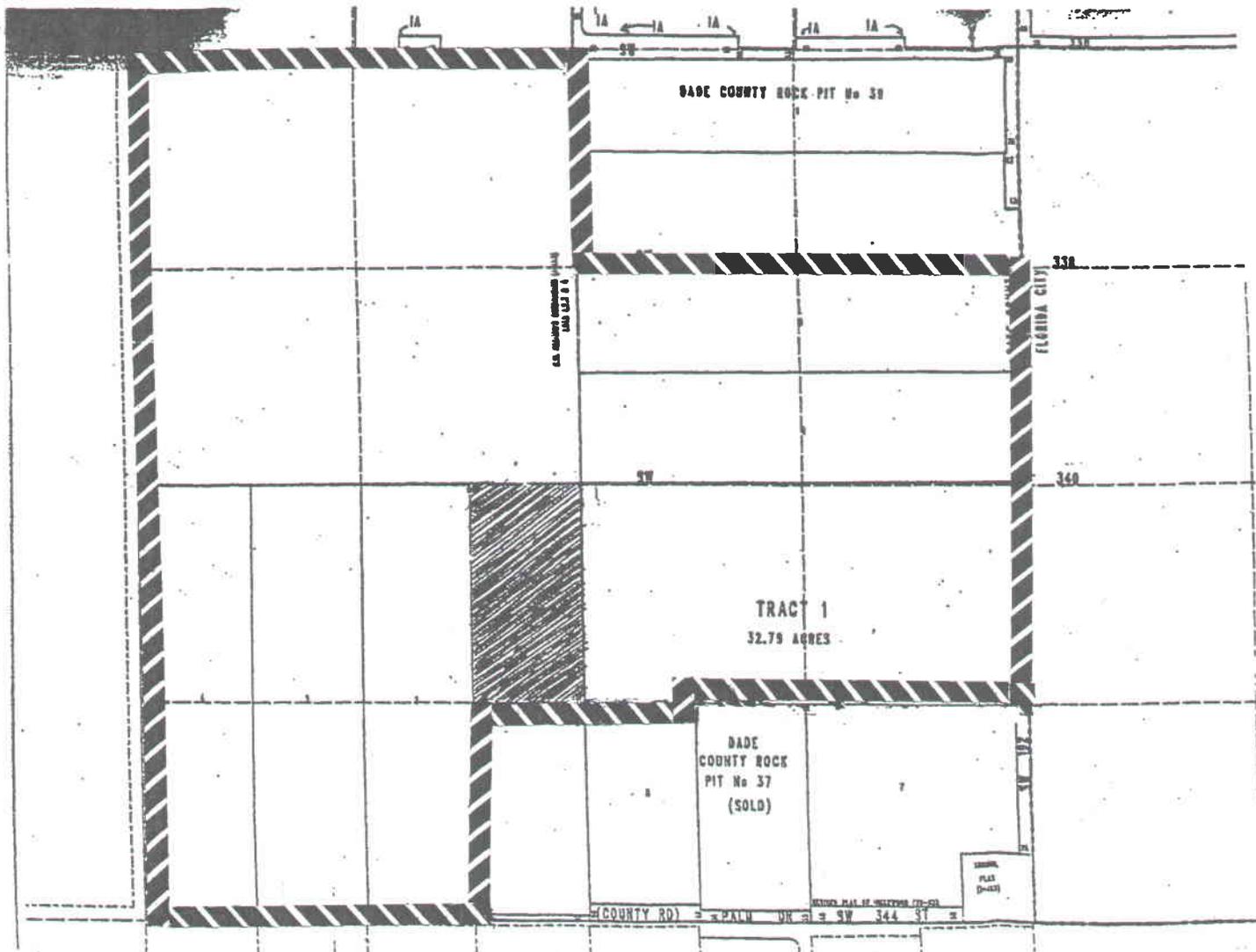
LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

APPLICANTS / REPRESENTATIVE

Q2 Florida City I, LLC / Juan J. Mayol, Jr., Esq.
Q2 Florida City II, LLC / Juan J. Mayol, Jr., Esq.
Q2 Florida City III, LLC / Juan J. Mayol, Jr., Esq.
Q2 Florida City IV, LLC / Juan J. Mayol, Jr., Esq.

DESCRIPTION OF SUBJECT AREA

The subject property consists of approximately ±119.66 gross acres of land located in Section 23, Township 57, Range 38, in unincorporated Miami-Dade County. More specifically, the subject property is located on the south side of SW 338th Street between SW 192nd Avenue and SW 194th Avenue and continues to SW 197th Avenue where it is bounded on the north by SW 336th Street and on the south by SW 344th Street.



 The +/- 5.0 acre shaded area is not owned by the Applicants. This parcel is owned by Glen J. & Maxie Simmons.

Tracy Slavens
305 789 7642
tracy.slavens@hklaw.com

August 24, 2006

VIA HAND DELIVERY

Mr. Frank McCune
Senior Planner, Metropolitan Planning Section
Miami-Dade County Dept. of Planning and Zoning
111 NW 1st Street, 12th Floor
Miami, FL 33128

Re: **Q2 Florida City II, LLC**
CDMP April 2006 Cycle - Application No. 14

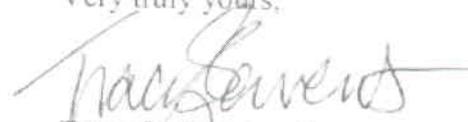
Dear Frank:

As you may be aware, Q2 Florida City II, LLC (the "Applicant") has sold a portion of the property that is the subject of the above referenced application. On June 16, 2005, the Applicant sold that +/- 9 acre property identified by Folio No.30-7823-004-0020, to Palm & Tower II Investors, LLC (the "Owner"). The Disclosure of Interest forms for the owner were submitted to your office on August 22, 2006.

At the time of the sale, the Applicant advised the Owner of the pending CDMP April 2006 Cycle Application to Amend the Land Use Plan Map designation on the subject property. Despite the sale, the Applicant wishes to remain the applicant entity on CDMP Application No. 14.

Thank you for your considerate attention to this matter. As always, if you have any questions or concerns do not hesitate to contact me.

Very truly yours,

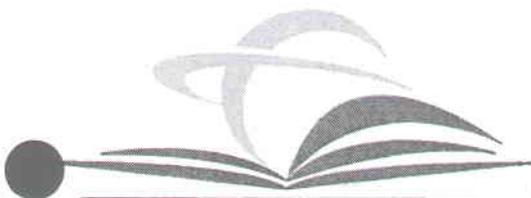


Tracy R. Slavens, Esq.,

TS/ap

APPENDIX C

Miami-Dade County Public Schools Analysis



Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

Chief Facilities Officer

Rose Diamond

Planning Officer

Ana Rijo-Conde, AICP

July 10, 2006

Miami-Dade County School Board

Agustin J. Barrera, Chair

Perla Tabares Hantman, Vice Chair

Frank J. Bolaños

Evelyn Langlieb Greer

Dr. Robert B. Ingram

Dr. Martin Karp

Ana Rivas Logan

Dr. Marta Pérez

Dr. Solomon C. Stinson

Ms. Diane O'Quinn-Williams, Director
Miami-Dade County
Department of Planning and Zoning
Zoning Evaluation Section
111 NW 1 Street, Suite 1110
Miami, Florida 33128

**Re: Land Use Amendments
April 2006 Cycle
(Applications No. 1-16)**

Dear Ms. O'Quinn-Williams:

Pursuant to the state-mandated and School Board approved Interlocal Agreement, local government, the development community and the School Board are to collaborate on the options to address the impact of proposed residential development on public schools where the proposed development would result in an increase in the schools' FISH % utilization (permanent and relocatable), in excess of 115%. This figure is to be considered only as a review threshold and shall not be construed to obligate the governing agency to deny a development.

Attached please find the School District's (District) review analysis of potential impact generated by the above referenced applications. Please note that land use amendments 6, 10 and 16 will not generate additional student impact to the District; and the schools impacted by land use amendments 2 and 3 do not meet the review threshold. However, land use amendments proposed in applications 1, 4, 5, 7, 8, 9, 11, 12, 13, 14 and 15 will generate an additional student impact to the District (see attached analyses).

Please note that some of the impacted school facilities for Amendments 1, 4, 5, 7, 8, 9, 11, 12, 13, 14 and 15 meet the referenced review threshold. As such, it is our recommendation that dialogue between the District and the applicants take place as it relates specifically to public schools in the affected area that meet the review threshold. The District will keep the County apprised if such dialogue takes place with respective applicants.

Ms. Diane O'Quinn-Williams
July 10, 2006
Page Two

Also, attached is a list of approved Charter School Facilities which may provide relief on a countywide basis.

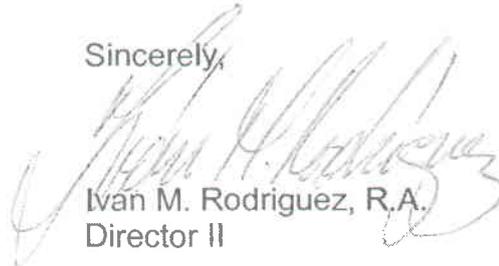
Additionally, pursuant to Miami-Dade County's Educational Facilities Impact Fee Ordinance, the proposed developments, if approved, will be required to pay educational facilities impact fees (impact fees) based on the following formula:

New residential unit square footage X .90 (Square Footage Fee) +
\$600.00 (Base Fee) + 2% administrative fee = Educational Facilities
Impact fee

In accordance with the Agreement, this letter and attached information should not be construed as commentary on the merits of the pending land use amendment applications. Rather it is an attempt to provide relevant information to the Planning Advisory Board, Community Councils and Miami-Dade County Board of County Commissioners on public schools that will likely serve the proposed developments and meet the referenced threshold.

As always, thank you for your consideration and continued partnership in our mutual goal to enhance the quality of life for the residents of our community.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Ivan M. Rodriguez', is written over a faint, larger version of the same signature.

Ivan M. Rodriguez, R.A.
Director II

IMR:ir
L001
Attachments

cc: Ms. Ana Rijo-Conde
Mr. Fernando Albuerne
Mr. Michael A. Levine
Ms. Vivian Villaamil
Ms. Patricia Good
Ms. Helen Brown

SCHOOL IMPACT REVIEW ANALYSIS

July 5, 2006

APPLICATION: No. 14, Q2 Florida City I, LLC, Q2 Florida City II, LLC, Q2 Florida City III, LLC and Q2 Florida City IV, LLC

REQUEST: Change Land Use from Estate Density Residential (1 to 2.5 DU/acre) to Low-Medium Density Residential (6 to 13 DU/acre)

ACRES: ± 119.7 acres

LOCATION: Approximately between SW 336 and SW 344 Street and between SW 192 and SW 197 Avenue

**MSA/
MULTIPLIER:** 7.6 / .40 Single-Family (SF) Detached and .41 Single-Family (SF) Attached

| NUMBER OF UNITS: | | Proposed Land Use | Existing Land Use |
|-------------------------|------------------------|--------------------------|--------------------------|
| | 1,257 additional units | 1,556 SF Attached | 299 SF Detached |

| | | | |
|--------------------------------------|-----|--------------|--------------|
| ESTIMATED STUDENT POPULATION: | 518 | 638 students | 120 students |
| ELEMENTARY: | 249 | | |
| MIDDLE: | 114 | | |
| SENIOR HIGH: | 155 | | |

SCHOOLS SERVING AREA OF APPLICATION

ELEMENTARY: Florida City Elementary – 364 NW 6 Avenue

MIDDLE: Homestead Middle – 658 NW 2 Avenue

SENIOR: Homestead Senior High – 2351 SE 12 Avenue

All schools are located in Regional Center VI.

*Based on Census 2000 information provided by Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

| | STUDENT POPULATION | FISH DESIGN CAPACITY PERMANENT | % UTILIZATION FISH DESIGN CAPACITY PERMANENT | NUMBER OF PORTABLE STUDENT STATIONS | % UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE | CUMULATIVE STUDENTS** |
|-------------------------|--------------------|--------------------------------|--|-------------------------------------|--|-----------------------|
| Florida City Elementary | 757 | 716 | 106% | 148 | 88% | 1,006 |
| | 1,006 * | | 141% | | 116% | |
| Homestead Middle | 1,206 | 848 | 142% | 158 | 120% | 1,468 |
| | 1,320 * | | 156% | | 131% | |
| Homestead Senior High | 2,896 | 2,977 | 97% | 95 | 94% | 3,964 |
| | 3,051 * | | 102% | | 99% | |

*Student population increase as a result of the proposed development

**Estimated number of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, Florida City Elementary and Homestead Middle schools meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005)

Projects in Planning, Design or Construction

| <u>School</u> | <u>Status</u> | <u>Projected Occupancy Date</u> |
|---|---------------|---------------------------------|
| State School SS-1 (Redland / Homestead Middle school relief) (1,662 student stations) | Construction | 2007 School Opening |
| State School TTT (Homestead Senior High School relief) (2,858 student stations) | Planning | 2009 School Opening |

Proposed Relief Schools

| <u>School</u> | <u>Funding year</u> |
|---------------|---------------------|
| N/A | |

| | |
|---|-------|
| Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan) | 716 |
| Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan) | 2,510 |
| Estimated Permanent Senior High Seats (Current and Proposed in 5-Year Plan) | 5,835 |

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected need.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$3,392,382.

CAPITAL COSTS: Based on the State's July 2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

| | | | | | |
|-------------------------------------|--------------------------------|---|--------|---|--------------------|
| ELEMENTARY | 249 | x | 18,084 | = | \$4,502,916 |
| MIDDLE | 114 | x | 19,528 | = | \$2,226,192 |
| SENIOR HIGH | Does not meet review threshold | | | | |
| Total Potential Capital Cost | | | | | \$6,729,108 |

*Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

APPENDIX D

Applicant's Traffic Study

**CDMP AMENDMENT
APPLICATION
TRANSPORTATION
ANALYSIS**

**CDMP Amendment
Application
Numbers 13, 14, 15**

August 2006

Prepared for:
Tagoror Investments, LLC
Q2 Florida City I, LLC
Q2 Kings Mountain 485, LLC

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

101 North Gordon Road, Fort Lauderdale, Florida 33301
954-463-8878 office 954-525-4303 fax Email: csweet@bellsouth.net

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

**Application Numbers 13, 14, 15
CDMP Amendment Application Transportation Analysis**

Introduction and Site Location

Three separate land use plan amendment applications were submitted to Miami-Dade County for three separate parcels of land located west of Florida City within unincorporated Miami-Dade County, identified herein as Application Numbers 13, 14 and 15. Application Numbers 13 and 14 are located on the north side of SW 344 Street, to the west of SW 192 Avenue. Application Number 15 is located on the south side of SW 344 Street, to the east of SW 192 Avenue. The location of each of the three amendment sites are identified on **Figure 1**. The approved and proposed land use designations for each of the three applications, along with the corresponding approved and proposed dwelling units are summarized in **Table 1A** below.

Table 1A – Summary Information for Applications 13, 14 and 15

| Application Number | Applicant | Property Acreage | Approved Land Use | Approved Density | Proposed Land Use | Proposed Density |
|--------------------|--|------------------|----------------------------|------------------------------------|--------------------------------|-----------------------------------|
| 13 | Tagoror Investments, LLC | 9.89 acres | Estate Density Residential | 1 to 2.5 du/acre 24 du maximum | Low Medium Density Residential | 6 to 13 du/acre 128 du maximum |
| 14 | Q2 Florida City I, LLC Q2 Florida City II, LLC Q2 Florida City III, LLC Q2 Florida City IV, LLC | 119.7 acres | Estate Density Residential | 1 to 2.5 du/acre 299 du maximum | Low Medium Density Residential | 6 to 13 du/acre 1556 du max |
| 15 | Q2 Kings Mountain 485, LLC | 20.76 acres | Low Density Residential | 2.5 to 6 du/acre 124 du maximum | Low Medium Density Residential | 6 to 13 du/acre 269 du maximum |
| | | | Total | 447 du | Total | 1,953 du |

Transportation Analysis and Study Area

A Transportation Analysis has been prepared to examine the traffic impacts resulting from the proposed land use changes, comparing the transportation conditions with the amendments, to that which would have occurred under the current allowable land use designations for each of the amendment sites. The analysis examines the adequacy of the transportation infrastructure within the five year and ten year planning horizons, and specifically addresses traffic concurrency pursuant to the Miami-Dade County Concurrency Management System, and the Year 2015 transportation impacts upon the surrounding roadway network.

This Transportation Analysis examines the arterial and collector roadway network serving the amendment sites, extending from SW 296 Street on the north, SW 167 Avenue on the east, SW 352 Street on the south (inclusive of Card Sound Road and US-1) and SW 197 Avenue on the west.

Allowable Development under the Existing and Proposed Land Use

The allowable land development scenarios for Application Numbers 13, 14 and 15 are summarized in **Table 1A** above. The allowable land use collectively (among all three applications) permits 447 dwelling units, which generates 341 AM peak hour trips and 447 PM peak hour trips as outlined in **Table 1B** below, and as calculated using the trip generation rates and equations from ITE 7th Edition under Land Use Code 210 for single-family homes. Detailed trip generation calculations for the allowable land use for each application is provided in the attached **Tables 2A, 2B and 2C**.

The proposed land use designations collectively (among all three applications) permit a maximum of 1,953 multi-family residential dwelling units accommodating an attached townhome product. The maximum allowable dwelling units are based upon 13 dwelling units per acre for low medium density residential. Under this maximum scenario (which has been analyzed pursuant to state guidelines), the units (collectively) would generate 641 AM peak hour trips and 780 PM peak hour trips using the trip generation rates and equations from ITE 7th Edition under Land Use Code 230 for multi-family townhomes as outlined in **Table 1B** below.

Compared to the existing land use designations for the three amendment sites, the net new traffic impact with the proposed land use change would equate to 300 AM peak hour trips and 333 PM peak hour trips as outlined in **Table 1B** below. Detailed trip generation calculations are provided in the attached **Tables 2A, 2B and 2C** for Application Numbers 13, 14 and 15.

