

<h1>Application No. 8</h1> <h2>Commission District 11    Community Council 11</h2>
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### APPLICATION SUMMARY

Applicant/Representative:	David Brown, Steven Brown, and Victor Brown/ Chad Williard, Esq.
Location:	Southside of SW 88 <sup>th</sup> Street west of SW 167 <sup>th</sup> Avenue
Total Acreage:	42.0 Gross Acres, ± 38.5 Net Acres
Current Land Use Plan Map Designation:	Agriculture
Requested Land Use Plan Map Designation:	1. Business and Office 2. Expand the Urban Development Boundary to include the subject property 3. Add Declaration of Restrictions to the Restrictions Table in the Land Use Element Standard
Amendment Type:	
Existing Zoning/Site Condition:	GU (Interim)/Agriculture

### RECOMMENDATIONS

Staff:	<b>DENY/DO NOT TRANSMIT</b> (August 25, 2007)
West Kendall Community Council:	<b>ADOPT AND TRANSMIT</b> (September 19, 2007)
Planning Advisory Board (PAB) acting as Local Planning Agency:	<b>ADOPT AND TRANSMIT</b> with acceptance of proffered covenant as amended (October 15, 2007)
Board of County Commissioners:	<b>ADOPT AND TRANSMIT</b> with acceptance of two (2) proffered covenants, which should also be amended to require the applicant to fund and construct a traffic light at S.W. 172 Street and Kendall Drive (November 27, 2007)
Revised Staff Recommendation	<b>DENY</b> (March 24, 2008)

Final Action of Planning Advisory Board **TO BE DETERMINED** (March 31, 2008)  
acting as Local Planning Agency:

Final Action of Board of County Commissioners: **TO BE DETERMINED** (April 24, 2008)

### **Initial Staff Recommendation**

The Staff commended: **DENY AND DO NOT TRANSMIT** the proposed standard amendment on August 25, 2007 to redesignate the subject property located on the southside of SW 88<sup>th</sup> Street west of SW 167<sup>th</sup> Avenue from "Agriculture" to "Business and Office" and expand the 2015 Urban Development Boundary (UDB) to include the subject property on Land Use Plan (LUP) map of the Comprehensive Development Master Plan (CDMP) based on the Staff Conclusions summarized below:

1. This amendment cycle is the second time that the Applicant has filed a CDMP amendment application to move the UDB and change the land use designation on the subject property. In the April 2005 Cycle of Applications to amend the CDMP, the Applicant requested that the subject property be redesignated on the adopted LUP map from "Agriculture" to "Business and Office" (29.44 acres) and to "Office/Residential" (9.06 acres) and include both parcels within the UDB. After careful review of CDMP Goals, Objectives, and Policies, staff determined that the application did not meet the requirements for expanding the UDB as stated in Policy 8G (now Policy LU-8F) of the Land Use Element of the CDMP, and was inconsistent with Policy 8H [now Policy LU-8G(ii)] concerning areas that should be avoided when considering areas for addition to the UDB. These conclusions have not changed.
2. Policy LU-8G states, "The adequacy of non-residential land supplies shall be determined on the basis of land supplies in sub-areas of the county appropriate to the type of use, as well as countywide supply within the UDB. The adequacy of land supplies for neighborhood and community-oriented businesses and office uses shall be determined on the basis of localized sub-area geography such as Census Tracts, Minor Statistical Areas (MSAs), and combinations thereof. Tiers, Half-Tiers, and combinations thereof shall be considered along with the countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities". The Minor Statistical Area (MSA 6.2) and Analysis Area (MSAs 6.1 and 6.2) where the application site is located do not show any deficiency of commercially designated land. Therefore, to grant the applicant's request to move the UDB to include the subject property and enable expansion of commercial development in the application site would be premature at this time.
3. The subject property is designated "Agriculture," which, according to CDMP Policy LU-8G(ii)(a) are areas that shall be avoided from inclusion into the UDB.

4. CDMP policy LU-1S states that the CDMP shall be consistent with the Miami-Dade County Strategic Plan that was adopted by the Board of County Commissioners on June 3, 2003 by Resolution R-664-03, which provides for no net loss of agricultural land;
5. Approval of this application will have a negative impact on traffic and existing fire and rescue services. An evaluation of peak-period traffic concurrency conditions as of July 24, 2007, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the Application's traffic impacts, indicates that the following roadway segments will operate below their adopted concurrency LOS standards: SW 177 Avenue, between SW 8 and SW 136 Streets, and SW 88 Street from SW 167 to SW 152 Avenues. All other that are currently monitored show acceptable peak period concurrency LOS conditions. The proposed "Business and Office" land use designation will allow a potential development that is anticipated to generate 199.23 annual fire alarms, thus, the Application, if approved, will have a severe impact (i.e. more than 100 annual alarms) to existing Fire Rescue services. In addition, since the application site is outside the UDB, an increase in number of alarms will not only affect Fire Rescue service delivery, but also will negatively affect response time into the area as well.
6. CDMP Policy LU-1G states that business developments shall preferable be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots. The applicant stated in the application that a continuous band of commercially designated/zoned/developed land exists for approximately one mile east of the property and that the application would be a continuation of this use. Continuation of a strip of commercial development is not only contrary to the above policy but also to Guideline No. 4 of the Guidelines for Urban Form, which states that the non-residential components, including commercial uses when warranted, of a neighborhood shall be located within activity nodes This commercial development proposal would place a commercial node at the UDB along North Kendall Drive (Commercial nodes should be located in the center of their market areas and not at the edge). In fact, most of the area surrounding the application site is outside the UDB and is designated as "Agriculture" on the LUP map.
7. The applicant has proffered a draft declaration of restrictions (covenant) that states that the property will be developed with non-residential uses. However, the covenant does not include a development program for commercial, office or institutional uses on this 42- acre application site. Assuming a floor area ratio of 0.4, a parcel of that size could support approximately 670,824 square feet of commercial/retail space, which would generate 1,677 employees. Approving this application could create pressure for further expansion of the 2015 UDB. The applicant did not demonstrate a need to build at the edge of the Urban Development Boundary (UDB) a major shopping facility that is less than a mile

from the proposed Kendall Town Center, which by itself is proposed to include a significant amount of space for commercial (750,000 square feet of retail, a movie theater complex and 145 hotel rooms), office (350,000 square feet) and institutional uses (hospital and civic).

8. Environmental resources that would be impacted by the approval of the Application include the West Wellfield Protection Area, the C-1 Basin, and a portion of a tree island that is located within isolated wetlands on the southwestern portion of the application site.

## **New Information**

Since the BCC transmittal public hearing on November 27, 2007 and the publication date of the Initial Recommendations Report (August 25, 2007), the Department of Planning and Zoning has received information from the Applicant, Ludovici & Orange Consulting Engineers, Inc., Cathy Sweetapple & Associates, Florida Department of Transportation (FDOT), South Florida Water Management District (SFWMD), Florida, Regional Planning Council (SFRPC), and Florida Department of Community Affairs (DCA) concerning the application site. To ensure that staff had adequate time to review and analysis materials submitted by applicants in order to prepare a Revised Recommendations Report, a deadline of March 10, 2008 for submittal of covenants and technical reports was emailed to them on January 24, 2008. The traffic study submitted by the applicant was after the deadline. Thus, the Department or other County agencies may be providing additional review materials at a later date. The sections that follow provide a brief summary of the new information received.

### ***Objections, Recommendations and Comments Report***

On February 26, 2008, DCA issued the Objections, Recommendations, and Comments (ORC) Report for the April 2007-08 Cycle of CDMP Applications. In the ORC report, DCA objected to the application due to inadequate planning for potable water supply, internal inconsistencies with the Miami-Dade County's CDMP, impact on transportation facilities and inconsistency with the State Comprehensive Plan and South Florida Strategic Regional Policy Plan. In addition, DCA objected to the application based on the failure of Miami-Dade County to implement school concurrency. Pursuant to s. 163.3177(12)(j), F.S., the County is prohibited from adopting any amendments that increase residential density until the necessary school amendments are adopted. However, this restriction may not apply to this application since the applicant proffered a restrictive covenant prohibiting residential use. The complete ORC Report from DCA can be found in Exhibit A. The response from the Department of Planning and Zoning to the ORC comments can be found in Exhibit B.

### ***Declaration of Restrictions***

The applicant has proffered two draft declarations of restrictions on this application, one limiting development to non-residential uses and the other providing for the construction of a four-lane segment of SW 172 Avenue. However, only the covenant addressing SW 172 Avenue has been modified since BCC transmittal hearing on November 27, 2007. On December 4, 2007, the applicant modified the text of the covenant to include the funding and installation, by the owner of the subject property or Miami-Dade County Public Works Department (PWD), if agreed upon by the owner and PWD, of a traffic signal at the intersection of SW 172 Avenue and SW 88 Street.

On February 20, 2008, the applicant further modified the text to the December 4, 2007 Declaration of Restrictions to state that prior to the approval of a final plat for the subject property, the Owner shall submit a traffic signal warrant study for a traffic signal at SW 172 Avenue and SW 88 Street. If upon determination by FDOT and PWD a traffic signal is warranted, the Owner of the subject property will be responsible to install a

traffic signal at Owner's expense. If FDOT and PWD determine that a traffic signal is not warranted, the Owner, at the time of the final plat, shall pay its proportionate share of the cost of the traffic signal, which would be determined by the PWD Director (See Appendix 1).

### ***Letter from Applicant***

The Applicant submitted a letter on January 29, 2008 that updated the disclosure of interest information in the application (See Appendix 3).

### ***Letters from Applicant's Consultants***

Three letters submitted by applicant's consultants are included in the following appendices. Frandei Consulting Inc., traffic engineers for the applicant, in a letter dated January 4, 2008, addressed the South Florida Regional Planning Council's (SFRPC) review of the April 2007 Cycle Application No. 8. Ludovici & Orange Consulting Engineers, Inc., in a letter dated March 6, 2008, provided their response to Fire and Rescue Department's finding that the proposed development will have a severe impact to fire and rescue services due to increased fire-rescue calls, from 2.24 to 199.23 calls per year. Cathy Sweetapple and Associates, traffic consultants for the applicant, in a letter dated March 10, 2008, addressed the concerns of DCA (See Appendix 4).

### ***Fire & Rescue Response Letter***

Fire and Rescue Department (MDFR) submitted a draft memorandum, dated March 26, 2008, that responded to Ludovici & Orange Consulting Engineers, Inc. letter dated March 6, 2008 (See Appendix 5).

### ***Traffic Analysis***

In March 2008, Cathy Sweetapple & Associates, traffic consultants for the Applicant, submitted revised Traffic Impact Studies in response to DCA's Objections, Recommendations and Comments (ORC) Report dated February 26, 2008. These studies conclude that the projected traffic generated by the proposed development will have no significant impact on SW 177<sup>th</sup> Avenue or SW 88<sup>th</sup> Street. The revised study further concludes that all roadways impacted by the traffic from the proposed development will operate within existing or planned adopted level of service standards. After further revisions to the revised traffic study stemming from DP&Z and PWD concerns, it was determined that for the year 2015, twelve roadway segments within the Study Area were found to exceed adopted maximum level of service (LOS). However, further analysis of these segments show that the adopted LOS standards would be maintained with the impact of the amendment application trips. After analysis of the March 21, 2008 resubmitted revised traffic studies, DP&Z and PWD agreed with its conclusions that the future roadway infrastructure will have adequate roadway capacity to meet the adopted LOS standards through the year 2015 with the impact of the subject CDMP amendment application (See Appendices 6 & 7).

### ***Additional Research***

The applicant stated at public hearings that DP&Z has in recent past recommended approval at times the placement of "Business and Office" on the Urban Development

Boundary (UDB). Staff researched the incidences identified by the applicant. An analysis and overview of the Department of Planning and Zoning's (DP&Z) prior recommendations on CDMP amendment applications for "Business and Office" referenced by the Applicant on Application No. 8 of the April 2007 Cycle applications to amend the CDMP. This analysis provides, for each of the referenced CDMP amendment applications, a brief historical background and an overview of DP&Z's principal reasons for the recommendations on each of the applications (See Appendix 2).

## **Revised Recommendation**

Staff recommends **DENIAL** of the application to redesignate the 42-acre subject property located on the south side of SW 88<sup>th</sup> Street west of SW 167<sup>th</sup> Avenue from "Agriculture" to "Business and Office" and to expand the 2015 Urban Development Boundary (UDB) to include the subject property on the LUP map for the following reasons:

1. The application is not consistent with several land use policies of the CDMP. The application does not meet the requirements for expanding the UDB as stated in CDMP Policy LU-8F regarding non-residential land supplies and was inconsistent with Policy LU-8G(ii) concerning areas that should be avoided when considering areas for addition to the UDB. The application could result in the loss of agricultural land. CDMP policy LU-1S states that the CDMP shall be consistent with the Miami-Dade County Strategic Plan, which provides for no net loss of agricultural land.

The application site is located in an area designated as a 2025 Urban Expansion Area (UEA), which are areas where further urban development is likely to be warranted between some time between the year 2015 and 2025. Urban infrastructure and services should be planned for eventual extension into the UEA, sometime between the years 2015 and 2025. However, development at this time will be premature.

2. The proposed "Business and Office" land use designation will allow a potential development that is anticipated to generate 199.23 annual fire alarms, thus, the Application, if approved, will have a severe impact (i.e. more than 100 annual alarms) to existing fire and rescue services. These services are from Miami-Dade Fire Rescue Station No. 56, West Sunset, located at 16250 SW 72 Street. Ludovici & Orange Consulting Engineers, Inc. letter dated March 6, 2008, provided the applicant's response to Fire and Rescue Department's finding that the proposed development will have a severe impact to fire and rescue services due to increased fire and rescue calls and will negatively affect response time into the area.

3. CDMP Policy LU-1G states that business developments shall preferable be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots. The applicant stated in the application that a continuous band of commercially designated/zoned/developed land exists for approximately one mile east of the property and that the application would be a continuation of this use. Continuation of a strip of commercial development is not only contrary to the above policy but also to Guideline No. 4 of the Guidelines for Urban Form, which states that the non-residential components, including commercial uses when warranted, of a neighborhood shall be located within activity nodes.

This application would place a commercial node at the UDB along North Kendall Drive (commercial nodes should be located in the center of their market areas and not at the edge). In fact, most of the area surrounding the application site is outside the UDB and is designated as "Agriculture" on the LUP map. The Department has supported placing "Business and Office" designations at the UDB when the requests have been for neighborhood-oriented shopping centers where alternative locations to place these uses central to their market area were not available.

The applicant is requesting a redesignation of 42 acres to "Business and Office," which according to the International Council of Shopping Centers is typically the size of a large community shopping center, a small regional mall or a power center. These types of shopping centers offer a wider range of goods than neighborhood centers, which range from 5 to 15 acres in size, are anchored by supermarkets and offer convenience goods. A community shopping center offers general merchandise on a parcel ranging from 10 to 40 acres and has a trade area ranging from 3 to 6 miles. A power center has several category-dominant anchors such as a home-improvement store and/or discount department store on a parcel ranging from 25 to 80 acres and has a trade area ranging from 5 to 10 miles. A regional mall offers general merchandise and fashion goods, is anchored by department stores on a parcel ranging from 40 to 100 acres and has a trade area ranging from 5 to 15 miles.

This area is already served by large stores and will be served by a major shopping center. The area is served by existing big-box stores that are located within two miles of the application site including a Home Depot at SW 157 Avenue and SW 88 Street, a Wal-Mart Supercenter at 15885 SW 88 Street and a Target at 15005 SW 88 Street. The area will be served by a proposed major shopping center, Kendall Town Center, which is less than a mile east of the application site. The Kendall Town Center is scheduled to have a significant amount of space for commercial (750,000 square feet of retail, a movie theater complex and 145 hotel rooms), office (350,000 square feet), and institutional uses (hospital and civic).



4. Miami-Dade Fire and Rescue Department (MDFR) submitted a draft memorandum, dated March 26, 2008, in response to Ludovici & Orange Consulting Engineers, Inc. letter in which MDFR confirmed its initial finding that the proposed business and office development will have a severe impact to County's fire and rescue services. In addition, MDFR disagrees with the consultant's assumptions regarding the type of fire and rescue calls and that fire and rescue calls are already occurring outside the property limits. However, MDFR did agree with the consultant that the provision of SW 172 Avenue and a traffic signal at SW 172 Avenue will improve response time to the application site and the Vizcaya TND.

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## **APPENDICES**

Appendix 1: Revised Declaration of Restrictions

Appendix 2: Additional Material in Support of Staff Initial Recommendations

Appendix 3: Disclosure Update from the Applicant

Appendix 4: Correspondence from the Applicant

Appendix 5: Fire & Rescue Response to Letter dated March 6, 2008

Appendix 6: DP&Z Review and Comments to Applicant's Revised Traffic Analyses

Appendix 7: Revisions to Traffic Analyses from the Applicant

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## **Appendix 1**

### Revised Declaration of Restrictions

- Revised Declaration of Restrictions Received December 4, 2007
- Revised Declaration of Restrictions Received February 20, 2008

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This instrument was prepared by:

Name: Chad Williard, Esq.

Address: 999 Ponce de Leon Blvd.

Suite 1000

Coral Gables, Florida 33134

305.444.1500

(Space reserved for Clerk)

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## **DECLARATION OF RESTRICTIONS**

*WHEREAS*, the undersigned Owner holds the fee simple title to the land in Miami-Dade County, Florida, described in Exhibit "A," attached hereto, and hereinafter called the "Property," which is supported by the attorney's opinion, and

*WHEREAS*, the Property is the subject of Comprehensive Development Master Plan Amendment Application No. 8 of the April 2007 Amendment Cycle, seeking a change from "Agriculture" to "Business & Office" and inclusion of the Property within the Miami-Dade County Urban Development Boundary (the "CDMP Application");

*WHEREAS*, the intent of the Applicant is to seek approval of the "CDMP Application" and intends, subject to the terms and conditions set forth below, to develop the Property with non-residential uses only (e.g., commercial/retail).

*IN ORDER TO ASSURE* the **County** that the representations made by the owner during consideration of the Application will be abided by the Owner freely, voluntarily and without duress makes the following Declaration of Restrictions covering and running with the Property:

**SW 172 Avenue Right of Way.** The Owner agrees, subject to the approval of the CDMP Application and subject to the approval of the Florida Department of Transportation ("FDOT") and/or the Miami-Dade County Public Works Department ("M-D PWD," to construct and dedicate to Miami-Dade County, a seventy foot (70') wide right-of-way containing four (4), travel lanes - identified as SW 172 Avenue (the "Roadway Improvement") - prior to the issuance of any Certificate of Occupancy on the Property. The Roadway Improvement shall: extend SW 172 Avenue from the southern boundary of the Property to the northern boundary of the Property and be at the Owner's sole cost and expense.

**SW 172 Avenue Traffic Signal.**

- a) Upon completion of the Roadway Improvement, and subject to the approval of FDOT and M-D PWD, the Owner shall fund and install a traffic signal at the intersection of

SW 172 Avenue and SW 88 Street (the "SW 172 Avenue Traffic Signal"); provided, however, notwithstanding anything to the contrary stated herein, the Owner's obligation to install the SW 172 Avenue Traffic Signal shall be for a term of 24 months, commencing on the date that the Roadway Improvement is dedicated to and accepted by Miami-Dade County. Specifically, if upon Owner's good faith efforts, State and local approvals cannot be obtained for the installation of the SW 172 Avenue Traffic Signal within this 24-month period, the Owner's obligation to install the SW 172 Avenue Traffic Signal shall expire and it shall have no further obligation whatsoever with respect to the traffic signal installation.

- b) Notwithstanding anything to the contrary stated herein (or in subparagraph (a) immediately preceding this subparagraph), if mutually agreed upon by M-D PWD and the Owner, M-D PWD shall design and install the SW 172 Avenue Traffic Signal and the Owner shall pay the County for the design and construction costs an amount not to exceed \$250,000.00.

**County Inspection.** As further part of this Declaration, it is hereby understood and agreed that any official inspector of Miami-Dade County, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the use of the premises to determine whether or not the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.

**Covenant Running with the Land.** This Declaration on the part of the Owner shall constitute a covenant running with the land and may be recorded, at Owner's expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the undersigned Owner, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the benefit of Miami-Dade County and the public welfare. Owner, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County.

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

**Modification, Amendment, Release.** This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the then owner(s) of the land covered by the proposed amendment, modification or release, provided that the same is also approved by the



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

**Enforcement.** Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants. The prevailing party in any action or suit pertaining to or arising out of this declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

**Authorization for Miami-Dade County (or successor municipal corporation) to Withhold Permits and Inspections.** In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County (or any successor municipal corporation) is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this Declaration is complied with.

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

**Presumption of Compliance.** Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County (or any successor municipal corporation), and inspections made and approval of occupancy given by the County (or any successor municipal corporation), then such construction, inspection and

approval shall create a rebuttable presumption that the buildings or structures thus constructed comply with the intent and spirit of this Declaration.

**Covenant Running with the Land.** This Declaration shall constitute a covenant running with the land and shall be recorded, at the Owners' expense, in the public records of Miami-Dade County, Florida, and shall remain in full force and effect and be binding upon the undersigned Owners, and their heirs, successors and assigns, including the Applicant, unless and until the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, the then owner(s) of the real property and for the public welfare.

**Severability.** Invalidation of any one of these covenants, by judgment of Court, shall not affect any of the other provisions that shall remain in full force and effect. However, if any material portion is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated portion.

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

**Acceptance of Declaration.** Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners and/or any appropriate Community Zoning Appeals Board retains its full power and authority to deny each such application in whole or in part and to decline to accept any conveyance or dedication.

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

[Execution Pages Follow]

**Declaration of Restrictions**  
**Page 5**

Signed, witnessed, executed and acknowledged this \_\_\_\_\_ day of \_\_\_\_\_ 2008

Witnesses:

BLOOM FAMILY INVESTMENTS, LTD.,  
a Florida limited partnership

\_\_\_\_\_  
Print Name: \_\_\_\_\_

By: LCRS BLOOM INVESTMENTS, INC.,  
a Florida corporation as sole managing  
general partner

\_\_\_\_\_  
Print Name: \_\_\_\_\_

By: \_\_\_\_\_  
Lauri Bloom, President

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_ 2008 by Lauri Bloom, President, LCRS Bloom Investments, Inc., a Florida corporation as sole managing general partner of Bloom Family Investments, Ltd., a Florida limited partnership who is personally known to me or produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public, State of Florida  
at large  
My Commission Expires

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

All that part of Tracts 53, 60 and 61 lying South and West of North Kendall Drive right-of-way in Section 31, Township 54 South, Range 39 East, according to the plat thereof of "MIAMI EVERGLADES LAND COMPANY SUBDIVISION", recorded in Plat Book 2, at Page 3, of the Public Records of Miami-Dade County, Florida.

Tract 59 of Section 31, Township 54 South, Range 39 East, "MIAMI EVERGLADES LAND COMPANY SUBDIVISION", according to the plat thereof, recorded in Plat Book 2, Page, 3, of the Public Records of Miami-Dade County, Florida.

All of tract 43 lying South of North Kendall Drive, and all of Tract 54, less right-of-way for North Kendall Drive, in Section 31, Township 54 South, Range 39 East, according to the plat thereof of "MIAMI EVERGLADES LAND COMPANY SUBDIVISION", recorded in Plat Book 2, page 3 of the Public Records of Miami-Dade County, Florida. Containing 1,671,598 square feet or 38.37 acres, more or less. And the street dedications shown on the above described property.

This instrument was prepared by:

Name: Chad Williard, Esq.

Address: 999 Ponce de Leon Blvd.

Suite 1000

Coral Gables, Florida 33134

305.444.1500

(Space reserved for Clerk)

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## **DECLARATION OF RESTRICTIONS**

*WHEREAS*, the undersigned Owner holds the fee simple title to the land in Miami-Dade County, Florida, described in Exhibit "A," attached hereto, and hereinafter called the "Property," which is supported by the attorney's opinion, and

*WHEREAS*, the Property is the subject of Comprehensive Development Master Plan Amendment Application No. 8 of the April 2007 Amendment Cycle, seeking a change from "Agriculture" to "Business & Office" and inclusion of the Property within the Miami-Dade County Urban Development Boundary (the "CDMP Application");

*WHEREAS*, the intent of the Applicant is to seek approval of the "CDMP Application" and intends, subject to the terms and conditions set forth below, to develop the Property with non-residential uses only (e.g., commercial/retail).

*IN ORDER TO ASSURE* the **County** that the representations made by the owner during consideration of the Application will be abided by the Owner freely, voluntarily and without duress makes the following Declaration of Restrictions covering and running with the Property:

**SW 172 Avenue Right of Way.** The Owner agrees, subject to the approval of the CDMP Application and subject to the approval of the Florida Department of Transportation ("FDOT") and the Miami-Dade County Public Works Department ("M-D PWD"), to dedicate to Miami-Dade County and construct, a seventy foot (70') wide right-of-way containing four (4), travel lanes - identified as SW 172 Avenue (the "Roadway Improvement"). The Owner further agrees that the Roadway Improvement shall be open to traffic prior to the issuance of any Certificates of Occupancy for permanent structures on the Property. The Roadway Improvement shall: extend SW 172 Avenue from the southern boundary of the Property to the northern boundary of the Property and be at the Owner's sole cost and expense.

**SW 172 Avenue Traffic Signal.** Prior to the approval of a final plat for the Property, the Owner shall submit a traffic signal warrant study for a traffic signal at SW 172 Avenue and SW 88 Street (the "SW 172 Avenue Traffic Signal"). If FDOT and M-D PWD

concur that a traffic signal is warranted, the Owner will be responsible to install the traffic signal at the Owner's expense. A bond for the estimated cost of signal installation must be posted prior to final plat approval.

If FDOT or M-D PWD conclude that a signal is not warranted as a result of the proposed development on the Property at the time of final plat, the Owner shall pay its proportionate share of the cost of the SW 172 Avenue Traffic Signal. The Owner's level of contribution to the cost of the SW 172 Avenue Traffic Signal shall be determined by the M-D PWD Director prior to final plat approval; provided, however, this cost determination shall be based on the procedures memorialized in the M-D PWD Policy entitled "Participation Of Developers For Traffic Signals Installation" (dated/revised January 2, 2008), attached hereto as "Exhibit "B".

**County Inspection.** As further part of this Declaration, it is hereby understood and agreed that any official inspector of Miami-Dade County, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the use of the premises to determine whether or not the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.

**Covenant Running with the Land.** This Declaration on the part of the Owner shall constitute a covenant running with the land and may be recorded, at Owner's expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the undersigned Owner, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the benefit of Miami-Dade County and the public welfare. Owner, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County.

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

**Modification, Amendment, Release.** This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the then owner(s) of the land covered by the proposed amendment, modification or release, provided that the same is also approved by the Board of County Commissioners. Any such modification, amendment or release shall be subject to the provisions governing amendments to Comprehensive Plans, as set forth in Chapter 163, Part II, Florida Statutes or successor legislation which may, from time to time, govern amendments to comprehensive plans (hereinafter "Chapter 163"). Such modification, amendment or release shall also be subject to the provisions governing amendments to comprehensive plans as set forth in Section 2-116.1 of the Code of Miami

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

**Enforcement.** Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants. The prevailing party in any action or suit pertaining to or arising out of this declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

**Authorization for Miami-Dade County (or successor municipal corporation) to Withhold Permits and Inspections.** In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County (or any successor municipal corporation) is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this Declaration is complied with.

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

**Presumption of Compliance.** Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County (or any successor municipal corporation), and inspections made and approval of occupancy given by the County (or any successor municipal corporation), then such construction, inspection and approval shall create a rebuttable presumption that the buildings or structures thus constructed comply with the intent and spirit of this Declaration.

**Covenant Running with the Land.** This Declaration shall constitute a covenant running with the land and shall be recorded, at the Owners' expense, in the public records of Miami-Dade County, Florida, and shall remain in full force and effect and be binding upon the undersigned Owners, and their heirs, successors and assigns, including the Applicant,

unless and until the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, the then owner(s) of the real property and for the public welfare.

**Severability.** Invalidation of any one of these covenants, by judgment of Court, shall not affect any of the other provisions that shall remain in full force and effect. However, if any material portion is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated portion.

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

**Acceptance of Declaration.** Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners and/or any appropriate Community Zoning Appeals Board retains its full power and authority to deny each such application in whole or in part and to decline to accept any conveyance or dedication.

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

[Execution Pages Follow]

Signed, witnessed, executed and acknowledged this \_\_\_\_\_ day of \_\_\_\_\_ 2008

Witnesses:

BLOOM FAMILY INVESTMENTS, LTD.,

[L:\forms\CDMP

(Public Hearing)

Section-Township-Range:

Folio number:



a Florida limited partnership

\_\_\_\_\_  
Print Name: \_\_\_\_\_

By: LCRS BLOOM INVESTMENTS, INC.,  
a Florida corporation as sole managing  
general partner

\_\_\_\_\_  
Print Name: \_\_\_\_\_

By: \_\_\_\_\_  
Lauri Bloom, President

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of  
\_\_\_\_\_ 2008 by Lauri Bloom, President, LCRS Bloom Investments, Inc., a Florida  
corporation as sole managing general partner of Bloom Family Investments, Ltd., a Florida  
limited partnership who is personally known to me or produced  
\_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public, State of Florida  
at large  
My Commission Expires

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

All that part of Tracts 53, 60 and 61 lying South and West of North Kendall Drive right-of-way in Section 31, Township 54 South, Range 39 East, according to the plat thereof of "MIAMI EVERGLADES LAND COMPANY SUBDIVISION", recorded in Plat Book 2, at Page 3, of the Public Records of Miami-Dade County, Florida.

Tract 59 of Section 31, Township 54 South, Range 39 East, "MIAMI EVERGLADES LAND COMPANY SUBDIVISION", according to the plat thereof, recorded in Plat Book 2, Page, 3, of the Public Records of Miami-Dade County, Florida.

All of tract 43 lying South of North Kendall Drive, and all of Tract 54, less right-of-way for North Kendall Drive, in Section 31, Township 54 South, Range 39 East, according to the plat thereof of "MIAMI EVERGLADES LAND COMPANY SUBDIVISION", recorded in Plat Book 2, page 3 of the Public Records of Miami-Dade County, Florida. Containing 1,671,598 square feet or 38.37 acres, more or less. And the street dedications shown on the above described property.

## **Appendix 2**

### **Additional Material in Support of Staff Initial Recommendations**

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**Additional Material In Support Of The  
The April 2007 Cycle Initial Recommendations For  
Application No. 8**

**Miami-Dade County  
Department of Planning and Zoning  
Metropolitan Planning Section**

**November 2007**

## **Introduction**

This analysis presents an overview of Department of Planning and Zoning (DP&Z) prior recommendations on Comprehensive Development Master Plan (CDMP) amendment applications referenced by the applicant on Application No. 8 of the April 2007 Cycle applications to amend the CDMP. This analysis provides, for each of the referenced CDMP amendment applications, a brief historical background, an overview of DP&Z's principal reasons for the recommendations on each of the applications cited, and final observations. Various CDMP amendment applications were filed multiple times throughout various planning cycles; therefore, staff's recommendations for those re-submitted CDMP amendment applications were also analyzed<sup>1</sup>. In addition, all of the cited CDMP amendment applications requested a land use change to the Land Use Plan (LUP) map from its then designated LUP map category to "Business and Office." Therefore, information on existing retail/commercial facilities located within a two-mile radius of the cited application sites were retrieved from DP&Z's Geographic Information Systems (GIS) database for the years each of the cited CDMP amendment applications were filed. Findings are presented by elaborating on the following topics:

1. Background
2. CDMP Amendment Applications Cited
3. Final Observations

## **Background**

On April 19, 2007, Chad Williard, representative for the applicant of Application No. 8 of the April 2007 Cycle applications to amend the CDMP, filed a land use amendment request to the Land Use Plan (LUP) map on a property located south of North Kendall Drive, west of SW 167<sup>th</sup> Avenue, bordered to the south by the 2015 Urban Development Boundary (UDB). The applicant's LUP map amendment request included a redesignation of a 42.0-gross acre site from "Agriculture" to "Business and Office" and to amend the 2015 Urban Development Boundary (UDB) to include the subject property. A Declaration of Restrictions was submitted by the applicant concurrent with the application, which voluntarily agrees to restrict development on the subject property to non-residential uses. DP&Z's initial recommendation on the proposed amendment was to deny and not transmit the application to DCA.

