INITIAL RECOMMENDATIONS

APRIL 2007 APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

FOR MIAMI-DADE COUNTY, FLORIDA

Volume 2 of 2 (Application No. 14 - Aviation)



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INITIAL RECOMMENDATIONS

APRIL 2007 APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

August 25, 2007

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



Application No. 14 - AVIATION Parts 1, 2 and 3

APPLICATION SUMMARY

Applicant/Representative: Miami-Dade County Aviation Department

Jose Abreu, P.E., Director

P.O. Box 025504

Miami, Florida 33102-5504

Location: Countywide

Requested Amendments: Part 1: Opa-Locka West Airport (Map Changes)

Amend the Land Use Plan Map to change the land use designation for Opa-Locka West Airport from "Terminals" to "Open Land" (The request for the 420-acre subject property was originally 410 acres for "Open land" and 10 acres for "Business and Office," and was modified by memo dated October 12, 2007 from the applicant to 420 acres for "Open Land."

Part 2: All County Airports (Map and Text Changes):

Section A:

- 1. Update the Aviation Facilities maps (Figures 1 and 2) and the airport schematic maps (Figures 3-8) of the Aviation Subelement map series.
- Add four new Airport Land Use Master Plan maps depicting land uses at County airports to the map series of the Aviation Subelement related to:
 - i. Miami International Airport
 - ii. Opa-Locka Executive Airport
 - iii. Kendall-Tamiami Executive Airport
 - iv. Homestead General Aviation Airport

Amend Text, Goals, Objectives and Policies, in the Aviation Subelement Regarding the following aviation facilities.

Revise Text of the Land Use Element Section

Part 3: titled "Transportation"

RECOMMENDATIONS

Staff: Part 1: ADOPT WITH CHANGE and TRANSMIT

(September 17, 2007)

Part 2: TRANSMIT WITH CHANGE

(September 17, 2007)

Part 3: ADOPT WITH CHANGE and TRANSMIT

(September 17, 2007)

Community Councils:

Country Club of Miami Community Part 1

Council (CC5)

Part 1 (Opa-locka West Airport)
DENY, DO NOT TRANSMIT
Part 2 (Opa-locka Executive Airport)
TRANSMIT WITH CHANGES

(September 27, 2007)

West Kendall Community Council

(CC11)

Part 2 (Kendall-Tamiami Executive

Airport)

TRANSMIT WITH CHANGE

Part 3

ADOPT WITH CHANGE AND

TRANSMIT

(September 19, 2007)

Redland Community Council (CC14) Part 2 (Homestead Gen. Aviation Airport)

TRANSMIT WITH CHANGE

Part 3

ADOPT WITH CHANGE AND

TRANSMIT

(September 20, 2007)

TRANSMIT WITHOUT

RECOMMENDATION

(October 15, 2007)

Planning Advisory Board (PAB) acting as Local Planning Agency:

April 2007 Cycle 14-2 Revised and Replaced November 27, 2007

Application No. 14

Board of County Commissioners: TO BE DETERMINED

Final Recommendation of PAB acting

as Local Planning Agency:

TO BE DETERMINED

Final Action of Board of County

Commissioners:

TO BE DETERMINED

Staff recommends the following for Parts of the Application:

Part 1: Adopt With Change and Transmit this part of the amendment Parcel B be redesignated to the "Open Land" land use category on the Land Use Plan map instead of the proposed "Business and Office" category based on the Staff Conclusions and Principal Reasons for the Recommendations summarized below under Part 1 of the Application. The change is to redesignate Parcel B to the "Open Land" land use category instead of the proposed "Business and Office" category.

Part 2: Transmit with Change this part of the amendment based on the Staff Conclusions and Principal Reasons for the Recommendations summarized below under Part 2 of the Application. Recommended revisions to the proposed text of the Aviation

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Subelement in the Comprehensive Development Master Plan (CDMP) primarily include limiting non-aviation uses at Homestead General Airport to agricultural uses and providing percentage ranges and maximum intensity for non-aviation uses at Miami International and Kendall-Tamiami Executive Airports. Another revision to the text addresses terminal concourses at Miami International Airport. Staff is also recommending that the Land Use Master Plans for Kendall -Tamiami Executive, Homestead General and Miami International Airports (Figures 9 through 11) not be transmitted at this time.

Part 3: Adopt with Change and Transmit this part of the amendment based on the Staff Conclusions and Principal Reasons for the Recommendations summarized below under Part 3 of the Application. Recommended revisions to the proposed text in the Transportation Section of the Land Use Element of the CDMP primarily include limiting non-aviation uses at Homestead General Airport to agricultural uses and providing percentage ranges and maximum intensity for non-aviation uses at Miami International and Kendall-Tamiami Executive Airports. Another revision to the text addresses terminal concourses at Miami International Airport.

Part 1: Opa-Locka West Airport (Land Use Plan Map Changes):

Staff recommends: **Adopt With Change and Transmit** this part of the amendment based on the Staff Conclusions and Principal Reasons for the Recommendations summarized below. The change is to redesignate Parcel B to the "Open Land" land use category on the Land Use Plan map instead of the proposed "Business and Office" category.

Principal Reasons for Recommendations

1. The applicant is requesting redesignation on the adopted 2015 and 2025 Land Use Plan (LUP) map of the Comprehensive Development Master Plan (CDMP) of Parcel A (410 gross acres) at Opa-locka West Airport from "Terminal" to "Open Land" in order to use the land for rock mining and of Parcel B (10 gross acres) from "Terminal" to "Business and Office" for a truck stop. The application site with an inverted L-shape is located on the Miami-Dade/Broward County line between Okeechobee Road and theoretical NW 132 Avenue and between theoretical NW 186 and NW 202 Streets. The southwestern boundary begins at the intersection of Krome Avenue and Okeechobee Road (see Appendix B: Map Series for Opa-locka West Airport).

The Miami-Dade Aviation Department (MDAD) is requesting these changes to the LUP map because the 420-acre Opa-locka West Airport property is no longer an aeronautical facility in the County's system of public use airports. In a letter dated March 31, 2006 (see attached to application), the Florida Department of Transportation (FDOT) concurred that this facility is not longer needed for the originally authorized aeronautical purpose due to latent capacity in its

underutilized system of airports (consisting of Miami International, Opa-locka Executive, Kendall-Tamiami Executive, Homestead General, and the Miami-Dade/Collier Training and Transition Airports and agreed with MDAD's proposal to decommission this airport. The FDOT has also removed this airport from the State System Plan of Airports. The Federal Aviation Administration (FAA), in an attached letter dated June 8, 2006, had no objection to the closure, and thus the airport became officially decommissioned and is no longer in the National and Florida System of Airports. MDAD is proposing rock mining and a truck stop to generate revenue. MDAD has determined that the mineral value of the lime-rock aggregate under the under performing facility is necessary to offset reduced passenger activity revenue, funding shortfalls in the Airport Improvement Program, and cost escalations in the Capital Improvement Program (CIP) for the entire airport system.

The Department of Planning and Zoning (DP&Z) recognizes that the application site could be use for other uses other than an airport. However, these uses need to be compatible with the growth management provisions of the CDMP.

2. The applicant is requesting redesignation of Parcel A from "Terminal" to "Open Land" in order to use the land for rock mining. DP&Z staff supports the proposed redesignation for Parcel A. The application site is part of the Lake Belt Area, a 77.5 square-mile swath of Miami-Dade County, which has been identified by the Florida legislature as an area of critical importance. The Lake Belt contains some of the largest deposits of accessible limestone rock in the state, in addition to the wells in the Northwest Wellfield that supply most of the water needed by the residents of North Miami-Dade County. The Miami-Dade County Lake Belt Plan seeks to balance limestone-mining interests with environmental concerns related to Everglades restoration. The plan identifies areas suitable for mining, as well as wetland areas worthy of protection and areas needed to preserve water quality. The plan also allows for agriculture, rural residential uses, public facilities, and other uses that offer the potential to serve as a buffer between urban development and the Everglades.

The site is located in the proposed North Lake Belt Storage Area, which will be a 4,500-acre in-ground reservoir with a subterranean seepage barrier around the perimeter within an area proposed for rock mining. This Storage Area, which is a project of the Comprehensive Everglades Restoration Plan (CERP), would supply water to the canal system in northern Miami-Dade County to maintain the water levels in the canals, reduce water deliveries from the water conservation areas and Lake Okeechobee, and provide flood protection. Redesignation of the 410-acre Parcel A to "Open Land" for mining purposes would be consistent with the CERP. The rock mining activities on the application site would need to meet any requirement of CERP.

3. The Applicant is proposing to develop on Parcel B in the southwest corner of the Opa-locka West Airport a 10-acre truck stop with a diner that would be open to

the public along US 27 near its intersection with Krome Avenue. Parcel B does not directly front on US 27 but is separated from the roadway by a proposed 70-foot easement to ensure protection of the right-of-way for north-bound traffic on US 27. The applicant has not provided a Declaration of Restrictions (covenant) that would limit development on the property to a 10-acre truck stop with diner or proposed a new policy in the Land Use Element that would limit development on the County-owned property to these uses.

DP&Z staff is recommending that Parcel B be redesignated to the "Open Land" land use category instead of the proposed "Business and Office" category. No need exists to redesignate this parcel to provide fuel to trucks transporting rock mined from the application site. The text of the CDMP does permit fuel storage facilities that are ancillary to the mining operations in areas designated "Open Land." Ancillary means that fuel storage facilities would be limited to only those trucks transporting rocks from the mining operation. According to the permit records of the Department of Environmental Resources Management (DERM), 18 of the rock-mining operations that are located outside the 2015 UDB and designated as "Open Land" on the LUP map have aboveground fuel storage facilities that serve trucks transporting rock from their operations.

Ancillary food service facilities such as a lunchroom or mobile lunch truck serving the mealtime needs of the workers at the proposed onsite mine could occur in area designated as "Open Land". Thus, there is no need for a redesignation to "Business and Office" for a diner that is open to the public. The application site is located in Minor Statistical Area 3.1, which will deplete its supply of commercially zoned and designated land by the year 2018.

The application site is not in a suitable location for an urban use. This former airport is situated approximately 31/2 miles northwest of the 2015 Urban Development Boundary (UDB) and is not located in any 2025 Urban Expansion Area (UEA), which is the area where current projections indicate that further urban development beyond the 2015 UDB is likely to be warranted some time between the year 2015 and 2025. The UDB was established in the 1983 CDMP as a means of managing urban growth and controlling urban sprawl. As shown in the Planning Considerations Section of this evaluation, the applicant's proposed use of this parcel fails to satisfy many of the criteria listed in Section 9J-5.006(5)(g) of the Florida Administrative Code against which this application is measured to determine if it discourages the proliferation of urban sprawl. While the LUP map does identify four small commercial nodes along Krome Avenue at intersections of section-line roads outside the UDB, these were established prior to 1983 and primary serve rural residents.

The CDMP seeks to facilitate the necessary service improvements within the UDB to accommodate the land uses indicated on the LUP map within the year 2015 time frame. Accordingly, public expenditures for urban service and infrastructure improvements shall be focused on the area within the UDB, and

urban infrastructure is discouraged outside the UDB (Policy LU-2B of the CDMP Land Use Element).

For example, the application site is located within the Miami-Dade County Water and Sewer Department's (MDWASD) water and sewer franchised service area. The closest public water supply is 24-inch water main approximately 5.5 miles from the application site at NW 186th Street and NW 87th Avenue. Connection from the closest existing water main to the application site would require extending a new 16-inch main to the property and installing a Booster Pump Station. However, according to policies WS-1A and WS-1H in the Water and Sewer Subelement of the CDMP, the first priority of Miami-Dade County should be to extend connections to developments inside the UDB, and the second priority is to extend connections to those developments in the UEA. Since this application is located outside both the UDB and the UEA, connection to water and sewer lines will be of the lowest priority. In addition, these policies also state that Miami-Dade County shall avoid water and sewer infrastructure investments in areas designated for Agriculture, Open Land, or Environmental Protection on the Land Use Plan Map, except where essential to eliminate or prevent a threat to public health safety or welfare. If the requested land use amendment is approved, most of the application site will be designated as Open Land and will not pose a threat to public health safety or welfare. Because the extension of public water mains to serve the site may therefore not be feasible, DERM has advised that the proposed uses would have to be served by an on-site drinking water supply well as the source for potable water. This will require a variance from the Miami-Dade County Environmental Quality Control Board (EQCB).

The closest public sanitary sewer is a 12-inch force main approximately 5.5 miles from the application site at NW 186th Street and NW 87th Avenue. If DERM were to require connection to the existing sewer system, it would require a public pump station and a new 8-inch force main that could be extended from the closest existing sewer main west to the property. However, because the extension of public sanitary sewer mains to serve the site may not be feasible, DERM has advised that the proposed uses would have to be served by an onsite septic tank as the means for the disposal of domestic liquid waste, which will require a variance from the EQCB. DERM has further advised that if the wastewater flow generated by any proposed land use at this site exceeds 5.000 gallons per day, the disposal of the wastewater flow would have to comply with the provisions of the Florida Department of Environmental Protection (FDEP), as provided for in Chapter 62, Florida Statutes (F.S.). To comply with these provisions, the property would have to either be connected to a public sanitary sewer system, or install a package sewage treatment plant (STP) at the site. According to Section 24-30 of the Miami-Dade County Code, the STP would require approval from the EQCB.

An urban land use category such as "Business and Office" should not be located in an area needed for water management purposes or a wetland. Policy LU-8G

states that when seeking to expand the UDB the County shall avoid CERP project footprints delineated in Tentatively Selected Plans and/or Project Implementation Reports and future wetlands delineated in the Conservation and Land Use Elements. The parcel is located in a CERP project, North Lake Belt Storage Area, which is delineated in Tentatively Selected Plans and/or Project Implementation Reports. The application site is also situated in a wetland delineated on Figure 12, Future Wetlands and CERP Water Management Areas, in the Land Use Element of the CDMP.

Part 2: Map and Text Changes in the Aviation Subelement of the CDMP:

Staff recommends: **Transmit with Change** this part of the amendment based on the Staff Conclusions and Principal Reasons for the Recommendations summarized below. Recommended revisions to the proposed text in the Aviation Subelement primarily include limiting non-aviation uses at Homestead General Airport to agricultural uses and providing percentage ranges and maximum intensity for non-aviation uses at Miami International and Kendall-Tamiami Executive Airports. Another revision to the text addresses terminal concourses at Miami International Airport. Staff is also recommending that the Land Use Master Plans for Kendall -Tamiami Executive, Homestead General and Miami International Airports (Figures 9 through 11) not be transmitted at this time.

Principal Reasons for Recommendations

1. Staff recommends approval of the proposed changes to the aviation facilities map series and airport schematic map series as shown in Figures 1-7 in the application. The Miami-Dade Aviation Department (MDAD) is requesting that the map series in the Aviation Subelement of the CDMP be amended to reflect both recent and projected changes to the airport system. Opa-locka West Airport has been deleted from Figure No. 1 (Major County Aviation Facilities Map), which reflects the fact that this airport has been officially decommissioned. The revisions made to Figure 2, Minor Aviation Facilities, are updates based on information provided by the Florida Department of Transportation (FDOT).

These changes to the airport schematic maps, proposed Figures 3 through 7 (originally Figures 3 through 8 including one for Opa-locka West Airport that was deleted), are those representing efficiency improvements to the County's aviation system such as runway extensions at Kendall-Tamiami Executive and Homestead General Aviation airports and deletion of a runway at Opa-locka Executive Airport. Additional changes to these figures include the update of the boundaries of Miami International Airport, the addition of the existing ultralight turf runway at Homestead General Aviation Airport and the provisions of dimensions for runway protection zones (RPZ) at the five remaining airports in Miami-Dade County's aviation system, currently identified in the CDMP as clear zones. A 2002 Advisory Circular of the Federal Aviation Administration (FAA) introduce RPZ as replacement term for clear zones and divided the RPZ into "object free" and "controlled activity" areas.

2. DP&Z staff also supports many of the text changes proposed by MDAD to this subelement, especially, revisions to the introduction, policies, Future Aviation Facilities Section, the Aviation Facility Improvements Table and the Objective Monitoring Measures Section. The DP&Z staff does have concerns, however, with some recent changes to the Aviation Facilities Improvements Section.

On August 17, 2007, MDAD submitted a revised Aviation Facilities Improvements Section, which previously allowed a mixture of aviation, aviation-related and non-aviation uses only at Opa-locka Executive Airport. The revisions submitted at that time added Miami International Airport, Kendall-Tamiami Executive Airport and Homestead General Aviation as locations where the mixture of aviation, aviation-related and non-aviation uses could occur. This section needs further revision to reflect the differences between the airports and their surroundings.

For example, DP&Z Staff has concerns with allowing most of the listed non-aviation uses in the landside portion of Homestead General Aviation Airport, which is situated two miles west of the 2015 UDB on SW 217 Avenue and is just east of Everglades National Park. The entire airport is nearly surrounded by land used for agricultural purposes. The non-aviation uses as currently stated in the text include lodgings such as hotels and motels (except in terminal concourses), office buildings (except in terminal concourses), industrial uses such as distribution, storage, manufacturing, research and development and machine shops (except in terminal concourses), agricultural uses, retail, restaurants, and personal service establishments. Except for agricultural uses, these non-aviation uses are urban uses that are not suitable for an airport that is located outside the UDB.

The words "except in terminal concourses" in the above text were stricken through by MDAD in an earlier draft of the application to insure that no terminals would be located at Opa-locka Executive Airport, because this text originally applied only to that airport. When the text was changed on August 17,2007 to include Miami International (MIA), Kendall-Tamiami Executive and Homestead General Aviation airports as locations where non-aviation uses could occur, having the strike through for this phrase could be a problem for MIA, which has terminal concourses.

DP&Z staff recommends several changes to address these concerns with non-aviation uses at airports. The staff recommends that the fourth paragraph under the Aviation Facilities Section on Page II-51 be revised as follows:

"The landside portion of the<u>se</u> airport<u>s</u>, which shall be deemed to consist of all portions of the airport where general public access is not restricted and also terminal concourses and terminal concourses only at Miami International Airport, may include both aviation uses and non-aviation uses that are compatible with airport operations and consistent with applicable law. At least 30% one third of the land area in the landside portion must be developed with aviation-related uses or uses that directly support airport operations¹."

¹ <u>Underlined</u> words are proposed additions in the Application to the currently adopted CDMP. <u>Double underlined</u> words are proposed additions by DP&Z to the currently adopted CDMP. Words stricken through are proposed deletions in the Application to the currently adopted CDMP. Words stricken through with two lines are proposed deletions by DP&Z to the currently adopted CDMP.

The staff recommends that list of non-aviation uses on Page II-52 be revised as follows:

"Subject to the restrictions contained herein, the following privately owned non-aviation-related uses might be approved in the landside area of the Opa Locka Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport accessible to the general public:

- lodgings such as hotels and motels (except in terminal concourses except for Homestead General),
- office buildings (except in terminal concourses except for Homestead General),
- <u>lodgings and office buildings at Miami International Airport (except in terminal concourses)</u>
- industrial uses such as distribution, storage, manufacturing, research and development and machine stops (except in terminal concourses except for Homestead General),
- · agricultural uses, and
- retail, restaurants, and personal service establishments (<u>except for Homestead General</u>).

While the list of non-aviation uses were revised to include Miami International, Kendall-Tamiami Executive and Homestead General Aviation airports, the limitations on those uses were left to apply only to Opa-locka Executive Airport. Thus, the County needs to modify the current limitations to include Miami International, Kendall-Tamiami Executive and Homestead General Aviation airports as well as Opa-locka Executive Airport or create different limitations for each airport.

Rule 9J-5.006(3)(c) 7 of the Florida Administrative Code requires the establishment of standards for densities or intensities of each future land use category. When mixed uses are involved in a land use category, Rule 9J-5 requires the identification of the types of land uses allowed, the percentage distribution among the mix of uses, or other objective measure. In addition, the density or intensity of each use must be identified.

DP&Z recommends that the existing text on Page II-52 be modified as follows:

"Such privately owned non-aviation related uses at the Opa-Locka Opa-locka Executive Airport, Miami International, Kendall-Tamiami Executive and Homestead General Aviation airports shall be limited as follows:

(1) Those portions of the landside area_at <u>Opa-locka Executive</u>, <u>Miami International</u>, and <u>Kendall-Tamiami Executive airports</u> that are not developed for uses that are aviation-related or directly supportive of airport operations

shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. The distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures) at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport or the Urbanizing Area (FAR of 1.5 not counting parking structures) involved, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practicable practical, and have limited access to major roadways.

- (2) Those portions of the landside area at Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.
- (2) (3) Each non-aviation related use shall comply with applicable law, including but not limited to FAA regulations and any airport layout plan governing permissible uses on the entire airport property.
- 3. MDAD has requested that Airport Master Plans for Opa-locka Executive, Miami International, Kendall-Tamiami Executive and Homestead General Aviation airports be integrated into the CDMP. Based on Section 163.3177(6)(k) of the Florida Statutes (F.S.), the reason given by MDAD for incorporating the Airport Master Plans into the CDMP is to avoid a development-of-regional impact (DRI) review any time there is a change in the Airport Master Plan. To accomplish this MDAD prepared Airport Land Use Master Plans 2015-2025 for Opa-locka Executive, Miami International, Kendall-Tamiami Executive and Homestead General Aviation airports (Proposed Figures 8 through 11) to be incorporated into the Aviation Subelement. Staff of MDAD and DP&Z worked together to finalize these maps by limiting the general land use categories and addressing technical concerns.

However, available information is not sufficient enough to make an ultimate recommendation at this time on Airport Land Use Master Plans 2015-2025 for three of the four airports (Miami International, Kendall-Tamiami Executive and Homestead General Aviation). In order to incorporate an Airport Land Use Master Plan into the CDMP, it must be based on relevant data and analysis. Section 9J-5.005(2)(a) of the Florida Administrative Code (F.A.C.) requires that plan amendments be based upon relevant and appropriate data and analyses that are applicable to the element. Section 163.3177(6)(k), F.S. requires that the plan amendment for incorporating an Airport Master Plan into the comprehensive plan address land use compatibility that is consistent with Chapter 333, F.S.

regarding airport zoning, the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the Transportation Circulation Subelement and the Transportation Improvement Program for Fiscal Years 2007/2008 to 2011/2012 (TIP) of the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area; and the execution of any necessary interlocal agreements needed to maintain adopted Level-of-Service (LOS) requirements for public facilities; and may address airport-related or aviation-related development.

The development program is needed for each airport in order for agencies to assess the impacts on LOS standards for various public services generated by the land use pattern depicted on the airport land use master plan. A development program was provided for Opa-locka Executive Airport, via a traffic study. MDAD was not able to provide recent development programs based on the airport land use master plans for Miami International, Kendall-Tamiami Executive and Homestead General Aviation Airports.

DP&Z did investigate the possibility of using the development program in the 2000 DRI for MIA as an approach for determining the impact of the airport land use master plan. While the DRI was not provided, MDAD did deliver on August 17, 2007 a copy of the 2000 DRI development order (Resolution No. Z-22-00). This development order stated the airport development project would include a new north side 8,600' air carrier runway, improvements to the existing terminal and terminal support facilities, renovation and expansion of the existing cargo areas and other ancillary facilities, consisting of a 2,143,604 square foot terminal space addition and a new taxiway on a 3,300 acre-site but it did not identify non-aviation uses on the property or provide a more detailed development program. In addition, DP&Z did review a transportation study for the roadway system surrounding the Miami International Airport (MIA) that was prepared in 2000 as a response to a condition in the DRI development order. However, the development program was not included.

The development order did state that development on the property would be in substantial accordance with the "Airport Layout Plan" dated 5/23/94. This plan showed new development occurring in the terminal area, the southeast corner of the airport, and the area along NW 36 Street and in the west side cargo area. However, it did not show any new or existing development in the southwestern portion of the airport, specifically west of Milam Dairy Road and at the northeast corner of NW 12 Street and Milam Dairy Road. The Airport Land Use Master Plan 2015-2025 for MIA that was submitted on August 17, 2007 identifies the southwestern portion area for commercial/industrial activities. Since a difference exists between the two plans, the Department needs a development program specific to the Airport Land Use Master Plan before impacts can be determined.

The Board of County Commissioners in 2003 approved text changes to Aviation Subelement to allow a mixture of uses to occur at Opa-locka Executive Airport.

DP&Z staff is recommending that the same approach be taken at this time for Miami International, Kendall-Tamiami Executive and Homestead General Aviation airports. The proposed text changes, the revisions to Figures 1 through 7 and the Airport Land Use Master Plan 2015-2025 for the Opa-locka Executive Airport can be transmitted to the Florida Department of Community Affairs (DCA) and other state and regional agencies for review. When development programs are known at Miami International, Kendall-Tamiami Executive and Homestead General Aviation airports and County staff has analyzed the impacts, the airport land use master plans for these airports can be transmitted to DCA and other agencies for review.

4. The impacts of Airport Land Use Master Plan 2015-2025 for the Opa-locka Executive Airport has been assessed. DP&Z staff recommends adoption and transmittal of this plan.

The primary concern regarding this airport land use master plan has been the traffic issues stated below. However, this airport is located in the Urban Infill Area (UIA) and the roads to be impacted are not in the Florida Interstate Highway System (FIHS) which in the analysis area are Palmetto Expressway and Gratigny Parkway. Roads in the UIA are exempt from transportation concurrency requirements unless they are FIHS.

A concurrency analysis was completed to evaluate the near-term impacts for the year 2010. The analysis was based on the Phase I development plans for each of the five development areas. The concurrency analysis was performed for the roadways in the immediate vicinity of the airport. The analysis indicates that NW 135 Street, between NW 57 Avenue and Adler South Development driveway and from Adler South Development driveway to NW 42 Avenue, is anticipated to exceed capacity during the peak-period. As there are no planned capacity improvements included in the 2008 TIP to address the concurrency violations, it is anticipated that capacity enhancement may be required. The consultant noted that the following improvements would be necessary to mitigate the impacts:

- NW 135 Street, between NW 57 Avenue and Adler South Development driveway. Adding one additional lane per direction will increase the service volume thereby improve the level of service from LOS F to LOS C.
- NW 135 Street, between Adler South development driveway and NW 42 Street. Adding one additional lane per direction will increase the service volume and thereby improve the level of service from LOS F to LOS C.

It was determined that the full build out of the projects is anticipated to occur in the next 10- to 15-year time frame, resulting in a build-out year of approximately 2022. The analysis year was rounded up to 2030 to correspond with the availability of regional modeling data and when all planned long-term roadway improvements would be in place. The results of the after development analysis

indicates that the following roadways will be impacted due to the implementation of the proposed development project:

- Gratigny Drive (NW 122 Street), between NW 57 Avenue and Gratigny Parkway
- NW 135 Street, between NW 57 Avenue and NW 37 Avenue
- NW 57 Avenue, between SR 826 and Gratigny Parkway
- NW 37 Avenue, between SR 826 and Curtis Road

It is anticipated that providing one additional lane per direction would provide sufficient capacity to eliminate the anticipated impact on these roadways. However, it should be pointed out that the Opa-locka Executive Airport is located in the Urban Infill Area (UIA), a traffic concurrency exception area. However, when a project's impact results in an increase in traffic volume on an Florida Intrastate Highway System (FIHS) roadway that is operating below the CDMP-adopted LOS standard, which increase would exceed 2 percent of the capacity of the roadway at the CDMP-adopted LOS standard, the County shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed 2 percent.

The options for addressing capacity deficiencies are limited to either a) provide additional travel lanes or b) implement additional transit service along the affected corridor.

The LOS standards for the other public services can be met. A water demand of 215,330 gallons per day (0.22 mgd) is estimated for the Opa-locka Executive Airport based on the contemplated development program of 286,200 sq. ft. of commercial retail, 775, 900 sq. ft. of office space, 2,753,500 sq. ft. of warehouse space, 185 hotel rooms, and 355,500 sq. ft. facility space for fixed base operators. The demand of 0.22 mgd would decrease the 21.0 mgd treatment plant capacity to 20.78 mgd or 9.24%; a remaining maximum capacity that meets the LOS standard for water treatment plant facilities. Therefore, the water treatment plant currently has sufficient capacity to serve the contemplated Opalocka Airport development program.

Based upon the contemplated development program, it is estimated that the sewage generation for this site will yield 215,330 gallons per day (0.22 mgd). These estimated flows will increase the average treatment plant flows to 92.96 mgd or 82.63% of the design capacity and therefore will not exceed the established level of service. Therefore, the sewage treatment plant currently has sufficient capacity to serve the contemplated Opa-locka Executive Airport development program.

If approved, the proposed development at the Opa-locka Executive Airport will generate approximately 444 annual fire/rescue calls. This increase in demand on

the Fire Rescue services is considered severe; nonetheless, the existing stations within a three-mile radius of the airport would be able to absorb the additional service demand.

The proposed development program will be compatible with adjacent areas and airport zoning. Except for older residential areas to the northeast and east of the airport in the cities of Miami Gardens and Opa-locka, the airport is surrounded by compatible industrial and commercial uses. The deletion of the short 4,384-foot north-south runway (18L-36R) and the associated runway protection zones will facilitate development on the south side of the airport and reduce impacts on residential areas in Miami Gardens. To further insure compatibility, development activities at the airport will need to follow the requirements of the Land Use Flement.

Among other factors already addressed in this recommendation, Policy LU-8E of the Land Use Element requires for Land Use Plan map amendments evaluation of deficiencies to the plan to accommodate economic growth, historic and environmental resources and proximity to an urban center within 1/4 mile or a bus stop served by peak period headways of 20 or fewer minutes. While this application does not result in a Land Use Plan map amendment, it does impact future land use patterns within the airport property. At the projected rate of absorption, the study area (Minor Statistical Areas 2.4 and 3.1) will deplete its supply of commercially zoned and designated land by the year 2019 and its supply of industrially zoned land would last well beyond the year 2025. The nearest urban center is approximately 1/2 mile east of the airport in the Opalocka central business district and the nearest bus stop served by peak period headways of 20 or fewer minutes is for bus route 73 at NW 154 Street and NW 57 Court, which could serve the northwestern portion of the airport.

The airport does impact historic and environmental resources. The Office of Historic Preservation has identified two County designated sites within the boundaries of Opa-locka Executive Airport. These sites are the Naval Air Station Miami (the Opa-locka Airport Historic District), and the Cooks Hammock Archeological Zone. Any proposed work within designated areas would require an approved Certificate of Appropriateness (C.O.A. Permit) or an approved Certificate to Dig (C.T.D. Permit).

The western portion of the Opa-locka Executive Airport has been home to Florida burrowing owls (Athene cunicularia floridiana) that are protected pursuant to Florida Administrative Code (F.A.C.) Rules 68A-9.002 and 68A-27.005. The Florida Fish and Wildlife Conservation Commission issued a permit, subject to conditions, authorizing the destruction of inactive burrows (those without eggs or flightless young). One condition is that the permittee (Pedro Hernandez of the Miami-Dade Aviation Department or his designee) make every effort to encourage the displaced owls to resettle within more desirable non-construction areas within the surrounding airfield to the east.

The Opa-locka Executive Airport 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.

DERM has indicated that a review of the USDA Soil Survey maps and a topographic aerial review of the property indicate that portions of site may contain jurisdiction wetlands as defined by Section 24-5 of the Code. If jurisdiction wetlands are present then a Class IV Wetland Permit will be required before any work can be done on the property.

Part 3: Revise Text of the Land Use Element Section title "Transportation"

Staff recommends: **Adopt With Change and Transmit** this part of the amendment based on the Staff Conclusions and Principal Reasons for the Recommendations summarized below. Recommended revisions to the proposed text in the Transportation Section of the Land Use Element of the CDMP primarily include limiting non-aviation uses at Homestead General Airport to agricultural uses and providing percentage ranges and maximum intensity for non-aviation uses at Miami International and Kendall-Tamiami Executive Airports. Another revision to the text addresses terminal concourses at Miami International Airport.

Principal Reasons for Recommendations

1. DP&Z Staff recommends that Part 3 of Application No. 14 be adopted with change and transmitted. For the same reasons as stated in Part 2 concerning non-aviation uses at various airports, DP&Z Staff recommends changes to the Transportation Section of the Land Use Element.

The staff recommends that the fifth paragraph on Page I-54 be revised as follows:

"The landside portion of the<u>se</u> airport<u>s</u>, which shall be deemed to consist of all portions of the airport where general public access is not restricted and also terminal concourses and terminal concourses only at Miami International Airport, may include both aviation uses and non-aviation uses that are compatible with airport operations and consistent with applicable law. At least 30% one third of the land area in the landside portion must be developed with aviation-related uses or uses that directly support airport operations. "

The staff recommends that list of non-aviation uses on Page I-55 be revised as follows:

"Subject to the restrictions contained herein, the following privately owned non-aviation-related uses might be approved in the landside area of the Opa Locka Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport accessible to the general public:

- lodgings such as hotels and motels (except in terminal concourses except for Homestead General),
- office buildings (except in terminal concourses except for Homestead General),
- <u>lodgings and office buildings at Miami International Airport (except in terminal concourses)</u>

- industrial uses such as distribution, storage, manufacturing, research and development and machine stops (except in terminal concourses except for Homestead General),
- · agricultural uses, and
- retail, restaurants, and personal service establishments (<u>except for Homestead General</u>).

DP&Z recommends that the existing text for the last on Page I-55 be modified as follows:

"Such privately owned non-aviation related uses at the Opa-Locka Opa-locka Executive Airport, Miami International, Kendall-Tamiami Executive and Homestead General Aviation airports shall be limited as follows:

- (1) Those portions of the landside area_at Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports that are not developed for uses that are aviation-related or directly supportive of airport operations shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. The distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures) at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport or the Urbanizing Area (FAR of 1.5 not counting parking structures) involved, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front service uses and shopping centers shall front on major access roads preferably near major intersections, where practicable practical, and have limited access to major roadways.
- (2) Those portions of the landside area at Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.
- (2) (3) Each non-aviation related use shall comply with applicable law, including but not limited to FAA regulations and any airport layout plan governing permissible uses on the entire airport property.

APPLICATION NO. 14-AVIATION PART I

PLANNING STAFF ANALYSIS

Application Site

The application site is approximately 420 gross acres of mostly vacant land whose area resembles an inverted L-shape. It is located south of the Miami-Dade/Broward County line (NW 202 Street) between Okeechobee Road and theoretical NW 132 Avenue and north of NW 186 Street. The southwestern boundary begins at the intersection of Krome Avenue and Okeechobee Road (see Appendix B: Map Series for Opa-locka West Airport). The entire site is vacant except for two runways: one running from east to west and one running from north to south. The runways are no longer used for aviation purposes. The Miami-Dade County Aviation Department currently provides a month-tomonth permit to Countyline Dragway Inc. to operate the north-south runway as a raceway for drag racing sporting events. The site is designated on the CDMP Land Use Plan (LUP) map as "Transportation Terminals" which allows for aviation-related uses (See Appendix B: Map Series for Opa-locka West Airport). Based on the approved site plan. Opa-locka West Airport was designated to be maintained and enhanced for the purpose of flight training before it was decommissioned in June of 2006. The entire site is zoned as an Interim District (GU) (see Appendix B: Map Series for Opa-locka West Airport). The uses in a GU district depend on the character of the neighborhood, but if not specified, the standards for the single-family five-acre Estate District (EU-2) apply. The site is entirely owned by the applicant (see Appendix A: Amendment Application), and it is located approximately three and a half miles outside the Urban Development Boundary (UDB). In addition, the site is not located in an area designated for urban expansion.

Adjacent Land Use and Zoning

The areas to the east, west, south and southeast of the application are designated as "Open Land" on the CDMP Land Use Plan Map. Together they comprise "Open Land Subarea 1", otherwise known as the Snake-Biscayne Canal Basin. The application site is the only parcel of land in this general area of Miami-Dade County that is not designated as part of "Open Land Subarea 1" because of its "Transportation Terminals" land use designation. The "Open Land" designation in this area allows for rural residential uses at one dwelling unit per five acres, limestone quarrying and ancillary uses, compatible institutional uses, public facilities, utility facilities, communications facilities, recreational uses, and seasonal agriculture. It also prohibits any uses that could compromise groundwater quality west of the Turnpike Extension. The areas to the east, west, and southeast of the application site are either vacant or are currently being used for rock mining (See Appendix B: Map Series). Where active rock mining has created lake excavations, the lands are designated as "Water" on the CDMP Land Use Map. The areas to the east and west of the application are zoned as "Interim Districts"

(GU). To the southeast of the site, the land is zoned "Agricultural District" (AU), which allows for one dwelling unit per five gross acres. To the south of the application are several plots of active agricultural land also zoned "Agricultural District" (AU). To the southwest of the application, at the intersection of Krome Avenue and the Miami River Canal, there is a mobile home park.

Water Conservation Area 3 (WCA 3) is approximately three-quarters of a mile west of the application, just beyond the "Open Land" subarea. WCA 3 is owned and controlled by the South Florida Water Management District and is designated "Environmental Protection" on the CDMP Land Use Map. It is zoned "Agricultural District" (AU).

Directly to the north of the application, in the City of Miramar in Broward County, is vacant forested land designated on the future land use map as "Rural". This land use designation allows for one dwelling unit per 2.5 acres, agriculture and related uses, commercial quarrying, community facilities such as schools and churches, and public utilities. The area is zoned as a "Rural District" (RL), which conforms to the uses, permitted under the "Rural" land use category. Beginning at the northeast corner of NW 202 Street and NW 127 Avenue, to the northeast of the application site and in the city of Miramar, is a tract of single-family homes. They are designated on the future land use map as "Low 2", a residential land use category that allows two dwelling units per acre as well as community facilities, agricultural uses, and public utilities. The area is designated as having a 1.5 unit per acre maximum density on the future land use map; however, the homes are zoned as a "Residential 3 District" (RS-3), which requires a minimum lot area of only 7,000 square feet and could theoretically result in much higher densities.

The application site is part of the Lake Belt Area, a 77.5 square-mile swath of Miami-Dade County, which has been identified by the Florida legislature as an area of critical importance. The Lake Belt contains some of the largest deposits of accessible limestone rock in the state, in addition to the wells that supply most of the water needed by the residents of North Miami-Dade County. The Miami-Dade County Lake Belt Plan seeks to balance limestone-mining interests with environmental concerns related to Everglades restoration. The plan identifies areas suitable for mining, as well as wetland areas worthy of protection and areas needed to preserve water quality. The plan also allows for agriculture, rural residential uses, public facilities, and other uses that offer the potential to serve as a buffer between urban development and the Everglades. The application site lies within the North Lake Belt Storage Area of the Lake Belt Plan. The ultimate use proposed for this Storage Area is an in-ground reservoir after rock mining is no longer viable. This reservoir would supply water to the canals in northern Miami-Dade County, and so reduce demand on the Water Conservation Areas and Lake Okeechobee and provide additional flood protection. Allowing business/office development to occur in this area would contradict the objectives of the Lake Belt Plan and hinder conversion of the area to the planned reservoir.

Land Use and Zoning History Application Site

• April 2, 1959, Special Permit Requested by Allstate Dredging Company On April 2, 1959, the Allstate Dredging Company requested a Special Permit to allow lake excavation in a parcel of land between NW 186 and NW 194 Streets and between NW 127 and NW 137 Avenues. The area between NW 186 and NW 194 Streets and between NW 132 and NW 137 Avenues encompassed part of the application site, which later became par of Opa-locka West Airport. The request was approved by the Board of County Commissioners subject to 15 conditions ranging from the use of dynamite to provisions for arrangements to be made in the event that area becomes more populated. The proposed lake excavation was never begun on the site under the 1959 permit. In 1971, however, the owner of the property submitted a new application for a special permit for lake excavation, which was then approved. The new application included the area east of NW 132 Avenue but no longer included the area between NW 132 and NW137 Avenues, which was by then part of the airport.

March 10, 1969, Unusual Use Permits Requested by Dade County Department of Building and Zoning

On March 10, 1969, the Metropolitan Dade County Zoning Appeals Board approved a request by the Dade County Department of Building and Zoning for two unusual use permits on the application site. The first unusual use permit allowed for a commercial airport and related uses including but not limited to: maintenance and repair of aircraft, construction of buildings and uses incidental and necessary to the operation of an airport, runways, taxiways, clear zones, and all related aviation hangers and other structures. The airport was planned as a much needed relief facility for Opa-locka Airport. The second permit allowed for lake excavations, and was approved by the Zoning Appeals Board under the condition that the materials excavated remain on the property. It was determined by that board that the unusual uses would be compatible with the area, and should therefore be approved.

Land Use and Zoning History Areas Adjacent to the Application Site

The areas adjacent to the application site were the subjects of numerous requests for zoning changes and special use permits relating to rock mining and lake excavation.

The area west of the application site was subject to the following requests:

 1959: Melco, Inc. applied for a change of zone from AU (Agricultural) to BU-3 (Liberal Business District) as well as a special permit to allow a truck stop, a garage, a filling station, and a special permit for a trailer park and lake

- excavation. The change of zone was denied, but the special permit was approved.
- 1975: The Miami Dade County Board of County Commissioners approved a
 request by both the Dade County Department of Building and Zoning and the
 Planning Department for a special exception to allow for the termination of the
 1959 special permit. The departments argued that the previously approved uses
 would be incompatible with the surrounding area.
- 1984: An unusual use permit for lake excavation was approved in June, and two
 unusual use permits and two non-use variances were approved in November.
 The latter four permits requested a rock crushing and asphalt plant in connection
 with the previously approved lake excavation and a trailer to serve as
 watchman's quarters, as well as variances for zoning regulations and setback
 requirements.
- 1992: An unusual use permit to allow for a live animal auction was approved along with a non-use variance relating to parking. No structure was proposed with the application.
- 1993: In February, the property owner, Sawgrass Rock Quarry, Inc. requested a modification to the 1984 resolution in order to allow the construction of an office building as a temporary use ancillary to the rock crushing and asphalt plant. In October, an unusual use permit for a bioremediation plant was approved with the condition that could only remain active as long as the adjacent rock quarry was also active. The plant was proposed as an ancillary use to the rock mining operation so that the soil treated in the plant could be used in the manufacture of asphalt paving material. This permit was requested by M.P. Environmental Resource Co., a lessee of the property owner.
- 1995: An unusual use permit to allow a ready mix concrete batching plant was approved.
- 1996: An unusual use permit to allow a ready mix concrete batching plant was approved. In addition, two non-use variances of setback requirements and two non-use variances of spacing requirements related to the buildings belonging to the proposed plant were also approved.
- 1997: Another unusual use permit to allow a concrete batching plant was approved.
- 1998: An unusual use permit to allow a telecommunications facility including a tower with four antennae was approved. This tower was intended to provide wireless communication services in the South Florida area. In addition to the permit, a non-use variance of landscape regulations was also approved.

The area east of the application site was subject to the following requests:

- 1959: A special permit was granted to allow lake excavation in this area as well as a portion of what later became Opa-locka West Airport.
- 1971: An unusual use permit was approved to once again allow lake excavation since the original resolution was no longer valid. A special exception permit to allow excavation on private drives was also approved.
- 1978: An unusual use permit to allow a rock crushing plant and a concrete batching plant was approved in connection with the previously approved lake excavation.
- 1984: An unusual use permit was approved to allow lake excavation.
- 1986: An unusual use permit to allow a rock crushing plant was approved in connection with the previously approved lake excavation, as well as a non-use variance of zoning regulations.

The area south of the application site was subject to the following requests:

- 1989: An unusual use permit was approved to allow a trailer to be used as a watchman's quarters in connection with an existing landscaping business.
- 1992: In August, an unusual use permit was approved to allow a trailer to be used as a watchman's quarters in connection with an existing agricultural business. In addition, two non-use variances of setback requirements related to other structures were also approved. In December, another unusual use permit was approved to allow a trailer to be used as a watchman's quarters, as well as non-use variance of zoning regulations.

Supply and Demand

Commercial Land Analysis

The combined vacant land for commercial development in the Analysis Area (Minor Statistical Area 3.1) in 2007 was estimated to have a capacity for about 221.1 acres. There are 977.6 acres of commercial land currently in use. The average annual absorption rate for the 2007-2025 period is 20.45 acres per year. At the projected rate of absorption, the analysis area will deplete its supply of commercially zoned and designated land by the year 2018 (See table below). The countywide supply will not be depleted until the year 2023.

Projected Absorption of Land for Commercial Uses Indicated Year of Depletion and Related Data Analysis Area Application 5

	Vacant		Annual		Total Commercial Acres		
Analysis	Commercial	Commercial	Absorption Rate	Projected	per Thousand		
Area	Land 2007	Acres in	2003-2025	Year of	Persons		
MSA	(Acres)	Use 2007	(Acres)	Depletion	2015	2025	
3.1	221.1	977.6	20.45	2018	4.6	4.6	

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

The table above addresses the commercial land supply and demand in the Analysis Area without the effect of the projected CDMP amendment. Application 14 is a standard amendment requesting a change from Transportation Terminal to Business and Office for approximately 10 acres, and from Transportation Terminal to Open Land for approximately 410 acres. Given the existing capacity in the Analysis Area, this application, if approved, will have a minimal impact on the area's supply of commercial land.

Environmental Conditions

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

|--|

County Flood Criteria (NGVD)	8 Ft
Stormwater Management	Surface Water Management Permit
Drainage Basin	C-9 Wetland Basin (see below)
Federal Flood Zone	A – Within the 100 year flood plain, no base elevations shown.
Hurricane Evacuation Zone	NO
Biological Conditions	-
Wetlands Permits Required	YES
Native Wetland Communities	NO
Specimen Trees	YES
Natural Forest Communities	NO
Endangered Species Habitat	NO
Other Considerations	
Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO

Stormwater Management

The application site is located outside the Urban Development Boundary, and as such, the Miami-Dade County Department of Environmental Resources Management (DERM) has determined that flood protection is not available through the existing canal system. The application is thus required to provide a retention/detention system adequately designed to contain on-site the runoff generated by a 5-year storm event. A South Florida Water Management District (SFWMD) Surface Water Management Permit is required for development on this site, and other permits by the Environmental Resource Regulation Division may be required.

DERM has deemed any overland discharge of storm water from any development within the application unacceptable. As such, DERM is requiring that proper grading or a structural wall be provided along the perimeter of all new developments to ensure full containment of run-off onsite.

Wetlands

The application is located in the C-9 Wetland Basin and is thus considered a jurisdictional wetland as defined by Section 24-5 of the Miami-Dade County Code. A Class IV Wetland Permit is required before any work can be done in wetlands present on the application site. DERM has no objection to the application request if all required permits are obtained, but they will not be able to perform a full evaluation of resources in need of protection until the applicant has begun the permitting process.

Specimen Trees

The site may contain specimen sized trees and Miami-Dade County Code, Section 24-49, requires preservation of tree resources. DERM will require the on-site preservation of specimen sized (trunk diameter > 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. Any tree permitting issues will be handled through the Class IV permitting process.

Water and Sewer

Potable Water Facilities

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 supply is 24-inch water main approximately 5.5 miles from the application site at NW 186th Street and NW 87th Avenue. The source for this water supply is MDWASD's Hialeah/Preston Water Treatment Plant, which has sufficient capacity to meet current water demand as well as the additional flows that the proposed development would generate. According to data provided by the DERM, this water treatment plant currently

has a rated treatment capacity of 225 million gallons/day (mgd) and a maximum plant production based upon the last 12 months of 204.1 mgd. Based upon these numbers, this treatment plant has 21.0 mgd or 9.3% of treatment plant capacity remaining.

Connection from the closest existing water main to the application site would require extending a new 16-inch main to the property and installing a Booster Pump Station. However, as per CDMP policies WS-1A and WS-1H, it should be the first priority of Miami-Dade County to extend connections to developments inside the Urban Development Boundary (UDB), and the second priority to extend connections to those developments in the Urban Expansion Area (UEA). Since this application is outside both the UDB and the UEA, connection to water and sewer lines will be of the lowest priority. In addition, the aforesaid policies also state that Miami-Dade County shall avoid water and sewer infrastructure investments in areas designated for Agriculture, Open Land, or Environmental Protection on the Land Use Plan Map, except where essential to eliminate or prevent a threat to public health safety or welfare. If the requested land use amendment is approved, most of the application site will be designated as Open Land and will not pose a threat to public health safety or welfare. Because the extension of public water mains to serve the site may therefore not be feasible, DERM has advised that the proposed uses would have to be served by an on-site drinking water supply well as the source for potable water. This will require a variance from the Miami-Dade County Environmental Quality Control Board (EQCB).

Wastewater Facilities

The closest public sanitary sewer is a 12-inch force main approximately 5.5 miles from the application site at NW 186th Street and NW 87th Avenue. Ultimate disposal for sewage flows from this site would be at the North District Treatment Plant, which has a design capacity of 112.50 mgd and has a 12-month average flow of 89.49 mgd. This flow rate is approximately 79.54% of the design capacity of the wastewater treatment plant. The North District Treatment Plant has enough capacity to treat current discharge as well as the additional flows that would be generated by development on the application site.

If DERM were to require connection to the existing sewer system, it would require a public pump station and a new 8-inch force main that could be extended from the closest existing sewer main west to the property. However, because the extension of public sanitary sewer mains to serve the site may not be feasible, DERM has advised that the proposed uses would have to be served by an on-site septic tank as the means for the disposal of domestic liquid waste, which will require a variance from the EQCB. DERM has further advised that if the wastewater flow generated by any proposed land use at this site exceeds 5,000 gallons per day, the disposal of the wastewater flow would have to comply with the provisions of the Florida Department of Environmental Protection (FDEP), as provided for in Chapter 62 FS. To comply with these provisions, the property would have to either be connected to a public sanitary sewer system, or install a package sewage treatment plant (STP) at the site. According to Section 24-30 of the Miami-Dade County Code, the STP would require approval from the EQCB.

Solid Waste

The application lies outside the Urban Development Boundary and outside of the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. In addition, the application is not requesting a residential land use designation, only a commercial one and so would not be eligible for DSWM trash pickup.

Parks

There are no county-owned or municipal local parks within a two-mile radius of the subject application. However, the property is currently being leased for drag racing events on the north-south runway.

The subject application is not expected to increase the population, however, based on the proposed land use designation, the site could develop approximately 107 residential units. Under a residential development scenario and based upon the level of service standard of 2.75 acres per 1,000 persons, this site could yield a potential residential population of 370 persons, thus requiring a total of 1.02 acres of park land.

The subject site is located within Park Benefit District (PBD) 1, which according to the Miami-Dade County Department of Parks and Recreation has a surplus capacity of 396 acres of park land when measured by the County's concurrency level of service standard. This capacity is sufficient to meet the LOS for the application.

Public Schools

Since no covenant has been proffered limiting this application to commercial uses only, the site has been reviewed for potential school impacts. This application, if approved, could increase the potential student population by 61 students, with 29 students attending Miami Lakes K-8 Center, 14 students attending Miami Lakes Middle, and 18 students attending Hialeah-Miami Lakes Senior High. If developed with residential the FISH utilization of the three impacted schools would all exceed 100% as shown in the table below.

Based on information supplied by the Public Schools staff an additional 738 student stations are under construction at Miami Lakes K-8 Center and should be completed by the beginning of the 2007 school year.

	2006 Enrollment*		FISH	% FISH Utilization		
School	Current	With Application	Capacity**	Current	With Application	
Miami Lakes K-8 Center	1,233	1,262	582	212%	217%	
Miami Lakes Middle	1,182	1,196	1,146	103%	104%	
Hialeah-Miami Lakes Sr.	4,163	4,181	3,535	117%	118%	

^{*}Student population increase as a result of the proposed development

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, none of the impacted schools meet the review threshold.

^{**}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.

Roadways

Part 1 of Application No. 14 requests the re-designation on the Adopted 2015 and 2025 Land Use Plan map of 410 acres (Parcel A) and 10 acres (Parcel B) of the former Opalocka West Airport from "Transportation Terminal" to "Open Land" and "Business and Office", respectively. The land area proposed for "Open Land" designation is not needed for urban uses between now and the year 2015. It is land set aside for uses other than urban development and intended to serve one or more of the following functions: production of agriculture, limestone extraction or other resource-based activity such as development of potable water supplies; rural residential development at a maximum density of one unit per five acres; recreation; and compatible utility and public facilities. The "Business and Office" land use category accommodates the full range of sales and service activities. The Application site is located outside the county's Adopted 2015 Urban Development Boundary (UDB).

Two development scenarios were analyzed under the requested land use designations (Open Land and Business and Office) to determine the impact that this Application would have on the roadways adjacent to and in the vicinity of the subject Application site. Scenario 1 assumes Parcel A used for limestone extraction and Parcel B developed with commercial retail; and Scenario 2 assumes Parcel A developed with residential use, which may be allowed under the requested Open Land designation; and Parcel B developed with commercial retail.

The following traffic analysis examines the impact that Part 1 (Opa-locka West Airport) of this Application would have on the roadways adjacent to the Application site and the roadway network within a truncated Study Area that extends north to the Broward/Miami-Dade County Line, east to the Palmetto Expressway (SR 826), south to NW 103 Street, and west to North Krome Avenue (SR 997).

Existing Conditions

Primary access to the Application site is from Okeechobee Road (US 27/SR 25), a four-lane divide arterial north of Krome Avenue. Okeechobee Road connects to Krome Avenue and the Homestead Extension of Florida's Turnpike (HEFT/SR 821), south of the Application site. Other expressways include Interstate 75 (I-75) and the Palmetto Expressway (SR 826). East-west arterials include NW 183/186 (SR 860), NW 170/169, NW 154, NW 138, NW 122, NW 106 and NW 103 Streets, east of the Application site. North-south arterials and expressways include NW 107, NW 97 and NW 87 Avenues. Okeechobee Road runs through the study area in a diagonal direction from the northwest to the southeast.

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

The "Existing Traffic Conditions" table below lists the current traffic conditions on the major roadways within the Study Area.

Existing Traffic Conditions

Roadway Lanes and Peak Period Operating Level of Service (LOS

Roadway Lanes and Peak Period Operating Level of Service (LOS)							
Roadway	Location/Link	Lanes	LOS Std.*	LOS			
Krome Ave. (SR 997)	Okeechobee Road to SW 8 Street	2 UD	С	C (06)			
Okeechobee Rd. (US 27)	County Line to SW 177 Avenue (Krome Ave.)	4 DV	В	B (06)			
,	Krome Avenue to HEFT	4 DV	В	B (06)			
	HEFT to W 68 Street/NW 122 Street	6 DV	D	C (06)			
	NW 122 Street to W 49 Street/NW 106 Street	6 DV	D	C (06)			
	NW 106 Street to Palmetto Expy.	6 DV	D	C (06)			
HEFT (SR 821)	Florida's Turnpike to I-75	4 LA	D	C (06)			
	I-75 to Okeechobee Road	6 LA	D	C (06)			
	Okeechobee Road to SR 836	6 LA	D	C (06)			
I-75	Broward County Line to HEFT	8 LA	D	D (06)			
	NW 186 Street to West 84 St. (NW 138 Street)	8 LA	D	C (06)			
	West 84 Street to SR 826	8 LA	D	C (06)			
Palmetto Expressway	NW 67 Avenue to NW 138 Street	6 LA	D	C (06)			
(SR 826)	NW 138 Street to NW 122 Street	8 LA	D	D (06)			
	NW 122 Street to NW 103 Street	8 LA	D	D (06)			
	NW 103 Street to Okeechobee Road	10 LA	D	C (06)			
NW 186 Street (SR 860)	I-75 to NW 77 Avenue	4 DV	Е	D (06)			
	NW 77 Avenue to NW 67 Avenue	4 DV	E	E (06)			
NW 169 / 170 Street	NW 87 Avenue to NW 77 Court	2 UD	D	B (04)			
	NW 77 Court to NW 67 Avenue	4 DV	D	B (04)			
NW 154 Street	NW 92 Avenue to NW 84 Avenue	2 UD	D	C (04)			
(Miami Lakes Drive)	NW 84 Avenue to SR 826	4 DV	D	C (04)			
NW 138 Street	NW 87 Avenue to SR 826	2 UD	D	C (04)			
NW 122 Street	NW 87 Avenue to SR 826	4 DV	D	F (04)			
NW 103 Street	Okeechobee Road to SR 826	4 DV	Е	C (04)			
NW 106 Street	HEFT to NW 107 Avenue	4 DV	D.	C (04)			

Source: Compiled by Miami-Dade County Department of Planning and Zoning; Miami-Dade Public

Works Department and Florida Department of Transportation, July 2007.

Notes: () in LOS column identifies year traffic count was revised/updated

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

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

Existing traffic conditions on most major roadways in the Study Area are relatively uncongested during the peak-periods. However, five roadway segments are currently

operating at their adopted LOS standards, and one roadway segment is operating below its adopted LOS standard. Krome Avenue, from Okeechobee Road to SW 8 Street, is operating at its adopted LOS C standard; I-75, from the Broward/Miami-Dade County Line to the HEFT, and the Palmetto Expressway, from NW 138 to NW 122 Streets and between NW 122 and NW 103 Streets, are operating at their adopted LOS D standard; and NW 186 Street, from NW 77 to NW 67 Avenues, is operating at its adopted LOS E standard. All other expressways and arterials that are currently monitored show acceptable peak-period levels of service.

Trip Generation

The "Estimated Peak-Hour Trip Generation" table below, identifies the number of PM peak hour trips estimated to be generated by the potential development scenarios that could occur under the requested CDMP land use designations and compares them to the number of trips estimated to be generated by the potential development that could occur under the current CDMP land use designation.

Estimated PM Peak Hour Trip Generation

By Current and Requested CDMP Land Use Designations

	by Guircht and No	quested oblini Land Ose Designa	110113
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 (Scenario 1)	Transportation Terminal / (Approx. 69 employees)	Parcel A: Open Land (410 Acres) Limestone extraction; and Parcel B: Business & Office (10 Acres); 117,240 sq. ft. commercial retail/	
	71	501	+430
14 (Scenario 2)	Transportation Terminal / (Approx. 69 employees)	Parcel A: Open Land (410 Acres) With Residential use: 82 Single-Family DUs; and Parcel B: Business & Office (10 Acres): 117,240 sq. ft. commercial retail/	
	71	527	+456

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Public Works Department, July 2007.

Notes: Scenario 1 assumes Parcel A (410 acres) used for limestone extraction and Parcel B (10 acres) developed with commercial retail (117,240 sq. ft.).

Scenario 2 assumes Parcel A (410 acres) developed with residential use and Parcel A 10 acres) developed with commercial retail (117,240 sq. ft.).

Scenario 1 is estimated to generate approximately 430 more PM peak-hour trips than the current CDMP land use designation. Scenario 2 is estimated to generate approximately 456 more PM peak-hour trips than the current land use designation.

<u>Traffic Concurrency Evaluation</u>

An evaluation of peak-period traffic concurrency analysis, as of July 24, 2007, which considers reserved trips from approved developments not yet constructed, any programmed roadway capacity improvements not yet constructed, and the Application's impacts, predicts that Okeechobee Road, from the Miami-Dade/Broward County Line to the Krome Avenue and between Krome Avenue and the HEFT, and Krome Avenue, from Okeechobee Road to SW 8 Street, are predicted to operate at LOS B and LOS C, respectively, their adopted LOS standards. See "Traffic Impact Analysis" table on the following page.

Future Conditions

The Programmed Roadway Capacity Improvements table below lists the capacity improvements programmed within the Study Area for Fiscal Years 2008-2012.

Programmed Roadway Capacity Improvements Fiscal Years 2007/2008 – 2011/2012

	Fiscal Ye	ears 2007/2008 – 2		
Roadway	From	То	Type of Improvement	Fiscal Year
W 24 Avenue	W 76 Street	W 52 Street	Widen 2 to 5 lanes	2011-2012
NW 138 Street	NW 107 Avenue	I-75	Widen 2 to 6 lanes	2011-2012
NW 138 Street Bridge	Miami River Canal		Bridge construction	2007 – 2008
W 68 Street	W 19 Court	W 17 Court	Add lane on south side	2007 – 2008
W 60 Street	W 12 Avenue	W 4 Avenue	Widen 2 to 3 lanes	2007 – 2008
NW 90 Street	NW 114 Avenue	NW 112 Avenue	New construction: 2 lanes	UC
NW 90 Street	NW 107 Avenue	NW 87 Avenue	New construction: 2 lanes	Private Sector
NW 74 Street	HEFT	NW 79 Avenue	New construction: ½ of 6 lanes	2007-2008
NW 74 Street	HEFT	NW 82 Avenue	New road const.: 6 lanes	2008-2009
NW 57 Avenue	W 21 Street	W 34 Street	Add lanes and reconstruct	2007 – 2008
W 24 Avenue	W 52 Street	W 76 Street	Widening: 2 to 5 lanes	2011 – 2012
Krome Avenue	MP 14.082	MP 10.984	Add lanes and reconstruct	2009 – 2010
HEFT	At NW 74 Street		New interchange	2008-2009
NW 107 Avenue	NW 122 Street	S. River Drive	Reconstruct NW 107 Ave./ New flyover ramp	Private Sector
NW 107 Avenue	NW 106 Street	SW 41 Street	New construction: 4 lanes	Private Sector
NW 97 Avenue	NW 154 Street	NW 138 Street	New 4 lanes	UC
NW 87 Avenue	NW 186 Street	NW 154 Street	Widening: 2 to 4 lanes	2009 – 2010
SR 826	At NW 122 Street		Intersection improvement	2010-2011
Okeechobee Road	At NW 105 Way		Add turn lane	2007-2008

Source: 2008 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, May 2007.

Notes: UC means under construction

Private Sector: Project to be constructed by a developer to help mitigate the traffic impact of a specific development project. Construction normally linked to specific dates, but depends on construction schedule of development project, which can vary according to the market and other conditions.

Traffic Impact Analysis
Roadways Serving and in the Vicinity of the Application Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Krome Avenue 4 DV B 2,780 1,882 B 0 303 2,185 Road to SW 8 2 UD C 1,310 1,043 C 0 25 1,068 g 1,691 1,882 B 0 25 1,068 sto HEFT 4 DV B 2,780 1,882 B 0 289 2,171 Road to SW 8 2 UD C 1,310 1,043 C 0 23 1,066	Roadway Location/Link	Number Lanes	Adopted LOS Std. ¹	Peak Hour Capacity	Peak Hour Volume	Existing LOS	Approve d D.O's Trips	Amend. Peak Hour Trips	Total Trips With Amend.	Concurren cy LOS with
Krome Avenue 4 DV B 2,780 1,882 B 0 303 2,185 o HEFT 4 DV B 2,780 1,492 B 0 199 1,691 soad to SW 8 2 UD C 1,310 1,043 C 0 25 1,068 frome Avenue 4 DV B 2,780 1,882 B 0 289 2,171 o HEFT 4 DV B 2,780 1,492 B 0 189 1,681 soad to SW 8 2 UD C 1,310 1,043 C 0 23 1,066	SCENARIO 1: Commercial and Residential						2			
toad to SW 8 2 UD C 1,310 1,492 B 0 199 1,691 1,000 C 1,310 1,043 C 0 25 1,068 1,068 C 1,310 1,043 C 0 25 1,068 1,068 C 1,310 1,492 B 0 289 2,171 C 1,000 C 1,310 1,043 C 0 23 1,066	() County Line to Krome Avenue	4 DV	Ф	2,780	1,882	Ω	0	303	2,185	В
toad to SW 8 2 UD C 1,310 1,043 C 0 25 1,068 frome Avenue 4 DV B 2,780 1,882 B 0 289 2,171 o HEFT 4 DV B 2,780 1,492 B 0 189 1,681 toad to SW 8 2 UD C 1,310 1,043 C 0 23 1,066	Krome Avenue to HEFT	4 DV	Ш	2,780	1,492	Ш	0	199	1,691	മ
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venue 4 DV B 2,780 1,882 B 0 289 2,171 4 DV B 2,780 1,492 B 0 189 1,681 1,584 S UD C 1,310 1,043 C 0 23 1,066	and Rock Mining									
4 DV B 2,780 1,492 B 0 189 1,681 SW 8 2 UD C 1,310 1,043 C 0 23 1,066	County Line to Krome Avenue	4 DV	Ф	2,780	1,882	Ф	0	289	2,171	В
8 2 UD C 1,310 1,043 C 0 23 1,066	Krome Avenue to HEFT	4 DV	Δ	2,780	1,492	М	0	189	1,681	Δ
Street		7	ပ	1,310	1,043	ပ	0	23	1,066	ပ
	Street									

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

1 DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access

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

() Year traffic count was updated or LOS Revised Source: Notes:

The "Planned Roadway Capacity Improvements" table below identifies the additional roadway capacity improvements planned for this Study Area in the years 2007-2015. These are projects listed as Priority I and Priority II projects in the Miami-Dade Transportation Plan to the Year 2020, Cost Feasible Plan, with construction planned between 2007 and 2015.

Planned Roadway Capacity Improvements Year 2015 Roadway Improvements

Roadway	From	То	Type of Improvement	Priority
Miami Gardens Dr.	At NW 87 Ave.		Intersection Improvement	1
NW 122 Street	Okeechobee Rd.	NW 87 Avenue	Widen 2 to 5 lanes	1
NW 74 St. (SR 934)	SR 826	NW 57 Ave. (SR 823)	Add lanes and reconstruct (Widen 4 to 6 lanes)	1
Krome Avenue	Okeechobee Rd.	SW 8 Street	Access Management (Widen 2 to 4 lanes)	I
NW 107 Avenue	NW 138 Street	Okeechobee Rd.	Widen 2 to 5 lanes	I
NW 87 Avenue	NW 74 Street	Okeechobee Rd.	New 4-lane road	I
SR 826	N/O FEC RR	S/O NW 103 St.	Add lanes and reconstruct (Widen 8 to 10)	I
NW 62 Avenue	NW 138 Street	NW 105 Street	Widen 2 to 3 lanes	I
NW 57 Avenue	W 49 Street	W 21 Street	Add 2 to 4 lanes and reconstruct	1
Okeechobee Rd.	SR 826	W 12 Ave./NW 67 Ave.	Add lanes and reconstruct (Widen 4 to 6)	I

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

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

Priority II – Projects planned to be funded between 2010 and 2015

Private Sector: Project to be constructed by a developer to help mitigate the traffic impact of a specific development project. The construction of improvements are normally linked to specific dates, but instead are usually dependent upon the construction schedule of a specific development project, which can vary considerably according to the market and other conditions.

The "2015 Roadway Levels-of-Service (LOS)" table on the following page lists all the roadway segments within the Study Area projected to exceed, with and without the Application's impacts, the adopted LOS standards applicable to the roadway segments or the deteriorate to LOS F by the Year 2015, assuming implementation of all programmed and planned roadway capacity improvements.

Application Impacts

Roadway sections in the immediate vicinity of the Application's site are currently operating at acceptable levels of service. Krome Avenue from Okeechobee Road to SW 8 Street is operating at LOS C, and Okeechobee Road north and south of Krome Avenue is operating at LOS B.

2015 Roadway Levels-of-Service (LOS) Volume to Capacity (V/C) Ratios

		city (V/C) Ratios		
Roadway	Segment	Base Scenario	Scenario 1	Scenario 2
NIM 106 Ctroot	NIM 77 Ava to NIM 92 Ava	0.02	0.02	0.02
NW 186 Street	NW 77 Avenue to L 75	0.92	0.92	0.92
	NW 87 Avenue to I-75	1.07 – 1.41	1.07 - 1.42	1.07 – 1.41
NW 170 Street	NW 77 Ave. to NW 87 Ave.	0.88 - 0.97	0.95 – 1.03	0.89 - 1.00
NW 154 Street	SR 826 to NW 87 Avenue	0.95 - 1.44	0.96 - 1.44	0.95 - 1.44
	NW 87 Ave. to NW 92 Ave.	1.24 – 1.28	1.25 – 1.29	1.23 – 1.28
W 84 Street	NW 77 Ave. to NW 87 Ave.	1.40 – 1.65	1.37 – 1.65	1.39 – 1.64
(W 138 Street)	NW 92 Ave. to NW 97 Ave.	1.02 - 1.23	0.99 - 1.21	1.01 - 1.22
,	NW 107 Ave. to Okeechobee Rd	1.05	1.06	1.04
	Okeechobee Rd to NW 113 Rd.	2.90	2.91	2.91
NW 122 Street	SR 826 to NW 82 Avenue	1.00 – 1.67	1.01 - 1.63	0.99 – 1.66
(W 68 Street)	NW 87 Ave. to NW 92 Ave.	1.11 – 1.14	1.11 – 1.13	1.12 – 1.15
NIM 102 Ct	CD 926 to NIM 92 Ave	105 150	101 157	104 450
NW 103 Street (W 49 Street)	SR 826 to NW 82 Ave.	1.25 – 1.58	1.24 – 1.57	1.24 – 1.58
NW 92 Ave.	NW 122 St. to Okeechobee Rd.	1.07	1.07	1.07
NW 116 Way	Okeechobee Rd. to NW 107 Ave.	0.73 - 0.93	0.73 - 0.93	0.73 - 0.93
I-75	North of HEFT	1.52	1.52	1.52
	HEFT to Hialeah Gardens Blvd.	1.00	1.00	1.00
	Hialeah Gardens Blvd. to SR 826	0.99	0.99	0.99
Palmetto	NW 67 Ave. to NW 154 Street	1.26	1.25	1.25
Expressway	NW 154 Street to NW 138 Street	1.08	1.06	1.07
1	NW 138 Street to NW 122 Street	1.11	1.10	1.11
	NW 122 Street to NW 103 Street	1.06	1.06	1.06
	NW 103 St. to Okeechobee Rd.	1.03	1.01	1.03
Okeechobee	SR 826 to NW 87 Avenue	0.97 – 1.14	0.93 – 1.10	0.97 – 1.13
Road	NW 87 Ave. to NW 92 Ave.	0.94 – 1.32	0.89 – 1.35	0.94 – 1.15
Road	NW 138 St. to HEFT	1.44	1.42	1.44
NIM/ 07 Ava	NIM 154 Stroot to IM 94 Stroot	4 20	1 20	1 20
NW 87 Ave.	NW 154 Street to W 84 Street	1.38	1.38	1.38
	NW 122 St. to Okeechobee Rd.	0.75 – 0.95	0.77 – 0.98	0.76 – 0.96
NW 97 Ave.	NW 163 Street to NW 154 Street	1.39	1.36	1.38
	Theo. NW 144 St. to NW 130 St.	1.11 – 1.31	1.11 – 1.31	1.11 – 1.31
	NW 138 Street to NW 122 Street	0.49 – 1.31	0.52 - 1.33	0.48 - 1.31
NW 107 Ave.	Theo. NW 146 St. to NW 138 St.	0.92	0.92	0.91
Source: Cannot	t Fleming Inc. Metropolitan Planning	Organization for the	oo Miami Hrbaniz	od Aroo July

Source: Gannett Fleming, Inc., Metropolitan Planning Organization for the Miami Urbanized Area, July 2007.

The trip generation calculation estimates that Scenario 1 would generate approximately 430 more PM peak-hour trips than the current CDMP land use designation, and Scenario 2 is estimated to generate 456 more trips than the current CDMP land use designation.

The traffic concurrency analysis indicates that the addition of trips generated by the development scenarios under the proposed land use designation won't significantly impact the levels of service of Okeechobee Road and Krome Avenue in the vicinity of the Application site and are predicted to continue to operate at their adopted LOS B and LOS C standards, respectively.

In the year 2015, a large number of roadway segments in the immediate the Study Area are projected to operate at LOS F, including the following roadway segments: I-75, from the HEFT to SR 826; the Palmetto Expressway, from NW 67 Avenue to Okeechobee Road; Okeechobee Road, from the HEFT to SR 826; and NW 107, NW 97 and NW 87 Avenues. However, it should be pointed out that none of these roadways are negatively impacted by this application.

Transit Service

Existing Service

As indicated above, the Application site is located outside the Urban Development Boundary (UDB) and, therefore, there are no existing transit route serving the application site. The route nearest to the site is the Okeechobee Connection, with the closest bus stop located approximately 7 miles from the Application site. The "Metrobus Route Service" table below shows the existing service frequency for this route.

	Metrobus Route Service							
D. C.N.	Weekday	Headway*	Proximity in	Feeder, Local				
Route No.	Peak	Off-Peak	miles to App. No. 14	or Express				
Okeechobee								
Conn.	30	30	7.25	L/F				

Source: Miami-Dade Transit Agency, August 2007 Notes: F means feeder service to Metrorail

L means local service route *Headway time in minutes.

Future Conditions

Policy LU-2B of the Land Use Element and Policy TC-4C of the Traffic Circulation Subelement of the CDMP Adopted Components states that "Urban services and facilities which support or encourage urban development in Agriculture and Open Land areas shall be avoided, except for those improvements necessary to protect public health and safety and which service the localized needs of these non-urban areas. Therefore, no transit

improvements are being planned for the next five years for the application site or the surrounding area in the 2007 Transit Development Program (TDP) or in the People's Transportation Program (PTP).

Application Impacts

Miami-Dade Transit staff performed a preliminary analysis in Traffic Analysis Zone 2, where the Opa-locka West Airport is located. The analysis indicated that only three additional transit trips would be generated by this application. If granted, there will be no variation on the transit trip generation and no expected changes to the programmed transit improvements beyond those already planned for the area by Miami-Dade Transit.

Other Planning Considerations

The Florida Administrative Code, Section 9J-5.006(5)(a) states "The purpose of this subsection is to give guidance to local governments and other interested parties ... regarding discouraging urban sprawl, including provisions concerning the efficiency of land use, the efficient provision of public facilities and services, the separation of urban and rural land uses, and the protection of agriculture and natural resources." Contained within section 9J-5.006(5)(g) is the following list of criteria against which this application is measured to determine if it discourages the proliferation of urban sprawl.

Sprawl Criteria	Does App. meet criteria?	
1. Promotes, allows or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses in excess of demonstrated need.	No	The application does not add substantial areas. However, the area it proposes, 10 acres, is in excess of demonstrated need.
2. Promotes, allows or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.	Yes	This application proposes 10 acres of business/office development more than 3 miles outside the UDB.
3. Promotes, allows or designates urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban developments.	Yes	This application is isolated from any other urban development, and even from suburban development, barring a small mobile home park.
4. As a result of premature or poorly planned conversion of rural land to other uses, fails adequately to protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.	No	Ehile this area can be considered rural now, it used to have an airport, so has been disturbed prior to this application.

Sprawl Criteria	Does App.	
5. Fails adequately to protect adjacent agricultural areas and activities, including silviculture, and including active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils.	meet criteria? Yes	Possible uses include a stated desire for gasoline stations, which could have a major negative impact on the adjacent agricultural and water resources.
6. Fails to maximize use of existing public facilities and services.	Yes	This application would not utilize any existing infrastructure for water, sewer or wastewater.
7. Fails to maximize use of future public facilities and services.	Yes	The application is located outside of the UDB, and so fails to utilize and facilities already built to suipport urban development of this type.
8. Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy, of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.	Yes	Located so far from any infrastructure or services, it would disproportionately inc rease costs.
9. Fails to provide a clear separation between rural and urban uses.	Yes	Placing 10 acres of business/office uses in the middle of the Lake Belt Area.
10. Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.	No	
11. Fails to encourage an attractive and functional mix of uses.	Yes	There is no functional mix of uses here, and suchg a mix will not be able to be created due to surrounding Land use and zoning designations.
12. Results in poor accessibility among linked or related land uses.	No	No related land uses to the propossed use in this area.
13. Results in the loss of significant amounts of functional open space.	Yes	Ten acres of open space possibly able to be used for gravel mining and re-use as a lake.

STAFF CONCLUSIONS

The Department of Planning and Zoning (DPZ) recommends **ADOPTION WITH CHANGE AND TRANSMITTAL BY REDESIGNATING PARCEL B OF THE APPLICATION SITE TO "OPEN LAND"**, based on the following considerations:

- The subject site is located outside of the Urban Development Boundary, and not in the Urban Expansion Area; the site is poorly situated with regards to major infrastructure, and is not easily accessible to employment, residential, or commercial centers;
 - A change from "Terminals" to "Open Land" on the LUP map will allow the application site to be more compatible with the existing land uses surrounding the site. The properties to the west, south and east of the site are occupied by agricultural and mining uses, with the one exception of a small mobile home park to the southwest.
- 2. The subject site generates concerns with water and sewer, since there is no easy access to existing systems for either. CDMP policies WS-1A and WS-1H state that Miami-Dade County shall avoid water and sewer infrastructure investments in areas designated Agriculture, Open Land, or Environmental Protection on the Land Use Plan Map, except where essential to eliminate or prevent a threat to public health safety or welfare. There is no such threat associated with this application.

Consistency Review with CDMP Goals, Objectives, Policies, Concepts and Guidelines

This section has been written to individually address the two parcels, A and B, that the applicant has proposed. Please note that any comments for Parcel A in this section also argue for not approving the applicant's proposal for Parcel B, but instead supporting the County's change to designate Parcel B as "Open Land."

The following CDMP goals, objectives, policies, concepts and guidelines will be enhanced if the proposed designation "Open Land" for Parcel A is approved:

CON-6A. Areas of highest suitability for mineral extraction in Miami-Dade County shall be reserved for that use and shall be protected from premature encroachment by incompatible uses.

The following CDMP goals, objectives, policies, concepts and guidelines will be impeded if the proposed Parcel A designation of "Open Land" is approved:

None.

The following CDMP goals, objectives, policies, concepts and guidelines will be enhanced if the proposed designation "Business and Office" for Parcel B is approved:

None.

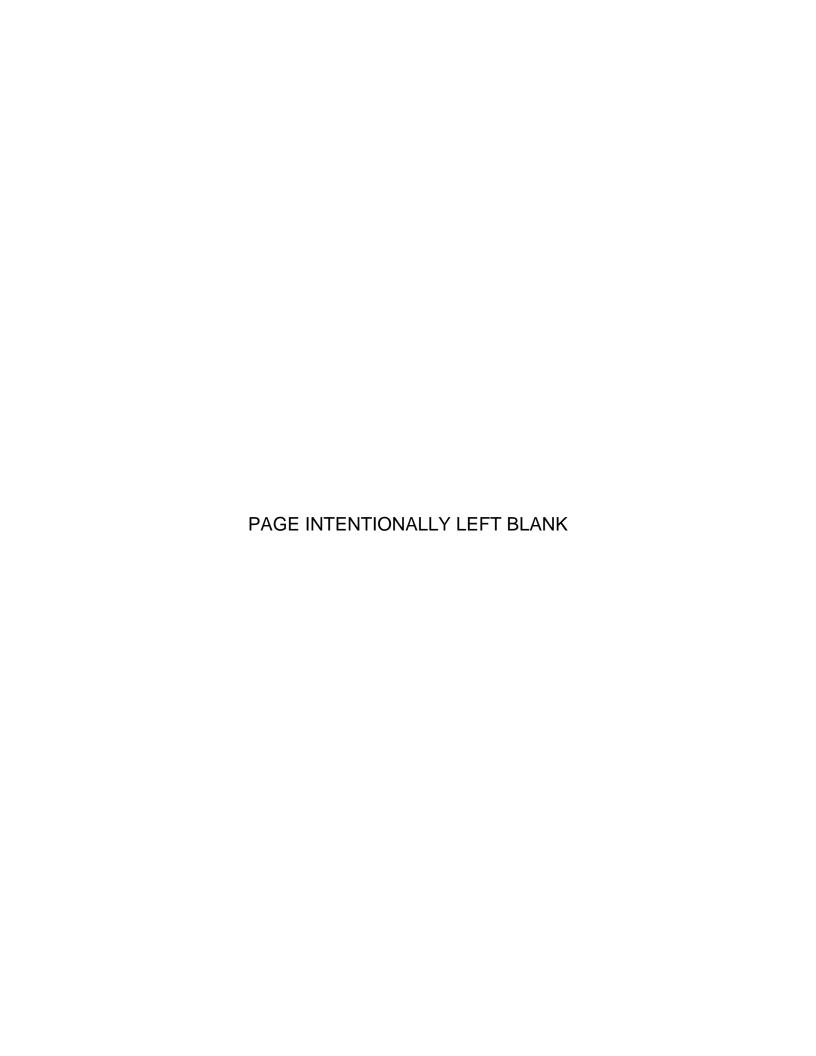
The following CDMP goals, objectives, policies, concepts and guidelines will be impeded if the proposed Parcel B designation of "Business and Office" is approved:

- LU-10: Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agriculture Areas, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.
- LU-2B: Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Miami-Dade County shall be given first to serve the area within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) map. Second priority shall support the staged development of the Urban Expansion Area (UEA). Urban services and facilities which support or encourage urban development in Agriculture and Open Land areas shall be avoided, except for those improvements necessary to protect public health and safety and which service the localized needs of these non-urban area.
- LU-5B: All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the CDMP including the adopted LUP map and accompanying "Interpretation of the Land Use Plan Map". The Director of the Department of Planning and Zoning shall be the principal administrative interpreter of the CDMP.
- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-1G. Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on

a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.

Open Land Subarea 1 (Snake-Biscayne Canal Basin). This subarea us located north of the Miami Canal (Canal 6) in northwestern Miami-Dade County. Rural residential use at 1 dwelling unit per 5 acres, limestone quarrying and ancillary uses, compatible institutional uses, public facilities, utility facilities and communications facilities, recreational uses and seasonal agriculture may be considered for approval in this subarea. Uses that could compromise groundwater quality shall not occur west of the Turnpike Extension.

CON-6A. Areas of highest suitability for mineral extraction in Miami-Dade County shall be reserved for that use and shall be protected from premature encroachment by incompatible uses.



APPLICATION NO. 14-AVIATION PART II

PLANNING STAFF ANALYSIS

Part 2 of Application No. 14 requests that the text, policies and map series of the Comprehensive Development Master Plan (CDMP) be amended to reflect both recent and projected changes to the County's airport system and to incorporate the Airport Master Plans for the County's System of Airports into the CDMP. The Miami-Dade County Aviation System consists of the following facilities owned and operated by Miami-Dade County: Miami International Airport (MIA), Opa-locka Executive Airport (OPF), Kendall-Tamiami Executive Airport (TMB), Homestead General Aviation (X51), and Miami-Dade/Collier Training and Transition Airport (TNT). The reasons for incorporating the Airport Master Plans into the CDMP is to take advantage of the provisions of Section 163.3177(6)(k), F.S., which allows for an airport master plan, and any subsequent amendments to the airport master plan prepared by a licensed, publicly owned and operated airport under s. 333.06 may be incorporated in the local comprehensive master plan.

The comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; b) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; c) consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans; d) the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level-of-service standards for facilities subject to concurrency; and e) may address airport-related or aviation-related development. Section 163.3177(6)(k), F.S., also provides that airport-related or aviation-related development that has been addressed and incorporated into the comprehensive plan amendment shall not be a development of regional impact. An airport that has recovered a development of regional impact development order pursuant to s. 340.06, but is no longer required to undergo DRI review pursuant to this section may abandon into DRI order upon written notification to the applicable local government.

The requested MDAD amendment includes updates to the Aviation Facilities maps (Figures 1 and 2) and the airport layout maps (Figures 3 through 8) contained in the Aviation Subelement's map series, the inclusion of new Airport Land Use Master Plan maps into the Aviation Subelement's map series for MIA, OPF, TMB and X51, and amendments to the Aviation Subelement text. The Aviation Facilities and the airport layout maps are presented as attachments to the Miami-Dade Aviation Department's (MDAD) CDMP amendment application (Appendix A: Amendment Application); the inclusion of the new Airport Land Use Master Plan maps into the Aviation Subelement's map series is addressed in following sections; and the text amendments to the Aviation Subelement are addressed in preceding recommendations.

The most notable of the map series updates is the deletion of the Opa-locka West Airport as a result of its decommissioning. This was supported by FDOT in a letter dated March 31, 2006, and the Federal Aviation Administration (FAA) in a letter dated June 8, 2006 (see Support Documents I and J of Appendix A – Amendment Application). Other map changes were made in accordance with information provided by the FDOT and MDAD proposed plans and include, among others, the following changes:

- The renaming Opa-locka Airport to 'Opa-locka Executive Airport' and decommission Runway 18-36.
- The extension of Kendall-Tamiami Executive Airport Runway 9R-27L.
- The future extension of Homestead General Aviation Airport Runway 18-361.

The Miami-Dade County Aviation Department (MDAD) submitted in support of this amendment a traffic analysis study for the anticipated development and redevelopment of the Opa-locka Executive Airport; however, no traffic analysis studies were submitted for the Kendall-Tamiami Executive and Homestead General Aviation Airports. A transportation study for the roadway system surrounding the Miami International Airport (MIA) prepared in 2000 in support of the DRI was submitted in support of the MIA Master Plan. MDAD did not submit information regarding potential development in the other two airports because at this time no development information is available. MDAD staff is working on the Request for Proposals (RFP). Therefore, DP&Z staff and the other county reviewing agencies were not able to determine the impacts that the proposed Airport Master Plans would have on roadway, transit, water and sewer, and other county provided services.

MDAD is proposing the inclusion of four new Airport Land Use Master Plan maps into the Aviation Subelement map series of the CDMP. The Airport Land Use Master Plan maps highlight future planned land usage, runway extensions, and changes in passenger activity levels. It should be noted that required data and analysis was provided for the Opa-locka Airport Land Use Master Plan only. The Department of Planning and Zoning has not received the required data and analysis, including the proposed development programs, for Kendall-Tamiami Executive, Homestead General Aviation, and Miami International airports. The proposed Airport Land Use Master Plan maps are presented in Appendix A: Amendment Application, and addressed below.

OPA-LOCKA EXECUTIVE AIRPORT - Airport Land Use Master Plan, proposed Figure 8

MDAD has reported that the Opa-locka Airport was renamed to 'Opa-locka Executive Airport' and requests that the Opa-locka Airport references be updated to reflect this change. The Airport Land Use Master Plan is to highlight the planned land usage for the Opa-locka Executive Airport coincident with the existing levels of interest in its redevelopment into a modern, efficient and environmentally friendly international corporate and business aviation facility offering international immigration and customs approval clearance.

The development program contemplated for the Opa-locka Executive Airport includes 286,200 sq. ft. of commercial retail, 775, 900 sq. ft. of office space, 2,753,500 sq. ft. of warehouse space, 185 hotel rooms, and 335,500 sq. ft. facility space for fixed base operators.

MDAD has further reported that there are numerous unused, vacant, and obsolete codedeficient structures in the eastern portions of the airport property. Other leased parcels are simply undeveloped, and are not being used to their full potential as revenue sources for the County. It should be noted that while the maps will show the future aviation and nonaviation land uses, the airport will retain its primary underlying zoning classification as Government Property (GP) as the deed which conveyed the former federal Navy property to the County and current Federal Aviation Administration (FAA) land-use compliance and grant obligations require that non-aviation uses be converted to aviation uses as needed to accommodate the growth in demand for aviation uses.

Airport Site

The Opa-locka Executive Airport Land Use Master Plan proposes development for the ±1,810-acre Opa-locka Executive Airport and two adjacent properties owned by Miami-Dade Aviation Department (MDAD), located immediately south of the airport. One of the adjacent properties is a vacant ±28-acre property (4 parcels combined) located at the southwest corner of NW 47 Avenue and NW 135 Street, and the other is the eastern ±10-acre portion of the ±20-acre parcel that is located at the southeast corner of NW 135 Street and NW 57 Avenue, which is the site of the Opa-locka Community Correctional Center. The airport is generally bound on the north by NW 156 Street, NW 37 Avenue/Douglas Road on the east, NW 135th Street/SR 916 on the south, and NW 57th Avenue/Red Road/SR 823 on the west. Generally, the eastern portion of the airport is located within the City of Opa-locka, and the remaining portion of the airport including the ±28-acre and the ±10-acre sites are located within unincorporated Miami-Dade County. Immediately west of the airport is the Town of Miami Lakes, the City of Hialeah is to the immediate southwest and far south of the airport, and the City of Miami Gardens to the north, across the Biscayne Canal. (See Appendix F: Map series for Opa-locka Executive Airport.)

The Opa-locka Executive Airport property is partially developed with several buildings that are generally located toward the central and eastern portions of the site, several of which

are vacant and code-deficient structures as stated by the applicant, and four runways. Runways 9R-27L & 9L-27R are east-west aligned and located at the north and south sections of the airport, Runway 18-36 is north south aligned towards the center of the site but has been decommissioned, and Runway 12-30 is aligned diagonally across the decommissioned runway. The western and southeastern portions of the airport property are largely undeveloped.

Land Use and Zoning

The Comprehensive Development Master Plan (CDMP) Adopted 2015 and 2025 Land Use Plan (LUP) map designates the Opa-locka Executive Airport as "Industrial and Office" on the southeastern portion and "Terminals" on the remainder of the airport. The "Industrial and Office" designated portion of the airport is the area south of the Opa-locka Canal between NW 47 and NW 42 Avenues, and the area generally south of Curtis Road between NW 42 and NW 37 Avenues. The interpretive text for the Transportation land use category contained in the CDMP Land Use Element states that lands owned by the County at the Opa-locka Executive Airport that are designated "Terminals" on the LUP map may be developed with aviation uses, aviation-related uses, and non aviation-related uses depending on location relative to the airside and landside portions of the airport (for more details see CDMP Land Use Element page I-54). The ±28-acre and ±10-acre properties are designated "Industrial and Office" which allows manufacturing operations, maintenance and repair facilities, warehouses, office buildings, wholesale showrooms, distribution centers, telecommunications facilities and similar uses. The City of Opa-locka designates the eastern portion of the airport within its city limits as "Airport" on its 2010 Future Land Use Plan Map. The airport is currently zoned GP (Government Property) on the unincorporated portion, and P (Pubic District) and A (Zoning has not been determined) on the portion within the City of Opa-locka. The ±28-acre and ±10-acre (Opa-locka Community Correctional Center site) properties are zoned GU (interim). (See Appendix F: Map series for Opa-locka Executive Airport.)

As stated above, the reasons for incorporating the Airport Land Use Master Plans into the CDMP is to allow development or expansion of airports, which are consistent with adopted airport master plans and incorporate into the local comprehensive master plans in compliance with this section. Section 163.3177(6)(k), F.S., to be developed in accordance with the development program proffered with the Land Use Master Plan without the need to undergo DRI review.

The proposed airport development includes is a multi-phase plan for five separate development areas located on the Airport site and adjacent MDAD properties, and the ±10-acre Opa-locka Community Correctional Center site. It is anticipated that the development plan will implement the development of the five development areas, which are identified as follows:

- AVE (vacant land) West side of the airport
- Adler North east Generally the northeast portion of the airport

- Adler South (Vacant ±28-acre) Located south of the Airport beyond NW 135 Street
- CDC (largely vacant) Southeast corner of the airport designated "Industrial and Office"
- JP Aviation Generally the central airfield area

AVE, LLC, submitted an Application for Development Approval (ADA) of a Development of Regional Impact (DRI) pursuant Chapter 28-24.014 for proposed development on the aforementioned AVE portion of the airport. A Preliminary Development (PDA) agreement, which became effective June 26, 2007, allows AVE, LLC to develop 1,200,000 square feet of industrial use and 25,000 square feet of retail use prior to the issuance of the final DRI development order.

Adjacent Land Use and Zoning

The area immediately north of the Opa-locka Executive Airport is developed with a mix of uses ranging from industrial to varying densities of residential development, and the area west of NW 57 Avenue is developed with an office park, the Miami Lakes Education Center, multifamily residential, and commercial uses along SR 826/Palmetto Expressway. The area between NW 57 and NW 47 Avenues is largely industrial warehouses (some unoccupied), including a horse stable operation at the southeast corner of NW 57 Avenue and NW 159 Street, adjacent to two sets of multi-family apartments, several commercial strip malls front on NW 57 Avenue, an FPL Training & Methods Center site, and vacant lands. The area between NW 47 and NW 32 Avenues is largely residential with some institutional uses including the Florida Memorial and St. Thomas of Villanova Universities, and commercial uses along SR 836 to the north. The residential areas are developed as interspersed single-family residences and multifamily duplexes.

The area east of the airport is developed with single-family residences, multifamily apartments, and the City of Opa-locka town center, which has a mix of residential, commercial, institutional, office uses, and a few vacant parcels. This area is also the site of the Opa-locka Tri-rail Station, a designated community urban center on county's CDMP LUP map.

The area south of the airport is largely industrial generally with auto junkyards, auto sales, parts and service establishments, and warehouse facilities of which some are vacant. The Amelia Earhart Park is also located south of the airport, west of theoretical NW 54 Avenue. The area west of the park and beyond NW 57 Avenue is primarily residential at varying densities and some institutional and commercial uses. The Opa-locka Community Correctional Center is located at southwest corner of NW 57 Avenue and NW 135 Street.

The area immediately West of the airport is mainly developed with well maintained industrial uses including the Cordis group of medical companies, some manufacturing and warehousing establishments. This area also includes some institutional, commercial, office uses, and the Vista Memorial Gardens and Funeral Home located at the northwest corner

of NW 57 Avenue and NW 142 Street. Beyond the Industrial area is a well-maintained single-family neighborhood. (See Appendix F: Map series for Opa-locka Executive Airport.)

Zoning

The area immediately north of the airport has a mix of, RU-1 (Single Family), RU-2 (Two Family Residence), RU-3 (Four Unit Apartment), RU-4M (Modified Apartment House - 35.9 units per net acre), and AU (Agriculture) zoning on the St. Thomas of Villanova University site. The areas immediately to the east between the canal and NW 151 Street are zoned RU-1 and IU-1 (Industry - Light) and the area south the NW 151 Street is zoned by the City of Opa-locka as I-1 (Limited Industrial), I-3 (Industrial Planned Development), R-1 (Single Family), R-2 (Two Family - Duplex) R-3 (Moderate Density Multifamily), B-1 (Commercial neighborhood Business District), B-3 (Commercial Intensive Business District). The area south of the airport on the east side of NW 47 Avenue is zoned by the City of Opa-locka as I-1, I-3, I-2A (Liberal Industrial – Automobile storage), R-1, R-3, B-1, B-3, and P (Public District). The area on the west side of NW 47 Avenue is zoned by the County as IU-C (Industry - Conditional) and GU on the Park, and the area further west within Hialeah is zoned M-1 (Light Industrial), C-2 (Commercial District), and R-3 (Multi Family- Unlimited Height). The area to the west of the airport is zoned GU (Interim - Uses Depend on Character of Neighborhood) on the funeral home and IU-C. (See Appendix F: Map series for Opa-locka Executive Airport.)

Airport Zoning

The existing airport zoning districts for Opa-locka Executive Airport, and the surrounding area, are for height purposes. Airport land use zoning districts are currently being developed. Except as provided below, no structure shall be erected or altered and no tree shall be allowed to grow or be maintained to a height in excess of the height limits established for such district. The following limitations are established for the primary height districts (see Section 33-361 for more details on *Horizontal districts, Non-zoned districts and Conical districts*):

Landing districts: Structures and trees will not be permitted in landing districts except as required, necessary and pertinent to the operation and maintenance of Opa-locka Airport.

Instrument approach districts: One (1) foot in height for each fifty (50) feet in horizontal distance beginning at a point two hundred (200) feet from the end of the instrument runway and extending to a distance of ten thousand two hundred (10,200) feet from the end of the runway; thence one (1) foot in height for each forty (40) feet in horizontal distance to a point fifty thousand two hundred (50,200) feet from the end of the runway.

Non-instrument approach districts: One (1) foot in height for each forty (40) feet in horizontal distance beginning at a point two hundred (200) feet from the end of the

non-instrument runway and extending to a point ten thousand two hundred (10,200) feet from the end of the runway.

Transition districts: One (1) foot in height for each seven (7) feet in horizontal distance beginning at a point two hundred fifty (250) feet from the centerline of non-instrument runways and five hundred (500) feet from the centerline of instrument runways, measured at right angles to the longitudinal centerline of the runway and extending upward to a maximum height of one hundred fifty (150) feet above the airport elevation as established elsewhere herein.

CDMP Land Use

The CDMP designates the area north of the airport on the west side of NW 57 Avenue as "Institutions, Utilities and Communication" and "Industrial and Office". This area is within the Town of Miami Lakes which designates this area on its Future land Use Map as "Institutional and Public Facilities" and "Industrial and Office"; the area between NW 57 and NW 47 Avenues as "Industrial and Office"; the residential areas between NW 47 and NW 32 Avenues as "Low Density Residential" (2.5 to 6 DU/Ac) and the universities as "Institutions, Utilities and Communication." The City of Miami Gardens designates the area between NW 57 and NW 47 Avenues as "Commerce" and the existing lakes as "Preservation"; the residential areas between NW 47 and NW 32 Avenues "Neighborhood" and the universities as "Commerce."

The CDMP LUP map designates the areas to the east of the airport at the northeast corner of NW 151 Street and NW 37 Avenue and generally between Ali Baba Avenue and NW 135 street as "Industrial and Office"; the area generally between the Biscayne Canal and NW 141 Street as "Low Density Residential"; between NW 145 Street and Ali Baba Avenue as "Medium Density Residential" (13 to 25 DU/Ac); and "Business and Office" at the City of Opa-locka's town center and along both sides of NW 135 Street. The City of Opa-locka designates on its 2010 Future Land Use Plan Map, the area north of Golf Course Drive/NW 145 Street as "L" (Low Density Residential - 0 to 9 DU/Ac); the area immediately east of NW 37 Avenue generally between Golf Course Drive/NW 145 Street and Ali Baba Avenue as "LM" (Low Moderate Density Residential - 9 to 13 DU/Ac); the town center as "LC" (Liberal Commercial) and areas immediately adjacent as a mix of "L", "INST" (Public Buildings), "LC", and "P&R" (Parks – Recreation); and the NW 135 Street corridor is designated a mix of "IC" (Intense Commercial), "NC" (Neighborhood Commercial), "RC" (Residential Business District), and "τ" (Religious Institution).

The area south of the airport between NW 57 and NW 37 Avenues is designated "Industrial and Office" except for the Amelia Earhart Park that is designated "Parks and Recreation." The area west of NW 57 Avenue is designated "Low-Medium Density Residential" and "Low Density Residential." The City of Opa-locka designates that area between NW 47 and NW 37 Avenues predominantly as "IP" (Industrial Park) with an intersperse of "LTD" (Limited Industrial), "IC", "INST", and "LI (R)" (Liberal Industrial – Restricted) primarily along NW 135 Street and NW 47 Avenue.

The area immediately west of the airport is designated on the CDMP LUP map as "Industrial and Office" and is similarly designated "Industrial and office" on the Town of Miami Lakes' Future land Use Map.

Land Use and Zoning History

Opa-locka was founded by Glenn Curtiss in 1927 on the grounds of what used to be his Florida Aviation Camp. Mr. Curtiss gave his Florida Aviation Camp to the US Navy shortly before his death in 1930. Opa-locka Airport was part of U.S. Navy Training Command during WW II and the hub of 6 Naval training bases. Numerous historic aircraft and buildings still remain on site. In early 1962, the deed for the airport was signed and the transfer to the County and the Miami-Dade Aviation Department was completed. In 1967 Opa-locka was the World's busiest airport with over 650,000 flight operations. In 2006, Opa-locka Airport was changed to Opa-locka Executive Airport. To date, military presence is maintained at the airport with the U.S. Coast Guard Air Station, which houses the "World's Busiest Air/Sea Rescue Station."

On November 5, 2003, the Board of County Commissioners (BCC) adopted Ordinance 03-280 that amended the text of the CDMP Land Use Element and Aviation Subelement that, in effect, defines the uses that may be developed on County owned lands at the OpaLocka airport. The Airport LUP map designation remained "Terminals."

In 1988, the BCC adopted an amendment to the CDMP LUP map that redesignated the southeastern portion of the Opa-locka Executive Airport from "Terminals" to "Industrial and Office."

As stated above, the portion of Opa-locka Executive Airport between NW 151 Street on the north, NW 135 Street on the south, NW 37 Avenue/Douglass Road on the east and NW 47 Ave on the west, is located within the City of Opa-locka. The Opa-locka Community Development Corporation previously managed this section of the airport until earlier this year, when Miami-Dade County gained control over the entire airport. The City's zoning map identifies this portion of the airport as "under review by commission" and has been so designated for more than 20 years; the underlying zoning is "Industrial" and "Office."

On February 8, 2001 the BCC approved Resolution Z-2-01, which was a DP&Z request for a zoning change from AU (Agricultural District) and GU (Interim District) to GP (Government Property). A Declaration of Restrictions limits the property's use to a public airport and airport-related uses.

On July 27, 1999, the BCC approved Resolution 873-99, which was a Development Lease Agreement between the County and Renaissance Airpark Corporation (RAC) for undeveloped land at Opa-locka Executive Airport for 55 years with an option to renew for two successive 15-year terms. The lease agreement authorizes the County manager to execute documents relating to RAC's construction of infrastructure improvements, and to

submit amendments to existing zoning, Aviation Layout Plan and other planning documents to the BCC with no obligation for the BCC to approve such amendments.

On March 21, 1996, the BCC approved Resolution Z-40-96, applied for by the Dade County Aviation Department for: 1) a District Boundary change from GU (Interim District) to AU (Agricultural District) and 2) a non-use variance to permit a parcel of land with 0-feet frontage on a public street (200-feet required).