Table 1B - Summary of the Trips from Allowable Development under the Existing and Proposed Land Use

| Application Number | Existing Land Use – 447 DU | | Proposed Land Use – 1,953 DU | | Net New – 1,506 DU | |
|--------------------|----------------------------|--------------------|------------------------------|--------------------|--------------------|--------------------|
| | AM Peak Hour Trips | PM Peak Hour Trips | AM Peak Hour Trips | PM Peak Hour Trips | AM Peak Hour Trips | PM Peak Hour Trips |
| 13 | 26 | 30 | 63 | 74 | 37 | 44 |
| 14 | 219 | 287 | 464 | 571 | 245 | 284 |
| 15 | 96 | 130 | 114 | 135 | 18 | 5 |
| Total | 341 AM Trips | 447 PM Trips | 641 AM Trips | 780 PM Trips | 300 AM Trips | 333 PM Trips |

Transportation Analysis for the Increase in Site Related Traffic

Based upon the trip generation material provided in **Table 1B** above, there will be an increase in site related traffic resulting from the proposed land use change for each of the three amendment sites. This increase in site related traffic has therefore been evaluated on three separate levels to ensure that adopted levels of service can be maintained with the impacts of the proposed amendment site.

- The site related traffic has been evaluated for traffic concurrency following the guidelines from Miami-Dade County, using updated year 2004 traffic counts for the surrounding County and State count stations, 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 year 2004 or 2005 traffic counts for the surrounding County and State count stations.
- A Year 2015 network analysis has been prepared for the study area roadways surrounding the amendment site to reflect the long term planning horizon, incorporating the funded transportation improvements from adopted TIP 2007, and the Priority I and Priority II planned transportation improvements from the Year 2030 long range transportation plan.

**TABLE 2A - TAGOROR INVESTMENTS, LLC - APPLICATION NO. 13
TRIP GENERATION FOR THE UNDERLYING ALLOWABLE LAND USE
9.89 GROSS ACRES AT 2.5 DU/ACRE**

| LAND USE | TIMEFRAME | UNITS | | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | |
|------------------------|--------------|-------|----|------------|---|------------|-----|-------|-----|-------|
| | | | | | | | % | TRIPS | % | TRIPS |
| Single Family Detached | Daily | 24 | DU | 210 | $\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$ | 280 | 50% | 140 | 50% | 140 |
| Single Family Detached | AM Peak Hour | 24 | DU | 210 | $T = 0.70(X) + 9.43$ | 26 | 25% | 7 | 75% | 19 |
| Single Family Detached | PM Peak Hour | 24 | DU | 210 | $\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$ | 30 | 63% | 19 | 37% | 11 |

**TRIP GENERATION FOR THE PROPOSED USE
9.89 GROSS ACRES AT 13 DU/ACRE**

| LAND USE | TIMEFRAME | UNITS | | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | |
|------------------------|--------------|-------|----|------------|---|------------|-----|-------|-----|-------|
| | | | | | | | % | TRIPS | % | TRIPS |
| Single Family Attached | Daily | 128 | DU | 230 | $\text{Ln}(T) = 0.85 \text{Ln}(X) + 2.55$ | 792 | 50% | 396 | 50% | 396 |
| Single Family Attached | AM Peak Hour | 128 | DU | 230 | $\text{Ln}(T) = 0.80 \text{Ln}(X) + 0.26$ | 63 | 17% | 11 | 83% | 52 |
| Single Family Attached | PM Peak Hour | 128 | DU | 230 | $\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$ | 74 | 67% | 50 | 33% | 24 |

NET NEW TRIP GENERATION - PROPOSED LESS UNDERLYING ALLOWABLE

| LAND USE | TIMEFRAME | UNITS | | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | |
|---------------|--------------|-------|----|------------|---|-------|-----|-------|-----|-------|
| | | | | | | | % | TRIPS | % | TRIPS |
| Net New Units | Daily | 104 | DU | 230 | Trip Increase | 512 | 50% | 256 | 50% | 256 |
| Net New Units | AM Peak Hour | 104 | DU | 230 | Trip Increase | 37 | 17% | 4 | 83% | 33 |
| Net New Units | PM Peak Hour | 104 | DU | 230 | Trip Increase | 44 | 67% | 31 | 33% | 13 |

**TABLE 2B - Q.2 Florida City I-IV, LLC - APPLICATION NO. 14
TRIP GENERATION FOR THE UNDERLYING ALLOWABLE LAND USE
119.7 GROSS ACRES AT 2.5 DU/ACRE**

| LAND USE | TIMEFRAME | UNITS | | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | |
|------------------------|--------------|-------|----|---------|---|--------------|-----|-------|-----|-------|
| | | | | | | | % | TRIPS | % | TRIPS |
| Single Family Detached | Daily | 299 | DU | 210 | $\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$ | 2,848 | 50% | 1,424 | 50% | 1,424 |
| Single Family Detached | AM Peak Hour | 299 | DU | 210 | $T = 0.70(X) + 9.43$ | 219 | 25% | 55 | 75% | 164 |
| Single Family Detached | PM Peak Hour | 299 | DU | 210 | $\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$ | 287 | 63% | 181 | 37% | 106 |

**TRIP GENERATION FOR THE PROPOSED USE
119.7 GROSS ACRES AT 13 DU/ACRE**

| LAND USE | TIMEFRAME | UNITS | | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | |
|------------------------|--------------|-------|----|---------|---|--------------|-----|-------|-----|-------|
| | | | | | | | % | TRIPS | % | TRIPS |
| Single Family Attached | Daily | 1,556 | DU | 230 | $\text{Ln}(T) = 0.85 \text{Ln}(X) + 2.55$ | 6,617 | 50% | 3,309 | 50% | 3,308 |
| Single Family Attached | AM Peak Hour | 1,556 | DU | 230 | $\text{Ln}(T) = 0.80 \text{Ln}(X) + 0.26$ | 464 | 17% | 79 | 83% | 385 |
| Single Family Attached | PM Peak Hour | 1,556 | DU | 230 | $\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$ | 571 | 67% | 383 | 33% | 188 |

NET NEW TRIP GENERATION - PROPOSED LESS UNDERLYING ALLOWABLE

| LAND USE | TIMEFRAME | UNITS | | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | |
|---------------|--------------|-------|----|---------|--------------------------------------|-------|-----|-------|-----|-------|
| | | | | | | | % | TRIPS | % | TRIPS |
| Net New Units | Daily | 1,257 | DU | 230 | Trip Increase | 3,769 | 50% | 1,885 | 50% | 1,884 |
| Net New Units | AM Peak Hour | 1,257 | DU | 230 | Trip Increase | 245 | 17% | 24 | 83% | 221 |
| Net New Units | PM Peak Hour | 1,257 | DU | 230 | Trip Increase | 284 | 67% | 202 | 33% | 82 |

**TABLE 2C - Q2 Kings Mountain 485,LLC - APPLICATION NO. 15
TRIP GENERATION FOR THE UNDERLYING ALLOWABLE LAND USE
20.76 GROSS ACRES AT 6 DU/ACRE**

| LAND USE | TIMEFRAME | UNITS | | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | |
|------------------------|--------------|-------|----|------------|---|--------------|-----|-------|-----|-------|
| | | | | | | | % | TRIPS | % | TRIPS |
| Single Family Detached | Daily | 124 | DU | 210 | $\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$ | 1,267 | 50% | 634 | 50% | 633 |
| Single Family Detached | AM Peak Hour | 124 | DU | 210 | $T = 0.70(X) + 9.43$ | 96 | 25% | 24 | 75% | 72 |
| Single Family Detached | PM Peak Hour | 124 | DU | 210 | $\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$ | 130 | 63% | 82 | 37% | 48 |

**TRIP GENERATION FOR THE PROPOSED USE
20.76 GROSS ACRES AT 13 DU/ACRE**

| LAND USE | TIMEFRAME | UNITS | | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | |
|------------------------|--------------|-------|----|------------|---|--------------|-----|-------|-----|-------|
| | | | | | | | % | TRIPS | % | TRIPS |
| Single Family Attached | Daily | 269 | DU | 230 | $\text{Ln}(T) = 0.85 \text{Ln}(X) + 2.55$ | 1,488 | 50% | 744 | 50% | 744 |
| Single Family Attached | AM Peak Hour | 269 | DU | 230 | $\text{Ln}(T) = 0.80 \text{Ln}(X) + 0.26$ | 114 | 17% | 19 | 83% | 95 |
| Single Family Attached | PM Peak Hour | 269 | DU | 230 | $\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$ | 135 | 67% | 90 | 33% | 45 |

NET NEW TRIP GENERATION - PROPOSED LESS UNDERLYING ALLOWABLE

| LAND USE | TIMEFRAME | UNITS | | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | |
|---------------|--------------|-------|----|------------|---|-------|-----|-------|-----|-------|
| | | | | | | | % | TRIPS | % | TRIPS |
| Net New Units | Daily | 145 | DU | 230 | Trip Increase | 221 | 50% | 110 | 50% | 111 |
| Net New Units | AM Peak Hour | 145 | DU | 230 | Trip Increase | 18 | 17% | -5 | 83% | 23 |
| Net New Units | PM Peak Hour | 145 | DU | 230 | Trip Increase | 5 | 67% | 8 | 33% | -3 |

Regional Roadway Network Serving the Amendment Site

The roadway network serving the amendment site is illustrated in the enclosed **Figure 1**. Primary access to Applications 13, 14 and 15 is provided off of SW 344 Street, extending approximately 1.5 miles west from US-1 to SW 192 Avenue. SW 344 Street is classified as a State Minor Arterial from US-1 to SW 192 Avenue, and as a County Collector extending to the west. SW 344 Street exists today as a 4 lane divided roadway from SW 137 Avenue (on the east) to SW 182 Avenue (on the west), narrowing to a 2 lane undivided roadway west of SW 182 Avenue. SW 192 Avenue is classified as a State Minor Arterial south of SW 344 Street, and a County Collector extending to the north. The supporting transportation infrastructure either already exists or is under development as outlined below.

- **On-Site Subdivision Roadways** - Improvements to section-line roadways (SW 344 Street) and half section-line roadways (SW 192 Avenue) adjacent to the amendment sites will be developed concurrent with site development (pursuant to County Code requirements).
- **Programmed (Funded) Off-Site Transportation Improvements** – Programmed improvements from the adopted TIP 2007 will result in improvements to off-site section-line roadways or to transit corridors 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 177 Avenue from US-1 to Lucy Street** - 4 lane divided roadway
 - **SW 328 Street from US-1 to SW 137 Avenue** – 4 lane divided roadway
 - **Card Sound Road from County line to US-1** – Improved 2 lane roadway
 - **US-1 from County Line to Card Sound Road** – Improved 2 lane roadway
 - **US-1 from Card Sound Road to HEFT** – Third NB lane as an auxiliary lane to the HEFT
 - **Busway Extension to Florida City by 2007** – Premium transit access to the Amendment Study Area
- **Planned (Priority I and II) Off-Site Transportation Improvements** – Planned transportation improvements from Priority I and II of the 2030 Long Range Transportation Plan have been established as the cost feasible transportation infrastructure that will be in place by the Year 2015. The Planned transportation improvements in the study area are identified in **Table 3B** and in **Figure 2B**, with the Priority I improvements illustrated again in **Figure 2E** and the Priority II improvements illustrated in again in **Figure 2F**. These planned improvements include several roadways in the immediate study area as highlighted below:
 - Priority I:
 - **US-1 from County Line to Card Sound Road** – Improved 2 lane roadway, add wide shoulders [in TIP]
 - **US-1 from Card Sound Road to HEFT** – Construct auxiliary lanes to the HEFT [in TIP]
 - **SW 320 Street from SW 187 Avenue to US-1** – Widen to 3 lanes
 - **SW 312 Street from SW 187 Avenue to SW 177 Avenue** – Widen to 5 lanes [in TIP for Engineering]
 - **SW 312 Street from SW 152 Avenue to SW 137 Avenue** – Widen to 4 lanes [Completed]
 - **SW 328 Street from US-1 to SW 152 Avenue** – Widen to 4 lanes [in TIP]
 - **Busway Extension to Florida City by 2007** – Premium transit access to the Amendment Study Area [in TIP]
 - Priority II:
 - **SW 177 Avenue from US-1 to SW 296 Street** - Widen to 4 lanes [in TIP with modifications]
- **Transit Access** - The amendment sites are located within 1.5 miles of the Premium Transit Busway Corridor which is programmed for completion in 2007. This transit corridor provides a convenient and direct connection to the Miami-Dade County premium transit system providing extensive transit access system-wide and county-wide. The attached **Figure 2C** illustrates the Busway Corridor and the funded park and ride transit terminal located at SW 344 Street at the terminus of the Busway corridor. **Figure 2D** illustrates the Miami-Dade Transit Service making connections to the Busway Corridor and reaching out to the neighborhoods located to the east and west of the Busway.

TABLE 3A
CDMP AMENDMENT APPLICATION TRANSPORTATION ANALYSIS
APPLICATION NUMBERS 13, 14, 15
PROGRAMMED TRANSPORTATION IMPROVEMENTS (FY 2007-2011) MIAMI-DADE COUNTY MPO

| TIP 2007 No. | TIP 2007 Page No. | Location | Improvement | TIP 2007 Project Phase | TIP 2007 Project Costs | TIP 2007 Year Funded | Figure Ref. No. |
|------------------------|----------------------------------|---|---|--|--|--------------------------------|-----------------|
| DT2493561 2493561 | Section A1 Page 2 | SR 5/US-1 From North of MM 113 to MM 117 | Flexible Pavement Reconstruction 3.788 miles | Design Build/Construction Design Build Construction | \$41,624,000 \$2,000,000 | Prior Funding 2009-2010 | Not Mapped |
| 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 | Not Mapped |
| 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 | #1 |
| 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 | Not Mapped |
| DT2496146 2496146 | Section A1 Page 97-TIP 2006 | SR997/Krome Avenue At SR 93/Kendall Drive | Provide dual SB to EB Left turn lanes Add Exclusive WB Left | PD&E Construction | \$11,349 \$532,364 | 2006 2006 | Not Mapped |
| 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 | Not Mapped |
| 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 | Not Mapped |
| DT2498561 2498561 | Section A1 Page 10 | SR 5/US-1 From MM 4.167 S-18 to MM 8.750 | Flexible Pavement Reconstruction 4.583 miles | Preliminary Engineering Construction | \$1,425,000 \$31,700,000 | Prior Funding 2007-2008 | Not Mapped |
| DT2498562 2498562 | Section A1 Page 10 | SR 5/US-1 From S. of S-18 MP 8.7 to Card Sound Rd MP 13.87 | Flexible Pavement Reconstruction 5.121 miles | Construction | \$58,414,000 | 2010-2011 | #2 |
| 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 | #3 |
| 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 | #4 |
| DT4106251 4106251 | Section A1 Page 54 | SR 5/US-1/South Dixie Highway From SW 304 Street to S. of SW 284 Street | Resurfacing 1.637 miles | Construction | \$17,545,000 | 2009-2011 | #5 |
| DT4106252 4106252 | Section A1 Page 55 | SR 5/US-1/South Dixie Highway From S. of SW 284 Street to N. of SW 266 Street | Resurfacing 1.623 miles | Construction | \$13,830,000 | 2010-2011 | Not Mapped |
| DT4164731 4164731 | Section A1 Page 80 | SR 5/US-1 Auxiliary From Card Sound Road to SR 821 / HEFT | PD&E/EMO Study Construct Auxiliary lanes | Preliminary Engineering Construction | \$300,000 \$3,075,000 | 2006-2007 2008-2010 | #6 |
| DT4204571 4204571 | Section A1 Page 148 | Busway at SW 344 Street Park and Ride Lot | Park and Ride Lot | Capital | \$600,000 | 2006-2007 | #7 |
| DT4204581 4204581 | Section A1 Page 149 | Busway at SW 344 Street Park and Ride Lot | Park and Ride Lot | Capital | \$2,322,000 | 2006-2007 | #7 |
| DT4175441 4175441 | Section A2 Page 3 | Homestead Toll Plaza Express Lanes | Express Lanes | Construction | \$46,364,000 | 2008-2009 | Not Mapped |
| 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 | Not Mapped |
| 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 | Not Mapped |
| 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 | Not Mapped |
| 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 | Not Mapped |
| PW0000148 0000148 | Section A5 Page 75 | SW 152 Avenue From US-1 to SW 312 Street | Widen to 4 lanes | Preliminary Engineering Construction | \$500,000 \$11,800,000 | 2007-2008 2007-2010 | Not Mapped |
| PW671605 671605 | Section A5 Page 78 | SW 328 Street From US-1 to SW 162 Avenue | Widen to 4 lanes | Preliminary Engineering Construction | \$370,000 \$6,630,000 | Prior Funding Prior Funding | #8 |
| PW671617 671617 | Section A5 Page 79 | SW 328 Street From SW 162 Avenue to SW 152 Avenue | Widen to 4 lanes | Construction | \$6,000,000 | Prior Funding | #9 |
| PW0000515 0000515 | Section A5 Page 79 | SW 328 Street From 152 Avenue to SW 137 Avenue | Widen to 4 lanes | Preliminary Engineering Construction | \$500,000 \$7,000,000 | Prior Funding Prior Funding | Not Mapped |
| PW20050032 20050032 | Section A7 Page 80 | Card Sound Road From Monroe/Miami-Dade County Line to US-1 | Improve existing 2 lanes Add wide shoulders | Construction | \$4,000,000 | Underway | #10 |
| PW20040343 20040343 | Section A7 Page 14 | SW 137 Avenue From US-1 to SW 200 Street | Two continuous lanes | Preliminary Engineering Construction | \$1,790,000 \$10,000,000 | 2007-2008 2009-2010 | Not Mapped |
| PW20040344 20040344 | Section A7 Page 15 | SW 137 Avenue From HEFT to US-1 | Widen from 2 lanes to 4 lanes | Preliminary Engineering Construction | \$745,000 \$8,125,000 | 2007-2008 2008-2010 | Not Mapped |
| PW20040342 20040342 | Section A7 Page 15 | SW 312 Street From SW 187 Avenue to SW 177 Avenue | Widen to 5 lanes | Preliminary Engineering | \$443,000 | 2009-2010 | #11 |
| TA0000006 0000006 | Section A11 Page 2 - TIP 2006 | South Dade Metrorail Extension From Dadeland South Metro-rail Station to SW 220 St | Feasibility Study for 21 mile Metro-rail Extension | Planning | \$1,500,000 | 2007-2009 | #12 |
| TA0000037 0000037 | Section A11 Page 2 - TIP 2006 | South Dade Busway Extend the Busway Corridor to Florida City | Busway Extension | Construction Underway | \$85,480,000 | Prior Funding | #13 |

Source: TIP 2007 - FY 2007-2011 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted May 25, 2006

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 Zone 1442 for Applications 13 and 14 and Project Zone 1436 for Application 15 (see **Figure 3A**), using the adjacent street roadway network and the land use characteristics in the vicinity of the project site. The cardinal distributions for both project zones have been obtained from the 2005 Cost Feasible Plan from the 2030 Long Range Transportation Plan. The attached **Figure 3B** identifies the cardinal distribution for Zone 1436, and the attached **Figure 3C** identifies the corresponding traffic assignment based upon the cardinal directions for Application 15. The attached **Figure 3D** identifies the cardinal distribution for Zone 1442, and the attached **Figure 3E** identifies the corresponding traffic assignment based upon the cardinal directions for Applications 13 and 14. The assignment and distribution of project traffic on the adjacent roadway network reflects the general project distribution characteristics identified below, based upon the Miami-Dade County cardinal distributions which are presented in **Figure 4A** for Applications 13 and 14 and **Figure 4B** for Application 15.