In his supporting arguments, Mr. Williard questioned DP&Z's consistency and credibility in its recommendations, stating that in recent past, the Department has frequently recommended approval of similar CDMP amendment request, adding, that the Department has routinely acknowledged instances where it is appropriate to locate commercial development – recommending approval of "Business and Office" redesignation requests- at the UDB. Furthermore, Mr. Williard asserts that with each of these prior CDMP amendment applications, DP&Z has acknowledged that, due to the lack of availability of viable alternate locations, it was necessary, in order to provide required commercial properties to serve the community, to permit such commercial development at the UDB. Below are all the CDMP amendment applications Mr. Williard cited as basis to the aforementioned claim.

---

<sup>1</sup> See "Application Sites Referenced by Applicant of Application No. 8" table attached to this report.

## **CDMP Amendment Applications Cited**

### April 1998-99 Cycle Application No. 6

This small-scale amendment application requested a LUP map land use change to a 10-acre site, from "Agriculture" to "Business and Office." The subject property consisted of 10 gross acres and is located in the northwest corner of SW 152 Street and SW 157 Avenue. The UDB abuts this property to its southern border along SW 152 Street. The Board of County Commissioners (BCC), at the public hearing held November 10, 1998 denied this application; however, the applicant subsequently resubmitted the application for consideration in the April 2002 and April 2003 planning cycles. The BCC finally adopted this LUP map amendment request at a public hearing held November 5, 2003 (See Ord. No. 03-244). DP&Z's principal reasons for recommending approval on all three of the application submittals were based on findings that residential communities on portions of Study Area D where the property is located, south of Kendall-Tamiami Airport and west of Miami-Dade Metrozoo, were projected to be significantly underserved with convenience business areas/neighborhood-oriented businesses because more centrally located sites, and not sites located at the UDB, were not available to meet this need.

Staff analysis indicated that in 1998 vacant commercially designated land in Study Area D were not projected to deplete until 2009. However, staff projected that the population residing in Study Area D were to experience less than half the County's average in business areas; this deficiency was most acute in the southwestern portion of Study Area D, where the subject property is located. Furthermore, in evaluating alternative locations to place business/retail uses central to the market area of the neighborhood, staff found no preferable alternatives. According to staff April 1998 Cycle Initial Recommendations report, the only significant business area serving the neighborhood in the vicinity of application site was located two miles east of the subject site at the intersection of SW 152 Street and SW 137 Avenue. Staff concluded that a neighborhood shopping center at this location would serve the residential areas that were developing to the west of the subject property such as A.D.G. and Corsica Place subdivisions and the developed subdivisions to the east of the subject property such as Oak Creek, River Bend, Country Walk, Weitzer Shauma Meadows and Knight Grant.

### April 1998-99 Cycle Application No. 7

This standard amendment application requested a LUP map land use change to a 24.01-gross acre site, from "Low-Density Residential (6 to 13 DU/gross acre)" to "Business and Office." This property is located on the northwest corner of SW 184 Street and SW 147 Avenue. The UDB abuts this property to its southern border along SW 184 Street. Applications requesting the same LUP map land use change for this property were filed during the April 1999-2000 (Identified as Application No. 8), October 2001-02 (Identified as Application No. 8), and April 2005-06 (Identified as Application No. 15) planning cycles.

For the April 1998-99 Cycle application, staff recommended approval. According to the April 1998 Cycle Initial Recommendations report, in evaluating alternative locations for commercial development more centrally located to its market area near 147 Avenue and 152 or 168 Streets, staff found no such alternatives existed. Subsequently, the applicant withdrew the application at the Board of County Commissioners transmittal public hearing held November 10, 1998.

During the April 1999-2000 Cycle, the staff recommended the applicant's land use change request for the same property, also identified as Application No. 7, be denied and not transmitted to the Department of Community Affairs (DCA). Staff carefully reviewed the comments submitted by area residents in opposition of this application during the previous April 1998-99 Cycle public hearing, and thus recommended this application be denied. Residents who testified at this public hearing stated that they were not inconvenienced by the amount and location of business areas accessible to them in the vicinity of their neighborhoods or during their daily commute. Therefore, based on public comments in opposition of this application, the absence of local support for additional commercial development in the area, and the strong desire by area residents to maintain the low-density residential transition to the agricultural lands to the south of the subject property, staff no longer felt compelled to recommend that the low level of existing commercial services in the subject area be addressed by the applicant's commercial development proposal.

During the October 2001-02 Cycle, staff recommended this application, identified as Application No. 8, be denied and transmitted to DCA. Staff again cited the public's strong lack of support for this application, declining roadway level-of-service (LOS) in the vicinity of the subject site, and area residents' concern regarding increased traffic on SW 147 Avenue. Staff analysis concluded by stating that while the Department does not believe the CDMP should be amended to provide for development of a shopping center at the subject site, transmittal was nevertheless recommended to provide the proposed land use amendment an opportunity to undergo consideration through the full plan amendment review process.

During the April 2005-06 Cycle, staff recommended that this application, identified as Application No. 15, be adopted with change. Following the same line of reasoning as with the prior submittals, the Department cited the lack of alternative locations to place commercial development more centrally located to its market area near SW 147 Avenue and 152 or 168 Streets. However, Staff recommended that only a 10-acre portion of the 24.02-acre subject parcel be re-designated for "Business and Office" on the adopted Land Use Plan map. Staff analysis concluded that the subject site was suitable for a neighborhood-oriented shopping center, which is usually anchored by a supermarket and is 10 acres or less in size. The covenant provided by the applicant stated in part that the application site would contain a Publix Supermarket. Staff research also indicated that nearby shopping center sites, with existing or proposed Publix Supermarkets that are located within a 3-mile radius of the subject site are situated on parcels 10 acres or less. For the remaining 14.02 acres on the subject property, the Department recommended that the "Low-Density Residential" designation be maintained, which was compatible with uses surrounding the subject site. The BCC finally adopted this LUP map amendment request at a public hearing held April 19, 2006 (See Ord. No. 06-42).

#### April 2001-02 Cycle Application No. 11

This small-scale amendment application requested a LUP map land use change to a 7.73-gross acre site, from "Low-Density Residential (6 to 13 DU/gross acre)" to "Business and Office." The subject property is located at the northwest corner of SW 248 Street (Coconut Palm Drive) and SW 112 Avenue (Allapatah Road). This property is not located at the UDB but a little over 0.35 miles west from the UDB. During the April 2001-02 Cycle, staff recommended this small-scale amendment application be adopted.



According to Staff in its initial recommendation, the CDMP provided no neighborhood-oriented business areas to serve the residents of the Coconut Palm Drive corridor between US-1 and Allapatah Road (SW 112 Ave.). A small commercial node was designated on the Adopted 2000 Land Use Plan map approximately one mile to the north on SW 112 Avenue and SW 232 Street (Silver Palm Drive). DP&Z determined that the addition of another small commercial node at the intersection of the subject site would provide closer accessibility to required retail services to Coconut Palm area residents. Staff findings indicated that while Study Area G, where the application site was located, was not experiencing a shortage of commercially-designated land relative to the projected areawide population, most of the commercial areas were located approximately 2 miles to the northeast along US-1 and in Cutler Ridge. The Board of County Commissioners adopted this small-scale amendment at a public hearing held May 20, 2002 (See Ord. No. 02-125).

#### October 2001-02 Cycle Application No. 4

This small-scale amendment application requested a LUP map land use change to a 7.73-gross acre site, from "Low-Density Residential (6 to 13 DU/gross acre)" to "Business and Office." The subject property is located at the southwest corner of SW 8 Street (Tamiami Trail) and theoretical SW 152 Avenue. The UDB abuts this property to its northern border along SW 8 Street. During the October 2001 Cycle, staff recommended that this small-scale amendment application be adopted. In their initial recommendations, staff emphasized that under most circumstances, the Department would not recommend the further stripping of an arterial road such as the Tamiami Trail with continuous commercial development and that neighborhood-oriented commercial uses are preferably located more central to their markets and not at the Urban Development Boundary. However, staff recommended approval for this application because "this area of the County warranted additional commercial development, however, few section-line arterial intersections were available for additional commercial development as the area was already substantially developed." Staff concluded that the Tamiami Trail provided one of the few locations available to add commercial uses that would not be disruptive to the surrounding residential neighborhoods. The Board of County Commissioners adopted this small-scale amendment application at a public hearing held May 30, 2002 (See Ordinance No. 02-87).

#### April 2005-06 Cycle Application No. 24

This standard amendment application requested a LUP map land use change to a 14.71-gross acre site from "Agriculture" to "Business and Office" and to extend the UDB to include the subject property. The subject property is located at the southeast corner of SW 142 Avenue and SW 312 Street, in the City of Homestead. The UDB abuts this property to its northern and western borders along SW 312 Street and 142 Avenue respectively, and is located within the Urban Expansion Area. Canal C-103 N borders the application site to the east and to its south by Canal C-103. In its initial recommendation, Staff recommended that this application be adopted and transmitted to DCA. Staff concluded that the adjacent canals would serve as strong barriers, discouraging further eastern and southern expansion of the UDB.

Two CDMP land use amendments were proposed for this area in the April 2005-06 Cycle, i.e., the aforementioned Application No. 24 and Application No. 23 (72.417 gross acres), which is located between SW 312 and SW 316 Streets, and between SW 137 and 142 Avenues. The two application sites overlapped, with Application No. 24 occupying the western portion of Application No. 23 site. Staff recommended that

Application No. 23 be denied and transmitted to DCA. Staff's reasons for recommending denial was the oversupply of commercially zoned or designated land in Study Area G where the two aforementioned applications were located and because of the City of Homestead approval, in November 9, 2004, of an ordinance that rezoned from AU (Agriculture) to Planned Unit Development (PUD) a 68.11-acre site located immediately west of the subject property for the Crystal Lakes Development, which would contain, 31.20 acres of commercial use.

In its initial recommendation, Staff stated that approval of Application No. 23 would facilitate the spread of urban uses into adjacent agricultural areas near the Homestead Air Reserve Base. The circumscribed Application No. 24 site was nevertheless recommended for approval because, as stated above, staff determined that the canals bordering the Application No. 24 site would serve as buffers, which would prevent further urban expansion to the east and west of the subject site.

### **Final Observations**

Mr. Williard is generally correct in stating that in recent past, "the Department has frequently recommended approval of similar CDMP amendment request," adding that, "the Department has routinely acknowledged instances where it is appropriate to locate commercial development – recommending approval of "Business and Office" redesignation requests- at the UDB," and that the Department has acknowledged that, "due to the lack of availability of viable alternate locations, it is necessary, in order to provide required commercial properties to serve the community, to permit such commercial development at the UDB."

However, the commercial development proposals were for neighborhood-oriented shopping centers, which provide convenience shopping for the day-to-day needs of costumers in the immediate neighborhood, are typically anchored by a supermarket or pharmacy store, and are 10 acres or less in size. In addition, these neighborhood-oriented commercial developments were recommended for approval mostly because of the lack of commercial/retail services available in the vicinity of all the aforementioned application sites and because alternative locations to place these commercial development on sites central to their market area were not available. In its initial recommendations for the April 2007 Cycle Application No. 8, Staff's needs assessment for commercial/retail facilities shows an oversupply of commercial uses in the vicinity of the application site, thus, no need to locate additional commercial uses in the area. The area will be served by a proposed major shopping center, the Kendall Town Center, which is less than one mile east of the application site inside the UDB. Furthermore, the area is served by existing big-box retailers within 1 1/2 miles of the application site including a Home Depot at SW 157 Avenue and SW 88 Street, a Wal-Mart Supercenter at 15885 SW 88 Street and a Target located at 15005 SW 88 Street. On a final note, unlike the other cited CDMP amendment application sites, the April 2001-02 Cycle Application No. 11 site does not abut the UDB.

## **Appendix 3**

Disclosure Update from the Applicant Received January 30, 2008

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**FACSIMILE TRANSMITTAL SHEET**

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**CARLOS WILLIARD & FLANAGAN, P.A.**

Attorneys at Law

999 Ponce de Leon Boulevard, Suite 1600  
Coral Gables, Florida 33134

2008 JAN 30 12:47

PLANNING &amp; ZONING

MERCANTILE PLANNING SECT

TEL: 305.444.1500

FAX: 305.444.1500 E-MAIL: [chadw@cwfp.com](mailto:chadw@cwfp.com)

TO:

Mr. Patrick Moore

FROM:

Chad Williard, Esq.

COMPANY/AGENT:

Miami-Dade County

Dept. of Planning &amp; Zoning

DATE:

January 29, 2008

FAX NUMBER:

~~305 375 1091~~**305 375 4975**

TOTAL NO. OF PAGES INCLUDING COVER:

5

**RE: April 2007 CDMP Amendment Cycle - Application NO. 8****David, Steven and Victor Brown**

NOTES/COMMENTS:

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**FACSIMILE TRANSMITTAL SHEET**

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**CARLOS WILLIARD & FLANAGAN, P.A.**

Attorneys at Law

999 Ponce de Leon Boulevard, Suite 1600  
Coral Gables, Florida 33134

2008 JAN 30 PM 12:47

TEL: 305.444.1500

FAX: 305.444.1500  
PLANNING & ZONING  
METROPOLITAN PLANNING SECT E-MAIL: [chadw@cwfp.com](mailto:chadw@cwfp.com)

TO:

Mr. Patrick Moore

FROM:

Chad Williard, Esq.

COMPANY/AGENT:

Miami-Dade County

Dept. of Planning &amp; Zoning

DATE:

January 29, 2008

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**If all pages are not received please call us at (305) 444-1500**

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

<u>NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
David Brown 500 South Dixie Highway, Suite 220	33 1/3
Victor Brown 500 South Dixie Highway, Suite 220	33 1/3
Steven Brown 500 South Dixie Highway, Suite 220	33 1/3

Date of Contract: 3/1/05

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

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

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

<u>INDIVIDUAL'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
Bloom Family Investments, Ltd. See Attached Exhibit A	100%
11001 SW 75 Court	
Miami, FL 33156	

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

PARTNERSHIP NAME: N/A

NAME AND ADDRESS OF PARTNERS

PERCENTAGE OF  
OWNERSHIP

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

NAME ADDRESS AND OFFICE (if applicable)

PERCENTAGE OF  
INTEREST

Bloom Family Investments, Ltd. Exhibit "A" 100%

11001 SW 75 Court

Miami, FL 33156

Date of Contract: 3/1/05



**Exhibit "A"**  
**DISCLOSURE OF INTEREST**

**A. Contract Purchaser**

David Brown	33.33%
Victor Brown	33.33%
Steven Brown	33.33%

**B. Property Owners**

- 1.) Bloom Family Investments, Ltd., a  
Florida Limited Partnership\*

\*Ownership of Bloom Family Investments, Ltd.:

<u>Name:</u>	<u>% Ownership</u>
LCRS Bloom Investments, Inc., a Florida Corporation, as sole managing general partner	1%
Lauri Bloom	29½%
Charles E. Bloom	29½%
Sam Bloom	20%
Roberta Bloom	20%

- 2.) Newest Kendall, LLC  
100% owned by  
Lufer Investments, Inc.,  
A British Virgin Islands Corporation.  
Officers/shareholders:  
Luis Fernandez &  
Esther de Fernandez  
100% (joint tenant w/right of survivorship)

**C. Properties Owned**

**Parcels (By Folio #)**

- |                                    |  |
|------------------------------------|--|
| 1.) Bloom Family Investments, Ltd. | 30-4931-001-0521<br>30-4931-001-0590<br>30-4931-001-0601<br>30-4931-001-0421<br>30-4931-001-0530<br>30-4931-001-0580 |
| 2.) Newest Kendall, LLC            | 30-4931-001-0611   |

## **Appendix 4**

### **Correspondence from the Applicant**

- Frandei Consulting Inc., Response Letter to South Florida Regional Planning Council Review of the April 2007 Cycle Application No. 8, dated January 4, 2008;
- Ludovici & Orange Consulting Engineers, Inc., Response Letter to Fire & Rescue Department Review of the April 2007 Cycle Application No. 8, dated March 6, 2008;
- Cathy Sweetapple & Associates Response Letter, dated March 10, 2008, to DCA Objections, Recommendations and Comments Report

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January 4, 2008

South Florida Regional Planning Council  
3440 Hollywood Boulevard, Suite 140  
Hollywood, Florida 33021

**RE: Miami-Dade County Proposed Comprehensive Plan Amendment  
Package No. 08-1 (April 2007 Cycle - Application No. 8)**

We have received a copy of the South Florida Regional Planning Council (SFRPC) staff memo dated January 7, 2008, which provides comments to the referenced Miami-Dade County CDMPC Amendments. On behalf of the Applicant, we wish to respond to two concerns raised by SFRPC staff specifically regarding Proposed Amendment No. 8.

SFRPC Staff states that this amendment "will exacerbate overcrowding and congestion on SW 177<sup>th</sup> Avenue and SW 88<sup>th</sup> Street in the vicinity of the site." We respectfully disagree with this statement and offer the following information in rebuttal.

The Applicant has provided two (2) separate traffic studies to Miami-Dade County and to SFRPC which address the traffic impacts of the Application. The primary study was performed by Cathy Sweetapple & Associates, in conjunction with Kimley Horn and Associates. This study used the FSUTMS computer model to analyze the long term traffic impacts of the Amendment and found that the Amendment will not create negative impacts on the roadway system. County staff has not disagreed with the results of this study nor have they noted any problems with the process or data used for the study. Additionally, Fandrei Consulting, Inc. (FCI), in conjunction with Transport Analysis Professionals, performed detailed analyses of the impacts of the proposed application on the existing roadways in the vicinity of the application site. This "Concurrency" study used up to date data and analysis techniques. The FCI study found that there is adequate capacity on roadways within the general area of the site to accommodate the impacts of the Application.

Although not noted in the SFRPC memo, it is important to note that the Applicant has proffered a Declaration of Restrictions requiring the Applicant to fully fund, construct and dedicate a 4-lane, half section line road (SW 172 Avenue; See attached copy of the aforementioned Declaration of Restrictions). This will improve both current and future traffic conditions in the area by providing a vital link between development to the south of the subject property and Kendall Drive to the north of the property. This will save Miami-Dade County approximately \$7,000,000.

Additionally, SFRPC staff states that "It is also anticipated that [this Amendment] will severely impact the response time for fire and rescue services." Again, I respectfully disagree with this generalized statement and offer the following clarifying comments:

We respectfully note that the provision of the 4-lane SW 172<sup>nd</sup> Avenue will improve fire rescue response time in the area. Specifically, there is a 1200-unit residential unit neighborhood (known as "Vizcaya") under construction south of the subject property. Without the approval of the proposed amendment - and the construction and dedication of the SW 172<sup>nd</sup> Avenue extension (made possible only through the approval of this amendment) - fire rescue services will have a much more difficult time responding to the residents of Vizcaya.

Also, there is no established Level of Service (concurrency) standard for Fire Rescue services. Rather, any impacts created by the proposed amendment to the fire rescue system will be mitigated vis-à-vis the payment of the County-required impact fees at the time of building permit application. Therefore, the amendment does not violate any County standard with respect to fire rescue services at this stage of the CDMPC amendment evaluation process.

For these reasons, I respectfully request that the SFRPC find Application No. 8 to be generally consistent with the Strategic Regional Policy Plan for South Florida.

Respectfully submitted,

FANDREI CONSULTING, INC.

Henry A. Fandrei, P.E., PTOE  
Principal

This instrument was prepared by:  
Name: Chad Williard, Esq.  
Address: 999 Ponce de Leon Blvd.  
Suite 1000  
Coral Gables, Florida 33134  
305-443-1500

(Space reserved for Clerk)

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### **DECLARATION OF RESTRICTIONS**

*WHEREAS*, the undersigned Owner holds the fee simple title to the land in Miami-Dade County, Florida, described in Exhibit "A," attached hereto, and hereinafter called the "Property," which is supported by the attorney's opinion, and

*WHEREAS*, the Property is the subject of Comprehensive Development Master Plan Amendment Application No. 8 of the April 2007 Amendment Cycle, seeking a change from "Agriculture" to "Business & Office" (the "CDMP Application");

*WHEREAS*, the intent of the Applicant is to seek approval of the "Business & Office" designation for the Property, subject to the terms and conditions set forth below;

*IN ORDER TO ASSURE* the County that the representations made by the owner during consideration of the Application will be abided by the Owner freely, voluntarily and without duress makes the following Declaration of Restrictions covering and running with the Property:

**SW 172 Avenue Right of Way.** The Owner agrees, subject to the approval of the CDMP Application and subject to the approval of the Florida Department of Transportation ("FDOT") and/or the Miami-Dade County Public Works Department ("M-D PWD," to construct and dedicate to Miami-Dade County, a seventy foot (70') wide right-of-way containing four (4), travel lanes - identified as SW 172 Avenue (the "Roadway Improvement") - prior to the issuance of any Certificate of Occupancy on the Property. The Roadway improvement shall: extend SW 172 Avenue from the southern boundary of the Property to the northern boundary of the Property and be at the Owner's sole cost and expense.

**County Inspection.** As further part of this Declaration, it is hereby understood and agreed that any official inspector of Miami-Dade County, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the use of the premises to determine whether or not the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.

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Section-Township-Range:  
Folio number:

(Public Hearing)

**Covenant Running with the Land.** This Declaration on the part of the Owner shall constitute a covenant running with the land and may be recorded, at Owner's expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the undersigned Owner, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the benefit of Miami-Dade County and the public welfare. Owner, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County.

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

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

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Folio number:

(Public Hearing)

**Enforcement.** Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants. The prevailing party in any action or suit pertaining to or arising out of this declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

**Authorization for Miami-Dade County (or successor municipal corporation) to Withhold Permits and Inspections.** In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County (or any successor municipal corporation) is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this Declaration is complied with.

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

**Presumption of Compliance.** Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County (or any successor municipal corporation), and inspections made and approval of occupancy given by the County (or any successor municipal corporation), then such construction, inspection and approval shall create a rebuttable presumption that the buildings or structures thus constructed comply with the intent and spirit of this Declaration.

**Covenant Running with the Land.** This Declaration shall constitute a covenant running with the land and shall be recorded, at the Owners' expense, in the public records of Miami-Dade County, Florida, and shall remain in full force and effect and be binding upon the undersigned Owners, and their heirs, successors and assigns, including the Applicant, unless and until the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, the then owner(s) of the real property and for the public welfare.

**Severability.** Invalidation of any one of these covenants, by judgment of Court, shall not affect any of the other provisions that shall remain in full force and effect. However, if any material portion is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated portion.

**Recording.** This Declaration shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owners following the approval of the Application. This Declaration shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in

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(Public Hearing)

the denial of the application, in its entirety, then this Declaration shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Planning and Zoning Department or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.

**Acceptance of Declaration.** Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners and/or any appropriate Community Zoning Appeals Board retains its full power and authority to deny each such application in whole or in part and to decline to accept any conveyance or dedication.

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

[Execution Pages Follow]



Witnesses:

Paola A. Giraldo

Print Name: PAOLA A. GIRALDO

Kathy Jones

Print Name: KATHY JONES

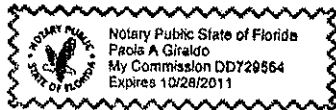
Roberta Bloom

Roberta Bloom

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this 7 day of  
NOV. 2007 by Roberta Bloom, who is personally known to me or produced  
WIA as identification.

Paola A. Giraldo



Notary Public, State of Florida  
at large  
My Commission Expires

RL/Vonn/KDMP

Section-Township-Range:  
Folio number:

(Public Hearing)

Signed, witnessed, executed and acknowledged this 7 day of NOVEMBER 2007.

Witnesses:

Paola S. Giraldo

Print Name: PAOLA GIRALDO

Sam Bloom  
Sam Bloom

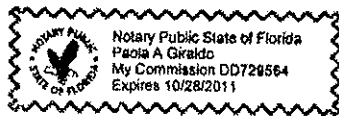
Kathy Jones

Print Name: KATHY JONES

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this 7 day of NOV. 2007 by Sam Bloom, who is personally known to me or produced N/A as identification.

Paola S. Giraldo



Notary Public, State of Florida  
at large  
My Commission Expires

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Section-Township-Range:  
Folio number:

(Public Hearing)

Mark W.

March 6, 2008

2008 MAR -7 P 3: 35

Subrata Basu, Interim Director  
Miami-Dade County  
Department of Planning and Zoning  
111 Northwest First Street  
Miami, Florida 33128

PLANNING & ZONING  
METROPOLITAN PLANNING SECT

Re: Miami-Dade County Comprehensive Plan Amendments – April 2007 Cycle  
Application No. 8 – David, Steven and Victor Brown (Applicant)

Dear Subrata:

The Department of Planning and Zoning ("DP&Z") expressed concerns about fire-rescue service impacts in its Initial Recommendations for the referenced CDMP amendment (the Application"). We wish to address those concerns for your consideration in formulating the DP&Z's Revised Recommendations.

Under "Principal Reasons for Recommendations", Item 5, DPZ states that the proposed development will have a "severe" impact due to the potential increase in fire-rescue calls from 2.24 to 199.23 calls per year. There are several factors in the Application that will mitigate the impact on fire-rescue.

- First, the developer will be assessed impact fees at the time of building permit to cover the capital cost impact to fire-rescue services. The cost of continued operations will be offset by property tax and sales tax revenues from the new development.
- Second, the majority of fire-rescue calls are related to rescue rather than fire. These calls are usually due to injuries or sudden health problems, such as heart attacks. The people who suffer sudden health problems would suffer them elsewhere in the service area, regardless of whether or not the Application site exists. Therefore, these calls should not be considered additive. The situation with injuries is similar, except that injuries are less likely at a new development meeting all current safety codes, than at older establishments. There is a real potential that a new development will result in a decrease in the total number of injury calls.

Item 5 also states that the Application will *"...negatively affect response time into the area..."* DP&Z should be aware that the Applicant has finalized its covenant obligating the property owner to dedicate and construct SW 172 Avenue and to install a traffic signal at its intersection with Kendall Drive. This four-lane collector street will provide direct, signalized access to Kendall Drive, resulting in a substantial improvement in response times to the west half of the 1200-unit Vizcaya TND, currently under construction. At present, in order to access this area, a fire-rescue crew originating from Station 56 (at 16250 SW 72 Street) must either drive around the Vizcaya TND along the south and west boundaries, or traverse the interior of the TND within its narrow, winding subdivision streets. Either of these existing routes will cost valuable (perhaps life-saving) time, when compared to the direct route proposed by the SW 172 Avenue interconnection.



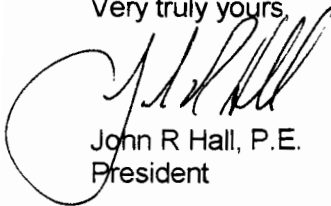
**LUDOVICI & ORANGE CONSULTING ENGINEERS, INC.**

329 PALERMO AVENUE • CORAL GABLES • FLORIDA 33134 • 305/448-1600 • FAX 305/446-3876

March 6, 2008

In your process of reevaluation, please take into consideration the attached covenant obligating the property owner to construct SW 172 Avenue with a signal at Kendall Drive. We also encourage you to verify our conclusions with the Fire Department. We are confident they will  
→ concur that the net impact to the proposed development will be beneficial.

Very truly yours,



John R Hall, P.E.  
President

encl.

cc: Mark Woerner



CATHY SWEETAPPLE & ASSOCIATES  
TRANSPORTATION AND MOBILITY PLANNING

March 10, 2008

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

RE: 2007 CDMP Amendment Application No. 8 - Transportation Issues  
Response to the DCA ORC Report

Dear Mr. Samosa,

Pursuant to the comments received from DCA in their February 26, 2008 Objections, Recommendations and Comments Report for Miami-Dade County Amendment 08-1, please find enclosed with this correspondence the information needed to address the concerns expressed by DCA. Each of the Objections, Recommendations and Comments related to transportation issues and Application No. 8 are addressed herein.

**Objection No. 5: Impact on Transportation Facilities**

Paragraph One states that "*The Department objects to Applications 5, 8, and 9 because the County fails to coordinate the transportation system with the proposed future land use map changes and ensure that proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas.*"

Response: This statement from the Department ignores the planning process through which the Miami-Dade County Metropolitan Planning Organization (MPO) adopted the Long Range Transportation Plan to the Year 2030 (LRTP), and established transportation improvement priorities for the transportation system. The traffic study methodology utilized by DPZ for the review and evaluation of comprehensive plan amendments incorporates those transportation improvements included in the LRTP which are planned through Priority I (2005-2009) and Priority II (2010-2015) as committed transportation infrastructure to be utilized in the long term planning horizon analysis for the Year 2015. The modeling planning tool utilized by DPZ and the MPO to evaluate the long term impacts of comprehensive plan amendments reflects those transportation priorities established by the LRTP. *Figure 1 – Planned Year 2025 Roadway Network* (found on page II-19 of the *Traffic Circulation Subelement* from the *Transportation Element* of the 2006 CDMP) identifies the anticipated and planned lane geometry for the transportation system, consistent with the LRTP, and specifically highlights the planned lane geometry for Krome Avenue as a four lane roadway from US-27 on the north to US-1 on the south. The Applicant has prepared a revised CDMP Amendment Transportation Analysis that is submitted under separate cover to DPZ and DCA to document those transportation system improvements included in Priorities I and II of the LRTP that specifically address impacts to state and non-state roadways within the study area. These transportation system improvements which are already included in the LRTP (and which are already included on *Figure 1* of the *Traffic Circulation Subelement*) demonstrate that the transportation system is in fact, coordinated with the proposed future land use change.

Paragraph One also states that *"The amendments do not demonstrate that adopted level of service standards will be maintained through the 5-year planning time frame with the development allowed in the proposed land use changes. The Department notes and supports the report submitted by the Florida Department of Transportation (FDOT), which recommended objections to Applications 5, 8, and 9."*

Response: The evaluation of adopted level of service standards for the 5-year planning time frame is addressed by DPZ and the Miami-Dade County Department of Public Works (DPW) through the review and evaluation of Traffic Concurrency for the proposed amendment site. DPZ requires that each CDMP Amendment submit a Traffic Concurrency Analysis to demonstrate that acceptable levels of service are met to incorporate the impacts of development during the short term (5-year) planning horizon. The Traffic Concurrency Analysis incorporates existing traffic counts for the peak hour period (consistent with the CDMP), the traffic from approved but unbuilt development located in the surrounding study area and the traffic from the Amendment site. The Applicant met with DPZ and DPW on February 26, 2008 to review a revised Traffic Concurrency Analysis which was submitted to respond to staff comments during the initial recommendation process, and most importantly, to reflect the newly updated Traffic Concurrency Database that was published by DPW on January 31, 2008. On February 27, 2008, the Applicant submitted a final Traffic Concurrency Analysis to DPZ and DPW (incorporating staff comments) demonstrating that adopted levels of service are met with the impact of the proposed Amendment site.

Paragraph Three states *"Regarding Application 8, the FDOT objected to the forecasted data presented in the traffic study. The 2016 projected traffic on SW 88 Street/Kendall Drive/SR 94 to the east of SW 157 Avenue is stated in the amendment package to be less than the existing traffic counts."*

Response: The Applicant has prepared a revised CDMP Amendment Transportation Analysis that is submitted under separate cover to DPZ and DCA to reflect changes in the long range traffic forecasting methodology to specifically address and resolve the concerns raised for the segment of SW 88 Street/Kendall Drive/SR 94, located to the east of SW 157 Avenue. The changes replace the forecasts from the Miami-Dade County FSUTMS model which were unrealistically low for that location. In the revised CDMP Amendment Transportation Analysis, the forecasts are corrected, and adopted levels of service are found to still be maintained for the long term planning horizon.