On January 19, 1984, the BCC approved Resolution Z-22-84, a State of Florida Department of Corrections "unusual use" permit to construct a "community correctional facility" subject to the following conditions:

- A "plot" use plan be submitted to, and approved by, the Zoning Director to include building location(s), type and location of signs, light standards, parking areas, exits and entrances, drainage, walls, fences, landscaping, etc;
- A site plan be submitted to, and approved by, the Building and Zoning and Planning Departments to assess the plan's concepts and elements for logic, compatibility, compliance, etc with applicable regulations;
- The applicant submit to the Planning Department for review and approval a landscape plan indicating the type and size of plant material, prior to the issuance of a building permit, and to be installed prior to issuance of a certificate of occupancy;
- That the use be established and maintained in accordance with the approved plan;
- That the facility be limited to a maximum 150 bed dormitory;
- That the conditions and requirements of the Department of Environmental Resource Management be complied with.

On December 31, 1946, the Dade County Zoning Commission approved Resolution 2372, of which Venetian Gardens Acres, Inc, et. al. filed for the following zoning changes:

- Venetian Gardens (31-37): from BU-1 and GU to BU-1A with 6,100 cubic foot minimum on Tract 8; and from GU to RU-1 with 6,100 cubic foot minimum on the remainder of Venetian Gardens except Tract 8;
- Venetian Gardens Acres (44-81): from GU to RU-2 with 6,100 cubic foot minimum and 75-foot minimum lot width;
- Venetian Acres (44-92): from GU and AU to RU-2 with 4,000 cubic foot minimum except for Lots 2-7 and 9-14 of Block 5 and a provision that only one residential building shall be on each street frontage of Lots 9-12 of Block 1;
- Venetian Acres (44-92): from GU and AU to RU-1 with 4,000 cubic foot minimum on Lots 2-7 and 9-14 of Block 5:
- Navy Housing Area Miami Gardens Subdivision (2-96): from GU to RU-3 with 6,100 cubic foot minimum for single-family, 10,000 cubic foot minimum for Four Family Apartments, with a 75-foot minimum lot width on Section 17-52-41 except Venetian Acres; from AU to RU-1 with 6,100 cubic foot minimum of Section 16-52-41; and
- Venetian Development Subdivision (45-87): from GU to RU-1 with 7,600 cubic foot minimum except Lots 7-11 in Block 9; increase the cubic content minimum in the BU-2A zone comprising Lots 7-11 of Block 9 to 7,600 cubic feet.

Supply and Demand

The application site, although entirely located within Minor Statistical Area (MSA) 2.4, sits on the boundary shared by MSA's 2.4 and 3.1. Therefore, the analysis area considered for this application is a combination of MSA's 2.4 and 3.1. At the beginning of 2007, the existing supply of vacant industrial land in MSAs 2.4 and 3.1 consisted of 95.6 and 494.2 acres, respectively. The absorption of such land over the 2003 to 2025 period is projected at an average annual rate of 9.27 and 13.22 acres for MSA 2.4 and MSA 3.1, respectively. This and other related data are shown in the "Projected Absorption of Land for Industrial Uses" table below. Based on the projected rate of absorption reflecting the past rate of such uses, the existing supply of industrial zoned land in the combined area of these two MSAs would last well beyond the year 2025.

Projected Absorption of Land for Industrial Uses Indicated Year of Depletion and Related Data Opa-locka Executive Airport Analysis Area

	Vacant		Annual	
Analysis	Industrial	Industrial	Absorption Rate	Projected
Area	Land 2007	Acres in	2003-2025	Year of
MSA	(Acres)	Use 2007	(Acres)	Depletion
2.4	95.6	1,462.5	9.27	2017
3.1	494.2	1,001.5	13.22	2025+
Total	589.8	2,464.0	11.25	2025+

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

Notes: + indicates supply beyond the year 2025

The analysis area for the Opa-locka Executive Airport contained 267.9 acres of vacant land zoned for commercial uses in 2007. In addition, there were 1,510.8 acres of in-use commercial land. The average annual absorption rate projected for the 2003-2025 period is 22.80 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned and designated land by the year 2019 (See "Projected Absorption of Land for Commercial Uses" table below).

Projected Absorption of Land for Commercial Uses Indicated Year of Depletion and Related Data Opa-locka Executive Airport Analysis Area

-	Vacant Annual			Total Con	nmercial	
Analysis	Commercial	Commercial	Absorption Rate	Projected	Acres per	<u>Thousand</u>
Area	Land 2007	Acres in	2003-2025	Year of	Pers	<u>ons</u>
MSA	(Acres)	Use 2007	(Acres)	Depletion	2015	2025
2.4	46.3	534.0	1.08	2025+	4.6	4.6
3.1	221.6	976.8	21.72	2017	6.7	6.4
Total	267.9	1,510.8	22.80	2019	5.1	5.1

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

Notes: + indicates supply beyond the year 2025

Opa-locka Neighborhood Revitalization Area

The Opa-locka Neighborhood Revitalization Area is targeted for assistance by the Miami-Dade County Office of Community and Economic Development (OCED) under the U.S. HUD Community Development Block Grant program. The area is targeted because of the rate of poverty for persons within the City, which was at 35% in the year 2000, higher than the County's 18%, and down from the 37% recorded in 1990. This revitalization area encompasses the City of Opa-locka and the adjacent unincorporated area west of the City between theoretical NW 140 Street and W 65 Street. This revitalization area includes the eastern and southern portions of the Opa-locka Executive Airport and the MDAD owned lands south of the airport.

Empowerment Zone

Approximately 60% of the Opa-locka Executive Airport property is located within the Central Miami-Dade Empowerment Zone. According to the Miami-Dade County Office of Community and Economic Development, the Empowerment Zone offers grants, loans, technical, and other assistance to businesses that locate or expand within the zone, with the objective of encouraging investment and job creation. These incentives can result in a substantial cost saving to businesses that decide to locate in the empowerment zone and participate in the program. It is anticipated that the Empowerment Zone will help to attract businesses to the area and create economic development opportunities within and around airport.

Environmental Conditions

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

Flood Protection

+6.4 feet for AVE

+6.0 feet for Adler North east

County Flood Criteria (NGVD) +6.4 feet for Adler South

+6.3 feet for CDC

+6.2 feet for JP Aviation

Stormwater Management Surface Water Management Permit (See Below)

Drainage Basin C-8 (Biscayne Canal)

AVE: X-500, 500-year floodplain, no base

elevation shown

Adler North X & X-500, 100-year & 500-year

East: floodplains, no base elevations shown

Adler South: AE, 100-year floodplain, base

elevation shown

CDC: X, X-500, & AE, 100-year & 500-year

floodplains, base elevation shown for

AE only

JP Aviation: AE, 100-year floodplain, base

elevations shown

Hurricane Evacuation Zone None

Biological Conditions

Federal Flood Zone

Wetlands Permits Required YES
Native Wetland Communities NO
Tree Resources NO
Natural Forest Communities NO
Endangered Species Habitat YES

Other Considerations

Within Wellfield Protection Area NO Archaeological/Historical Resources YES

Stormwater Management

The Opa-locka Executive Airport 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.

Wetlands Permits

DERM has indicated that a review of the USDA Soil Survey maps and a topographic aerial review of the property indicate that portions of the Adler South property may contain jurisdiction wetlands as defined by Section 24-5 of the Code. If jurisdiction wetlands are present then a Class IV Wetland Permit will be required before any work can be done on the property.

Endangered Species Habitat

The western portion of the Opa-locka Executive Airport has been home to Florida burrowing owls (Athene cunicularia floridiana) that are protected pursuant to Florida Administrative Code (F.A.C.) Rules 68A-9.002 and 68A-27.005. The Florida Fish and Wildlife Conservation Commission issued a permit, subject to conditions, authorizing the destruction of inactive burrows (those without eggs or flightless young). One condition is that the permittee (Pedro Hernandez of the Miami-Dade Aviation Department or his designee) make every effort to encourage the displaced owls to resettle within more desirable non-construction areas within the surrounding airfield to the east. (See Appendix H: Migratory Bird Nest Permit.)

<u>Archaeological/Historical Resources</u>

The Office of Historic Preservation has identified two County designated sites within the Opa-locka Executive Airport. These sites are the Naval Air Station Miami (the Opa-locka Airport Historic District), and the Cooks Hammock Archeological Zone. The Opa-locka Airport Historic District includes the buildings 100, 101, 102, and 105 that were constructed in the early 1940's. These buildings are located within the north central portion of the Opalocka Executive Airport and represent an extremely rare industrial type of architecture in south Florida.

The Cooks Hammock Archeological Zone includes the cut out parcels B, D, E, and F located south of NW 141 Street and east of Lejeune Road. Any proposed work within designated areas would require an approved Certificate of Appropriateness (C.O.A. Permit) or an approved Certificate to Dig (C.T.D. Permit).

Water and Sewer

Water Supply

In April 2007, the Board of County Commissioners (BCC) adopted alternative water supply and reuse projects into the Capital Improvements Element of the CDMP in the amount of \$1.6 billion dollars. This commitment by the BCC fully funds the projects outlined in the Lower East Coast Regional Water Supply Plan upon which a 20-year water permit from the South Florida Water Management District is expected in November. A summary of these projects can be found in Application 16 (Water Supply Facilities Workplan) of this report. Appendix A of Application 16 indicates that the City of North Miami Beach will no longer be a retail customer after 2007 and therefore the Miami-Dade Water and Sewer Department's (MDWASD) system will realize a surplus in water supplies of 4.63 MGD. The water needs of this application will therefore be met by MDWASD.

It should be noted that the MDWASD is developing an allocation system to track the water demands from platted and permitted development. This system will correspond to the allocation system currently being used by DERM for wastewater treatment facilities, and will require all development to obtain a water supply allocation letter from MDWASD stating that adequate water supply capacity is available for the proposed project. MDWASD's water allocation system is anticipated to be operational in November 2007.

Potable Water Facilities

The closest potable water main to the west side of the airport is a 16-inch main located along NW 57 Avenue from which WASD recommends a minimum 12-inch water main to be connected and taken on the western section of the site. For the proposed development located on the south side of the airport property, WASD recommends a minimum 12-inch water main to be connected to an existing 24-inch water main on NW 135 Street and taken onto the site. For the remainder of the proposed development, WASD recommends connection to the existing water mains that are currently on site. Additionally, WASD recommends that any water main extension within the property shall be 12-inch minimum diameter and if two or more fire hydrants are to be connected to a public water main extension within the property, then the system shall be looped with two points of connection. Looping is to ensure that adequate fire flow pressure would be maintained.

The MDWASD water treatment plant servicing this area is the Hialeah/Preston Water Treatment Plant. According to data provided by the Department of Environmental Resources Management (DERM), this water treatment plant currently has a rated treatment capacity of 225 million gallons/day (mgd) and a maximum plant production based upon the last 12 months of 204.1 mgd. Based upon these numbers, this treatment plant has 21.0 mgd or 9.31% of treatment plant capacity remaining.

A water demand of 215,330 gallons per day (0.22 mgd) is estimated for the Opa-locka Executive Airport based on the contemplated development program of 286,200 sq. ft. of commercial retail, 775, 900 sq. ft. of office space, 2,753,500 sq. ft. of warehouse space, 185 hotel rooms, and 355,500 sq. ft. facility space for fixed base operators. The demand of 0.22 mgd would decrease the 21.0 mgd treatment plant capacity to 20.78 mgd or 9.24%; a remaining maximum capacity that meets the LOS standard for water treatment plant facilities. Therefore, the water treatment plant currently has sufficient capacity to serve the contemplated Opa-locka Airport development program.

Wastewater Facilities

Sanitary sewer service to the eastern portion of the Opa-locka Executive Airport site requires connection of a minimum 8-inch line to an existing gravity sewer system inside the airport property. Service to the western portion of the airport property requires a new pump station and connection to an existing 42-inch force main located along NW 57 Avenue north of NW 135 Street and to an existing 30-inch force main on W 2 Court east of NW 57 Avenue. Any proposed extension of sewer service within the airport property will require a minimum 8-inch sewer line. Data provided by DERM indicates all pump stations that would be impacted by sewage flows from the contemplated Opa-locka Executive Airport development are operating within the mandated criteria. Ultimate disposal for sewage flows from this site would be the North District Waste Water Treatment Plant. This facility has a design capacity of 112.5 mgd and has a 12-month average flow of 92.74 mgd. This flow rate is approximately 82.4% of the design capacity of the wastewater treatment plant.

Based upon the contemplated development program, it is estimated that the sewage generation for this site will yield 215,330 gallons per day (0.22 mgd). These estimated flows will increase the average treatment plant flows to 92.96 mgd or 82.63% of the design capacity and therefore will not exceed the established level of service. Therefore, the sewer treatment plant currently has sufficient capacity to serve the contemplated Opalocka Executive Airport development program.

Fire Rescue

Fire rescue services are provided to the Opa-locka Executive Airport by the Miami-Dade Fire Rescue Station 25, which is located on site and by Fire Rescue Stations 01, 26, and 54, which are located within 3 miles of the airport. The "Existing Fire Rescue Facilities" table below shows equipment and staffing levels for the above-mentioned fire Rescue Stations. If approved, the proposed development at the Opa-locka Executive Airport will generate approximately 444 annual fire rescue calls. This increase in demand on the Fire Rescue services is considered severe; nonetheless, the existing stations within a three-mile radius of the airport would be able to absorb the additional service demand.

Existing Fire Rescue Facilities
Within a 3-Mile Radius of the Opa-locka Executive Airport

Station #	Name	Address	Equipment	Staff
01*	Miami Lakes	16699 NW 167 Avenue	Rescue, ALS Engine	7
25	Opa-locka Airport	4240 NW 144 Street	Airport Rescue FF Vehicle	3
26	Opa-locka	3190 NW 199 Street	Rescue, 75' ALS Ladder	7
54	Bunche Park	15250 NW 27 Avenue	Rescue, ALS Engine	7

Source: Miami-Dade Fire Rescue Department, August 2007

Note: * Fire Rescue Station located on site

The required fire flow for the proposed Opa-locka Executive Airport development is 3,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual on the system. Each fire hydrant is required to deliver no less than 1,000 gpm.

The proposed Miami Lakes West Fire Rescue Station 64 is programmed for construction within the City of Miami Lakes at NW 77 Court and NW 154 Street. Station 64 is scheduled for completion in the year 2010.

Solid Waste

The Opa-locka Executive Airport site lies within both the Miami-Dade County Department of Solid Waste Management's (DSWM) waste service area for garbage and trash collections. The closest DSWM facilities serving this site are Palm Springs North Trash and Recycling Center located at NW 17600 NW 78 Place approximately 4 miles northwest of the airport,

and the Golden Glades Trash and Recycling Center at 140 NW 160 Street approximately 5 miles east of the airport.

The adopted level of service (LOS) standard for the County Solid Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the system through long term contracts or interlocal agreements and anticipated uncommitted waste flows for a period of five years. At present, the DSWM is in compliance with the LOS standard.

Parks

The closest County local park to the Opa-locka Executive Airport is the Amelia Earhart Park located south of the airport, on the south side of the Gratigny Expressway between W 2 Avenue and Douglas Road (NW 37 Avenue).

The Opa-locka Executive Airport is located within Park Benefit District (PBD) 1, which according to the Miami-Dade County Department of Parks and Recreation has a surplus capacity of 396 acres of park land when measured by the County's concurrency level of service standard. However, the proposed development at the Opa-locka Executive Airport will not generate any residential population and will not impact the park level of service.

Public Schools

Residential uses are not allowed on airport property. The contemplated Opa-locka Executive Airport development program does not include any residential development. Therefore, development of the Opa-locka Executive Airport will have no impacts on schools.

Roadways

The Miami-Dade County Aviation Department (MDAD) submitted in support of this amendment a traffic analysis study for the anticipated development and redevelopment of the Opa-locka Executive Airport. The "Airport Development Traffic Study for the Opa-locka Executive Airport", prepared by Ricondo & Associates, Inc. for Miami-Dade Aviation Department, focused on 1) the future traffic generated by the anticipated land development projects, 2) combine the traffic generated by the development projects with non-development related background traffic to determine future peak-hour traffic conditions on the adjacent roadway system, 3) performed a capacity analysis of the study area roadway network to assess traffic operations for the full build-out condition, and 4) identify any potential improvements necessary to address potential roadway capacity deficiencies that may be associated with the proposed development projects (See traffic study report at the end of this section).

The proposed development projects are generally located within the Opa-locka Executive Airport property. The Biscayne Canal and NW 155 Terrace generally bound the airport property on the north, NW 37 Avenue on the east, NW 135 Street (SR 916) on the south, and NW 57 Avenue (SR 823) on the west.

The traffic analysis examines the impact that the proposed development projects in the Opa-locka Executive Airport would have on the roadways adjacent to the airport site and the roadway network within a truncated Study Area that extends north to Miami Gardens Drive (SR 860), east to Intrastate 95 (I-95), south to NW 74 Street (SR 934), and west to the HEFT (SR 821).

The proposed development projects, which comprise approximately 4,356,100 square feet of mixed-use development consisting of aviation, office, retail, hotel, and warehouse uses, is a multi-phase plan for five separate development areas located on airport property. It is anticipated that four primary developers responsible for the development of five development areas will implement the development plan. See "Total New Development Associated with Proposed Project at Build-Out" table below.

Total New Development Associated with Proposed Project at Build-Out

		General		Fixed Base			
		Aviation	Retail				
		Airport		Operator	Hotel	Office	Warehouse
		Based		-			
	Development	Aircraft	(1000 s.f.)	(1000 s.f.)	(Rooms)	(1000 s.f.)	(1000 s.f.)
Build Out (2030)	AVE	111	109.2			161.1	1028.3
	Adler	159	57	355.5	45	530	200
	Adler South		120		140	50	150
	CDC					207.6	1375.2
	JP	22					
	Total	292	286.2	355.5	185	948.7	2753.5
Demolition		(49)				(172.8)	
Net		243	286.2	355.5	185	775.9	2753.5
Development							

Source: Ricondo & Associates, Inc., June 2007.

The "Trips Generation" table below lists the trips generated by each of the five proposed development areas for the full build out condition. As shown, the combined project is estimated to generate approximately 3,742 PM peak-hour trips.

Trips Generation
By Each Proposed Development at Build-Out

		PM Peak Hour
	Development	Vehicle Trips
Build Out (2030)	AVE	1,185
	Adler	1,134
	Adler South	552
	CDC	1,120
	JP	11
	Total	4,002
Demolition		(260)
Net Development		3,742

Source: Ricondo & Associates, Inc., June 2007.

Programmed improvements between 2007 and 2012 for the Study Area are shown in the "Programmed Roadway Capacity Improvements" table below.

Programmed Roadway Capacity Improvements Fiscal Years 2007/2008 – 2011/2012

Roadway From		To	Type of Improvement	Fiscal Year
W 24 Avenue W 76 Street NW 138 Street NW 107 Avenu		W 52 Street I-75	Widen 2 to 5 lanes Widen 2 to 6 lanes	2011-2012 2011-2012
NW 138 Stree Bridge	t Miami River Canal		Bridge construction	2007 – 2008
W 68 Street	W 19 Court	W 17 Court	Add lane on south side	2007 – 2008
W 60 Street	W 12 Avenue	W 4 Avenue	Widen 2 to 3 lanes	2007 – 2008
NW 90 Street	NW 114 Avenue	NW 112 Ave.	New construction: 2 lanes	UC
NW 90 Street	NW 107 Avenue	NW 87 Avenue	New construction: 2 lanes	Private Sector
NW 82 Street	NW 117 Avenue	NW 113 Ave.	New 2 lanes	UC
NW 79 Street	NW 13 Court	Biscayne Blvd.	Widen 4 to 6 lanes	2009-2010
NW 74 Street	HEFT	NW 79 Avenue	New construction: ½ of 6 lanes	2007-2008
NW 74 Street	HEFT	NW 82 Avenue	New road const.: 6 lanes	2008-2009
NW 57 Avenue	W 21 Street	W 34 Street	Add lanes and reconstruct	2007 – 2008
	Okeechobee Rd.	W 21 Street	Widen 4 to 6 lanes	2008-2009
W 24 Avenue	W 52 Street	W 76 Street	Widening: 2 to 5 lanes	2011 – 2012
HEFT	At NW 74 Street		New interchange	2008-2009
NW 107 Avenue	NW 122 Street	S. River Drive	Reconstruct NW 107 Ave./ New flyover ramp	Private Sector
NW 107 Avenue	NW 106 Street	SW 41 Street	New construction: 4 lanes	Private Sector
NW 97 Avenue	NW 154 Street	NW 138 Street	New 4 lanes	UC
NW 87 Avenue	NW 186 Street	NW 154 Street	Widening: 2 to 4 lanes	2009 – 2010
SR 826	At NW 122 Street		Intersection improvement	2010-2011
NW 72 Avenue	NW 82 Avenue	NW 74 Avenue	New 6 lanes	2008/2009

Programmed Roadway Capacity Improvements Fiscal Years 2007/2008 – 2011/2012

Roadway	From	To Type of Improvement		Fiscal Year
Okeechobee Road	At NW 105 Way	NW 125 Street	Add turn lane	2007-2008
SR 9A/I-75	NW 135 Street		Add Auxiliary lanes	2008-2009

Source: 2008 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, May 2007.

Notes: UC means under construction

Private Sector: Project to be constructed by a developer to help mitigate the traffic impact of a specific development project. Construction normally linked to specific dates, but depends on construction schedule of development project, which can vary according to the market and other conditions.

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

Traffic Concurrency Evaluation

A concurrency analysis was completed to evaluate the near-term impacts for the year 2010. The analysis was based on the Phase I development plans for each of the five development areas. The concurrency analysis was performed for the roadways in the immediate vicinity of the airport. The analysis indicates that NW 135 Street, between NW 57 Avenue and Adler South Development driveway and from Adler South Development driveway to NW 42 Avenue, is anticipated to exceed capacity during the peak-period. As there are no planned capacity improvements included in the 2008 TIP to address the concurrency violations, it is anticipated that capacity enhancement may be required. The consultant noted that the following improvements would be necessary to mitigate the impacts:

- NW 135 Street, between NW 57 Avenue and Adler South Development driveway. Adding one additional lane per direction will increase the service volume thereby improve the level of service from LOS F to LOS C.
- NW 135 Street, between Adler South development driveway and NW 42 Street.
 Adding one additional lane per direction will increase the service volume and thereby improve the level of service from LOS F to LOS C.

Future Conditions

It was determined that the full build out of the projects is anticipated to occur in the next 10 to 15-year time frame, resulting in a build-out year of approximately 2022. The analysis year was rounded up to 2030 to correspond with the availability of regional modeling data and when all planned long-term roadway improvements would be in place.

The "Planned Roadway Capacity Improvements" table below identifies the additional roadway capacity improvements planned for this Study Area for the year 2030. These are projects listed as Priority I, Priority II, Priority III and Priority IV projects in the Miami-Dade

Transportation Plan to the Year 2030, Cost Feasible Plan, with construction planned between 2007 and 2030.

Planned Roadway Capacity Improvements Year 2015 Roadway Improvements

		5 Roadway Improvem		
Roadway	From	То	Type of Improvement	Priority
Miami Gardens Dr.	At NW 87 Avenue		Intersection	I
(SR 860) Miami Gardens Dr.	ΝΙΜ 27 Δναμμα	Florida's Turnpike	Improvement Widen 4 to 6 lanes	ı
NW 138 Street	NW 107 Avenue	NW 97 Avenue	Widen 2 to 5 lanes	i
NW 122 Street	Okeechobee Rd.	NW 87 Avenue	Widen 2 to 5 lanes	i
NW 74 St. (SR	SR 826	NW 57 Ave. (SR 823)	Widen 4 to 6 lanes	i
934)	011 020	1444 37 7446. (014 023)	Widen 4 to 6 lanes	'
NW 107 Avenue	NW 138 Street	Okeechobee Rd.	Widen 2 to 5 lanes	I
NW 87 Avenue	NW 74 Street	Okeechobee Rd.	New 4-lane road	I
NW 82 Avenue	W 76 Street	W 52 Street	Widen 2 to 5 lanes	I
SR 826	N/O FEC RR	S/O NW 103 St.	Widen 8 to 10	1
NW 72 Avenue	NW 74 Street	Okeechobee Road	Widen 4 to 6 lanes	1
NW 62 Avenue	NW 138 Street	NW 105 Street	Widen 2 to 3 lanes	I
NW 57 Avenue	Okeechobee Rd.	W 21 Street	Widen 4 to 6 lanes	1
NW 57 Avenue	W 49 Street	W 21 Street	Widen 4 to 6 lanes	I
NW 57 Avenue	NW 138 Street	W 49 Street	Widen 4 to 6 lanes	I
Okeechobee Rd.	SR 826	W 12 Ave./NW 67 Ave.	Widen 4 to 6	I
Okeechobee Road	W 12 Avenue	W 19 Street	Widen 4 to 6 lanes	I
SR 826	N/O FEC RR	S/O NW 104 Street	Widen 8 to 10 lanes	I
I-95	NW 151 Street	NW 125 Street	SB through lane	I
I-95	Ives Dairy Road	N/O SR 112	Add Reversible	П
			Managed Lanes	
I-95	At Ives Dairy Rd.		Interchange	II
NW 57 Ave.	County Line	Okeechobee Road	improvements ITS	П
(SR 823)	County Line	ORCCOHODCC Road	110	"
Okeechobee Rd.	At NW 138 and 95	Streets	Grade separated free	П
(SR 25)			flow lanes	
HEFT	At NW 74 Street		Interchange	Ш
HEFT	At I-75		Interchange	Ш
I-75	At NW 186 Street		improvement	Ш
1-70	ALINW 100 SHEEL		Interchange improvement	111
NW 87 Avenue	NW 58 Street	Okeechobee Road	Widen to 6 lanes	Ш
W 60 Street	W 4 Avenue	W 12 Avenue	Widen 2 to 3 lanes	Ш
HEFT (SR 821)	Florida's Turnpike	I-75	Widen to 6 lanes	IV
HEFT (SR 821)	Okeechobee Rd.	I-75	Widen to 8 lanes	IV
NW 72 Avenue	NW 138 Street	NW 122 Street	Widen to 3 lanes	IV
SR 924	Eastern terminus	Okeechobee Road	Expressway extension	IV

Planned Roadway Capacity Improvements Year 2015 Roadway Improvements

Roadway	From	To	Type of Improvement	Priority
W 68 Street	W 21 Court	W 19 Court	Add lane on south side	IV
W 76 Street	W 36 Avenue	W 20 Avenue	Widen to 5 lanes	IV

Source: Miami-Dade Transportation Plan to the Year 2030, Metropolitan Planning Organization for the Miami Urbanized

Area, December 2004

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

Priority II – Projects planned to be funded between 2010 and 2015 Priority III – Projects planned to be funded between 2016 and 2020 Priority IV – Projects planned to be funded between 2021 and 2030

Transportation demand modeling was used to generate the 2030 traffic volumes to analyze the future conditions. The 2030 Florida Standard Urbanized Transportation Modeling Structure (FSUTMS) model was used to generate both the before and after development traffic estimates. In preparing the transportation model, it was assumed that the Priority I, II, III and IV improvements, identified above, were implemented. The results of the after development analysis indicates that the following roadways will be impacted due to the implementation of the proposed development project:

- Gratigny Drive (NW 122 Street), between NW 57 Avenue and Gratigny Parkway
- NW 135 Street, between NW 57 Avenue and NW 37 Avenue
- NW 57 Avenue, between SR 826 and Gratigny Parkway
- NW 37 Avenue, between SR 826 and Curtis Road

It is anticipated that providing one additional lane per direction would provide sufficient capacity to eliminate the anticipated impact on these roadways. However, it should be pointed out that the Opa-locka Executive Airport is located in the Urban Infill Area (UIA), a traffic concurrency exception area, and therefore, the proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted CDMP. However, when a project's impact results in an increase in traffic volume on a Florida Intrastate Highway System (FIHS) roadway that is operating below the CDMP-adopted LOS standard, which increase would exceed 2 percent of the capacity of the roadway at the CDMP-adopted LOS standard, the County shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed 2 percent. According to the transportation consultant, no FIHS roadway will operate below the CDMP-adopted LOS standard.

The options for addressing capacity deficiencies are limited to either a) provide additional travel lanes or b) implement additional transit service along the affected corridor (See "Planned Transit Sample Improvements" table).

The "Airport Development Traffic Study for Opa-locka Executive Airport", report prepared by Ricondo & Associates was submitted in support of the Opa-locka Executive Airport Master Plan. The report contains specific traffic analysis information that is pertinent to the

requested CDMP amendment application for the integration of the Opa-locka Master Plan into the CDMP. The report is attached as "Support Document H" to Appendix A: Amendment Application.

Transit Service

There are six Metrobus routes that currently serve the Opa-locka Executive Airport, several of which skirt the southern and northeastern boundaries of the airport. The Metrobus routes and bus stops locations are given in the "Existing Transit Service" table below.

Opa-locka Executive Airport
Existing Transit Service

-	Headways (in minutes) Stop Type of			Type of		
Route	Peak	Off-Peak	Sat	Sun	Locations	Service
	20	45	45	45	NW 135 St (16 different stops	
E	30	45	45	45	between NW 37 and NW 57 Aves)	L
28	30	40	60	60	NW 135 St and NW 42 Ave NW 132 St and NW 42 Ave	L
29	30	45	N/A	N/A	NW 154 St and NW 57 Ct	F – Hialeah Station
42	30	40	40	40	NW 135 St and NW 42 Ave NW 132 St and NW 42 Ave	F – Tri-Rail, Douglas Road, and Coconut Grove Stations
73	20	30	40	40	NW 154 St and NW 57 Ct	F – Palmetto and Dadeland South Stations
241	30	N/A	N/A	N/A	NW 37 Ave and NW 153 Ct	L

Source: 2006 Transit Development Program Fiscal Years 2007-2011, May 2006; Miami-Dade Transit.

Notes: F= Feeder route to Metrorail

L= Local route

According to the 2006 Transit Development Program, the Red Road MAX is a proposed Metrobus route that will introduce peak-hour express service between the Hialeah Metrorail Station and Pembroke Lakes Mall via NW 57 Avenue/Red Road. Planned

Metrobus service improvements are given in the "Planned Transit Service Improvements" table below.

Opa-locka Executive Airport Planned Transit Service Improvements

Route No.	Improvement Description
E	Improve peak headway from 30 to 15 minute.
E	Streamline via NW 163 St. and add Country Club loop from Route 3, Add one late trip on Saturday and Sunday evenings from Aventura to Golden Glades. (CBOA)
28	Improve weekend service from 60 to 30 minutes.
28	Improve peak headway from 30 to 15 minutes.
28	Extend route to serve the Northeast Bus Terminal.
29	Improve peak headways from 30 to 15 minutes.
29	Improve midday service from 45 to 30 minute headways.
29	Introduce weekend service at 60-minute headways.
29	Improve weekend service from 60 to 30 minutes.
42	Improve peak headway from 30 to 15 minutes.
73	Improve peak headway from 30 to 15 minutes.
73	Begin Sunday service earlier than 9:00 am.
241	Improve peak headway from 30 to 15 minutes.
Red Road MAX	Limited-stop weekday service during the morning and afternoon peak periods at 15-minute headways.

Source: 2006 Transit Development Program Fiscal Years 2007-2011, May 2006; Miami-Dade Transit.

Notes: Transit improvements are scheduled to be funded by 2011

The airport locale is also served by Tri-Rail with the closest station located in the City of Opa-locka, just to the southeast of Sharazad Boulevard and Ali Baba Avenue intersection (theoretical NW 138 Street and NW 33 Avenue). This Opa-locka Tri-rail Station is approximately I mile from the main entrance into the airport at the Lejeune Road and NW 135 Street intersection. In this vicinity, the Tri-Rail corridor runs northeasterly parallel to Ali Baba Avenue.

Major Transit projects

Miami-Dade Transit is developing a future Metrorail extension project for this general area as part of the People's Transportation Plan (PTP) rapid transit improvements. This project includes a 9.5-mile Metrorail extension along NW 27th Avenue from Dr. Martin Luther King Jr. Metrorail Station to the Miami-Dade/Broward County line. Estimated completion date for this project is the year 2012.

Consistency Review with CDMP Goals, Objectives, Policies, Concepts and Guidelines

The following CDMP goals, objectives, policies, concepts and guidelines will be enhanced if the proposed designation is approved:

- LU-1C Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-1J Miami-Dade County will maintain its commitment to improve Community development Block Grant eligible areas, enhance Enterprise Zones, and participate in the Empowerment Zone program to expand the economy in locally distressed areas.
- LU-2A All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE).
- LU-2B Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Miami-Dade County shall be given first to serve the area within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) map.
- LU-5B All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the CDMP including the adopted LUP map and accompanying "Interpretation of the Land Use Plan Map". The Director of the Department of Planning and Zoning shall be the principal administrative interpreter of the CDMP.
- LU-12D The County shall consider developing strategies that promote infill development in specific areas.
- LU-8E (iii) Compatible with abutting and nearby land uses and protect the character of established neighborhoods.
- AV-1 Provide facilities to accommodate forecast demand and optimize level of service.
- AV-1A Provide system capacity to meet forecast levels of passenger activity and minimize delays.

- AV-1B Provide system capacity to meet forecast levels of general aviation activities activity and minimize delays.
- AV-3C maintain Height zoning controls to protect existing and proposed flight paths consistent with federal guidelines
- AV-4A. Make aviation capacity improvements at existing airports so long as they are cost effective and consistent with other CDMP objectives and policies.
- AV-7E. To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of land use around airports, reflecting recommendation in the federal and State guidance documents cited in Policy AV-7B.
- AV-8A The Miami-Dade County Aviation Department, through the continued increase in the capacity of the County's airports to meet the forecast aviation demands, and the State and local governmental economic development entities through their commerce and industry promotion programs should expand the importance of the aviation industry to Miami-Dade County and the regional economy.
- AV-8B When consistent with aviation facility locational objectives for airspace safety and environmental and community compatibility, the Aviation Department shall provide additional facility and operational capacity in the aviation systems in locations that offer greatest potential for expansion of aviation-related economic development and redevelopment in the vicinity and opportunities for aviation-related employment for Miami-Dade County residents.

The following CDMP goals, objectives, policies, concepts and guidelines will be impeded if the proposed designation is approved:

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

KENDALL-TAMIAMI EXECUTIVE AIRPORT - Land Use Master Plan, proposed Figure 9

This Master Plan proposes the land usage for the 1,380-acre Kendall-Tamiami Executive Airport in association with the proposed Runway 9R-27L extension and the expansion of uses that would be allowed at the airport based on the proposed text amendment to the Aviation Subelement of the CDMP Transportation Element, if approved. Runway 9R-27L will be extended 1,798 feet to the West and 550 feet to the East beyond its current configuration. This will extend the runway from its current length of 5,002 feet to an ultimate length of 7,350 feet. There would also be an extension of the 50-foot wide asphalt parallel taxiway "E" to permit the utilization of the extended runway at its ultimate length.

Since DP&Z did not receive the proposed development program and the required data and analysis to support the inclusion of this Master Plan in the CDMP, DP&Z and other county agencies could not determine the impacts that this Master Plan would have on roadways, transit and other services. Therefore no impact analyses were prepared this requested change.

Airport Site

Kendall-Tamiami Executive Airport is located between SW 137 Avenue and theoretical SW 157 Avenue and SW 120 and SW 136 Streets, inside of the 2015 Urban Development Boundary (UDB) and is designated "Terminals" on the adopted 2015 and 2025 Land Use Plan map of the CDMP. The western boundary of this airport is on the UDB. The southwest portion of the airport west of theoretical SW 157 Avenue, is zoned AU (Agricultural District); IU-C (Conditional-Industrial District) between theoretical SW 157 Avenue and SW 147 Avenues, and the remainder of the property is zoned GU (Interim District). A portion of the Runway Protection Zone for Runway 13/31 extends into the "Industrial and Office" land use designated properties south of the airport along SW 136 Street and parallel to SW 144 Avenue Road.

The Kendall-Tamiami Executive Airport is one of the busiest general aviation facilities in Florida serving corporate, recreational, flight training and governmental agency activities. Operations at this facility include full service fixed based operators, aircraft museum, air rescue, helicopters, US Customs, flight schools, maintenance and repair facilities, National Instrument Landing System Test Facility, and the Miami Automated International Flight Service Station.

Adjacent Land Use and Zoning

Kendall-Tamiami Executive Airport is surrounded by several CDMP designated land use including: "Business and Office" (with residential), "Industrial and Office," "Environmentally Protected Parks" and "Parks and Recreation" on the north; "Industrial and Office" and "Low Density Residential" on the south; "Business and Office" and "Industrial and Office" on the east; and "Agricultural" on the west.

The land adjacent to the northwest corner of the airport—generally bounded by SW 116 Street, SW 120 Street, SW 152 Avenue and SW 157 Avenue—is zoned RU-3M (Minimum Apartment House District; 12.9 DU/net acre) and RU-1M(b) (Single-family Modified Residential District; 6,000 sq. ft. net). Land adjacent to the southeast corner of the airport south of SW 136 Terrace and SW 137 Avenue is zoned RU-3M (Minimum Apartment House District 12.9 DU/net acre) and RU-TH (Townhouse District; 8.5 dwelling units/net acre).

Airport Zoning

The current airport land use and zoning districts for Kendall-Tamiami Executive Airport and the surrounding area, are for height and land use compatibility purposes, the following classifications. Restrictions to insure land use compatibility around Kendall-Tamiami Executive Airport are established as follows (see Section 33-395):

Inner District (ILZ). New residential construction and educational facilities, excluding aviation, are not permitted within this land use classification.

Outer District (OLZ). New residential construction and educational facilities excluding aviation, within this land use classification are required to incorporate at least a 25 db Noise Level Reduction (NLR) into the design/construction of the structure.

No School Zone (NSZ). New educational facilities, excluding aviation schools, are not permitted within this land use classification.

Inner Safety Zone (ISZ). New residential construction, educational facilities (excluding aviation schools), churches and places of public assembly are not permitted within this land use classification.

Outer Safety Zone (OSZ). Residential units are limited to less than two per acre. Educational facilities (excluding aviation schools) and places of public assembly are not permitted.

In situations where land is beneath more than one land use classification the most restrictive district shall apply.

Land Use and Zoning History

Resolution 2-ZAB-620-63 approved on November 20, 1963 an Unusual Use to permit an airport at this location.

Supply and Demand

The Study Area for Kendall-Tamiami Executive Airport (MSA 6.2) contained 169.7 acres of vacant land zoned for commercial uses in 2007. In addition, there were 545.9 acres of inuse commercial land. The average annual absorption rate projected for the 2003-2025 period is 16.85 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned and designated land by the year 2017. (See Table below.) Countywide, the average annual absorption rate for the 2003-2025 period is 159.97 acres per year and the depletion of commercially zoned and designated land is projected for 2023.

Projected Absorption of Land for Commercial Uses Indicated Year of Depletion and Related Data Kendall-Tamiami Executive Airport

	Vacant		Annual			_
Analysis Area	Commercial	Commercial	Absorption Rate	Projected	Total Comme	ercial Acres
MSA	Land 2007	Acres in	2003-2025	Year of	per Thousar	nd Persons
	(Acres)	Use 2007	(Acres)	Depletion	2015	2025
6.2	169.7	545.9	16.85	2017	4.1	4.1
South-Central Tier	312.8	3,744.3	45.56	2014	4.5	4.2
Countywide	2,588.6	13,858.1	159.97	2023	6.1	5.4

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

The Study Area for Kendall-Tamiami Executive Airport (MSA 6.2) contains 786.8 acres of industrially designated lands, of which 237.6 acres are currently vacant and 549.2 acres are in use. The average absorption rate for industrial land in this Study Area for the period of 2007 to 2025 is 26.91 acres per year. At the projected rate of absorption, the supply of industrially designated land will deplete by 2017. Countywide, there are 3,427.2 acres of vacant industrial land. With a projected average absorption rate of 111.83 acres per year, the depletion of the County's industrial land will be 2038.

Projected Absorption of Land for Industrial Uses
Indicated Year of Depletion and Related Data
Kendall-Tamiami Executive Airport

Analysis Area MSA	Vacant Industrial Land 2007 (Acres)	Industrial Land in Use 2007 (Acres)	Average Annual Absorption Rate 2007 thru 2025 (Acres)	Projected Year of Depletion
6.2	237.6	549.2	26.91	2016
South-Central Tier	268.3	887.2	28.21	2017
Countywide	3,427.2	11,706.5	111.83	2038

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

Environmental Conditions

The following information describes the environmental conditions at this airport with regards to drainage basin, floodplain, hurricane evacuation zone, wetlands and wellfield protection area. Kendall-Tamiami Executive Airport is located within the C-1 Drainage Basin and within the 100-year floodplain established by the Federal Emergency Management Agency (FEMA). According to federal records, the western portion of the airport between SW 147 and SW 157 Avenues contains a freshwater forested/shrub wetland. The airport is not within the Hurricane Evacuation Zone, or within a wellfield protection area.

Water and Sewer

Potable Water Facilities

Potable water service to Kendall-Tamiami Executive Airport is provided by a 36-inch-diameter water main located along SW 137 Avenue and SW 128 Street, east of the airport. A 16-inch-diameter water main feeds the airport facilities from the 36-inch water main inside the airport property.

The MDWASD water treatment plant servicing this area is the Alexander Orr Water Treatment Plant. According to data provided by the Department of Environmental Resources Management (DERM), this water treatment plant currently has a rated treatment capacity of 214.7 million gallons/day (mgd) and a maximum plant production based upon the last 12 months of 198.6 mgd. Based upon these numbers, this treatment plant has 16.1 mgd or 7.5% of treatment plant capacity remaining.

It should be pointed out that no water demand was estimated for the proposed Land Use Master Plan since Miami-Dade Aviation Department (MDAD) was not able to provide the development program necessary to determine the potential water demand from this application.

Wastewater Facilities

Sanitary sewer service to this airport is currently provide by an existing 16-inch force main located along SW 137 Avenue. Ultimate disposal for sewage flows from the airport site is to the South District Wastewater Treatment Facility. This facility has a design capacity of 112.5 mgd and has a 12-month average flow of 93.32 mgd. This flow rate is approximately 83% of the design capacity of the wastewater treatment plant.

Sewage flows for the proposed Land Use Master Plan were not estimated since MDAD was not able to provide the development information needed to determine the wastewater demand from this request.

Solid Waste

The application lies within the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. The closest DSWM facility serving this airport is the Sunset Kendall Trash and Recycling Center located at 8000 SW 107 Avenue, which is approximately six miles east of the site.

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

Roadways

Primary access to Kendall-Tamiami Executive Airport is on SW 128 Street from SW 137 Avenue. Major streets adjacent to the airport include SW 137 Avenue/Lindgren Road, and SW 120 and SW 136 Streets. Southwest 137 Avenue is a Principal Arterial road, which connects to Kendall Drive, SW 120 and SW 152 Streets. These roadways provide access to the HEFT and US-1.

The MDAD did not submit a transportation analysis study in support of this request. DP&Z staff was not able to determine the impact on roadways, as no development program was available.

Transit Service

Transit service is provided by Metrobus Routes 136 and 137.

HOMESTEAD GENERAL AVIATION AIRPORT - Land Use Master Plan, proposed Figure 10

The Homestead General Aviation land Use Master Plan proposes development for the 68-acre airport with general aviation, fixed base operator and aviation-related uses. In addition, the CDMP update will include a planned future 1,500-foot extension to Runway 18-36, bringing its total length to 5,498 feet. A portion of the Runway Protection Zone (RPZ) for Runway 18-36, on the south, and a portion of the RPZ for Runway 9-27, on the east, extends beyond the airport boundaries.

Since DP&Z did not receive the proposed development program and the required data and analysis to support the inclusion of this Master Plan in the CDMP, DP&Z and other county agencies could not determine the impacts that this Master Plan would have on roadways, transit and other services. Therefore no impact analyses were prepared this requested change.

Airport Site

This 760-acre airfield was purchased in 1963 by Miami-Dade Aviation Department. This airport serves flight training and sport recreational needs and includes a fixed based operator, crop duster, sky diving training and a flight school as tenants.

Adjacent Land Use and Zoning

All of the land use designations adjacent to Homestead General Aviation Airport are "Agricultural," and are compatible with the existing airport. Everglades National Park is located less than ¼-mile west of the airport.

The airport is bounded by GU (Interim) zoning district on the north and south, and AU (Agricultural) district on the east and west. The existing land uses around the airport are "agriculture."

Airport Zoning

The airport zoning district regulations for Homestead General Aviation Airport, and the surrounding area, are divided into zones for height purposes. This area does not have airport land use zoning regulations. Except as provided, no structure shall be erected or altered and no tree shall be allowed to grow or be maintained to a height in excess of the height limits established for such district. The following limitations are established for the districts (see Section 33-377):

Landing districts: Structures and trees will not be permitted in landing districts except as required, necessary and pertinent to the operation and maintenance of Homestead General Aviation Airport.

Instrument approach districts: One (1) foot in height for each fifty (50) feet in horizontal distance beginning at a point two hundred (200) feet from the end of the instrument runway and extending to a distance of ten thousand two hundred (10,200) feet from the end of the runway; thence one (1) foot in height for each forty (40) feet in horizontal distance to a point fifty thousand two hundred (50,200) feet from the end of the runway.

Non-instrument approach districts: One (1) foot in height for each forty (40) feet in horizontal distance beginning at a point two hundred (200) feet from the end of the non-instrument runway and extending to a point ten thousand two hundred (10,200) feet from the end of the runway.

Transition districts: One (1) foot in height for each seven (7) feet in horizontal distance beginning at a point two hundred fifty (250) feet from the centerline of non-instrument runways and five hundred (500) feet from the centerline of instrument runways, measured at right angles to the longitudinal centerline of the runway and extending upward to a maximum height of one hundred fifty (150) feet above the airport elevation as established elsewhere herein.

In addition, there are established height limits of one (1) foot vertical height for each seven (7) feet horizontal distance measured from the edges of all instrument approach surfaces and non-instrument approach surfaces upward and outward to an intersection with the described horizontal and conical surfaces. Further, where the instrument approach surface projects beyond, or through and beyond the conical surface, the height limit of one (1) foot for each seven (7) feet of horizontal distance shall be maintained, beginning at the edge of the instrument approach surface and extending a distance of five thousand (5,000) feet from the edge of the instrument approach surface, such five thousand (5,000) feet being measured horizontally and at right angles to the continuation of the centerline of the runway.

Horizontal district: One hundred fifty (150) feet above the established airport elevation.

Conical district: One (1) foot in height for each twenty (20) feet of horizontal distance beginning at the periphery of the horizontal surface and measured in a vertical plane passing through the airport reference point.

Non-zoned districts: The height limitations as well as land use requirement in non-zoned districts, shall be identical with requirements as set forth in Chapter 33 of the Code of Miami-Dade County, Florida, or, as the same may be set forth in the general zoning ordinances of the various municipalities where the property is located within a municipality.

Where the described imaginary inclined or horizontal surfaces for one (1) district overlap, merge, or intersect with those of any other district, the imaginary inclined or horizontal surface that prescribes the most restrictive height limitation shall obtain and shall govern.

Land Use and Zoning History

Three resolutions have been passed in the 1960s to allow this airport to be built. Resolution 2-ZAB-114- 62 approved on February 26, 1962 an Unusual Use to permit an airport and related uses including but not limited maintenance and repair of aircraft, construction of buildings for the sale and storage of seed, fertilizer, dust and liquid purchased, stored and used by agricultural aircraft (crop dusting). This resolution also denied a request to rezoned the property from GU (Interim Use) to IU-1 (light Industry). Resolution 3-ZAB-245- 67 approved an Unusual Use request to allow for the expansion of the airport. Resolution 3-ZAB-246- 67 approved an Unusual request to allow with co for a lake excavation.

Supply and Demand

The Study Area for Homestead Aviation General Airport (MSA 7.6) contained no vacant land zoned for commercial uses in 2007. This MSA represents the area west of Levee L-31N and SW 197 Avenue. However, there were 1.3 acres of in-use commercial land. The average annual absorption rate projected for the 2003-2025 period is 2.13 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned and designated land by the year 2007. (See Table below.) Countywide, the average annual absorption rate for the 2003-2025 period is 159.97 acres per year and the depletion of commercially zoned and designated land is projected for 2023.

Projected Absorption of Land for Commercial Uses Indicated Year of Depletion and Related Data Homestead General Aviation Airport

	Vacant		Annual			
Analysis	Commercial	Commercial	Absorption Rate	Projected	Total Comme	
Area	Land 2007	Acres in	2003-2025	Year of	per Thousar	nd Persons
MSA	(Acres)	Use 2007	(Acres)	Depletion	2015	2025
7.6	0.0	1.3	2.13	2007	0.2	0.1
South Tier	1,065.1	1,491.1	48.61	2025+	9.7	5.7
Countywide	2,588.6	13,858.1	159.97	2023	6.1	5.4

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

The supply and demand analysis for industrial land is not applicable as there is no existing supply of land in the Study Area (MSA 7.6) designated or zoned for industrial uses.

Environmental Conditions

The following information describes the environmental conditions at this airport with regards to drainage basin, floodplain, hurricane evacuation zone, wetlands and wellfield protection area. Homestead General Aviation Airport is located within the C-111 Drainage Basin and within the 100-year floodplain established by FEMA. According to federal records, a freshwater forested/shrub wetland is located approximately between SW 296 Street and theoretical SW 300 Streets, and the L-31N Levee and SW 297 Avenue, adjacent to the southwest corner of the airport. A freshwater emergent wetland is situated east of the airport at the intersection of SW 296 Street and SW 217 Avenue. The airport is not within a Hurricane Evacuation Zone or within a wellfield protection area.

Water and Sewer

Potable Water Facilities

The closest potable water main to this airport is a 16-inch main located at SW 187 Avenue and SW 296 Street, approximately four miles east of the airport.

The MDWASD's South Dade Utilities (formerly Rex Utilities), consisting of five small wellfields each providing chlorination treatment prior to distribution, currently serves this unincorporated area. This system has a combined rated treatment plant capacity of 12.4 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 airport could be served with water from one of the treatment plants within the South Dade System, the Everglades Labor Camp Labor Camp Treatment Plant. The Everglades Labor Camp Plant has a DERM rated treatment capacity of 0.96 mgd and a maximum plant production based upon the last 12 months of 0.666 mgd. Based upon these numbers, the Everglades Labor Camp Plant has 0.294 mgd or 30.6% of treatment plant capacity remaining. It should be noted that this capacity would not be sufficient to serve all recently approved development in this area.

Wastewater Facilities

The airport, located outside the 2015 Urban Development Boundary (UDB), is currently served by septic tank. The closest sanitary sewer service to this airport is an existing 42-inch force main located at SW 167 Avenue and SW 312 Street, and an existing 12-inch force main located at SW 352 Street and SW 188 Avenue, approximately six miles from the airport site.

Sewage flows for the proposed Land Use Master Plan were not estimated since MDAD was not able to provide information regarding the potential development of this airport based on the proposed Land Use Master Plan.

Solid Waste

The application site lies outside the Urban Development Boundary (UDB). The closest Department of Solid Waste Management's (DSWM) garbage and trash collection site is the Moody Drive Trash and Recycling Center located at 12970 SW 268 Street, which is approximately 9 miles northeast of the application site.

Roadways

Primary access to the airport is on SW 217 Avenue/Loveland Road, which connects to SW 280 Street to the north and SW 296 Street to the south. These two roadways provide connections to Krome Avenue and US-1.

The MDAD did not submit a transportation analysis study in support of this request. DP&Z staff was not able to determine the impact on roadways, as no development program was available.

Transit Service

The airport is not served by the County's public transit system (see Transit Map).

MIAMI INTERNATIONAL AIRPORT - Land Use Master Plan, proposed Figure 11

The Miami International Airport Land Use Master Plan map was requested to be included in this amendment to the CDMP even though the airport is covered by an approved Development of Regional Impact (DRI). If approved, the inclusion of the Land Use Master Plan map into the CDMP will remove the need to undergo further DRI review. The original Development Order (DO), established the buildout date for MIA was December 31, 2000, and the DO expiration date as December 31, 2005. Resolution No. Z-1-01, adopted in January 25, 2001, extended the buildout date to December 30, 2005 and gave a DO expiration date of December 30, 2010. The County is currently considering a DRI Notice of Proposed Change (NOPC) request to extend the buildout date to December 30, 2007. The NOPC was filed on December 27, 2005. The DIC Executive Council meeting on this request is scheduled for September 26, 2007.

Since DP&Z received the request for inclusion of the Miami International Airport Land Use Master Plan in late August, DP&Z and other county agencies could not thoroughly review the information submitted in support of this request.

Airport Site

Miami International Airport (MIA) is designated "Terminals" on the adopted LUP map of the CDMP. The airport's zoning is GU (Interim District), with IU-2 (Heavy Industrial Manufacturing District) zoning along the western portion of the airport. MIA is one of the busiest airports in the world being served by over 80 airlines.

Adjacent Land Use and Zoning

The airport is bounded by "Business and Office" on the north; "Office/Residential," "Business and Office," "Industrial and Office" and "High Density Residential" on the south; "Business and Office" and "Parks and Recreation" on the east; and "Industrial and Office" and "Institutional, Communications and Utilities" on the west.

The existing land uses around the airport include: office, commercial, shopping centers, stadiums, institutional and industrial uses on the north; office, commercial, shopping centers, stadiums, and communications, utilities and terminals on the south; office, commercial, shopping centers, stadiums, industrial, parks, preserves, conservation areas and vacant to the east; and communications, utilities and terminals, office and industrial to the west.

Airport Zoning

The Miami International Airport (Wilcox Field) zoning ordinance establishes the land use zoning districts for Miami International Airport and surrounding area. All land use zoning for the airport and surrounding area is divided into the following zones (see Section 33-336B):

Inner Safety Zone (ISZ). New residential construction, educational facilities (excluding aviation related schools), and buildings for public assembly in excess of 1,000 persons are prohibited within this land use zone. It is provided, however, that the prohibition on buildings for public assembly shall not apply to hotels, motels, or hospitals and their ancillary uses. Additionally, the prohibition on buildings for public assembly shall not apply to structures used in connection with public transportation. In no event shall this prohibition be varied.

Outer Safety Zone (OSZ). New residential construction, educational facilities (excluding aviation related schools), and buildings for public assembly in excess of 1,000 persons are prohibited within this zone. It is provided, however, that the prohibition on buildings for public assembly shall not apply to hotels, motels, or hospitals and their ancillary uses. Additionally, the prohibition on buildings for public assembly shall not apply to structures used in connection with public transportation. There shall be no variance pertaining to the residential and educational uses, nor any variance permitting a use for public assembly other than as permitted in this paragraph.

Inner Land Use Zone (ILZ). New residential construction and educational facilities (excluding aviation related schools) are prohibited within this zone. In no event shall this prohibition be varied.

Outer Land Use Zone (OLZ). New residential construction constructed after the effective date of this ordinance and educational facilities (excluding aviation related schools) within this land use zone are only permitted where not otherwise prohibited and where a minimum of 25 decibel (db) Noise Level Reduction (NLR) materials are incorporated in the design and construction of the structure.

Critical Area Approach Zone (CA). Educational facilities in the CA (excluding aviation related schools) are subject to the following prohibitions, restrictions and limitations. Exceptions listed in this paragraph shall be applicable to all sub-zones, except when particular sub-zones are expressly indicated.

CA-A. No new educational facilities (except aviation related schools and except as provided above) are permitted in the CA-A sub-zone. In no event shall this prohibition be varied. Educational facilities existing as of the effective date of this ordinance (February 24, 2005), except as otherwise provided in this section, shall be permitted to expand, upon demonstration that the requirements and standards established in section 33-337(A), the underlying applicable zoning district standards, and all other standards in this Chapter have been met. In no event shall this provision be varied.

CA-B. Except as otherwise provided in this section, establishment of an educational facility is permitted in the CA-B sub-zone, after public hearing upon demonstration that the requirements and standards established in section 33-337(A), the underlying applicable zoning district standards, and all

other standards in this Chapter applicable to educational facilities have been met.

CA-C. Except as otherwise provided in this section, establishment of an educational facility is permitted in the CA-C sub-zone, when in compliance with the requirements of section 33-337(B), the underlying applicable zoning district standards, and all other standards in this Chapter applicable to educational facilities.

Land Use and Zoning History

Miami International Airport (MIA) was originally established in 1928 and was known as Pan Am American Field, and soon became a main port of entry into the United States. In 1945, the Florida legislature authorized the creation of the Dade County Port Authority, which proceeded to enter into negotiations with Pan American Airlines to purchase the airport. In 1951, the total acreage of MIA grew to 2,878 acres through land acquisitions and annexations.

In 1952, Miami-Dade County Department of Planning and Zoning (formerly Dade County Planning, Zoning and Building Department) applied for a zone change from RU-2, BU-1a, BU-2, IU-1, IU-2, AU and GU, to GU in order to permit an airport use and incidental uses thereto at Miami International Airport (MIA), including all types of industrial, commercial, and residential uses. The Board of County Commissioners approved the aforementioned application on October 7, 1952 (Resolution No. 5368).

In January 1996, the Miami-Dade County Aviation Department entered into an agreement with the Florida Department of Community Affairs, which allows for the construction of 5,047,787 sq. ft. of terminal area. In June 22, 2000, the Board of County Commissioners adopted Resolution No. Z-22-00, a development approval for a Development of Regional Impact, which consists of development and expansion, projects for Miami International Airport on 3,300 acres. Miami-Dade County Aviation Department requested the aforementioned development approval, which consisted of a new north side 8,600' air carrier runway, improvements to the existing terminal and terminal support facilities, renovation and expansion of the existing cargo areas and other ancillary facilities, consisting of a 2,143,604 sq. ft. terminal space addition and a new taxi-way.

Supply and Demand

The Study Area for MIA (MSA 4.5) contained 49.9 acres of vacant land zoned for commercial uses in 2007. In addition, there were 193.8 acres of in-use commercial land. Based on historical absorption activity, the annual absorption projected for the 2003-2025 period is expected to be insignificant due to the fact that there has been little commercial development activity in the Study Area. This could be attributed to the location, configuration, and possible restrictions of the vacant sites. At the projected rate of

absorption, it is estimated that the study area will deplete its supply of commercially zoned and designated land by the year 2025 or beyond (See Table below.) Countywide, the average annual absorption rate for the 2003-2025 period is 159.97 acres per year and the depletion of commercially zoned and designated land is projected for 2023.

Projected Absorption of Land for Commercial Uses Indicated Year of Depletion and Related Data Miami International Airport

		IVIIGITII III	torriational 7 tilport			
	Vacant		Annual			
Analysis Area	Commercial	Commercial	Absorption Rate	Projected	Total Comme	ercial Acres
MSA	Land 2007	Acres in	2003-2025	Year of	per Thousar	nd Persons
	(Acres)	Use 2007	(Acres)	Depletion	2015	2025
4.5	49.9	193.8	0.00	2025+		
North-Central Tier	666.4	5,020.9	31.19	2025+	6.7	6.3
Countywide	2,588.6	13,858.1	159.97	2023	6.1	5.4

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

The Study Area for MIA (MSA 4.5) contains 129.9 acres of industrially designated lands, of which 18.8 acres are currently vacant and 111.1 acres are in use. The demand projected for the 2007-2025 period is expected to be insignificant based on historical absorption activity. The low demand of the vacant industrial land in the Study Area could be attributed to the location, configuration, and possible restrictions of the vacant sites.

Projected Absorption of Land for Industrial Uses Indicated Year of Depletion and Related Data Miami International Airport				
Analysis Area MSA	Vacant Industrial Land 2007 (Acres)	Industrial Land in Use 2007 (Acres)	Average Annual Absorption Rate 2007 thru 2025 (Acres)	Projected Year of Depletion
4.5	18.8	111.1	0.00	

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

7.253.6

11,706.5

46.80

111.83

Environmental Conditions

1.777.2

3,427.2

The following information describes the environmental conditions at this airport with regards to drainage basin, floodplain, hurricane evacuation zone, wetlands, and wellfield protection area. Miami International Airport is located within the C-4 and C-6 Drainage

North-Central Tier

Countywide

2025+

2038

Basin. The majority of the airport is located outside of the 100-year floodplain established by FEMA, with the southwest and southeast portions of the airport located within the 100-year floodplain. The northern portion of the airport—beginning in an arc from approximately Ludlam Road/NW 67 Avenue and NW 36 Street, to the center of the airport, to NW 42 Avenue/LeJeune Road and NW 36 Street—is located within the Hialeah-Preston Wellfield Protection Area. This airport is outside the Hurricane Evacuation Zone and does not contain any wetlands.

Water and Sewer

Potable Water Facilities

The closest potable water main to MIA is a 12-inch water main located at SW 42 Avenue, adjacent to the airport site. The source of water is the Miami-Dade Water and Sewer Department's (WASD) Hialeah/Preston Water Treatment Plant, which has a remaining available rated treatment plant capacity of 21.1 million gallons per day. Therefore, the water treatment plant has sufficient capacity to serve this airport.

The Miami International Airport (MIA) was the subject of a Development of Regional Impact (DRI) approved in 2000. Water flow figures were generated 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 airport and not for water supply planning purposes. If the request for incorporating the MIA Master Plan is approved, and no change in land use is proposed, then this approved DRI will not result in an increased demand for water supply above that already 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. WASD 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.

Wastewater Facilities

The MIA has its own private sewer system. However, the Miami-Dade Water and Sewer Department operates the Central District Wastewater Treatment Plant, which has a remaining available design capacity of approximately 20.82 million gallons per day. Therefore, the wastewater treatment plant may have sufficient capacity to serve this airport, if needed.

Solid Waste

The closest Department of Solid Waste management (DSWM) facility to the MIA is the Center Transfer Station (1150 NW 20 Street), approximately 3 miles from the airport. The impact on the disposal and transfer facilities would be incremental, and the users pay for

the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities. The DSWM is capable of providing such disposal service.

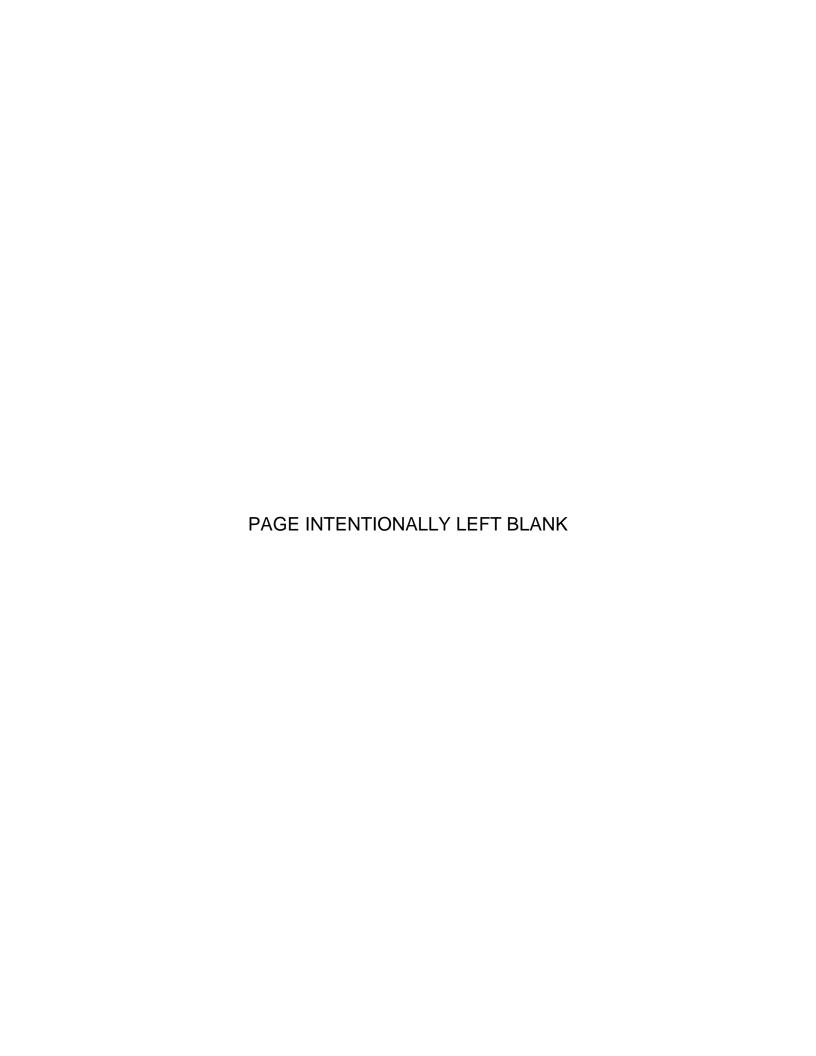
Roadways

As a condition for approval of the DRI the Miami-Dade Board of County Commissioners requested the MDAD, within 120 Days of the effective day of the development order to prepare a comprehensive transportation study of the roadway system surrounding the MIA. The intent of the study was to determine which roadways met the guidelines for aviation funding eligibility. MDAD submitted in support of the MIA Master Plan, the traffic study prepared for the DRI. Appendix I contains the traffic analysis information pertinent to the DRI and the requested CDMP amendment application for the incorporation of the MIA Master Plan into the CDMP.

The staff does not have the necessary information to adequately determine traffic impacts. Primary access to Miami International Airport is from NW 42 Avenue/LeJeune Road, which is a 6-lane State Principal Arterial roadway.

Transit Service

The airport is served by the Tri-Rail Shuttle (132), and Metrobus Routes' 37, 42, 238 (East-West Connection), 57, 7, J and 236 (Airport Owl); the Miami Intermodal Center (MIC) will also provide access to the airport.



APPENDICES

Appendix A Amendment Application

Part I. Opa-Locka West Airport

Appendix B Map Series for Opa-locka West Airport

Appendix C Miami-Dade County Public Schools Analysis

Appendix D Fiscal Impact Analysis for Opa-locka West Airport

Appendix E Photos of Opa-locka West Airport Site and Surroundings

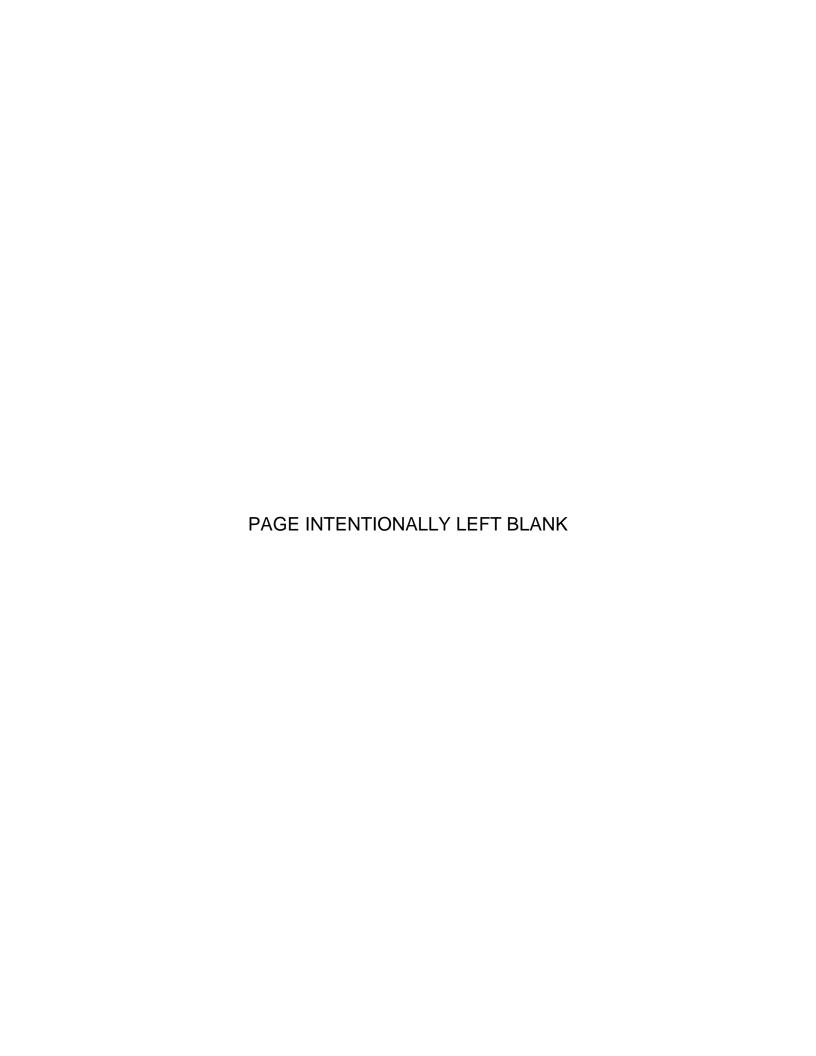
Part II. All County Airports

Appendix F Map Series for Opa-locka Executive Airport

Appendix G Fiscal Impact Analysis for Opa-locka Executive Airport Development

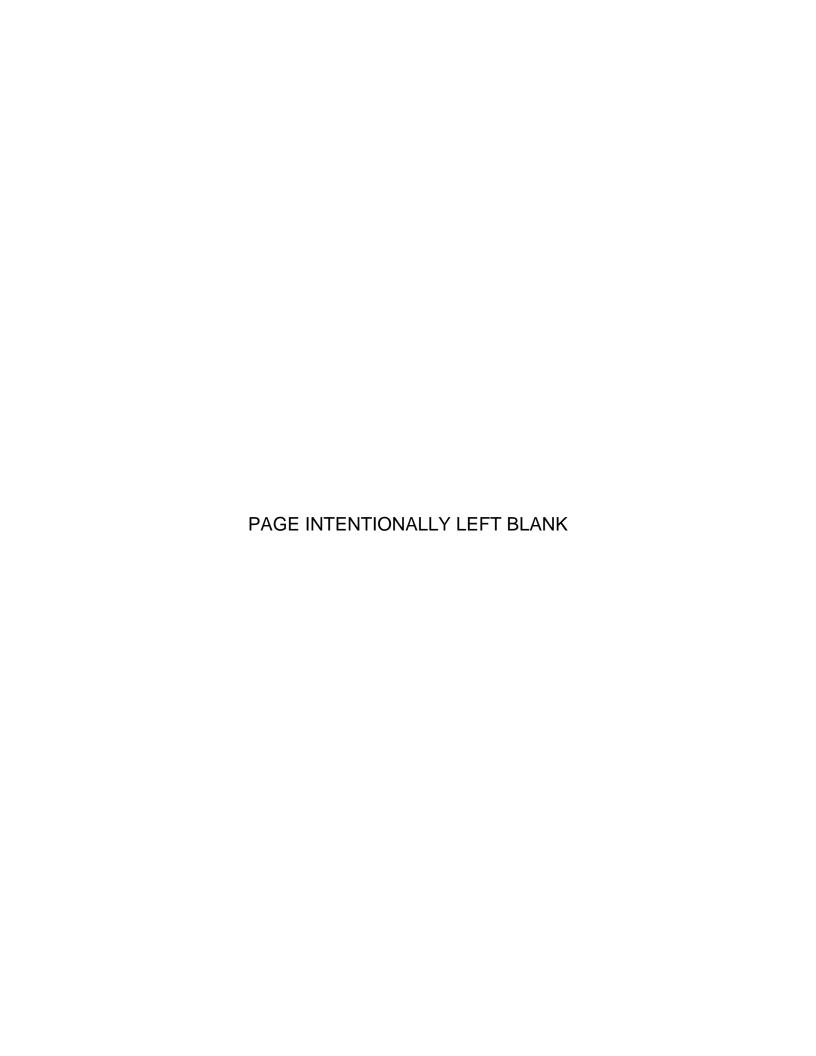
Appendix H Migratory Bird Nest Permit for Opa-locka Executive Airport

Appendix I Traffic Study performed for Miami International Airport 2000 DRI



APPENDIX A

AMENDMENT APPLICATION



APPLICATION NO. 14

APPLICATION REQUESTING AMENDMENT TO THE A 11: 46 COMPREHENSIVE DEVELOPMENT MASTER PLANS ZONING AS REVISED ON AUGUST 17, 2007 METROPOLITAN PLANNING SECT

1. APPLICANT

Miami-Dade County Aviation Department P.O. Box 025504 Miami, Florida 33102-5504

2. APPLICANT'S REPRESENTATIVE

José Abreu, P.E., Aviation Director Miami-Dade County Aviation Department P.O. Box 025504 Miami, Florida 33102-5504

June 27, 2007

3. DESCRIPTION OF REQUESTED CHANGES

Part 1

- A. Change to the Adopted 2015 and 2025 Land Use Plan Map to re-designate 410 acres of the Opa-locka West Airport site from "Transportation Terminals" to "Open Land" and redesignate a 10 acres of the site with frontage along US 27 from "Transportation Terminals" to "Business and Office".
- B. Legal description of the Subject Property is as follows:

Parcel "A" (410 acres)

The North half of the Northeast one quarter and the North half of the South half of the Northeast one quarter of Section 3 Township 52 South Range 39 East, less the North 130.00 feet, less the west 239.14 feet for right-of-way for US-27.

And

The North 130.00 feet of Section 3 Township 52 South Range 39 East, less the West 100.00 feet, subject to a canal reservation.

And

The West half of Section 2 Township 52 South Range 39 East, less the North 130.00 feet. Subject to conditions, limitations, and reservations of record.

All land lying and being in Miami-Dade County, Florida.

Parcel "B" (10 acres)

Commence at the Northwest corner of the Northeast one quarter of Section 3 Township 52 South Range 39 East; thence East along the north line of said Section 3-52-39 for a distance of 309.65 feet; thence S2°41′51″E for a distance of 921.96 feet to the POINT OF BEGINNING of the following described parcel of land; thence S2°41′51″E for a distance of 660.00 feet; thence N89°51′10″E for a distance of 660.00 feet; thence N2°41′51″W for a distance of 660.00 feet; thence S89°51′10″W for a distance of 660.00 feet to the POINT OF BEGINNING. Containing 435,600 square feet or 10 acres, more or less.

Part 2

The Miami-Dade Aviation Department (MDAD) is requesting that the text, policies and map series of the Comprehensive Development Master Plan (CDMP) be amended to reflect both recent and project changes to the airport system. In addition, MDAD requests the integration of the Airport Master Plans for the County's System of Airports into the Comprehensive Development Master Plan (CDMP). The reason for incorporating the Airport Master Plans into the CDMP is to avoid a development-of-regional impact review pursuant to Florida Statutes Section 163.3177(6)(k) any time there is a change in the Airport Master Plans. The proposed changes to the Aviation Subelement are as follows:

In the Introduction Section on page II-42 revise as follows:

The Miami-Dade County aviation system consists of the following facilities owned and operated by Miami-Dade County: Miami International, Opa Locka Opa-locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, Opa-Locka West and the Miami-Dade/Collier Training and Transition Airports. These major aviation facilities are shown on Figure 1. Also shown on Figure 1 is the Homestead Air Reserve Base, a facility owned and operated by the federal government. The goal, objectives and policies of this subelement address only the County owned and operated facilities listed above.

Revise The Plan Section on page II-42 as follows:

In general, the <u>Miami-Dade County Aviation System</u> Aviation Plan calls for (a) the continued expansion of Miami International Airport (MIA) as the region's major air carrier facility; and (b) the continued development of the remaining airports <u>as reliever airports</u>, general aviation, sport and recreation or training facilities in accordance with their designated role.

The following aviation system goal, objectives and policies have been designed to promote the implementation of the Aviation Plan. These policies are followed by a program for monitoring and evaluating the implementation of the Plan.

Replace Figure 1, "Major County Aviation Facilities 2004 Map" on page II-43 with new Figure 1 (see Attachment).

Parcel "B" (10 acres)

Commence at the Northwest corner of the Northeast one quarter of Section 3 Township 52 South Range 39 East; thence East along the north line of said Section 3-52-39 for a distance of 309.65 feet; thence S2°41′51″E for a distance of 921.96 feet to the POINT OF BEGINNING of the following described parcel of land; thence S2°41′51″E for a distance of 660.00 feet; thence N89°51′10″E for a distance of 660.00 feet; thence N2°41′51″W for a distance of 660.00 feet; thence S89°51′10″W for a distance of 660.00 feet to the POINT OF BEGINNING. Containing 435,600 square feet or 10 acres, more or less.

Part 2

The Miami-Dade Aviation Department (MDAD) is requesting that the text, policies and map series of the Comprehensive Development Master Plan (CDMP) be amended to reflect both recent and project changes to the airport system. In addition, MDAD requests the integration of the Airport Master Plans for the County's System of Airports into the Comprehensive Development Master Plan (CDMP). The reason for incorporating the Airport Master Plans into the CDMP is to avoid a development-of-regional impact review pursuant to Florida Statutes Section 163.3177(6)(k) any time there is a change in the Airport Master Plans. The proposed changes to the Aviation Subelement are as follows:

In the Introduction Section on page II-42 revise as follows:

The Miami-Dade County aviation system consists of the following facilities owned and operated by Miami-Dade County: Miami International, Opa Locka Opa-locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, Opa-Locka West and the Miami-Dade/Collier Training and Transition Airports. These major aviation facilities are shown on Figure 1. Also shown on Figure 1 is the Homestead Air Reserve Base, a facility owned and operated by the federal government. The goal, objectives and policies of this subelement address only the County owned and operated facilities listed above.

Revise The Plan Section on page II-42 as follows:

In general, the <u>Miami-Dade County Aviation System</u> Aviation Plan calls for (a) the continued expansion of Miami International Airport (MIA) as the region's major air carrier facility; and (b) the continued development of the remaining airports <u>as reliever airports</u>, general aviation, sport and recreation or training facilities in accordance with their designated role.

The following aviation system goal, objectives and policies have been designed to promote the implementation of the Aviation Plan. These policies are followed by a program for monitoring and evaluating the implementation of the Plan.

Replace Figure 1, "Major County Aviation Facilities 2004 Map" on page II-43 with new Figure 1 (see Attachment).

Replace Figure 2, "Minor Aviation Facilities 2004 Map" with new Figure 2 (see Attachment).

Revise Policy AV-1A on page II-45 as follows:

AV-1A. The Miami-Dade County Aviation Department, with the assistance of the Florida Department of Transportation and the Federal Aviation Administration (FAA) shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of passenger activity and minimize delays.

Total Forecast Attainment Dates			nent Dates
Passenger Level	High	Preferred	Low
33 million	2006	2008	2010
36 35 million	2008	2010 - <u>2009</u>	2015
39 million	2010	2015 <u>2012</u>	2020
50 55 million	2015	2020 2023	2035 - ≥ 2025

Revise Policy AV-1B on page II-45 as follows:

AV-1B. The Miami-Dade County Aviation Department with the assistance of the Florida Department of Transportation and the Federal Aviation Administration shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of general aviation activity and minimize delays.

Planned			
Activity Level	Forecast Attai	nment Date	
Operations	Most Optimistic	Most Likely	
750,000	2007 <u>2012</u>	2010 > <u>2025</u>	
875,000	2011 <u>2026</u>	2028 > <u>2025</u>	
1,000,000	2024	2030	

Revise Policy AV-1D on page II-46 as follows:

AV-1D. The Miami-Dade County Aviation Department shall plan and implement through impact assessments, public facility approval, and environmental permitting processes aviation facility capacity enhancements that are compatible with the Airport Master Plans and System Plans; the Florida Department of Transportation's Continuing Florida Aviation System Plan and 5-year Transportation Plan; Miami-Dade County Transportation Improvement Program; the Airport Zoning and Land Use Compatibility Ordinances; Land Use: Conservation, Aquifer Recharge and Drainage; Coastal Management; and Capital Elements Miami-Dade County **Improvements** of the Comprehensive Development Master Plan.

Revise Policy AV-2B on page II-46 as follows:

AV-2B. Utilize the following general aviation facilities for the indicated roles:

<u>Airport</u> <u>Role</u>

Opa-Locka Opa-locka MIA general aviation reliever and international

<u>Executive (OPF)</u> corporate <u>and business</u> aviation jet center (Transport Airport)

Kendall-Tamiami MIA general aviation reliever and international

Executive (TMB) corporate and business aviation jet center (Transport Airport)

Homestead General General aviation, corporate and business aviation, flight

Aviation (X51) training, sport and recreation (General Utility Airport)

Revise Policy AV-2C on page II-46 as follows:

AV-2C. Utilize the following aviation training facilities for the indicated roles:

<u>Airport</u> <u>Role</u>

Miami-Dade/Collier Flight Training (Training and transport)

Transition

-Opa-Locka West Flight Training

Revise Policy AV-3C on page II-47 as follows:

AV-3C. Maintain height zoning controls over structure height to protect existing and proposed aviation flight paths consistent with federal, state and county agency guidelines.

Revise Policy AV-6A on page II-48 as follows:

AV-6A. The Miami-Dade County Aviation Department shall expand existing <u>aviation</u> <u>facilities</u>, and locate and develop future aviation facilities so as to produce no significant adverse impact on the South Florida Water Management District Conservation Areas, Everglades National Park, Biscayne National Park, other environmental protection areas and wildlife protection areas in accordance with <u>the provisions of the Airport Zoning and Land Use Compatibility Ordinances</u>; the policies of the Land Use; Conservation, Aquifer Recharge and Drainage; and Coastal Management Elements of the Miami-Dade County Comprehensive Development Master Plan; and pertinent regulations governing facility siting and development.

Revise Policy AV-7A on page II-48 as follows:

AV-7A. Miami-Dade County shall implement the Homestead Air Force Base Air

Installation Compatible Use Zone (AICUZ) Report guidelines through the Land Use Element of the Miami-Dade County Comprehensive Development Master Plan, the Miami-Dade County Zoning Ordinance and the South-Florida Building Code to provide for and preserve height and land use compatibility in the vicinity of the Homestead Air Reserve Base.

Revise Policy AV-7B on pages II-48 and II-49 as follows:

AV-7B. Miami-Dade County shall update its airport compatible zoning ordinances to promote compatible land use around Miami International, Homestead Air Reserve Base, Opa Locka Opa-locka Executive, Kendall-Tamiami Executive, Opa Locka West, and Homestead General Aviation Airports. These ordinances updates shall be based on the guidelines recommended in the following Ffederal and Sstate documents. Due to operational differences, all listed documents may not pertain to all airports.

(Federal) – Department of Transportation – Federal Aviation Regulation Part 150 Guidelines (Land Use Compatibility)

(Federal) – Department of Transportation – Federal Aviation Regulation Part 77 (Objects affecting Navigable Airspace)

(Federal) – Department of Defense Air Installation Compatible Use Zone Report (AICUZ) for HAFB (August 1988)

(State) – Chapter 333, Florida Statutes, (Airport Zoning)

(State) Florida Department of Transportation Airport Compatible Land
Use Guidance Manual

Revise the Future Aviation Facilities Section on page II-50 as follows:

Future aviation facility improvements are proposed to be made on or adjacent to the sites of existing airports. These sites are:

- Miami International Airport
- Opa Locka Opa-locka Executive Airport
- Kendall-Tamiami Executive Airport
- Homestead General <u>Aviation</u> Airport
- Opa-locka West Airport
- Miami-Dade Collier/Training and Transition Airport

The location and layout of these future facilities, including <u>clear runway protection</u> zones and points of ingress and egress, are indicated on the map series following this page. The configuration of the proposed site expansion and individual improvements at these locations are either yet to be determined or beyond the scope of this Subelement.

Revise the Aviation Facility Improvements Section on pages II-51 and 52 as follows:

Meeting Miami-Dade County's current and future aviation needs will require numerous facility improvements to be made. These improvements are divided between those addressing existing deficiency needs, future growth needs, and other needs (i.e., renovation and remodeling, etc.) and between near term (2005 2007-2009 2012) and long term (2010 2013-2025). These improvements are listed by facility on the following table and many near-term improvements are described in more detail in the Capital Improvements Element.

All proposed uses on Llands owned by Miami-Dade County at the Opa Locka Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport that are designated as Terminal on the LUP map, may be developed for uses described in this subsection. All proposed uses on such lands shall comply with the requirements of the Future Aviation Facilities Section of the Aviation Subelement, shall be compatible with, and not disruptive of, airport operations occurring in such lands, and shall comply with all applicable regulations of the Federal Aviation Administration and other applicable law.

The airside portion of the <u>Opa-locka Executive Airport</u>, Kendall-Tamiami Executive Airport, <u>Homestead General Aviation Airport</u>, and <u>Miami International Airport</u> airport, which shall be deemed to consist of all portions of the airports where general public access is restricted (but not including terminal concourses), shall be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, elear runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, and fuel farms. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the airside portion, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The landside portion of the<u>se</u> airport<u>s</u>, which shall be deemed to consist of all portions of the airport<u>s</u> where general public access is not restricted and also terminal concourses, may include both aviation uses and non-aviation uses that are compatible with airport operations and consistent with applicable law. At least 30% one third of the land area in the landside portion must be developed with aviation-related uses or uses that directly support airport operations.

Revise the second and third paragraphs on page II-52 to read as follows:

Subject to the restrictions contained herein, the following privately owned non-aviation-related uses may be approved in the landside area of the Opa-Locka Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport accessible to the general public:

- lodgings such as hotels and motels (except in terminal concourses),
- office buildings (except in terminal concourses),
- industrial uses such as distribution, storage, manufacturing, research and development and machine stops (except in terminal concourses),
- agricultural uses, and
- retail, restaurants, and personal service establishments.

Such privately owned non-aviation related uses at the Opa Locka Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

Those portions of the landside area that are not developed for uses that are aviation-related or directly supportive of airport operations shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. The distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), or the Urbanizing Area (FAR of 1.5 1.25 not counting parking structures), or outside the Urban Development Boundary (FAR of .05 not counting parking structures) involved, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practicable practical, and have limited access to major roadways.

Figure 3, "Miami International Airport Physical Airport Plan 2015-2025". Replace existing Figure 3 with new Figure 3 (see Attachment).

Figure 4, "Opa-Locka Airport 2015-2025". Replace existing Figure 4 with new Figure 4 (see Attachment).

Figure 5, "Kendall-Tamiami Executive Airport 2015-2025". Replace existing Figure 5 with new Figure 5 (see Attachment).

Figure 6, "Homestead General Aviation Airport 2015-2025". Replace existing Figure 6 with new Figure 6 (see Attachment).

Figure 7, "Opa-Locka West Airport 2015-2025". Delete Figure 7 (see Attachment).

Figure 8, "Miami-Dade/Collier Training & Transition Airport Plan 2015-2025". Replace existing Figure 8 with new renumbered Figure 7 (see Attachment).

Add new Figure 8, Opa-locka Executive Airport Land Use Master Plan (see Attachment).

Add new Figure 9, Kendall-Tamiami Executive Airport Land Use Master Plan (see Attachment).

Add new Figure 10, Homestead General Aviation Airport Land Use Master Plan (see Attachment).

Add new Figure 11, Miami International Airport Land Use Master Plan (see Attachment).

Delete Aviation Facility Improvements on pages II-59 and II-60 and replace with the following:

Project	Need	Interval
Miami International Airport		
North Terminal		
North Terminal Core Program	Deficiency	Near Term
North Terminal Wide Improvements	Deficiency	Near Term
Balance of North Terminal Support Projects	Deficiency	Near Term
South Terminal		
South Terminal Core Program	Deficiency	Near Term
South Terminal Support Program	Deficiency	Near Term
MIA Runway 27 Threshold Relocation	Deficiency	Near Term
South Terminal Curbside Counters	Deficiency	Near Term
MIA South Terminal Dual Taxiway	Deficiency	Near Term
South Terminal Dula Taxiway South Terminal Delta Airlines Club	Deficiency	Near Term
Concourse J Airlines Club America	Deficiency	Near Term
South Terminal Post-POJV Completion Projects	Deficiency	Near Term
MIA Mover Program	Deficiency	Near Term
Terminal Roofing Projects		
North Terminal Building Reroofing-Phase 2	Deficiency	Near Term
Central Terminal Building Reroofing-Phase 1	Deficiency	Near Term
Central Terminal Building Reroofing – Phase 1	Deficiency	Near Term
South Terminal Building Reroofing – Phase 2	Deficiency	Near Term
South Terminal Building Reroofing –Phase 2	Deficiency	Near Term
MDAD Operational Requirements		
MIA Water Distribution System Infrastructure Improvements	Deficiency	Near Term
MIA Lower Vehicular Drive Accessibility II	Deficiency	Near Term
MIA Short Term Parking Upgrade + Equipment	Deficiency	Near Term
MIA West Side Booster Pump Station	Deficiency	Near Term
MIA Passenger Loading Bridges (Replacements)	Deficiency	Near Term
Central Terminal Tenant Relocations	Deficiency	Near Term
	Deficiency	
MIA Concourse F Other Code Issues		Long Term
MIA Park Six Garage	Deficiency	Long Term
MIA Central Boulevard Widening, Realignment & Service Loop	Deficiency	Long Term
Wayfinding Signage	Deficiency	Long Term
MIA Upper Vehicle Drive Widening	Deficiency	Long Term
Lower Vehicular Drive Ventilation	Deficiency	Long Term
Danisladama Agaman Marilada I Burinda		
Regulatory Agency Mandated Projects	D-C :	NI. T
MDAD Office Tower Fire Sprinkler & Alarm Upgrades	Deficiency	Near Term
Front Terminal D-H Fire Sprinkler & Alarm Upgrades	Deficiency	Near Term

Fire Protection Upgrade of Security & Comm Rooms	Deficiency	Near Term
Concourse E Fire Sprinkler and Fire Alarm Upgrades	Deficiency	Near Term
Fire Protection Upgrade of Security & Comm Rooms	Deficiency	Near Term
MIA & GA Environmental Regulatory Compliance	Deficiency	Near Term
MIA Concourse A-H Checkpoints Security Screen	Deficiency	Near Term
Enclosures		
MIA NTD Life Safety Upgrades to 3 rd and 4 th Floors	Deficiency	Near Term
CCTV Monitoring of TSA Bag Screening Locations	Deficiency	Near Term
MIA Fuel Facility Load Rack Capture Tank	Deficiency	Near Term
MIA Security Operation Control Center	Deficiency	Near Term
MIA & General Aviation Miscellaneous ADA Barrier	Deficiency	Near Term
Removal Program	Deficiency	Tical Tellii
Removal Hogiam		
Airfield Projects		
9	Deficiency	Noor Torm
Runway Resurfacing-8R/26L MIA Airfield Improvements for Airbus 380	Deficiency	Near Term
MIA Airfield Improvements for Airbus 380	Deficiency Growth	Long Term
MIA Runways 9 and 27 High Speed Exit		Long Term
Runway Resurfacing-12/30 (2011)	Deficiency	Near Term
Airbus 380 Terminal Projects		
MIA Concourse J Airbus 380 Modifications	Deficiency	Near Term
MIA Concourse H Airbus 380 Modifications	Deficiency	Long Term
Concourse E Airbus 380 Gate Modifications (Gate E-8)	Deficiency	Long Term
Other Projects		
MIA Bldg 21 Apron & Landside Roadway Grading and	Deficiency	Near Term
Drainage		
MIA Tract One Drainage, Grading & Pavement	Deficiency	Near Term
Improvements	-	
_	Deficiency	T (T)
MIA Building 845 Finish-out, Chiller Plant and Parking	Deficiency	Long Term
MIA Building 845 Finish-out, Chiller Plant and Parking Garage	Deficiency	Long Term
Garage		
Garage Fuel Storage Facility Intrusion Detection	Deficiency	Long Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System		Long Term Long Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling	Deficiency Deficiency	Long Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation	Deficiency Deficiency Growth	Long Term Long Term Long Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion	Deficiency Deficiency Growth	Long Term Long Term Long Term Near Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity	Deficiency Deficiency Growth Deficiency	Long Term Long Term Long Term Near Term Long Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity MIA Central Terminal Short-Term Improvements	Deficiency Deficiency Growth Growth Deficiency Deficiency	Long Term Long Term Long Term Near Term Long Term Near Term Near Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity MIA Central Terminal Short-Term Improvements MIA Waste Compactor	Deficiency Deficiency Growth Growth Deficiency Deficiency Deficiency	Long Term Long Term Long Term Near Term Long Term Near Term Near Term Near Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity MIA Central Terminal Short-Term Improvements MIA Waste Compactor More Efficient Operations for all Terminal Gates	Deficiency Deficiency Growth Growth Deficiency Deficiency Deficiency Crowth	Long Term Long Term Long Term Near Term Long Term Near Term Near Term Long Term Near Term Long Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity MIA Central Terminal Short-Term Improvements MIA Waste Compactor More Efficient Operations for all Terminal Gates MIA Central Terminal Long-Term Improvements	Deficiency Deficiency Growth Growth Deficiency Deficiency Deficiency Growth Growth	Long Term Long Term Long Term Near Term Long Term Near Term Near Term Long Term Long Term Long Term Long Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity MIA Central Terminal Short-Term Improvements MIA Waste Compactor More Efficient Operations for all Terminal Gates MIA Central Terminal Long-Term Improvements MIA Terminal Second Floor Carpeting	Deficiency Deficiency Growth Growth Deficiency Deficiency Deficiency Growth Growth Deficiency	Long Term Long Term Long Term Near Term Long Term Near Term Near Term Long Term Long Term Long Term Long Term Long Term Long Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity MIA Central Terminal Short-Term Improvements MIA Waste Compactor More Efficient Operations for all Terminal Gates MIA Central Terminal Long-Term Improvements MIA Terminal Second Floor Carpeting MIA Terminal Seating & Misc. Furniture	Deficiency Deficiency Growth Growth Deficiency Deficiency Deficiency Growth Growth Growth Deficiency	Long Term Long Term Long Term Near Term Long Term Near Term Near Term Long Term Long Term Long Term Long Term Long Term Near Term Near Term Near Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity MIA Central Terminal Short-Term Improvements MIA Waste Compactor More Efficient Operations for all Terminal Gates MIA Central Terminal Long-Term Improvements MIA Terminal Second Floor Carpeting MIA Terminal Seating & Misc. Furniture Information Counters	Deficiency Deficiency Growth Growth Deficiency Deficiency Deficiency Growth Growth Growth Deficiency Deficiency	Long Term Long Term Long Term Near Term Long Term Near Term Near Term Long Term Long Term Long Term Long Term Near Term Near Term Near Term Near Term Near Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity MIA Central Terminal Short-Term Improvements MIA Waste Compactor More Efficient Operations for all Terminal Gates MIA Central Terminal Long-Term Improvements MIA Terminal Second Floor Carpeting MIA Terminal Seating & Misc. Furniture Information Counters Central Boulevard Roadway Improvements	Deficiency Deficiency Growth Growth Deficiency Deficiency Deficiency Growth Growth Growth Deficiency Deficiency Deficiency Deficiency	Long Term Long Term Long Term Near Term Near Term Near Term Long Term Long Term Long Term Long Term Near Term Long Term
Garage Fuel Storage Facility Intrusion Detection Visual Paging System MIA Terminal Wide Employee Restroom Remodeling & Renovation MIA Telecommunication Network Expansion E-Satellite Connectivity MIA Central Terminal Short-Term Improvements MIA Waste Compactor More Efficient Operations for all Terminal Gates MIA Central Terminal Long-Term Improvements MIA Terminal Second Floor Carpeting MIA Terminal Seating & Misc. Furniture Information Counters	Deficiency Deficiency Growth Growth Deficiency Deficiency Deficiency Growth Growth Growth Deficiency Deficiency	Long Term Long Term Long Term Near Term Near Term Near Term Long Term Long Term Long Term Long Term Long Term Near Term Near Term Near Term Near Term Near Term

Taxiway K extension	Growth	Near Term
Environmental Projects		
ADF Environmental Pollution Remediation	Deficiency	Near Term
Miscellaneous Landscape Program	Deficiency	Long Term
Projects Located at Multiple Airports		
MIA & GA Environmental Program	Deficiency	Near Term
MIA & GA Miscellaneous Asbestos Removal	Deficiency	Near Term
GA Airports Environmental Compliance	Deficiency	Near Term
General Aviation Airports		
•		
Opa-locka Executive Airport	- a .	
OPF Security Project	Deficiency	Near Term
New Air Traffic Control Tower	Deficiency	Near Term
Navigational Aid Installation	Growth	Long Term
Various Third Party Development On Airport	Growth	Near Term
Kendall-Tamiami Executive Airport		
TMB Runway 9R-27L Extension Project	Growth	Near Term
TMB Security Project	Deficiency	Near Term
New Air Traffic Control Tower	Deficiency	Long Term
Various Third Party Development On Airport	Growth	Near Term
Navigational Aid Installation	Growth	Long Term
Homestead General Aviation Airport		
Homestead General Aviation Airport Security Project	Deficiency	Near Term
Various Third Party Development On Airport	Growth	Near Term
Runway 18-36 Runway Extension	Growth	Long Term
New Air Traffic Control Tower	Growth	Long Term
Navigational Aid Installation	Growth	Long Term
Future Glider/Ultra light Turf Runway	Growth	Long Term
Helicopter Training Operations Area	Growth	Long Term
Notes: Near Term is defined as a period from 2007-2012.		
Long Term is defined as a period beyond 2012.		

Revise Objective AV-5 Monitoring Measures on page II-61 as follows:

Objective AV-5

- Constructed and programmed roadway improvements serving the County's aviation facilities since latest EAR.
- Levels of service of airport access roads at date of EAR contrasted with those since 2003.

Revise Objective AV-7 Monitoring Measures on page II-62 as follows:

Objective AV-7

- Establishment or update of airport zoning ordinances for all Miami-Dade County Aviation Departmental facilities by year 2006 2008.
- Capacity enhancements or operational changes at airports that do not substantially increase the area of residential and institutional use designation on the Land Use Element of the Comprehensive Development Master Plan that are within the calculated day-night average sound level (DNL) 75 noise area.

Part 3

Revise the text of the Land Use Element, section title "Transportation" on pages I-54 and I-55 of the Adopted Components of the CDMP in order for the CDMP to be internally consistent. The proposed changes are as follows:

Transportation

All proposed uses on Llands owned by Miami-Dade County at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport that are designated as Terminal on the LUP map, may be developed for the uses described in this subsection. All proposed uses on such lands shall comply with the requirements of the Future Aviation Facilities Section of the Aviation Subelement, shall be compatible with, and not disruptive of, airport operations occurring on such lands, and shall comply with all applicable regulations of the Federal Aviation Administration and other applicable law.

The airside portion of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport airport, which shall be deemed to consist of all portions of the airports where general public access is restricted (but not including terminal concourses), shall be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, clear zones runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, and fuel farms. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the airside portion, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The landside portion of these airports, which shall be deemed to consist of all portions of the airports where general public access is not restricted and also terminal concourses, may include both aviation uses and non-aviation uses that are compatible with airport operations and consistent with applicable law. At least 30% one third of the land area in the landside portion must be developed with aviation-related uses or uses that directly support airport operations.

Revise the second and third paragraphs on page I-55 to read as follows:

Subject to the restrictions contained herein, the following privately owned non-aviation-related uses may be approved in the landside area of the Opa-Locka Executive Airport,

<u>Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport accessible to the general public:</u>

- lodgings such as hotels and motels (except in terminal concourses),
- office buildings (except in terminal concourses),
- industrial uses such as distribution, storage, manufacturing, research and development and machine stops (except in terminal concourses),
- agricultural uses, and
- retail, restaurants, and personal service establishments.

Such privately owned non-aviation related uses at the Opa Locka Opa-locka Executive Airport shall be limited as follows:

(1) Those portions of the landside area that are not developed for uses that are aviation-related or directly supportive of airport operations shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. The distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), or the Urbanizing Area (FAR of 1.5 1.25 not counting parking structures), or outside the Urban Development Boundary (FAR 0.5 not including parking structures) involved, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front service uses and shopping centers shall front on major access roads preferably near major intersections, where practicable practical, and have limited access to major roadways.

4. REASON FOR CHANGE

Part 1

The Miami-Dade Aviation Department (MDAD) is requesting this change because it has been determined that the Opa-locka West Airport property is no longer needed or useful as an aeronautical facility for the operation of the County's system of public use airports. MDAD has determined that the mineral value of the lime-rock aggregate under the underperforming facility is necessary to offset reduced passenger activity revenue, Airport Improvement Program funding shortfalls, and cost escalations in the Capital Improvement Program (CIP) for the entire airport system. Furthermore, in a letter dated March 31, 2006 (see attached), the Florida Department of Transportation (FDOT) concurred that this facility is not needed for the originally authorized aeronautical purpose due to latent capacity in its underutilized system of airports (consisting of Opa-locka Executive, Kendall-Tamiami Executive, Homestead General, and the Training and Transition Airport) and agreed with MDAD's proposal to decommission this airport. The FDOT has also removed this airport from the State System Plan of Airports. The Federal Aviation Administration (FAA), in an attached letter dated June 8, 2006, had no objection to the closure, and thus the airport became officially decommissioned.

When an airport is decommissioned, it is no longer a viable or usable facility for aeronautical purposes. This will allow MDAD to conduct non-aeronautical uses, such as rock-mining on approximately 410 acres and operation of a truck stop (for fueling and dining) which will have a "Business & Office" land use to support the adjacent mining and US Highway 27 operations on the remaining land (approximately 10 acres) as a viable revenue stream which will be used to fund crucial safety and capacity projects at MIA and its primary general aviation relievers that would otherwise be deferred.

Therefore, since Opa-locka West airport is no longer available for aeronautical usage or operations as a result of its decommissioning status, we are requesting that the underlying land use for this site be changed from "Transportation Terminals" to "Open Land" so as to allow for rock mining operations and the construction and operation of a truck-stop facility.

Part 2

The Miami-Dade Aviation Department (MDAD) is requesting that the Aviation Sub-Element be revised to reflect both recent and projected changes to our System of Airports.

Opa-locka West Airport has been decommissioned and is no longer in the National and Florida System of Airports. Therefore, any reference to Opa-locka West Airport needs be deleted from the Aviation Sub-Element. Furthermore, the land use needs to be amended to permit rock mining.