Applications 13 and 14:

| | |
|--|--------------|
| • To and from the north northwest using SW 192 Ave and SW 304 and 296 Streets | 2.20% |
| • To and from the north northeast using SW 192 and 187 Ave and SW 296, 304 and 312 Streets | 18.60% |
| • To and from the east northeast using US-1 (14.04%), SW 328 St (4%) and the HEFT (27.07%) | 45.11% |
| • To and from the east southeast using SW 344 Street (14%) and Card Sound Road (5.5%) | 19.50% |
| • To and from the south southeast using US-1 | 9.62% |
| • <u>To and from the southwest using SW 192 Avenue</u> | <u>4.97%</u> |
| Total: | 100.00% |

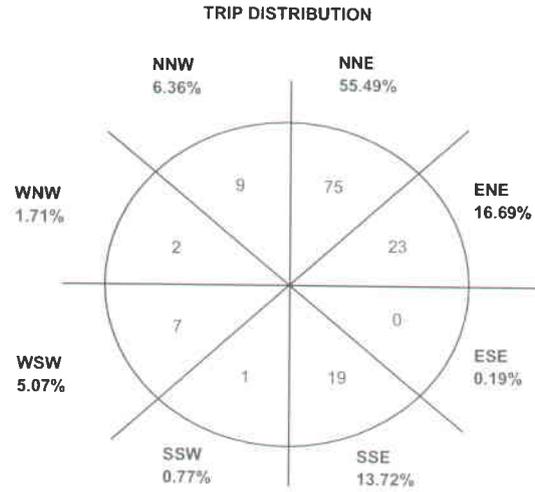
Applications 15:

| | |
|---|--------------|
| • To and from the west northwest and north northwest using SW 192 Ave | 8.07% |
| • To and from the north northeast using US-1 (26%), SW 296 and 312 Streets (12.49%) | 38.49% |
| • To and from the east northeast using SW 344 St (10.69%), HEFT (21%) and SW 328 St (2%) | 33.69% |
| • To and from the south southeast and east southeast using US-1 (9.62%) and Card Sound Rd (4.29%) | 13.91% |
| • <u>To and from the west southwest and south southwest using SW 192 Avenue</u> | <u>5.84%</u> |
| Total: | 100.00% |

CARDINAL DISTRIBUTION

PROJECT: Application No. 15

| | | |
|--------------|----------------|------------|
| TAZ # | 1436 | |
| Trips | 135 | PM Trips |
| NNE | 55.49% | 75 |
| ENE | 16.69% | 23 |
| ESE | 0.19% | 0 |
| SSE | 13.72% | 19 |
| SSW | 0.77% | 1 |
| WSW | 5.07% | 7 |
| WNW | 1.71% | 2 |
| NNW | 6.36% | 9 |
| | 100.00% | 135 |



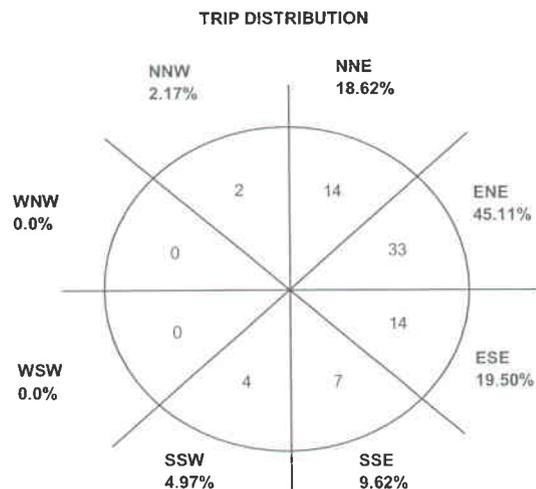
Source: *Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report*, January 2005, Miami-Dade Interim 2005 Cost Feasible Plan.

Figure 3C
Cardinal Distribution for TAZ 1436
CDMP Amendment Application Numbers 13, 14, 15
July 2006

CARDINAL DISTRIBUTION

PROJECT: Application No. 13

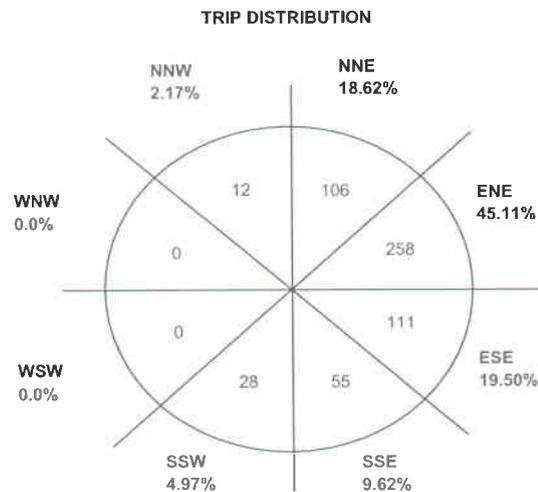
| | | |
|-------|--------|----------|
| TAZ # | 1442 | |
| Trips | 74 | PM Trips |
| NNE | 18.62% | 14 |
| ENE | 45.11% | 33 |
| ESE | 19.50% | 14 |
| SSE | 9.62% | 7 |
| SSW | 4.97% | 4 |
| WSW | 0.00% | 0 |
| WNW | 0.00% | 0 |
| NNW | 2.17% | 2 |
| | 99.99% | 74 |



CARDINAL DISTRIBUTION

PROJECT: Application No. 14

| | | |
|-------|--------|----------|
| TAZ # | 1442 | |
| Trips | 571 | PM Trips |
| NNE | 18.62% | 106 |
| ENE | 45.11% | 258 |
| ESE | 19.50% | 111 |
| SSE | 9.62% | 55 |
| SSW | 4.97% | 28 |
| WSW | 0.00% | 0 |
| WNW | 0.00% | 0 |
| NNW | 2.17% | 12 |
| | 99.99% | 571 |



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

Figure 3E
Cardinal Distribution for TAZ 1442
CDMP Amendment Application Numbers 13, 14, 15
July 2006

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. Eight (8) traffic count stations have been evaluated pursuant to the cardinal distributions for TAZ 1442 (for Applications 13 and 14) and TAZ 1436 (for Application 15), as presented in **Figure 5**. Each traffic count station has been determined to maintain adequate available capacity to accommodate the impacts of each of the proposed amendment sites individually (see **Tables 4A, 4B and 4C**) and cumulatively (see **Table 4D**). The addition of the 780 PM peak hour trips resulting from the 1,953 cumulative total dwelling units does not exceed the available roadway capacity assigned to each traffic count station consistent with the Miami-Dade County CDMP.

The traffic concurrency analysis prepared for each of the amendment sites reflects the information listed below.

- Updated year 2004 traffic counts have been obtained for each of the identified count stations. The 2004 state data is included in the enclosed **Attachment I**.
- The attached **Tables 4A, 4B, 4C and 4D** identify the updated Year 2004 peak season, peak hour period traffic data for each of the eight first directly accessed traffic count stations, and the unbuilt and approved development order trips for each count station pursuant to the 6-22-06 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 1442 (for Applications 13 and 14) and Project Zone 1436 (for Application 15) from the 2005 Cost Feasible Plan.
- The attached **Figure 5** identifies the location of each of the first directly accessed traffic count stations surrounding the amendment sites.
- Adopted level of service standards and the maximum service volumes used for each count station are provided by Miami-Dade County pursuant to the latest traffic concurrency database.
- The PM peak hour project trips resulting from the proposed land use designations are incorporated into the concurrency analysis assuming the impact is completely new, without gaining credit for the underlying approved land use.
 - Application 13 generates 74 PM peak hour trips for 128 dwelling units – see **Table 4A**
 - Application 14 generates 571 PM peak hour trips for 1,556 dwelling units – see **Table 4B**
 - Application 15 generates 135 PM peak hour trips for 269 dwelling units – see **Table 4C**
 - Applications 13, 14 and 15 generate 780 PM peak hour trips for 1,953 dwelling units – see **Table 4D**

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 each of the proposed amendment sites – individually and cumulatively. 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.

**TABLE 4A
CDMP AMENDMENT APPLICATION NUMBERS 13, 14, 15
TRAFFIC CONCURRENCY ANALYSIS - NUMBER 13**

| STATION NUMBER | DESCRIPTION | Existing Laneage | [1] Two Way Peak Hour Capacity | [2] 2004 PHP Volume | Count Date | Capacity Available after PHP Volume | [3] D.O.'s as of 6/22/2006 | Capacity Available after D.O.'s | TAZ 1442 Cardinal Distribution | Cardinal Direction | Number 13 PM Peak Hour Project Trips 74 | Total with Project | Capacity Available after Project | [4] Max Adopted LOS | Current LOS | Meets Adopted Standard Yes/No |
|---|--|------------------|-----------------------------------|------------------------|------------|-------------------------------------|-------------------------------|---------------------------------|--------------------------------|--------------------|---|--------------------|----------------------------------|------------------------|-------------|-------------------------------|
| First Directly Accessed Count Stations | | | | | | | | | | | | | | | | |
| 0084 | SW 344 Street east of SW 187 Avenue | A 2 | 1,640 | 859 | Sept 2004 | 781 | 341 | 440 | 56.19% | ENE+ESE+SSE | 42 | 1,242 | 398 | D | C | Yes |
| 9954 | SW 328 Street East of US-1 to SW 167 Avenue | 2 [5] | 1,240 | 544 | Apr 2004 | 696 | 50 | 646 | 4.00% | ENE | 3 | 597 | 643 | EE | C | Yes |
| 0544 | South Dixie Highway North of Lucy Street | A 4 | 4,100 | 2,169 | Jan 2004 | 1,931 | 77 | 1,854 | 14.04% | ENE | 10 | 2,256 | 1,844 | EE | B | Yes |
| 9948 | SW 312 Street west of US-1 to SW 177 Avenue | A 4 | 4,580 | 1,899 | Apr 2004 | 2,681 | 68 | 2,613 | 10.40% | NNE | 8 | 1,975 | 2,605 | D | B | Yes |
| 9942 | SW 304 Street west of US-1 to SW 177 Avenue | 2 | 1,850 | 1,116 | Apr 2004 | 734 | 189 | 545 | 3.20% | NNE | 2 | 1,307 | 543 | D | B | Yes |
| 9936 | SW 296 Street west of US-1 to SW 177 Avenue | 2 | 2,040 | 634 | Apr 2004 | 1,406 | 148 | 1,258 | 5.00% | NNE | 4 | 786 | 1,254 | D | B | Yes |
| 9938 | SW 296 Street east of SW 197 Avenue | 2 | 680 | 157 | Sept 2004 | 523 | 189 | 334 | 2.20% | NNW | 2 | 348 | 332 | D | B | Yes |
| 0151 | Ingram Highway east of Everglades National Park to SW 192 Avenue | 2 | 1,530 | 252 | Jan 2004 | 1,278 | 2 | 1,276 | 4.97% | SSW | 4 | 258 | 1,272 | D | A | Yes |
| | | | | | | | | | 100.00% | | 74 | | | | | |

Notes:

- [1] Maximum service volumes are obtained from the Miami-Dade County Concurency Database dated June 22, 2006 unless otherwise noted
- [2] Source for the 2004 Traffic Counts: Miami-Dade County Public Works Department and FDOT.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurency Database dated June 22, 2006.
- [4] EE = 120% of LOS E, Extraordinary Transit between Infill Area and the UDB.
- [5] Funded for construction to 4 lanes in TIP 2007 under Project Number PW671605.

| Station | Day 1 | Day 2 | Day 3 | Average PHP |
|---------|-------|-------|-------|-------------|
| 0084 | 846 | 857 | 874 | 859 |
| 0544 | 2235 | 2144 | 2129 | 2169 |
| 0151 | 195 | 175 | 386 | 252 |

Counts reflect the average of the two consecutive highest peak hours

**TABLE 4B
CDMP AMENDMENT APPLICATION NUMBERS 13, 14, 15
TRAFFIC CONCURRENCY ANALYSIS - NUMBER 14**

| STATION NUMBER | DESCRIPTION | Existing Laneage | [1] | [2] | Count Date | Capacity Available after PHP Volume | [3] | Capacity Available after D.O.'s | TAZ 1442 Cardinal Distribution | Cardinal Direction | Number 14 PM Peak Hour Project Trips 571 | Total with Project | Capacity Available after Project | [4] | Current LOS | Meets Adopted Standard Yes/No |
|----------------|--|------------------|----------------------------|-----------------|------------|-------------------------------------|-----------------|---------------------------------|--------------------------------|--------------------|--|--------------------|----------------------------------|-----|-------------|-------------------------------|
| | | | Two Way Peak Hour Capacity | 2004 PHP Volume | | D.O.'s as of 6/22/2006 | Max Adopted LOS | | | | | | | | | |
| | First Directly Accessed Count Stations | | | | | | | | | | | | | | | |
| 0084 | SW 344 Street east of SW 187 Avenue | A 2 | 1,640 | 859 | Sept 2004 | 781 | 341 | 440 | 56.19% | ENE+ESE+SSE | 321 | 1,521 | 119 | D | D | Yes |
| 9954 | SW 328 Street East of US-1 to SW 167 Avenue | 2 [5] | 1,240 | 544 | Apr 2004 | 696 | 50 | 646 | 4.00% | | ENE | 23 | 617 | 623 | EE | C |
| 0544 | South Dixie Highway North of Lucy Street | A 4 | 4,100 | 2,169 | Jan 2004 | 1,931 | 77 | 1,854 | 14.04% | ENE | 80 | 2,326 | 1,774 | EE | B | Yes |
| 9948 | SW 312 Street west of US-1 to SW 177 Avenue | A 4 | 4,580 | 1,899 | Apr 2004 | 2,681 | 68 | 2,613 | 10.40% | NNE | 59 | 2,026 | 2,554 | D | B | Yes |
| 9942 | SW 304 Street west of US-1 to SW 177 Avenue | 2 | 1,850 | 1,116 | Apr 2004 | 734 | 189 | 545 | 3.20% | NNE | 18 | 1,323 | 527 | D | B | Yes |
| 9936 | SW 296 Street west of US-1 to SW 177 Avenue | 2 | 2,040 | 634 | Apr 2004 | 1,406 | 148 | 1,258 | 5.00% | NNE | 29 | 811 | 1,229 | D | B | Yes |
| 9938 | SW 296 Street east of SW 197 Avenue | 2 | 680 | 157 | Sept 2004 | 523 | 189 | 334 | 2.20% | NNW | 13 | 359 | 321 | D | B | Yes |
| 0151 | Ingram Highway east of Everglades National Park to SW 192 Avenue | 2 | 1,530 | 252 | Jan 2004 | 1,278 | 2 | 1,276 | 4.97% | SSW | 28 | 282 | 1,248 | D | A | Yes |
| | | | | | | | | | 100.00% | | 571 | | | | | |

Notes:

- [1] Maximum service volumes are obtained from the Miami-Dade County Concurrency Database dated June 22, 2006 unless otherwise noted
- [2] Source for the 2004 Traffic Counts: Miami-Dade County Public Works Department and FDOT.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrency Database dated June 22, 2006
- [4] EE = 120% of LOS E, Extraordinary Transit between Infill Area and the UDB.
- [5] Funded for construction to 4 lanes in TIP 2007 under Project Number PW671605.

