

**REVISED
RECOMMENDATIONS**

**APRIL 2007 CYCLE
APPLICATIONS TO AMEND THE
COMPREHENSIVE DEVELOPMENT
MASTER PLAN**

FOR MIAMI-DADE COUNTY, FLORIDA

Volume 2 of 2
(Application No. 14)

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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 (Parcel A) for "Open land" and 10 acres (Parcel B) 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.
2. 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

Section B:

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

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

Amendment Type: Standard

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 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 General Aviation Airport)
TRANSMIT WITH CHANGE
Part 3 ADOPT WITH CHANGE AND TRANSMIT
(September 19, 2007)**

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

**TRANSMIT WITHOUT RECOMMENDATION
(October 15, 2007)**

Board of County Commissioners:

**TRANSMIT WITH RECOMMENDATION TO ADOPT
(November 27, 2007)**

Revised Staff Recommendations

Part 1- Adopt as Transmitted to DCA (March 24, 2008)

Part 2- Adopt as Transmitted with Additional Changes (March 24, 2008)

Part 3- Adopt as Transmitted to DCA (March 24, 2008)

Final Recommendation of PAB acting as Local Planning Agency:

TO BE DETERMINED (March 31, 2008)

Final Action of Board of County Commissioners:

TO BE DETERMINED (April 24, 2008)

REVISED RECOMMENDATIONS

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

Staff recommends: **Adopt** as transmitted to DCA Part 1 of the amendment which was to change the land use designation for Opa-locka West Airport from “Terminals” to “Open Land” on the Land Use Plan Map. 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.” This change reflects the recommendation of the Department in the Initial Recommendations Report, which is still valid.

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

Staff recommends: **Adopt as Transmitted with Additional Changes** Part 2 of the amendment. Recommended revisions to the text and map series in the Aviation Subelement as transmitted to DCA primarily include providing a policy to provide for coordination between the Aviation Department and the City of Opa-locka, identifying the city limits on the Airport Layout map and Land Use Master Plan for Opa-locka Executive Airport, placing a provision in the legends of the Land Use Master Plans for Kendall - Tamiami Executive and Homestead General Airports that no non-aviation development is contemplated prior to 2015 in areas designated as “Reserved Future Aviation Use.

The revised Land Use Master Plans for both Kendall-Tamiami and Miami International Airports have new areas designated for commercial/industrial uses under the non-aviation category. For Kendall-Tamiami Executive Airport, these commercial/industrial areas are located at the entrance to the airport on the northwest and northeast corners of SW 128 Street and SW 137 Avenue. A total of 355,000 square feet of commercial building space is proposed for this intersection.

For Miami International Airport, seven parcels are proposed for commercial/industrial uses. Parcel 1A, which is proposed for a 600-room hotel, is located on the north side of

the airport entrance and is bounded on the east by the Airport Expressway/LeJeune Road and on the south by NW 21 Street. Parcel 1B, which is proposed for an 185,000 sq. ft. gas station/service station and a convenience market, is located on the south side of the airport entrance. Parcel 1C, which is proposed for a 400-room hotel, is located east of the 'main' parking garage. Parcel 1D, which is proposed for a 50-room hotel is a part of the main terminal building. Parcel 3, which is proposed for 278,000 square feet of general light industrial use, is bounded by Perimeter Road and the Florida East Coast railroad tracks on the north, NW 12 Street on the south, and Milam Dairy Road/Airport Extension on the west. Parcel 4, which is proposed for 422,000 square feet of general light industrial, is bounded by NW 14 Street on the south, Milam Dairy Road on the east and State Road 826 Extension on the west. Parcel 5, which is proposed for 41,000 square feet of general light industrial, is bounded by NW 41 Street on the north, NW 36 Street/Doral Boulevard on the south, and NW 72 Avenue on the west.

Regarding the revisions to the Land Use Master Plans for both Kendall-Tamiami and Miami International Airports, the DP&Z reviewed the impacts of the proposed commercial/industrial uses. Additional information is needed on fire and rescue services and traffic concerns need to be addressed. The Department of Planning and Zoning has concerns regarding the assumptions used in the traffic analysis for each airport and therefore the results provided by these studies. Between the Planning Advisory Board hearing and the Board of County Commissioners hearing, the Department of Planning and Zoning will work with the Aviation Department to resolve these issues.

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

Staff recommends: **Adopt** as transmitted to DCA Part 3 of the amendment. The transmitted Part 3 included revisions recommended by DP&Z in the Initial Recommendations Report to the proposed text of the Transportation Section of the Land Use Element of the CDMP that included 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 addressed terminal concourses at Miami International Airport. The reasons given in the Initial Recommendations are still valid.

Text and Map Series Amendments:

The changes below to the text and map series in the Aviation Subelement (Part 2) and the text in the Land Use Element (Part 3) are those that were transmitted to DCA plus additional changes to the Aviation Subelement. The additional changes to the Aviation Subelement include a new policy, Policy AV-7F, and revisions to the Airport Layout map for Opa-locka Executive Airport and the Land Use Master Plans for Miami International, Kendall -Tamiami Executive, Opa-locka Executive and Homestead General Airports. Both the Aviation Department and the Planning and Zoning Department recommended changes to the text in the Initial Recommendations Report, which are combined below.

Part 2: Revisions to the Aviation Subelement of the Transportation Element

Revise the Introduction Section on page II-42 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.¹

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

In general, the Miami-Dade County Aviation System ~~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 as reliever airports, 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.

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

¹ Underlined words and ~~strickthrough~~ words were proposed additions or deletions to the CDMP language as of the November 27, 2007 Board of County Commissioners transmittal hearing. Double underlined words or double ~~strickthrough~~ words are recommended additions or deletions to the proposed CDMP language subsequent to the November 27, 2007 Board of County Commissioners transmittal hearing. All other words exist in the Plan and will remain unchanged.

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 Operations	Forecast Attainment Date	
	Most Optimistic	Most Likely
750,000	2007 2012	2010 >2025
875,000	2014 2026	2028 >2025
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 Improvements Elements of the Miami-Dade County 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-Loeka <u>Opa-Loeka</u> <u>Executive (OPF)</u>	MIA general aviation reliever and <u>international corporate and business</u> aviation jet center (Transport Airport)
Kendall-Tamiami <u>Executive (TMB)</u>	MIA general aviation reliever and <u>international corporate and business</u> aviation jet center (Transport Airport)
Homestead General Aviation <u>(X51)</u>	General aviation, <u>corporate and business</u> aviation, flight training, sport and recreation (<u>General</u> 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 Transition	Flight Training (Training and transport)
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 aviation facilities, 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 the provisions of the Airport Zoning and Land Use Compatibility Ordinances; 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 ~~F~~federal and ~~S~~state 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~~

Add new Policy AV-7F on page II-49 as follows:

AV-7F. The Miami-Dade County Aviation Department shall ensure, through coordination with the City of Opa-locka, that any concerns regarding the development and redevelopment of the Opa-locka Executive Airport and/or development and redevelopment of land in its vicinity are addressed on a timely basis to ensure compatibility of land use and zoning with the functions of the airport.²

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

² ~~Underlined~~ words and ~~strikethrough~~ words were proposed additions or deletions to the CDMP language as of the November 27, 2007 Board of County Commissioners transmittal hearing. Double underlined words or double ~~strikethrough~~ words are recommended additions or deletions to the proposed CDMP language subsequent to the November 27, 2007 Board of County Commissioners transmittal hearing. All other words exist in the Plan and will remain unchanged.

- Kendall-Tamiami Executive Airport
- Homestead General Aviation Airport
- ~~Opa-locka West Airport~~
- Miami-Dade Collier/Training and Transition Airport

The location and layout of these future facilities, including ~~clear~~ runway protection 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 lands 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 ~~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~~ 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~~ 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.

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~~ except for Homestead General),
- office buildings (~~except in terminal concourses~~ except for Homestead General),
- lodgings and office buildings at Miami International Airport (except in terminal concourses),
- 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 (~~except for Homestead General~~).

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 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

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 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		
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
MIA Concourse F Other Code Issues	Deficiency	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
Regulatory Agency Mandated Projects		
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 Enclosures	Deficiency	Near Term
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 Removal Program	Deficiency	Near Term
Airfield Projects		
Runway Resurfacing-8R/26L	Deficiency	Near Term
MIA Airfield Improvements for Airbus 380	Deficiency	Long Term
MIA Runways 9 and 27 High Speed Exit	Growth	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	Deficiency	Near Term

and Drainage		
MIA Tract One Drainage, Grading & Pavement Improvements	Deficiency	Near Term
MIA Building 845 Finish-out, Chiller Plant and Parking Garage	Deficiency	Long Term
Fuel Storage Facility Intrusion Detection	Deficiency	Long Term
Visual Paging System	Deficiency	Long Term
MIA Terminal Wide Employee Restroom Remodeling & Renovation	Growth	Long Term
MIA Telecommunication Network Expansion	Growth	Near Term
E-Satellite Connectivity	Deficiency	Long Term
MIA Central Terminal Short-Term Improvements	Deficiency	Near Term
MIA Waste Compactor	Deficiency	Near Term
More Efficient Operations for all Terminal Gates	Growth	Long Term
MIA Central Terminal Long-Term Improvements	Growth	Long Term
MIA Terminal Second Floor Carpeting	Deficiency	Near Term
MIA Terminal Seating & Misc. Furniture	Deficiency	Near Term
Information Counters	Deficiency	Near Term
Central Boulevard Roadway Improvements	Deficiency	Long Term
Central Base Public-Private Partnership development	Growth	Long Term
Northeast Base Public-Private Partnership development	Growth	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		
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.

Requested Map Series Amendments to the Aviation Subelement of the Transportation Element:

Figure 1, "Major County Aviation Facilities 2004 Map." Replace existing Figure 1 with new Figure 1.

Figure 2, "Minor Aviation Facilities 2004 Map." Replace existing Figure 2 with new Figure 2.

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

Figure 4, "Opa-Locka Airport 2015-2025". Replace existing Figure 4 with new Figure 4', as revised by MDAD and submitted to DP&Z on March 4, 2008

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

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

Figure 7, "Opa-Locka West Airport 2015-2025". Delete Figure 7.

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

Add new Figure 8, Opa-locka Executive Airport Land Use Master Plan, as revised by MDAD and submitted to DP&Z on March 4, 2008.

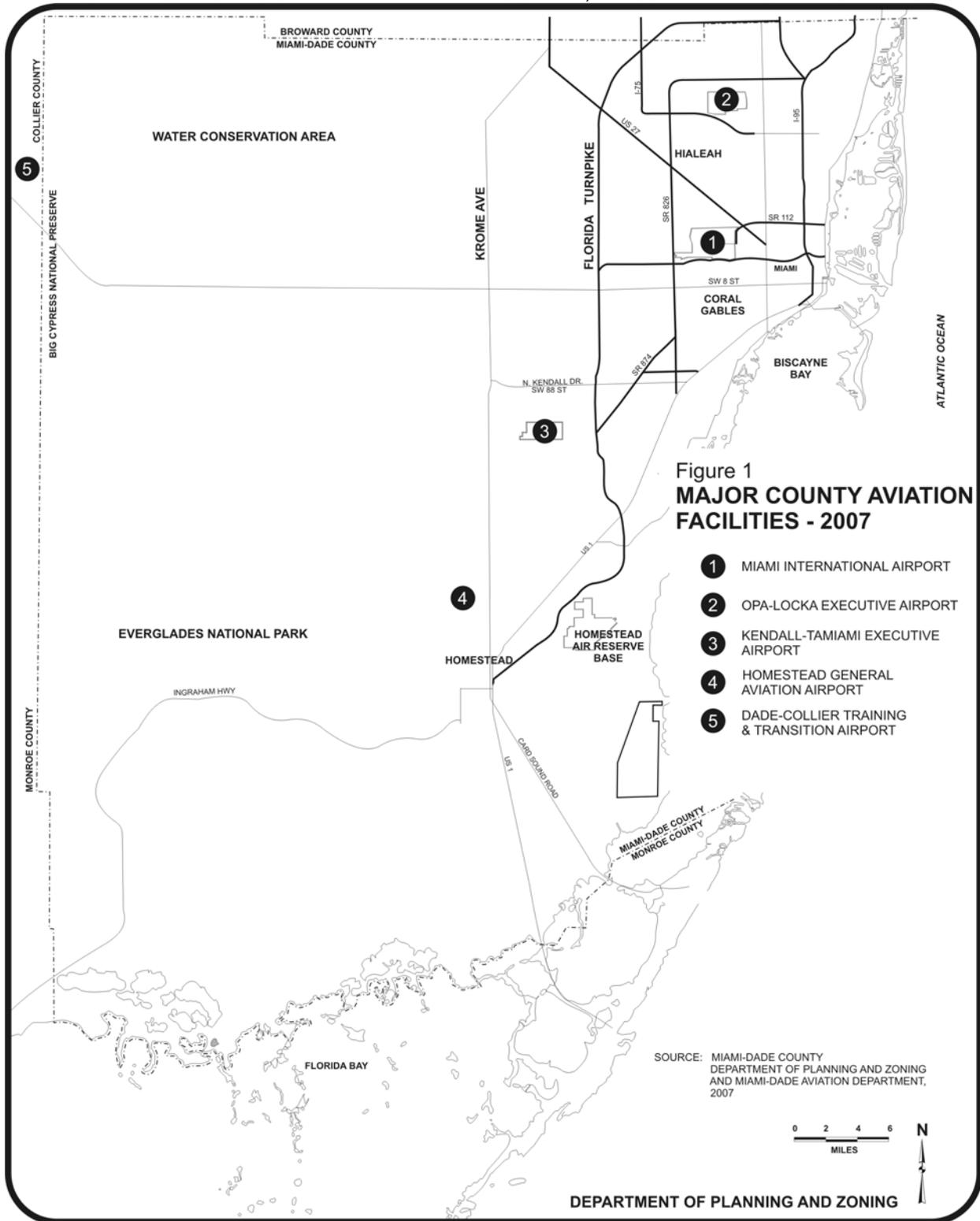
Add new Figure 9, Kendall-Tamiami Executive Airport Land Use Master Plan, as revised by MDAD and submitted to DP&Z on March 12, 2008.

Add new Figure 10, Homestead General Aviation Airport Land Use Master Plan, as revised by MDAD and submitted to DP&Z on March 12, 2008.

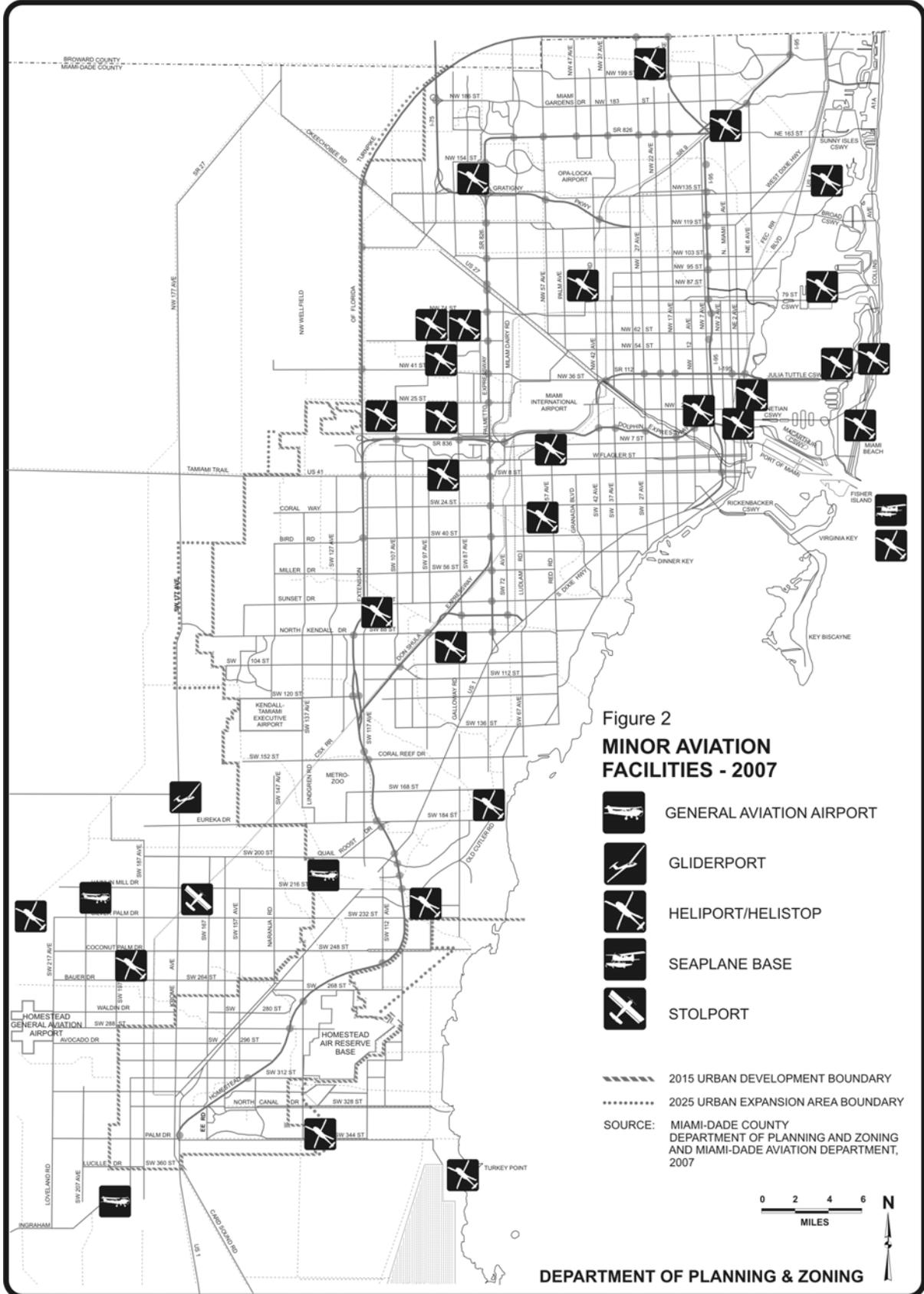
Add new Figure 11, Miami International Airport Land Use Master Plan, as revised by MDAD and submitted to DP&Z on March 12, 2008.

The amended maps are shown on the following pages.

REPLACE EXISTING FIGURE 1 WITH NEW FIGURE 1, MAJOR AVIATION FACILITIES-2007

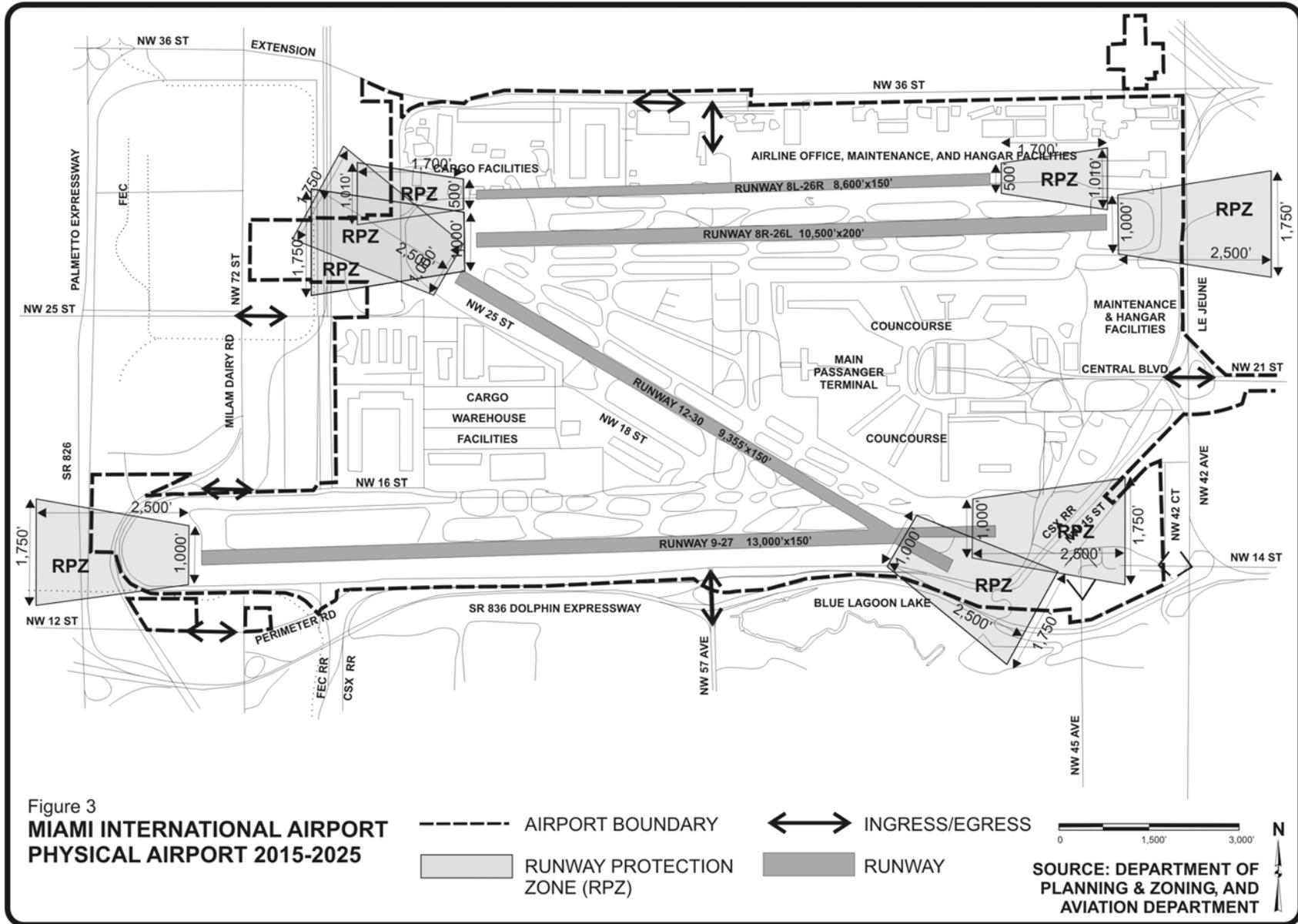


REPLACE EXISTING FIGURE 2 WITH NEW FIGURE 2, MINOR AVIATION FACILITIES-2007

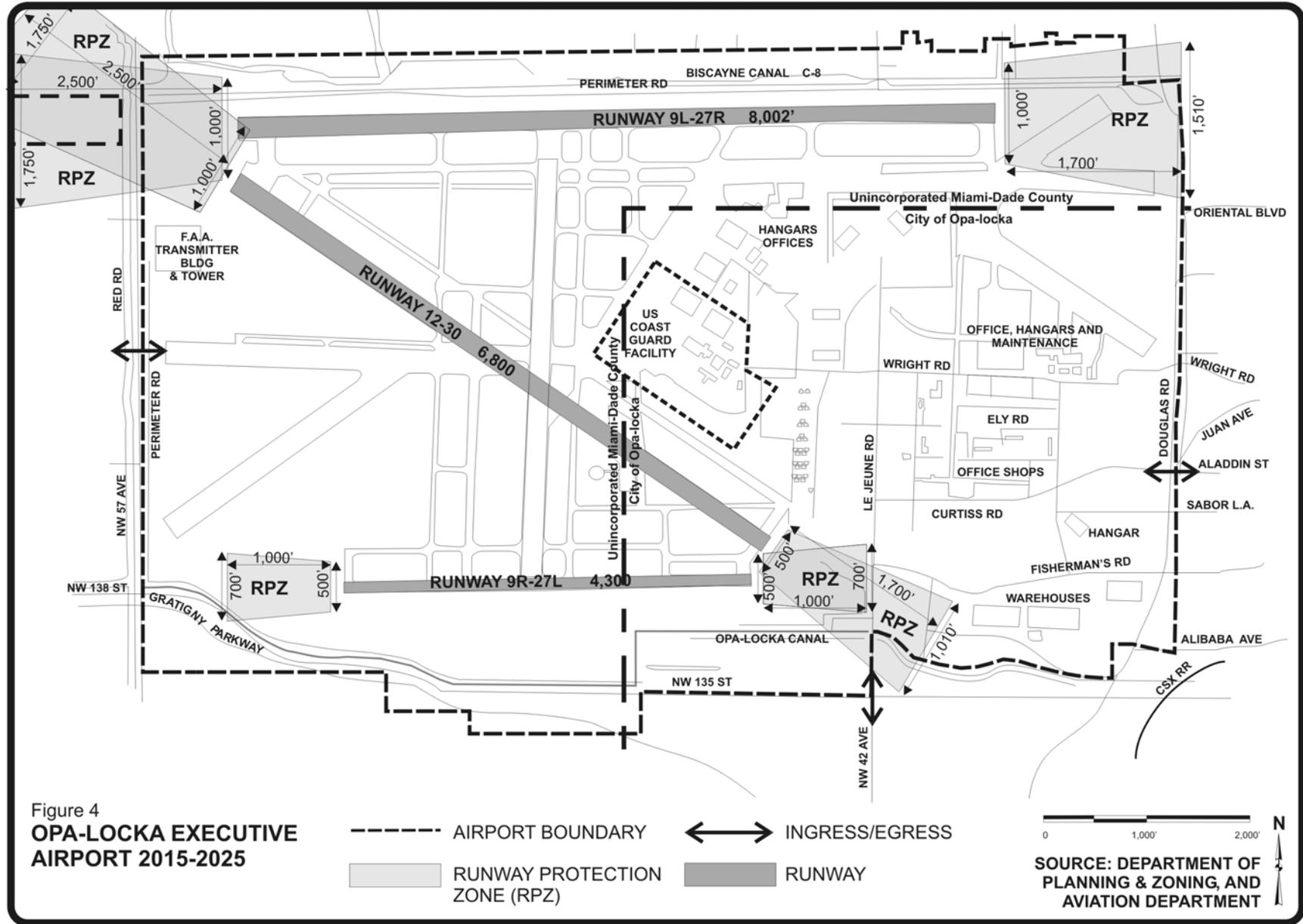


\\S0430003\MetroPlan2\2007 06 April Applications\Minor County Aviation Facilities 2007.cdr

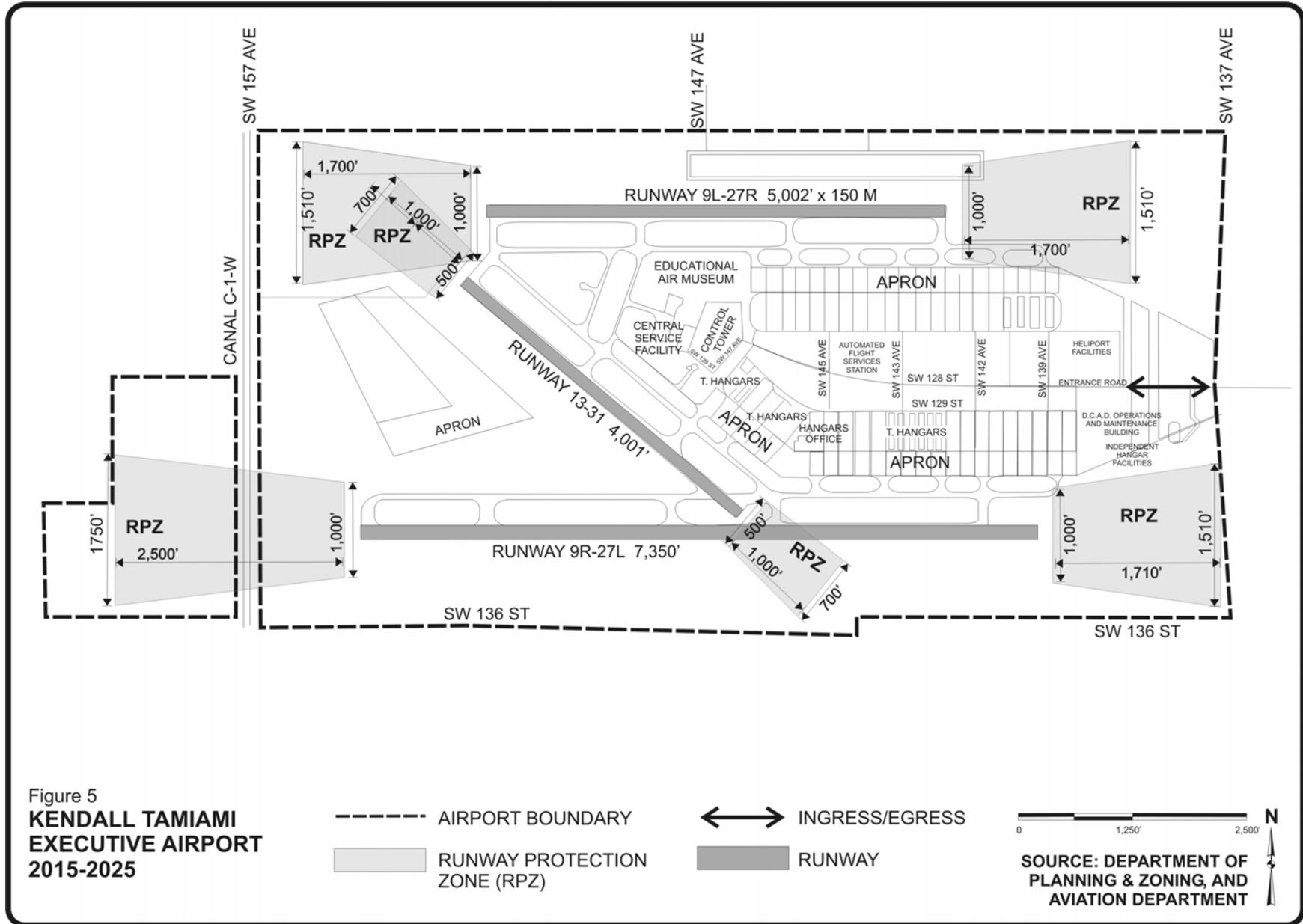
REPLACE EXISTING FIGURE 3 WITH NEW FIGURE 3, MIAMI-INTERNATIONAL AIRPORT 2015-2025