Opa-locka Airport has been renamed Opa-locka Executive Airport. In addition, Opa-locka Executive Airport's Runway 18-36 has been decommissioned and subsequently will be removed from any published navigational charts. Therefore, the CDMP text and associated maps need to be updated to reflect these changes and the resultant reduction in impacts as well as off-airport land-uses.

This update to the CDMP will highlight future planned land usage for Opa-locka Executive Airport, as it is no longer being contemplated for scheduled air carrier service. There is significant interest in re-developing Opa-locka Executive Airport into a modern, efficient and environmentally friendly international corporate and business aviation facility offering international immigration and customs approval clearance. Currently there are numerous unused, vacant, and obsolete code-deficient structures in the eastern portions of the airport property. Other leased parcels are simply undeveloped, and not being used to their full potential as revenue sources for the County. It should be noted that while the maps will show the future aviation and non-aviation land uses, the airport will retain its primary underlying zoning classification as Government Property (GP) as the deed which conveyed the former federal Navy property to the County and current Federal Aviation Administration (FAA) land-use compliance and grant obligations require that non-aviation uses are converted to aviation uses as needed to accommodate the growth in demand for aviation uses.

The proposed facilities now planned at the airport are mostly aircraft hangar (storage and light maintenance) facilities. These modern aircraft storage facilities will replace old, vacant, and obsolete existing structures, which serve no useful purpose. Once built, these modern aircraft storage facilities will help to optimize revenue generation, generate jobs in the form of aviation-related employment, and provide employment for the local economy, while being consistent with

airspace safety, environmental, and community compatibility. It should be noted that these planned storage facilities are usually not air-conditioned and would have a minimal restroom facility containing only a couple of toilets, as there are too few occupants at any given time to warrant a larger scale restroom facility. Therefore, this update will show how these planned future land uses will reduce impacts to the County's environment, trip generation, water and sewer capacity consumption, solid waste mitigation, electrical demand and other measures when compared to the uses as approved in the existing CDMP.

The CDMP currently designates Opa-locka Executive Airport's future potential as a scheduled air carrier facility with the need to develop passenger terminal areas. These passenger terminal areas would have served the traveling public and on-site employees including retail activities, personal services, restaurants, auto rental businesses, and lodging establishments. Had Opa-locka Executive Airport become an air carrier facility as originally planned, the demands this would have placed on County infrastructure would have been many orders of magnitude greater than the uses that this update proffers, especially in factors such as trip generation, water and electrical consumption, solid waste generation, CO2 and VOC emissions, mass transit, and fire services. Thus, this update to the CDMP will include future land use maps that indicate no plans or potential for Opa-locka Executive Airport to be developed as a passenger terminal area.

Amendments to the CDMP related to Miami International Airport, include changes from the existing passenger activity levels include a reduced forecast in passenger traffic as a result of 9/11 and the ensuing reduced demand in passenger traffic. Previously, the Master Plan for MIA forecast a passenger demand of 55 Million Annual Passengers (MAP) in the year 2010. The most recent passenger traffic projections for the year 2010 project a much lower activity level reduced to 35 MAP. Further, the latest forecast indicates that Miami International Airport will not reach the 55 MAP activity level until after 2020. As a result, the anticipated impact to the county resources will be greatly lower than what was anticipated. In this CDMP update, the passenger projections for Miami International Airport will be updated to the latest forecast. Therefore, the CDMP text and associated tables will also be updated to reflect these changes. A Land Use Master Plan map is included in this amendment to the CDMP since the MIA airport already has an approved Development of Regional Impact (DRI).

Amendments to the CDMP related to Kendall-Tamiami Executive Airport include a longer extension to Runway 9R-27L. This extension will be for 1798 feet to the West and 550 feet to the East. This will extend the runway from its current length of 5,002 feet to an ultimate length of 7,350 feet. There would also be an extension of the 50-foot wide asphalt parallel taxiway "E" to permit the utilization of the extended runway at its ultimate length. This extension will meet the demand of both the current operational fleet as well as the future fleet of business jet aircraft, along with the need to provide a runway capable of accommodating the stage length noted by operators that are in excess of 3,000 nautical miles. Therefore, the CDMP text and associated maps need to be updated to reflect these changes.

At Homestead General Aviation Airport, the CDMP update will include a planned future 1,500-foot extension to Runway 18-36, bringing its total length to 5,498 feet. Therefore, the CDMP text and associated maps need to be updated to reflect these changes.

Please note that the Homestead Air Reserve Base is not under Miami-Dade County's jurisdiction.

Part 3

The text of the Land Use Element, section title "Transportation" on pages I-54 and I-55 of the Adopted Components of the CDMP is proposed for revision in order for the CDMP to be internally consistent.

5. ADDITIONAL MATERIALS SUBMITTED

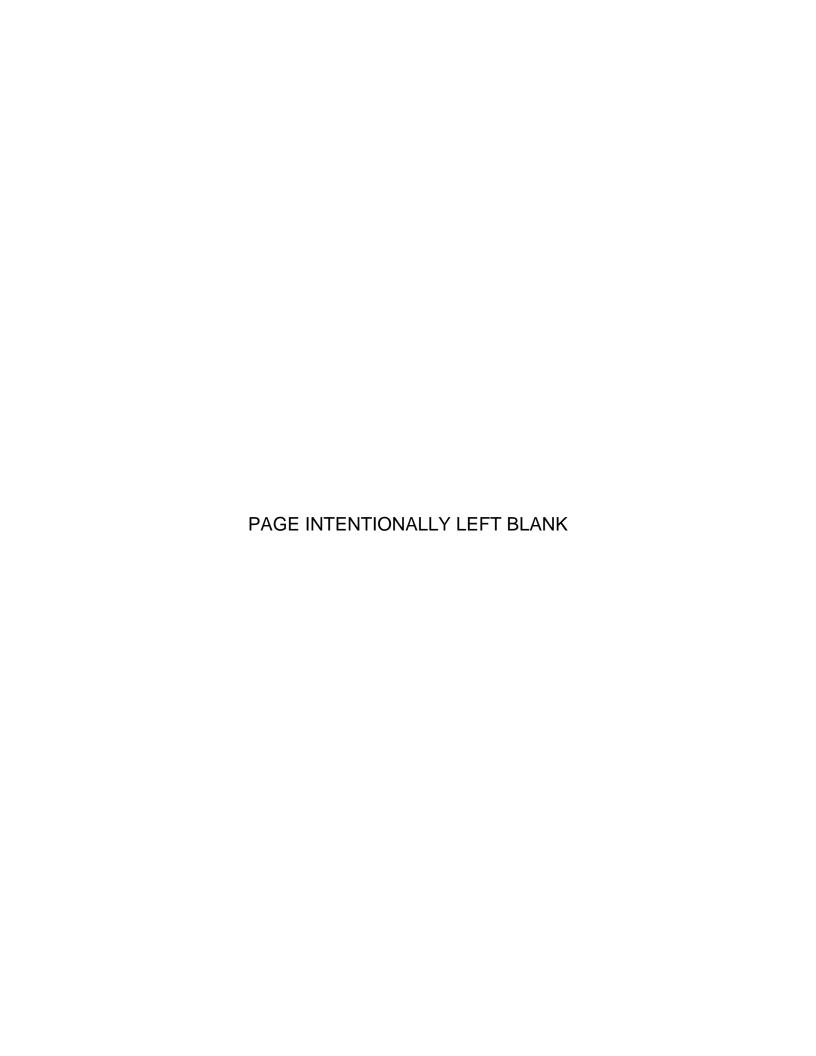
Attachments referenced in the application (revised and new maps)

Support Documents

- A) 11x 17 inch copies of the Federal Aviation Administration (FAA) approved Airport Master Plans for the County's System of Airports. (Attached)
- B) Boundary Survey and Legal Description and Exhibit 'A' of Opa-locka West Airport. (Attached)
- C) White paper entitled the "Background and Status of the Comprehensive Zoning Ordinances for MDAD-Operated Airports" (Attached)
- D) Airport Compliance Program Presentation (Available upon request.)
- E) Discussion Paper "Why Control and Manage Land Uses Around Airports?" (Attached)
- F) Copy of the Draft Zoning Ordinance for Miami International Airport. (Available upon request.)
- G) Copy of the Draft Zoning Ordinance for Opa-locka Executive Airport. (Available upon request.)
- H) A prepared traffic study by Ricondo and Associates, which examines the future transportation impacts resulting from the planned development of Opa-locka Executive Airport redevelopment. (Attached)
- I) FDOT's letter dated March 31, 2006 (Attached)
- J) FAA's letter dated June 8, 2006 (Attached)
- K) MDAD's Zoning Hearing Application dated August 8, 2000 for a modification to the adopted development order buildout and expiration time frame. (Attached)
- L) Development of Regional Impact Resolution No. Z-22-00 (Attached)

ATTACHMENT

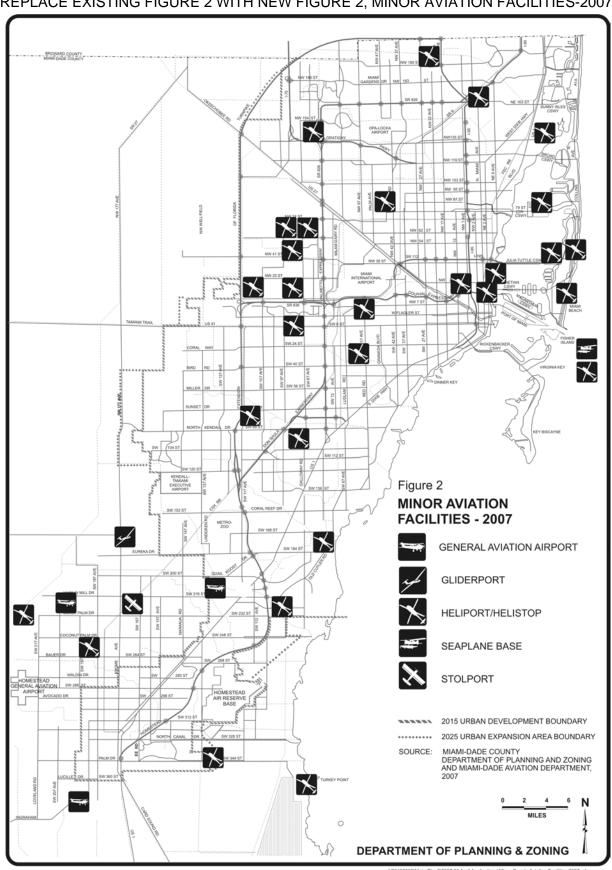
This attachment includes the replacement maps for Figures 1 through 7 of the Aviation Subelement and the new Land Use Master Plan maps that are proposed for inclusion into the Aviation Subelement as Figures 8 through 11.

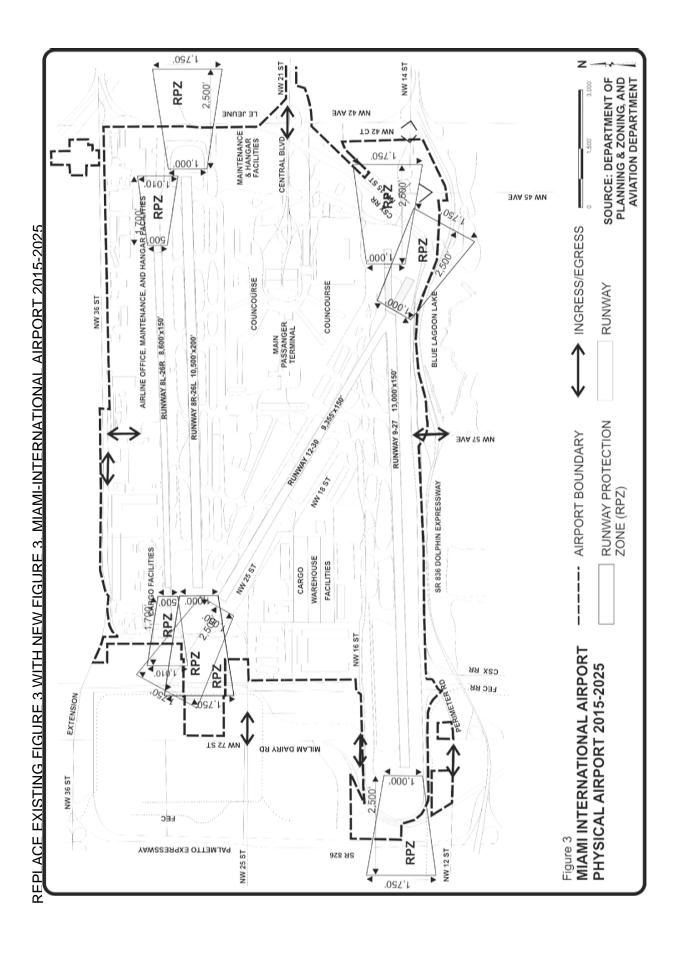


REPLACE EXISTING FIGURE 1 WITH NEW FIGURE 1, MAJOR AVIATION FACILITIES-2007 BROWARD COUNTY 2 WATER CONSERVATION AREA FLORIDA TURNPIKE HIALEAH 1 SW 8 ST CORAL GABLES ATLANTIC OCEAN BISCAYNE BAY N. KENDALL DR. SW 88 ST **43** Figure 1 **MAJOR COUNTY AVIATION FACILITIES - 2007** MIAMI INTERNATIONAL AIRPORT 4 OPA-LOCKA EXECUTIVE AIRPORT **EVERGLADES NATIONAL PARK** HOMESTEAD KENDALL-TAMIAMI EXECUTIVE AIRPORT AIR RESERVE BASE HOMESTEAD HOMESTEAD GENERAL AVIATION AIRPORT DADE-COLLIER TRAINING & TRANSITION AIRPORT SOURCE: MIAMI-DADE COUNTY
DEPARTMENT OF PLANNING AND ZONING
AND MIAMI-DADE AVIATION DEPARTMENT, 2007

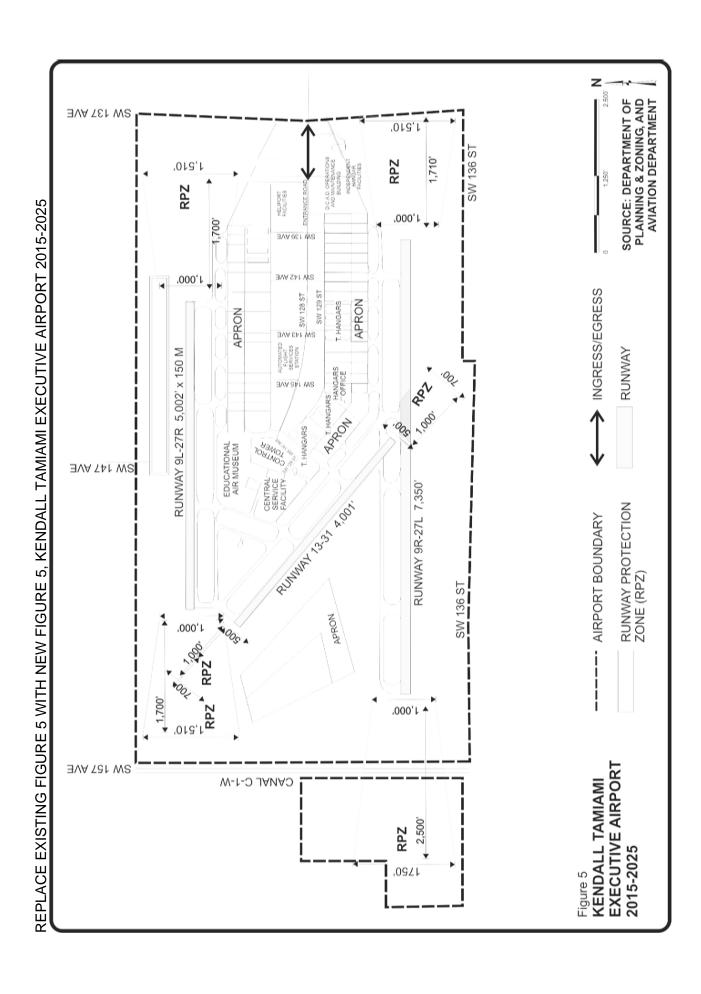
DEPARTMENT OF PLANNING AND ZONING

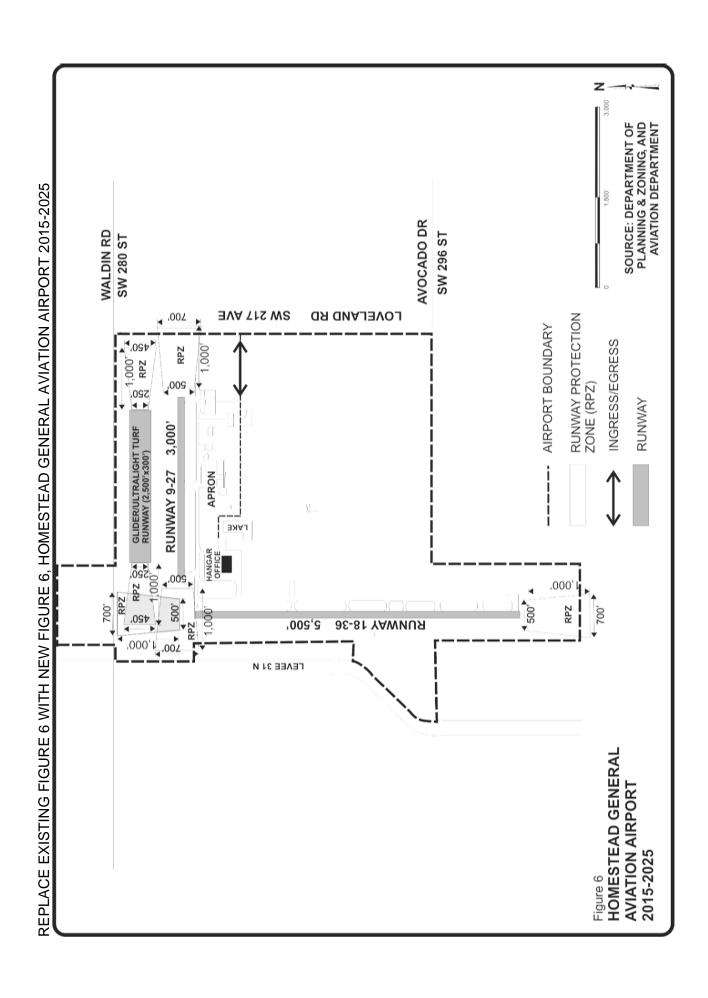
REPLACE EXISTING FIGURE 2 WITH NEW FIGURE 2, MINOR AVIATION FACILITIES-2007





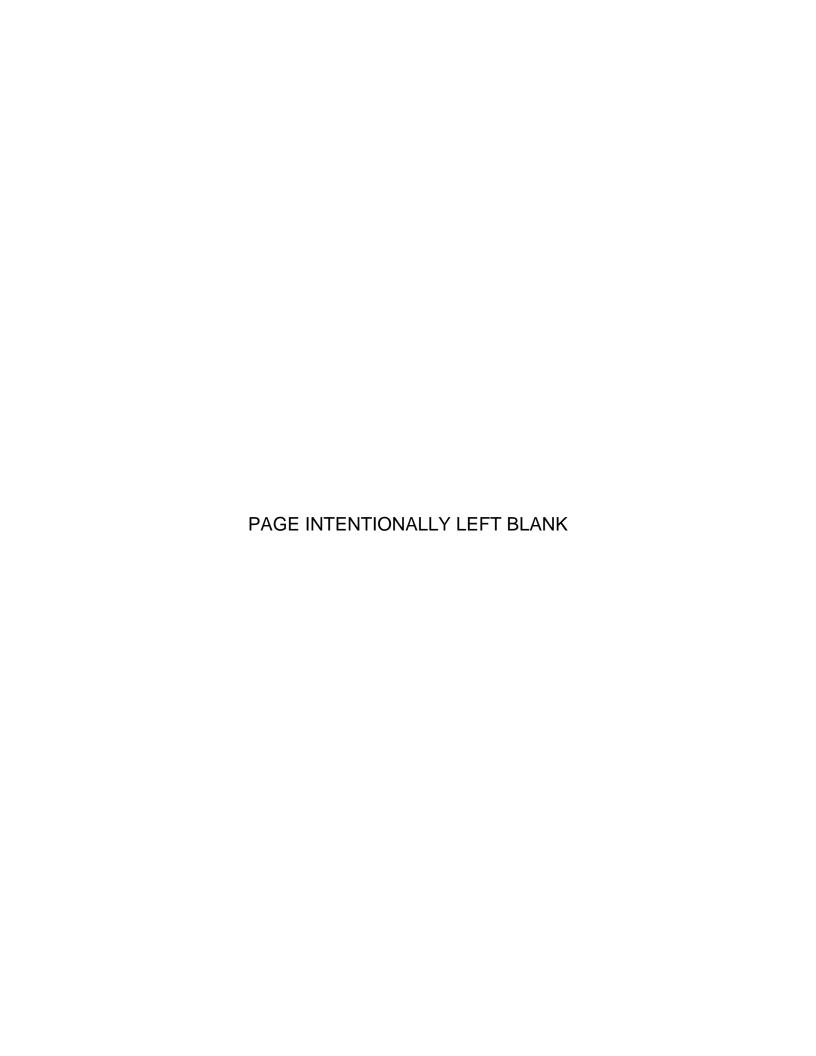
Application No. 14

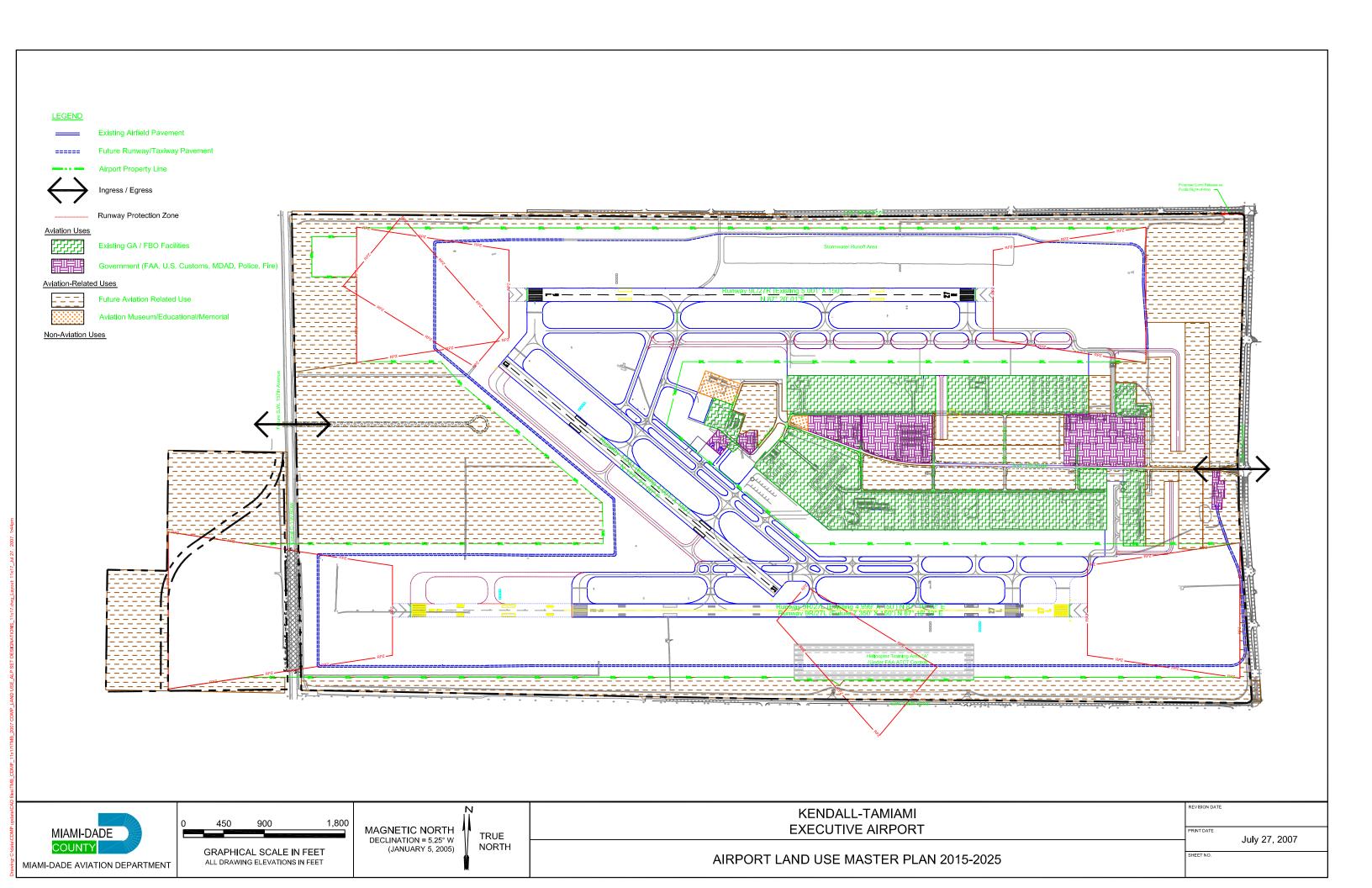


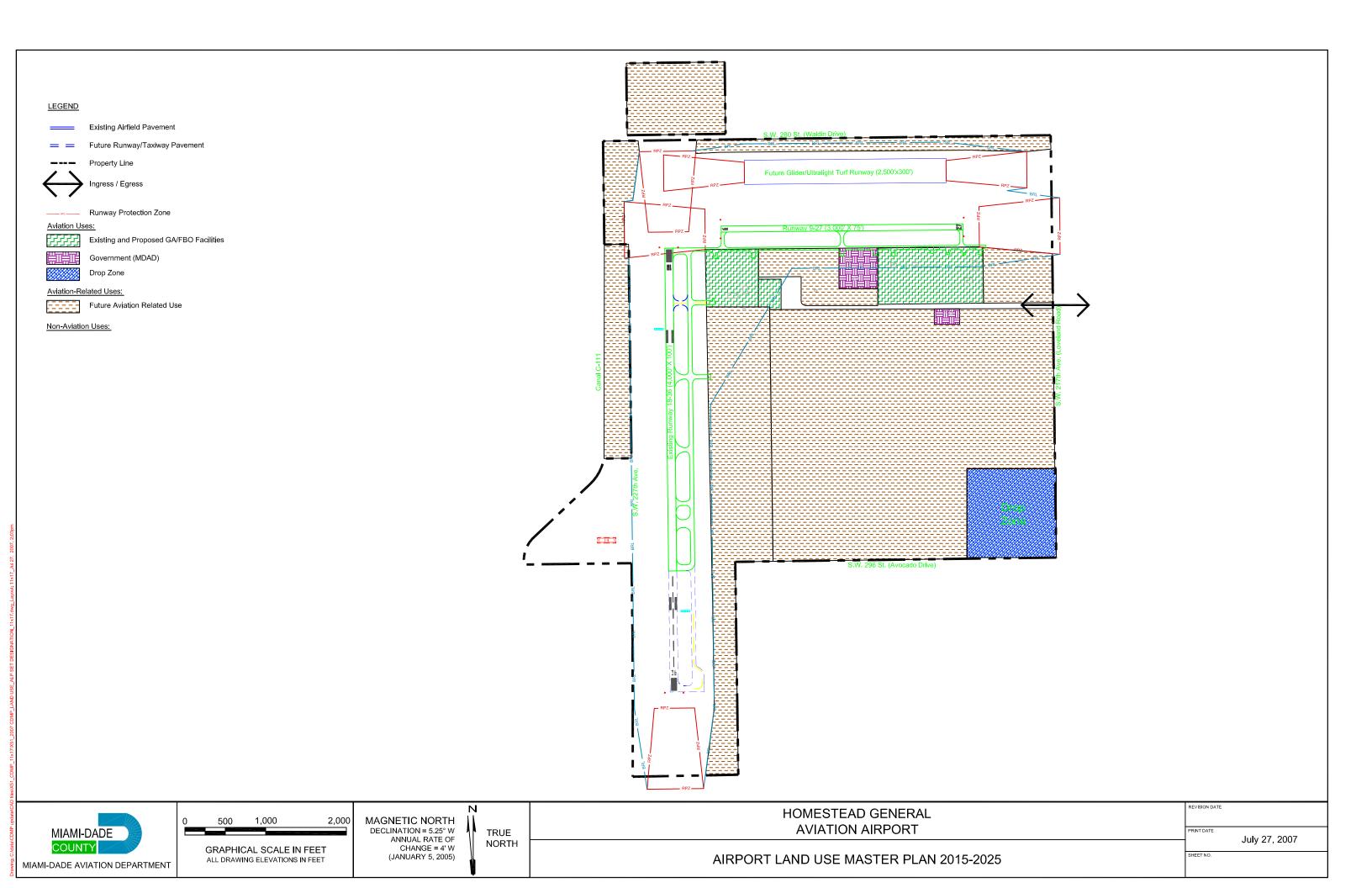


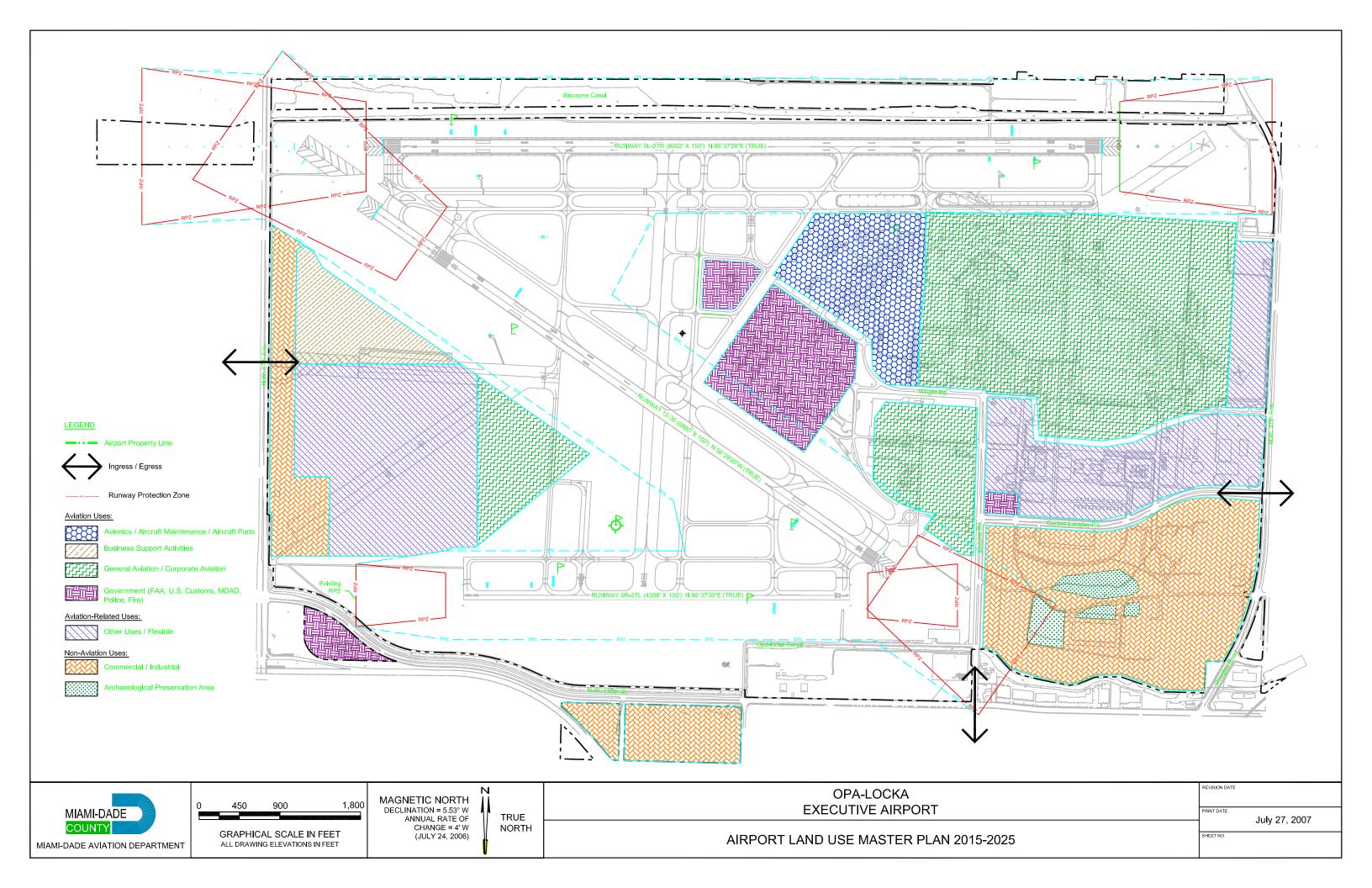
4.010,1 SOURCE: DEPARTMENT OF PLANNING & ZONING, AND AVIATION DEPARTMENT YTNUOD BUAD-IMAIM RPZ COLLIER COUNTY .009 INGRESS/EGRESS LOCATION PLAN RUNWAY RUNWAY 9-27 10,500° RUNWAY PROTECTION ZONE (RPZ) AIRPORT BOUNDARY APRON CORN DANCE RD 200. 1,700 RPZ MÄAMI-DADE/COLLIER TRAINING & TRANSITION AIRPORT 2015-2025 BORROW PIT 3/#5 SERVICE RD O 2015-2025 Figure 7

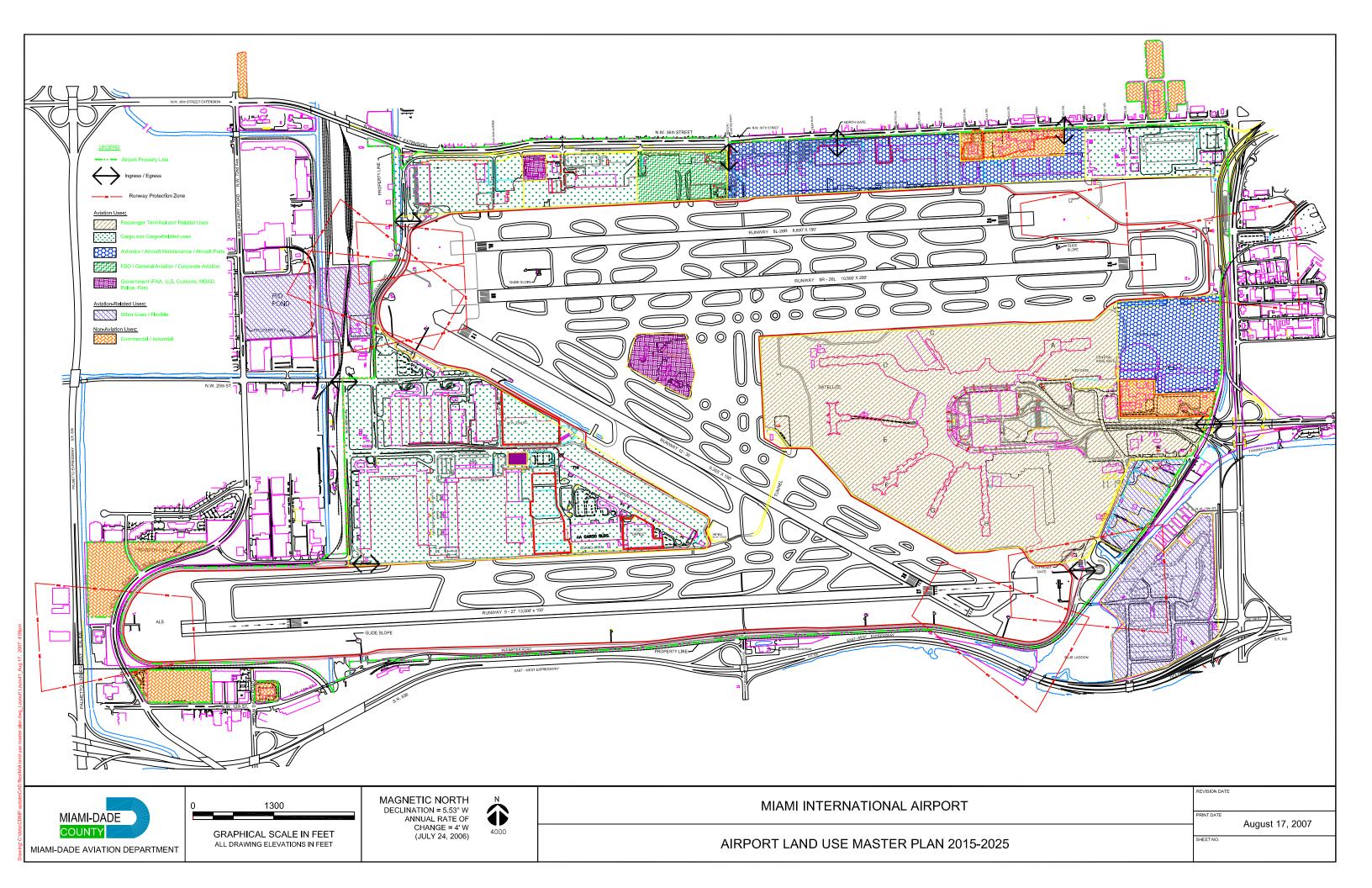
DELETE EXISTING FIGURE 7 AND REPLACE WITH NEW FIGURE 7, DADE COLLIER TRAINING & TRANSITION AIRPORT



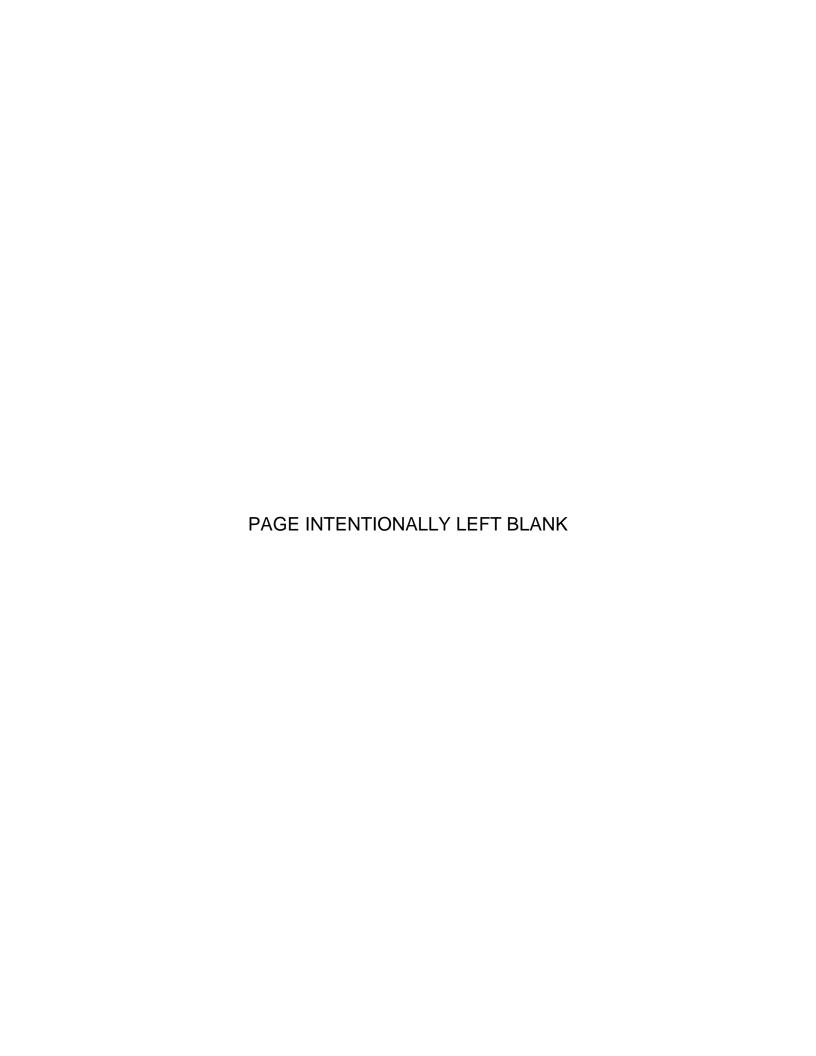








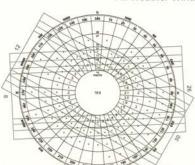
SUPPORT DOCUMENTS These include some (Support documents A, B, C, E & H through L) of the documents submitted by the Miami-Dade Aviation Department in support of the application. The remaining documents are voluminous and will be made available upon request.



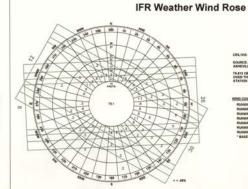
Support Document A 11x 17 inch copies of the Federal Aviation Administration (FAA) approved Airport Master Plans for the County's System of Airports.



All Weather Wind Rose



CENAME ALL
SOURCE: NATIONAL CLIMATIC DATA CENTS
ASHEVILLE, NC
78-41 GASSERVATIONS SMADE
OVER THE PERSON 5996 - 3006
STATION 2220 MANI MAY, FL, US

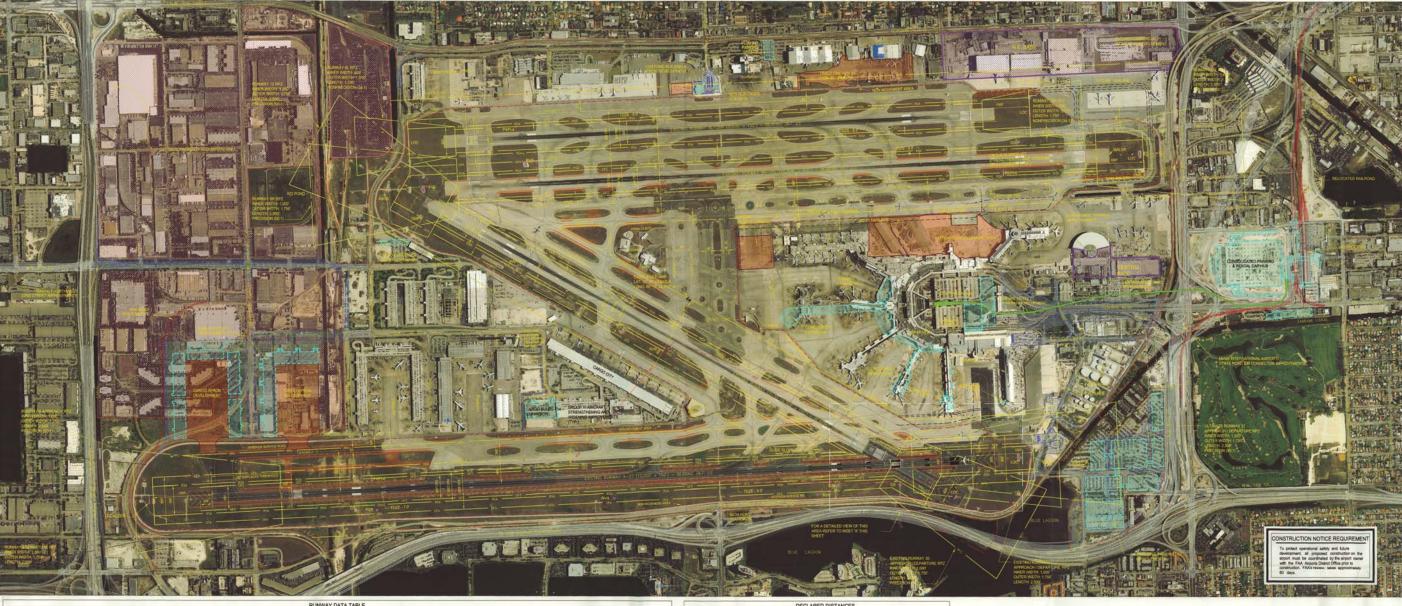


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Warning: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1500. No part of this record may be disclosed to persons without a "need to know," as defined in 40 CFR parts 15 and 1500, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. For U.S. government seponders, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1500. This document may also be exempt from disclosure and/or public access under one or more of the following: FSS 190.07; FSS 281.07; FSS 281



							RI	UNWAY DATA	TABLE									
		EXISTING ULTIM		MATE EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE				
RUNWAY		BL.	26R	81.	26R	BR :	26L	8R	26L	9	27	9.	27	12	30	12	30	
RUNWAY LENGTH		8,607		8,600'		10.	10,506		10,506'		13,000		13,000		9,354'		9.354	
RUNWAY WIDTH	1775 (1787)	1	50"	15	50"	2	007	2	907	1	507		507	150"			50	
GROSS MAXIMUM TAKEOFF WEIG	HT (IN 000'S/LBIS).	SW: 130 DTW: 420	- DW: 210 DOTW: 850	SW: 130 DTW: 420 -											DW: 210 SW: 130 - DW: 210 DDTW: 850 DTW: 420 - DDTW: 850			
RUNWAY SURFACE TYPE		ASPHALT -	GROOVED	ASPHALT -	GROOVED	ASPHALT -	GROOVED	ASPHALT - GROOVED		ASPHALT - GROOVED		ASPHALT - GROOVED		ASPHALT - GROOVED		ASPHALT - GROOVED		
RUNWAY ARC CODE		D	-V	D	V	DV		D-W		D-V		D-VI		D-V		0.4		
RUNWAY DESIGN AIRCRAFT		747	400	747-	400	747	400	A-	380	747	400	A-380		747-400		747-400		
DISPLACED THRESHOLD		NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	1,360	1,270	1,360	253'	NONE	930*	NONE	939	
TYPE OF INSTRUMENT APPROACH		LOC,DME/GPS	LOC,DME/GPS	SAME	SAME	ILSLOCIOPS	ILSLOCIGPS	SAME	SAME	ILSILOC/GPS	LSLOCGPS	SAME	SAME	LS/GPS	ILSILOC/GPS	ILS/GPS	LSLOCIGPS	
RUNWAY LIGHTING		MRL	MPL	MPL	MIRL	HRL	HRL	HRL	HRL	HRL	HIRL	HPL	HRL	HPL	HIFL	HRL	HRL	
RUNWAY MARKINGS		NONPRECISION	NONPRECISION	NONPRECISION	NONPRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	
APPROACH LIGHTING		NONE	NONE	NONE	NONE	MALSR	MALSR	MALSR	MALSR	MALSR	MALSR	MALSR	MALSR	MALSR	MALS	MALSR	MALS	
RUNWAY END ELEVATION (NAVO 88)		10.47" AMSL	10.45' AMSL	10.47 AMSL	10.45' AMSL	10.1' AMSL	10.29 AMSL	10.1' AMSL	10.29' AMSL	9.23' AMSL	10.19" AMSL	0.23' AMSL	10.19 AMSL	10.69 AMSL	10.06' AMSL	10.69' AMSL	10.05' AMSL	
DISPLACED THRESHOLD ELEVATION (NAVD 88)		NA	NA:	N/A	N/A	N/A	N/A	N/A	N/A	9.21' AMSL	9.88' AMSL	9.21' AMSL	10.10	NA	9.86' AMSL	NA	9.88' AMSL	
EFFECTIVE GRADIENT		+ 0.01%	-0.01%	+ 0.01%	- 0.01%	+ 0.01%	-0.01%	+ 0.01%	-0.01%	+ 0.01%	- 0.01%	+0.01%	-0.01%	+ 0.01%	+0.01%	+0.01%	-0.01%	
TOUCHDOWN ZONE ELEVATION (NAVD 88)		If AMSL	8' AMSL	E AMSL	If AMSL	IF AMSL	# AMSL	8' AMSL	# AMSL	T AMSL	8' AMSL	7 AMSL	8' AMSL	8' AMSL	If AMSL	B' AMSL	Il' AMSL	
FAR PART 77 CATEGORY		NONPRECISION	NONPRECISION	NONPRECISION	NONPRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	
VISIBILITY MINIMUM		1 MLE	1 MILE	1 MLE	TMLE	1/2 MILE	34 MILE	1/2 MILE	34 MLE	1/2 MLE	1MLE	12 MILE	1 MLE	1 MILE	34 MLE	1 MILE	34 MLE	
APPROACH SLOPE		34.1	34:1	34:1	34:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	
NAVIGATIONAL AND VISUAL AIDS		REILPAPI-4	REIL/PAPI-4	RELPAPI4	REL/PAPI-4	ILSLOCIONE GPSVASI-4	LSLOCIDAE GPS/PAPI-4	RSILOCOME GPSVASI4	GPSPAPI-4	ESTOCIOPS PAPI4	NASI-4	RSLOCIGPS PAPI-4	NASI-4	LS/DME/GPS PAPI-4	USLOCIDME QPS/PAPI-4	ILS/DME/GPS PAPI-4	GPS PAPI-4	
BUNWAY END (NAD 80)	LATITUDE	25" 48" 10.43" N	25" 48" 14.32" N	25" 48" 10.43" N	26" 48" 14.32" N	25" 48' 02.52" N	25" 48" 07.26" N	25" 48" 02:52" N	25" 46" 07.26" N	25" 47" 09.95" N	26" 47" 15.83" N	25" 47" 09.96" N	25" 47" 15.83" N	25" 47" 57.43" N	25" 47 11.85" N	25" 47" 57.43" N	25" 47" 11.85" !	
unmers man have post	LONGITUDE	80" 18" 05.56" W	80° 16' 31.55" W	80° 18' 05.58' W	80° 16' 31.55" W	60" 18" 05.15" W	60" 16" 10.33" W	80" 18' 05.15" W	60" 16" 10.33" W	80" 18" 53.34" W	80°16' 31.26° W	80" 18" 53.34" W	80°16'31.26' W	80" 18" 08.25" W	80" 16" 39.14" W	80° 18' 08.25° W	80" 16" 39.14" V	
DISPLACED THRESHOLD (NAD 83)	LATITUDE	NA	N/A	N/A	N/A	N/A	N/A	N/A	NA.	25" 47" 10.56" N	25° 47° 15.26° N	25" 47" 10.56" N	25° 47' 15.73" N	N/A	25" 47" 16.43" N	N/A	25" 47" 16.43" !	
	LONGITUDE	NA	N/A	NA.	N/A	N/A	N/A	N/A	N/A	80° 18° 38.59° W	80" 16" 45.14" W	80° 18' 38.59° W	80" 16" 33.86" W	N/A	80° 16' 48,06" W	NA-	80" 16" 48.08" V	
RUNWAY SAFETY AREA DIMENSIO	INS (BEYOND END)	500° X 1000°	500° X 1000°	500' X 1000'	500° X 1000°	500' X 1000"	500' X 1000'	500' X 1000'	500' X 1000'	500° X 1000°	500° X 1000°	500° X 1000°	500" X 1000"	500° X 1000°	500° X 1000°	500' X 1000'	500° X 1000°	

			DECLARED	DISTA	NCES				
		Đ	USTING	ULTI	MATE	EXISTING		ULTIM	ATE
RUNWAY		9	27	9	27	12	30	12	30
TAKEOFF RUNWAY AVAILABLE (TORA)	1	3,000	7 13,000	13,000	13,000	9,354	9,354	9,354	9,354"
TAKEOFF DISTANCE AVAILABLE (TODA)	1	3.000	13,000	13.747	14,000'	9,354	9,354	9,579	9.852"
ACCELERATE-STOP DISTANCE AVAILABLE	(ASDA) 1	3,000	13,000	12,747	13,000"	9,354	9.354	8,579	8,652
LANDING DISTANCE AVAILABLE (LDA)	1	1,650	11,730	11,397	12,747	9,354	8,415	6,579	7,911
AIR	PORT D	ATA	1			1		LEC	SEND
CITY: MIAM! COUNTY: DADE STATE: FLO						DESCRIPTION		EXIS	
DESCRIPTION			EXISTING	ULTIMATE			BUILDING		
AIRPORT ELEVATION (NAVD 68)			F AMSL	8	AMSL	AIRFIELD PAVEMENT		MENT	=
MEAN MAXIMUM TEMPERATURE (JULY & AUGUST)			90° F		90' F	ROADWAY			=
MAGNETIC DECLINATION			5" 28" W (2005)		FW (2005)		COMMINDUST DEVELOP		-
AIRPORT REFERENCE POINT (NAD 83)			25" 47 43.31" N	25" 47" 43.31" N 80" 17" 24.41" W			RAILROAD	-	
	LONG.	2. 80° 17° 24.41° W					PROPERTY LINE RUNWAY PROTECTION ZONE		
	AIRPORT REFERENCE CODE			D-V			RUNWAY SAFE		
ACREAGE		4	3,300	-	3,300			CT FREE AREA	
ARPORT & TERMINAL NAVAIOS					NOME/LS		RUNWAY OBJECT FREE ZONE		
					LOCADBIGPS			TRICTION LINE	
		RVRMALSRMALS		PAPIVASIREL			RUNWAY VISIB		
La Carrier All All Francisco			PAPIVASUREIL			1	NON MOVEME	ION MOVEMENT AREA	
SERVICE LEVEL		-	COMMERCIAL	CON	MERCIAL		LOCALIZER		
						- 1	GLIDE SLOPE		
							DADE		

LEG	END	
DESCRIPTION	EXISTING	ULTIMATE
BUILDING		00000
URFIELD PAVEMENT	-	and linns
ROADWAY		00000
COMMINDUST DEVELOP		82222222
CACRULA	***************************************	***************************************
PROPERTY LINE		
JUNIORY PROTECTION ZONE		
LINWAY SAFETY AREA		
LINWAY OBJECT FREE AREA		
UNWAY OBJECT FREE ZONE		
UILDING RESTRICTION LINE		
ILINWAY VISIBILITY ZONE		
ION MOVEMENT AREA		
OCALIZER	-	2000
ALDE SLOPE		
API	****	****
/ASI		++
NR .		
DP .	45	

CONDITIONALLY - APPROVED
FEDERAL ANATION ADMINISTRATION
This approval in subject to review as
fortificities register and is subject to the
findings consistent on our letter
fortification and the subject to the subjec

MAGNETIC DECLINATION 5° 26' WEST (2006) ANNUAL RATE OF CHANGE OF WEST

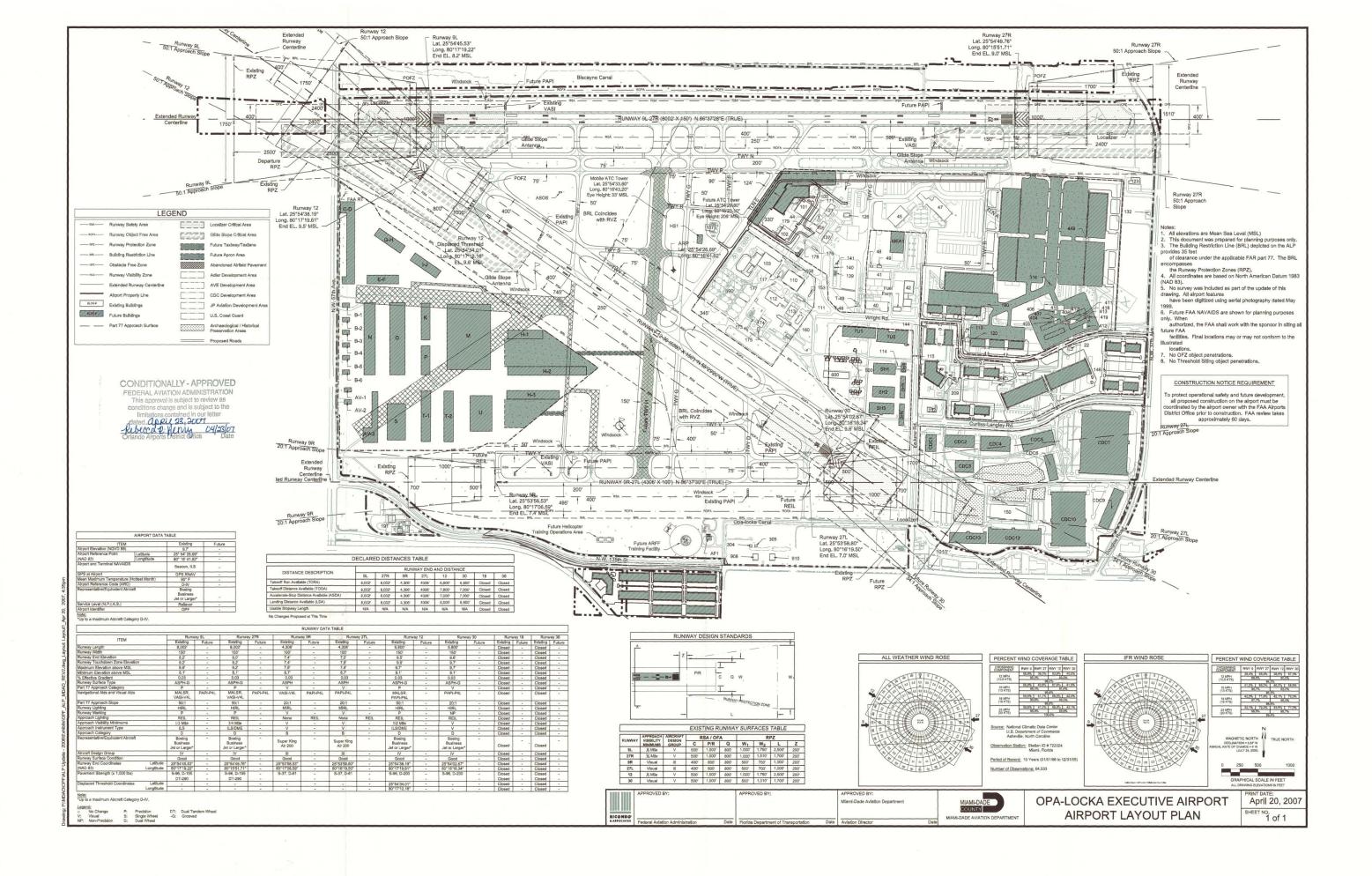
GLOSSARY OF ABBREVIATIONS

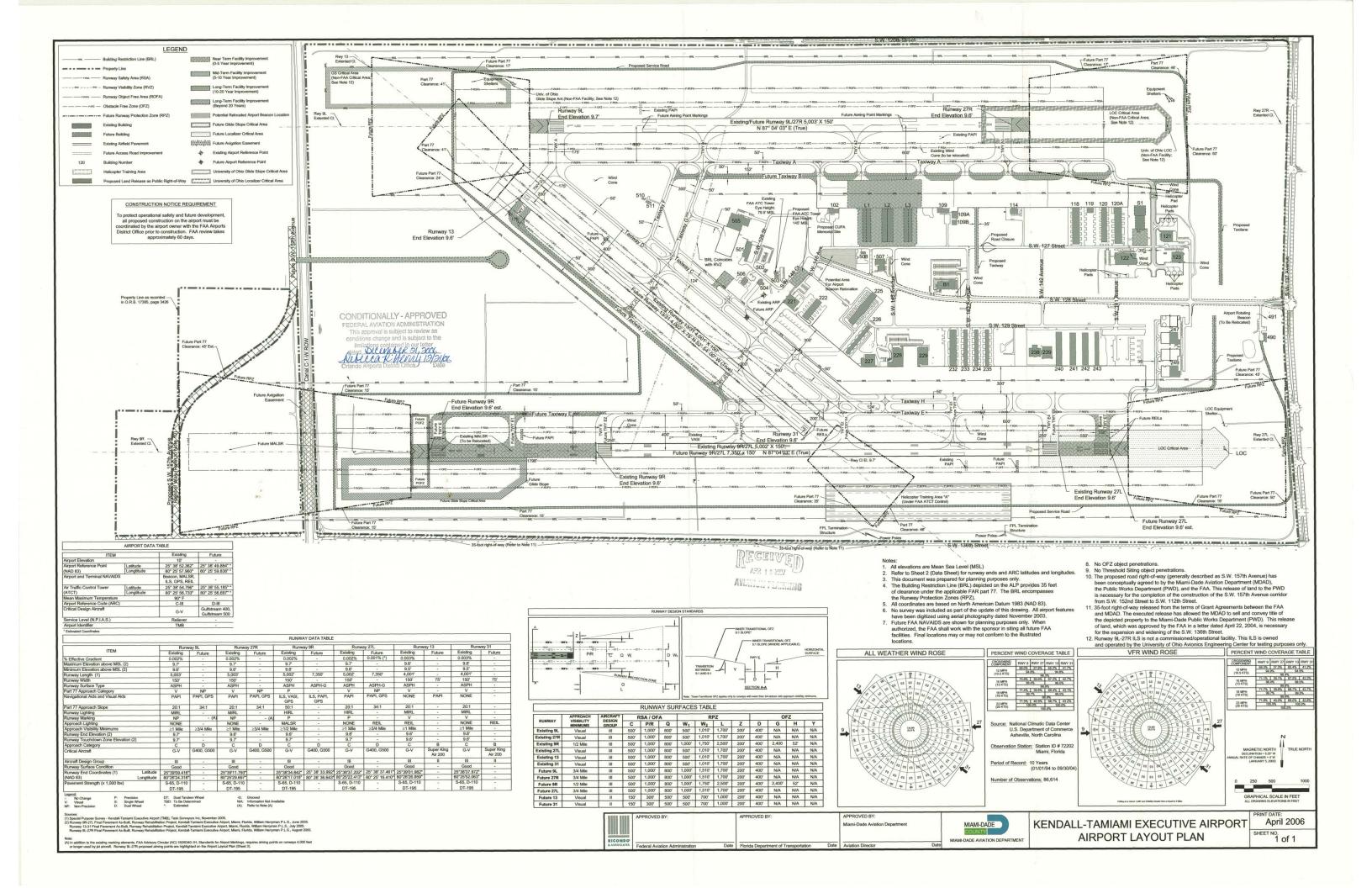
ABOVE MEAN SEA LEVEL
AIRPORT SURFACE DETECTION EQ
AUTOMATED SURFACE OBSERVING
AIRPORT SURVEILLANCE RADAR
AIRPORT REFERENCE POINT
AIR TRAFFIC CONTROL TOWER
35' BUILDING RESTRICTION LINE
CATEGORY OF INSTRUMENT APPRO
ELEVATION
GLIDE SCOPE
HIGH INTENSITY RUNWAY LIGHTS
INSTRUMENT LANDING SYSTEM
INNER MARKER
A subsection of the same of th

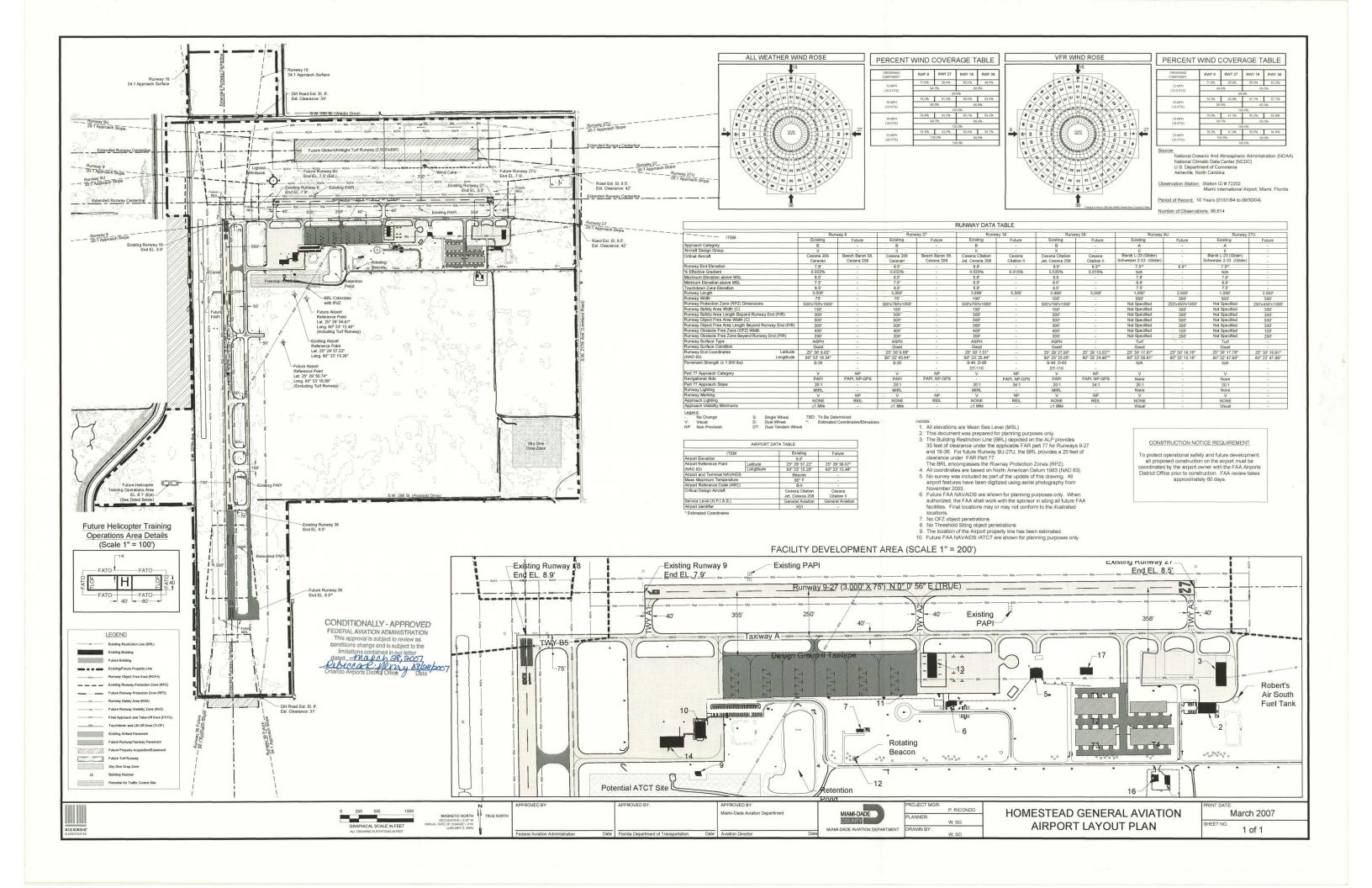
ATIONS

LONGIUGE
LOV LEVEL WIND SHEAR ALERT SYSTEM
LOCALIZER
MEDILAN INTENSITY APPROACH LIGHT SY
WITH RUNWAY ALIGNMENT INDICATOR LI
MODLE MANGANET MODICATOR LIGHT
PRECISION APPROACH PATH ROCATOR
RUNWAY ALIGNMENT INDICATOR
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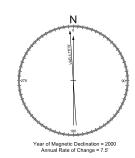




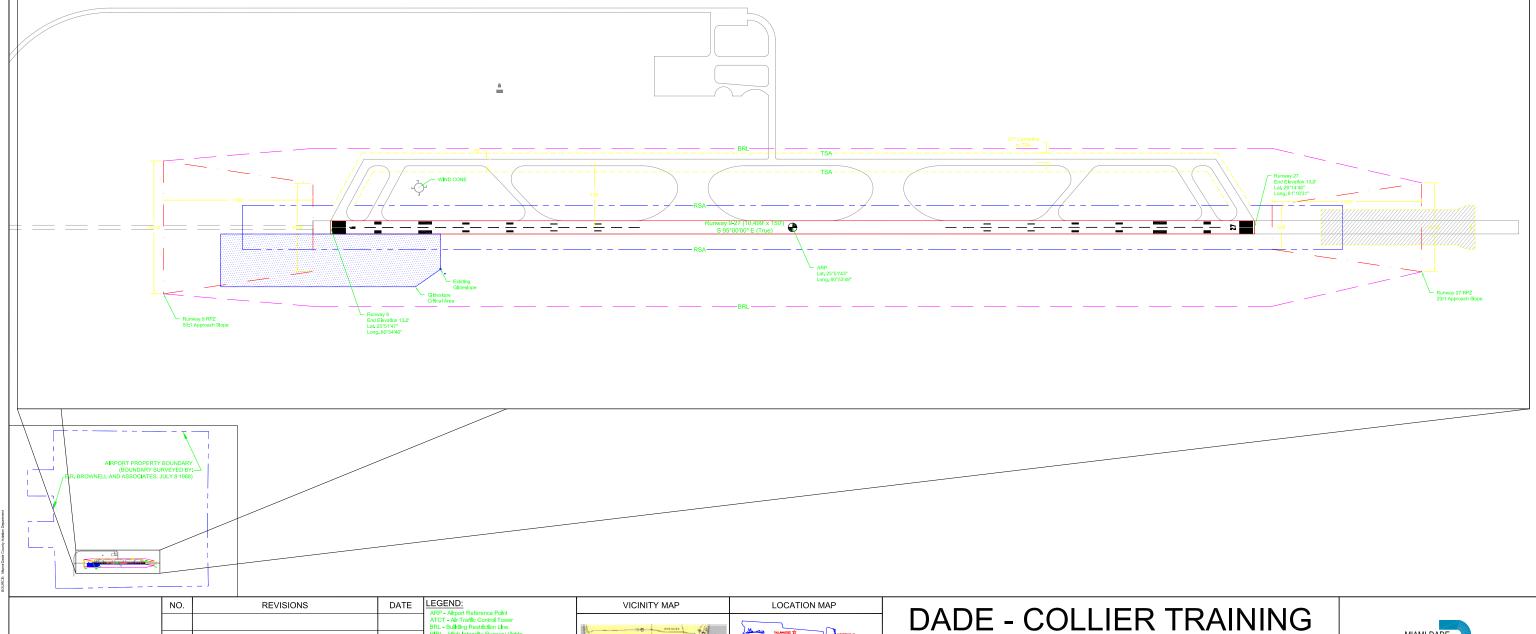
Dhariaal Characteristics	9	27		
Physical Characteristics	Existing	Future	Existing	Future
Maximum Elevation Above MSL	13'	-	13'	-
Runway Length	10,499'	-	10,499'	-
Runway Width	150'	-	150'	-
Runway Surface Type	ASPHALT	-	ASPHALT	-
Part 77 Approach Category	PIR	-	Visual	NPI
Instrument Approach Type	ILS	ILS/GPS	VIsual	GPS
Approach Slope	50:1	-	20:1	34:1
Runway Lighting (HIRL, MIRL, LIRL)	HIRL	-	HIRL	-
Runway Marking (PIR, NPI, BCS)	PIR	-	VISUAL	NPI
Navaids	ILS	-	NONE	-
Visual Aids	SSALS	-	PAPI-P4L	-
Runway Weight Bearing Capacity S - Single Wheel D - Dual Wheel DT - Dual Tandem	S-130,000 lbs D-200,000 lbs DT-400,000 lbs DDT-800,000 lbs	-		-
DDT - Double Dual Tandem	22 : 300,000 100			

ABLE	
Existing	Future
13.0'	-
25°51'43"	-
80°53'49"	-
None	-
90°	-
D-V	-
None	YES
	Existing 13.0' 25°51'43" 80°53'49" None 90° D-V

Source: Airport/Facility Directory, May 17, 2001









NOTES:

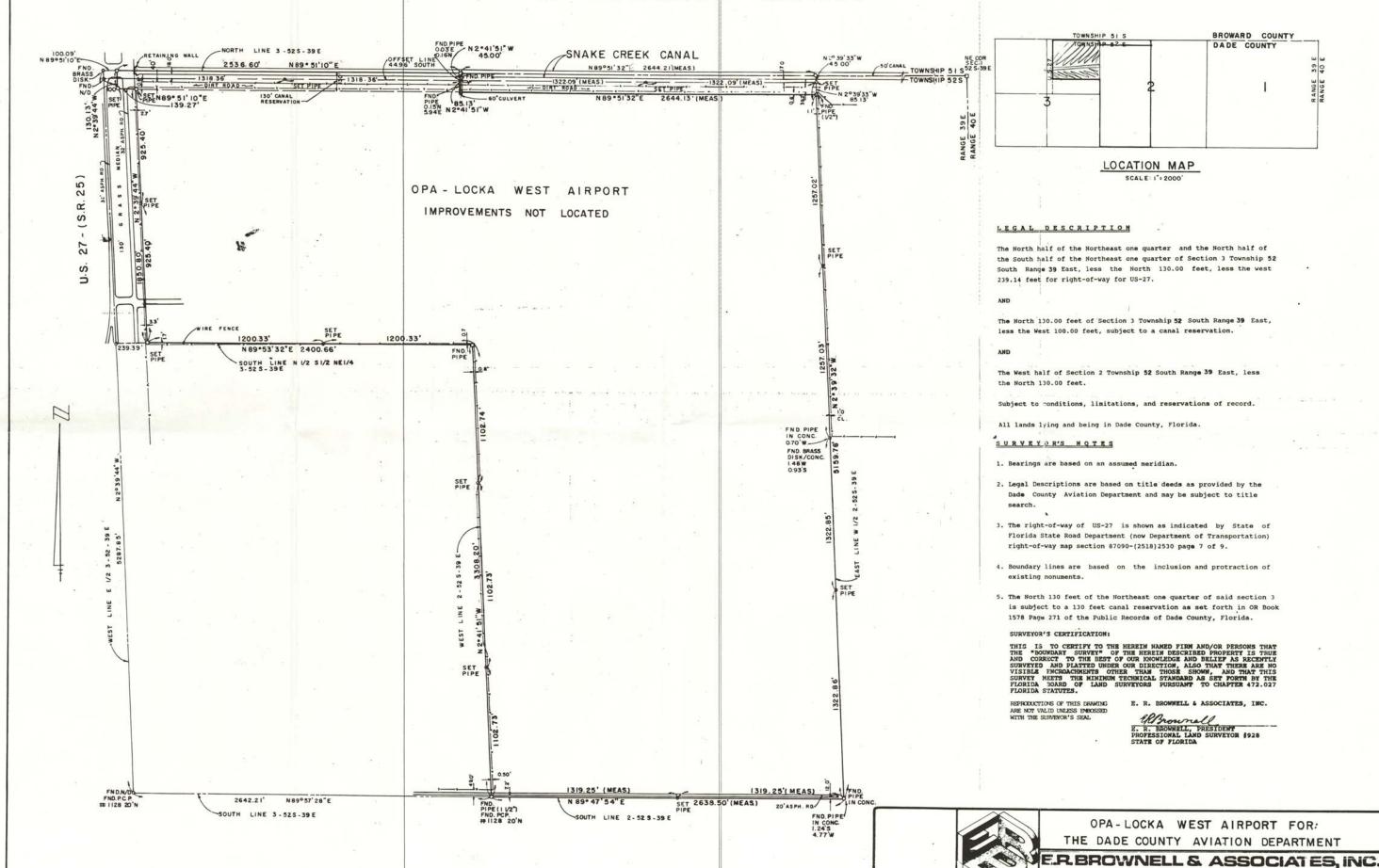


AND TRANSITION (TNT) **AIRPORT PLAN**





SKETCH OF BOUNDARY SURVEY



LAND SURVEYORS
Miami Florida 33145
Sheet I of I

CONSULTING ENGINEERS

JN 40063 E FB: 669-17-19

ofessional Land Surveyor No ofessional Engineer NO

Support Document C White paper entitled the "Background and Status of the Comprehensive Zoning Ordinances for MDAD-Operated Airports"



BACKGROUND AND STATUS OF THE COMPREHENSIVE ZONING ORDINANCES FOR MDAD OPERATED AIRPORTS

Miami-Dade Aviation Department June 2007

Purpose and Need for Comprehensive Airport Zoning Ordinances

When planning to build or modify a structure in the areas surrounding the Miami-Dade County System of Airports, one of the considerations must be the impact of the structure on the national airspace system.

The incompatible use of lands within the County around Miami-Dade County System of Airports threatens the orderly development and the health, safety, convenience, prosperity and welfare of the present and future citizens of the County.

A number of federal and state regulations exist to protect our airspace system. They must be considered when planning and implementing construction that may adversely impact public-use aviation facilities, navigational aids, and instrument approach flight procedures located in Florida.

The following details Miami-Dade Aviation Department's (MDAD) compliance with federal and state regulations concerning airspace obstructions and land use compatibility.

Government Requirements (Federal and State Regulations)

FAA Federal Aviation Regulations Part 77

Title 14, Code of Federal Regulations (CFR), Federal Aviation Regulations (FAR), Part 77, "Objects Affecting Navigable Airspace"; establishes standards for determining obstructions in navigable airspace; sets forth the requirements for notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration; provides for aeronautical studies of obstructions to air navigation, to determine their effect on the safe and efficient use of airspace; provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and provides for establishing antenna farm areas.

FAA Guidelines for Land Use Compatibility

The FAA's guidelines urge the establishment of appropriate land use zoning to ensure compatibility of land uses and development densities around airports.

Florida Statutes, Chapter 333

Chapter 333, Florida Statutes, "Airport Zoning", includes definitions; airport hazards and uses of land in airport vicinities contrary to public interest; permit required for structures exceeding federal obstruction standards; power to adopt airport zoning regulations; comprehensive zoning regulations; procedure for adoption of zoning regulations; airport zoning requirements; guidelines regarding land use near airports; permits and variances; appeals; administration of airport zoning regulations; board of adjustment; judicial review; acquisition of air rights; and enforcement and remedies.

Florida Statutes, Chapter 333 defines the following land use restrictive zones:

Public Safety Zones

Chapter 333 requires that local zoning codes restrict new uses, activities and/or construction in Runway Protection Zones (RPZ) that result in the congregation of people, emit smoke dust, attract wildlife or involve fuel handling and storage.

333.03 (3) In the manner provided in subsection (1), airport zoning regulations shall be adopted which restrict new incompatible uses, activities and construction within runway clear zones, including uses, activities in runway clear zones which are incompatible with normal airport operations or endanger public health, safety, and welfare by resulting in congregations of people, emissions of light or smoke or attractions of birds...

No School Zone

333.03 (3)... Such regulations shall prohibit the construction of an educational facility of a public or private school at either end of the runway of a publicly owned, public-use airport within an area which extends 5 miles in a direct line along the centerline of the runway, and which has a width measuring one-half the length of the runway.

Hence, the origin of the definitions of the No School Zone (NSZ) as referenced in the Kendall-Tamiami Executive Airport Zoning Ordinance and the Critical Approach Area (CA) for the Miami International Airport Zoning Ordinance.

Inner Land Use Zone (ILZ) & 75 DNL Noise Contour

333.03 (2)(c) Where an airport authority or other governing body operating a publicly owned, public-use airport has conducted a noise study in accordance with the provisions of 14 C.F.R. part 150, neither residential construction nor any educational facility as defined in chapter 1013, with the exception of aviation school facilities, shall be permitted within the area contiguous to the airport defined by an outer noise contour that is considered incompatible with that type of construction by 14 C.F.R. part 150, Appendix A or an equivalent noise level as established by other types of noise studies.

Florida Administrative Code, Chapter 14-60

Chapter 14-60, Florida Administrative Code (FAC), "Airport Licensing, Registration, & Airspace Protection", includes Section 14-60.009, "Airspace Protection and Obstruction Marking and Lighting". Advisory Note – Florida #3 references the relationship of federal recommendations and state law with respect to "marking and lighting".

Status of Miami-Dade County System of Airports Zoning Ordinances:

<u>The Kendall-Tamiami Executive Airport</u> (TMB) zoning ordinance (Article XL, §§33-388--33-403) was revised and adopted by the Board of County Commissioners (BCC) in 1999. The associated land use zoning map was adopted by the BCC in 2002. By 2008,

MDAD will amend the current TMB zoning ordinance and map to reflect the proposed expansion of Runway 9R/27L as well as the development of new land use restrictive zones that comply with the Federal Aviation Administration's land use guidelines. This revised ordinance will be similar to the proposed zoning ordinance for Opa-locka Executive Airport.

The Miami International Airport's (MIA) zoning ordinance (Article XL, §§33-330--33-345) was revised and adopted by the Board of County Commissioners (BCC) in 2004. It became effective in March 2005. The associated land use and revised height zoning maps were adopted in November 2004. MDAD recently completed revisions to the MIA zoning ordinance. (Please see attached amendment and associated height map)

The revisions to <u>Opa-locka Executive Airport's</u> (OPF) zoning ordinance (Article XXXVIII, §§33-356--33-371) and associated height and land use maps have been submitted to the Department of Planning and Zoning for their review and comments. (Please see attached draft and associated height and land use maps)

The revisions to <u>Homestead General Aviation Airport's</u> (X51) zoning ordinance (Article XXXIX, §§33-372--33-387) will be modeled after OPF's zoning ordinance.

Support Document E	
Discussion Denou WWI Control on IM-record 1 111 A 1 A	
Discussion Paper "Why Control and Manage Land Uses Around Airports	



WHY CONTROL AND MANAGE LAND USES AROUND AIRPORTS?

Noise, air pollution and safety are the biggest objections raised by residents and workers located in the environs of airports. These three issues are raised repeatedly at nearly every public meeting where a discussion of airport expansion or siting is involved.

It is the responsibility of local governments to prepare and implement land use plans outside of an airport's physical boundaries in order to minimize the environmental and safety concerns. It is challenging enough to develop, adopt and enforce land use plans for airports owned and operated by governing municipalities such as cities and counties. However the issues become highly polarized and politicized when the agency responsible for land uses zoning issues around airports is viewed as imposing restrictions on incorporated jurisdictions that happen to be located in the airport environs but have no direct ownership or control over the airport.

Historically the most common effort to control incompatible development and land uses around airports was through height and hazard zoning. The creation of these specialized zones was primarily intended to protect airports runway(s) approach/departure glide paths from obstructions to air navigation while restricting certain land uses elements, such as the placement of high density uses beneath those paths (i.e. schools, churches, shopping centers, office buildings). FAR Part 77, "Objects Affecting Navigable Airspace" or variations of that FAR were most often adopted as obstacle clearance standards as opposed to simply being a notification mechanism for a detailed aeronautical evaluation and determination as intended and applied by FAA.

Another common type of zoning is "land-use zoning" which has not been very successful due to a number of disadvantages. This type of zoning usually does not include the removal of preexisting incompatible uses that conflict with airport operations. Jurisdictions with zoning authority do not effectively enforce the land use zoning ordinances they adopt when they allow variances and waivers because political expedience requires it. This usually occurs where the airport affects several jurisdictions with competing priorities making zoning coordination politically difficult. Another more prevalent reason for lax land use zoning enforcement is because the benefits of having an efficient, safe and compatible airport is diametrically opposed to the higher priority needs of adjacent governing bodies where they may want more housing, a larger tax or other economic base all of which are not

often compatible with the need to preserve the airport environs for safe and compatible uses.

Land use planning initiatives around airports have historically been a failure. Competing priorities of the community in the environs of airports and the airport's continued ability to meet the needs of the community are often at odds.

In the long term, inconsistent adoption and application of airport land use zoning and compatibility plans is a lose-lose proposition for the community. Local municipal priorities that encroach into incompatible areas for short-term economic benefits often result in much greater economic losses with a constrained and inefficient airport that requires vast capital expenditures for mitigation to gain incremental growth. Mitigation actions including land acquisition, resident relocation and noise mitigation with structural "sound-proofing" are reactive measures that can and should be avoided through the adoption and rigorous enforcement of a Comprehensive Land Use Plan.

In response, many state governments have imposed the requirement for a proactive CLUP process to prevent continued encroachment by incompatible uses allowing communities and the airports that serve them to strike a mutually beneficial balance.

Support Document H

A prepared traffic study by Ricondo and Associates, which examines the future transportation impacts resulting from the planned development of Opa-locka Executive Airport redevelopment.







Airport Development Traffic Study for Opa-locka Executive Airport

Prepared for:
Miami-Dade Aviation Department

Prepared by: Ricondo & Associates, Inc.

June 2007

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I. Introduction

The purpose of this study is to provide an analysis of traffic generated by anticipated development of land within the Opa-locka Executive Airport property (the Airport). The traffic study is needed to support the application for an amendment to the Land Use Map of the Miami-Dade County Comprehensive Development Master Plan (CDMP). The primary objectives of this traffic analysis are to (1) estimate the future traffic generated by the anticipated land developments that would use the study area roadways, (2) combine the traffic generated by the development projects with non-development related background traffic to determine future peak hour traffic conditions on the roadway system, (3) perform a capacity analysis of the study area roadway links to assess traffic operations for the full build-out condition, and (4) identify any potential improvements necessary to address potential roadway capacity deficiencies that may be associated with the proposed development projects.

II. Project Summary and Site Location

The development projects analyzed for this study generally include (a) the redevelopment of portions of Airport property currently comprised of aviation-related land uses, (b) new development anticipated for previously undeveloped areas of the Airport, and (c) the development of a parcel of Airport property located on the south side of NW 135th Street / SR 916 that is not contiguous with the airfield. The project development analyzed for this study is comprised of approximately 2,753,500 square feet of new mixed-use development consisting of aviation, office, retail, hotel and warehouse use.

The development projects are generally located on Airport property that is generally bound by the Palmetto Expressway on the north, NW 57th Avenue / Red Road / SR 823 on the west, NW 135th Street / SR 916 on the south, and NW 37 Avenue / Douglas Road on the east. **Exhibit 1** illustrates the overall traffic analysis area which extends to an approximate five mile radius beyond the Airport property.

III. Proposed Development

The proposed project development includes a multi-phase plan for five separate development areas located on Airport property. It is anticipated that the development plan will be implemented by four primary developers responsible for the development of the following five development areas:

- AVE—West side of the Airport accessed via a new driveway from NW 57th Avenue / Red Road / SR 823
- Adler—Northeast corner of the Airport accessed via the existing airport access roadways
- Adler South—South of the Airport airfield accessed via an new driveway from NW 135th Street / SR 916
- CDC—Southeast corner of the Airport accessed via the existing airport access roadways
- JP Aviation—Central airfield area accessed via the existing airport access roadways



LEGEND



Source: Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 1

Not to Scale



Proposed Analysis Area

Exhibit 2 illustrates the proposed locations for each of the five developments related to their respective build-out condition. The development area is designated a Transportation Concurrency Exception Area (TCEA) and is located within the Urban Infill Area (UIA). For purposes of this study, the analysis is based on the anticipated traffic generated by the aggregate of all developments combined and has been designated as the "Project." The recent passage of HB7203 signed into law June 19, 2007 – resulted in an exemption to the concurrency requirement in local government comprehensive plans for airport passenger terminals and concourses, air-cargo facilities, and hangers for maintenance and storage of aircraft at publicly owned airports, effectively exempting Fixed Based Operations (FBO's) and storage hangars.

Details illustrating the proposed full build-out for each of these developments are provide in **Table 1**, including the proposed number of based aircraft and the estimated square footage by function for each development.

Table 1

Total New Development Associated with Proposed Project at Build-Out

Build Out (2030)		General Aviation Airport Based Aircraft 111	Retail (1000 s.f.) 109.2	Fixed Base Operator (1000 s.f.)	Hotel (Rooms)	Office (1000 s.f.) 161.1	Warehouse (1000 s.f.) 1028.3
,	Adler	159	57	355.5	45	530	200
	Adler South		120		140	50	150
	CDC					207.6	1375.2
	JP	22					
	Total	292	286.2	355.5	185	948.7	2753.5
Demolition		(49)				(172.8)	
Net Development		243	286.2	355.5	185	775.9	2753.5

Source: Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., June 2007.

Table 2 lists the trips generated by each of the five proposed development areas for the full build-out condition. As shown, the combined Project is estimated to generate 3742 PM peak hour trips (total in and out).

Table 2
Trips Generated by Each Proposed Development at Build Out

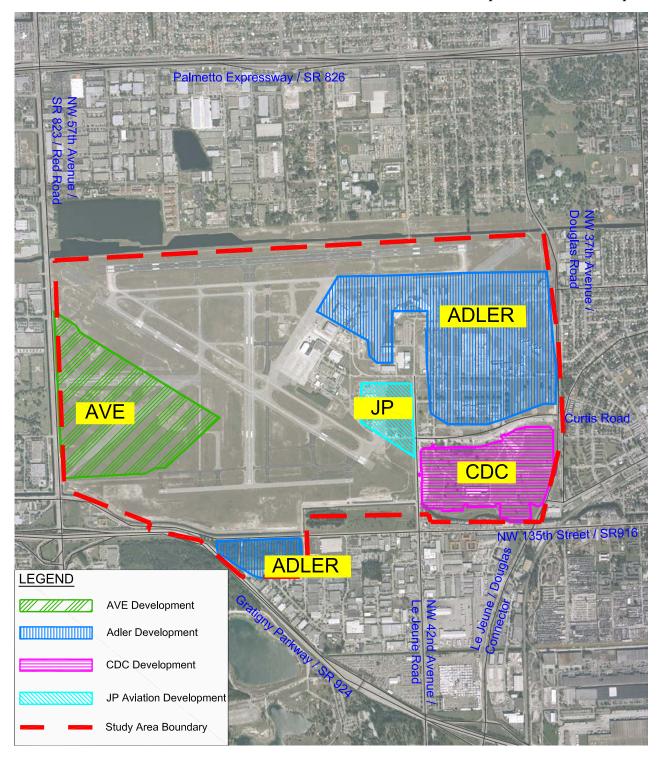
Development	Vehicle Trips (VPH) (PM Peak Hour)
AVE	1185
Adler	1134
Adler South	552
CDC	1120
JP	11
Total	4002
	(260)
	3742
	AVE Adler Adler South CDC JP

Source: Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., June 2007.

June 2007

Opa-locka Executive Airport



Source: Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 2



Development and Vicinity Map

IV. Concurrency Analysis

The concurrency analysis was completed to analyze the near-term impacts for the year 2010. This analysis was based on the Phase 1 development plans for each of the five previously described development areas. The study area for the concurrency analysis is generally defined as a subset of the overall study area that will be analyzed for the full-build out condition, and is comprised of the primary roadways (arterials, collectors, and highways) within the immediate vicinity of the airport.

4.1 Trip Generation

Table 3 lists the assumed Phase 1 land uses. A manual approach was used to generate the 2007 and 2010 (non-development or background) traffic volumes for each roadway link within the Concurrency Analysis Area. For links representing state controlled roadways, 2007 and 2010 traffic volumes were obtained from the Florida Department of Transportation's 2005 Traffic counts and Traffic Forecast. For links representing county controlled roadways, traffic counts were obtained from the Miami-Dade Department of Transportation, the "AVE Pre Development Agreement", David Plummer and Associates, April 2007, and counts performed as part of this study. All traffic counts were adjusted to the current year (2007) using an average growth factor developed using local historic traffic data and available forecasts. The assumed growth rate of 2.4 percent for county roadways was based on actual historical data, and growth rates for state roadways were based on FDOT forecasts available on a roadway-by-roadway basis. The 2007 traffic volumes were adjusted to estimate analysis year (2010) volumes by applying the same average growth rates used to develop the 2007 traffic volumes. The estimated 2010 traffic volumes were compared to the appropriate link capacities as defined by either the FDOT standard¹ (for State controlled roadways), or the Miami-Dade Concurrency Database ² (for County controlled roadways) to calculate the 2010 level of service (LOS) without the Project.

Table 3
Phase 1of New Development Associated with Proposed Project

Concurrency (2010)	Development AVE	General Aviation Airport Based Aircraft 111	Retail (1000 s.f.) 25	Fixed Base Operator (1000 s.f.)	Hotel (Rooms)	Office (1000 s.f.)	Warehouse (1000 s.f.) 900
	Adler	50	27			110.7	54
	Adler South		32.4		45	13.5	40.5
	CDC					207.6	1375.2
	JP	11					
	Total	172	84.4		45	332	2369.7
Credit for Demolition		(49)				(172.8)	
Net Development		123	84.4	0	45	159	2369.7

Source: Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., June 2007.

For traffic count data used in this analysis, or further information regarding the development of background traffic volumes unrelated to the Project, please refer to **Appendix A** and **Appendix B**.

¹ 2002 Quality/Level of Service Handbook, Florida Department of Transportation.

Miami-Dade County Concurrency Database dated May 2007

Table 4 lists the trips generated by the Project at Phase 1. The vehicle trips generated by the proposed Project (Phase 1) were developed using the Institute of Transportation Engineers (ITE) Trip Generation rates for the land uses as provided in the proposed land use plans for each individual development. The number of hotel rooms per development area was estimated based on an allowance of 300 square feet per room, less 20 percent for common use areas within each facility. From this conversion, ITE Trip Generation rates were determined.

Table 4

Trips Generated by Each Proposed Development at the End of Phase 1

	Development		Vehicle Trips (PM Peak Hour)
Concurrency (2010)	AVE (West Side of Airport)		510
	Adler / CDC /JP (East Side of Airport)		1093
	Adler South (South Side of Airport)		202
		Total	1805
Credit for Demolition			(288)
Net Development			1517

Source: Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., June 2007.

Trip generation rates for the general aviation related components of the development were estimated using a combination of information from the ITE Handbook and actual site-specific data. The following general procedures were used:

- General Aviation Hangars—Trip generation rates were developed by comparing the existing number of based aircraft to the estimated square footage of hangar space provided. This ratio was then used to estimate the approximate number of based aircraft that could be accommodated within the new development areas. The ITE Trip Generation rate for hangar space as a function of based aircraft was then used to estimate Project-related trips associated with hangars.
- **FBO Terminal Facilities**—Trip rates for terminal facilities were estimated by obtaining actual peak hour traffic counts accessing the Miami Executive Aviation FBO facility. Based on data obtained in May 2007, it was estimated that 103 vehicles accessed the site during the peak hour. These volumes were then divided by the overall square footage of the site (884,360 square feet) to determine a trip rate for similar facilities.³

4.2 Trip Distribution

As instructed by staff of Miami-Dade Department of Planning and Zoning (DP&Z), the estimated 2010 vehicle trips generated by the project were distributed throughout the Concurrency Analysis Area using the 2015 cardinal distributions obtained from the Miami-Dade Metropolitan Planning Organization (MPO). These distributed vehicle trips from the project were added to corresponding 2010 non-development or background vehicle trips to generate the 2010 with-project traffic volume

The FBO trips only apply to the 2030 Full-Build condition.

for each link. **Exhibit 3** presents the 2015 cardinal distribution for the Airport traffic analysis zone (TAZ 168) and the trip assignment for the Concurrency Analysis Area used in this study.

4.3 Concurrency Level of Service Analysis

Table 5 documents the 2010 traffic analysis for the Project for each of the key study area roadways within the Concurrency Analysis Area. As shown, the table describes the total volumes for the 2007, 2010 without Project, and 2010 with Project. The table also identifies those roadway links that would be impacted by the traffic generated by the Project. The Project was determined to create an impact for those roadway segments where (a) the roadway segment would not operate within the accepted LOS standards for a given segment type under the "with Project" condition and (b) the Project-related traffic on that roadway would comprise more than 5 percent of total roadway capacity. The results of the analysis are graphically described on subsequent exhibits.

Exhibit 4 illustrates the existing roadway laneage for the major arterials, collectors, and freeways with in the Concurrency Analysis Area. The five-year (2008) Transportation Improvement Program (TIP), May 24, 2007 indicates there are no planned improvements or new roadways anticipated within project's Concurrency Analysis Area.

Exhibit 5 illustrates the adopted concurrency LOS standards for the Concurrency Analysis Area roadways as of May, 2007, as determined by the Miami-Dade County Concurrency Database and the FDOT 2002 Quality/Level of Service Handbook.

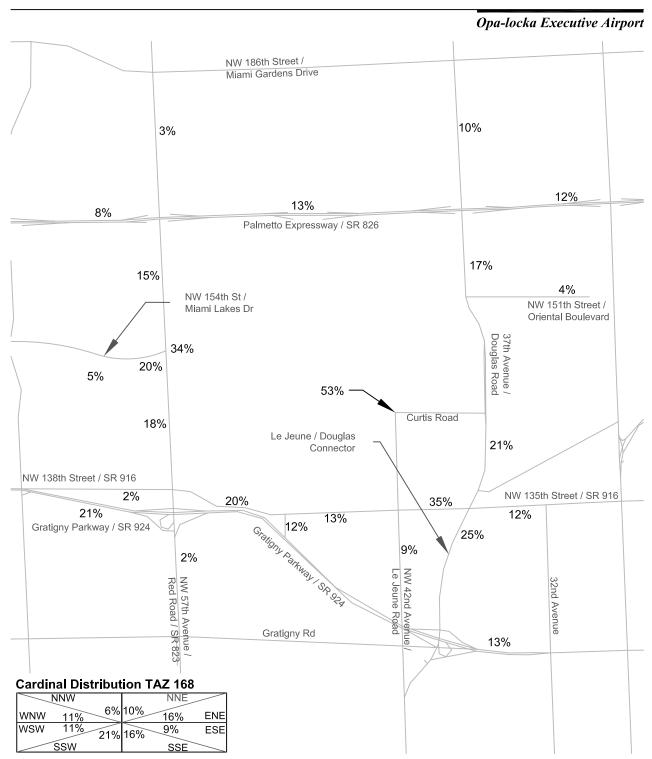
Exhibit 6 illustrates the existing 2007 LOS analysis for the Concurrency Analysis Area roadways.

Exhibit 7 presents the 2010 "without Project" concurrency LOS for the study area roadways as developed from information obtained from the sources note above. These LOS concurrency conditions include consideration of previously approved regional developments yet to be constructed, and currently programmed roadway capacity improvements, but it does not include traffic generated from the Project. This exhibit identifies the specific sections of roadway within the Concurrency Analysis Area that exceed the predetermined concurrency capacity and, therefore, failed to meet the concurrency LOS standards for 2010. These roadway sections are:

- NW 57th Avenue / Red Road / SR 823 between, NW 154th St. / Miami Lakes Dr. and Palmetto Expressway / SR 826
- NW 57th Avenue / Red Road / SR 823 between, NW 186th St. / Miami Gardens Dr and Palmetto Expressway / SR 826
- NW 57th Avenue / Red Road / SR 823 between, NW 138th St and Gratigny Pkwy / SR 924
- NW 138th St. SR(916) between, Palmetto Expressway / SR 826 and NW 57th Avenue / Red Road / SR 823

Exhibit 8 identifies the 2010 roadway links impacted by the project, the net new Project trips generated by each development, the concurrency link LOS, the Project trips assigned to each impacted link, and percentage of Project trips to link capacity for the impacted links as developed from information obtained from the sources note above. The exhibit identifies the specific roadway sections within the Concurrency Analysis Area that exceeded the adopted concurrency LOS standards and the contributed Project volumes that resulted in these links exceeding 5 percent of the roadway capacity. This roadway section is:

- NW 135th Street /SR 916, between NW 57th Avenue / Red Road / SR 823 and Adler South development driveway
- NW 135th Street /SR 916, between Adler South development driveway and NW 42nd Avenue / Le Jeune Road



Note: Estimated 2010 Cardinal distributions derived for 2015 data provided by Miami DADE MPO.