**TABLE 4C
CDMP AMENDMENT APPLICATION NUMBERS 13, 14, 15
TRAFFIC CONCURRENCY ANALYSIS - NUMBER 15**

| STATION NUMBER | DESCRIPTION | Existing Laneage | [1] | [2] | Count Date | Capacity Available after PHP Volume | [3] | Capacity Available after D.O.'s | TAZ 1436 Cardinal Distribution | Cardinal Direction | Number 15 PM Peak Hour Project Trips 135 | Total with Project | Capacity Available after Project | [4] | Current LOS | Meets Adopted Standard Yes/No |
|---|--|------------------|----------------------------|-----------------|------------|-------------------------------------|--------|---------------------------------|--------------------------------|--------------------|--|--------------------|----------------------------------|-----|-------------|-------------------------------|
| | | | Two Way Peak Hour Capacity | 2004 PHP Volume | | D.O.'s as of 6/22/2006 | D.O.'s | Project Trips | | | Max Adopted LOS | | | | | |
| First Directly Accessed Count Stations | | | | | | | | | | | | | | | | |
| 0084 | SW 344 Street, east of SW 187 Avenue to US-1 | A 2 | 1,640 | 859 | Sept. 2004 | 781 | 341 | 440 | 45.60% | ENE+ESE+SSE | 62 | 1,262 | 378 | D | C | Yes |
| 9954 | SW 328 Street East of US-1 to SW 167 Avenue | 2 [5] | 1,240 | 544 | Apr. 2004 | 696 | 50 | 646 | 2.00% | NNE | 3 | 597 | 643 | EE | C | Yes |
| 0544 | South Dixie Highway North of Lucy Street | A 4 | 4,100 | 2,169 | Jan. 2004 | 1,931 | 77 | 1,854 | 26.00% | NNE | 35 | 2,281 | 1,819 | EE | B | Yes |
| 9948 | SW 312 Street west of US-1 to SW 177 Avenue | A 4 | 4,580 | 1,899 | Apr. 2004 | 2,681 | 68 | 2,613 | 8.49% | NNE | 11 | 1,978 | 2,602 | D | B | Yes |
| 9942 | SW 304 Street west of US-1 to SW 177 Avenue | 2 | 1,850 | 1,116 | Apr. 2004 | 734 | 189 | 545 | 3.00% | NNE | 4 | 1,309 | 541 | D | B | Yes |
| 9936 | SW 296 Street west of US-1 to SW 177 Avenue | 2 | 2,040 | 634 | Apr. 2004 | 1,406 | 148 | 1,258 | 7.00% | NNE | 9 | 791 | 1,249 | D | B | Yes |
| 9938 | SW 296 Street east of SW 197 Avenue | 2 | 680 | 157 | Sept. 2004 | 523 | 189 | 334 | 2.07% | WNW+NNW | 3 | 349 | 331 | D | B | Yes |
| 0151 | Ingram Highway east of Everglades National Park to SW 192 Avenue | 2 | 1,530 | 252 | Jan. 2004 | 1,278 | 2 | 1,276 | 5.84% | WSW+SSW | 8 | 262 | 1,268 | D | A | Yes |
| | | | | | | | | | 100.00% | | 135 | | | | | |

Notes:

- [1] Maximum service volumes are obtained from the Miami-Dade County Concurrence Database dated June 22, 2006 unless otherwise noted
- [2] Source for the 2004 Traffic Counts: Miami-Dade County Public Works Department and FDOT.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrence Database dated June 22, 2006
- [4] EE = 120% of LOS E, Extraordinary Transit between Infill Area and the UDB.
- [5] Funded for construction to 4 lanes in TIP 2007 under Project Number PW671605.

**TABLE 4D
CDMP AMENDMENT APPLICATION NUMBERS 13, 14, 15
TRAFFIC CONCURRENCY ANALYSIS - TOTAL IMPACT FROM 13, 14, 15**

| STATION NUMBER | DESCRIPTION | Existing Laneage | [1] | [2] | Count Date | Capacity Available after PHP Volume | [3] | Capacity Available after D.O.'s | Number 13 PM Peak Hour Project Trips | Number 14 PM Peak Hour Project Trips | Number 15 PM Peak Hour Project Trips | Numbers 13, 14, 15 Total PM Peak Hour Project Trips | Total with Project | Capacity Available after Project | [4] | Current LOS | Meets Adopted Standard Yes/No |
|----------------|---|------------------|----------------------------|-----------------|------------|-------------------------------------|--------|---------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---|--------------------|----------------------------------|-----|-------------|-------------------------------|
| | | | Two Way Peak Hour Capacity | 2004 PHP Volume | | D.O.'s as of 6/22/2006 | D.O.'s | 74 | 571 | 135 | Total PM Peak Hour Project Trips | Project | Max Adopted LOS | | | | |
| | First Directly Accessed Count Stations | | | | | | | | | | | | | | | | |
| 0084 | SW 344 Street, east of SW 187 Avenue to US-1 | A 2 | 1,640 | 859 | Sept 2004 | 781 | 341 | 440 | 42 | 321 | 62 | 424 | 1,624 | 16 | D | D | Yes |
| 9954 | SW 328 Street East of US-1 to SW 167 Avenue | 2 [5] | 1,240 | 544 | Apr 2004 | 696 | 50 | 646 | 3 | 23 | 3 | 29 | 623 | 618 | EE | C | Yes |
| 0544 | South Dixie Highway North of Lucy Street | A 4 | 4,100 | 2,169 | Jan 2004 | 1,931 | 77 | 1,854 | 10 | 80 | 35 | 126 | 2,372 | 1,728 | EE | B | Yes |
| 9948 | SW 312 Street west of US-1 to SW 177 Avenue | A 4 | 4,580 | 1,899 | Apr 2004 | 2,681 | 68 | 2,613 | 8 | 59 | 11 | 79 | 2,046 | 2,534 | D | B | Yes |
| 9942 | SW 304 Street west of US-1 to SW 177 Avenue | 2 | 1,850 | 1,116 | Apr 2004 | 734 | 189 | 545 | 2 | 18 | 4 | 25 | 1,330 | 520 | D | B | Yes |
| 9936 | SW 296 Street west of US-1 to SW 177 Avenue | 2 | 2,040 | 634 | Apr 2004 | 1,406 | 148 | 1,258 | 4 | 29 | 9 | 42 | 824 | 1,216 | D | B | Yes |
| 9938 | SW 296 Street east of SW 197 Avenue | 2 | 680 | 157 | Sept 2004 | 523 | 189 | 334 | 2 | 13 | 3 | 17 | 363 | 317 | D | B | Yes |
| 0151 | ngram Highway east of Everglades National Park to SW 192 Avenue | 2 | 1,530 | 252 | Jan 2004 | 1,278 | 2 | 1,276 | 4 | 28 | 8 | 40 | 294 | 1,236 | D | A | Yes |
| | | | | | | | | | 74 | 571 | 135 | 780 | | | | | |

Notes:

- [1] Maximum service volumes are obtained from the Miami-Dade County Concurrence Database dated June 22, 2006 unless otherwise noted
- [2] Source for the 2004 Traffic Counts: Miami-Dade County Public Works Department and FDOT.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrence Database dated June 22, 2006.
- [4] EE = 120% of LOS E, Extraordinary Transit between Infill Area and the UDB
- [5] Funded for construction to 4 lanes in TIP 2007 under Project Number PW671605.

Existing, Future Background and Total Traffic Conditions for the Year 2015 Ten Year Planning Period

Tables 5A, 5B, 5C, 5D, 5E and 5F have been provided to evaluate the adequacy of the roadway network to meet the adopted LOS standards through the ten year planning period. A year 2015 roadway network analysis has been provided, examining the traffic impact from each of the three amendment sites individually and cumulatively. The information contained within the Ten Year Planning Horizon Traffic Analysis is outlined below.

Part 1 - Existing Traffic Conditions

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

- The existing lane geometry for the roadways in the amendment study area;
- The functional classification for each of the roadways in the amendment study area;
- The municipal jurisdiction for each of the roadways in the amendment study area, primarily because the adjacent municipalities (Homestead and Florida City) specify adopted level of service standards in their respective comprehensive plans which differ from the underlying adopted level of service from the Miami-Dade County CDMP;
- The existing two-way PM peak hour traffic using current 2004 or 2005 traffic counts adjusted for peak season; and
- The existing level of service and the existing volume to capacity ratio.

Adopted level of service standards were found to be met under existing traffic conditions within the amendment study area.

Part 2 - Year 2015 Traffic Conditions without the Amendment Sites

Table 5B provides the analysis of future background Year 2015 traffic conditions for the amendment study area and includes the following:

- The existing two-way PM peak hour, peak season traffic;
- The historical growth rate for the arterial and collector roadways in the study area - grown to year 2015 using a rate of 1.01% per year (see the historical growth rate calculations in Table 6A);
- The historical growth rate for Florida's Turnpike - grown to year 2015 using a rate of 2.52% per year (see the historical growth rate calculations in Table 6B);
- The historical growth rates reflect half of the calculated rate based upon the separate layering of unbuilt committed development traffic into the future background traffic analysis;
- The assignment of unbuilt committed development traffic onto the roadway segments in the study area, based upon the location of approved and unbuilt projects; and
- The Year 2015 future background level of service (without the amendment sites) and the Year 2015 future background volume to capacity ratio.

Adopted level of service standards were found to be met under Year 2015 future background traffic conditions (without the amendment sites) within the amendment study area, for all roadway segments except for the 2 lane section of SW 177 Avenue from SW 328 Street to SW 312 Street, where the City of Homestead has chosen to keep a 2 lane divided cross section after improvements, rather than expand to a four lane section.

Part 3 - Year 2015 Traffic Conditions with the Amendment Sites

Tables 5C, 5D, 5E and 5F provide the Year 2015 ten year planning horizon traffic analyses under total traffic conditions with each of the proposed amendment sites (individually and cumulatively). Each table includes the following:

- The two-way PM peak hour future background traffic for the Year 2015;
- The Year 2015 level of service without the amendment sites;
- The assignment of the total amendment traffic to the surrounding study area roadways:
 - Table 5C – Application 13
 - Table 5D – Application 14
 - Table 5E – Application 15
 - Table 5F – Applications 13, 14 and 15 cumulatively
- The Year 2015 PM peak hour total traffic with the amendment site;
- The Year 2015 total traffic level of service analysis with the amendment site and the Year 2015 total traffic volume to capacity ratio.

Adopted level of service standards were found to be met under Year 2015 total traffic conditions with the amendment sites for all roadway segments except for the following:

- Under all Applications individually and cumulatively, the 2 lane section of SW 177 Avenue from SW 328 Street to SW 312 Street is not operating at acceptable levels of service, where the City of Homestead has chosen to keep a 2 lane divided cross section after improvements, rather than expand to a four lane section per Priority II of the LRTP. Each of the individual Applications 13, 14 and 15 have a traffic assignment to SW 177 Avenue which is less than 1% of the capacity of the roadway, thus falling below the significant thresholds as defined by FDOT in reference to new SB 360.
- The Year 2015 link analysis for Application 14 and the cumulative analysis for all three applications demonstrate the need to widen SW 344 Street from 2 to 4 lanes, from SW 192 Avenue to SW 182 Avenue. The current 4 lane section ends at SW 182 Avenue. A portion of the four lane section would be a subdivision improvement obligation for Application 15, however each of the three applications would benefit from an expansion of SW 344 Street to 4 lanes from SW 182 Avenue to SW 187 Avenue.

**TABLE 5A
CDMP AMENDMENT APPLICATIONS 13, 14, 15
EXISTING TWO-WAY PM PEAK HOUR TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | EXISTING LANES | ROADWAY FUNCTIONAL CLASSIFICATION | MUNICIPAL JURISDICTION | COUNT SOURCE | COUNT DATE | FDOT PSCF | FDOT AXLE | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | EXISTING TWO-WAY PM PEAK HR VOLUMES | EXISTING TWO-WAY PM PEAK HR VOLUMES | EXISTING TWO-WAY PM PEAK HR VOLUMES | AVERAGE TWO-WAY PM PEAK HR VOLUMES | EXISTING TWO-WAY PM PEAK HR PK SEASON | EXISTING LOS | EXISTING V/C |
|---|--|--|--|--|--|--|--|--------------------------------------|--|--|--|--|--|--|--------------------------------------|--|
| | | | | [1] | | [2] | [2] | [3] | [4] | Day 1 | Day 2 | Day 3 | Average | | | |
| SW 312 STREET SW 187 Avenue to SW 177 Avenue SW 177 Avenue to US-1 US-1 to SW 167 Avenue | 2LD 4LD 4LD | County Minor Arterial County Minor Arterial County Minor Arterial | Homestead Homestead Homestead | Traffic Study MD-9948 Traffic Study | 3/23/2004 4/13/2004 3/23/2004 | 1.00 1.01 1.00 | 1.00 1.00 1.00 | E E E | 1,690 3,390 3,390 | 512 2,026 2,226 | | | | 512 2,046 2,226 | C B B | 0.30 0.60 0.66 |
| SW 320 STREET SW 192 Avenue to SW 187 Avenue SW 187 Avenue to SW 177 Avenue | 2LU 2LU | Collector Collector | Homestead Homestead | Traffic Study Traffic Study | 3/23/2004 3/23/2004 | 1.00 1.00 | 1.00 1.00 | E E | 1,480 1,480 | 527 527 | | | | 527 527 | C C | 0.36 0.36 |
| SW 328 STREET SW 192 Avenue to SW 187 Avenue SW 187 Avenue to SW 177 Avenue SW 177 Avenue to US-1 US-1 to SW 167 Avenue | 2LU 2LU 4LD 2LU | Collector Collector Collector Collector | Homestead Homestead Homestead Homestead | Traffic Study Traffic Study Traffic Study MD-9954 | 4/15/2004 3/24/2004 3/23/2004 4/15/2004 | 1.00 1.01 1.01 1.01 | 1.00 1.00 1.00 1.00 | E E E E | 1,480 1,480 3,120 1,480 | 819 819 1,026 603 | | | | 819 827 1,036 609 | C C C C | 0.55 0.56 0.33 0.41 |
| SW 344 STREET SW 197 Avenue to SW 192 Avenue SW 192 Avenue to SW 187 Avenue SW 187 Avenue to SW 182 Avenue SW 182 Avenue to SW 177 Avenue SW 177 Avenue to US-1 US-1 to SW 167 Avenue | 2LU 2LU 2LU 4LD 4LD 4LD | Collector State Minor Arterial State Minor Arterial State Minor Arterial State Minor Arterial Collector | Miami-Dade Florida City Florida City Florida City Florida City Florida City | FDOT-0084 FDOT-0084 FDOT-0084 FDOT-0084 FDOT-2548 Traffic Study | 9/13-15/04 9/13-15/04 9/13-15/04 9/13-15/04 1/20-22/04 3/2/2004 | 1.03 1.03 1.03 1.03 1.01 1.00 | 1.00 1.00 1.00 1.00 1.00 1.00 | D C C C C C | 1,390 1,310 1,310 3,300 3,300 2,030 | 814 814 814 814 1,623 1,208 | 774 774 774 774 1,599 | 869 869 869 869 1,601 | 819 819 819 819 1,608 | 844 844 844 844 1,624 1,208 | C C C B B C | 0.61 0.64 0.64 0.26 0.49 0.60 |
| SW 192 AVENUE SW 320 Street to SW 328 Street SW 328 Street to SW 336 Street SW 336 Street to SW 344 Street SW 344 Street to SW 360 Street | 2LU 2LU 2LU 2LU | Collector Collector Collector State Principal Arterial | Miami-Dade Florida City Florida City Miami-Dade | FDOT-0151 FDOT-0151 FDOT-0151 FDOT-0151 | 1/20-22/04 1/20-22/04 1/20-22/04 1/20-22/04 | 1.01 1.01 1.01 1.01 | 1.00 1.00 1.00 1.00 | D C C D | 1,390 870 870 1,560 | 194 194 194 194 | 187 187 187 187 | 397 397 397 397 | 259 259 259 259 | 262 262 262 262 | C C C B | 0.19 0.30 0.30 0.17 |
| SW 187 AVENUE SW 296 Street to SW 304 Street SW 304 Street to SW 312 Street SW 312 Street to SW 320 Street SW 320 Street to SW 328 Street SW 328 Street to SW 344 Street SW 344 Street to SW 352 Street | 2LU 2LU 2LU 2LU 2LU 2LU | County Minor Arterial County Minor Arterial County Minor Arterial County Minor Arterial County Minor Arterial Collector | Homestead Homestead Homestead Homestead Florida City Florida City | Traffic Study Traffic Study Traffic Study Traffic Study Traffic Study Traffic Study | 3/3/2004 3/3/2004 3/3/2004 3/3/2004 3/3/2004 3/3/2004 | 1.00 1.00 1.00 1.00 1.00 1.00 | 1.00 1.00 1.00 1.00 1.00 1.00 | E E E E C C | 1,610 1,610 1,610 1,610 1,310 870 | 752 752 752 661 807 246 | | | | 752 752 752 661 807 246 | C C C C C C | 0.47 0.47 0.47 0.41 0.62 0.28 |
| SW 182 AVENUE SW 312 Street to SW 320 Street SW 320 Street to SW 328 Street SW 328 Street to SW 344 Street | 2LU 2LU 2LU | Local Road Local Road Local Road | Homestead Homestead Florida City | Traffic Study Traffic Study Traffic Study | 3/3/2004 3/3/2004 3/3/2004 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | E E C | 1,480 1,480 870 | 413 461 343 | | | | 413 461 343 | C C C | 0.28 0.31 0.39 |
| SW 177 AVENUE SW 296 Street to SW 304 Street SW 304 Street to SW 312 Street SW 312 Street to SW 320 Street SW 320 Street to SW 328 Street SW 328 Street to SW 336 Street SW 336 Street to SW 344 Street SW 344 Street to SW 352 Street SW 352 Street to US-1 | 2LU 2LU 2LU 2LU 2LU 2LU 2LU 2LU | State Principal Arterial State Principal Arterial | Homestead Homestead Homestead Homestead Florida City Florida City Florida City Miami-Dade | FDOT-0043 FDOT-0043 FDOT-5017 FDOT-5017 FDOT-0131 FDOT-0131 FDOT-0518 FDOT-0518 | 1/20-22/04 1/20-22/04 1/20-22/04 1/20-22/04 1/20-22/04 1/20-22/04 1/20-22/04 1/20-22/04 | 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 | 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 | D D D D C C C D | 1,560 1,560 1,560 1,560 1,310 1,310 1,310 1,560 | 1,308 1,308 1,670 1,670 792 792 397 397 | 1,295 1,295 1,495 1,495 724 724 343 343 | 1,322 1,322 1,529 1,529 778 778 440 440 | 1,308 1,308 1,565 1,565 765 765 393 393 | 1,202 1,202 1,438 1,438 703 703 362 362 | C C D D C C B B | 0.77 0.77 0.92 0.92 0.54 0.54 0.28 0.23 |