REPLACE EXISTING FIGURE 4 WITH NEW FIGURE 4, OPA-LOCKA EXECUTIVE AIRPORT 2015-2025



REPLACE EXISTING FIGURE 5 WITH NEW FIGURE 5, KENDALL TAMiami EXECUTIVE AIRPORT 2015-2025



REPLACE EXISTING FIGURE 6 WITH NEW FIGURE 6, HOMESTEAD GENERAL AVIATION AIRPORT 2015-2025

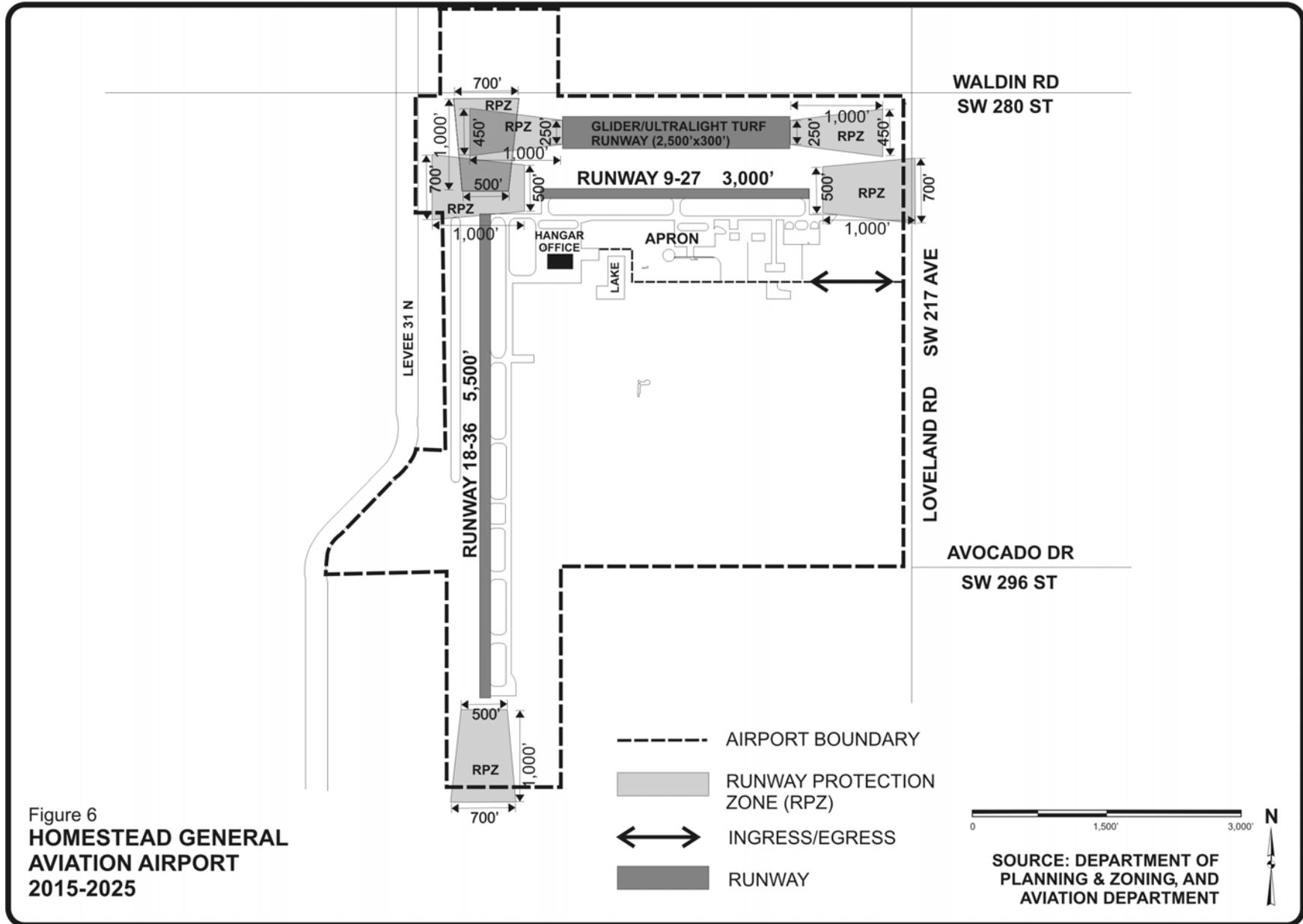
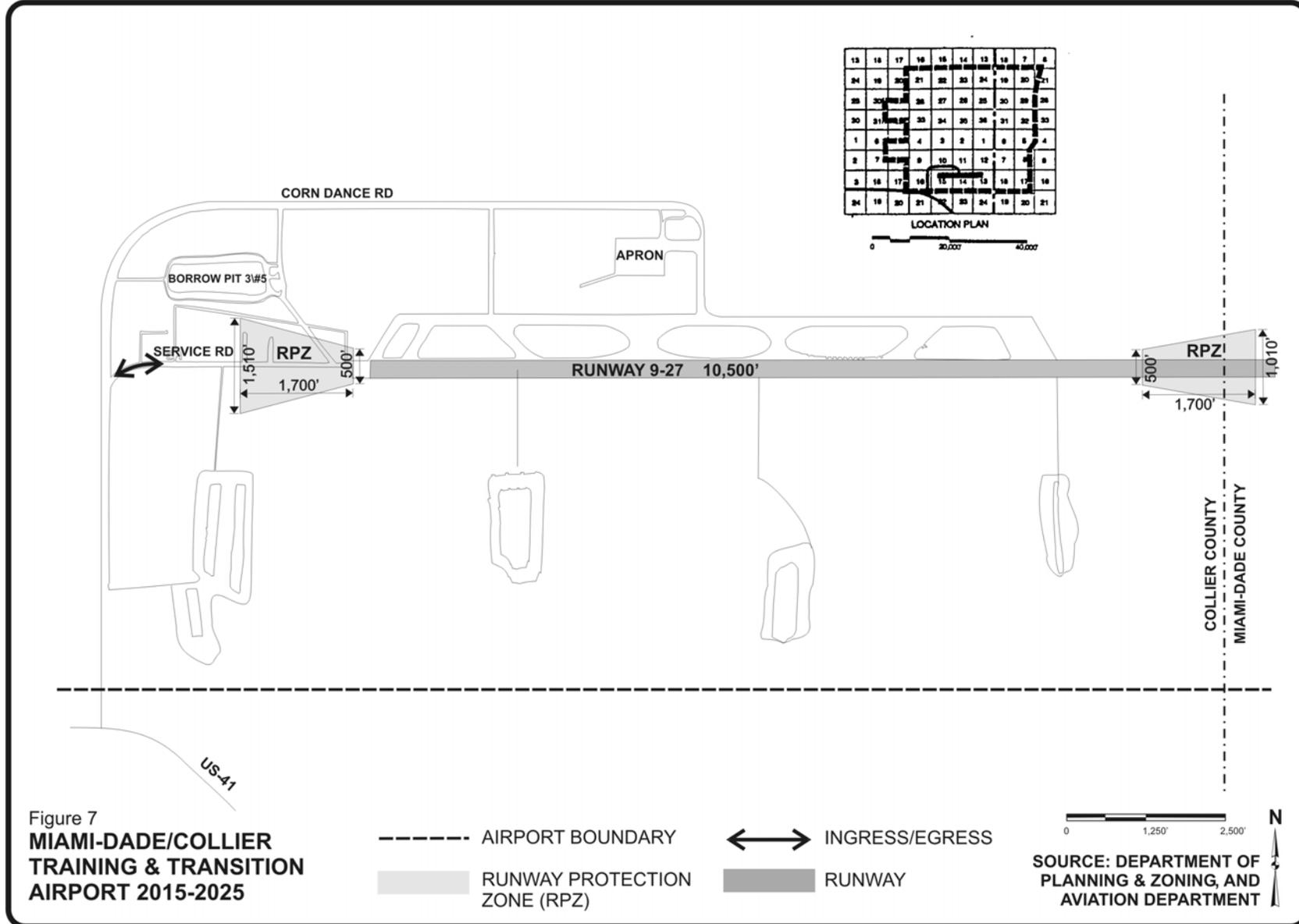
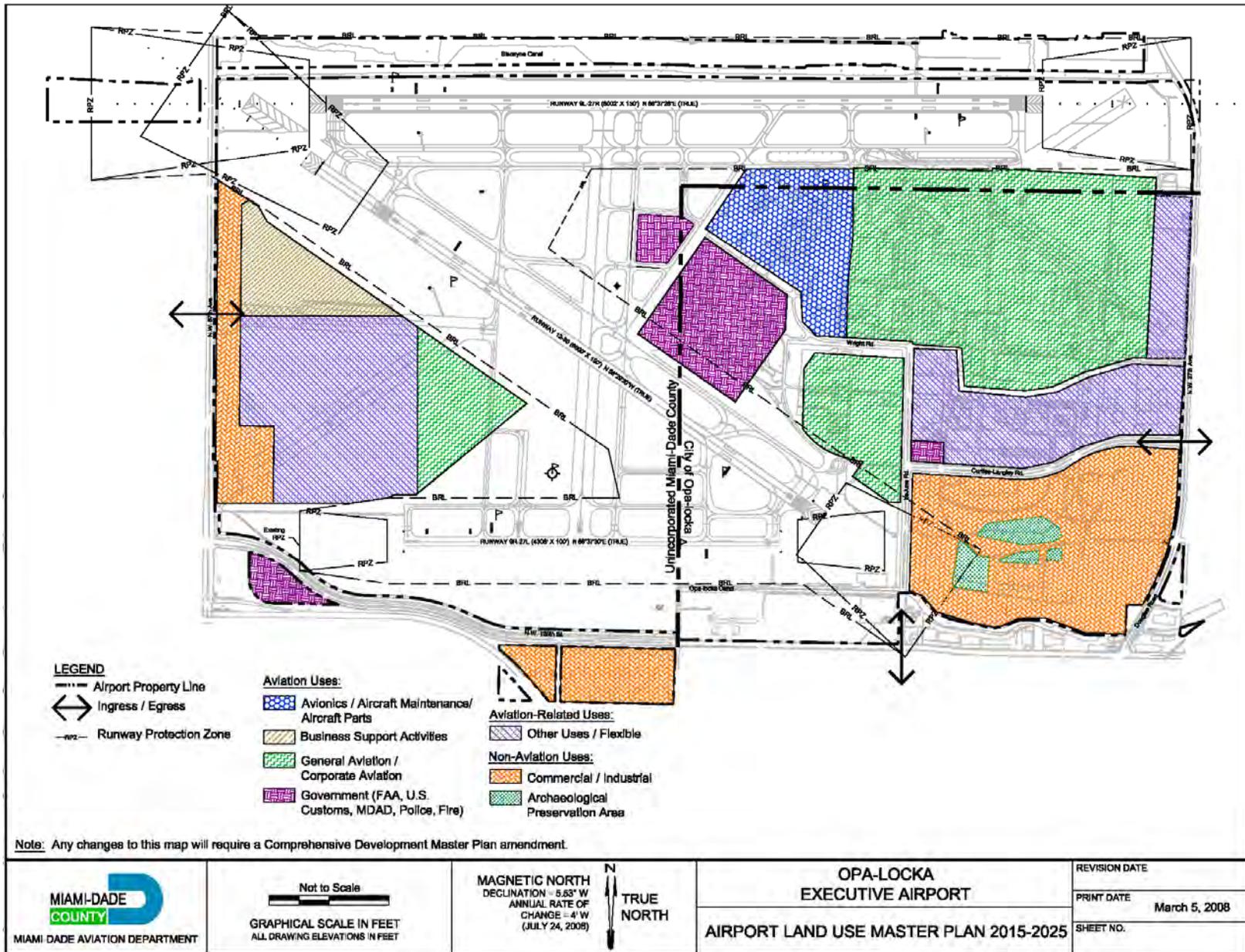


Figure 6
HOMESTEAD GENERAL AVIATION AIRPORT 2015-2025

DELETE EXISTING FIGURE 7 AND REPLACE WITH NEW FIGURE 7, DADE COLLIER TRAINING & TRANSITION AIRPORT 2015-2025



Proposed Figure 8, Opa-locka Executive Airport Land Use Master Plan



Proposed Figure 9, Kendall-Tamiami Executive Airport Land Use Master Plan

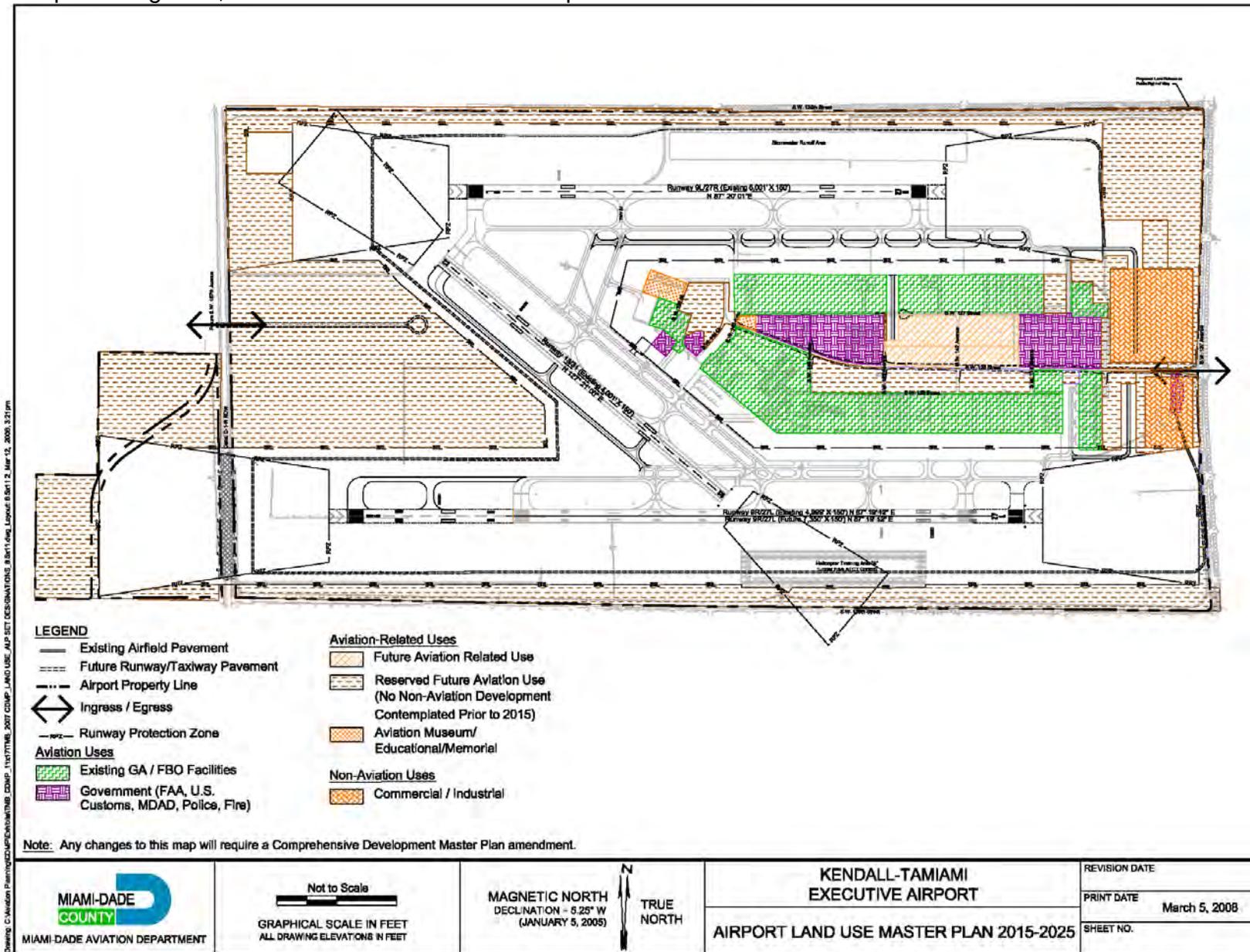
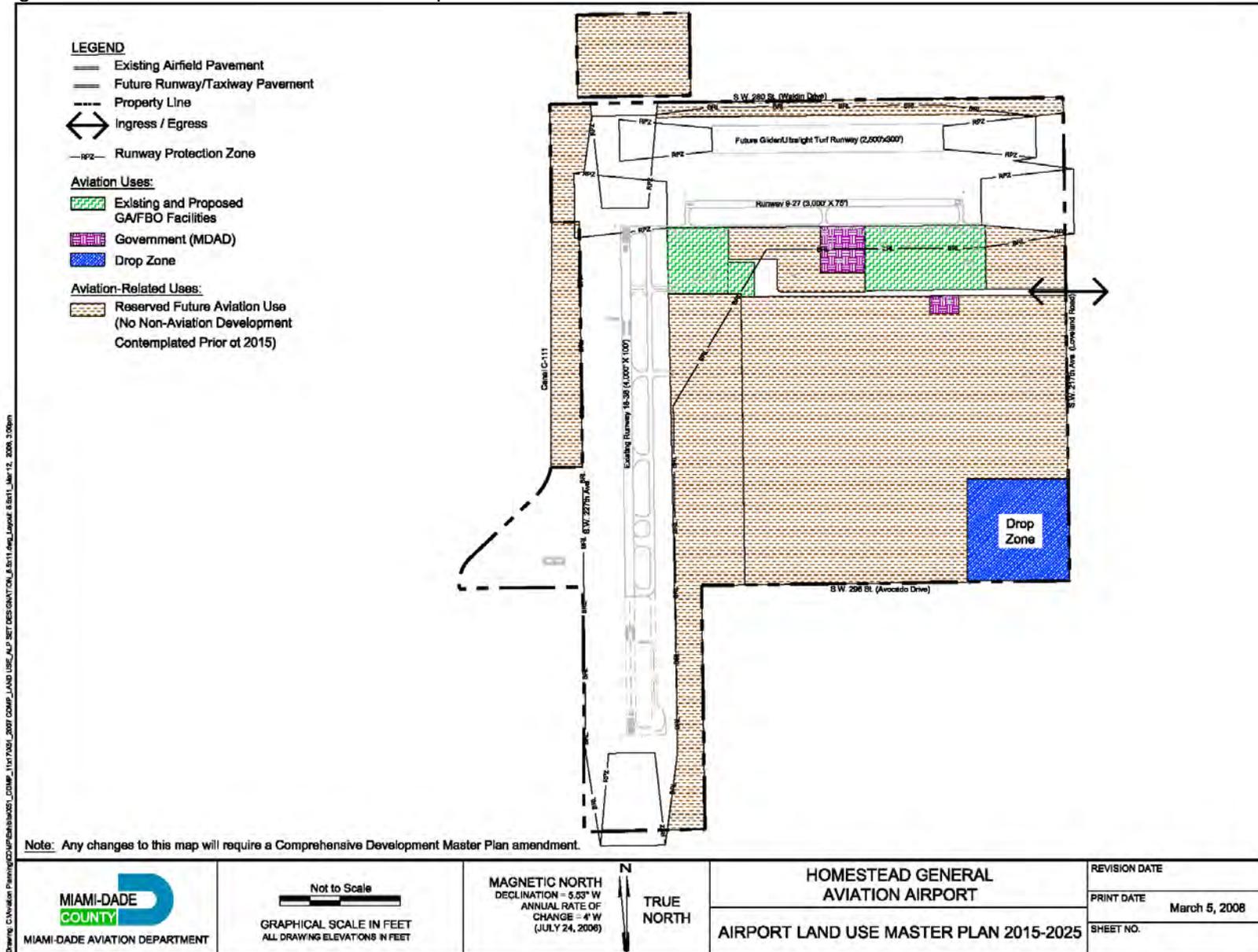


Figure 10, Homestead General Aviation Airport Land Use Master Plan



Not to Scale
GRAPHICAL SCALE IN FEET
ALL DRAWING ELEVATIONS IN FEET

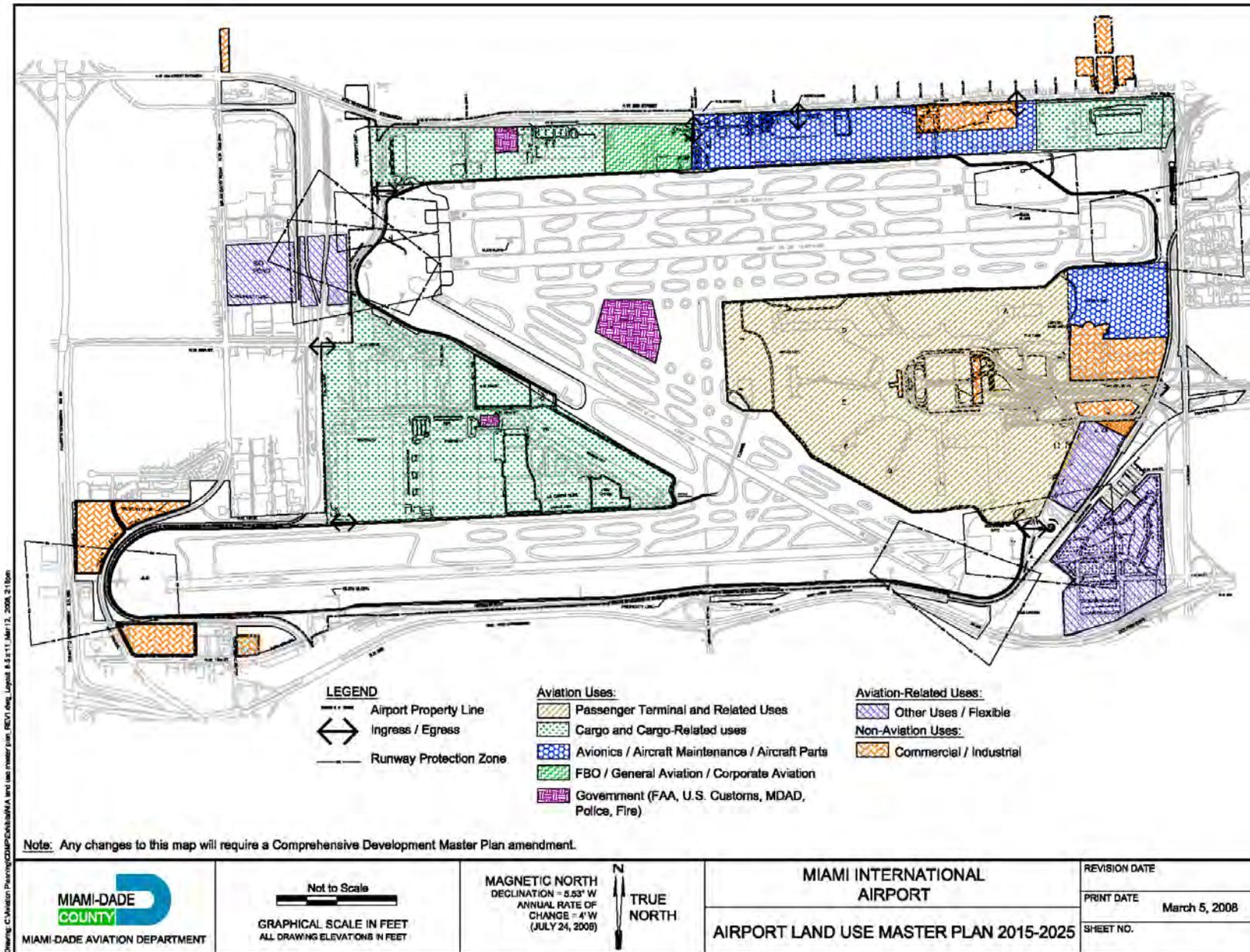
MAGNETIC NORTH
DECLINATION = 5.53° W
ANNUAL RATE OF CHANGE = 4" W
(JULY 24, 2006)



HOMESTEAD GENERAL AVIATION AIRPORT
AIRPORT LAND USE MASTER PLAN 2015-2025

REVISION DATE	
PRINT DATE	March 5, 2008
SHEET NO.	

Proposed Figure 11, Miami International Airport Land Use Master Plan



Part 3: Revisions to the Land Use Element

Revise the section title "Transportation" on pages I-54 and I-55 as follows:

Transportation

All proposed uses on ~~lands~~ 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 termin 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~~ 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.

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~~ 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),

- lodgings and office buildings at Miami International Airport (except in terminal concourse),
 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 (except for Homestead General).

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. ‘

New Information

Since the publication of the Volume 2 of the Initial Recommendations Report dated September 19, 2007, and the subsequent BCC transmittal public hearing on November 27, 2007, the Department of Planning and Zoning (DP&Z) has received additional information from the applicant regarding the airports, including development programs for Homestead General, Miami International and Kendall-Tamiami Executive Airports, and traffic studies for Miami International and Kendall-Tamiami Executive Airports. In addition to the documents submitted by the applicant, the Florida Department of Community Affairs (DCA) issued its "Objections, Recommendations, and Comments Report" on February 26, 2008 concerning the application.

Objection No. 6 of the ORC addressed the Aviation application. DCA did not object to Part 1 and Part 3 of the Aviation application but objected to Part 2. DCA concluded in its objection that the land use master plans for Homestead General, Miami International and Kendall-Tamiami Executive Airports were not supported by adequate data and analysis indicating the impact on public facilities and services and do not establish required mitigation to ensure adopted level of service standards will be maintained; that none of the three master plans demonstrates consistency with the Miami-Dade Metropolitan Planning Organization's (MPO) long-range transportation plan; and that the proposed Miami International Airport Land Use Master Plan is inconsistent with the adopted Miami International Airport Development of Regional Impact (DRI), affirming the South Florida Regional Planning Council's (SFRPC) objection. With regard to the Opa-locka Executive Airport, the DCA states that the master plan failed to demonstrate consistency with the MPO's long-range transportation plan and affirms SFRPC's objection that it fails to provide a policy or policies for intergovernmental coordination between Miami-Dade Aviation Department and the City of Opa-locka. In addition, the Figure 4: Opa-locka Executive Airport 2015-2025 layout map and the proposed Opa-locka Executive Airport Land Use Master Plan did not depict the Opa-locka municipal boundary. Approximately one-third of the airport area is located within the City's limits.

It is important to note that the (DP&Z) requested by email on December 20, 2007, the development program for Homestead General, Miami International and Kendall-Tamiami Executive Airports by January 15, 2008, and the traffic studies for these airports by February 15, 2008. The purpose of this request was to provide enough time for County departments to analyze the impacts of the development program for each airport and to review the traffic studies. This was done in order to ensure that staff had adequate time to review and analyze materials prior to completing the Revised Recommendations Report. At the request of the Aviation Department, the deadlines were extended. The last deadline was to get the traffic studies delivered by March 10 and the development programs no later than March 3, 2008. However, some of the materials submitted by the applicant were received after the deadline. Thus, the DP&Z and/or other County agencies may be providing additional review materials at a later date.

On February 28, 2008, the Aviation Department submitted development programs for Miami International and Kendall-Tamiami Executive Airports, which were then reviewed by DP&Z and other County departments. This review/analysis is presented in the following Planning Consideration section of this report, where the Homestead General Aviation Airport is also discussed. In a memo dated March 4, 2008, the Aviation Department submitted its response to the ORC, which includes a revised Figure 4: Opa-locka Executive Airport 2015-2025 layout map and a revised Opa-locka Executive Airport Land Use Master Plan both depicting the Opa-locka municipal boundary and updated development programs for the Miami International and Kendall-Tamiami Executive Airports. Additionally, the Aviation Department submitted on March 12, 2008, revised airport land use master plans for Homestead General Aviation, Miami International and Kendall-Tamiami Executive Airports. Figure 4 and the airport land use master plans are included in this report on pages 14-19 through 14-26, and the Aviation Department's March 4, 2008, response to the ORC is included as Attachment 1 of Exhibit B, the DP&Z 's response to the ORC.

The DP&Z proposes that a new Policy AV-7F be included in the CDMP Aviation Subelement. This policy together with the revised Figure 4: Opa-locka Executive Airport 2015-2025 layout map, the revised Opa-locka Executive Airport Land Use Master Plan, and the Aviation Department's March 4 memo addresses the DCA's comment on intergovernmental coordination between the County and the City of Opa-locka. The proposed Policy AV-7F is included on page 14-8 of this report. The Aviation Department addresses the inconsistency of the Opa-locka Executive Airport Land Use Master Plan with the MPO's long-range transportation plan in its March 4, 2008, memo to the DP&Z and a subsequent memo to the MPO dated March 19, 2008. The Aviation Department proposes the widening of NW 57 Avenue from 6 to 8 lanes and the widening of NW 135 Street from 4 to 6 lanes both be included in the MPO's Long Range Transportation Plan (LRTP) as Priority III projects. The Aviation Department's March 19, 2008 memo is attached to Exhibit B as Attachment 2.

The Aviation Department submitted in March 4, 2008, a revised Opa-locka Executive Airport Layout Map and revised Airport Land Use Master Plans for Opa-locka Executive, Homestead General, Miami International and Kendall-Tamiami Executive airports. The revised maps reflect the changes to the proposed amendment that were transmitted to DCA. The only change to the Airport Layout Map and the Airport Land Use Master Plan for the Opa-locka Executive Airport was the addition of the Opa-locka city boundaries. Revisions to the Land Use Master Plan for Homestead General and Kendall-Tamiami Executive airports include placing a provision in the legend stating that no non-aviation development is contemplated prior to 2015 in areas designated as "Reserved Future Aviation Use."

The revised Land Use Master Plans for both Kendall-Tamiami and Miami International Airports have new areas designated for commercial/industrial uses under the non-aviation category. For Kendall-Tamiami Executive Airport, these commercial/industrial areas are located at the entrance to the airport on the northwest and northeast corners

of SW 128 Street and SW 137 Avenue. A total of 355,000 square feet of commercial building space is proposed for this intersection.

For Miami International Airport, seven parcels are proposed for commercial/industrial uses. Parcel 1A, which is proposed for a 600-room hotel, is located on the north side of the airport entrance and is bounded on the east by the Airport Expressway/LeJeune Road and on the south by NW 21 Street. Parcel 1B, which is proposed for an 185,000 sq. ft. gas station/service station and a convenience market, is located on the south side of the airport entrance. Parcel 1C, which is proposed for a 400-room hotel, is located east of the 'main' parking garage. Parcel 1D, which is proposed for a 50-room hotel is a part of the main terminal building. Parcel 3, which is proposed for 278,000 square feet of general light industrial use, is bounded by Perimeter Road and the Florida East Coast railroad tracks on the north, NW 12 Street on the south, and Milam Dairy Road/Airport Extension on the west. Parcel 4, which is proposed for 422,000 square feet of general light industrial, is bounded by NW 14 Street on the south, Milam Dairy Road on the east and State Road 826 Extension on the west. Parcel 5, which is proposed for 41,000 square feet of general light industrial, is bounded by NW 41 Street on the north, NW 36 Street/Doral Boulevard on the south, and NW 72 Avenue on the west.

The data and analysis for the Miami International Airport and the Kendall-Tamiami Executive Airport are presented in the following section of this report titled Planning Considerations.

PLANNING CONSIDERATIONS

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 Miami-Dade County Comprehensive Development Master Plan (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 as December 31, 2000. On November 8, 2007 the Board of County Commissioners approved the extension of the buildout date to December 29, 2010, through adoption of Resolution Z-54-07.

Airport Site

Miami International Airport (MIA) is designated "Terminals" on the adopted 2015-2025 Land Use Plan (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.

The Miami-Dade Aviation Department (MDAD) recently submitted a table of proposed non-aviation related uses on MDAD owned properties located within and adjacent to the Miami International Airport. These properties are identified as Parcels 1, 3, 4, and 5. Parcel 1 comprises sub-parcels identified as 1A, 1B, 1C, and 1D (See Attachment 1 of Exhibit B for map of the MIA identifying the parcels). The four parcels together comprise approximately 77-acres and include 295,000 sq. ft. of office, cafeteria, training, equipment and parts maintenance and simulator buildings. Each parcel and their proposed development are discussed below.

Parcel 1A

This parcel is proposed for a 600-room hotel, is located on the north side of the airport entrance and is bounded on the east by the Airport Expressway/LeJeune Road and on the south by NW 21 Street. Three large buildings, several smaller ancillary buildings and a surface parking lot currently occupy this parcel. The airport tarmac and surface parking are located north of the parcel; the Seaboard Coast Line railroad tracks, the Airport Expressway and LeJeune Road/NW 42 Avenue is located to the east; and the MIA terminal is located to the west. The LUP map designation is "Terminals" and is zoned GU (Interim District); the adjacent land on the north, south, east and west is also designated "Terminals" and zoned GU.

Parcel 1B

This parcel is proposed for an 185,000 sq. ft. gas station/service station with a convenience market, and is located on the south side of the airport entrance. The parcel

is bounded by NW 21 Street on the north, the Airport Expressway/LeJeune Road on the east, and Perimeter Road on the west; NW 20 Street bisects the parcel. Five large buildings, several smaller ancillary buildings and surface parking are currently located on the parcel. Site 1A is located to the north; a fuel tank farm is located to the south; the Seaboard Coast Line railroad tracks, the Airport Expressway and LeJeune Road/NW 42 Avenue is located to the east; and the MIA terminal is located to the west. The LUP map designation is "Terminals" and is zoned GU (Interim District); the adjacent land on the north, south, east and west is also designated "Terminals" and zoned GU.

Parcel 1C

This parcel is proposed for a 400-room hotel, is wholly located within the airport grounds and is east of, and adjacent to, the 'main' parking garage. A large surface parking area and undeveloped land currently occupies the site. The main terminal is located to the north and south; to the east are two large airport-related buildings/facilities; and to the west is the airport garage. The LUP map designation is "Terminals" and is zoned GU (Interim District); the adjacent land on the north, south, east and west is also designated "Terminals" and zoned GU.

Parcel 1D

This parcel is proposed for a 50-room hotel, is wholly located within the airport grounds and is a part of the main terminal building. The LUP map designation is "Terminals" and is zoned GU (Interim District); the adjacent land on the north, south, east and west is also designated "Terminals" and zoned GU.

Parcel 3

This parcel is proposed for 278,000 sq. ft. of general light industrial use, and is bounded by Perimeter Road and the Florida East Coast railroad tracks on the north, NW 12 Street on the south, and Milam Dairy Road/Airport Extension on the west. The site is currently utilized as paved and unpaved surface parking. The airport runway is to the north; truck parking and other buildings are located to the south; a large building is located to the east; and two large buildings are located west of Milam Dairy Road. The LUP map designation for the parcel is "Industrial and Office" and is zoned IU-2 (Heavy Industrial Manufacturing). Land to the north is designated "Terminals" and land to the south, east and west is designated "Industrial and Office." The adjacent zoning to the north is IU-2, to the south is IU-1, and to the east and west is IU-2.