Source: Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 3

Assumed 2010 Cardinal Distributions and Project
north Trip Assignment for the Concurrency Analysis Area

Table 5

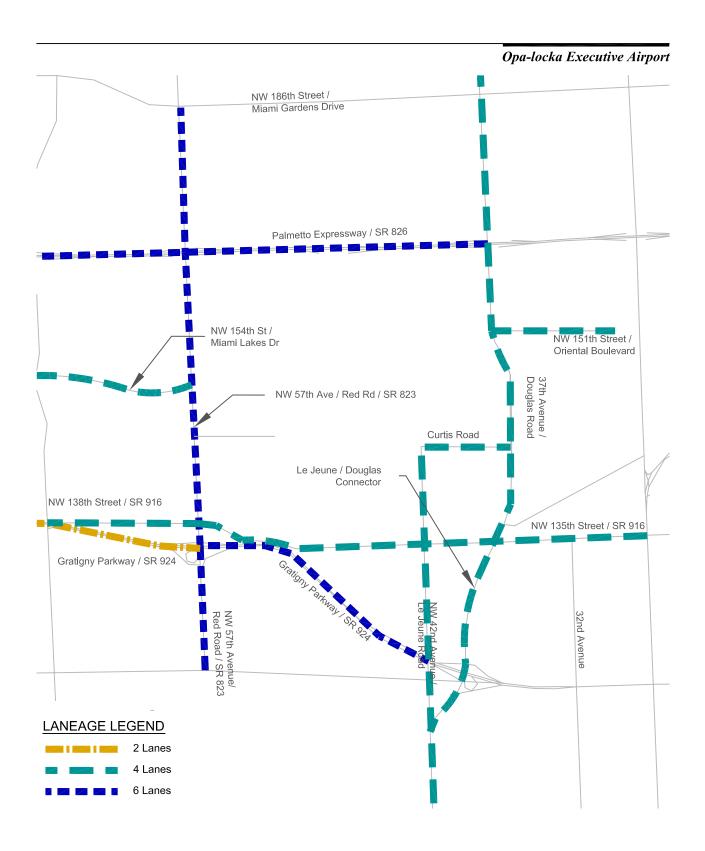
Traffic Concurrency Analysis

			Allowable	Capacity		Existing(2007)				2010 (Without	Project)		2010 (With Project)						
Roadway	Location	Lane Configuration ^{1/}	Level of Service (LOS)	Volume (VPH)	Developer Committed Trips (DOS Trips)	Volume (VPH)	Volume +DOS Trips (VPH)	V/C Ratio	Level of Service (LOS)	Volume (VPH)	Volume +DOS Trips (VPH)	V/C Ratio	Level of Service (LOS)	Project Trips	Volume (VPH)	V/C Ratio	Level of Service (LOS)	% Project Consumption	Project Impact
			[A]	[B]	[C]	[D]	[C+D]		· ·	[E]	[C+E]			[F]	[E+F]				
Florida State Roadways																			
Palmetto Expressway / SR 826	w/o NW 57 Ave. to NW 67 Ave.	F 6	E	11180	133	7176	7309	0.65	С	7183	7316	0.65	С	117	7433	0.66	С	1.05%	
Palmetto Expressway / SR 826	e/o NW 57 Ave./Red Rd. To NW 47 Ave.	F 6	E	11180	182	8215	8397	0.75	D	8343	8525	0.76	D	200	8725	0.78	D	1.79%	
Palmetto Expressway / SR 826	e/o NW 47 Ave./Red Rd. To NW 37 Ave.	F 6	E	11180	82	8498	8580	0.77	D	8675	8757	0.78	D	200	8957	0.80	D	1.79%	
Palmetto Expressway / SR 826	w/o NW 27 Ave./Red Rd. To NW 37 Ave.	F 6	E	11180	80	9643	9723	0.87	D	9849	9929	0.89	D	175	10104	0.90	E	1.57%	
NW 57 Ave./Red Rd. / SR 823	Between SR 826 and Miami Gardens Dr.	A 6	E	4920	607	5362	5969	1.21	F	5828	6435	1.31	F	43	6478	1.32	F	0.88%	
NW 57 Ave./Red Rd. / SR 823	Miami Lakes Dr. to SR 826	A 6	E	4920	561	4965	5526	1.12	F	5331	5892	1.20	F	225	6117	1.24	F	4.56%	
NW 57 Ave./Red Rd. / SR 823	Ave. Project Driveway to Miami Lakes Dr.	A 6	E	4920	561	3568	4129	0.84	D	3831	4392	0.89	D	307	4700	0.96	E	6.24%	
NW 57 Ave./Red Rd. / SR 823	N of NW 138 St. To Ave. Project Driveway	A 6	E	4920	561	3568	4129	0.84	D	3831	4392	0.89	D	271	4664	0.95	E	5.51%	
NW 57 Ave./Red Rd. / SR 823	s/o NW 138 St. To Gratigny Pkwy.	A 6	E	4920	0	4298	4298	0.87	D	5107	5107	1.04	F	168	5275	1.07	F	3.41%	
NW 135 St. / SR 916	w/o NW 42 Ave. To NW 27 Ave.	A 4	E	3270	34	2189	2223	0.68	С	2303	2337	0.71	С	535	2872	0.88	D	16.37%	
NW 135 St. / SR 916	w/0 NW 42 Ave. To Adler South Project Driveway.	A 4	E	3270	32	2866	2898	0.89	D	3077	3109	0.95	E	296	3405	1.04	F	9.06%	X
NW 135 St. / SR 916	Adler South Project Driveway. Ave. To NW 57 Ave.	A 4	E	3270	32	2866	2898	0.89	D	3077	3109	0.95	E	249	3358	1.03	F	7.61%	X
NW 138 St. / SR 916	FROM SR 826 To NW 57 Ave.	A 2	Е	1610	36	1696	1732	1.08	F	1740	1776	1.10	F	27	1804	1.12	F	1.69%	
Gratigny Pkwy / SR 916	w/o 27 Ave	A 6	E	4920	0	3542	3542	0.72	С	3650	3650	0.74	D	203	3853	0.78	D	4.13%	
Gratigny Pkwy. / SR 916	w/o NW 57 Ave.	U6	E	10010	0	4861	4861	0.49	В	5230	5230	0.52	В	322	5553	0.55	С	3.22%	
Gratigny Pkwy. / SR 916	w/o Le Jeune Rd.	U6	E	10010	36	3463	3499	0.35	В	3586	3622	0.36	В	183	3805	0.38	В	1.82%	
NW 57 Ave./Red Rd. / SR 823	n/o Gratigny Dr. to 135th St.	A 6	E	4920	0	2857	2857	0.58	С	2996	2996	0.61	С	28	3024	0.61	С	0.57%	
Miami Dade County Roadways																			
Miami Lakes Drive West	w/o Red Rd./NW 57 Ave. To NW 67 Ave.	4	E+20	3520	176	2143	2319	0.66	С	2301	2477	0.70	С	83	2560	0.73	С	2.35%	
NW 37 Ave./Douglas Road	s/o SR 826 To NW 135 St.	A 4	E	3730	509	2435	2944	0.79	D	2615	3124	0.84	D	318	3442	0.92	E	8.54%	
NW 37 Ave. /Douglas Road	s/o Heft From SR 826 To NW 215 St.	A 4	E	3110	184	1616	1800	0.58	С	1735	1919	0.62	С	144	2064	0.66	С	4.65%	
Le Jeune/Douglas Connector	n/o NW 119 St. from NW 42 Ave. To NW 135 St.	A 4	E	3930	44	2184	2228	0.57	С	2345	2389	0.61	С	386	2775	0.71	С	9.82%	
NW 151 St. /Oriental Boulevard	w/o NW 27 Ave. To NW 37 Ave.	4	E	3830	45	1088	1133	0.30	Α	1168	1213	0.32	Α	63	1276	0.33	В	1.64%	
NW 42 nd Ave./Le Jeune Road	n/o 135 St. To Curtis Rd.	A 4	E	3270	0	854	854	0.26	Α	917	917	0.28	Α	461	1378	0.42	В	14.08%	
NW 42 nd Ave./Le Jeune Road	s/o 135 St. To Gratigny Pkwy.	A 4	E	3270	0	1759	1759	0.54	С	1889	1889	0.58	С	135	2024	0.62	С	4.13%	
Curtis Road	w/0 NW 37 Ave. To Le Juene Rd.	4	E	3270	0	1303	1303	0.40	В	1399	1399	0.43	В	344	1744	0.53	С	10.53%	

Note:

Arterial Roads are identified as "A"; Florida Interstate Highway System (FIHS) Roads are Identified as "F"; and Uninterrupted Highways are identified and "U"

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc., June 2007.



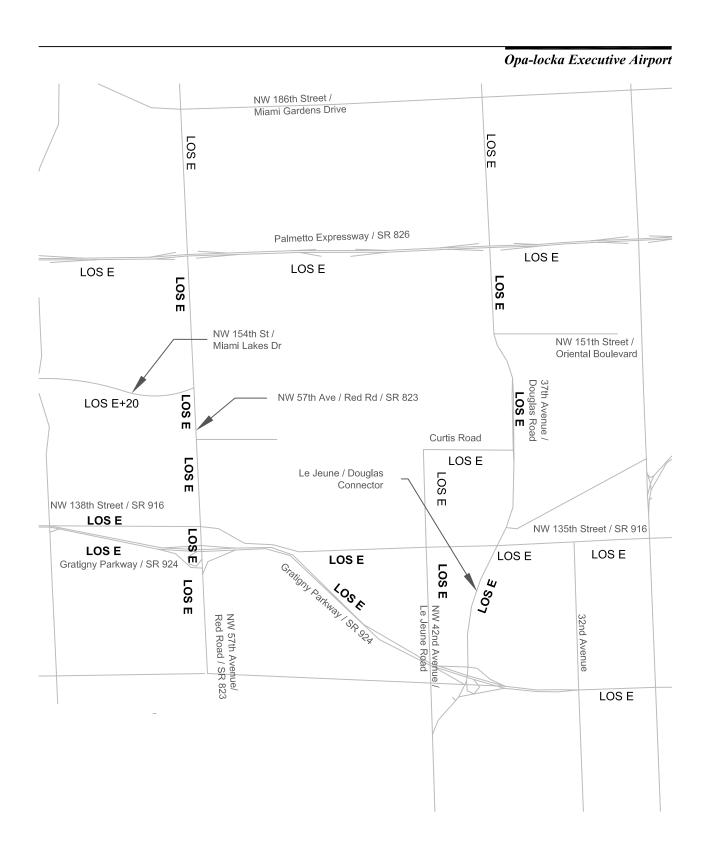
Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 4

Not to Scale

Existing (2007) Concurrency Area Roadway Laneage

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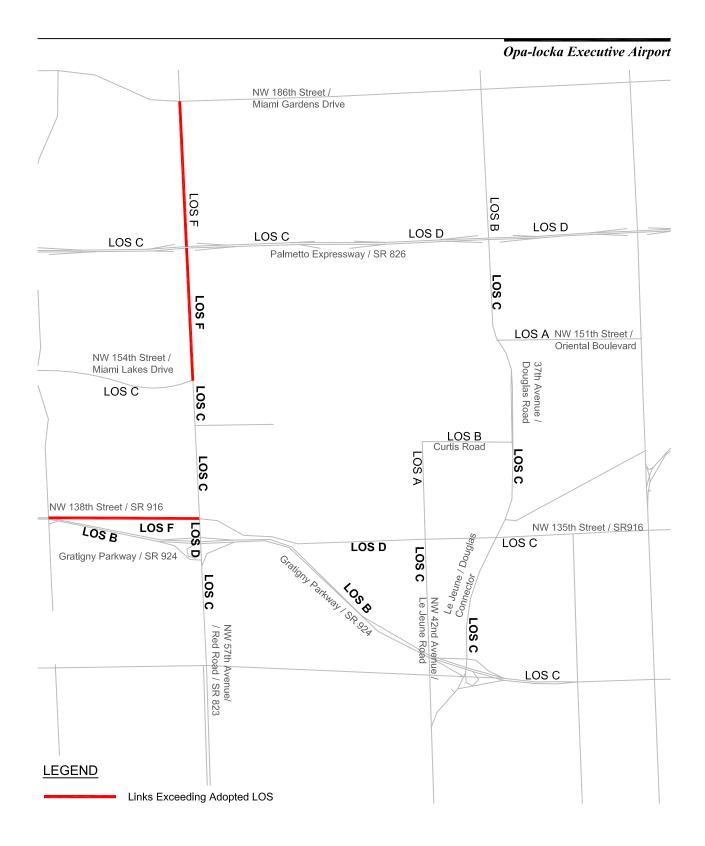
Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 5

Not to Scale

north

Adopted Concurrency Level of Service (LOS) for the Concurrency Analysis Area Roadways



Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 6



Existing 2007 Concurrency Level of Service (LOS) for the Concurrency Analysis Area

Not to Scale

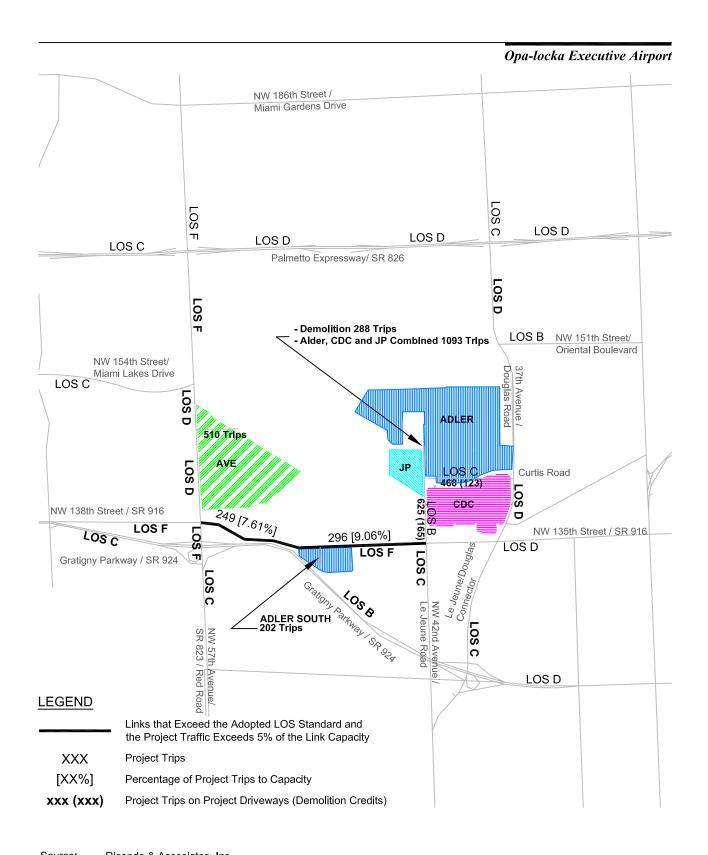


Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 7



2010 Concurrency Level of Service (LOS) for the Concurrency Analysis Area Roadways w/o Project



Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 8



2010 Roadway Links Impacted by Project, Link LOS, and Project Trips and Percentage of Project Trips to

N:\Opa Locka\04 Exhibits\Opa Locka Exhibits\Exhibit 8 2010.dwg_Layout: Exhibit x (2)_Jun 28, 2007, Capacity on Impacted Links

4.4 Potential Roadway Improvement

As shown previously on Exhibit 8 and in Table 5, it is anticipated that two roadway segments are anticipated to exceed capacity during the peak hour. As there are no planned transportation improvements included in the 2008 TIP to address the above noted roadway that failed to meet the concurrency LOS standards, it is anticipated that capacity enhancements may be required. The following improvements are noted:

- NW 135th Street / SR 916, between NW 57th Avenue / Red Road / SR 823 and Adler South development driveway— This roadway section exceeds capacity by 88 trips. Adding one additional lane per direction will increase link service volume from 3720 to 4920 vehicles per hour thereby improving the operations from LOS F to LOS C. The project share of this increase in capacity is 5.2 percent
- NW 135th Street / SR 916, between Adler South development driveway and NW 42nd Avenue / Le Jeune Road— This roadway section exceeds capacity by 135 trips. Adding one additional lane per direction will increase link service volume from 3720 to 4920 vehicles per hour thereby improving the operations from LOS F to LOS C. The project share of this increase in capacity is 8.0 percent.

V. Full-Build Analysis

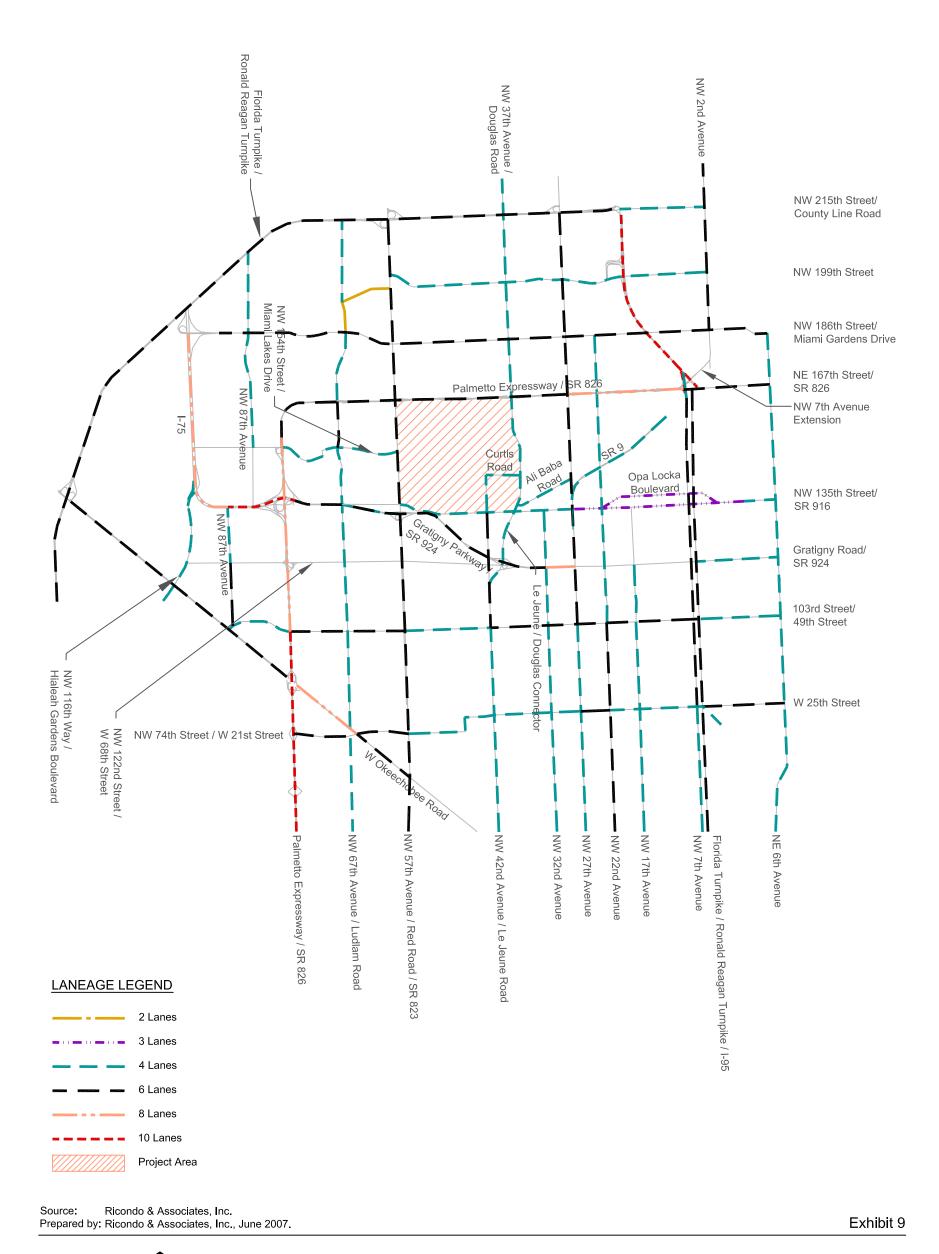
Based on direction provided by DP&Z staff, it was determined that full-build of the Project would be analyzed for 2030 conditions. This was based on the determination that the full build out of the project is anticipated to occur in the 10 to 15 year time frame, resulting in a build-out year of approximately 2022. The analysis year was then rounded up to 2030 to correspond with the availability of regional modeling data and when all currently planned long term roadway improvements would be in place.

5.1 Regional Modeling

As directed by DP&Z staff, transportation demand modeling was used to generate the 2030 traffic volumes for use in analyzing future Project conditions. The analysis area used to analyze the full-build out of the project was defined as the region that is centered on the Airport and extends to an approximate five mile radius around the Airport. **Exhibit 9** represents the 2030 Analysis Area and roadway laneage for this study.

The 2030 Florida Standard Urbanized Transportation Modeling Structure (FSUTMS) model was used to generate both the before and after development traffic estimates. In preparing the transportation model, it was assumed the priority one, two, three, and four improvements identified in the Miami-Dade Transportation Plan were implemented. Priorities one, two, three, and four improvements are summarized below in **Table 6.**

The Airport is comprised of the entire Traffic Analysis Zone (TAZ) 168 within the 2030 model. However, the zone was further disaggregated into three sub-areas to better represent the traffic conditions that would result from new access points to serve future Project development.



Not to Scale



Table 6 Priorities 1, 2, 3, and 4 Improvements from the Miami-Dade Transportation Plan within the Analysis Area

Roadway	Begin Limits	End Limits	LRTP Improvements
Priority I Improvements			
SR 934 / Hialeah Expressway	SR 826	SR 823 / NW 57 Ave	4 to 6
SR 860 / Miami Garden	320 Meters W. of NW 27 Ave	SR 91 / Turnpike	4 to 6
NW 37 Ave.	NW North River Dr.	NW 79 St.	Widen 2 to 5 Lanes
SR 823 / NW 57 Ave.	W 49 St. / 103 St.	NW 138 St.	4 to 6 Lanes
SR 826	NW 62 St.	North of FEC	ADD Lanes and Reconstruct (8 to 10)
SR 826	North of FEC	S. of NW 103 St.	Add Lanes and Reconstruct (8 to 10)
NW 87 Ave.	NW 58 St.	NW 74 St.	New 4-Lane Road
NW 87 Ave.	NW 74 St.	Okeechobee Rd.	New 4-Lane Road
SR 823 / NW 57 Ave.	SR 934 / W 21 St.	SR 932 / W 49 St.	Add 2 Lanes to 4 and Reconstruct
SR 823 / NW 57 Ave.	Okeechobee Rd.	SR 954 / W 21 St.	Add 2 Lanes to 4 and Reconstruct
SR 25 / Okeechobee Rd.	SR 826	East of W 12 Ave.	Add Lanes and Reconstruct
NW 72 Ave.	NW 74 St.	Okeechobee Rd.	2 to 4 Lanes and Bridge
W 24 Ave.	W 52 St.	W 76 St.	2 to 5 Lanes
NW 74 St.	Heft	NW 87 Ave.	New 2 Lanes
NW 74 St.	NW 87 Ave.	NW 84 Ave.	New 4 Lanes
NW 122 St.	Okeechobee	NW 87 Ave.	Widen 2 to 5 Lanes
NW 74 St.	Heft	NW 82 Ave.	New 3-Lane (Ultimately half of Project 382:widen to 6 Lanes)
Priority II Improvements			
I-75 Interchange at NW 154 St.			New Interchange
NW 74 St.	SR 826	Heft	Widen to 6 lanes
Okeechobee Rd.	Krome Ave., NW 138 St., NW 9	5 St.	Construct Grade Separated Free Flow Lanes
Priority III Improvements			
NW 87 Ave.	NW 58 St.	Okeechobee Rd.	Widen to 6 Lanes
NW 87 Ave.	NW 183 St.	County Line	New 2-4 Lane
Priority IV Improvements			
Heft	US-27	I-75	Widen to 8 Lanes
Heft	SR 836	US-27	6 to 8 Lanes + 2 Aux Lanes
Heft	I-75	FL Turnpike	4 to 6 Lanes (Shown as funded Broward LRTP)
Miami Gardens Drive	I-75	NW 57 Ave.	4 to 6 Lanes
West 76 St.	West 36 Ave.	West 20 Ave.	Widen 2 to 5 Lanes
SR 826 - HOV	I-75	Interchange	One HOV Lane each direction

Miami-Dade Transportation Plan (to the Year 2030), 2004. by: Ricondo & Associates, Inc., June 2007. Source:

Prepared by:

Prior to running the 2030 FSUTMS Model, model inputs were reviewed to ensure priority one, two, three, and four projects listed in Table 6 were included. Following this review, the 2030 FSUTMS Model was run without the proposed Project to generate the base background 2030 roadway network conditions. Results from this model run were reviewed and evaluated for reasonableness. Once the 2030 FSUTMS Model was determined to be valid, the model inputs were adjusted to incorporate future trips associated with the Project. The 2030 FSUTMS Model generated Annual Average Daily Traffic (AADT) volumes for each of the models individual roadway links. The AADT volumes for links within the 2030 Analysis Area were converted to a peak hour volume by applying the K factor obtained from the most recent FDOT traffic counts (2005). For further information regarding the development of Project related trip generation traffic volumes, please refer to **Appendix A** and **Appendix B**.

5.2 2030 Level of Service Analysis

5.2.1 Maximum Service Volumes Standards

The maximum service volumes previously used for the concurrency analysis were based on the concurrency database maintained by the Miami-Dade County DP&Z, calculated to reflect traffic volumes and signalization conditions on individual roadway segments. However, because it is difficult to predict future network operational changes to the year 2030, DP&Z requires that the two-way maximum service volumes for 2030, for both State and Local roads, be based upon the Florida Department of Transportation's (FDOT) 2002 Quality/Level of Service Handbook.

The LOS standard is consistent with the Miami-Dade County Comprehensive Plan. The adopted LOS standards for the study area roadways are illustrated on **Exhibit 10**. To better understand the LOS conditions and evaluation criteria presented in the exhibit, a brief explanation of the County's adopted standard follows. The County's adopted roadway LOS standards for areas inside the Urban Infill Areas (UIA)) are: LOS E (.91 - 1.0 v/c ratio) if no transit service is available along the corridor; LOS E+20 (up to 120 percent of capacity) if transit service with 20-minute headways is provided within one-half mile of the corridor; and LOS E+50 (up to 150 percent of capacity) if some form of extraordinary transit, such as express bus or commuter rail service, is available to serve the corridor.

5.2.2 2030 Without Project Conditions

The 2030 FSUTMS Model without-project condition was run to establish the benchmark traffic activity for the 2030 Analysis Area. **Exhibit 11** and **Table 7** present the LOS calculations for the analysis area generated from the FSUTMS Model run output for the without-project condition. The maximum service volumes are based upon FDOT's 2002 Quality/Level of Service Handbook.

Exhibit 11 shows that many of the roadways links within the study area are expected to operate above capacity, exceeding the County's maximum adopted LOS standards of: LOS E, LOS E + 20 (120 percent of LOS E capacity) and LOS E + 50 (150 percent of LOS E capacity).



Source: Ricondo & Associates, Inc. Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 10

Not to Scale





Source: Ricondo & Associates, Inc. Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 11

Not to Scale



Table 7 (1 of 3)

2030 Analysis Area Level of Service (LOS) Calculations

	Without Project ZU-SU Without Project AVE Project Peak Adler Project Peak Adler South Project CDC Project Peak JP Project Peak AVE Project Peak Adler Project Peak Adler Project Peak Adler South Project Peak Adler Proje						et .																				
				Peak hour Two	FSUTMS				2030 LOS	AVE Project Hour Tr		Adler Projec Hour Tri		ller South F Peak Hour	-	DC Project Hour Tri		JP Project Hour Tri		Demoli		otal Project Peak Hour Trips	Peak Hour	2030 V/C		2030 LOS	% Project Trips Impact
Roadway	From	То	Facility Type	Way Service	Volume		Peak Hou		Without	1185	5	1134		552		1120		11		260		3742	Volume	With	Adopted LOS		to Service
NW 215nd St / County Line Road	NW 2nd Ave Florida Turnpike / HEFT	Florida Turnpike / Ronald Reagan Turnpike SR817 / NW 7th Ave	A 4L A 4L	Volume (VPH) 3270 3270	45865 41591	8.79% 8.79%	4032 3656	1.23 1.12	Project F F	Distribution 9 0 0	7 Trips 0 0	Distribution 9 1 1	<u>7rips Dis</u> 11 11	o 0 0	7 Trips Dis	stribution 9 1 1	7 Trips Dis 11 11	stribution ^c 1 1	% Trips Di 0 0	stribution % 1 1	3 3	20 20	(VPH) 4052 3676	1.24 1.12	Standard E E	Project F F	0.61% 0.61%
HEFT	Florida Turnpike / Ronald Reagan Turnpi 27th Ave / Carrie P Meek Blvd SR 858 / 37th Ave / Douglas Rd SR 847 / 47th Ave SR 823 / NW 57th Ave / Red Rd NW 67th Ave / Ludlam Rd I-75	ike 27th Ave / Carrie P Meek Blvd SR 858 / 37th Ave / Douglas Rd SR 847 / 47th Ave SR 823 / NW 57th Ave / Red Rd NW 67th Ave / Ludlam Rd I-75 W Okeechobee Rd	6 6 6 6 6	11180 11180 11180 11180 11180 11180	74415 102122 102122 102362 100513 100244 110836	8.79% 8.79% 8.79% 8.79% 8.79% 8.79% 8.79%	6541 8977 8977 8998 8835 8811 9742	0.59 0.80 0.80 0.80 0.79 0.79 0.87	C D D D	0 0 1 1 0	0 0 12 12 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 12 12 0 0	6541 8977 8988 9009 8835 8811	0.59 0.80 0.80 0.81 0.79 0.79 0.87	E E E E E	C D D D	0.00% 0.00% 0.11% 0.11% 0.00% 0.00%
NW 186th St / Miami Gardens Dr	I-75 NW 87th Ave NW 82nd Ave NW 67th Ave / Ludlam Rd SR 823 / NW 57th Ave / Red Rd SR 847 / 47th Ave SR 858 / 37th Ave / Douglas Rd 27th Ave / Carrie P Meek Blvd NW 22nd Ave Florida Tumpike / Ronald Reagan Turnpi NW 2nd Ave	NW 87th Ave NW 82nd Ave NW 67th Ave / Ludlam Rd SR 823 / NW 57th Ave / Red Rd SR 847 / 47th Ave SR 858 / 37th Ave / Douglas Rd 27th Ave / Carrie P Meek Blvd NW 22nd Ave	A 6L A 6L A 6L A 6L A 6L A 6L A 6L A 6L	4920 4920 4920 4920 4920 4920 4920 4920	60311 44593 44563 56887 56887 43954 47855 53616 46143 63080 96061	8.79% 8.79% 8.79% 8.79% 8.79% 8.79% 8.79% 8.79% 8.79% 8.79% 8.79%	5301 3920 3917 5000 5000 3864 4206 4713 4056 5545 8444	1.08 0.80 0.80 1.02 1.02 0.79 0.85 0.96 0.82 1.13	F D D F E D F F	0 0 0 1 1 1 1 1 0 0	0 0 0 12 12 12 12 12 12 0 0	0 0 0 1 2 2 0 2 0 1 1	0 0 0 11 23 23 0 23 0 11	0 0 0 1 0 0 0 1 0 0	0 0 0 6 0 0 0 6	0 0 0 1 2 2 0 2 0 1	0 0 0 111 22 22 0 22 0 111	0 0 0 1 2 2 0 2 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 2 2 0 2 0 1	0 0 0 3 5 5 0 5 0 3	0 0 0 37 52 52 12 57 0 26 20	5301 3920 3917 5038 5052 3916 4218 4770 4056 5570 8464	1.08 0.80 0.80 1.02 1.03 0.80 0.86 0.97 0.82 1.13		F D D F F F F	0.00% 0.00% 0.00% 0.76% 1.06% 1.06% 1.24% 1.17% 0.00% 0.52% 0.41%
NW 199th St / SR 854	NW 2nd Ave Florida Turnpike / Ronald Reagan Turnpi 27th Ave / Carrie P Meek Blvd SR 858 / 37th Ave / Douglas Rd SR 847 / 47th Ave SR 823 / NW 57th Ave / Red Rd	Florida Turnpike / Ronald Reagan Turnpike ke 27th Ave / Carrie P Meek Blvd SR 858 / 37th Ave / Douglas Rd SR 847 / 47th Ave SR 823 / NW 57th Ave / Red Rd NW 67th Ave / Ludlam Rd	A 4L A 4L A 4L A 4L A 4L A 2L	3270 3270 3270 3270 3270 3270 1550	50300 58522 44790 35905 31858 16384	8.79% 8.79% 8.79% 8.79% 8.79% 8.79%	4421 5144 3937 3156 2800 1440	1.35 1.57 1.20 0.97 0.86 0.93	F F E D	0 0 0 0 0	0 0 0 0 0	1 1 0 1 1 0	11 11 0 11 11	0 1 0 1 1	0 6 0 6 6	1 1 0 1 1	11 11 0 11 11	1 1 0 1 1	0 0 0 0 0	1 1 0 1 1 0	3 3 0 3 3	20 26 0 26 26 0	4441 5170 3937 3182 2826 1440	1.36 1.58 1.20 0.97 0.86 0.93	E E E E	F F E D	0.61% 0.78% 0.00% 0.78% 0.78% 0.00%
NW 7th Ave Ext	NW 2nd Ave	Florida Turnpike / Ronald Reagan Turnpike	A 4L	3924	50083	8.79%	4402	1.35	F	1	12	1	11	1	6	1	11	1	0	1	3	37	4440	1.36	E+20	F	0.95%
Palmetto Expway / SR 826	Florida Turnpike / Ronald Reagan Turnpi NW 22nd Ave 27th Ave / Carrie P Meek Blvd SR 858 / 37th Ave / Douglas Rd SR 847 / 47th Ave SR 823 / NW 57th Ave / Red Rd NW 67th Ave / Ludlam Rd NW 154th St / Miami Lakes Dr Gratigny Pkwy / SR 924 NW 122nd St / W 68th St NW 103rd St / W 49th St W Okeechobee Rd NW 74th St / Connector	ke NW 22nd Ave 27th Ave / Carrie P Meek Blvd SR 858 / 37th Ave / Douglas Rd SR 847 / 47th Ave SR 823 / NW 57th Ave / Red Rd NW 67th Ave / Ludlam Rd NW 154th St / Miami Lakes Dr Gratigny Pkwy / SR 924 NW 122nd St / W 68th St NW 103rd St / W 49th St W Okeechobee Rd NW 74th St / Connector NW 58th St	8 8 6 6 6 8 8 8 8 10 10	15240 15240 15240 15240 15240 15240 15240 15240 15240 15240 19310	185720 153553 153692 150700 147382 147398 136559 174477 208863 210872 226379 224502 267620	7.07% 7.07% 7.07% 7.07% 7.07% 7.07% 7.07% 7.07% 7.07% 7.07% 7.07% 7.07% 7.07% 7.07%	13130 10856 10866 10654 10420 10421 9655 12336 14767 14909 16005 15872 18921	0.86 0.71 0.71 0.70 0.68 0.63 0.81 0.97 0.98 0.83 0.82		4 5 5 6 6 0 0 0 9 8 8 8	47 59 59 71 71 0 0 0 107 95 95 95	4 5 4 2 2 2 0 0 6 6 6 6 6	45 57 45 23 23 23 0 0 68 68 68 68 68	2 2 0 0 0 0 0 0 8 6 6 6	11 11 0 0 0 0 0 0 0 0 44 33 33 33 33	4 5 4 2 2 2 0 0 6 6 6 6 6	45 56 45 22 22 22 0 0 67 67 67 67	4 5 4 2 2 2 0 0 6 6 6 6	0 1 0 0 0 0 0 0 0 1 1 1 1	4 5 4 2 2 2 0 0 6 6 6 6 6	10 13 10 5 5 5 0 0 16 16 16 16	139 171 139 111 111 40 0 0 271 248 248 248 248	13269 11027 11005 10766 10531 10461 9655 12336 15038 15157 16253 16121 19169	0.87 0.72 0.72 0.71 0.69 0.69 0.63 0.81 0.99 0.99 0.84 0.83			0.91% 1.12% 0.92% 0.73% 0.73% 0.26% 0.00% 0.00% 1.78% 1.63% 1.29% 1.29%
NE 167th St / SR826	I-95	NE 6th Ave	A 6L	5904	85638	8.79%	7528	1.53	F	2	24	3	34	2	11	3	34	3	0	3	8	95	7622	1.55	E+20	F	1.61%
Curtis Rd	Le Jeune Rd	Douglas rd	A 4L	3270	15699	8.79%	1380	0.42	В	0	0	36	408	5	28	36	403	36	4	36	94	749	2129	0.65	E	С	22.92%
NW 154th St / Miami Lakes Dr	NW 87th Ave Palmetto Expway / SR 826 NW 67th Ave / Ludlam Rd	Palmetto Expway / SR 826 NW 67th Ave / Ludlam Rd SR 823 / NW 57th Ave / Red Rd	A 4L A 4L A 4L	3270 3270 3270	35291 37428 32623	8.79% 8.79% 8.79%	3102 3290 2868	0.95 1.01 0.88	E F D	2 3 7	24 36 83	1 1 2	11 11 23	2 2 4	11 11 22	1 1 2	11 11 22	1 1 2	0 0 0	1 1 2	3 3 5	55 67 145	3157 3357 3013	0.97 1.03 0.92	E E E	E F E	1.68% 2.04% 4.44%
Ali Baba Rd	SR 858 / 37th Ave / Douglas Rd 27th Ave / Carrie P Meek Blvd	27th Ave / Carrie P Meek Blvd NW 22nd Ave	A 4L A 4L	3270 3270	28307 25179	8.79% 8.79%	2488 2213	0.76 0.68	D C	3 2	36 24	8 6	91 68	7 7	39 39	8 6	90 67	8 6	1	8 6	21 16	235 183	2723 2396	0.83 0.73	E E	D C	7.17% 5.59%
SR 9	27th Ave / Carrie P Meek Blvd NW 22nd Ave	NW 22nd Ave I-95	A 4L A 4L	3270 3270	28397 33826	8.53% 8.53%	2422 2885	0.74 0.88	D D	1 3	12 36	2 6	23 68	2 5	11 28	2 6	22 67	2 6	0 1	2 6	5 16	63 183	2485 3069	0.76 0.94	E E	D E	1.93% 5.61%
Gratigny Pkwy / SR 924	I-75 NW 87th Ave Palmetto Expway / SR 826 NW 67th Ave / Ludlam Rd SR 823 / NW 57th Ave / Red Rd Le Jeune- Douglas Connector	NW 87th Ave Palmetto Expway / SR 826 NW 67th Ave / Ludlam Rd SR 823 / NW 57th Ave / Red Rd Le Jeune - Douglas Connector NW 32nd Ave	10 10 6 6 6 6	19310 19310 12012 12012 10010 10010	140706 198806 128275 128275 95294 118267	8.79% 8.79% 8.79% 8.79% 8.79% 8.79%	12368 17475 11275 11275 8376 10396	0.64 0.90 1.13 1.13 0.84 1.04	C E E+13 E+13 D F	6 15 25 25 8 10	71 178 296 296 95 119	4 11 18 18 1 4	45 125 204 204 11 45	5 14 14 14 1 1	28 77 77 77 6 22	4 11 18 18 1 4	45 123 202 202 11 45	4 11 18 18 1 4	0 1 2 2 0 0	4 11 18 18 1 4	10 29 47 47 3 10	179 476 734 734 120 221	12547 17951 12010 12010 8497 10616	0.65 0.93 1.20 1.20 0.85 1.06	E E E+20 E+20 E	C E E+20 E+20 D F	0.93% 2.46% 6.11% 6.11% 1.20% 2.21%
Gratigny Rd / SR 924	NW 32nd Ave 27th Ave / Carrie P Meek Blvd NW 22nd Ave NW 17th Ave I-95 NW 2nd Ave SR 823 / NW 57th Ave / Red Rd	27th Ave / Carrie P Meek Blvd NW 22nd Ave NW 17th Ave I-95 NW 2nd Ave NE 6th Ave Gratigny Pkwy / SR 924	A 8L A 6L A 6L A 6L A 4L A 4L	6360 4920 4920 4920 3270 3270 3270	83730 69760 64611 60503 46102 47307	8.79% 8.79% 8.79% 8.79% 8.79% 8.79%	7360 6132 5679 5318 4052 4158	1.16 1.25 1.15 1.08 1.24 1.27	F F F F	7 6 4 3 1 1	83 71 47 36 12 12	4 4 4 3 1 1	45 45 45 34 11 11	4 4 4 3 1 1	22 22 22 17 6 6	4 4 4 3 1 1	45 45 45 34 11 11	4 4 4 3 1 1	0 0 0 0 0 0	4 4 4 3 1 1	10 10 10 8 3 3	185 173 150 112 37 37 213	7545 6305 5829 5430 4090 4196	1.19 1.28 1.18 1.10 1.25 1.28	E E E E	F F F F	2.91% 3.52% 3.04% 2.28% 1.14% 6.50% X
NW 122nd St / W 68th St	Hialeah Gardens Blvd / NW 116th Way	NW 87th Ave	A 4L	3270	41572	8.79%	3654	1.12	F	1	12	0	0	1	6	0	0	0	0	0	0	17	3672	1.12	F	F	0.53%
IZZIN OL / W OURI OL	NW 87th Ave Palmetto Expway / SR826 NW 67th Ave / Ludlam Rd	NW 67th Ave Palmetto Expway / SR826 NW 67th Ave / Ludlam Rd SR 823 / NW 57th Ave / Red Rd	A 4L A 4L A 4L A 4L	3270 3270 3270 3270	40230 47682 34497	8.79% 8.79% 8.79%	3536 4191 3032	1.08 1.28 0.93	F F E	1 2 3	12 24 36	1 1 2	11 11 23	1 2 3	6 11 17	1 1 2	11 11 22	1 1 2	0 0 0	1 1 2	3 3 5	37 55 92	3574 4246 3124	1.09 1.30 0.96	E E E	F E	1.14% 1.68% 2.82%
NW 135th St	SR 823 / NW 57th Ave / Red Rd Adler South Driveway Le Jeune Rd / 42nd Ave SR 858 / 37th Ave / Douglas Rd 27th Ave / Carrie P Meek Blvd NW 22nd Ave NW 17th Ave	Adler South Driveway Le Jeune Rd / 42nd Ave SR 858 / 37th Ave / Douglas Rd 27th Ave / Carrie P Meek Blvd NW 22nd Ave NW 17th Ave 1-95	A 4L A 4L A 4L 3 OW 3 OW 3 OW	3270 3270 3270 4905 2710 2710 2710	45242 45242 41505 38397 19921 21864 16571	8.79% 8.79% 8.79% 8.79% 8.79% 8.79% 8.79%	3977 3977 3648 3375 1751 1922 1457	1.22 1.22 1.12 1.03 0.65 0.71 0.54	F F E C C C	13 13 8 4 2 2	154 154 95 47 24 24	26 26 11 10 4 3	295 295 125 113 45 34 23	57 43 21 10 4 3	315 237 116 55 22 17	26 26 11 10 4 3 2	291 291 123 112 45 34 22	26 26 11 10 4 3	3 3 1 1 0 0	26 26 11 10 4 3 2	68 68 29 26 10 8	990 913 431 303 126 100 63	4967 4889 4080 3678 1877 2022 1520	1.52 1.50 1.25 1.12 0.69 0.75 0.56	E E E+50 E E	F F F E+12 C D	30.27% X 27.91% X 13.19% X 6.18% 4.65% 3.71% 2.32%

Table 7 (2 of 3)

2030 Analysis Area Level of Service (LOS) Calculations

Part							W	/ithout Proje	ect										Wi	th Project									
Part											AVE Proje	ct Peak	Adler Project	Peak Ad	ller South F	Project C	DC Project	t Peak	JP Project	Peak		1	Total Project Peak	Total 2030					Project
Second S		_	_					Daale Hassa	2020 1/ /					os P		Trips				ips	Domontio		Hour Trips	Peak Hour		Ad			mpact
March Marc	Roadway	From	10	Facility Type	•		K Factor		2030 V /					Trips Dis		6 Trips Di				% Trips D		Trips	3/42	_					
Control Cont					1800	19386	8.79%			Ē		0	1	11	1	6	1	11	1	0	1	3			0.96	Е	Ē	1.42%	
March Marc		NW 2nd Ave	NE 6th Ave	A 4L	3270	55759	8.79%	4901	1.50	F	1	12	2	23	2	11	2	22	2	0	2	5	63	4964	1.52	E	F	1.93%	
Property	Opa Locka Blvd			00	20		0.1070			C	2		3	٠.	2			34 34	•	•	3	8			0.01	E	C	0.0070	
March Marc		NW 17th Ave	I-95	3 OW	2710	16091	8.79%	1414	0.52	_	i	12	2	23	2			22		0	2	5	63	1477	0.55	Ē	č	2.32%	
Part Control C		I-95	NW 2nd Ave	3 OW	2710	20345	8.79%	1788	0.66	С	1	12	1	11	1	6	1	11	1	0	1	3	37	1826	0.67	E	С	1.38%	
See Line Line Line Line Line Line Line Li	103rd St / 49th St									F	0	0	0	0	0	0	0	0	0	0	0	0	0				F		
March Marc		NW 67th Ave / Ludlam Rd	SR 823 / NW 57th Ave / Red Rd	A 6L	5904	58830	8.79%	5171	1.05		2	24	2		2	11	2		2	0	2	5	75	5246	1.07	E+20		1.27%	
Marcha M											1		2		0	0 17	2		2	0	2	5 10							
My 220 Mode My 270 Mode		NW 32nd Ave	27th Ave / Carrie P Meek Blvd	A 6L	5904	50771	8.79%	4463	0.91	Ē	1		2		1	6	2	22	2	0	2	5	57	4520	0.92	E+20	Ē	0.97%	
Mile										E D	0	0	1 1	11 11	1 1	6 6	1	11 11	1	0	1 1	3					E D		
NY Fine I No Fin		NW 17th Ave	I-95	A 6L	5904	53636	8.79%	4715	0.96	E	1	12	1		0	0	1		1	0	1	3		4747	0.96		E	0.54%	
Mary Care Mary Care Mary Care Mary Care C										F	-	0	0	0	-	0	0	0	0	-	0	0				E	F		
Mary Care Mary Care Mary Care Mary Care C	NW 74th St / W 21st St	NW 107th Ave	NW 87th Ave	A 6L	7380	45218	8.79%	3975	0.81	D	0	0	0	0	0	0	0	0	0	0	0	0	0	3975	0.81	E+50	D	0.00%	
March Control Contro	***	NW 87th Ave	Palmetto Expway / SR826	A 6L			8.79%				1		1	11	1	6	1		1	0	1	3							
No State La Jean Park (Joseph Ame Mark State La Jean Park (Joseph Ame La J											-	0	-	0		0	-	0	-	-		0	0						
No.		SR 823 / NW 57th Ave / Red Rd	Le Jeune Rd / 42nd Ave	A 4L	4905	51125	8.79%	4494	1.37	E+37	1	12	0	0	0	0	0	0	0	0	0	0	12	4506	1.38	E+50	E+38	0.24%	
Part	NW 25th St										1	12	2	23	2	11	2	22	2	0	2	5	63						
NV 220 Are NV 720 Are NV											0	0	0	0	0	0	0	0	0	0	0	0	0						
1-95 My 2nd Ave A 4L 2270 376 27				A 4L				3763			0	0	1	11	0	0	1		1	0	1	3			1.16	E+50	E+16		
Vicinity		I-95			3270	30210		2655	0.81		0	0	0	0	0	0	0	0	0	0	0	0	0	2655	0.81	E	D	0.00%	
Halled Gardens Bird / NV 116h Vay N 87h Ave Plant Bird (Spring) SR265 A BL 4020 55200 8.79% 4852 0.99 E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		NW 2nd Ave	NE 6th Ave	A 6L	4920	31746	8.79%	2790	0.57	С	0	0	0	0	0	0	0	0	0	0	0	0	0	2790	0.57	E	С	0.00%	
NW 57th Ave Painettic Exprosely SR268 A GL 4920 69469 8.79% 5714 1.08 F 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	W Okeechobee Rd									D	1	12	0	0	0	0	0	0	0	0	0	0	12			E	D		
Forda Tumpke / HEFT NV 196th St / Mamil Gardens Dr 8 15240 1927 1927 192		NW 87th Ave	Palmetto Expway / SR826	A 6L	4920	60460	8.79%	5314	1.08	F	0	0	0	0	0	0	0	0	0	0	0	0	0	5314	1.08	Ē	F	0.00%	
Florida Tumpike / HEFT NW 198h St / Maim Gardens Dr 8 15240 192170 82% 15796 1.04 F 6 71 4 45 6 33 4 45 4 0 4 10 184 15208 1.00 E F 1.21% NW 198h St / Maim Lakes Dr 8 15240 170721 82% 15796 1.04 F 6 71 4 45 8 33 4 45 4 0 4 10 184 15208 1.00 E F 1.21% NW 198h St / Maim Lakes Dr Gardapp Pwy / St 924 8 15240 170721 82% 14551 0.05 E F 1.21% NW 198h St / Maim Lakes Dr Maria Lakes Dr 8 15240 170721 82% 15796 1.04 F 6 71 4 45 8 40 4 10 184 15208 1.00 E F 1.21% NW 198h St / Maim Lakes Dr 0.07			NW 67th Ave / Ludlam Rd SR 823 / NW 57th Ave / Red Rd							E F	-	0	-	0	-	0		0					0			E E	E F		
NV 156th St / Mamin Lakes Dr 8 15240 192170 8.22% 15796 1.04 F 6 71 4 45 6 33 4 45 4 0 4 10 195 14747 1.05 E F 1.21%	1.75									-	0	74	4	45		22	4	45	4	0	4	-	-			-	-		
NW 87th Ave Florida Tumpike / HEFT NW 186th St / Miami Gardens Dr NW 17th NW 17th St / Miami Gardens Dr NW 17th NW 1	1-75	NW 186th St / Miami Gardens Dr	NW 154th St / Miami Lakes Dr	8	15240	192170	8.22%	15796	1.04	F	6	71	4		6		4		4	0	4	10	184	15981	1.05	Ē	F	1.21%	
NW 188h St / Mami Gardens Dr NW 154th St / Mami Lakes Dr N		NW 154th St / Miami Lakes Dr	Gratigny Pkwy / SR 924	8	15240	177021	8.22%	14551	0.95	E	6	71	4	45	8	44	4	45	4	0	4	10	195	14747	0.97	E	E	1.28%	
Graftgry-Pkwy/ SR 924 NW 122nd SI /V 98th St 103nd SI / 49th St 103nd	NW 87th Ave									A	0	0	0	0	0	0	0	0	0	0	0	0	0			E	A		
103rd St / 49th St NW 74th St / W 21st St A 6L 4920 40426 8.79% 3533 0.72 C 0 0 0 0 0 0 0 0 0			NW 122nd St / W 68th St		3270	31468		2766		D	1	12	0	0	1	6	0	0	0	0	0	0	17	2783		Ē	D		
NW 74th St / W 21st St NW 58th St A 6L 4920 3534 8.79% 3106 0.63 C 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										E	1	12	Ü	0	1	6	·	0	0	•	0	0	17			E	E		
NW 196th St NW 122nd St / W 68th St NW 122nd St / W 68th St A 4L 3270 3924 8.79% 2463 0.75 D 1 12 1 11 1 6 1 11 1 0 1 3 37 2501 0.76 E D 1.14% NW 122nd St / W 68th St W Okeechobee Rd A 4L 3270 39249 8.79% 3450 1.06 F 1 12 0 0 0 0 0 0 0 0 0 0 0 0 0 12 3462 1.06 E F 0.36% NW 107th Ave A 6L 4920 5495 8.79% 4831 0.98 E I D 1.44% NW 199th St NW 198th St / Miami Gardens Dr A 6L 4920 44097 8.79% 3876 0.79 D 1 1 12 1 11 1 6 1 1 1 0 1 3 37 3914 0.80 E D 0.76% NW 186th St / Miami Gardens Dr Palmetto Expway A 4L 3924 63206 8.79% 5556 1.70 F 2 24 2 23 2 11 2 22 2 0 0 2 5 75 5631 1.72 E+20 F 1.91% Palmetto Expway NW 154th St / Miami Lakes Dr Gratigny Pkwy / SR 924 A 4L 3924 46038 8.79% 4047 1.24 F 0 0 0 1 1 1 0 0 1 1 3 2 0 4067 1.24 E+20 F 0.51%										Č	-	0	-	ō	ō	0	-	ō	-	-	Ö	0	ō			Ē	Č		
NW 122nd St / W 68th St W Okeechobee Rd NV 107th Ave A 4L 3270 39249 8,79% 3450 1.06 F 1 12 0 0 0 0 0 0 0 0 0 0 0 0 12 3462 1.06 E F 0.36% W Okeechobee Rd NV 107th Ave A 6L 4920 54957 8,79% 481 0.98 E 1 1 12 0 0 0 0 0 0 0 0 0 0 0 0 0 12 3462 1.06 E F 0.36% NV 107th Ave A 545	Hialeah Gardens Blvd / NW 116th Way	I-75								В	0	U	0	0	0	0	0	0	0	0	0	0				E	В		
W Okeechobee Rd NW 107th Ave A 6L 4920 54957 8.79% 4831 0.98 E I 1 12 0 0 0 0 0 0 0 0 0 0 0 0 12 4843 0.98 E E 0.24% NW 67th Ave / Ludlam Rd Florida Turnpike / HEFT NW 199th St NW 199th St NW 186th St / Miami Gardens Dr A 6L 4920 44097 8.79% 3876 0.79 D 1 1 12 1 11 1 6 1 1 1 0 1 3 37 311 0.95 E E 1.14% NW 199th St NW 186th St / Miami Gardens Dr A 6L 4920 44097 8.79% 3876 0.79 D 1 1 12 1 11 1 0 1 1 0 1 3 37 3914 0.80 E D 0.76% NW 186th St / Miami Gardens Dr Palmetto Expway A 4L 3924 63206 8.79% 5556 1.70 F 2 24 2 23 2 11 2 22 2 0 2 5 75 5631 1.72 E+20 F 1.91% Palmetto Expway NW 154th St / Miami Lakes Dr Gratigny Pkwy / SR 924 A 4L 3924 4603 8.79% 4047 1.24 F 0 0 0 1 1 1 0 0 1 1 3 0 0 1 3 0 0 0 0 0										D F	1		1 0	11 0	1 0	6 0	1 0		1	0	1 0	3				E E	D F		
NW 199th St NW 186th St / Miami Gardens Dr A 6L 4920 44097 8.79% 3876 0.79 D 1 12 1 11 1 6 1 11 1 0 1 3 37 3914 0.80 E D 0.76% NW 186th St / Miami Gardens Dr Palmetto Expway A 4L 3924 63206 8.79% 556 1.70 F 2 24 2 23 2 11 2 22 2 0 2 5 75 5631 1.72 E+20 F 1.91% Palmetto Expway NW 154th St / Miami Lakes Dr A 6L 5904 42879 8.79% 3769 0.77 D 2 24 0 0 1 6 0 0 0 0 0 0 2 9 3768 0.72 F 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			NW 107th Ave	A 6L	4920	54957	8.79%	4831	0.98	E	1	12	0	0	0	0	0	0	0	0	0	0	12	4843	0.98	Ē	E	0.24%	
NW 186th St / Miami Gardens Dr Palmetto Expway A 4L 3924 63206 8.79% 5556 1.70 F 2 24 2 23 2 11 2 22 2 0 2 5 75 5631 1.72 E+20 F 1.91% Palmetto Expway NW 154th St / Miami Lakes Dr A 6L 5904 42879 8.79% 3769 0.77 D 2 24 0 0 1 6 0 0 0 0 0 29 3798 0.77 E+20 D 0.49% NW 154th St / Miami Lakes Dr Gratigny Pkwy / SR 924 A 4L 3924 4603 8.79% 4047 1.24 F 0 0 1 1 1 0 0 1 1 3 20 4067 1.24 E+20 F 0.51%	NW 67th Ave / Ludlam Rd									E	1		1	11	1	6	1	11	1	0	1	3				E	E		
Palmetto Expway NW 154th St / Miami Lakes Dr A 6L 5904 42879 8.79% 3769 0.77 D 2 24 0 0 1 6 0 0 0 0 0 0 29 3798 0.77 E+20 D 0.49% NW 154th St / Miami Lakes Dr Gratigny Pkwy / SR 924 A 4L 3924 46038 8.79% 4047 1.24 F 0 0 1 11 0 0 1 11 0 0 1 3 20 4067 1.24 E+20 F 0.51%										D F	1 2		1 2	11 23	1 2	6 11	1 2		1 2	0	1 2	3 5				_	D F		
		Palmetto Expway	NW 154th St / Miami Lakes Dr	A 6L	5904	42879	8.79%		0.77	D	2	24	0	0	1	6	0	0	0	0	0	0	29	3798	0.77	E+20	D	0.49%	
Giauquiy rany / Gia 324 1942 1940 Gi 24 1 11 1 0 1 1 3 49 3343 1.21 E+20 E+20 1.20%		NW 154th St / Miami Lakes Dr Gratigny Pkwy / SR 924	NW 122nd St / W 68th St	A 4L A 4L	3924 3924	46038 44293	8.79% 8.79%	4047 3893	1.24 1.19	⊦ E+19	0 2	0 24	1	11 11	0 1	6	1	11 11	1	0	1	3	20 49	4067 3943	1.24 1.21	E+20 E+20	F E+20	0.51% 1.26%	
NW 122nd St / W 68th St 103rd St / 49th St A 4L 3924 34501 8.79% 3033 0.93 E 2 24 0 0 1 6 0 0 0 0 0 29 3062 0.94 E+20 E 0.74%		NW 122nd St / W 68th St								E	2		0	0	1	6	0	0	0		0	0					E		
					**-					_	1		1			О	1			-	1	3					_		
SR 823 / NW 57th Ave / Red Rd Florida Tumpike / HEFT NW 199th St A 6L 4920 73023 8.79% 6419 1.30 F 3 36 1 11 2 11 1 11 1 0 1 3 67 6485 1.32 E F 1.35% NW 199th St NW 186th St / Miami Gardens Dr A 6L 4920 67612 8.79% 5943 1.21 F 5 59 1 11 3 17 1 11 1 0 1 3 96 6039 1.23 E F 1.95%	SR 823 / NW 57th Ave / Red Rd	NW 199th St	NW 186th St / Miami Gardens Dr	A 6L	4920	67612	8.79%	5943	1.21	F F	3 5	59	1 1		2	17	1 1		1 1	•	1 1	3 3	96	6039	1.23	E E	F F	1.95%	
NW 186th St / Miami Gardens Dr Palmetto Expway A 6L 4920 65383 8.79% 5747 1.17 F 8 95 1 11 6 33 1 11 1 0 1 3 148 5895 1.20 E F 3.01% Palmetto Expway NW 154th St / Miami Lakes Dr A 6L 4920 62461 8.79% 5490 1.12 F 22 261 1 11 1 0 1 3 336 5826 1.18 E F 6.83% X			Palmetto Expway	A 6L			8.79%		1.17	F	8		1	11	6		1	11	1	0	1	3	148		1.20	E	F		
NW 154th St / Miami Lakes Dr Ave Project Driveway A 6L 4920 62461 8.79% 5490 1.12 F 29 344 3 34 15 83 3 34 3 0 3 8 487 5977 1.21 E F 9.89% X		NW 154th St / Miami Lakes Dr	Ave Project Driveway	A 6L	4920	62461	8.79%	5490	1.12	F	29	344	3	34	15	83	3	34	3	0	3	8	487	5977	1.21	E	F	9.89% X	
Ave Project Driveway NW 135th St A 6L 4920 66773 8.79% 5869 1.19 F 70 830 4 45 15 83 4 45 4 0 4 10 993 6862 1.39 E F 20.17% X NW 135th St Gratigny Pkwy / SR 924 A 6L 4920 64700 8.79% 5687 1.16 F 48 569 19 215 34 188 19 213 19 2 19 49 1137 6825 1.39 E F 23.12% X										F E			4		15				4	0	4	10				E	F		
Gratigny Pkwy / SR 924 NW 122nd St / W 68th St A 6L 4920 64150 8.79% 5639 1.15 F 13 154 2 23 8 44 2 22 2 0 2 5 238 5877 1.19 E F 4.84%		Gratigny Pkwy / SR 924	NW 122nd St / W 68th St	A 6L	4920	64150	8.79%	5639	1.15	F		154	2	23	8	44	2	-	2	0	2	5	238	5877	1.19	E	F	4.84%	
NW 122nd St / W 68th St 103rd St / 49th St A 6L 4920 50343 8.79% 4425 0.90 D 9 107 1 11 6 33 1 11 1 0 1 3 160 4585 0.93 E E 3.25% 103rd St / 49th St NW 74th St / W 21st St A 6L 4920 53406 8.79% 4694 0.95 E 5 59 1 11 3 17 1 11 1 0 1 3 96 4790 0.97 E E 1.95%		NW 122nd St / W 68th St		A 6L			8.79%		0.90	D F	9 5		1		-		1		1	-	1 1	3	160			E	E F		
NW 74th St / W 21st St W Okeechobee Rd A 6L 4920 60765 8.79% 5341 1.09 F 2 24 0 0 1 6 0 0 0 0 29 5370 1.09 E F 0.59%								5341		F	2	24	0	0	1	6	0		0	0	0	0				Ē	F		

Table 7 (3 of 3)

2030 Analysis Area Level of Service (LOS) Calculations

						W	/ithout Proj	ect										With Proje	et							
					2030					AVE Projec	t Peak	Adler Project I			-	Project Pea	ak JP Pro	ject Peak			Total Project Peak					Project
Deadure	-	-	- ··· -	Peak hour Two Way Service	FSUTMS Volume		Peak Hour		2030 LOS Without	Hour Tr	.pc	Hour Trips	S Pea	ak Hour Trip	ps Ho	our Trips		r Trips	Demol	ILIOII	Hour Trips	Peak Hour Volume	2030 V/C With	Adopted LOS		% Project Trips Impact
Roadway	From	То	Facility Type	Volume (VPH)	(AADT)	K Factor		2030 V/C	Project	Distribution %		1134 Distribution %	Trips Distr	552 ribution % T	rips Distrib	1120 oution % Tri		11 on % Trips	260 Distribution %		3742	(VPH)	Project	Standard	Project	Volume
SR 858 / 37th Ave / Douglas Rd	Florida Turnpike / HEFT	NW 199th St	A 4L	3270	55253	8.79%	4857	1.49	F	1	12	2	23			2 2	2 2	0	2	5		4914	1.50	E	F	1.76%
	NW 199th St NW 186th St / Miami Gardens Dr	NW 186th St / Miami Gardens Dr Palmetto Expway	A 4L A 4L	3270 3270	45490 43494	8.79% 8.79%	3999 3823	1.22 1.17	F	1	12 12	3 5	34 57		-	3 3 5 5	34 3 56 5	0	3	8 13	78 123	4076 3946	1.25 1.21	E	F	2.37% 3.77%
	Palmetto Expway	Nw 151st St / Oriental Blvd	A 4L	3270	46637	8.79%	4099	1.25	F	0	0	17	193	_			90 17	2	17	44	363	4462	1.36	E	F	11.10% X
	Nw 151st St / Oriental Blvd	Curtis Road	A 4L	3270	40181	8.79%	3532	1.08	F	0	0		306				02 27	3	27	70	580	4112	1.26	E	F	17.74% X
	Curtis Road	Ali Baba Road	A 4L	3270	26951	8.79%	2369	0.72	С	1	12	9	102	3	17	9 10	01 9	1	9	23	209	2578	0.79	E	D	6.39%
Le Jeune- Douglas Connector	Ali Baba Road	NW 135th St	A 4L	3270	53246	8.79%	4680	1.43	F	3	36	1	11	10	55	1 1		0	1	3	111	4791	1.47	E	F	3.39%
	NW 135th St Gratigny Pkwy / SR 924	Gratigny Pkwy / SR 924 NW 42nd Ave / Le Jeune Rd	A 4L A 4L	3270 3270	32168 29876	8.79% 8.79%	2828 2626	0.86 0.80	D D	0	0	1 0	11 0	1		1 1	1 1	0	1	3	26 0	2853 2626	0.87 0.80	E	D D	0.78% 0.00%
	Grangriy Fkwy / SK 924					0.19%	2020	0.00	Ь	U	U	U	U	U	0	0 (0 0	U	U	U	· ·	2020	0.60	_	Ь	0.00%
NW 42nd Ave / Le Jeune Rd	Curtis Rd	NW 135th Street	A 4L	3270	16445	8.79%	1446	0.44	В	1	12	64	726			64 71		7	64	166	1323	2768	0.85	E	D	40.45%
	NW 135th St NW 122nd St / W 68th St	NW 122nd St / W 68th St 103rd St / 49th St	A 6L A 6L	4920 4920	43803 50844	8.79% 8.79%	3850 4469	0.78 0.91	D F	3	36 36	27 14	306 159		83 2 55 1	27 30 14 15		2	27 14	70 36	660 371	4510 4841	0.92 0.98	E	F	13.41% 7.55%
	103rd St / 49th St	E 25th St	A 4L	4905	41042	8.79%	3608	1.10	E+10	1	12	8	91			8 9		1	8	21	205	3813	1.17	E+50	E+17	4.19%
	E 25th St	E 9th St	A 4L	3270	42020	8.79%	3694	1.13	F	1	12	4	45	3	17	4 4	15 4	0	4	10	109	3802	1.16	E	F	3.32%
NW 32nd Ave	NW 135th St	NW 122nd St / W 68th St	A 4L	4905	38130	8.79%	3352	1.02	Е	1	12	2	23	2	11 :	2 2	22 2	0	2	5	63	3415	1.04	E+50	E+04	1.28%
	NW 122nd St / W 68th St	103rd St / 49th St	A 4L	4905	50254	8.79%	4417	1.35	E+35	2	24	1	11		6	1 1		0	1	3	49	4467	1.37	E+50	E+37	1.00%
	103rd St / 49th St E 25th St	E 25th St E 9th St	A 4L A 4L	4905 4905	41890 40013	8.79% 8.79%	3682 3517	1.13 1.08	E+13 E+08	2	24 12	3	34 11	2	11	3 3		0	3 1	8 3	95 37	3777 3555	1.16 1.09	E+50 E+50	E+16 E+09	1.93% 0.76%
										'		'		'	0			U	'	3	-					
NW 27th Ave	Florida Turnpike / HEFT NW 199th St	NW 199th St NW 186th St / Miami Gardens Dr	A 6L A 6L	7380 7380	77120 71896	8.79% 8.79%	6779 6320	1.38 1.28	E+38 E+28	1	12 12	2	23 34	1	6 :	2 2		0	2	5	57 83	6836 6403	1.39 1.30	E+50 E+50	E+39 E+30	0.78% 1.13%
	NW 186th St / Miami Gardens Dr	Palmetto Expway	A 6L	7380	64336	8.79%	5655	1.15	E+15	1	12	4	45	_	11		15 4	0	4	10	103	5758	1.17	E+50	E+17	1.40%
	Palmetto Expway	Nw 151st St / Oriental Blvd	A 6L	7380	64720	8.79%	5689	1.16	E+16	0	0	4	45	3	17	4 4	15 4	Ō	4	10	97	5786	1.18	E+50	E+18	1.31%
	Nw 151st St / Oriental Blvd	NW 135th St	A 6L	7380	62603 52064	8.79%	5503	1.12	E+12 F	2	24	2	23	3	17		2 2	0	2	5	80 46	5583	1.13	E+50 E+50	E+13	1.09% 0.62%
	NW 135th St Gratigny Rd / SR 924	Gratigny Rd / SR 924 103rd St / 49th St	A 6L A 6L	7380 7380	52064 60734	8.79% 8.79%	4576 5339	0.93 1.09	E+09	1	12	2	23 11	1	6	2 2		0	1	3	46 37	4622 5376	0.94 1.09	E+50 E+50	E+09	0.62%
	103rd St / 49th St	E 25th St	A 4L	4905	47917	8.79%	4212	1.29	E+29	1	12	1	11	1	6	1 1	1 1	0	1	3	37	4249	1.30	E+50	E+30	0.76%
	E 25th St	E 9th St	A 4L	4905	39303	8.79%	3455	1.06	E+06	1	12	1	11	1	6	1 1	1 1	0	1	3	37	3492	1.07	E+50	E+07	0.76%
NW 22nd Ave	NW 186th St / Miami Gardens Dr	Palmetto Expway	A 4L	4905	41498	8.79%	3648	1.12	E+12	0	0	2	23	1	6	2 2	22 2	0	2	5	46	3693	1.13	E+50	E+13	0.93%
	Palmetto Expway	Nw 151st St / Oriental Blvd	A 4L	4905	40100	8.79%	3525	1.08	E+08	0	0	2	23	1	6		2 2	0	2	5	46	3570	1.09	E+50	E+09	0.93%
	Nw 151st St / Oriental Blvd NW 135th St	NW 135th St Gratigny Rd / SR 924	A 4L A 4L	4905 4905	54406 39507	8.79% 8.79%	4782 3473	1.46 1.06	E+46 E+06	2	24 12	2	45 23		.,		15 4 22 2	0	4	10 5	120 63	4903 3536	1.50 1.08	E+50 E+50	E+50 E+08	2.46% 1.28%
	Gratigny Rd / SR 924	103rd St / 49th St	A 4L	4905	37488	8.79%	3295	1.01	E	1	12	1	11	1	6	1 1		0	1	3	37	3333	1.02	E+50	E	0.76%
	103rd St / 49th St	E 25th St	A 6L	7380	60390	8.79%	5308	1.07	E+07	1	12	2	23	1	6	2 2	2 2	0	2	5	57	5366	1.08	E+50	E+08	0.78%
	E 25th St	E 9th St	A 6L	7380	57080	8.79%	5017	1.01	E	1	12	1	11	1	6	1 1	1 1	0	1	3	37	5055	1.02	E+50	E	0.51%
NW 17th Ave	Gratigny Rd / SR 924	103rd St / 49th St	A 4L	3924	44689	8.79%	3928	1.20	F	1	12	1	11	1	6	1 1		0	1	3	37	3966	1.21	E+20	E+20	0.95%
	103rd St / 49th St E 25th St	E 25th St E 9th St	A 4L A 4L	3924 3924	49155 42695	8.79% 8.79%	4321 3753	1.32 1.15	F	1	12 12	1	11	1	6	1 1	1 1	0	1	3	37 37	4358 3790	1.33 1.16	E+20 E+20	F E+16	0.95% 0.95%
										'	12	'		'	0			U	'	3	31					
NW 7th Ave	Florida Turnpike / HEFT	NW 135th St	A 6L	5904	52136	8.79%	4583	0.93	E	0	0	0	0	0	0	0 (0 0	0	0	0	0	4583	0.93	E+20	E	0.00%
	NW 135th St Gratigny Rd / SR 924	Gratigny Rd / SR 924 103rd St / 49th St	A 6L A 6L	5904 5904	61180 53048	8.79% 8.79%	5378 4663	1.09 0.95	F	1	12 0	0	0	0		0 (0 0	0	0	0	17 0	5395 4663	1.10 0.95	E+20 E+20	E+10	0.29%
	103rd St / 49th St	E 25th St	A 6L	5904	66823	8.79%	5874	1.19	E+19	ő	Ö	Ö	0	0	0	0 (0 0	Ő	Ö	Ö	Ö	5874	1.19	E+50	E+19	0.00%
	E 25th St	E 9th St	A 4L	3924	39501	8.79%	3472	1.06	E+06	0	0	0	0	0	0	0 (0 0	0	0	0	0	3472	1.06	E+50	E+06	0.00%
Florida Turnpike / Ronald Reagan Turn	pike Florida Turnpike / HEFT	NW 199th St	10	19310	159312	8.79%	14004	0.73	С	1	12	2	23	1	6	2 2	2 2	0	2	5	57	14061	0.73	Е	С	0.30%
	NW 199th St	NW 186th St / Miami Gardens Dr	10	19310	130860	8.79%	11503	0.60	С	0	0	2	23	1		2 2		0	2	5	46	11548	0.60	E	С	0.24%
	NW 186th St / Miami Gardens Dr	Palmetto Expway	10	19310	130860	8.79%	11503	0.60	С	0	0	2	23	1	ь	2 2	22 2	0	2	5	46	11548	0.60	E	С	0.24%
NW 2nd Ave	NW 215nd St / County Line Road	NW 199th St	A 6L	4920	74948	8.79%	6588	1.34	F	0	0	1	11	1	6	1 1	1 1	0	1	3	26	6613	1.34	E	F	0.52%
	NW 199th St NW 186th St / Miami Gardens Dr	NW 186th St / Miami Gardens Dr NW 7th Ave Ext	A 6L A 6L	4920 4920	84499 91764	8.79% 8.79%	7427 8066	1.51 1.64	F	1	12 12	1	11 11	1	6	1 1	1 1	0	1	3	37	7465 8103	1.52 1.65	E	F	0.76% 0.76%
			AOL	4320		0.1376	0000	1.04	'		12	'	"		0			U	'	3	37	0103	1.03	_	'	0.7076
NE 6th Ave	NW 186th St / Miami Gardens Dr	NE 167th St	A 4L	3924	51832	8.79%	4556	1.39	F	0	0	0	0	0	0	0 (0 0	0	0	0	0	4556	1.39	E+20	F. 10	0.00%
	NE 167th St NE 151st St	NE 151st St NW 135th St	A 4L A 4L	3924 3924	44295 41453	8.79% 8.79%	3894 3644	1.19 1.11	E+19 E+11	0	0	0	0	0	0	0 (0 0	0	0	0	0	3894 3644	1.19 1.11	E+20 E+20	E+19 E+11	0.00% 0.00%
	NW 135th St	N Miami BL	A 4L	3924	33034	8.79%	2904	0.89	D	0	ő	0	ō	0	0	0 0	0 0	0	0	0	ő	2904	0.89	E+20	D	0.00%
	N Miami BL	103rd St / 49th St	A 4L	3924	48570	8.79%	4269	1.31	F	0	0	0	0	0	0	0 (0 0	0	0	0	0	4269	1.31	E+20	F	0.00%
	103rd St / 49th St NE 79th St	NE 79th St E 9th St	A 4L A 4L	3924 3924	51346 54060	8.79% 8.79%	4513 4752	1.38 1.45	F	0	0	0	0	0	0	0 (0 0	0	0	0	0	4513 4752	1.38 1.45	E+20 E+20	F	0.00% 0.00%
										-	-	-	-	_	_	_ `	_	-		-	-					
I-95	Florida Turnpike / HEFT NW 135th St	NW 135th St Gratigny Rd / SR 924	10 10	23172 23172	259524 251367	8.53% 8.53%	22137 21442	1.15 1.11	E+15 E+11	0	0	0	0	0	0	0 (0 0	0	0	0	0	22137 21447	1.15 1.11	E+20 E+20	E+15 F+11	0.00% 0.02%
	Gratigny Rd / SR 924	103rd St / 49th St	10	23172	241939	8.53%	20637	1.07	E+07	1	12	1	11	0	0	1 1	1 1	0	1	3	32	20669	1.07	E+20	E+07	0.14%
	103rd St / 49th St	E 25th St	10	23172	245589	8.53%	20949	1.08	E+08	0	0	0	0	1	-	0 (0 0	0	0	0	6	20954	1.09	E+20	E+09	0.02%
	E 25th St	E 9th St	10	23172	247946	8.53%	21150	1.10	E+10	0	0	0	0	0	0	0 (0 0	0	0	0	0	21150	1.10	E+20	E+10	0.00%

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc., June, 2007.

5.2.3 2030 Full Build (With Project) Conditions

Exhibit 12 provides the project trip distribution percentages for each roadway link within our 2030 analysis area for the Project. The total net new external Project trip volumes were multiplied by the project trip distribution percentage on each individual link within the analysis area to determine the volume of project-related traffic on each link. The trip distribution percentages were a direct output from the FSUTMS model representing the traffic volumes accessing the Project area driveways. These Project generated traffic volumes on each individual link were then added to the corresponding background traffic volume (without-project traffic volume) for each individual roadway link to create the total vehicle volume on each link.

The percentage of project trips shown on Exhibit 12 represent the two-way project volumes assigned by the FSUTMS model to each roadway link as a percentage of the total net new external trips generated by the project. This figure shows the majority of the project trips are distributed along NW 57th Avenue / Red Road / SR 823, NW 135th Street / SR 916, NW 37th Avenue / Douglas Road, NW 42nd Avenue / Le Jeune Road, and the Gratigny Parkway / SR 924. A review of the FSUTMS model's distribution percentages show beyond a 3-mile radius of the airport, the project related traffic is widely disbursed.

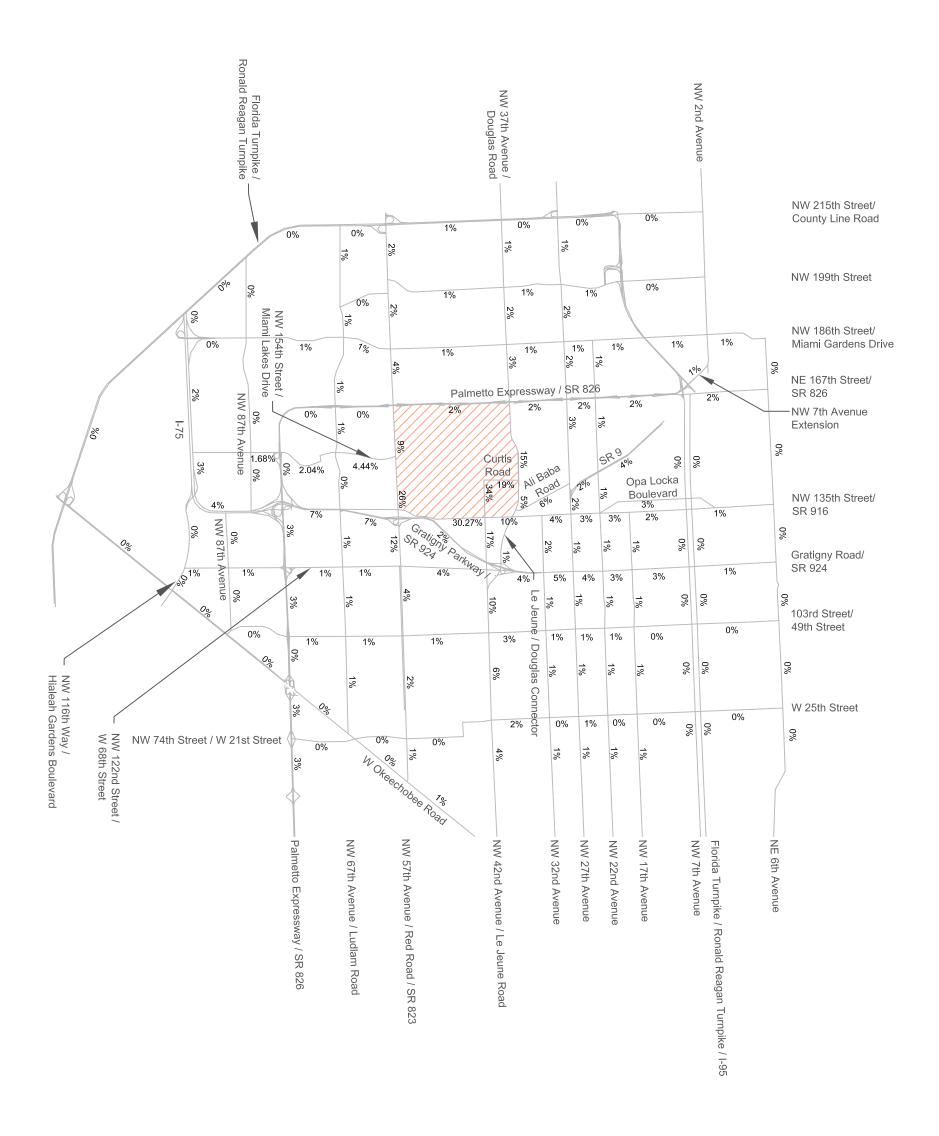
Both **Exhibit 13** and **Table 8** show the results of the with-project LOS analysis for the study area. To assess the impacts of the Project on the study area roadways, links identified as exceeding the LOS standards, were reviewed to determine if the project trips added to each of these links exceeded 5 percent of the service volume (capacity) of the link. In total, ten links were identified as being impacted by the Project. **Exhibit 14** shows the percentage of Project trips to the service volume for the study area roadways and highlights those roadway links where the Project contributes more than 5 percent of the service volume. In addition to identifying the 2030 roadway links impacted by the Project, **Exhibit 15** also provides the net new Project trips generated by each development, the Project trips assigned to each impacted link and the percentage of Project trips to link capacity for the impacted links. **Table 9** lists these roadway links as well as the number of trips generated by the project that exceed the capacity by more then 5 percent of the service volume.

5.2.4 Potential Long Range (2030) Roadway Improvements

As noted previously, there are ten roadway links identified as being impacted by the Project. For each of these roadway links, the Project trips were estimated to be greater than 5 percent of the service volume (capacity). Table 9 shows the additional roadway lanes required to provide the needed roadway capacity to eliminate Project-related impacts. The table also depicts that share the Project-related traffic would comprise of the added capacity.

VI. Conclusions

Phase-one development of the proposed Project at Opa-locka Executive Airport (analyzed for the concurrency analysis) is expected to generate **1,517 net total trips** in the peak hour by the **year 2010**. A full build-out of the project is expected to generate **3,742 net total trips** in the peak hour by the **year 2030**. Using defined criteria for determining Project-related traffic impacts, it is anticipated that implementation of the Project would result in traffic related impacts on the following roadways:



Source: Ricondo & Associates, Inc. Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 12







Source: Ricondo & Associates, Inc. Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 13

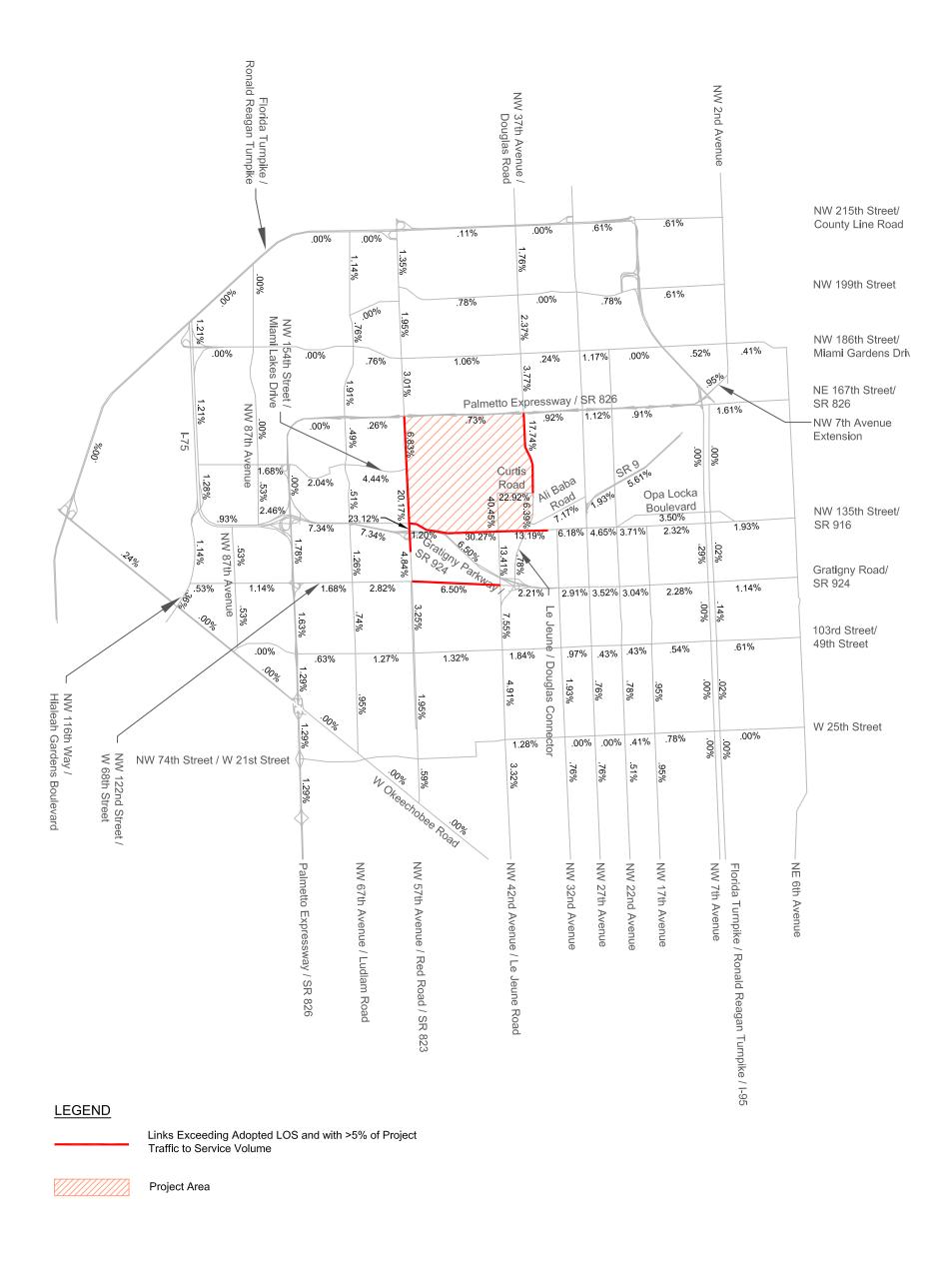
Not to Scale



Table 8
Links Assigned Project Trips Exceeding Five Percent of the 2030 Link Service Volume Standards

Roadway	From	То	Project Trips on Link	% of Service Volume
Gratigny Rd / SR 924	SR 823 / NW 57th Ave / Red Rd	Gratigny Pkwy / SR 924	213	6.50%
NW 135th St	SR 823 /NW 57th Ave/ Red Rd	Adler South Driveway	990	30.30%
NW 135th St	Adler South Driveway	Le Jeune Rd /42nd Ave	913	27.92%
NW 135th St	Le Jeune Rd /42nd Ave	SR 858 /37th Ave/ Douglas Rd	431	13.20%
SR 823 /NW 57th Ave/ Red Rd	Palmetto Expressway	NW 154th St/ Miami Lakes Dr	336	6.83%
SR 823 /NW 57th Ave/ Red Rd	NW 154th St/ Miami Lakes Dr	AVE Project Driveway	993	20.20%
SR 823 /NW 57th Ave/ Red Rd	AVE Project Driveway	NW 135th St	487	9.90%
SR 823 /NW 57th Ave/ Red Rd	NW 135th St	Gratigny Pkwy/ SR 924	1137	23.10%
SR 858 /37th Ave/ Douglas Rd	Palmetto Expressway	Nw 151st St / Oriental Blvd	363	11.10%
SR 858 /37th Ave/ Douglas Rd	Nw 151st St / Oriental Blvd	Curtis Road	580	17.74%

Prepared by: Ricondo & Associates, Inc., June, 2007.



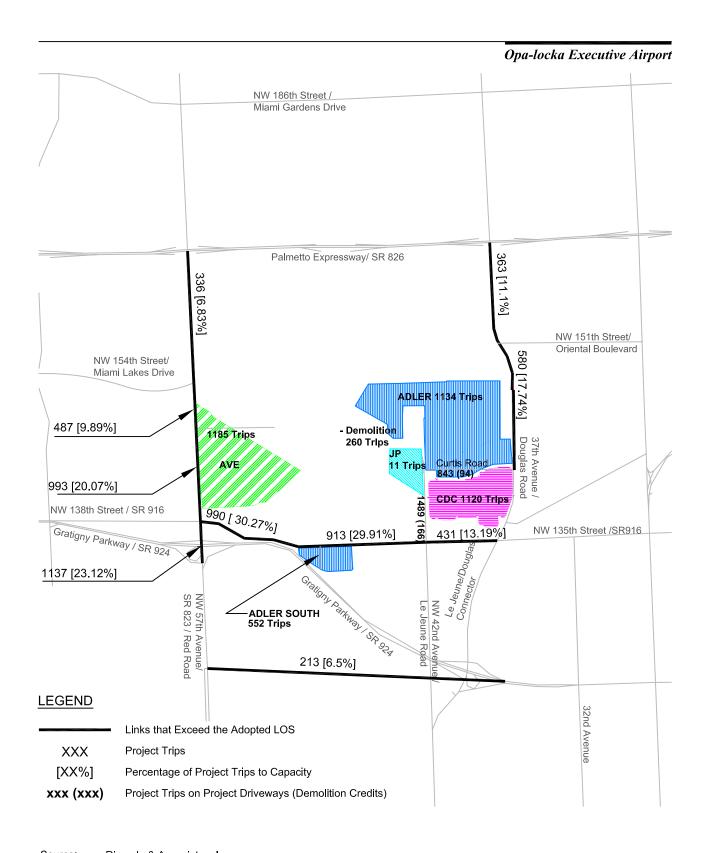
Source: Ricondo & Associates, Inc. Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 14

Not to Scale



2030 Analysis Percentage of Project Trips to Service Volume



Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., June 2007.

Exhibit 15



2030 Roadway Links Impacted by Project, and **Project Trips and Percentage of Project Trips to** N:\Opa Locka\04 Exhibits\Opa Locka Exhibits\Exhibit 15 -2030.dwg_Layout: Exhibit x (2)_Jun 28, 2007. Cappacity on Impacted Links

Table 9

Potential Improvements and Project Related Share

Roadway	From	То	Existing Roadway Capacity					Improved Roadway			
			Lanes (Each Way)	Total Peak Hour Capacity	Allowable 5% Share	Peak Hour Project Trips	Project Trips Exceeding Allowable Share	Lanes (Each Way)	Total Peak Hour Capacity	Capacity Increase	Estimated Developers Share of New Capacity
Gratigny Rd / SR 924	SR 823 /NW 57th Ave/ Red Rd	Gratigny Pkwy / SR 924	2	3270	164	213	49	3	4920	1650	3%
NW 135th St	SR 823 /NW 57th Ave/ Red Rd	Adler South Development Driveway	2	3270	164	990	826	3	4920	1650	50%
NW 135th St	Adler South Development Driveway	Le Jeune Rd /42nd Ave	2	3270	164	913	749	3	4920	1650	45%
NW 135th St	Le Jeune Rd /42nd Ave	SR 858 /37th Ave/ Douglas Rd	2	3270	164	431	267	3	4920	1650	16%
SR 823 /NW 57th Ave/ Red Rd	Palmetto Expway	NW 154th St/ Miami Lakes Dr	3	4920	246	336	90	4	6360	1440	6%
SR 823 /NW 57th Ave/ Red Rd	NW 154th St/ Miami Lakes Dr	AVE Development Driveway	3	4920	246	487	241	4	6360	1440	17%
SR 823 /NW 57th Ave/ Red Rd	AVE Development Driveway	NW 135th St / SR916	3	4920	246	993	747	4	6360	1440	52%
SR 823 /NW 57th Ave/ Red Rd	NW 135th St / SR916	Gratigny Pkwy/ SR 924	3	4920	246	1137	891	4	6360	1440	62%
SR 858 /37th Ave/ Douglas Rd	Palmetto Expway	Nw 151st St / Oriental Blvd	2	3270	164	363	199	3	4920	1650	12%
SR 858 /37th Ave/ Douglas Rd	Nw 151st St / Oriental Blvd	Curtis Road	2	3270	164	580	416	3	4920	1650	25%

Source: Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., June, 2007.

Concurrency Analysis (Phase-one 2010)

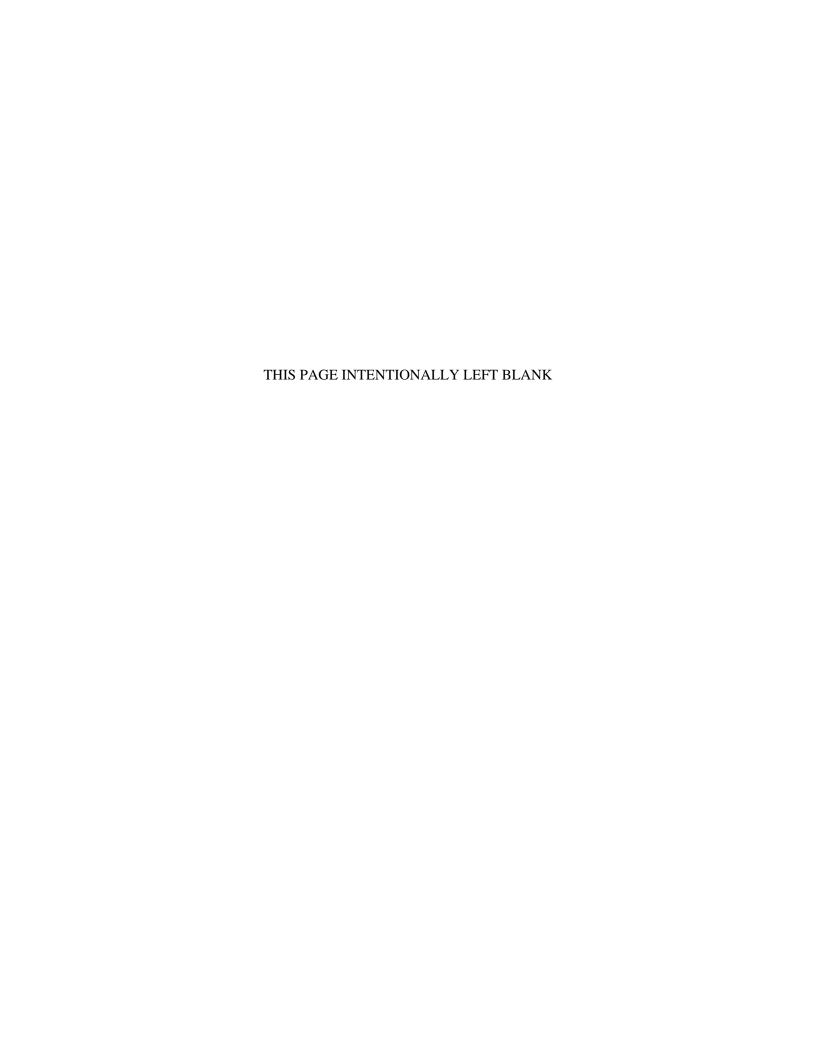
- NW 135th Street /SR 916, between NW 57th Avenue / Red Road / SR 823 and Adler South development driveway
- NW 135th Street /SR 916, between Adler South development driveway and NW 42nd Avenue / Le Jeune Road

Full Build Analysis (2030)

- Gratigny Road / SR 924, between NW 57th Avenue/ Red Road and Gratigny Parkway / SR 924,
- NW 135th Street /SR 916, between NW 42nd Avenue / Le Jeune Road and 37th Avenue/ Douglas Road,
- NW 135th Street /SR 916, between NW 57th Avenue / Red Road / SR 823 and Adler South development driveway,
- NW 135th Street /SR 916, between Adler South development driveway and NW 42nd Avenue / Le Jeune Road
- NW 57th Avenue / Red Road / SR 823, between Palmetto Expressway / SR 826 and NW 154th Street / Miami Lakes Drive,
- NW 57th Avenue / Red Road / SR 823, between NW 154th Street / Miami Lakes Drive, and AVE development driveway
- NW 57th Avenue / Red Road / SR 823, between AVE development driveway and NW 135th Street /SR 916.
- NW 57th Avenue / Red Road / SR 823, between NW 135th Street / SR 916 and Gratigny Parkway / SR 924,
- 37th Avenue / Douglas Road, between Palmetto Expressway and NW 151st Street / Oriental Boulevard,
- 37th Avenue/ Douglas Road, between NW 151st Street / Oriental Boulevard and Curtis

It is anticipated that providing one additional lane per direction would provide sufficient capacity to eliminate the anticipated impacts on the analysis area roadways caused by proposed Project.

The options for addressing capacity deficiencies within the context of this analysis are limited to either (a) providing additional travel lanes or (b) implementing additional transit service within an affected corridor. Some roadways may exceed acceptable limits as defined by the impact criteria; however, it should be recognized that the Project-related traffic added to the link may be nominal and that building new travel lanes may not be justifiable or feasible. To the extent possible, alternatives for increasing roadway capacity should include intersection improvements (e.g., additional turn bays), traffic signal improvements (e.g., optimization, coordination), and deployment of intelligent transportation system applications, among other alternatives.

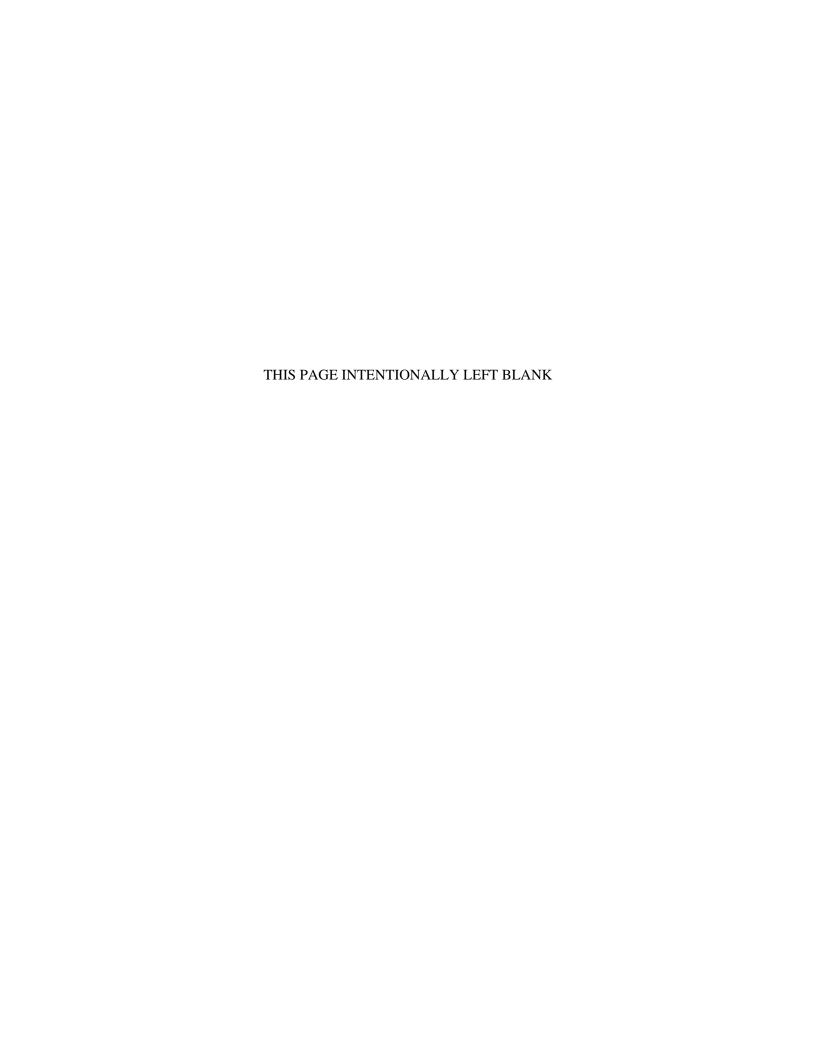


Support Documents I and J

FDOT's letter dated March 31, 2006

and

FAA's letter dated June 8, 2006





JEB BUSH GOVERNOR AVIATION OFFICE 605 Suwannee Street, M.S. 46 Tallahassee, FL 32399-0450 DENVER J. STUTLER, JR. SECRETARY

March 31, 2006

José Abreu, P.E. Aviation Director Miami-Dade Aviation Department P.O. Box 592075 Miami, FL 33159

Dear Mr. Abreu:

In response to your March 14, 2006 letter, the Florida Department of Transportation has evaluated the role of Opa Locka West Airport in the state system of airports. We agree with your assessment that the Airport is an underutilized facility with an estimated level of activity of 10,000 annual operations. We agree with your proposal to decommission the airport.

The Florida Aviation System Plan currently defines the role of Opa Locka West as a flight training practice field. With the Miami-Dade Aviation Department's assurance that there is sufficient latent capacity at Opa Locka, Kendall Tamiami Executive, Homestead General Aviation and Dade-Collier Training & Transition airports to accommodate regional flight training needs through 2030, the Aviation Office is deleting Opa Locka West from the state aviation system plan.

Please provide the Aviation Office with a copy of your FAA Form 7480–1 so that we can close out our records.

Sincerely.

William M. Ashbaker, P.E.

State Áviation Manager

WJA:bj

CC: W. Dean Stringer, FAA Orlando Airports District Office

MANAGER AVIATION PLANNING



U.S. Department of Transportation

Federal Aviation Administration

June 8, 2006

Mr. Jose Abreu
Executive Director
Miami-Dade Aviation Department
P. O. Box # 025504
Miami, Florida 33102-5504

Dear Mr. Abreu:

Orlando Airports District Office 5950 Hazeltine National Dr., Suite 400 Orlando, FL 32822-5024

Phone: 407-812-6331



RE: Aeronautical Study 2006-ASO-249-NRA

We reviewed the Federal Aviation Administration (FAA) Form 7480-1, Notice of Landing Area Proposal, dated April 14, 2006 for the deactivation or abandonment of the Opa Locka West Airport (X-46). Also included with your request is the Florida Department of Transportation (FDOT) letter that advises that the X-46 airport is no longer in the State System Plan of Airports.

We have no objection, to the proposed closure of this public-use landing area, located at latitude 25°57'41.012"N., longitude 80°25'41.012"W., (NAD 83) at Miami, Florida. We have determined that the associated grant obligations expired in 1989. In addition, the Civil Rights obligations will expire with the closure of the airport.

The FAA, Office of Air Traffic, Aeronautical Information Services (ATO-R) has processed the abandonment of X-46 effective June 23, 2006. Please be advised that the airport will appear in the Southeast Airport/Facility Directory (SE A/FD) with an effective date of June 8, 2006 and will not appear on subsequent SE A/FDs.

The Miami Dade Aviation Department is required to issue a NOTAM notifying airmen that the X-46 airport is permanently closed effective June 23, 2006. In addition, please mark the runways 'closed' in accordance with Advisory Circular 150-5340-1H dated August 31, 1999, Standards for Airport Markings. The NOTAM may be cancelled effective August 3, 2006, the effective date of the subsequent A/FS airspace cycle.

This determination does not preempt of waive any ordinances, laws or regulations of any other governmental body or agency.

Sincerely

W. Dean Stringer

Manager

cc:

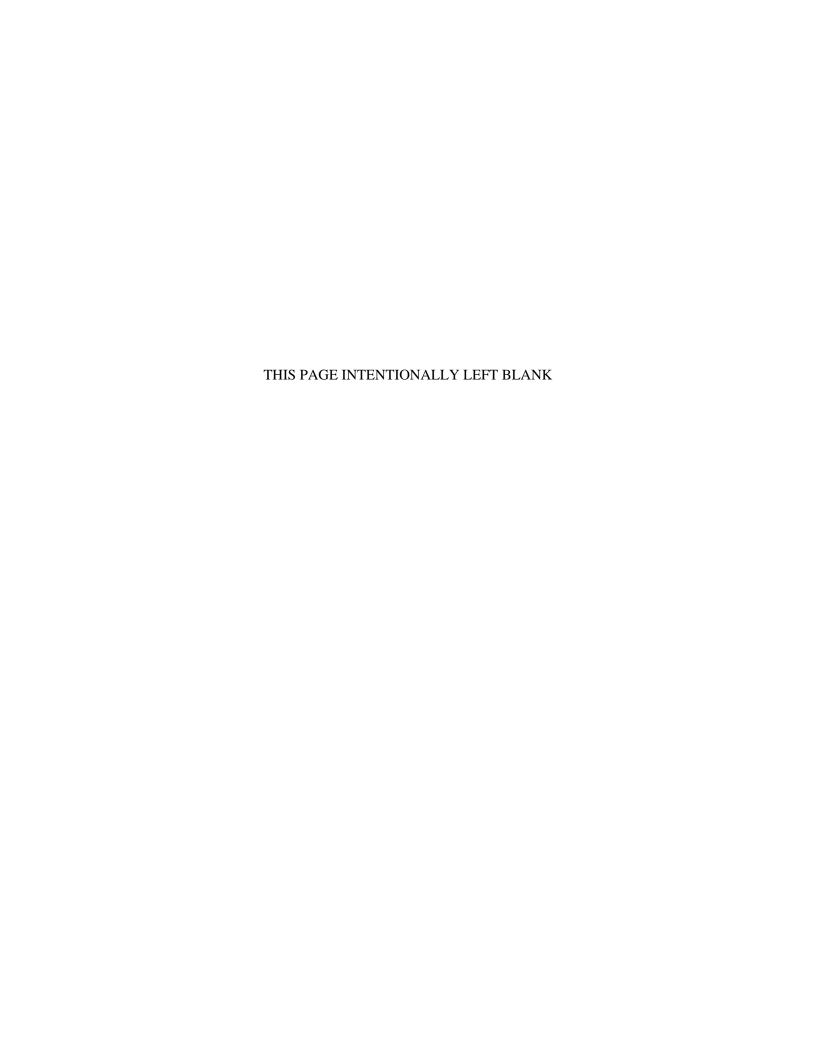
Federal Highway Administration, w/cy 7480-1 & sketch

State DOT, w/cy 7480-1 & sketch

AFSS

AAS-330, w/cy 7480-1 & sketch

Support Document K MDAD's Zoning Hearing Application dated August 8, 2000 for a modification to the adopted development order buildout and expiration time frame.