**TABLE 5A
CDMP AMENDMENT APPLICATIONS 13, 14, 15
EXISTING TWO-WAY PM PEAK HOUR TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | EXISTING LANES | ROADWAY FUNCTIONAL CLASSIFICATION | MUNICIPAL JURISDICTION | COUNT SOURCE | COUNT DATE | FDOT PSCF | FDOT AXLE | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | EXISTING TWO-WAY PM PEAK HR VOLUMES | EXISTING TWO-WAY PM PEAK HR VOLUMES | EXISTING TWO-WAY PM PEAK HR VOLUMES | AVERAGE TWO-WAY PM PEAK HR VOLUMES | EXISTING TWO-WAY PM PEAK HR PK SEASON | EXISTING LOS | EXISTING V/C |
|----------------------------------|----------------|-----------------------------------|------------------------|---------------|------------|-----------|-----------|-------------|----------------------------|-------------------------------------|-------------------------------------|-------------------------------------|------------------------------------|---------------------------------------|--------------|--------------|
| SW 167 AVENUE | | | | | | | | | | | | | | | | |
| US-1 to SW 312 Street | 2LU | Collector | Homestead | City Count | 5/11/2005 | 1.01 | 1.00 | E | 1,480 | 571 | | | | 577 | C | 0.39 |
| SW 312 Street to SW 320 Street | 2LU | Collector | Homestead | Traffic Study | 4/14/2004 | 1.01 | 1.00 | E | 1,480 | 505 | | | | 510 | C | 0.34 |
| SW 320 Street to SW 328 Street | 2LU | Collector | Homestead | Traffic Study | 3/23/2004 | 1.00 | 1.00 | E | 1,480 | 550 | | | | 550 | C | 0.37 |
| SW 328 Street to SW 344 Street | 2LU | Collector | Homestead | Traffic Study | 3/3/2004 | 1.00 | 1.00 | E | 1,480 | 591 | | | | 591 | C | 0.40 |
| US-1 | | | | | | | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 4LD | State Principal Arterial | Miami-Dade | FDOT-0545 | 1/20-22/04 | 1.01 | 0.95 | EE | 4,068 | 2,280 | 2,303 | 2,312 | 2,298 | 2,205 | B | 0.54 |
| SW 304 Street to SW 312 Street | 4LD | State Principal Arterial | Homestead | FDOT-0545 | 1/20-22/04 | 1.01 | 0.95 | EE | 4,068 | 2,280 | 2,303 | 2,312 | 2,298 | 2,205 | B | 0.54 |
| SW 312 Street to SW 320 Street | 4LD | State Principal Arterial | Homestead | FDOT-0545 | 1/20-22/04 | 1.01 | 0.95 | EE | 4,068 | 2,280 | 2,303 | 2,312 | 2,298 | 2,205 | B | 0.54 |
| SW 320 Street to SW 328 Street | 4LD | State Principal Arterial | Homestead | FDOT-0544 | 1/20-22/04 | 1.01 | 0.95 | EE | 4,068 | 2,292 | 2,251 | 2,200 | 2,248 | 2,157 | B | 0.53 |
| SW 328 Street to SW 336 Street | 4LD | State Principal Arterial | Florida City | FDOT-0544 | 1/20-22/04 | 1.01 | 0.95 | C | 3,300 | 2,292 | 2,251 | 2,200 | 2,248 | 2,157 | B | 0.65 |
| SW 336 Street to SW 344 Street | 4LD | State Principal Arterial | Florida City | FDOT-0544 | 1/20-22/04 | 1.01 | 0.95 | C | 3,300 | 2,292 | 2,251 | 2,200 | 2,248 | 2,157 | B | 0.65 |
| SW 344 Street to SW 177 Avenue | 4LD | State Principal Arterial | Florida City | FDOT-0543 | 1/20-22/04 | 1.01 | 0.95 | C | 3,300 | 1,823 | 1,889 | 1,917 | 1,876 | 1,800 | B | 0.55 |
| SW 177 Avenue to Card Sound Road | 4LD | State Principal Arterial | Miami-Dade | FDOT-0543 | 1/20-22/04 | 1.01 | 0.95 | EE | 4,068 | 1,823 | 1,889 | 1,917 | 1,876 | 1,800 | B | 0.44 |
| CARD SOUND ROAD | | | | | | | | | | | | | | | | |
| US-1 to SW 360 Street | 2LU | State Principal Arterial | Florida City | Traffic Study | 3/3/2004 | 1.00 | 1.00 | C | 1,310 | 491 | | | | 491 | C | 0.37 |
| SW 360 Street to the South | 2LU | State Principal Arterial | Florida City | Traffic Study | 3/3/2004 | 1.00 | 1.00 | C | 1,310 | 441 | | | | 441 | C | 0.34 |
| HEFT | | | | | | | | | | | | | | | | |
| SW 312 Street to US-1 | 4LEXPY | State Principal Arterial | FDOT | FDOT-2262 | 2005 AADT | 1.00 | 1.00 | D | 6,510 | [5] 2,950 | | | | 2,950 | B | 0.45 |

Notes:

- [1] The traffic count data used in the analysis was obtained from FDOT, Miami-Dade County, the City of Homestead, other area-wide studies.
- [2] The existing counts have been adjusted for peak season using the FDOT PSCF and the FDOT Axle Factors.
- [3] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- [5] The HEFT PM peak hour counts are derived from applying a K factor of 0.098 to the 2005 AADT.

**TABLE 5B
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR BACKGROUND TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | EXISTING TWO-WAY PM PEAK HR PK SEASON | HISTORICAL GROWTH RATE | 2015 TWO-WAY PM PEAK HR PK SEASON | ESTIMATED COMMITTED PROJECT TRAFFIC | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | FUTURE WITHOUT PROJECT V/C |
|--------------------------------|------------|-------------|----------------------------|---------------------------------------|------------------------|-----------------------------------|-------------------------------------|-------------------------------------|----------------------------|----------------------------|
| SW 312 STREET | [1] | [2] | [3] | | [4] | | | | | |
| SW 187 Avenue to SW 177 Avenue | 2LD | E | 1,690 | 512 | 1.01% | 572 | 400 | 972 | C | 0.58 |
| SW 177 Avenue to US-1 | 4LD | E | 3,390 | 2,046 | 1.01% | 2,285 | 500 | 2,785 | C | 0.82 |
| US-1 to SW 167 Avenue | 4LD | E | 3,390 | 2,226 | 1.01% | 2,486 | 600 | 3,086 | C | 0.91 |
| SW 320 STREET | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 527 | 1.01% | 589 | 100 | 689 | C | 0.47 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 527 | 1.01% | 589 | 100 | 689 | C | 0.47 |
| SW 328 STREET | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 819 | 1.01% | 915 | 100 | 1,015 | D | 0.69 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 827 | 1.01% | 924 | 100 | 1,024 | D | 0.69 |
| SW 177 Avenue to US-1 | 4LD | E | 3,120 | 1,036 | 1.01% | 1,157 | 200 | 1,357 | C | 0.44 |
| US-1 to SW 167 Avenue | 4LD | E | 3,120 | 609 | 1.01% | 680 | 300 | 980 | C | 0.31 |
| SW 344 STREET | | | | | | | | | | |
| SW 197 Avenue to SW 192 Avenue | 2LU | D | 1,390 | 844 | 1.01% | 942 | 100 | 1,042 | D | 0.75 |
| SW 192 Avenue to SW 187 Avenue | 2LU | C | 1,310 | 844 | 1.01% | 942 | 100 | 1,042 | C | 0.80 |
| SW 187 Avenue to SW 182 Avenue | 2LU | C | 1,310 | 844 | 1.01% | 942 | 100 | 1,042 | C | 0.80 |
| SW 182 Avenue to SW 177 Avenue | 4LD | C | 3,300 | 844 | 1.01% | 942 | 100 | 1,042 | B | 0.32 |
| SW 177 Avenue to US-1 | 4LD | C | 3,300 | 1,624 | 1.01% | 1,814 | 200 | 2,014 | B | 0.61 |
| US-1 to SW 167 Avenue | 4LD | C | 2,030 | 1,208 | 1.01% | 1,349 | 400 | 1,749 | C | 0.86 |
| SW 192 AVENUE | | | | | | | | | | |
| SW 320 Street to SW 328 Street | 2LU | D | 1,390 | 262 | 1.01% | 293 | 100 | 393 | C | 0.28 |
| SW 328 Street to SW 336 Street | 2LU | C | 870 | 262 | 1.01% | 293 | 100 | 393 | C | 0.45 |
| SW 336 Street to SW 344 Street | 2LU | C | 870 | 262 | 1.01% | 293 | 100 | 393 | C | 0.45 |
| SW 344 Street to SW 360 Street | 2LU | D | 1,560 | 262 | 1.01% | 293 | 100 | 393 | B | 0.25 |
| SW 187 AVENUE | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LU | E | 1,610 | 752 | 1.01% | 840 | 100 | 940 | C | 0.58 |
| SW 304 Street to SW 312 Street | 2LU | E | 1,610 | 752 | 1.01% | 840 | 100 | 940 | C | 0.58 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,610 | 752 | 1.01% | 840 | 100 | 940 | C | 0.58 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,610 | 661 | 1.01% | 738 | 100 | 838 | C | 0.52 |
| SW 328 Street to SW 344 Street | 2LU | C | 1,310 | 807 | 1.01% | 901 | 100 | 1,001 | C | 0.76 |
| SW 344 Street to SW 352 Street | 2LU | C | 870 | 246 | 1.01% | 275 | 100 | 375 | C | 0.43 |
| SW 182 AVENUE | | | | | | | | | | |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 413 | 1.01% | 461 | 100 | 561 | C | 0.38 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 461 | 1.01% | 515 | 100 | 615 | C | 0.42 |
| SW 328 Street to SW 344 Street | 2LU | C | 870 | 343 | 1.01% | 383 | 100 | 483 | C | 0.56 |

**TABLE 5B
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR BACKGROUND TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | EXISTING TWO-WAY PM PEAK HR PK SEASON | HISTORICAL GROWTH RATE | 2015 TWO-WAY PM PEAK HR PK SEASON | ESTIMATED COMMITTED PROJECT TRAFFIC | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | FUTURE WITHOUT PROJECT V/C |
|----------------------------------|------------|-------------|----------------------------|---------------------------------------|------------------------|-----------------------------------|-------------------------------------|-------------------------------------|----------------------------|----------------------------|
| SW 177 AVENUE | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LD | D | 1,638 | 1,202 | 1.01% | 1,343 | 100 | 1,443 | D | 0.88 |
| SW 304 Street to SW 312 Street | 2LD | D | 1,638 | 1,202 | 1.01% | 1,343 | 100 | 1,443 | D | 0.88 |
| SW 312 Street to SW 320 Street | 2LD | D | 1,638 | 1,438 | 1.01% | 1,606 | 100 | 1,706 | F | 1.04 |
| SW 320 Street to SW 328 Street | 2LD | D | 1,638 | 1,438 | 1.01% | 1,606 | 100 | 1,706 | F | 1.04 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 703 | 1.01% | 785 | 100 | 885 | B | 0.27 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 703 | 1.01% | 785 | 100 | 885 | B | 0.27 |
| SW 344 Street to SW 352 Street | 4LD | C | 3,300 | 362 | 1.01% | 404 | 100 | 504 | B | 0.15 |
| SW 352 Street to US-1 | 4LD | D | 3,390 | 362 | 1.01% | 404 | 100 | 504 | B | 0.15 |
| SW 167 AVENUE | | | | | | | | | | |
| US-1 to SW 312 Street | 2LU | E | 1,480 | 577 | 1.01% | 638 | 200 | 838 | C | 0.57 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 510 | 1.01% | 570 | 200 | 770 | C | 0.52 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 550 | 1.01% | 614 | 200 | 814 | C | 0.55 |
| SW 328 Street to SW 344 Street | 2LU | E | 1,480 | 591 | 1.01% | 660 | 200 | 860 | C | 0.58 |
| US-1 | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 4LD | EE | 4,068 | 2,205 | 1.01% | 2,463 | 500 | 2,963 | C | 0.73 |
| SW 304 Street to SW 312 Street | 4LD | EE | 4,068 | 2,205 | 1.01% | 2,463 | 500 | 2,963 | C | 0.73 |
| SW 312 Street to SW 320 Street | 4LD | EE | 4,068 | 2,205 | 1.01% | 2,463 | 500 | 2,963 | C | 0.73 |
| SW 320 Street to SW 328 Street | 4LD | EE | 4,068 | 2,157 | 1.01% | 2,409 | 500 | 2,909 | C | 0.72 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 2,157 | 1.01% | 2,409 | 500 | 2,909 | C | 0.88 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 2,157 | 1.01% | 2,409 | 500 | 2,909 | C | 0.88 |
| SW 344 Street to SW 177 Avenue | 4LD | C | 3,300 | 1,800 | 1.01% | 2,011 | 500 | 2,511 | B | 0.76 |
| SW 177 Avenue to Card Sound Road | 4LD | EE | 4,068 | 1,800 | 1.01% | 2,011 | 200 | 2,211 | B | 0.54 |
| CARD SOUND ROAD | | | | | | | | | | |
| US-1 to SW 360 Street | 2LU | C | 1,310 | 491 | 1.01% | 548 | 200 | 748 | C | 0.57 |
| SW 360 Street to the South | 2LU | C | 1,310 | 441 | 1.01% | 493 | 200 | 693 | C | 0.53 |
| HEFT | | | | | | | | | | |
| SW 312 Street to US-1 | 4LEXPY | D | 6,510 | 2,950 | 2.52% | 3,879 | 2,000 | 5,879 | D | 0.90 |

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
- [2] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- [4] See the Historical Growth Rate calculations provided in Tables 6A and 6B.

**TABLE 5C - APPLICATION 13
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | Application 13 | | 2015 TWO-WAY PM PEAK HR with Project | FUTURE WITH PROJECT LOS | FUTURE WITH PROJECT V/C |
|--------------------------------|------------|-------------|----------------------------|-------------------------------------|----------------------------|------------------------------|-----------------------|--------------------------------------|-------------------------|-------------------------|
| | | | | | | Project Distribution Percent | Net External Trips 74 | | | |
| | | | | | | | | | | |
| SW 312 STREET | [1] | [2] | [3] | | | | | | | |
| SW 187 Avenue to SW 177 Avenue | 2LD | E | 1,690 | 972 | C | 6.20% | 5 | 976 | C | 0.58 |
| SW 177 Avenue to US-1 | 4LD | E | 3,390 | 2,785 | C | 10.40% | 8 | 2,793 | C | 0.82 |
| US-1 to SW 167 Avenue | 4LD | E | 3,390 | 3,086 | C | 10.40% | 8 | 3,094 | C | 0.91 |
| SW 320 STREET | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 689 | C | 20.80% | 15 | 704 | C | 0.48 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 689 | C | 10.40% | 8 | 696 | C | 0.47 |
| SW 328 STREET | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 1,015 | D | 6.04% | 4 | 1,019 | D | 0.69 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 1,024 | D | 8.04% | 6 | 1,030 | D | 0.70 |
| SW 177 Avenue to US-1 | 4LD | E | 3,120 | 1,357 | C | 4.00% | 3 | 1,360 | C | 0.44 |
| US-1 to SW 167 Avenue [3] | 4LD | E | 3,120 | 980 | C | 4.00% | 3 | 983 | C | 0.32 |
| SW 344 STREET | | | | | | | | | | |
| SW 197 Avenue to SW 192 Avenue | 2LU | D | 1,390 | 1,042 | D | 56.19% | 42 | 1,084 | D | 0.78 |
| SW 192 Avenue to SW 187 Avenue | 2LU | C | 1,310 | 1,042 | C | 74.23% | 55 | 1,097 | C | 0.84 |
| SW 187 Avenue to SW 182 Avenue | 2LU | C | 1,310 | 1,042 | C | 56.19% | 42 | 1,084 | C | 0.83 |
| SW 182 Avenue to SW 177 Avenue | 4LD | C | 3,300 | 1,042 | B | 56.19% | 42 | 1,084 | B | 0.33 |
| SW 177 Avenue to US-1 | 4LD | C | 3,300 | 2,014 | B | 46.57% | 34 | 2,048 | B | 0.62 |
| US-1 to SW 167 Avenue | 4LD | C | 2,030 | 1,749 | C | 14.00% | 10 | 1,760 | C | 0.87 |
| SW 192 AVENUE | | | | | | | | | | |
| SW 320 Street to SW 328 Street | 2LU | D | 1,390 | 393 | C | 20.80% | 15 | 408 | C | 0.29 |
| SW 328 Street to SW 336 Street | 2LU | C | 870 | 393 | C | 20.80% | 15 | 408 | C | 0.47 |
| SW 336 Street to SW 344 Street | 2LU | C | 870 | 393 | C | 20.80% | 15 | 408 | C | 0.47 |
| SW 344 Street to SW 360 Street | 2LU | D | 1,560 | 393 | B | 4.97% | 4 | 396 | B | 0.25 |
| SW 187 AVENUE | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LU | E | 1,610 | 940 | C | 2.20% | 2 | 942 | C | 0.58 |
| SW 304 Street to SW 312 Street | 2LU | E | 1,610 | 940 | C | 4.20% | 3 | 943 | C | 0.59 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,610 | 940 | C | 10.40% | 8 | 948 | C | 0.59 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,610 | 838 | C | 6.04% | 4 | 843 | C | 0.52 |
| SW 328 Street to SW 344 Street | 2LU | C | 1,310 | 1,001 | C | 18.40% | 14 | 1,015 | C | 0.77 |
| SW 344 Street to SW 352 Street | 2LU | C | 870 | 375 | C | 2.40% | 2 | 377 | C | 0.43 |
| SW 182 AVENUE | | | | | | | | | | |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 561 | C | 8.40% | 6 | 567 | C | 0.38 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 615 | C | 8.40% | 6 | 621 | C | 0.42 |
| SW 328 Street to SW 344 Street | 2LU | C | 870 | 483 | C | 2.00% | 1 | 485 | C | 0.56 |