Parcel 4

Parcel 4 is proposed for 422,000 sq. ft. of general light industrial, and is bounded by NW 14 Street on the south, Milam Dairy Road on the east and State Road 826 Extension on the west. The site primarily consists of undeveloped land and is bisected by NW 75 Avenue. An office park is located to the north; a building and surface parking are to the south; the airport tarmac is to the east; and an industrial office park is located west of SR 826. The LUP map designation for the parcel is "Terminals" and "Industrial and Office," and is zoned IU-2. Land to the north and west is designated "Industrial and Office," and to the south and east is "Terminals;" land to the north, south, east and west is designated IU-2.

Parcel 5

This parcel is proposed for 41,000 sq. ft. of general light industrial, and is bounded by NW 41 Street on the north, NW 36 Street/Doral Boulevard on the south, and NW 72 Avenue on the west. The parcel is currently undeveloped. North of the site is an undeveloped lot and an office building; to the south are office buildings; to the east are two office buildings; and an industrial park is located to the west. The LUP map designation is "Institutional, Communications & Utilities" and is zoned IU-1. Land to the north and south is designated "Restricted Industrial and Office," to the east is "Institutional, Communications & Utilities," and to the west is "Business and Office." Land to the north, south, east and west is designated IU-2.

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

Analysis Area MSA	Vacant Commercial Land 2007 (Acres)	Commercial Acres in Use 2007	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					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	--
North-Central Tier	1,777.2	7,253.6	46.80	2025+
Countywide	3,427.2	11,706.5	111.83	2038

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

Environmental Conditions

The following information pertains to the environmental conditions of the airport development sites. All YES entries are further described below:

Flood Protection

County Flood Criteria (NGVD)	+6.5 feet
Stormwater Management	On-site retention (5-year storm)
Drainage Basin	C-100 Canal
Federal Flood Zone	AE - base elevations 6.0 feet; and X - Outside the 100-year floodplain No base elevations shown
Hurricane Evacuation Zone	NO

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO

Drainage and Flood Protection

A retention/detention system adequately designed to contain the run-off generated by a 5-year storm event onsite is required for this application. According to DERM an off-site discharge of stormwater from any proposed development on the subject property shall not be acceptable. A Surface Water Management Permit and any others required by local or state agencies must be obtained prior to any development of the site.

Specimen Trees

The airport development Parcel 1 (1A and 1B only), Parcel 3, and Parcel 4 may contain specimen-sized trees (trunk diameter greater than 18 inches) that must be preserved according to Section 24-49 of Miami-Dade County Code. A Miami-Dade County Tree Removal Permit is required prior to the removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of Section 24-49.2 and 24-49.4 of the Code.

Archaeological/Historical Resources

The County's Office of Historic Resources (OHR) identified no archeological resources within the airport development parcels. However, the OHR has identified the hotel located at the west of the Airport Terminal as reaching the 50 year benchmark for historic resource eligibility and recommends that a cultural resource consultant be hired to record the structure.

Site Contamination

DERM has advised that there are records of petroleum related contamination assessment/remediation issues on airport development Parcel 1 (1A, 1B, 1C, and 1D) and that these sites are in a State funded program awaiting funds for cleanup. DERM also advises that there are records of contamination assessment/remediation issues on Parcel 4 associated with stockpiles of off-site soils.

Water and Sewer

Water Supply

See Exhibit B (ORC Response) of this Revised Recommendations Report, for a detailed discussion on water supply in response to Objection No. 1 contained in the Florida Department of Community Affairs' (DCA) Objections, Recommendations, and Comments (ORC) report dated February 26, 2008. The DCA's February 2008 ORC report is included as Exhibit A to this Revised Recommendations Report.

Potable Water Facilities

The County's adopted level of service (LOS) standard for water treatment requires that the regional treatment system operate with a rated maximum daily capacity of no less than 2 percent above the maximum daily flow for the preceding year, and an average daily capacity 2 percent above the average daily system demand for the preceding 5 years. The water treatment plant servicing the airport development sites is WASD's Hialeah/Preston Water Treatment Plant. Based on 12-month data provided by DERM, the water treatment plant currently has a rated treatment capacity of 225.0 mgd and a maximum plant production of 201.1 mgd. As a result, this treatment plant has 23.90 mgd or 10.6% of treatment plant capacity remaining. Additionally, this plant has a 12-month average day demand of 146.8 mgd, which is well within 2 percent of the plant's 199.2 mgd permitted annual average withdrawal, and therefore meets the LOS standard for water treatment facilities.

The Miami International Airport (MIA) services and maintains a private water distribution system within the airport, which is connected to a 12-inch water main in WASD's distribution network along NW 21 Street west of NW 42 Avenue/Lejeune Road. Parcel 1 (1A, 1B, 1C, and 1D) would connect to the MIA's system, while Parcels 3, 4, and 5 would connect to an existing 16-inch water main along NW 72 Avenue/Milam Dairy Road with a minimum 12-inch water main taken onto each site. The Hialeah/Preston Water Treatment Plant has a remaining available rated treatment plant capacity of 23.90 million gallons per day. The proposed land uses, if fully developed, would allow 1,050 hotel rooms, 185,000 sq. ft. service station with convenience market, and 741,000 sq. ft. of general light industrial (including offices) generating a total estimated water demand of 120,270 gallons per day (gpd). The demand of 120,270 gpd would decrease the 23.90 mgd treatment plant capacity to 23.71 (10.5%); therefore, the treatment plant capacity would continue to meet the LOS standard for water treatment plant facilities.

Wastewater Facilities

The County's adopted level of service (LOS) standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system operate with a capacity that is two percent above the average daily per capita flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow. Ultimate disposal of sewage flows from the site would be through the Central District Wastewater Treatment Facility, which has a design capacity of 143.0

mgd and an 12-month average flow (ending November 2007) of 115.27 mgd or 80.6% of the plant's design capacity.

The MIA services and maintains a private sewer system within the airport that is connected to a 20-inch force main in WASD's sewer system along NW 21 Street east of NW 42 Avenue/Lejeune Road. Flows from the MIA's system impact Pump Station 30-0001 then flows to the Central District Wastewater Treatment Plant. Parcel 1 (1A, 1B, 1C, and 1D) would connect to the MIA's system. Parcel 3 would connect to an existing 16-inch force main along Milam Dairy Road north of NW 11 Street with a new 12 inch force main extended to the property then a minimum 8-inch force main taken onto the site; Parcel 4 would connect to an existing 12-inch force main along Milam Dairy Road north of NW 11 Street with a new 12 inch force main taken to the property then a minimum 8-inch force main taken onto the site; and Parcel 5 would connect to an existing 8-inch gravity sewer along Milam Dairy Road adjacent to the property and a minimum 8-inch sewer extension taken onto the site. WASD requires a new private pump station each for Parcel 3 and Parcel 4. It is estimated that the combined sewage demand from these parcels will yield 120,270 gpd. These estimated flows will increase the 115.27 mgd treatment plant flow to 115.39 mgd; a level that will not exceed the established level of service. Data provided by DERM, indicates that the abovementioned pump station is operating within mandated criteria set forth in the Florida Department of Environmental Protection consent decree.

Solid Waste

The application site is located inside the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. The adopted LOS standard for the County Solid Waste Management System is to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The DSWM routinely maintains 5-years of committed capacity for its waste flows. A review of the application by the DSWM indicates that the impacts from the development of this site will not cause the LOS standard for solid waste to be exceeded.

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.

Fire Rescue

The Miami-Dade Aviation Department Airport Fire Rescue Division provides and coordinates all Aircraft Rescue and Fire Fighting (ARFF) protection activities in Miami-

Dade County. The Airport Fire Rescue Division activities include mitigation of and response to structural and aircraft fires, as well as response to medical emergencies, fuel spills, incidents of terrorism, hazardous materials spills, bio-chemical threats, radiological exposures, natural disasters, and hazardous materials incidents. The Division is responsible to both the Miami-Dade Fire Rescue Department and the Miami-Dade Aviation Department and responds to communities surrounding the airport on a mutual aid system.

The Miami International Airport Fire Rescue Division consists of two (2) emergency response stations: Midfield (Fire Station 12) and North side Fire Station and Administrative Office (Fire Station 59). Station 12 is equipped with an Airport Rescue Fire Fighting Vehicle, an Advanced Life Support (ALS) Engine, and a Rescue. Station 59 is equipped with a Haz Mat Support ALS Engine and a Quick Response Vehicle. These two stations enable aircraft rescue fire fighting personnel to respond to any emergency situation within the required response time. Airport Fire Rescue's responsibilities include Aircraft Rescue and Fire Fighting, Structural Fire Protection, Emergency Medical Services, Fuel Safety Operations, and Life Safety and Inspections.

Based on the development program for Miami International Airport, it is anticipated that the project will generate approximately 87 fire and rescue calls annually. However, as a result of the complexity of the overall development, this project may generate a higher number of alarms than anticipated. The estimated volume of alarms will have a severe impact on existing fire and rescue service. To offset the cost of providing fire and rescue service, any application for development activity within Miami-Dade County fire rescue service area will be subjected to the imposition of a fire impact fee.

Parks

There are sixteen (16) local County parks and thirty-nine (39) municipal parks within a three-mile radius of the Miami International Airport with Melrose Park located at 3050 NW 35 Street being among the closest County parks. The subject site is located within Park Benefit District (PBD) 1, which incorporates the northern portion of the County. According to the Miami-Dade County Department of Parks and Recreation PBD 1 has a surplus capacity of 396 acres of park land when measured by the County's concurrency level of service standard.

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

Public Schools

Residential uses are not allowed on airport property. The contemplated Miami International Airport development program does not include any residential

development. Therefore, development of the Miami International Airport will have no impacts on schools.

Roadways

The “Miami International Airport Traffic Impact Analysis (March 2008)”, prepared by Advanced Transportation Engineering Consultants was submitted by the Miami-Dade County Aviation Department (MDAD) in support of the Miami International Airport (MIA) Master Plan. The report contains specific traffic analysis information that is pertinent to the requested CDMP amendment application for the integration of the MIA Master Plan into the CDMP. The report is attached to Appendix 3 as a support document to the application.

Study Area

The traffic analysis examines the impact that the proposed development projects in the Miami International Airport would have on the roadways adjacent to the airport site and the roadway network within a truncated Study Area that extends north to NW 103 Street/W 49 Street (SR 932), east to I-95 Expressway (SR 9A), south to SW 40 Street (SR 976), and west to SW/NW 107 Avenue (SR 985). (See Figure 1 of the Traffic Impact Analysis Report attached in Appendix 3)

Proposed Development

The proposed development projects, which comprise approximately 1,050 hotel rooms, 185,00 square feet of gasoline/service station with convenience market, and 741,000 square feet of industrial and office use, are generally located within the Miami International Airport property. Four separate Parcels (1A, 1B, 1C, 1D) are located on the eastern side of the Airport’s adjacent to NW 42 Avenue/LeJeune Road (SR 953). Parcels 3, 4 and 5 are located on the southwestern periphery of the airport close to NW 72 Avenue (SR 969). The table below shows the proposed development program for each of the parcel.

Proposed Development			
Parcel	Land Use	Quantity	Unit
1A	Hotel	600	Hotel Rooms
1B	Gasoline/service Station w/ convenience market	185,000	Sq. Ft.
1C	Hotel	400	Hotel Rooms
1D	Hotel	50	Hotel Rooms
3	General Light Industrial (including offices)	278,000	Sq. Ft.
4	General Light Industrial (including offices)	422,000	Sq. Ft.
5	General Light Industrial (including offices)	41,000	Sq. Ft.

Source: Miami Dade County Aviation Department, February 2008.

Methodology

A trip generation analysis was performed using the Institute of Transportation Engineering (ITE), Trip Generation Report, 7th Edition. The distribution of trips to the

adjacent street network was performed using Traffic Analysis Zones obtained from the Miami-Dade Transportation Plan Directional Trips Distribution Report (January 2005). And the future traffic forecast was developed for the PM peak hour period for the year 2011 (Concurrence Analysis) and 2030 (Future Conditions Analysis).

The 2030 Florida Standard Urbanized Transportation Modeling Structure (FUSTMS) model along with the existing 2007 traffic counts were used as the basis for development of the future traffic volumes. In addition, a level of service (LOS) analysis was performed for the impacted roadways within the study area.

Traffic Concurrence Evaluation

A concurrence analysis was completed to evaluate the near-term impacts for the year 2011. The traffic concurrence analysis was performed for the roadways in the immediate vicinity of the airport; however, this analysis excludes Parcels 1A, 1B, 1C and 1D because they are on expected to be developed within the next three years.

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.

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, the Miami-Dade Transportation Plan to the Year 2030, Cost Feasible Plan, Priorities I through IV, with construction planned between 2007 and 2030, was assumed to be implemented. According to the transportation consultant, no roadway adjacent to or in the vicinity of the Miami International Airport is projected to operate below the CDMP-adopted LOS standard. The results of the after development analysis are presented in the Traffic Impact Analysis attached in Appendix 3.

Staff of the Miami-Dade County Department of Planning and Zoning reviewed the traffic impact report and has concerns regarding some of the assumptions and the conclusion. However, county staff is willing to work with the applicant and its transportation consultant in order to discuss the assumptions and the results.

Transit Service

Existing Service

Currently, all of the airport development parcels are served by Metrobus routes. Parcel 1 (1A, 1B, 1C, & 1D) is served by Routes J, 7, 37, 42, 57, 133/Tri-Rail Airport Shuttle, and 238/East-West Connection directly at the terminal bus stop. The service

frequencies for these routes are shown in the 'Metrobus Service - MIA Parcel 1' table below.

**Metrobus Service - MIA Parcel 1
April 2007 Amendment Application # 14 (Aviation)**

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak	Off-Peak	Evenings	Overnight	Saturday	Sunday		
J	15	30	40	60	30	30	0.0	F
7	15	20	24	N/A	20	20	0.0	F
37	30	30	30	N/A	30	30	0.0	F
42	30	40	30	N/A	40	40	0.0	F
57	30	60	30	N/A	N/A	N/A	0.0	F
133/Tri-Rail Airport Shuttle	20	12	30	N/A	12	12	0.0	L
238/East-West Connection	30	60	N/A	N/A	N/A	N/A	0.0	F

*Notes: L means Metrobus local route service
F means Metrobus feeder service to Metrorail
E means Express Metrobus service
Peak refers to AM and PM peak traffic periods
Evenings refer generally to the hours between 8:00PM and 10:30PM*

Parcels 3, 4, and 5 are located on the western of the Airport and are served by Metrobus Routes 73 and 238/East-West Connection along Milam Dairy Road (NW 72 Avenue). The service frequencies for these routes are shown in 'Metrobus Service - MIA Parcels 3, 4, & 5' table below.

**Metrobus Service - MIA Parcels 3, 4, & 5
April 2007 Amendment Application # 14 (Aviation)**

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak	Off-Peak	Evenings	Overnight	Saturday	Sunday		
73	30	60	30	N/A	N/A	N/A	0.0	F
238/East-West Connection	30	60	N/A	N/A	N/A	N/A	0.0	F

*Notes: L means Metrobus local route service
F means Metrobus feeder service to Metrorail*

Future Conditions

The 2007 five-year Transit Development Program (TDP) and the People's Transportation Plan (PTP) show programmed headway improvements and new service plans that would impact the existing transit services that serve the Miami International Airport. Peak headway improvements, midday headway improvements, evening and weekend service span improvements along with overnight service expansion are planned for these routes that could impact the existing transit service that serves the various development sites. The 2007 TDP identifies, in its 2012 Recommended Service Plan, improvements to the existing routes that currently serve the development parcels.

These improvements are shown in the 2012 Recommended Service Plan improvements table below:

2012 Recommended Service Plan improvements	
Route	Improvement
Route J	All night service every 60 minutes seven days a week serving the Douglas Road Metrorail station.
Route 7	No planned improvements.
Route 37	Improve peak headway from 30 to 15 minutes. All night service every 60 minutes seven days a week serving the South Miami and Douglas Road Metrorail stations. Extend weekday service to the Miami Lakes Technical Education Center.
Route 42	Improve peak headway from 30 to 15 minutes
Route 57	Improve peak headway from 30 to 15 minutes.
Route 73	Improve peak headway to 15 minutes. Begin Sunday service earlier than 9:00 am.
Route 133	No planned improvements.
Route 238	Improve peak headway from 30 to 15 minutes. Improve midday headway from 60 to 30 minutes.

In addition, there are programmed Metrorail extension and new bus routes that would impact the Airport. The Metrorail extension will introduce heavy rail service from the Earlington Heights Metrorail Station to the Miami Intermodal Center with an estimated completion date of July 2011. The MIA Connection would introduce new express bus service operating between the Douglas Road Metrorail station and Miami International Airport. The SoBe/MIA Connection is planned as a new premium service between South Beach and Miami International Airport. The Westchester/MIA MAX would be a new premium service connecting the Westchester area with the Miami International Airport. Additionally, the SR836 Express route would provide a new express service from the West Miami-Dade area to the Miami Intermodal Center adjacent to the Miami International Airport and possibly downtown Miami.

Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zones (TAZ) where the application sites are located. The expected transit impact that would be generated by this application, if approved, can be absorbed by the scheduled improvements to transit in the development areas.

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 Miami International Airport Land Use master Plan 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 Miami International Airport Land Use master Plan 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.

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).

Existing land uses to the land adjacent to the east of the proposed commercial development, bounded by SW 137 Avenue, SW 134 Court, SW 124 and SW 136 Streets include non-noxious intensive industrial facilities, approximately 14.13 acres of office buildings, approximately 16.84 acres of retail facilities scattered throughout this land area, and a newly constructed Holiday Inn Express & Suites Hotel located at SW 134 Avenue and SW 131 Street. A parcel adjacent to the west of this hotel facility was used for growing crops, however, the lot is currently vacant. Two (2) additional lots located adjacent to the southwest of this hotel facility is being converted to a parking lot (Resolution No. CZAB11-12-07). There are four (4) vacant lots in the vicinity of SW 135 Avenue and SW 131 Street, and the Kids Paradise Learning Center, a private educational facility, located at SW 134 Avenue and SW 136 Street.

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 in-use 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

Analysis Area MSA	Vacant Commercial Land 2007 (Acres)	Commercial Acres in Use 2007	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					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 pertains to the environmental conditions of the airport development site. All YES entries are further described below:

Flood Protection

County Flood Criteria (NGVD)	9.0 feet
Stormwater Management	On-site retention of 5-year storm (see below)
Drainage Basin	C-100 Canal
Federal Flood Zone	Within 100-year floodplain
Hurricane Evacuation Zone	AH - base elevations 9.0 feet
	NO

Biological Conditions

Wetlands Permits Required	YES (see below)
Native Wetland Communities	NO
Specimen Trees	YES (see below)
Natural Forest Communities	NO

Other Considerations

Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO

Stormwater Management

A retention/detention system adequately designed to contain the run-off generated by a 5-year storm event onsite is required for this application. According to DERM an off-site discharge of stormwater from any proposed development on the subject property shall not be acceptable. A Surface Water Management Permit and any others required by local or state agencies must be obtained prior to any development of the site.

Specimen Trees

The airport development site contains specimen-sized trees (trunk diameter greater than 18 inches) that must be preserved according to Section 24-49 of Miami-Dade County Code. A Miami-Dade County Tree Removal Permit is required prior to the removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of Section 24-49.2 and 24-49.4 of the Code.

Wetlands Permits Required

The Department of Environmental Resources Management (DERM) has identified that, through a site visit conducted in March 2008, portions of the airport development site contain jurisdictional wetlands. Therefore, a Class IV Wetland Permit is required before any work can be undertaken on the property. DERM also advises that permits from the Army Corps of Engineers, the Florida Department of Environmental Protection, and the South Florida Water Management District may also be required.

Water and Sewer

Water Supply

See Exhibit B (ORC Response) of this Revised Recommendations Report, for a detailed discussion on water supply in response to Objection No. 1 contained in the Florida Department of Community Affairs' (DCA) Objections, Recommendations, and Comments (ORC) report dated February 26, 2008. The DCA's February 2008 ORC report is included as Exhibit A to this Revised Recommendations Report.

Potable Water Facilities

The County's adopted level of service (LOS) standard for water treatment requires that the regional treatment system operate with a rated maximum daily capacity of no less than 2 percent above the maximum daily flow for the preceding year, and an average daily capacity 2 percent above the average daily system demand for the preceding 5 years. The water treatment plant servicing the airport development site is WASD's Alexander Orr Water Treatment Plant. Based on 12-month data provided by DERM, the water treatment plant currently has a rated treatment capacity of 214.7 mgd and a maximum plant production of 196.2 mgd. As a result, this treatment plant has 18.5 mgd or 8.62% of treatment plant capacity remaining. Additionally, this plant has a 12-month average day demand of 146.8 mgd, which is well within 2 percent of the plant's 199.2 mgd permitted annual average withdrawal, and therefore meets the LOS standard for water treatment facilities.

Potable water service to the development site would be provided through connection of to an existing 16-inch water main along SW 128 Street with a minimum 12-inch water main taken onto the site. The Alexander Orr Water Treatment Plant has a remaining available rated treatment plant capacity of 18.5 million gallons per day. The proposed land uses, if fully developed, would allow 355,000 sq. ft. retail center generating an estimated water demand of 35,500 gallons per day (gpd). The demand of 35,500 gpd would decrease the 18.5 mgd treatment plant capacity to 18.46 (8.6%); therefore, the

treatment plant capacity would continue to meet the LOS standard for water treatment plant facilities.

Wastewater Facilities

The County's adopted level of service (LOS) standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system operate with a capacity that is two percent above the average daily per capita flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow. Ultimate disposal of sewage flows from the site would be through the South District Wastewater Treatment Facility, which has a design capacity of 112.50 mgd and an 12-month average flow (ending November 2007) of 96.38 mgd or 85.7% of the plant's design capacity.

Sanitary sewer service would be provided through a connection to an existing 8-inch sewer line within the airport along SW 128 Street with a minimum 8-inch sewer line. Pump Stations 30-1040, 301041, and 30-1042 are located within and provide service to the Kendall-Tamiami Executive Airport and would also serve the airport development site. Wastewater flows from these pump stations are directed to pump stations 30-536 and 30-559 then to the South District Wastewater Treatment Facility. It is estimated that the sewage demand for this site will yield 35,359 gpd. These estimated flows will increase the 96.38 mgd treatment plant flow to 96.42 mgd; a level that will not exceed the established level of service. Data provided by DERM, indicates that all abovementioned pump stations are operating within mandated criteria set forth in the Florida Department of Environmental Protection consent decree.

Solid Waste

The application site is located inside the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. The adopted LOS standard for the County Solid Waste Management System is to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The DSWM routinely maintains 5-years of committed capacity for its waste flows. A review of the application by the DSWM indicates that the impacts from the development of this site will not cause the LOS standard for solid waste to be exceeded.

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 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.

Fire Rescue

Presently, there are no emergency response stations at Kendall-Tamiami Executive Airport. Fire rescue stations responding to emergencies at the airport include Station 43 located at 13390 SW 152nd Street and Station 36 located at 10001 Hammocks Boulevard. Both stations are within 2 miles of the airport and are equipped with a Rescue and a 50' ALS Telesqurt. The airport, however, serves as grounds for Air Rescue South Bureau, Station 24, located within the airport site at 14150 SW 127 Street. This station is equipped with rescue helicopters used for transporting severely injured trauma patients to State approved trauma centers. There are no emergency vehicles at this station capable of providing fire fighting or rescue services.

Based on the proposed 355,000 sq. ft. retail center development Kendall-Tamiami Executive Airport, it is anticipated that the retail center will generate approximately 105 fire and rescue calls annually. This estimated volume of alarms would have a severe impact on existing fire and rescue service. Under provisions of Chapter 33J of the Code of Miami-Dade County, all developments are deemed to create an impact and therefore create a demand for increased fire and rescue service capacity.

To offset the cost of providing fire and rescue service, any application for development activity within Miami-Dade County fire rescue service area will be subjected to the imposition of a fire impact fee. As part of the project's proportionate share of impact fees, MDRF will require the dedication of a 2-acre parcel of land for the construction of a fire rescue station to serve the Kendall-Tamiami Executive Airport.

Parks

There are twenty-eight (28) local County parks and three (3) area wide parks within a three-mile radius of the Kendall-Tamiami Executive Airport with Three Lakes Park located at 13375 SW 136 Street being the closest County park. The subject site is located within Park Benefit District (PBD) 2, which incorporates the northern portion of the County. According to the Miami-Dade County Department of Parks and Recreation PBD 2 has a surplus capacity of 555 acres of park land when measured by the County's concurrency level of service standard.

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

Public Schools

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

Roadways

The “Kendall-Tamiami Airport CDMP Amendment Transportation Analysis Report (March 2008)”, prepared by HDR Engineering, Inc., for the Miami-Dade County Aviation Department (MDAD) was submitted in support of the Kendall-Tamiami Executive Airport (TMB) Master Plan. The report contains specific traffic analysis information that is pertinent to the requested CDMP amendment application for the integration of the Kendall-Tamiami Executive Airport Master Plan into the CDMP. The report is attached to Appendix 6 as a support document to the application.

Study Area

The traffic analysis examines the impact that the proposed development projects in the Kendall-Tamiami 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 SW 56 Street/Miller Drive, east to the Homestead Extension of Florida’s Turnpike (HEFT), south to SW 152 Street/ Coral Reef Drive, and west to SW 177 Avenue (SR 997). (See Figure 1 of the Traffic Impact Analysis Report attached in Appendix 6)

Proposed Development

The proposed development project comprises approximately 355,000 square feet of commercial use, and is generally located within the Kendall-Tamiami Executive Airport property. Two separate parcels located on the eastern side of the Airport and adjacent to SW 137 Avenue (SR 825) are the subject of the traffic impact analysis.

Methodology

A trip generation analysis was performed using the Institute of Transportation Engineering (ITE), Trip Generation Report, 7th Edition. The distribution of trips to the adjacent street network was performed using Traffic Analysis Zone 1268 and information obtained from the Miami-Dade Transportation Plan Directional Trips Distribution Report (January 2005). The future traffic forecast was developed for the PM peak hour period for the years 2011 (Concurrence Analysis) and 2015 (Future Conditions Analysis).

The 2030 Florida Standard Urbanized Transportation Modeling Structure (FUSTMS) model was used as the basis for development of the year 2015 traffic volumes. In addition, a level of service (LOS) analysis was performed for the impacted roadways within the study area.

Traffic Concurrence Evaluation

A concurrence analysis was completed to evaluate the near-term impacts for the year 2011. The traffic concurrence analysis was performed for the roadways in the immediate vicinity of the airport.

Future Conditions

It was determined that the full build out of the project is anticipated to occur in the next 5 to 7 years, resulting in a build-out year of approximately 2015. The analysis year

corresponds with the availability of regional modeling data and when all Priority I and Priority II planned roadway improvements would be in place.

Transportation demand modeling was used to generate the 2015 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, the Miami-Dade Transportation Plan to the Year 2030, Cost Feasible Plan, Priority I and Priority II projects are assumed to be implemented. According to the transportation consultant, no roadway adjacent to or in the vicinity of the Kendall-Tamiami Executive Airport is projected to operate below the CDMP-adopted LOS standard. The results of the after development analysis are presented in Table 4 in the Traffic Impact Analysis attached in Appendix 6.

Staff of the Miami-Dade County Department of Planning and Zoning reviewed the traffic impact report and has concerns regarding some of the assumptions, analysis and conclusion. However, county staff is willing to work with the applicant and its transportation consultant in order to discuss the assumptions and the results.

Transit Service

Existing Service

Transit service is provided to the Kendall-Tamiami Executive Airport by Metrobus Route 137/West Dade Connection along SW 137th Avenue, and Routes 136 and 147 on SW 120th Street. The existing service frequencies for these routes are shown in the 'Metrobus Service' table below.

Metrobus Service								
April 2007 Amendment Application # 14 (Aviation) - Kendall-Tamiami Executive Airport								
Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak	Off-Peak	Evenings	Overnight	Saturday	Sunday		
136	30	N/A	N/A	N/A	N/A	N/A	0.5	F
137/West Dade Connection	30	30	50	N/A	40	40	0.0	L
147	60	N/A	N/A	N/A	N/A	N/A	0.5	L

Notes: L means Metrobus local route service
 F means Metrobus feeder service to Metrorail
 E means Express Metrobus service

Future Conditions

The 2007 five-year Transit Development Program (TDP) and the People's Transportation Plan (PTP) show programmed headway improvements that would impact the existing transit service that serves the Kendall-Tamiami Executive Airport. Peak headway improvements are planned for these routes that could impact the

existing transit service that serves the various development sites. The 2007 TDP identifies in its 2012 Recommended Service Plan the following improvements to the existing routes that currently serve the development sites:

Route	Improvement
Route 136	Improve peak headway from 30 to 15 minutes
Route 137	Improve peak headway from 30 to 15 minutes
Route 147	Improve peak headway to 15 minutes

In addition, the West Kendall Crosstown would be a new local route operating from the proposed West Dade Bus Terminal to the Coral Reef Drive/SW 137th Avenue area.

Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zones where the Kendall-Tamiami-Executive Airport is located. The expected transit impact that would be generated by the proposed development at the airport, if approved, can be absorbed by the scheduled improvements to transit in the area.