Paragraph Three also states that *"Additionally, there appear to be significant impacts to Krome Avenue, an FHHS roadway. The review should analyze the impacts to Krome Avenue based on its existing capacity as a 2-lane facility. The additional trips from this development are likely to result in Krome Avenue reaching LOS F (between SW 88 Street to SW 232 Street) versus the LOS C projected in the traffic study. The FDOT does not have improvement projects programmed in the 5-year work program on Krome Avenue south of SW 88 Street."*

Response: The Applicant has prepared a revised CDMP Amendment Transportation Analysis that is submitted under separate cover to DPZ and DCA to reflect changes in the long range traffic forecasting methodology, revisions to project traffic assignment to maintain consistency with the Traffic Concurrency Analysis and project traffic distribution approved by DPZ staff, to document those transportation system improvements included in Priorities I and II of the LRTP that specifically address transportation system improvements for Krome Avenue that are already included in the CDMP (as reflected in the Transportation Element map series), and to document those improvement projects for Krome Avenue which are funded in the adopted MPO Transportation Improvement Program for FY

2008 to FY 2012 (TIP 2008). The revised CDMP Amendment Transportation Analysis demonstrates that the improvements to Krome Avenue which are already incorporated into Priority II of the LRTP (and which are part of the DPZ study methodology for the review and evaluation of Comprehensive Plan amendments) are sufficient to maintain acceptable levels of service with the impact of the proposed Amendment site.

**DCA Recommendations:**

Paragraph Two states that *"For Application 8, coordinate with the Department and FDOT to provide the necessary data and analysis to enable a determination of the effect of the 2016 projected traffic on SW 88 Street/Kendall Drive/SR 94 to the east of SW 157 Avenue. Provide the necessary data and analysis to enable a determination of the effects of development of Application 8 on Krome Avenue, based on its existing capacity as a 2-lane facility. Coordinate with the FDOT regarding its statement that the additional trips from the development of Application 8 are likely to result in Krome Avenue between SW 88 Street to SW 232 Street reaching LOS F versus the LOS C projected in the traffic study. Revise the traffic study as necessary."*

Response: The Applicant has prepared a revised CDMP Amendment Transportation Analysis that is submitted under separate cover to DPZ and DCA to reflect changes in the long range traffic forecasting methodology to specifically address and resolve the concerns raised for the segment of SW 88 Street/Kendall Drive/SR 94, located to the east of SW 157 Avenue. The changes replace the forecasts from the Miami-Dade County FSUTMS model which were unrealistically low for that location. The revised CDMP Amendment Transportation Analysis reflects changes in the long range traffic forecasting methodology, revisions to project traffic assignment to maintain consistency with the Traffic Concurrency Analysis and project traffic distribution approved by DPZ staff, the documentation of those transportation system improvements included in Priorities I and II of the LRTP that specifically address transportation system improvements for Krome Avenue (that are already included in the CDMP Transportation Element map series), and the documentation of those improvement projects for Krome Avenue which are funded in TIP 2008. The revised CDMP Amendment Transportation Analysis demonstrates that the improvements to Krome Avenue which are already incorporated into Priority II of the LRTP (and which are part of the DPZ study methodology for the review and evaluation of Comprehensive Plan amendments) are sufficient to maintain acceptable levels of service with the impact of the proposed Amendment site.

Paragraph Four states that *"For Applications 5, 8, and 9, demonstrate how the County will achieve and maintain its adopted level of service standards through the 5-year and 10-year or greater planning time frames, including the incorporation into the 6-year capital improvements schedule in the Capital Improvements Element of roadway improvements needed to achieve and maintain adopted level of service standards during the 5-year planning time frame. The schedule shall include estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities. Depict on the Land Use Plan Map and in the Transportation Element the roadway improvements needed to achieve and maintain adopted LOS standards because of the development allowed by Applications 5, 8, and 9, in order for these applications to be consistent with the CDMP."*

Response: The Applicant has prepared a revised Traffic Concurrency Analysis that demonstrates that acceptable levels of service are met through the 5-year planning timeframe after incorporating the impacts of the Amendment site. The Applicant has also prepared a revised CDMP Amendment Transportation Analysis (that is submitted under separate cover to DPZ and DCA) that demonstrates that acceptable

Mr. Napoleon Samosa  
2007 CDMP Amendment Application No. 8 - Transportation Issues  
Response to the DCA ORC Report  
March 10, 2008 – Page 4

levels of service at met through the 10-year planning timeframe after incorporating the planned improvements to Krome Avenue included in Priority II of the LRTP. The Applicant will work with DPZ staff to prepare updates to the Transportation Element map series and the Capital Improvements Element to reflect proposed Applicant funded roadway improvements to SW 172 Avenue.

**Consistency with the State Comprehensive Plan**

The above cited amendments do not further and are not consistent with the following goals and policies of the State Comprehensive Plan (Chapter 187, Florida Statutes):

Public Facilities Goal and Policies 1, 2, 7, and 10  
Transportation Goal and Policies 2, 3, 7, 8, 9, 12, 13, and 15

Response: This objection has been addressed in the specific responses to Objection No. 5 as outlined above.

Please do not hesitate to contact me if you have any questions or concerns with the information provided by this submittal. Thank you for your time and assistance in making this a more complete analysis short term and long range transportation conditions in order to respond to the DCA comments.

Sincerely,

Cathy Sweetapple & Associates  
Transportation and Mobility Planning



Cathy S. Sweetapple, AICP  
Principal Transportation Planner

cc: David Brown  
Hank Fandrei  
John R. Hall  
Chad Williard  
Mark Woerner

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## **Appendix 5**

Fire and Rescue Department's Response to Letter to Applicant, dated March 6, 2008

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# Memorandum



**Date:** March 26, 2008

**To:** Subrata Basu, Interim Director  
Department of Planning & Zoning

**From:** Herminio Lorenzo, Director  
Miami-Dade Fire Rescue Department

**Subject:** April 2007 CDMP Application #8 – Response to Letter from Ludovici & Orange Consulting Engineers, Inc.

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On March 14, 2008, the Miami-Dade Fire Rescue Department (MDFR) received your request seeking a response to a letter drafted by Ludovici & Orange Consulting Engineers, Inc., dated March 6, 2008. The letter is in response to the impact analysis on fire rescue service drafted by MDFR for Application No. 8 of the April 2007 CDMP Application Cycle.

The application consists of a 42.0 acre parcel of land located south of North Kendall Drive, west of SW 167<sup>th</sup> Avenue (the "Property"). The applicant is requesting that the Property be redesignated on the 2015/2025 Land Use Plan map from "Agriculture" to "Business and Office" and to allow expansion of the Urban Development Boundary to include the Property. The Property is located within the CDMP Land Use Plan map's "2025 Expansion Area Boundary" in an area of Miami-Dade County (West Kendall) which has experienced, and continues to experience, rapid residential growth. County records indicate that the "Vizcaya TND" is currently being developed just south of the Property.

MDFR recognizes that a Traditional Neighborhood Development (TND) creates a mixed use neighborhood with higher densities and a range of complementary uses. TND is characterized by compact, pedestrian-oriented developments that provide a variety of uses, diverse housing types, and are anchored by a central public space and civic activity. TND is based on the principle that neighborhoods should be walkable, affordable, accessible, and distinctive.

A negative drawback for TND is that they involve grid pattern streets, with rear-loaded garages reached via alleys and narrow roadways. Since the introduction of TND, MDFR has expressed a concern regarding the roadway network associated with TND. MDFR recognizes that the TND incorporates a network of narrow connected streets with sidewalks and trees for convenient pedestrian movement throughout the neighborhood. Furthermore, TND building design allows parapets and reduced building setbacks from abutting roadways resulting in condensed turning radius for emergency vehicles. This condition impacts emergency vehicle circulation as well as emergency response time. Although the letter from Ludovici & Orange is directed towards MDFR comments regarding impact to existing service, it is pertinent that MDFR express its opinions regarding the TND and its developmental guidelines.

The current CDMP designation (Agriculture) will allow a total of eight (8) single family residences with a population of twenty-seven (27) residents. The eight (8) residences will generate a total of **2.24** annual alarms. The proposed CDMP designation (Business and Office) will allow either a commercial/office development consisting of 670,824 sq. ft. or a total of two hundred fifty-two (252) single family residences with a population of 857 residents. The commercial/office development will result in 1,677 employees that will generate a total of **199.23** annual alarms. The 252 single family residences will generate a total of **70** annual alarms. As previously stated, the number of alarms generated by either development will have a severe impact on existing fire rescue service.

The Property is currently served by Miami-Dade Fire Rescue Station No. 56, West Sunset, located at 16250 SW 72<sup>nd</sup> Street. Station 56 is equipped with a Hazardous Material Support Advanced Life Support Engine and Rescue unit. The Station is staffed with seven (7) firefighter/paramedics, 24 hours a day, 7 days a week. In 2007, the average travel time to incidents in the vicinity of the Property was 6:30 minutes; there were no life threatening or structure fire alarms in the vicinity of the subject property. Therefore, the assumption that fire or medical calls are already occurring outside of the property limits is incorrect.

In response to the letter from Ludovici & Orange, MDFR recognizes that the developer will be assessed impact fees at the time of building permit to cover the capital cost impact to fire rescue service. Nonetheless, as a result of the future business and office development, the increase in patron population will result in an increase of fire alarms and rescue calls. It is erroneous to assume that the majority of fire rescue calls will be related to rescue rather than fire. There is ample documented evidence that greater concentrations of units/people increase the potential for fire.

Although newer building construction is more fire resistant and codes require greater life safety provisions, the materials, appliances and practices introduced by aggregating more occupants in greater density markedly increase the incidence of fire. Similarly, the potential for medical calls increases proportionately in relations to density. Central to MDFR concern is the issue of access. The TND model, while providing a more desirable environment, creates less than desirable condition for emergency response by virtue of the narrow streets and virtual elimination of setbacks which impact turning radius for emergency response apparatus. These conditions, greater call potential coupled with significant impact to response, are the basis for MDFR comments and concern about life safety related to TND designs.

In regards to response time into the area, MDFR recognizes that the developer will proffer a covenant dedicating and constructing SW 172<sup>nd</sup> Avenue. It further recognizes that the developer will install a traffic signal at its intersection with Kendall Drive. The four-lane collector street will provide direct, signalized access to Kendall Drive, resulting in a substantial improvement to emergency response times to the west half of the Vizcaya TND, the Property, and surrounding developments. Presently, in order to access this area, emergency crews responding from Station No. 56 must either circulate around the Vizcaya TND along the south and west boundaries, or traverse the interior of the Vizcaya TND throughout its narrow and winding roadways. Unfortunately, either alternative will impact emergency vehicle circulation and negatively affect response time.

MDFR feels that the dedication and construction of SW 172<sup>nd</sup> Street will provide an important link for emergency vehicles responding to the Property, the Vizcaya TND, and surrounding communities. Evidently, without the SW 172 Avenue extension, the residents of the Vizcaya TND will be forced to access Kendall Drive via SW 96<sup>th</sup> Street/SW 167<sup>th</sup> Avenue – exacerbating the problem at a point where the roadway already experiences “bottleneck” conditions. In conclusion, the construction of SW 172<sup>nd</sup> Avenue will enhance vehicular circulation in the area and most importantly will address the issue regarding response time and emergency vehicle access.

April 2007 CDMP Application #8 – Response to Letter from Ludovici & Orange  
Consulting Engineers, Inc.  
March 26, 2008  
Page 3 of 3

Please be advised that during the platting and permitting stage, the proffered plans must be reviewed by the Miami-Dade Fire Rescue Department Fire and Water Engineering Bureau to assure compliance with the Florida Fire Prevention Code (FFPC) and National Fire Protection Association (NFPA) standards.

If you need additional information, please contact Mr. Carlos Heredia, Planning Section Lead Worker, at 786-331-4544.

HL/ch

c: Alfredo Suarez, Deputy Fire Chief  
Scott Mendelsberg, Assistant Director  
Carlos Heredia, Planning Section Lead Worker

## **Appendix 6**

Department of Planning and Zoning's Review and Comments of Applicant's Revised  
Traffic Analyses

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## **APPLICATION 8**

The Miami-Dade County Department of Planning and Zoning (DP&Z) in cooperation with Public Works Department (PWD) and the Metropolitan Planning Organization (MPO) performed traffic impact analyses to determine the impact that Application 8 would have on the adjacent and surrounding roadway network. The analyses were based on the maximum development that could occur under the requested CDMP land use designation of "Business and Office." Two development scenarios were analyzed. Scenario 1 assumed the Application site developed with 670,824 square feet of commercial retail; and Scenario 2 assumed the Application site developed with 252 single-family units. The Applicant also submitted traffic impact studies in support of the application, a Concurrency Traffic Impact Assessment prepared by Fandrei Consulting Inc. (June 20007) and a 2015 FSUTMS Modeling Analysis prepared by Cathy Sweetapple & Associates (August 2007). The Concurrency traffic impact analysis evaluated the impact of a commercial development containing 400,000 square feet of gross leasable floor area. The 2015 FSUTMS Modeling Analysis used two scenarios, one with 400,000 sq. ft. of retail use and another with 670,834 sq. ft. of retail use. Both traffic analyses considered extending SW 172 Avenue north of Kendall Commons, a new Traditional Neighborhood Development (TND) south of the application site, to Kendall Drive (SW 88 Street) as a four-lane divided facility. The county's traffic impact analyses did not consider the extension of SW 172 Avenue to Kendall Drive because the Declaration of Restrictions submitted with the application did not provide for the construction of the SW 172 Avenue extension. The results of the DP&Z and Applicant's traffic analyses were presented on pages 8-14 through 8-23 and Appendix D, respectively, of Volume 1 of the Initial Recommendations Report, April 2007 Applications to Amend the CDMP (August 25, 2007). The Applicant's traffic analysis reports concluded that the proposed developments under the requested land use designation would not cause any roadway link to exceed its capacity (service volume) nor it will create a significant impact on any roadway. The Department's traffic impact analysis identified several roadways that would be significantly impacted by the Application, specifically SW 88 Street and Krome Avenue.

### **New Information**

On November 15, 2007, the Applicant submitted a revised Declaration of Restrictions providing the owner's commitment to dedicate and build the extension of SW 172 Avenue as a 4-lane roadway within a 70-foot right-of-way from the southern boundary of the Application site north to Kendall Drive. The Declaration of Restrictions was again revised in December 2007 to indicate the applicant's commitment to fund and install a traffic signal at the intersection of SW 88 Street and SW 172 Avenue. On February 20, 2008, the Applicant submitted a third revision to the proposed Declaration of Restrictions to indicate the applicant's commitment to prepare a traffic signal warrant study for the signal at SW 172 Avenue and SW 88 Street, which if found warranted by the Florida Department of Transportation (FDOT) and PWD, the owner will be responsible for the installation of the said traffic signal at the owner's expense.



The Department of Community Affairs (DCA) in its February 26, 2008, Objections, Recommendations, and Comments (ORC) Report affirmed the FDOT's objection to the data and analysis presented in the Applicant's Traffic Impact Study. According to FDOT, the 2016 projected traffic on Kendall Drive/SR 94/SW 88 Street east of SW 157 Avenue is less than the existing traffic counts, and that there appear to be significant impacts on Krome Avenue/SW 177 Avenue, a Florida Intrastate Highway System (FIHS) roadway. FDOT further stated that the impacts to Krome Avenue should be analyzed on its current capacity as a 2-lane facility, and that the additional trips from the development of the Application site will result in Krome Avenue, between SW 88 and SW 232 Streets, reaching LOS F rather than the projected LOS C shown in the traffic study. FDOT states that there is no roadway improvement project programmed in its 5-year Work Program for Krome Avenue south of SW 88 Street. DCA recommended that the Applicant provide the necessary data and analysis to determine the effect of the 2016 projected traffic of Application 8 on SW 88 Street/Kendall Drive/SR 94 east of SW 157 Avenue, and on Krome Avenue based on its capacity as a 2-lane facility.

In March 2008, the Applicant's traffic consultant submitted revised Traffic Impact Studies in response to the ORC report, which projected traffic and traffic impacts from the application site out to the year 2015. The revised Traffic Impact Studies use the DP&Z assumption that the Application site can accommodate up to 670,824 sq. ft. of retail using a 0.40 FAR for the 38.5 net acres and provide a concurrency analysis and projected traffic to the year 2015 utilizing historical traffic growth rates. The studies conclude, based upon the project traffic assignment, that the trips that will be generated by the potential development will not have a significant impact upon SW 177 Avenue nor on SW 88 Street. The revised study further concludes that all roadways that will be impacted by the traffic impacts from the Application site will operate within their existing or planned adopted LOS standards as defined by the County Comprehensive Development Master Plan (CDMP). The revised Traffic Impact Studies include programmed roadway improvements from the Miami-Dade County Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) and Priority I and Priority II projects listed in the Long Range Transportation Plan (LRTP) to the year 2030. Krome Avenue between SW 8 and SW 136 Streets was analyzed as a 4-lane facility, because the 2030 LRTP lists the widening of Krome Avenue between SW 8 Street and SW 136 Street from 2 to 4 lanes, and not as a 2-lane facility as recommended in the ORC. Copies of the revised traffic studies are attached in Appendix E.

The DP&Z and Public Works Department staff reviewed the revised Traffic Impact Studies (March 2008) and had several concerns. The primary concern was the calculation of the Study Area's traffic growth rate, which was based on historical traffic data for State roadways only. DP&Z staff asked the transportation consultant to include in the growth rate analysis the major county roadways within the Study Area, specifically all Section line roads and to delete the roadways segments outside and east of the Study Area. The DP&Z also noted that the FDOT's 5-year Work Program lists projects for fiscal years 2008 through 2013 and would not account for fiscal years 2014 and 2015. However, the MPO's Long Range Transportation Plan (LRTP) to the year 2030

lists Krome Avenue/SW 177 Avenue between SW 8 Street and SW 136 Street for widening from 2 to 4 lanes as a Priority II project. Priority II projects are improvements scheduled to be funded by fiscal year 2015. The transportation consultant addressed the DP&Z concerns and provided revised traffic studies in March 21, 2008. For the year 2015, twelve roadways segments within the Study Area were found to exceed 5.0% of the adopted maximum level of service (LOS) volumes. However, many of these segments are not classified as "regionally significant roadways." Further analysis of these segments show that the adopted LOS standards would be maintained with the impact of the amendment application trips. The PWD and DP&Z staff concurs with the studies' conclusions that the future roadway infrastructure will have adequate capacity to meet the adopted LOS standards through the year 2015 planning horizon with the impact of the subject CDMP amendment application.

## **Appendix 7**

### Revisions to Traffic Analyses from the Applicant

- 2007 Brown CDMP Amendment Traffic Concurrency Analysis -Revised February 26, 2008
- 2007 Brown CDMP Amendment - Year 2015 Transportation Analysis - Revised March 2008

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# CDMP AMENDMENT TRAFFIC CONCURRENCY ANALYSIS

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## 2007 Brown CDMP Amendment Application Number 8

February 2008

Prepared for:  
David Brown, Steven Brown & Victor Brown

CATHY SWEETAPPLE & ASSOCIATES  
TRANSPORTATION AND MOBILITY PLANNING

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

CATHY SWEETAPPLE & ASSOCIATES  
TRANSPORTATION AND MOBILITY PLANNING

**2007 Brown Amendment – Application No. 8  
CDMP Amendment Traffic Concurrency Analysis**

**Introduction**

David Brown, Steven Brown and Victor Brown are processing a change to the Miami-Dade County Comprehensive Development Master Plan to redesignate 38.5 net acres from Agriculture to Business and Office for the property bounded generally by Kendall Drive on the north and theoretical SW 172 Avenue on the west as illustrated on the enclosed **Figure 1A**. The Miami-Dade County Planning and Zoning Department has estimated that the proposed amendment site could accommodate up to 670,824 square feet of retail use using a 40% lot coverage for the 38.5 net acres.

**CDMP Amendment Traffic Concurrency Analysis**

A CDMP Amendment Traffic Concurrency Analysis has been prepared to address the transportation impacts during the short term planning horizon to confirm that acceptable levels of service will be maintained at surrounding study area traffic count stations after incorporating the impacts of the new project. The Year 2015 long term planning horizon has been evaluated under a separate traffic study submittal to Miami-Dade County.

**Roadway Improvement Funded by the Applicant**

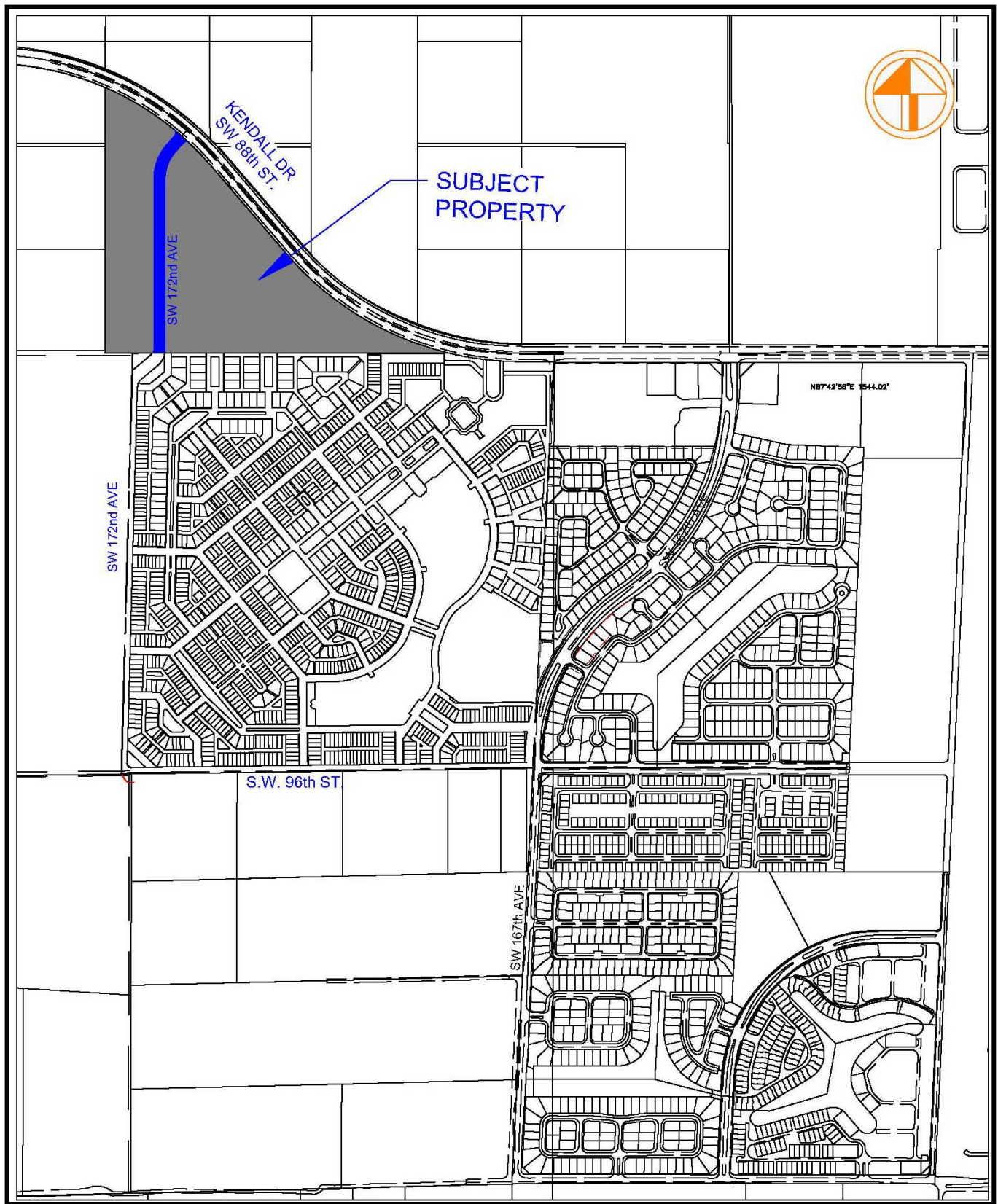
The 2007 Brown CDMP Amendment will fund the design and construction of SW 172 Avenue to a four lane divided roadway from Kendall Drive to the southern limits of the Amendment Site aligning with theoretical SW 88 Street (see **Figure 1A**). This improvement will complete the construction of a County half-section line roadway, will provide an improved access corridor through the Amendment Site, will provide a continuous roadway connection to SW 96 Street to the south and will provide improved access for Kendall Commons which is currently under construction immediately south of the Amendment site. The construction of a four lane divided SW 172 Avenue will reduce the usage of SW 167 Avenue by the Kendall Commons project.

**Trip Generation for the Proposed Development Program**

The trip generation analysis has been prepared to estimate the PM peak hour trip impact for the Amendment Site using the rates and equations from ITE Trip Generation, 7<sup>th</sup> Edition under ITE land use code 820 for retail use (see **Table 1**). A pass-by reduction has been utilized in the trip generation analysis pursuant to the guidelines from the FDOT Site Impact Handbook, where the pass-by reduction (for a project which exceeds DRI thresholds) is limited to 10% of the adjacent street future background traffic. Future background volumes for SW 88 Street between SW 172 Avenue and SW 167 Avenue were estimated at 1,859 two-way PM peak hour trips. Ten percent of this future background volume equates to 185 PM peak hour trips. The ITE pass-by formula yields a pass-by reduction that exceeds the 10% threshold; therefore the pass-by reduction for the trip generation analysis has been limited to 185 PM peak hour trips.

**Table 1 – Net External PM Peak Hour Trip Summary**

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
RETAIL	PM Peak Hour	670,824 SQ. FT.	820	$\ln(T) = 0.66 \ln(X) + 3.40$	2,199	48%	1,056	52%	1,143
PASS BY REDUCTION				Limited to 10% of background traffic.	185	48%	89	52%	96
NET EXTERNAL TRIPS					2,014	48%	967	52%	1,047

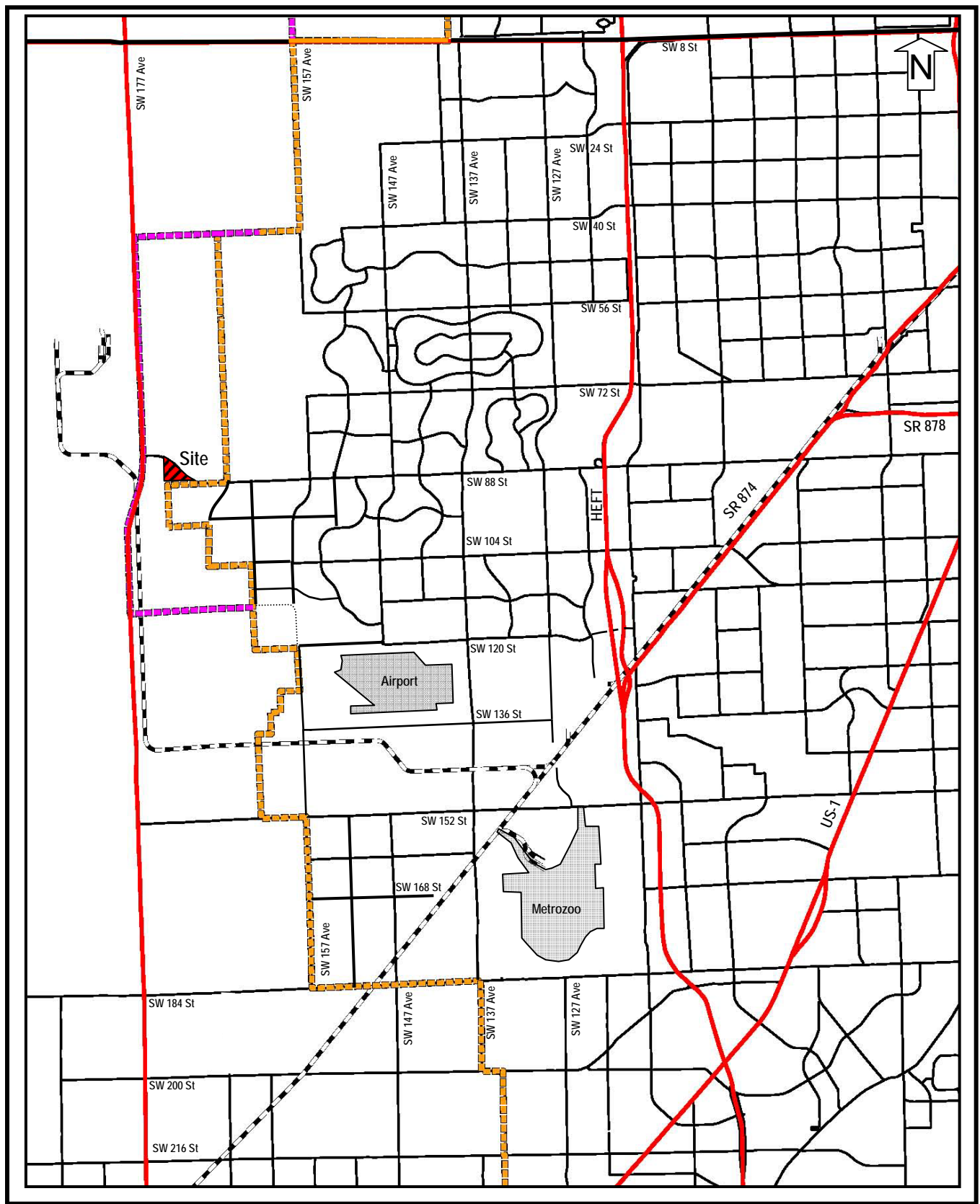


Legend



Site Location

Figure 1A  
Amendment Site Location and Proposed Transportation Mitigation  
2007 Brown CDMP Amendment  
January 2008



Legend



Site Location

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

Figure 1B  
Existing Highway and Transportation Network  
2007 Brown CDMF Amendment  
January 2008



## Traffic Concurrency Analysis

A traffic concurrency analysis has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County traffic concurrency criteria and guidelines. Pursuant to the analysis performed herein, adequate capacity has been found to exist at the first directly accessed traffic count stations located on the roadway network adjacent to the project site. Each traffic count station maintains adequate available capacity to accommodate the traffic impacts from the proposed development program. The addition of the 2,014 Net External PM peak hour project trips does not exceed the available roadway capacity assigned to each traffic count station consistent with the Miami-Dade County CDMP. The traffic concurrency infrastructure analysis is presented in **Table 2** and reflects the information listed below.

### **Traffic Count Data**

- Updated traffic counts for all roadways under County jurisdiction reflect traffic count data from year 2007 using the most recent data available from Miami-Dade County.
- Updated traffic counts for all roadways under State jurisdiction reflect traffic count data from year 2006 using the most recent data available from FDOT.
- See **Attachment I** for the traffic data utilized in the analysis.

### **Maximum Service Volume**

- The adopted level of service standards used for each count station are provided by Miami-Dade County pursuant to the January 31, 2008 traffic concurrency database.
- The maximum service volumes for the State count stations have been obtained from Table 4-4 for the Two-Way Peak Hour from the FDOT 2002 Quality/LOS Handbook.
- The maximum service volumes for the County count stations have been obtained from the January 31, 2008 traffic concurrency database.

### **Development Order Trips**

- The unbuilt and approved development order trips for each count station have been obtained from the January 31, 2008 Miami-Dade County traffic concurrency database.