Commercial Airport: Miami International Airport

General Aviation Airports:

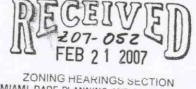
Dade-Collier Training & Transition Homestead General Kendall-Tamiami Executive Opa-locka West **Dade Aviation Department** P.O. Box 592075

Miami, Florida 33159 05-876-7000 F 305-876-0948 www.miami-airport.com

miamidade.gov

August 18, 2006

Diane O'Quinn Williams Miami-Dade County Planning and Zoning Zoning Hearing Section 111 NW First Street, 11th Floor Miami, FL 33128-1974



MIAMI-DADE PLANNING AND ZONING DEPT.

Notice of Proposed Change to a Previously Approved Development of Re: Regional Impact (DRI), Section 380.06(19), F.S.: Miami International Airport (MIA). Letter of Intent to change the build-out date from December 30, 2005 to December 31, 2007

Dear Ms. Williams:

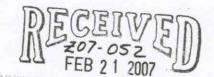
Pursuant to Miami-Dade County's zoning hearing requirements, Miami-Dade County through its authorized representative Miami-Dade Aviation Department (hereinafter MDAD or the "Applicant") is formally filing this Letter of Intent to modify the proposed development build-out date set forth in MIA's approved Development Order (DO), Miami-Dade County Resolution No. Z-22-00.

The implications of reduced aviation activity due to turmoil in the airlines industry to the DRI are that the actual regional impacts from MIA's expansion will be to a much lower extent than anticipated in the DRI even with the extension of the DO to December 31, 2007. It is likely that the impact expected to occur in 2010 will not be evident until 2025 and beyond.

The DRI has previously been approved a time extension from its original build-out date of December 31, 2000 to December 30, 2005.

The intent of this request is to change the build-out date from December 30, 2005 (as approved in a previous Notice of Proposed Change to MIA's general development order conditions no. 44, 52, and no. 53) to December 31, 2007. As you can see from the backup material submitted with the application, the South Florida Regional Planning Council (SFRPC) has no objections to extending the build-out date to December 31, 2007

Diane O'Quinn Williams August 18, 2006 Page 2



ZONING HEARINGS SECTION MIAMI-DADE PLANNING AND ZONING DEPT.

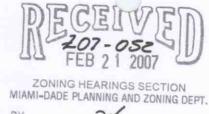
and has determined that there are now significant regional issues associated with this extension. Furthermore, the SFRPC has no intention of participating in the public hearing.

The following are the proposed modified development order conditions no. 44, 52, and

GENERAL CONDITIONS:

44. For the purpose of Concurrency Review, and based upon the analysis contained in the ADA together with review and further study by Miami-Dade County, it is hereby found that throughout the build-out period (December 30, 2005 December 31, 2007) sufficient infrastructure capacities will be available to service this project. All subsequent development orders or permits pursuant to this development order, are hereby found to meet concurrency standards set forth in Comprehensive Development Master Plan Ordinance No. 89-66 and Chapter 33G of the Miami-Dade County Code and A.O. 4-85 (concurrency regulations) as amended from time to time and to be consistent with local development regulations so long as the Developer is developing in compliance with the terms and conditions of the Development Order. Furthermore, Miami-Dade County shall not issue any subsequent development orders as defined in Section 33G-3(2) Miami-Dade County Code, which would degrade such level of service below minimum acceptable levels as may be applicable in the Comprehensive Development Master Plan and the above ordinance, as may be amended from time to time. In the event that: (a) the actual impacts of this project and other committed development are greater than those projected in the ADA, and (b) the issuance of further local development orders (as defined in Chapter 33G, Miami-Dade County Code) authorizing further construction or development pursuant to this DRI Development Order would violate the aforesaid concurrency regulations, the following shall occur: Such further local development order shall not be issued unless and until the Applicant shall make provisions for necessary services and facilities to meet the County's concurrency standards as determined by the County. issuance of development orders which have been found to be vested pursuant to Section 163.3167(8) Florida Statues shall not be considered for purposes of determining concurrency as to this project, nor shall this Development Order be construed or applied to prohibit the issuance of said development orders under any circumstances. However, modifications of changes to this Development Order regardless of whether such change or modification is found to constitute a substantial deviation, may require this development to comply with those concurrency requirements or local development regulations

Diane O'Quinn Williams August 18, 2006 Page 3



in effect at the time such modification or change occurs including but not limited to the recognition of trips previously vested which are permitted or complete.

- 52. December 30, 2005 December 31, 2007 is hereby established as the buildout date for this project and is the date until which the local governments with jurisdiction agree that the Miami International Airport DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, unless the County can demonstrate that substantial changes made by the developer in the facts or circumstances underlying the approval of the DRI development order have occurred, or that the DRI development order was based on substantially inaccurate information provided by the Applicant, or that the change is clearly essential to the public health, safety, or welfare.
- 53. Development has commenced at the project site as defined in Section 380.04, F.S. The termination date for completing physical development shall be December 30, 2005 December 31, 2007. This termination date may be modified in accordance with Section 380.06(19)(c), F.S.

We trust this information will suffice the zoning hearing requirements for modifying MIA's previously approved Development Order. Please call me if you have any questions regarding the proposed development or the information presented in this

Best Regards.

ssistant Aviation Director Capital Facilities Development

NJ/dv/er

Cc: J. Abréu, Aviation Director

B. Drum, Deputy Aviation Director

J. Cosper, Deputy Aviation Director for CIP

J. Bunting, Division Director of Aircraft Noise and Environmental Planning

S. Harman, Division Director of Aviation Planning

J. Ramos, Chief of Aviation Planning

ZONING HEARING APPLICATION MIAMI-DADE COUNTY DEPARTMENT OF PLANNING & ZONING



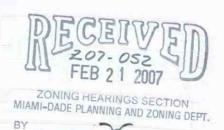
ZONING HEARINGS SECTION MIAMI-DADE PLANNING AND ZONING DEPT.

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LIST ALL FOLIO #S: 30 - 3/30 - 000 - 0010 Date Received
 NAME OF APPLICANT (Owner(s) of record of the property or lessee. If applicant is a lessee, an executed 'Owner's Sworn-to-Consent' and copy of a valid lease for 1 year or more is required. If the applicant is a corporation, trust, partnership, or like entity, a 'Disclosure of Interest' is required).
Miami-Dade Aviation Department
a partition of the same of the
2. APPLICANT'S MAILING ADDRESS, TELEPHONE NUMBER:
Mailing Address: P.O. Box 025504
City: Miami State: FL Zip: 33 102-5504 Phone#: 305 - 876 - 8080 3. OWNER'S NAME, MAILING ADDRESS, TELEPHONE NUMBER:
Owner's Name (Provide name of ALL owners): Narinder Jolly, Assistant Aviation Director
Mailing Address: P.O. Box 025504
City: Miami State: FL Zip:33102-5504 Phone#: 3 05 - 876 - 7077
4. CONTACT PERSON'S INFORMATION:
Name: Tose Ramos Company: Miami-Dade Aviation Department
Mailing Address: P.O Box 025504
City: <u>Miami</u> State: <u>FL</u> Zip: <u>33/02-550</u> 4
Phone#: 305 - 876 - 8080 Fax#: 305 - 876 - 7630 E-mail: jrams @ miami-airport, con
5. LEGAL DESCRIPTION OF ALL PROPERTY COVERED BY THE APPLICATION (Provide complete legal description, i.e., lot, block, subdivision name, plat book & page number, or metes and bounds. Include section, township, range. If the application contains multiple rezoning requests, a legal description for each requested zone must be provided. Attach separate sheets as needed and clearly label (identify) each legal description attached. In addition to paper version it is requested that lengthy metes and bounds descriptions be provided on diskette or compact disc in Microsoft Word or compatible software.)
See Attached
6. ADDRESS OR LOCATION OF PROPERTY (For location, use description such as NE corner of, etc.)
Miami International Airport P.O. Box 025504 Miami FL 33102-557. SIZE OF PROPERTY (in acres): Aprox. 3300 divide total sq. ft. by 43,560 to obtain acreage)
8. DATE property acquired leased: 1948 9. Lease term: NA. years

	N/A
11.	Is there an option to purchase ☐ or lease ☐ the subject property or property contiguous thereto? no ☒ yes ☐ (If yes, identify potential purchaser or lessee and complete 'Disclosure of Interest' form)
	PRESENT ZONING CLASSIFICATION:
	APPLICATION REQUESTS (Check all that apply and describe nature of the request in space provided)
	District Boundary(zone) Changes [Zone(s) requested]:
(Pro	ovide a separate legal description for each zone requested)
	Unusual Use:
	Use Variance:
	Non-Use Variance:
	Alternative Site Development: Option:
	Special Exception:
	Modification of previous resolution/plan: DRI Build - out to statutory modification of Declaration or Covenant:
14.	Has a public hearing been held on this property within the last year & a half? ☑ no ☐ yes. f yes, provide applicant's name, date, purpose and result of hearing, and resolution number:
15. I	s this application a result of a violation notice? no yes. If yes, give name to whom the tion notice was served:and describe the violation:
16. I	Describe structures on the property:
17. 1	s there any existing use on the property? no yes. If yes, what use and when established?
	Air Passengers and Cargo Operations Year: 1928

OWNERSHIP AFFIDAVIT FOR CORPORATION (Partial Interest)



STATE OF Florida	Public Hearing No. Z2006000342
COUNTY OF Miami-Dade	
Before me, the undersigned authority, per appeared NARINDER S. JOHY, Affiant, who being first duly sworn by me, on oat	SSISTANT AVIATION DIR hereinafter the
Affiant is the president, vice-president or Corporation, with the following address:	
The Corporation owns at least 90 percent of hearing.	the property which is the subject of the proposed
3. The subject property is legally described a	See Attached Legal Description
4. Affiant is legally authorized to file this appropriate for a subject possibility of voiding of any zoning grante witnesses: Signature Print Name Signature MACH VENGANA Print Name	to the penalties of law for perjury and the
Sworn to and subscribed before me on the Affiant is personally known to me or has produced dentification. SHERRI R. JOHNSON Notary Public - State of Florida My Commission Expires Jun 7, 2009 Commission # DD 438091 Bonded By National Notary Assn.	Notary Public, State of Aleuda SHERLI R JOHNSON Print Name

APPLICANT'S AFFIDAVIT The Undersigned, first being duly sworn depose that all answers to the questions in this application, and all supplementary documents made a part of the application are honest and true to the best of (my)(our) knowledge and belief. (I)(We) understand this application must be complete and accurate before the application can be submitted and the hearing advertised. OWNER OR TENANT AFFIDAVIT , being first duly sworn, depose and say that (I am)(we are) the □ owner □ tenant of the property described and which is the subject matter of the proposed hearing. Signature ZONIZ Sworn to and subscribed to before me will a Notary Public: Commission Expires: **CORPORATION AFFIDAVIT** Narinder Jolly, Assistant Aviation, Director Capital Facilities Development, being first duly sworn, depose and say that (I am)(we are) the President Divice-President Discretary Asst. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public meaning; and that said corporation is the owner of tenant of the property described herein and which is the subject matter of the proposed heating Attest Notary Public State of Florida Rashel Krenz My Commission DD169045 (Corp. Sea Expires 12/03/2006

Sworn to	and subs	oribad to	before me
SWOITTLO	and subs	clinea to	perore me
this 15	_ day of 1	August	200b.

(I)(WE)

Notary Public Commission Expires

PARTNERSHIP AFFIDAVIT

(I)(WE),	, being first duly	sworn, depose and say that
(I am)(we are) partners of the hereinafter nan	med partnership, and as such, have been authorized to file	this application for a public
proposed hearing.	owner tenant of the property described herein which	is the subject matter of the
	(Name of Partner	rship)
Ву	1	%
Ву	Ву	~

Sworn to and subscribed to before me day of

y Public: Commission Expires

ATTORNEY AFFIDAVIT

ZONING HEARINGS SECTION MIAMI-DADE PLANNING AND ZONING DEPT.

BY being first duly sworn, depose and say that I am a State of Florida Attorney as Law, and I am the Attorney for the Owner of the property described and which is the subject matter of the proposed hearing.

Sworn to and subscribed to before me

Notary Public:

Signature

this day of

Commission Expires:

ZONING LARINGS SECTION PLANNING AND ZONING DEPT. MIAMI-DADE

RESPONSIBILITIES OF THE APPLICANT



ZONING HEARINGS SECTION MIAMI-DADE PLANNING AND ZONING DEPT.

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The Public Works Department, the Department of Environmental Resources Management (DERM), and other County agencies review and critique zoning applications which may affect the scheduling and outcome of applications. These reviews may require additional public hearings before DERM's Environmental Quality Control Board (EQCB), or other County boards, and/or the proffering of agreements to be recorded. I am also aware that I must comply promptly with any DERM or Public Works conditions and advise this office in writing if my application will be withdrawn.

- 2. Filing fees may not be the total cost of a hearing. Some requests require notices to be mailed to property owners up to a mile from the subject property. In addition to mailing costs, fees related to application changes, plan revisions, deferrals, re-advertising, etc., may be incurred. Applications withdrawn within 60 days of the filing are eligible for a refund of 50% of the hearing fee but after that time hearings withdrawn or returned will be ineligible for a refund. I understand that fees must be paid promptly.
- 3. The South Florida Building Code requirements may affect my ability to obtain a building permit even if my zoning application is approved; and that a building permit will probably be required. I am responsible for obtaining permits and inspections for all structures and additions proposed, or built without permits. And that a Certificate of Use and Occupancy must be obtained for the use of the property after it has been approved at Zoning Hearing, and that failure to obtain the required permits and/or Certificates of Completion or of Use and Occupancy will result in enforcement action against any occupant and owner. Submittal of the Zoning Hearing application may not forestall enforcement action against the property.
- 4. The 3rd District Court of Appeal has ruled that zoning applications inconsistent with the Comprehensive Development Master Plan (CDMP) cannot be approved by a zoning board based upon considerations of fundamental fairness. Therefore, I acknowledge that if the hearing request is inconsistent with the CDMP and I decide to go forward then my hearing request can only be denied or deferred, but not approved.
- 5. In Miami-Dade County v. Omnipoint Holdings, Inc., Case No. 3D01-2347 (Fla. 3rd DCA 2002), the 3rd District Court of Appeal has held invalid the standards for non-use variances, special exceptions, unusual uses, new uses requiring a public hearing and modification of covenants. This is not a final decision and the County Attorney's Office is seeking further review. In the interim, the County Attorney's Office is working with the Planning and Zoning Department's professional staff to develop new standards that will address the Court's concerns. While the new standards are being developed, applicants are advised that any non-use variance, special exception, unusual use. new use requiring a public hearing or request for modification of covenants granted under the existing standards are subject to being reversed in the courts. An applicant wishing to avoid the substantial legal risks associated with going forward under the existing standard may seek a deferral until the new standards are developed...

6. Any covenant to be proffered must be submitted to the Department's Legal Counsel, on County form, at least 1 month prior to the hearing date. The covenant will be reviewed and the applicant will be notified if changes or corrections are necessary. Once the covenant is acceptable, the applicant is responsible to submit the executed covenant with a current 'Opinion of Title' within 1 week of the hearing. And that Legal Counsel can advise as to additional requirements applicable to foreign corporations. Documents submitted to Legal Counsel must carry a cover letter indicating subject matter, application number and hearing date. Legal Counsel may be reached at (305) 375-3075

(Applicant's Signal Narinder Jolly (Print Name) WING DEPT . Affiant is personally known to as identification.

Sworn to and subscribed before me this 15 day of NUGUS

me or has produced

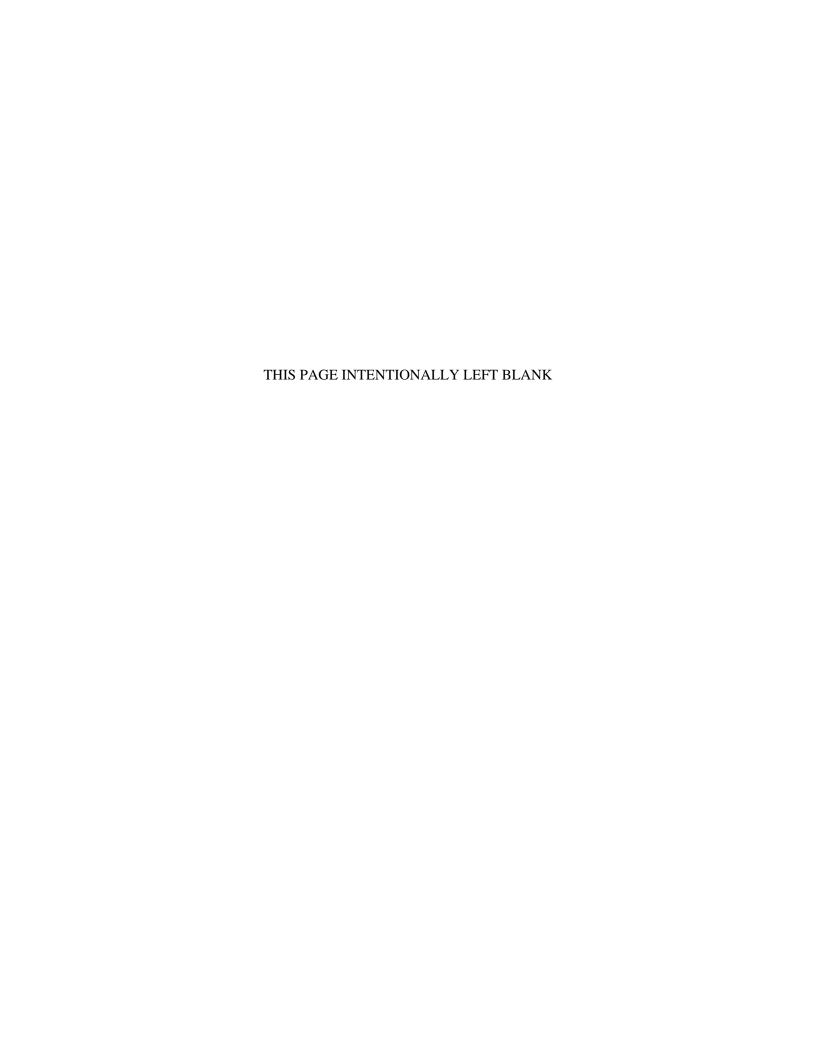
(Notary Public) Dec 3, 2006 My commission expires



Notary Public State of Florida Rashel Krenz My Commission DD169045 Expires 12/03/2006

Support Document L

Development of Regional Impact Resolution No. Z-22-00



Approved:	Mayor
Veto:	<u> </u>
Override:	

DEVELOPMENT OF REGIONAL IMPACT RESOLUTION NO. Z-22-00

WHEREAS, pursuant to Section 380.06, Florida Statutes, MIAMI-DADE COUNTY

AVIATION DEPARTMENT had filed an application for development approval of a Development of

Regional Impact as follows:

TYPE OF DEVELOPMENT:

An airport development project

SIZE OF PROJECT:

3,300 Acres

LOCATION OF PROJECT:

The Northeast corner of State Road 836 & Palmetto Expressway,

Miami-Dade County, Florida.

GENERAL DESCRIPTION:

The applicant is requesting approval of an airport development project on 3,300 acres consisting of a new north side 8,600' air carrier runway, improvements to the existing terminal and terminal support facilities, renovation and expansion of the existing cargo areas and other ancillary facilities, consisting of a 2,143,604 sq. ft.

terminal space addition and a new taxi-way.

AUTHORIZED AGENT OF DEVELOPERS:

Gary Dellapa, Director

Miami-Dade County Aviation Department -PO Box 592075 Miami, FL 33159

Manuel Rodriguez, Assistant Director

Miami-Dade County **Aviation Department** PO Box 592075 Miami, FL 33159 305-876-7090

Jeffrey R. Bunting

305-876-7090

Chief of Aircraft, Noise and **Environmental Planning**

Miami-Dade Aviation Department

PO Box, 592075 Miami, FL 33159 305-876-0569

Corrected: 11-6-00 29/30/31/32-53-41 and 25/35/36-53-40 (97-470)

Page No. 1

SUBJECT PROPERTY: <u>MAIN PARCEL</u>: Portions of Sections 29, 30, 31 & 32, Township 53 South, Range 41 East and portions of Section 25, 26, 35 & 36, Township 53 South, Range 40 East, all being more particularly described as follows:

Commencing at the Northeast corner of the NW ¼ of said Section 29; Thence N88°56'15"W, along the north line of said NW ¼ of Section 29, a distance of 50'; Thence S1°12'20"W, along a line 50' west of and parallel with the east line of said NW 1/4 of Section 29, a distance of 119.18' to a point located on the west right-of-way line of N.W. 42nd Avenue (Le Jeune Road); said point being the Point of beginning; Thence along said west right-of-way line, the following 8 courses and distances: (1) S1°12'20"W, along said parallel line, 1,339.82'; (2) S4°23'42"W, 269.62'; (3) 51°13'54"W, 550.35'; (4) S1°12'20"W, along a line west of and parallel with the said east line of the NW ¼ of Section 29, a distance of 1,420.8' to a Point of curvature of a curve concave to the west; (5) SW/ly along the arc of said curve, having a radius of 5,719.08', a central angle of 5°30'0", an arc distance of 548.99'; (6) \$6°43'4"W, 141.02'; (7) \$88°46'47"E, 54.66'; (8) \$1°13'11"W, along a line, 50' west of and parallel with the east line of the SW ¼ of said Section 29, a distance of 961'± to the north bank of the Tamiami Canal; Thence SW/ly, meandering said north bank of the Tamiami Canal, a distance of 4,650' ± to the north right-of-way line of State Road 836 as shown on the Florida Department of Transportation Right-of-Way Maps, for State Road 836, §87200-2503; Thence NW/ly, along said north right-of-way line, a distance of 262'± to a point on the arc of a non-radial curve concave to the Northwest (a radial line through said point bears \$6°49'35"E) said point also being located on the south right-of-way line of the Seaboard Airline Railroad; Thence along said north right-of-way line of State Road 836 and said south right-of-way line of the Seaboard Airline Railroad the following 5 course and distances: 1. NW/ly, along the arc of said curve concave to the Northwest, having a radius of 787.78', a central angle of 21°17'29", an arc distance of 292.74', and a chord bearing and distance of N86°10'51"W, 292.06' to a Point of tangency; 2. N75°44'56"W, a distance of 431.26'; 3. S14°15'4"W, a distance of 50'; 4. N75°44'56"W, a distance of 796.6' to a point of curvature of a curve concave to the south; 5. NW/ly along the arc of said curve, having a radius of 1,839.2', a central angle of 3°52'22", an arc distance of 124.32', and a chord bearing and distance of N78°12'22"W, 124.3'; Thence N57°57'50"W, along said north right-of-way line of State Road 836 and its NW/ly projection, a distance of 144.1' to the north line of the SE ¼ of Section 31, Township 53 South, Range 41 East; Thence N89°44′40"W, along said north line, a distance of 272.98' to the Northwest corner of said SE 14 and the Southwest corner of the NE ¼ of said Section 31; Thence N1°20'20"E, along the west line of said NE ¼ of Section 31, a distance of 53.32' to a point on the north right-of-way line of the Seaboard Airline Railroad; Thence along said north right-of-way line the Seaboard Airline Railroad the following 8 courses and distances; 1. N89°43'18"W, 2,710.18' to a point on the west line of the NW ¼ of said Section 31; 2. N89°40'8"W, 27.5' to a Point of curvature of a curve concave to the north; 3. W/ly along the arc of said curve, having a radius of 1,935.08', a central angle of 3°45'48", an arc distance of 127.1' to a Point of tangency; 4. S86°33'30"W, 1,333.62' to a Point of curvature of a curve concave to the north; 5. W/ly along the arc of said curve, having a radius of 1,885.08', a central angle of 3°25'53", an arc distance of 112.9' to a Point of tangency; 6. S89°59'23"W, 2,680.64'; 7. S89°58'39"W, 228.98' to a Point of curvature of a curve concave to the Northeast; 8. W/ly along the arc of said curve, having a radius of 739.49', a central angle of 15°18'39", an arc distance of 197.61' and a chord bearing and distance of N82°22'2"W, 197.03' to a Point of Thence S89°57'53"W, 643.82'; Thence S1°26'45"W, 218.79'; Thence non-tangency; S70°55'0"W, 293.65'; Thence S1°26'45"W, 175.67' to a point on the north right-of-way line of the Florida East Coast Railroad, said point being on the arc of a curve concave to the Southwest (a radial line through said point bears N67°15'9"E); Thence NW/ly, along said north right-of-way line

and the arc of said curve, having a radius of 900', a central angle of 67°59'32", an arc distance of 1,068.02' to a Point of tangency; Thence S89°15'37"W, along said north right-of-way line, 230,05': Thence 588°26'38"E, along said north right-of-way line, 212.84' to a point on the east line of the SW ¼ of said Section 35, Township 53 South, Range 40 East; Thence \$1°17'27"W, along said east line, 41.97' to a point on the north right-of-way line of the Seaboard Airline Railroad: Thence along said north right-of-way line the following 5 courses and distances; 1. S88°7'49"W, along said north right-of-way line, 234.27'; 2. N86°49'28"W, along said north right-of-way line, 1,328.72'; 3. N89°7'3"W, along said north right-of-way line, 415.57'; 4. N8°58'53"E, 25.3'; 5. N87°29'27"W, 356.69'; Thence N1°13'14"E, 660.74' to the centerline of N.W. 14th Street; Thence N87°11'15"W, along said centerline, 303' to a point on the west line of said SW ¼ of Section 35; Thence N1°12'20"E, along said west line and the east right-of-way line of State Road 826 as shown on the Florida Department of Transportation Right-of-Way Maps for §8726-101, a distance of 1,323.03' to the Northwest corner of said SW ¼ of Section 35, and the Southwest corner of PALMETTO CORPORATE CENTER, Plat book 113, Page 78; Thence S87°10'36"E, along the north line of said SW 1/4 and the south line of said PALMETTO CORPORATE CENTER, 1,980,99'; Thence N1°13'47"E, along said south line, 351.59'; Thence S87°9'22"E, along said south line and its E/ly projection, 660.18' to a point on the east line of the NW ¼ of said Section 35; Thence S1º17'7"W, along said east line, 352' to the Southwest corner of NE ¼ and the Northwest corner of the SE ¼ of said Section 35; Thence S1º18'18"W, along the west line of said SE 14, 264.35'; Thence N89°55'36"E, 1,580.51'; Thence N1°27'16"W, 2,827.06' to a point on the north line of the said NE ¼ of Section 35; Thence S87°12′57″E, along said north line, 1,046.61′ to the Northeast corner of said NE ¼ of Section 35 and the Southeast corner of the SE ¼ of said Section 26, Township 53 South, Range 40 East; Thence N1°11'31"E, along the east line of said SE ¼ of Section 26, a distance of 300.12'; Thence N87°12'57"W, along a line 300' north of and parallel with said north line of the NE ¼ of Section 35, and the south line of said SE ¼ of Section 26, a distance of 520.2' to a point on a line 520' west of and parallel with the east line of said Section 26; Thence N1°11'31"E, along said parallel line, 1,578.38'; Thence S88°48'29"E, perpendicular to the last described course, 408' to the W/ly bank of the Florida East Coast Railway Borrow Ditch; Thence N/ly, meandering said W/ly bank, a distance of 1,816'±; Thence N69°36'12"W, parallel with the S/ly right-of-way line, line of N.W. 36th Street as shown on Florida Department of Transportation Right-of-Way Maps for State Road 948 (N.W. 36th Street Extension) Section 87673-2601, a distance of 107'±; Thence N88°48'29"W, 306.82'; Thence N1°11'31"E, 114.06' to a point on said S/ly right-of-way line of said N.W. 36th Street; Thence \$69°36'12"E, along said \$/ly right-of-way line, 528.6'; Thence \$1°12'12"W, along a line west of and parallel with the said east line of Section 26, a distance of 68.47'; Thence S87°20'44"E, 55.9'; Thence S1°12'36'W, 267.07' to a point on the arc of a curve concave to the Southeast (a radial line through said point bears N64°3'0"W); Thence NE/ly, along the arc of said curve, having a radius of 550', a central angle of 38°27'21", an arc distance of 370.08', and a chord bearing and distance of N45°10'40"E, 362.26', to a Point of non-tangency; Thence \$87°38'11"E, 403.74'; Thence \$10'17'40"E, 69.91'; Thence \$87°35'21"E, 630.53'; Thence S87°44'44"E 3.22' to a point on the arc of a non-tangent curve concave to the north (a radial line through said point bears \$2°26'31"W); Thence E/ly, along the arc of said curve, having a radius of 1,860', a central angle of 10°10'8", an arc distance of 330.11' and a chord bearing and distance of N87°21'27"E, 329.6' to a Point of non-tangency; Thence N82°17'49"E, 338.88' to a point on the arc of a non-tangent curve concave to the south (a radial line through said point bears N7°43'49"W); Thence E/ly, along the arc of said curve, having a radius of 1,960.08', a central angle of 10°11'39", an arc distance of 349.74' and a chord bearing and distance of N87°22'1"E, 348.28' to a Point of non-tangency; Thence \$87°30'59"E, 306.14' to a point on the west line of the NE ¼ of said Section 25, Township 53 South, Range 40 East; Thence \$87°31'35"E,

921.07'; Thence S87°30'43"E, 399.91'; Thence S87°33'22"E, 916.9'; Thence S87°31'17"E, 200'; Thence S87°32'33"E, 204.34' to a point on the east line of said NE ¼ of Section 25, Township 53 South, Range 40 East, and the west line of the SW ¼ of Section 19, Township 53 South, Range 41 East; Thence S1°17'17"W, along said east line and said west line, 28.57' to the Southwest corner of said SW ¼ of Section 19 and the Northwest corner of the NW ¼ of Section 30, Township 53 South, Range 41 East; thence S1°16'54"W, along the west line of said NW ¼ of Section 30, a distance of 50.01' to a point on a line 50' south of and parallel with the north line of said NW ¼ of Section 30; Thence S89°33'19"E, along said parallel line, 2,710.49' to a point on the west line of NE ¼ of said Section 30; Thence S89°34'38"E, along a line 50' south of and parallel with the north line of said NE ¼ of Section 30, a distance of 2,708.11' to a point on the west line of the NW ¼ of Section 29, Township 53 South, Range 41 East; Thence S88°56'15"E, along a line 50' south of and parallel with the north line of said NW ¼ of Section 29, a distance of 2,547.53' to a Point of curvature of a curve concave to the Southwest; Thence SE/ly, along the arc of said curve, having a radius of 69', a central angle of 90°8'35", an arc distance of 108.55' to a Point of tangency and the Point of beginning;

LESS THEREFROM: Right-of-Way of Seaboard Airline Railroad: A portion of Sections 29, 31 & 32, Township 53 South, Range 41 East, more particularly described as follows: Commencing at the Northeast corner of the NW ¼ of said Section 29; Thence N88°56′15″W, along the north line of said NW ¼ of Section 29, a distance of 50'; Thence S1°12'20"W, along a line 50' west of and parallel with the east line of said NW ¼ of Section 29, a distance of 119.18' to a point located on the west right-of-way line of N.W. 42nd Avenue (Le Jeune Road); Thence along said west right-of-way line the following 3 courses and distances: 1. S1°12'20"W, along said parallel line, 1,339.82'; 2. S4°23'42"W, 269.62'; 3. S1°13'54"W, 550.35' to the Point of beginning; Thence 51°12'14"W, along said west right-of-way line, a distance of 84.72' to a point on the arc of a curve concave to the Southeast and through which a radial line bears N55°13'45"W, said point also being located on the south right-of-way line of the Seaboard Airline Railroad; Thence along said south right-of-way line of the Seaboard Airline Railroad, the following 15 courses and distances: 1. SW/ly along the arc of said curve concave to the Southeast, having a radius of 739.5', a central angle of 33°35'15", an arc distance of 433.5' to a Point of tangency; 2. S1°11'16"W, 1,031.33' to a Point of curvature of a curve concave to the west; 3. SW/ly along the arc of said curve, having a radius of 1,674.23', a central angle of 17°37'57", an arc distance of 515.24' to a Point of tangency; 4. \$18°57'40"W, 501.5' to a Point of curvature of a curve concave to the Northwest; 5. \$W/ly, along the arc of said curve, having a radius of 2,086.72', a central angle of 15°45'49", an arc distance of 574.11' to a Point of tangency; 6. \$34°45'30"W, a distance of 109.19' to a point on the north line of the NW ¼ of said Section 32, Township 53 South, Range 41 East; 7. S89°39'35"E, along said north line 60.61'; 8. S34°45'30"W, 701.4'; 9. N55°18'17"W, 45'; 10. S34°41'43"W, 593.82' to a Point of tangency of a curve concave to the Northwest; 11. SW/ly along the arc of said curve, having a radius of 2,889.9', a central angle of 7°22'19", an arc distance of 371.82' and a chord bearing and distance of \$38°17'48"W, 371.58' to a Point of non-tangency; 12. S41°48'14"W, 1,745.47' to a point on the north line of the SE ¼ of said Section 31, Township 53 South, Range 41 East; 13. S89°44'40"E, along said north line, 6.68'; 14. S41°48'14"W, 147.27' to the Point of curvature of a curve concave to the Northwest; 15. SW/ly, along the arc of said curve, having a radius of 787.78', a central angle of 41°9'21", an arc distance of 565.87', and a chord bearing and distance of \$62°35'44"W, 553.78' to a point where the arc of said curve intersects the north right-of-way line of State Road 836 as shown on Florida Department of Transportation Right-of-Way Maps for State Road 836, §87200-2503; Thence along said north right-of-way line of State Road 836 and said south right-of-way line of the Seaboard Airline Railroad the following 5 courses and distances: 1. Continuing SW/ly along the arc of said curve concave to the Northwest,

having a radius of 787.78', a central angle of 21°17'29", an arc distance of 292.74', and a chord bearing and distance of N86°10'51"W; 291.06' to a Point of tangency; 2. N75°44'56"W, a distance of 431.26'; 3. \$14°15'4"W, a distance of 50'; 4. N75°44'56"W, a distance of 796.6' to a Point of curvature of a curve concave to the south; 5. NW/ly, along the arc of said curve, having a radius of 1,839.2', a central angle of 3°52'22' an arc distance of 124.32', and a chord bearing and distance of N78°12'22"W, 124.3'; Thence N57°57'50"W, along said north right-of-way line, of State Road 836 and its NW/ly projection, a distance of 144.1' to the north line of the said SE ¼ of Section 31, Township 53 South, Range 41 East; Thence N89°44'40"W, along said north line, a distance of 272.98' to the Northwest corner of said SE ¼ and the Southwest corner of the NE ¼ of said Section 31; Thence N1°20'20"E, along the west line of said NW ¼ of Section 31, a distance of 53.32' to a point on north right-of-way line of the Seaboard Airline Railroad; Thence along said north right-of-way line of the Seaboard Airline Railroad the following 22 courses and distances: 1. \$89°43'18"E, 73.09' to a point on the arc of a curve concave to the south; 2. \$E/ly along the arc of said curve, having a radius of 1,939.2', a central angle of 7°51'45", an arc distance of 266.11', and a chord bearing and distance of \$85°30'17"E 265.9'; 3. N8°10'12"E, 50' to a point on the arc of a curve concave to the Southwest; 4. SE/ly along the arc of said curve, having a radius of 1,989.2', a central angle of 6°4'40", an arc distance of 211.01' and a chord bearing and distance S79°16'1"E, 210.91' to a Point of tangency; 5. S75°44'56"E, 796.6'; 6. S14°15'4"W, 50'; 7. \$75°44'56"E, 431.26' to a Point of curvature of a curve concave to the Northwest; 8. NE/ly along the arc of said curve, having a radius of 737.78', a central angle of 62°26'50", an arc distance of 804.11' to a Point of tangency; 9. N41°48'14"E, 102.95' to the north line of the SE 1/4 of Section 31, Township 53 South, Range 41 East; 10. N89°44'40"W, along said north line, 6.68'; 11.N41°48'14"E, 1,798.64' to a point on the arc of a curve concave to the Northwest; 12. NE/ly, along the arc of said curve, having a radius of 2,829.9', a central angle of 7°22'19", an arc distance of 364.11', a chord bearing and distance of N38°17'55"E, 363.86' to a Point of tangency; 13. N34°41'43"E, 593.78'; 14. N55°18'17"W, 45'; 15. N34°45'30"E, 598.81' to a point on the north line of the NW ¼ of Section 32, Township 53 South, Range 41 East; 16. S89°39'25"E, along said north line 60.61'; 17. N34°45'30"E, 143.44' to a Point of curvature of a curve concave to the Northwest; 18. NE/ly along the arc of said curve, having a radius of 2,036.77', a central angle of 15°45'49", an arc distance of 560.36' to a Point of tangency; 19. N18°57'40"E, 501.5' to a Point of curvature of a curve concave to the Northwest; 20. NE/ly along the arc of said curve, having a radius of 1,624.23', a central angle of 17°37'57", an arc distance of 499.85' to a Point of tangency; 21. N1°11'16"E, 1,031.33' to a Point of curvature of a curve concave to the Southeast; 21. NE/ly along the arc of said curve, having a radius of 789.5', a central angle of 38°43'1", an arc distance of 533.49' and a chord bearing and distance of N20°32'32"E, 523.4' to the Point of beginning; LESS THEREFROM: FLORIDA EAST COAST RAILROAD RIGHT-OF-WAY; A portion of the SE 1/4 and the SW ¼ of Section 35, Township 53 South, Range 40 East, more particularly described as follows: Commencing at the Southeast corner of said SW ¼ also being the Southwest corner of said SE ¼ of Section 35; Thence N1°17'27"E, along the east line of said SW ¼ and the west line of said SE ¼, a distance of 660.5' to a point on the south right-of-way line of the Florida East Coast Railroad and the north right-of-way line of the Seaboard Airline Railroad; Thence along said south right-of-way line and said north right-of-way line the following 2 course and distances: 1. \$88°7'49"W, a distance of 234.27; 2. N86°49'28"W, a distance of 1,328.72' to a point on the arc of a non-tangent curve concave to the Northeast; Thence along the south, west, Northwest, and north right-of-way line of the Florida East Coast Railroad the following 5 courses and distances: 1. NW/ly along the arc of said curve concave to the Northeast, having a radius of 593.69', a central angle of 92°57'9", an arc distance of 963.16' and a chord bearing and distance of N40°21'47"W, 860.96' to a point on the arc of a curve concave to the Southeast; 2. NE/ly along the arc of said curve, having a

radius of 1,075.92', a central angle of 85°5'46", an arc distance of 1,597.96' and a chord bearing and distance of N49°9'31"E, 1,455.09' to a Point of non-tangency; 3. S1°56'41"W, 6'; 4. S88°4'54"E, 1,989.84' to a Point of curvature of a curve concave to the Northwest; 5. NE/ly, along the arc of said curve, having a radius of 559.69', a central angle of 39°45'19", an arc distance of 388.34', and a chord bearing and distance of N72°2'26"E, 380.6' to a Point of non-tangency; Thence N89°55'36"E, a distance of 62.04' to a point on the arc of a non-tangent curve concave to the Northwest, said point also being on the south right-of-way line of the Florida East Coast Railroad; Thence along the south, Southeast, east and north right-of-way line of the Florida East Coast Railroad the following 6 course and distances: 1. SW/ly along the arc of said curve concave to the Northwest having a radius of 599.69', a central angle of 44°26'46", an arc distance of 465.2', and a chord bearing and distance of \$69°41'43"W, 453.62' to a Point of tangency; 2. N88°4'54"W, 1,989.9"; 3. N1°56'41"E, 6' to a point on the arc of a curve concave to the Southeast; 4. SW/ly, along the arc of said curve, having a radius of 1,035.92', a central angle of 85°5'13", an arc distance of 1,538.39', and a chord bearing and distance of \$49°9'15"W, 1,400.87' to a point on the arc of a curve concave to the Northeast; 5. SE/ly along the arc of said curve, having a radius of 553.69', a central angle of 92°55'3", an arc distance of 897.93' and a chord bearing and distance of \$40°22'54"E, 802.72' to a Point of non-tangency; 6. \$87°39'7"E, 1,560.87' to a point on said east line of the SW ¼ of Section 35; Thence S1°17'27"W, along said east line, a distance of 41.97' to the Point of beginning;

LESS THEREFROM: RIGHT-OF-WAY OF MILAM DAIRY ROAD RELOCATION: Portions of the SW ¼ and the NW ¼ all in Section 35, Township 53 South, Range 40 East, more particularly described as follows:

Commencing at the Southwest corner of the said SW ¼ of Section 35; Thence S87°12'44"E, along the south line of said SW ¼, a distance of 897.92' to a point on the baseline of realigned Milam Dairy Road (N.W. 72nd Avenue); Thence N26°13'25"W, along said baseline, a distance of 745.77' to a Point of curvature of a curve concave to the Southeast; Thence NW/ly, along said baseline and along the arc of said curve, having a radius of 1,145.92', a central angle of 0°30'45", an arc distance of 10.25' to a point from which a radial line bears S64°17'20"W, said point also being located on the north right-of-way line of the Seaboard Airline Railroad, and being the Point of beginning; Thence N87°29'27"W, along said north right-of-way line a distance of 56.41' to a point on the arc of a curve concave to the Southeast, a radial line through said point bears \$65°34'1"W; Thence NW/ly, N/ly and NE/ly, along the arc of said curve, having a radius of 1,195.92', a central angle of 99°39'38", an arc distance of 2,080.19' to a Point of tangency; Thence N75°13'39"E, a distance of 577.62' to a Point of curvature of a curve concave to the Northwest; Thence NE/ly, along the arc of said curve, having a radius of 1,095.92', a central angle of 40°50'37", an arc distance of 7,781.23' to a point from which a radial line bears \$55°36'58"E; Thence \$87°10'20"E, a distance of 115.56' to a point on the arc of a curve concave to the Northwest and from which a radial line bears \$58°30'53"E; Thence SW/ly, along the arc of said curve, having a radius of 1,195.92', a central angle of 43°44'32", an arc distance of 913.02' to a Point of tangency; Thence S75°13'39"W, a distance of 577.62' to a Point of curvature of a curve concave to the Southeast; thence SW/ly, S/ly and SE/ly along the arc of said curve, having a radius of 1,095.92', a central angle of 101°27'4", an arc distance of 940.5', to a Point of tangency; Thence S26°13'25"E, 17.13' to a point on said north right-of-way line of Seaboard Airline Railroad; Thence N87°29'27"W, along said north right-of-way line, a distance of 56.97' to the Point of beginning; THEREFROM: RIGHT-OF-WAY OF N.W. 75TH AVENUE: All that portion of the Right-of-Way of N.W. 75th Avenue, lying in the SW 1/4 of Section 35, Township 53 South, Range 40 East. TOGETHER WITH: PARCEL 38; A portion of the SE ¼ of Section 26, Township 53 South, Range 40 East, more particularly described as follows:

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Commencing at the Southwest corner of said SE ¼ of Section 26; Thence N1°12′12″E, along the west line of said SE ¼, a distance of 624.2′; Thence S87°12′31″E, parallel to the south line of said SE ¼, a distance of 50.28′ to the Point of beginning; Thence N1°11′56″W, 1,000.32′; Thence N89°58′56″E, 1,135.47′; Thence S0°37′3″W, 1,002′; Thence N89°55′32″W, 1,145.6′ to the Point of beginning; TOGETHER WITH: PARCEL 41-A: A portion of the SE ¼ of Section 25, Township 53 South, Range 40 East, more particularly described as follows:

Commencing at the Southwest corner of said SE ¼, a distance of 1,275.33';thence N1°12'12"E, parallel with the west line of said SE ¼, a distance of 604.44' to the Point of beginning; Thence N1°27'41"E, 1,158.48'; Thence S89°37'40"E, 88.74'; Thence S1°26'22"W, 407.49' to a Point of curvature concave to the Northeast; Thence SE/ly, along the arc of said curve, having a radius of 967.37', a central angle of 17°26'0", an arc distance of 294.34' to a point of non-tangency, a radial line, through said point bears S74°0'23"W; Thence S16°0'54"E, 400.44' to a point on the arc of a non-tangent curve concave to the Southeast, a radial line through said point bears N73°57'6"E; Thence SE/ly, along the arc of said curve, having a radius of 943.37', a central angle of 4°41'58", an arc distance of 77.38' to a point through which a radial line bears N78°39'4"E; thence N89°46'44"W, 273.87' to the Point of beginning;

TOGETHER WITH: PARCEL 41-8: A portion of the SE ¼ of Section 26, Township 53 South, Range 41 East, more particularly described as follows:

Commencing at the Southwest corner of said SE ¼, a distance of 1,591.97'; Thence N1°12'12"E, parallel with the west line of said SE ¼, a distance of 657.29' to the Point of beginning, said point being located on the arc of a curve concave to the Southwest and from which a radial line bears N77°3'57"E; Thence NW/ly, along the arc of said curve, having a radius of 993.57', a central angle of 3°5'22", an arc distance of 53.56' to a Point of tangency; Thence N16°1'23"W, 400.32' to a Point of curvature of a curve concave to the Northeast; Thence NW/ly, along the arc of said curve, having a radius of 917.37', a central angle of 17°26'0", an arc distance of 279.13' to a Point of tangency; Thence N1°26'23"E, 408.73'; Thence S7°10'15"W, 1,130.2' to the Point of beginning; TOGETHER WITH: PARCEL 41-C: A portion of the SE ¼ of Section 25, Township 53 South, Range 40 East, more particularly described as follows:

Commencing at the Southwest corner of said SE ¼ of Section 25; Thence S87°12'32"E, along the south line of said SE ¼, a distance of 1,715.66'; Thence N1°12'12"E, parallel with the west line of said SE ¼, a distance of 626.53' to the Point of beginning; Thence N7°11'26"E, 272.14'; Thence N10°18'37"W, 239.35'; Thence N7°11'13"E, 150.03'; Thence N13°25'3"E, 211.93'; Thence N7°11'21"E, 299.52'; Thence N89°57'41"E, 276.32'; Thence S1°10'38"W, 579.21'; thence S1°10'32"W, 579.2'; Thence N89°56'44"W, 349.2' to the Point of beginning;

TOGETHER WITH TRACT "A": A portion of the SW ¼ of Section 36, Township 53 South, Range 40 East, more particularly described as follows:

Commencing at the Southwest corner of the said SW ¼ of Section 36; Thence S87°33'17"W, along the south line of said SW ¼, a distance of 653.26'; Thence N2°22'17"E, 234.75' to the Point of beginning; thence continue N2°22'17"E, 225.73'; Thence N86°54'58"E, 501.84'; Thence S2°22'17"W, 273.44'; Thence N87°37'43"W, 499.587' to the Point of beginning;

TOGETHER WITH TRACT "B": A portion of the NE ¼ of Section 26, Township 53 South, Range 40 East, more particularly described as follows:

Commence at the Northwest corner of said NE ¼; Thence S1°12′1″W, along the west line of said NE ¼, a distance of 910.57′; Thence S88°47′59′E, 50′ to the Point of beginning, said point being located on the east right-of-way line of N.W. 72nd Avenue (Milam Dairy Road), said point also being the Point of curvature of a curve concave to the Southeast; Thence NE/ly, along the arc of said curve, having a radius of 25′, a central angle of 91°4′28″, an arc distance of 39.74′ to a Point of tangency, said point being located on the S/ly right-of-way line, line of S.W. 36th Street as shown

on Florida Department of Transportation Right-of-Way Maps for State Road 948, Section 87673.2601; Thence along said S/ly Right-of-Way line of S.W. 36th Street the following 4 courses and distances: 1. S87°43′43″E, 389.59′; 2. S79°7′52″E, 167.68′; 3. S78°15′39″E, 312.83′; 4. S65°44′0″E, 384.01′; Thence S/ly to the north line of Dressel's Canal; Thence W/ly, along said north line of Dressel's Canal to a point on said east right-of-way line of N.W. 72nd Avenue, (Milam Dairy Road); Thence N1°11′49″E, along said east right-of-way line, 390′± to the Point of beginning:

TOGETHER WITH: TRACT "C": A portion of the NE ¼ of Section 26, Township 53 South, Range 40 East, more particularly described as follows:

Commencing at the Northwest corner of said NE ¼ of Section 26; Thence S1°12′1″W, along the west line of said NE ¼, a distance of 720.58′; Thence S88°47′59″E, a distance of 50′ to a point on the east right-of-way line of N.W. 72nd Avenue (Milam Dairy Road) and the Point of beginning; Thence N1°12′1″E, along said east right-of-way line, a distance of 660.28′ to a Point of curvature of a curve concave to the Southeast; Thence NW/ly, along the arc of said curve, having a radius of 25′, a central angle of 90°59′31″, an arc distance of 39.7′ to a Point of tangency; Thence S87°48′28″E, a distance of 124.56′; Thence S1°12′1″W, a distance of 710.46′ to a point on the north right-of-way line of N.W. 36th Street as shown on Florida Department of Transportation Right-of-way Maps for State Road 948, Section 87673-2601; Thence N87°43′44″W, along said north right-of-way line, a distance of 125.47′ to a Point of curvature of a curve concave to the Northeast; Thence NW/ly, along the arc of said curve, having a radius of 25′, a central angle of 88°55′35″, an arc distance of 38.8′ to a Point of tangency and the Point of beginning;

TOGETHER WITH: TRACT "D": A portion of the NE ¼ of Section 26, Township 53 South, Range 40 East, more particularly bounded and described as follows:

Commencing at the Northeast corner of said NE ¼ of Section 26, Thence S1°12′12″W, along the east line of said NE ¼, a distance of 1,000.24′; Thence S87°45′22″E, a distance of 130.02′ to a point on a line 130′ west of and parallel with said east line of the NE ¼ and the Point of beginning; Thence S1°12′12″W, along said parallel line, a distance of 396.42′ to a point on the north right-of-way line of N.W. 36th Street as shown on Florida Department of Transportation Right-of-Way Maps for State Road 948, Section 87673-2601; Thence N62°23′10″W, along said north right-of-way line, a distance of 435.33′; Thence N1°14′8″E, a distance of 128.56′; Thence N1°14′23′39″E, a distance of 83.16′; Thence S87°45′22″E, a distance of 370.91′ to the Point of beginning;

TOGETHER WITH: TRACT "E": A portion of the SW ¼ of Section 31, Township 53 South, Range 41 East, more particularly described as follows:

Commencing at the Northwest corner of said SW ¼ of Section 31; Thence S89°42′19″E, along the north line of said SW ¼ of Section 31, a distance of 49.99′ to a point on the east right-of-way line of N.W. 57th Avenue and the Point of beginning; Thence continuing, S89°42′19″E, along said north line, a distance of 1,335.15′; Thence S79°32′21″W, a distance of 1,363.23′ to a point on said east right-of-way line of N.W. 57th Avenue; Thence N1°13′32″E, along said east right-of-way line, a distance of 254.44′ to the Point of beginning;

TOGETHER WITH: TRACT "F": A portion of the SE ¼ of Section 35, Township 53 South, Range 40 East, more particularly described as follows:

Commencing at the Southwest corner of said SE ¼ of Section 35; Thence N1°17′27″E, along the west line of said SE ¼, a distance of 46.11′; Thence S88°42′33″E, a distance of 50′ to a point on the east right-of-way line of N.W. 72nd Avenue (Milam Dairy Road); Thence N1°17′27″E, along said east right-of-way line, a distance of 517.56′ to a point located on the south right-of-way line of the Seaboard Airline Railroad; Thence along said south right-of-way line the following 3 courses and distances: 1. S87°18′58″E, a distance of 376.37′; 2. S84°51′31″E, a distance of 193.3′ to a

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Point of curvature of a curve concave to the Southwest; 3. SE/ly along the arc of said curve, having a radius of 714.49', a central angle of 38°59'12", an arc distance of 486.17' and a chord bearing and distance of \$60°19'22'E, 476.85' to a point on the north right-of-way of the Airport Perimeter Road (N.W. 12th Street); Thence \$70°56'37"W, along said north right-of-way line, a distance of 489.25' to a Point of curvature of a curve concave to the Northwest; Thence \$SW/ly, continuing along said north right-of-way line, and along the arc of said curve, having a radius of 1,582.02', a central angle of 19°37'0" an arc distance of 541.64', and a chord bearing and distance of \$80°44'56"W, 539' to the Point of beginning;

TOGETHER WITH: TRACT "G": All of that portion of SEM-AIR LAKE SUBDIVISION, Plat book 53, Page 100, lying south of the south right-of-way line of State Road 836, as shown on Florida Department of Transportation Right-of-Way Maps for State Road 836, §87200-2503, Sheet 8 of 9; TOGETHER WITH: TRACT "H": All of that portion of SEM-AIR LAKE SUBDIVISION, Plat book 53, Page 100, lying north of the north right-of-way line of State Road No. 836 as shown on Florida

Department of Transportation Right-of-Way Maps, §87200-2503, Sheets 8 of 9 & 9 of 9.

TOGETHER WITH: TRACT "I": A portion of the SW ¼ of Section 32, Township 53 South, Range 41 East, being that parcel of land described in Official Records Book 9281, Page 1752 and being more particularly described as follows:

Tract 11 in Block 1 of LE JEUNE GARDEN ESTATES, SECTION TWO, Plat book 44, Page 1, LESS the following described property to-wit: Beginning at the Southeast corner of Tract 11 in Block 1 of LE JEUNE GARDEN ESTATES, SECTION TWO, Plat book 44, Page 1, as a Point of beginning; Thence SW/ly along the south line of said Tract 11 for a distance of 2' to a point; thence NW/ly to a point on the north line of said Tract 11, which is 5.5' west of the Northeast corner of said Tract 11; Thence east along the north line of said Tract 11 for a distance of 5.5' to the Northeast corner of said Tract 11; Thence south along the east line of said Tract 11; Thence south along the east line of said Tract 11, for a distance of 117.37'± to the Point of beginning.

TOGETHER WITH: TRACT "J": A portion of the SW ¼ of Section 35, Township 53 South, Range 40 East, being that portion of a parcel of land, as described in Official Records Book 9195, at Page 1701, lying north and east of the NE/ly right-of-way line of realigned N.W. 72nd Avenue (Milam Dairy Road), as shown on Miami-Dade County Public Works Department, Right-of-Way Map for Milam Dairy Road Realignment, Project Number 629742, Sheet 2 o 3 sheets, and being more particularly described as follows:

Commencing at the Southwest corner of said SW ¼: Thence S87°12′44″E, along the south line of said SW ¼, a distance of 943.71′; Thence N1°16′51″E, a distance of 59.4′ to a point on said NW/ly right-of-way line of N.W. 72nd Avenue (Milam Dairy Road), said point also being located on the arc of a curve concave to the Northeast, through which a radial line bears S28°27′58″W, said point also being the Point of beginning; Thence continue N1°16′51″E, along the east line of said parcel of land described in Official Records Book 9196 at Page 1701, a distance of 525.73′ to a point on the south right-of-way line of the Seaboard Airline Railroad; Thence N87°10′20″W, along said south right-of-way line, a distance of 284.4′; Thence S1°14′11″W, along said south right-of-way line, a distance of 25.27′ to a point on the said NE/ly right-of-way line of N.W. 72nd Avenue (Milam Dairy Road); Thence S26°13′25″E, along said NE/ly Right-of-Way line, a distance of 527.08′ to a Point of curvature of a curve concave to the Northeast; Thence SE/ly, along said NE/ly right-of-way line and the arc of said curve, having a radius of 95′, a central angle of 35°18′36″, an arc distance of 58.55′ and a chord bearing and distance of S43°52′44″E, 57.62′ to the Point of beginning:

TOGETHER WITH: CLEAR ZONE 27L: All of Tract "A", AMENDED OF CLEAR ZONE 27 - M.I.A., Plat book 104, Page 12;

TOGETHER WITH: PARCEL FOR OUTER MARKER FOR RUNWAY 9L: The east 2 ½ acres of Tract 56 of Section 17, Township 53 South, Range 40 East, Section 17, Plat book 2, page 17, less the east and south 35' thereof reserved for road purposes.

TOGETHER WITH: LE JEUNE ROAD/N.W. 21 STREET INTERCHANGE: A portion of the SE ¼ of Section 29, Township 53 South, Range 41 East, more particularly described as follows:

Commencing at the Northwest corner of said SE ¼ of Section 29; Thence S1°13′11″W, along the west line of said SE ¼, a distance of 1,529.19′; Thence S88°46′49″E, a distance of 50′ to a point on the east right-of-way line of N.W. 42nd Avenue (Le Jeune Road) and the Point of beginning; Thence S43°46′50″E, a distance of 797.36′; Thence N89°7′3′E, a distance of 1,310.42′; Thence S1°19′14″W, a distance of 198′; Thence S89°4′47″W, a distance of 856.84′; Thence S49°13′11″W, a distance of 450′±; Thence SW/ly, a distance of 690′ to said east right-of-way line of N.W. 42nd Avenue, (Le Jeune Road); Thence N1°13′11″E, along east right-of-way line, a distance of 1,148.85′ to the Point of beginning.

A plan is on file and may be examined in the Zoning Department entitled "Airport Layout Plan," as prepared by The Miami-Dade County Aviation Department, dated 5-23-94. Plans may be modified at public hearing.

LOCATION: The Northeast corner of State Road 836 & Palmetto Expressway, (State Road 826), Miami-Dade County, Florida, and

FINDINGS OF FACT

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

WHEREAS, it was noted that the South Florida Regional Planning Council and the Department of Community Affairs did not appear nor participate in the hearing, and the recommendations of the South Florida Regional Planning Council and the Miami-Dade County Developmental Impact Committee were review and considered, and

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

WHEREAS, having considered Section 380.06 Florida Statutes, and Rule 9J-2.025, Florida Administrative Code, it is the finding of this Board that:

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- 1. The development does not unreasonably interfere with the achievement of the objectives of an adopted state land development plan applicable to the area;
- 2. The development is consistent with the local land development regulations and the adopted local comprehensive plan;
- 3. The development will be consistent with the recommendations of the Council DRI assessment pursuant to S.380.06(12), F.S.; and
- 4. The development makes "adequate provisions for the public facilities needed to accommodate the impacts of the proposed development."

CONCLUSION OF LAW

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

WHEREAS, a motion was offered by Commissioner Miriam A. Alonso, seconded by Commissioner Natacha Seijas Millan, to approve the requested Development Order pursuant to the recommendation of the Developmental Impact Committee, and

WHEREAS, upon a poll of the members present the vote was as follows:

Miriam A. Alonso	aye	Dennis C. Moss	aye
Bruno A. Barreiro	aye	Pedro Reboredo	absent
Barbara M. Carey-Shuler	absent	Dorrin D. Rolle	aye
Miguel Diaz de la Portilla	aye	Natacha Seijas Millan	aye
Betty T. Ferguson	absent	Katy Sorenson	aye
Jimmy L. Morales	absent	Javier D. Souto	aye

Chairperson Gwen Margolis

aye

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NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Miami-Dade

County, Florida, that the development approval is hereby granted, and approved subject to the following conditions:

THE APPLICANT, (Miami-Dade Aviation Department "hereinafter MDAD"), ITS SUCCESSORS, AND/OR ASSIGNS JOINTLY AND SEVERALLY SHALL:

- 1. Submit a site plan to and that meets with the approval of the Department of Planning and Zoning Director upon the submittal of an application for a building permit and/or Certificate of Use and Occupancy; said plan to include among other things but not be limited thereto, location of structure or structures, types, sizes and location of signs, light standards, off-street parking areas, exits and entrances, drainage, walls, fences, landscaping, etc.
- 2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled "Airport Layout Plan" prepared by the Miami-Dade County Aviation Department dated 5/23/94.
- 3. That the use be established and maintained in accordance with the approved plan.
- 4. Submit to the Department of Planning and Zoning for its review and approval a landscaping plan which indicates the type and size of plant material prior to the issuance of a building permit and to be installed prior to the issuance of a Certificate of Use and Occupancy.
- Obtain a Certificate of Use and Occupancy from the Department of Planning and Zoning, upon compliance with all terms and conditions, the same subject to cancellation upon violation of any of the conditions.
- 6. Comply with all the conditions and requirements of the Public Works Department as contained in their Memorandum pertaining to this application.
- 7. Comply with all the conditions and requirements of the Department of Environmental Resources Management (DERM) as contained in their Memorandum pertaining to this application.
- 8. That the use of the airport shall be subject to the approval of the Federal Aviation Administration, Miami-Dade County Aviation Department and the Florida Department of Transportation (Mass Transit Division).
- 9. Submit the requisite documentation to the Department to ensure that Article XXXVII, Miami International Airport (Wilcox Field) Zoning, of the Zoning Code is amended to include the new runway prior to obtaining a certificate of use and occupancy.
- 10. All site, paving and building plans that will have an affect on the surface transportation system must be approved by the Department of Public Works Highway Division and Traffic Section to ensure that no encroachment be constructed and/or placed in to the adopted Metropolitan Planning Organization's approved North Dade Greenways Network.

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- 11. Incorporate the following into the project design and operation:
 - a. Within 120 days of the effective date of the development order, MDAD will submit a plan to the South Florida Regional Planning Council and the Florida Department of Transportation's South Florida Commuter Services (Commuter Services), which will integrate Miami International Airport's (MIA) ridesharing programs in the airport. The intent of this plan is to implement a ridesharing program at MIA that will further Commuter Services' existing programs. The plan shall include performance objectives, create a monitoring program using performance measures to tract the progress of the plan, and develop a system for counting existing users and forecasting future participants.
 - b. As part of MIA's ridesharing program, MDAD will work with the Commuter Services Program to identify potential incentives such as transit and vanpool passes for employees to use alternative modes of transportation. The alternative modes of transportation shall consist of public transportation, carpooling and vanpooling. MDAD will annually disseminate rideshare information to MIA's tenants, provide bus shelters and develop turnout lanes to facilitate the use of alternative modes of transportation. MDAD will coordinate its efforts with Commuter Services to jointly promote ridesharing and transit by providing transit route schedules and rideshare applications to tenants and employees at MIA on an bi-annual basis.
 - c. Provide secured bicycle storage facilities, as needed outside the boundaries of the terminal area in the employees parking lots, and within the boundaries of Miami International Airport (hereinafter "MIA") that are outside of the terminal area to encourage the use of alternative modes of transportation; and
 - d. Regularly schedule vacuum sweeping of all parking facilities of eleven or more parking spaces.
- 12. Design, construct and maintain any additions, expansions, or replacements to the stormwater management system to meet the following standards:
 - a. Comply with the regulations and requirements of the South Florida Water
 Management District (SFWMD), Miami-Dade County Department of Environmental
 Resources Management (DERM), and FAA Guidelines.
 - b. Implement pollutant retardant measures to treat required stormwater runoff in the proposed project areas in accordance with the master drainage plan.
 - c. Use Best Management Practices during all phases of project construction to prevent soil erosion that could cause turbidity in adjacent surface waters and to minimize air pollution.
- 13. New structures in the floodplain shall be designed so as not to impede the flow of water through the floodplain.

- 14. Design, construct, and maintain any additions, expansions, or replacements to the on-site irrigation system to minimize salt-water intrusion in accordance with SFWMD guidelines. When practicable, use recycled water for landscape irrigation and other water conserving techniques to reduce the demand on the region's potable water supply; including the installation of rain sensors on irrigation timers.
- 15. Incorporate the use of water sensors, ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, and other water conserving devices/methods to reduce the demand on the region's potable water supply.
- 16. Remove Brazilian pepper (Schinus terebinthefolius), Australian pines (Casuariana equisetifolia), and all other invasive exotic vegetation, as recognized by the Florida Exotic Pest Plant Council during the course of the development. Place visible barriers around the trees or tree clusters to remain on site, prior to removal of exotic vegetation with heavy equipment.
- 17. Comply with the tree preservation and landscaping standards set forth in Miami-Dade County Code and Miami-Dade County Aviation Department, Design Guidelines Manual, Section 02900, Landscaping. The Applicant shall follow xeriscape principles in landscape design and the selection of species for planting.
- 18. MDAD will continue to coordinate with DERM all of its activities pertaining to the protection of the manatee as required by the dredge and fill permit. In the past, MDAD has coordinated with DERM in the design of existing manatee barriers and other water features to discourage the manatee from entering the canals located within the airport's boundary.
 - All contractors will notify the construction workers of the possible presence of manatees and are advised of the civil and criminal penalties related to manatee protection. Personnel are provided with the Manatee Hotline (1-800-DIAL-FMP) to report injured or dead manatees.
- 19. The Applicant shall, to the best of its ability, fully utilize economic development enhancement resource agencies and programs to involve small and minority business in the development and expansion of permanent job opportunities. Examples of such resource agencies and programs include, but are not limited to, those contained in the South Florida Small and Minority Business Resource Directory. The Applicant is specifically encouraged to concentrate on efforts to assist the economically disadvantaged by adopting a plan of action. The economic disparity action plan may be accomplished by utilizing programs designated for enterprise zones as well as other economic and employment opportunity programs. The Applicant should provide goals and policies in defining steps and procedures that affirmatively address social and economic disparity. The applicant is further encouraged to work with community development corporations and other community-based agencies to promote its plan and achieve its obligations.
- 20. Within 120 days of the effective date of the development order, MDAD will submit a Hazardous Materials Management Plan for review and approval by the Miami-Dade County Department of Environmental Resources Management (DERM), the SFWMD, the Florida

Department of Environmental Protection (DEP), and the South Florida Regional Planning Council (SFRPC). Provide a copy of the approved plan to the Miami-Dade County Fire Rescue Department. The plan shall incorporate into the development by lease as long as the property is owned by the Applicant, and incorporate into the development by sales agreements and restrictive covenants when any of the property is conveyed, as applicable, the following provisions:

- a. require disclosure, by all owners or lessees of property, of all hazardous materials and hazardous waste proposed to be stored, used, or generated on the premises;
- b. allow inspection by appropriate agency personnel of all business premises storing, using, or generating hazardous materials or hazardous waste prior to the commencement of operation, and periodically thereafter to assure that adequate facilities and procedures are in place to properly manage hazardous materials and hazardous waste projected to be on-site.
- c. provide minimum standards and procedures for storage, prevention of spills, containment of spills, and transfer and disposal of such materials.
- d. provide for proper maintenance, operation, and monitoring of hazardous materials management systems, including spill, hazardous materials and hazardous waste containment systems, and equipment necessary on-site for the handling of first response to releases of oil, jet fuel and surface vehicle fuels or hazardous materials along with the capacity to employ such equipment.
- e. require tenants to contract with a licensed hazardous waste transporter and/or treatment and disposal facility to assure proper pretreatment of wastewater and sludge and the treatment of or disposal of hazardous waste. Tenants should be required to keep all required records of such transactions, including, but not limited to hazardous waste manifests;
- f. describe design features, response actions and procedures to be followed in case of spills or other accidents involving hazardous materials, hazardous waste, jet fuel and surface vehicle fuels or oil; and require tenants to notify appropriate authorities in the event of a release as required by applicable regulations; and
- g. require tenants to comply with all applicable reporting provisions of the Title III of the Superfund Amendment and Reauthorization Act (SARA) of the Emergency Planning and Community Right-to-know Act (EPCRA) and DERM, and Chapter 24 of the Miami-Dade County Environmental Protection Ordinance.
- 21. For consistency with the May 1998 Consent Order and Settlement Agreement (OGC Case #94-0984) between Miami-Dade County and the Florida Department of Environmental Protection (DEP), the pre-construction assessment process should be consistent with that Consent Order:

Miami-Dade Aviation Department (MDAD) will implement a pre-construction investigation of any proposed area of construction in accordance with the procedures approved in the DEP Consent Order noted above. If suspected contamination is discovered, the location will be addressed, depending on whether the contamination involves petroleum products or hazardous substances, under the terms of the Consent Order and other applicable laws and regulations.

If previously unknown sites of contamination are identified during the pre-construction investigation or during construction, MDAD shall notify DEP or DERM as provided in the Consent Order, and respond to the contamination as directed by DEP or DERM under Consent Order.

MDAD shall notify DEP of the discovery of any unregistered underground storage tank system using a Storage Tank Facility Registration Form. Any system so discovered shall be closed in accordance with DEP closure requirements and applicable storage tank rules. Where applicable, a Discharge Reporting Form shall be submitted to the DEP within 24 hours of the discovery of pollutant or petroleum product contamination in the vicinity of the storage tank system. Consistent with the Consent Order, cleanup of the contamination from any tank owned and/or operated by MDAD shall be performed in accordance with DEP rules.

MDAD shall require contractors involved with the construction activities involving the use of hazardous materials at MIA to adhere to a health and Safety Plan (HSP) and Stormwater Pollution Prevention Plan (SWPPP) approved by MDAD. The HSP and SWPPP shall address chemicals typically stored on site by contractors, including lubricating oils, portable fuel skid tanks, paints, solvent, cleaning agents, coatings, etc. The HSP and SWPPP shall require each contractor to designate a person responsible for activities involving hazardous materials to regularly inspect and make certain that proper steps are followed for the management and storage of hazardous materials through completion of the contract. This person shall also be responsible for monitoring the steps taken in the event of a fire, spill, or environmental release during construction activities. MDAD will designate appropriate personnel to oversee the contractor. Within 120 days of the effective date of the development order, MDAD will submit a copy of the HSP and SWPPP protocol to the DEP and the South Florida Regional Planning Council.

Disposal of construction and demolition debris during construction shall conform with DEP rules and regulations,

MDAD shall conduct environmental compliance inspections of appropriate tenants consistent with the terms of paragraphs 17 and 18 of the Consent Order and tenant leases.

- 22. Maintain an understanding with Miami-Dade Police Department to ensure adequate provision of police services for the Airport and to continue to fund the provision of police emergency services for the project through its annual budget process.
- 23. Maintain an understanding with the Miami-Dade Fire Rescue Department to ensure adequate provision of fire and rescue services are provided at the Airport, and continue to

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fund the provision of fire and emergency services for the project through its annual budget process. MDAD will provide the equipment identified by Miami-Dade Fire and Rescue Department, including but not limited to the following:

- a. funding for the purchase of and staffing for a 65-foot telesquit vehicle prior to the completion of the construction of the Northside Fire Station;
- b. funding for the purchase of staffing for a foam truck prior to the completion of the punch list for the new Aircraft Carrier Runway;
- funding for the purchase of and staffing for emergency medical capability prior to the issuance of certificates of occupancy for the A-D Wrap of the terminal facility;
 and
- d. funding for the on-going staffing of the 65-foot telesqurt, foam truck and medical unit subsequent to the initial year of operating.

All site plans will be subject to approval by the Fire Rescue Department at time of Administrative Site Plan Review.

The Applicant must contact the Fire Rescue Department's Aviation Division (Life Safety Bureau) to have the site plans review for emergency vehicle access.

- 24. Within 180 days of the issuance of the development order, Applicant shall submit a plan with the objective to increase the Applicant's use of alternative fuel vehicles at Miami International Airport. The plan should be reviewed for approval by the South Florida Regional Planning Council staff (who also provide the staff support to the Gold Coast Clean Cities Coalition). The plan should include, for example, the following components:
 - a. current and future conditions regarding vehicle uses operated within the Airport property;
 - b. strategies to increase the use of alternative fuel vehicles operated within and adjacent to the Airport property, including the development of refueling infrastructure; and
 - c. implementation schedules and benchmarks for achievement.
- 25. Incorporate energy conservation measures into the design and operation of the project. At a minimum, construct all development in conformance with the specifications of the South Florida Building Code and the Florida Energy Code. Consider using natural gas and/or renewable energy sources (e.g. solar heating) for water heating, space heating, air cooling and lighting control. Monitor design review procedures and electrical energy conservation measures, proposed in the ADA, during the project construction phase to assess the effectiveness of same.

- 26. All excavation, dredging and filling on site shall be subject to all provisions of the MDAD's Design Guidelines Manual, Section 02300, Earthwork, and any licenses issued pursuant to operations undertaken by the Applicant on such lands, which are not incidental to construction work, shall be governed by the Miami-Dade County Code. Assure that any fill material utilized at the site, whether from on-site excavation activities or from off-site sources, meets the clean soils criteria of the Florida Department of Environmental Protection.
- 27. Delay construction up to three months in any area where potentially significant historical or archaeological artifacts are uncovered, and permit state and local historical preservation officials to survey and excavate the site.
- 28. The Miami-Dade Aviation Department will contribute toward the funding of those projects listed in Exhibit 1, or other eligible roadways found by the Miami-Dade County Public Works Department to be affected and which meet FAA guidelines for funding of off-site improvements. An exception to this is the improvement on Le Jeune at NW 14th Street, which is now superseded by the southern portion of the SR112/SR836 Connector scheduled for construction by others in conjunction with the Miami Intermodal Center (MIC). Exhibit 2 contains; a list of the parties responsible for these improvements.
- 29. The MDAD will contribute toward the funding of the MIC and the MIC/MIA connector, which will provide an automated transit connection between Miami International Airport and the MIC. MDAD will also contribute toward the funding of the MIC itself and Miami-Dade County (including MDAD) will contribute toward the funding of the State Road 112/State Road 836 Connector. Exhibit 2 contains a list of the parties responsible for this improvement.
- 30. The Miami-Dade Aviation Department will fund at least 50% of those portions of the NW 25th Street Improvements (from NW 67th Avenue to NW 87th Avenue), which are eligible for funding with Airport monies as defined by FAA guidelines and as approved by FAA. Exhibit 2 contains a list of the parties responsible for this improvement.
- 31. Total funding contribution by MDAD, Miami-Dade County and the FAA for the projects referenced in conditions numbers 28, 29, and 30 will meet or exceed the Airport's estimated proportional share of \$22,437,131 (1996 dollars) as defined in Table 10-9 of the ADA.
- 32. The above conditions numbers 28, 29, and/or 30 will be deemed to satisfy the mitigation requirements of the DRI provided that MDAD identifies funding (FAA or other County funds) in the fifth year of the MPO's year 2001 TIP (to be adopted in May, 2000). Appropriate project funding must be advanced in each annual update of the TIP. If the identified funding is moved out of the TIP, or if it is postponed, then the mitigation requirements will be deemed as not satisfied. In this latter case, the development order would then be in default, and construction of the square footage beyond that allowed under the approved Preliminary Development Agreement (PDA) at Miami International Airport may not proceed until conditions numbers 28, 29, and/or 30 are programmed for construction in the first three (3) years of the TIP.

- 33. MDAD will complete a comprehensive transportation study of the roadway system surrounding MIA, within 120 days of the effective date of the development order. The intent of this study is to determine which roadways meet the FAA guidelines for aviation funding eligibility. MDAD will meet with the County's Public Works Department and the Florida Department of Transportation to brief the staff on the project's methodology.
 - Upon completion of the transportation study, MDAD will immediately notify Public Works of the results of the project. MDAD will reach an agreement with Public Works on the funding method to finance the recommended transportation improvements on those roadways found deficient in the ADA and which meet the FAA guidelines for aviation funding eligibility. This study has to be performed because of FAA guidelines restricting MDAD's funding of off-site road improvements to only roadways which meet the FAA guidelines for aviation funding eligibility.
- 34. Within 120 days of the effective date of the development order, MDAD's and DERM's staff should meet to develop a methodology and schedule for updating the existing and future maintenance square footage matrix or table, and address any issue related to the implementation and monitoring of the northwest variance.
- 35. In order to encourage the use of public transit as a means to and from the Airport, and hence reduce the use of private vehicles, the Applicant shall continue to provide regular shuttle bus services between the Airport and the nearest Tri-Rail station. Expansion of current shuttle bus services should be considered if feasible. The Applicant shall participate in the County's transit and vanpool pass program for its employees.
- 36. MDAD will continue to support federal noise regulations and continue to develop operational procedures designed to reduce off-airport noise impacts. Further, MDAD will keep the community informed and solicit their input through participation in the County's Noise Abatement Task Force. The minutes of the County's Noise Abatement Task Force and documents generated by MDAD's Noise Abatement Program will be housed with the Department's Aircraft Noise and Environmental Planning Section, and will be available for public inspection during regular working hours. MDAD will continue to fund and expand the current noise mitigation program that was implemented in FY 1993.
 - Within 120 days of the effective date of the development order, MDAD will prepare an information document, which will summarize MDAD's Noise Abatement Program, role of the Noise Abatement Task Force, and existing and future noise abatement procedures. The South Florida Regional Planning Council proposed outline (Exhibit 3) for this document would be presented to the Noise Abatement Task Force for comment and approval.
- 37. Limit departures and arrivals on Runway 8-26 to the operation scenarios identified in the 1998 Final Environmental Impact Statement.
- 38. Ensure that departures from Runway 8-26 do not affect new areas by requiring departing aircrafts to turn within the existing flight corridors currently used by aircrafts departing from the existing Runway 9L/27R.

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- 39. MDAD will continue to work with the FAA and the community on arrival/departure procedures, land use compatibility measures and other aircraft noise abatement procedures.
- 40. MDAD will work with the County's Noise Abatement Task Force, the community and the County Manager's Office to urge the Miami-Dade County Board of County Commissioners to evaluate the feasibility of making the Task Force a full and permanent County Advisory Board.
- 41. Integrate all original and supplemental ADA information into a Consolidated Application for Development Approval (CADA) and submit two copies of the CADA to the SFRPC, one copy to Miami-Dade County and one copy to the Florida Department of Community Affairs (DCA) within 30 days of the effective date of the development order. The CADA shall be prepared as follows:
 - a. Where new, clarified, or revised information was prepared subsequent to submittal of the ADA but prior to issuance of the development order, whether in response to a formal statement of information needed or otherwise, the original pages of the ADA will be replaced with revised pages.
 - b. Revised pages will have a "Page Number (R) Date" notation, with "Page Number" being the number of the original page, "(R)" indicating that the page was revised, and "Date" stating the date of the revision.
- 42. Submit an annual report to Miami-Dade County, the SFRPC, the Florida Department of Community Affairs, and the Florida Department of Transportation (District 6) on each anniversary date of the effective date of the development order. The annual report shall include, at a minimum, a complete response to each question in the Development of Regional Impact Annual Report Form (RPM-BSP-ANNUAL REPORT-1) (Exhibit 4) as per the requirements set forth in Section 380.06(18), F.S.
- 43. Within 30 days of the effective date of the development order, record notice of the adoption of the development order with the Clerk of the Miami-Dade County Circuit Court pursuant to Section 380.06(15), Florida Statutes, specifying that the development order runs with the land and is binding on the Applicant, its successors, and assigns, jointly or severally.

THE COUNTY SHALL:

44. For the purposes of Concurrency Review, and based upon the analysis contained in the ADA together with review and further study by Miami-Dade County, it is hereby found that throughout the buildout period (December 31, 2000) sufficient infrastructure capacities will be available to service this project. All subsequent development orders or permits pursuant to this development order, are hereby found to meet concurrency standards set forth in Comprehensive Development Master Plan Ordinance No. 89-66 and Chapter 33G of the Miami-Dade County Code and A.O. 4-85 (concurrency regulations) as amended from time to time and to be consistent with local development regulations so long as the Developer is developing in compliance with the terms and conditions of this Development Order.

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Furthermore, Miami-Dade County shall not issue any subsequent development orders as defined in Section 33G-3(2) Miami-Dade County Code, which would degrade such level of service below minimum acceptable levels as may be applicable in the Comprehensive Development Master Plan and the above ordinance, as may be amended from time to time. In the event that: (a) the actual impacts of this project and other committed development are greater than those projected in the ADA, and (b) the issuance of further local development orders (as defined in Chapter 33G, Miami-Dade County Code) authorizing further construction or development pursuant to this DRI Development Order would violate the aforesaid concurrency regulations, the following shall occur: Such further local development order shall not be issued unless and until the Applicant shall make provisions for necessary services and facilities to meet the County's concurrency standards as determined by the County. The issuance of development orders which have been found to be vested pursuant to Chapter 2-114.1 or 33-316 of the Code of Miami-Dade County, as adopted pursuant to Section 163.3167(8) Florida Statutes, shall not be considered for purposes of determining concurrency as to this project, nor shall this Development Order be construed or applied to prohibit the issuance of said development orders under any circumstances. However, modifications or changes to this Development Order regardless of whether such change or modification is found to constitute a substantial deviation, may require this development to comply with those concurrency requirements or local development regulations in effect at the time such modification or change occurs including but not limited to the recognition of trips previously vested which are permitted or complete.

- 45. Withhold the issuance of building permits or certificates of occupancy, or both, if potable water and wastewater treatment demand exceeds capacity adequate to serve that demand.
- 46. Confirm compliance with required roadway improvements, as described in Conditions 28, 29, 30, and 32 herein.
- 47. Review project landscape plans to ensure that only those plant species identified in Section 02900, Landscaping, Miami-Dade County Aviation Department, Design Guidelines Manual are used for project landscaping and that xeriscape principles are utilized in such landscape plans, as practicable.
- 48. Monitor site development to ensure that exotic plant species are removed.
- 49. Confirm compliance with the Hazardous Materials Management Plan submittal and approval required in Condition 20, herein.
- 50. In the event the Applicant, its successors, or assigns violates any of the conditions of the development order or otherwise fails to act in substantial compliance with the development order (hereinafter "violator"), the County shall have the right to stay the effectiveness of the development order as to the tract, or portion of the tract, in which the violative activity or conduct has occurred and withhold further permits, approvals, and services for development in said tract, or portion of the tract, upon passage of any appropriate resolution by the local governments of jurisdiction, adopted in accordance with this section, finding that such violation has occurred. The violator will be given written notice by the County that states: 1) the nature of the purported violation, and 2) that unless the violation is cured within 15 days of said notice, the County will hold a public hearing to consider the matter within 30 days of the date of said notice.

Corrected: 11-6-00 29/30/31/32-53-41 and 25/35/36-53-40 (97-470)

If the violation is not curable in 15 days, the violator's diligent good faith efforts to cure the violation within that period will obviate the need to hold a public hearing and the development order will remain in effect unless the violator does not diligently pursue the curative action to completion within a reasonable time, in which event the County will give 15 days notice to the violator of its intention to stay the effectiveness of the development order and withhold further permits, approvals, and services as to the tract, or portion of the tract, in which the violation has occurred and until the violation is cured. For purposes of this paragraph, the word "tract" shall be defined to mean any area of development identified on the Miami International Airport Development Plan. In addition, the phrase "portion of a tract" means a division of a tract into more than one ownership as created by deed or plat.

51. The Director of the Department of Planning and Zoning, or its successor entity, is hereby authorized to monitor compliance with all conditions of the development order and specify monitoring procedures that, at a minimum require development order conditions to be reviewed by Miami-Dade County prior to issuance of any local development permit.

GENERAL:

- 52. December 31, 2000 is hereby established as the build-out date for this project and is the date until which the local governments of jurisdiction agree that the Miami International Airport DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, unless the County can demonstrate that substantial changes made by the developer in the facts or circumstances underlying the approval of the DRI development order have occurred, or that the DRI development order was based on substantially inaccurate information provided by the Applicant, or that the change is clearly essential to the public health, safety, or welfare.
- .53. Development has commenced at the project site as defined in Section 380.04, F.S. The termination date for completing physical development shall be December 31, 2000. This termination date may be modified in accordance with Section 380.06(19)(c), F.S.
- 54. December 31, 2005 is hereby established as the expiration date for the development order.
- 55. The effective date of the development order shall be 45 days from transmittal of the development order to the Florida Department of Community Affairs, the South Florida Regional Planning Council, and the Applicant; provided however that if the development order is appealed, the development order will take effect on the day after all appeals have been withdrawn or finally resolved pursuant to Section 380.07(2), F.S.
- 56. Pursuant to Rule 9J-2.025, Section (3)(b)9, F.A.C., the Consolidated Application for Development Approval (as prepared pursuant to Condition 41, herein) and the South Florida Regional Planning Council DRI Assessment Report are incorporated herein by reference and relied upon by the parties in discharging their statutory duties under Chapter 380, F.S., and local ordinances. Substantial compliance with the representations contained in the Application for Development Approval is a condition for approval unless waived or modified by agreement among the local governments of jurisdiction, the South Florida Regional Planning Council, and the Applicant, its successors, or assigns.

Corrected: 11-6-00 29/30/31/32-53-41 and 25/35/36-53-40 (97-470) The Director is hereby authorized to make the necessary changes and notations upon the maps and records of the Miami-Dade County Department of Planning and Zoning and to issue all permits in accordance with the terms and conditions of this resolution.

THIS RESOLUTION HAS BEEN DULY PASSED AND ADOPTED this 22nd day of June, 2000, and shall become effective forty-five (45) days after the date of its transmittal to the Department of Community Affairs.

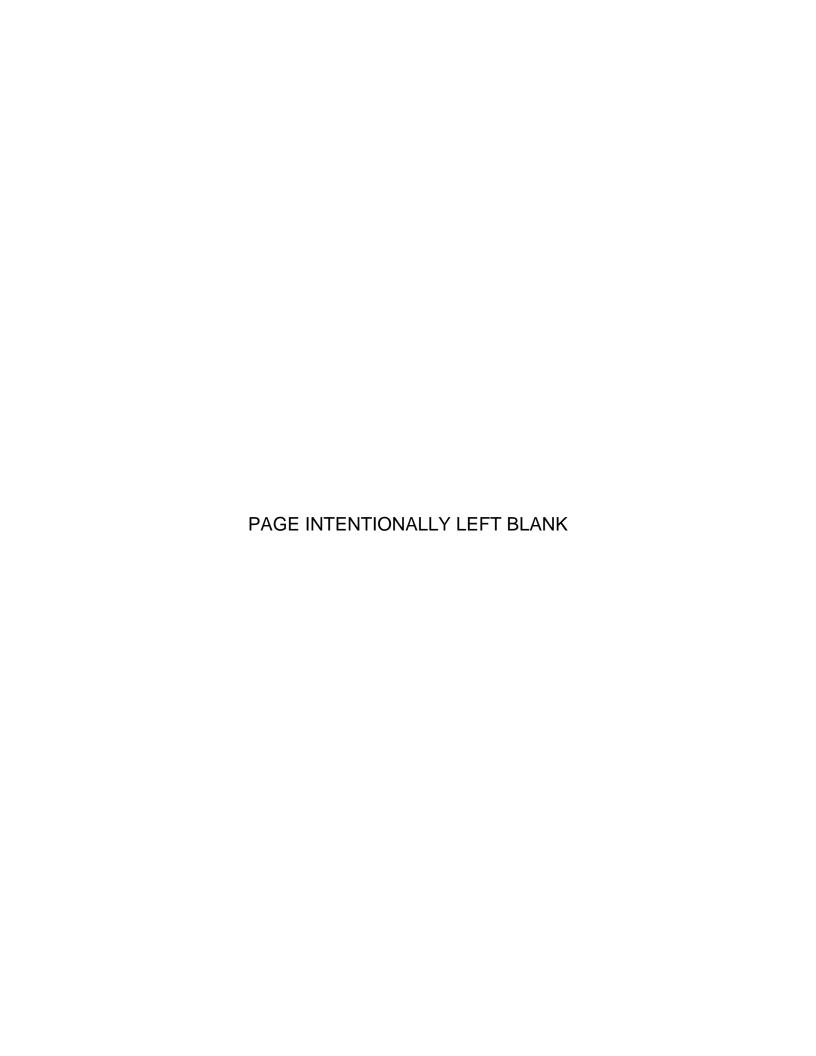
No. 00-4-CC-1

ŚW

MIAMI-DADE COUNTY, FLORIDA, BY ITS
BOARD OF COUNTY/COMMISSIONERS

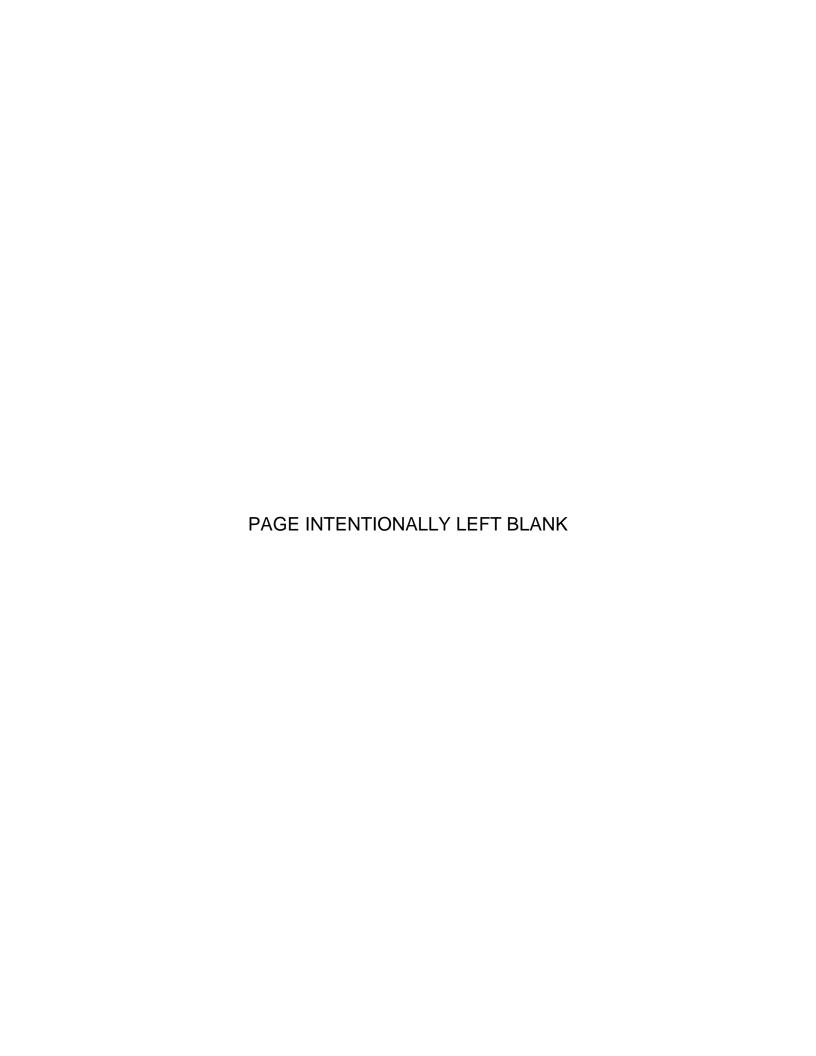
by Guillermo E. Oknjedillo, Director Miami-Dade Department of Planning and Zoning

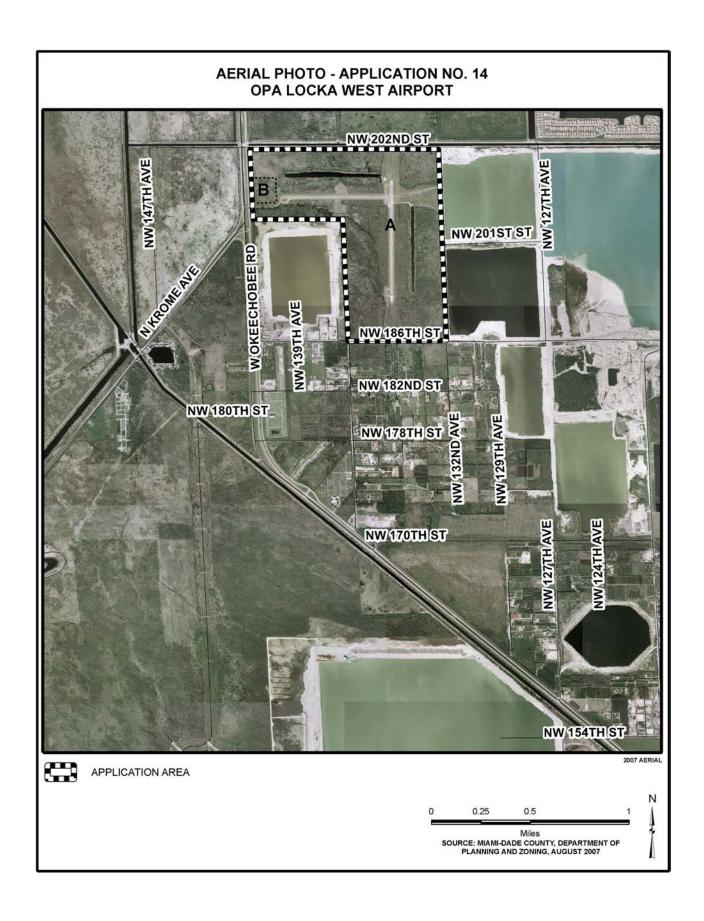
THIS RESOLUTION WAS TRANSMITTED TO THE CLERK OF THE BOARD OF COUNTY COMMISSIONERS ON THE 12th DAY OF JULY, 2000.

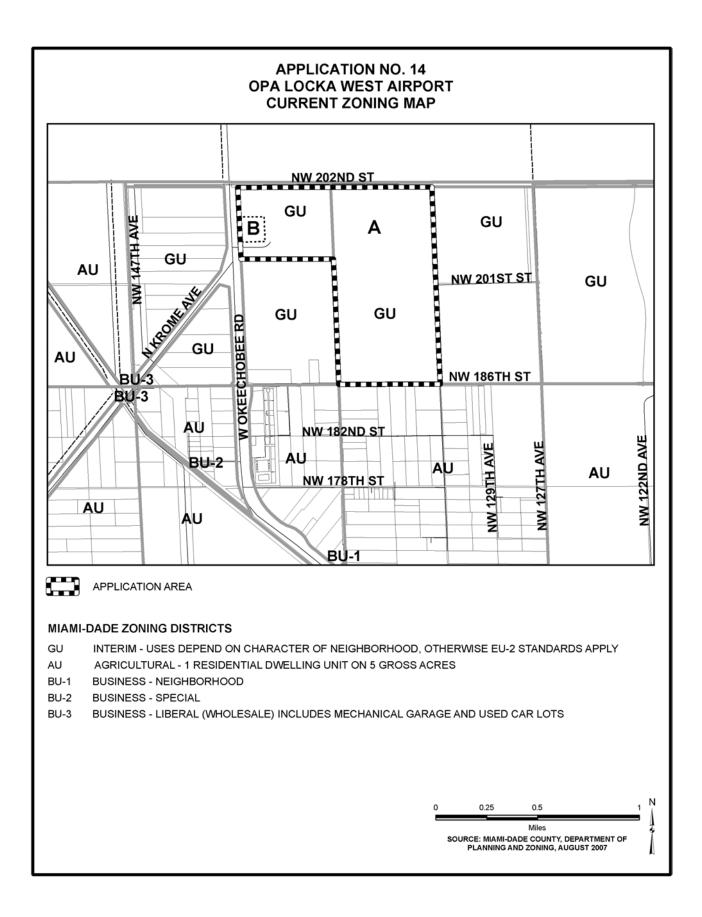


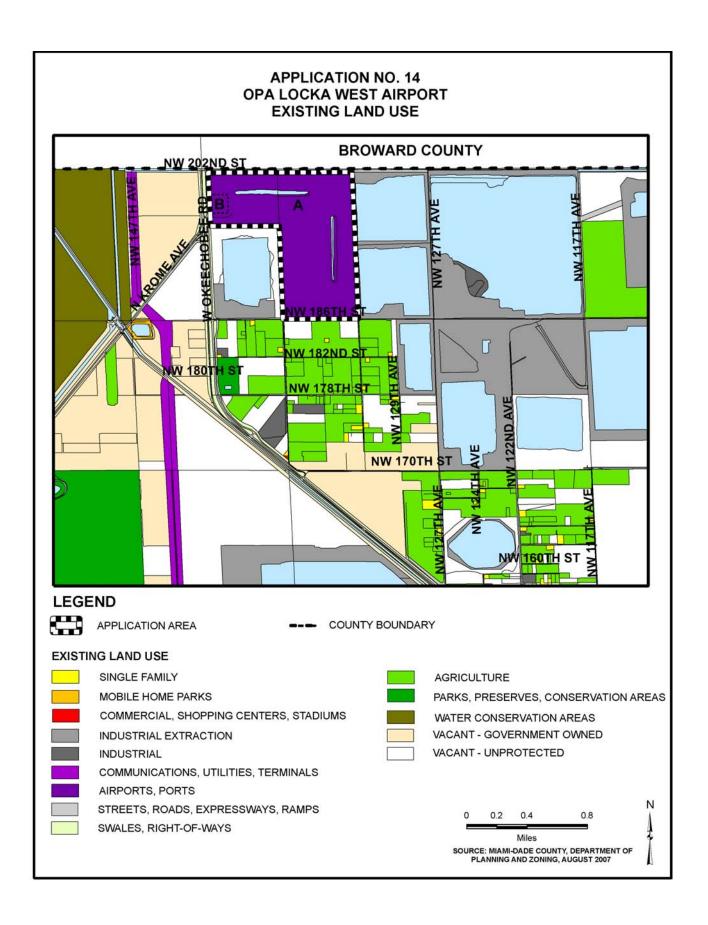
APPENDIX B

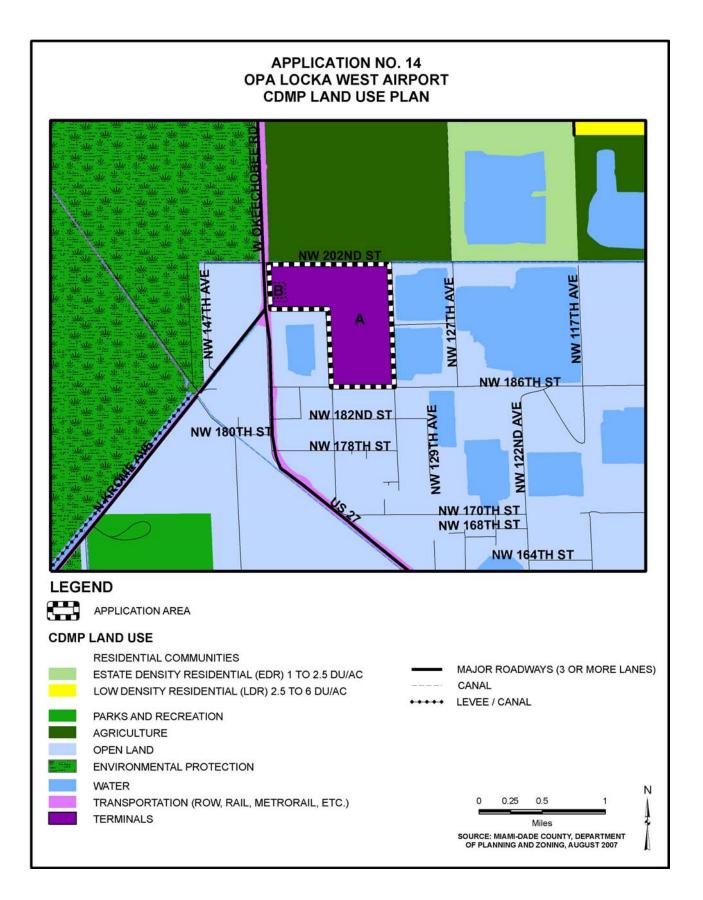
Map Series for Opa-locka West Airport





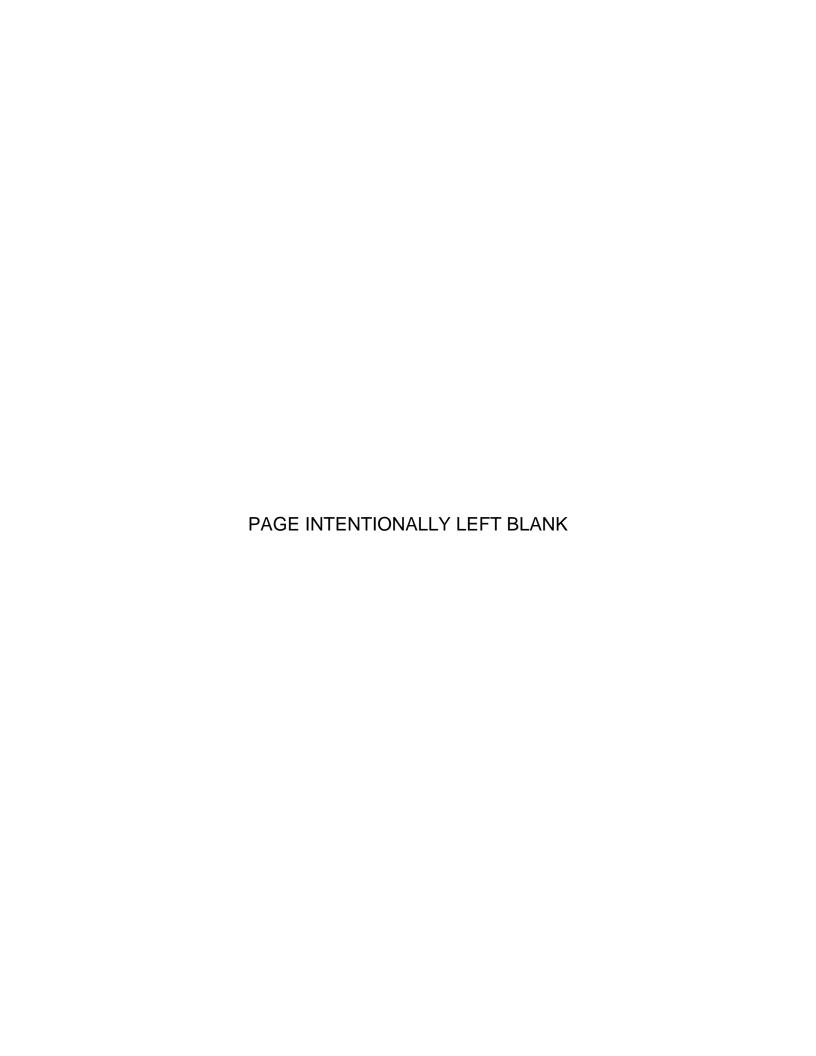






APPENDIX C

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 Jaime G. Torrens

Planning Officer Ana Rijo-Conde, AICP July 10, 2007

Miami-Dade County School Board
Agustin J. Barrera, Chair
Dr. Martin Karp, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Perla Tabares Hantman
Dr. Robert B. Ingram
Ana Rivas Logan
Dr. Marta Pérez

Dr. Solomon C. Stinson

Mr. Subrata Basu, AIA, AICP, Interim Director Miami-Dade County Department of Planning and Zoning Zoning Evaluation Section 111 NW 1 Street, 11th Floor Miami, Florida 33128

Re: Land Use Amendments

April 2007 Cycle

(Applications No. 1-13)

Dear Mr. Basu:

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 2, 4, 12 and 13 will not generate additional student impact to the District; and the schools impacted by land use amendments 1 and 6 do not meet the review threshold. However, land use amendments proposed in applications 3, 5, 7, 8, 9, 10, 11, and Opa-Locka West Airport will generate an additional student impact to the District (see attached analyses).