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 Kendall-Tamiami Executive Airport Land Use master Plan 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 Kendall-Tamiami Executive Airport Land Use master Plan is approved:

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

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APPENDICES

Appendix 1: Map Series for Miami International Airport

Appendix 2: Fiscal Impact Analysis for Miami International Airport

Appendix 3: Traffic Study performed for Miami International Airport

Appendix 4: Map Series for Kendall Tamiami Executive Airport

Appendix 5: Fiscal Impact Analysis for Kendall Tamiami Executive Airport

Appendix 6: Traffic Study Performed for Kendall Tamiami Executive Airport

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APPENDIX 1

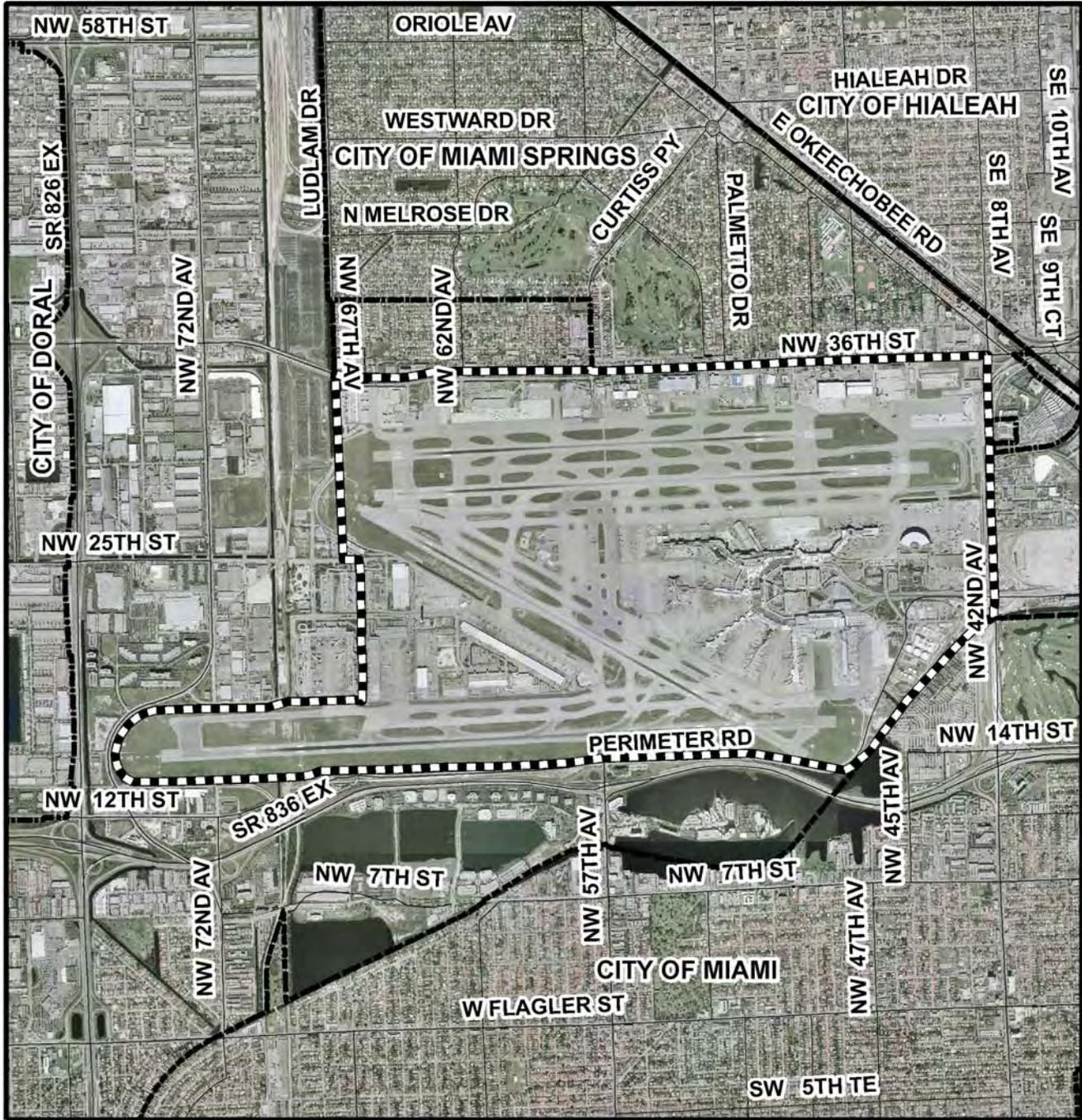
Map Series for Miami International Airport

The map series includes:

- Aerial Photo
- CDMP Land Use Plan
- Existing Land Use
- Existing Zoning

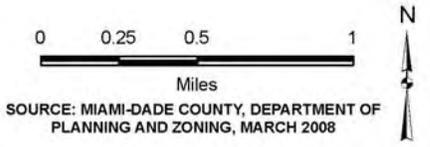
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AERIAL PHOTO: APPLICATION NO. 14
 MIAMI INTERNATIONAL AIRPORT



2007 AERIAL

-  APPLICATION AREA
-  MUNICIPALITY BOUNDARY



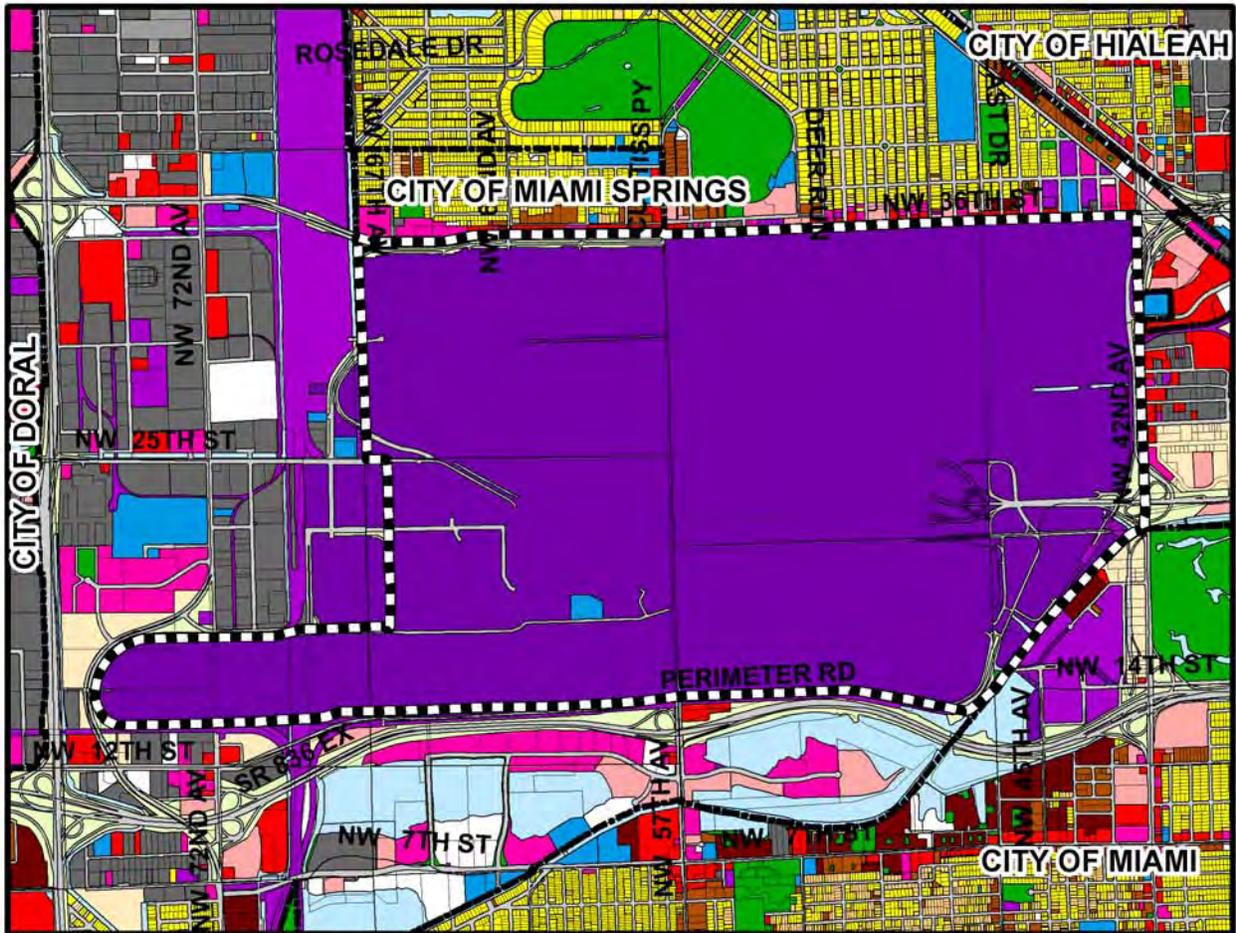
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
 PLANNING AND ZONING, MARCH 2008

MIAMI SPRINGS ZONING CODE

- R-1A SINGLE-FAMILY DWELLING ON 10,000 SQUARE FEET LOT, MINIMUM FLOOR AREAS OF DWELLINGS IN THIS DISTRICT SHALL BE 1,800**
- R-1B SINGLE-FAMILY DWELLING ON 7,500 SQUARE FEET LOT WITH MINIMUM FLOOR AREAS OF DWELLINGS IN THIS DISTRICT SHALL BE 1,500 SQUARE FEET**
- R-1C SINGLE-FAMILY DWELLING ON 6,000 SQUARE FEET LOT WITH MINIMUM FLOOR AREAS OF DWELLINGS IN THIS DISTRICT SHALL BE 1,200 SQUARE FEET**
- R-2 DUPLEX - MULTIPLE-FAMILY ON 7,500 SQUARE FEET LOT WITH MINIMUM FLOOR AREAS OF DWELLINGS IN THIS DISTRICT SHALL BE 800 SQUARE FEET PER LIVING UNIT.**
- R-3A MULTIPLE-FAMILY DWELLING AND APARTMENT HOUSE, NOT TO EXCEED SEVEN UNITS**
- B-1 NEIGHBORHOOD BUSINESS**
- B-2 CENTRAL BUSINESS**
- B-3 ARTERIAL BUSINESS**
- P-1 PUBLIC RECREATIONAL FACILITIES**
- MUB MIXED USE BUSINESS DISTRICT**

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**APPLICATION 14
MIAMI INTERNATIONAL AIRPORT
EXISTING LAND USE**



LEGEND

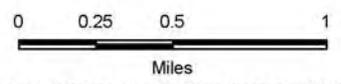
APPLICATION AREA

MUNICIPAL BOUNDARY

EXISTING LAND USE

- SINGLE FAMILY
- TWO-FAMILY (DUPLEXES)
- LOW-DENSITY MULTI-FAMILY (UNDER 25 DU/GROSS ACRE)
- HIGH-DENSITY MULTI-FAMILY (OVER 25 DU/GROSS ACRE)
- TRANSIENT-RESIDENTIAL (HOTELS, MOTELS)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL

- AIRPORTS, PORTS
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- SWALES, RIGHT-OF-WAYS
- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT - GOVERNMENT OWNED
- VACANT - UNPROTECTED
- INLAND WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, MARCH 2008

APPENDIX 2

Fiscal Impact Analysis for Miami International Airport

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FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of the proposed development program associated with the Miami International Airport Master Plan proffered 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/developers or will require general taxpayer support and includes an estimate of that support.

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

Solid Waste Services

Concurrency

Since the DSWM assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds that standard by nearly two (2) years.

Waste Disposal Capacity and Service

The incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities are paid for by the users. The DSWM charges a disposal tipping fee at a contract rate of \$56.05 per ton to DSWM Collections and to those private haulers and municipalities with long term disposal agreements with the Department. For non-contract haulers, the rate is \$73.90. These rates adjust annually with the Consumer Price Index, South. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. Assuming the airport development parcels are developed as proposed, with 1,050 hotel rooms, 185,000 sq. ft. service station with convenience market, and 741,000 sq. ft. of general light industrial (including offices) generating a total estimated water demand of 120,270 gallons per day (gpd). The demand of 120,270 gpd would decrease the 23.90 mgd treatment plant capacity to 23.71 (10.5%); therefore, the treatment plant capacity would continue to meet the LOS standard for water treatment plant facilities, the total fees paid by the developer/developers would be \$167,175 for water impact fee, \$673,512 for sewer impact fee, \$9,100 for connection fee.¹ The annual operating and maintenance costs would be \$117,854. These estimates are based on approved figures through September 30, 2007.

The estimated cost for water and sewer infrastructure to be installed in the public right-of-way for the proposed project would be \$1,490,923. This includes three (3) 12-inch water mains for the potable water system; an 8-inch sewer main, two (2) 12-inch force mains, and two (2) pump stations for the sanitary sewer system. Therefore, approval of the CDMP amendment would create an additional fiscal impact.

Flood Protection

The Department of Environmental Resources Management (DERM) is restricted to the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is responsible for ensuring and verifying that flood protection is incorporated into the plans of 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, and industrial subdivisions.

¹ Connection fee is based on a 1" service line and 1" meter. (New \$100 service meter installation fee with approved 2005-2006 budget.)

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

Based on the development program of 1050 hotel rooms, 741,000 sq. ft. of warehouse including office and 185,000 sq. ft. Gasoline/Service Station, the proposed development of the Miami International Airport is anticipated to generate approximately 87 annual fire and rescue alarms. Based on 2007 data provided by the Miami-Dade Fire Rescue Department (MDFR), the cost per alarm is estimated at \$1,421.00, therefore, the estimated annual operating cost to service the alarms that would be generated by the proposed development at the airport totals \$123,704.

Public Schools

The proposed airport development includes non-aviation non-residential uses only; therefore, the fiscal impact of public schools is not applicable.

Mass Transit

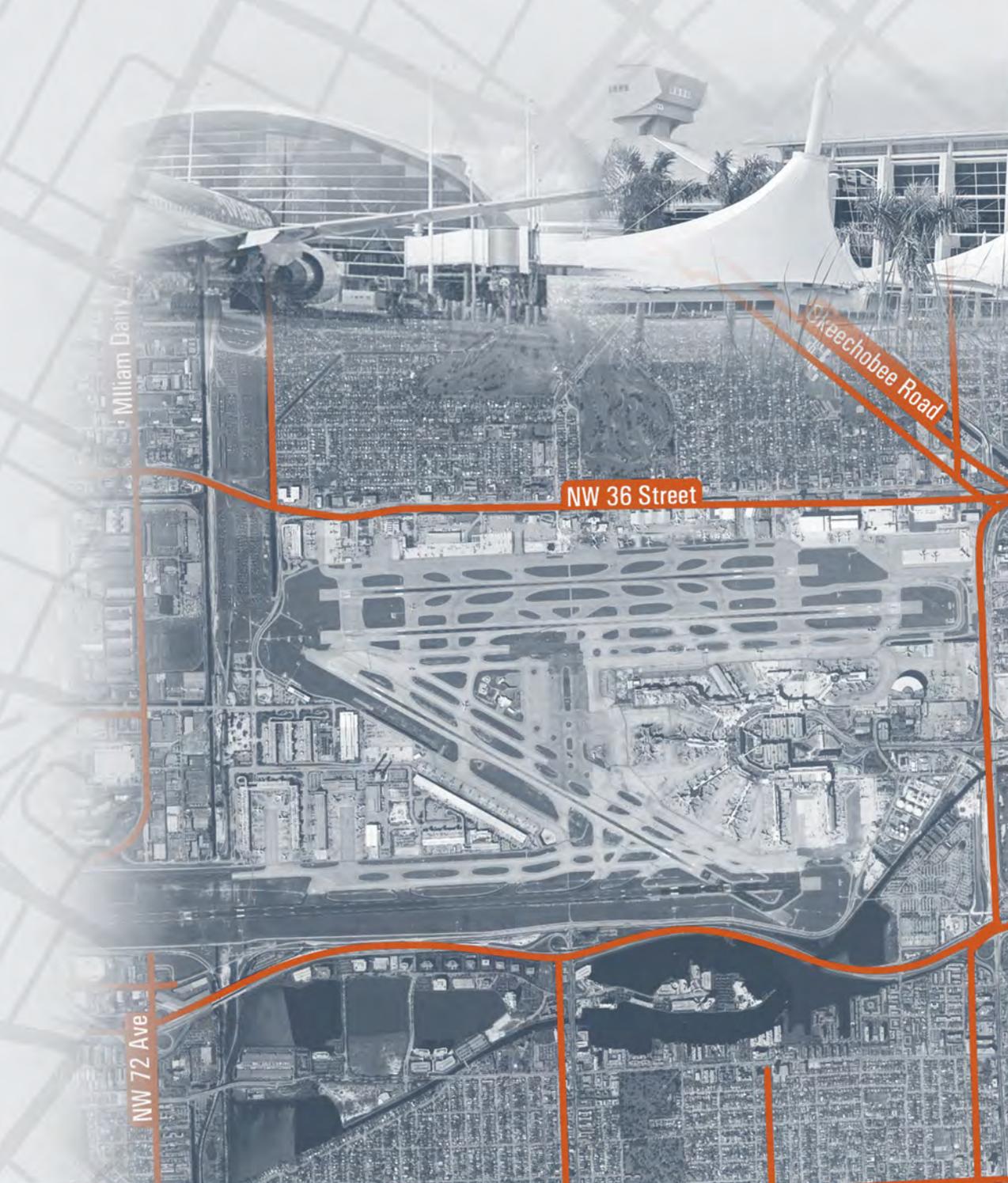
A Trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the airport development sites requested are located. The expected transit impact that would be generated by this application, if approved, can be absorbed by the scheduled improvements to transit in the development areas.

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APPENDIX 3

Applicant's Traffic Impact Study for Miami International Airport

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Miami International Airport (MIA) – Traffic Impact Analysis

Prepared for Miami Dade County Aviation Department (MDCAD)

MDCAD Project Manager: Ammad Riaz

ATEC Project Manager: Javier S. Gonzalez, PhD, PE, PTOE

Miami Dade County Equitable Distribution Program (EDP)

Engineer's Certification

I, Javier S. Gonzalez, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT: Traffic Impact Study
LOCATION: Miami International Airport (MIA)

Javier S. Gonzalez
PE 49432

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1. Introduction

Advanced Transportation Engineering Consultants, Inc. was retained by the Miami-Dade County Aviation Department to perform a traffic impact study for the Miami International Airport (MIA) planned development. The purpose of this study is to assess the traffic impacts of the proposed new development on the surrounding roadway network.

2. Study Area

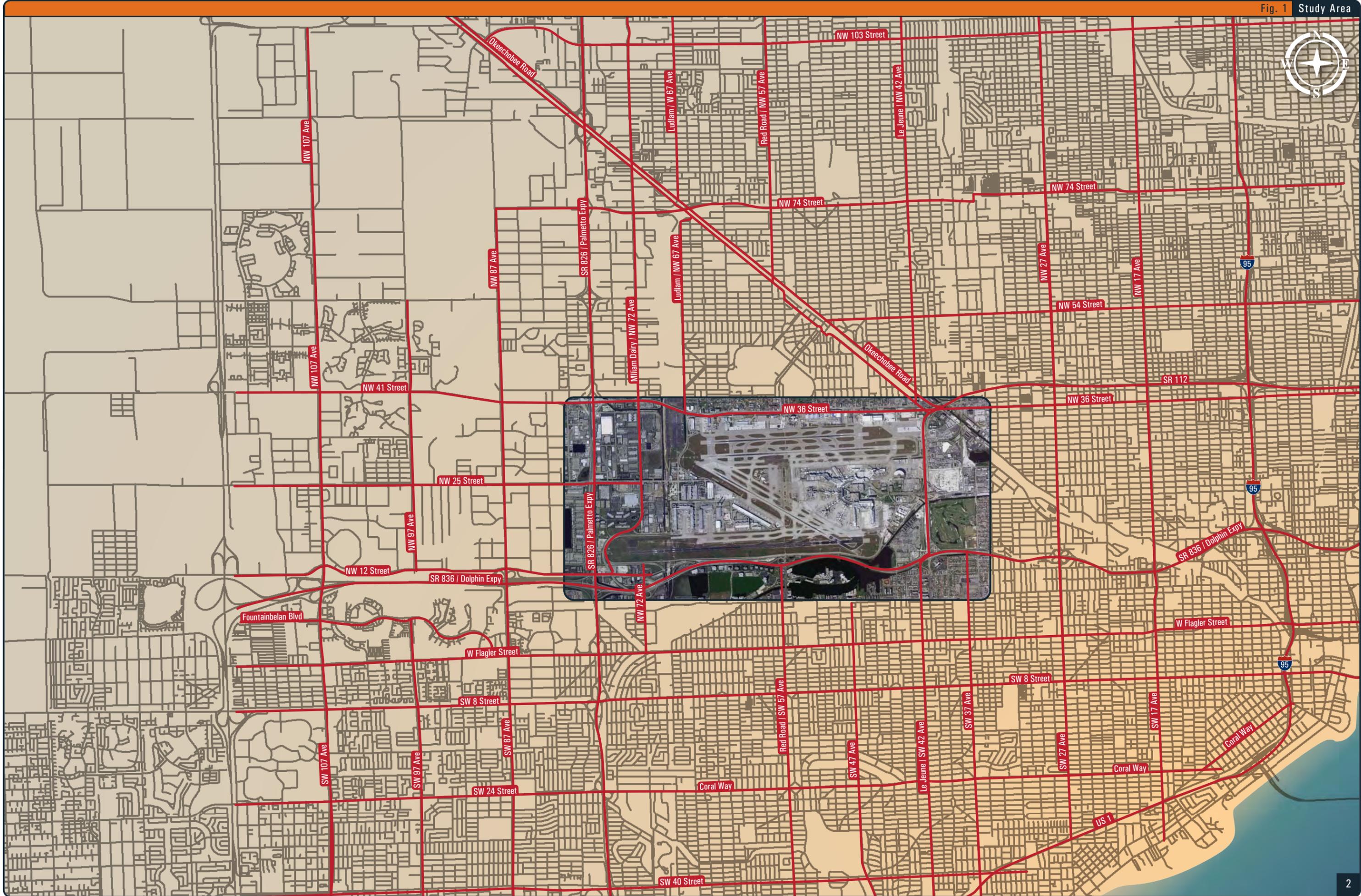
The study area used to analyze the concurrency and full-build out of the project was defined as the area that is centered on the Airport and extends to an approximate five mile radius around the Airport. The study area defined for the study is bound by NW 103 Street/W 49 Street (SR 932) on the north, SW 40 Street/Bird Road (SR 976) on the south, NW/SW 107 Avenue (SR 985) on the west and I-95 on the east. **Figure 1** depicts a map of the study area and the location of the airport within the study area.

3. Proposed Development

The proposed development includes seven separate parcels (1A, 1B, 1C, and 1D; 3, 4 and 5) to be developed. Seven parcels are located inside the Miami International Airport terminal environment; parcels 1A, 1B, 1C and D are located on the eastern side of the airport's entrance and terminal, adjacent to NW 42 Avenue/LeJeune Road. Parcels 3, 4 and 5 are located on the southwestern periphery of the airport close to NW 72 Avenue/Milam Dairy Road. The land uses for parcels 1A, 1C, and 1D are Hotel with 600, 400 and 50 guest rooms, respectively. The land use for parcel 1B is gasoline/service station with convenience store, with an area of 185000 square feet. Parcels 3, 4, and 5 land uses are general light industrial area including offices with an area of 278000, 422000, 41000 square feet, respectively. **Table 1** depicts the land use type for each of the proposed development.

Table 1 Land Use of Proposed Development

Parcel	Land Use	Quantity	Unit
1A	Hotel	600	Hotel Rooms
1B	Gasoline/ Service Station with Convenience Market	185 000	Square Feet
1C	Hotel	400	Hotel Room
1D	Hotel	50	Hotel Room
3	General Light Industrial (Includes Offices)	139,000	Square Feet
4	General Light Industrial (Includes Offices)	211,000	Square Feet
5	General Light Industrial (Includes Offices)	205,000	Square Feet





4. Methodology

As part of this study, a trip generation analysis based on the *Institute of Transportation Engineers (ITE), Trip Generation Report, 7th Edition* was performed to determine the daily, AM and PM Peak hour trips expected to be generated by the proposed development. The distribution of trips to the adjacent street network was performed using Traffic Analysis Zones (TAZ), obtained from the Miami-Dade Transportation Plan Directional Trip Distribution Report (January 2005).

The future traffic forecast was developed for the PM peak hour period for year 2012 and 2030. The 2000 and 2030 Miami-Dade Metropolitan Planning Organization (MPO) models along with the existing 2007 traffic counts were used as the basis for development of the future traffic volumes.

In addition to trip generation and trip distribution/assignment, level of service analysis was performed for the impacted roadway links within the study area. The level of service analysis was performed based on the FDOT level of service generalized tables. Furthermore, CDMP-Adopted Roadway Concurrency Level of Service (LOS) was used to perform a concurrency level of service analysis for the existing conditions (2007) and for the year 2011, as determined by the Miami-Dade County Public Works Department.

5. Development of Future Traffic

As directed by Miami-Dade Department of Planning and Zoning (DP&Z) staff, transportation demand modeling was used to generate the future traffic volumes for use in analyzing the future Project conditions. Future traffic volumes were developed for the peak hour period for years 2011 and 2030. The 2000 and 2030 Miami-Dade Metropolitan Planning Organization (MPO) models were used as the basis for development of the future traffic volumes. The MPO models for 2000 and 2030, including socioeconomic data and highway network input files, were both provided by Miami-Dade MPO.

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 in the Miami-Dade Long Range Transportation Plan (LRTP) were implemented. **Table 2** lists a summary of priorities I, II, III, and IV improvements.

The Peak Season Weekday Average Daily Traffic (PSWADT) projection volumes for the years 2000 and 2030 were obtained by running the MPO models. These PSWADT projections were converted initially to Annual Average Daily Traffic (AADT) values using a Model Output Conversion Factor (MOCF) of 0.98 extracted from the Florida Traffic Information (FTI) CD 2006. The AADT values for year 2012 were interpolated based on the 2000 and 2030 volumes. The AADT volumes were converted to a two-way peak hour volume by applying the K factor obtained from the FTI 2006. **Table 3** Summarizes the future traffic project volumes within the study area.



Table 2 Long Range Transportation Projects (LRTP) within the Study Area

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

Roadway	From	To	LRTP Improvements
Priority I Improvements			
LEJEUNE ROAD			MAM INTERMODAL CENTER - C-D SOUTHBOUND ACCESS IMPROVEMENT
MC			MC/MIA INTERCHANGE - ACCESS IMPROVEMENT
LEJEUNE ROAD			MAM INTERMODAL CENTER - C-D NORTHBOUND ACCESS IMPROVEMENT
SR 112	NW 21 ST.	SR 112 / NW 27 AVE.	RECONSTRUCT SR 112/NW 36 ST/LEJEUNE INTERCHANGE
SR 836 WB AUXILIARY LANE	SR 826	NW 57 AVE	ADD AUXILIARY LANE IN WB DIRECTION
SR 836	E OF NW 57 AVE	W OF NW 57 AVE	INTERCHANGE IMPROVEMENTS AND WB EXIT RAMP
SR 826 & SR 836 INTERSECTION	NW 87 AVE	NW 57 AVE	WIDEN INTERCHANGE TO 10 LANES 4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836
SR 836 EXPRESS LANES	HEFT	SR 826/836	ADD LANES AND RECONSTRUCT (8 TO 10)
SR 826	SW 32 ST	SW 16 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
SR 826	SW 16 ST	SW 2 ST	WIDEN TO 3 LANES AND RESURFACE
NW 14 ST	NW 10 AVE	I-95	WIDEN 2 TO 5 LANES
NW 37 AVE	NW NORTH RIVER DRIVE	NW 79 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
SR 826	NW 62 ST	NORTH OF FEC RR	ADD LANES AND RECONSTRUCT (8 TO 10)
SR 826	NORTH OF NW 25 ST	NW 47 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
SR 826	NORTH OF FEC RR	SOUTH OF NW 103 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
SR 25 / OKEECHOBEE RD	EAST OF W 12 AVE	W 19 ST	ADD LANES AND RECONSTRUCT (4 TO 6)
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
NW 74 ST	HEFT	NW 87 AVE	NEW 2 LANES
NW 74 ST	NW 87 Ave.	NW 84 AVE	NEW 4 LANES
NW 25 ST	NW 87 AVE	SR 826 / NW 77 AVE	ADD LANES AND RECONSTRUCT (ADD 1 TO EXISTING 5 LANES)
NW 74 ST	HEFT	NW 82 AVE	NEW 3-LANE (ULTIMATELY HALF OF PROJECT 382: WIDEN TO 6 LANES)
NW 97 AVE	NW 41	25 ST	WIDEN FROM 2 TO 4 LANES
NW 58 ST	NW 107 AVE	NW 102 AVE	TO 4 LANES
SR 826 & SR 836 INTERSECTION	NW 87 AVE	NW 57 AVE	WIDEN INTERCHANGE TO 10 LANES
SR 836 EXTENSION	NW 111 Ave.	NW 87 AVE	IMPROVEMENTS FROM NW 107 TO NW 87 AVE INCLUDING A NEW BIDIRECTIONAL MAINLINE TOLL
Priority II Improvements			
SR 112/I-195	I-95 (NW 10 AVE)	BISCAYNE	INTERCHANGE/RAMP IMPROVEMENTS AND AUXILIARY LANES
NW 74 ST	SR 826	HEFT	WIDEN TO 6 LANES
NW 82 AVE	NW 8 ST	NW 12 ST	NEW 4 LANE
NW 87 AVE	NW 36 ST	NW 58 ST	4 TO 6 LANES
SW 107 AVE	SW 8 ST	FLAGLER ST	4 TO 6 LANES
I-95	SOUTH OF I-395	NORTH OF SR 112	ADD REVERSIBLE MANAGED LANES
SR 826 / PALMETTO	N OF SUNSET DR.	SW 32 ST.	ADD NEW LANE IN EACH DIRECTION AND RECONSTRUCT BIRD RD/MILLER RD.
NW 25TH ST VIADUCT	NW 68 AVE	NW 77 AVE	NEW 2-LANE VIADUCT
Priority III Improvements			
SR 836 / NW 27 AVE INTERCHANGE	NW 27 AVE	NW 17 AVE	RECONSTRUCT SR 836
NW 77 ST.	NW 79 AVE.	MLAMDairy	NEW 4 LANES
NW 107 AVE	NW 41 ST	NW 25 ST	4 TO 6 LANES
NW 87 AVE	NW 58 ST	OKEECHOBEE RD	WIDEN TO 6 LANES
NW 97 AVE	NW 58 ST	NW 74 ST	2 TO 4 LANES
SW 24 ST	SW 107 AVE	SW 87 AVE	WIDEN 4 TO 6 LANES
Priority IV Improvements			
NW 21 ST / NW 32 AVE BRIDGE	NW 37 AVE	NW 28 STREET	CONSTRUCT HIGH LEVEL BRIDGE
PERIMETER RD	NW 20 ST	NW 72 AVE	2 TO 4 LANES
SR 112/I-195	I-95 (NW 10 AVE)	BISCAYNE	INTERCHANGE/RAMPS IMPROVEMENTS AND AUXILIARY LANES
NW 36 / 41 ST	NW 42 AVE	HEFT	EXPRESS STREET (ITS, GRADE SEPARATIONS, ETC.)
SW 16 ST	SW 82 AVE	SW 71 AVE	OVERPASS ACROSS 826

Source: Miami-Dade Transportation Plan (to the Year 2030), 2004.
Prepared by: ATEC, Inc., 2008.