### **Project Assignment**

- The project traffic assignment to the surrounding study area roadways has been established pursuant to the Miami-Dade County Cardinal Distribution for Project Zone 1251 using the adjacent street roadway network and the land use characteristics in the vicinity of the project site. The PM peak hour project trips have been assigned to the surrounding roadway network consistent with the cardinal distribution analyses provided in the Long Range Transportation Plan. The cardinal distribution for the traffic concurrency analysis has been obtained from the Interim Year 2005 Cost Feasible Plan from the 2030 Long Range Transportation Plan. The assignment and distribution to the cardinal directions is provided using the following figures:
  - **Figure 2A** – Location of Project Zone 1251
  - **Figure 2B** - Cardinal Distribution and Assignment for Zone 1251 from Interim Year 2005
  - **Figure 2C** - First Directly Accessed Traffic Concurrency Count Stations
  - **Figure 2D** - Project Distribution at the First Directly Accessed Traffic Count Stations

- The assignment of 100% of the proposed 2,014 Net External PM peak hour project trips is based upon the Miami-Dade County Cardinal Distribution for Project Zone 1251 from the 2005 Cost Feasible Plan.
- The attached **Figure 2C** identifies the location of each of the first directly accessed traffic count stations surrounding the project site for a complete analysis of surrounding traffic conditions.
- The distribution of project traffic surrounding the site, onto the adjacent roadway network and onto the impacted traffic concurrency count stations is provided in the attached **Figure 2D**.
- The PM peak hour project trips from the project site are incorporated into the concurrency analysis, layering the project traffic onto existing and unbuilt committed development traffic.

#### **Total Traffic Conditions**

- The concurrency analysis presented in **Table 2** identifies the total traffic at each of the first directly accessed traffic count stations and the remaining capacity still available after the addition of project traffic. Each of the first directly accessed traffic count stations meet the adopted level of service standard with the impact of the project traffic.

#### **Conclusions to the Concurrency Analysis**

Pursuant to the Miami-Dade County Concurrency Management System, all first directly accessed traffic count stations on roadways adjacent to and surrounding the project site were found to operate at acceptable levels of service for the peak hour period, accounting for existing traffic, previously approved committed development traffic and project traffic for this proposed amendment site. Available capacity and acceptable levels of service were found to be maintained, demonstrating that the proposed development program meets the applicable traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan.

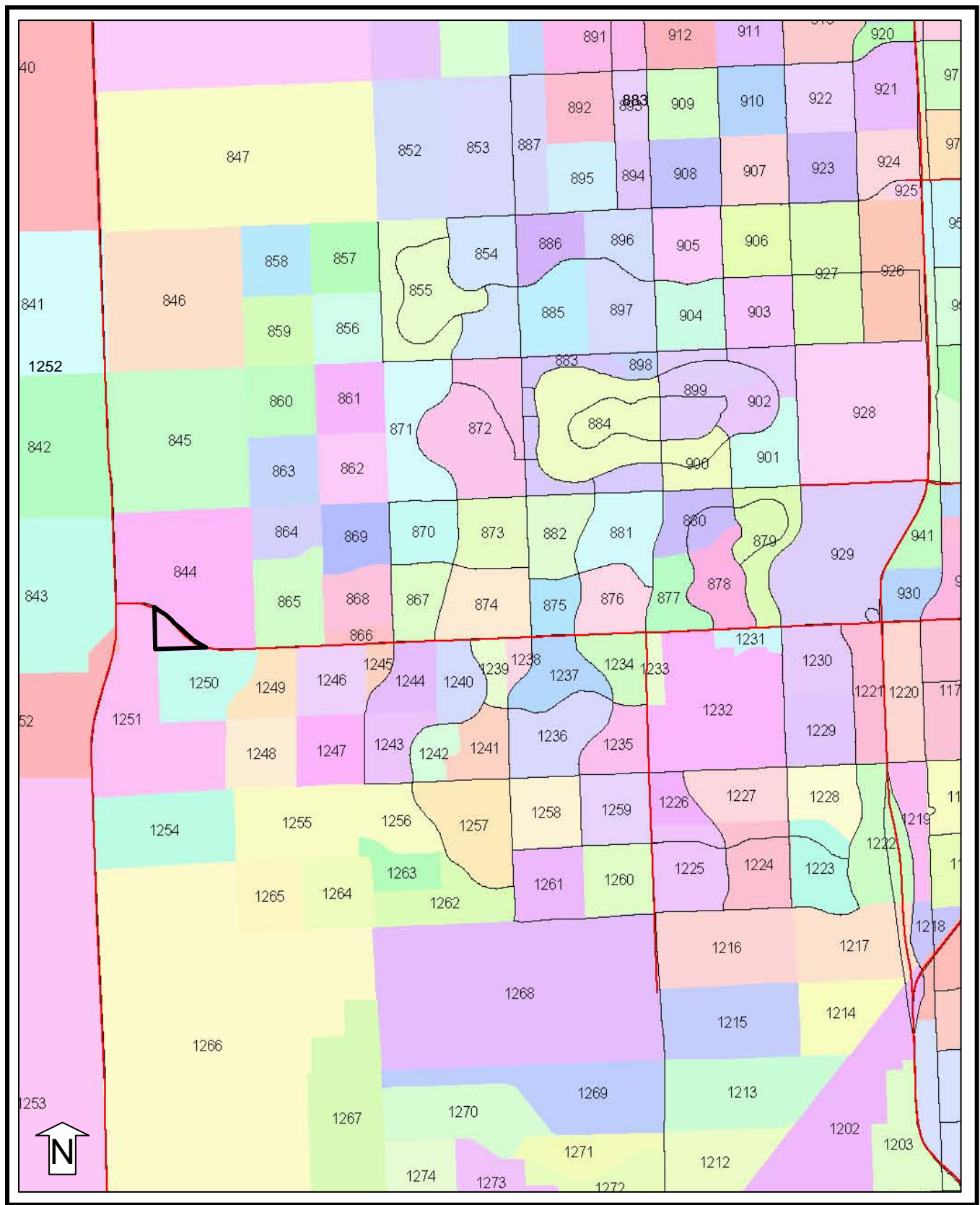
Table 2  
2007 Brown CDMP Amendment  
First Directly Accessed Traffic Count Stations - Traffic Concurrency Capacity Analysis

Station Number	First Directly Accessed Count Stations	Existing Laneage	[1] Capacity	Count Date	[2] PHP Vol	Capacity Available after PHP Vol	[3] D.O.'s as of 1/31/2008	Capacity Available after D.O.'s	Cardinal Direction	Zone 1251 Distribution	Brown Amendment PM Trips 2014	Total with Project	Capacity Available after Project	Max LOS	LOS with Project	Meets LOS Standard Yes or No
0010	SW 88 Street/Kendall Drive east of SW 177 Avenue to SW 167 Avenue	A 4	3,390	4/18-20/2006	1,335	2,055	334	1,721	NNW + SSW	5.62%	113	1,782	1,608	D	B	Yes
2529	SW 88 Street/Kendall Drive west of SW 157 Avenue to SW 167 Avenue	A 6 [4]	5,904	2/14-16/2006	2,108	3,796	1,140	2,656	ENE + ESE	71.91%	1,448	4,696	1,208	EE	D	Yes
9665	SW 72 Street/Sunset Drive west of SW 157 Avenue to SW 162 Avenue	4	2,568	4/3-5/2007	1,121	1,447	927	520	NNE	10.11%	204	2,252	316	EE	E +.05	Yes
9724	SW 104 Street west of SW 147 Avenue to SW 157 Avenue	4	3,696	4/10-12/2007	2,812	884	98	786	SSE	12.36%	249	3,159	537	EE	E +.03	Yes
										100.00%	2,014					

**Notes:**

- [1] Maximum service volumes for the State study area count stations are obtained from the 2002 FDOT Quality/LOS Handbook.  
Maximum service volumes for the County study area count stations are obtained from the Miami-Dade County Public Works Department Concurrency Database dated January 31, 2008.
- [2] The PHP Volume reflects 2006 counts for the State count stations as obtained from FDOT.  
The PHP Volume reflects 2007 counts for the County count stations as obtained from Miami-Dade County Public Works Department.
- [3] The Approved D.O.'s are obtained from the Miami-Dade County Public Works Department Concurrency Database dated January 31, 2008.
- [4] The widening of SW 88 Street from a 4LD to a 6LD roadway from west of SW 147 Avenue to west of SW 167 Avenue is funded in the current TIP by the private sector (Kendall Town Centre DRI and Kendall Commons TND).  
Design is underway and construction is scheduled to start in mid 2008.

Station	Day 1	Day 2	Day 3	Average PHP	Count Date
0010	1292	1253	1243	1263	4/18-20/2006
2529	2102	2091	2130	2108	2/14-16/2006
Counts reflect the average of the two consecutive highest peak hours.					



Legend



Site Location

Figure 2A  
Location of Project Zone 1251  
2007 Brown CDMP Amendment  
January 2008

# Miami-Dade County Year 2005 Cost Feasible Plan

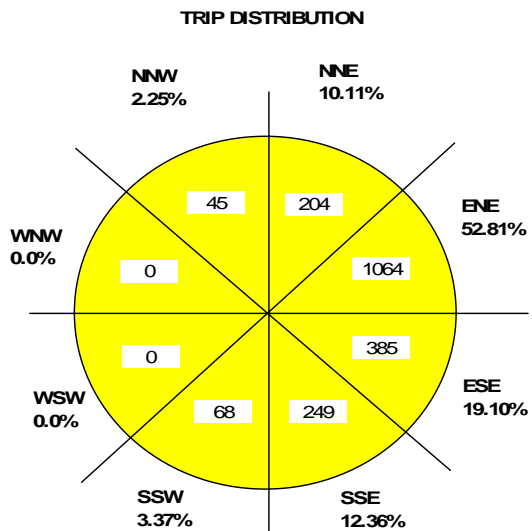
## DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE	CARDINAL DIRECTIONS								TOTAL
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1246 TRIPS	225	181	108	58	18	4	127	105	826
PERCENT	27.24	21.91	13.08	7.02	2.18	0.48	15.38	12.71	
1247 TRIPS	174	383	151	77	9	0	158	61	1013
PERCENT	17.18	37.81	14.91	7.60	0.89	0.00	15.60	6.02	
1248 TRIPS	378	1073	396	98	22	0	0	116	2083
PERCENT	18.15	51.51	19.01	4.70	1.06	0.00	0.00	5.57	
1249 TRIPS	224	596	240	116	12	1	39	23	1251
PERCENT	17.91	47.64	19.18	9.27	0.96	0.08	3.12	1.84	
1250 TRIPS	384	1104	555	174	23	2	0	41	2283
PERCENT	16.82	48.36	24.31	7.62	1.01	0.09	0.00	1.80	
1251 TRIPS	9	47	17	11	3	0	0	2	89
PERCENT	10.11	52.81	19.10	12.36	3.37	0.00	0.00	2.25	
1252 TRIPS	0	16	6	4	0	0	0	0	26
PERCENT	0.00	61.54	23.08	15.38	0.00	0.00	0.00	0.00	

## CARDINAL DISTRIBUTION

PROJECT: 2007 Brown CDMP Amendment

TAZ#	1251	
Trips	2,014	PM Trips
NNE	10.11%	204
ENE	52.81%	1,064
ESE	19.10%	385
SSE	12.36%	249
SSW	3.37%	68
WSW	0.00%	0
WNW	0.00%	0
NNW	2.25%	45
	100.00%	2,014



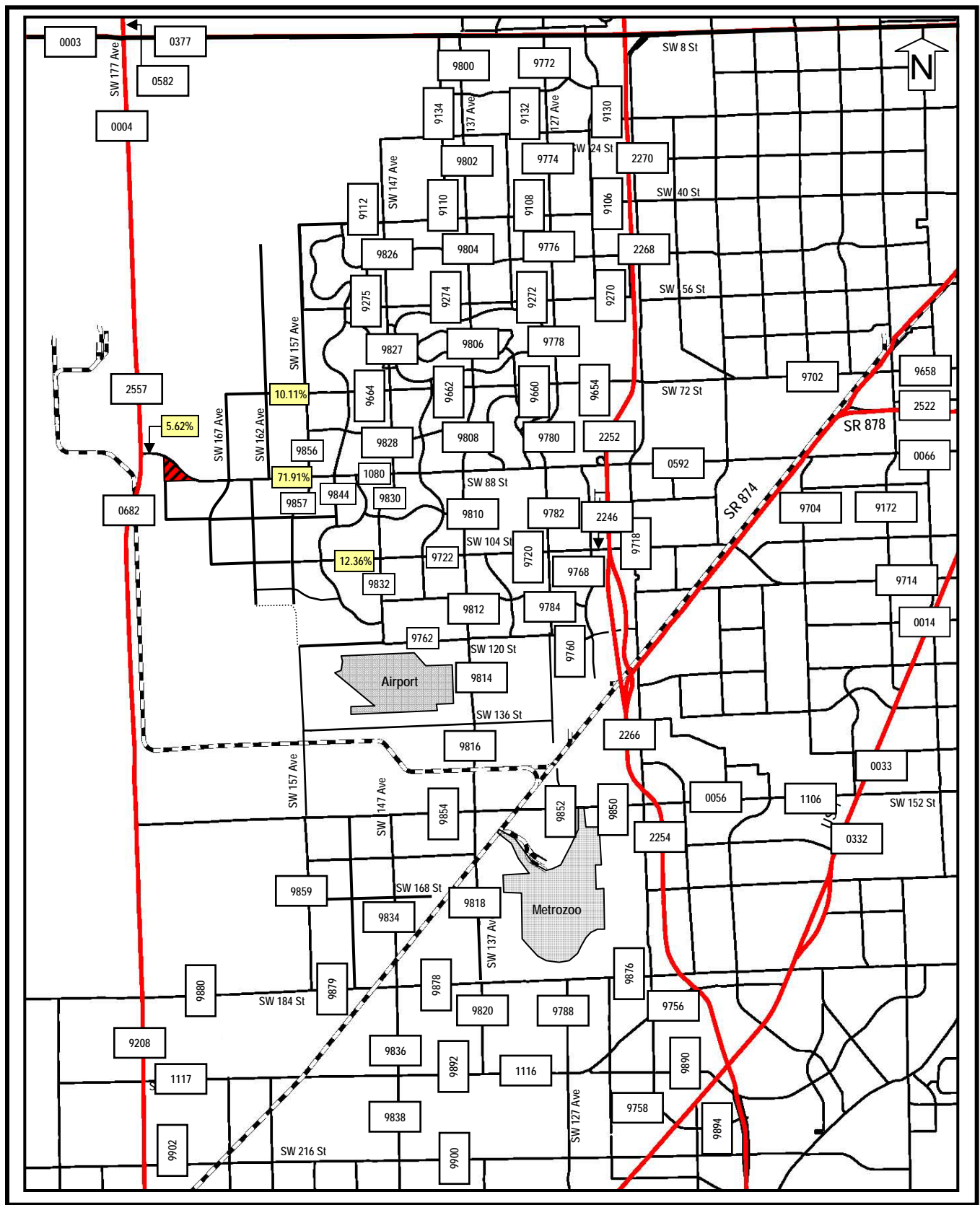
Source: Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report, January 2005, Miami-Dade Interim 2005 Cost Feasible Plan.

Legend

Figure 2B  
Cardinal Distribution and Assignment for Zone 1251 from Interim Year 2005 of the 2030 LRTP  
2007 Brown CDMP Amendment  
January 2008

Source: Cathy Sweetapple & Associates



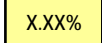


Legend



Site Location

Existing Rail Lines  
FIHS Roadways



Project Distribution at the First Directly Accessed Count Stations

Figure 2D  
Project Distribution at the First Directly Accessed Count Stations  
2007 Brown CDMF Amendment  
February 2008



# **Attachment I**

**Year 2006 Traffic Data  
from the  
FDOT Count Stations**

**Year 2007 Traffic Data  
for the Miami-Dade County  
Count Stations were obtained from  
Miami-Dade County Public Works**



County: 87  
 Station: 0010  
 Description: SR 94/KENDALL DR, 200' E SR 997/KROME AV  
 Start Date: 04/18/2006  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	17	3	12	8	40	8	6	9	5	28	68
0100	11	8	7	9	35	3	4	7	4	18	53
0200	7	6	12	8	33	5	12	13	10	40	73
0300	7	9	14	16	46	13	30	24	23	90	136
0400	20	22	49	42	133	28	50	49	87	214	347
0500	60	107	138	166	471	111	144	170	207	632	1103
0600	130	121	118	192	561	248	223	200	195	866	1427
0700	153	140	108	96	497	179	190	157	135	661	1158
0800	85	93	98	81	357	129	106	107	74	416	773
0900	73	88	84	108	353	92	85	91	82	350	703
1000	66	81	92	81	320	80	94	86	67	327	647
1100	86	90	72	87	335	90	91	77	77	335	670
1200	90	84	109	106	389	83	91	91	90	355	744
1300	100	114	125	125	464	91	104	84	112	391	855
1400	115	158	123	141	537	100	92	108	120	420	957
1500	124	141	162	186	613	109	101	111	113	434	1047
1600	221	207	206	203	837	124	96	109	121	450	1287
1700	148	172	165	149	634	104	97	95	94	390	1024
1800	126	103	75	114	418	101	53	60	58	272	690
1900	87	82	52	81	302	58	64	80	51	253	555
2000	62	52	38	55	207	67	63	57	41	228	435
2100	54	38	34	22	148	37	41	38	29	145	293
2200	30	38	29	22	119	20	21	23	20	84	203
2300	27	26	16	19	88	11	9	10	14	44	132
24-Hour Totals:					7937						7443 15380

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M. 0630	603		0545	878		0600 1427
P.M. 1600	837		1600	450		1600 1287
Daily 1600	837		0545	878		0600 1427
Truck Percentage 4.57			4.30			4.44

## Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	13	6671	837	14	133	88	53	58	3	0	0	0	14	0	0	363	7937
W	6	6169	902	27	104	56	37	67	28	0	0	0	1	0	0	320	7443

County: 87  
 Station: 0010  
 Description: SR 94/KENDALL DR, 200' E SR 997/KROME AV  
 Start Date: 04/19/2006  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	16	20	7	13	56	7	13	8	4	32	88
0100	12	14	12	7	45	5	8	4	8	25	70
0200	6	4	4	4	18	5	9	13	8	35	53
0300	15	6	15	20	56	17	17	26	43	103	159
0400	15	34	41	55	145	23	40	53	86	202	347
0500	71	113	114	96	394	108	170	174	196	648	1042
0600	156	121	122	183	582	215	213	179	178	785	1367
0700	165	110	120	104	499	193	181	138	129	641	1140
0800	92	80	91	74	337	134	91	104	109	438	775
0900	97	71	103	84	355	99	111	96	82	388	743
1000	80	86	71	79	316	103	106	88	66	363	679
1100	89	86	91	92	358	73	85	68	92	318	676
1200	85	91	104	84	364	85	79	79	92	335	699
1300	99	107	96	98	400	89	100	95	117	401	801
1400	123	127	125	134	509	90	108	117	113	428	937
1500	128	153	161	190	632	121	102	113	128	464	1096
1600	188	204	210	211	813	116	125	85	111	437	1250
1700	193	173	160	117	643	114	94	83	90	381	1024
1800	101	98	95	87	381	82	81	57	63	283	664
1900	101	83	62	74	320	68	50	68	49	235	555
2000	62	59	39	51	211	56	58	49	51	214	425
2100	62	45	34	30	171	41	31	29	27	128	299
2200	38	30	23	23	114	16	28	21	15	80	194
2300	24	22	25	23	94	14	8	15	7	44	138

24-Hour Totals: 7813 7408 15221

## Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0615	591	0545	803	0600	1367
P.M.	1615	818	1530	482	1615	1253
Daily	1615	818	0545	803	0600	1367

Truck Percentage 4.56 4.47 4.51

## Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	13	6497	926	25	140	51	70	57	1	0	2	0	10	0	0	356	7813
W	7	6148	891	18	87	53	45	83	38	0	0	0	7	0	0	331	7408

County: 87  
 Station: 0010  
 Description: SR 94/KENDALL DR, 200' E SR 997/KROME AV  
 Start Date: 04/20/2006  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	20	18	13	17	68	12	8	9	14	43	111
0100	10	8	11	10	39	11	8	10	7	36	75
0200	8	6	8	5	27	12	9	10	8	39	66
0300	5	19	14	12	50	16	22	21	30	89	139
0400	19	33	31	45	128	40	30	56	85	211	339
0500	68	46	144	176	434	112	155	170	216	653	1087
0600	114	113	152	178	557	215	233	193	183	824	1381
0700	134	132	98	84	448	196	176	151	134	657	1105
0800	80	93	87	84	344	109	92	89	89	379	723
0900	86	86	78	63	313	99	92	84	87	362	675
1000	81	90	86	91	348	96	81	87	87	351	699
1100	100	104	85	79	368	85	96	122	100	403	771
1200	99	112	84	85	380	91	84	81	87	343	723
1300	87	116	109	94	406	79	97	108	102	386	792
1400	100	139	132	126	497	107	108	111	116	442	939
1500	128	136	136	198	598	78	102	96	104	380	978
1600	216	215	231	178	840	124	97	115	122	458	1298
1700	192	203	173	143	711	105	100	103	70	378	1089
1800	113	110	100	104	427	92	70	58	64	284	711
1900	65	82	77	58	282	59	54	72	60	245	527
2000	60	59	60	53	232	62	64	65	42	233	465
2100	56	54	50	45	205	57	45	36	37	175	380
2200	28	38	22	27	115	37	22	26	16	101	216
2300	29	26	17	12	84	11	13	13	7	44	128
24-Hour Totals:					7901						7516 15417

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M. 0630	596		0545	857		0545 1412
P.M. 1545	860		1600	458		1545 1300
Daily 1545	860		0545	857		0545 1412
Truck Percentage		5.05			4.23	4.65

## Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	5	6493	984	24	145	113	27	48	37	0	0	0	5	0	0	399	7901
W	11	6276	879	20	99	50	38	73	31	0	0	0	7	0	0	318	7516

County: 87  
 Station: 2529  
 Description: SR 94/KENDALL DR, 200' W SW 157 AV  
 Start Date: 02/14/2006  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	32	40	28	26	126	28	45	30	23	126	252
0100	23	14	18	9	64	22	25	12	14	73	137
0200	15	12	10	16	53	13	8	8	7	36	89
0300	10	5	5	15	35	14	6	13	17	50	85
0400	16	13	13	21	63	6	30	19	25	80	143
0500	27	33	49	55	164	17	30	41	53	141	305
0600	77	109	165	215	566	74	107	143	165	489	1055
0700	258	255	215	253	981	185	218	249	240	892	1873
0800	308	260	238	217	1023	216	249	235	225	925	1948
0900	208	224	180	187	799	201	180	174	169	724	1523
1000	190	167	192	197	746	181	182	172	195	730	1476
1100	181	175	205	169	730	199	194	188	184	765	1495
1200	212	195	179	196	782	208	198	204	194	804	1586
1300	167	237	210	192	806	190	219	195	199	803	1609
1400	208	228	266	214	916	232	251	241	233	957	1873
1500	219	243	225	218	905	291	271	234	267	1063	1968
1600	252	251	233	222	958	257	280	249	275	1061	2019
1700	222	291	310	301	1124	263	257	270	259	1049	2173
1800	258	263	245	233	999	267	251	270	243	1031	2030
1900	253	212	168	171	804	239	250	208	232	929	1733
2000	184	131	149	135	599	188	211	181	165	745	1344
2100	149	106	90	93	438	183	137	127	129	576	1014
2200	102	99	79	74	354	135	112	125	99	471	825
2300	67	60	51	46	224	96	98	83	58	335	559
24-Hour Totals:					14259						14855 29114

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	0745	1059	0730	954	0745	1999
P.M.	1715	1160	1615	1067	1715	2213
Daily	1715	1160	1615	1067	1715	2213

County: 87  
 Station: 2529  
 Description: SR 94/KENDALL DR, 200' W SW 157 AV  
 Start Date: 02/15/2006  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	40	33	40	33	146	59	49	35	38	181	327
0100	26	21	16	22	85	27	30	15	14	86	171
0200	14	13	9	10	46	12	17	12	14	55	101
0300	7	7	15	11	40	11	10	17	17	55	95
0400	12	12	15	22	61	8	24	21	27	80	141
0500	29	36	44	76	185	39	31	42	51	163	348
0600	71	113	157	198	539	75	114	152	201	542	1081
0700	261	272	215	239	987	199	223	251	219	892	1879
0800	268	236	209	208	921	208	228	225	230	891	1812
0900	190	179	176	181	726	194	172	198	182	746	1472
1000	182	200	161	164	707	143	159	161	162	625	1332
1100	173	188	175	198	734	185	166	174	191	716	1450
1200	177	201	186	193	757	181	196	215	192	784	1541
1300	187	186	188	215	776	199	202	186	211	798	1574
1400	220	201	232	211	864	232	240	210	242	924	1788
1500	237	238	260	218	953	292	244	218	235	989	1942
1600	225	221	246	253	945	232	261	257	256	1006	1951
1700	256	283	245	297	1081	259	261	259	258	1037	2118
1800	252	279	261	264	1056	252	269	230	257	1008	2064
1900	225	219	169	174	787	234	252	240	222	948	1735
2000	165	159	160	154	638	233	215	217	172	837	1475
2100	143	103	96	124	466	155	185	156	148	644	1110
2200	109	98	86	68	361	140	110	107	90	447	808
2300	56	52	39	38	185	91	87	48	60	286	471
24-Hour Totals:					14046						14740 28786

Peak Volume Information						
Direction: E		Direction: W		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	0715 994	0730	906	0715	1895	
P.M.	1745 1089	1730	1038	1700	2118	
Daily	1745 1089	1730	1038	1700	2118	

County: 87  
 Station: 2529  
 Description: SR 94/KENDALL DR, 200' W SW 157 AV  
 Start Date: 02/16/2006  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	36	26	33	35	130	35	33	47	24	139	269
0100	13	18	20	15	66	21	19	16	13	69	135
0200	9	4	9	12	34	13	10	15	12	50	84
0300	5	12	11	15	43	15	16	12	17	60	103
0400	7	21	22	28	78	16	24	23	26	89	167
0500	28	41	44	64	177	24	35	46	57	162	339
0600	105	110	170	230	615	92	112	167	192	563	1178
0700	258	297	228	270	1053	214	217	258	239	928	1981
0800	273	250	237	234	994	201	212	255	249	917	1911
0900	172	180	173	163	688	180	166	168	171	685	1373
1000	163	189	196	193	741	164	170	198	177	709	1450
1100	186	184	199	214	783	186	197	194	191	768	1551
1200	238	215	212	221	886	223	249	239	220	931	1817
1300	212	203	224	207	846	188	235	240	242	905	1751
1400	232	210	238	235	915	233	241	227	225	926	1841
1500	222	221	217	212	872	233	248	236	255	972	1844
1600	248	216	249	217	930	240	198	255	232	925	1855
1700	252	262	314	267	1095	266	262	254	289	1071	2166
1800	284	289	236	241	1050	247	263	285	249	1044	2094
1900	249	228	202	213	892	237	254	235	209	935	1827
2000	179	149	149	138	615	228	196	201	177	802	1417
2100	148	97	93	90	428	173	193	156	146	668	1096
2200	114	82	92	83	371	157	148	125	111	541	912
2300	69	64	46	59	238	105	76	78	67	326	564
24-Hour Totals:					14540						15185 29725

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	0715	1068	0700	928	0715	1983
P.M.	1730	1154	1745	1084	1730	2207
Daily	1730	1154	1745	1084	1730	2207

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# CDMP AMENDMENT TRANSPORTATION ANALYSIS

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## 2007 Brown CDMP Amendment Application Number 8

Prepared January 2008  
Revised March 21, 2008  
To Respond to DCA ORC Report

Prepared for:  
David Brown, Steven Brown & Victor Brown

CATHY SWEETAPPLE & ASSOCIATES  
TRANSPORTATION AND MOBILITY PLANNING

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

2007 Brown CDMP Amendment – Application No. 8  
CDMP Amendment Transportation Analysis

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2007 Brown CDMP Amendment – Application No. 8  
CDMP Amendment Transportation Analysis

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## 2007 Brown Amendment – Application No. 8 CDMP Amendment Transportation Analysis

### Introduction

David Brown, Steven Brown and Victor Brown are processing a change to the Miami-Dade County Comprehensive Development Master Plan to redesignate 38.5 net acres from Agriculture to Business and Office for the property bounded generally by Kendall Drive on the north and theoretical SW 172 Avenue on the west as illustrated on the enclosed **Figure 1A**. The Miami-Dade County Planning and Zoning Department has estimated that the proposed amendment site could accommodate up to 670,824 square feet of retail use using a 40% lot coverage for the 38.5 net acres.

### CDMP Amendment Transportation Analysis

A CDMP Amendment Transportation Analysis has been prepared to examine the future transportation impacts resulting from the proposed modification to the CDMP, examining the adequacy of the transportation infrastructure within the long term Year 2015 planning horizon. The study area includes the arterial and collector roadway network extending to SW 8 Street on the north, SW 117 Avenue, SR 821 or SR 874 on the east, SW 136 Street on the south and SW 177 Avenue on the west (see **Figure 1B**). The transportation analysis evaluates the adequacy of the existing, committed and planned public facilities to support the infrastructure demand for the Amendment Site incorporating the following:

- The funded transportation improvements from the adopted TIP 2008;
- The planned transportation improvements from Priority I and Priority II of the LRTP;
- The planned transit improvements from the MDT 2006/2007 Transit Development Program; and
- Proposed transportation improvements by the 2007 Brown CDMP Amendment.

### Roadway Improvement Funded by the Applicant

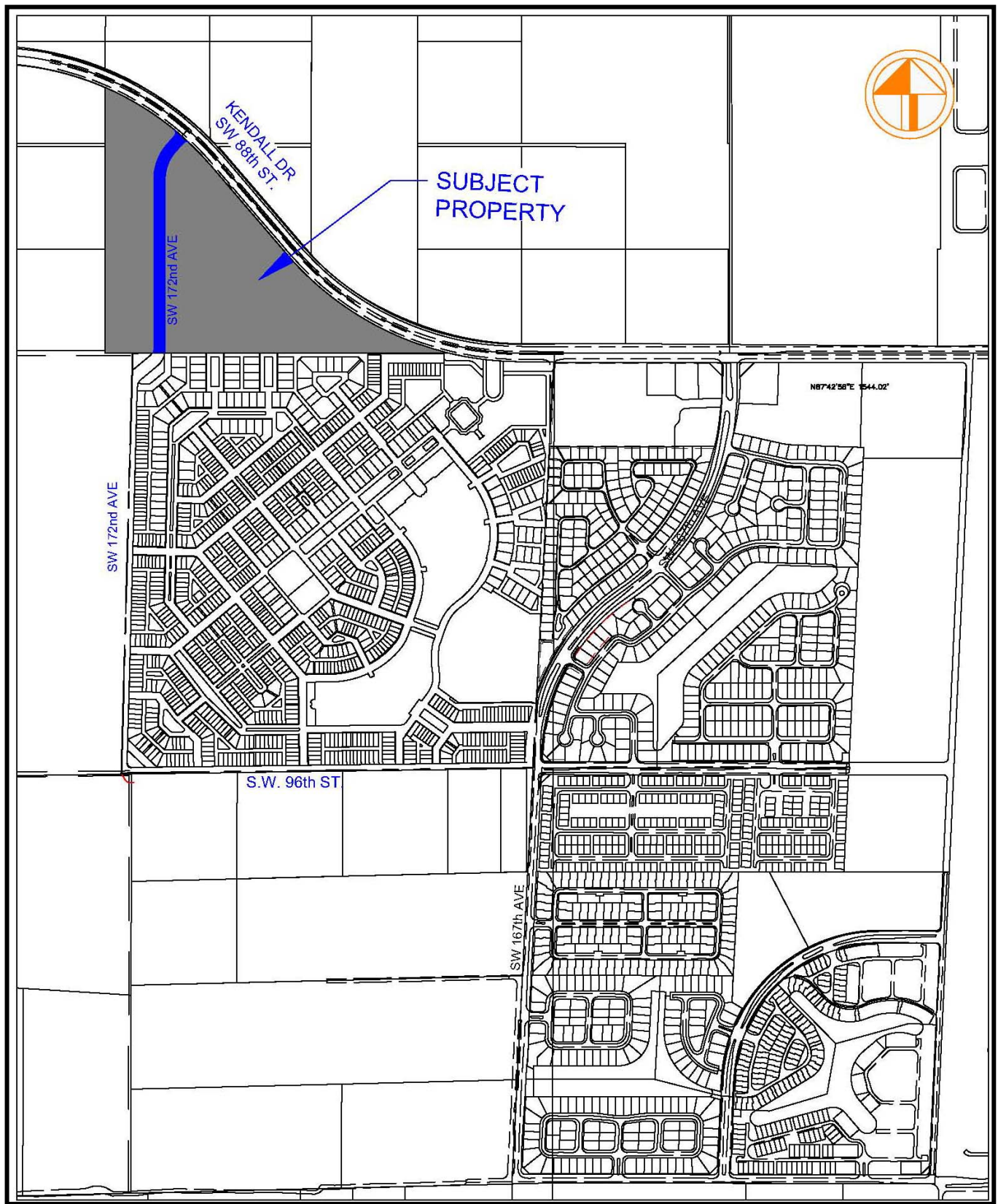
The 2007 Brown CDMP Amendment will fund the design and construction of SW 172 Avenue to a four lane divided roadway from Kendall Drive to the southern limits of the Amendment Site aligning with theoretical SW 88 Street (see **Figure 1A**). This improvement will complete the construction of a County half-section line roadway, will provide an improved access corridor through the Amendment Site, and will provide improved access for Kendall Commons which is currently under construction immediately south of the Amendment site. The construction of a four lane divided SW 172 Avenue will reduce the usage of SW 167 Avenue by the Kendall Commons project.