Please note that some of the impacted school facilities for Amendments 3, 5, 7, 8, 9, 10, 11, and Opa-Locka West Airport 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.

Mr. Subrata Basu, AIA, AICP July 10, 2007 Page Two

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,

Ivan M. Rodriguez, R.A.

Director II

IMR:ir L016 Attachments

CC:

Ms. Ana Rijo-Conde

Mr. Fernando Albuerne

Mr. Michael A. Levine

Ms. Vivian Villaamil

Ms. Corina Esquijarosa

Ms. Helen Brown

SCHOOL IMPACT REVIEW ANALYSIS

July 2, 2007

APPLICATION: Opa-Locka West Airport

REQUEST: Parcel A: Business and Office; Parcel B: open Land

ACRES: <u>+</u> 420 acres

LOCATION: Opa-Locka Airport

MSA/

MULTIPLIER: 3.1 /.57 SF Detached and

NUMBER OF

UNITS: 107 SF Detached Units

ESTIMATED STUDENT

POPULATION: 61

ELEMENTARY: 29

MIDDLE: 14

SENIOR HIGH: 18

SCHOOLS SERVING AREA OF APPLICATION

ELEMENTARY: Miami Lakes K-8 Center – 4250 NW 67 Ave

MIDDLE: Miami Lakes Miiddle – 6425 Miami Lakeway North

SENIOR HIGH: Hialeah Miami Lakes Senior High - 7977 West 12 Ave.

All schools are located in Regional Center I.

*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 2006:

	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**
Miami Lakes K-8 Center	1,233	517	238%	65	212%	1,262
	1,262 *		244%		217%	
Miami Lakes Middle	1,182	968	122%	178	103%	1,196
	1,196	300	124%		104%	
Hialeah-Miami Lakes Senior	4,163	- 3,434	121%	119	117%	4,181
	4,181 *		122%		118%	

^{*}Student population increase as a result of the proposed development

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, none of the impacted 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
School
Miami Lakes El. K-8 Conversion
Construction

Projected Occupancy Date
School Opening 2007

(738 student stations)

N/A

Proposed Relief Schools School

Funding year

OPERATING COSTS: Accounting 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 \$399,489.

CAPITAL COSTS: Based on the State's July 2007 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY 20 x 18,549 = \$370,980MIDDLE Does not meet review threshold

SENIOR HIGH $18 \times 26,019 = $468,342$ Total Potential Capital Cost \$839,322

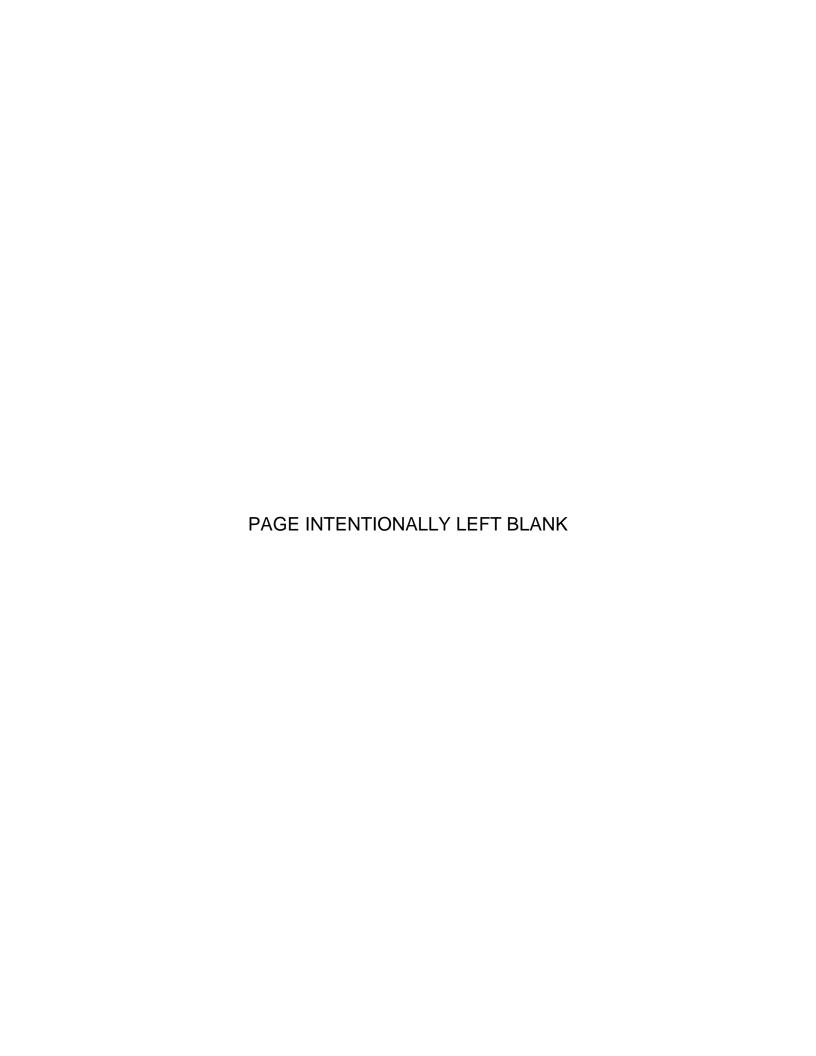
^{**}Estimated number of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

^{*}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

Fiscal Impact Analysis for Opa-locka West Airport



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 Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual 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 \$439.00 per residential unit. For a residential dumpster, the current fee is \$339.00. The average residential unit currently generates approximately 3.0 tons of waste annually, which includes garbage, trash, and recycled waste.

As reported in March 2007 to the State of Florida, Department of Environmental Protection, for the fiscal year ending September 30, 2006, the full cost per unit of providing waste Collection Service was \$437.00 including disposal and other Collections services such as, illegal dumping clean-up and code enforcement.

There are no DSWM facilities adjacent to or within close proximity to the application site. The closest solid waste facilities include two Trash and Recycling Centers (collections facilities) located at 140 NW 160th Street and 17600 NW 78th Place. Several other facilities are somewhat more distant. However, due the lack of a significant residential component, the DSWM anticipates little or no impact on collection service operations or costs due to this application to amend the CDMP. Any impact on disposal and transfer facilities and operations would be incremental and is already programmed into DSWM plans through growth calculations concerning overall community growth in disposal capacity demands.

Waste Disposal Capacity and Service

The incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities are paid for by the users. The DSWM charges a disposal tipping fee at a contract rate of \$56.05 per ton to DSWM Collections and to those private haulers and municipalities with long term disposal agreements with the Department. For non-contract haulers, the rate is \$73.90. These rates adjust annually with the Consumer Price Index, South. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.0628 per 1,000 gallons for the water and \$1.4797 per 1,000 gallons for the sewer. The connection fee was based on providing a 1-inch service line and meter.

Miami-Dade County Aviation Department (MDAD) is requesting, as Part 1 of the Opa-Locka West Airport Application, a change to the CDMP Land Use Plan map to redesignate 410 acres from "Transportation Terminal" to "Open Land" and 10 acres from "Transportation Terminal" to "Business and Office." The proposed "Open Land" CDMP land use designation of the 410 acre site will allow a potential development of rock mining, and the 10 acre site will have a potential development of 84 single family dwelling units or 117,240 sq. ft. of retail activity.

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 supply is 24-inch water main approximately 5.5 miles from the application site at NW 186th Street

and NW 87th Avenue. The source for this water supply is MDWASD's Hialeah/Preston Water Treatment Plant, which has sufficient capacity to meet current water demand as well as the additional flows that the proposed development would generate. According to data provided by the DERM, this water treatment plant currently has a rated treatment capacity of 225 million gallons/day (mgd) and a maximum plant production based upon the last 12 months of 204.1 mgd. Based upon these numbers, this treatment plant has 21.0 mgd or 9.3% of treatment plant capacity remaining.

Connection from the closest existing water main to the application site would require extending a new 16-inch main to the property and installing a Booster Pump Station. However, as per CDMP policies WS-1A and WS-1H, it should be the first priority of Miami-Dade County to extend connections to developments inside the Urban Development Boundary (UDB), and the second priority to extend connections to those developments in the Urban Expansion Area (UEA). Since this application is outside both the UDB and the UEA, connection to water and sewer lines will be of the lowest priority. In addition, the aforesaid policies also state that Miami-Dade County shall avoid water and sewer infrastructure investments in areas designated for Agriculture, Open Land, or Environmental Protection on the Land Use Plan Map, except where essential to eliminate or prevent a threat to public health safety or welfare. If the requested land use amendment is approved, most of the application site will be designated as Open Land and will not pose a threat to public health safety or welfare. Because the extension of public water mains to serve the site may therefore not be feasible, DERM has advised that the proposed uses would have to be served by an on-site drinking water supply well as the source for potable water. This will require a variance from the Miami-Dade County Environmental Quality Control Board (EQCB).

Flood Protection

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

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

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of

Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

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

Fire Rescue

The closest fire station to the vicinity of this development is Fire Rescue Station 44, located at 7700 NW 186th Street, approximately 5.5 miles East from the Opa-Locka West Airport site. Based on 2006 data, the cost per alarm in Miami-Dade County is estimated at \$1,302.00. Based on the proposed land use designation for the Opa-Locka West Airport, potential development on this site is anticipated to generate 35 alarms annually, which results in a total fiscal impact to the County of \$45,570.00.

Public Schools

Application No. 14 will result in 61 additional students to the Miami-Dade County School System. The average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students as a result of this development, if approved, would total \$399,489. Based on the State's July 2007 student station cost factors, capital costs for the estimated additional students to be generated by the proposed development are:

School	Number of Additional Students	Capital Costs	Total
Miami-Lakes K-8			
Center	29	\$18,549	\$537921
Miami Lakes Middle	n/a *	n/a *	n/a *
Hialeah-Miami Lakes			
Senior	18	\$26,019	\$468,342

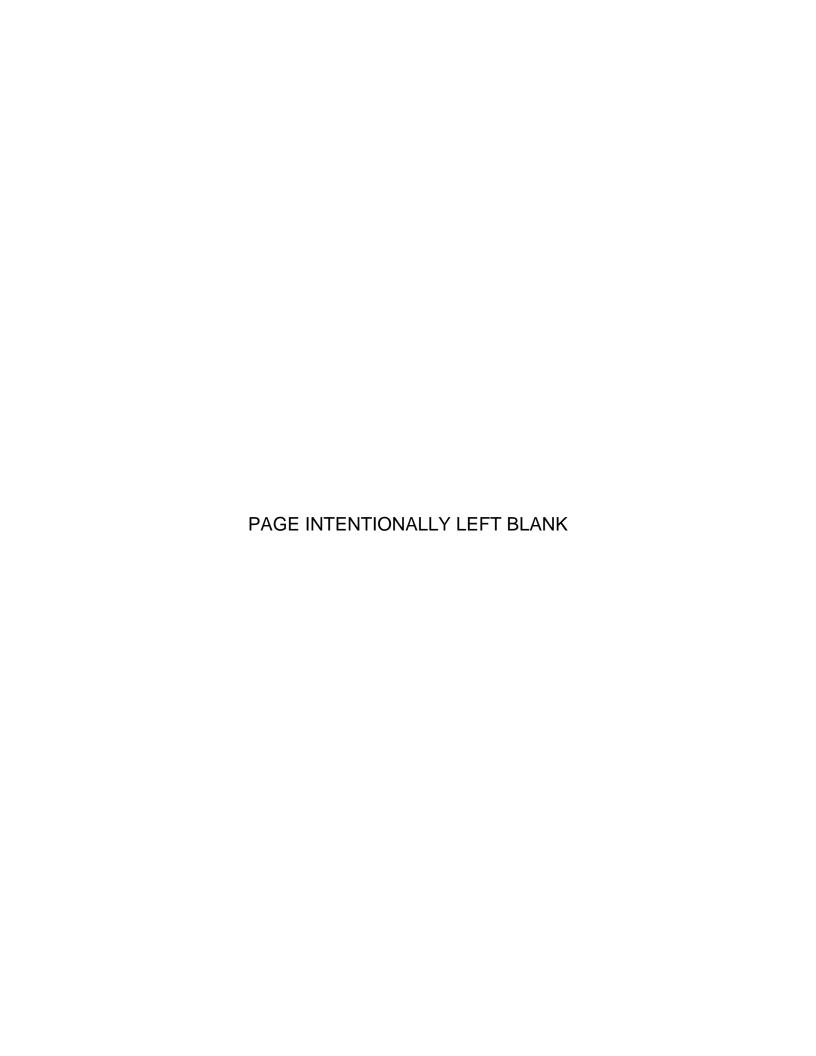
Total Potential Capital Cost: \$1,006,263

Notes

- *Does not meet review threshold
- (1) Figures above reflect the impact of the class size amendment.
- (2) Pursuant to the Interlocal Agreement, Glades Middle School meets the review threshold.
- (3) Student cost factors were 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 E

Photos of Opa-locka West Airport and Surroundings

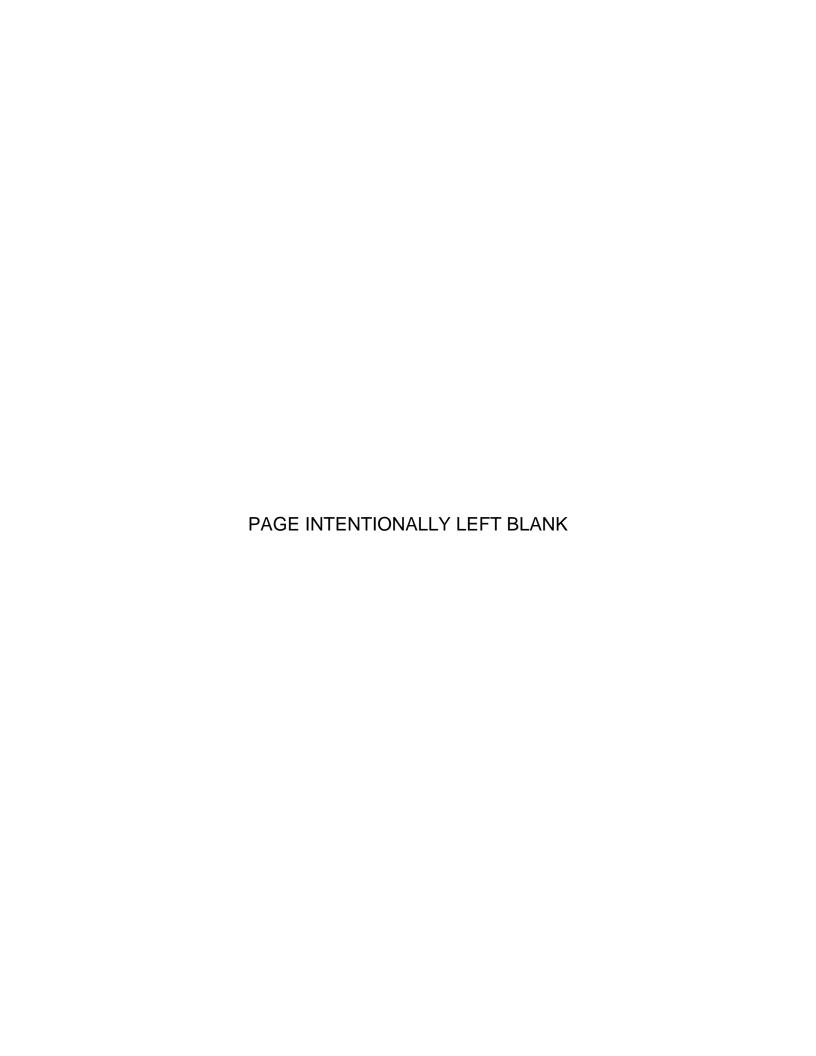




Opa-locka West Airport: Drag Strip - Former Runway



Opa-locka West Airport: Neighboring Mobile Home Park



Appendices

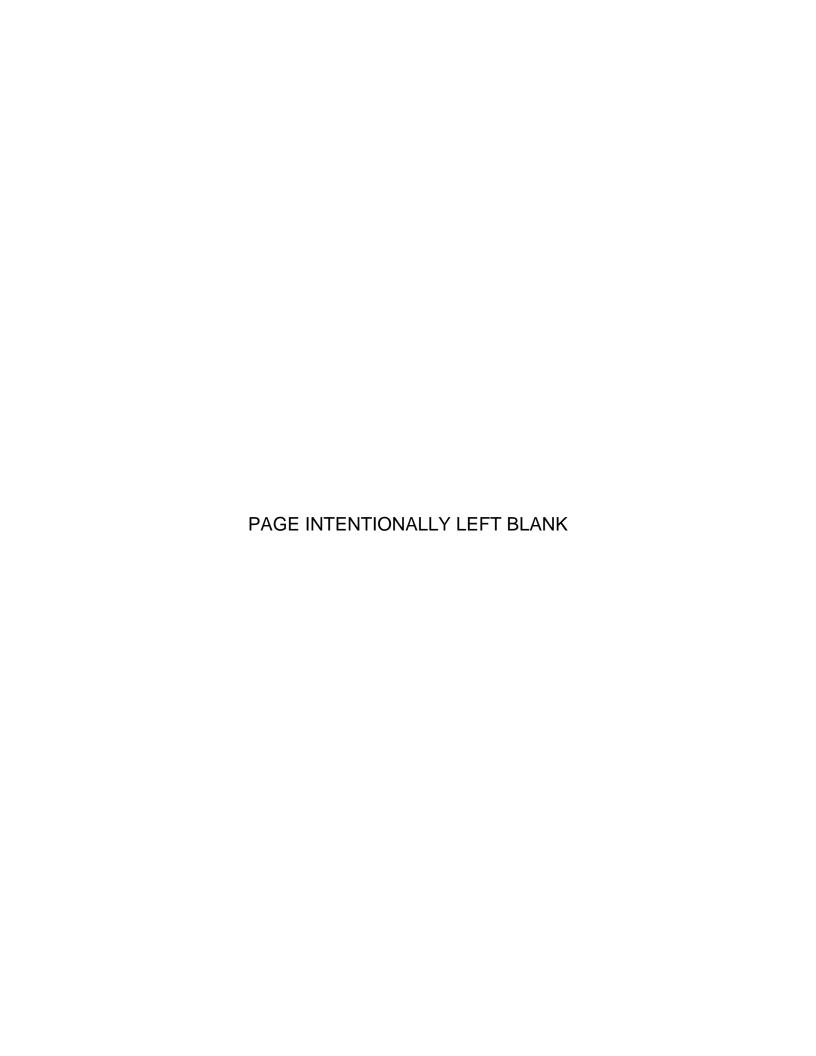
Part. II All County Airports

Appendix F	Map Series O	pa-locka	Executive Air	port

Appendix G Fiscal Impact Analysis for Opa-locka Executive Airport Development

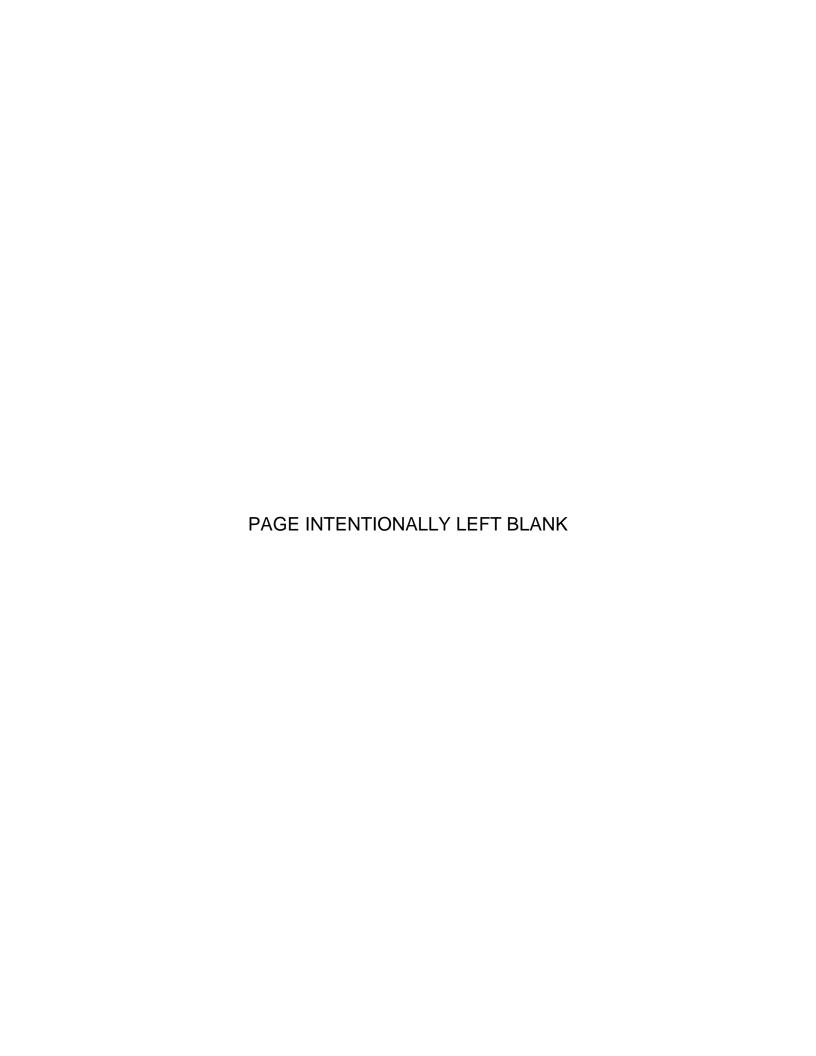
Appendix H Migratory Bird Nest Permit for Opa-locka Executive Airport

Appendix I Traffic Study performed for Miami International Airport 2000 DRI

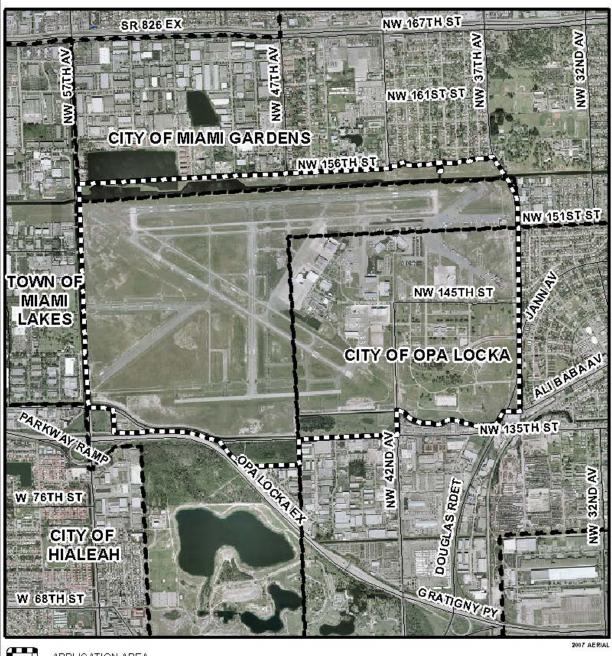


APPENDIX F

Map Series for Opa-locka Executive Airport



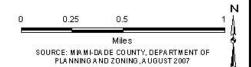
AERIAL PHOTO: APPLICATION NO. 14 OPA LOCKA EXECUTIVE AIRPORT



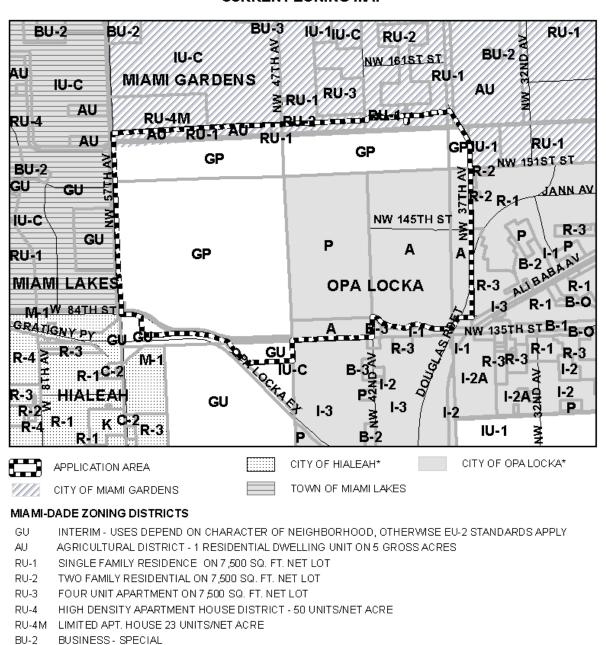


APPLICATION AREA

MUNICIPAL BOUNDARY



APPLICATION NO. 14 OPA LOCKA EXECUTIVE AIRPORT **CURRENT ZONING MAP**

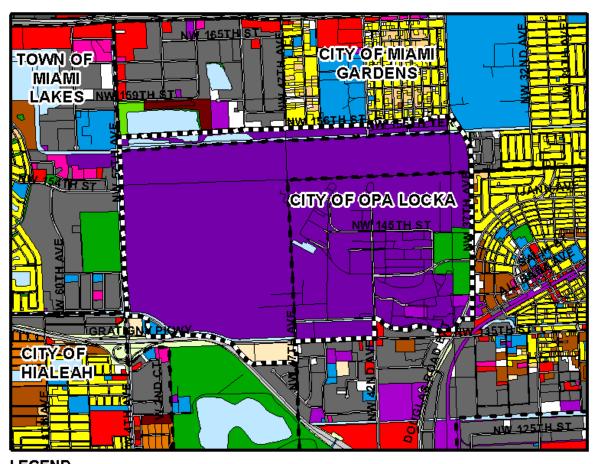


- BU-2
- BUSINESS LIBERAL (WHOLESALE) INCLUDES MECHANICAL GARAGE AND USED CAR LOTS BU-3
- INDUSTRY LIGHT IU-1
- IU-C INDUSTRY - CONTROLLED
- GΡ GOVERNMENT PROPERTY

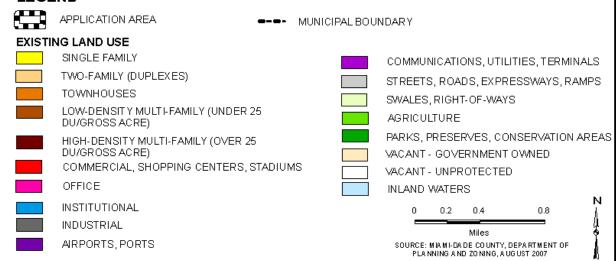
*SEE THE FOLLOWING PAGE FOR MUNICIPAL ZONING DISTRICTS

025 0.5 Miles SOURCE: MIA MI-DA DE COUNTY, DEPARTMENT OF PLANNING AND ZONING, AUGUST 2007

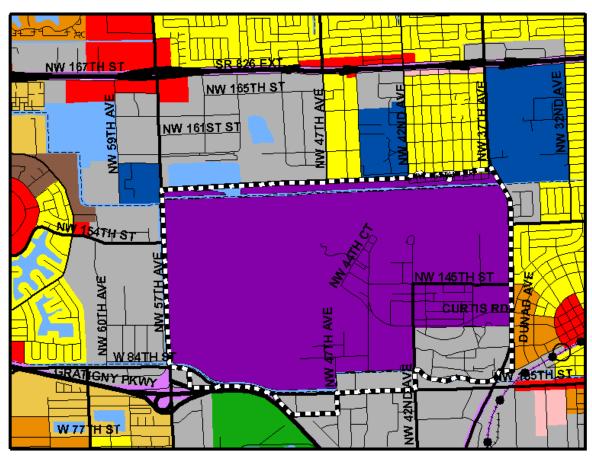
APPLICATION NO. 14 OPA LOCKA EXECUTIVE AIRPORT EXISTING LAND USE



LEGEND



APPLICATION NO. 14 OPA LOCKA EXECUTIVE AIRPORT CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES

LOW DENSITY RESIDENTIAL (LDR) 2.5 TO 6 DU/AC

LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 6 TO 13 DU/AC

MEDIUM DENSITY RESIDENTIAL (MDR) 13 TO 25 DU/AC

MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR) 13 TO 25 DU/AC

BUSINESS AND OFFICE

OFFICE / RESIDENTIAL

INSTITUTIONAL AND PUBLIC FACILITY

PARKS AND RECREATION

INDUSTRIAL AND OFFICE

TERMINALS

WATER

TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

EXPRESSWAYS MAJOR ROADWAY MINOR ROADWAY RAIL CANAL

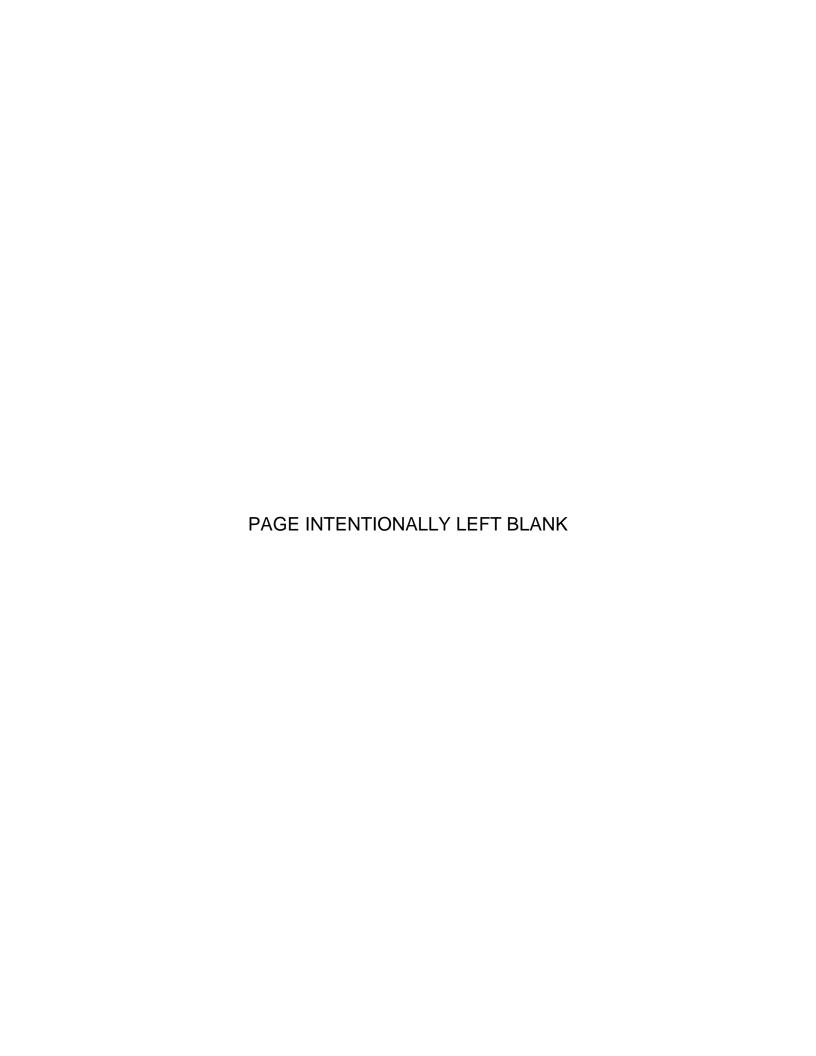
EXISTING RAPID TRANSIT





APPENDIX G

Fiscal Impact Analysis for Opa-locka Executive Airport Development



FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of the development proposed for Opalocka Executive Airport, submitted as part 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 the DSWM is in compliance with our LOS.

Waste Disposal Capacity and Service

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

Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. Assuming the Opa-locka Executive Airport is built as proposed with 286,200 sq. ft. of commercial retail, 775, 900 sq. ft. of office space, 2,753,500 sq. ft. of warehouse space, 185 hotel rooms, and 335,500 sq. ft. facility space for fixed base operators, the fees paid by the developer would be \$299,309.00 for water impact fee, \$1,205,848.00 for sewer impact fee, \$1,300.00 per unit for connection fee, and \$32,991.00 for annual operating and maintenance costs based on approved figures through September 30, 2006.

The estimated cost for water and sewer infrastructure in the public right-of-way is \$1,092,992. This projected cost includes a 12-inch water main for the potable water system, an 8-inch sanitary sewer force main and a pump station for the sewer system.

Flood Protection

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

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

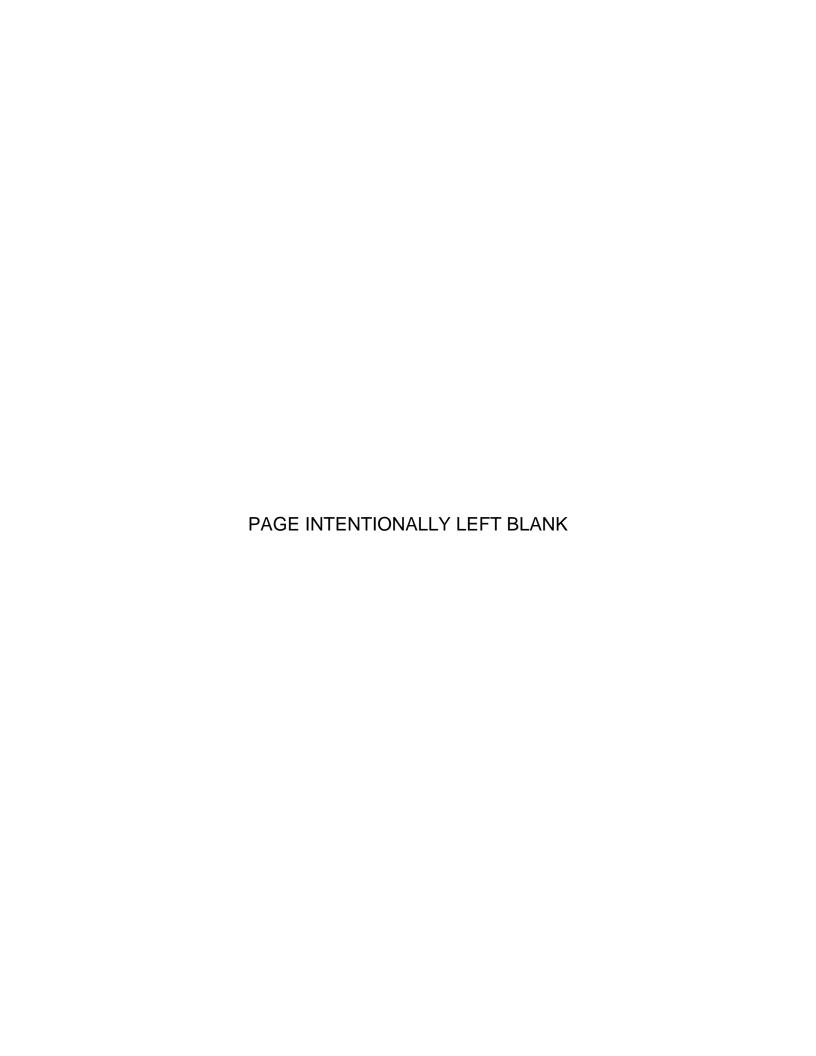
Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the

same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

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

Fire Rescue

The development proposed for Opa-locka Executive Airport is expected to generate approximately 444 annual alarms. Based on 2006 data, the cost per alarm is estimated at \$1,302.00, which results in a total fiscal impact of \$578,088.00.



APPENDIX H

Migratory Bird Nest Permit for Opa-locka Executive Airport

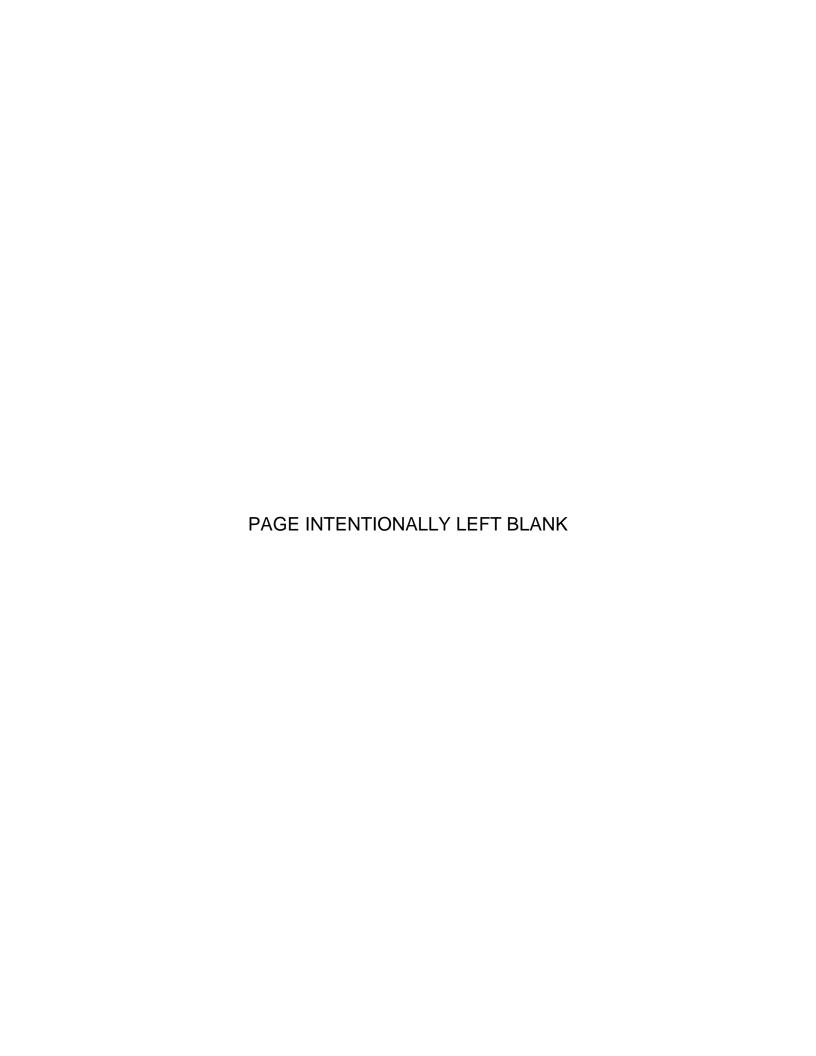


Figure 3

PERMIT

Issued Under Authority of the Wildlife Code of the State of Florida (Title 68A, Florida Administrative Code) by the

STATE OF FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

Division of Habitat and Species Conservation, 620 South Meridian Street, Mail Station 2A, Tallahassee, FL 32399-1600, (650) 921-5990, ext. 17310

Permit No. <u>WN07053</u> Issuance Date <u>26 January 2007</u> Expiration Date <u>31 December 2007</u>			
Permit Type Migratory Bird Nest		Specific Rule Authority 68A-9.002 & 68A-27.005	
Permittee	Pedro Hernandez	Consultant	Stephen Carney
Affiliation	Miami-Dade County Aviation Department	Company	Carney Environmental Consulting Services
Address	P.O. Box 025504	Address	6435 SW 85 Street
	Miami: FL 33102-5504		Miami, FL 33143
Phone/Fax No. (305) 876-7928/ (305) 876-0239 Phone/Fax No. (305) 284-9273 / (305) 667-3741			305) 284-9273 / (305) 667-3741
Signature			Date 1/30/07
	Not valid until signed		
Certification: I hereby state and confirm by signature that I have received, read, understand, and agree to abide by all regulations guidelines, and provisions regarding the issuance of this permit, and I further certify that the information submitted in this application and			

Certification: I hereby state and confirm by signature that I have received, read, understand, and agree to abide by all regulations, guidelines, and provisions regarding the issuance of this permit, and I further certify that the information submitted in this application and supporting documents is complete and accurate to the best of my knowledge and belief. I understand that any false statement herein may subject me to criminal penalties. I further state that I will abide by all applicable State, Federal, and local laws. Finally I hereby confirm by signature that representatives of the Florida Fish and Wildlife Conservation Commission (Commission) have my permission as the applicant and that of the landowner(s) to enter on and inspect the property(ies) described in the application for all reasonable purposes pertaining to applicable Commission rules. Please return a signed copy to this office.

The above named Permittee is authorized to destroy inactive (i.e., containing no eggs or flightless young) Florida burrowing owl (*Athene cunicularia floridana*) nest burrows in Florida, pursuant to Rules 68A-9.002 & 68A-27.005, F.A.C., and subject to the following provisions/conditions.

Provisions/Conditions:

- 1. The Permittee is authorized to destroy up to 50 inactive burrowing owl burrows occurring within active construction areas at the proposed Business Aviation Park project site (located within T52S,R41E,S19 at the western limits of the Opa-Locka Airport (see attached site map), Dade County. Florida per the November 20, 2006 and January 10 and January 26, 2007 (supplemental) application, herein incorporated by reference. Said burrows may be destroyed in association with grading and other site preparation activities at the construction site provided that such destruction:
 - A. Is effected during the issuance and expiration dates stated above and immediately prior to commencing any construction.
 - B. The Permittee (or his designee, who is knowledgeable in burrowing owl ecology) must inspect the burrows externally for signs of breeding and internally via a burrow video scope, at a time when no owls are physically present at the burrow.
 - C. If scoping the burrow reveals that the burrow(s) is inactive and does not contain any owls (adult or juvenile) or eggs, the Permittee shall:
 - i. Carefully excavate the burrow to confirm the initial assessment.
 - ii. Then fill and cover all inactive burrows.
 - D. The Permittee must stop excavation of burrows in the event that eggs or flightless young are found although video scoping and external examination indicated that the burrow was inactive. The Permittee must attempt to re-construct the burrow using pvc pipe of other materials and cover in such a manner that the eggs are not disturbed and the female can resume nesting.
- 2. If the scoping results are inconclusive (i.e. one can not determine the contents of the burrow due to obstruction or other causes) and the burrow has two adult owls present and/or has a decorated appearance, the burrow shall be classified as active and is not subject to destruction. The Permittee shall erect a 50-ft barricade around each active burrow and instruct personnel to avoid the area. Said burrows shall remain undisturbed until such time as the young have fledged, thereby rendering the burrow inactive.

Figure 3

PERMIT

Permit No: WN07053

Provisions/Conditions Continued:

- The Permittee must make every effort to encourage the displaced burrowing owls to resettle within more desirable non-construction areas within the surrounding airfield to the east, as referenced in the November 20, 2006 application.
- 4. Any incidental or accidental mortality resulting from the permitted work must be reported to the Commission within 48 hours via fax at (850) 921-1847 or via email attention Angela Williams at angela, williams@myfwc.com. Disposition of all such specimens is subject to approval by the Protected Species Permit Coordinator, Species Conservation Planning Section.
- 5. This permit does not authorize the Permittee access to any public or private properties. In instances where written or verbal permission for access is required, such permission must be secured from the appropriate landowners or public agencies in advance of undertaking any work on those controlled properties.
- 6. This permit is nontransferable, and must be readily available for inspection at all times while engaging in the permitted activities. Other qualified personnel may assist in permitted work in the absence of the Permittee's direct supervision, when those assistants are designated via letter from the Permittee to each designee, with this office provided a copy of such letter(s).
- Formally designated assistants/subpermittees are also to be in possession of your letter of authorization, a copy of this state permit and any required federal authorization/permit when working in your absence.
- 8. The Permittee by signature above confirms that representatives of the Florida Fish and Wildlife Conservation Commission (Commission) have his/her permission as the Permittee, and that of the landowner(s) to enter on and inspect the property(ies) described in the application (herein incorporated by reference) for all reasonable purposes pertaining to applicable Commission rules.
- 9. A progress reports detailing the nest removal activities (including total number of barricaded active burrows) are due to this office on February 13, 2007, May 15, 2007 and August 15, 2007. A final report detailing all activities engaged in pursuant to this permit must be provided to the Protected Species Permit Coordinator, Species Conservation Planning Section within 45 days of permit expiration or upon application for renewal/amendment, whichever is precedent. Copies of any other reports or publications which result from this work must also be provided upon their availability.
- This permit is subject to revocation prior to the expiration date pursuant to Chapter 120, Florida Statutes. Application for renewal should be made at least 45 days in advance of the date it is needed.

Kenneth D. Haddad Executive Director

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Elsa Haubold, Ph.D., Leader Species Conservation Planning Section

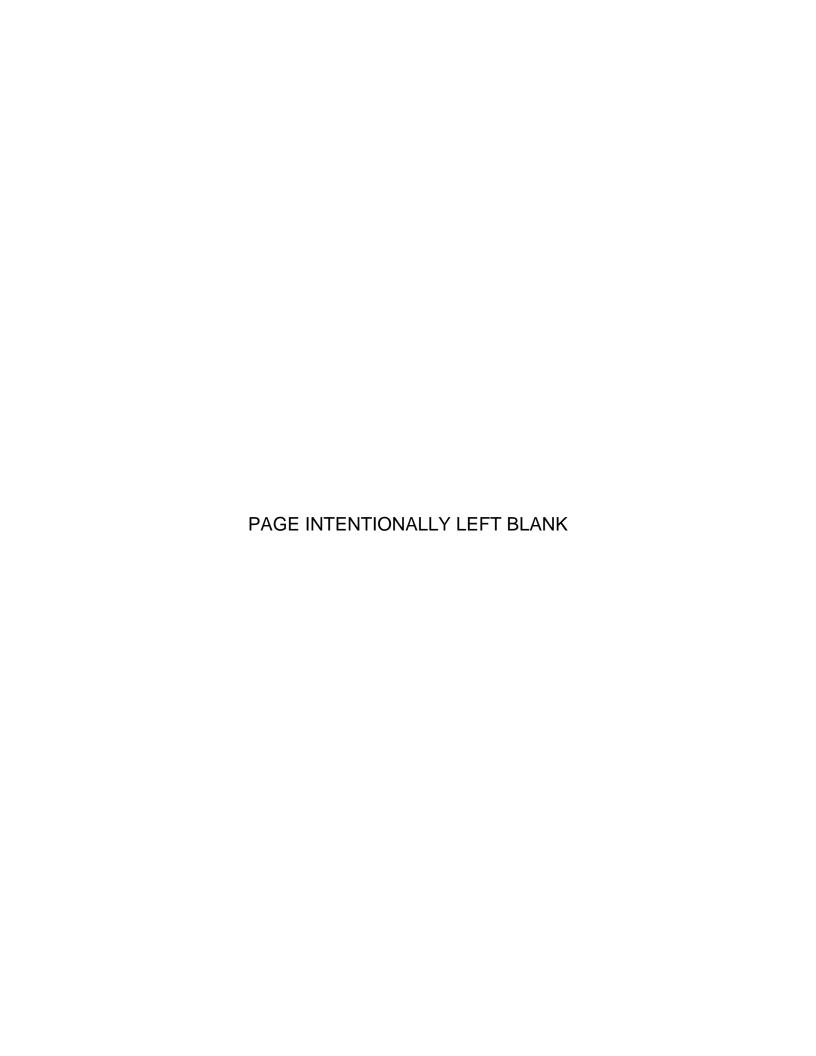
ATW/EH/atw LIC 6-20 WN07053 Opa-Locka Airport buow.doc

c: Mr. Stephen Carney (cecsi@bellsouth.net)
South Nongame Regional Biologist (Ricardo Zambrano)

South Regional Director (Chuck Collins)
Endangered Species Coordinator (Dr. Brad Gruver)

APPENDIX I

Traffic Study performed for Miami International Airport 2000 DRI



Development of Regional Impact

Consolidated Application for Development Approval

Question 21 – Transportation Resource Impacts: Transportation Considerations

A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips, directional traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including 'K' factor, directional 'D' factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the pre-application conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.

Existing Conditions

Existing conditions were defined for 58 roadway links in the general vicinity of Miami International Airport. These links are shown on Map J and in Table 21-1.

Table 21-1 shows existing daily traffic for each of the roadway links in the transportation study area and includes the following:

- Roadway name
- Limits of segment
- Roadway classification
- Number of lanes
- Measured daily traffic volume
- Average Annual Weekday Traffic
- Peak Hour directional traffic on freeways
- Peak Hour Period traffic on surface streets
- Level of Service Standard
- Existing level of service

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The Level of Service standard shown for each link is based on the Florida Intrastate Highway System standards for freeways which utilizes peak hour directional flows. Surface roadways utilize a level of service standard based on the Peak Hour Period which is a measure of two-way traffic flow averaged over the two highest consecutive hours on an average weekday. This is consistent with Dade County's traffic concurrency methodology.

FDOT computer models were used to establish the level of service on each roadway segment shown in Table 21-1. These models have been developed and calibrated to be consistent with the standards and methodology described in the 1985 Highway Capacity Manual (revised through May 1992). FREE-TAB was used for calculating levels of service on freeway segments; ART-TAB was used for level of service calculations on arterials and level of service software developed by FDOT was used for calculating levels of service on roadway segments classified as collectors.

The trip generation studies described in the response to Question 21-B show that the number of trips generated by Miami International Airport are significantly higher during the PM Peak Hour and the PM Peak Hour Period for the roadways within the study area than are the number of trips generated during the AM Peak.

Because the impact of Miami International Airport traffic, expressed as a percentage of the service volume for each study area roadway, is significantly greater during the PM Peak of the road system, PM Peak levels of service were utilized for these analyses.

Roadway segments in Table 21-1 were found to operate at or better than the level of service standard for each individual roadway link with the exception of the roadway segments shown in Table 21-2.

Planned Improvements

Roadway and other transportation system improvements planned for the study area are listed in Table 21-3. Improvements which are underway or are committed are shown at the beginning of the table.

In addition to the improvements described in Table 21-3, Dade County is undertaking various projects to enhance capacity in the area of Miami International Airport. The Aviation Department is beginning construction on a relocated NW 14th Street to complement the new FDOT interchange to westbound SR 836 at NW 45th Avenue. Dade County is also negotiating for the purchase of right-of-way necessary to connect NW 22nd Street in the westside cargo area with the existing NW 22nd Street pavement two blocks to the west of the airport. The construction of this new roadway segment will provide additional access to the westside cargo area from NW 72nd Avenue and provide relief to the congestion on NW 25th Street.

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B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Transportation Model Structure or the Institute of Transportation Engineers Trip Generation Rates) shall be determined at the preapplication conference stage.

Background

Available data from the Institute of Transportation Engineers pertaining to trip generation by commercial airports is limited, and most of it is over twenty years old. The database includes data collected in 1975 from three airports plus data in 1983 for one additional airport.

Because of the lack of a broad database for trip generation and because Miami International Airport (MIA) may be a unique airport (e.g., large number and percentage of international flights and passengers, high transfer/connection rate for hub operations, center of trade with Latin America/Caribbean Basin resulting in high cargo movement, etc.), a decision was made to develop trip generation rates which are specific to Miami International Airport.

The methodology used to develop traffic generation rates was based on the methodology contained in this project's pre-application information document, "Transportation Methodology," as revised in September 1995 and approved.

The trip generation rates were developed to directly calculate trips with groundside origins or destinations outside of MIA (external trips) given that the purpose of this DRI/ADA is to examine impacts on the region surrounding the airport.

Miami International Airport opened in 1928 as "Pan American Field." The first international flights into and out of the airport began in 1929. The airport has operated continuously since. Miami International Airport had become a major U.S. airport long before the Development of Regional Impact review process was initiated in 1973. Because of this, development at MIA which occurred prior to 1973 is exempt from the review process. Development existing before 1973 is considered "vested." The component of existing (and future) traffic associated with "pre 1973" facilities at MIA is referred to as "vested trips" in this document. Traffic generated by new (post 1973) development is referred to as "non-vested" in the text and tables which follow. Future non-vested trips used in the analysis are total external trips generated at MIA less those generated by facilities/operations in 1973.

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Trip Generation at MIA

A large portion of traffic at Miami International Airport is not necessarily "generated" in the context of the common use of the word, such as that associated with a large scale private-sector land development project. For the most part, the airport is an integral part of the region's transportation infrastructure, not an outside component which produces impacts upon the region's transportation infrastructure. The airport is a modal transfer facility for both people and goods movements. A wide assortment of transportation employees are needed to service these intermodal transfers and movements of air passengers and air cargo, just like transportation staff is needed to operate, service, and maintain equipment and facilities of other modes of travel such as public and mass transit equipment and the region's streets and highways. However, Miami International Airport's trip generation described below is developed and treated in the more traditional sense for consistency with the guidelines established for DRI reviews.

There are two distinct facility groups within Miami International Airport which generate trips: the Terminal Facility and the Ancillary Facilities.

The independent variable selected for development of groundside trip generation rates by the terminal facility at Miami International Airport is Origin-Destination (O-D) air passengers. O-D passengers are passengers whose trips originate or terminate at Miami International Airport. Passengers who arrive at Miami International Airport by plane and transfer to another flight without leaving the terminal facility are not considered O-D passengers. O-D passengers represent the majority of vehicle trips moving into and out of the airport along with trips made by the employees who service the terminal area. Traffic into and out of the terminal and associated employee traffic were assumed to fluctuate mainly in response to annual fluctuations in O-D air passenger traffic serviced at MIA.

Land uses within the ancillary facilities at Miami International Airport represent a mixture of office, cargo facilities, aircraft hangers and maintenance facilities. These uses are oriented toward airport and aircraft operations at MIA and are interrelated. Estimating trip generation by attempting to match these land uses with available ITE categories would not address the uniqueness of their use within an airport setting. In addition, it would not adequately address the proportion of total trips which are external and those which are internal trips among land use types within the ancillary facilities.

The relative land use distribution within the ancillary facilities at MIA remains fairly consistent from 1973 through the year 2000. Given that the land use mix remains relatively constant, the direct measurement and development of trip generation rates for the ancillary facilities was deemed to be more representative of actual conditions (i.e., more accurate) than approximating trip generation with a variety of ITE land use categories and assuming external/internal trip making characteristics among these land use types. For purposes of this study, external trip generation rates unique to the ancillary facilities at Miami International Airport were calculated based upon existing floor area compared to existing external traffic measured directly at all points where the ancillary facilities interface with the surrounding roadway network.

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The primary land uses described above generate groundside traffic at six geographic sub-areas as follows:

Terminal Facility
The Terminal itself
Employee parking areas
Ancillary Facilities
Westside Cargo
Northwest Cargo and Maintenance Area
Northeast Area
20th Street Support Area

At each of the six separate areas listed above, existing traffic was measured at all access points to establish "external" trips using each facility. The data collection procedure was designed to minimize counting trips internal to the Airport co-mingled with other traffic merely circulating within the Airport. At locations where the physical layout precluded counting only external traffic, the data collection procedure allowed identification of the relatively small number of vehicles counted which had origins or destinations within other portions of the Airport property. These internal trips were subtracted from the cordon volume count information collected for this study.

Flow charts outlining the trip generation rate development process are shown in Exhibits 21-1 and 21-2 for the Terminal Facility and Ancillary Facilities, respectively.

A key map of the areas of MIA trip generation is shown in Exhibit 21-3.

Existing Traffic - Terminal Facility

Terminal Counts

Locations of 24-hour hose counts used for measuring traffic into and out of the Terminal Facility are shown in Exhibit 21-4. By adding and subtracting these counts from one another, as appropriate, the number of vehicles moving into and out of the Terminal Facility was established. This hose count data was supplemented by manual classification measurements made on Central Boulevard (NW 21st Street) which noted the following:

Passenger cars
Trucks
Hotel Courtesy Vans
Blue Shuttles (shared taxis)
Catering Service trucks
Auto Rental Agency Vans and Van Occupancy
Tour Buses
Taxis
MTA Buses

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The terminal hose counts were adjusted to account for vehicle axles based on the classification studies and to subtract internal traffic. Internal traffic included in the hose counts consisted of employee shuttle buses which operate 24-hours a day. The employee shuttles operate at 4 minute headways from 6 AM to midnight and at 10-minute headways from midnight to 6 AM. These shuttles, which circulate between the employee parking areas and the terminal facilities on a route shown in Exhibit 21-5, were subtracted from the hose counts taken at the entrances and exits to Perimeter Road and the Employee Parking lot driveways.

Rental car agency vans move between the terminal and the rental car agency locations immediately east of the Airport. The passengers in these vans rent cars from the rental agencies. Therefore, each agency van trip measured represents more than one vehicle trip on the regional roadway network.

To establish the average impact of each rental car agency van in terms of overall trips on the roadway network, it was necessary to collect supplemental data. The passenger occupancy of these vans was sampled over four hours on Central Boulevard. From this sample, the average number of passengers per van was calculated. A survey of the occupancy of rental cars in the rental car area adjacent to Miami International Airport was also undertaken to establish the average number of passengers per rental car.

There was an average of 3.73 passengers per rental agency van leaving and entering the airport terminal area. The average occupancy of rental cars was 1.67 persons per vehicle. With these two sources of data it was possible to estimate the number of "regional" vehicle trips associated with each van trip into and out of the terminal area at Miami International Airport. On average, each rental car agency van entering or exiting the MIA terminal area actually represented 2.23 vehicle trips on the roadway network. The count of vehicle traffic entering and exiting the terminal area was therefore increased to account for rental car trips associated with Miami International Airport.

The traffic counts of vehicles moving into and out of the terminal were also adjusted for seasonal variation to obtain average annual weekday traffic. Data on the monthly variation in O-D passengers is unavailable, but monthly statistics are kept on total enplaned passengers. Therefore, the seasonal variation in terminal traffic was approximated by the monthly variation in total enplaned passengers at MIA. See Table 21-4. Existing external traffic volumes are summarized in Table 21-5, with hourly distributions summarized in Tables 21-6 and 21-7.

Employee Parking Lot Traffic

Traffic moving into and out of the employee parking lots at Miami International Airport was counted to establish the number of trips associated with employees of the terminal area. The locations of the 24-hour hose counts at the employee parking lots are shown on Exhibit 21-6.

The employee shuttles which move between the employee parking areas and the terminal enter the employee parking lots to pick up and drop off employees. Because these shuttles remain on the Airport property, they represent internal trips and therefore were subtracted from the hose counts. Trips entering and exiting employee parking are displayed in Tables 21-5 and 21-7.

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These trips represent observed traffic minus employee shuttle bus trips. Therefore, the traffic shown in these tables represents external trips to and from employee parking lots.

Existing Traffic - Ancillary Facilities

Traffic counts were collected at the perimeter of the airport property for each of the four ancillary facilities described earlier. This procedure was followed so that the traffic counts represent only external trips to and from the ancillary facilities at Miami International Airport. Additionally, vehicle classification studies were made at driveways with significant truck traffic. This classification data was used to adjust the 24-hour hose counts.

Westside Cargo Area

Daily counts were made of traffic moving into and out of the Westside Cargo area at the locations shown in Exhibit 21-7. Additionally, manual counts of vehicle class and of construction vehicles were made at locations also shown in Exhibit 21-7.

Northwest Cargo and Maintenance Area

The locations of 24-hour driveway counts used to determine external traffic moving into and out of the Northwest Cargo and Maintenance area are shown in Exhibit 21-8. Classification surveys were also made at these driveways to develop appropriate axle factors for the 24-hour hose counts. The locations of these manual counts are also shown in Exhibit 21-8.

Northeast Area

Vehicles moving into and out of the Northeast ancillary area were counted for a 24-hour period at the locations shown in Exhibit 21-9. Manual studies were made at locations shown in Exhibit 21-9 and included classification and axle studies, plus information on construction vehicles. At one location, a significant number of U-turns were noted and subtracted from the hose count data. This location, on NW 57th Avenue south of NW 36th Street, showed a number of vehicles from Perimeter Road forced to turn right (southbound) and then U-turn to access NW 36th Street.

20th Street Support Area

The locations of hose counts for monitoring traffic into and out of the 20th Street support facility on airport property are shown in Exhibit 21-4. No detailed classification study was performed at this location because casual observations had shown vehicle flow is almost exclusively composed of autos and two-axle trucks.

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Independent Variables For External Trip Generation Calculations

Terminal Facility and Employee Parking Areas

The independent variable used for trip generation associated with terminal activities at Miami International Airport was origin destination (O-D) air passengers per year. O-D passengers are those air travelers who originate or terminate at Miami International Airport. In other words, their air travel either starts or ends at MIA. Passengers transferring from one flight to another at Miami International Airport are not included in O-D passengers because they do not leave the airport facility.

Existing O-D Passengers Per Year

O-D passengers are generated by both domestic and international flights.

Volumes of domestic O-D and connecting passengers for the years 1990 and 1995 are provided in the Miami International Airport Master Plan Update.

The total number of international passengers per year is provided in the Master Plan Update along with percentages of O-D passengers versus connecting passengers associated with international flights. These percentages were used to estimate the international O-D passengers per year for 1990 and 1995 that are shown in Table 21-8.

The weekday counts of vehicles moving into and out of the terminal area were collected in 1994. It was therefore necessary to develop O-D passenger volumes for 1994 before calculating the external trip generation rates. The volume of O-D passengers in 1994 (Table 21-8) was established by interpolating the volumes between 1990 and 1995.

Origin-Destination Passengers in the Year 2000

Development of total O-D passenger volume for the year 2000 was accomplished using the same approach described above. Domestic 1995 O-D passengers and year 2010 O-D passengers were obtained from the Master Plan Update. International O-D passengers for these same two years were established by using projections for total international passengers and separate projections for the percentage of O-D passengers provided in the Master Plan Update.

O-D passengers for the year 2000 shown in Table 21-8 were established by interpolating between 1995 and 2010 projections.

O-D Passenger Volume in 1973

Information is available in the Master Plan Update for total domestic and O-D domestic passenger volumes during 1973, the vesting year established for this study. Information is also available on the total number of international passengers during 1973. However, there is no information available on the number or percentage of international O-D passengers during that same year. It was assumed that the percentage of O-D passengers versus total passengers for international flights was the same as the percentage of O-D versus total for domestic flights. Therefore, the number of total Origin-Destination passengers for 1973 was estimated as the

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Consolidated Application for Development Approval

documented number of domestic O-D passengers plus the estimated number of international O-D passengers. Refer to Table 21-9.

External Trip Generation Rates for The Terminal Area

The rates for external trips generated by the terminal and employee parking areas of Miami International Airport are shown in sheet 1 of Table 21-10. The terminal area rates were established by dividing the Average Weekday, Peak Hour and Peak Hour Period trips by the volume of 1994 O-D passengers expressed in millions of passengers. (The driveway counts were collected in 1994.) The employee parking area rates were established by dividing the adjusted 1995 driveway count data by the annual volume (in millions) of 1995 O-D passengers.

External Trip Generation Rates for the Ancillary Facilities

External trip generation rates for the ancillary facilities were developed per 1,000 square feet of gross floor area in each separate ancillary area. The daily volume and hourly distribution of ancillary area traffic are shown in Table 21-11.

Floor areas for each of the ancillary facilities are listed in Table 21-12. At the time of the driveway counts in 1995, certain portions of the existing buildings were vacant because of ongoing demolition and new construction. Only occupied floor area was used in developing external trip generation rates. However, as described later, gross floor areas for target year build-out were used for calculating future trips.

The rates from sheet 1 of Table 21-10 were applied to the O-D passengers for 1973 and 2000 (from Table 21-9 and Table 21-8) to calculate traffic volumes associated with the terminal area for these two time frames. The resulting volumes for vested (1973) traffic and year 2000 traffic generated by the terminal area facilities are shown on the remaining sheets of Table 21-10.

Ancillary Area External Trip Generation Rates

External trip generation rates for the ancillary facilities at Miami International Airport and external trip ends are shown in Table 21-13. The rates were established by dividing the measured daily, peak hour and peak hour period external traffic for each ancillary facility by the corresponding occupied floor area.

The external traffic to be generated by each of the ancillary facility areas is also shown in the lower portion of Table 21-13. The volumes shown assume full build-out and occupancy of the building area in the year 2000.

Vested trips for the ancillary facilities are also shown in Table 21-13. These trips were established by multiplying the floor area existing in, and prior to, 1973 (as agreed to and approved by DCA) by the corresponding trip generation rate developed for these ancillary facilities.

Consolidated Application for Development Approval

C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of onsite shopping and recreation facilities, onsite employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) Modal Application. Describe the extent to which proposed design and land use mix will foster a more cohesive, internally supported project.

Internal/External Trip Ends

As stated in the response to Question 21-B, the onsite traffic measurements and development of trip generation rates for this study were performed in a manner which provided rates for direct generation of external trips only. Traffic counts were performed at the periphery of the various groundside trip generating areas of Miami International Airport to avoid, as much as possible, counting traffic which had both trip ends within the airport itself or that would include internally circulating traffic. The only internal traffic crossing these cordon lines were employee shuttles which are included in the overall traffic counts for vehicles moving into and out of the terminal area and in and out of the employee parking areas. The effect of these employee shuttles (internal trips) was subtracted from the cordon count information for these two areas prior to developing external trip generation rates. An estimate of the internal/external split for vehicle trip ends at MIA has been made and is shown in Table 21-13 I/E.

Design Features to Reduce External Trip Making

The proposed land use mix at Miami International Airport for the year 2000 will, as much as possible, either maximize internal trips or attempt to minimize external trips.

Construction in the ancillary development areas will keep maintenance functions for aircraft activities on the airport property. Ongoing construction of onsite freight facilities will facilitate the transfer of cargo between warehouses off airport property and the air cargo facilities at Miami International Airport. This, coupled with growing industry trends toward Just-In-Time (JIT) shipping, may reduce the necessity for some external trips.

The airport will continue to have aircraft fuel delivered by pipeline to the onsite fuel farm, eliminating the need for external trucking of aircraft fuel. Offices and operations associated with customs and agricultural inspection are planned to remain onsite to minimize extended travel.

Hotel accommodations for air travelers are provided onsite. Gift shops and currency exchanges for the convenience of the air traveler are planned to remain onsite.

A wide assortment of restaurant and snack bars for air travelers, visitors and employees will remain onsite.

Consolidated Application for Development Approval

Aviation Department operations offices will remain onsite.

Fueling stations for employee vehicles used onsite are planned to remain onsite.

The number of external trips are reduced to some degree by allowing various hotel shuttles to pick up and drop off their patrons, often combining or consolidating what would be multiple vehicle trips into one. Along this same vein, passenger shuttle van services are offered in addition to taxi services. Public transit and other mass transit bus service transportation facilities have been constructed and are planned to remain a viable part of the terminal area infrastructure until a multimodal center offering broader modal selections becomes operational.

Construction of Miami Intermodal Center (MI

Construction of the Miami Intermodal Center (MIC) on NW 21st Street east of LeJeune Road will eventually reduce total trips to be generated by Miami International Airport. Construction of an automatic shuttle connecting the airport to the MIC will eliminate the need for rental car vans and busses to enter the airport property, thereby improving traffic circulation and reducing onsite vehicular traffic. Many of the rental car agencies, including rental car parking lots, will be contained within the MIC. This will completely remove many of the rental car vans from the local highway network. The MIC will also provide direct access to city buses and rail transit which will, to a degree, reduce the number of taxi and rental car trips generated by Miami International Airport.

Changes to Reduce External Trips (Traffic Intrusion) on Perimeter Road

Planned changes in the entry area to the terminal at Miami International Airport will make it somewhat more difficult for vehicles which do not have an origin or destination at Miami International Airport to use Perimeter Road. This reduction in through traffic intrusion is a side effect of the planned changes in the terminal entry area. It is not the primary reason the changes were planned.

Currently it is possible for vehicles with origins and destinations outside of the airport to use Perimeter Road to bypass congestion on SR 836 by entering or exiting Perimeter at LeJeune Road and at NW 72nd Avenue or NW 57th Avenue. See Exhibit 21-24. Exhibit 21-25 shows proposed roadway geometry for the year 2000 in the Terminal Area. A survey performed for the Dade County Aviation Department suggested that as much as 50% of the traffic on Perimeter Road was not related to Miami International Airport. These changes will help to reduce congestion within the airport boundaries.

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D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps/tables of the study area network, one map or table for each phase end year. Describe how conclusions were reached.

Existing Airport Traffic

Existing MIA trips generated by each of the following six separate areas were assigned individually to the external highway network:

Terminal Area Airport Employee Parking Area Westside Cargo Northwest Cargo and Maintenance Area Northeast Area 20th Street Terminal Support Area

Terminal - Related Traffic

Trips generated by the Terminal Area were assigned to the highway network based on findings from an origin-destination survey of airport passengers conducted at MIA by Dames & Moore in 1994. The survey is from the 1994 Dade County Aviation System Plan. Information about these surveys is included in the Appendix materials. The assignment of Terminal Area traffic to the individual roadway links is shown on Exhibit 21-10 and detailed in Table 21-14. Trips made by airport employees associated with the terminal area were assigned separately to the highway network based on the results of a survey of employee trip-making conducted for MDCAD in May 1995 (David Plummer & Associates, unpublished survey). This information is also included in the Appendix. The assignment of employee trips to the highway network is shown on Exhibit 21-11 and is also found in Table 21-14.

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Ancillary Development Traffic

Ancillary development area traffic was assigned to the study area highway network using a discreet assignment for each ancillary development area. These assignments were based on the cardinal distribution of trips for each ancillary development area at the airport.

The cardinal distribution of trips represents output from the transportation modeling process prepared by the Metropolitan Planning Organization (MPO). The MPO trip tables were utilized to provide a proportional distribution of trips from each Traffic Analysis Zone (TAZ) to the eight cardinal directions of the compass (north-northeast, east-northeast, etc.). The Westside Cargo Area encompassed three traffic analysis zones with similar distributions. Assignment of trips from the Westside Cargo Area was based on an averaging of the distributions from these three TAZs. The other ancillary areas were each within a discrete TAZ. Assignments of ancillary development area trips to the surrounding highway network are shown in Exhibits 21-12, -13, -14 and -15 and are detailed in Table 21-14.

Total existing airport traffic on each roadway link is the sum of the individual area assignments to each link. This information is shown in Exhibit 21-16 and in the far right column of Table 21-14.

The total existing MIA traffic on each roadway link is shown as a percentage of service volumes and as a percentage of the total existing link volumes in Table 21-15.

Committed Developments

A component of the non-airport traffic volumes in Table 21-15 is generated by large, committed developments in the general area around MIA. The Dade County Developmental Impact Committee staff was consulted regarding which committed developments should be considered in this study. The committee staff named three large developments at various stages of construction and occupancy: Blue Lagoon, America's Gateway Park, and the Beacon Center. Characteristics of these developments are described in Table 21-16.

The 1995 committed development volumes shown in Table 21-16 were assigned individually to the roadway network in order to establish how much of the existing non-airport traffic is attributable to these developments. Available trip assignment data for each of developments was reviewed in this assignment process. The resulting assignment is shown in Table 21-17.

Existing background traffic shown in Table 21-17 was calculated by subtracting both existing airport traffic and existing traffic generated by each of the three committed developments from total traffic on each roadway segment within the study area.

Background Traffic Growth

Background traffic growth from the present to the year 2000 was based upon analysis of historical records of total traffic in the vicinity of the MIA for the past ten years. Linear regression of these data was performed for each FDOT traffic volume monitoring station within

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the study area and an annual compound growth rate was calculated for each station based upon the results of this linear regression.

These analyses often showed significant variation in growth rates between stations, even adjacent stations on the same roadway. For consistency in projecting background traffic growth, the individual growth rates by segment were reviewed, and "smoothed" growth rates were developed. In developing the modified (smoothed) growth rates, from the initial analyses, the impact of both committed development and historical growth of MIA traffic were considered. Where no growth data was available for a roadway segment, the growth rates from similar segments were used. This approach was used to more adequately and consistently describe anticipated projected growth of background traffic along logical groups of roadway segments in the study area.

Background traffic for each of the 58 roadway segments was increased from the existing volumes (shown in Table 21-17) to the year 2000 volumes using the growth rates found in Table 21-18. The growth rates shown are annual increases to be compounded to the year 2000.

Future Committed Development Traffic

The year 2000 committed development traffic used the same percentage trip distribution pattern as used for existing committed development traffic, with trips increased in proportion to the anticipated growth in development scale of each development from existing to year 2000 conditions.

Trips to be generated by committed development in the year 2000 were then added to year 2000 background volumes to express a future background plus committed development traffic conditions.

Year 2000 airport traffic was then added to derive the future total volume for each roadway segment of the highway network. The volume of future airport traffic added is found in the following response to Question 21 E.

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E. Assign the trips generated by this development as shown in (B) and (C) above and show, on separate maps or tables for each phase end year, the DRI traffic on each link of the then existing network within the study area. Include peak hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of buildout and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/total peak hour directional trips and in terms of peak hour directional DRI trips/existing peak hour service volume of desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.

Future Airport Traffic

Traffic generated by MIA in the year 2000 was assigned to individual roadway links by the same process used to assign current airport traffic to the highway network. Six individual assignments were performed for each of the six areas, and the results summed. The percentage allocation of trips to each link was held constant to that for existing conditions, with few exceptions. The assignment was adjusted only in areas needed to address projected changes in the roadway network occurring between the present and the year 2000. Assignment of future traffic to the roadways can be found in Table 21-19 and is shown on Exhibits 21-17 through 21-23. Changes in the percentage allocation trip assignment between existing and year 2000 conditions primarily relate to construction and opening of the new NW 45th Avenue interchange on SR 836. This new interchange is expected to shift a significant portion of airport employee traffic from Perimeter Road to SR 836.

Another assignment shift relates to the anticipated construction of NW 22nd Street to provide continuity between NW 72nd Avenue and NW 67th Avenue at the western end of MIA. When construction is complete, continuity of NW 22nd Street will allow some traffic to divert from NW 25th Street to this new roadway connection. At present, all airport traffic in the immediate vicinity must use NW 25th Street to reach Milam Dairy Road.

Table 21-20 shows traffic to be generated by MIA in the year 2000, trips to be generated by the three committed developments, future background traffic volumes, and total roadway traffic by link for the year 2000.

A significant portion of the total airport traffic to be generated by Miami International Airport will come from development in both the terminal and ancillary areas which existed prior to 1974. Vested trips were calculated (Tables 21-10 and 21-13) and have been assigned to the study area highway network in Table 21-21.

The impact of MIA traffic attributable to development of the airport since 1973 through the year 2000 is shown in Table 21-22. This impact of non-vested MIA traffic is shown as a percentage of year 2000 service volumes.

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F. Based on the assignment of trips as shown in (D) and (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify transportation system management (TSM) alternatives (e.g., signalization, one way pairs, ride sharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.

Roadway Impacts

Roadway segments in the study area which will not meet level of service standards in the year 2000 are listed in Table 21-23.

Significant impact on a roadway is defined to occur when traffic from the DRI equals or exceeds 5% of the service volume for that road. As can be seen in Table 21-23, non-vested traffic generated by Miami International Airport in the year 2000 will have a significant impact on eight of the deficient roadway segments. These roadway segments are:

SR 112 from NW 42nd Avenue to 37th Avenue SR 112 from NW 37th Avenue to 27th Avenue SR 112 from NW 27th Avenue to 22nd Avenue SR 112 from NW 22nd Avenue to 17th Avenue SR 836 from NW 37th Avenue to 27th Avenue SR 836 from NW 27th Avenue to 17th Avenue NW 25th Street from NW 87th Avenue to SR 826 NW 25th Street from SR 826 to 72nd Avenue

Freeway Segments

The segments of SR 112 and SR 836 listed above are or will be backlogged freeway links within the Urban Infill Area. They are not programmed for improvement in the FDOT's adopted work program, and they are not included in the Dade County MPO's five-year Transportation Improvement Program. The MPO has recently decided that SR 112 will not be widened even with the projected deficiency. The level of service for links such as these is the FIHS category "Maintain." The FIHS requirement for roadways at a "Maintain" status is that traffic demand cannot be increased to a level such that significant degradation occurs. Significant degradation is defined as an increase in traffic volume of 10% or more per year.

<u>Total</u> project traffic (non vested) attributed to MIA on these links is less than 12% (below 0.5% per year) of the "Maintain" service volume. In other words, although project (i.e. non-vested) traffic attributed to MIA is higher than 5 percent of the service volume on these roadway links, the impacts of airport traffic are well below the allowable level of traffic growth for a roadway in the "Maintain" category.

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MIA project (non-vested) traffic may cause segments of SR 112 listed in Table 21-23 to drop below LOS D (to "Maintain") in the year 2000 although the yearly impact will be far less than 10% of total volume on the freeway.

The Dade County MPO has decided that SR 112 shall not be widened within the foreseeable future.

The links on SR 836 would remain deficient even if MIA project traffic were removed from the roadways. In other words, traffic from development at MIA is not the cause of the roadway deficiencies.

NW 25th Street Segments

The two segments of NW 25th Street listed above are already deficient. Potential improvements are currently being examined as part of an ongoing PD&E study being conducted by the Florida Department of Transportation. Currently, the study is focused on the portion of NW 25th Street between SR 826 and MIA. This segment has the greater deficiency. However, the segment of NW 25th Street west of SR 826 also has a severe capacity problem caused primarily by extensive ongoing development west of SR 826. Improvements to the segment west of SR 826 are being carefully considered in the PD&E study.

If MIA project traffic (non-vested traffic) is subtracted from total year 2000 traffic on these two roadway links, the remaining traffic volume will still exceed Level of Service E. Therefore MIA project traffic is not the cause of the roadway's deficiency.

The segment of NW 25th Street east of SR 826 meets Dade County requirements for traffic concurrency because of its location within the Urban Infill Area. Nonetheless, widening this roadway by one or two lanes in each direction will certainly help alleviate the severe congestion problems on this roadway. However, roadway capacity on this portion of NW 25th Street is contingent upon improving intersection capacity.

A roadway widening in and of itself will not resolve the problems associated with this section of NW 25th Street. Therefore, the focus of improvements should give primary emphasis to improving intersection operation. Critical intersections on this and several other roadways were therefore examined.

Intersection Analyses

Capacity at the intersections and ramp areas listed below was examined. These locations were identified during the preliminary phases of this analysis and were specifically requested by FDOT.

LeJeune Road & NW 7th Street LeJeune Road & NW 11th Street LeJeune Road & NW 14th Street LeJeune Road & NW 36th Street NW 72nd Avenue & 25th Street NW 72nd Avenue & 36th Street

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NW 72nd Avenue & SR 836 (West) Ramp NW 72nd Avenue & SR 836 (East) Ramp SR 826 (East) & NW 25th Street SR 826 North Ramps & NW 36th Street

Levels of Service were calculated for existing conditions and for conditions projected for the year 2000 for each location. The results of these analyses are shown on Table 21-24. Six of the intersections are projected to be deficient in the year 2000. They are:

LeJeune Road & NW 7th Street
LeJeune Road & NW 14th Street
LeJeune Road & NW 36th Street
NW 72nd Avenue & 25th Street
NW 72nd Avenue & 36th Street
SR 826 North Ramps & NW 36th Street

Capacity of these intersections was then calculated with non-vested airport traffic removed from the traffic flow at each location. The results of these analyses, which are also listed in Table 21-24, show that five of the intersections will be failing in the year 2000 even without (non-vested) airport traffic.

LeJeune Road and NW 14th Street near the southeast corner of MIA, is the only intersection where the effect of (non-vested) airport traffic appears to be the cause of an intersection deficiency in the year 2000.

Capacity Improvements

Improvements both planned and unplanned which will mitigate the capacity deficiencies identified at the six intersections listed above are described as follows.

SR 112 Between NW 17th Avenue and LeJeune Road

The Florida Department of Transportation was actively studying an improvement on State Road 112 through this area when the Dade County Master Planning Organization made the decision to not widen State Road 112. This decision was made in response to community concerns about unacceptable impacts to be created by the roadway widening. The FDOT study was considering recommendation of a ten lane roadway through this segment. The existing freeway is six lanes wide through this area and does not have shoulders. The improvement and capacity contemplated with this roadway widening plan would be more than adequate to handle MIA project traffic.

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NW 25th Street from SR 826 to NW 87th Avenue

As stated earlier, this section of NW 25th Street is currently deficient. This deficiency will become even greater as the high growth in local development in this area of Dade County increases over the next several years.

The FDOT is studying improvements to this segment of NW 25th Street as well as improvements to the interchange with SR 826 and major improvements between 826 and the airport on NW 25th Street.

Several alternatives are being considered as part of the on-going study being conducted by FDOT. The alternative(s) which appears most likely for selection includes elevated lanes in the east and west bound directions over most of NW 82nd Avenue. These improvements would be for a design year of 2020 and would certainly improve traffic operations on NW 25th Street. However, the extensive improvement being considered by FDOT goes beyond what is necessary to mitigate the short term impacts associated with existing deficiencies on NW 25th Street and MIA impacts for the year 2000. Widening this segment of NW 25th Street to 8 lanes will resolve capacity deficiencies associated with this roadway for the year 2000. This 8-lane alternative is therefore utilized for purposes of calculating proportionate share costs in this ADA. Cost estimates were obtained from a report prepared for the Lapciuk Group in 1996 by Transport Analysis Professionals.

LeJeune Road and NW 7th Street

The layout of the existing intersection is shown in Exhibit 21-26. Adding right turn lanes to the southbound, eastbound and westbound legs as shown in Exhibit 21-27 will correct the projected capacity deficiency at this location.

LeJeune Road and NW 14th Street

The existing configuration of this intersection is shown in Exhibit 21-28. The curb lanes on the northbound and southbound approaches to the intersection lead directly to on ramps to SR 836.

Adding a second southbound lane leading to the service road which connects to the new NW 45th Avenue/SR 836 westbound on ramp and adjusting signal timing will correct the capacity problems projected for this intersection. See Exhibit 21-29.

The proposed improvement calls for adding an extra southbound lane on LeJeune Road which will feed the new NW 45th Avenue On Ramp. MIA project traffic represents approximately 50% of the traffic projected for this movement.

NW 72nd Avenue and SR 836 Westbound Ramps

Intersection analyses show that this signalized intersection will operate at an acceptable level of service in the year 2000 although the northbound through movement currently operates at LOS F. In the year 2000 the level of service will be somewhat better than existing because of a diversion in some MIA traffic from this intersection to the NW 45th Avenue ramps with SR 836.

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There is however a deficiency on the ramp which, although not related to airport traffic, creates backups which interfere with northbound traffic flow on NW 72nd Avenue. At the request of the FDOT District VI office, the yield/merge of the northbound right turn on this ramp with the southbound left turn traffic was investigated. A capacity analyses for stop sign control for the right turn was performed with gap acceptance figures modified to mimic yield sign control. The analyses suggest that conditions at this location in the year 2000 will be similar to existing conditions. Because this is not an airport specific problem we have not developed a unique solution for the merging problem on the ramp however the following is recommended to mitigate some of the problem occurring at this location.

Currently there is a long northbound taper beginning at the north edge of the SR 826 bridge to the northbound entry into the ramp. It is recommended that this taper be widened into a full storage lane. Creating the storage lane will not eliminate the merge problem on the ramp, however it will allow some of the backup traffic to be removed from through lanes thereby providing for improved operation at the signalized intersection.

Construction of a new SR 826/SR 836 interchange will alleviate the problems at this location since a portion of the northbound to the westbound freeway traffic enters into this ramp. This improvement however is many years away from construction. As an interim measure, it is recommended that FDOT investigate development of ramp geometry which, if possible, will provide for a safe merge of northbound and southbound vehicles entering the on ramp instead of the existing condition where northbound vehicles entering the ramp must yield to the southbound flow.

NW 72nd Avenue and 25th Street

An overpass on NW 25th Street at NW 72nd Avenue is being considered as part of a PD&E study being undertaken by the Florida Department of Transportation. This overpass has been proposed with one lane in each direction. Its primary purpose will be to carry truck traffic on NW 25th Street over NW 72nd Avenue, although auto traffic will be allowed to use the overpass during peak periods. The overpass will reduce delay at this intersection and on NW 25th Street.

There presently is no funding for this improvement and construction might not begin until the year 2005. The construction schedule for this very important improvement should be revised to allow for implementation as close to the year 2000 as possible. See Exhibits 21-30 and 21-31 for existing and proposed layouts of the intersection. Additional options and more extensive length of grade-separated solutions than shown in Exhibit 21-31 are currently being examined as part of FDOT's PD&E study.

NW 72nd Avenue and 36th Street

An overpass on NW 36th Street at NW 72nd Avenue has been proposed as part of the "Smart Street" concept for NW 36th Street. See Exhibits 21-32 and 21-33. The "Smart Street" concept includes grade separations at critical intersections and traffic operations improvements along NW 36th Street to enhance arterial capacity.

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The proposed overpass at NW 36th Street and 72nd Avenue should be designed and constructed by the year 2000 or as soon thereafter as possible. The balance of "Smart Street" can be constructed at a later date.

LeJeune Road and NW 36th Street

A ramp from eastbound NW 36th Street to SR 112 (direct connection bypassing the LeJeune Road intersection) has been proposed for construction sometime between the year 2000 and the year 2005, although funding is currently not available for this improvement.

Analysis of this intersection suggests that LeJeune Road must be widened to six lanes in this area along with the new ramp to provide acceptable levels of service. A widening to 8 lanes is planned, but not yet funded. Construction will probably not occur until after the year 2000. See Exhibits 21-34 and 21-35.

Construction schedules on the overpass and the widening should be accelerated, if possible, to allow for construction by the year 2000.

SR 826 and NW 36th Street

The existing cloverleaf interchange has a very short weaving section on NW 36th Street (Exhibit 21-36). The shortness of this section coupled with the volume of weaving vehicles creates a capacity problem at this interchange.

The Florida Department of Transportation is currently in the process of completing final design plans for a new interchange at this location. The new interchange layout is shown in Exhibit 21-37 and geometry on NW 36th Street through the interchange is shown in Exhibit 21-38. This new interchange is not yet funded. Advancing the funding and construction schedule to allow for the interchange to be completed by, or soon after, 2000 will mitigate the capacity problems on NW 36th Street at this location.

Levels of Service With Capacity Improvements

Table 21-24 shows future levels of service in the year 2000 with recommended improvements in place on the identified roadway segments and at the six critical intersections.

Proportionate Share Costs and Funding Limitations

Miami International Airport is restricted in contributing to improvements outside of the airport such as the proportionate share contributions normally required from private developers. The Federal Aviation Administration's (FAA) position is that airport funds can only be used on off site infrastructure projects where airport use (traffic) equals or exceeds 75% of the total use of the improvement.

Nevertheless, since 1973 MIA has contributed several million dollars in construction costs and right-of-way to roadway projects providing access to the Airport. Additionally, MIA will provide right-of-way in the northeast corner of the intersection for the construction of the overhead link above LeJeune on the eastbound NW36th Street and the proposed widening of

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LeJeune. MIA will also pay (subject to FAA approval) for a substantial portion of the cost for the NW 25th Street improvement being studied by FDOT.

Impact Of Not Expanding Miami International Airport (The No Build Alternative)

The proposed expansion of Miami International Airport is a major improvement to the transportation infrastructure and is planned as a response to projected growth in air passenger and cargo demand at this location. If the proposed expansion is not undertaken (the No Build Alternative), the increase of passengers and air cargo to the airport will continue. Additional delays created by lack of airside capacity and terminal area functionality will increase and travel time for many air passengers will also increase.

There will also be an increase in traffic into and out of the ancillary facilities because of the increase in demand for cargo and maintenance associated with flight activity into and out of the airport.

The impact of forecast traffic growth at Miami International Airport without the proposed expansion is developed in Tables 21-27 and 21-28. The passenger demand at Miami International Airport will continue to grow at its present rate through the year 2000 without the proposed improvements. Therefore, for analysis of future conditions without the improvement (No Build Alternative) it can be assumed that trips generated by the terminal area at Miami International Airport will equal trips projected with construction of the proposed improvements. However for this analysis, the trips associated with the terminal area are conservatively estimated at 95% of year 2000 projections.

For the No Build Alternative, floor areas in the ancillary development areas were assumed to equal those existing in 1994. Year 2000 traffic associated with the increase in demand for air cargo and aircraft maintenance needs at Miami International Airport was conservatively estimated to be thirty percent above traffic volumes associated with development that existed in 1994 at the Westside Cargo and Northwest Cargo and Maintenance areas. No increase was assumed to take place for traffic associated with the Northeast and 20th Street areas.

Another important assumption used in development of the No Build Alternative is the extent to which maintenance and certain other operations can be sustained onsite relative to the projected needs if no additional facilities are build at the airport. If none are constructed to contain this activity onsite, additional arterial traffic could be generated, not less. Some functions or a portion of existing functions might be located offsite in an attempt to keep pace with demands. With a higher level of these functions being accommodated offsite, arterial traffic demands to and from the airport could increase rather than travel needs being accommodated as internal traffic onsite. To remain conservative in estimating traffic associated with the No Build Alternative, no such increase was assumed.

The information Table 21-27 is based upon the assumptions above. It shows the impact by roadway segment of the traffic growth at Miami International Airport if the airport is not expanded. The difference between the Build and No Build alternatives represents the impact of new trips which will be actually "generated" by the proposed expansion at MIA. Table 21-28 shows that the actual increase in traffic on the various roadway segments in the study area

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created by the MIA expansion is, in general, small. On most segments, the actual impact of the proposed expansion at Miami International Airport, expressed as a percentage of the roadway service volume, is minimal.

Comparison of impacts from proposed development with impacts associated with no new development (No Build Alternative) is not expressly referenced in Question 21. However, it is appropriate for reviewing agencies to consider that the bulk of future off-airport traffic impact occurring in the vicinity of MIA will occur regardless of whether the airport is expanded or not.

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G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the applicant and govern mental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.

Existing Access

Existing access into and out of the facilities at Miami International Airport can be seen on Exhibits 21-4, -6, -7, -8 and -9.

Access Modifications

The proposed development at MIA requires no new access points onto the highway system to accommodate the development. There are, however, some modifications proposed to existing access points. One of these improvements is the widening of Central Boulevard and the Central Boulevard Bridge over LeJeune Road. This will also include provision for ramp connections which allow future direct access between Central Boulevard and the future Inter-Connector to be constructed between SR 112 and SR 836. Right-of-way provisions will also be made for the People Mover connection between the airport and the MIC. The extension of NW 22nd Street on the airport property to existing NW 22nd Street to the west of MIA will provide relief to NW 25th Street west of the airport. Surveys performed for MIA indicate a high percentage of non-airport traffic utilizes Perimeter Road. At present, motorists traveling south on LeJeune Road can enter the airport at NW 21st Street and by turning from Central Boulevard, gain access to Perimeter Road (reference Exhibit 21-24). Changes to Central Boulevard to be made as part of the new construction at MIA will preclude the relatively direct manner in which this maneuver can be made today. A sketch of the new entry geometry is shown in Exhibit 21-25. These changes will reduce throughtraffic intrusion on Perimeter Road. The new SR 836 interchange to and from the west at NW 45th Avenue will provide better access for MIA. This improved access should reduce through-traffic that currently uses Perimeter Road for east-west travel. As referenced earlier in the response to Question 21-A, MIA is making revisions to NW 14th Street on airport property to address changes in traffic flow associated with the new SR 836 interchange at NW 45th Avenue.

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Previous Construction

The more significant changes made since 1973 (year of vested traffic) to address and enhance traffic flow in the areas around MIA include the following:

SR 836 Extension (1973) - SR 836, the Dolphin Expressway, was extended from its original terminus at SR 826 westward approximately four miles to the Homestead Extension of Florida's Turnpike (HEFT). This major project provided a great improvement in access to Miami International Airport air travelers and employees having groundside origins and destinations in western Dade County. Coupled with HEFT, the SR 836 Extension serves longer distance travel between MIA and the Florida Keys and between MIA and western Broward County. The improvement provides a high capacity alternate route to the Palmetto Expressway (SR 826) by using the Turnpike Extension and SR 836.

SR 836/SR 826 Interchange (1979) - A new direct connection (flyover) was constructed to provide a high capacity movement for westbound to southbound traffic supplementing the original interchange design.

NW 72nd Avenue (Milam Dairy Road) from SR 836 to NW 48th Street (1980) - Associated with the extension of the 9R/27L runway at Miami International Airport, Milam Dairy Road was relocated and improved along the western edge of the MIA property. Pavement and roadway geometry were both upgraded throughout the length of this project at the time of the roadway relocation.

NW 72nd Avenue/Milam Dairy Road Overpass of SR 836 (1988) - A bridge spanning the SR 836 Expressway which bypassed the prior dogleg in NW 72nd Avenue was opened to traffic in 1988. This four-lane bridge allows vehicles moving north-south through the area to avoid some of the congestion which existed in the vicinity of the SR 836 and NW 72nd Avenue interchange. It also removed Milam Dairy Road through traffic from the interchange area.

SR 112/Miami International Airport Connector (1990) - This major roadway improvement provided a high capacity, uninterrupted connection between the western terminus of SR 112 and the Central Boulevard entry to the Miami International Airport terminal. Construction of this improvement removed a significant amount of traffic from LeJeune Road between Central Boulevard and the old SR 112 interchange just south of NW 36th Street. This improvement removed the need for many travelers to use a segment of the surface arterial street and now provides continuous expressway-type travel between MIA, I-95, and I-195 to Miami Beach. A high proportion of MIA air passengers have groundside origins/destinations which utilize this continuous expressway connection.

NW 25th Street from NW 107th Avenue to 72nd Avenue (1991) - This improvement of NW 25th Street provided a direct connection from the warehouse and office district west of the Palmetto Expressway to the Westside Cargo Area at Miami International Airport. (Further enhancements to the NW 25th Street corridor are being examined as part of an on-going PD&E study.)

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SR 826/NW 25th Street Interchange (1993) - This interchange was opened shortly after completion of the NW 25th Street project mentioned above. It provides for a more direct access between the Palmetto Expressway and the Westside Cargo Area at Miami International Airport via NW 25th Street. The interchange relieves some of the traffic demands formerly placed on the SR 826/NW 36th Street interchange as well as the SR 836/NW 72nd Avenue interchange used by MIA and other traffic.

NW 72nd Avenue from NW 74th Street to NW 12th Street (1996) - This widening of NW 72nd Avenue provides much needed capacity to traffic flowing north and south along the westside of Miami International Airport. Some MIA-related service industries are located in close proximity to this roadway.

SR 836/NW 45th Avenue Interchange (1996) - The supplemental ramps were constructed to provide for more efficient flow through the LeJeune Road/SR 836 interchange area. The ramps provide convenient access to SR 836 from the employee parking area at Miami International Airport and offset the negative impact created by earlier LeJeune Road interchange geometry which had both the northbound and southbound ramps from LeJeune Road entering the westbound traffic stream on SR 836 at the same point.

Internal Circulation

The groundside transportation improvement plan at MIA and service roadways on the airport property have been developed in close coordination with County and regional roadway transportation planning agencies.

The new configuration of Central Boulevard and the terminal area provides right-of-way for a future automatic shuttle (People Mover) connecting the terminal with the MIC to be constructed east of LeJeune Road across from the airport.

NW 14th Street on the airport property is being modified to complement the new NW 45th Avenue interchange to and from westbound SR 836. Much of the access to this interchange is through airport property, but it is designed in a manner that will discourage through traffic intrusion on airport roadways.

Major elements of the airport's Ground Transportation Improvement (GTI) program developed in the late 1980s for enhanced circulation at the main terminal area are now coming on-line in a closely coordinated series of construction packages. This includes additional onsite parking, provisions for future connections to the MIC, consolidation and better provision for patron parking revenue collection to reduce patron delays, more provisions for onsite circulation of bus and other traffic, more curbside prick-up and drop off, as well as provisions for better utilization of existing curb space adjacent to the terminal building.

Consolidated Application for Development Approval

H. If applicable, describe how the project will complement the protection of exiting, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as interlocal agreements, right of way dedication, building set backs, etc.

As stated above, development at MIA has been made in close coordination with local and State transportation agencies. Connections to SR 112, SR 836, LeJeune Road, NW 36th Street, and other roadways have been made in a way that will be compatible with proposed future transportation system development. In addition to coordination with surface roadway development, the airport is closely involved in the planning for the Miami Intermodal Center which will serve to enhance alternative modes of travel not only to and from the airport area but other areas of Dade County as well. Specifically, this center is planned to provide rail, bus, taxi and rental car interface with the airport and among all major modes of travel in a concentrated and coordinated manner, removing these landside operations from the airport terminal area. Provision of this enhanced multi-modal access will reduce reliance on vehicles with low passenger/vehicle productivity.

Consolidated Application for Development Approval

I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.

Miami International Airport, in conjunction with other implementing agencies, has made a significant effort to promote alternative modes of transportation to and from the airport.

Bus Terminal

MIA constructed a bus terminal opposite the baggage pick-up area on the lower level to provide passengers with a convenient connection to Dade County's Metrobus system. This terminal is also used for regional buses, charters and buses serving the armed forces.

Internal Shuttles

Terminal area airport employees park in the southeast corner of the airport property and reach the main terminal facilities via an internal shuttle bus system operated by MIA. The shuttle runs 24 hours a day, 365 days a year at 4 minute headways from 6 AM to 12 midnight and at 15-minute headways from 12 midnight to 6 AM. This shuttle also provides service between the long term parking structure and the terminal.

The first automated people mover in South Florida was placed in service at MIA long before the Metromover was constructed. This is an internal people mover connecting the former international concourse with the main terminal building. Another people mover linking MIA to the external environ is in the planning stage and provisions are being made to reserve onsite "right of way" needed for the guideway structure within the airport.

Miami Intermodal Center (MIC)

An automatic shuttle (People Mover) will carry airline passengers to and from the Miami Intermodal Center (MIC) when the MIC is constructed. Right-of-way for this connection is reserved in the airport plan and is being preserved in the final design and construction of the airport's GTI program.

The Miami Intermodal Center, which will be connected directly to Miami International Airport, will be a major transportation hub providing efficient connections to all of the major passenger transportation modes serving Southeast Florida. The MIC will be constructed immediately east of the airport to provide an improved service for airport users

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Consolidated Application for Development Approval

connecting from other modes by providing a frequent, congestion-free mode of access to and from the terminal.

Miami International Airport through the MIC will provide service to Amtrak, Tri-Rail, future Highspeed rail, linkage to the east/west corridor plan for Metrorail and airport/seaport connector, Metro-transit buses, courtesy vehicles, and rental car agencies.

The MIC will be the major rail passenger terminal in the Miami area, with terminating stations for Amtrak, Tri-Rail and the airport station for the proposed High-speed Rail (HSR) system and Metrorail stage one connection. The planning for the MIC includes provisions for future connection with the Metrorail west extension. These provisions include platforms, user circulation elements and ancillary spaces.

The east-west multi-modal corridor rail is being planned for the SR 836 corridor. The MIC will be one of the most important stations in the future east-west system providing direct access to MIA for airport passengers and others wishing to link with Metrobus, Metrorail, Tri-Rail, Amtrak and future high speed rail services. The MIC will also be a destination station for those who wish to access the major business and employment centers in and around Miami International Airport including offices, hotels and restaurants.

Premium transit service has been proposed to connect Miami International Airport (and the MIC) with Miami's Seaport. It would provide direct, seamless service for the thousands of cruise ship passengers that travel between the airport and the cruise ship terminals on a typical cruise travel day. For the connection between the MIC and MIA, service will be provided along the MIC/MIA connector right of way which is being preserved in the airport expansion.

The MIC/MIA connector is planned to be a no-fare frequent shuttle service using automated vehicles operating on an exclusive right of way between the MIC and the MIA passenger terminal area.

Just as separate bus bays and other bus terminal amenities are now provided onsite at MIA, in the future they will be provided at the MIC for local and inter-city buses serving the facility. This will include all buses currently serving Miami International Airport. All premium and local Metrobus service currently serving MIA will be routed to the MIC for more centralized, convenient transfers to the various rail services and the MIC/MIA connector.

Express bus service is planned to be added between the MIC and downtown Miami and between the MIC and various park and ride lots in the east/west corridor.

Tri-Rail service will be extended to the MIC, replacing the inconvenient station site currently operated north of NW 36th Street. Bids for this Tri-Rail extension have recently been received.

Greyhound is the only private company providing inter-city bus service to the Miami International Airport area. Operations at the Greyhound terminal east of MIA are planned to be moved a short distance to the Miami Intermodal Center when the MIC is constructed.

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Consolidated Application for Development Approval

The Dade County Aviation Department's master plan update (1994) calls for diverting all courtesy vehicles including rental car vans to the MIC in order to minimize traffic congestion and increase level of service on terminal area roadways. All rental car customers will access the MIC via the MIC/MIA connector. Once they arrive at the MIC, they will proceed to the company of their choice. Given the convenient access to non-auto modes of transportation at the MIC, it is anticipated that a certain portion of potential rental car users will transfer to other modes.

Taxis

It is expected that most airport taxi passengers will continue to arrive and depart directly at the terminal area. However, there will also be provision for taxis at the MIC to serve other modes as well as those passengers who choose to ride the MIC/MIA connector to and from the terminal area.