**TABLE 5C - APPLICATION 13
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | Application 13 | | 2015 TWO-WAY PM PEAK HR with Project | FUTURE WITH PROJECT LOS | FUTURE WITH PROJECT V/C |
|----------------------------------|------------|-------------|----------------------------|-------------------------------------|----------------------------|------------------------------|-----------------------|--------------------------------------|-------------------------|-------------------------|
| | | | | | | Project Distribution Percent | Net External Trips 74 | | | |
| SW 177 AVENUE | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LD | D | 1,638 | 1,443 | D | 2.00% | 1 | 1,445 | D | 0.88 |
| SW 304 Street to SW 312 Street | 2LD | D | 1,638 | 1,443 | D | 2.00% | 1 | 1,445 | D | 0.88 |
| SW 312 Street to SW 320 Street | 2LD | D | 1,638 | 1,706 | F | 2.00% | 1 | 1,708 | F | 1.04 |
| SW 320 Street to SW 328 Street | 2LD | D | 1,638 | 1,706 | F | 2.00% | 1 | 1,708 | F | 1.04 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 885 | B | 2.00% | 1 | 886 | B | 0.27 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 885 | B | 2.00% | 1 | 886 | B | 0.27 |
| SW 344 Street to SW 352 Street | 4LD | C | 3,300 | 504 | B | 9.62% | 7 | 511 | B | 0.15 |
| SW 352 Street to US-1 | 4LD | D | 3,390 | 504 | B | 9.62% | 7 | 511 | B | 0.15 |
| SW 167 AVENUE | | | | | | | | | | |
| US-1 to SW 312 Street | 2LU | E | 1,480 | 838 | C | 4.00% | 3 | 841 | C | 0.57 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 770 | C | 4.00% | 3 | 773 | C | 0.52 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 814 | C | 4.00% | 3 | 817 | C | 0.55 |
| SW 328 Street to SW 344 Street | 2LU | E | 1,480 | 860 | C | 4.00% | 3 | 863 | C | 0.58 |
| US-1 | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 4LD | EE | 4,068 | 2,963 | C | 14.04% | 10 | 2,973 | C | 0.73 |
| SW 304 Street to SW 312 Street | 4LD | EE | 4,068 | 2,963 | C | 14.04% | 10 | 2,973 | C | 0.73 |
| SW 312 Street to SW 320 Street | 4LD | EE | 4,068 | 2,963 | C | 14.04% | 10 | 2,973 | C | 0.73 |
| SW 320 Street to SW 328 Street | 4LD | EE | 4,068 | 2,909 | C | 14.04% | 10 | 2,919 | C | 0.72 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 2,909 | C | 8.00% | 6 | 2,915 | C | 0.88 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 2,909 | C | 35.07% | 26 | 2,935 | C | 0.89 |
| SW 344 Street to SW 177 Avenue | 4LD | C | 3,300 | 2,511 | B | 5.50% | 4 | 2,515 | B | 0.76 |
| SW 177 Avenue to Card Sound Road | 4LD | EE | 4,068 | 2,211 | B | 9.62% | 7 | 2,218 | B | 0.55 |
| CARD SOUND ROAD | | | | | | | | | | |
| US-1 to SW 360 Street | 2LU | C | 1,310 | 748 | C | 5.50% | 4 | 752 | C | 0.57 |
| SW 360 Street to the South | 2LU | C | 1,310 | 693 | C | 5.50% | 4 | 697 | C | 0.53 |
| HEFT | | | | | | | | | | |
| SW 312 Street to US-1 | 4LEXPY | D | 6,510 | 5,879 | D | 27.07% | 20 | 5,899 | D | 0.91 |

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
- [2] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

**TABLE 5D - APPLICATION 14
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | Application 14 | | 2015 TWO-WAY PM PEAK HR with Project | FUTURE WITH PROJECT LOS | FUTURE WITH PROJECT V/C |
|--------------------------------|------------|-------------|----------------------------|-------------------------------------|----------------------------|------------------------------|------------------------|--------------------------------------|-------------------------|-------------------------|
| | | | | | | Project Distribution Percent | Net External Trips 571 | | | |
| SW 312 STREET | [1] | [2] | [3] | | | | | | | |
| SW 187 Avenue to SW 177 Avenue | 2LD | E | 1,690 | 972 | C | 6.20% | 35 | 1,007 | C | 0.60 |
| SW 177 Avenue to US-1 | 4LD | E | 3,390 | 2,785 | C | 10.40% | 59 | 2,845 | C | 0.84 |
| US-1 to SW 167 Avenue | 4LD | E | 3,390 | 3,086 | C | 10.40% | 59 | 3,146 | C | 0.93 |
| SW 320 STREET | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 689 | C | 20.80% | 119 | 807 | C | 0.55 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 689 | C | 10.40% | 59 | 748 | C | 0.51 |
| SW 328 STREET | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 1,015 | D | 6.04% | 34 | 1,049 | D | 0.71 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 1,024 | D | 8.04% | 46 | 1,070 | D | 0.72 |
| SW 177 Avenue to US-1 | 4LD | E | 3,120 | 1,357 | C | 4.00% | 23 | 1,380 | C | 0.44 |
| US-1 to SW 167 Avenue [3] | 4LD | E | 3,120 | 980 | C | 4.00% | 23 | 1,003 | C | 0.32 |
| SW 344 STREET | | | | | | | | | | |
| SW 197 Avenue to SW 192 Avenue | 2LU | D | 1,390 | 1,042 | D | 56.19% | 321 | 1,363 | D | 0.98 |
| SW 192 Avenue to SW 187 Avenue | 2LU | C | 1,310 | 1,042 | C | 74.23% | 424 | 1,466 | D | 1.12 |
| SW 187 Avenue to SW 182 Avenue | 2LU | C | 1,310 | 1,042 | C | 56.19% | 321 | 1,363 | D | 1.04 |
| SW 182 Avenue to SW 177 Avenue | 4LD | C | 3,300 | 1,042 | B | 56.19% | 321 | 1,363 | B | 0.41 |
| SW 177 Avenue to US-1 | 4LD | C | 3,300 | 2,014 | B | 46.57% | 266 | 2,279 | B | 0.69 |
| US-1 to SW 167 Avenue | 4LD | C | 2,030 | 1,749 | C | 14.00% | 80 | 1,829 | C | 0.90 |
| SW 192 AVENUE | | | | | | | | | | |
| SW 320 Street to SW 328 Street | 2LU | D | 1,390 | 393 | C | 20.80% | 119 | 511 | C | 0.37 |
| SW 328 Street to SW 336 Street | 2LU | C | 870 | 393 | C | 20.80% | 119 | 511 | C | 0.59 |
| SW 336 Street to SW 344 Street | 2LU | C | 870 | 393 | C | 20.80% | 119 | 511 | C | 0.59 |
| SW 344 Street to SW 360 Street | 2LU | D | 1,560 | 393 | B | 4.97% | 28 | 421 | C | 0.27 |
| SW 187 AVENUE | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LU | E | 1,610 | 940 | C | 2.20% | 13 | 952 | C | 0.59 |
| SW 304 Street to SW 312 Street | 2LU | E | 1,610 | 940 | C | 4.20% | 24 | 964 | C | 0.60 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,610 | 940 | C | 10.40% | 59 | 999 | C | 0.62 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,610 | 838 | C | 6.04% | 34 | 873 | C | 0.54 |
| SW 328 Street to SW 344 Street | 2LU | C | 1,310 | 1,001 | C | 18.40% | 105 | 1,106 | C | 0.84 |
| SW 344 Street to SW 352 Street | 2LU | C | 870 | 375 | C | 2.40% | 14 | 388 | C | 0.45 |
| SW 182 AVENUE | | | | | | | | | | |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 561 | C | 8.40% | 48 | 609 | C | 0.41 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 615 | C | 8.40% | 48 | 663 | C | 0.45 |
| SW 328 Street to SW 344 Street | 2LU | C | 870 | 483 | C | 2.00% | 11 | 495 | C | 0.57 |

**TABLE 5D - APPLICATION 14
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | Application 14 | | 2015 TWO-WAY PM PEAK HR with Project | FUTURE WITH PROJECT LOS | FUTURE WITH PROJECT V/C |
|----------------------------------|------------|-------------|----------------------------|-------------------------------------|----------------------------|----------------------|--------------|--------------------------------------|-------------------------|-------------------------|
| | | | | | | Project | Net External | | | |
| | | | | | | Distribution Percent | Trips 571 | | | |
| SW 177 AVENUE | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LD | D | 1,638 | 1,443 | D | 2.00% | 11 | 1,454 | D | 0.89 |
| SW 304 Street to SW 312 Street | 2LD | D | 1,638 | 1,443 | D | 2.00% | 11 | 1,454 | D | 0.89 |
| SW 312 Street to SW 320 Street | 2LD | D | 1,638 | 1,706 | F | 2.00% | 11 | 1,718 | F | 1.05 |
| SW 320 Street to SW 328 Street | 2LD | D | 1,638 | 1,706 | F | 2.00% | 11 | 1,718 | F | 1.05 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 885 | B | 2.00% | 11 | 896 | B | 0.27 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 885 | B | 2.00% | 11 | 896 | B | 0.27 |
| SW 344 Street to SW 352 Street | 4LD | C | 3,300 | 504 | B | 9.62% | 55 | 559 | B | 0.17 |
| SW 352 Street to US-1 | 4LD | D | 3,390 | 504 | B | 9.62% | 55 | 559 | B | 0.16 |
| SW 167 AVENUE | | | | | | | | | | |
| US-1 to SW 312 Street | 2LU | E | 1,480 | 838 | C | 4.00% | 23 | 861 | C | 0.58 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 770 | C | 4.00% | 23 | 793 | C | 0.54 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 814 | C | 4.00% | 23 | 837 | C | 0.57 |
| SW 328 Street to SW 344 Street | 2LU | E | 1,480 | 860 | C | 4.00% | 23 | 883 | D | 0.60 |
| US-1 | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 4LD | EE | 4,068 | 2,963 | C | 14.04% | 80 | 3,043 | C | 0.75 |
| SW 304 Street to SW 312 Street | 4LD | EE | 4,068 | 2,963 | C | 14.04% | 80 | 3,043 | C | 0.75 |
| SW 312 Street to SW 320 Street | 4LD | EE | 4,068 | 2,963 | C | 14.04% | 80 | 3,043 | C | 0.75 |
| SW 320 Street to SW 328 Street | 4LD | EE | 4,068 | 2,909 | C | 14.04% | 80 | 2,989 | C | 0.73 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 2,909 | C | 8.00% | 46 | 2,954 | C | 0.90 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 2,909 | C | 35.07% | 200 | 3,109 | C | 0.94 |
| SW 344 Street to SW 177 Avenue | 4LD | C | 3,300 | 2,511 | B | 5.50% | 31 | 2,542 | B | 0.77 |
| SW 177 Avenue to Card Sound Road | 4LD | EE | 4,068 | 2,211 | B | 9.62% | 55 | 2,266 | B | 0.56 |
| CARD SOUND ROAD | | | | | | | | | | |
| US-1 to SW 360 Street | 2LU | C | 1,310 | 748 | C | 5.50% | 31 | 780 | C | 0.60 |
| SW 360 Street to the South | 2LU | C | 1,310 | 693 | C | 5.50% | 31 | 724 | C | 0.55 |
| HEFT | | | | | | | | | | |
| SW 312 Street to US-1 | 4LEXPY | D | 6,510 | 5,879 | D | 27.07% | 155 | 6,034 | D | 0.93 |

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
- [2] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

**TABLE 5E - APPLICATION 15
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | Application 15 | | 2015 TWO-WAY PM PEAK HR with Project | FUTURE WITH PROJECT LOS | FUTURE WITH PROJECT V/C |
|--------------------------------|------------|-------------|----------------------------|-------------------------------------|----------------------------|------------------------------|------------------------|--------------------------------------|-------------------------|-------------------------|
| | | | | | | Project Distribution Percent | Net External Trips 135 | | | |
| SW 312 STREET | [1] | [2] | [3] | | | | | | | |
| SW 187 Avenue to SW 177 Avenue | 2LD | E | 1,690 | 972 | C | 2.00% | 3 | 975 | C | 0.58 |
| SW 177 Avenue to US-1 | 4LD | E | 3,390 | 2,785 | C | 8.49% | 11 | 2,797 | C | 0.83 |
| US-1 to SW 167 Avenue | 4LD | E | 3,390 | 3,086 | C | 8.49% | 11 | 3,098 | C | 0.91 |
| SW 320 STREET | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 689 | C | 8.07% | 11 | 699 | C | 0.47 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 689 | C | 10.49% | 14 | 703 | C | 0.47 |
| SW 328 STREET | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 1,015 | D | 10.00% | 14 | 1,028 | D | 0.69 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 1,024 | D | 10.00% | 14 | 1,037 | D | 0.70 |
| SW 177 Avenue to US-1 | 4LD | E | 3,120 | 1,357 | C | 12.00% | 16 | 1,374 | C | 0.44 |
| US-1 to SW 167 Avenue [3] | 4LD | E | 3,120 | 980 | C | 2.00% | 3 | 983 | C | 0.32 |
| SW 344 STREET | | | | | | | | | | |
| SW 197 Avenue to SW 192 Avenue | 2LU | D | 1,390 | 1,042 | D | 2.00% | 3 | 1,045 | D | 0.75 |
| SW 192 Avenue to SW 187 Avenue | 2LU | C | 1,310 | 1,042 | C | 86.09% | 116 | 1,158 | C | 0.88 |
| SW 187 Avenue to SW 182 Avenue | 2LU | C | 1,310 | 1,042 | C | 45.60% | 62 | 1,104 | C | 0.84 |
| SW 182 Avenue to SW 177 Avenue | 4LD | C | 3,300 | 1,042 | B | 45.60% | 62 | 1,104 | B | 0.33 |
| SW 177 Avenue to US-1 | 4LD | C | 3,300 | 2,014 | B | 31.69% | 43 | 2,056 | B | 0.62 |
| US-1 to SW 167 Avenue | 4LD | C | 2,030 | 1,749 | C | 10.69% | 14 | 1,764 | C | 0.87 |
| SW 192 AVENUE | | | | | | | | | | |
| SW 320 Street to SW 328 Street | 2LU | D | 1,390 | 393 | C | 8.07% | 11 | 403 | C | 0.29 |
| SW 328 Street to SW 336 Street | 2LU | C | 870 | 393 | C | 8.07% | 11 | 403 | C | 0.46 |
| SW 336 Street to SW 344 Street | 2LU | C | 870 | 393 | C | 8.07% | 11 | 403 | C | 0.46 |
| SW 344 Street to SW 360 Street | 2LU | D | 1,560 | 393 | B | 5.84% | 8 | 400 | B | 0.26 |
| SW 187 AVENUE | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LU | E | 1,610 | 940 | C | 4.07% | 5 | 945 | C | 0.59 |
| SW 304 Street to SW 312 Street | 2LU | E | 1,610 | 940 | C | 6.07% | 8 | 948 | C | 0.59 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,610 | 940 | C | 8.07% | 11 | 951 | C | 0.59 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,610 | 838 | C | 20.49% | 28 | 866 | C | 0.54 |
| SW 328 Street to SW 344 Street | 2LU | C | 1,310 | 1,001 | C | 40.49% | 55 | 1,056 | C | 0.81 |
| SW 344 Street to SW 352 Street | 2LU | C | 870 | 375 | C | 2.49% | 3 | 378 | C | 0.43 |
| SW 182 AVENUE | | | | | | | | | | |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 561 | C | 8.49% | 11 | 573 | C | 0.39 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 615 | C | 4.49% | 6 | 621 | C | 0.42 |
| SW 328 Street to SW 344 Street | 2LU | C | 870 | 483 | C | 2.00% | 3 | 486 | C | 0.56 |

**TABLE 5E - APPLICATION 15
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | Application 15 | | 2015 TWO-WAY PM PEAK HR with Project | FUTURE WITH PROJECT LOS | FUTURE WITH PROJECT V/C |
|----------------------------------|---------------|----------------|-------------------------------------|--|-------------------------------------|-------------------------|--------------|---|----------------------------------|----------------------------------|
| | | | | | | Project | Net External | | | |
| | | | | | | Distribution Percent | Trips 135 | | | |
| SW 177 AVENUE | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LD | D | 1,638 | 1,443 | D | 3.00% | 4 | 1,447 | D | 0.88 |
| SW 304 Street to SW 312 Street | 2LD | D | 1,638 | 1,443 | D | 4.00% | 5 | 1,448 | D | 0.88 |
| SW 312 Street to SW 320 Street | 2LD | D | 1,638 | 1,706 | F | 4.00% | 5 | 1,712 | F | 1.04 |
| SW 320 Street to SW 328 Street | 2LD | D | 1,638 | 1,706 | F | 2.00% | 3 | 1,709 | F | 1.04 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 885 | B | 2.00% | 3 | 888 | B | 0.27 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 885 | B | 2.00% | 3 | 888 | B | 0.27 |
| SW 344 Street to SW 352 Street | 4LD | C | 3,300 | 504 | B | 13.91% | 19 | 523 | B | 0.16 |
| SW 352 Street to US-1 | 4LD | D | 3,390 | 504 | B | 13.91% | 19 | 523 | B | 0.15 |
| SW 167 AVENUE | | | | | | | | | | |
| US-1 to SW 312 Street | 2LU | E | 1,480 | 838 | C | 4.00% | 5 | 843 | C | 0.57 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 770 | C | 4.00% | 5 | 775 | C | 0.52 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 814 | C | 4.00% | 5 | 820 | C | 0.55 |
| SW 328 Street to SW 344 Street | 2LU | E | 1,480 | 860 | C | 4.00% | 5 | 865 | C | 0.58 |
| US-1 | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 4LD | EE | 4,068 | 2,963 | C | 26.00% | 35 | 2,998 | C | 0.74 |
| SW 304 Street to SW 312 Street | 4LD | EE | 4,068 | 2,963 | C | 26.00% | 35 | 2,998 | C | 0.74 |
| SW 312 Street to SW 320 Street | 4LD | EE | 4,068 | 2,963 | C | 26.00% | 35 | 2,998 | C | 0.74 |
| SW 320 Street to SW 328 Street | 4LD | EE | 4,068 | 2,909 | C | 26.00% | 35 | 2,944 | C | 0.72 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 2,909 | C | 16.00% | 22 | 2,930 | C | 0.89 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 2,909 | C | 37.00% | 50 | 2,959 | C | 0.90 |
| SW 344 Street to SW 177 Avenue | 4LD | C | 3,300 | 2,511 | B | 4.29% | 6 | 2,517 | B | 0.76 |
| SW 177 Avenue to Card Sound Road | 4LD | EE | 4,068 | 2,211 | B | 4.29% | 6 | 2,217 | B | 0.54 |
| CARD SOUND ROAD | | | | | | | | | | |
| US-1 to SW 360 Street | 2LU | C | 1,310 | 748 | C | 9.62% | 13 | 761 | C | 0.58 |
| SW 360 Street to the South | 2LU | C | 1,310 | 693 | C | 9.62% | 13 | 706 | C | 0.54 |
| HEFT | | | | | | | | | | |
| SW 312 Street to US-1 | 4LEXPY | D | 6,510 | 5,879 | D | 21.00% | 28 | 5,907 | D | 0.91 |

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
- [2] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