### Trip Generation for the Proposed Development Program

The trip generation analysis has been prepared to estimate the PM peak hour trip impact for the Amendment Site using the rates and equations from ITE Trip Generation, 7<sup>th</sup> Edition under ITE land use code 820 for retail use (see **Table 1**). A pass-by reduction has been utilized in the trip generation analysis pursuant to the guidelines from the FDOT Site Impact Handbook, where the pass-by reduction (for a project which exceeds DRI thresholds) is limited to 10% of the adjacent street future background traffic. Future background volumes for SW 88 Street between SW 172 Avenue and SW 167 Avenue are estimated at 1,859 two-way PM peak hour trips. Ten percent of this future background volume equates to 185 PM peak hour trips. The ITE pass-by formula yields a pass-by reduction that exceeds the 10% threshold; therefore the pass-by reduction for the trip generation analysis has been limited to 185 PM peak hour trips.

Table 1 – Net External PM Peak Hour Trip Summary

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
RETAIL	PM Peak Hour	670,824 SQ. FT.	820	$\ln(T) = 0.66 \ln(X) + 3.40$	2,199	48%	1,056	52%	1,143
PASS BY REDUCTION				Limited to 10% of background traffic.	185	48%	89	52%	96
NET EXTERNAL TRIPS					2,014	48%	967	52%	1,047

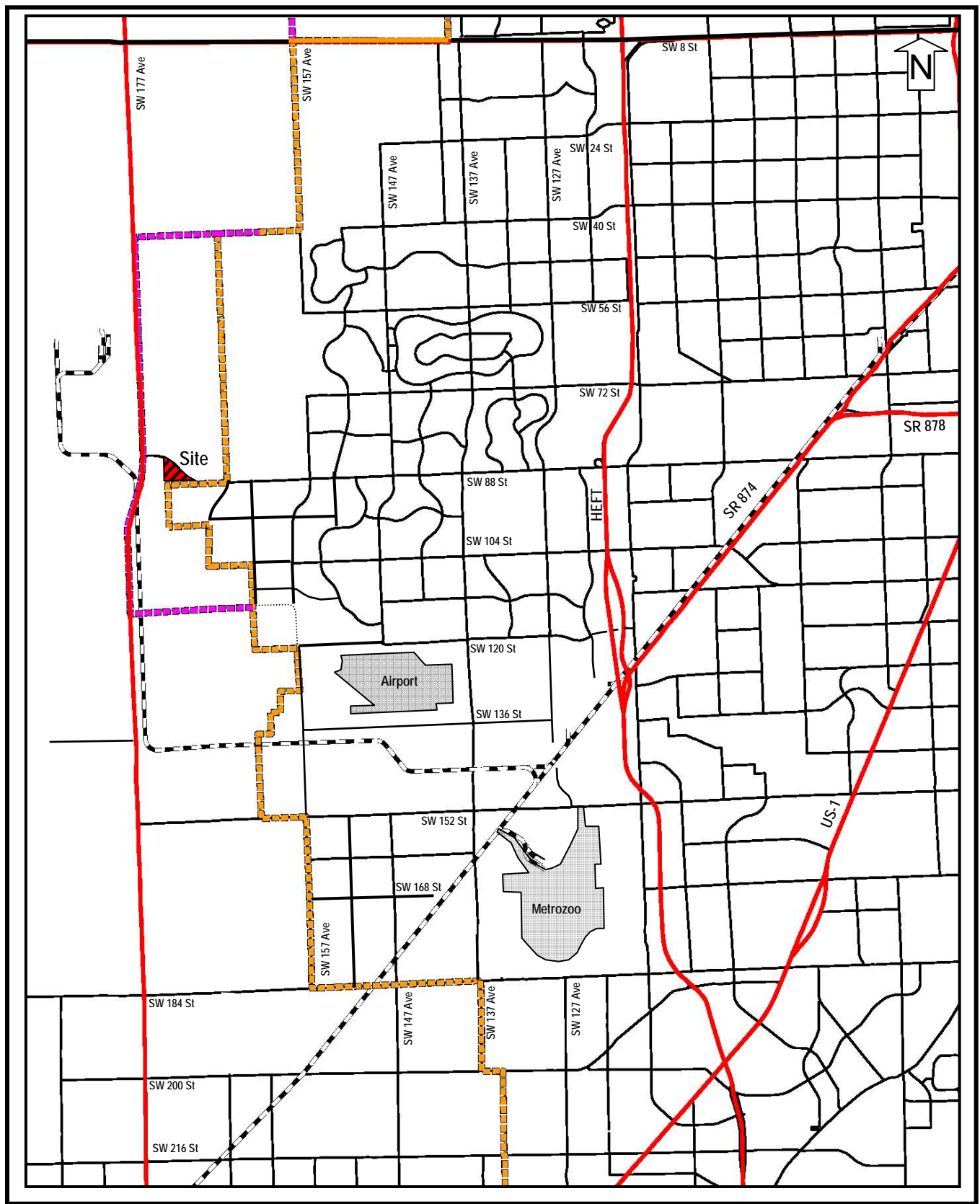


Legend



Site Location

Figure 1A  
Amendment Site Location and Proposed Transportation Mitigation  
2007 Brown CDMP Amendment  
Revised March 2008



Legend



Site Location

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

Figure 1B  
Existing Highway and Transportation Network  
2007 Brown CDMP Amendment  
Revised March 2008



## Regional Roadway Network Serving the Amendment Site

The evaluation of the study area transportation infrastructure includes roadway improvements currently under construction and programmed for construction in the current TIP; roadway improvements planned for construction under Priority I or II of the LRTP; transit service improvements pursuant to the MDT 2006/2007 Transit Development Program; and roadway improvements to SW 172 Avenue proposed by the 2007 Brown CDMP Amendment.

**Programmed (Funded) Transportation Improvements from TIP 2008** - Programmed improvements from TIP 2008 will result in network lane expansion in the study area as identified in attached **Figure 2A** and as outlined in detail in **Table 3**. Those funded improvements most helpful to the study area are outlined in **Table 2A** below.

**Table 2A – Highlights of the Roadway Improvements from TIP 2008**

Roadway Improvement Location	Type of Improvement	TIP Funding Status
SR 821/HEFT – SW 88 St to SR 836	Widen HEFT to 10 lanes	Preliminary Engineering Funded 2007-2008
SR 821/HEFT – South of SW 88 St to South of SW 117 Ave	Widen HEFT to 12 lanes	Construction Funded 2009-2011
SR 821/HEFT – SW 117 Avenue to Eureka Drive	Widen HEFT to 12 lanes	Preliminary Engineering Funded 2008-2009
SR 821/HEFT – Eureka Drive to SW 216 Street	Widen HEFT to 8 lanes	Preliminary Engineering Funded 2007-2008
SW 177 Avenue – MP 10.984 to US 27	Widen from 2 to 4 lanes	Construction Funded 2008-2010
SW 177 Avenue – North of SW 8 Street to MP 3.478	Widen from 2 to 4 lanes	Construction Funded 2008-2010
SW 177 Avenue – SW 88 Street to SW 8 Street	Widen from 2 to 4 lanes	ROW Funded 2007-2009
SW 177 Avenue – SW 136 Street to SW 88 Street	Widen from 2 to 4 lanes	Preliminary Engineering Funded 2011-2012
SW 177 Avenue – SW 296 Street to SW 136 Street	Widen from 2 to 4 lanes	Preliminary Engineering Funded 2011-2012
SW 157 Avenue – SW 112 Street to SW 136 Street	New 4 lane roadway	Construction Funded 2007-2009
SW 157 Avenue – SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction Funded 2007-2009
SW 127 Avenue – SW 88 Street to SW 120 Street	Widen from 2 to 4 lanes	Construction Funded 2007-2008
SW 88 Street – SW 167 Avenue to SW 162 Avenue	Widen from 4 to 6 lanes	Design Underway funded by Kendall Commons
SW 88 Street – SW 162 Avenue to SW 150 Avenue	Widen from 4 to 6 lanes	Design Underway funded by Kendall Town Centre
SW 104 Street – SW 147 Avenue to SW 137 Avenue	Widen from 4 to 6 Lanes	Construction Funded 2007-2008
SW 120 Street – SW 137 Avenue to SW 117 Avenue	Widen from 4 to 6 Lanes	Construction Funded 2011-2012
SW 136 Street – SW 149 Avenue to NW 139 Court	Widen from 2 to 4 lanes	Construction Funded 2007-2009
SW 136 Street – SW 127 Avenue to HEFT	Widen from 2 to 4 lanes	Construction Funded 2010-2012
SW 152 Street – SW 157 Avenue to NW 147 Avenue	Widen from 2 to 4 lanes	Construction Funded 2008-2011

**Planned Transportation Improvements** – Planned transportation improvements from Priority I and II of the 2030 Long Range Transportation Plan have been established by Miami-Dade County as the cost feasible transportation infrastructure that will be in place by the Year 2015. Priority I to IV transportation improvements are identified in **Figure 2B** and are listed in **Table 4**. Those planned improvements most helpful to the study area are outlined in **Table 2B** below.

**Table 2B – Highlights of the Planned Roadway Improvements from LRTP 2030**

Roadway Improvement Location	Type of Improvement	Priority
SW 157 Avenue – SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Priority I
SW 127 Avenue – SW 88 Street to SW 120 Street	Widen to 5 lanes	Priority I
HEFT – SW 88 Street to SW 117 Avenue	Widen to 12 lanes	Priority I
SW 137 Avenue – SW 8 Street to SW 26 Street	Widen from 4 to 6 lanes	Priority I
HEFT – SW 117 Avenue to SW 184 Street	Widen to 12 lanes	Priority II
SW 177 Avenue – SW 8 Street to SW 136 Street	Widen to 4 lanes	Priority II
SW 177 Avenue – SW 136 Street to SW 296 Street	Access Management/Safety Trail	Priority II
SW 177 Avenue – SW 296 Street to US-1	Widen to 4 lanes	Priority II
SW 72 Street – SW 157 Avenue to SW 117 Avenue	Widen from 4 to 6 lanes	Priority II
SW 88 Street – SW 177 Avenue to SW 167 Avenue	Widen from 4 to 6 lanes	Priority II
Kendall Corridor	Premium Transit	Priority II
HEFT – SW 8 Street to SW 88 Street	Widen to 8 lanes	Priority III
HEFT – SR 836 to SW 104 Street	Express Lanes	Priority III
HEFT – SW 184 Street to US-1	Widen to 10 lanes	Priority III
HEFT – US-1 to SW 200 Street	Widen to 8 lanes	Priority III

**Existing Transit Access** - Figure 2C illustrates the existing Miami-Dade Transit Service which provides extensive transit coverage to the Amendment study area and provides route connections within one half mile of the Amendment Site. The Kendall Kat, Sunset Kat and Killian Kat express bus routes each begin and end their service at SW 88 Street just west of SW 167 Avenue, and provide direct connections to the Dadeland Metrorail Station. The existing and planned transit service improvements for those MetroBus Routes serving the study area are listed in Table 2C below. The planned transit service improvements to 20 minute headways (or less) enables the underlying roadway network adjacent to the transit service to quality for level of service enhancements pursuant to the adopted level of service standards from the CDMP.

**Table 2C – Existing and Planned Transit Service**

MetroBus Routes Serving the Amendment Study Area	Existing Peak Headway [1]	Planned 2008-2012 Peak Headways 2007 Transit Development Program [2]
Route 24	30 minutes	30 minutes
Route 35	30 minutes	15 minutes
Route 40	20 minutes	20 minutes
Route 52	30 minutes	15 minutes
Route 56	30/60 minutes	15 minutes
Route 72	30/60 minutes	15 minutes
Route 88	15/30 minutes	15/30 minutes
Route 104	30 minutes	15 minutes
Route 136	30 minutes	15 minutes
Route 137 – West Dade Connection	30 minutes	15 minutes
Route 147	30 minutes	15 minutes
Route 204 – Killian Kat	6 minutes	6 minutes
Route 216 – Goulds Connection	30 minutes	15 minutes
Route 224 – Coral Way Max	24 minutes	15 minutes
Route 240 – Bird Road Connection	24 minutes	15 minutes
Route 242 – Doral Connection	30 minutes	15 minutes
Route 252 – Coral Reef Max	30/15/20 minutes	30/15/20 minutes
Route 272 – Sunset Kat	7 1/2 minutes	7 1/2 minutes
Route 288 – Kendall Kat	12 minutes	12 minutes

[1] Source: Table I-2 of the MDT 2007 Transit Development Program

[2] Source: Table III-1 of the MDT 2007 Transit Development Program

**Planned Transit Access** - The Amendment Site is located in the study area for two premium transit corridor studies: the South Link (Alternatives Analysis completed in 2006) and the Kendall Link (Alternatives Analysis still underway). These transit corridor studies demonstrate how the Amendment study area can be more directly connected by premium transit service providing extensive transit access system and county-wide. The attached Figure 2D illustrates the Busway/South Dade Corridor, the Kendall Corridor, the HEFT Corridor, the SW 137 Avenue Corridor and the CSX Rail Corridor, each of which are being studied by the MPO.

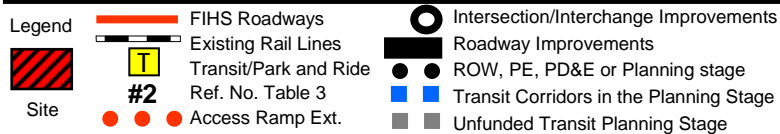
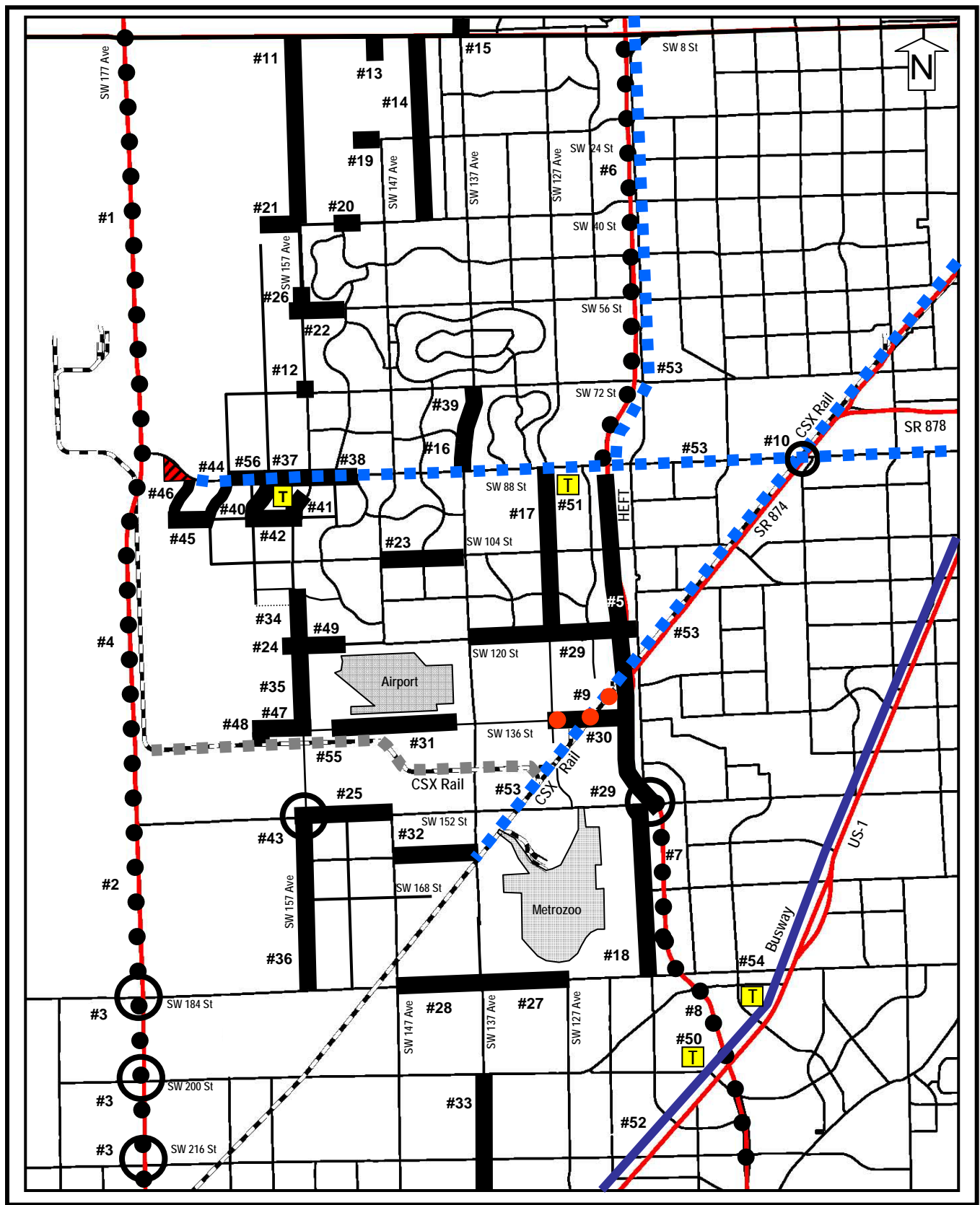


Figure 2A  
 Programmed Transportation Improvements – TIP 2008  
 2007 Brown CDMP Amendment  
 Revised March 2008

**TABLE 3  
PROGRAMMED TRANSPORTATION IMPROVEMENTS  
MIAMI-DADE COUNTY TIP 2008 - FY 2008 TO FY 2012**

03/12/2008

TIP 2008 No.	TIP 2008 Page No.	Location	Improvement	TIP 2008 Project Phase	TIP 2008 Project Costs	TIP 2008 Year Funded	Figure 2A Ref. No.
DT2496143 2496143	Section A1 Page 92	<b>SR 997/Krome Avenue</b> From SR 94/Kendall Drive to SR 90/SW 8 Street	Add Lanes and Reconstruct 4.999 miles	Preliminary Engineering Right-of-Way Railroad	\$75,000 \$19,417,000 \$100,000	2007-2008 2007-2009 2007-2008	<b>#1</b>
DT2496144 2496144	Section A1 Page 92	<b>SR997/Krome Avenue</b> From SW 296 Street to SW 136 Street	PD&E/EMO Study 10.068 miles	PD&E Preliminary Engineering	\$25,000 \$1,350,000	2007-2008 2011-2012	<b>#2</b>
DT2496145 2496145	Section A1 Page 93	<b>SR997/Krome Avenue</b> SW 288 St, SW 216 St, SW 200 St, SW 184 St	Add turn lanes and shoulders, extend left turn lane storage, add new signals, lighting	Prior Years Funding INC	\$6,263,000 \$250,000	2005-2006 2007-2008	<b>#3</b>
DT2496147 2496147	Section A1 Page 93	<b>SR 997/Krome Avenue</b> From SW 136 Street to SR 94/Kendall Drive	Add Lanes and Reconstruct 3.536 miles	Preliminary Engineering	\$1,600,000	2011-2012	<b>#4</b>
DT2496152 2496152	Section A1 Page 93	<b>SR997/Krome Avenue</b> From 350' N. of SW 8 Street to MP 3.478	Add Lanes and Reconstruct 3.408 miles	Preliminary Engineering Construction INC	\$125,000 \$31,475,000 \$2,000,000	2007-2009 2008-2010 2011-2012	See Figure 2F
DT2496155 2496155	Section A1 Page 94	<b>SR997/Krome Avenue</b> From MP 10.984 to 14.082 to Okeechobee Road	Add Lanes and Reconstruct 3.098 miles	Preliminary Engineering Construction INC	\$50,000 \$34,750,000 \$2,100,000	2007-2008 2008-2010 2011-2012	See Figure 2F
DT2496156 2496156	Section A1 Page 94	<b>SR 997/Krome Avenue</b> From MP 3.478 to MP 10.984	Add Lanes and Reconstruct 7.506 miles	Preliminary Engineering	\$150,000	2007-2008	See Figure 2F
DT4055751 4055751	Section A1 Page 94	<b>SR997/Krome Avenue</b> From US-1 to SW 296 Street	Flexible Pavement Construction 3.827 miles	Right-of-Way	\$6,522,000	2007-2008	See Figure 2G
DT4055753 4055753	Section A1 Page 95	<b>SR997/Krome Avenue</b> From US-1 to SW 328/Lucy Street	Add Lanes and Reconstruct	INC Construction	\$800,000 \$17,664,000	2009-2010 2009-2010	See Figure 2G
TP4060961 4060961	Section A2 Page 1	<b>SR 821/HEFT</b> From South of SW 117 Ave to South of Kendall Dr	Add lanes and reconstruct. Widen HEFT from 10 to 12 lanes 6 miles	Construction Railroad INC	\$349,170,000 \$3,000,000 \$1,000,000	2009-2010 2009-2010 2010-2011	<b>#5</b>
TP4061041 4061041	Section A2 Page 2 - TIP 2007	<b>SR 821/HEFT</b> At SW 74 Street	Construct a New Full Interchange	Construction	\$31,798,000	Underway	See Figure 2G
TP4150511 4150511	Section A2 Page 1	<b>SR 821/HEFT</b> From Kendall Drive to SR 836	Add lanes and reconstruct. Widen HEFT from 6 to 10 lanes - 8.016 miles	Preliminary Engineering Preliminary Engineering	\$15,000,000 \$5,000,000	2007-2008 2010-2011	<b>#6</b>
TP4154871 4154871	Section A2 Page 2	<b>SR 821/HEFT</b> From Eureka Drive to SW 117 Avenue	Add lanes and reconstruct. Widen HEFT from 6 to 12 lanes - 2.4 miles	Preliminary Engineering	\$4,341,000	2008-2009	<b>#7</b>
TP4154881 4154881	Section A2 Page 2	<b>SR 821/HEFT</b> From SW 216 Street to Eureka Drive	Add lanes and reconstruct. Widen HEFT Widen HEFT from 4 to 8 lanes - 3 miles	Preliminary Engineering	\$2,923,000	2007-2008	<b>#8</b>
XA83608 83608	Section A3 Page 3	<b>SR 836 Express Lanes</b> From HEFT to SR 836/826 Interchange	Construct 4LD Express Lanes in Median of SR 836 - 8.5 miles	Construction	\$75,000,000	2008-2012	See Figure 2F
XA83605 83605	Section A3 Page 3	<b>SR 836 Extension</b> From NW 137 Avenue to NW 107 Avenue	Construct a New 4 lane expressway extension to NW 137 Ave - 3 miles	Design Build	\$3,040,000	Completed 2007-2008	See Figure 2F
XA87410 87410	Section A3 Page 4	<b>SR 874 Extension to SW 136 Street</b> SW 136 Street to SR 874	Extension of SR 874 to SW 136 Street	Project Development	\$656,000	2007-2008	<b>#9</b>
XA87407 87407	Section A3 Page 4	<b>SR 874 NB On-Ramp from Kendall Drive</b> From Kendall Drive to SW 72 Avenue	New Ramp Construction and Electronic Tolling	Construction	\$22,100,000	2007-2009	<b>#10</b>
XA83618 83618	Section A3 Page 3	<b>SR 836 Extension from NW 137 Ave to SW 136 St</b> NW 137 Avenue to SW 136 Street	Project Development	PD&E	\$501,000	2007-2008	Not Mapped
PW0000127 0000127	Section A5 Page 30	<b>SW 157 Avenue</b> From SW 8 Street to SW 42 Street	Add additional 2 lanes	Preliminary Engineering Construction	\$500,000 \$3,400,000	Prior Years 2008-2012	<b>#11</b>
PW000064 000064	Section A5 Page 40	<b>SW 157 Avenue</b> From SW 70 Street to SW 72 Street	New 4 lanes	Preliminary Engineering Construction	\$100,000 \$1,000,000	Prior Years Prior Years	<b>#12</b>
PW000601 20040543	Section A5 Page 29	<b>SW 147 Avenue</b> From SW 8 Street to 600 feet south	Widen from 2 to 4 lanes	Construction	\$700,000	Prior Years	<b>#13</b>
PW000063 000063	Section A5 Page 29	<b>SW 142 Avenue</b> From SW 8 Street to SW 42 Street	Realign roadway, intersection improvements sidewalk and drainage improvements	Construction	\$934,000	2008	<b>#14</b>
PW662446 662446	Section A5 Page 28	<b>NW 137 Avenue</b> From SW 8 Street to NW 12 Street	New 6 lane roadway	Construction	\$11,720,000	Completed	<b>#15</b>
PW671561 671561	Section A5 Page 38	<b>SW 137 Avenue</b> From SW 84 Street to SW 88 Street	Reconstruction, Drainage, Intersection Improvements, Curb and Gutter	Construction	\$3,975,000	Prior Years	<b>#16</b>
PW20040351 20040351	Sections A5, A7 Page A5-38, A7-18	<b>SW 127 Avenue</b> From SW 88 Street to SW 120 Street	Widen to 4 lanes with median Swales and Frontage Road	Construction	\$11,300,000	2007-2008	<b>#17</b>
PW662410 662410	Section A5 Page 36	<b>SW 117 Avenue</b> From SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction	\$8,200,000	Underway	<b>#18</b>