Table 3. Future Traffic Projects within the Study Area

ROADWAY	LOCATION	FSUTMS Model Output		AADT		K Factor-%	Peak Hour Volume		
		2000	2030	2011	Interpolation		2000	2030	2011
SW 24 Street / Coral Way	East of SW 67 Avenue b/w SW 57 Avenue - SR 826	40736	46978	43025		7.39	3010	3472	2011
SW 24 Street / Coral Way	West of SR 826 to SW 87 Avenue	43113	58424	48727		7.39	3186	4318	3180
SW 24 Street / Coral Way	West of SW 87 to SW 97 Avenue	31763	52722	39448		7.39	3166	3896	3601
SW 24 Street / Coral Way	West of SW 97 to SW 107 Avenue	28027	49695	35972		7.39	2071	3672	2915
SW 8 Street / Tamiami Trail	West of SW 37 Avenue to SW 42 Avenue	44795	64010	51841		7.39	3310	4730	2658
SW 8 Street	SW 42 Avenue to 47 Avenue	44383	53327	47662		7.39	3280	3941	3831
SW 8 Street	SW 47 Avenue to Red Road	44383	53327	47662		7.39	3280	3941	3522
SW 8 Street	Red Road to Palmetto Expressway	44877	57806	49618		7.39	3316	4272	3667
SW 8 Street	East of SW 87 Ave to SR 826	67581	67583	67582		7.39	4994	4994	4994
SW 8 Street	West of SW 87 Ave to SW 97 Ave	50342	67064	56473		7.39	3720	4956	4173
SW 8 Street	SW 42 Avenue to 47 Avenue	46755	51217	48391		7.39	3455	3785	3576
W. Flagler Street	SW 47 Avenue to Red Road	46755	51217	48391		7.39	3455	3785	3576
W. Flagler Street	East of SW 72 Ave between SW 57 Ave & SR 826	62420	69771	61138		7.39	4613	5156	4812
W. Flagler Street	West of SW 72 Ave between SW 57 Ave & SR 826	59094	64669	61138		7.39	4367	4779	4518
W. Flagler Street	West of SR 826 to NW/SW 87 Ave	53469	65565	57904		7.39	3951	4845	4279
W. Flagler Street	West of NW/SW 97 Ave to NW 107 Ave	36845	46571	40411		7.39	2723	3442	2986
W. Flagler Street	West of NW/SW 87 Avenue to NW 97 Avenue	50771	60999	54521		7.39	3752	4508	4029
DOLPHIN EXPWY (SR 836)	East of NW 107 Ave to NW 87 Ave	117308	145586	127677		10.06	8669	10759	9435
DOLPHIN EXPWY (SR 836)	East of NW 87 Ave to SR 826	101421	93483	98510		10.06	7495	6908	7280
DOLPHIN EXPWY (SR 836)	East of SR 826 to W 72 Ave	185308	171980	180421		10.06	13694	12709	13333
DOLPHIN EXPWY (SR 836)	West of NW 57 Ave to NW 72 Ave	171122	226068	191269		10.06	12646	16706	14135
DOLPHIN EXPWY (SR 836)	East of NW 57 Ave to NW 42 Ave	169150	222588	188744		10.06	12500	16449	13948
DOLPHIN EXPWY (SR 836)	East of NW 42 Ave to NW 37 Ave	149362	140266	146027		10.06	11038	10366	10791
DOLPHIN EXPWY (SR 836)	West of NW 27 Ave to NW 37 Ave	161409	183334	169448		10.06	11928	13548	12522
DOLPHIN EXPWY (SR 836)	East of NW 27 Ave to NW 17 Ave	143236	150642	149592		10.06	10585	11132	10786
DOLPHIN EXPWY (SR 836)	East of Toll & West of NW 12 Ave to NW 17 Ave	115937	129224	120809		10.06	8568	9550	8928
DOLPHIN EXPWY (SR 836)	West of Bridge NW 10 Ave between NW 12 Ave & I-95	128291	155052	138103		10.06	9481	11458	10206
NW 12 Street	West of SR 826 between NW 72 Ave & NW 87 Ave	57406	57964	57611		7.97	4242	4284	4257
NW 25 Street	East of SR 826 to NW 72 Ave	54174	80188	63712		7.97	4003	5926	4708
NW 25 Street	West of SR 826 to NW 87 Ave	61457	89117	71599		7.97	4542	6586	5291
NW 25 Street	West of NW 87 Ave to NW 97 Ave	35387	47787	39934		7.97	2615	3531	2951
NW 25 Street	West of NW 97 Ave to NW 107 Ave	28558	39119	32430		7.97	2110	2891	2397
NW 36 Street (SR 948)	East of Curtis Parkway to NW 72 Ave	75866	76115	75957		7.97	5606	5625	5613
NW 36 Street (SR 948)	East of NW 72 Ave to NW 57 Ave	75866	76115	75957		7.97	5606	5625	5613
NW 36 Street (SR 948)	East of SR 826 to NW 72 Ave	74080	87485	78995		7.97	5475	6465	5838
NW 36 Street	West of NW 42 Ave from NW 57 Ave to Okeechobee Rd	69861	77828	72782		7.97	5163	5751	5379
NW 36 Street	West of NW 37 Ave - LeJeune Rd to NW 27 Ave	27641	48697	35362		7.97	2043	3599	2613
NW 36 ST (US 27/SR 25)	West of NW 7 Ave to NW 17 Ave	32302	43601	36445		7.97	2387	3222	2693
NW 36 ST (US 27/SR 25)	East of NW 27 Ave to NW 17 Ave	34402	46635	38887		7.97	2542	3446	2874
NW 36 ST (US 27/SR 25)	West of NW 12 Ave between NW 17 Ave & NW 7 Ave	32302	43601	36445		7.97	2387	3222	2693
NW 36 ST (US 27/SR 25)	West of NW 27 Ave to NW 42 Ave/LeJeune Rd	53956	60907	56505		7.97	3987	4501	4176
NW 41 Street / NW 36 Street Extension	West of SR 826 to NW 87 Ave	87343	90601	88538		7.97	6455	6895	6543
NW 36 Street Ext.	West of 87 Ave to NW 97 Ave	52696	70569	59249		7.97	3894	5215	4379
NW 36 Street Extension	West of NW 97 Ave to NW 107 Ave	36833	52475	42588		7.97	2722	3878	3146
AIRPORT EXPWY (SR 112)	East of NW 17 Ave between NW 27 Ave & NW 11 Ave	82058	155174	108867		10.06	6064	11467	8045
AIRPORT EXPWY (SR 112)	West of NW 17 Ave	103837	143135	118246		10.06	7674	10578	8738
AIRPORT EXPWY (SR 112)	West of NW 27 Ave to LeJeune Rd	87933	158703	113882		10.06	6498	11728	8416
AIRPORT EXPWY (SR 112)	West of NW 32 Ave between LeJeune Rd & NW 27 Ave	87933	158703	113882		10.06	6498	11728	8416
NW 54 Street	West of I-95 from NW 27 Ave to I-95	25433	38344	30167		7.97	1879	2834	2229
NW 54 Street	West of NW 67 Ave between LeJeune Rd & NW 27 Ave	32692	43267	36570		7.97	2416	3197	2702
NW 54 Street	West of NW 17 Ave between NW 27 Ave & NW 7 Ave	25433	38344	30167		7.97	1879	2834	2229
NW 54 Street	West of NW 42 Ave between Okeechobee Rd & LeJeune Rd	32861	38456	34913		7.97	2428	2842	2580
NW 74 Street Connector	West of NW 67 Ave from NW 62 Ave to SR 826	56337	74319	62930		7.97	4163	5492	4651
NW 74 Street Connector	West of NW 77 Ct SR 826 to NW 87 Ave	26783	70330	42750		7.97	1979	5197	3159
Okeechobee Road (US 27)	Southeast of NW 74 St from NW 62 Ave to NW 67 Ave	52340	63652	42750		7.97	3868	4704	4174
Okeechobee Road (US 27)	Southeast of SR 826 to NW 57 Ave	52340	70813	59113		7.97	3868	5233	4368
NW 87 Avenue / Galloway Road	North of NW 12 St to NW 25 St	69113	78182	72438		7.97	5107	5778	5353
NW 87 Avenue / Galloway Road	North of NW 25 St to NW 36 St Ext.	54991	57745	50001		7.97	4064	4267	4138
NW 87 Avenue / Galloway Road	North of NW 41 St to NW 58 St	29854	51299	37717		7.97	2206	3791	2787
NW 87 Avenue / Galloway Road	North of NW 8 St between Flagler St & SR 836	49705	56084	52044		7.39	3673	4145	3846
NW 87 Avenue / Galloway Road	North of SW 12 St between W Flagler St & Coral Way	43790	48525	45526		7.39	3236	3586	3364
NW 87 Avenue / Galloway Road	South of Flagler St to Coral Way	40873	42720	42720		7.39	3236	3021	3157
NW 87 Avenue / Galloway Road	South of Coral Way to SW 40 St	38423	39987	38996		7.39	2839	2955	2882
PALMETTO EXPWY (SR 826)	North of Coral Way to SW 8 St	189681	252366	212666		10.06	14017	18650	15716
PALMETTO EXPWY (SR 826)	North of SW 40 St to SW Coral Way	194142	255458	216625		10.06	14347	18878	16009
PALMETTO EXPWY (SR 826)	SW 8 St to W. Flagler St	219726	243301	228370		10.06	16238	17980	16877
PALMETTO EXPWY (SR 826)	North of Flagler St to SR 836	220189	259021	234427		10.06	16272	19142	17324
PALMETTO EXPWY (SR 826)	North of NW 12 St from SR 836 to NW 36 St	224397	258141	236770		10.06	16583	19077	17497
PALMETTO EXPWY (SR 826)	NW 36 Street to NW 58 Street	105094	254315	159808		10.06	7766	18794	11810
PALMETTO EXPWY (SR 826)	NW 58 Street to NW 74 Street	207842	262482	227877		10.06	15360	19397	16840
PALMETTO EXPWY (SR 826)	NW 74 Street to Okeechobee Road	199095	221680	207376		10.06	14713	16382	15325
NW 72 Avenue	North of Okeechobee Rd between SR 25 & NW 103 St	176190	209648	188458		10.06	13020	15493	13927
NW 72 Avenue	South of NW 103 Street to Okeechobee Road	30384	34816	32009		7.97	2245	2573	2365
NW 72 Avenue	North of W Flagler St to NW 12 St	54562	92843	68598		7.97	4032	6861	5069
NW 72 Avenue	North of NW 12 St to NW 25 St	81681	81169	81493		7.97	6036	5998	6022
NW 72 Avenue	South of NW 36 St to NW 25 St	54452	63602	57807		7.97	4024	4700	4272
NW 57 Avenue	South of NW 41 St from NW 39 St to NW 58 St	54562	56928	55430		7.97	4032	4207	4096
NW 57 Avenue	South of NW 74 St Connector to Okeechobee Rd	36309	57033	43908		7.97	2683	4215	3245
NW 57 AVE/RED RD (SR 823)	North of NW 7 St to SR 836	65039	89923	74163		7.97	4806	6645	5481
SW 57 AVE/RED ROAD	Between NW 79 St & NW 103 St	28598	49228	36162		7.97	2113	3638	2672
SW 57 AVE/RED ROAD	South Coral Way to SW 42 St	10613	27720	16886		7.39	784	2049	1248
SW 57 AVE/RED ROAD	North of SW 8 St to W. Flagler St	34951	40567	37010		7.39	2583	2998	2735
SW 42 AVE/LEJEUNE RD	South of SW 8 St to Coral Way	28527	32947	30148		7.39	2108	2435	2228
SW 42 AVE/LEJEUNE RD	South of Coral Way to SW 40 St	38956	45788	41461		7.39	2879	3384	3064
NW 42 AVE/LEJEUNE RD	South of SW 8 St to Coral Way	43438	42118	42954		7.39	3210	3113	3174
NW 42 AVE/LEJEUNE RD	North of Flagler St to Airport Entrance	75370	83086	78199		7.97	5570	6140	5779
NW 42 AVE/LEJEUNE RD	North of NW 25 St from Airport Entrance to NW 36 St	86942	95075	89924		7.97	6425	7026	6645
NW 42 AVE/LEJEUNE RD	South of E 11 Pl (Hialeah) between NW 36 St & NW 79 St	64835	65433	65054		7.97	4791	4835	4808
NW 42 AVE/LEJEUNE RD	South of E 23 St (Hialeah) between NW 36 St & NW 79 St	64835	65433	65054		7.97	4791	4835	4808
NW 27 Avenue (SR 9)	South of NW 103 St to NW 79 St	34407	40909	36791		7.97	2543	3023	2719
NW 27 Avenue (SR 9)	North of NW 54 St to NW 79 St	32418	40883	35522		7.97	2396	3021	2625
NW 27 Avenue (SR 9)	North of NW 36 St to SR 836	62790	70579	65646		7.97	4640	5216	4851
NW 27 Avenue (SR 9)	South of SR 836 to SW 8 St	69711	74970	71639		7.39	5152	5540	5294
NW 27 Avenue (SR 9)	South of NW 103 St to NW 79 St	31700	44466	36381		7.97	2343	3286	2689
NW 27 Avenue (SR 9)	North of SR 112 between NW 36 St & NW 54 St	49256	60072	53222		7.97	3640	4439	3933

Note: K factor is from Florida Traffic Information (FTI) CD 2006



6. Concurrency Analysis

This section is comprised of four sub-sections. Sub-section 4.1 describes the trip generation analysis followed by sub-section 4.2 which details the assignment of traffic volume to the surrounding roadway links. Section 4.3 describes the concurrency level of service analysis and finally, sub-section 4.4 presents the potential roadway improvements to the surrounding roadway network.

6.1. Trip Generation

The methodology outlined in the *Institute of Transportation Engineers (ITE), Trip Generation 7th Edition* was used to forecast traffic based on the proposed project land uses. Daily, AM and PM peak hour trips were estimated. A 15% reduction was applied to the estimated trips to account for internal capture of trips inside Miami International Airport. Furthermore, Floor Area Ratios reductions of 0.5, 0.5 and 0.4 were applied to trips generated by office, warehouses and retail land uses, respectively. Table 4 depicts the trip generation calculations for parcels 1A, 1B, 1C and 1D, 3, 4 and 5. **Please note that Parcels 1A, 1B, 1C and 1D were not considered for concurrency since they are not expected to be built within the next three years; Only parcels 3, 4, and 5 will be analyzed for concurrency.**

Trip generation for different land uses in parcels 1A, 1B and 3 were calculated using ITE Trip Generation 7th edition. Please note that these generators will not be part of the proposed development, therefore, the trips generated by these land uses were deducted from the future trip generation calculation. It should also be noted that there are numerous land uses which are not defined well in ITE Trip Generation Manual. Furthermore, a hotel with 600 guest rooms is proposed in parcel A, which generates 377 AM peak hour traffic and 354 PM peak hour traffic while the different land uses at present condition generates 980 AM peak hour traffic and 1047 PM peak hour traffic. Similarly, the parcel B at present condition generates more traffic than the proposed future development in parcel B, which is a gasoline service station with convenience store. Parcel 3 generates an equal number of traffic in current and future conditions. **Therefore, the impact of traffic generated by the proposed development will be less than the present condition.** The traffic generation with present land uses of parcel 1A, 1B and 3 is depicted in **Table 5**.

Table 4 Trip Generation

Parcel	1A	1B	1C	1D	3	4	5								
ITE Land Use Code	310	853 /820	310	310	150	150	150								
ITE Land Use Code Description	Hotel	Gasoline/Service Station / Shopping Center	Hotel	Hotel	Warehousing	Warehousing	Warehousing								
Quantity	600	10/185	400	50	139	211	20.5								
Unit	Hotel Room	Fueling Stations / 1000 GFA	Hotel Room	Hotel Room	1000 GFA	1000 GFA	1000 GFA								
Parcel	AM Peak Hour	% Entering	% Exiting	Entering AM	Exiting AM	PM Peak Hour	% Entering	% Exiting	Entering PM	Exiting PM	Weekday (Trips)	% Entering	% Exiting	Entering Weekday	Exiting Weekday
1A	377	61.00%	39.00%	230	147	354	49.00%	51.00%	173	181	4997	50.00%	50.00%	2498	2498
1B	172	50.00%	50.00%	86	86	192	50.00%	50.00%	96	96	5426	50.00%	50.00%	2713	2713
1B	191	61.00%	39.00%	116	74	940	48.00%	52.00%	451	489	10130	50.00%	50.00%	5065	5065
1C	228	61.00%	39.00%	139	89	236	49.00%	51.00%	116	120	3207	50.00%	50.00%	1603	1603
1D	17	61.00%	39.00%	11	7	30	49.00%	51.00%	14	15	74	50.00%	50.00%	37	37
3	105	82.00%	18.00%	86	19	85	25.00%	75.00%	21	63	862	50.00%	50.00%	431	431
4	141	82.00%	18.00%	116	25	118	25.00%	75.00%	29	88	1127	50.00%	50.00%	563	563
5	27	82.00%	18.00%	22	5	19	25.00%	75.00%	5	14	426	50.00%	50.00%	213	213
Sub-Total	1258	64.06%	35.94%	806	452	1972	45.93%	54.07%	906	1066	26248	50.00%	50.00%	13124	13124
Internal Capture (15%)	189	-	-	121	68	296	-	-	136	160	3937	-	-	1969	1969
Adjusted Total	1069	64.06%	35.94%	685	384	1676	45.93%	54.07%	770	906	22311	50.00%	50.00%	11155	11155

Table 5 Trip Generation for Present Land Use

Parcel	1A	1B	1C	1D	3	4	5								
ITE Land Use Code	310	853 /820	310	310	150	150	150								
ITE Land Use Code Description	Hotel	Gasoline/Service Station / Shopping Center	Hotel	Hotel	Warehousing	Warehousing	Warehousing								
Quantity	600	10/185	400	50	139	211	20.5								
Unit	Hotel Room	Fueling Stations / 1000 GFA	Hotel Room	Hotel Room	1000 GFA	1000 GFA	1000 GFA								
Parcel	AM Peak Hour	% Entering	% Exiting	Entering AM	Exiting AM	PM Peak Hour	% Entering	% Exiting	Entering PM	Exiting PM	Weekday (Trips)	% Entering	% Exiting	Entering Weekday	Exiting Weekday
1A	377	61.00%	39.00%	230	147	354	49.00%	51.00%	173	181	4997	50.00%	50.00%	2498	2498
1B	172	50.00%	50.00%	86	86	192	50.00%	50.00%	96	96	5426	50.00%	50.00%	2713	2713
1B	191	61.00%	39.00%	116	74	940	48.00%	52.00%	451	489	10130	50.00%	50.00%	5065	5065
1C	228	61.00%	39.00%	139	89	236	49.00%	51.00%	116	120	3207	50.00%	50.00%	1603	1603
1D	17	61.00%	39.00%	11	7	30	49.00%	51.00%	14	15	74	50.00%	50.00%	37	37
3	105	82.00%	18.00%	86	19	85	25.00%	75.00%	21	63	862	50.00%	50.00%	431	431
4	141	82.00%	18.00%	116	25	118	25.00%	75.00%	29	88	1127	50.00%	50.00%	563	563
5	27	82.00%	18.00%	22	5	19	25.00%	75.00%	5	14	426	50.00%	50.00%	213	213
Sub-Total	1258	64.06%	35.94%	806	452	1972	45.93%	54.07%	906	1066	26248	50.00%	50.00%	13124	13124
Internal Capture (15%)	189	-	-	121	68	296	-	-	136	160	3937	-	-	1969	1969
Adjusted Total	1069	64.06%	35.94%	685	384	1676	45.93%	54.07%	770	906	22311	50.00%	50.00%	11155	11155



6.2. Trip Distribution

The PM peak hour trips generated by the proposed development were assigned to the adjacent street network using the cardinal distribution of Traffic Analysis Zones (TAZ). The trip distribution performed for the year 2012 was performed using the traffic generated only by parcels 3, 4 and 5. TAZ 742 was used to distribute the trips generated by parcels 3, 4 and 5. Finally, the trip distribution performed for the year 2030 (Full Build Out) was performed using the traffic generated by parcels 3, 4 and 5 and parcels A, B, C and D. TAZs 742 and 743 were used to distribute the trips generated by parcels 3, 4 and 5 and parcels A, B, C and D, respectively. **Figure 2** depicts the project trip distribution percentages for the year 2012 and **Figure 3** depicts the project trip distribution percentages for the year 2030.

6.3. Concurrency Level of Service Analysis

Table 6 documents the 2011 traffic analysis plus the existing level of service for the project within the concurrency study area. The total volumes for the 2007, 2011 without project, and 2011 with project are also presented in Table 6. Table 6 also shows the percentages of the project trips to the service volume to identify those roadway links that would be impacted by the traffic generated by the project. The percentages revealed that there is no one roadway link that will be significantly impacted by the airport project. The maximum percentage of projected trips to service volume is 1.78%, which is found on NW 72nd Avenue from NW 12th Street to NW 25th Street. The results of the analysis are graphically described on Figure 6.

Figure 4 illustrates the existing roadway laneage plus 2008 Transportation Improvement Program (TIP) within the study area. **Table 7** lists the five-year (2008) Transportation Improvement Program (TIP) within the study area. **Figure 5** illustrates the adopted concurrency LOS standards for the study area roadways as of March, 2008, as determined by the Miami-Dade County Concurrency Database and the FDOT 2002 Quality/Level of Service Handbook. **Figure 6** illustrates the existing 2007 LOS analysis for study area roadways.

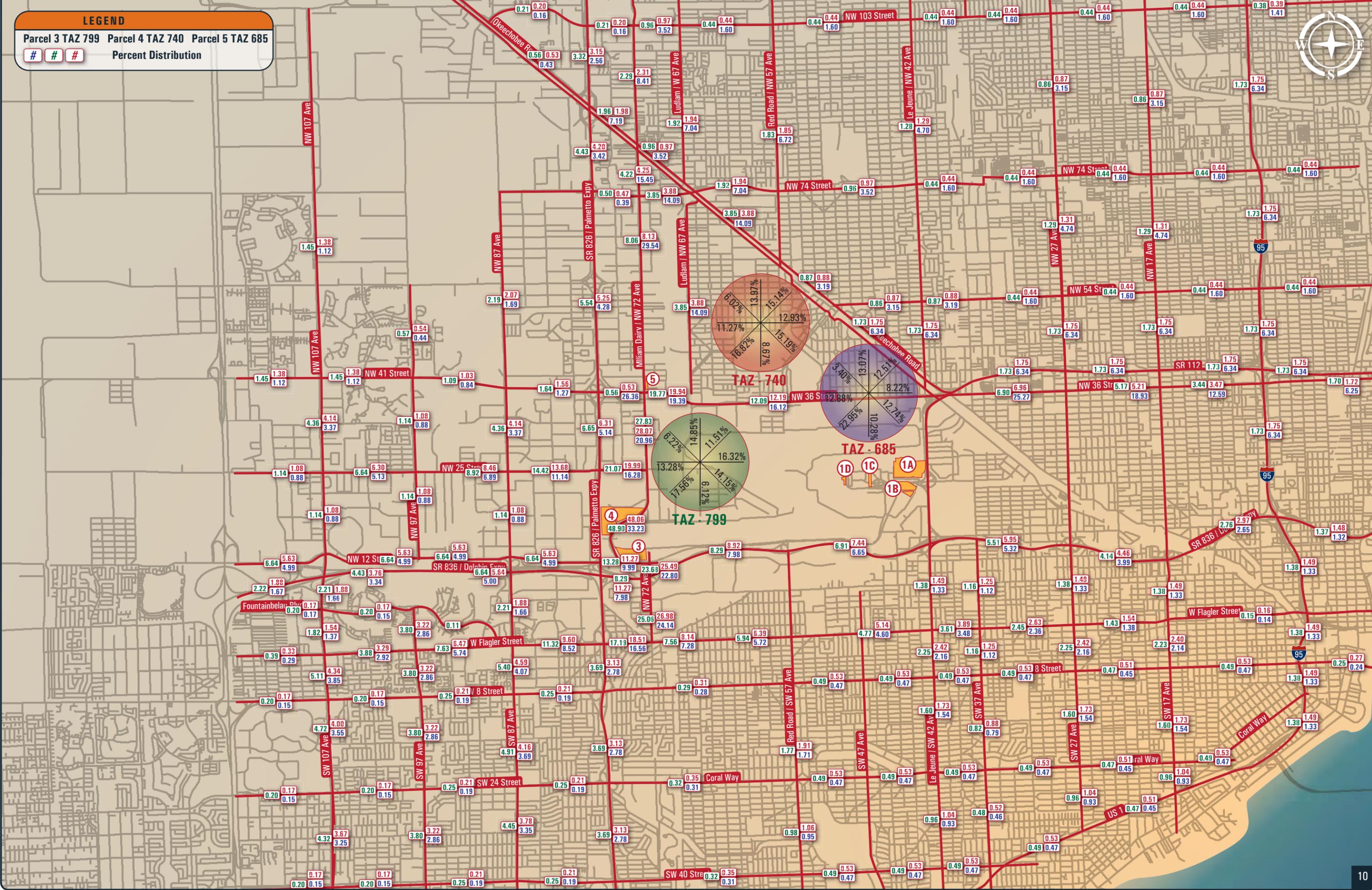
6.4. Potential Roadway Improvements

As shown previously in **Table 6**, it is anticipated that there is no one roadway link that will be impacted by the airport project. **Thus, there is no potential roadway improvement.**

LEGEND

Parcel 3 TAZ 799 Parcel 4 TAZ 740 Parcel 5 TAZ 685

Percent Distribution





LEGEND

Parcel 3 TAZ 799 Parcel 4 TAZ 740 Parcel 5 TAZ 685
TAZ-743 (Pacels 1A, 1B, 1C, 1D)

Percent Distribution

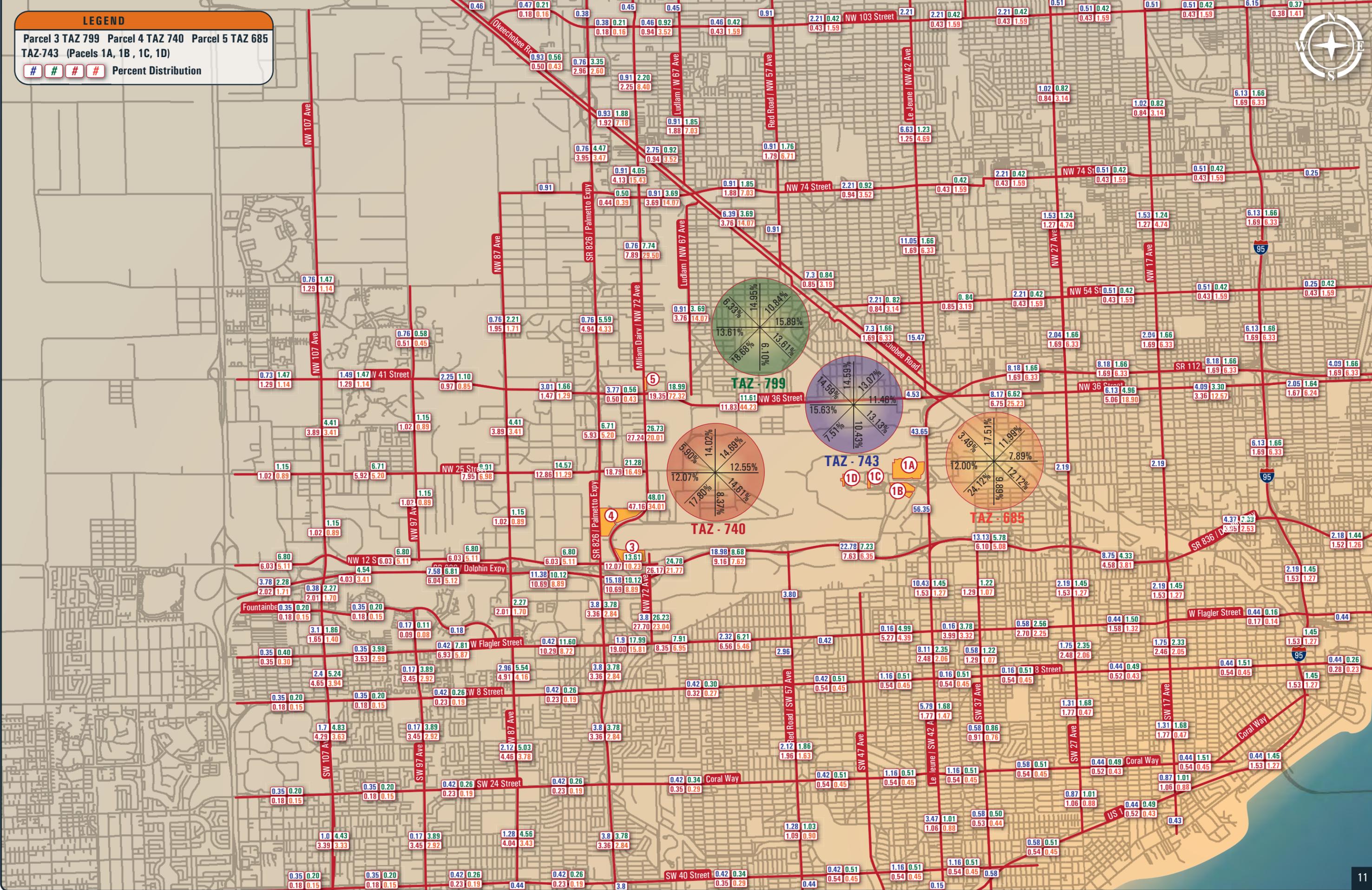


Table 6. Traffic Concurrency Analysis

ROADWAY	LOCATION	Available Capacity			Existing (2007)					2011 (Without Project)				Project Trips					2011 (With Project)								
		Facility Type	Adopted LOS Standard	Peak hour Two Way Service Volume (VPH)	Developer Committed Trips (DOS Trips)	Peak Hour Volume	Peak Hour Volume + DOS Trips	V/C	LOS	Peak Hour Volume	Peak Hour Volume + DOS Trips	V/C	LOS	Parcel 3 Project Peak Hour Trips		Parcel 3 Project Demolition		Parcel 4 Project Peak Hour Trips		Parcel 5 Project Peak Hour Trips		Total Project Peak Hour Trips	Peak Hour Volume + DOS Trips + Project Trips	V/C	LOS	% Project Trips to Service Volume	Project Impact
														85	Trips	-35	Trips	118	Trips	19	Trips						
Dolphin Expwy (SR 836)	East of NW 87 Ave to SR 826	6	D	9840	115	7695	7810	0.69	C	18150	18265	1.63	F	6.64	6	6.64	-2	5.64	7	5.00	1	11	18276	1.63	F	0.11%	
Dolphin Expwy (SR 836)	East of SR 826 to W 72 Ave	8	D	13420	32	12735	12767	0.84	D	19242	19274	1.26	F	9.67	8	9.67	-3	10.41	12	9.32	2	19	19293	1.27	F	0.14%	
Dolphin Expwy (SR 836)	West of NW 57 Ave to NW 72 Ave	6	D	9840	269	14262	14531	1.28	F	18988	19257	1.72	F	8.29	7	8.29	-3	8.92	11	7.98	2	16	19273	1.72	F	0.16%	
Dolphin Expwy (SR 836)	East of NW 57 Ave to NW 42 Ave	6	D	9840	466	11396	11862	1.02	F	14690	15156	1.36	F	6.91	6	6.91	-2	7.44	9	6.65	1	13	15170	1.36	F	0.14%	
Dolphin Expwy (SR 836)	East of NW 42 Ave to NW 37 Ave	6	D	9840	0	10105	10105	0.90	E	17046	17046	1.52	F	6.91	6	6.91	-2	7.44	9	6.65	1	13	17060	1.53	F	0.14%	
NW 12 Street	West of SR 826 between NW 72 Ave & NW 87 Ave	A 4	D	3110	161	2806	2967	0.86	D	4592	4753	1.45	F	6.64	6	6.64	-2	5.63	7	4.99	1	11	4764	1.46	F	0.35%	
NW 25 Street	East of SR 826 to NW 72 Ave	A 4	E	3270	400	3483	3883	1.07	F	5078	5478	1.68	F	21.07	18	21.07	-7	19.99	24	16.28	3	37	5515	1.69	F	1.14%	
NW 36 Street (SR 948)	East of NW 72 Ave to NW 57 Ave	A 6	E+50	7380	110	4922	5032	1.00	E	6054	6164	1.25	E+25	19.77	17	19.77	-7	19.94	24	19.39	4	37	6201	1.26	E+26	0.50%	
NW 36 Street (SR 948)	East of SR 826 to NW 72 Ave	A 6	E+50	7380	116	4263	4379	0.87	D	6054	6170	1.25	E+25	0.56	0	0.56	0	0.53	1	26.36	5	6	6176	1.26	E+26	0.08%	
NW 36 Street (SR 948)	West of NW 42 Ave from NW 57 Ave to Okeechobee Rd	A 6	E+50	7380	32	4474	4506	0.91	E	6296	6328	1.29	E+29	19.77	17	19.77	-7	19.94	24	19.39	4	37	6365	1.29	E+29	0.50%	
NW 36 Street (US 27/SR 25)	West of NW 27 Ave to NW 42 Ave/LeJeune Rd	A 4	E+50	4905	43	1755	1798	0.54	C	4503	4546	1.39	E+39	6.90	6	6.90	-2	6.96	8	25.27	5	16	4563	1.40	E+40	0.34%	
Airport Expwy (SR 112)	East of NW 17 Ave between NW 27 Ave & NW 11 Ave	6	E+50	16770	0	7209	7209	0.64	C	10952	10952	0.98	E	1.73	1	1.73	-1	1.75	2	6.34	1	4	10956	0.98	E	0.02%	
Airport Expwy (SR 112)	West of NW 17 Ave	6	E+50	16770	0	5966	5966	0.53	C	11896	11896	1.06	E+06	1.73	1	1.73	-1	1.75	2	6.34	1	4	11900	1.06	E+06	0.02%	
Airport Expwy (SR 112)	West of NW 27 Ave to LeJeune Rd	6	E+50	16770	0	6969	6969	0.62	C	11457	11457	1.02	E+02	1.73	1	1.73	-1	1.75	2	6.34	1	4	11461	1.03	E+03	0.02%	
Airport Expwy (SR 112)	West of NW 32 Ave between LeJeune Rd & NW 27 Ave	6	E+50	16770	0	9106	9106	0.81	D	11457	11457	1.02	E+02	1.73	1	1.73	-1	1.75	2	6.34	1	4	11461	1.03	E+03	0.02%	
NW 72 Avenue/Milam Dairy	North of W Flagler St to NW 12 St	A 6	E	4920	273	2532	2805	0.51	B	5467	5740	1.17	F	25.06	21	25.06	-9	26.98	32	24.14	5	49	5789	1.18	F	0.99%	
NW 72 Avenue/Milam Dairy	North of NW 12 St to NW 25 St	A 6	E	4920	150	2581	2731	0.52	B	6495	6645	1.35	F	48.90	42	48.90	-17	48.06	57	33.23	6	87	6732	1.37	F	1.78%	
NW 72 Avenue/Milam Dairy	South of NW 36 St to NW 25 St	A 6	E	4920	86	3181	3267	0.65	C	4607	4693	0.95	E	27.83	24	27.83	-10	28.07	33	20.96	4	51	4744	0.96	E	1.04%	
NW 57 Avenue/Red Road	North of NW 7 St to SR 836	A 6	E+50	7380	874	2972	3846	0.60	C	5911	6785	1.38	E+38	0.98	1	0.98	0	1.06	1	0.95	0	2	6787	1.38	E+38	0.03%	
NW 42 Avenue/LeJeune Road	North of Flagler St to Airport Entrance	A 6	E+20	5904	0	3315	3315	0.67	C	6232	6232	1.27	F	1.38	1	1.38	0	1.49	2	1.33	0	3	6235	1.27	F	0.05%	
NW 42 Avenue/LeJeune Road	North of NW 25 St from Airport Entrance to NW 36 St	A 8	E+50	9540	29	3938	3967	0.62	C	7167	7196	1.13	E+13	0.00	0	0.00	0	0.00	0	0.00	0	0	7196	1.13	E+13	0.00%	