Moving Walkways

The airport utilizes a system of two-way moving walkways in the terminal that assist in pedestrian movement among different parts of the airport and airside operations. This walkway system is planned to be expanded at the terminal to better interface with the MIC/MIA Connector when it is built.

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EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE ON ROADWAYS IN VICINITY OF M. I. A. MIA Development of Regional Impact/Application for Development Approval
Terminal and Airlield Expansion Program Table 21-1 (Sheet 1 of 2)

Lis		Location		Functional	0	Station	Req'd	Ser Vol	Exist Vol	۵	Pk/Day	Exist Vol	Adj. Vol	Date of	Adj to	Avg An	Avg An	Exist.
2	Roadway	From	To	Clase	Lanes	Number	son	PM Pk	Daily	Factor	×	PM PK	PM Pk	Count	AADT	Daily Tr	PM Vol	SOT
E	FREEWAYS																	
-	1-95	12 67 WN	SR112	Panc. Arterial	2	5036	D/M.tiril.	12,850	256,876	0.574	0 083	10,477	12,238	9/27/95	1.05	269,720	12,850	Marra.
N	56-1	SR112	SR836	Princ. Arterial	0	2095	۵	10,050	162,374	609.0	0.083	7,158	8,208	8/26/95	1.05	170,493	8,618	ပ
n	96-1	SR836	CBD	Princ, Arterial	0	2505	۵	8,980	160,588	0.535	0.083	99'9	7,131	9/27/95	1.05	168,617	7.487	ပ
4	SR 112	NW 42 AV	NW 37 AV	Princ, Arterial	9	2065	٥	5,230	113,243	0.518	0.083	4,309	4,869	9/14/95	1.00	113,243	4,869	۵
လ	SR 112	NW 37 AV	NW 27 AV	Princ, Arterial	9	2060	O	5,230	113,303	0.518	0.083	4,310	4,871	9/14/95	1 00	113,303	4.871	٥
9	SR 112	NW 27AV	NW 22 AV	Princ, Arterial	9	2055	۵	5,340	95,765	0.556	0.083	3,972	4,419	9/19/95	1.00	95,765	4,419	ပ
2	SR 112	NW 22 AV	NW 17 AV	Princ, Arterial	9	2050	G	5,280	111,111	0.516	0.083	4,313	4,759	9/15/95	1.0	111,111	4,759	۵
ω	SR 112	NW 17AVE	NW 11AVE	Princ. Arterial	9	2023	٥	5,230	100,199	0.534	0 083	4,033	4,441	9/14/95	1.00	100,199	4.441	۵
G	SR 826	SW 8 ST	FLAGLER	Princ. Arterial	89	0568	D/Maint.	9,620	184,016	0.630	0.083	7,681	9,622	9/21/95	00.	184,016	9,622	Maint.
9	SR 826	FLAGLER	NW 12 ST	Princ. Arterial	a	6950	D/Maint.	12,360	231,609	0.643	0.083	9,500	12,361	9/21/95	1.00	231,609	12,361	Maint.
=	SR 826	NW 12 ST	NW 25 ST	Princ. Arterial	6 0	0250	D/Maint.	10,110	216,037	0.564	0.083	8,053	10,113	9/21/95	1.00	216,037	10,113	Maint.
7	SR 826	NW 25 ST	NW 36 ST	Princ, Arterial	a p	2525	D/Maint.	12,440	237,162	0.632	0.083	8,687	12,441	9/11/95	1.00	237,162	12,441	Maint.
<u>6</u>	SR 826	NW 36 ST	NW 58 ST	Princ, Arterial	8	0571	D/Maint.	9,710	228,564	0.512	0.083	669'1	6,713	9/11/95	1.00	228,564	9,713	Maint.
4	SR 836	NW 107 AV	NW 87 AV	Princ, Arterial	9	2243	٥	6,100	105,880	0.644	0.083	5,020	5,659	11/1/95	66.0	104,821	5,603	۵
15	SR 836	NW 87 AV	SR 826	Princ, Arterial	80	2244	Ф	8,130	131,077	0.610	0.083	6,286	6,636	11/1/95	66.0	129,766	6,570	ပ
91	SR 836	SR 826	NW 72 AV	Princ. Arterial	9	2188	O/Maint.	8,860	189,744	0.568	0.083	6,740	8,945	11/1/95	66.0	187,847	8,856	Maint.
~	SR 836	NW 72 AV	NW 57 AV	Princ. Arterial	9	2193	D/Maint.	9,630	202,324	0.579	0.083	7,346	9,723	11/1/95	66.0	200,301	9,626	Maint.
8	SH 836	NW 57 AV	NW 42 AV	Princ. Arterial	9	2198	D/Maint.	7,340	176,817	0.505	0.083	5,677	7,411	117/95	0.99	175,049	7,337	Maint.
6	SR 836	NW 42AV	NW 37 AV	Princ. Arterial	9	2207	D/Maint.	066'9	156,133	0.545	0.080	6,043	7,063	11/7/95	66.0	154,572	6,992	Maint.
20	SR 836	NW 37 AV	NW 27 AV	Princ, Arterial	60	2210	۵	8,130	160,375	0.560	0.083	6,230	7,454	11/7/95	66'0	158,771	7,380	۵
21	SR 836	NW 27AV	NW 17 AV	Princ. Arterial	60	2232	0	8,130	163,671	0.559	0.083	6,293	7,594	117/95	66.0	162,034	7,518	٥
22	SR 836	NW 17 AV	NW 12AV	Princ. Arterial	€	2208	٥	8,130	147,069	0.534	0.083	5,290	6,518	11/7/95	0.99	145,598	6,453	ပ
23	SR 836	NW 12AV	1.95	Princ. Arterial	8	2240	۵	8,040	136,343	0.503	0.083	4,659	5,692	11/7/95	66'0	137,706	5,635	ပ
SUR	SURFACE STREETS	ın																
24	FLAGLER ST	NW 87 AV	SR 826	Minor Arterial	9	1141	SUMA	2,960	59,375	0.535	0.071	4,213	4,213	9/5/95	101	59,969	4,255	٥
25	FLAGLER ST	S R 826	NW 72 AV	Minor Arterial	•	1140	E+20	4,990	35,070	995.0	0.083	2,815	2,815	11/20/95	0.99	34,719	2,787	ပ
56	FLAGLER ST	NW 72 AV	NW 57 AV	Minor Arterial	4	1139	E+20	4,980	33,090	0.558	0.070	2,304	2,304	7/14/94	1.04	34,414	2,396	6
27	FLAGLER ST	NW 57 AV	NW 42 AV	Minor Arterial	4	0094	ш	3,430	39,975	0.589	0.080	3,052	3,052	977194	1.04	41,574	3,174	٥
28	PLAGLER ST	NW 42 AV	NW 37 AV	Minor Arterial	4	1138	ш	3,280	34,129	0.604	890.0	2,319	2,319	10/30/95	0.99	33,788	2,296	ပ
53	PLAGLER ST	NW 37 AV	NW 27 AV	Minor Arterial	4	2600	ш	3,310	32,955	0.584	0.074	2,438	2,438	10/24/95	66.0	32,625	2,414	ပ
				11.0													-	

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1-way PM Pk Hr on treeways, 2-way PM Peak Hour Period on surface roads
Maintain is used on FIHS for Backlogged Roadways within Concurrency Management Areas
The K(100) calculated for FIHS Roadways exceeded FDOT minimum requirements in all cases, therefore the minimum allowable K(100) is used on FIHS rdwys (twys); measured K is shown for surface streets

Table 21-1 (Sheet 2 of 2)

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE ON ROADWAYS IN VICINITY OF M. I. A. AMIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

Ş		Location		Functional	o •	Station	Req'd	Ser Vol	Exist Vol	-	Pk/Day	Exist Vol	Adj. Vol	Date of	Adjto	Avg An	Avg An	Exist.
2	Roadway	From	To	Class	Lanes	Number	SO7	PM Pk	Daily	Factor	ж	PM Pk	PM Pk	Count	AADT	Daily Tr	PM Vor	ros
SUB	SURFACE STREETS (Continued)	Continued)			i i													
8	OKEECHOBEE	NW 54 ST	NW 36 ST	Princ. Arterial	4	0500	ш	3,310	38,687	969.0	890.0	2,639	2,639	10/17/95	8.	38,687	2,639	ပ
3	PERIMETER RD	FIW 72 AV	NW 57 AV	Minor Arterial	4	:	w	3,250	21,681	0.570	0.091	1,974	1,974	8/8/94	7 0.	22,548	2,053	Q
32	PERIMETER RD	NW 57 AV	NW 14 ST	Minor Arterial	ব	618	ш	4,920	25,063	0.650	0.087	2,179	2,179	8/3/94	1.04	26,066	2,266	<
33	ROYAL POINC'A	CURTISS	NW 42 AV	Collector	4	ļ	ш	3,790	20,338	0.630	0.083	1,689	1,689	11/15/95	86.0	19,931	1,655	8
34	NW 37 AVE	SR 836	NW 21 ST	Collector	4	:	ш	4,410	21,715	0.510	0.098	2,135	2,135	10/30/95	66'0	21,498	2,114	8
35	NW 42 AVE	SW 8 ST	FLAGLER	Princ, Arterial	9	0026	ш	6,200	47,161	0.567	0.078	3,701	3,701	11/1/95	66.0	46,689	3,664	æ
36	NW 42 AVE	FLAGLER	NW 7 ST	Princ. Arterial	9	0027	ш	6,310	57,604	0.563	0.067	3,869	3,869	10/30/95	0.99	57,028	3,830	6
37	NW 42 AVE	NW 7 ST	NW 21 ST	Princ, Arterial	9	1178	ш	8,410	95,493	0.503	0.065	6,191	6,191	10/26/95	66.0	94,538	6,129	ပ
38	NW 42 AVE	NW 21 ST	NW 36 ST	Princ, Arterial	80	0028	ш	10,000	80,150	0.514	990'0	5,307	5,307	10/26/95	66.0	79,349	5,254	O
39	NW 57 AVE	NW 7 ST	PERIM'R RD	Minor Arterial	9	1189	ш	2,170	40,603	0.650	0.079	3,213	3,213	10/30/95	66.0	40,197	3,181	L
4	NW 72 AVE	FLAGLER	NW 12 ST	Minor Arterial	4	1201	ш	2,820	16,368	2.677	0.082	1,341	1,341	10/25/95	66.0	16,204	1,328	ပ
4	NW 72 AVE	NW 12 ST	NW 25 ST	Minor Arterial	9	1202	ш	4,730	36,000	0.756	0.093	3,352	3,352 1	10/30/95	66.0	35,640	3,318	ü
45	NW 72 AVE	NW 25 ST	NW 36 ST	Minor Arterial	4	1204	ш	2,770	37,558	0.562	0.080	3,013	3,013	10/23/95	66.0	37,182	2,983	щ
43	NW 72 AVE	NW 36 ST	NW 58 ST	Minor Arterial	4	1205	ш	5,190		0.502	0.080	2,597	2,597	11/1/95	66.0	32,939	2,571	∢
44	NW 7 ST	NW 72 AV	NW 57 AV	Minor Arterial	4	348	ш	2,280	22,878	0.610	0.080	1,828	1,828	11/15/95	96'0	22,420	1,791	O
45	NW 7 ST	NW 57 AV	NW 42 AV	Minor Arterial	4	:	ш	2,980	35,679	0.660	0.075	2,679	2,679	11/15/95	86.0	34,965	2,625	ш
46	NW 7 ST	NW 42 AV	NW 37 AV	Minor Arterial	4	:	ш	2,940	28,006	0.590	0.072	2,007	2,007	11/15/95	96.0	27,446	1,967	۵
47	NW 12 ST	NW 82 AV	MILAM DAIRY	Minor Arterial	4	358	٥	2,650	25,845	0.520	0.087	2,243	2,243	7/11/94	1.04	26,879	2,333	٥
48	NW 12 ST	MILAM DAIRY	NW 72 AV	Minor Arterial	4	1	ш	4,020	27,868	0.725	0.093	2,591	2,591	36/00/01	66.0	27,589	2,565	a
49	NW 21 ST	NW 37 AV	NW 42 AV	Collector	4	388	ш	1,820	17,347	0.538	0.081	1,398	1,398	6/8/94	1.00	17,347	1,398	۵
20	NW 25 SI	NW 87 AV	SR 826	Minor Arterial	4	402	٥	3,320	45,415	0.520	0.080	3,645	3,645	6/29/94	1.03	46,778	3,754	ட
5	NW 25 St	SR 826	NW 72 AVE	Minor Arterial	4	400	ш	2,510	43,503	0.558	0.075	3,269	3,269	6/22/95	1.01	44,373	3,302	u.
25	NW 36 ST	NW 87 AVE	SH 826	Princ, Arterial	9		SUMA	005'9	60,758	0.563	9.00	4,640	4,640	5/24/94	66.0	60,150	4,594	۵
23	NW 36 ST	SR 826	NW 72 AVE	Princ, Arterial	9	1173	ш	9,340	46,162	0.578	0.000	3,235	3,235	10/30/95	66.0	45,700	3,203	œ
54	NW 36 ST	NW 72 AV	NW 57 AV	Princ. Arterial	9	1172	ш	6,620	65,287	0.527	0.073	4,771	4,771	10/18/95	1.80	65,287	4,771	ပ
22	NW 36 ST	NW 57 AV	S RIV DR	Princ. Arterial	9	0102	E+20	7,620	49,350	0.547	0.064	3,182	3,182	10/11/95	1.00	49,350	3,182	۵
99	NW 36 ST	SRIVDR	NW 37 AV	Princ. Arterial	4	200 0	E+20	3,600	23,928	765.0	890.0	1,627	1,627	10/11/95	1.00	23,928	1,627	ပ
21	NW 36 ST	NW 37 AV	NW 27 AV	Minor Arterial	4		E+20	4,220	24,722	0.513	0.071	1,749	1,749 1	10/11/95	1.00	24,722	1,749	ပ
8	NW 36 ST	NW 27 AV	NW 17 AV	Minor Arterial	4	2080	E+20	4,020	21,593	0.530	0.072	1,564	1,564	10/11/95	1.00	21,593	1,564	ပ
.	1-way PM Pir Hr on freeways 2-way PM Peak Hour Period on surface road	on freewave 2-wa	N PM Peak Hour	r Period on surfac	P FORCE			da										

1-way PM Pk Hr on Ireeways, 2-way PM Peak Hour Period on surface roads

Maintain is used on FIHS for Backlogged Roadways within Concurrency Management Areas

The K(100) calculated for FIHS Roadways exceeded FDOT minimum requirements in all cases, therefore the minimum allowable K(100) is used on FIHS rdwys (fwys); measured K is shown for surface stre

Table 21-2
ROADWAY SEGMENTS EXCEEDING LEVEL OF SERVICE STANDARDS
MIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

			LOS	Existing
Roadway	Segment		Standard	LOS
V 4 2				Specialist (g)
1-95	NW 79 ST	SR112	D/Maintain	Maintain
SR 826	SW 8 ST	FLAGLER	D/Maintain	Maintain
SR 826	FLAGLER	NW 12 ST	D/Maintain	Maintain
SR 826	NW 12 ST	NW 25 ST	D/Maintain	Maintain
SR 826	NW 25 ST	NW 36 ST	D/Maintain	Maintain
SR 826	NW 36 ST	NW 58 ST	D/Maintain	Maintain
SR 836	SR 826	NW 72 AV	D/Maintain	Maintain
SR 836	NW 72 AV	NW 57 AV	D/Maintain	Maintain
SR 836	NW 57 AV	NW 42 AV	D/Maintain	Maintain
SR 836	NW 42AV	NW 37 AV	D/Maintain	Maintain
NW 57 AVE *	NW 7 ST	PERIM'R RD	E	F
NW 72 AVE *	NW 25 ST	NW 36 ST	Ε	F
NW 25 St	NW 87 AV	SR 826	D	F
NW 25 St *	SR 826	NW 72 AVE	E	F

^{*} Within Urban Infill Area; meets Dade County requirements for Traffic Concurrency

Table 21-3
PLANNED ROADWAY/TRANSPORTATION IMPROVEMENTS
MIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

ROADWAY	LIMITS	PROJECT	YEAR
Committed Projects			
SR 836	NW 45th Avenue	New Ramps	1995/1996
SR 836	NW 45th Ave to NW 57 Ave	Traffic Operations Improvement	1996
Perimeter Rd	NW 14th St to NW 57 Ave	Capacity Improvement	1995/1996
NW 67 Ave	NW 36 St to Perimeter Road/N. Ser Rd	Widen	1995
NW 72 Ave	NW 25 St to NW 74 St	Widen to 6 Lanes	1995/1996
NW 21 St	At Miami River	New Bridge	1997/1998
Planned Projects			
SR 112	NW 27 Ave to 1-95	Widen from 6 to 10 Lanes	2015 to 2020°
SR 112	NW 32 Ave - LeJeune Rd	Widen	1995/1996 (PD & E Study)
SR 826	NW 25 St to NW 47 St	Multi Lane Reconstruction	1995/1996 (Prelim Engr.)
SR 826	SW 8 St to NW 25 St	Multi Lane Reconstruction	1995/1996 (Prelim Engr.)
SR 826	NW 25 St Interchange	Interchange Improvement	1995/1996 (Prelim Engr.)
SR 826	SR 874 to 1-75	HOV Lanes	2010 to 2015*
SR 836	NW 57th Ave to NW 42 Ave	Widen from 6 to 10 lanes	2010 to 2015*
SR 836	LeJeune Rd Interchange	Traffic Operations Improvement NB to WB Ramp	1995/96 (Study)
SR 836	LeJeune Rd Interchange	Traffic Operations Improvement	1996/1997 (Study)
SR 836	NW 27th Ave Interchange	Traffic Operations Improvement	1997/1998 (Study)
SR 836	NW 57 Ave Interchange	Traffic Operations Improvement	1997/1998 (Study)
SR 836	NW 57 Ave to NW 72 Ave	Traffic Operations Improvement	1996/1997 (Study)
SR 836	MIC to FIU	Premium Transit	2010 to 2015*
SR 836	SR 826 to HEFT	EB & WB HOV Lanes	2015*
Inter Connector	SR 836 to SR 112	4-Lane Expressway plus HOV lanes	2015 to 2020*
LeJeune Rd	SR 836 to NW 30 St	Widen from 6 to 8 Lanes	2005 (approx.)*
LeJeune Rd	NW 36 St to Okeechobee Rd	Widen from 4 to 8 Lanes	2005 (approx.)*
LeJeune Rd	at Okeechobee Road	Flyover from NB LeJeune to	2010 to 2015*
		WB Okeechobee Road	
Okeechobee Rd	SR 112 to SR 826	Widen Roadway	1995/1996 (Prelim Engr.)
Okeechabee Rd	SR 112 to SR 826	Widen to 6 Lanes	2000 to 2005°
Perimeter Rd	NW 20 St to NW 72 Ave	Widen to 4 Lanes	2010 to 2015*
NW 7 St	NW 60 Ct to NW 57 Ave	Widen to 5 Lanes	1995/1996 (Construction
NW 25 St	SR 826 to NW 69 Ave	Widen from 4 to 8/6 Lanes and possible overpass	2010*
NW 36 St	at LeJeune Road	EB Overpass to SR 112	2000-2005*
NW 36 St	at LeJeune Road	WB Overpass from SR 112	2015-2020*
NW 36 St	N River Dr to NW 17 Ave	Preliminary Engineering	1995/1996
NW 36 St	LeJeune Rd to SR 826	Smart Street/High Capacity Arterial	2010-2020*

^{*} Estimated

Table 21-4

MONTHLY VARIATION IN PASSENGER VOLUMES AT MIA

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion Program

	Total	ADP for	Monthly
Month	Passengers*	Month	Factors
	(PASS.)	(pass/day)	(AADP/ADP
October	2,307,301	74,429	1.08
November	2,270,193	75,673	1.07
December	2,514,671	81,118	1.00
January	2,669,508	86,113	0.94
February	2,316,365	82,727	0.98
March	2,586,827	83,446	0.97
April	2,469,408	82,314	0.98
May	2,289,419	73,852	1.09
June	2,316,345	77,212	1.05
July	2,778,015	89,613	0.90
August	2,757,500	88,952	0.91
September	2,199,091	73,303	1.10
TOTAL	29,474,643		
AADP	80,752		

AADP = Average Annual Daily Passengers

ADP = Average Daily Passengers

Source: David Plumber and Associates, 1995

^{* 1993-94} Monthly Domestic & International Deplaned and Enplaned Passengers (from DCAD)

Table 21-5

EXISTING TERMINAL AREA TRAFFIC VOLUMES

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion Program

Time Period	Enter	Exit	Total	
erminal *				
Average Weekday Traffic	••		69,408	
Peak Hour	2,487	2,898	5,385	
Peak Hour Period	••		5,328	
Employee Remote Parking **				
Average Weekday Traffic		••	14,668	8
Peak Hour	315	507	822	
Peak Hour Period	••		714	

Terminal Area Traffic is based upon counts taken in 1994 by Dade Aviation Consultants

^{**} Employee Parking Traffic is based upon counts taken in 1995 by David Plumber and Associates

Table 21-6
TERMINAL AREA TRAFFIC
MIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

5 1 <u>900 - 1</u>		362 65 6	\$000000	
Hour	Terminal	Terminal	Terminal	_
Beginn in g	In	Out	2-Way	
12 :00 am	380	559	939	
1 :00 am	205	246	451	
2 :00 am	88	69	157	
3 :00 am	112	33	145	
4 :00 am	317	77	394	
5 :00 am	834	355	1,189	
6 :00 am	1,801	1,016	2,817	
7 :00 am	1,461	1,512	2,973	
8 :00 am	1,283	1,287	2,570 .	
9 :00 am	1,754	1,262	3,016	
10 :00 am	2,137	1,797	3,934	
11 :00 am	2,195	1,936	4,131	
12 :00 pm	2,340	2,148	4,488	
1 :00 pm	2,151	2,179	4,330	
2 :00 pm	2,409	2,265	4,674	
3 :00 pm	2,487	2,898	5,385	
4 :00 pm	2,435	2,836	5,271	
5 :00 pm	2,286	2,694	4,980	
6 :00 pm	2,047	2,496	4,543	
7 :00 pm	1,523	1,798	3,321	
8 :00 pm	1,310	1,325	2,635	
9 :00 pm	1,335	1,384	2,719	
10 :00 pm	1,123	1,440	2,563	
11 :00 pm	<u>691</u>	1.092	1,783	
TOTALS	34,704	34,704	69,408	

Source: Dade Aviation Consultants, 1994

Table 21-7
EMPLOYEE PARKING AREA TRAFFIC
MIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

	Employee	Employee	Employee	
Hour	Parking	Parking	Parking	
Beginning	in	Out	2-Way	
12 :00 am	69	270	339	
1 :00 am	50	133	183	
2 :00 am	45	86	131	
3 :00 am	163	93	256	
4 :00 am	405	151	556	
'5 :00 am	687	212	899	
6 :00 am	662	226	888	
7 :00 am	357	252	609	
8 :00 am	459	190	649	
9 :00 am	468	154	622	
10 :00 am	477	169	646	
11 :00 am	346	192	538	
12 :00 pm	385	246	631	
1 :00 pm	540	399	939	
2 :00 pm	612	583	1,195	
3 :00 pm	315	507	822	
4 :00 pm	171	434	605	
5 :00 pm	184	438	622	
6 :00 pm	135	461	596	
7 :00 pm	167	543	710	
8 :00 pm	137	315	452	
9 :00 pm	170	342	512	
10 :00 pm	232	403	635	
11 :00 pm	<u>98</u>	<u>535</u>	<u>633</u>	
TOTALS	7,334	7,334	14,668	

^{*} The hours selected for Peak Hour and Peak Hour Period coincide with areawide traffic characteristics. Source: David Plumber and Associates, Inc., 1995 and Dade County Aviation Department

Table 21-8

ANNUAL ORIGIN-DESTINATION PASSENGERS AT MIA

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion Program

Туре	1994	1995	2000
Domestic	10,640,000	10,820,000	11,890,000
International	8,685,000	9,224,000	11,368,000
Total	19,325,000	20,044,000	23,258,000

Source: MIA Master Plan Update, 1994

TABLE 21-9
Enplaned Passengers - 1973
MIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

	All Passengers	O&D Passengers	Percent O&D
Domestic Passengers	8,195,940	5,479,000	66.9%
International Passengers	4,126,179	•	•
Total Passengers	12,322,119	8,243,498ª	66.9%ª

^a Assumes the percentage of O&D for international is the same as domestic.

O&D = Origin and destination

Source: Transport Professionals, Inc., 1995

Table 21-10 (Sheet 1 of 3)

TRIP GENERATION RATES FOR TERMINAL AREA

(EXTERNAL TRIP ENDS PER MILLION ANNUAL ORIGIN-DESTINATION PASSENGERS)

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion Program

Time Period	Enter	Exit	All
Terminal *			
Average Weekday Traffic	• •	••	3,591.6
Peak Hour	128.7	150.0	278.7
Peak Hour Period	• •	••	275.7
Employee Remote Parking **			
Average Weekday Traffic	**	••	731.8
Peak Hour	15.7	25.3	41.0
Peak Hour Period	••	**	35.6

Table 21-10 (Sheet 2 of 3)

WEEKDAY EXTERNAL TRIP ENDS GENERATED BY TERMINAL

AND PARKING AREAS IN 1973 (VESTED)

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion Program

1,061 	1,236 	29,606 2,297 2,273
1,061		2,297
••	• •	2,273
-	•••	6,032
129	209	338
		293

Table 21-10 (Sheet 3 of 3)

EXTERNAL TRIP ENDS GENERATED BY THE TERMINAL AND

EMPLOYEE PARKING AREAS IN THE YEAR 2000

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion Program

Time Period	Enter	Exit	Total
Terminal			
Average Daily Traffic	••		83,534
Peak Hour	2,993	3,488	6,481
Peak Hour Period		∀⊕ *	6,412
Employee Parking			
Average Daily Traffic	2 = 0=		17,020
Peak Hour	365	588	953
Peak Hour Period	:= -	•11•1	828

Table 21- 11
1995 TRAFFIC VOLUMES INTO AND OUT OF ANCILLARY FACIL.....S AT M.I.A.
MIA Development of Regional Impact/Application for Development Approval

Terminal and Airtield Expansion Program

gin In Out Total In Out am 184 147 331 17 36 am 102 124 226 23 41 am 102 124 226 23 41 am 102 107 209 30 35 am 103 186 289 18 30 am 576 678 1,254 304 148 am 576 678 1,254 304 148 am 1,029 926 2,221 336 333 am 1,136 1,254 304 336 pm 1,136 1,156 2,231 301 336 pm 1,171 1,226 2,397 342 360 pm 1,171 1,226 2,310 341 304 pm 1,496 1,371 2,867 374 370 p	00000	17 23 36 30 18 116 252 304 346 432	Out 36 36 30 66 96 96 148 226 333 336 336	Total 53 64 86 65 48 182 348 452 572 765 637	155 81 44 46 128 338 1,360 856 909 560	0ut 180 82 51 67 40 71 241 393 384 422 526	163 335 163 95 113 168 409 1,249 1,249 1,293	9 4 4 4 8 115 118 1118	99 9 9 7.	Total 75 7 13 13 11	a65 210	429	Total 794 460
184 147 331 17 36 102 124 226 23 41 92 69 161 36 50 102 107 209 30 35 103 186 289 18 30 244 419 663 16 66 576 678 1,254 304 148 830 926 1,756 346 226 1,029 992 2,021 432 333 1,136 1,095 2,231 301 336 1,204 1,156 2,360 354 386 1,771 1,226 2,397 342 360 1,990 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 377 434		17 23 36 30 116 252 304 346 432 301	36 35 35 30 66 96 148 226 333	53 64 86 65 48 182 348 452 572 572 637	155 81 46 46 128 338 1,360 856 909 560	180 82 51 67 40 71 241 393 384 422 526	335 163 95 113 1,601 1,249 1,293 982	9 4 4 115 175 338 118 113	98 9 9 9 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	75 7 13 113 111	365	429	794
102 124 226 23 41 92 69 161 36 50 102 107 209 30 35 103 186 289 18 30 244 419 663 116 66 517 451 968 252 96 576 678 1,254 304 148 830 926 1,756 346 226 1,029 992 2,021 432 333 1,204 1,156 2,231 301 336 1,204 1,156 2,360 354 386 1,711 1,226 2,397 342 360 1,990 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 377 434		23 36 30 116 252 304 346 432 301	50 35 30 66 96 148 226 333 336	64 86 65 48 182 348 452 572 765	81 46 128 338 1,360 856 909 560	82 67 67 71 71 241 393 384 422 526	163 95 113 168 409 1,601 1,249 1,293	4 4 8 15 15 15 15 118 113 82 82	6 9 6 5 7	7 113	210	CLC	460
92 69 161 36 50 102 107 209 30 35 103 186 289 18 30 244 419 663 116 66 517 451 968 252 96 576 678 1,254 304 148 830 926 1,756 346 226 1,029 992 2,021 432 333 1,136 1,095 2,231 301 336 1,204 1,156 2,360 354 386 1,771 1,226 2,397 342 360 1,990 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 377 434 1,376 1,40 206 276 276 276		36 116 116 252 304 346 432 301	50 35 30 66 96 148 226 333	86 65 48 182 348 452 572 572 765	44 46 128 338 1,360 856 909 560	51 67 40 71 241 393 384 422 526	95 113 168 409 1,601 1,249 1,293	4 8 115 75 338 152 118 113	9 6 5 7	5 1		250	
102 107 209 30 35 103 186 289 18 30 244 419 663 116 66 517 451 968 252 96 576 678 1,254 304 148 830 926 1,756 346 226 1,029 992 2,021 432 333 1,204 1,156 2,231 301 336 1,204 1,156 2,360 354 386 1,771 1,226 2,397 342 360 1,090 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 377 434 1,337 1,300 2,637 370 366		30 116 252 304 346 432 301	35 30 66 96 148 226 333 336	65 48 182 348 452 572 765 637	46 128 338 1,360 856 909 560 538	67 40 71 241 393 384 422 526	113 168 409 1,601 1,249 1,293	15 75 338 152 118 113	e <u>t</u>	Ξ	176	179	355
103 186 289 18 30 244 419 663 116 66 517 451 968 252 96 576 678 1,254 304 148 830 926 1,756 346 226 1,029 992 2,021 432 333 1,136 1,095 2,231 301 336 1,204 1,156 2,360 354 386 1,771 1,226 2,397 342 360 1,990 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 327 434 1,376 1,10 2,065 275 366		18 116 252 304 346 432 301	30 66 96 148 226 333 336	48 182 348 452 572 765 637	128 338 1,360 856 909 560 538	40 71 241 393 384 422 526	168 409 1,601 1,293 982	15 75 338 152 118 113	13		186	212	398
244 419 663 116 66 517 451 968 252 96 576 678 1,254 304 148 830 926 1,756 346 226 1,029 992 2,021 432 333 1,136 1,095 2,231 301 336 1,204 1,156 2,360 354 386 1,090 1,226 2,397 342 360 1,496 1,371 2,867 374 370 1,337 1,300 2,637 327 434 1,376 1,10 2,065 270 366		116 252 304 346 432 301	66 96 148 226 333 336	182 348 452 572 765 637	338 1,360 856 909 560 538	71 241 393 384 422 526	409 1,601 1,249 1,293	75 338 152 118 113	17	28	264	269	533
517 451 968 252 96 576 678 1,254 304 148 830 926 1,756 346 226 1,029 992 2,021 432 333 1,136 1,095 2,231 301 336 1,204 1,156 2,360 354 386 1,171 1,226 2,397 342 360 1,090 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 327 434		252 304 346 432 301	96 148 226 333 336	348 452 572 765 637	1,360 856 909 560 538	241 393 384 422 526	1,601 1,249 1,293 982	338 152 118 113	2	92	773	573	1,346
576 678 1,254 304 148 830 926 1,756 346 226 1,029 992 2,021 432 333 1,136 1,095 2,231 301 336 1,204 1,156 2,360 354 386 1,171 1,226 2,397 342 360 1,090 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 327 434 1,376 1,10 2,365 270 365		304 346 432 301	148 226 333 336	452 572 765 637	856 909 560 538	393 384 422 526	1,249 1,293 982	152 118 113 82	9	398	2,467	848	3,315
830 926 1,756 346 226 1,029 992 2,021 432 333 1,136 1,095 2,231 301 336 1,204 1,156 2,360 354 386 1,171 1,226 2,397 342 360 1,090 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 327 434		346 432 301	333	572 765 637	909 560 538	384 422 526	1,293 982	118	110	262	1,888	1,329	3,217
1,029 992 2,021 432 333 1,136 1,095 2,231 301 336 1,204 1,156 2,360 354 386 1,171 1,226 2,397 342 360 1,090 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 327 434		301	333	765 637	560 538	422 526	982	113	26	215	2,203	1,633	3,836
1,136 1,095 2,231 301 336 1,204 1,156 2,360 354 386 1,171 1,226 2,397 342 360 1,090 1,220 2,310 341 304 1,496 1,371 2,867 374 370 1,337 1,300 2,637 327 434		301	336	637	538	526		82	95	208	2,134	1,842	3,976
am 1,204 1,156 2,360 354 386 pm 1,171 1,226 2,397 342 360 pm 1,090 1,220 2,310 341 304 pm 1,496 1,371 2,867 374 370 pm 1,337 1,300 2,637 327 434		354					1,064	,	72	154	2,057	2,029	4,086
pm 1,171 1,226 2,397 342 360 pm 1,090 1,220 2,310 341 304 pm 1,496 1,371 2,867 374 370 pm 1,337 1,300 2,637 327 434		2	386	740	644	874	1,518	98	26	195	2,300	2,513	4,813
pm 1,090 1,220 2,310 341 304 pm 1,496 1,371 2,867 374 370 pm 1,337 1,300 2,637 327 434		342	360	702	669	798	1,497	100	90	190	2,312	2,474	4,786
pm 1,496 1,371 2,867 374 370 pm 1,337 1,300 2,637 327 434		341	304	645	734	616	1,350	129	123	252	2,294	2,263	4,557
pm 1,337 1,300 2,637 327 434		374	370	744	741	601	1,342	157	212	369	2,768	2,554	5,322
30c 070 030K 070 36K		327	434	761	722	1,386	2,108	128	233	361	2,514	3,353	2,867
210	9 2,395	270	366	929	433	871	1,304	09	90	150	2,039	2,446	4,485
5 pm 993 859 1,852 212 333 545		212	333	545	351	904	1,255	20	26	117	1,576	2,193	3,769
6 pm 658 678 1,336 149 200 349	14.21	149	200	349	232	487	719	34	99	90	1,073	1,421	2,494
7 pm 576 563 1,139 132 153 285		132	153	285	198	356	554	18	49	29	924	1,121	2,045
8 pm 326 385 711 92 115 207		92	115	207	152	195	347	39	43	85	609	738	1,347
9 pm 299 370 669 52 66 118		52	99	118	155	244	399	31	37	68	537	717	1,254
10 pm 302 295 597 66 80 146		99	80	146	142	199	341	47	63	110	222	637	1,194
11 pm 299 206 505 67 89 156		29	88	156	131	361	492	16	09	9/	513	716	1,229
TOTAL 15,942 15,942 31,884 4,653 4,653 9,306 1	31,884	4,653	- 1	9,306	10,349 1	10,349	20,698	1,795	1,795	3,590	32,739	32,739	65,478

Table 21-12
FLOOR AREAS OF ANCILLARY FACILITIES BY DEVELOPMENT AREA
MIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

Area	1973	1994	2000
Northeast	3,828,640	3,862,000	3,497,000
Northwest Cargo	657,000	657,000	1,522,000
Westside cargo	2,288,000	2,463,000	3,349,000
20th Street	1,712,000	1,770,000	1,541,000
Total	8,485,640	8,752,000	9,909,000

All floor areas are shown in square feet

Source: Dade County Aviation Department, 1995

Table 21-13
EXTERNAL TRIP GENERATION OF ANCILLARY FACILITIES
MIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion program

Ancillary	Floor Area	-	EXISTING	(1995) TRA	FFIC VOLUN	MES
Development	Occupied	Daily		Peak Hou	ir	Peak Hour
Area	in 1995	·	Enter	Exit	Total	Period
Northeast	1,853,311	20,698	722	1,386	2,108	1,706
Northwest Cargo	658,333	9,306	327	434	761	699
Westside Cargo	1,890,151	31,884	1,337	1,300	2,637	2,516
20th Street	651,574	3,590	128	233	361	256

Ancillary	EXTE	RNAL TRIP	GENERATIO	N RATES (D	er 1000 s.f.)
Development	Daily		Peak Hou	ır	Peak Hour
Area		Enter	Exit	Total	Period
Northeast	11.168	0.390	0.748	1.137	0.921
Northwest Cargo	14.136	0.497	0.659	1.156	1.062
Westside Cargo	16.868	0.707	0.688	1.395	1.331
20th Street	5.510	0.196	0.358	0.554	0.393

Ancillary	Floor	EXTE	RNAL TRIP	ENDS GEN	ERATED IN	YEAR 2000
Development	Area in	Daily		Peak Hou	ır	Peak Hour
Area	Year 2000		Enter	Exit	Total	Period
Northeast	3,497,000	39,055	1,364	2,616	3,980	3,219
Northwest Cargo	1,522,000	21,515	756	1,003	1,759	1,616
Westside Cargo	3,349,000	56,493	2,369	2,303	4,672	4,458
20th Street	1,541,000	8,491	303	551	854	605
		125,554			11265	

Ancillary	Floor	EXTERNA	L TRIP END	S GENERAT	ED IN YEAR	1973 (VESTED)
Development	Area in	Daily		Peak Hou	ır	Peak Hour
Area	Year 1973		Enter	Exit	Total	Period
Northeast	3,828,640	42,759	1,493	2,864	4,357	3,524
Northwest Cargo	657,000	9,287	326	433	759	698
Westside Cargo	2,288,000	38,595	1,618	1,574	3,192	3,046
20th Street	1,712,000	9,433	336	612	949	673
Ste		105.074			425	500000 600000

Table 21-13a
INTERNAL / EXTERNAL SPLIT FOR VEHICLE TRIPS
Miami International Airport Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

Vehicle Tr	ips - ADT	Peak Ho	ur Trips	Peak Hour F	Period Trips
Internal *	External	Internal *	External	internal *	External
2, 7 57	149,554	214	12,091	203	11,219
3,785	226,741	300	18,773	281	17,169
	internal * 2,757	2,757 149,554	Internal * External Internal * 2,757 149,554 214	Internal * External Internal * External 2,757 149,554 214 12,091	Internal * External Internal * External Internal * 2,757 149,554 214 12,091 203

EXTERNAL Trip Generation Rates were specifically developed for and used in this study.
 Internal Trips have been estimated as equal to 2.5% of the terminal area external trips and 1.0% of the ancillary area external trips including 1224 Employee shuttle trip ends daily (existing and Year 2000).

.ble 21-14 (Sheet 1 of 3)

ASSIGNMENT OF EXISTING PM PEAK AIRPORT TRAFFIC TO ROADWAY LINKS BY DEVELOPMENT AREA

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airlield Expansion Program

		TRIPS ASSIGNED		Teminal	團	Employee Pkg	e Pkd	Northeast	S	Northwest Cargo	Cargo	Westside Cargo	Cargo	20th Street	te l	MIA AII
_	Peak Hour Tr	Peak Hour Trips Entering MIA:			2,487		315		722		e	327	1,337		128	5,316
-	Peak Hour Tr	Peak Hour Trips Exiting MIA:			2,898		202		1,386		4	434	1,300		233	6,758
-	Peak Hour Pe	Peak Hour Period Trips (2-way on Surface St's.):	ace St's.)		5,328		714		1,706		9	669	2,516		256	11,219
Ęż		Location	Enter	Percent	M.I.A.	Percent 1	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	M.I.A.
Š.	Воаста	FROM TO	or Exit	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	₹
FREE	FREEWAYS															
-	1-95	NW 79 ST SR112	Enter	22.5%	260	18.0%	22	22.0%	159	24.0%	78	17.0%	227	22.0%	28	1109
		AND THE RESERVE TO BE ADDRESS.	Exit	22.5%	652	18.0%	91	22.0%	305	24.0%	104	17.0%	221	22.0%	51	1424
2	1-95	SR112 SR836	Enler	2.5%	62	2.0%	16	8.0%	58	7.0%	23	1.0%	13	1.0%	-	173
			Exit	2.5%	22	2.0%	25	8.0%	Ξ	7.0%	8	1.0%	13	1.0%	2	253
က	1-95	SR836 CBD	Enter	8.5%	211	%0.9	19	10.0%	72	10.0%	8	8.5%	114	13.0%	17	466
			Exit	8.5%	246	%0.9	30	10.0%	139	10.0%	43	8.5%	111	13.0%	30	599
4	SR 112	NW 42 AV NW 37 AV	Enter	26.0%	647	17.0%	54	34.0%	245	35.0%	114	22.0%	294	28.0%	36	1390
			Exit	26.0%	753	17.0%	98	34.0%	471	35.0%	152	22.0%	286	28.0%	65	1813
ς. Ι	SR 112	NW 37 AV NW 27 AV	Enter	26.0%	647	17.0%	54	34.0%	245	35.0%	114	22.0%	294	28.0%	36	1390
			Exil	56.0%	753	17.0%	96	34.0%	471	35.0%	152	22.0%	286	28.0%	65	1813
9	SR 112	NW 27AV NW 22 AV	Enter	24.0%	265	16.0%	20	32.5%	235	34.0%	Ξ	21.0%	281	26.0%	33	1307
			Exit	24.0%	969	16.0%	81	32.5%	450	34.0%	148	21.0%	273	26.0%	61	1709
_	SR 112	NW 22 AV NW 17 AV	Enter	23.5%	584	15.5%	49	32.0%	231	33.5%	110	20.5%	274	25.5%	33	1281
			Exit	23.5%	681	15.5%	79	32.0%	444	33.5%	145	20.5%	267	25.5%	59	1675
B	SR 112	NW 17AVENW 11AVE	Enter	23.0%	572	15.0%	47	32.0%	231	33.0%	108	20.0%	267	25.0%	32	1257
			Exit	23.0%	299	15.0%	9/	32.0%	444	33.0%	143	20.0%	260	25.0%	58	1648
6	SR 826	SW 8 ST FLAGLER	Enter	13.0%	323	21.0%	99	20.0%	144	17.3%	22	13.0%	174	12.5%	16	780
			Exit	13.0%	377	21.0%	106	20.0%	277	17.3%	75	13.0%	169	12.5%	29	1033
2	SR 826	FLAGLER NW 12 ST	Enter	13.5%	336	22.0%	69	21.0%	152	18.0%	65	14.0%	187	13.5%	17	820
			Exit	13.5%	391	22.0%	112	21.0%	291	18.0%	78	14.0%	182	13.5%	31	1085
Ξ	SR 826	NW 12 ST NW 25 ST	Enter	3.0%	75	16.0%	20	11.0%	79	21.0%	69	12.0%	160	11.0%	14	447
			Exi	3.0%	87	16.0%	81	11.0%	152	21.0%	91	12.0%	156	11.0%	56	593
15	SR 826	NW 25 ST NW 36 ST	Enter	2.5%	62	15.5%	49	7.0%	51	11.0%	36	10.0%	134	14.0%	18	350
ļ			Exi	2.5%	72	15.5%	79	7.0%	97	11.0%	48	10.0%	130	14.0%	33	459
13	SR 826	NW 36 ST NW 58 ST	Enter	%0'9	149	17.0%	Ş.	14.0%	101	16.5%	54	13.0%	174	14.5%	19	551
1			Exit	%0.9	174	17.0%	96	14.0%	194	16.5%	72	13.0%	169	14.5%	34	729
7	SR 836	NW 107 A NW 87 AV	Enter	2.5%	137	2.0%	16	2.0%	96	4.0%	5	4.0%	53	2.0%	9	261
			Exit	2.5%	159	2.0%	25	2.0%	69	4.0%	=	4.0%	52	5.0%	12	334

T 1-14 (Sheet 2 of 3)

ASSIGNMENT OF EXISTING PM PEAK AIRPORT TRAFFIC TO ROADWAY LINKS BY DEVELUPMENT AREA

MIA Development of Regional Impact/Application for Development Approval Terminal and Airfield Expansion Program

Terrimial and	TRIPS ASSIGNED				Terminal	na	Employees	see.	Northeast	- N	Northwest Caroo	Caroo	Westside Cargo	Caroo	20th Steed	loc loc	MIA All
						100		1 :		5				, 00			
	Peak Hour Trips Entering MIA:	ING MIA:				Z,40/		0		77		35/		1,33/		128	5,316
	Peak Hour Trips Exiting MIA:	g MIA:				2,898		207		1,386		434		1,300		233	6,758
	Peak Hour Period Trips (2-way on Surface St's.):	s (2-way on Surf	ace St's.):			5,328		714		1,706		669		2,516		256	11,219
Link		Location		Enter	Percent	M.L.A.	Percent	M.I.A.	Percent	MI.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	MIA.
No.	Rondway	FROM	To	or Exit	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	¥
FREEWAYS (Continued)	(Continued)																
15	SR 836	NW 87 AV	SR 826	Enter	6.5%	162	%0.9	19	%0.9	43	2.0%	16	5.0%	29	6.0%	80	315
				Ē	6.5%	188	%0.9	30	%0.9	83	8.0%	22	2.0%	99	%0.9	4	405
91	SR 836	SR 826	NW 72AV	Enter	22.5%	260	44.0%	139	16.0%	116	2.0%	_ 1	7.0%	94	30.6%	39	955
				Exit	22.5%	652	44.0%	223	16.0%	222	2.0%	6	7.0%	91	30.5%	71	1,268
. 11	SR 836	NW 72 AV	NW 57 AV	Enter	12.8%	318	7.0%	22	80.6	99	2.0%	7	11.0%	147	80.6	12	173
			A CONTROL OF THE PARTY OF THE P	Exi	12.8%	371	7.0%	35	%0.6	125	2.0%	6	11.0%	143	9.0%	21	704
. 81	SR 836	NW 57 AV	NW 42 AV	Enter	12.3%	306	0.0%	0	10.0%	72	2.0%	7	11.0%	147	3.0%	4	536
				Exit	12.3%	356	%00	0	10.0%	139	2.0%	6	11.0%	143	3.0%	7	654
61	SR 836	NW 42AV	NW 37AV	Enter	8.7%	216	17.0%	54	2.0%	14	4.0%	13	10.5%	140	3.0%	4	144
				Exil	8.7%	252	17.0%	86	2.0%	28	4.0%	17	10.5%	137	3.0%	7	527
8	SR 836	NW 37 AV	NW 27 AV	Enter	20.9%	520	17.0%	54	2.0%	36	%0.9	20	10.5%	140	16.0%	50	790
		000		Evi	20.9%	909	17.0%	96	2.0%	69	6 .0%	92	10.5%	137	16.0%	37	196
51	SR 836	NW 27AV	NW 17 AV	Enter	20.0%	497	15.0%	47	4.0%	53	2.0%	16	9.5%	127	15.0%	19	735
				Exi	20.0%	280	15.0%	76	4.0%	55	2.0%	22	9.5%	124	15.0%	35	892
&	SR 836	NW 17 AV	NW 12AV	Enter	19.0%	473	13.0%	14	3.0%	22	4.0%	13	8.5%	114	14.0%	18	189
				Exit	19.0%	551	13.0%	99	3.0%	42	4.0%	17	8.5%	111	14.0%	33	820
ເຊ	SR 836	NW 12AV	96-1	Enter	19.0%	473	13.0%	4	3.0%	22	4.0%	13	8.5%	114	14.0%	18	681
,				Exit	19.0%	551	13.0%	99	3.0%	42	4.0%	17	8.5%	111	14.0%	33	820
SURFACE STREETS	TREETS													es.			
24	FLAGLER ST	NW 87 AV	SR 826	2-Way	0.7%	37	1.5%	=	1.2%	20	0.5%	6	1.2%	ဗ္ဗ	1.3%	ဗ	104
52	FLAGLER ST	SR 826	NW 72 AV	2-Way	0.2%	=	0.5%	4	0.2%	6	0.2%	-	0.5%	ß	0.3%	-	52
56	FLAGLER ST	NW 72 AV	NW 57 AV	2-Way	0.5%	=	0.3%	64	0.1%	7	0.5%	-	0.3%	80	0.2%	_	52
27	FLAGLER ST	NW 57 AV	NW 42 AV	2-Way	0.3%	16	0.3%	8	0.1%	8	0.5%	-	0.3%	8	0.2%	_	90
28	FLAGLER ST	NW 42 AV	NW 37 AV	2-Way	0.4%	21	0.3%	8	0.2%	က	0.2%	-	0.3%	æ	0 3%	-	36
53	FLAGLER ST	NW 37 AV	NW 27 AV	2-Way	0.3%	16	0.2%	_	0.1%	8	0.1%	-	0.5%	40	0.2%	-	92
30	OKEECHOBEE	NW 54 ST	NW 36 ST	2-Way	3.0%	160	1.5%	=	2.5%	43	1.0%	7	1.0%	52	2.5%	9	. 552
31	PERIMETER AD	NW 72 AV	NW 57 AV	2-Way	11.0%	586	39.0%	278	%0'9	102	1.0%	7	2.0%	20	30.0%	11	1,100
32	PERIMETER RD	NW 57 AV	NW 14 ST	2-Way	12.0%	639	48 0%	343	%0.9	102	0.0%	٥	1.0%	82	37.0%	8	1,204

1. 21-14 (Sheet 3 of 3) ASSIGNMENT OF EXISTING PM PEAK AIRPORT TRAFFIC TO ROADWAY LINKS BY DEVELOPMENT AREA

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airlield Expansion Program

	YORK ACIONED				Terminal	inal	Employees	Veos	Northeast	To.	Northwest Camp	Camo	Wasteide Cargo	Carro	20th Street	100	MAIA AB
	Peak Hour Trips Entering MIA:	ng MIA:				2,48/		315		722		327		1,337		128	5,316
	Peak Hour Trips Exking MIA:	MIA:				2,898		507		1,386		42		1,300		233	6,758
	Peak Hour Period Trips (2-way on Surface St's.)	(2-way on Sur	face St's.) :			5,328		714		1,706		669		2,516		556	11,219
15	Link	Location		Enter	Percent	M.I.A.	Percent	MIA.	Percent	M.IA.	Percent	M.IA.	Percent	MIA.	Percent	M.I.A.	MIA
Z	No. Roadway	FROM	TO	or Exit	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	₹
SURFACE	SURFACE STREETS (Continued)																
S	ROYAL POINC'A	CURTISS	NW 42 AV	2.Way	2.0%	107	0.5%	4	0.5%	6	%0.0	0	%O'O	0	1.5%	4	124
8	NW 37 AVE	SR 836	NW 21 ST	2-Way	12.2%	650	%0.0	0	3.0%	51	2.0%	3	%0.0	0	13.0%	33	748
35	NW 42 AVE	SW 8 ST	FLAGLER	2-Way	4.3%	229	3.0%	21	1.4%	54	%9.0	4	1.0%	52	4.0%	5	313
36	NW 42 AVE	FLAGLER	NW 7 ST	2-Way	2.0%	566	3.6%	56	1.7%	53	0.8%	9	1.3%	33	4.5%	7	372
37	NW 42 AVE	NW 7 ST	NW 21 ST	2. Way	27.0%	1,439	11.0%	79	14.0%	239	3.0%	21	1.5%	38	%0.6	83	1,839
38	NW 42 AVE	NW 21 ST	NW 36 ST	2-Way	15.0%	789	11.0%	79	23.0%	392	2.0%	35	%0.0	0	11.0%	28	1,333
38	NW 57 AVE	NW 7 ST	PERIM'R RD	2-Way	%5'0	27	2.0%	7	1.0%	17	1.0%	7	1.0%	52	1.0%	6	65
4	NW 72 AVE	FLAGLER	NW 12 ST	2-Way	0.3%	9	1.3%	6	0.1%	N	0.1%	-	%8.0	ଥ	0.5%	-	94
Ţ	NW 72 AVE	NW 12 ST	NW 25 ST	2-Way	1.0%	23	1.0%	7	1.0%	17	6 .0%	42	24.0%	604	8.0%	8	743
42	NW 72 AVE	NW 25 ST	NW 36 ST	2.Way	1.0%	23	1.0%	7	2.0%	8	2.0%	7	%0'9	151	2.0%	9	264
43	NW 72 AVE	NW 36 ST	NW S8 ST	2-Way	1.0%	53	2.0%	<u> </u>	1.0%	17	2.0%	7	2.0%	S	0.5%	-	149
4	NW 7 ST	NW 72 AV	NW 57 AV	2-Way	0.2%	=	0.3%	8	0.2%	6	%1.0	_	0.5%	w	0.1%	•	22
45	NW 7 ST	NW 57 AV	NW 42 AV	2.Way	%5'0	27	0.2%	-	0.1%	8	0.1%	_	0.2%	9	0.2%	-	37
46	NW 7 ST	NW 42 AV	NW 37 AV	2-Way	%5'0	27	0.2%	-	0.2%	6	0.5%	-	0.2%	Ŋ	0.3%	-	38
4	NW 12 ST	NW 82 AV	SR 826	2-Way	%0.0	0	%0.0	0	%0.0	0	1.0%	7	3.0%	75	%0.0	0	82
40	NW 12 ST	SR 826	NW 72 AV	2-Way	1.0%	23	1.0%	7	1.0%	17	2.0%	32	20.0%	203	8.0%	50	928
49	NW 21 ST	NW 37 AV	NW 42 AV	2.Way	20.0%	1,066	%0.0	0	3.0%	51	2.0%	7	%0.0	0	13.0%	33	1,164
20	NW 25 ST	NW 87 AV	SR 826	2-Way	0.5%	23	%50	ч	2.0%	34	2.0%	35	18.0%	453	3.0%	₩	561
51	NW 25 ST	SR 826	NW 72 AVE	2-Way	%0.0	•	%0.0	0	%0.9	102	15.0%	105	40.0%	1,006	6.0%	15	1,228
25	NW 36 ST	NW 87 AVE	SR 826	2-Way	0.5%	27	0.5%	4	2.0%	8	3.5%	24	4.0%	101	2.0%	ĸ	195
53	NW 36 ST	SR 826	NW 72 AVE	2-Way	4 0%	213	2.0%	፯	23.0%	392	31.0%	217	7.0%	176	2.5%	9	1,018
Z	NW 36 ST	NW 72 AV	NW 57 AV	2-Way	4.0%	213	3.0%	21	31.0%	629	46.0%	322	27.0%	679	1.0%	က	1,767
25	NW 36 ST	NW 57 AV	S RIV DR	2.Way	%0.5	566	4.0%	53	36.0%	614	44.6%	308	26.0%	654	2.0%	w	1,876
95	NW 36 ST	S RIV DR	NW 37 AV	2-Way	2 0%	107	2.0%	7	2.0%	R	1.0%	7	1.0%	52	2.0%	s	192
27	NW 36 ST	NW 37 AV	NW 27 AV	2-Way	2.0%	107	2.0%	7	2.0%	8	1.0%	7	1.0%	25	2.0%	S	192
88	NW 36 ST	NW 27 AV	NW 17 AV	2-Way	1.0%	23	1.0%	~	1.0%	-	0.5%	0	0.5%	5	1.0%	c	96

Source Transport Analysis Professionals, Inc., 1996

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Table 21-15 (Sheet 1 of 2)

EXISTING PM PEAK AIRPORT TRAFFIC ON ROADWAY LINKS AS % OF SERVICE VOLUME AND TOTAL VOLUME MIA Development of Regional Impact/Application for Development Approval

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ş		FROM	TO	Number	L.0.S.	PM PK*	PM Vol	ros	Traffic	Traffic	of Service Vol	of Service Vol of Existing Vol
	FREEWAYS											
ii ja	1.95	TS 62 MN	SR112	2036	D/Maint.	12,850	12,850	Maint.	1,424	11,426	11.08%	11.08%
2	1-95	SR112	SR836	2095	۵	10,050	8,618	ပ	192	8,426	1.91%	2.23%
က	1-95	SR836	CBD	2505	۵	8,980	7,487	ပ	599	6,888	%19.9	8.00%
4	SR 112	NW 42 AV	NW 37 AV	2065	٥	5,230	4,869	Q	1,390	3,479	26.58%	28.55%
ß	SR 112	NW 37 AV	NW 27 AV	2060	٥	5,230	4,871	۵	1,390	3,481	26.58%	28.53%
9	SR 112	NW 27 AV	NW 22 AV	2055	۵	5,340	4,419	ပ	1,307	3,112	24.48%	29.57%
7	SR 112	NW 22 AV	NW 17 AV	2050	O	5,280	4,759	۵	1,281	3,478	24.26%	26.92%
89	SR 112	NW 17AVE	NW 11AVE	2023	O	5,230	4,441	٥	1,257	3,184	24.03%	28.30%
6	SR 826	SW 8 ST	FLAGLER	0568	D/Maint.	9,620	9,622	Maint,	1,033	8,589	10.74%	10.74%
9	SR 826	FLAGLER	NW 12 ST	6950	D/Maint.	12,360	12,361	Maint.	1,085	11,276	8.78%	8.78%
Ξ	SR 826	NW 12 ST	NW 25 ST	0250	D/Maint.	10,110	10,113	Maint.	538	9,575	5.32%	5.32%
12	SR 826	NW 25 ST	NW 36 ST	2525	D/Maint.	12,440	12,441	Maint.	408	12,033	3.28%	3.28%
13	SR 826	NW 36 ST	NW 58 ST	0571	D/Maint.	9,710	9,713	Maint.	729	8,984	7.51%	7.51%
4	SR 836	NW 107 AV	NW 87 AV	2243	٥	6,100	5,603	Ω	334	5,269	5.48%	2.96%
5	SR 836	NW 87 AV	SR 826	2244	۵	8,130	6,570	ပ	402	6,236	4.11%	2.08%
16	SR 836	SR 826	NW 72 AV	2188	D/Maint.	8,860	9,856	Maint.	1,268	7,588	14.31%	14.32%
17	SR 836	NW 72 AV	NW 57 AV	2193	D/Maint.	9,630	9,626	Maint.	902	8,920	7.33%	7.33%
18	SR 836	NW 57 AV	NW 42 AV	2198	D/Maint.	7,340	7,337	Maint.	959	6,681	8.94%	8.94%
19	SR 836	NW 42AV	NW 37 AV	2207	D/Maint.	066'9	6,992	Maint,	527	6,465	7.54%	7.54%
20	SR 836	NW 37 AV	NW 27 AV	2210	۵	8,130	7,380	۵	961	6,419	11.82%	13.02%
21	SR 836	NW 27 AV	NW 17 AV	2232	۵	8,130	7,518	۵	892	6,626	10.97%	11.87%
22	SR 836	NW 17 AV	NW 12AV	2208	۵	8,130	6,453	ပ	820	5,633	10.09%	12.71%
23	SR 836	NW 12AV	96-1	2240	۵	8,040	5,635	ပ	820	4,815	10.20%	14.55%
SUR	SURFACE STREETS											
24	FLAGLER ST	NW 87 AV	SR 826	1141	SUMA	5,960	4,255	۵	104	4,151	1.74%	2.44%
52	FLAGLER ST	SR 826	NW 72 AV	1140	E+20	4,990	2,787	ပ	25	2,762	0.50%	0.90%
56	FLAGLER ST	NW 72 AV	NW 57 AV	1139	E+20	4,980	2,396	8	25	2,371	0.50%	1.04%
12	FLAGLER ST	NW 57 AV	NW 42 AV	0094	ш	3,430	3,174	۵	90	3,144	0.87%	0.95%

* One-Way PM Peak Hour Peak Direction Volume on Freeways; Two-Way PM Peak Hour Period Volume on Surface Streets

Table 21-15 (Sheet 2 of 2)

EXISTING PM PEAK AIRPORT TRAFFIC ON ROADWAY LINKS AS % OF SERVICE VOLUME AND TOTAL VOLUME MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion Program

1	Link Boadway	location		Station	Red'd	Ser Vo	Ave Ann	Exist	M M	NonAimort	NonAimort MIA Trafas % MIA Trafas %	MIA Trafas %
운		FROM	2	Number	L.O.S.	PM PK		ros	Traffic	Traffic	of Sarvice Vol of Existing Vol	of Existing Vol
SU	SURFACE STREETS (Continued)	Continued)		2000								
ĸ	29 FLAGLER ST	NW 37 AV	NW 27 AV	2600	ш	3,310	2,414	ပ	56	2,388	0.79%	1.08%
8	OKEECHOBEE	NW 54 ST	NW 36 ST	0500	ш	3,310	2,639	ပ	252	2,387	7.61%	9.55%
3	I PERIMETER RD	NW 72 AV	NW 57 AV	•	ш	3,250	2,053	۵	1,100	953	33.85%	53.58%
35	PERIMETER RD	NW 57 AV	NW 14 ST	618	ш	4,920	2,266	4	1,204	1,062	24.47%	53.13%
33	3 ROYAL POINC'A	CURTISS	NW 42 AV	1	ш	3,790	1,655	8	124	1,531	3.27%	7.49%
34	1 NW 37 AVE	SR 836	NW 21 ST	:	ш	4,410	2,114	æ	748	1,366	16.96%	35.39%
35	5 NW 42 AVE	SW 8 ST	FLAGLER	0026	ш	6,200	3,664	В	313	3,351	5.05%	8.54%
36	S NW 42 AVE	FLAGLER	NW 7 ST	0027	ш	6,310	3,830	8	372	3,458	8.90%	9.71%
37	NW 42 AVE	NW 7 ST	NW 21 ST	1178	ш	8,410	6,129	ပ	1,839	4,290	21.87%	30.00%
38	3 NW 42 AVE	NW 21 ST	NW 36 ST	0028	ш	10,000	5,254	ပ	1,333	3,921	13.33%	25.37%
39	NW 57 AVE	NW 7 ST	PERIM'R R	1189	ш	2,170	3,181	щ	93	3,088	4.29%	2.92%
8	NW 72 AVE	FLAGLER	NW 12 ST	1201	ш	2,820	1,328	ပ	49	1,279	1.74%	3.69%
4	NW 72 AVE	NW 12 ST	NW 25 ST	1202	ш	4,730	3,318	ပ	743	2,575	15.71%	22.39%
45	NW 72 AVE	NW 25 ST	NW 36 ST	1204	ш	2,770	2,983	u.	264	2,719	9.53%	8.85%
43	NW 72 AVE	NW 36 ST	NW 58 ST	1205	ш	5,190	2,571	4	149	2,422	2.87%	5.80%
44	I NW 7 ST	NW 72 AV	NW 57 AV	348	ш	2,280	1,791	ပ	22	1,769	%96.0	1.23%
45	S NW 7 ST	NW 57 AV	NW 42 AV	1	ш	2,980	2,625	ш	37	2,588	1.24%	1.41%
46	NW 7 ST	NW 42 AV	NW 37 AV	:	ш	2,940	1,967	Ω	38	1,929	1.29%	1.93%
47	NW 12 ST	NW 82 AV	SR 826	358	۵	2,650	2,333	۵	82	2,251	3.09%	3.52%
84	1 NW 12 ST	SR 826	NW 72 AV	:	ш	4,020	2,565	۵	635	1,930	15.80%	24.76%
49	NW 21 ST	NW 37 AV	NW 42 AV	388	ш	1,820	1,398	۵	1,164	234	%96.69	83.26%
20	NW 25 ST	NW 87 AV	SR 826	402	۵	3,320	3,754	ᄔ	561	3,193	16.90%	14.94%
51	NW 25 ST	SR 826	NW 72 AVE	400	ш	2,510	3,302	<u>u</u>	1,228	2,074	48.92%	37.19%
25	: NW 36 ST	NW 87 AVE	SR 826	432	SUMA	6,500	4,594	۵	195	4,399	3.00%	4.25%
23	: NW 36 ST	SR 826	NW 72 AVE	1173	ш	9,340	3,203	8	1,018	2,185	10.90%	31.79%
54	NW 36 ST	NW 72 AV	NW 57 AV	1172	ш	6,620	4,771	ပ	1,767	3,004	26.69%	37.04%
25	NW 36 ST	NW 57 AV	S RIV DR	0102	E+20	7,620	3,182	٥	1,876	1,306	24.62%	28.96%
26	NW 36 ST	S RIV DR	NW 37 AV	0107	E+20	3,600	1,627	ပ	192	1,435	5.33%	11.80%
22	NW 36 ST	NW 37 AV	NW 27 AV	5087	E+20	4,220	1,749	ပ	192	1,557	4.55%	10.98%
28	NW 36 ST	NW 27 AV	NW 17 AV	2080	E+20	4,020	1,564	ان	96	1,468	2.39%	6.14%
												0.00

One-Way PM Peak Hour Peak Direction Volume on Freeways; Two-Way PM Peak Hour Period Volume on Surface Streets

Table 21-16
COMMITTED DEVELOPMENTS
MIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

Area	Blue Lagoon	America's Gateway	Beacon Center
Boundaries			
(N)	SR 836	NW 25th Street	NW 25th Street
(S)	NW 7th Street	NW 17th Street	NW 12th Street
(E)	NW 45th Avenue	NW 87th Avenue	SR 826
(W)	NW 72nd Avenue	NW 90th Avenue	NW 87th Avenue
Size (1000 sq. ft.)	3,600	2,200	6,580
Type of Development	Office, Hotel & Commercial	Office & Warehouse	Office & Warehouse
Year Opened	1989	1985	1991
Year Complete	2005	1993	1998
PM Peak Hour Trips at Completion	5,200	2,733	4,570
Percent Complete in 1995	38%	100%	90%
PM Peak Hour Trips in 1995	1,977	2,733	4,110
PM Peak Hour Trips in 2000	3,589	2,733	4,570

Table 21-17 (Sheet 1 of 2)

EXISTING TRAFFIC - AIRPORT, COMMITTED DEVELOPMENTS, AND BACKGROUND

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion Program

Link	Roadway	Location		Avg An	MIA	Blue	America's	Beacon	Background
No.		From	То	PM Vol*	Traffic	Lagoon	Gateway	Center	Traffic
	FREEWAYS								
1	1-95	NW 79 ST	SR112	12.850	1,424	210	0	282	10,934
2	1-95	SR112	SR836	8,618	192	260	0	275	7,891
3	I-95	SR836	CBD	7,487	599	90	0	100	6,698
4	SR 112	NW 42 AV	NW 37 AV	4,869	1,390	0	0	0	3,479
5	SR 112	NW 37 AV	NW 27 AV	4,871	1,390	0	٥	0	3,481
6	SR 112	NW 27AV	NW 22 AV	4,419	1,307	0	0	0	3,112
7	SR 112	NW 22 AV	NW 17 AV	4,759	1,281	0	0	0	3,478
8	SR 112	NW 17AVE	NW 11AVE	4,441	1,257	0	٥	0	3,184
9	SR 826	SW 8 ST	FLAGLER	9,622	1,033	269	356	914	7,050
10	SR 826	FLAGLER	NW 12 ST	12,361	1.085	217	363	952	9,744
11	SR 826	NW 12 ST	NW 25 ST	10,113	538	0	270	651	8,654
12	SR 826	NW 25 ST	NW 36 ST	12,441	408	0	461	449	11,123
13	SR 826	NW 36 ST	NW 58 ST	9,713	729	0	461	919	7,604
14	SR 836	NW 107 AV	NW 87 AV	5,603	334	75	86	460	4,648
15	SR 836	NW 87 AV	SR 826	6,570	402	92	617	257	5,202
16	SR 836	SR 826	NW 72 AV	8,856	1,268	420	0	186	6,982
17	SR 836	NW 72 AV	NW 57 AV	9,626	706	365	0	183	8,372
18	SR 836	NW 57 AV	NW 42 AV	7,337	656	193	0	179	6,309
19	SR 836	NW 42AV	NW 37 AV	6,992	527	498	50	529	5,388
20	SR 836	NW 37 AV	NW 27 AV	7,380	961	498	0	529	5,392
21	SR 836	NW 27AV	NW 17 AV	7,518	892	420	0	475	5,731
22	SR 836	NW 17 AV	NW 12AV	6,453	820	400	0	460	4,773
23	SR 836	NW 12AV	1-95	5,635	820	400	0	460	3,955
SU	RFACE STREETS								
24	FLAGLER ST	NW 87 AV	SR 826	4,255	104	0	0	0	4,151
25	FLAGLER ST	SR 826	NW 72 AV	2,787	25	90	0	0	2,672
26	FLAGLER ST	NW 72 AV	NW 57 AV	2,396	25	60	0	0	2,311
27	FLAGLER ST	NW 57 AV	NW 42 AV	3,174	30	70	o	o	3.074
28	FLAGLER ST	NW 42 AV	NW 37 AV	2,296	36	50	0	o	2,210
29	FLAGLER ST	NW 37 AV	NW 27 AV	2,414	26	0	0	0	2.388
30	OKEECHOBEE	NW 54 ST	NW 36 ST	2,639	252	0	0	0	2,387
31	PERIMETER RD	NW 72 AV	NW 57 AV	2,053	1,100	0	0	0	953
32	PERIMETER RO	NW 57 AV	NW 14 ST	2,266	1,204	81	0	0	981
33	ROYAL POINC'A	CURTISS	NW 42 AV	1,655	124	o	0	0	1,531
34	NW 37 AVE	SR 836	NW 21 ST	2,114	748	0	0	0	1,366

Traffic Flow Rates are One-Way PM Peak Hour Peak Direction on Freeways and are Two-Way PM Peak Hour Period on Surface Streets

Table 21-17 (Sheet 2 of 2)

EXISTING TRAFFIC - AIRPORT, COMMITTED DEVELOPMENTS, AND BACKGROUND MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion Program

Link	Roadway	Location		Total Avg	MIA	Blue	America's	Beacon	Background
No.	10 to	FROM	то	PM Vol	Traffic	Lagoon	Gateway	Center	Traffic
SURF	ACE STREETS (Co	ontinued)		9					
35	NW 42 AVE	SW 8 ST	FLAGLER	3,664	313	60	0	0	3,291
36	NW 42 AVE	FLAGLER	NW 7 ST	3,830	372	0	٥	0	3,458
37	NW 42 AVE	NW 7 ST	NW 21 ST	6,129	1,839	62	0	0	4,228
38	NW 42 AVE	NW 21 ST	NW 36 ST	5,254	1,333	60	0	0	3,861
39	NW 57 AVE	NW 7 ST	PERIM'R RD	3,181	93	502	O	0	2,586
40	NW 72 AVE	FLAGLER	NW 12 ST	1,328	49	0	0	0	1,279
41	NW 72 AVE	NW 12 ST	NW 25 ST	3,318	743	0	0	50	2,525
42	NW 72 AVE	NW 25 ST	NW 36 ST	2,983	264	0	0	0	2,719
43	NW 72 AVE	NW 36 ST	NW 58 ST	2,571	149	O	0	0	2,422
44	NW 7 ST	NW 72 AV	NW 57 AV	1,791	22	133	0	0	1,636
45	NW 7 ST	NW 57 AV	NW 42 AV	2,625	37	102	0	0	2,486
46	NW 7 ST	NW 42 AV	NW 37 AV	1,967	38	62	٥	0	1,867
47	NW 12 ST	NW 82 AV	SR 826	2,333	82	0	0	173	2,078
48	NW 12 ST	SR 826	NW 72 AV	2,565	6 35	0	0	123	1,807
49	NW 21 ST	NW 37 AV	NW 42 AV	1,398	1,164	٥	0	0	234
50	NW 25 ST	NW 87 AV	SR 826	3,754	561	o	831	1,200	1,162
51	NW 25 ST	SR 826	NW 72 AVE	3,302	1,228	0	100	100	1,874
52	NW 36 ST	NW 87 AVE	SR 826	4,594	195	0	150	350	3,899
53	NW 36 ST	SR 826	NW 72 AVE	3,203	1,018	0	150	200	1,835
54	NW 36 ST	NW 72 AV	NW 57 AV	4,771	1,767	0	0	175	2,829
55	NW 36 ST	NW 57 AV	S RIV DR	3,182	1,876	0	0	150	1,156
56	NW 36 ST	S RIV DR	NW 37 AV	1,627	192	0	0	0	1,435
57	NW 36 ST	NW 37 AV	NE 27 AV	1,749	192	0	0	0	1,557
58	NW 36 ST	NW 27 AV	NW 17 AV	1,564	96	0	o	0	1,468

Traffic Flow Rates are One-Way PM Peak Hour Peak Direction on Freeways and are Two-Way PM Peak Hour Period on Surface Streets

Source: Transport Analysis Professionals, Inc., 1996

2:5% rish -16-pa 1996

Table 21-18
GROWTH RATES FOR BACKGROUND TRAFFIC
MIA Development of Regional Impact/Application for Development Approval
Terminal and Airfield Expansion Program

Roadway	Limits	Growth Rate Used
1-95	All Sections	1.5%
SR 112	All Sections	1.7%
SR 826	All Sections	1.9%
SR 836	NW 107 Ave. to SR 826	3.5%
SR 836	SR 826 to NW 42 Ave.	3.0%
SR 836	All Sections E/O NW 42 Ave.	2.7%
Flagler St.	All Sections	2.7%
NW 7 St.	All Sections	2.7%
NW 25 St.	All Sections	1.5%
NW 36 St.	NW 87 Ave. to NW 42 Ave.	1.5%
NW 36 St.	All Sections E/O NW 42 Ave.	1.7%
NW 12 St.	All Sections	1.0%
Perimeter Road	All Sections	1.0%
NW 21 St.	NW 37 Ave. to W/O NW 42 Ave.	1.0%
Okeechobee Road	NW 54 St. to NW 36 St.	1.6%
NW 72 Ave.	All Sections S/O NW 36 St.	1.5%
NW 72 Ave.	Section N/O NW 36 St.	3.0%
NW 57 Ave.	NW 7 St. to Perimeter Road	1.0%
NW 42 Ave.	All Sections	1.5%
NW 37 Ave.	SR 836 to NW 21 St.	1.0%

E/O = East of

N/O = North of

S/O = South of

SR = State Road

W/O = West of

ASSIGNMENT OF YEAR 2000 PM PEAK AIRPORT TRAFFIC TO ROADWAY LINKS MIA Development of Regional Impact/Application for Development Approval

Termi	nal and Airliel	Terminal and Airtield Expansion Program	rogram				1					, ,					
臣	TRIPS ASSIGNED	Q;			Terminal	inal	Employees	\$ 00 7	Northeast	120	Northwest Cargo	Cargo	Westside Cargo	Cargo	20th Street	36	MIAAII
_	Peak Hour Tr	Peak Hour Trips Entering MIA:	A:			2,993		365		1,364		756	9	2,369		303	8,149
_	Peak Hour Ti	Peak Hour Trips Exiting MIA:				3,488		588		2,616		1,003	03	2,303		551	10,550
	Peak Hour Pe	riod Trips (2-w.	Peak Hour Period Trips (2-way on Surface Sts.):	:		6,412		828	3	3,219		1,6	919'1	4,458	24	909	17,138
Š		Location		Enter	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	M.I.A.
S.	Roadway	FROM	TO	or Exit	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	₽
H.	FREEWAYS																
-	1.95	TS 67 MN	SR112	Enter	22 5%	673	18.0%	99	22 0%	300	24.0%	181	17.0%	403	22.0%	29	1690
9				Exit	22 5%	785	18.0%	901	22.0%	575	24.0%	241	17.0%	392	22.0%	121	2220
2	56-1	SR112	SR836	Enter	2.5%	75	2.0%	81	8.0%	109	7.0%	53	1.0%	24	1.0%	ဗ	282
•				<u>S</u>	2.5%	87	2.0%	59	8 0%	509	7.0%	02	1.0%	23	1.0%	9	424
6	1-95	SR836	CBD	Enler	8.5%	254	%0.9	83	10.0%	136	10.0%	76	8.5%	201	13.0%	39	728
				Edi	8 5%	596	%0.9	35	10.0%	292	10.0%	100	8.5%	196	13.0%	72	1961
4	SR 112	NW 42 AV	NW 37 AV	Enter	26.0%	778	17.0%	62	34.0%	464	35.0%	265	22.0%	521	28.0%	85	2175
				Exit	26.0%	206	17.0%	5	34.0%	889	35.0%	351	22.0%	203	28.0%	154	2908
ه ا	SR 112	NW 37 AV	NW 27 AV	Enter	26.0%	778	17.0%	62	34.0%	464	35.0%	265	22.0%	521	28.0%	98	2175
		10000		Exit	26 0%	206	17.0%	001	34.0%	889	35.0%	351	22.0%	207	28.0%	154	2908
9	SR 112	NW 27 AV	NW 22 AV	Enter	24.0%	718	16.0%	28	32.5%	443	34.0%	257	21.0%	497	26.0%	79	2052
				Ē	24 0%	837	16.0%	94	32.5%	850	34.0%	341	21.0%	484	26.0%	143	2749
7	SR 112	NW 22 AV	NW 17 AV	Enter	23.5%	703	15.5%	25	32.0%	436	33.5%	253	20.5%	486	25.5%	11	2012
				EXI	23.5%	820	15.5%	91	32.0%	837	33.5%	336	20.5%	472	25.5%	141	2697
6 0	SR 112	NW 17AVE	NW 11AVE	Enter	23.0%	688	15.0%	22	32.0%	436	33.0%	249	20.0%	474	25.0%	76	1978
				ă	23.0%	802	15.0%	88	32.0%	837	33.0%	331	20.0%	461	25.0%	138	2657
o	SR 826	SW 8 ST	FLAGLER	Enter	13.0%	389	21.0%	11	20.0%	273	17.3%	131	13.0%	308	12.5%	38	1216
				Exi	13.0%	453	21.0%	123	20.0%	523	17.3%	174	13.0%	299	12.5%	69	1641
2	SR 826	FLAGLER	NW 12 ST	Enter	13.5%	404	22.0%	80	21.0%	286	18 0%	136	14.0%	332	13.5%	4	1279
9				Exi	13.5%	471	22.0%	129	21.0%	549	18.0%	181	14.0%	322	13.5%	74	1726
=	SR 826	NW 12 ST	NW 25 ST	Enter	3.0%	06	16.0%	28	11.0%	150	21.0%	159	12.0%	284	11.0%	33	774
,				Ē	30%	105	16.0%	94	11.0%	288	21.0%	211	12.0%	276	11.0%	61	1035
12	SH 826	NW 25 ST	NW 36 ST	Enter	2 5%	75	15.5%	21	7.0%	92	11.0%	83	10.0%	237	14.0%	42	583
į				Exi	2.5%	87	15.5%	91	7.0%	183	11.0%	110	10.0%	230	14.0%	77	778
13	SR 826	NW 36 ST	NW 58 ST	Enter	%0.9	180	17.0%	62	14.0%	191	16.5%	125	13.0%	308	14.5%	44	910
,				Exit	%0.9	509	17.0%	<u>8</u>	14.0%	366	16.5%	166	13.0%	299	14.5%	80	1220
14	SR 836	NW 107 AV	NW 87 AV	Enter	5.5%	165	2.0%	81	2.0%	99	4.0%	30	4.0%	92	2.0%	15	391
				Exit	5.5%	192	2.0%	ଷ୍ଟ	2.0%	131	4.0%	6	4.0%	35	2.0%	28	512

ASSIGNMENT OF YEAR 2000 PM PEAK AIRPORT TRAFFIC TO ROADWAY LINKS , able 21-19 (Sheet 2 of 3)

MIA Development of Regional Impact/Application for Development Approval Terminal and Airlield Expansion Program

בו	והיושולאין אינוויים דאלאין אינוויא אינוויין אינוויין	palistal crosse										>					
	TRIPS ASSIGNED	C			Termina	la I	Employees	\$86)	Northeast	Na Na	Northwest Cargo	Cargo	Westside Cargo	Cargo	20th Street	<u>36</u>	MIAA
	Peak Hour Trips Entering MIA:	Intering MIA:				2,993		365		1,364	800	156	886	2,369		303	8,149
	Peak Hour Trips Exiting MIA:	xiting MIA:				3,488		989		2,616	100°C	1,003	04.50	2,303		551	10,550
	Peak Hour Period Trips (2-way on Surface Ste.):	Trips (2-way on	Surface Si's.):			6,412	110	828		3,219	(1000)	1,616	3 7 33	4,458		909	17,138
Ļ	츳	Location		Enler	Percent	M.I.A.	Percent	M.I.A.	Percent	MIA.	Percent	MIA	Percent	MIA	Percent	M.I.A.	M.I.A.
Ž	No. Roadway	FROM	0	or Exit	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	₹
FB	FREEWAYS (Continued)	ê															
15	5 SR 836	NW 87 AV	SR 826	Enler	92%	195	% 0.9	22	%0.9	82	2.0%	38	20%	118	%0.9	18	473
		2		Exit	6.5%	227	6.0%	35	%0'9	157	2.0%	20	2.0%	115	6.0%	33	219
16	5 SR 836	SR 826	NW 72AV	Enter	22.5%	673	44.0%	161	16.0%	218	2.0%	15	7.0%	166	30.5%	92	1,325
				Exit	22.5%	785	44.0%	259	16.0%	419	2.0%	20	7.0%	161	30.5%	168	1,812
71	7 SR 836	NW 72 AV	NW 57 AV	Enter	19.8%	593	27.0%	66	15.0%	205	2.0%	5	11.0%	261	9.0%	27	1,200
			CONTRACTOR CONTRACTOR	Exit	19.8%	169	27.0%	159	15.0%	392	2.0%	20	11.0%	253	9.0%	20	1,565
18	3 SR 836	NW 57 AV	NW 42 AV	Enler	19.3%	578	20.0%	73	16.0%	218	2.0%	5	11.0%	261	3.0%	6	1,154
				Exi	19.3%	673	20.0%	118	16.0%	419	2.0%	20	11.0%	253	3.0%	17	1,500
61	SR 836	NW 42AV	NW 37AV	Enter	8.7%	260	17.0%	62	2.0%	27	4.0%	8	10.5%	249	3.0%	6	637
				Exil	8.7%	303	17.0%	100	2.0%	52	4.0%	40	10.5%	242	3.0%	17	754
20	SR 836	NW 37 AV	NW 27 AV	Enter	20.9%	979	17.0%	62	2.0%	68	6.0%	45	10.5%	249	16.0%	48	1,098
			100 mm mm mm (000	Exit	20.9%	729	17.0%	100	2.0%	131	%0.9	09	10.5%	242	16.0%	88	1,350
21	SR 836	NW 27AV	NW 17 AV	Enter	20.0%	599	15.0%	55	4.0%	22	2.0%	38	9.5%	225	15.0%	45	1,017
			31	Exit	20.0%	698	15.0%	88	4.0%	105	8.0%	20	8.5%	219	15.0%	83	1,243
22	SR 836	NW 17 AV	NW 12AV	Enter	19.0%	569	13.0%	47	3.0%	4	4.0%	8	8.5%	201	14.0%	42	930
			2000	Ē	19.0%	663	13.0%	76	3.0%	78	4.0%	40	8.5%	196	14.0%	11	1,130
23	SR 836	NW 12AV	1-95	Enter	19.0%	699	13.0%	47	3.0%	-	4.0%	90	8.5%	201	14.0%	42	930
				Exi	19.0%	663	13.0%	76	3.0%	78	4.0%	4	8.5%	196	14.0%	77	1,130
SUF	SURFACE STREETS																
24	FLAGLER ST	NW 87 AV	SR 826	2-Way	0.7%	45	1.5%	12	1.2%	38	0.5%	80	1.2%	23	1.3%	ø	165
25	FLAGLER ST	SR 826	NW 72 AV	2-Way	0.5%	<u>e</u>	0.5%	4	0.5%	9	0.2%	က	0.2%	61	0.3%	04	37
26	FLAGLER ST	NW 72 AV	NW 57 AV	2-Way	0.2%	13	0.3%	84	0.1%	က	0.2%	6	0.3%	5	0.5%	-	35
27	FLAGLER ST	NW 57 AV	NW 42 AV	2-Way	0.3%	19	0.3%	~	0.1%	e	0.2%	က	03%	13	0.2%	-	7
28	FLAGLER ST	NW 42 AV	NW 37 AV	2-Way	0.4%	56	0.3%	0	0.2%	9	0.2%	3	0.3%	13	0.3%	8	52
29	FLAGLER ST	NW 37 AV	NW 27 AV	2-Way	0.3%	19	0.2%	81	0.1%	ი	0.1%	8	0.5%	61	0.5%	-	36
8	OKEECHOBEE	NW 54 ST	NW 36 ST	2-Way	3.0%	192	1.5%	12	2.5%	90	1.0%	16	1.0%	45	2.5%	5	360
31	PERIMETER RD	NW 72 AV	NW 57 AV	2-Way	4.0%	256	19.0%	157	%0.0	0	1.0%	91	2.0%	68	30.0%	182	700
32	PERIMETER RD	NW 57 AV	NW 14 ST	2-Way	2.0%	32	28.0%	232	%0.0	0	%0.0	0	1.0%	45	37.0%	224	822

able 21-19 (Sheet 3 of 3) ASSIGNMENT OF YEAR 2000 PM PEAK AIRPORT TRAFFIC TO ROADWAY LINKS

MIA Development of Regional Impact/Application for Development Approval Terminal and Airlield Expansion Program

	Carbinot of the							i			The second second		25.00		100 II O		
	Peak Hour Trips Entering MIA:	Wering MIA:				2,993		365		1,364		756		2,369		303	8,149
	Peak How Trips Exiting MIA:	ding MIA:				3,488		588		2,616		1,003		2,303		551	10,550
10	Peak Hour Period Trips (2-way on Surface St's.):	rips (2-way on	Surface St's.) :			6,412		828		3,219		1,616		4,458		605	17,138
Link	يد	Location		Enter	Percent	M.I.A.	Percent	MIA	Percent	M.I.A.	Percent	MIA	Percent	MIA	Percent	M.I.A.	M.I.A.
Š	. Roadway	FROM	10	or Exit	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	₹
URFAC	SURFACE STREETS (Continued)	nued)															
33	ROYAL POINC'A	CURTISS	NW 42 AV	2-Way	2.0%	128	0.5%	4	0.5%	16	%0.0	0	%0.0	0	1.5%	ø.	157
8	NW 37 AVE	SR 836	NW 21 ST	2-Way	12.2%	782	%0 .0	0	3.0%	26	2.0%	35	%0.0	0	13.0%	79	066
35	NW 42 AVE	SW 8 ST	FLAGLER	2-Way	4.3%	276	3.0%	52	1.4%	45	%9.0	0	1.0%	45	4.0%	72	425
36	NW 42 AVE	FLAGLER	NW 7 ST	2-Way	2.0%	321	3.6%	90	1.7%	92	%8'0	13	1.3%	28	4.5%	27	504
37	NW 42 AVE	NW 7 ST	NW 21 ST	2-Way	34.0%	2,180	11.0%	91	14.0%	451	3.0%	48	1.5%	29	%0.6	54	2,891
38	NW 42 AVE	NW 21 ST	NW 36 ST	2-Way	15.0%	362	11.0%	16	23.0%	740	2.0%	26	%0.0	0	11.0%	67	1,941
38	NW 57 AVE	NW 7 ST	PERIM'R RD	2-Way	%5.0	32	2.0%	11	1.0%	32	1.0%	16	1.0%	45	1.0%	9	148
6	NW 72 AVE	FLAGLER	NW 12 ST	2-Way	0.3%	19	1.3%	Ξ	0.1%	6	0.1%	8	0.8%	36	0.5%	က	74
4	NW 72 AVE	NW 12 ST	NW 25 ST	2-Way	1.0%	64	1.0%	æ	1.0%	35	%0.9	97	24.0%	1,070	8.0%	48	1,319
42	NW 72 AVE	NW 25 ST	NW 36 ST	2-Way	1.0%	64	1.0%	6 0	2.0%	64	2.0%	32	%0.9	267	2.0%	12	447
4.3	NW 72 AVE	NW 36 ST	NW 58 ST	2-Way	1.0%	64	2.0%	17	1.0%	32	2.0%	35	2.0%	68	0.5%	က	237
4	NW 7 ST	NW 72 AV	NW 57 AV	2-Way	0.5%	13	0.3%	8	0.2%	9	0.1%	7	0.5%	o	0.1%	-	33
45	NW 7 ST	NW 57 AV	NW 42 AV	2-Way	0.5%	35	0.5%	64	0.1%	6	0.1%	2	0.2%	6 1	0.5%	-	49
46	NW 7 ST	NW 42 AV	NW 37 AV	2-Way	0.5%	35	0.5%	ĸ	0.2%	9	0.5%	6	0.5%	6	0.3%	~	54
47	NW 12 ST	NW 82 AV	SR 826	2-Way	%0:0	0	%0.0	0	%0:0	0	1.0%	16	3.0%	134	%0.0	0	150
4	NW 12 ST	SR 826	NW 72 AV	2-Way	1.0%	64	1.0%	∞	1.0%	35	%0.5	18	20.0%	892	8.0%	48	1,125
49	NW 21 ST	NW 37 AV	NW 42 AV	2-Way	20.0%	1,282	%0.0	0	3.0%	26	2.0%	35	%0:0	0	13.0%	79	1,490
20	NW 25 ST	NW 87 AV	SR 826	2-Way	0.5%	35	0.5%	4	2.0%	64	2.0%	18	18.0%	802	3.0%	8	1,00,1
5	NW 25 ST	SR 826	NW 72 AVE	2-Way	%0.0	0	%0.0	0	% 0.9	193	15.0%	242	40.0%	1,783	%0.9	36	2,254
52	NW 36 ST	NW 87 AVE	SR 826	2-Way	%5'0	32	0.5%	4	2.0%	64	3.5%	22	4.0%	178	2.0%	12	347
53	NW 36 ST	SH 826	NW 72 AVE	2-Way	4.0%	256	2.0%	1	23.0%	740	31.0%	50	7.0%	312	2.5%	15	1,841
54	NW 36 ST	NW 72 AV	NW 57 AV	2-Way	4.0%	256	3.0%	25	31.0%	866	46.0%	743	27.0%	1,204	1.0%	ဖ	3,232
55	NW 36 ST	NW 57 AV	S RIV DR	2-Way	2.0%	321	4.0%	33	36.0%	1,159	44.0%	71	26.0%	1,159	5.0%	72	3,395
99	NW 36 ST	SRIVDR	NW 37 AV	2-Way	2.0%	128	2.0%	17	2.0%	64	1.0%	91	1.0%	45	2.0%	12	282
57	NW 36 ST	NW 37 AV	NW 27 AV	2-Way	2.0%	128	2.0%	17	2.0%	64	1.0%	9	1.0%	45	2.0%	12	282
ď	Attende of	217 40 110	140 14 144				Sec. 100 Sec		1		1000						

Source: Transport Analysis Professionals, Inc., 1996

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Table 21-20 (Sheet 1 of 2)

YEAR 2000 TRAFFIC - AIRPORT, COMMITTED DEVELOPMENT, AND BACKGROUND MIA Development of Regional Impact/Application for Development Approval Terminal and Airfield Expansion Program

				Background	Blue	American	Beacon	Background	M.I.A.	TOTAL
Link	Roadway	Location		Traffic	Lagoon	Gateway	Center	plus Comm.	Traffic	TRAFFIC
Š		From	To	(Year 2000)	(Year 2000)	(Year 2000)	(Year 2000)	Development	(Year 2000)	(Year 2000)
FREEWAYS	WAYS									
-	1-95	TS 67 WN	SR112	11,779	382	0	313	12,474	2,220	14,694
8	1-95	SR112	SR836	8,501	473	0	305	9,279	305	9,584
၈	1-95	SR836	CBD	7,216	164	0	Ξ	7,491	961	8,452
ਚ	SR 112	NW 42 AV	NW 37 AV	3,785	0	0	0	3,785	2,175	5,960
2	SR 112	NW 37 AV	NW 27 AV	3,787	0	0	0	3,787	2,175	5,962
9	SR 112	NW 27AV	NW 22 AV	3,386	0	0	0	3,386	2,052	5,438
7	SR 112	NW 22 AV	NW 17 AV	3,784	0	0	0	3,784	2,012	2,796
89	SR 112	NW 17AVE	NW 11AVE	3,464	0	0	0	3,464	1,978	5,442
G	SR 826	SW 8 ST	FLAGLER	7,746	490	326	1015	209'6	1,641	11,248
10	SR 826	FLAGLER	NW 12 ST	10,706	395	363	1057	12,521	1,726	14,247
Ξ	SR 826	NW 12 ST	NW 25 ST	9,508	0	270	723	10,501	926	11,457
12	SR 826	NW 25 ST	NW 36 ST	12,221	0	461	498	13,180	704	13,884
5	SR 826	NW 36 ST	NW 58 ST	8,354	0	461	1020	9,835	1,220	11,055
4	SR 836	NW 107 AV	NW 87 AV	5,520	137	98	511	6,254	512	99,79
15	SR 836	NW 87 AV	SR 826	6,178	167	617	285	7,247	617	7,864
16	SR 836	SR 826	NW 72 AV	8,094	764	0	506	9,064	1,812	10,876
17	SR 836	NW 72 AV	NW 57 AV	9,705	664	0	203	10,572	1,568	12,140
18	SR 836	NW 57 AV	NW 42 AV	7,314	351	0	199	7,864	1,503	9,367
19	SR 836	NW 42AV	NW 37 AV	6,156	906	20	287	7,699	754	8,453
20	SR 836	NW 37 AV	NW 27 AV	6,160	906	0	587	7,653	1,350	9,003
21	SR 836	NW 27AV	NW 17 AV	6,548	764	0	527	7,839	1,243	9,082
22	SR 836	NW 17 AV	NW 12AV	5,453	728	0	511	6,692	1,130	7,822
23	SR 836	NW 12AV	1-95	4,519	728	0	511	5,758	1,130	6,888
SURFA	SURFACE STREETS									
24	FLAGLER ST	NW 87 AV	SR 826	4,742	0	0	0	4,742	165	4,907
25	FLAGLER ST	SR 826	NW 72 AV	3,053	164	0	0	3,217	37	3,254
56	FLAGLER ST	NW 72 AV	NW 57 AV	2,712	109	0	0	2,821	33	2,856
27	FLAGLER ST	NW 57 AV	NW 42 AV	3,607	127	0	0	3,734	4	3,775
28	FLAGLER ST	NW 42 AV	NW 37 AV	2,525	91	0	0	2,616	25	2,668
59	FLAGLER ST	NW 37 AV	NW 27 AV	2,728	0	0	0	2,728	36	2,764

* One-Way PM Peak Hour Peak Direction Volume on Freeways; Two-Way PM Peak Hour Period Volume on Surface Streets

YEAR 2000 TRAFFIC - AIRPORT, COMMITTED DEVELOPMENT, AND BACKGROUND MIA Development of Regional Impac/Application for Development Approval

				Background	Blue	American	Beacon	Background	M.I.A.	TOTAL
ΕĪ	Roadway	Location		Traffic	Lagoon	Gateway	Centor	plus Comm.	Traffic	TRAFFIC
Š.		From	To	(Year 2000)	(Year 2000)	(Year 2000)	(Year 2000)	Development	(Year 2000)	(Year 2000)
SURF	SURFACE STREETS (Continu	(luued)							eg	600
9	OKEECHOBEE	NW 54 ST	NW 36 ST	2,584	0	0	0	2,584	360	2,944
3	PERIMETER RD	NW 72 AV	NW 57 AV	1,012	0	0	0	1,012	700	1,712
32	PERIMETER RD	NW 57 AV	NW 14 ST	1,041	147	0	0	1,188	822	2,010
33	ROYAL POINC'A	CURTISS	NW 42 AV	1,609	0	0	0	1,609	157	1,766
8	NW 37 AVE	SR 836	NW 21 ST	1,436	0	0	0	1,436	066	2,428
35	NW 42 AVE	SW 8 ST	FLAGLER	3,545	109	0	0	3,654	425	4,079
36	NW 42 AVE	FLAGLER	NW 7 ST	3,725	0	0	0	3,725	504	4,229
37	NW 42 AVE	NW 7 ST	NW 21 ST	4,555	113	0	0	4,668	2,891	7,559
38	NW 42 AVE	NW 21 ST	NW 36 ST	4,159	109	0	0	4,268	1,941	6,209
39	NW 57 AVE	NW 7 ST	PERIM'R RD	2,718	914	0	0	3,632	148	3,780
40	NW 72 AVE	FLAGLER	NW 12 ST	1,378	0	0	0	1,378	74	1,452
4	NW 72 AVE	NW 12 ST	NW 25 ST	2,720	0	0	26	2,776	1,319	4,095
42	NW 72 AVE	NW 25 ST	NW 36 ST	2,929	0	0	0	2,929	447	3,376
43	NW 72 AVE	NW 36 ST	NW 58 ST	2,808	0	0	0	2,808	237	3,045
4	NW 7 ST	NW 72 AV	NW 57 AV	1,869	242	0	0	2,111	33	2,144
45	NW 7 ST	NW 57 AV	NW 42 AV	2,840	186	0	0	3,026	49	3,075
46	NW 7 ST	NW 42 AV	NW 37 AV	2,133	113	0	0	2,246	54	2,300
47	NW 12 ST	NW 82 AV	SR 826	2,206	0	0	192	2,398	150	2,548
48	NW 12 ST	SR 826	NW 72 AV	1,899	0	0	137	2,036	1,125	3,161
49	NW 21 ST	NW 37 AV	NW 42 AV	248	0	0	0	248	1,490	1,738
20	NW 25 ST	NW 87 AV	SR 826	1,271	0	831	1332	3,434	1,00,1	4,435
51	NW 25 ST	SR 826	NW 72 AVE	2,019	0	5	Ξ	2,230	2,254	4,484
52	NW 36 ST	NW 87 AVE	SR 826	4,263	0	150	383	4,802	347	5,149
53	NW 36 ST	SR 826	NW 72 AVE	1,977	0	150	222	2,349	1,841	4,190
24	NW 36 ST	NW 72 AV	NW 57 AV	3,048	0	0	194	3,242	3,232	6,474
55	NW 36 ST	NW 57 AV	S RIV DR	1,245	0	0	167	1,412	3,395	4,807
26	NW 36 ST	S RIV DR	NW 37 AV	1,561	0	0	0	1,561	282	1,843
23	NW 36 ST	NW 37 AV	NW 27 AV	1,694	0	0	0	1,694	282	1,976
28	NW 36 ST	NW 27 AV	NW 17 AV	1,597	0	0	0	1,597	140	1,737
	O deed the Book De	Portion Volume on E	Tana Men Di	Bond House	Wohlman on Carlo	Co Chapte				

^{*} One: Way PM Peak Hour Peak Direction Volume on Freeways, Two-Way PM Peak Hour Period Volume on Surface Streets

Table 21-21 (Sheet 1 of 3) ASSIGNMENT OF VESTED PM PEAK AIRPORT TRAFFIC TO THE YEAR 2000 HOADWAY NETWORK

MIA Development of Regional Impact/Application for Development Approval

TF	TRIPS ASSIGNED	Q.			Terminal	lina	Employees	<u>see/</u>	Northeast	181	Northwee	t Carpo	Northwest Cargo Westside Cargo	3 Cargo	20th Street	100	MIA AII
	Peak Hour Tri	Peak Hour Trips Entering MIA:	÷			1,061		129		1,493		326	စ္	1,618		336	4,964
	Peak Hour Tri	Peak Hour Trips Exiting MIA:	SOM.			1,236		500		2,864		433	22	1,574		612	6,928
	Peak Hour Pe	riod Trips (2-wa	Peak Hour Period Trips (2-way on Surface St's.):			2,273		293		3,524		869	8	3,046		673	10,506
Link		Location		Enter	Enter Percent M.I.A.	M.I.A.	Percent M.I.A.		Percent M.I.A.	M.I.A.	Percent M.I.A.		Percent	M.I.A.	Percent M.I.A.	M.I.A.	M.I.A.
Š.	Roadway	FROM	TO	or Exit	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	W
	FREEWAYS																
-	1.95	NW 79 ST	SR112	Enler	22.5%	239	18.0%	23	22.0%	328	24.0%	78	17.0%	275	22.0%	74	1017
•	34			Exi	22.5%	278	18.0%	38	22.0%	630	24.0%	104	17.0%	268	22.0%	135	1453
5	1.95	SR112	SR836	Enter	2.5%	27	5.0%	9	8.0%	119	7.0%	23	1.0%	16	1.0%	9	194
,				Exi	2.5%	3	5.0%	₽	8.0%	229	7.0%	8	1.0%	46	1.0%	ဖ	322
	1-95	SR836	CBO	Enler	8.5%	06	6.0%	80	10.0%	149	10.0%	33	8.5%	138	13.0%	44	462
	i i i i i i i i i i i i i i i i i i i			Exit	8.5%	501	%0.9	5	10.0%	286	10.0%	43	8.5%	134	13.0%	80	661
⁴	SR 112	NW 42 AV	NW 37 AV	Enler	26.0%	276	17.0%	22	34.0%	208	35.0%	114	22.0%	356	28.0%	94	1370
	P			Exit	26.0%	321	17.0%	38	34.0%	974	35.0%	152	22.0%	346	28.0%	171	2000
, .c.	SR 112	NW 37 AV	NW 27 AV	Enter	26.0%	276	17.0%	22	34.0%	508	35.0%	114	22.0%	356	28.0%	94	1370
		10000000000000000000000000000000000000		Exit	26.0%	321	17.0%	36	34.0%	974	35.0%	152	22.0%	346	28.0%	171	2000
, ,	SR 112	NW 27AV	NW 22 AV	Enter	24.0%	255	16.0%	21	32.5%	485	34.0%	111	21.0%	340	26.0%	87	1299
				Exit	24.0%	297	16.0%	33	32.5%	931	34.0%	147	21.0%	330	26.0%	159	1897
, ,	SR 112	NW 22 AV	NW 17 AV	Enter	23.5%	249	15.5%	20	32.0%	478	33.5%	109	20.5%	332	25.5%	96	1274
		A COLOR OF THE COL		Exil	23.5%	290	15.5%	35	32.0%	916	33.5%	145	20.5%	323	25.5%	156	1862
, 8	SR 112	NW 17AVE	NW 11AVE	Enter	23.0%	244	15.0%	19	32.0%	478	33.0%	108	20.0%	324	25.0%	84	1257
				Exit	23.0%	284	15.0%	8	32.0%	916	33.0%	143	20.0%	315	25.0%	153	1842
, G	SR 826	SW 8 ST	FLAGLER	Enter	13.0%	138	21.0%	27	20.0%	568	17.3%	99	13.0%	210	12.5%	42	772
				Exit	13.0%	161	21.0%	4	20.0%	573	17.3%	75	13.0%	205	12.5%	7.7	1135
· 01	SR 826	FLAGLER	NW 12 ST	Enlor	13.5%	143	22.0%	28	21.0%	314	18.0%	29	14.0%	227	13.5%	45	916
				Exi	13.5%	167	22.0%	46	21.0%	601	18.0%	78	14.0%	220	13.5%	83	1195
=	SR 826	NW 12 ST	NW 25 ST	Enter	3.0%	35	16.0%	21	11.0%	164	21.0%	69	12.0%	194	11.0%	37	517
				Exit	3.0%	37	16.0%	33	11.0%	315	21.0%	91	12.0%	189	11.0%	29	732
12	SR 826	NW 25 ST	NW 36 ST	Enler	2.5%	27	15.5%	20	7.0%	105	11.0%	36	10.0%	162	14.0%	47	397
				Exit	2.5%	3	15.5%	32	7.0%	200	11.0%	48	10.0%	157	14.0%	98	554
13	SH 826	NW 36 ST	NW 58 ST	Enler	6.0%	64	17.0%	22	14.0%	203	16.5%	54	13.0%	210	14.5%	49	809
	10 CO			Exit	%0.9	74	17.0%	98	14.0%	401	16.5%	7	13.0%	205	14.5%	68	976
<u>+</u>	SR 836	NW 107 AV	NW 87 AV	Enler	5.5%	28	2.0%	9	2.0%	75	4.0%	5	4.0%	છ	2.0%	17	234
				Exi	5.5%	88	2.0%	의	2.0%	143	4.0%	11	4.0%	63	5.0%	31	332