**TABLE 3  
PROGRAMMED TRANSPORTATION IMPROVEMENTS  
MIAMI-DADE COUNTY TIP 2008 - FY 2008 TO FY 2012**

03/12/2008

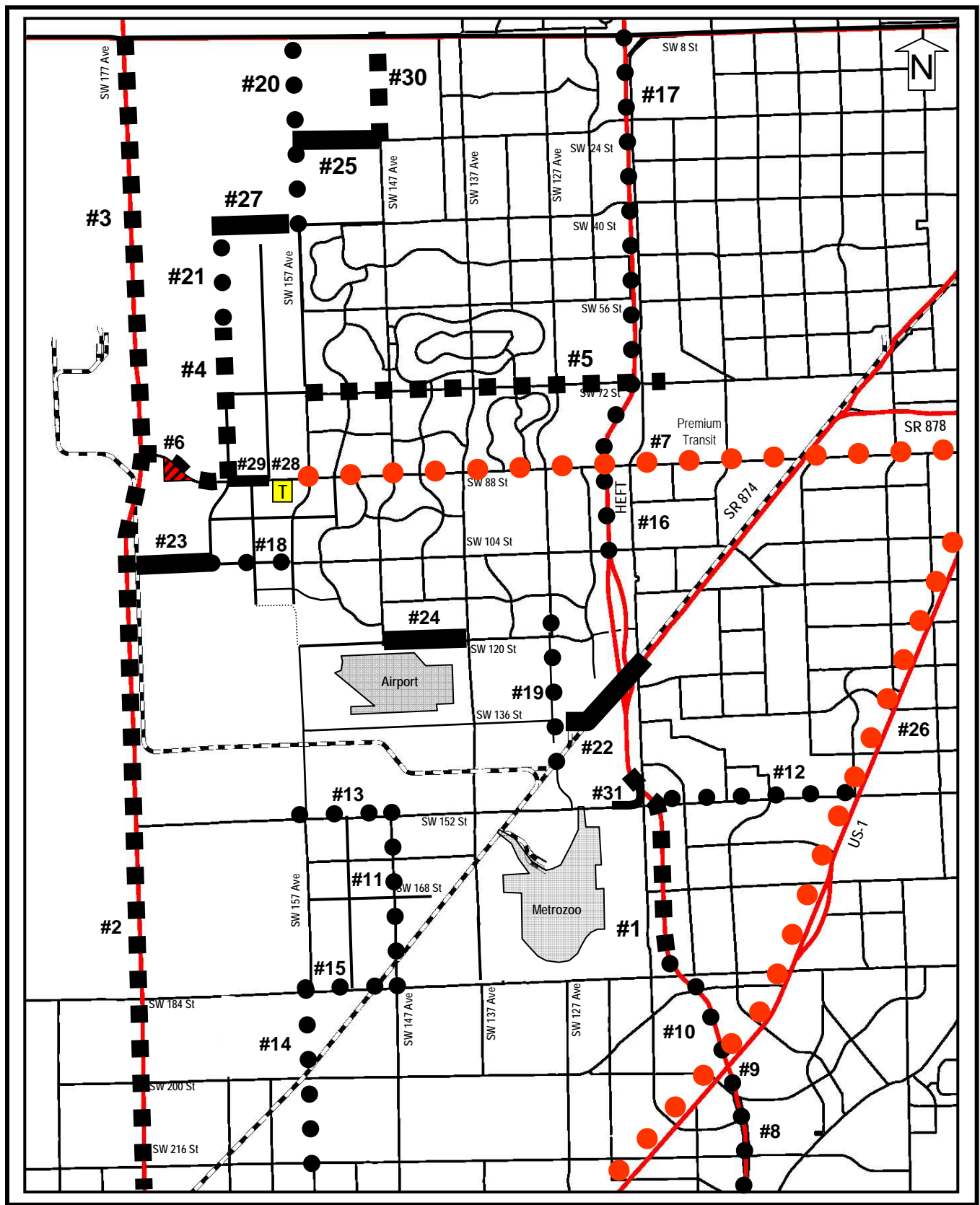
TIP 2008 No.	TIP 2008 Page No.	Location	Improvement	TIP 2008 Project Phase	TIP 2008 Project Costs	TIP 2008 Year Funded	Figure 2A Ref. No.
PW000506	Section A5 Page 28	<b>SW 26 Street</b> From SW 149 Avenue to SW 147 Avenue	Widen from 2 to 4 lanes	Construction	\$1,400,000	Completed	<b>#19</b>
PW000508	Section A5 Page 34	<b>SW 42 Street</b> From SW 150 Avenue to SW 149 Avenue	Widen from 2 to 4 lanes	Construction	\$1,380,000	Prior Years	<b>#20</b>
PW000510	Section A5 Page 34	<b>SW 42 Street</b> From SW 162 Avenue to SW 157 Avenue	New 2 lane roadway Design and Construction by Developer	ROW	\$500,000	Prior Years	<b>#21</b>
PW000511 20040270	Section A5 Page 35	<b>SW 56 Street</b> From SW 158 Avenue to SW 152 Avenue	Widen from 2 to 4 lanes	Construction	\$4,010,000	Prior Years	<b>#22</b>
PW671508 671508	Section A5 Page 35	<b>SW 104 Street</b> From SW 147 Avenue to SW 137 Avenue	Widen from 4 to 6 lanes	Construction Construction	\$5,000,000 \$1,492,000	Prior Years 2007-2008	<b>#23</b>
PW000065 000065	Section A5 Page 37	<b>SW 120 Street</b> Bridge over Black Creek Canal	New 4 lane bridge	Construction	\$1,324,000	Completed	<b>#24</b>
PW0000131 0000131	Section A5 Page 39	<b>SW 152 Street</b> From SW 157 Avenue to SW 147 Avenue	Widen from 2 to 4 lanes	Preliminary Engineering Construction	\$500,000 \$6,000,000	2008-2009 2008-2011	<b>#25</b>
PW0000217	Section A5 Page 39	<b>SW 157 Avenue</b> From SW 54 Terrace to SW 52 Street	Widen from 2 to 4 lanes	Construction Construction	\$50,000 \$450,000	Prior Years 2007-2008	<b>#26</b>
PW671572A 671572	Section A5 Page 40	<b>SW 184 Street</b> From SW 137 Avenue to SW 127 Avenue	Widen from 2 to 4 lanes	Construction	\$6,100,000	Underway	<b>#27</b>
PW671572B 671572	Section A5 Page 41	<b>SW 184 Street</b> From SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction	\$5,400,000	2007-2010	<b>#28</b>
PW20040345 20040345	Section A7 Page 12	<b>SW 120 Street</b> From SW 137 Avenue to SW 117 Avenue	Widen from 4 to 6 lanes	Preliminary Engineering Construction	\$500,000 \$4,500,000	2009-2011 2011-2012	<b>#29</b>
PW20040346 20040346A	Section A7 Page 15	<b>SW 136 Street</b> From SW 127 Avenue to Florida's Turnpike	Widen from 2 to 4 lanes Part of a Widening from SW 157 Ave to TPK	Preliminary Engineering Construction	\$675,000 \$4,000,000	2008-2010 2010-2012	<b>#30</b>
PW20040346 20040346B	Section A7 Page 20	<b>SW 136 Street</b> From SW 149 Avenue to SW 139 Court	Widen from 2 to 4 lanes Part of a Widening from SW 157 Ave to TPK	Construction	\$7,000,000	2007-2009	<b>#31</b>
PW0000321 20030190	Section A7 Page 15	<b>SW 160 Street</b> From SW 147 Avenue to SW 137 Avenue	New 4 lane Road	Construction	\$6,600,000	2007-2008	<b>#32</b>
PW20040343 20040343	Section A7 Page 12	<b>SW 137 Avenue</b> From SW 200 Street to US-1	New 2 lane roadway	Preliminary Engineering Construction	\$1,790,000 \$35,000,000	2007-2009 2009-2012	<b>#33</b>
PW20040344 20040344	Section A7 Page 13	<b>SW 137 Avenue</b> From HEFT to US-1	Widen from 2 to 4 lanes	Preliminary Engineering Construction	\$745,000 \$11,300,000	2007-2009 2008-20011	Not Mapped
PW20040354a 20040354a	Section A7 Page 20	<b>SW 157 Avenue</b> From SW 112 Street to SW 120 Street	New 4 lane Road	Construction	\$6,500,000	2007-2008	<b>#34</b>
PW20040354 20040354	Section A7 Page 20	<b>SW 157 Avenue</b> From SW 120 Street to SW 136 Street	New 4 lane Road	Construction	\$9,700,000	2007-2009	<b>#35</b>
PW20040372 20040372	Section A7 Page 15	<b>SW 157 Avenue</b> From SW 152 Street to SW 184 Street	New 4 lane Road	Construction	\$13,200,000	2007-2009	<b>#36</b>
PS0000015	Section A8 Page 4	<b>Kendall Drive</b> From SW 162 Avenue to SW 157 Avenue	Widen from 4 to 6 lanes (By Kendall Town Center)	Construction	\$700,000	Prior to 1st CO	<b>#37</b>
PS0000016	Section A8 Page 4	<b>Kendall Drive</b> From SW 157 Avenue to SW 150 Avenue	Widen from 4 to 6 lanes (By Kendall Town Center)	Construction	\$650,000	Prior to 1st CO	<b>#38</b>
PS0000017	Section A8 Page 4	<b>SW 137 Avenue</b> From Sunset Drive to Kendall Drive	Widen from 4 to 6 lanes (By Kendall Town Center)	Construction	\$100,000	Prior to 1st CO	<b>#39</b>
PS0000018	Section A8 Page 4	<b>SW 162 Avenue</b> From Kendall Drive to SW 96 Street	New 4 lane roadway (By Kendall Town Center)	Construction	\$1,250,000	Prior to 1st CO	<b>#40</b>
PS0000019	Section A8 Page 4	<b>SW 157 Avenue</b> From SW 94 Street to SW 96 Street	New SB travel lane (By Kendall Town Center)	Construction	\$125,000	Prior to 1st CO	<b>#41</b>
PS0000020	Section A8 Page 5	<b>SW 96 Street</b> From SW 162 Avenue to SW 157 Avenue	New 4 lane roadway (By Kendall Town Center)	Construction	\$1,000,000	Prior to 1st CO	<b>#42</b>
PS0000308	Section A8 Page 5	<b>SW 157 Avenue at SW 152 Street</b> Intersection Improvement	Intersection Improvement (By Corsica Square)	Construction	\$105,000		<b>#43</b>
PS0000115	Section A8 Page 9	<b>SW 167 Avenue (West Side)</b> North of SW 96 Street	Match Existing Roadway to the North (By Kendall Commons)			Pending Final Plat Approval	<b>#44</b>
PS0000116	Section A8 Page 9	<b>SW 96 Street (South Side)</b> SW 172 Avenue to SW167 Avenue	Add 2 lanes and 1/2 turn lane (By Kendall Commons)			Pending Final Plat Approval	<b>#45</b>
PS0000117	Section A8 Page 9	<b>SW 172 Avenue (East Side)</b> SW 88 Street to SW 96 Street	Add 2 lanes and 1/2 turn lane (By Kendall Commons)			Pending Final Plat Approval	<b>#46</b>
PS0000312	Section A8 Page 12	<b>SW 136 Street (South Side)</b> SW 162 Avenue to SW 157 Avenue	2 lanes of a 4 lane divided (By Crestview West)			Pending Final Plat Approval	<b>#47</b>
PS0000312A	Section A8 Page 13	<b>SW 162 Avenue (East Side)</b> SW 136 Street to Railroad Right of Way	1 lane of a 2 lane roadway (By Crestview West)			Pending Final Plat Approval	<b>#48</b>
PS0000315	Section A8 Page 13	<b>SW 120 Street (North Side)</b> From SW 152 Avenue to SW 157 Avenue	2 lanes of 4 lanes divided (By Century Gardens at Tamiami)	Construction		Pending Final Plat Approval	<b>#49</b>

**TABLE 3  
PROGRAMMED TRANSPORTATION IMPROVEMENTS  
MIAMI-DADE COUNTY TIP 2008 - FY 2008 TO FY 2012**

03/12/2008

TIP 2008 No.	TIP 2008 Page No.	Location	Improvement	TIP 2008 Project Phase	TIP 2008 Project Costs	TIP 2008 Year Funded	Figure 2A Ref. No.
DT4068002 4068002	Section A1 Page 28	<b>Miami Intermodal Center</b> MIC Central Station Phase 1	Intermodal Station	Construction INC	\$15,005,000 \$700,000	2008-2009 2009-2010	Not Mapped
TA0000002 0000002	Section A11 Page 1	<b>East-West Corridor</b> Extend Metro-Rail from the Turnpike/FIU to the MIC	Metro-Rail Extension	Preliminary Engineering Preliminary Engineering	\$574,533,000 \$225,359,000	2007-2012 2007-2012	Not Mapped
TA0000007 0000007	Section A11 Page 2	<b>Park and Ride at SW 200 Street and Busway</b>	Acquire, construct and operate Park and Ride Facility - 350 spaces	Construction	\$4,290,000	2007-2009	<b>#50</b>
TA0000008 0000008	Section A11 Page 3	<b>Park and Ride at SW 88 Street and SW 127 Ave</b> Serve routes connecting to Dadeland North Station	Construct Park and Ride Facility	CAP	\$2,641,000	2007-2009	<b>#51</b>
TA0000029 29	Section A11 Page 10	<b>Earlington Heights - MIC Extension</b> Extend Metro-Rail to the MIC	Metro-Rail Extension	CAP-FDOT CAP - PTP Bond	\$49,829,000 \$383,013,000	2007-2010 2007-2010	Not Mapped
TA0000037 0000037	Section A11 Page 2 - TIP 2006	<b>South Dade Busway</b> Extend the Busway Corridor to Florida City	Extension of the Busway to Florida City	Construction	\$85,480,000	Underway	<b>#52</b>
TA0000041 0000041	Section A11 Page 5 - TIP 2006	<b>Kendall Corridor</b> From the MIC and Dadeland to West Miami-Dade	Corridor Alternatives Analysis Kendall, HEFT and CSX Rail Corridor	Planning	\$2,000,000	Underway	<b>#53</b>
TA0000046 0000046	Section A11 Page 14	<b>Park and Ride at Quail Roost Drive and Busway</b>	Construct and provide transit related parking	CAP Construction	\$1,686,000 \$1,386,000	2007-2008 2007-2008	<b>#54</b>
TA0000047 0000047	Section A11 Page 15	<b>Transit Hub/Intermodal Center</b> West Miami-Dade and Dadeland South	Transit Hub at 107 Avenue and NW 12 Street and an Intermodal Facility at Dadeland South	CAP	\$1,925,000	2007-2010	Not Mapped
TA4180791 4180791	Section A11 Page 15	<b>Transit Hub/Intermodal Center</b> NW 107 Avenue at NW 12 Street	Transit Hub at 107 Avenue and NW 12 Street	CAP	\$3,000,000	2009-2010	Not Mapped
TR0000026 0000026	Section U Page 25	<b>CSX - Tri-Rail Kendall Extension</b> Extension of Tri-Rail Service 16.7 miles on CSX	Extension of Tri-Rail service on 16.7 miles along the CSX to Kendall and West Miami that extends west from the MIC and south and then west on the CSX to Krome Avenue	Planning Planning	\$70,725,000 \$212,175,000	Unfunded - Year 2 Unfunded - Year 4	<b>#55</b>
TR0000027 0000027	Section U Page 25	<b>CSX - Tri-Rail Dolphin Extension</b> Extension of Tri-Rail Service 8.8 miles on CSX	Extension of Tri-Rail service on 8.8 miles along the CSX corridor extending west from the MIC along SR 836 and ending just west of the HEFT	Planning Planning	\$31,912,000 \$95,737,000	Unfunded - Year 1 Unfunded - Year 3	Not Mapped
Covenant by Developer	Approved by Miami-Dade County	<b>Kendall Drive</b> From SW 167 Avenue to SW 162 Avenue	Widen from 4 to 6 lanes (By Kendall Commons)	Construction	Design Underway	Bonded for Construction	<b>#56</b>

Source: TIP 2008 - FY 2008-2012 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted May 24, 2007.



Legend



FIHS Roadways  
Existing Rail Lines  
Transit Center  
Ref. No. Table 4  
Flyover



LRTTP 2030 PRIORITY II IMPROVEMENTS – 2010-2015  
LRTTP 2030 PRIORITY III IMPROVEMENTS – 2016-2020  
LRTTP 2030 PRIORITY IV IMPROVEMENTS – 2021-2030  
Developer Funded

Source: Miami-Dade 2030 L RTP

Figure 2B  
Planned Transportation Improvements  
2007 Brown CDMP Amendment  
Revised March 2008

**TABLE 4**  
**PLANNED TRANSPORTATION IMPROVEMENTS (2010 - 2030)**  
**2030 LONG RANGE TRANSPORTATION PLAN**

03/12/2008

Area	L RTP Page No.	Roadway	Improvement	Timeframe	L RTP Priority	Figure 2B Ref. No.
South	44	Krome Avenue - Various Intersections	Add Turn Lanes	Underway	I	See Figure 2A
South	44	SW 184 Street - SW 137 Ave to SW 127 Ave	Widen from 2 to 4 lanes	Underway	I	See Figure 2A
South	44	SW 117 Avenue - SW 152 St to SW 184 St	Widen from 2 to 4 lanes	Underway	I	See Figure 2A
South	44	SW 56 Street - SW 158 Ave to SW 152 Ave	Widen from 2 to 4 lanes	Underway	I	See Figure 2A
South	44	SW 56 Street - SW 167 Ave to SW 158 Ave	New 2 lanes	2005-2009	I	See Figure 2F
South	44	SW 160 Street - SW 147 Ave to SW 137 Ave	New 4 lane roadway	In TIP 2008	I	See Figure 2A
South	45	SW 136 Street - SW 157 Ave to HEFT	Widen from 2 to 4 lanes	In TIP 2008	I	See Figure 2A
South	45	SW 157 Avenue - SW 152 St to SW 184 St	Widen from 2 to 4 lanes	In TIP 2008	I	See Figure 2A
South	45	SW 127 Avenue - SW 88 St to SW 120 St	Widen to 5 lanes	In TIP 2008	I	See Figure 2A
South	45	South Miami-Dade Busway - Cutler Ridge to Florida City	Busway Extension	Underway	I	See Figure 2A
South	45	HEFT - SW 117 Ave to Kendall Dr	Widen to 12 lanes	In TIP 2008	I	See Figure 2A
South	45	SW 26 Street - SW 149 Ave to SW 147 Ave	Widen from 2 to 4 lanes	Completed	I	See Figure 2A
South	45	SW 137 Avenue - SW 8 St to SW 26 St	Widen from 4 to 6 lanes	2005-2009	I	See Figure 2F
South	45	SW 42 Street - SW 157 Ave to SW 167 Ave	New 2 lanes	In TIP 2008	I	See Figure 2A
South	45	SW 42 Street - SW 149 Ave to SW 150 Ave	Widen from 2 to 4 lanes	In TIP 2008	I	See Figure 2A
South	45	SW 42 Street - SW 157 Ave to SW 167 Ave	Widen from 2 to 4 lanes	2005-2009	I	See Figure 2F
South	45	SW 88 Street - SW 162 Ave to SW 157 Ave	Widen from 4 to 6 lanes	In TIP 2008	I	See Figure 2A
South	45	SW 88 Street - SW 157 Ave to SW 150 Ave	Widen from 4 to 6 lanes	In TIP 2008	I	See Figure 2A
South	45	SR 836 Extension - NW 111 Ave to NW 87 Ave	Expressway Improvements	Underway	I	See Figure 2A
Northwest	48	SW 107 Avenue - SW 8 Street to Flagler Street	4 to 6 lanes	2010-2015	II	See Figure 2F
South	48	HEFT - N. of Eureka Dr. to N. of SW 117 Ave	Widen to 12 lanes	2010-2015	II	#1
South	48	Krome Avenue - US-1 to SW 296 St	Widen from 2 to 4 lanes	2010-2015	II	See Figure 2G
West	48	Krome Avenue - SW 296 St to SW 136 St	Access Management/Safety Trail	2010-2015	II	#2
West	48	Krome Avenue - SW 8 St to SW 136 St	Add 2 lanes to a 2 lane road	2010-2015	II	#3
West	49	SW 167 Avenue - SW 56 St to SW 88 St	New 2 lane roadway	2010-2015	II	#4
West	49	SW 72 Street - SW 117 Ave to SW 157 Ave	Widen from 4 to 6 lanes	2010-2015	II	#5
West	49	SW 88 Street - SW 177 Ave to SW 167 Ave	Widen from 4 to 6 lanes	2010-2015	II	#6
West	49	Kendall Corridor - Dadeland North to West Flagler St	Premium Transit	2010-2015	II	#7
South	51	HEFT - SW 216 Street to SW 200 Street	Widen to 6 lanes	2016-2020	III	#8
South	51	HEFT - SW 200 Street to US-1	Widen to 8 lanes	2016-2020	III	#9
South	51	HEFT - US-1 to N. of Eureka Drive	Widen to 10 lanes	2016-2020	III	#10
South	51	SW 147 Avenue - SW 184 St to SW 152 St	Widen from 2 to 4 lanes	2016-2020	III	#11
South	51	SW 152 Street - HEFT to US-1	Widen from 4 to 6 lanes	2016-2020	III	#12
South	51	SW 152 Street - SW 147 Ave to SW 157 Ave	Widen from 2 to 4 lanes	In TIP 2008	III	#13
South	51	SW 157 Avenue - SW 184 St to SW 216 St	New 2 lane roadway	2016-2020	III	#14
South	51	SW 184 Street - SW 157 Ave to SW 147 Ave	Widen from 2 to 4 lanes	2016-2020	III	#15
West	51	HEFT - SW 104 St to SR 836	Express lanes	2016-2020	III	#16
West	51	HEFT - SW 88 St to SW 8 St	Widen to 8 lanes	2016-2020	III	#17
West	51	SW 104 Street - SW 160 Ave to SW 167 Ave	New 4 lane roadway	2016-2020	III	#18
West	51	SW 127 Avenue - SW 120 St to SW 144 St	New 4 lane roadway	2016-2020	III	#19
West	51	SW 157 Avenue - SW 42 St to SW 8 St	New 4 lane roadway	In TIP 2008	III	#20
West	51	SW 167 Avenue - SW 40 St to SW 56 St	New 2 lane roadway	2016-2020	III	#21
West	53	SR 874 - SW 138 St/SW 136 St to SR 874	Provide Access Ramp	2021-2030	IV	#22
West	53	SW 104 Street - SW 167 Ave to SW 177 Ave	New 2 lane roadway	2021-2030	IV	#23
West	53	SW 120 Street - SW 137 Ave to SW 147 Ave	Widen from 4 to 6 lanes	2021-2030	IV	#24
West	53	SW 26 Street - SW 147 Ave to SW 157 Ave	New 4 lane roadway	2021-2030	IV	#25
West	53	South Miami-Dade Rail	Premium Transit	2021-2030	IV	#26
West	55	SW 40 Street - SW 157 Ave to SW 167 Ave	New 2 lane roadway	-	Developer	#27
West	55	West Kendall Transit Hub - Kendall Town Center	Transit Hub	-	Developer	#28
West	55	SW 88 Street - SW 162 Ave to SW 167 Ave	Widen from 4 to 6 lanes	-	Developer	#29
West	55	SW 147 Avenue - SW 88 St to SW 26 St	Widen from 2 to 4 lanes	-	Developer	#30
South	Amendment	SW 152 Street EB Flyover to NB HEFT	L RTP Amendment by MPO - 10-20-05	2005-2009	I	#31

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



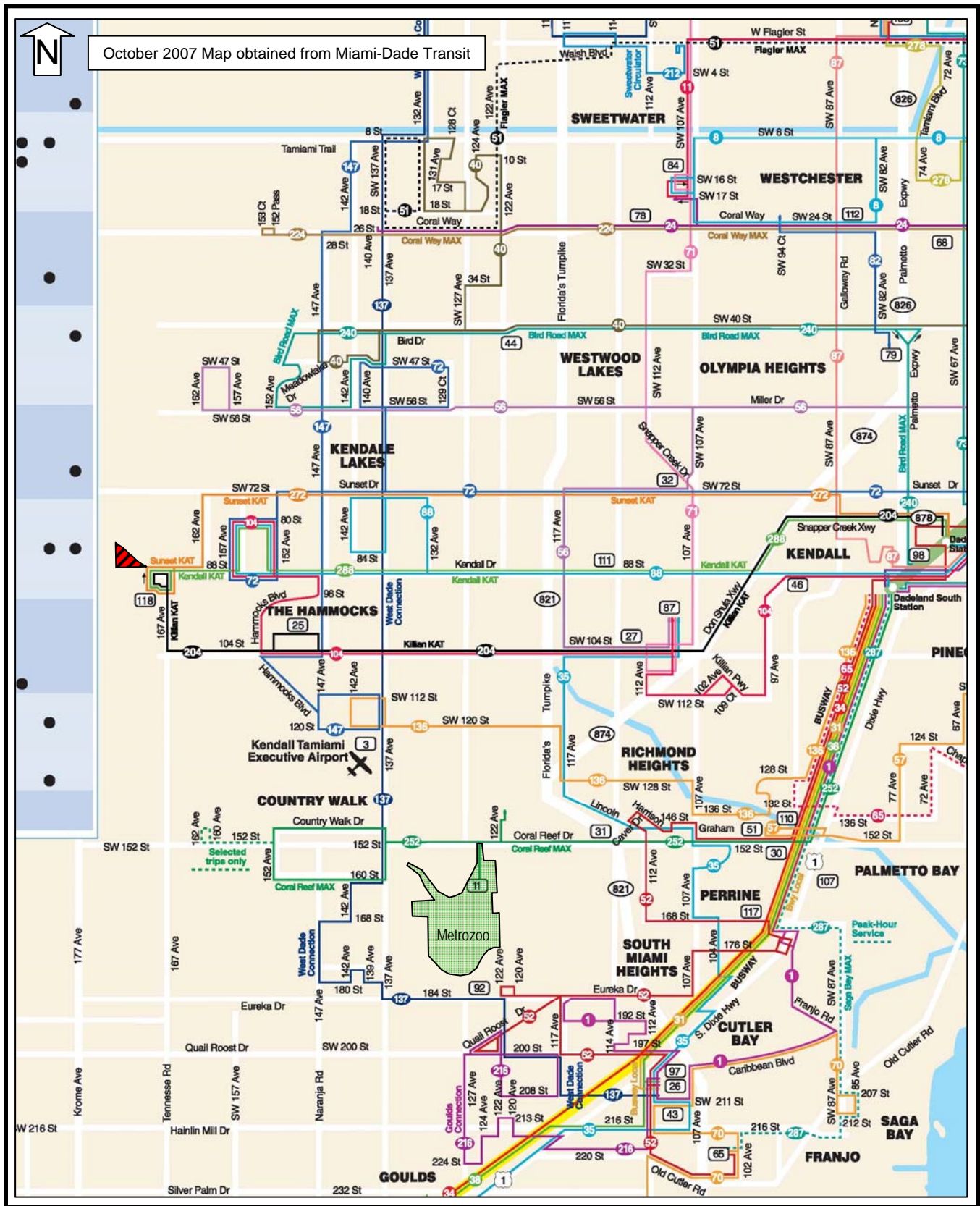


Figure 2C  
Existing Transit Service in the Study Area  
2007 Brown CDMP Amendment  
January 2008

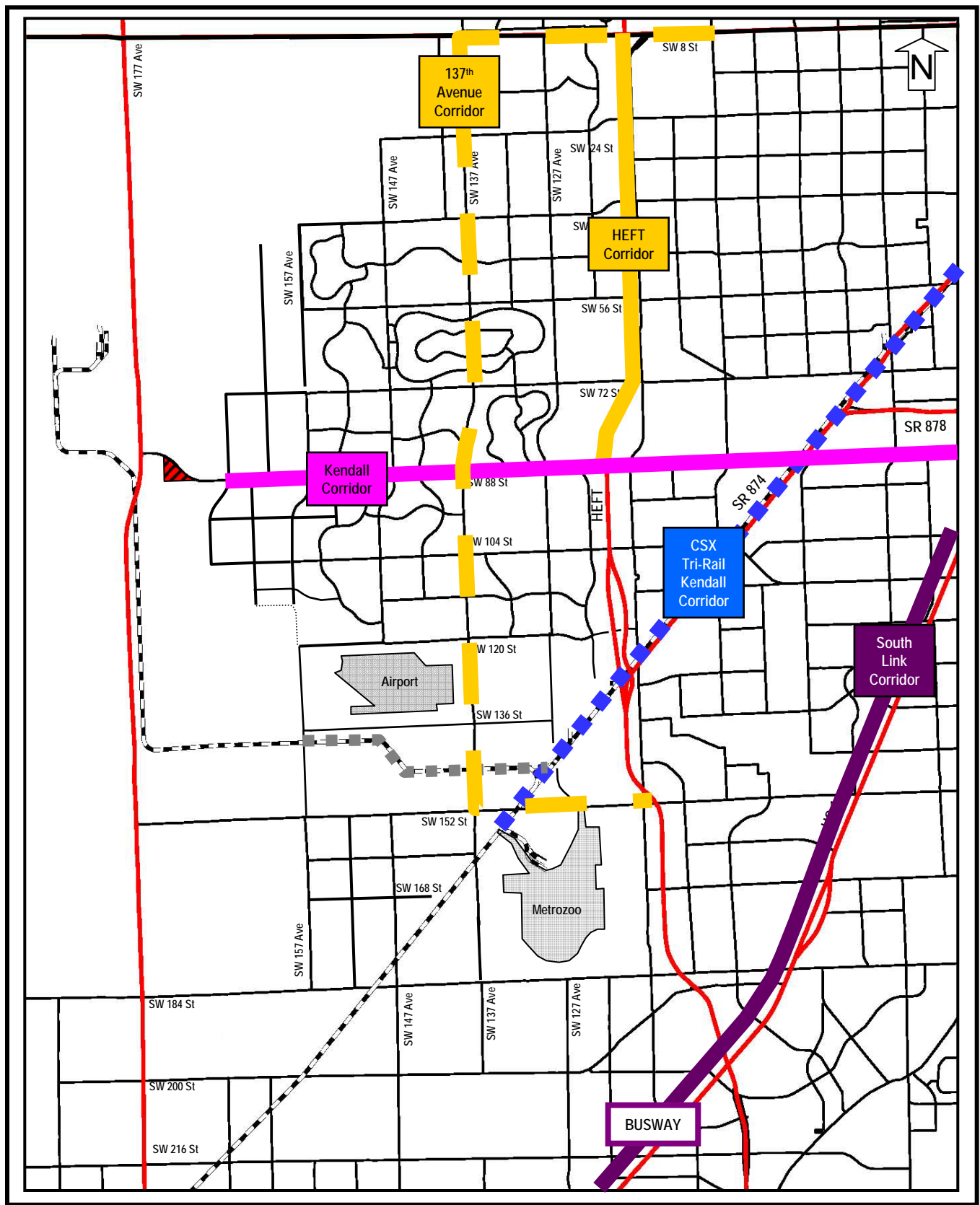


Figure 2D  
Regional Transit Connectivity  
2007 Brown CDMP Amendment  
January 2008

## Existing and Year 2015 Future Traffic Conditions

Existing and future traffic conditions have been evaluated in the study area to determine the adequacy of the roadway network to meet the adopted LOS standards through the Year 2015. The information contained within the traffic analysis is outlined below.

### Part 1 - Existing Traffic Conditions

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

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

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

ROADWAY SEGMENTS	[1] EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	[2] COUNT STATION	COUNT DATE	[3] 2006 FDOT PSCF	[4] FDOT AXLE FACTOR	[5] CDMP ADOPTED LOS STANDARD	DAY 1 EXISTING TWO-WAY PM PEAK HR VOLUME	DAY 2 EXISTING TWO-WAY PM PEAK HR VOLUME	DAY 3 EXISTING TWO-WAY PM PEAK HR VOLUME	AVERAGE EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[6] TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
<b>SW 8 Street</b>															
SW 177 Avenue to SW 157 Avenue	4LD	State Principal Arterial	FDOT-0377	4/3-5/2006	1.00	0.95	C	1,111	1,116	1,066	1,098	1,043	3,300	B	0.32
SW 157 Avenue to SW 152 Avenue	4LD	State Principal Arterial	Ave 0377, 0266	2/7-9/2006	1.00	0.95	D	2,069	2,082	2,048	2,066	1,963	3,390	B	0.58
SW 152 Avenue to SW 147 Avenue	4LD	State Principal Arterial	Ave 0377, 0266	2/7-9/2006	1.00	0.95	D	2,069	2,082	2,048	2,066	1,963	3,390	B	0.58
SW 147 Avenue to SW 142 Avenue	6LD	State Principal Arterial	FDOT-0266	2/7-9/2006	1.00	0.95	D	3,026	3,047	3,030	3,034	2,883	5,080	B	0.57
SW 142 Avenue to SW 137 Avenue	6LD	State Principal Arterial	Link Counts	9/25-27/2007	1.01	0.95	D	3,736	3,696	3,749	3,727	3,576	5,080	B	0.70
SW 137 Avenue to SW 127 Avenue	6LD	State Principal Arterial	Link Counts	9/25-27/2007	1.01	0.95	EE	3,500	3,371	3,515	3,462	3,322	5,904	C	0.56
SW 127 Avenue to SW 122 Avenue	6LD	State Principal Arterial	Link Counts	9/25-27/2007	1.01	0.95	D	3,500	3,371	3,515	3,462	3,322	4,680	C	0.71
SW 122 Avenue to HEFT	8LD	State Principal Arterial	FDOT-2561	2/7-9/2006	1.00	0.95	D	4,983	5,013	4,933	4,976	4,728	6,060	C	0.78
HEFT to SW 117 Avenue	6LD	State Principal Arterial	FDOT-0090	4/11-13/2006	1.00	0.95	D	4,031	3,863	3,887	3,927	3,731	4,680	C	0.80
<b>SW 24/26 Street</b>															
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9134	10/3-5/2006	1.01	0.96	EE	2,031	2,019	1,928	1,993	1,932	3,744	C	0.52
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9132	11/27-29/2006	1.00	0.96	EE	2,801	2,857	2,953	2,870	2,756	3,744	D	0.74
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9130	4/4-6/2006	1.00	0.96	EE	3,409	3,479	3,521	3,470	3,331	3,744	E	0.89
<b>SW 40/42 Street</b>															
SW 147 Avenue to SW 137 Avenue	4LD	County Urban Collector	MD-9110	4/4-6/2006	1.00	0.96	EE	2,277	2,317	2,357	2,317	2,224	3,744	D	0.59
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9108	5/9-11/2005	1.01	0.96	EE	3,052	2,781	2,660	2,831	2,745	3,744	D	0.73
SW 127 Avenue to HEFT	4LD	County Minor Arterial	MD-9106	4/4-6/2006	1.00	0.96	EE	3,827	3,926	3,803	3,852	3,698	3,744	E	0.99
HEFT to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0072	4/11-13/2006	1.00	0.96	EE	3,609	3,924	3,695	3,743	3,593	5,904	C	0.61
<b>SW 56 Street</b>															
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9274	4/4-6/2006	1.00	0.98	D	2,464	2,439	2,580	2,494	2,444	2,950	D	0.83
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9272	10/3-5/2006	1.01	0.98	D	2,761	2,589	2,647	2,666	2,638	2,950	D	0.89
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9270	4/4-6/2006	1.00	0.98	D	3,064	3,020	3,085	3,056	2,995	2,950	E	1.02
<b>SW 72 Street</b>															
SW 167 Avenue to SW 157 Avenue	4LD	County Minor Arterial	MD-9665	8/21-23/2006	1.03	0.98	EE	1,223	1,190	1,249	1,221	1,232	3,744	C	0.33
SW 157 Avenue to SW 147 Avenue	4LD	County Minor Arterial	MD-9664	8/22-24/2006	1.03	0.98	EE	2,165	1,826	2,184	2,058	2,078	3,744	D	0.55
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9662	8/22-24/2006	1.03	0.98	EE	2,184	2,123	2,183	2,163	2,184	3,744	D	0.58
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9660	8/22-24/2006	1.03	0.98	EE	2,841	2,672	2,815	2,776	2,802	3,744	D	0.75
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9659	8/22-24/2006	1.03	0.98	EE	3,149	2,897	3,070	3,039	3,067	3,744	E	0.82
<b>SW 88 Street</b>															
SW 177 Avenue to SW 172 Avenue	4LD	State Principal Arterial	FDOT-0010	4/18-20/2006	1.01	0.96	D	1,287	1,253	1,298	1,279	1,240	3,110	C	0.40
SW 172 Avenue to SW 167 Avenue	4LD	State Principal Arterial	FDOT-0010	4/18-20/2006	1.01	0.96	D	1,287	1,253	1,298	1,279	1,240	3,110	C	0.40
SW 167 Avenue to SW 162 Avenue	4LD	State Principal Arterial	FDOT-2529	2/14-16/2006	0.99	1.00	EE	2,213	2,118	2,207	2,179	2,158	3,924	C	0.55
SW 162 Avenue to SW 157 Avenue	4LD	State Principal Arterial	FDOT-2529	2/14-16/2006	0.99	1.00	EE	2,213	2,118	2,207	2,179	2,158	3,924	C	0.55
SW 157 Avenue to SW 152 Avenue	4LD	State Principal Arterial	FDOT-1080	2/14-16/2006	0.99	1.00	EE	3,447	3,342	3,344	3,378	3,344	3,924	E	0.85
SW 152 Avenue to SW 150 Avenue	6LD	State Principal Arterial	FDOT-1080	2/14-16/2006	0.99	1.00	EE	3,447	3,342	3,344	3,378	3,344	5,904	C	0.57
SW 150 Avenue to SW 147 Avenue	6LD	State Principal Arterial	FDOT-1080	2/14-16/2006	0.99	1.00	EE	3,447	3,342	3,344	3,378	3,344	5,904	C	0.57
SW 147 Avenue to SW 137 Avenue	6LD	State Principal Arterial	MD-9206	9/5-7/2006	1.02	1.00	EE	4,036	3,983	4,060	4,026	4,107	5,904	D	0.70
SW 137 Avenue to SW 127 Avenue	6LD	State Principal Arterial	MD-9206	9/5-7/2006	1.02	1.00	EE	4,036	3,983	4,060	4,026	4,107	5,904	D	0.70
SW 127 Avenue to SW 122 Avenue	8LD	State Principal Arterial	FDOT-0062	3/28-30/2006	1.00	0.97	EE	5,464	5,382	5,486	5,444	5,281	7,632	D	0.69
SW 122 Avenue to SR 821/HEFT	8LD	State Principal Arterial	FDOT-0062	3/28-30/2006	1.00	0.97	EE	5,464	5,382	5,486	5,444	5,281	7,632	D	0.69
SR 821/HEFT to SW 117 Avenue	6LD	State Principal Arterial	FDOT-0592	2/14-16/2006	0.99	1.00	EE	4,304	4,231	4,300	4,278	4,236	5,904	D	0.72