Note: EE = 120% of LOS E, Extraordinary Transit between Infill Area and Urban Development Boundary
 E+20 = 120% of LOS E, 20 Minutes Transit Headway in Infill Area
 E+50 = 150% of LOS E, Extraordinary Transit in Infill Area
 SUMA = State Urban Minor Arterial between Infill Area and Urban Development Boundary
 A = Arterial



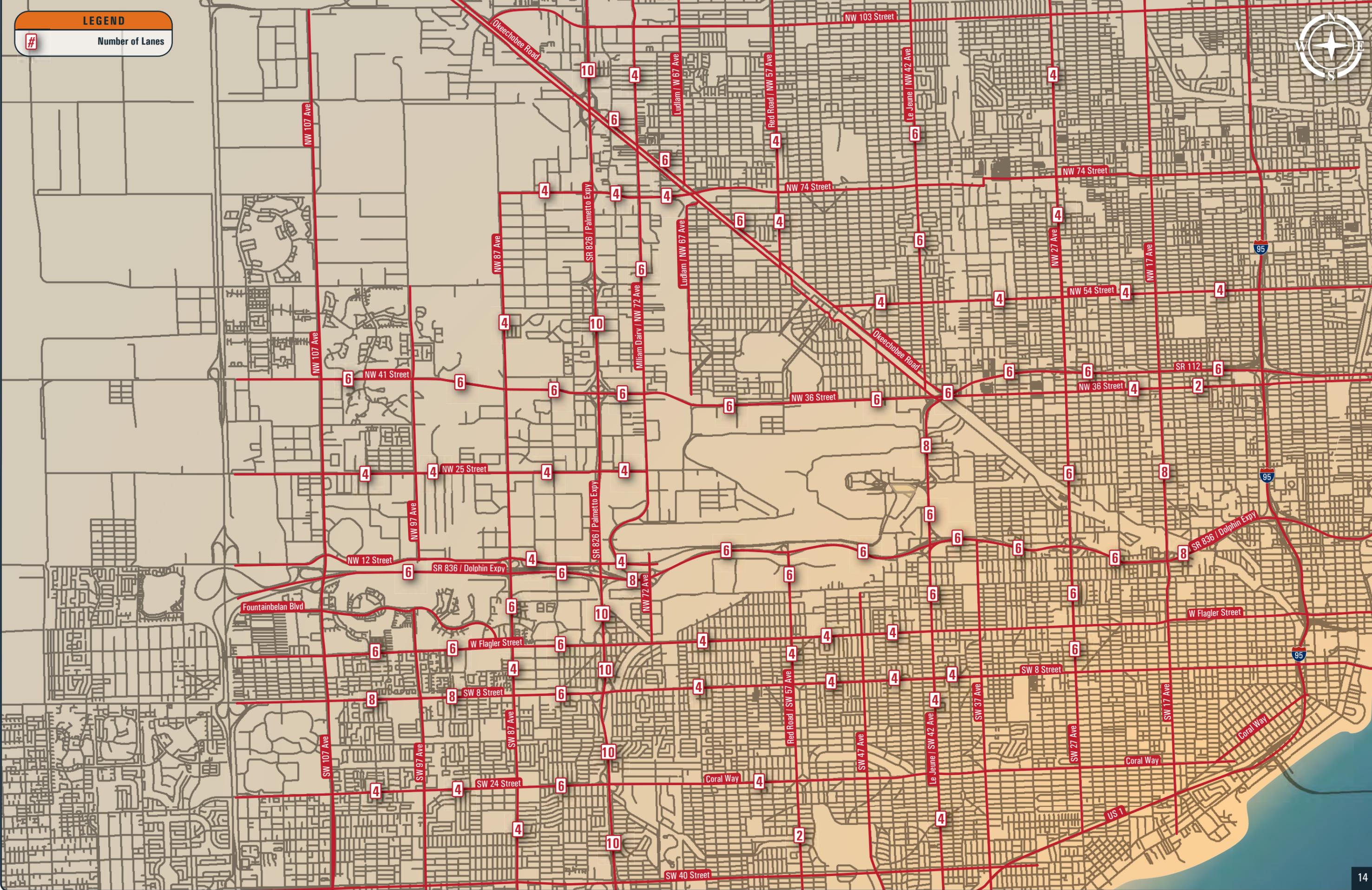
Table 7 2008 Transportation Improvement Projects (TIP) within the Study Area

Facility	From	To	Type of Work
NW 102 Avenue (West side)	NW 62 Street	NW 67 Street	2 lanes and 1/2 of turn lane
NW 25TH ST	NW 89TH CT	SR 826	ADD LANES & RECONSTRUCT
NW 25TH ST	SR 826	TO NW 67TH AVE	ADD LANES & RECONSTRUCT
NW 37 Avenue	North River Drive	NW 79 Street	Widening: 2 to 5 lanes
NW 62 Street	NW 47 Avenue	NW 37 Avenue	Reconstruction: 4 lanes
NW 66 Street	NW 102 Avenue	NW 107 Avenue	Full
NW 72 Avenue	NW 74 Street	Okeechobee Road	Widening: 2 to 4 lanes and bridge
NW 72 Avenue	NW 74 Street	Okeechobee Road	Widening: 2 to 4 lanes and bridge
NW 74 Street	NW 87 Avenue	NW 84 Avenue	New Construction: 4 lanes
NW 74 Street	HEFT	NW 82 Avenue	New 6 lanes
NW 97 Avenue	NW 25 Street	NW 41 Street	Widening: 2 to 4 lanes
NW 97 Avenue	NW 25 Street	NW 41 Street	Widening: 2 to 4 lanes
SR 823/NW 57 AVE	FROM SR 934/WEST 21 ST	TO WEST 34TH ST	ADD LANES & RECONSTRUCT
SR 823/NW 57 AVE	OKEECHOBEE RD	W 21ST ST. (SR 934)	ADD LANES & RECONSTRUCT
SR 826/SR 836 Interchange Imp.	SR 826 Interchange	SR 836	4-lane divided express lanes
SR 826/PALMETTO EXPY	FROM SW 32ND ST	TO SW 16TH ST	ADD LANES & RECONSTRUCT
SR 826/PALMETTO EXPY	FROM SW 16TH ST	TO SW 2ND ST	ADD LANES & RECONSTRUCT
W 24 Avenue	W 52 Street	W 76 Street	Widening: 2 to 5 lanes

Fig. 4 Existing Numbers of Lanes plus 5 Year 2008 Tip Improvements

LEGEND

Number of Lanes





LEGEND

- E** LOS E
- EE** 120% of LOS E, Extraordinary Transit between Infill Area and Urban Development Boundary
- E+20** 120% of LOS E, 20 Minutes Transit Headway in Infill Area
- E+50** 150% of LOS E, Extraordinary Transit in Infill Area
- SUMA** State Urban Minor Arterial between Infill Area and urban Development Boundary

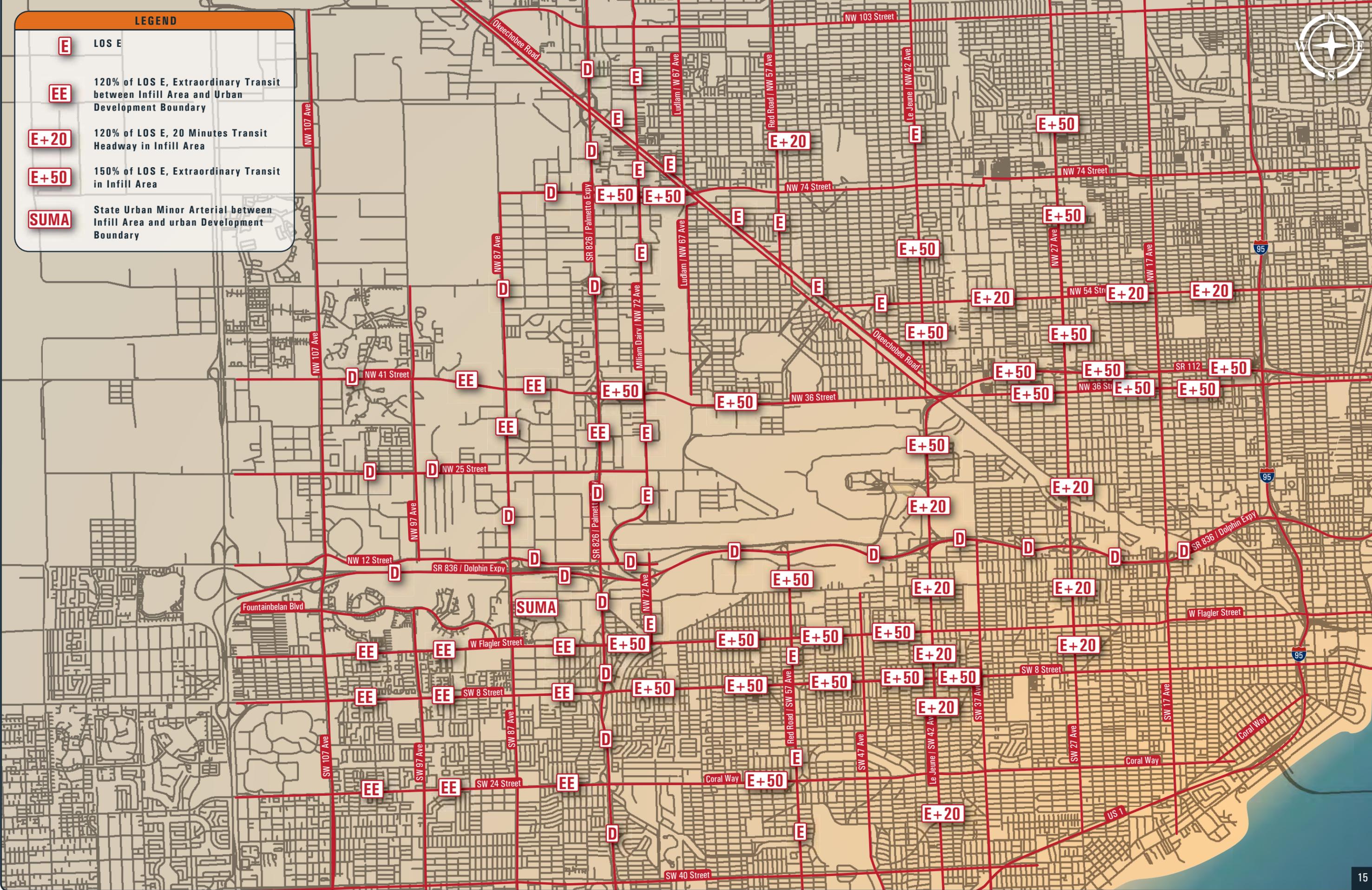
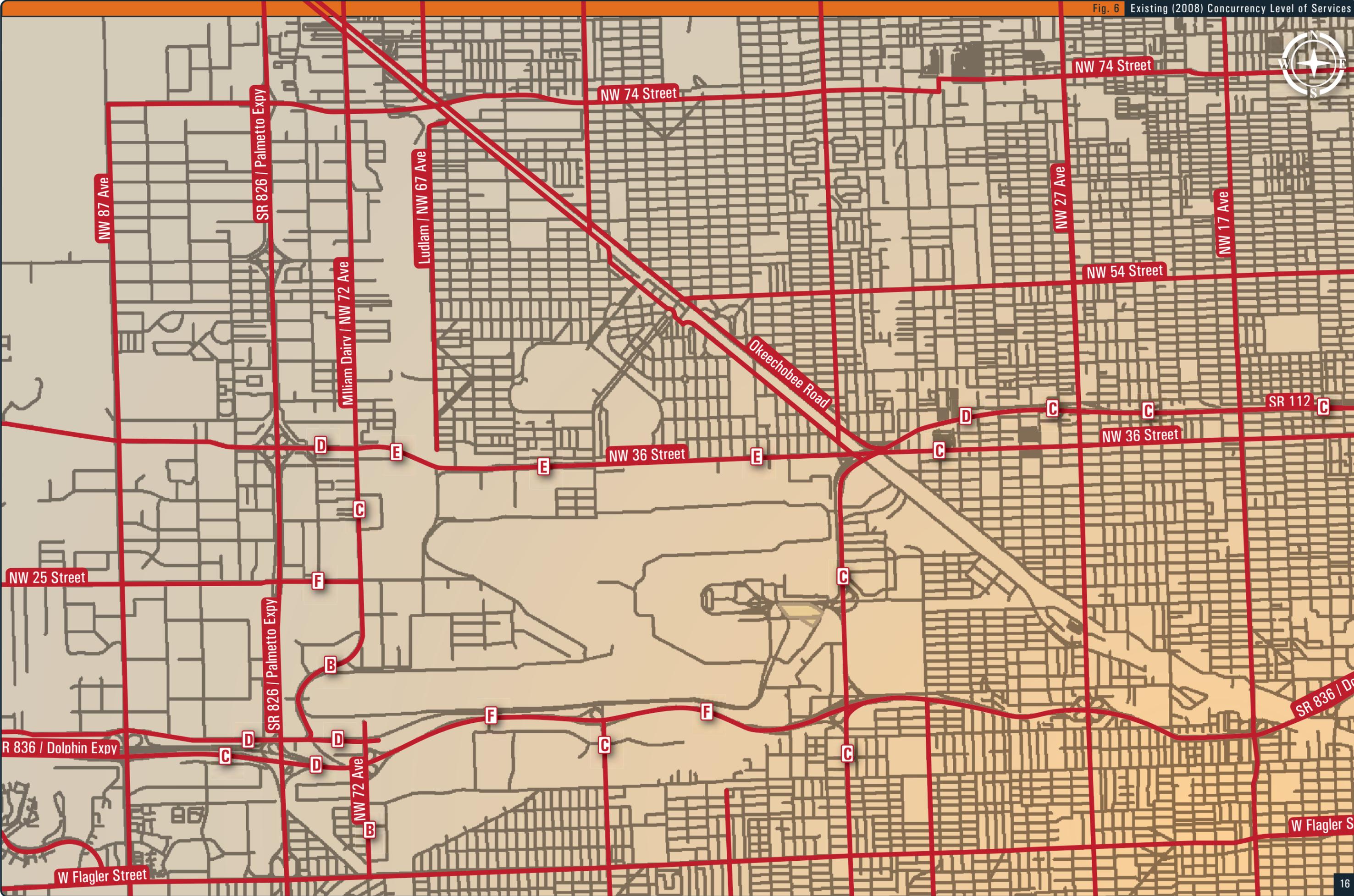


Fig. 6 Existing (2008) Concurrency Level of Services





7. Full-Build Analysis

Based on information provided by Miami-Dade Department of Planning and Zoning (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 of the project is expected to occur during the following 10 to 20 years. 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.

7.1. Maximum Service Volumes Standards

It should be noted that it is difficult to predict future network operational changes to the year 2030; therefore, 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 shown on **Figure 5**. 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 D (0.81-0.90 v/c ratio) if no transit is available to serve the corridor; LOS E (0.91 - 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.

7.2. 2030 Without Project Conditions

The 2030 FSUTMS Model without-project condition was run to establish the benchmark traffic activity for the 2030 study area. **Table 8** presents the 2030 full-build level of service calculations.

Figure 7 exhibits the 2030 Analysis Area and roadway network and number of lanes for this study.

Figure 8 exhibits the study area LOS generated from the FSUTMS model output for the without-project condition. The maximum service volumes are based upon FDOT's 2002 Quality/Level of Service Handbook. The figure 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, SUMA (State Urban Minor Arterial between Infill Area and Urban Development Boundary), LOS EE (120% of LOS E Capacity, Extraordinary Transit between Infill Area and Urban Development Boundary), LOS E + 20 (120 percent of LOS E capacity) and LOS E + 50 (150 percent of LOS E capacity).



7.3. 2030 Full Build (With Project) Conditions

Please note that **Table 8** also calculated the percentages of the project trips to the service volume for 2030 full-build conditions. 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. The calculation results show that there is no one roadway link that will be impacted by the airport project. The maximum percentage of projected trips to service volume is 2.38%, which is found on NW 42 Avenue/LeJeune Road from NW 25th Street to NW 36th Street. All the other percentage numbers are less than two percent.

Figure 9 shows the results of the with-project LOS analysis for the study area.

7.4. Potential Long Range (2030) Roadway Improvements

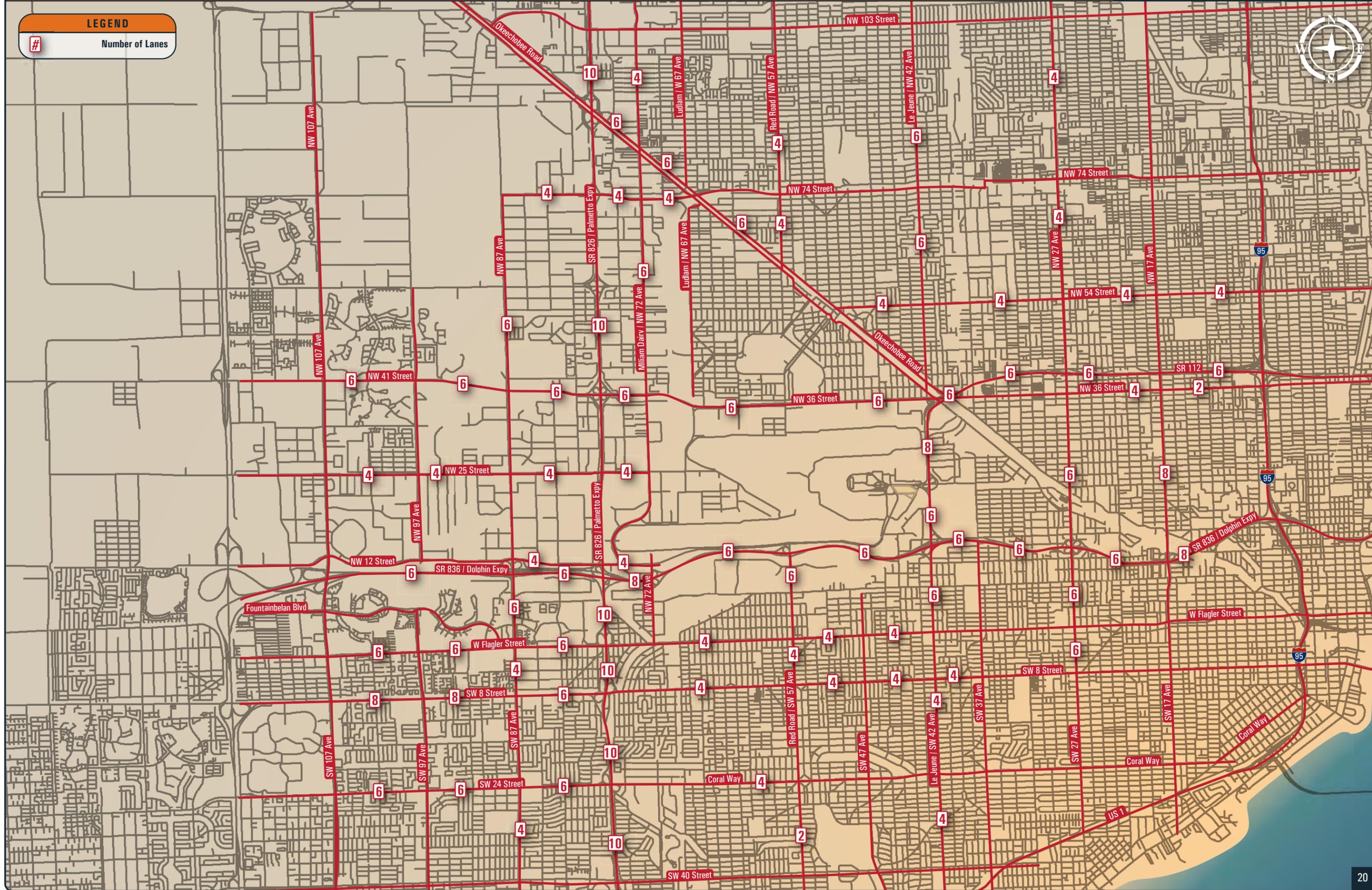
As shown in **Table 8**, it is anticipated that there is no one roadway link that will be impacted by the airport project. Therefore, there is no potential long range (2030) roadway improvement.

Table 8. 2030 Study Area Full-Build Level of Service (LOS) Calculations

ROADWAY	LOCATION	Facility Type	Peak hour Two Way Service Volume (VPH)	2030 Peak Hour Volume (VPH)	2030 V/C	2030 LOS	Parcel 3 Project		Parcel 4 Project		Parcel 5 Project		Parcel 6 Project		Parcel 7 Project		Parcel 8 Project		Parcel 9 Project		Total Project Peak Hour Trips	Total 2030 Peak Hour Volume (VPH)	2030 V/C	Adopted LOS	2030 LOS	% Project Trips to Service Volume	Project Impact						
							Demolition		Demolition		Demolition		Demolition		Demolition		Demolition																
							85	-35	118	19	354	-1007	1132	-224	236	30	708																
SW 24 Street / Coral Way	East of SW 67 Avenue b/w SW 57 Avenue - SR 826	A,4	4905	3472	1.06	E-06	0.34	0	0.34	0	0.29	0	0	4	0	5	0	1	0	0	3	3475	1.06	E+50	E+06	0.06%							
SW 24 Street / Coral Way	West of SR 826 to SW 87 Avenue	A,6	5904	4318	0.88	D	0.26	0	0.26	0	0.19	0	0	4	0	5	0	-1	0	0	3	4320	0.88	EE	D	0.04%							
SW 24 Street / Coral Way	West of SW 87 to SW 97 Avenue	A,6	5904	3896	0.79	D	0.26	0	0.26	0	0.19	0	0	1	0	5	0	-1	0	1	0	3	3899	0.79	EE	D	0.04%						
SW 24 Street / Coral Way	West of SW 97 to SW 107 Avenue	A,6	5904	3672	0.75	D	0.20	0	0.20	0	0.18	0	0	1	0	4	0	-1	0	1	0	2	3675	0.75	EE	D	0.04%						
SW 8 Street / Tamiami Trail	West of SW 37 Avenue to SW 42 Avenue	A,4	4905	4730	1.45	E+45	0.51	0	0.51	0	0.54	1	0.45	0	1	4	1	-12	1	13	1	3	1	0	7	4737	1.45	E+50	E+45	0.14%			
SW 8 Street	SW 42 Avenue to 47 Avenue	A,4	4905	3941	1.21	E+21	0.51	0	0.51	0	0.54	1	0.45	0	1	4	1	-12	1	13	1	3	1	0	7	3948	1.21	E+50	E+21	0.14%			
SW 8 Street	SW 47 Avenue to Red Road	A,4	3270	3941	1.21	E+21	0.51	0	0.51	0	0.54	1	0.45	0	1	2	1	-6	1	7	1	1	1	1	0	4	3945	1.21	E+50	E+21	0.13%		
SW 8 Street	Red Road to Palmetto Expressway	A,4	4905	4272	1.31	E+31	0.30	0	0.30	0	0.32	0	0.27	0	0	0	1	0	4	0	5	0	1	0	0	3	4275	1.31	E+50	E+31	0.06%		
SW 8 Street	East of SW 87 Ave to SR 826	A,6	5904	4994	1.02	E+02	0.26	0	0.26	0	0.23	0	0.19	0	0	1	0	-4	0	5	0	1	0	0	0	3	4997	1.02	EE	E+02	0.04%		
SW 8 Street	West of SW 87 Ave to SW 97 Ave	A,8	7632	4956	0.78	D	0.26	0	0.26	0	0.23	0	0.19	0	0	1	0	-4	0	5	0	1	0	0	0	3	4959	0.78	EE	D	0.03%		
SW 8 Street	West of SW 97 Ave to SW 107 Ave	A,8	7632	4956	0.78	D	0.20	0	0.20	0	0.18	0	0.15	0	0	1	0	-4	0	4	0	1	0	0	0	2	4958	0.78	EE	D	0.03%		
W. Flagler Street	SW 42 Avenue to 47 Avenue	A,4	4905	3785	1.16	E+16	7.81	7	7.81	-3	6.93	8	5.87	1	1	4	1	-12	1	13	1	3	1	0	0	19	3804	1.16	E+50	E+16	0.39%		
W. Flagler Street	SW 47 Avenue to Red Road	A,4	3270	3785	1.16	E+16	7.81	7	7.81	-3	6.93	8	5.87	1	0	1	0	-4	0	5	0	1	0	0	0	15	3800	1.16	E+50	E+16	0.47%		
W. Flagler Street	East of SW 72 Ave between NW 57 Ave & SR 826	A,4	4905	5156	1.58	F	7.91	7	7.91	-3	8.35	10	6.95	1	2	7	2	-19	2	22	2	4	2	1	0	25	5181	1.58	E+50	F	0.51%		
W. Flagler Street	West of SW 72 Ave between SW 57 Ave & SR 826	A,6	7380	4779	0.97	E	17.99	15	17.99	-6	19.00	22	15.81	3	2	8	2	-23	2	26	2	5	2	1	0	47	4826	0.98	E+50	E	0.63%		
W. Flagler Street	West of SR 826 to NW/SW 87 Ave	A,6	5904	4845	0.98	E	11.60	10	11.60	-4	10.29	12	8.72	2	0	1	0	-4	0	5	0	1	0	0	0	22	4867	0.99	EE	E	0.37%		
W. Flagler Street	West of NW/SW 97 Ave to NW 107 Ave	A,6	5904	3442	0.70	C	3.98	3	3.98	-1	3.53	4	2.99	1	0	1	0	-4	0	4	0	1	0	0	0	9	3450	0.70	EE	C	0.14%		
W. Flagler Street	West of NW/SW 87 Avenue to NW 97 Avenue	A,6	5904	4508	0.92	E	7.81	7	7.81	-3	6.93	8	5.87	1	0	1	0	-4	0	5	0	1	0	0	0	15	4523	0.92	EE	E	0.26%		
Dolphin Expwy (SR 836)	East of NW 107 Ave to NW 87 Ave	6	9840	14646	1.31	F	7.23	6	7.23	-3	7.63	9	6.35	1	8	27	8	-76	8	86	8	18	8	2	53	14699	1.31	D	F	0.54%			
Dolphin Expwy (SR 836)	East of NW 87 Ave to SR 826	6	9840	9404	0.84	D	6.81	6	6.81	-2	6.04	7	5.12	1	11	40	11	-115	11	129	11	27	11	3	71	9475	0.85	D	F	0.72%			
Dolphin Expwy (SR 836)	East of SR 826 to W 72 Ave	8	13420	17301	1.14	F	10.12	9	10.12	-4	10.69	13	8.89	2	15	54	15	-153	15	172	15	34	15	6	98	17400	1.14	D	F	0.73%			
Dolphin Expwy (SR 836)	West of NW 57 Ave to NW 72 Ave	6	9840	22742	2.03	F	8.68	7	8.68	-3	9.16	11	7.62	1	19	67	19	-191	19	215	19	43	19	6	115	22858	2.04	D	F	1.17%			
Dolphin Expwy (SR 836)	East of NW 57 Ave to NW 42 Ave	6	9840	22392	2.00	F	7.23	6	7.23	-3	7.63	9	6.35	1	23	81	23	-229	23	258	23	54	23	7	133	22525	2.01	D	F	1.35%			
Dolphin Expwy (SR 836)	East of NW 42 Ave to NW 37 Ave	6	9840	14111	1.26	F	5.78	5	5.78	-2	6.10	7	5.08	1	13	46	13	-132	13	149	13	29	13	4	79	14190	1.27	D	F	0.81%			
Dolphin Expwy (SR 836)	West of NW 27 Ave to NW 37 Ave	6	9840	18443	1.65	F	5.78	5	5.78	-2	6.10	7	5.08	1	13	46	13	-132	13	149	13	29	13	4	79	18523	1.66	D	F	0.81%			
Dolphin Expwy (SR 836)	East of NW 27 Ave to NW 17 Ave	6	9840	15155	1.36	F	4.33	4	4.33	-2	4.58	5	3.81	1	9	31	9	-88	9	99	9	21	9	3	54	15208	1.36	D	F	0.55%			
Dolphin Expwy (SR 836)	East of Toll & West of NW 12 Ave to NW 17 Ave	8	13420	13000	0.85	D	2.89	2	2.89	-1	3.05	4	2.53	0	4	15	4	-44	4	49	4	10	4	1	28	13028	0.85	D	D	0.21%			
Dolphin Expwy (SR 836)	West of Bridge NW 10 Ave between NW 12 Ave & I-95	6	9840	15598	1.40	F	2.89	2	2.89	-1	3.05	4	2.53	0	4	15	4	-44	4	49	4	10	4	1	28	15627	1.40	D	F	0.29%			
NW 12 Street	West of SR 826 between NW 72 Ave & NW 87 Ave	A,4	3110	4620	1.41	F	6.80	6	6.80	-2	6.03	7	5.11	1	0	0	0	0	0	0	0	0	0	0	0	11	4631	1.42	D	F	0.37%		
NW 25 Street	East of SR 826 to NW 72 Ave	A,4	3270	6391	1.95	F	21.28	18	21.28	-7	18.79	22	16.49	3	0	0	0	0	0	0	0	0	0	0	0	0	36	6427	1.97	E	F	1.10%	
NW 25 Street	West of SR 826 to NW 87 Ave	A,4	3110	7103	2.17	F	6.80	6	6.80	-2	6.03	7	5.11	1	0	0	0	0	0	0	0	0	0	0	0	0	11	7114	2.18	D	F	0.37%	
NW 25 Street	West of NW 87 Ave to NW 97 Ave	A,4	3110	3809	1.16	F	6.80	6	6.80	-2	6.03	7	5.11	1	0	0	0	0	0	0	0	0	0	0	0	0	11	3820	1.17	D	F	0.37%	
NW 25 Street	West of NW 97 Ave to NW 107 Ave	A,4	3110	3118	0.95	E	6.71	6	6.71	-2	5.92	7	5.20	1	0	0	0	0	0	0	0	0	0	0	0	0	11	3129	0.96	D	E	0.36%	
NW 36 Street (SR 948)	East of Curtis Parkway to NW 72 Ave	A,6	7380	6066	1.23	E+23	11.61	10	11.61	-4	11.83	14	44.23	8	5	16	5	-46	5	51	5	11	5	1	52	6118	1.24	E+50	E+24	0.70%			
NW 36 Street (SR 948)	East of NW 72 Ave to NW 57 Ave	A,6	7380	6066	1.23	E+23	11.61	10	11.61	-4	11.83	14	44.23	8	5	16	5	-46	5	51	5	11	5	1	52	6118	1.24	E+50	E+24	0.70%			
NW 36 Street (SR 948)	East of SR 826 to NW 72 Ave	A,6	7380	6973	1.42	E+42	0.56	0	0.56	0	0.50	1	0.43	0	5	16	5	-46	5	51	5	11	5	1	25	6997	1.42	E+50	E+43	0.33%			
NW 36 Street (SR 948)	West of NW 42 Ave from NW 57 Ave to Okeechobee Rd	A,6	7380	6203	1.26	E+26	11.61	10	11.61	-4	11.83	14	44.23	8	5	16	5	-46	5	51	5	11	5	1	52	6255	1.27	E+50	E+27	0.70%			
NW 36 Street (SR 948)	West of NW 37 Ave - LeJeune Rd to NW 27 Ave	A,4	4905	3681	1.19	E-19	6.62	6	6.62	-2	6.75	8	5.8	8	29	8	-82	8	92	8	18	8	2	59	3940	1.20	E+50	E+20	1.20%				
NW 36 Street (US 27/SR 25)	West of NW 7 Ave to NW 17 Ave	A,2	2325	3475	2.24	F	3.30	3	3.30	-1	3.36	4	12.67	2	4	14	4	-41	4	46	4	9	4	1	29	3504	2.26	E+50	F	1.26%			
NW 36 Street (US 27/SR 25)	East of NW 27 Ave to NW 17 Ave	A,4	4905	3717	1.14	E+14	4.96	4	4.96	-2	5.06	6	18.90	4	6	22	6	-62	6	69	6	14	6	2	44	3761	1.15	E+50	E+15	0.90%			
NW 36 Street (US 27/SR 25)	West of NW 12 Ave between NW 17 Ave & NW 7 Ave	A,2	2325	3475	2.24	F	4.96	4	4.96	-2	5.06	6	18.90	4	4	14	4	-41	4	46	4	9	4	1	33	3508	2.26	E+50	F	1.43%			
NW 36 Street (US 27/SR 25)	West of NW 27 Ave to NW 42 Ave/LeJeune Rd	A,4																															