 Table 21-21 (Sheet 2 of 3)

 ASSIGNMENT OF VESTED PM PEAK AIRPORT TRAFFIC TO THE YEAR 2000 ROADWAY NETWORK

 MIA Development Of Regional Impact/Application for Development Approval

٦	TRIPS ASSIGNED	i.			Tem	Terminal	Employees	Vees	Northeast	ısı	Northwest Caroo Westside Caroo	Caroo	Westside	Caroo	20th Street	1 6	MIA AH
	Peak Hour Tri	Peak Hour Trips Entering MIA:	.;			1,061		129	No.	1,493	*·*	326		1,618		336	4,964
	Peak Hour Tri	Peak Hour Trips Exiting MIA:	Esc.			1,236	.,	209	.,	2,864		433		1,574	_	612	6,928
24 24	Peak Hour Pe	inod Trips (2-Wi	Peak Hour Period Trips (2-way on Surface St's.)			2,273	,,	293	**	3,524		869		3,046		673	10,506
Lick	v	Location		Enter	Enter Percent M.I.A.	M.I.A.	Percent M.I.A.		Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	M.I.A.
No.	. Roadway	FROM	ТО	or Exit	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Unk	Traffic	₹
FRE	FREEWAYS (Continued)	(nued)													E .		
15	SR 836	NW 87 AV	SR 826	Enlor	6.5%	69	%0.9	8	6.0%	90	2.0%	16	5.0%	81	%0.9	20	284
			Ziro	Exil	6.5%	80	6.0%	13	%0.9	172	2.0%	22	5.0%	79	6.0%	37	403
16	SR 836	SR 826	NW 72AV	Enter	22.5%	239	44.0%	22	16.0%	239	2.0%	7	7.0%	113	30.5%	103	758
				Exit	22.5%	278	44.0%	35	16.0%	458	2.0%	6	7.0%	110	30.5%	187	1,134
17	SR 836	NW 72 AV	NW 57 AV	Enter	19.8%	210	27.0%	35	15.0%	224	2.0%	2	11.0%	178	9.0%	30	684
			600	Exit	19.8%	245	27.0%	26	15.0%	430	2.0%	6	11.0%	173	%0'6	55	896
18	SR 836	NW 57 AV	NW 42 AV	Enter	19.3%	205	20.0%	56	16.0%	239	2.0%	~	11.0%	178	3.0%	10	665
				Exit	19.3%	239	20.0%	42	16.0%	458	2.0%	6	11.0%	173	3.0%	18	636
19	SR 836	NW 42AV	NW 37AV	Enter	8.1%	95	17.0%	22	2.0%	99	4.0%	13	10.5%	170	3.0%	10	337
			000	Exi	8.7%	108	17.0%	98	2.0%	22	4.0%	17	10.5%	165	3.0%	18	401
20	SR 836	NW 37 AV	NW 27 AV	Enter	20.9%	222	17.0%	22	2.0%	7.5	%0.9	20	10.5%	170	16.0%	54	563
				Exi	20.9%	258	17.0%	36	2.0%	143	6.0%	56	10.5%	165	16.0%	86	726
21	SR 836	NW 27AV	NW 17 AV	Enter	20.0%	212	15.0%	19	4.0%	09	2.0%	16	9.5%	154	15.0%	20	511
				EX	20.0%	247	15.0%	31	4.0%	115	2.0%	22	9.5%	149	15.0%	92	929
22	SR 836	NW 17 AV	NW 12AV	Enter	19.0%	202	13.0%	17	3.0%	45	4.0%	13	8.5%	138	14.0%	47	462
	88			Exi	19.0%	235	13.0%	27	3.0%	98	4.0%	-	8.5%	134	14.0%	86	585
23	SR 836	NW 12AV	56-1	Enter	19.0%	202	13.0%	11	3.0%	45	4.0%	13	8.5%	138	14.0%	47	462
				Exil	19.0%	235	13.0%	27	3.0%	98	4.0%	17	8.5%	134	14.0%	98	585
SUR	SURFACE STREETS	TS														Č	
24	FLAGLER ST NW 87 AV	T NW 87 AV	SA 826	2-Way	0.7%	16	1.5%	4	1.2%	45	0.5%	က	1.2%	37	1.3%	6	Ξ
25	FLAGLER ST	I SR 826	NW 72 AV	2-Way	0.2%	သ	0.5%	- 1	0.2%	7	0.5%	-	0.5%	Ö	0.3%	8	22
56	FLAGLER ST	I NW 72 AV	NW 57 AV	2-Way	0.5%	മ	0.3%	-	0.1%	4	0.5%	-	0.3%	6	0.2%	-	21
27	FLAGLER ST	T NW 57 AV	NW 42 AV	2-Way	0.3%	7	0.3%	<u> </u>	0.1%	4	0.5%	_	0.3%	đ	0.5%	-	23
28	FLAGLER ST NW 42 AV	T NW 42 AV	NW 37 AV	2-Way	0.4%	6	0.3%	-	0.5%	7	0.5%	_	0.3%	6	0.3%	2	53
59	FLAGLER ST NW 37 AV	T NW 37 AV	NW 27 AV	2-Way	0.3%	7	0.5%	-	0.1%	4	0.1%		0.5%	9	0.2%	-	20
9	OKEECHOBEE NW 54 ST	ENW 54 ST	NW 36 ST	2-Way	3.0%	69	1.5%	4	2.5%	88	1.0%	1	1.0%	39	2.5%	17	214
31	PERIMETER R NW 72 AV	R NW 72 AV	NW 57 AV	2-Way	4.0%	91	19.0%	20	%0'0	0	1.0%	7	2.0%	19	30.0%	202	417
32	PERIMETER R NW 57 AV	R NW 57 AV	NW 14 ST	2-Way	2.0%	114	28.0%	82	%0.0	0	0.0%	0	1.0%	30	37.0%	249	475
												200					

[able 21-21 (Sheet 3 of 3)

ASSIGNMENT OF VESTED PM PEAK AIRPORT TRAFFIC TO THE YEAR 2000 HOADWAY NETWORK MIA Development of Regional Impact/Application for Development Approval

5

Peak Hour Trips Exiling MIA: 1.266 Peak Hour Trips Exiling MIA: 1.273 1.266 Peak Hour Trips Exiling MIA: 1.268 Peak Hour Trips Exiling MIA: 1.208 Peak Hour Trips Exiling MIA: 1.208 Peak Hour Period Trips (2-way on Surface STs.): 2.273 1.07 Peak Hour Period Trips (2-way on Surface STs.): 1.268 Peak Hour Period Trips (2-way on Surface STs.): 1.269 Peak Hour Period Trips (2-way on Surface STs.): 1.269 Peak Hour Period Trips (2-way on Surface STREETS (Confluence) Peak STs. Peak S	SU S	Peak Hour Trip	ps Entering MIA	ופ			1,061	129	129	1,4	1,493	90.00	326	326 1,618	1,618		336	4,964
1,236 9 on Surface Sts.): Enter Percent M.I.A. TO or Exit to Link Traffic NW 21 ST 2-Way 12.2% 277 FLAGLER 2-Way 12.2% 277 FLAGLER 2-Way 12.2% 277 NW 21 ST 2-Way 15.0% 114 NW 21 ST 2-Way 1.0% 23 NW 36 ST 2-Way 1.0% 23 NW 55 ST 2-Way 1.0% 23 NW 55 ST 2-Way 1.0% 23 NW 56 ST 2-Way 1.0% 23 NW 57 AV 2-Way 0.5% 111 NW 37 AV 2-Way 2-Way 2.0% 455 SR 826 2-Way 0.5% 111 NW 72 AV 2-Way 2-Way 2.0% 25 SR 826 2-Way 0.5% 111 NW 72 AV 2-Way 2-Way 2.0% 21 NW 57 AV 2-Way 2-Way 2.0% 21	ij ž ns	Doo't Hour Tric																20 - 20 - 10 - 10 - 10 - 10 - 10 - 10 -
Pon Surface Sits.): 2.273 Fold Percent M.1.A. TO or Exit to Link Traffic NW 42 AV 2.Way 2.0% 45 NW 21 ST 2.Way 1.2.2% 277 FLAGLER 2.Way 1.2.2% 277 NW 21 ST 2.Way 1.0% 114 NW 36 ST 2.Way 1.0% 23 NW 37 AV 2.Way 0.5% 11 SH 826 2.Way 0.0% 0 SH 826 2.Way 0.0% 0 <td>j Ž NS ∺</td> <td>נים שעו ואתו</td> <td>os Exiting MIA:</td> <td></td> <td></td> <td></td> <td>1,236</td> <td>. 4</td> <td>209</td> <td>**</td> <td>2,864</td> <td></td> <td>433</td> <td></td> <td>1,574</td> <td></td> <td>612</td> <td>6,928</td>	j Ž NS ∺	נים שעו ואתו	os Exiting MIA:				1,236	. 4	209	**	2,864		433		1,574		612	6,928
Forein Percent M.I.A. 10 or Exit to Link Traffic NW 42 AV 2.Way 2.0% 45 NW 21 ST 2.Way 12.2% 277 FLAGLER 2.Way 12.0% 114 NW 21 ST 2.Way 5.0% 114 NW 21 ST 2.Way 5.0% 11 NW 25 ST 2.Way 0.3% 7 NW 12 ST 2.Way 1.0% 23 NW 25 ST 2.Way 1.0% 23 NW 55 ST 2.Way 1.0% 23 NW 55 ST 2.Way 0.5% 11 NW 55 ST 2.Way 0.5% 11 NW 57 AV 2.Way 0.5% 11 NW 72 AV 2.Way 0.5% 11 NW 72 AVE 2.Way 0.5% 11 NW 72 AVE 2.Way 0.5% 11 NW 57 AV 2.Way 0.5% 11 NW 57 AV 2.Way 0.0	بات SU	Peak Hour Per	iod Trips (2-wa	y on Surface St's.)		• •	2,273	,,,	293		3,524		869		3,046		673	10,506
TO or Exit I o Link Traffic NW 42 AV 2-Way 2.0% 45 NW 21 ST 2-Way 12.2% 277 FLAGLER 2-Way 12.2% 277 FLAGLER 2-Way 12.2% 277 NW 21 ST 2-Way 5.0% 114 NW 25 ST 2-Way 15.0% 77 NW 36 ST 2-Way 1.0% 23 NW 57 AV 2-Way 1.0% 23 NW 57 AV 2-Way 0.5% 11 NW 72 AV 2-Way 1.0% 23 NW 72 AV 2-Way 1.0% 23 NW 72 AVE 2-Way 0.0% 0 SR 826 2-Way 0.0% 0 SR 826 2-Way 0.0% 0 SR 826 2-Way	ž SS &	¥	Location		Enter	Percent		Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent M.I.A.	M.I.A.	M.I.A.
NW 42 AV 2-Way 2.0% 45 NW 21 ST 2-Way 12.2% 277 FLAGLER 2-Way 4.3% 98 NW 7 ST 2-Way 5.0% 114 NW 21 ST 2-Way 15.0% 773 NW 36 ST 2-Way 10.0% 23 NW 12 ST 2-Way 1.0% 23 NW 25 ST 2-Way 1.0% 23 NW 25 ST 2-Way 1.0% 23 NW 57 AV 2-Way 1.0% 23 NW 57 AV 2-Way 0.5% 11 SH 826 2-Way 0.5% 11 SH 826 2-Way 0.5% 11 SH 826 2-Way 0.5% 11 NW 72 AV 2-Way 0.5% 11 NW 72 AV 2-Way 0.5% 11 SH 826 2-Way 0.5% 11 NW 72 AV 2-Way 4.0% 91 NW 57 AV 2-Way 5.0% 114	ns 3		FROM	ТО	or Exit	- 1		to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	₹
ROYAL POINC: CURTISS NW 42 AV 2-Way 2.0% 45 NW 37 AVE SR 836 NW 21 ST 2-Way 1.2% 277 NW 42 AVE SW 8 ST FLAGLER 2-Way 4.3% 98 NW 42 AVE FLAGLER NW 7 ST 2-Way 4.0% 773 NW 42 AVE NW 7 ST 2-Way 4.0% 773 NW 42 AVE NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 12 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 42 AV 2-Way 1.0% 23 NW 72 ST NW 42 AV 2-Way 1.0% 23 NW 12 ST NW 42 AV 2-Way 1.0% 23 NW 12 ST NW 42 AV 2-Way 1.0% 23 NW 25 ST <	Ö	RFACE STREET	'S (Continued)															
NW 37 AVE SR 836 NW 21 ST 2-Way 12.2% 277 NW 42 AVE SW 8 ST FLAGLER 2-Way 4.3% 98 NW 42 AVE FLAGLER NW 7 ST 2-Way 5.0% 114 NW 42 AVE NW 21 ST 2-Way 15.0% 114 NW 42 AVE NW 21 ST 2-Way 15.0% 11 NW 57 AVE NW 12 ST 2-Way 15.0% 11 NW 72 AVE NW 12 ST NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 36 ST 2-Way 1.0% 23 NW 72 AVE NW 37 AV 2-Way 0.5% 11 NW 12 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 37 AV 2-Way 0.5% 11 NW 12 ST NW 37 AV 2-Way 0.5% 11 NW			S: CURTISS	NW 42 AV	2-Way	2.0%	5	0.5%	-	0.5%	8	0.0%	0	%0.0	0	1.5%	5	74
NW 42 AVE SW 8 ST FLAGLER 2-Way 4.3% 98 NW 42 AVE FLAGLER NW 7 ST 2-Way 5.0% 114 NW 42 AVE NW 21 ST 2-Way 5.0% 173 NW 42 AVE NW 21 ST 2-Way 15.0% 171 NW 57 AVE NW 21 ST 2-Way 15.0% 171 NW 72 AVE NW 12 ST 2-Way 10.% 23 NW 72 AVE NW 12 ST 2-Way 10.% 23 NW 72 AVE NW 25 ST 10W 25 11 NW 72 AVE NW 25 ST 2-Way 10.% 23 NW 72 AVE NW 25 ST 2-Way 10.% 23 NW 72 AVE NW 42 AV 2-Way 0.5% 11 NW 72 AVE NW 42 AV 2-Way 0.0% 0 NW 12 ST NW 42 AV 2-Way 0.0% 0 NW 12 ST NW 42 AV 2-Way 0.0% 0 NW 25 ST NW 42 AV 2-Way 0.	Š		SR 836	NW 21 ST	2-Way	12.2%	277	%0.0	0	3.0%	106	2.0%	4	0.0%	0	13.0%	87	484
NW 42 AVE FLAGLER NW 7 ST 2-Way 5.0% 114 NW 42 AVE NW 7 ST NW 21 ST 2-Way 34.0% 773 NW 42 AVE NW 21 ST 2-Way 15.0% 341 NW 57 AVE NW 21 ST 2-Way 0.5% 11 NW 72 AVE NW 12 ST 2-Way 0.5% 11 NW 72 AVE NW 12 ST 2-Way 0.3% 7 NW 72 AVE NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST 2-Way 1.0% 23 NW 75 T NW 57 AV 2-Way 0.5% 11 NW 75 T NW 42 AV 2-Way 0.5% 11 NW 75 T NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 82 AV 2-Way 0.0% 0 NW 12 ST NW 82 AV 2-Way 0.0% 0 NW 25 ST NW 87 AV 2-Way 0.0% 0 NW 25 ST NW 87 AV 2-Way	38		SW 8 ST	FLAGLER	2-Way	4.3%	86	3.0%	6	1.4%	49	%9.0	4	1.0%	ස	4.0%	27	217
NW 42 AVE NW 7 ST NW 21 ST 2-Way 34.0% 773 NW 42 AVE NW 21 ST NW 36 ST 2-Way 15.0% 341 NW 57 AVE NW 7 ST PERIMPR RD 2-Way 15.0% 341 NW 72 AVE NW 12 ST 2-Way 0.5% 11 NW 72 AVE NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST 2-Way 1.0% 23 NW 75 T NW 25 ST 2-Way 1.0% 23 NW 75 T NW 25 AV 2-Way 1.0% 23 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 42 AV 2-Way 0.5% 11 NW 25 ST NW 87 AV 2-Way 0.0% 0 NW 25 ST NW 87 AV 2-Way 0.0% 0 NW 36 ST NW 72 AV 2-Way 0.0% 0 NW 36 ST NW 72 AV 2-Way 0.0% 0 NW 36 ST NW 72 AV <td>36</td> <td></td> <td>FLAGLER</td> <td>NW 7 ST</td> <td>2-Way</td> <td>2.0%</td> <td>114</td> <td>3.6%</td> <td>=</td> <td>1.7%</td> <td>09</td> <td>0.8%</td> <td>9</td> <td>1.3%</td> <td>4</td> <td>4.5%</td> <td>8</td> <td>261</td>	36		FLAGLER	NW 7 ST	2-Way	2.0%	114	3.6%	=	1.7%	09	0.8%	9	1.3%	4	4.5%	8	261
NW 42 AVE NW 21 ST NW 36 ST 2-Way 15.0% 341 NW 57 AVE NW 7 ST PERIM'R RD 2-Way 0.5% 11 NW 72 AVE NW 12 ST NW 25 ST 2-Way 0.3% 7 NW 72 AVE NW 25 ST NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST NW 36 ST 2-Way 1.0% 23 NW 75 T NW 36 ST 2-Way 1.0% 23 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST SR 826 2-Way 0.0% 0 NW 25 ST NW 87 AV 2-Way 0.5% 11 NW 25 ST SR 826 2-Way 0.0% 0 NW 25 ST SR 826 2-Way 0.0% 0 NW 36 ST SR 826 2-Way 0.0% 0 <	37		NW 7 ST	NW 21 ST	2-Way	34.0%	773	11.0%	32	14.0%	493	3.0%	21	1.5%	46	%0.6	61	1,426
NW 57 AVE NW 7 ST PERIWR RD 2-Way 0.5% 11 NW 72 AVE FLAGLER NW 12 ST 2-Way 0.3% 7 NW 72 AVE NW 25 ST NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST NW 36 ST 2-Way 1.0% 23 NW 72 AVE NW 36 ST 2-Way 1.0% 23 NW 7 ST NW 42 AV 2-Way 0.2% 5 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 42 AV 2-Way 0.0% 0 NW 12 ST NW 42 AV 2-Way 0.0% 0 NW 12 ST NW 42 AV 2-Way 0.0% 0 NW 25 ST NW 42 AV 2-Way 0.0% 0 NW 25 ST SR 826 2-Way 0.5% 11 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST	Š		NW 21 ST	NW 36 ST	2-Way	15.0%	341	11.0%	32	23.0%	811	2.0%	. 35	%0.0	0	11.0%	74	1,293
NW 72 AVE FLAGLER NW 12 ST 2-Way 0.3% 7 NW 72 AVE NW 12 ST NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 36 ST 2-Way 1.0% 23 NW 72 ST NW 58 ST 2-Way 1.0% 23 NW 7 ST NW 57 AV 2-Way 0.2% 5 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 7 ST NW 82 AV SR 826 2-Way 0.5% 11 NW 12 ST NW 82 AV SR 826 2-Way 1.0% 23 NW 21 ST NW 87 AV SR 826 2-Way 0.5% 11 NW 25 ST NW 87 AV SR 826 2-Way 0.5% 11 NW 25 ST SR 826 NW 72 AVE 2-Way 0.5% 11 NW 36 ST NW 87 AVE SR 826 2-Way 0.5% 11 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way <td>35</td> <td>NW 57 AVE</td> <td>NW 7 ST</td> <td></td> <td>2-Way</td> <td>0.5%</td> <td>Ξ</td> <td>2.0%</td> <td>9</td> <td>1.0%</td> <td>35</td> <td>1.0%</td> <td>7</td> <td>1.0%</td> <td>දි</td> <td>1.0%</td> <td>7</td> <td>96</td>	35	NW 57 AVE	NW 7 ST		2-Way	0.5%	Ξ	2.0%	9	1.0%	35	1.0%	7	1.0%	දි	1.0%	7	96
NW 72 AVE NW 12 ST NW 25 ST 2-Way 1.0% 23 NW 72 AVE NW 25 ST NW 36 ST 2-Way 1.0% 23 NW 72 AVE NW 57 AV 2-Way 1.0% 23 NW 7 ST NW 57 AV 2-Way 0.2% 5 NW 7 ST NW 57 AV 2-Way 0.5% 11 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 82 AV SR 826 2-Way 0.0% 0 NW 12 ST NW 87 AV SR 826 2-Way 0.0% 0 NW 25 ST NW 87 AV SR 826 2-Way 0.5% 11 0 NW 25 ST SR 826 NW 72 AVE 2-Way 0.5% 11 0 NW 36 ST NW 87 AVE SR 826 2-Way 0.5% 11 0 NW 36 ST NW 72 AVE 2-Way 4.0% 91 3 NW 36 ST NW 57 AV 2-Way 4.0% 91 3	40		FLAGLER	NW 12 ST	2-Way	0.3%	7	1.3%	せ	0.1%	4	0.1%	-	%8'0	54	0.5%	က	43
NW 72 AVE NW 25 ST NW 36 ST 2-Way 1.0% 23 NW 72 AVE NW 36 ST NW 58 ST 2-Way 1.0% 23 NW 7 ST NW 57 AV NW 57 AV 2-Way 0.2% 5 NW 7 ST NW 42 AV 2-Way 0.2% 11 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST SR 826 2-Way 0.0% 0 NW 12 ST SR 826 2-Way 1.0% 23 NW 25 ST NW 87 AV SR 826 2-Way 0.5% 11 NW 25 ST SR 826 2-Way 0.5% 11 0 NW 25 ST SR 826 2-Way 0.5% 11 0 NW 36 ST NW 87 AVE SR 826 2-Way 0.0% 0 NW 36 ST NW 57 AV 2-Way 4.0% 91 3 NW 36 ST NW 57 AV 2-Way 4.0% 91 3 NW 36 ST NW 57 AV 2-Way	4	NW 72 AVE	NW 12 ST	NW 25 ST	2-Way	1.0%	23	1.0%	က	1.0%	32	%0'9	42	24.0%	731	8.0%	54	888
NW 72 AVE NW 36 ST 2-Way 1.0% 23 NW 7 ST NW 57 AV 2-Way 0.2% 5 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 7 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 82 AV SR 826 2-Way 0.0% 0 NW 12 ST SR 826 NW 72 AV 2-Way 1.0% 23 NW 25 ST NW 87 AV SR 826 2-Way 0.5% 11 NW 25 ST SR 826 1.0% 0 0 NW 25 ST SR 826 2-Way 0.5% 11 NW 36 ST NW 87 AVE SR 826 2-Way 0.5% 11 NW 36 ST NW 72 AVE 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91	42	NW 72 AVE	NW 25 ST	NW 36 ST	2-Way	1.0%	23	1.0%	8	2.0%	2	2.0%	7	%0.9	183	2.0%	13	306
NW 7 ST NW 72 AV NW 57 AV 2-Way 0.2% 5 NW 7 ST NW 42 AV NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 42 AV 2-Way 0.5% 11 NW 12 ST NW 82 AV SH 826 2-Way 0.0% 0 NW 12 ST SH 826 NW 72 AV 2-Way 1.0% 23 NW 25 ST NW 87 AV SH 826 2-Way 0.5% 11 NW 25 ST SH 826 2-Way 0.5% 11 NW 25 ST SH 826 2-Way 0.5% 11 NW 36 ST SH 826 2-Way 0.5% 11 NW 36 ST NW 72 AVE 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91	43	NW 72 AVE	NW 36 ST	NW 58 ST	2-Way	1.0%	23	2.0%	9	1.0%	32	2.0%	4	2.0%	61	0.5%	က	142
NW 7 ST NW 57 AV NW 42 AV 2·Way 0.5% 11 NW 7 ST NW 42 AV NW 37 AV 2·Way 0.5% 11 NW 12 ST SR 826 2·Way 0.0% 0 NW 12 ST SR 826 2·Way 1.0% 23 NW 21 ST NW 42 AV 2·Way 10% 455 NW 25 ST NW 87 AV SR 826 2·Way 0.5% 11 NW 25 ST SR 826 2·Way 0.0% 0 NW 36 ST NW 87 AV SR 826 2·Way 0.0% 0 NW 36 ST SR 826 2·Way 4.0% 91 NW 36 ST NW 57 AV 2·Way 4.0% 91 NW 36 ST NW 57 AV 2·Way 4.0% 91 NW 36 ST NW 57 AV 2·Way 4.0% 91	44	I NW 7 ST	NW 72 AV	NW 57 AV	2-Way	0.5%	S.	0.3%	-	0.5%	2	0.1%	-	0.2%	9	0.1%	-	21
NW 7 ST NW 42 AV NW 37 AV 2-Way 0.5% 11 NW 12 ST SH 826 2-Way 0.0% 0 NW 12 ST SH 826 2-Way 1.0% 23 NW 21 ST NW 37 AV NW 42 AV 2-Way 1.0% 23 NW 25 ST NW 87 AV SH 826 2-Way 0.5% 11 NW 35 ST SH 826 2-Way 0.0% 0 NW 36 ST NW 72 AVE 2-Way 4.0% 91 NW 36 ST NW 72 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91	45		NW 57 AV	NW 42 AV	2-Way	0.5%	F	0.2%	-	0.1%	4	0.1%	-	0.2%	9	0.5%	•	24
NW 12 ST NW 82 AV SH 826 2-Way 0.0% 0 NW 12 ST SH 826 NW 72 AV 2-Way 1.0% 23 NW 21 ST NW 37 AV SH 826 2-Way 20.0% 455 NW 25 ST NW 87 AV SH 826 2-Way 0.5% 11 NW 36 ST NW 87 AVE SH 826 2-Way 0.5% 11 NW 36 ST SH 826 NW 72 AVE 2-Way 4.0% 91 NW 36 ST NW 57 AV SH 10 2-Way 4.0% 91 NW 36 ST NW 57 AV SH 10 2-Way 5.0% 114	46		NW 42 AV	NW 37 AV	2-Way	0.5%	=	0.2%	-	0.5%	7	0.2%	-	0.2%	9	0.3%	0	58
NW 12 ST SR 826 NW 72 AV 2-Way 1.0% 23 NW 21 ST NW 37 AV NW 42 AV 2-Way 20.0% 455 NW 25 ST NW 87 AV SR 826 2-Way 0.5% 11 NW 25 ST SR 826 2-Way 0.0% 0 NW 36 ST NW 87 AV SR 826 2-Way 0.5% 11 NW 36 ST SR 826 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV SRIV DR 2-Way 4.0% 91	47	NW 12 ST	NW 82 AV	SR 826	2-Way	%0.0	0	%0.0	0	%0.0	0	1.0%	7	3.0%	91	%0.0	0	86
NW 21 ST NW 37 AV NW 42 AV 2-Way 20.0% 455 NW 25 ST NW 87 AV SR 826 2-Way 0.5% 11 NW 25 ST SR 826 2-Way 0.0% 0 NW 36 ST NW 87 AVE SR 826 2-Way 0.5% 11 NW 36 ST SR 826 2-Way 4.0% 91 NW 36 ST NW 72 AVE 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV SRIV DR 2-Way 5.0% 114	48		SR 826	NW 72 AV	2-Way	1.0%	23	1.0%	6	1.0%	35	2.0%	32	20.0%	609	8.0%	54	759
NW 25 ST NW 87 AV SR 826 2-Way 0.5% 11 NW 25 ST SR 826 NW 72 AVE 2-Way 0.0% 0 NW 36 ST NW 87 AVE SR 826 2-Way 0.5% 11 NW 36 ST SR 826 NW 72 AVE 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV SRIV DR 2-Way 5.0% 114	49		NW 37 AV	NW 42 AV	2-Way	20.0%	455	%0.0	0	3.0%	106	2.0%	4	%0.0	0	13.0%	87	299
NW 25 ST SR 826 NW 72 AVE 2-Way 0.0% 0 NW 36 ST NW 87 AVE SR 826 2-Way 0.5% 11 NW 36 ST SR 826 NW 72 AVE 2-Way 4.0% 91 NW 36 ST NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV SRIV DR 2-Way 5.0% 114	20		NW 87 AV	SR 826	2-Way	0.5%	F	0.5%	-	2.0%	70	2.0%	32	18.0%	548	3.0%	50	685
NW 36 ST NW 87 AVE SR 826 2-Way 0.5% 11 NW 36 ST SR 826 NW 72 AVE 2-Way 4.0% 91 NW 36 ST NW 57 AV SRIV DR 2-Way 4.0% 91 NW 36 ST NW 57 AV SRIV DR 2-Way 5.0% 114	51	NW 25 ST	SR 826	NW 72 AVE	2-Way	%0.0	0	%0.0	0	%0.9	211	15.0%	105	40.0%	1,218	%0.9	40	1,574
NW 36 ST SR 826 NW 72 AVE 2-Way 4.0% 91 NW 36 ST NW 72 AV NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV SRIV DR 2-Way 5.0% 114	52	0-30	NW 87 AVE	SR 826	2-Way	0.5%	=	0.5%	_	2.0%	20	3.5%	24	4.0%	122	2.0%	13	241
NW 36 ST NW 72 AV NW 57 AV 2-Way 4.0% 91 NW 36 ST NW 57 AV SRIV DR 2-Way 5.0% 114	23	14-11	SR 826	NW 72 AVE	2-Way	4.0%	91	2.0%	9	23.0%	811	31.0%	216	7.0%	213	2.5%	17	1,354
NW 36 ST NW 57 AV S RIV DR 2-Way 5.0% 114	54		NW 72 AV	NW 57 AV	2-Way	4.0%	91	3.0%	6	31.0%	1,093	46.0%	321	27.0%	822	1.0%	7	2,343
	55		NW 57 AV	S RIV DR	2-Way	2.0%	114	4.0%	12	36.0%	1,269	44.0%	307	26.0%	792	2.0%	13	2,507
56 NW 36 ST S RIV DR NW 37 AV 2.Way 2.0% 45 2.0%	56		S RIV DR	NW 37 AV	2-Way	2.0%	45	2.0%	9	2.0%	20	1.0%	7	1.0%	8	2.0%	13	171
57 NW 36 ST NW 37 AV NW 27 AV 2-Way 2.0% 45 2.0%	27		NW 37 AV	NW 27 AV	2-Way	2.0%	45	2.0%	9	2.0%	2	1.0%	7	1.0%	တ္တ	2.0%	13	171
58 NW 36 ST NW 27 AV NW 17 AV 2·Way 1.0% 23 1.0%	28	NW 36 ST	NW 27 AV	NW 17 AV	2-Way	1.0%	23	1.0%	9	1.0%	32	0.5%	3	0.5%	15	1.0%	7	98

Source: Transport Analysis Professionals, Inc., 1996

21-65

IMPACT OF YEAR 2000 AIRPORT TRAFFIC ON ROADWAY LINKS AS % OF SERVICE VOLUME AND ROADWAY VOLUME MIA Development of Regional Impact/Application for Development Approval Terminal and Airlield Expansion Program Table 21-22 (Sheet 1 of 2)

						Year 2000	TOTAL	All M.I.A.	Vested MIA	Non-Vested	Non-Vested Trf	Non-Vested Tri
Ę	Roadway	Location		No. of	Beq'd	Ser Vol	TRAFFIC	Traffic in	Traffic in	MIA Traffic	as % of Yr 2000	as % of Yr 2000
,	No.	FROM	10	Lanes	L.O.S.	PM Pk	(Year 2000)	Year 2000	Year 2000	in Year 2000	Service Volume	Roadway Volume
FRE	FREEWAYS		is .									
-	56-1	NW 78 ST	SR112	01	D/Maint	20,700	14,694	2,220	1,453	797	3.71%	5.22%
2	56:1	SR112	SR836	9	۵	10,050	9,584	305	202	103	1.02%	1.07%
e,	1.95	SH836	CBD	01	۵	086'8	8,452	196	2 9	300	3.34%	3.65%
4	SR 112	NW 42 AV	NW 37 AV	ø	D/Maint	096'9	5,960	2,175	1,370	905	11.57%	13.51%
vo.	SR 112	NW 37 AV	NW 27 AV	9	D/Main	096'9	5,962	2,175	1,370	805	11.57%	13.50%
9	SH 112	NW 27AV	NW 22 AV	ø	D/Main	6,460	5,438	2,052	1,299	753	11.66%	13.85%
7	SR 112	NW 22 AV	WW 17 AV	9	D/Maint	060'9	962'5	2,012	1,274	738	11.55%	12.73%
C	SR 112	NW 17AVE	NW 11AVE	9	O	5,230	5,442	1,978	1,257	721	13.79%	13.25%
ø	SR 826	SW 8 ST	FLAGLER	6 0	D/Maint	15,490	11,248	1,641	1,135	909	3.27%	4.50%
01	SH 826	FLAGLER	NW 12 ST	•	DriMaint	19,910	14,247	1,726	1,195	531	2.67%	3.73%
Ξ	SR 826	NW 12 ST	NW 25 ST	60	D/Maint	16,280	11,457	956	685	27.1	1.66%	2.37%
12	SR 826	NW 25 ST	NW 36 ST	89	D/Maint	20,040	13,884	704	204	200	1.00%	1.44%
5	SH 826	NW 36 ST	NW 58 ST	60	D/Maint	15,640	11,055	1,220	809	612	3.91%	5.54%
=	SR 836	VM 107 AV	NW 87 AV	9	٥	6,100	992'9	512	332	180	2.65%	2.66%
15	SH 836	NW 87 AV	SH 826	60	٥	8,130	7,864	617	403	214	2.63%	2.72%
16	SH 836	SR 826	NW 72 AV	9	D/Maint	14,270	10,876	1,812	1,134	678	4.75%	6.23%
13	SR 836	NW 72 AV	NW 57 AV	9	D/Maint	15,510	12,140	1,568	170	287	3.85%	4.92%
18	SH 836	NW 57 AV	NW 42 AV	9	D/Maint	11,820	9.367	1,503	942	561	4.75%	5.99%
≇	SR 836	NW 42AV	NW 37 AV	9	D/Maint	11,260	6,453	754	401	353	3.13%	4.18%
20	SR 836	NW 37 AV	NW 27 AV	60	D/Maint	10,821	6,003	1,350	726	624	5.77%	6.83%
21	SR 836	NW 27 AV	NW 17 AV	e c	D/Maint	10,621	9,082	1,243	959	287	5.42%	6.46%
22	SR 836	NW 17 AV	NW 12AV	60	0	8,130	7.822	1,130	585	545	6.70%	6.97%
23	SA 836	NW 12 AV	1.95	3 0	٥	8,000	6,888	1,130	585	545	6.81%	7.81%
SUR	SURFACE STREETS											
7.	FLAGLER ST	NW 87 AV	SR 826	9	SUMA	5,960	4,907	165	Ξ	54	%16.0	1.10%
25	FLAGLER ST	SR 826	NW 72 AV	•	E+20	4,990	3,254	37	22	15	0.30%	0.46%
98	26 FLAGLER ST	NW 72 AV	NW 57 AV	•	E+20	4,980	2,856	35	2	7	0.28%	0.49%
27	FLAGLER ST	NW 57 AV	NW 42 AV	4	ш	3,430	3,775	Ę	23	18	0.52%	0.48%
8	FLAGLER ST	NW 42 AV	NW 37 AV	4	u u	3,280	2,668	25	53	23	0.70%	0.86%

^{*} One-Way PM Peak Hour Peak Direction Volume on Freeways; Two-Way PM Peak Hour Period Volume on Surface Streets

Table 21-22 (Sheet 2 of 2)

IMPACT OF YEAR 2000 AIRPORT TRAFFIC ON ROADWAY LINKS AS % OF SERVICE VOLUME AND ROADWAY VOLUME

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airfield Expansion program

						Year 2000	TOTAL	All M.I.A.	Vesled MIA	Non-Vested	Non-Vested Irf	Non-Vested Trf
Link	Link Roadway	Location		No of	Req'd	Ser Vol	TRAFFIC	Traffic in	Traffic in	MIA Traffic	as % of Yr 2000	as % of Yr 2000
Š		FROM	TO	Lanes	LO.S.	PM Pk	(Year 2000)	Year 2000	Year 2000	in Year 2000	Service Volume	Roadway Volume
SUR	SURFACE STREETS (Continued)	ontlinued)										
28	FLAGLER ST	NW 37 AV	NW 27 AV	-	ш	3,310	2,764	88	50	16	0.48%	0.58%
8	OKEECHOBEE	NW 54 ST	NW 36 ST	•	ш	3,310	2,944	360	214	146	4,41%	4.96%
9	PERIMETER RD	NW 72 AV	NW 57 AV	~	ш	3,250	1,712	700	417	283	8.71%	16.53%
32	PEHIMETER AD	NW 57 AV	NW 14 ST	-	ш	4,920	2,010	822	475	347	7.05%	17.26%
33	ROYAL POINC'A	CURTISS	NW 42 AV	4	ш	3,790	1,766	157	74	83	2.19%	4.70%
34	NW 37 AVE	SR 836	NW 21 ST	4	ш	4,410	2,426	066	484	909	11.47%	20.86%
35	NW 42 AVE	SW 8 ST	FLAGLER	9	ш	6,200	4,079	425	217	208	3.35%	5.10%
36	NW 42 AVE	FLAGLEN	NW 7 ST	9	ш	6,310	4,229	504	192	243	3.85%	5.75%
37	NW 42 AVE	NW 7 ST	NW 21 ST	9	ш	8,410	7,559	2,891	1,426	1,465	17.42%	19.38%
38	NW 42 AVE	NW 21 ST	NW 36 ST	83	ш	10,000	6,209	1,941	1,293	648	6.48%	10.44%
39	NW 57 AVE	NW 7 ST	PERIM'R RD	9	ш	2,170	3,780	148	96	25	2.40%	1.38%
9	NW 72 AVE	FLAGLER	NW 12 ST	4	w	2,820	1,452	74	43	5	1,10%	2.13%
4	NW 72 AVE	NW 12 ST	NW 25 ST	9	w	4,730	4,095	1,319	989	431	9.11%	10.53%
42	NW 72 AVE	NW 25 ST	18 9E MN	9	ш	4,150	3,376	447	306	-	3.40%	4.18%
43	NW 72 AVE	NW 36 ST	NW 58 ST	9	ш	5,670	3,045	237	142	95	1.68%	3.12%
\$	NW 7 ST	NW 72 AV	NW 57 AV	4	ш	2,280	2,144	33	21	12	0.53%	0.56%
45	NW 7 ST	NW 57 AV	NW 42 AV	•	ш	2,980	3,075	67	24	25	0.84%	0.81%
94	NW 7 ST	NW 42 AV	NW 37 AV	4	Ш	2,940	2,300	25	28	56	0.88%	1.13%
47	NW 12 ST	NW 82 AV	MILAM DAIRY	4	٥	2,650	2,548	150	86	25	1.96%	2.04%
48	NW 12 ST	MILAM DAIRY	NW 72 AV	•	ų,	4,020	3,161	1,125	759	366	9.10%	11.58%
4	NW 21 ST	NW 37 AV	NW 42 AV	4	w	1,820	1,738	1,490	299	828	45.49%	47.64%
Ş	NW 25 ST	NW 67 AV	SR 826	4	۵	3,320	4,435	1,00,1	989	316	9.52%	7.13%
19	NW 25 ST	SH 826	NW 72 AVE	-	ш	2,510	4,484	2,254	1,574	089	27,09%	15.17%
25	NW 36 ST	NW 87 AVE	SR 826	뗭	SUMA	6,500	5,149	347	241	106	1,63%	2.06%
53	NW 36 ST	SR 626	NW 72 AVE	9	w.	9,340	4,190	1,841	1,354	487	5.21%	11.62%
40	NW 36 ST	NW 72 AV	NW 57 AV	9	m	029'9	6,474	3,232	2,343	699	13.43%	13.73%
55	NW 36 ST	NW 57 AV	S RIV DR	9	E+20	7,620	4,807	3,395	2,507	999	11,65%	18.47%
26	NW 36 ST	S RIV DR	NW 37 AV	4	E+20	3,600	1,843	282	171	Ξ	3.08%	6.02%
25	NW 36 ST	NW 37 AV	NW 27 AV	4	E+20	4,220	1,976	282	171	Ξ	2.63%	5.62%
58	NW 36 ST	NW 27 AV	NW 17 AV	4	E+20	4,020	1,737	140	99	54	1.34%	3.11%
O	Way PM Peak Hour	r Peak Direction Volu	* One-Way PM Peak Hour Peak Direction Volume on Freeways; Two-Way PM Peak Hour Period Volume on Surface Streets	-Way PM	Peak Hour	Period Volume	on Surface Stree	ets				

ne-Way PM Peak Hour Peak Direction Volume on Freeways; Two-Way PM Peak Hour Period Volume on Surface Streets

ROAL ...AY SEGMENTS PROJECTED AS DEFICIENT IN THE YEAR 2000 MIA Development of Regional Impact/Application for Development Approval

							Non-Vested	Non-Vested		Non-Vested		Year	Year
					Year	Year	MIA Traffic	MIA Traffic as		MIA Traffic as		2000	2000
L	مو	Segment		Service	2000	2000	In Year	Percentage of		Percentage of		Volume	SOT
No.	Roadway	From	To	Volume	Volume	FOS	2000	Service Vol.		Yr 2000 Vol		w/o MIA Traf	w/o MIA Traf
						1	F	ă,					
-	-95	NW 79 S1	SH112	20,700	4,094	D/Maini.	19/	3.7.8		5.22%		13,927	D/Maint.
4	SR 112	NW 42 AV	NW 37 AV	096'9	2,960	D/Maint.	805	11.57%	•	13.51%	:	5,155	۵
\$	SR 112	NW 37 AV	NW 27 AV	096'9	2'65	D/Maint.	805	11.57%	٠	13.50%	:	5,157	۵
9	SR 112	NW 27 AV	NW 22 AV	6,460	5,438	D/Maint.	753	11.66%	٠	13.85%	i	4,685	۵
7	SR 112	NW 22 AV	NW 17 AV	6,390	5,796	D/Maint.	738	11.55%	•	12.73%	=	5,058	۵
6	SR 826	SW 8 ST	FLAGLER	15,490	15,490	D/Maint.	909	3.27%		3.27%		14,984	D/Maint.
8	SR 826	FLAGLER	NW 12 ST	19,910	19,910	D/Maint.	531	2.67%		2.67%		19,379	D/Maint.
_=/	SR 826	NW 12 ST	NW 25 ST	16,280	16,280	D/Maint.	224	1.38%		1.38%		16,056	D/Maint.
72	12 SR 826	NW 25 ST	NW 36 ST	20,040	13,884	D/Maint.	150	0.75%		1.08%		13,734	D/Maint.
5	SR 826	NW 36 ST	NW 58 ST	15,638	11,055	D/Maint.	612	3.91%		5.54%		10,443	D/Maint.
16	SR 836	SR 826	NW 72 AV	14,270	10,876	D/Mainl.	900	4.20%		5.52%		10,276	D/Maint.
11	SR 836	NW 72 AV	NW 57 AV	15,510	12,140	D/Maint.	009	3.87%		4.94%		11,540	D/Mainl.
81	SR 836	NW 57 AV	NW 42 AV	11,820	9,367	D/Maint.	564	4.77%		6.02%		8,803	D/Maint.
61	SR 836	NW 42 AV	NW 37 AV	11,260	8,453	D/Maint.	353	3.13%		4.18%		8,100	D/Maint.
50	SR 836	NW 37 AV	NW 27 AV	10,820	9,003	D/Maint.	624	5.77%	•	6.93%		8,379	D/Maint.
21	SR 836	NW 27 AV	NW 17 AV	10,820	9,082	D/Maint.	587	5.43%	•	6.46%		8,495	D/Mainl.
27	FLAGLER ST ' NW 57 AV	. NW 57 AV	NW 42 AV	3,430	3,775	ıL	8	0.52%		0.48%		3,757	Ŀ
39	NW 57 AVE *** NW 7 ST	TS 7 MN.	PERIM'R RD	2,170	3,780	L	52	2.40%		1.38%		3,728	ш
45	1S L MN	NW 57 AV	NW 42 AV	2,980	3,075	ıŁ	25	0.84%		0.81%		3,050	u.
20	NW 25 ST	NW 87 AV	SR 826	3,320	4,435	u	316	9.52%	•	7.13%		4,119	u.
51	NW 25 ST ***	SR 826	NW 72 AVE	2,510	4,484	ш	089	27.09%	•	15.17%		3,804	L

MIA Project Impact Greater than 5% of Service Volume (Significant Impact)

^{**} Segment classified as delicient because of MIA Project Traffic. However the MPO has said there will be no widening of SR 112. See text(21-F)

^{***} Within Urban Infill Area; meets Traffic Concurrency requirements of Dade County

Table 21-24 LEVELS OF SERVICE AT CRITICAL INTERSECTIONS

MIA Development of Regional Impact/Application for Development Approval Terminal and Airfield Expansion Program

intersection	Approach	Existing LOS	Year 2000 LOS (With only Programmed Improvements)	Year 2000 LOS (Without Non-Vested MIA Traffic)	Year 2000 LOS (With Proposed Improvements)
LeJeune Rd & NW 7th St.	NB SB EB	C a a	D a F	C a F	0 D E
LeJeune Rd & NW 11th St.	WB NB SB EB WB	E A A a F	a B D E E	a B C E E	E • •
LeJeune Rd & NW 14th St. (only location where non-vested MIA traffic causes an intersection failure)	NB SB EB WB	B C E D	B a E F	8 E E	0000
Lejeune Rd & NW 36th St	NB SB EB WB	C C a D	a a a a	F a a D	D C D
NW 72nd Ave. & SR 836 (EB) Ramps	N8 SB EB WB	000	C D E D	CCED	•
NW 72nd Ave. & SR 836 (WB) Ramps (see text for 21-F regarding On-Ramp deficiency)	NB SB WB	F E C	E E B	E C C	•
NW 72nd Ave. & 25th St.	N8 SB EB W8	a F a a	a a a a	a a a a	E E E
NW 72nd Ave. & 36th St.	NB SB EB WB	a E a F	a a a	a a a F	E E E
SR826 (East) & NW 25th St.	NS EB WB	€ 8 8	E B C	E B C	•
SR 826 N. Ramps & NW 36th St (Weaving Section)	WB Thru NB Off SB On	F	F F F	F F	(EBT) B ** (WBT) B ** (NBL) C ** (NBR) D **

a = Delays cannot be calculated, treat as LOS F

EB = Eastbound

L = Left

LOS = Level of Service

NB = Northbound

R = Right

Source: Transport Analysis Professionals, Inc., 1997

SB = Southbound

T = Through

WB = Westbound

* = No Improvement Required

^{** =} Signalized with Proposed Improvements

Table 21-25
LEVELS OF SERVICE ON CRITICAL ROADWAY SEGMENTS

MIA Development of Regional Impact/Application for Development Approval Terminal and Airfield Expansion Program

Link		Segi	ment	Year 2000 LOS (W/O Proposed	Year 2000 LOS (Without Project	Year 2000 LOS (With Proposed
No.	Roadway	From	To	Improvements)	Traffic)	Improvements)
4	State Road 112	NW 42 Ave	NW 37 Ave	Ε	D	С
5	State Road 112	NW 37 Ave	NW 27 Ave	E	D	C
6	State Road 112	NW 27 Ave	NW 22 Ave	E	D	С
7	State Road 112	NW 22 Ave	NW 17 Ave	E	D	С
51	NW 25th Street	SR 826	NW 87 Ave	F	F	С

MIA Development of Regional Impact/Application for Development Approval Terminal and Airfield Expansion Program

THIS TABLE HAS BEEN DELETED

NO BUILD ALTERNATIVE - ASSIGNMENT OF PM PEAK AIRPORT TRAFFIC TO THE YEAR 2000 ROADWAY NETWORK MIA Development of Regional Impact/Application for Development Approval IF THE PROPOSED AIRPORT EXPANSION IS NOT IMPLEMENTED Table 21-27 (Sheet 1 of 3)

Igi	TRIDS A SSIGNED				Terr	Teminal	Employees	Vees	Northeast	ast	Northwest Cargo Westside Cargo	t Cargo	Westside	Caroo	20th Sireet	198	MIA AII
	eak Hour Tri	Peak Hour Trips Entering MIA:	• •			2,843		347		722		425		1,738		128	6,203
	Peak Hour Tri	Peak Hour Trips Exiting MIA:				3,314		559		1,386		564		1,690		233	7,746
	eak Hour Pe	nod Trips (2-wa)	Peak Hour Period Trips (2-way on Surface St's.)			6,091		905		1,706		606		3,271		256	13,138
Ē		Location		Enler	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	M.I.A.
Š.	Roadway	FROM	10	or Exil	or Exit to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	Atı
FREEWAYS	WAYS					W. C.											
-	1-95	TS 67 MN	SR112	Enler	22.5%	640	18.0%	62	22.0%	159	24.0%	102	17.0%	295	22.0%	28	1286
		100 E		Exit	22.5%	746	18.0%	<u>5</u>	22.0%	305	24.0%	135	17.0%	287	22.0%	51	1625
2	1-95	SR112	SR836	Enter	2.5%	71	2.0%	17	8.0%	28	7.0%	8	1.0%	17	1.0%	-	194
				Exi	2.5%	83	2.0%	88	8.0%	Ξ	7.0%	93	1.0%	=	1.0%	2	280
 က	1-95	SR836	СВО	Enter	8.5%	242	%0.9	21	10.0%	72	10.0%	43	8.5%	148	13.0%	17	543
		1000		Exi	8.5%	282	%0.9	34	10.0%	139	10.0%	99	8.5%	144	13.0%	30	685
4	SR 112	NW 42 AV	NW 37 AV	Enter	26.0%	739	17.0%	29	34.0%	245	35.0%	149	22.0%	382	28.0%	36	1610
				Exit	26.0%	862	17.0%	95	34.0%	471	35.0%	197	22.0%	372	28.0%	65	2062
5	SR 112	NW 37 AV	NW 27 AV	Enter	26.0%	739	17.0%	59	34.0%	245	35.0%	149	22.0%	382	28.0%	36	1610
				Exil	26.0%	862	17.0%	95	34.0%	471	35.0%	197	22.0%	372	28.0%	92	2062
9	SR 112	NW 27AV	NW 22 AV	Enter	24.0%	682	16.0%	26	32.5%	235	34.0%	145	21.0%	365	26.0%	33	1516
				Exit	24.0%	795	16.0%	68	32.5%	450	34.0%	192	21.0%	355	26.0%	61	1942
7	SH 112	NW 22 AV	NW 17 AV	Enter	23.5%	668	15.5%	54	32.0%	231	33.5%	142	20.5%	356	25.5%	33	1484
				Exi	23.5%	779	15.5%	87	32.0%	444	33.5%	189	20.5%	346	25.5%	59	1904
8	SR 112	NW 17AVE	NW 11AVE	Enter	23.0%	654	15.0%	25	32.0%	231	33.0%	140	20.0%	348	25.0%	32	1457
ñ				Ē	23.0%	762	15.0%	84	32.0%	444	33.0%	186	20.0%	338	25.0%	58	1872
6	SR 826	SW 8 ST	FLAGLER	Enter	13.0%	370	21.0%	23	20.0%	144	17.3%	74	13.0%	226	12.5%	16	903
5.	TANKS SKENE SK			EX	13.0%	431	21.0%	=	20.0%	277	17.3%	86	13.0%	220	12.5%	29	1172
5	SR 826	FLAGLER	NW 12 ST	Enter	13.5%	384	22.0%	9/	21.0%	152	18.0%	11	14.0%	243	13.5%	17	949
8				Exi	13.5%	447	22.0%	123	21.0%	291	18.0%	202	14.0%	237	13.5%	31	1231
=	SR 826	NW 12 ST	NW 25 ST	Enter	3.0%	82	16.0%	26	11.0%	79	21.0%	68	12.0%	503	11.0%	41	532
,		22 24		Exi	3.0%	66	16.0%	68	11.0%	152	21.0%	118	12.0%	203	11.0%	56	687
12	SR 826	NW 25 ST	NW 36 ST	Enter	2.5%	7	15.5%	54	7.0%	21	11.0%	47	10.0%	174	14.0%	18	415
į				Exit	2.5%	83	15.5%	87	7.0%	26	11.0%	29	10.0%	169	14.0%	33	531
13	SR 826	NW 36 ST	NW 58 ST	Enter	%0.9	171	17.0%	29	14.0%	101	16.5%	2	13.0%	226	14.5%	19	646
				Exit	6.0%	199	17.0%	95	14.0%	194	16.5%	93	13.0%	220	14.5%	34	835
4	SR 836	NW 107 AV	NW 87 AV	Enter	2.5%	156	2.0%	17	2.0%	36	4.0%	17	4.0%	2	5.0%	9	302
				Exi	5.5%	182	2.0%	82	2.0%	69	4.0%	23	4.0%	89	2.0%	12	382

NO BUILD ALTERNATIVE - ASSIGNMENT OF PM PEAK AIRPORT TRAFFIC TO THE YEAR 2000 ROADWAY NETWORK IF THE PROPOSED AIRPORT EXPANSION IS NOT IMPLEMENTED Table 21-27 (Sheet 2 of 3)

MIA Development of Regional ImpacVApplication for Development Approval

Tem	Terminal and Airlield Expansion Program	J Expansion Pri	ogram									I					
	TRIPS ASSIGNED	٩			Terminal	国	Termina	E	Termina	힐	Terminal	<u>a</u>	Terminal	힐	Terminal	inal	MIA AII
	Peak Hour Trip	Peak Hour Trips Entering MIA:	••			2,843		347	7	722		425		1,738		128	6,203
	Peak Hour Trip	Peak Hour Trips Exiting MIA:				3,314	947	559	-	1,386		564	NEXE.	1,690		233	7,746
	Peak Hour Per	Peak Hour Period Trips (2-way on Surface St	y on Surface St's.)			6,091	3	905		1,706		606		3,271		256	13,138
Link		Location		Enter	Enter Percent M.I.A.	M.I.A.	Percent M.I.A.		Percent	M.I.A.	Percent	M.I.A.	Percent	M.I.A.	Percent M.I.A.	M.I.A.	M.I.A.
Š	. Roadway	FROM	ТО	or Exit	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	All
FRE	FREEWAYS (Continued)	nued)															
15	SR 836	NW 87 AV	SH 826	Enter	6.5%	185	%0.9	21	%0'9	43	2.0%	23	2.0%	87	%0.9	60	365
				Exit	6.5%	215	6.0%	34	%0.9	83	2.0%	28	2.0%	82	6.0%	7	459
16	SR 836	SR 826	NW 72AV	Enter	22.5%	640	44.0%	153	16.0%	116	2.0%	6	7.0%	122	30.5%	38	1,079
				Exit	22.5%	746	44.0%	246	16.0%	222	5.0%	Ξ	7.0%	118	30.5%	71	1,414
17	SR 836	NW 72 AV	NW 57 AV	Enter	19.8%	563	27.0%	94	15.0%	108	2.0%	6	11.0%	191	%0'6	12	7.26
				ĒX	19.8%	929	27.0%	151	15.0%	208	2.0%	Ξ	11.0%	186	%0%	21	1,233
18	SR 836	NW 57 AV	NW 42 AV	Enter	19.3%	549	20.0%	69	16.0%	116	2.0%	6	11.0%	191	3.0%	4	938
				EX	19.3%	640	20.0%	112	16.0%	222	2.0%	1	11.0%	186	3.0%	7	1,178
19	SR 836	NW 42AV	NW 37AV	Enter	8.7%	247	17.0%	29	2.0%	7	4.0%	17	10.5%	182	3.0%	4	523
				Exit	8.7%	288	17.0%	95	2.0%	28	4.0%	ន	10.5%	177	3.0%	7	618
20	SR 836	NW 37 AV	NW 27 AV	Enter	20.9%	594	17.0%	29	2.0%	36	%0.9	56	10.5%	182	16.0%	20	917
		200		Exit	20.9%	693	17.0%	95	2.0%	69	%0.9	8	10.5%	177	16.0%	37	1,105
21	SR 836	NW 27AV	NW 17 AV	Enter	20.0%	569	15.0%	25	4.0%	53	2.0%	23	9.5%	165	15.0%	19	855
				Exit	20.0%	663	15.0%	84	4.0%	55	2.0%	88	9.5%	161	15.0%	35	1,026
22	SR 836	NW 17 AV	NW 12AV	Enter	19.0%	540	13.0%	45	3.0%	22	4.0%	17	8.5%	148	14.0%	18	790
				Exi	19.0%	630	13.0%	73	3.0%	42	4.0%	23	8.5%	144	14.0%	33	945
23	SR 836	NW 12AV	1-95	Enter	19.0%	540	13.0%	45	3.0%	22	4.0%	17	8.5%	148	14.0%	18	790
				Exit	19.0%	630	13.0%	73	3.0%	45	4.0%	23	8.5%	144	14.0%	33	945
SUR	SURFACE STREETS	S															
24	FLAGLER ST NW 87 AV	I NW 87 AV	SR 826	2-Way	0.7%	43	1.5%	4	1.2%	50	0.5%	ۍ	1.2%	33	1.3%	0	124
25	FLAGLER ST	SR 826	NW 72 AV	2-Way	0.2%	12	0.5%	S	0.2%	6	0.5%	7	0.2%	7	0.3%	-	30
56	FLAGLER ST	I NW 72 AV	NW 57 AV	2-Way	0.5%	12	0.3%	က	0.1%	7	0.2%	7	0.3%	6	0.5%	-	30
27	FLAGLER ST	T NW 57 AV	NW 42 AV	2·Way	0.3%	18	0.3%	က	0.1%	2	0.2%	~	0.3%	£	0.2%	-	36
28	FLAGLER ST	T NW 42 AV	NW 37 AV	2-Way	0.4%	24	0.3%	က	0.5%	က	0.2%	84	0.3%	0	0.3%	-	43
29	FLAGLER ST NW 37 AV	T NW 37 AV	NW 27 AV	2-Way	0.3%	18	0.2%	2	0.1%	7	0.1%	-	0.5%	7	0.2%	+-	31
8	OKEECHOBEE NW 54 ST	E NW 54 ST	NW 36 ST	2-Way	3.0%	183	1.5%	4	2.5%	43	1.0%	o	1.0%	83	2.5%	9	288
31	PERIMETER RINW 72 AV	RINW 72 AV	NW 57 AV	2-Way	4.0%	244	19.0%	172	%0.0	0	1.0%	Ф	2.0%	65	30.0%	1	282
32	PERIMETER RINW 57 AV	RINW 57 AV	NW 14 ST	2-Way	2.0%	305	28.0%	253	%0.0		0.0%	٥	1.0%	33	37.0%	95	989

NO BUILD ALTERNATIVE - ASSIGNMENT OF PM PEAK AIRPORT TRAFFIC TO THE YEAR 2000 ROADWAY NETWORK IF THE PROPOSED AIRPORT EXPANSION IS NOT IMPLEMENTED Table 21-27 (Sheet 3 of 3)

MIA Development of Regional Impact/Application for Development Approval

Terminal and Airlield Expansion Program

	TRIPS ASSIGNED	٥			Terminal	laal	Terminal	inal	Terminal	inal	Terminal	E	Terminal	inal	Terminal	inal	MIA AII
	Peak Hour Trip	Peak Hour Trips Entering MIA:	*1		25.00	2,843		347		722		425		1,738		128	6,203
	Peak Hour Trip	Peak Hour Trips Exiting MIA:			3.50	3,314		559		986'1		564		1,690		233	7,746
	Peak Hour Per	Peak Hour Period Trips (2-way on Surface St	y on Surface St's.)			6,091		905		907.1		606		3,271		256	13,138
Lisk	ايد	Location		Enter	Enter Percent M.I.A.	MI.A.	Percent M.I.A.		Percent M.I.A.		Percent M.I.A.		Percent M.I.A.	M.I.A.	Percent M.I.A.	M.I.A.	M.I.A.
Š	. Roadway	FROM	10	or Exit	or Exit to Link Traffic	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	to Link	Traffic	All
SUR	SURFACE STREETS (Continued)	S (Continued)													200		
33	ROYAL POINC' CURTISS	CURTISS :	NW 42 AV	2-Way	2.0%	122	0.5%	2	0.5%	6	%0'0	0	%0.0	0	1.5%	4	140
34	NW 37 AVE	SR 836	NW 21 ST	2-Way	12.2%	743	0.0%	0	3.0%	51	2.0%	18	%0.0	0	13.0%	33	845
35	NW 42 AVE	SW 8 ST	FLAGLER	2-Way	4.3%	262	3.0%	27	1.4%	24	%9 ′0	2	1.0%	8	4.0%	5	361
36	NW 42 AVE	FLAGLER	NW 7 ST	2-Way	2.0%	305	3.6%	33	1.7%	53	0.8%	7	1.3%	43	4.5%	12	429
37	NW 42 AVE	NW 7 ST	NW 21 ST	2-Way	34.0%	2,071	11.0%	<u>0</u>	14.0%	239	3.0%	27	1.5%	49	80.6	23	2,509
38	NW 42 AVE	NW 21 ST	NW 36 ST	2-Way	15.0%	914	11.0%	1 00	23.0%	392	2.0%	42	0.0%	0	11.0%	28	1,479
39	NW 57 AVE	NW 7 ST	PERIM'R RD	2-Way	0.5%	8	2.0%	18	1.0%	17	1.0%	6	1.0%	33	1.0%	9	110
40	NW 72 AVE	FLAGLER	NW 12 ST	2-Way	0.3%	18	1.3%	12	0.1%	8	0.1%	-	0.8%	92	0.5%	-	8
4	NW 72 AVE	NW 12 ST	NW 25 ST	2-Way	1.0%	61	1 0%	6	1.0%	1	%0.9	22	24.0%	785	8.0%	50	947
42	NW 72 AVE	NW 25 ST	NW 36 ST	2-Way	1.0%	61	1.0%	61	2.0%	34	2.0%	#	6.0%	196	2.0%	2	323
43	NW 72 AVE	NW 36 ST	NW 58 ST	2-Way	1.0%	19	2.0%	18	1.0%	17	2.0%	81	2.0%	65	0.5%	-	180
4	NW 7 ST	NW 72 AV	NW 57 AV	2-Way	0.5%	12	0.3%	က	0.2%	3	0.1%	-	0.2%	7	0.1%	0	56
45	NW 7 ST	NW 57 AV	NW 42 AV	2-Way	0.5%	ဗ	0.5%	2	0.1%	2	0.1%	_	0.2%	7	0.2%	-	43
46	NW 7 ST	NW 42 AV	NW 37 AV	2-Way	0.5%	8	0.5%	8	0.5%	က	0.5%	7	0.5%	7	0.3%	-	45
47	NW 12 ST	NW 82 AV	SR 826	2-Way	%0:0	0	%0.0	0	%0.0	0	1.0%	6	3.0%	86	%0.0	0	107
48	NW 12 ST	SR 826	NW 72 AV	2-Way	1.0%	61	1.0%	6	1.0%	17	2.0%	45	20.0%	654	8.0%	20	908
49	NW 21 ST	NW 37 AV	NW 42 AV	2-Way	20.0%	1,218	%0.0	0	3.0%	5	2.0%	8	0.0%	0	13.0%	33	1,320
20	NW 25 ST	NW 87 AV	SR 826	2-Way	%5'0	30	0.5%	2	2.0%	34	2.0%	45	18.0%	583	3.0%	89	711
51	NW 25 ST	SR 826	NW 72 AVE	2-Way	%0.0	0	%0.0	0	%0'9	102	15.0%	136	40.0%	1,308	%0.9	15	1,561
52	NW 36 ST	NW 87 AVE	SR 826	2-Way	0.5%	8	0.5%	Ŋ	2.0%	34	3.5%	35	4.0%	131	2.0%	LC)	237
53	NW 36 ST	SR 826	NW 72 AVE	2-Way	4.0%	244	2.0%	18	23.0%	392	31.0%	282	7.0%	229	2.5%	9	1,171
54	NW 36 ST	NW 72 AV	NW 57 AV	2-Way	4.0%	244	3.0%	27	31.0%	529	46.0%	418	27.0%	883	1.0%	6	2,104
25	NW 36 ST	NW 57 AV	S RIV DR	2-Way	2.0%	305	4.0%	98	36.0%	614	44.0%	400	26.0%	820	2.0%	2	2,210
26	NW 36 ST	S RIV DR	NW 37 AV	2-Way	2.0%	122	2.0%	8	2.0%	34	1.0%	6	1.0%	33	2.0%	Ω	221
27	NW 36 ST	NW 37 AV	NW 27 AV	2-Way	2.0%	122	2.0%	8	2.0%	34	1.0%	o	1.0%	33	2.0%	c)	221
58	NW 36 ST	NW 27 AV	NW 17 AV	2-Way	1.0%	61	1.0%	6	1.0%	12	0.5%	2	0.5%	16	1.0%	3	Ξ

21-74

IMPACT OF TRAFFIC FROM MIA FACILITY IN YEAR 2000 ON ROADWAY LINKS AS % OF SERVICE VOLUME Table 21-28 (Sheet 1 of 2)

WITHOUT PROPOSED AIRPORT EXPANSION - NO BUILD
MIA Development of Regional Impact/Application for Development Approval

TO THE PARTY	יבווווועש מווס למוויבול	a completedur	9							
						Year 2000	AI W.L.A.	AI M.I.A.	Net Increase	Net Traffic Impact
Ę	Roadway	Location		No. of	Req'd	Ser Vol	Traffic in	Traffic in	in MIA Traffic	as % of Yr 2000
Š		From	70	Lanes	LO.S.	PM Pk*	Year 2000	Year 2000	in Year 2000	Service Volume
							Bulld	No Bulld	Bulld vs. No Bulld	Bulld vs. No Build
FREEWAYS	VAYS	C.								
1 195	96	NW 79 ST	SR112	9	D/Maint	20,700	2,220	1,625	595	2.87%
2 15	195	SR112	SR836	2	۵	10,050	305	219	86	0.86%
3-1-6	1.95	SR836	CBD	2	۵	086'8	1961	685	276	3.07%
4	SH 112	NW 42 AV	NW 37 AV	9	D/Maint	6,960	2,175	1,610	565	8.12%
5 5	SR 112	NW 37 AV	NW 27 AV	ø	D/Maint	096'9	2,175	1,610	565	8.12%
9	SR 112	NW 27AV	NW 22 AV	9	D/Maint	6,460	2,052	1,516	536	8.30%
7 54	SR 112	NW 22 AV	NW 17 AV	9	D/Maint	9 390	2,012	1,484	528	8.26%
80	SR 112	NW 17AVE	NW 11AVE	9	۵	5,230	1,978	1,457	521	%96.6
9 55	SR 826	SW 8 ST	FLAGLER	80	D/Maint	15,490	1,641	1,172	469	3.03%
10 SF	SR 826	FLAGLER	NW 12 ST	•	D/Maint	016,61	1,726	1,231	495	2.49%
= S	SR 826	NW 12 ST	NW 25 ST	a	D/Maint	16,280	956	687	269	1.65%
12 SF	SR 826	NW 25 ST	NW 36 ST	€0	D/Maint	20,040	704	531	173	0.86%
13 SF	SH 826	NW 36 ST	NW 58 ST	•0	D/Maint	15,640	1,220	646	574	3.67%
14 SF	SR 836	NW 107 AV	NW 87 AV	9	٥	6,100	512	382	130	2.13%
15 SF	SR 836	NW 87 AV	SR 826	8	۵	8,130	617	459	158	1.94%
16 SF	SR 836	SR 826	NW 72 AV	و	D/Maint	14,270	1,812	1,414	398	2.79%
17 SF	SR 836	NW 72 AV	NW 57 AV	9	D/Maint	15,510	1,568	1,233	335	2.16%
18 SF	SR 836	NW 57 AV	NW 42 AV	ø	D/Maint	11,620	1,503	1,178	325	2.75%
19 SF	SR 836	NW 42AV	NW 37 AV	ø	D/Maint	11,260	754	618	136	1.21%
20 SF	SR 836	NW 37 AV	NW 27 AV	•	D/Maint	10,621	1,350	1,105	245	2.26%
21 SF	SR 836	NW 27AV	NW 17 AV	•	D/Maint	10,821	1,243	1,026	217	2.01%
22 SF	SR 836	NW 17 AV	NW 12AV	•	۵	8,130	1,130	945	185	2.28%
23 SF	SR 836	NW 12AV	195	40	0	8,000	1,130	945	185	2.31%
SURF,	SURFACE STREETS									
24 FL	FLAGLER ST	NW 87 AV	SR 826	9	SUMA	5,960	165	124	4	0.69%
25 묘	FLAGLER ST	SR 826	NW 72 AV	٧	E+20	4,990	37	30	7	0.14%
26 FL	FLAGLER ST	NW 72 AV	NW 57 AV	•	E+20	4,980	35	30	s	0.10%
27 R	FLAGLER ST	NW 57 AV	NW 42 AV	4	ш	3,430	Ŧ	36	s	0.15%
28 FL	FLAGLER ST	NW 42 AV	NW 37 AV	4	ш	3,280	52	43	6	0.27%

* One-Way PM Peak Hour Peak Direction Volume on Freeways; Two-Way PM Peak Hour Period Volume on Surface Streets

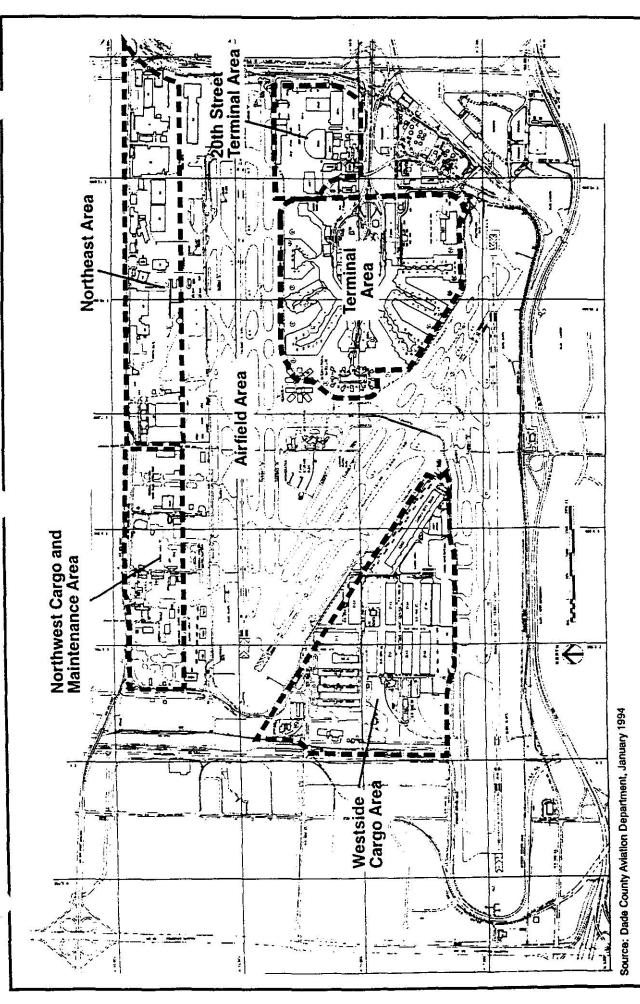
Table 21-28 (Sheet 2 of 2)

IMPACT OF TRAFFIC FROM MIA FACILITY IN YEAR 2000 ON ROADWAY LINKS AS % OF SERVICE VOLUME WITHOUT PROPOSED AIRPORT EXPANSION - NO BUILD
MIA Development of Regional Impact/Application for Development Approval

Terminal and Airlield Expansion Program

Link							Year 2000	AI M.I.A.	All M.I.A.	Netincrease	Net Traffic Impact
TO LABOS L.O.S. PM PK Year 2000 NW 27 AV 4 E 3,310 36 NW 36 ST 4 E 3,310 36 NW 36 ST 4 E 3,310 36 NW 42 AV 4 E 3,250 700 NW 42 AV 4 E 3,790 167 NW 42 AV 4 E 3,790 167 NW 42 AV 4 E 3,790 167 NW 36 ST 6 E 6,410 990 NW 36 ST 6 E 6,310 2,891 NW 36 ST 6 E 2,170 1,48 NW 36 ST 6 E 4,730 1,319 NW 36 ST 6 E 2,820 74 NW 36 ST 6 E 4,730 1,341 NW 37 AV 4 E 2,820 1,430 NW 37 AV 4 E 2,340 1,447 </th <th>Link</th> <th>Roadway</th> <th>Location</th> <th></th> <th>No. of</th> <th>Req'd</th> <th>Ser Vol</th> <th>Traffic in</th> <th>Traffic in</th> <th>in MIA Traffic</th> <th>as % of Yr 2000</th>	Link	Roadway	Location		No. of	Req'd	Ser Vol	Traffic in	Traffic in	in MIA Traffic	as % of Yr 2000
NW 27 AV E 3,310 36 NW 55 T 4 E 3,310 36 NW 55 T 4 E 3,310 36 NW 55 T 4 E 3,310 36 NW 14 ST 4 E 3,250 700 NW 15 T 4 E 3,790 167 NW 21 ST 6 E 6,200 425 NW 21 ST 6 E 6,200 447 NW 22 ST 6 E 2,170 148 NW 22 ST 6 E 2,170 148 NW 25 ST 6 E 2,170 143 NW 25 ST 6 E 2,170 1,31 NW 25 ST 6 E 2,280 2,34 NW 25 ST	Š		From	To	Lanes	LO.S.	PM PK	Year 2000	Year 2000	in Year 2000	Service Volume
NW 27 AV E 3,310 36 NW 36 ST 4 E 3,310 360 NW 47 AV 4 E 3,250 700 NW 42 AV 4 E 4,920 822 NW 21 ST 4 E 4,410 890 FLAGLER 6 E 6,200 425 NW 21 ST 6 E 6,310 2,891 NW 25 ST 6 E 2,170 1,941 PERIMFRAD 6 E 2,820 7.4 NW 35 ST 6 E 2,820 7.4 NW 25 ST 6 E 2,820 1,319 NW 25 ST 6 E 2,820 1,319 NW 25 ST 6 E 2,940 4,41 NW 25 ST 6 E 2,940 4,41 NW 25 ST 6 E 2,940 4,41 NW 27 AV 4 E 2,940 1,420 <t< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Bulld</th><th>No Bulld</th><th>Build vs. No Build</th><th>Bulld vs. No Bulld</th></t<>								Bulld	No Bulld	Build vs. No Build	Bulld vs. No Bulld
PELAGLER ST NW 97 AV 4 E 9.310 36 OKECECHOBEC RECHOBEC NW 45 ST 4 E 9.310 360 PERIMETER RD NW 72 AV 4 E 9.250 700 PERIMETER RD NW 97 AV 1 E 9.260 822 ROYAL POINCA CURTISS NW 42 ST 4 E 9.790 167 NW 37 AVE SR 836 NW 21 ST 4 E 9.790 167 NW 42 AVE FAGLER 6 E 6.200 425 NW 42 AVE FAGLER 6 E 9.410 2.891 NW 42 AVE NW 7 ST REMRR RD 6 E 2.170 148 NW 42 AVE NW 12 ST NW 25 ST 6 E 2.170 148 NW 72 AVE NW 12 ST NW 25 ST 6 E 2.940 49 NW 72 AVE NW 25 ST NW 25 ST 4 E 2.940 49 NW 72	SUR	ACE STREETS	(Continued)				77	H 2009 100000 30 5000			
OKEECHOBEE NW 34 ST NW 36 ST 4 E 3,310 360 PERIMETER RD NW 72 AV NW 14 ST 4 E 3,250 700 PERIMETER RD NW 57 AV NW 42 AV 4 E 3,790 157 NW 42 AVE SK 85 NW 42 AV 4 E 4,410 890 NW 42 AVE SW 85T FAGLER 6 E 6,200 425 NW 42 AVE NW 21 ST FAGLER NW 21 ST 6 E 6,310 204 NW 42 AVE NW 21 ST NW 21 ST 6 E 6,310 2,45 NW 42 AVE NW 21 ST NW 21 ST 4 E 2,410 8,94 NW 42 AVE NW 21 ST NW 22 ST 6 E 2,410 4,41 NW 72 AVE NW 25 ST 6 E 2,410 3,94 NW 72 AVE NW 25 ST NW 25 ST 6 E 2,410 1,41 NW 72 AVE NW 25 AY	53	FLAGLER ST	NW 37 AV	NW 27 AV	4	ш	3,310	96	31	w	0.15%
PERIMETER RD NW 72 AV NW 57 AV NW 57 AV NW 57 AV NW 92 AV PERIMETER RD NW 57 AV NW 41 ST 4 E 4,920 R22 ROYAL POINCA CLRTISS NW 42 AY 4 E 4,410 990 NW 42 AVE FLAGLER 6 E 6,200 425 NW 42 AVE NW 21 ST NW 21 ST 6 E 6,200 425 NW 42 AVE NW 21 ST NW 21 ST 6 E 6,200 425 NW 42 AVE NW 21 ST 4 E 2,170 148 NW 42 AVE NW 21 ST NW 25 ST NW 25 ST 6 E 2,170 148 NW 72 AVE NW 25 ST 140 NW 72 AV NW 42 AV 4 E 2,940 54 NW 72 AV NW 42 AV 4 E 2,940 49	8	OKEECHOBEE	NW 54 ST	NW 36 ST	4	ш	3,310	360	288	72	2.18%
PERIMETER RD NW 57 AV NW 14 ST 4 E 4,920 822 RW 21 ST NW 22 AV E 3,790 157 NW 23 AM SM 836 NW 21 ST 4 E 4,410 890 NW 42 AVE SM 85 T FLAGLER 6 E 6,200 425 NW 42 AVE FLAGLER NW 21 ST 6 E 6,200 425 NW 42 AVE NW 21 ST NW 21 ST NW 21 ST NW 21 ST 1,941 148 NW 42 AVE NW 75 T PERIMARAD 6 E 2,170 1,941 NW 72 AVE NW 75 T PERIMARAD 6 E 2,170 1,481 NW 72 AVE NW 75 T NW 25 ST 6 E 2,170 1,447 NW 72 AVE NW 25 ST 6 E 2,170 1,447 NW 72 AVE NW 25 AV 4 E 2,200 1,447 NW 72 AV NW 25 AV 4 E 2,200 1,447 <td>3</td> <td>PERIMETER RD</td> <td>NW 72 AV</td> <td>NW 57 AV</td> <td>4</td> <td>ш</td> <td>3,250</td> <td>700</td> <td>295</td> <td>133</td> <td>4.09%</td>	3	PERIMETER RD	NW 72 AV	NW 57 AV	4	ш	3,250	700	295	133	4.09%
ROYAL POINCA CURTISS NW 42 AV E 3,790 157 NW 23 AVE SR 836 NW 21 ST 4 E 4,410 890 NW 42 AVE SW 8 ST FAGLER 6 E 6,200 425 NW 42 AVE NW 75T NW 75T NW 21 ST 6 E 6,310 2,891 NW 42 AVE NW 21 ST RM 85 ST 6 E 2,170 1,941 NW 72 AVE NW 72 ST RM 12 ST A E 2,170 1,941 NW 72 AVE NW 72 ST NW 25 ST A E 2,170 1,941 NW 72 AVE NW 72 AV NW 25 ST NW 25 ST A E 4,730 1,319 NW 72 AVE NW 72 AV NW 25 ST NW 25 ST A E 2,800 447 NW 72 AVE NW 72 AV NW 24 AV A E 2,800 1,410 NW 72 AV NW 72 AV NW 24 AV A E 2,800 1,410	35	PERIMETER RD	NW S7 AV	NW 14 ST	-	ш	4,920	822	989	136	2.76%
NW 22 AVE SR 836 NW 21 ST 4 10 890 NW 42 AVE SW 8 ST FLAGLER 6 E 6,200 425 NW 42 AVE FLAGLER NW 75 T NW 21 ST NW 21 ST 8 6 E 6,310 504 NW 42 AVE NW 75 T NW 75 T PEHMIR RD 6 E 2,170 1,48 NW 72 AVE NW 72 ST NW 12 ST 6 E 2,170 1,48 NW 72 AVE NW 12 ST NW 25 ST 6 E 2,170 1,48 NW 72 AVE NW 25 ST 6 E 2,170 1,48 NW 72 AVE NW 25 ST 6 E 2,170 1,41 NW 72 AVE NW 25 ST 6 E 2,280 37 NW 75 AV NW 42 AV 4 E 2,940 44 NW 25 ST NW 87 AVE 4 E 2,940 48 NW 25 ST NW 87 AVE 4 E 2,540 1,641	33	ROYAL POINC'A	CURTISS	NW 42 AV	٧	ш	3,790	157	140	17	0.45%
NW 42 AVE SW 8 ST FLAGLER 6 E 6,200 425 NW 42 AVE FLAGLER NW 75T 6 E 6,310 504 NW 42 AVE NW 21 ST NW 21 ST NW 21 ST NW 21 ST 1,341 NW 72 AVE NW 12 ST PERIMPR PD 6 E 2,170 1,44 NW 72 AVE NW 12 ST NW 25 ST 6 E 2,820 1,319 NW 72 AVE NW 25 ST NW 25 ST 6 E 2,820 1,319 NW 72 AVE NW 25 ST NW 25 ST 6 E 2,820 37 NW 72 AVE NW 25 ST NW 25 ST 6 E 2,980 49 NW 72 AVE NW 57 AVE 4 E 2,980 49 NW 72 AVE 4 E 2,980 49 NW 72 AVE 4 E 2,980 49 NW 72 AVE 4 E 2,980 1,430 NW 72 AVE 4 E	8	NW 37 AVE	SR 836	NW 21 ST	4	ш	4,410	066	845	145	3.29%
NW 42 AVE FLAGIER NW 75T NW 21ST 6 E 6,310 504 NW 42 AVE NW 21 ST NW 21 ST NW 21 ST NW 25 ST 8 E 6,410 2,891 NW 42 AVE NW 25 ST NW 25 ST REMINFRHO 6 E 2,170 148 NW 72 AVE NW 12 ST NW 25 ST NW 25 ST 6 E 2,820 74 NW 72 AVE NW 25 ST NW 25 ST NW 25 ST NW 25 ST 8 4,730 1,319 NW 72 AVE NW 25 ST NW 25 ST NW 25 ST 8 E 2,800 237 NW 72 AVE NW 42 AVE 4 E 2,940 49 NW 72 AVE MW 27 AVE 4 E 2,940 49 NW 72 AVE MW 42 AVE 4 E 2,940 49 NW 72 AVE MW 42 AVE 4 E 2,940 1,430 NW 72 AVE MW 42 AVE 4 E 2,940 1,430	38	NW 42 AVE	SW 8 ST	FLAGLER	ø	ш	6,200	425	361	3	1.03%
NW 42 AVE NW 21 ST NW 22 AVE 1,941 NW 52 AVE NW 51 ST PERIMRRAD 6 E 2,170 1,941 NW 52 AVE NW 12 ST 4 E 2,170 1,941 NW 72 AVE NW 12 ST 4 E 2,920 74 NW 72 AVE NW 25 ST 6 E 4,150 447 NW 72 AVE NW 25 ST 6 E 5,670 237 NW 72 AVE NW 25 AVE 4 E 2,980 49 NW 75 AVE NW 25 AVE 4 E 2,990 49 NW 75 AVE NW 25 AVE 4 E 2,990 49 NW 75 AVE NW 25 AVE 4 E 2,990 49 NW 75 AVE 4 E 2,990 49 NW 75 AVE 4 E 2,990 1,490 NW 75 AVE 4 E 2,510 </td <td>36</td> <td>NW 42 AVE</td> <td>FLAGLER</td> <td>NW 7 ST</td> <td>9</td> <td>ш</td> <td>6,310</td> <td>504</td> <td>429</td> <td>75</td> <td>1.19%</td>	36	NW 42 AVE	FLAGLER	NW 7 ST	9	ш	6,310	504	429	75	1.19%
NW 25 AVE NW 21 ST PERIMPR RD 6 E 1,0000 1,941 NW 57 AVE NW 7 ST PERIMPR RD 6 E 2,170 148 NW 72 AVE PLAGLER NW 12 ST 4 E 2,820 74 NW 72 AVE NW 12 ST NW 25 ST 6 E 4,730 1,319 NW 72 AVE NW 25 ST NW 25 ST 6 E 2,860 447 NW 72 AVE NW 35 AV 4 E 2,860 48 NW 75 ST NW 42 AV 4 E 2,940 49 NW 75 ST NW 42 AV 4 E 2,940 49 NW 75 ST NW 42 AV 4 E 2,940 49 NW 75 ST NW 42 AV 4 E 2,940 4,126 NW 25 ST NW 42 AV 4 E 2,940 1,126 NW 25 ST NW 87 AV 4 E 2,940 1,420 NW 25 ST NW 87 AV	31	NW 42 AVE	NW 7 ST	NW 21 ST	9	ш	8,410	2,891	2,509	382	4.54%
NW 57 AVE NW 75 T PERIMTR RD 6 E 2.170 148 NW 72 AVE FLAGLER NW 12 ST 4 E 2.820 74 NW 72 AVE NW 25 ST NW 25 ST 6 E 4,730 1,319 NW 72 AVE NW 25 ST NW 35 ST 6 E 4,730 1,319 NW 72 AVE NW 35 ST 6 E 5,670 237 NW 72 ST NW 35 AV 4 E 2,280 33 NW 75 ST NW 42 AV 4 E 2,940 49 NW 75 ST NW 42 AV 4 E 2,940 49 NW 75 ST NW 42 AV 4 E 2,940 54 NW 75 ST NW 42 AV 4 E 4,020 1,430 NW 25 ST NW 42 AV 4 E 1,620 1,430 NW 25 ST NW 42 AV 4 E 1,620 1,430 NW 35 ST NW 42 AV 4 E<	38	NW 42 AVE	NW 21 ST	NW 36 ST	•	w	10,000	1,941	1,479	462	4.62%
NW 72 AVE FLAGLER NW 12 ST 4 E 2820 74 NW 72 AVE NW 12 ST 6 E 4/70 1,319 NW 72 AVE NW 25 ST 6 E 4,70 1,319 NW 72 AVE NW 26 ST 6 E 5,670 237 NW 72 AVE NW 27 AV 4 E 2,980 49 NW 75 T NW 42 AV 4 E 2,980 49 NW 75 T NW 42 AV 4 E 2,940 54 NW 12 ST NW 42 AV 4 E 2,940 54 NW 12 ST NW 42 AV 4 E 4,020 1,125 NW 25 ST NW 42 AV 4 E 4,020 1,125 NW 25 ST NW 87 AV 4 E 2,510 2,254 NW 25 ST NW 87 AV 4 E 2,510 1,400 NW 25 ST NW 87 AV 4 E 2,510 2,254	39	NW 57 AVE	NW 7 ST	PERIM'R RD	ω	ш	2,170	148	110	38	1.75%
NWYZAVE NW 25 ST 1,319 NWYZAVE NW 26 ST NW 36 ST 6 E 4,150 447 NW 72 AVE NW 36 ST NW 57 AV 4 E 2,280 237 NW 7 ST NW 42 AV NW 42 AV 4 E 2,940 49 NW 12 ST NW 42 AV NW 37 AV 4 E 2,940 54 NW 12 ST NW 42 AV 4 E 2,940 54 NW 12 ST NW 42 AV 4 E 1,020 1,001 NW 12 ST NW 42 AV 4 E 1,820 1,125 NW 25 ST NW 42 AV 4 E 2,510 1,001 NW 25 ST NW 67 AV 6 E 2,510 1,001 NW 36 ST NW 37 AV 6 E 2,510 1,941 NW 36 ST NW 57 AV 6 E 2,500 3,322 NW 36 ST NW 57	9	NW 72 AVE	FLAGLER	NW 12 ST	4	ш	2,820	74	09	4	0.50%
NW72AVE NW25ST NW36ST 6 E 4.150 447 NW72AVE NW36ST 6 E 5.670 237 NW72AVE NW36ST 6 E 2.280 33 NW7ST NW42AV NW 42 AV 4 E 2.980 49 NW12ST NW 2AV NW 2AV 4 E 2.940 54 NW 12ST NW 4AZAV 4 E 4,020 1,150 NW 2SST NW 4AZAV 4 E 1,820 1,490 NW 2SST NW 4AZAV 4 E 2,510 2,254 NW 3SST SR 826 NW 72AVE 6 E 8,340 1,841 NW 3GST NW 37AV NW 57AV 6 E 6,20<	4	NW 72 AVE	NW 12 ST	NW 25 ST	9	ш	4,730	1,319	947	372	7.86%
NW72 AVE NW 36 ST NW 58 ST 6 E 5,670 237 NW7 ST NW 57 AV NW 57 AV 4 E 2,280 33 NW7 ST NW 57 AV NW 42 AV 4 E 2,940 49 NW 7 ST NW 42 AV MILAM DAIRY 4 E 2,940 54 NW 12 ST NW 42 AV 4 E 2,940 150 NW 12 ST NW 42 AV 4 E 4,020 1,125 NW 25 ST NW 42 AV 4 E 1,820 1,125 NW 25 ST NW 67 AV 4 E 2,510 2,254 NW 36 ST NW 67 AV 6 E 2,510 2,254 NW 36 ST NW 67 AV 6 E 2,510 2,254 NW 36 ST NW 67 AV 6 E 2,510 2,254 NW 36 ST NW 67 AV 6 E 2,510 2,254 NW 36 ST NW 57 AV 6 E </td <td>45</td> <td>NW 72 AVE</td> <td>NW 25 ST</td> <td>NW 36 ST</td> <td>ø</td> <td>ш</td> <td>4,150</td> <td>447</td> <td>323</td> <td>124</td> <td>2.99%</td>	45	NW 72 AVE	NW 25 ST	NW 36 ST	ø	ш	4,150	447	323	124	2.99%
NWY ST NW 72 AV NW 57 AV 4 E 2.280 33 NWY ST NW 42 AV NW 42 AV 4 E 2.940 49 NW 12 ST NW 42 AV MILAM DAIRY 4 D 2.650 150 NW 12 ST NW 62 AV MILAM DAIRY 4 D 2.650 1,125 NW 25 ST NW 42 AV 4 E 4,020 1,125 NW 25 ST NW 42 AV 4 E 1,620 1,125 NW 25 ST NW 67 AV 5 E 2,510 2,254 NW 36 ST NW 72 AVE 6 E 9,340 1,641 NW 36 ST NW 72 AVE 6 E 6,500 3,222 NW 36 ST NW 57 AV 6 E 6,500 3,232 NW 36 ST NW 37 AV 8 E 9,340 1,641 NW 36 ST NW 37 AV 8 E 6,500 3,335 NW 36 ST NW 37 AV 4	43	NW 72 AVE	NW 36 ST	NW 58 ST	9	ш	5,670	237	180	57	1.01%
NW 7 ST NW 57 AV NW 42 AV NW 42 AV NW 42 AV NW 42 AV AM 42 AV	44	NW 7 ST	NW 72 AV	NW 57 AV	4	ш	2,280	8	26	Ž	0.31%
NWY 1 ST NW 42 AV NW 37 AV 4 E 2.940 54 NW 12 ST NW 82 AV MILAM DAIRY 4 E 4,020 1,125 NW 12 ST MILAM DAIRY NW 72 AV 4 E 4,020 1,125 NW 21 ST NW 37 AV SR 826 4 D 3,320 1,490 NW 25 ST NW 87 AV SR 826 6 SUMA 6,500 3,47 NW 36 ST NW 72 AVE 6 E 9,340 1,041 NW 36 ST NW 57 AV 6 E 9,340 1,041 NW 36 ST NW 57 AV 6 E 9,340 1,041 NW 36 ST NW 57 AV 6 E 9,340 1,041 NW 36 ST NW 57 AV 6 E 9,340 1,041 NW 37 AV NW 37 AV 4 E 9,340 3,232 NW 37 AV NW 37 AV 4 E 2,620 3,395 NW 37 AV NW 57	45	NW 7 ST	NW 57 AV	NW 42 AV	•	ш	2,980	49	43	9	0.20%
NW 12 ST NW 82 AV MILAM DAIRY 4 D 2.650 150 NW 12 ST MILAM DAIRY NW 72 AV 4 E 4,020 1,125 NW 21 ST NW 37 AV NW 42 AV 4 E 1,820 1,490 NW 25 ST NW 37 AV SR 826 4 D 3,320 1,001 NW 36 ST NW 67 AV SR 826 6 SUMA 6,500 347 NW 36 ST NW 72 AV 6 E 9,340 1,841 NW 36 ST NW 57 AV 6 E 6,520 3,232 NW 36 ST NW 57 AV 6 E 6,520 3,232 NW 36 ST NW 57 AV 8 E 6,520 3,232 NW 37 AV NW 37 AV 4 E 2,620 3,335 NW 37 AV NW 37 AV 4 E 2,20 3,335 NW 37 AV NW 37 AV 4 E 4,020 4,020 140	46	NW 7 ST	NW 42 AV	NW 37 AV	4	ш	2,940	3	45	o,	0.31%
NW 12 ST MILAM DAMPY NW 72 AV 4 E 4,020 1,125 NW 21 ST NW 42 AV 4 E 1,920 1,490 NW 25 ST NW 67 AV SR 826 4 D 3,320 1,001 NW 25 ST NW 67 AV SR 826 6 SUMA 6,500 347 NW 36 ST NW 72 AV 6 E 6,500 3,40 1,841 NW 36 ST NW 72 AV 6 E 6,620 3,232 NW 36 ST NW 57 AV 6 E,20 7,620 3,335 NW 36 ST NW 37 AV 4 E,20 3,600 2,82 NW 37 AV NW 27 AV 4 E,20 4,020 140	47	NW 12 ST	NW 82 AV	MILAM DAIRY	•	٥	2,650	150	107	63	1.62%
NW 21 ST NW 37 AV NW 42 AV 4 E 1,820 1,490 NW 25 ST NW 67 AV SR 826 4 D 3,320 1,001 NW 25 ST SR 826 NW 72 AVE 4 E 2,510 2,254 NW 36 ST NW 67 AVE 6 E 9,340 1,641 NW 36 ST NW 72 AVE 6 E 6,620 3,232 NW 36 ST NW 57 AV 6 E+20 7,620 3,232 NW 37 AV NW 37 AV 4 E+20 3,600 262 NW 37 AV NW 27 AV 4 E+20 4,220 282 NW 36 ST NW 37 AV 4 E+20 4,020 140	48	NW 12 ST	MILAM DAIRY	NW 72 AV	•	ш	4,020	1,125	908	319	7.94%
NW 25 ST NW 67 AV SR 826 4 D 3,320 1,001 NW 25 ST SR 826 NW 72 AVE 4 E 2,510 2,254 NW 36 ST NW 72 AVE 6 E 9,340 1,641 NW 36 ST NW 72 AVE 6 E 6,620 3,722 NW 36 ST NW 57 AV 6 E 6,620 3,232 NW 36 ST NW 37 AV 4 E+20 3,600 262 NW 37 AV NW 27 AV 4 E+20 4,220 282 NW 36 ST NW 37 AV 4 E+20 4,020 140	6	NW 21 ST	NW 37 AV	NW 42 AV	*	ш	1,820	1,490	1,320	170	9.34%
NW 25 ST SR 826 NW 72 AVE 4 E 2,510 2,254 NW 36 ST NW 87 AVE SR 826 6 SUMA 6,500 347 NW 36 ST NW 72 AVE 6 E 9,340 1,641 NW 36 ST NW 57 AV NW 67 AV 6 E 6,620 3,232 NW 36 ST NW 57 AV SRIV DR 6 E+20 7,620 3,395 NW 37 AV NW 27 AV 4 E+20 3,500 282 NW 37 AV NW 27 AV 4 E+20 4,020 140	20	NW 25 ST	NW 87 AV	SR 826	•	٥	3,320	1,00,1	711	290	8.73%
NW 36 ST NW 67 AVE SF 826 6 SUMA 6,500 347 NW 36 ST SR 826 NW 72 AVE 6 E 9,340 1,841 NW 36 ST NW 72 AV NW 67 AV 6 E + 20 7,620 3,232 NW 36 ST NW 37 AV 4 E + 20 7,620 3,395 NW 36 ST SRIV DR NW 37 AV 4 E + 20 4,220 282 NW 37 AV NW 27 AV 4 E + 20 4,020 140	5	NW 25 ST	SR 826	NW 72 AVE	•	ш	2,510	2,254	1,561	693	27.61%
NW 36 ST SR 826 NW 72 AVE 6 E 9,340 1,841 NW 36 ST NW 37 AV NW 67 AV 6 E 6,620 3,232 NW 36 ST NW 57 AV SRIV DR 6 E+20 7,620 3,395 NW 36 ST SRIV DR NW 37 AV 4 E+20 3,600 282 NW 37 AV NW 27 AV 4 E+20 4,020 140	25	NW 36 ST	NW 87 AVE	SR 826	9	SUMA	6,500	347	237	110	1.69%
NW 36 ST NW 72 AV NW 57 AV 6 E 6.620 3,232 NW 36 ST NW 37 AV 4 E+20 7,620 3,395 NW 36 ST SRIV DR NW 37 AV 4 E+20 3,600 282 NW 35 AV NW 27 AV 4 E+20 4,220 282 NW 36 ST NW 27 AV NW 17 AV 4 E+20 4,020 140	83	NW 36 ST	SR 826	NW 72 AVE	ø	ш	9,340	1,841	1,171	670	7.17%
NW 36 ST NW 57 AV SRIV DR 6 E+20 7,620 3,395 NW 36 ST SRIV DR NW 37 AV 4 E+20 3,600 262 NW 36 ST NW 37 AV 4 E+20 4,220 282 NW 35 AV NW 17 AV 4 E+20 4,020 140	Z	NW 36 ST	NW 72 AV	NW 57 AV	9	ш	6,620	3,232	2,104	1128	17.04%
NW 36 ST SRIV DR NW 37 AV 4 E+20 3,600 282 NW 36 ST NW 37 AV 4 E+20 4,220 282 NW 36 ST NW 27 AV NW 17 AV 4 E+20 4,020 140	55	NW 36 ST	NW 57 AV	S RIV DR	9	E+20	7,620	3,395	2,210	1185	15.55%
NW 36 ST NW 37 AV A E+20 4,220 282 NW 36 ST NW 27 AV NW 17 AV 4 E+20 4,020 140	99	NW 36 ST	S RIV DR	NW 37 AV	4	E+20	3,600	282	122	19	1.69%
NW 36 ST NW 27 AV NW 17 AV 4 E+20 4,020 140	24	TS 96 WN	NW 37 AV	NW 27 AV	•	E+20	4,220	282	221	5	1.45%
	88	NW 36 ST	NW 27 AV	NW 17 AV	٠	E+20	4,020	140	111	29	0.72%

[·] One-Way PM Peak Hour Peak Direction Volume on Freeways, Two-Way PM Peak Hour Period Volume on Surface Streets



Master Development Plan

Development of Regional Impact • MIA Terminal and Airfield Expansion Program

Miami International Airport, Dade County, Florida

- Airport Development Areas

MAP H Plan CHAIN