**TABLE 5F - CUMULATIVE IMPACT OF 13, 14, 15
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | No. 13 | No. 14 | No. 15 | Total | 2015 TWO-WAY PM PEAK HR with Project | FUTURE WITH PROJECT LOS | FUTURE WITH PROJECT V/C |
|--------------------------------|------------|-------------|----------------------------|-------------------------------------|----------------------------|-----------------------|------------------------|------------------------|------------------------|--------------------------------------|-------------------------|-------------------------|
| | | | | | | Net External Trips 74 | Net External Trips 571 | Net External Trips 135 | Net External Trips 780 | | | |
| SW 312 STREET | [1] | [2] | [3] | | | | | | | | | |
| SW 187 Avenue to SW 177 Avenue | 2LD | E | 1,690 | 972 | C | 5 | 35 | 3 | 43 | 1,015 | C | 0.60 |
| SW 177 Avenue to US-1 | 4LD | E | 3,390 | 2,785 | C | 8 | 59 | 11 | 79 | 2,864 | C | 0.84 |
| US-1 to SW 167 Avenue | 4LD | E | 3,390 | 3,086 | C | 8 | 59 | 11 | 79 | 3,165 | C | 0.93 |
| SW 320 STREET | | | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 689 | C | 15 | 119 | 11 | 145 | 834 | C | 0.56 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 689 | C | 8 | 59 | 14 | 81 | 770 | C | 0.52 |
| SW 328 STREET | | | | | | | | | | | | |
| SW 192 Avenue to SW 187 Avenue | 2LU | E | 1,480 | 1,015 | D | 4 | 34 | 14 | 52 | 1,067 | D | 0.72 |
| SW 187 Avenue to SW 177 Avenue | 2LU | E | 1,480 | 1,024 | D | 6 | 46 | 14 | 65 | 1,089 | D | 0.74 |
| SW 177 Avenue to US-1 | 4LD | E | 3,120 | 1,357 | C | 3 | 23 | 16 | 42 | 1,399 | C | 0.45 |
| US-1 to SW 167 Avenue [3] | 4LD | E | 3,120 | 980 | C | 3 | 23 | 3 | 29 | 1,009 | C | 0.32 |
| SW 344 STREET | | | | | | | | | | | | |
| SW 197 Avenue to SW 192 Avenue | 2LU | D | 1,390 | 1,042 | D | 42 | 321 | 3 | 365 | 1,407 | D | 1.01 |
| SW 192 Avenue to SW 187 Avenue | 2LU | C | 1,310 | 1,042 | C | 55 | 424 | 116 | 595 | 1,637 | F | 1.25 |
| SW 187 Avenue to SW 182 Avenue | 2LU | C | 1,310 | 1,042 | C | 42 | 321 | 62 | 424 | 1,466 | D | 1.12 |
| SW 182 Avenue to SW 177 Avenue | 4LD | C | 3,300 | 1,042 | B | 42 | 321 | 62 | 424 | 1,466 | B | 0.44 |
| SW 177 Avenue to US-1 | 4LD | C | 3,300 | 2,014 | B | 34 | 266 | 43 | 343 | 2,357 | B | 0.71 |
| US-1 to SW 167 Avenue | 4LD | C | 2,030 | 1,749 | C | 10 | 80 | 14 | 105 | 1,854 | C | 0.91 |
| SW 192 AVENUE | | | | | | | | | | | | |
| SW 320 Street to SW 328 Street | 2LU | D | 1,390 | 393 | C | 15 | 119 | 11 | 145 | 538 | C | 0.39 |
| SW 328 Street to SW 336 Street | 2LU | C | 870 | 393 | C | 15 | 119 | 11 | 145 | 538 | C | 0.62 |
| SW 336 Street to SW 344 Street | 2LU | C | 870 | 393 | C | 15 | 119 | 11 | 145 | 538 | C | 0.62 |
| SW 344 Street to SW 360 Street | 2LU | D | 1,560 | 393 | B | 4 | 28 | 8 | 40 | 432 | C | 0.28 |
| SW 187 AVENUE | | | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LU | E | 1,610 | 940 | C | 2 | 13 | 5 | 20 | 960 | C | 0.60 |
| SW 304 Street to SW 312 Street | 2LU | E | 1,610 | 940 | C | 3 | 24 | 8 | 35 | 975 | C | 0.61 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,610 | 940 | C | 8 | 59 | 11 | 78 | 1,018 | C | 0.63 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,610 | 838 | C | 4 | 34 | 28 | 67 | 905 | C | 0.56 |
| SW 328 Street to SW 344 Street | 2LU | C | 1,310 | 1,001 | C | 14 | 105 | 55 | 173 | 1,175 | C | 0.90 |
| SW 344 Street to SW 352 Street | 2LU | C | 870 | 375 | C | 2 | 14 | 3 | 19 | 394 | C | 0.45 |
| SW 182 AVENUE | | | | | | | | | | | | |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 561 | C | 6 | 48 | 11 | 66 | 627 | C | 0.42 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 615 | C | 6 | 48 | 6 | 60 | 675 | C | 0.46 |
| SW 328 Street to SW 344 Street | 2LU | C | 870 | 483 | C | 1 | 11 | 3 | 16 | 499 | C | 0.57 |

**TABLE 5F - CUMULATIVE IMPACT OF 13, 14, 15
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

| ROADWAY SEGMENTS | 2015 LANES | ADOPTED LOS | TWO-WAY PEAK HOUR CAPACITY | 2015 TWO-WAY PM PEAK HR W/O PROJECT | FUTURE WITHOUT PROJECT LOS | No. 13 | No. 14 | No. 15 | Total | 2015 | FUTURE | FUTURE |
|----------------------------------|------------|-------------|----------------------------|-------------------------------------|----------------------------|--------------------------|---------------------------|---------------------------|---------------------------|---------------------------------|------------------|------------------|
| | | | | | | Net External Trips 74 | Net External Trips 571 | Net External Trips 135 | Net External Trips 780 | TWO-WAY PM PEAK HR with Project | WITH PROJECT LOS | WITH PROJECT V/C |
| SW 177 AVENUE | | | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 2LD | D | 1,638 | 1,443 | D | 1 | 11 | 4 | 17 | 1,460 | D | 0.89 |
| SW 304 Street to SW 312 Street | 2LD | D | 1,638 | 1,443 | D | 1 | 11 | 5 | 18 | 1,461 | D | 0.89 |
| SW 312 Street to SW 320 Street | 2LD | D | 1,638 | 1,706 | F | 1 | 11 | 5 | 18 | 1,724 | F | 1.05 |
| SW 320 Street to SW 328 Street | 2LD | D | 1,638 | 1,706 | F | 1 | 11 | 3 | 16 | 1,722 | F | 1.05 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 885 | B | 1 | 11 | 3 | 16 | 901 | B | 0.27 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 885 | B | 1 | 11 | 3 | 16 | 901 | B | 0.27 |
| SW 344 Street to SW 352 Street | 4LD | C | 3,300 | 504 | B | 7 | 55 | 19 | 81 | 585 | B | 0.18 |
| SW 352 Street to US-1 | 4LD | D | 3,390 | 504 | B | 7 | 55 | 19 | 81 | 585 | B | 0.17 |
| SW 167 AVENUE | | | | | | | | | | | | |
| US-1 to SW 312 Street | 2LU | E | 1,480 | 838 | C | 3 | 23 | 5 | 31 | 869 | C | 0.59 |
| SW 312 Street to SW 320 Street | 2LU | E | 1,480 | 770 | C | 3 | 23 | 5 | 31 | 801 | C | 0.54 |
| SW 320 Street to SW 328 Street | 2LU | E | 1,480 | 814 | C | 3 | 23 | 5 | 31 | 845 | C | 0.57 |
| SW 328 Street to SW 344 Street | 2LU | E | 1,480 | 860 | C | 3 | 23 | 5 | 31 | 891 | D | 0.60 |
| US-1 | | | | | | | | | | | | |
| SW 296 Street to SW 304 Street | 4LD | EE | 4,068 | 2,963 | C | 10 | 80 | 35 | 126 | 3,089 | C | 0.76 |
| SW 304 Street to SW 312 Street | 4LD | EE | 4,068 | 2,963 | C | 10 | 80 | 35 | 126 | 3,089 | C | 0.76 |
| SW 312 Street to SW 320 Street | 4LD | EE | 4,068 | 2,963 | C | 10 | 80 | 35 | 126 | 3,089 | C | 0.76 |
| SW 320 Street to SW 328 Street | 4LD | EE | 4,068 | 2,909 | C | 10 | 80 | 35 | 126 | 3,034 | C | 0.75 |
| SW 328 Street to SW 336 Street | 4LD | C | 3,300 | 2,909 | C | 6 | 46 | 22 | 73 | 2,982 | C | 0.90 |
| SW 336 Street to SW 344 Street | 4LD | C | 3,300 | 2,909 | C | 26 | 200 | 50 | 276 | 3,185 | C | 0.97 |
| SW 344 Street to SW 177 Avenue | 4LD | C | 3,300 | 2,511 | B | 4 | 31 | 6 | 41 | 2,552 | B | 0.77 |
| SW 177 Avenue to Card Sound Road | 4LD | EE | 4,068 | 2,211 | B | 7 | 55 | 6 | 68 | 2,279 | B | 0.56 |
| CARD SOUND ROAD | | | | | | | | | | | | |
| US-1 to SW 360 Street | 2LU | C | 1,310 | 748 | C | 4 | 31 | 13 | 48 | 797 | C | 0.61 |
| SW 360 Street to the South | 2LU | C | 1,310 | 693 | C | 4 | 31 | 13 | 48 | 741 | C | 0.57 |
| HEFT | | | | | | | | | | | | |
| SW 312 Street to US-1 | 4LEXPY | D | 6,510 | 5,879 | D | 20 | 155 | 28 | 203 | 6,082 | D | 0.93 |

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
- [2] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- [4] Requires the addition of two travel lanes from SW 192 Avenue to SW 182 Avenue.

**TABLE 6A
CDMP APPLICATION NUMBERS 13, 14, 15
TRAFFIC GROWTH RATE CALCULATIONS**

| ROADWAY | DIR | COUNT STATION | AADT 1998 | AADT 1999 | AADT 2000 | AADT 2001 | AADT 2002 | AADT 2003 | AADT 2004 | AADT 2005 | COMPOUND GROWTH |
|--|-----|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| SR 997/KROME AVENUE | | | | | | | | | | | |
| S. OF SW 296 STREET | N/S | FDOT-0043 | 16,300 | 13,900 | 11,700 | 14,500 | 11,600 | 15,800 | 16,900 | 16,200 | -0.09% |
| S. OF NE 8 STREET | N/S | FDOT-5017 | 14,200 | 14,500 | 16,700 | 14,300 | 16,500 | 16,800 | 18,600 | 14,700 | 0.50% |
| S. OF SE 8 STREET | N/S | FDOT-0131 | 11,900 | 11,600 | 10,200 | 9,400 | 11,100 | 10,500 | 10,200 | 11,900 | 0.00% |
| NW. OF US-1 | N/S | FDOT-0518 | 2,300 | 2,600 | 2,300 | 3,500 | 3,400 | 3,800 | 5,100 | 4,900 | 11.41% |
| TOTAL FOR ALL STATIONS: | | | 44,700 | 42,600 | 40,900 | 41,700 | 42,600 | 46,900 | 50,800 | 47,700 | 0.93% |
| SR 5/US-1 | | | | | | | | | | | |
| N. OF SW 112 AVENUE | N/S | FDOT-0346 | 46,500 | 45,000 | 44,500 | 48,500 | 46,500 | 49,500 | 52,500 | 48,500 | 0.60% |
| S. OF SW 232 STREET | N/S | FDOT-0008 | 43,000 | 43,500 | 41,500 | 42,500 | 38,500 | 38,500 | 41,500 | 35,500 | -2.70% |
| N. OF SW 288 STREET | N/S | FDOT-2521 | 35,000 | 36,500 | 38,500 | 36,500 | 40,000 | 32,500 | 31,500 | 36,500 | 0.60% |
| N. OF SW 308 STREET | N/S | FDOT-0545 | 24,000 | 21,600 | 27,500 | 28,000 | 33,000 | 32,500 | 32,500 | 31,500 | 3.96% |
| N. OF LUCY STREET/SW 328 ST | N/S | FDOT-0544 | 19,700 | 22,500 | 25,500 | 25,000 | 27,500 | 30,000 | 30,000 | 29,000 | 5.68% |
| S. OF PALM DRIVE/SW 344 ST | N/S | FDOT-0543 | 20,000 | 23,000 | 19,800 | 20,500 | 23,500 | 21,000 | 26,500 | 26,000 | 3.82% |
| TOTAL FOR ALL STATIONS: | | | 188,200 | 192,100 | 197,300 | 201,000 | 209,000 | 204,000 | 214,500 | 207,000 | 1.37% |
| SR 9336/PALM DRIVE | | | | | | | | | | | |
| W. OF SW 2 AVENUE | E/W | FDOT- 0084 | 6,300 | 7,300 | 7,600 | 11,000 | 10,400 | 12,700 | 13,600 | 15,900 | 14.14% |
| E. OF KROME AVENUE | E/W | FDOT-2548 | n/a | n/a | 14,400 | 14,700 | 19,100 | 20,300 | 21,000 | 16,700 | 3.01% |
| TOTAL FOR ALL STATIONS: | | | | | 22,000 | 25,700 | 29,500 | 33,000 | 34,600 | 32,600 | 8.18% |
| SR 9336/INGRAM HWY | | | | | | | | | | | |
| E. OF EVERGLADES PARK ENTRANCE | N/S | FDOT- 0131 | 2,200 | 1,550 | 1,650 | 900 | 1,950 | 2,300 | 2,400 | 2,200 | 0.00% |
| TOTAL FOR ALL STATIONS: | | | 2,200 | 1,550 | 1,650 | 900 | 1,950 | 2,300 | 2,400 | 2,200 | 0.00% |
| AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE | | | | | 261,850 | 269,300 | 283,050 | 286,200 | 302,300 | 289,500 | 2.03% |
| HALF RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS | | | | | | | | | | | 1.01% |

TABLE 6B
CDMP APPLICATION NUMBERS 13, 14, 15
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 | COMPOUND GROWTH 1995 to 2005 |
|--|-----|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------------------|
| HEFT | | | | | | | | | | | | | | |
| N. OF SW 216 STREET | N/S | FDOT-2256 | 63,200 | 59,300 | 52,100 | 55,800 | 69,200 | 70,300 | 74,100 | 77,300 | 84,200 | 93,200 | 101,500 | 4.85% |
| N. OF SW 137 AVENUE | N/S | FDOT-2258 | 34,500 | 31,700 | 27,900 | 28,500 | 29,600 | 30,900 | 34,100 | 36,900 | 42,900 | 53,500 | 59,000 | 5.51% |
| S. OF SW 288 STREET | N/S | FDOT-2260 | 30,100 | 27,500 | 24,500 | 24,700 | 25,500 | 25,700 | 28,800 | 30,200 | 35,800 | 40,400 | 44,500 | 3.99% |
| S. OF SW 312 STREET | N/S | FDOT-2262 | 16,000 | 14,000 | 13,200 | 17,300 | 17,300 | 17,400 | 20,200 | 20,500 | 26,000 | 28,000 | 30,100 | 6.52% |
| TOTAL FOR ALL STATIONS: | | | 143,800 | 132,500 | 117,700 | 126,300 | 141,600 | 144,300 | 157,200 | 164,900 | 188,900 | 215,100 | 235,100 | 5.04% |
| HALF RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 2.52% |

Conclusions

Access to Regional Roadways

Primary access to Applications 13, 14 and 15 is provided off of SW 344 Street, extending approximately 1.5 miles west from US-1 to SW 192 Avenue. SW 344 Street is classified as a State Minor Arterial from US-1 to SW 192 Avenue, and exists today as a 4 lane divided roadway from SW 137 Avenue (on the east) to SW 182 Avenue (on the west). The portion of SW 344 Street adjacent to Application 15 would be improved as part of their subdivision obligations, however each of the three applications cumulatively will benefit from the expansion of SW 344 Street to 4 travel lanes from SW 182 Avenue to SW 192 Avenue.

Access to Transit

The amendment sites are located within 1.5 miles of the Premium Transit Busway Corridor which is programmed for completion in 2007. This transit corridor provides a convenient and direct connection to the Miami-Dade County premium transit system providing extensive transit access system-wide and county-wide.

Roadway/Infrastructure Commitments

The amendment site sits within an urbanized area that is already improving key regional roadway corridors as part of TIP 2007 inclusive of US-1, Card Sound Road, SW 177 Avenue, SW 328 Street and the completion of the Busway Corridor.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to each of the amendment sites 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 traffic from each of the proposed amendment sites (individually and cumulatively). 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 Ten Year Planning Period

An evaluation of the Year 2015 Ten Year Planning Period for the study area roadways surrounding each of the amendment sites has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards. Acceptable levels of service are largely met through the Ten Year Planning Period, after incorporating the funded TIP roadway improvements surrounding the amendment site, and the Priority I and Priority II improvements from the Year 2030 Long Range Transportation Plan. Adopted level of service standards were found to be met under Year 2015 total traffic conditions with the amendment sites for all roadway segments except for the following:

- Under all Applications individually and cumulatively, the 2 lane section of SW 177 Avenue (Krome Avenue) from SW 328 Street to SW 312 Street is not operating at acceptable levels of service, where the City of Homestead has chosen to keep a 2 lane divided cross section after improvements, rather than expand to a four lane section per Priority II of the LRTP. Each of the individual Applications 13, 14 and 15 have a traffic assignment to SW 177 Avenue which is less than 1% of the capacity of the roadway, thus falling below the significant thresholds as defined by FDOT in reference to new SB 360.
- The Year 2015 link analysis for Application 14 and the cumulative analysis for all three applications demonstrate the need to widen SW 344 Street from 2 to 4 lanes, from SW 192 Avenue to SW 182 Avenue. The current 4 lane section ends at SW 182 Avenue. A portion of the four lane section would be a subdivision improvement obligation for Application 15, however each of the three applications would benefit from an expansion of SW 344 Street to 4 lanes from SW 182 Avenue to SW 187 Avenue.

APPENDIX E
Fiscal Impact Analysis

FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 14 to amend the Comprehensive Development Master Plan (CDMP) from county departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative impact the costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer support and includes an estimate of that support.