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

ROADWAY SEGMENTS	[1] EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	[2] COUNT STATION	COUNT DATE	[3] 2006 FDOT PSCF	[4] FDOT AXLE FACTOR	[5] CDMP ADOPTED LOS STANDARD	DAY 1 EXISTING TWO-WAY PM PEAK HR VOLUME	DAY 2 EXISTING TWO-WAY PM PEAK HR VOLUME	DAY 3 EXISTING TWO-WAY PM PEAK HR VOLUME	AVERAGE EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[6] TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
<b>SW 104 Street</b>															
SW 167 Avenue to SW 157 Avenue	4LD	County Minor Arterial	TM Counts	12/8/2005	1.00	1.00	EE	850				850	3,744	C	0.23
SW 157 Avenue to SW 147 Avenue	4LD	County Minor Arterial	Link Counts	5/15-17/2007	1.02	0.98	EE	2,744	2,883	2,918	2,848	2,847	3,744	D	0.76
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9722	9/19-21/2006	1.02	0.98	EE	2,944	2,811	2,941	2,899	2,898	3,744	D	0.77
SW 137 Avenue to SW 127 Avenue	6LD	County Minor Arterial	MD-9720	9/5-7/2006	1.02	0.98	EE	4,069	4,097	3,942	4,036	4,034	5,628	D	0.72
SW 127 Avenue to SW 117 Avenue	6LD	County Minor Arterial	MD-9718	1/17-19/2006	1.01	0.98	EE	5,263	4,583	5,110	4,985	4,934	5,628	E	0.88
SW 117 Avenue to SW 107 Avenue	6LD	County Minor Arterial	MD-9716	1/17-19/2006	1.01	0.98	EE	4,747	4,787	6,068	5,201	5,148	5,628	E	0.91
SW 107 Avenue to SR 874	6LD	County Minor Arterial	MD-9716	1/17-19/2006	1.01	0.98	EE	4,747	4,787	6,068	5,201	5,148	5,628	E	0.91
<b>SW 120 Street</b>															
SW 157 Avenue to SW 147 Avenue	2LU	County Minor Arterial	MD-9763	9/5-7/2006	1.02	0.98	D	70	63	77	70	70	1,390	C	0.05
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	TM Counts	4/11/2007	1.00	1.00	D	2,072	0	0	2,072	2,072	2,950	D	0.70
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	TM Counts	4/11/2007	1.00	1.00	D	1,978	0	0	1,978	1,978	2,950	C	0.67
SW 127 Avenue to SW 122 Avenue	4LD	County Minor Arterial	MD-9760	11/27-29/2006	1.00	0.98	D	3,066	3,125	3,241	3,144	3,081	2,950	E	1.04
SW 122 Avenue to SR 821/HEFT	4LD	County Minor Arterial	MD-9760	11/27-29/2006	1.00	0.98	D	3,066	3,125	3,241	3,144	3,081	2,950	E	1.04
SR 821/HEFT to SW 117 Avenue	4LD	County Minor Arterial	MD-9760	11/27-29/2006	1.00	0.98	D	3,066	3,125	3,241	3,144	3,081	2,950	E	1.04
<b>SW 136 Street</b>															
SW 157 Avenue to SW 147 Avenue	2LU/4LD	County Collector	Link Counts	4/12/2007	1.00	0.98	D	651				638	1,390	C	0.46
SW 147 Avenue to SW 137 Avenue	2LU/4LD	County Collector	TM Counts	4/11/2007	1.00	1.00	D	1,733				1,733	1,390	F	1.25
SW 137 Avenue to SW 127 Avenue	4LD	County Collector	TM Counts	4/11/2007	1.00	1.00	D	622				622	2,950	C	0.21
<b>SW 177 Avenue</b>															
SW 8 Street to SW 88 Street	2LU	State Principal Arterial	FDOT-2557	2/14-16/2006	0.99	0.91	C	1,744	1,498	1,593	1,612	1,452	1,480	C	0.98
SW 88 Street to SW 136 Street	2LU	State Principal Arterial	FDOT-0682	5/2-4/2006	1.01	0.91	C	1,171	1,331	1,250	1,251	1,149	1,480	C	0.78
SW 136 Street to SW 144 Street	2LU	State Principal Arterial	FDOT-0682	5/2-4/2006	1.01	0.91	C	1,171	1,331	1,250	1,251	1,149	1,480	C	0.78
SW 144 Street to SW 152 Street	2LU	State Principal Arterial	FDOT-0682	5/2-4/2006	1.01	0.91	C	1,171	1,331	1,250	1,251	1,149	1,480	C	0.78
<b>SW 167 Avenue</b>															
SW 72 Street to SW 88 Street	2LU	County Collector	TM Counts	3/21/2007	1.00	1.00	D	361				361	1,390	C	0.26
SW 88 Street to SW 96 Street	4LD	County Collector	Link Counts	5/15-17/2007	1.00	1.00	EE	727	763	740	743	743	3,744	C	0.20
SW 96 Street to SW 104 Street	2LU	County Collector	Link Counts	5/15-17/2007	1.00	1.00	EE	727	763	740	743	743	1,776	C	0.42
<b>SW 162 Avenue</b>															
SW 72 Street to SW 88 Street	4LD	County Collector	TM Counts	12/6/2005	1.00	1.00	D	1,412				1,412	2,950	C	0.48
<b>SW 157 Avenue</b>															
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9856	11/28-30/2006	1.00	0.98	EE	1,445	1,423	1,207	1,358	1,331	3,744	C	0.36
SW 88 Street to SW 96 Street	4LD	County Collector	MD-9857	8/22-24/2006	1.03	0.98	D	1,208	1,209	1,240	1,219	1,230	2,950	C	0.42
SW 96 Street to SW 104 Street	4LD	County Collector	MD-9857	8/22-24/2006	1.03	0.98	D	1,208	1,209	1,240	1,219	1,230	2,950	C	0.42
SW 104 Street to SW 112 Street	4LD	County Collector	TM Counts	12/8/2005	1.00	1.00	D	728				728	2,950	C	0.25
<b>SW 152 Avenue</b>															
SW 56 Street to SW 72 Street	4LD	County Collector	MD-9844	8/22-24/2006	1.03	0.98	D	735	639	735	703	710	2,950	C	0.24
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9844	8/22-24/2006	1.03	0.98	EE	735	639	735	703	710	3,744	C	0.19
SW 88 Street to SW 96 Street	2LU	County Collector	MD-9844	8/22-24/2006	1.03	0.98	D	735	639	735	703	710	1,390	C	0.51
SW 96 Street to Hammocks Blvd	4LD	County Collector	MD-9844	8/22-24/2006	1.03	0.98	D	735	639	735	703	710	2,950	C	0.24

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

ROADWAY SEGMENTS	[1] EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	[2] COUNT STATION	COUNT DATE	[3] 2006 FDOT PSCF	[4] FDOT AXLE FACTOR	[5] CDMP ADOPTED LOS STANDARD	DAY 1 EXISTING TWO-WAY PM PEAK HR VOLUME	DAY 2 EXISTING TWO-WAY PM PEAK HR VOLUME	DAY 3 EXISTING TWO-WAY PM PEAK HR VOLUME	AVERAGE EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[6] TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
<b>HAMMOCKS BLVD</b>															
SW 88 Street to SW 152 Avenue	4LD	County Collector	MD-9178	9/5-7/2006	1.02	0.98	D	707	683	741	710	710	2,950	C	0.24
SW 152 Avenue to SW 104 Street	4LD	County Collector	MD-9178	9/5-7/2006	1.02	0.98	D	707	683	741	710	710	2,950	C	0.24
SW 104 Street to SW 112 Street	4LD	County Collector	MD-9178	9/5-7/2006	1.02	0.98	D	707	683	741	710	710	2,950	C	0.24
SW 112 Street to SW 147 Avenue	4LD	County Collector	MD-9178	9/5-7/2006	1.02	0.98	D	707	683	741	710	710	2,950	C	0.24
<b>SW 147 Avenue</b>															
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9828	9/5-7/2006	1.02	0.98	D	1,810	1,706	1,733	1,750	1,749	2,950	C	0.59
SW 88 Street to SW 104 Street	4LD	County Collector	MD-9830	9/5-7/2006	1.02	0.98	D	1,772	1,643	1,680	1,698	1,698	2,950	C	0.58
SW 104 Street to SW 120 Street	4LD	County Collector	MD-9832	9/5-7/2006	1.02	0.98	D	1,625	1,459	1,482	1,522	1,521	2,950	C	0.52
<b>NW/SW 137 Avenue</b>															
SR 836 to SW 8 Street	6LD	County Minor Arterial	Link Counts	9/25-27/2007	1.01	0.96	D	3,160	3,108	3,088	3,119	3,024	4,450	C	0.68
SW 8 Street to SW 24 Street	4LD	County Minor Arterial	Link Counts	10/22-24/2007	1.00	0.96	EE	3,066	3,129	3,039	3,078	2,955	3,744	E	0.79
SW 24 Street to SW 40 Street	6LD	County Minor Arterial	Link Counts	10/22-24/2007	1.00	0.96	D	3,153	3,166	3,071	3,130	3,005	4,450	C	0.68
SW 40 Street to SW 56 Street	6LD	County Minor Arterial	MD-9804	9/5-7/2006	1.02	0.97	D	2,781	2,781	3,077	2,880	2,849	4,450	C	0.64
SW 56 Street to SW 72 Street	4LD	County Minor Arterial	MD-9806	9/5-7/2006	1.02	0.97	D	3,110	3,043	2,950	3,034	3,002	2,950	E	1.02
SW 72 Street to SW 88 Street	4LD	County Minor Arterial	MD-9808	9/5-7/2006	1.02	0.97	D	2,282	2,119	2,219	2,207	2,183	2,950	D	0.74
SW 88 Street to SW 96 Street	6LD	State Principal Arterial	FDOT-2520	2/14-16/2006	0.99	0.96	D	3,127	3,027	3,017	3,057	2,905	4,680	C	0.62
SW 96 Street to SW 104 Street	6LD	State Principal Arterial	MD-9810	9/5-7/2006	1.02	0.96	D	3,200	2,946	2,993	3,046	2,983	4,680	C	0.64
SW 104 Street to SW 112 Street	6LD	State Principal Arterial	FDOT-2519	4/4-6/2006	1.00	0.98	D	2,167	2,420	2,040	2,209	2,165	4,680	C	0.46
SW 112 Street to SW 120 Street	6LD	State Principal Arterial	TM Counts	4/11/2007	1.00	1.00	D	3,154	0	0	3,154	3,154	4,680	C	0.67
SW 120 Street to SW 136 Street	6LD	State Principal Arterial	TM Counts	4/11/2007	1.00	1.00	D	4,304				4,304	4,680	D	0.92
SW 136 Street to SW 152 Street	6LD	Urban Principal Arterial	MD-9816	11/28-30/2006	1.00	0.99	EE	4,268	4,249	4,192	4,236	4,194	5,628	D	0.75
<b>SW 127 Avenue</b>															
SW 40 Street to SW 56 Street	4LD	County Collector	MD-9776	9/19-21/2006	1.02	0.96	D	1,848	1,762	1,884	1,831	1,793	2,950	C	0.61
SW 56 Street to SW 72 Street	4LD	County Collector	MD-9778	10/9-11/2006	1.00	0.96	D	1,889	1,830	1,835	1,851	1,777	2,950	C	0.60
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9780	8/22-24/2006	1.03	0.98	D	1,766	1,627	1,720	1,704	1,720	2,950	C	0.58
SW 88 Street to SW 104 Street	2LU	County Collector	MD-9782	8/28-30/2006	1.02	0.98	D	1,398	1,338	1,353	1,363	1,362	1,390	D	0.98
SW 104 Street to SW 120 Street	2LU	County Collector	MD-9784	9/19-21/2006	1.02	0.98	D	1,061	1,168	1,108	1,112	1,112	1,390	D	0.80
SW 120 Street to SW 122 Street	4LD	County Collector	TM Counts	12/7/2005	1.00	0.98	D	1,289				1,263	2,950	C	0.43
SW 122 Street to SW 136 Street	2LU	County Collector	TM Counts	4/11/2007	1.00	1.00	D	622				622	1,390	C	0.45
<b>SR 821/HEFT</b>															
SW 40 Street to SW 88 Street	6LD	State Principal Arterial	FDOT-2252	2006 AADT * .09	1.00	1.00	D	10,764				10,764	10,050	E	1.07
SW 88 Street to SW 120 Street	6LD	State Principal Arterial	FDOT-2246	2006 AADT * .09	1.00	1.00	D	8,982				8,982	10,050	D	0.89
SW 120 Street to SR 874	6LD	State Principal Arterial	FDOT-2290	2006 AADT * .09	1.00	1.00	D	8,370				8,370	10,050	D	0.83
SR 874 to SW 152 Street	8LD	State Principal Arterial	FDOT-2266	2006 AADT * .09	1.00	1.00	D	14,877				14,877	13,600	E	1.09
SW 152 Street to SW 184 Street	8LD	State Principal Arterial	FDOT-2254	2006 AADT * .09	1.00	1.00	D	12,285				12,285	13,600	D	0.90
<b>SR 874</b>															
HEFT to SW 104 Street	6LD	State Principal Arterial	FDOT-2274	3/21-23/2006	0.99	0.95	D	5,438	5,432	5,149	5,340	5,022	10,050	B	0.50
SW 104 Street to SR 878	8LD	State Principal Arterial	FDOT-2276	3/21-23/2006	0.99	0.95	D	9,331	9,260	8,956	9,182	8,636	13,600	C	0.63

[1] The expanded geometry for roadways currently under construction have been included as existing lane geometry.

[2] The traffic count data used in the analysis was obtained from either FDOT, Miami-Dade County or other area-wide studies and reflects current data available from the years 2005, 2006 or 2007.

[3] All data collected and assembled has been adjusted for peak season using the 2006 FDOT PSCF.

[4] The existing link counts have been adjusted using the 2006 FDOT Axle Factors for state roads.

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

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

## **Part 2 - Future Background and Committed Development Traffic Conditions**

**Table 6** provides the analysis of Year 2015 future background and committed development traffic (before the addition of the Amendment traffic) and includes growing the existing traffic to the year 2015 using historical growth rates and adding the impact of unbuilt committed development projects. The evaluation of future background plus committed development traffic conditions in **Table 6** includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2008 and the improvements from Priority I and II of the LRTP;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- Enhancements to the adopted level of service standards based upon the Planned Transit Service and Route Improvements from the MDT 2007 Transit Development Program;
- The existing two-way PM peak hour, peak season traffic from **Table 5**;
- The historical growth rate for the arterial and collector roadways grown to year 2015 using a rate of 0.62% per year (see the historical growth rate calculations in **Table 7A**);
- The historical growth rate for Florida's Turnpike grown to year 2015 using a rate of 2.24% per year (see the historical growth rate calculations in **Table 7B**);
- The assignment of unbuilt committed development traffic onto the roadway network (see **Figure 3** for the location of committed developments, **Table 7C** for the committed development PM peak hour trip generation and **Table 7D** for the committed development traffic assignment);
- The future background plus committed development traffic for the year 2015;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook; and
- Year 2015 future background plus committed development level of service (without the Amendment traffic) and the volume to capacity ratio for the Year 2015.

Table 6  
Year 2015 Future Background and Committed Development Traffic Conditions  
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[3] GROWTH RATE	2015 TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[4] COMMITTED PROJECTS	2015 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PM PEAK HOUR MAX CAPACITY	2015 PM PEAK HOUR FB+C LOS	V/C
<b>SW 8 Street</b>										
SW 177 Avenue to SW 157 Avenue	4LD	C	1,043	0.62%	1,102	202	1,304	3,300	B	0.40
SW 157 Avenue to SW 152 Avenue	4LD	D	1,963	0.62%	2,075	236	2,311	3,390	B	0.68
SW 152 Avenue to SW 147 Avenue	4LD	D	1,963	0.62%	2,075	339	2,414	3,390	B	0.71
SW 147 Avenue to SW 142 Avenue	6LD	D	2,883	0.62%	3,048	373	3,421	5,080	B	0.67
SW 142 Avenue to SW 137 Avenue	6LD	E - 2006 TDP	3,576	0.62%	3,757	476	4,233	5,080	B	0.83
SW 137 Avenue to SW 127 Avenue	6LD	EE	3,322	0.62%	3,490	120	3,610	5,904	C	0.61
SW 127 Avenue to SW 122 Avenue	6LD	D	3,322	0.62%	3,490	219	3,709	4,680	C	0.79
SW 122 Avenue to HEFT	8LD	D	4,728	0.62%	4,998	140	5,138	6,060	D	0.85
HEFT to SW 117 Avenue	6LD	D	3,731	0.62%	3,944	140	4,084	4,680	D	0.87
<b>SW 24/26 Street</b>										
SW 147 Avenue to SW 137 Avenue	4LD	EE	1,932	0.62%	2,043	200	2,243	3,744	D	0.60
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,756	0.62%	2,913	80	2,994	3,744	E	0.80
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,331	0.62%	3,521	91	3,612	3,744	E	0.96
<b>SW 40/42 Street</b>										
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,224	0.62%	2,352	195	2,547	3,744	D	0.68
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,745	0.62%	2,902	86	2,988	3,744	E	0.80
SW 127 Avenue to HEFT	4LD	EE	3,698	0.62%	3,909	171	4,080	3,744	F	1.09
HEFT to SW 107 Avenue	6LD	EE	3,593	0.62%	3,798	103	3,901	5,904	D	0.66
<b>SW 56 Street</b>										
SW 147 Avenue to SW 137 Avenue	4LD	E - 2006 TDP	2,444	0.62%	2,584	133	2,717	3,120	D	0.87
SW 137 Avenue to SW 127 Avenue	4LD	E - 2006 TDP	2,638	0.62%	2,789	127	2,917	3,120	D	0.93
SW 127 Avenue to SW 117 Avenue	4LD	E - 2006 TDP	2,995	0.62%	3,167	144	3,311	3,120	F	1.06
<b>SW 72 Street</b>										
SW 167 Avenue to SW 157 Avenue	4LD	EE	1,232	0.62%	1,303	546	1,848	3,744	C	0.49
SW 157 Avenue to SW 147 Avenue	6LD - LRTP II	EE	2,078	0.62%	2,197	854	3,051	5,628	C	0.54
SW 147 Avenue to SW 137 Avenue	6LD - LRTP II	EE	2,184	0.62%	2,309	404	2,712	5,628	C	0.48
SW 137 Avenue to SW 127 Avenue	6LD - LRTP II	EE	2,802	0.62%	2,962	240	3,203	5,628	D	0.57
SW 127 Avenue to SW 117 Avenue	6LD - LRTP II	EE	3,067	0.62%	3,243	138	3,381	5,628	D	0.60
<b>SW 88 Street</b>										
SW 177 Avenue to SW 172 Avenue	6LD - LRTP II	D	1,240	0.62%	1,311	321	1,633	4,680	C	0.35
SW 172 Avenue to SW 167 Avenue	6LD - LRTP II	D	1,240	0.62%	1,311	343	1,654	4,680	C	0.35
SW 167 Avenue to SW 162 Avenue	6LD - TIP 2008	EE	2,158	0.62%	2,281	576	2,856	5,904	C	0.48
SW 162 Avenue to SW 157 Avenue	6LD - TIP 2008	EE	2,158	0.62%	2,281	1,707	3,988	5,904	D	0.68
SW 157 Avenue to SW 152 Avenue	6LD - TIP 2008	EE	3,344	0.62%	3,535	1,383	4,918	5,904	E	0.83
SW 152 Avenue to SW 150 Avenue	6LD	EE	3,344	0.62%	3,535	1,279	4,814	5,904	E	0.82
SW 150 Avenue to SW 147 Avenue	6LD	EE	4,107	0.62%	4,342	1,172	5,513	5,904	E	0.93
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,107	0.62%	4,342	1,126	5,467	5,904	E	0.93
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,107	0.62%	4,342	745	5,087	5,904	E	0.86
SW 127 Avenue to SW 122 Avenue	8LD	EE	5,281	0.62%	5,583	663	6,246	7,632	E	0.82
SW 122 Avenue to SR 821/HEFT	8LD	EE	5,281	0.62%	5,583	538	6,121	7,632	E	0.80
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,236	0.62%	4,478	255	4,733	5,904	E	0.80
<b>SW 104 Street</b>										
SW 167 Avenue to SW 157 Avenue	4LD	EE	850	0.62%	899	190	1,089	3,744	C	0.29
SW 157 Avenue to SW 147 Avenue	4LD	EE	2,847	0.62%	2,992	783	3,774	3,744	F	1.01
SW 147 Avenue to SW 137 Avenue	6LD - TIP 2008	EE	2,898	0.62%	3,063	719	3,782	5,628	D	0.67
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,034	0.62%	4,265	470	4,736	5,628	E	0.84
SW 127 Avenue to SW 117 Avenue	6LD	EE	4,934	0.62%	5,217	389	5,605	5,628	E	1.00
SW 117 Avenue to SW 107 Avenue	6LD	EE	5,148	0.62%	5,442	239	5,682	5,628	F	1.01
SW 107 Avenue to SR 874	6LD	EE	5,148	0.62%	5,442	204	5,646	5,628	F	1.00
<b>SW 120 Street</b>										
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2008	D	70	0.62%	74	260	334	2,950	C	0.11
SW 147 Avenue to SW 137 Avenue	4LD	E - 2006 TDP	2,072	0.62%	2,177	585	2,762	3,120	D	0.89
SW 137 Avenue to SW 127 Avenue	6LD - TIP 2008	D	1,978	0.62%	2,078	718	2,796	4,450	C	0.63
SW 127 Avenue to SW 122 Avenue	6LD - TIP 2008	D	3,081	0.62%	3,257	597	3,855	4,450	D	0.87
SW 122 Avenue to SR 821/HEFT	6LD - TIP 2008	D	3,081	0.62%	3,257	522	3,779	4,450	D	0.85
SR 821/HEFT to SW 117 Avenue	6LD - TIP 2008	D	3,081	0.62%	3,257	208	3,466	4,450	D	0.78
<b>SW 136 Street</b>										
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2008	D	638	0.62%	670	119	790	2,950	C	0.27
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2008	D	1,733	0.62%	1,821	119	1,940	2,950	C	0.66
SW 137 Avenue to SW 127 Avenue	4LD	D	622	0.62%	654	119	773	2,950	C	0.26
<b>SW 177 Avenue</b>										
SW 8 Street to SW 88 Street	4LD - LRTP II	B	1,452	0.62%	1,535	159	1,694	2,800	A	0.60
SW 88 Street to SW 136 Street	4LD - LRTP II	B	1,149	0.62%	1,215	180	1,395	2,800	A	0.50
SW 136 Street to SW 144 Street	2L/4L - LRTP II	C	1,149	0.62%	1,215	146	1,361	1,480	C	0.92
SW 144 Street to SW 152 Street	2L/4L - LRTP II	C	1,149	0.62%	1,215	146	1,361	1,480	C	0.92

Table 6  
Year 2015 Future Background and Committed Development Traffic Conditions  
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[3] GROWTH RATE	2015 TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[4] COMMITTED PROJECTS	2015 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PM PEAK HOUR MAX CAPACITY	2015 PM PEAK HOUR FB+C LOS	V/C
<b>SW 167 Avenue</b>										
SW 72 Street to SW 88 Street	2LU	D	361	0.62%	379	255	634	1,390	C	0.46
SW 88 Street to SW 96 Street	4LD	D	743	0.62%	781	619	1,400	3,744	C	0.37
SW 96 Street to SW 104 Street	2LU	D	743	0.62%	781	291	1,072	1,776	D	0.60
<b>SW 162 Avenue</b>										
SW 72 Street to SW 88 Street	4LD	D	1,412	0.62%	1,521	547	2,068	2,950	D	0.70
SW 88 Street to SW 96 Street	<b>4LD - KTC</b>	D	1,295	0.62%	1,378	1,143	2,521	2,950	D	0.85
<b>SW 157 Avenue</b>										
SW 72 Street to SW 88 Street	4LD	EE	1,331	0.62%	1,407	363	1,770	3,744	C	0.47
SW 88 Street to SW 96 Street	4LD	D	1,230	0.62%	1,301	537	1,838	2,950	C	0.62
SW 96 Street to SW 104 Street	4LD	D	1,230	0.62%	1,301	774	2,075	2,950	D	0.70
SW 104 Street to SW 112 Street	4LD	D	728	0.62%	774	351	1,126	2,950	C	0.38
SW 112 Street to SW 120 Street	<b>4LD - TIP 2008</b>	D	721	0.62%	762	277	1,040	2,950	C	0.35
SW 120 Street to SW 136 Street	<b>4LD - TIP 2008</b>	D	644	0.62%	681	206	887	2,950	C	0.30
<b>SW 152 Avenue</b>										
SW 56 Street to SW 72 Street	4LD	D	710	0.62%	750	100	850	2,950	C	0.29
SW 72 Street to SW 88 Street	4LD	EE	710	0.62%	750	135	885	3,744	C	0.24
SW 88 Street to SW 96 Street	2LU	D	710	0.62%	750	203	953	1,390	D	0.69
SW 96 Street to Hammocks Blvd	4LD	D	710	0.62%	750	128	878	2,950	C	0.30
<b>HAMMOCKS BLVD</b>										
SW 88 Street to SW 152 Avenue	4LD	<b>E - 2006 TDP</b>	710	0.62%	751	145	896	3,120	C	0.29
SW 152 Avenue to SW 104 Street	4LD	<b>E - 2006 TDP</b>	710	0.62%	751	138	888	3,120	C	0.28
SW 104 Street to SW 112 Street	4LD	<b>E - 2006 TDP</b>	710	0.62%	751	393	1,143	3,120	C	0.37
SW 112 Street to SW 147 Avenue	4LD	<b>E - 2006 TDP</b>	710	0.62%	751	385	1,136	3,120	C	0.36
<b>SW 147 Avenue</b>										
SW 72 Street to SW 88 Street	4LD	<b>E - 2006 TDP</b>	1,749	0.62%	1,849	124	1,973	3,120	C	0.63
SW 88 Street to SW 104 Street	4LD	<b>E - 2006 TDP</b>	1,698	0.62%	1,795	149	1,944	3,120	C	0.62
SW 104 Street to SW 120 Street	4LD	<b>E - 2006 TDP</b>	1,521	0.62%	1,608	121	1,729	3,120	C	0.55
<b>NW/SW 137 Avenue</b>										
SR 836 to SW 8 Street	6LD	D	3,024	0.62%	3,177	897	4,074	4,450	D	0.92
SW 8 Street to SW 24 Street	<b>6LD - LRTP I</b>	EE	2,955	0.62%	3,105	513	3,617	5,628	D	0.64
SW 24 Street to SW 40 Street	6LD	<b>E - 2006 TDP</b>	3,005	0.62%	3,157	333	3,490	4,690	D	0.74
SW 40 Street to SW 56 Street	6LD	<b>E - 2006 TDP</b>	2,849	0.62%	3,012	427	3,439	4,690	D	0.73
SW 56 Street to SW 72 Street	4LD	<b>E - 2006 TDP</b>	3,002	0.62%	3,174	550	3,724	3,120	F	1.19
SW 72 Street to SW 88 Street	<b>6LD - TIP 2008</b>	<b>E - 2006 TDP</b>	2,183	0.62%	2,308	446	2,754	4,690	C	0.59
SW 88 Street to SW 96 Street	6LD	<b>E - 2006 TDP</b>	2,905	0.62%	3,072	418	3,490	4,920	C	0.71
SW 96 Street to SW 104 Street	6LD	<b>E - 2006 TDP</b>	2,983	0.62%	3,154	517	3,671	4,920	C	0.75
SW 104 Street to SW 112 Street	6LD	<b>E - 2006 TDP</b>	2,165	0.62%	2,289	625	2,913	4,920	C	0.59
SW 112 Street to SW 120 Street	6LD	<b>E - 2006 TDP</b>	3,154	0.62%	3,314	618	3,931	4,920	D	0.80
SW 120 Street to SW 136 Street	6LD	<b>E - 2006 TDP</b>	4,304	0.62%	4,522	595	5,117	4,920	F	1.04
SW 136 Street to SW 152 Street	6LD	EE	4,194	0.62%	4,434	633	5,067	5,628	E	0.90
<b>SW 127 Avenue</b>										
SW 40 Street to SW 56 Street	4LD	D	1,793	0.62%	1,896	356	2,251	2,950	D	0.76
SW 56 Street to SW 72 Street	4LD	D	1,777	0.62%	1,879	312	2,191	2,950	D	0.74
SW 72 Street to SW 88 Street	4LD	D	1,720	0.62%	1,819	315	2,133	2,950	D	0.72
SW 88 Street to SW 104 Street	<b>4LD - TIP 2008</b>	D	1,362	0.62%	1,440	272	1,712	2,950	C	0.58
SW 104 Street to SW 120 Street	<b>4LD - TIP 2008</b>	D	1,112	0.62%	1,175	264	1,440	2,950	C	0.49
SW 120 Street to SW 122 Street	4LD	D	1,263	0.62%	1,335	226	1,562	2,950	C	0.53
SW 122 Street to SW 136 Street	2LU	D	622	0.62%	658	226	884	1,390	D	0.64
<b>SR 821/HEFT</b>										
SW 40 Street to SW 88 Street	6LD	D	10,764	2.24%	13,139	466	13,605	10,050	F	1.35
SW 88 Street to SW 120 Street	<b>12LD - TIP 2008</b>	D	8,982	2.24%	10,964	436	11,400	20,710	B	0.55
SW 120 Street to SR 874	<b>12LD - TIP 2008</b>	D	8,370	2.24%	10,217	364	10,580	20,710	B	0.51
SR 874 to SW 152 Street	<b>12LD - TIP 2008</b>	D	14,877	2.24%	18,159	537	18,696	20,710	D	0.90
SW 152 Street to SW 184 Street	<b>12LD - LRTP II</b>	D	12,285	2.24%	14,996	265	15,261	20,710	C	0.74
<b>SR 874</b>										
HEFT to SW 104 Street	6LD	D	5,022	0.50%	5,253	439	5,691	10,050	B	0.57
SW 104 Street to SR 878	8LD	D	8,636	0.50%	9,032	434	9,466	13,600	C	0.70

NOTES:

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

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

Increased roadway capacities are shown in bold based upon the Planned Transit Service and Route Improvements from the MDT 2006 and 2007 Transit Development Programs.