LEGEND

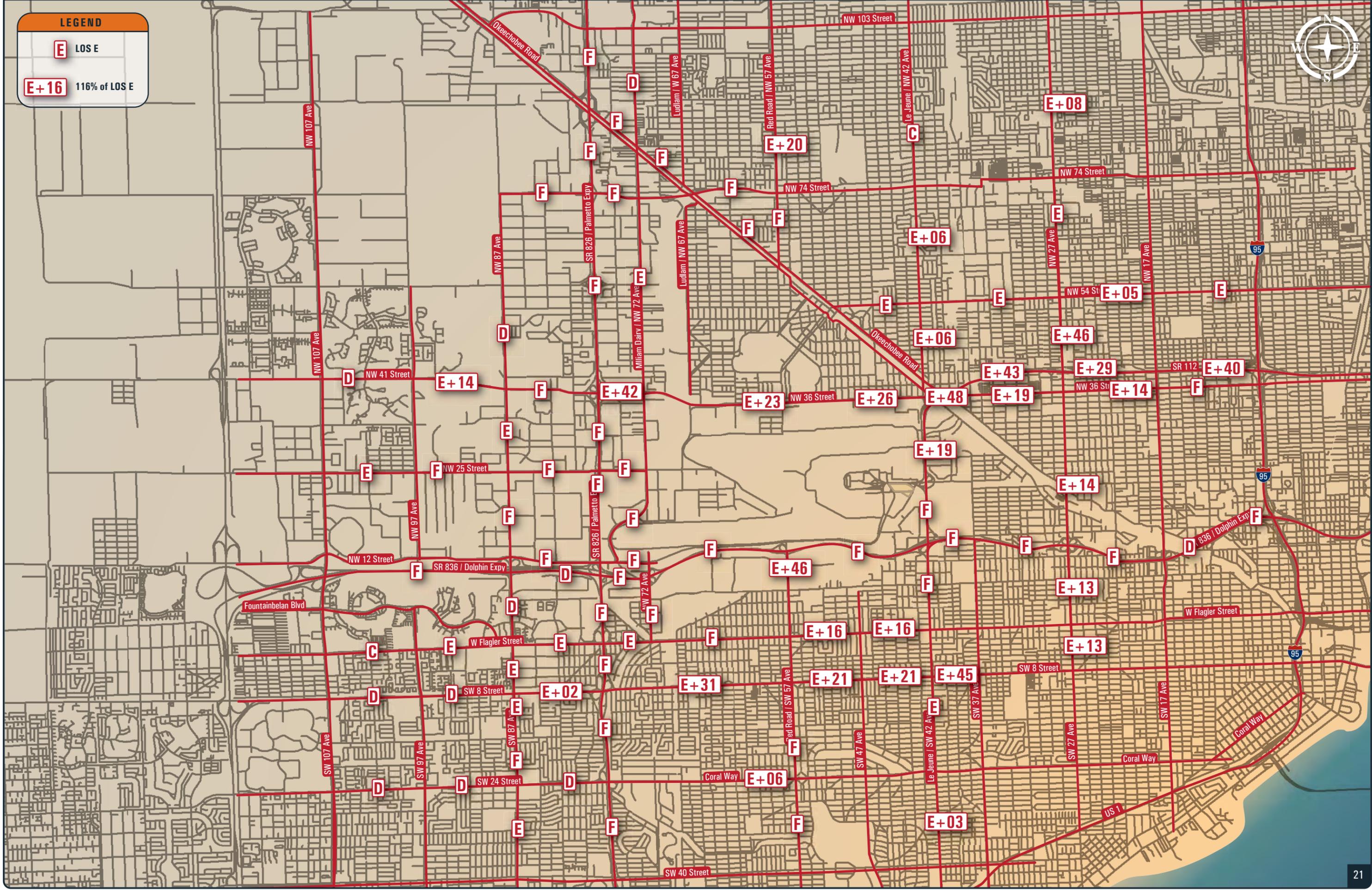
Number of Lanes





LEGEND

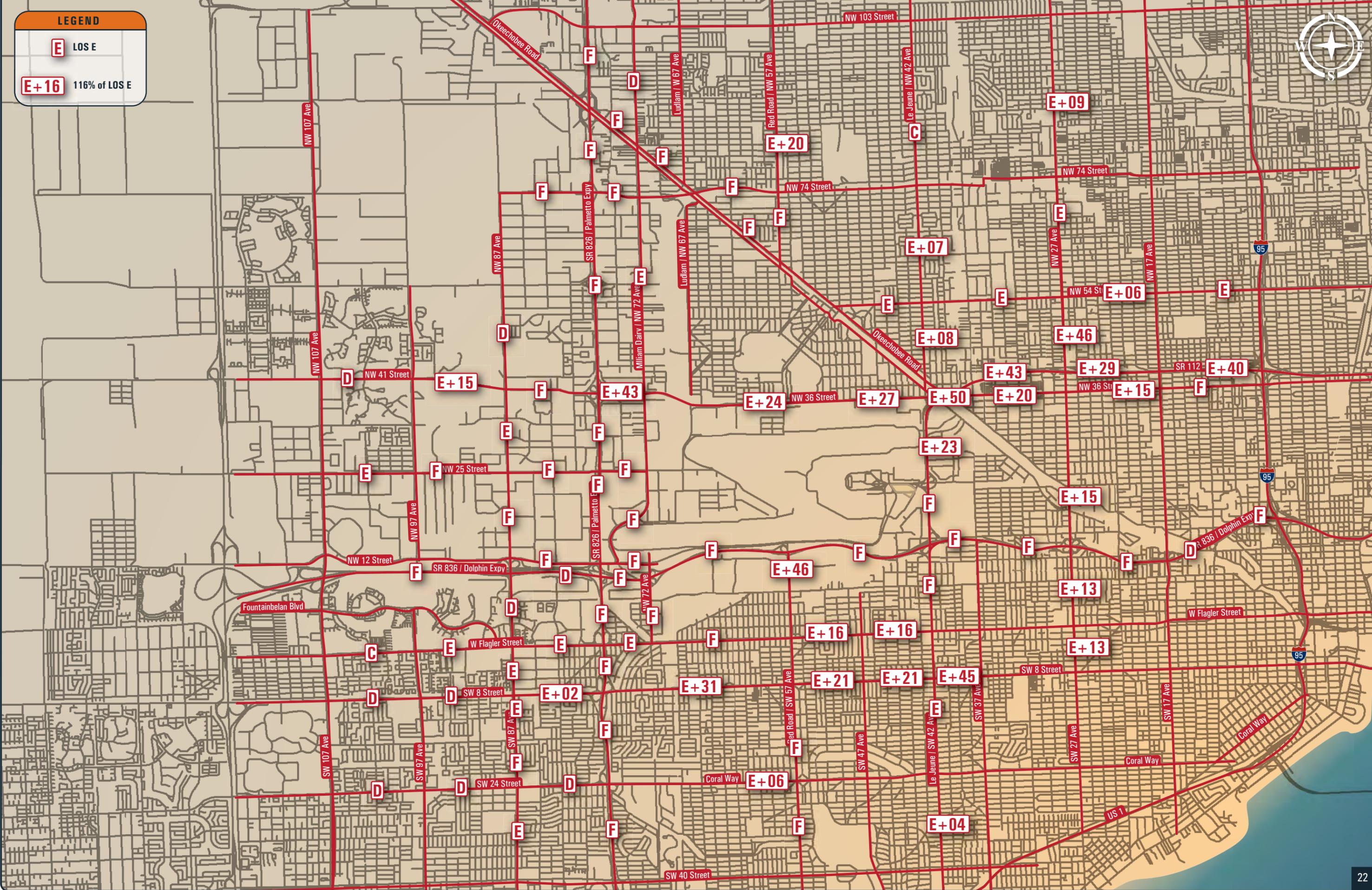
E	LOS E
E+16	116% of LOS E





LEGEND

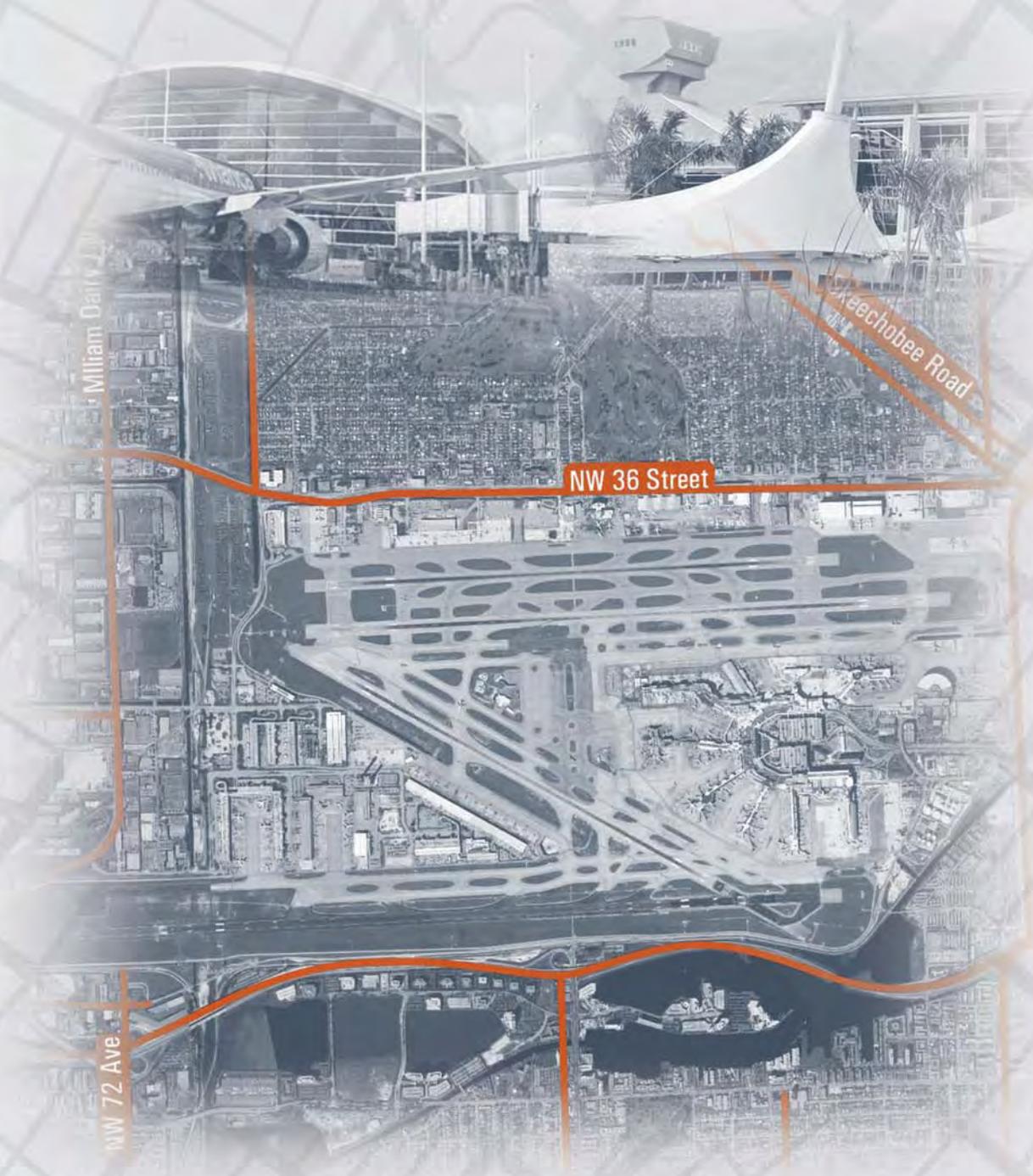
E	LOS E
E+16	116% of LOS E





8. Conclusions

The analysis shows that none of the links will be impacted by more than 2% project trips to service volume on Florida Interstate Highway Safety (FIHS) links and more than 5% project trips to service volume on local streets for concurrency analysis. Similarly, for full build-out, none of the FIHS links have more than 2% of project trips to service volume and more than 5% of project trips to service volume on local streets. **Therefore, based on the percent of project trips to service volume, the development of proposed project at MIA will have minimal impact on surrounding roadway links within the 5 mile radius study area.**



ATEC
Advanced Transportation
Engineering Consultants

APPENDIX 4

Map Series for Kendall Tamiami Executive Airport

The map series includes:

- Aerial Photo
- CDMP Land Use Plan
- Existing Land Use
- Existing Zoning

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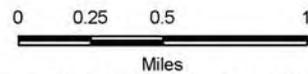
AERIAL PHOTO: APPLICATION NO. 14
KENDALL-TAMIAMI AIRPORT



2007 AERIAL

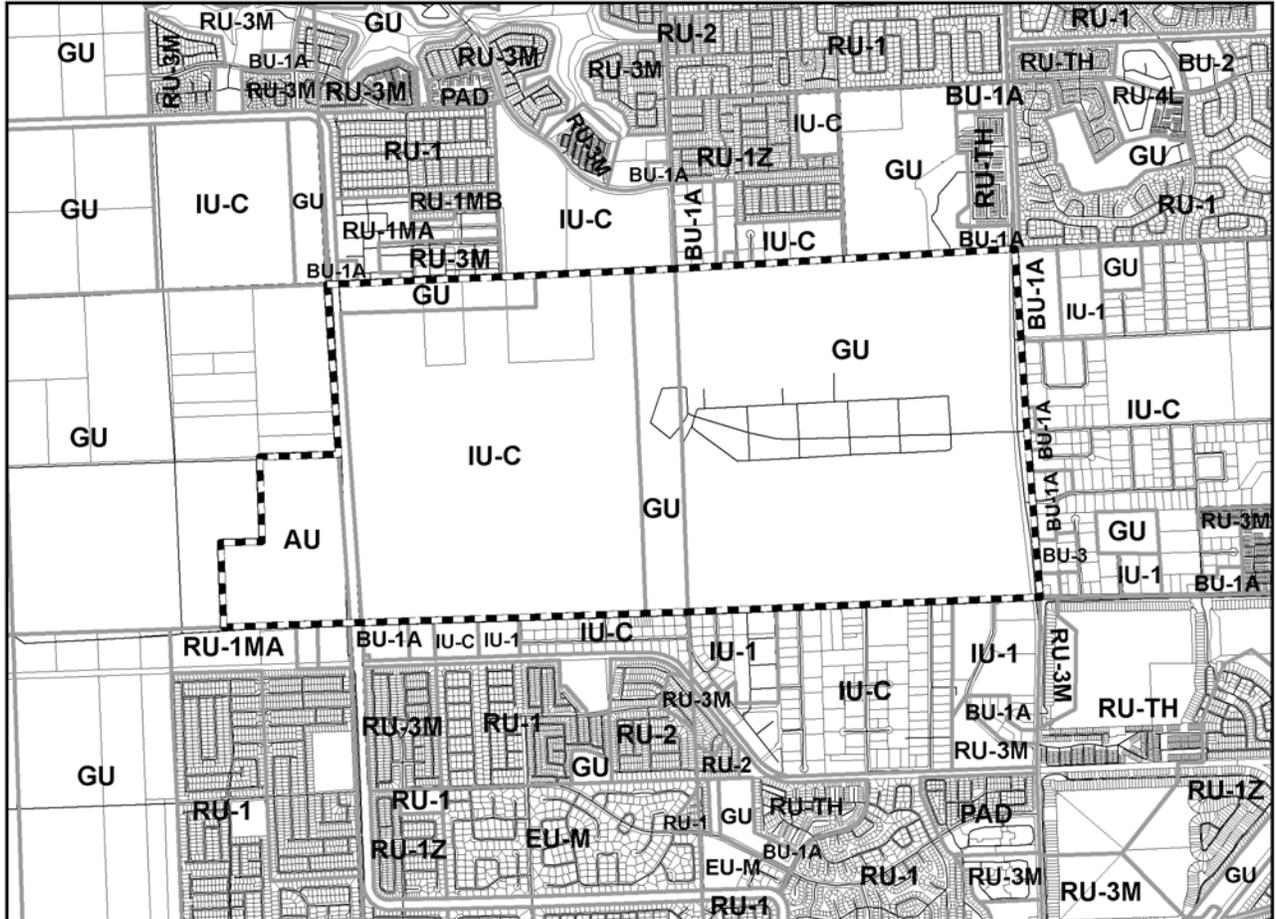


APPLICATION AREA



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
PLANNING AND ZONING, MARCH 2008

KENDALL TAMiami AIRPORT CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

GU INTERIM DISTRICT - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY

AU AGRICULTURE - RESIDENTIAL ON 5 ACRE GROSS LOT

EU-M ESTATES MOD.1 FAMILY ON 15,000 SQ.FT. NET LOT

RU-1 MA MODIFIED SINGLE FAMILY ON 5,000 SQ. FT. NET LOT

RU-1 MB MODIFIED SINGLE FAMILY ON 6,000 SQ. FT. NET LOT

RU-1 SINGLE FAMILY RESIDENTIAL ON 7,500 SQ. FT. NET LOT

RU-1Z SINGLE FAMILY ZERO LOT LINE ON 4,500 SQ. FT. NET LOT

RU-2 TWO-FAMILY RESIDENTIAL ON 7,500 SQ. FT. NET LOT

RU-TH TOWNHOUSE 8.5 UNITS ON NET ACRE LOT

RU-3 FOUR UNIT APARTMENT ON 7,500 SQ. FT. NET LOT

RU-3M MINIMUM APT HOUSE 12.9 UNITS /NET ACRE

RU-4L LIMITED APARTMENT HOUSE DISTRICT - 23 UNITS/ NET ACRE

PAD PLANNED AREA DEVELOPMENT

BU-1 BUSINESS - NEIGHBORHOOD

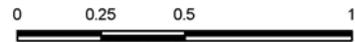
BU-1A BUSINESS - LIMITED

BU-2 BUSINESS - SPECIAL

BU-3 BUSINESS - LIBERAL

IU-1 INDUSTRIAL - LIGHT

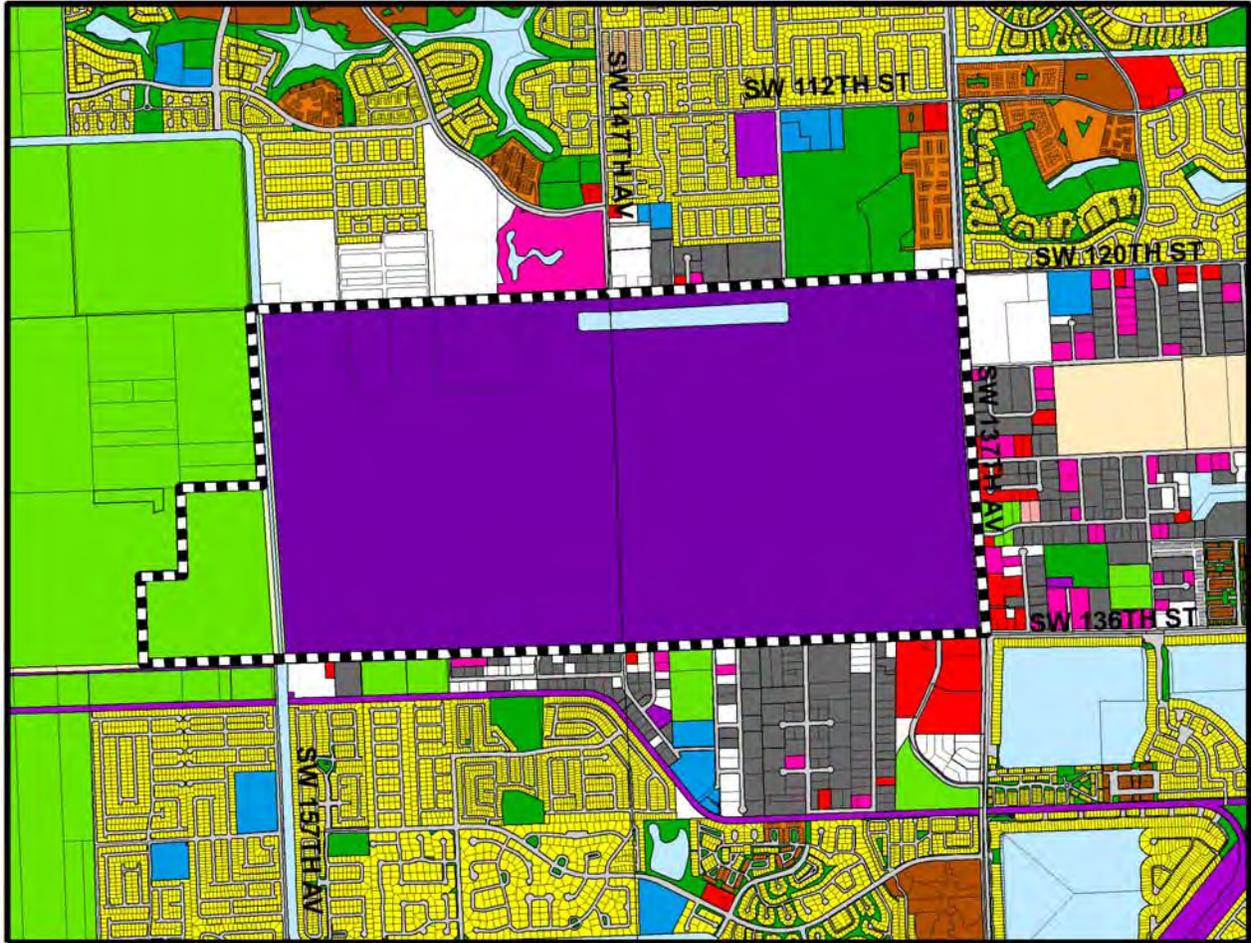
IU-C INDUSTRIAL - CONDITIONAL



Miles
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
PLANNING AND ZONING, MARCH 2008



APPLICATION 14 KENDALL TAMiami AIRPORT EXISTING LAND USE



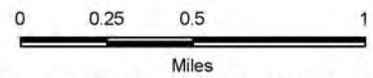
LEGEND



APPLICATION AREA

EXISTING LAND USE

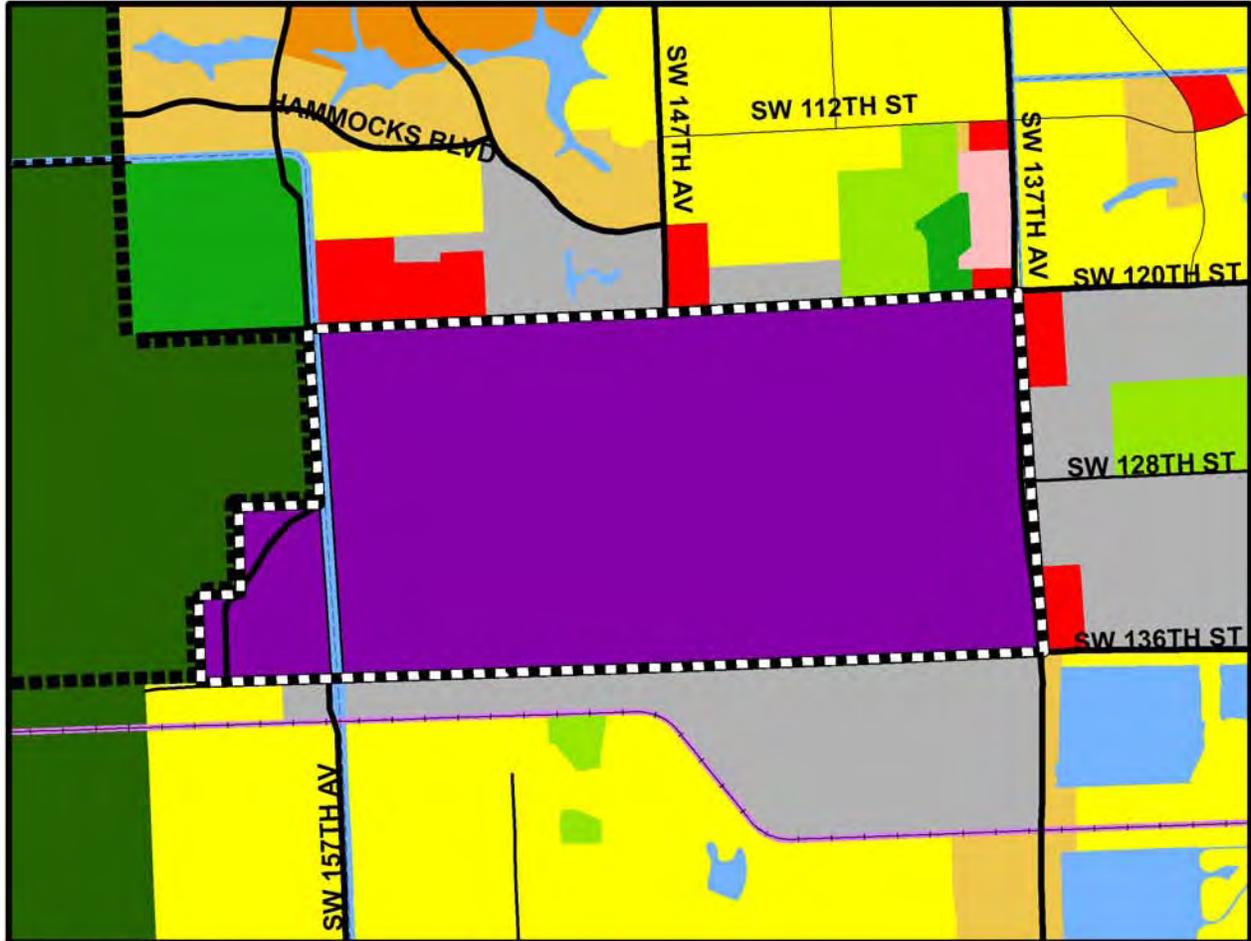
- | | |
|---|--|
|  SINGLE FAMILY |  STREETS, ROADS, EXPRESSWAYS, RAMPS |
|  TWO-FAMILY (DUPLEXES) |  SWALES, RIGHT-OF-WAYS |
|  TOWNHOUSES |  AGRICULTURE |
|  LOW-DENSITY MULTI-FAMILY (UNDER 25 DU/GROSS ACRE) |  PARKS, PRESERVES, CONSERVATION AREAS |
|  TRANSIENT-RESIDENTIAL (HOTELS, MOTELS) |  VACANT - GOVERNMENT OWNED |
|  COMMERCIAL, SHOPPING CENTERS, STADIUMS |  VACANT - UNPROTECTED |
|  OFFICE |  INLAND WATERS |
|  INSTITUTIONAL | |
|  INDUSTRIAL | |
|  AIRPORTS, PORTS | |
|  COMMUNICATIONS, UTILITIES, TERMINALS | |



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, MARCH 2008



**APPLICATION 14
KENDALL TAMiami AIRPORT
CDMP LAND USE PLAN**

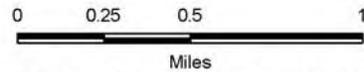


 APPLICATION AREA

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
-  INDUSTRIAL AND OFFICE
-  BUSINESS AND OFFICE
-  OFFICE / RESIDENTIAL
-  PARKS AND RECREATION
-  AGRICULTURE
-  WATER
-  TERMINALS
-  TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

-  MAJOR ROADWAY
-  MINOR ROADWAY
-  RAIL
-  CANAL
-  2015 URBAN DEVELOPMENT BOUNDARY
-  2025 URBAN EXPANSION AREA



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, MARCH 2008



APPENDIX 5

Fiscal Impact Analysis for Kendall Tamiami Executive Airport

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FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of the proposed development program associated with the Kendall Tamiami Executive Airport Master Plan proffered 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 services, and the extent to which the costs will be borne by the property owners/developers or will require general taxpayer support and includes an estimate of that support.

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

Solid Waste Services

Concurrency

Since the DSWM assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds that standard by nearly two (2) years.

Waste Disposal Capacity and Service

The incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities are paid for by the users. The DSWM charges a disposal tipping fee at a contract rate of \$56.05 per ton to DSWM Collections and to those private haulers and municipalities with long term disposal agreements with the Department. For non-contract haulers, the rate is \$73.90. These rates adjust annually with the Consumer Price Index, South. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. Assuming the airport development parcels are developed as proposed with 355,000 sq. ft. retail center generating an estimated water demand of 35,500 gallons per day (gpd). The demand of 35,500 gpd would decrease the 18.5 mgd treatment plant capacity to 18.46 (8.6%) a total estimated water demand of 120,270 gallons per day (gpd); therefore, the treatment plant capacity would continue to meet the LOS standard for water treatment plant facilities, the total fees paid by the developer/developers would be \$49,148 for water impact fee, \$198,008 for sewer impact fee, \$1,300 for connection fee.¹ The annual operating and maintenance costs would be \$34,648. These estimates are based on approved figures through September 30, 2007.

The estimated cost for water and sewer infrastructure to be installed in the public right-of-way for the proposed project would be \$12,713. This includes a 12-inch water main for the potable water system, and an 8-inch sewer main for the sanitary sewer system. Therefore, approval of the CDMP amendment would create an additional fiscal impact.

Flood Protection

The Department of Environmental Resources Management (DERM) is restricted to the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is responsible for ensuring and verifying that flood protection is incorporated into the plans of 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, and industrial 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

¹ Connection fee is based on a 1" service line and 1" meter. (New \$100 service meter installation fee with approved 2005-2006 budget.)

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 355,000 sq. ft. retail center development proposed for the Kendall-Tamiami Executive Airport is anticipated to generate approximately 105 fire and rescue annual alarms. Based on 2007 data provided by the Miami-Dade Fire Rescue Department (MDFR), the cost per alarm is estimated at \$1,421.00, therefore, the estimated annual operating cost to service the alarms that would be generated by the proposed development at the Kendall-Tamiami Executive Airport totals \$149,298. Additionally, the MDFR will require the dedication of a 2-acre parcel of land for the construction of a fire rescue station to serve the proposed development.

Public Schools

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

Mass Transit

A Trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the airport development sites requested are located. The expected transit impact that would be generated by this application, if approved, can be absorbed by the scheduled improvements to transit in the development areas.

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APPENDIX 6

Applicant's Traffic Impact Study for Kendall Tamiami Executive Airport

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Kendall-Tamiami Airport

CDMP Amendment Transportation Analysis

March, 2008

Prepared for:
Miami-Dade County
Aviation Department

Prepared by:
HDR Engineering, Inc.
315 E. Robinson Street
Suite 400
Orlando, Florida 32801



KENDALL-TAMIAMI EXECUTIVE AIRPORT

CDMP AMENDMENT

Transportation Impact Analysis

Prepared for:

Miami-Dade County Aviation Department

Prepared by:

HDR Engineering
315 E. Robinson Street, Suite 400
Orlando, Florida 32801

March 12, 2008

INTRODUCTION AND BACKGROUND

The *Transportation Impact Analysis* contained herein is intended to evaluate the effects of the non-aviation uses contained in the Kendall-Tamiami Executive Airport (TMB) Master Plan. Miami-Dade County has transmitted an updated Aviation Sub-Element to their Comprehensive Development Master Plan (CDMP) to include Master Plans for five of the six airports operated by the Miami-Dade County Aviation Department. The proposed Master Plan for TMB includes two parcels (see Figure 1) identified for potential non-aviation related development that would not exceed a development intensity equivalent to 355,000 square feet of land use in the general office space category including non-residential and non-aeronautical mixed uses such as retail, office, dining and light industrial.