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

Solid Waste Services

Concurrency

Since the DSWM assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds that standard by nearly four (4) years.

Residential Collection and Disposal Service

The incremental cost of adding a residential unit to the DSWM Service Area, which includes the disposal cost of waste, is offset by the annual fee charges to the user. Currently, that fee is \$399 per residential unit. For a residential dumpster, the current fee is \$308. The average residential unit currently generates approximately 3.0 tons of waste annually, which includes garbage, trash and recycled waste.

As reported in March 2005 to the State of Florida, Department of Environmental Protection, for the fiscal year ending September 30, 2004, the full cost per unit of providing waste Collection Service was \$370 including disposal and other Collections services such as, illegal dumping clean-up and code enforcement.

Waste Disposal Capacity and Service

The incremental and cumulative costs of providing disposal capacity for DSWM Collections, private haulers, and municipalities are paid for by the users. The DSWM charges a disposal tipping fee at a contract rate of \$53.65 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 \$70.75. These rates adjust annually with the Consumer Price Index, South. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. Assuming Application No. 14 is built at the maximum residential density of 13 dwelling units per gross acre allowed under the proposed redesignation of Low-Medium Density Residential, the fees paid by the developer would be \$540,710 for water impact fee, \$2,178,400 for sewer impact fee, \$1,300 per unit for connection fee, and \$312,424 for annual operating and maintenance costs based on approved figures through September 30, 2005.

Flood Protection

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

The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of

Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of 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.

Public Schools

Application No. 14 will result in 518 additional students, thus, increasing operating costs by \$3,392,382 and capital costs by \$6,729,108.

APPENDIX F

Proposed Declaration of Restrictions

No Declarations of Restrictions were submitted as of July 28, 2006.

Received by the Clerk
for the record.

This Instrument was Prepared by:

Name: Juan J. Mayol, Jr., Esq.
Address: Holland & Knight LLP
701 Brickell Avenue
Suite 300
Miami, Florida 33131

NOV 20 2006
Item 13
Exhibit 13-A
Appl. 13

(Space Reserved for Clerk of the Court)

DECLARATION OF RESTRICTIONS

WHEREAS, Q2 Florida City I, L.L.C., Q2 Florida City II, L.L.C., Q2 Florida City III, L.L.C., and Q2 Florida City IV, L.L.C., Florida limited liability companies (collectively referred to as the "Owner"), hold fee simple title to that certain parcel of land in Miami-Dade County, Florida, described in Exhibit "A", attached hereto, and hereinafter referred to as the "Property";

WHEREAS, the Owner has applied for an amendment to the Miami-Dade County Comprehensive Development Master Plan that is pending as Application No. 14 in the April 2006 Cycle (the "Application");

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

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

1. **Workforce Housing.** A minimum of ten percent (10%), if the Property is designated Low Density Residential, and twenty percent (20%), if the Property is designated Low-Medium Density Residential, of the proposed residential dwelling units on the Property

shall be set aside for sale or rent as Workforce Housing Units ("WHU"). A "Workforce Housing Unit" shall consist of residential dwelling units that are made available for sale or rent by the Owner to persons with a median family income that is 65% to 140% of the median family income in Miami-Dade County, as published annually by the U.S. Department of Housing and Urban Development. Prior to obtaining the initial building permit for the construction of any residential dwelling unit (other than model homes) for the Property, the Owner shall submit a declaration of restrictions, in a form acceptable to the County, setting forth restrictions on the resale of such residential dwelling units consistent with the intent of maintaining such residential dwelling units as Workforce Housing Units for a period of twenty (20) years from the date of its initial sale. The Owner further agrees to grant to the County the right of first refusal to purchase any WHU in which a qualified purchaser cannot be located within one hundred and eighty (180) days from the date the WHU is offered for sale. In the event a qualified purchaser cannot be located and the County does not exercise its right of first refusal, then the Owner may sell the WHU at market rate.

2. **Transit Improvements.** In an effort to accommodate public transportation in the area, the Owner shall coordinate with Miami-Dade Transit and allow encroachments onto the Property, as necessary, to provide for a bus pull-out bay and bus shelter. The Owner's obligation under this Paragraph shall expire upon the approval of a final plat for the Property. Notwithstanding the approval of a final plat, the Owner shall cooperate with the County to allow the installation of a bus pull-out bay and/or shelter if said installation can be accomplished without altering the approved final plat for the Property.

3. **Water Conservation Requirements.** In an effort to conserve water, the Owner hereby agrees to develop the Property and construct the proposed residential dwelling units so as to

satisfy the requirements necessary to achieve (but shall not be required to obtain certification as) a "Florida Water Star" rating in accordance with the "Florida Water Star Basic Qualification Checklist", a copy of which is attached to this Declaration as Exhibit "B".

The Owner hereby further agrees not to seek a building permit for the construction of more than two hundred and ninety-nine (299) residential dwelling units on the Property until the earlier of either: (i) the execution of a Consumptive Use Permit, apart from the current interim water use agreement, between Miami-Dade County and the South Florida Water Management District, or (ii) the execution of an agreement with an entity other than Miami-Dade County, including, but not limited to, the City of Florida City, to supply water to the Property, subject to the approval, if necessary, of the Miami-Dade Water and Sewer Department or the Board of County Commissioners to extend the water service area of the municipality.

4. **Improvement of S.W. 344th Street.** The Owner shall not seek a certificate of use and occupancy for any residential dwelling units in excess of seven hundred and seventy-eight (778) units until such time as the Owner, at its own expense, designs or causes the design of S.W. 344th Street as a four (4) lane, divided arterial roadway from S.W. 182nd Avenue to S.W. 192nd Avenue (the "Roadway Improvements") in accordance with specifications approved by the Florida Department of Transportation, consistent with applicable design standards, and constructs or causes the construction of the Roadway Improvements.

The Owner's obligations under Paragraph 4 of this Declaration shall be expressly subject to: (i) the availability of right-of-way or necessary easements, and (ii) the receipt of all necessary governmental approvals for the construction of the Roadway Improvements. Nothing herein

shall prohibit the Owner from submitting an application for road impact fee credits if the Roadway Improvements were to be deemed eligible for road impact fee credits.

The Owner's obligations under this Paragraph shall expire and be of no further force and effect in the event the Owner and/or the appropriate governmental agency has failed to secure the necessary right-of-way, easements or necessary permits for the construction of the Roadway Improvements, and said construction has failed to commence, within twelve (12) months following the receipt of zoning approvals for the construction of the residential dwelling units on the Property. Nothing herein shall relieve the Owner of the obligation to dedicate the necessary right-of-way and to construct improvements to that portion of S.W. 344th Street adjacent to the Property, as required under the Code of Miami-Dade County.

5. **Miscellaneous.**

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

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

covenant in whole, or in part, provided that the Declaration of Restrictions has first been modified or released by Miami-Dade County.

C. **Modification, Amendment, Release.** This Declaration of Restrictions may be modified, amended, or released as to the land herein described, or any portion thereof, by a written instrument executed by the fee simple owner(s) of the Property, provided that the same is also approved by the Board of County Commissioners. Any such modification, amendment or release shall be subject to the provisions governing amendments to Comprehensive Plans, as set forth in Chapter 163, Part II, Florida Statutes or successor legislation which may, from time to time, govern amendments to comprehensive plans (hereinafter "Chapter 163"). Such modification, amendment or release shall also be subject to the provisions governing amendments to comprehensive plans as set forth in Section 2-116.1 of the Code of Miami-Dade County, or successor regulation governing amendments to the Miami-Dade comprehensive plan. Notwithstanding anything in this paragraph, in the event that the Property is incorporated within a new municipality which amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Code of Miami-Dade County, then modifications, amendments or releases of this Declaration of Restrictions shall be subject to Chapter 163 and the provisions of such ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and by the provisions for the adoption of zoning district boundary changes. Should this Declaration of Restrictions be so modified, amended or released, the Director of the Planning and Zoning Department or the executive officer of the successor of said Department, or in the absence of such director or executive officer by his/her assistant in

charge of the office in his/her absence, shall forthwith execute a written instrument effectuating and acknowledging such modification, amendment or release.

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

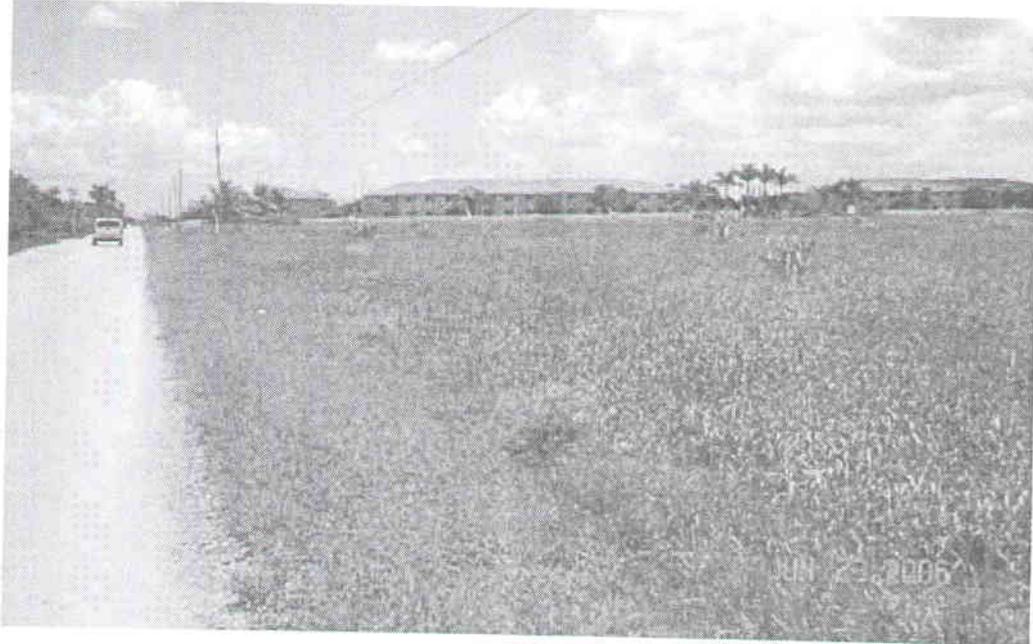
E. Election of Remedies. All rights, remedies, and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights,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

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

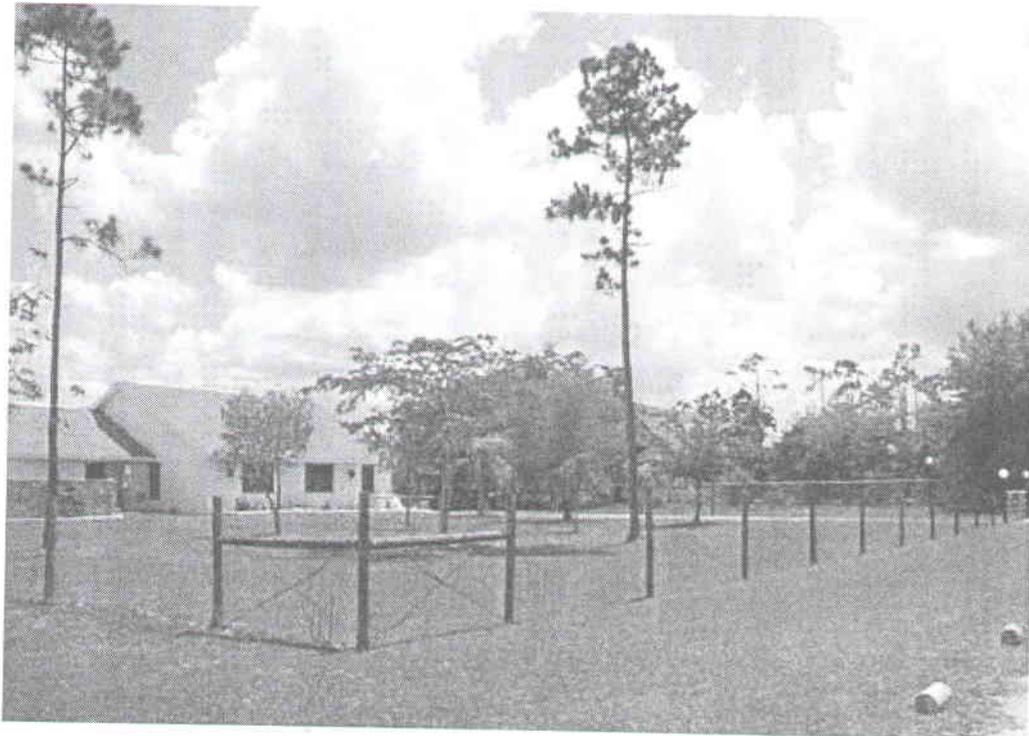
G. Recording. This Declaration of Restrictions shall be filed of record in the public records of Miami-Dade County, Florida at the cost of Owner's following the adoption of the Application. This Declaration of Restrictions shall become effective immediately upon recordation. Notwithstanding the previous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

APPENDIX G

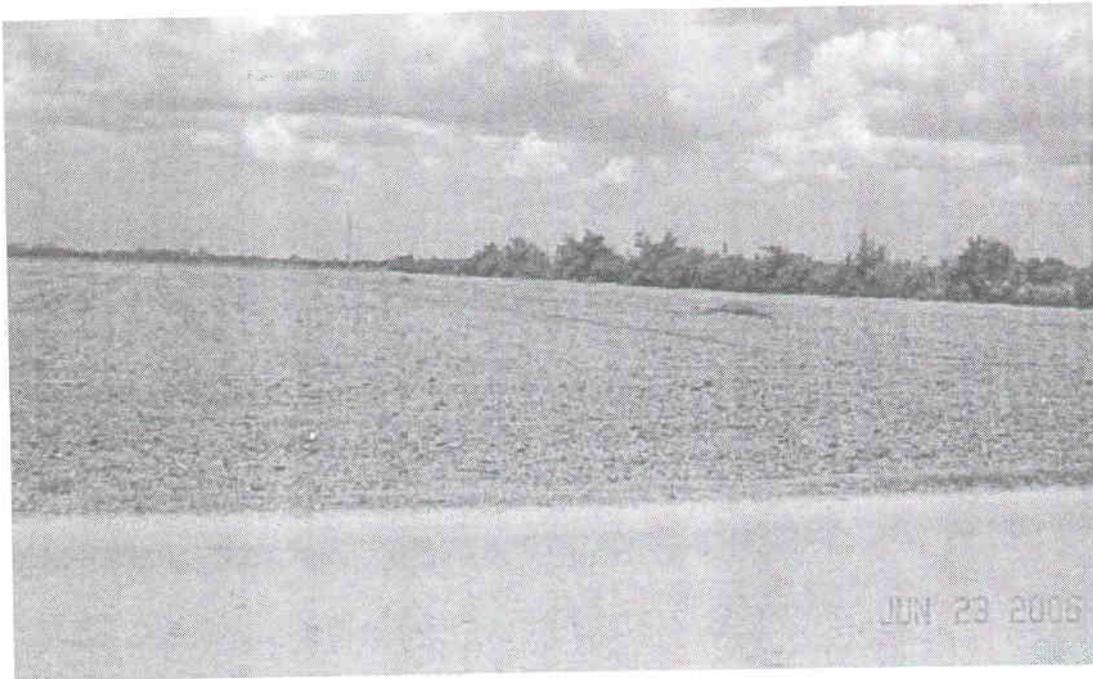
Photos of Application Site and Surroundings



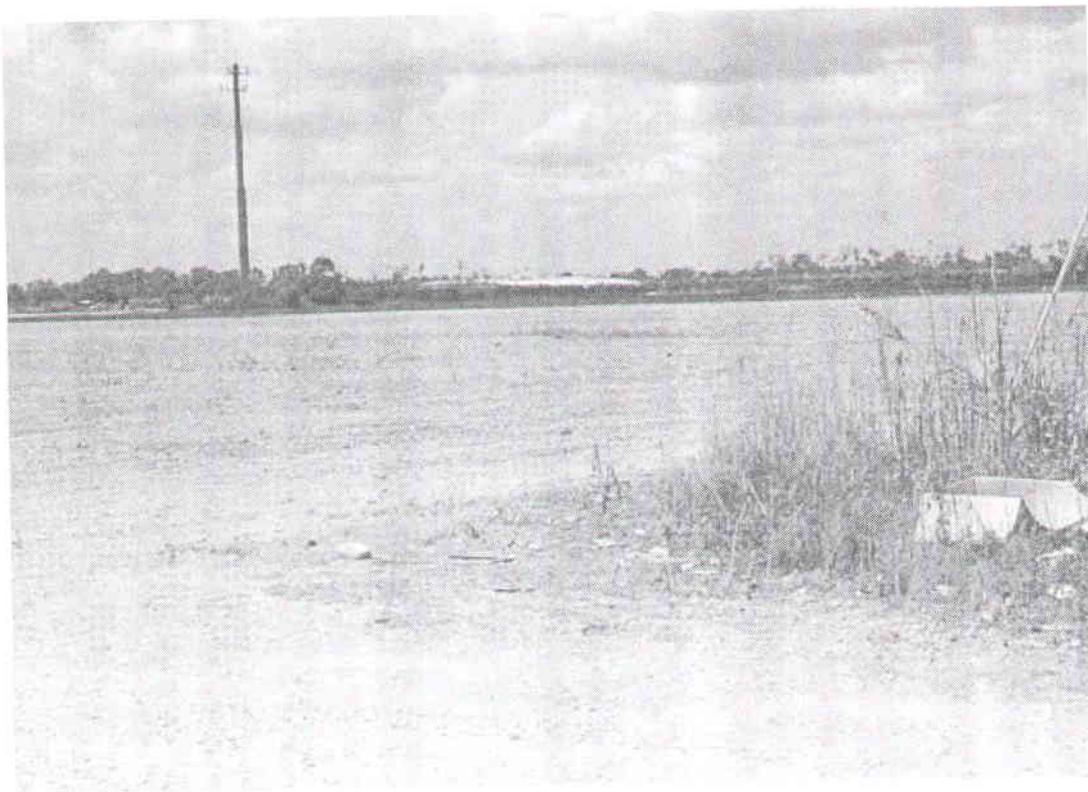
Cameron Creek Apartments and vacant lots east of site



Estate density homes north of site



Site viewed from SW 192 Avenue



Fallow lands west of site with communications tower