This analysis evaluates the impacts of the non-aviation components of the TMB Master Plan using the procedures and standards contained in the Miami-Dade County Transportation Concurrency Management Program. Additionally, this report contains a review of the marginal impacts of project development on area roadway adopted level of service standards upon 2011 buildout. This anticipated buildout year was used as the horizon year for the long-range impact analysis contained in this report.

The methodology, base data and growth assumptions underlying the analyses contained herein were all developed in close coordination with the Miami-Dade County Department of Planning and Zoning (DP&Z).

ANALYSIS AND METHODOLOGY ASSUMPTIONS

Project Trip Generation.

Table 1 summarizes PM peak-hour project trip generation associated with the aforementioned maximum potential development program consisting of up to 355,000 square feet of general office space including non-residential and non-aeronautical mixed uses such as retail, office, dining and light industrial.

Kendall-Tamiami Executive Airport - CDMP Amendment

FIGURE 1 - Location Map

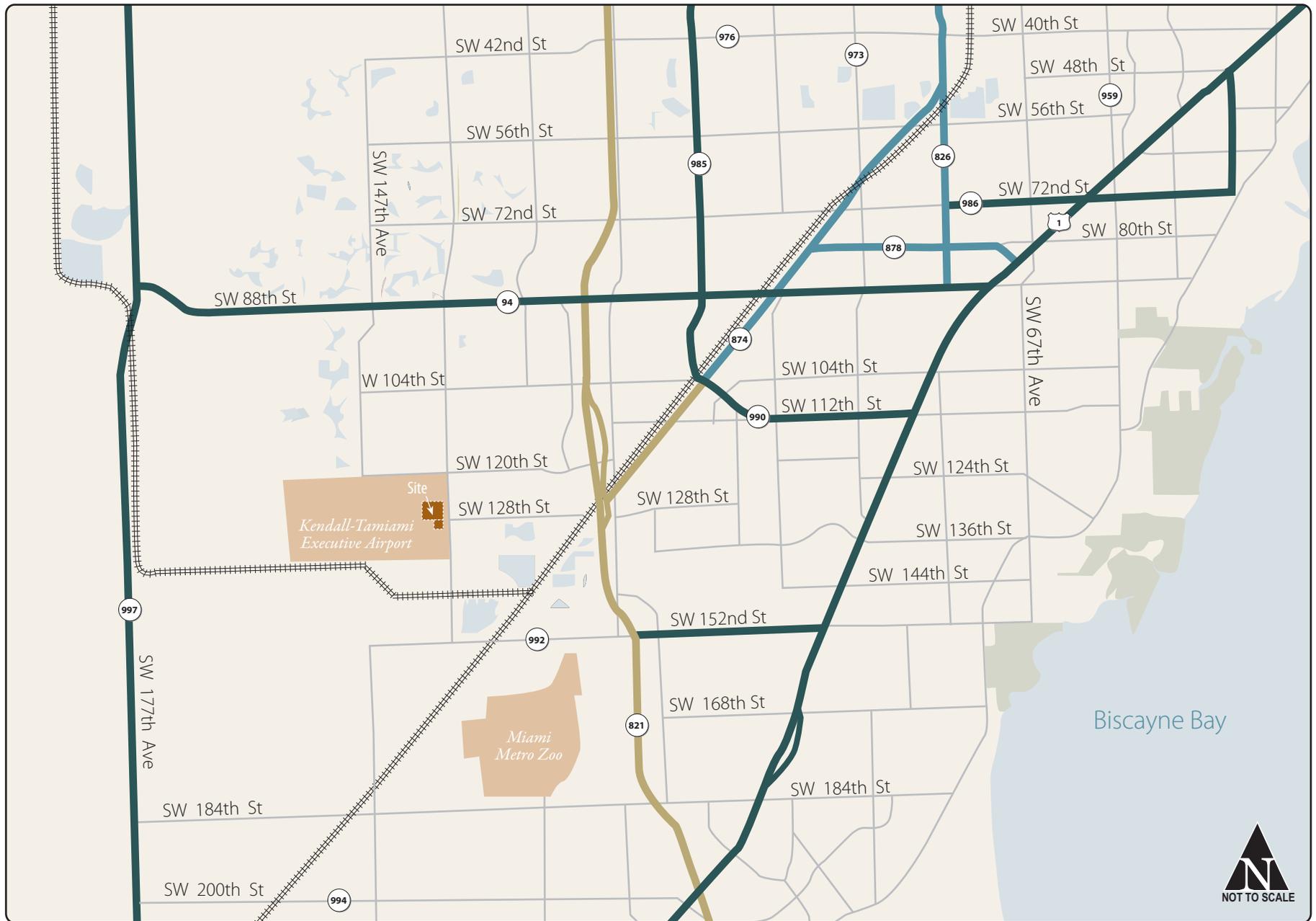


Table 1
Project Trip Generation

Land Use	ITE Code	Intensity	PM Peak-Hour Trip Ends				
			Total	In		Out	
				%	Trips	%	Trips
Office	710	355.0 KSF	476	17%	81	83%	395
Transit Mode Split Reduction (2.97%)			14		2		12
Net Non-Aviation Trips From Master Plan			462		79		384

Source: ITE Trip Generation ; 7th Ed./Miami-Dade MPO

Transportation Concurrency Analysis

Transportation concurrency analysis is sometimes considered a “snapshot in time” in that it is basically measures a proposed project’s peak-hour trip generation, existing traffic, and active development approvals against adopted level of service standards. Therefore, the results of any concurrency analysis can change depending on updates to the management program as approved development gets completed and traffic counts get updated.

For transportation concurrency tests, Miami-Dade County regulations (Administrative Order No. 4-85) prescribe that: “*Development shall be evaluated for impact on the nearest roadway(s) in the traffic network accessed by the subject development.*” An application of the Miami-Dade County MPO Travel Demand Model assigned approximately 41 percent of project trips to directly access the adjacent roadway segment (SW 137th Avenue). The result of TMB non-aviation related Master Plan traffic on the adopted level of service standard on this roadway segment is summarized on **Table 2**.

Table 2
TMB Airport Master Plan Transportation Concurrency Overview for Non-Aviation Related Uses

STA #	ROADWAY	LOCATION	CL	ADOPTED LOS	MAX-LOS	PHP	DOS TRIPS	AVAIL TRIPS	PROJECT DIST	TMD TRIPS	TOTAL TRIPS	NET AVAIL TRIPS
9814	SW 137 AVE	S/O SW 120 ST TO SW 136 ST	A 6	E	6870	4502	566	1802	41.0%	190	5258	1612

Source: Miami-Dade County, DPZ

3/12/2008

The subject segment of SW 137th Avenue is currently a six-lane major arterial and has an adopted level of service standard of “E” in accordance to its location and context relative to the growth management policies contained in the Miami-Dade County CDMP. Upon assignment of peak-hour project traffic to this roadway segment, there is sufficient capacity to accommodate 1,612 additional peak-hour trips at the adopted LOS standard.

Long-Term (2011) Transportation Capacity Analysis

The second analysis performed is a review of project buildout (2011) marginal impacts on adopted level of service standards on state and county roadways located within in impact area identified as a five-mile radius from TMB (**Figure 2**).

Long-Range Analysis: Project Trip Distribution and Assignment

An application of the Year 2010 Cost-Feasible Miami-Dade MPO Travel Demand Model was used to assign amendment-related project trips onto study-area roadways identified in **Figure 2**. A distribution plot of the above-described travel demand model assignment has been attached to this report.

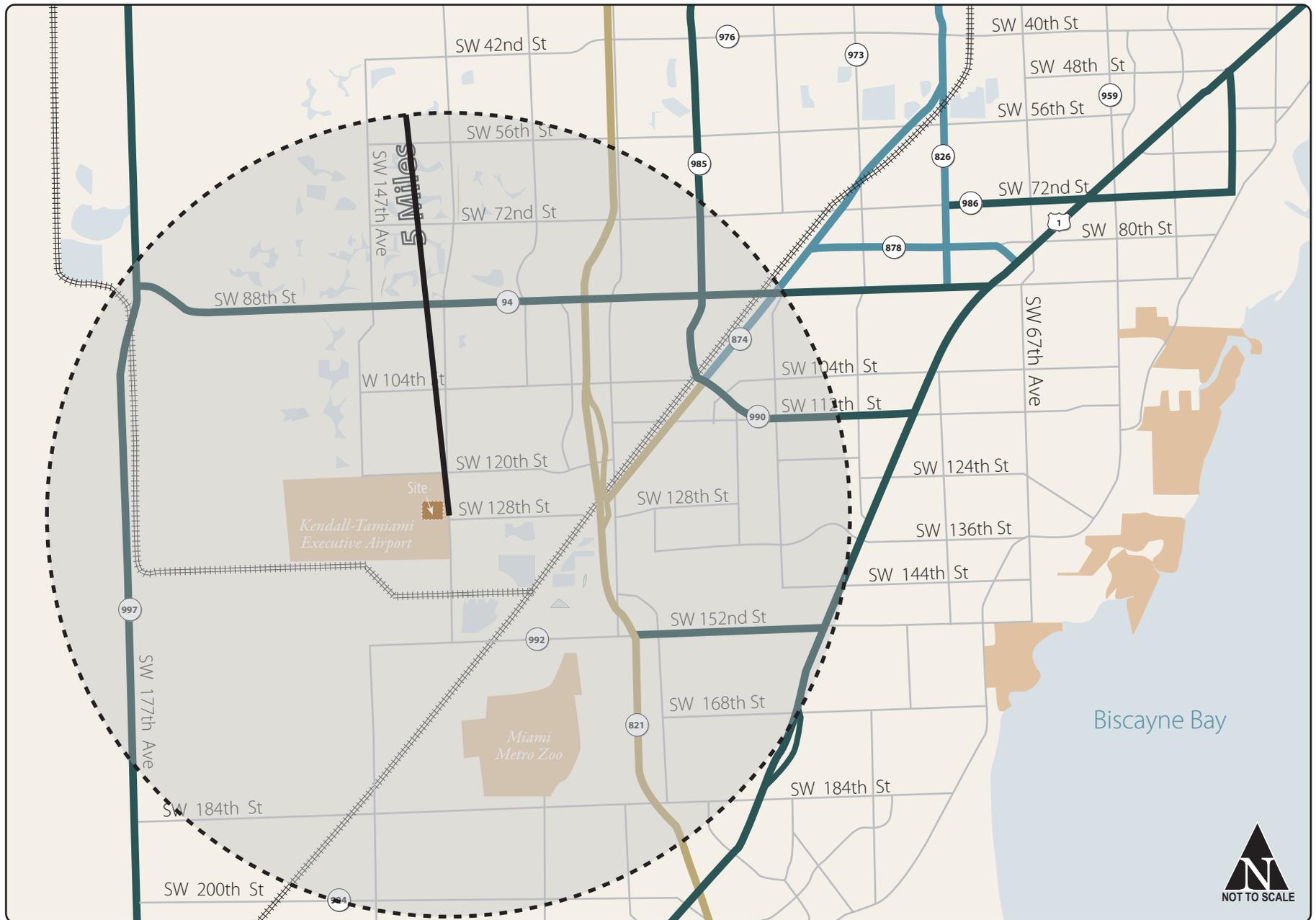
Roadway Segment Analysis

Projected future background traffic for 2011 was conservatively assumed to include both “Development Order” trips contained in the Miami-Dade County Transportation Concurrency Management System *plus* an annual background growth rate of two (2) percent. The aforementioned model distribution was then used to assign the PM peak-hour trips associated with the non-aviation uses contained in the TMB Master Plan onto roadway segments contained in the impact area depicted in **Figure 2**. This analysis was performed for both county (**Table 3**) and FDOT (**Table 4**) facilities; including FIHS segments.

Planning and Zoning staff suggested an application of Development of Regional Impact (DRI) style significance and adversity testing to identify potential long-term impacts within the five-mile study area. For this analysis, project traffic is considered “significant” if it represents more than five (5) percent of the service volume associated with the adopted LOS standard. Roadways projected to operate below adopted LOS, with or without project traffic are defined as “adverse.” Traditionally, roadway segments that are both significant *and* adverse require appropriate mitigation to maintain adopted LOS standards.

Kendall-Tamiami Executive Airport

FIGURE 2 - Analysis Area



**Table 3
KENDALL-TAMIAMI EXECUTIVE AIRPORT LONG-RANGE (2011) IMPACT ON ADOPTED LOS STANDARDS (COUNTY ROADS)**

STA #	ROADWAY	LOCATION	CL	ADOPTED LOS	MAX-LOS	PHP	DOS TRIPS	2011 BACKGROUND (2% Annual +DOS Trips)	AVAIL TRIPS	PROJECT DIST	TMD TRIPS	2011 TOTAL TRIPS	NET AVAIL TRIPS	SIG. %	PI and PII PROJECTS
9266	SW 56 ST/MILLER DR	W/O SW SW 97 AVE TO SW 107 AVE	A 4	D	3290	2593	249	3056	234	0.6%	3	3059	231	0.09%	
9268	MILLER DR/SW 56 ST	W/O SW 107 AVE TO SW 117 AVE	A 4	D	3110	3087	55	3396	(286)	0.7%	3	3399	(289)	0.10%	
9270	SW 56 ST/MILLER DR	W/O HEFT/SR 821 SW 117 AVE TO SW 127 AVE	A 4	D	3190	2911	124	3275	(85)	0.9%	4	3279	(89)	0.13%	
9272	SW 56 ST/MILLER DR	W/O SW 127 AVE TO SW 137 AVE	A 4	D	3220	2508	31	2746	474	0.4%	2	2748	472	0.06%	
9274	SW 56 ST/MILLER DR	W/O SW 137 AVE TO SW 147 AVE	4	D	3200	2443	240	2884	316	0.2%	1	2885	315	0.03%	
9275	SW 56 ST	W/O SW 147 AVE TO SW 152 AVE	4	EE	3792	2196	411	2788	1004	0.2%	1	2789	1003	0.03%	
9660	SW 72 ST	W/O SW 127 AVE TO SW 137 AVE	A 4	EE	3996	2587	49	2849	1147	1.3%	6	2855	1141	0.15%	Widen to 6L
9662	SW 72 ST/SUNSET DR	W/O SW 137 AVE TO SW 147 AVE	4	EE	4032	2076	48	2295	1737	0.4%	2	2297	1735	0.05%	Widen to 6L
9664	SW 72 ST/SUNSET DR	W/O SW 147 AVE TO SW 152 AVE	4	EE	4344	2121	141	2437	1907	0.2%	1	2438	1906	0.02%	Widen to 6L
9665	SW 72 ST/SUNSET DR	W/O SW 157 AVE TO SW 162 AVE	4	EE	2568	1121	927	2140	428	0.1%	0	2140	428	0.00%	
9700	SW 97 AVE	S/O SW 40 ST TO SW 56 ST	2	D	1750	762	112	937	813	0.1%	0	937	813	0.00%	Widen to 3L
9702	SW 97 AVE	W/O SW 56 ST TO SW 72 ST	2	D	1630	794	0	859	771	0.2%	1	860	770	0.06%	Widen to 3L
9704	SW 97 AVE	S/O SW 88 ST TO SW 112 ST	2	D	960	1161	79	1336	(376)	0.2%	1	1337	(377)	0.10%	
9706	SW 97 AVE	N/O SW 136 ST TO SW 112 ST	2	D	1380	717	83	859	521	0.0%	0	859	521	0.00%	
9708	SW 97 AVE	S/O SW 184 ST BET US 1-OLD RD	2	D	1050	1241	30	1373	(323)	0.0%	0	1373	(323)	0.00%	
9710	SW 102 AVE	S/O SW 136 ST TO SW 144 ST	2	D	1050	155	43	211	839	0.3%	1	212	838	0.10%	
9716	SW 104 ST	W/O SW 107 AVE TO SW 117 AVE	A 6	EE	6312	4469	216	5053	1259	6.3%	29	5082	1230	0.46%	
9718	SW 104 ST	W/O HEFT SW 117 AVE TO SW 127 AVE	A 6	EE	6228	5093	147	5660	568	6.9%	32	5692	536	0.51%	
9720	SW 104 ST	W/O SW 127 AVE TO SW 137 AVE	A 6	EE	6144	3839	5	4160	1984	3.0%	14	4174	1970	0.23%	
9722	SW 104 ST	W/O SW 137 AVE TO SW 147 AVE	4	EE	6240	2911	15	3166	3074	1.4%	6	3172	3068	0.10%	
9724	SW 104 ST	W/O SW 147 AVE TO SW 157 AVE	4	EE	3696	2812	98	3142	554	0.7%	3	3145	551	0.08%	
9726	SW 107 AVE	S/O SW 88 ST TO SW 104 ST	A 4	SUMA	3270	1888	32	2076	1194	0.5%	2	2078	1192	0.06%	
9728	SW 107 AVE	S/O SW 160 ST BET SW 152-186 STS	2	D	1280	671	663	1389	(109)	0.5%	2	1391	(111)	0.16%	
9742	SW 112 ST	E/O SW 112 AVE BET SW 99 -117 AVES	2	EE	984	1270	39	1414	(430)	2.0%	9	1423	(439)	0.91%	
9744	SW 117 AVE	S/O SW 56 ST BET SW 40 ST-SW 72 ST	A 4	D	2890	2742	90	3058	(168)	0.7%	3	3061	(171)	0.10%	
9746	SW 117 AVE	S/O SW 72 ST TO SW 88 ST	A 4	D	3230	4543	153	5070	(1840)	0.8%	4	5074	(1844)	0.12%	
9748	SW 117 AVE	S/O SW 88 ST TO SW 104 ST	A 4	D	3870	2773	128	3130	740	2.0%	9	3139	731	0.23%	
9750	SW 117 AVE	S/O SW 112 ST BET SW 103 ST-SW 136 ST	A 4	D	4040	3542	171	4005	35	3.5%	16	4021	19	0.40%	
9752	SW 117 AVE	S/O SW 136 ST TO SW 152 ST	A 4	D	3430	2290	176	2655	775	6.4%	30	2685	745	0.87%	
9754	SW 117 AVE	S/O SW 152 ST TO SW 184 ST	A 4	D	1740	1419	202	1738	2	1.5%	7	1745	(5)	0.40%	
9756	SW 117 AVE	S/O SW 184 ST TO QUAIL ROOST DR	A 2	D	1290	899	98	1071	219	0.6%	3	1074	216	0.23%	
9758	SW 117 AVE	NW/O US 1 TO QUAIL ROOST DR	A 2	D	1460	1294	39	1440	20	0.4%	2	1442	18	0.14%	
9760	SW 120 ST	W/O SW 122 AVE BET SW 117 AVE-SW 137 AVE	A 6	D	5516	3212	1650	5127	389	20.0%	92	5219	297	1.67%	Widen to 6L
9762	SW 120 ST	W/O SW 137 AVE TO SW 147 AVE	A 4	D	3360	2182	448	2810	550	10.6%	49	2859	501	1.46%	
9768	SW 122 AVE	S/O SW 104 ST TO SW 123 ST	4	D	1780	1315	2	1425	355	0.9%	4	1429	351	0.22%	
9776	SW 127 AVE	S/O BIRD DR/SW 42 ST TO 56 ST	4	D	2550	1700	11	1851	699	1.1%	5	1856	694	0.20%	
9778	SW 127 AVE	S/O MILLER DR/SW 56 ST TO 72 ST	4	D	3010	1683	25	1847	1163	2.2%	10	1857	1153	0.33%	
9780	SW 127 AVE	S/O SUNSET DR /SW 72 ST TO SW 88 ST	4	D	1870	1660	41	1838	32	3.2%	15	1853	17	0.80%	
9782	SW 127 AVE	S/O SW 88 ST TO SW 104 ST	5	D	2170	1442	10	1571	599	4.7%	22	1593	577	1.01%	Widen to 5L
9784	SW 127 AVE	S/O SW 104 ST TO SW 120 ST	5	D	2170	1129	625	1847	323	10.2%	47	1894	276	2.17%	Widen to 5L
9788	SW 127 AVE	S/O SW 184 ST TO SW 200 ST	2	D	1870	549	80	674	1196	0.7%	3	677	1193	0.16%	
9796	SW 136 ST	W/O US1 TO SW 97 AVE	4	D	3870	2299	117	2606	1264	0.9%	4	2610	1260	0.10%	
9804	SW 137 AVE	S/O 42 ST TO SW 56 ST	A 6	EE	4116	2870	38	3145	971	3.6%	17	3162	954	0.41%	
9806	SW 137 AVE/LINDGREN	S/O SW 56 ST/MILLER RD TO SW 72 ST	A 4	D	3640	2889	5	3132	508	5.6%	26	3158	482	0.71%	
9808	SW 137 AVE/LINDGREN	S/O SW 72 ST TO SW 88 ST	A 4	D	3620	2361	5	2561	1059	8.1%	37	2598	1022	1.02%	
9814	SW 137 AVE	S/O SW 120 ST TO SW 136 ST	A 6	E	6870	4502	566	5439	1431	52.3%	242	5681	1189	3.52%	
9816	SW 137 AVE	S/O SW 136 ST TO SW 152 ST	A 6	E	5660	4213	1378	5938	(278)	27.4%	127	6065	(405)	2.24%	
9818	SW 137 AVE	S/O 152 ST TO SW 184 ST	A 6	E	4360	2911	1449	4600	(240)	18.0%	83	4683	(323)	1.90%	
9820	SW 137 AVE	S/O SW 184 ST TO SW 200 ST	4	D	2170	968	145	1193	977	9.2%	43	1236	934	1.98%	Widen to 4L
9826	SW 147 AVE	S/O BIRD DR EXT/SW 42 ST TO SW 56 ST	4	EE	3672	1911	462	2531	1141	1.2%	6	2537	1135	0.16%	
9827	SW 147 AVE	S/O SW 56 ST TO SW 72 ST	4	D	3320	1940	34	2134	1186	1.9%	9	2143	1177	0.27%	
9828	SW 147 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	D	3280	1714	247	2102	1178	3.2%	15	2117	1163	0.46%	
9830	SW 147 AVE	S/O KENDALL DR/SW 88 ST TO SW 104 ST	4	D	2170	1709	4	1854	316	3.5%	16	1870	300	0.74%	
9832	SW 147 AVE	S/O SW 104 ST TO SW 120 ST	4	D	2320	1451	451	2022	298	9.5%	44	2066	254	1.90%	

**Table 3
KENDALL-TAMIAMI EXECUTIVE AIRPORT LONG-RANGE (2011) IMPACT ON ADOPTED LOS STANDARDS (COUNTY ROADS)**

STA #	ROADWAY	LOCATION	CL	ADOPTED LOS	MAX-LOS	PHP	DOS TRIPS	2011 BACKGROUND (2% Annual +DOS Trips)	AVAIL TRIPS	PROJECT DIST	TMD TRIPS	2011 TOTAL TRIPS	NET AVAIL TRIPS	SIG. %	PI and PII PROJECTS
9834	SW 147 AVE	S/O SW 152 ST TO SW 184 ST	2	D	910	325	503	855	55	2.1%	10	865	45	1.10%	
9836	SW 147 AVE	S/O SW 184 ST TO SW 200 ST	2	C	880	903	96	1073	(193)	0.7%	3	1076	(196)	0.34%	
9850	SW 152 ST/CORAL REEF	W/O SW 117 AVE TO SW 124 AVE	A 6	EE	6228	4718	0	5107	1121	1.9%	9	5116	1112	0.14%	
9852	SW 152 ST/CORAL REEF	W/O SW 127 AVE BET SW 124-137 AVE	A 6	EE	5868	4238	499	5086	782	4.2%	19	5105	763	0.32%	
9854	SW 152 ST/CORAL REEF	W/O SW 137 AVE TO SW 142 AVE	A 4	EE	4908	3593	1037	4926	(18)	4.4%	20	4946	(38)	0.41%	
9856	SW 157 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	EE	2208	1489	564	2176	32	0.3%	1	2177	31	0.05%	
9859	SW 157 AVE	S/O SW 152 ST TO SW 184 ST	4	D	2750	600	187	836	1914	1.5%	7	843	1907	0.25%	Widen to 4L
9868	SW 168 ST/RICHMOND	W/O US 1 TO SW 117 AVE	2	D	1750	1109	183	1383	367	0.7%	3	1386	364	0.17%	
9874	SW 184 ST/EUREKA DR	W/O US 1 TO TURNPIKE	4	D	3790	1975	0	2138	1652	1.3%	6	2144	1646	0.16%	
9876	SW 184 ST/EUREKA DR	W/O SW 117 AVE TO SW 137 AVE	A 4	D	2240	2241	169	2595	(355)	3.6%	17	2612	(372)	0.76%	
9878	SW 184 ST/EUREKA DR	W/O 137 AVE TO SW 147 AVE	4	D	3440	1383	1307	2804	636	0.6%	3	2807	633	0.09%	
9879	SW 184 ST	W/O SW 147 AVE FROM SW 147 AVE TO SW 157 AVE	2	D	1430	850	0	920	510	0.9%	4	924	506	0.28%	
9880	SW 184 ST/EUREKA DR	E/O SW 177 AVE TO SW 157 AVE	4	C	1240	807	225	1099	141	1.9%	9	1108	132	0.73%	
9882	SW 186 ST	E/O SW 107 AVE FROM US 1 TO HEFT	A 4	D	3780	1601	224	1957	1823	0.3%	1	1958	1822	0.03%	
9890	SW 200 ST	NW/O US 1 TO QUAIL ROOST DR	2	D	1420	1427	137	1682	(262)	1.3%	6	1688	(268)	0.42%	
9892	SW 200 ST	W/O SW 137 AVE TO SW 157 AVE	A 2	C	1310	812	39	918	392	5.1%	24	942	368	1.83%	

Source: Miami-Dade County DP&Z

**Table 4
KENDALL-TAMIAMI EXECUTIVE AIRPORT LONG-RANGE (2011) IMPACT ON ADOPTED LOS STANDARDS (FDOT ROADS)**

STA #	ROADWAY	LOCATION	CL	ADOPTED LOS	MAX-LOS	PHP	DOS TRIPS	2011 BACKGROUND (2% Annual +DOS Trips)	AVAIL TRIPS	PROJECT DIST	TMD TRIPS	2011 TOTAL TRIPS	NET AVAIL TRIPS	SIG. %	PI and PH PROJECTS
64	SW 88 ST/KENDALL DR	E/O SW 103 AVE BET SW 97 AVE-SW 107 AVE	A 6	EE	5904	4361	27	4842	1062	0.8%	4	4846	1058	0.07%	
592	SW 88 ST/KENDALL DR	E/O SW 110 AVE BET SW 117 AVE-SW 107 AVE	A 6	EE	6096	4200	291	4928	1168	1.3%	6	4934	1162	0.10%	
62	SW 88 ST/KENDALL DR	E/O SW 127 AVE TO SW 117 AVE	A 8	EE	7272	5442	857	6865	407	1.4%	6	6871	401	0.08%	
1080	SW 88 ST/KENDALL DR	W/O SW 147 AVE SW 152-127 AVE	A 6	EE	5904	3335	2931	6613	(709)	1.0%	5	6618	(714)	0.08%	
2559	SW 88 ST/KENDALL DR	W/O SW 167 AVE SW 172 AVE TO SW 162 AVE	A 4	SUMA	3390	1362	183	1687	1703	0.6%	3	1690	1700	0.09%	
10	SW 88 ST/KENDALL DR	E/O SW 177 AVE TO SW 167 AVE	A 6	D	5080	1335	334	1808	3272	0.2%	1	1809	3271	0.02%	Widen to 6L
45	SW 107 AVE (SR 985)	N/O SW 88 ST/SR 94 TO SW 62 ST	A 4	SUMA	3270	2165	14	2404	866	0.3%	1	2405	865	0.03%	
46	SW 107 AVE (SR 985)	N/O SW 72 ST FROM SW 62 ST TO SW 88 ST	A 4	SUMA	3270	1922	27	2149	1121	0.4%	2	2151	1119	0.06%	
47	SW 107 AVE (SR 985)	S/O SW 40 ST/BIRD RD TO SW 62 ST	A 4	SUMA	3390	2481	21	2760	630	0.1%	0	2760	630	0.00%	
56	SW 152 ST/CORAL REEF	E/O SW 112 AVE TO HEFT	A 4	EE	3924	2709	62	3053	871	1.6%	7	3060	864	0.18%	
1106	SW 152 ST/CORAL REEF	W/O US-1 TO SW 107 AVE	A 4	EE	3924	2642	31	2948	976	2.2%	10	2958	966	0.25%	
33	S. DIXIE HWY (US 1/SR 5)	N/O SW 152 ST/CORAL REEF TO SW 136 ST	A 6	EE	5904	4967	83	5567	337	0.5%	2	5569	335	0.03%	
332	S. DIXIE HWY (US1/SR 5)	S/O SW 152 ST/CORAL REEF TO SW 186 ST	A 6	EE	5904	4732	363	5588	316	0.0%	0	5588	316	0.00%	
346	S. DIXIE HWY (US 1/SR 5)	N/O SW 112 AVE/ALLAPATTAH TO SW 186 ST	A 6	EE	5904	2962	1138	4408	1496	0.4%	2	4410	1494	0.03%	
682	SW 177 AVE/KROME AVE	S/O SW 88 ST/KENDALL DR TO SW 232 ST	A 4	C	3300	1240	161	1530	1770	1.3%	6	1536	1764	0.18%	Widen to 4L
9208	KROME AVE/SW 177 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 216 ST	A 2	C	770	2043	101	2357	(1587)	1.4%	6	2363	(1593)	0.78%	
68	SW 72 ST/SUNSET DR (SR 986)	E/O SW 107 AVE TO SW 87 AVE	A 4	EE	3924	3156	76	3560	364	0.6%	3	3563	361	0.08%	
2246	HEFT/SR 821	S/O SW 88 ST/KENDALL DR TO SR 874	6	D	10050	2930	116	3351	6699	5.2%	24	3375	6675	0.24%	
2248	HEFT/SR 821	N/O OKEECHOBEE RD	6	D	10050	3339	23	3710	6340	1.4%	6	3716	6334	0.06%	
1070	SW 72 ST/SUNSET DR	W/O SW 107 AVE TO SW 117 AVE	A 4	EE	3924	2738	130	3153	771	1.2%	6	3159	765	0.15%	
1089	SW 112 ST	E/O SR 874 BET SW 107 AVE-SW 95 AVE	A 4	D	3390	2375	28	2650	740	1.5%	7	2657	733	0.21%	
1093	SW 112 ST (SR 990)	W/O US-1 TO SW 97 AVE	A 2	SUMA	1610	725	69	869	741	1.0%	5	874	736	0.31%	
1116	SW 200 ST (SR 994)	W/O SW 127 AVE TO KROME AVE	2	SUMA	2690	1245	267	1642	1048	5.1%	24	1666	1024	0.89%	
1117	SW 200 ST (SR 994)	E/O SW 177 AVE/KROME AVE TO SW 127 AVE	2	D	1340	568	89	716	624	0.8%	4	720	620	0.30%	

Source: Miami-Dade County DP&Z

LONG-TERM (BUILDOUT) TRANSPORTATION ANALYSIS: SUMMARY AND CONCLUSIONS

Development of the non-aviation uses depicted in TMB Master Plan do not significantly and adversely impact state or county adopted level of service standards for major roadways identified in the five-mile project study area. Therefore, transmittal of this amendment is consistent and supportive of the goals, objectives, and policies contained in the Miami-Dade County CDMP.

MIAMI DADE CO TMB AIRPORT STUDY
Select Zone Analysis (TAZ = 1475) - Project Traffic Distribution
Year 2010 Miami Dade MPO Model