[3] The historical growth rate calculations for the study area are provided on Table 7A for the arterial and collector roadways and Table 7B for the HEFT.

[4] See Table 7D for the assignment of approved but unbuilt committed development traffic to the roadway network.

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

**TABLE 7A  
BROWN AMENDMENT  
TRAFFIC GROWTH RATE CALCULATIONS**

21-Mar-08

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH 2000 to 2006
<b>SW 8 STREET</b>										
EAST OF KROME AVENUE	E/W	FDOT-0377	14,000	14,400	15,200	13,600	16,200	16,800	16,300	2.57%
WEST OF SW 127 AVENUE	E/W	FDOT-0088	52,500	45,000	46,500	44,000	42,500	49,500	55,000	0.78%
WEST OF SW 122 AVENUE	E/W	F-0380/2561	79,500	61,500	67,000	62,000	60,000	70,000	68,500	-2.45%
EAST OF SW 109 AVENUE	E/W	FDOT-0090	49,500	56,000	48,000	54,000	69,000	56,500	56,000	2.08%
<b>AVERAGE:</b>			195,500	176,900	176,700	173,600	187,700	192,800	195,800	0.03%
<b>SW 40 STREET</b>										
WEST OF SW 137 AVENUE	E/W	MD-9110	N/A	38,810	34,046	35,106	34,490	32,286	34,476	-2.34%
WEST OF SW 127 AVENUE	E/W	MD-9108	N/A	47,200	40,896	36,440	40,490	44,216	41,756	-2.42%
WEST OF HEFT	E/W	MD-9106	N/A	44,943	53,540	51,866	58,460	53,823	60,480	6.12%
EAST OF HEFT	E/W	FDOT-0072	47,500	45,500	54,000	47,500	65,500	53,000	52,500	1.68%
EAST OF SW 107 AVENUE	E/W	FDOT-0074	45,500	53,500	52,000	54,000	61,000	52,000	48,000	0.90%
WEST OF SW 87 AVENUE	E/W	FDOT-0076	56,500	58,500	57,500	54,500	59,000	53,000	51,000	-1.69%
WEST OF SR 826	E/W	FDOT-0078	70,000	70,500	73,500	72,500	68,500	72,500	88,500	3.99%
<b>AVERAGE:</b>			N/A	358,953	365,482	351,912	387,440	360,825	376,712	0.97%
<b>SW 56 STREET</b>										
WEST OF SW 127 AVENUE	E/W	MD-9272	N/A	36,516	38,373	37,066	38,210	41,350	36,276	-0.13%
WEST OF HEFT	E/W	MD-9270	N/A	37,913	38,846	42,130	40,870	44,400	41,323	1.74%
WEST OF SW 107 AVENUE	E/W	MD-9268	N/A	35,876	36,006	35,640	38,190	38,316	35,946	0.04%
WEST OF SW 97 AVENUE	E/W	MD-9266	N/A	38,240	40,006	38,766	39,990	40,166	38,026	-0.11%
WEST OF SW 87 AVENUE	E/W	MD-9264	N/A	38,380	40,593	40,530	41,550	41,356	38,433	0.03%
WEST OF SR 826	E/W	MD-9262	N/A	39,240	42,923	44,656	43,710	46,030	43,443	2.06%
<b>AVERAGE:</b>			N/A	226,165	236,747	238,788	242,520	251,618	233,447	0.64%
<b>SW 72 STREET</b>										
EAST OF SW 137 AVENUE	E/W	MD-9662	N/A	30,786	27,476	35,743	30,220	31,413	31,060	0.18%
EAST OF SW 127 AVENUE	E/W	MD-9660	N/A	28,093	40,366	40,646	39,800	N/A	39,733	7.18%
EAST OF SW 110 AVENUE	E/W	MD-9659	N/A	N/A	45,950	40,560	40,340	40,430	41,850	-2.31%
WEST OF SW 107 AVENUE	E/W	FDOT-1070	40,000	38,500	41,000	38,500	40,500	41,000	41,000	0.41%
EAST OF SW 107 AVENUE	E/W	FDOT-0068	45,500	47,000	46,500	46,000	50,000	44,000	45,500	0.00%
WEST OF SW 87 AVENUE	E/W	MD-9658	N/A	46,646	46,333	46,576	50,650	45,763	48,070	0.60%
EAST OF SW 87 AVENUE	E/W	FDOT-1068	41,500	40,000	40,500	40,500	49,500	37,000	41,500	0.00%
<b>AVERAGE:</b>			N/A	N/A	288,125	288,525	301,010	239,606	288,713	0.05%
<b>SW 88 STREET</b>										
EAST OF KROME AVENUE	E/W	FDOT-0010	12,100	12,100	13,700	12,800	15,100	14,600	15,400	4.10%
WEST OF SW 157 AVENUE	E/W	FDOT-2529	17,800	20,000	23,000	25,500	29,500	26,000	28,500	8.16%
WEST OF SW 147 AVENUE	E/W	FDOT-1080	43,000	50,500	50,000	47,500	46,500	44,000	50,000	2.55%
EAST OF SW 137 AVENUE	E/W	FDOT-0060	76,500	67,500	69,500	69,500	82,000	70,000	67,000	-2.19%
EAST OF SW 127 AVENUE	E/W	FDOT-0062	65,500	65,500	75,500	84,500	89,000	80,000	80,000	3.39%
EAST OF SW 110 AVENUE	E/W	FDOT-0592	60,000	61,500	66,500	64,500	68,500	60,500	62,000	0.55%
EAST OF SW 103 AVENUE	E/W	FDOT-0064	63,000	66,000	71,500	73,000	71,500	63,000	64,500	0.39%
WEST OF SW 91 AVENUE	E/W	FDOT-0188	49,324	49,164	49,313	48,474	48,098	47,044	47,379	-0.67%
WEST OF SW 87 AVENUE	E/W	FDOT-0066	56,000	54,500	53,000	54,000	55,000	55,500	54,500	-0.45%
<b>AVERAGE:</b>			443,224	446,764	472,013	479,774	505,198	460,644	469,279	0.96%
<b>SW 104 STREET</b>										
EAST OF SW 147 AVENUE	E/W	MD-9722	N/A	37,986	36,776	39,303	43,330	41,943	40,663	1.37%
EAST OF SW 137 AVENUE	E/W	MD-9720	N/A	53,626	54,173	56,986	56,080	57,440	55,673	0.75%
EAST OF SW 127 AVENUE	E/W	MD-9718	N/A	61,746	63,856	57,286	76,910	61,313	65,173	1.09%
<b>AVERAGE:</b>			N/A	153,358	154,805	153,575	176,320	160,696	161,509	1.04%
<b>KILLIAN DRIVE</b>										
EAST OF RAMP TO SR 874	E/W	FDOT-1089	33,500	31,000	31,000	31,500	34,500	33,000	26,000	-4.14%
WEST OF SW 87 AVENUE	E/W	FDOT-0058	14,200	15,300	14,700	14,700	16,200	13,600	14,900	0.81%
WEST OF US-1	E/W	FDOT-1093	11,600	11,400	11,000	11,100	13,500	11,400	10,300	-1.96%
<b>AVERAGE:</b>			59,300	57,700	56,700	57,300	64,200	58,000	51,200	-2.42%

**TABLE 7A  
BROWN AMENDMENT  
TRAFFIC GROWTH RATE CALCULATIONS**

21-Mar-08

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH 2000 to 2006
<b>SW 120 STREET</b>										
WEST OF SW 122 AVENUE	E/W	MD-9760	N/A	26,060	28,926	28,616	35,430	30,466	40,230	9.07%
WEST OF SW 137 AVENUE	E/W	MD-9762	N/A	20,326	21,216	25,466	26,840	27,133	28,150	6.73%
<b>AVERAGE:</b>			N/A	46,386	50,142	54,082	62,270	57,599	68,380	8.07%
<b>KROME AVENUE</b>										
SOUTH OF SW 8 STREET	N/S	FDOT-0004	16,400	14,800	12,900	14,100	20,500	15,100	18,000	1.56%
NORTH OF SW 88 STREET	N/S	FDOT-2557	N/A	17,000	18,400	15,700	18,100	15,400	17,500	0.58%
SOUTH OF SW 88 STREET	N/S	FDOT-0682	11,500	14,500	14,500	15,500	18,100	15,100	16,400	6.09%
NORTH OF SW 232 STREET	N/S	FDOT-0361	15,100	14,600	16,800	16,600	19,600	15,100	18,300	3.26%
<b>AVERAGE:</b>			N/A	60,900	62,600	61,900	76,300	60,700	70,200	2.88%
<b>SW 157 AVENUE</b>										
NORTH OF SW 88 STREET	N/S	MD-9856	N/A	19,123	20,320	15,190	16,850	19,703	17,250	-2.04%
SOUTH OF SW 88 STREET	N/S	MD-9857	N/A	16,293	18,036	15,706	15,860	15,700	16,710	0.51%
<b>AVERAGE:</b>			N/A	35,416	38,356	30,896	32,710	35,403	33,960	-0.84%
<b>SW 147 AVENUE</b>										
SOUTH OF SW 40 STREET	N/S	MD-9826	N/A	23,150	26,896	27,576	25,860	25,860	25,803	2.19%
SOUTH OF SW 56 STREET	N/S	MD-9827	N/A	26,793	26,340	27,400	27,320	28,290	27,076	0.21%
SOUTH OF SW 72 STREET	N/S	MD-9828	N/A	22,116	22,136	22,906	23,850	23,850	25,620	2.99%
SOUTH OF SW 88 STREET	N/S	MD-9830	N/A	20,696	N/A	21,486	22,600	26,683	23,373	2.46%
SOUTH OF SW 104 STREET	N/S	MD-9832	N/A	17,020	18,920	19,003	19,450	18,610	19,460	2.72%
<b>AVERAGE:</b>			N/A	109,775	94,292	118,371	119,080	123,293	121,332	2.02%
<b>SW 137 AVENUE</b>										
SOUTH OF SW 8 STREET	N/S	MD-9800	N/A	25,896	24,783	26,383	27,620	28,006	28,823	2.16%
SOUTH OF SW 24 STREET	N/S	MD-9802	N/A	34,323	29,213	36,113	34,890	40,646	40,923	3.58%
SOUTH OF SW 40 STREET	N/S	MD-9804	N/A	23,896	25,943	35,113	35,230	38,576	40,210	10.97%
SOUTH OF SW 56 STREET	N/S	MD-9806	N/A	34,733	30,156	36,663	39,490	42,240	42,236	3.99%
SOUTH OF SW 72 STREET	N/S	MD-9808	N/A	31,553	40,656	31,446	32,770	33,090	32,253	0.44%
SOUTH OF KENDALL DRIVE	N/S	FDOT-2520	41,000	43,500	43,000	42,500	42,500	52,500	43,500	0.99%
SOUTH OF SW 104 STREET	N/S	FDOT-2519	44,000	36,500	42,500	41,000	41,000	41,000	41,500	-0.97%
SOUTH OF SW 120 STREET	N/S	MD-9814	N/A	54,243	57,430	59,553	62,540	63,903	63,903	3.33%
SOUTH OF SW 136 STREET	N/S	MD-9816	N/A	52,390	51,846	62,463	59,870	63,046	57,290	1.80%
<b>AVERAGE:</b>			N/A	337,034	345,527	371,234	375,910	403,007	390,638	3.00%
<b>SW 127 AVENUE</b>										
NORTH OF SW 8 STREET	N/S	MD-9770	N/A	21,516	16,943	15,620	17,120	19,083	17,506	-4.04%
SOUTH OF SW 8 STREET	N/S	MD-9772	N/A	21,020	23,093	20,770	24,680	24,633	16,556	-4.66%
SOUTH OF SW 24 STREET	N/S	MD-9774	N/A	18,810	17,196	22,083	16,830	16,530	16,556	-2.52%
SOUTH OF SW 40 STREET	N/S	MD-9776	N/A	19,223	30,060	27,986	28,960	28,813	24,706	5.15%
SOUTH OF SW 56 STREET	N/S	MD-9778	N/A	23,266	28,786	23,550	25,960	25,716	24,406	0.96%
SOUTH OF SW 72 STREET	N/S	MD-9780	N/A	22,163	26,583	23,420	24,570	26,570	23,706	1.36%
<b>AVERAGE:</b>			N/A	125,998	142,661	133,429	138,120	141,345	123,436	-0.41%
<b>SR 874</b>										
NORTH OF THE HEFT	N/S	FDOT-2274	70,000	72,500	70,500	74,000	74,000	71,000	77,000	1.60%
NORTH OF SW 104 STREET	N/S	FDOT-2276	112,000	107,000	111,500	118,000	111,000	111,000	102,500	-1.47%
NORTH OF SW 87 AVENUE	N/S	FDOT-2278	53,000	53,000	63,000	45,500	48,000	48,000	48,000	-1.64%
<b>AVERAGE:</b>			235,000	232,500	245,000	237,500	233,000	230,000	227,500	-0.54%
<b>AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE FOR THE STUDY AREA:</b> <b>RATE USED WHEN INCORPORATING COMMITTED DEVELOPMENTS:</b> <b>SR 874 GROWTH RATE:</b> <b>FLORIDA'S TURNPIKE GROWTH RATE:</b> <b>RATE USED WHEN INCORPORATING COMMITTED DEVELOPMENTS:</b>										<b>Full Rate:</b> <b>Half Rate :</b> <b>Replaced Negative Rate:</b> <b>Full Rate (see Table 7B):</b> <b>Partial Rate (see Table 7B):</b>
Note: All State count data was obtained from the 2006 Florida Traffic Information CD. All County count data was obtained from Miami-Dade County Public Works.										1.23% 0.62% 0.50% 4.48% 2.24%



**TABLE 7B  
BROWN AMENDMENT  
TRAFFIC GROWTH RATE CALCULATIONS - FLORIDA'S TURNPIKE**

ROADWAY	DIR	COUNT STATION	AADT 1995	AADT 1996	AADT 1997	AADT 1998	AADT 1999	AADT 2000	AADT 2001	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006	COMPOUND GROWTH 1995 to 2006
<b>HEFT</b>															
NORTH OF KENDALL DRIVE	N/S	FDOT-2252	74,500	71,500	69,300	70,800	79,700	77,900	81,000	92,100	98,200	105,700	112,600	119,600	4.40%
SOUTH OF KENDALL DRIVE	N/S	FDOT-2246	50,400	46,500	45,900	48,100	60,600	63,600	63,200	74,300	78,200	86,000	92,100	99,800	6.41%
NORTH OF SW 152 STREET	N/S	FDOT-2266	110,700	110,700	106,300	113,400	130,500	127,900	131,900	134,800	142,400	149,400	158,100	165,300	3.71%
NORTH OF SW 184 STREET	N/S	FDOT-2254	86,400	82,000	75,700	80,700	96,300	96,700	101,000	104,100	111,400	119,200	128,300	136,500	4.25%
<b>TOTAL FOR ALL STATIONS:</b>			<b>322,000</b>	<b>310,700</b>	<b>297,200</b>	<b>313,000</b>	<b>367,100</b>	<b>366,100</b>	<b>377,100</b>	<b>405,300</b>	<b>430,200</b>	<b>460,300</b>	<b>491,100</b>	<b>521,200</b>	<b>4.48%</b>
<b>GROWTH RATE USED WHEN INCORPORATING COMMITTED DEVELOPMENTS</b>															<b>2.24%</b>

Note: All State count data was obtained from the 2006 Florida Traffic Information CD.



**TABLE 7C  
BROWN AMENDMENT  
UNBUILT COMMITTED DEVELOPMENT TRIP GENERATION**

**KENDALL COMMONS TND**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Multi-Family	1,256	DU	230	$T = 0.52 (X)$	653	67%	438	33%	215
Retail	22,400	SF	814	$T = 2.40 (X) + 21.48$	75	44%	33	56%	42
Office	44,100	SF	710	$T = 1.12 (X) + 78.81$	128	17%	22	83%	106
<b>GROSS TRIPS</b>					<b>857</b>	<b>58%</b>	<b>493</b>	<b>42%</b>	<b>364</b>
INTERNALIZATION			15.00%		128	17%	22	83%	106
<b>NET EXTERNAL TRIPS</b>					<b>728</b>	<b>65%</b>	<b>471</b>	<b>35%</b>	<b>258</b>

**KENDALL TOWN CENTER DRI**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Office, Retail, Theatre, Hotel, Hospital, Recreation				Previously Approved DRI	<b>3,549</b>	39%	1,374	61%	2,175

**METROZOO DRI**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Unbuilt Attraction Uses				2007 CDMP Amendment	<b>470</b>	63%	270	37%	200

**UM TND AT METROZOO**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Residential, Retail, Office, School				2004 CDMP Amendment - Reduced Internalization from 45% to 30%	<b>903</b>	53%	479	47%	424

**LONDON SQUARE**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Office, Retail, Restaurant				2006 Zoning Approval	<b>1,877</b>	49%	914	51%	963

**CENTURY GARDENS**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family	184	DU	210	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	186	63%	117	37%	69
Condo/Townhomes	324	DU	230	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	158	67%	106	33%	52
<b>GROSS TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>344</b>	<b>65%</b>	<b>223</b>	<b>35%</b>	<b>121</b>

**GAROE HOLDING, LLC**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family	114	DU	210	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	121	63%	76	37%	45
Condo/Townhomes	0	DU	230	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	0	67%	0	33%	0
<b>GROSS TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>121</b>	<b>63%</b>	<b>76</b>	<b>37%</b>	<b>45</b>

**SOUTH DADE COMMERCIAL PARK**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Retail	76,500	SF	820	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	525	48%	252	52%	273
Office	92,000	SF	710	$T = 1.12 (X) + 78.81$	182	17%	31	83%	151
<b>GROSS TRIPS</b>					<b>707</b>	<b>40%</b>	<b>283</b>	<b>60%</b>	<b>424</b>
INTERNALIZATION			20.00%	Between Retail and Office	141	40%	57	60%	84
PASS BY FOR EXTERNAL RETAIL TRIPS			42.00%	$\text{Ln}(TP) = -0.291 \text{Ln}(X) + 5.001$	176	48%	85	52%	91
<b>NET EXTERNAL TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>389</b>	<b>36%</b>	<b>141</b>	<b>64%</b>	<b>249</b>

**CORSICA SQUARE**

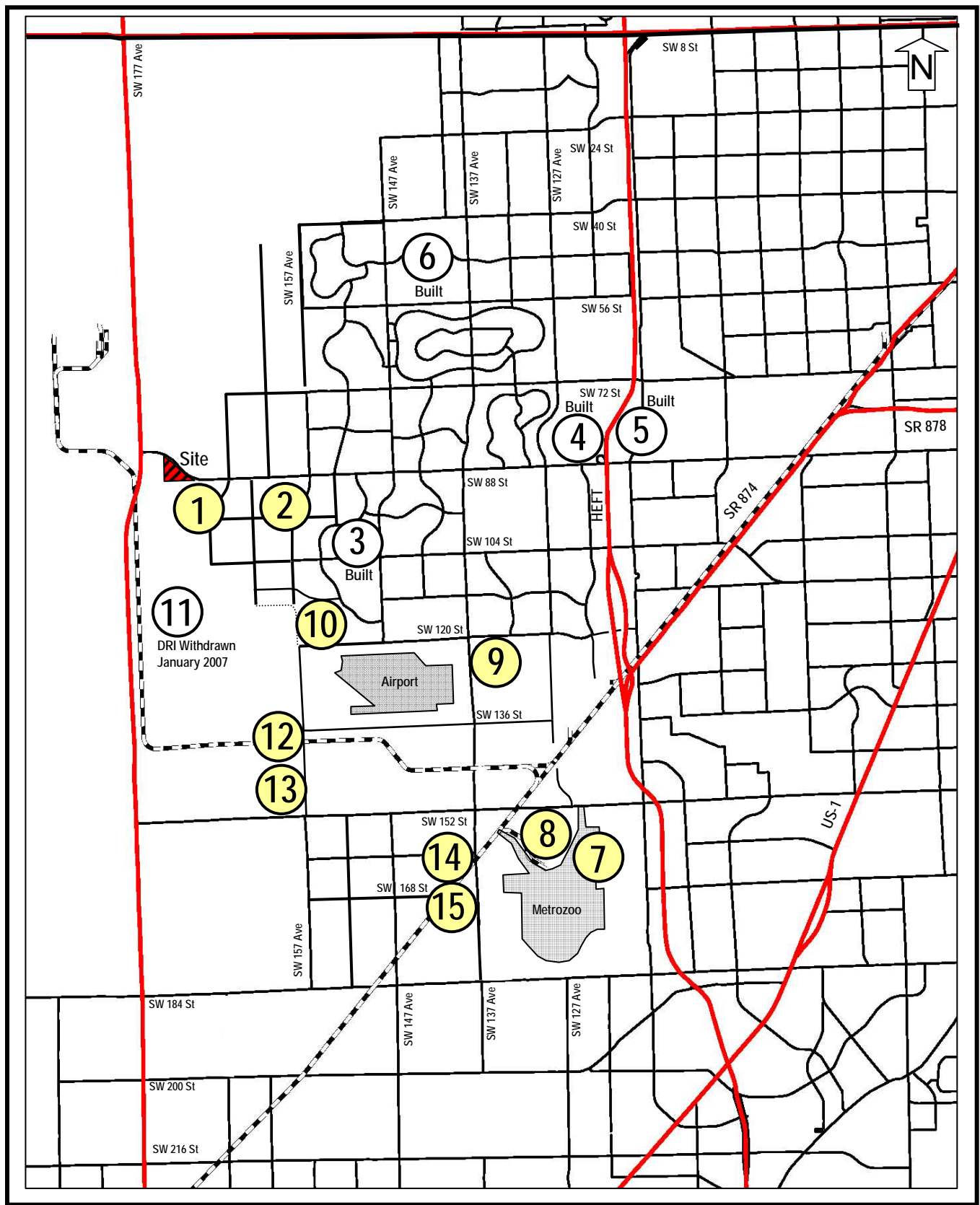
WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Retail	84,079	SF	820	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	558	48%	268	52%	290
<b>GROSS TRIPS</b>					<b>558</b>	<b>48%</b>	<b>268</b>	<b>52%</b>	<b>290</b>
PASS BY FOR RETAIL TRIPS			41.00%	$\text{Ln}(TP) = -0.291 \text{Ln}(X) + 5.001$	229	48%	110	52%	119
<b>NET EXTERNAL TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>329</b>	<b>48%</b>	<b>158</b>	<b>52%</b>	<b>171</b>

**LUXOR ESTATES**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family	0	DU	210	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0	63%	0	37%	0
Condo/Townhomes	163	DU	230	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	90	67%	60	33%	30
<b>GROSS TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>90</b>	<b>67%</b>	<b>60</b>	<b>33%</b>	<b>30</b>

**BEACON LAKES DRI AND CDMP AMENDMENT**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Warehouse, Office, Retail				Unbuilt DRI (3007 trips) plus Amendment (418 trips)	<b>3,425</b>	32%	1,374	68%	2,051



Legend

1 Unbuilt Project

Site Location

- |                               |                                     |                              |
|-------------------------------|-------------------------------------|------------------------------|
| 1. Kendall Commons TND        | 7. Metrozoo DRI                     | 13. Corsica Square           |
| 2. Kendall Town Center DRI    | 8. UM TND at Metrozoo               | 14. Luxor Estates            |
| 3. The Hammocks DRI           | 9. London Square                    | 15. S. Dade Commercial Park  |
| 4. Kendall Village            | 10. Century Gardens                 | 16. Beacon Lakes (not shown) |
| 5. Kendall Town & Country DRI | 11. Providence DRI – withdrawn 1/07 |                              |
| 6. Kendale Lakes              | 12. Garoe Holding, LLC              |                              |

Figure 3  
Committed Developments  
2007 Brown CDMP Amendment  
January 2008

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

ROADWAY SEGMENTS	YEAR 2015 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		Miami Metrozoo NOPC and CDMP Amendment				London Square		Beacon Lakes DRI		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 728	Distribution Percent	PM Trips 3549	Distribution Percent	PM Trips 903	Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	Project Distribution Percent	Amendment TAZ 1209 PM Trips 250	Distribution Percent	PM Trips 1877	Distribution Percent	Unbuilt PM Trips 3425	
<b>SW 8 Street</b>																
SW 177 Avenue to SW 157 Avenue	4LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	3.00%	103	202
SW 157 Avenue to SW 152 Avenue	4LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	4.00%	137	236
SW 152 Avenue to SW 147 Avenue	4LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	7.00%	240	339
SW 147 Avenue to SW 142 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	8.00%	274	373
SW 142 Avenue to SW 137 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	11.00%	377	476
SW 137 Avenue to SW 127 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.60%	21	120
SW 127 Avenue to SW 122 Avenue	8LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	3.50%	120	219
SW 122 Avenue to HEFT	8LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	3.50%	120	219
HEFT to SW 117 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	1.20%	41	140
<b>SW 24/26 Street</b>																
SW 147 Avenue to SW 137 Avenue	4LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	4.60%	158	200
SW 137 Avenue to SW 127 Avenue	4LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.10%	38	80
SW 127 Avenue to SW 117 Avenue	4LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.40%	48	91
<b>SW 40/42 Street</b>																
SW 147 Avenue to SW 137 Avenue	4LD	1.00%	7	2.40%	85	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.00%	103	195
SW 137 Avenue to SW 127 Avenue	4LD	1.00%	7	2.20%	78	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.03%	1	86
SW 127 Avenue to HEFT	4LD	1.00%	7	2.20%	78	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.50%	86	171
HEFT to SW 107 Avenue	6LD	1.00%	7	2.50%	89	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.20%	7	103
<b>SW 56 Street</b>																
SW 147 Avenue to SW 137 Avenue	4LD	1.00%	7	2.10%	75	1.00%	9	1.00%	2	1.00%	3	0.00%	0	1.10%	38	133
SW 137 Avenue to SW 127 Avenue	4LD	1.00%	7	2.70%	96	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.30%	10	127
SW 127 Avenue to SW 117 Avenue	4LD	1.00%	7	2.60%	92	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.90%	31	144
<b>SW 72 Street</b>																
SW 167 Avenue to SW 157 Avenue	4LD	1.00%	7	14.30%	508	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.50%	17	546
SW 157 Avenue to SW 147 Avenue	6LD	2.00%	15	22.70%	806	2.00%	18	2.00%	4	2.00%	5	0.00%	0	0.20%	7	854
SW 147 Avenue to SW 137 Avenue	6LD	2.00%	15	9.80%	348	2.00%	18	2.00%	4	2.00%	5	0.00%	0	0.40%	14	404
SW 137 Avenue to SW 127 Avenue	6LD	2.00%	15	5.30%	188	2.00%	18	2.00%	4	2.00%	5	0.00%	0	0.30%	10	240
SW 127 Avenue to SW 117 Avenue	6LD	1.00%	7	3.20%	114	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.10%	3	138
<b>SW 88 Street</b>																
SW 177 Avenue to SW 172 Avenue	6LD	7.00%	51	7.00%	248	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	321
SW 172 Avenue to SW 167 Avenue	6LD	10.00%	73	7.00%	248	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	343
SW 167 Avenue to SW 162 Avenue	6LD	40.00%	291	7.30%	259	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.60%	21	576
SW 162 Avenue to SW 157 Avenue	6LD	35.00%	255	40.20%	1,427	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.60%	21	1707
SW 157 Avenue to SW 152 Avenue	6LD	30.00%	218	32.10%	1,139	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.60%	21	1383
SW 152 Avenue to SW 150 Avenue	6LD	25.00%	182	30.10%	1,068	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.70%	24	1279
SW 150 Avenue to SW 147 Avenue	6LD	20.00%	146	28.10%	997	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.70%	24	1172
SW 147 Avenue to SW 137 Avenue	6LD	15.00%	109	27.60%	980	0.00%	0	2.00%	4	2.00%	5	0.00%	0	0.80%	27	1126
SW 137 Avenue to SW 127 Avenue	6LD	10.00%	73	18.10%	642	0.50%	5	2.00%	4	2.00%	5	0.50%	9	0.20%	7	745
SW 127 Avenue to SW 122 Avenue	8LD	10.00%	73	15.10%	536	0.50%	5	2.00%	4	2.00%	5	0.50%	9	0.90%	31	663
SW 122 Avenue to SR 821/HEFT	8LD	8.00%	58	12.00%	426	0.50%	5	2.00%	4	2.00%	5	0.50%	9	0.90%	31	538
SR 821/HEFT to SW 117 Avenue	6LD	6.00%	44	5.00%	177	0.50%	5	2.00%	4	2.00%	5	0.50%	9	0.30%	10	255

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

ROADWAY SEGMENTS	YEAR 2015 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		Miami Metrozoo NOPC and CDMP Amendment				London Square		Beacon Lakes DRI		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 728	Distribution Percent	PM Trips 3549	Distribution Percent	Amendment PM Trips 903	Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	Project Distribution Percent	Amendment TAZ 1209 PM Trips 250	Distribution Percent	PM Trips 1877	Distribution Percent	Unbuilt PM Trips 3425	
<b>SW 104 Street</b>																
SW 167 Avenue to SW 157 Avenue	4LD	6.00%	44	4.00%	142	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	190
SW 157 Avenue to SW 147 Avenue	4LD	5.00%	36	20.90%	742	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	783
SW 147 Avenue to SW 137 Avenue	6LD	5.00%	36	19.10%	678	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	719
SW 137 Avenue to SW 127 Avenue	6LD	4.00%	29	12.30%	437	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	470
SW 127 Avenue to SW 117 Avenue	6LD	4.00%	29	10.00%	355	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	389
SW 117 Avenue to SW 107 Avenue	6LD	3.00%	22	6.00%	213	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	239
SW 107 Avenue to SR 874	6LD	3.00%	22	5.00%	177	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	204
<b>SW 120 Street</b>																
SW 157 Avenue to SW 147 Avenue	4LD	2.00%	15	3.40%	121	2.00%	18	2.00%	4	2.00%	5	5.20%	98	0.00%	0	260
SW 147 Avenue to SW 137 Avenue	4LD	2.00%	15	9.90%	351	2.00%	18	2.00%	4	2.00%	5	10.20%	191	0.00%	0	585
SW 137 Avenue to SW 127 Avenue	6LD	2.00%	15	6.40%	227	2.00%	18	2.00%	4	2.00%	5	23.90%	449	0.00%	0	718
SW 127 Avenue to SW 122 Avenue	6LD	2.00%	15	5.90%	209	1.00%	9	2.00%	4	2.00%	5	18.90%	355	0.00%	0	597
SW 122 Avenue to SR 821/HEFT	6LD	2.00%	15	5.90%	209	1.00%	9	2.00%	4	2.00%	5	14.90%	280	0.00%	0	522
SR 821/HEFT to SW 117 Avenue	6LD	2.00%	15	1.90%	67	1.00%	9	1.00%	2	1.00%	3	6.00%	113	0.00%	0	208
<b>SW 136 Street</b>																
SW 157 Avenue to SW 147 Avenue	4LD	2.00%	15	1.00%	35	3.00%	27	1.00%	2	1.00%	3	2.00%	38	0.00%	0	119
SW 147 Avenue to SW 137 Avenue	4LD	2.00%	15	1.00%	35	3.00%	27	1.00%	2	1.00%	3	2.00%	38	0.00%	0	119
SW 137 Avenue to SW 127 Avenue	4LD	2.00%	15	1.00%	35	3.00%	27	1.00%	2	1.00%	3	2.00%	38	0.00%	0	119
<b>SW 177 Avenue</b>																
SW 8 Street to SW 88 Street	4LD	2.40%	17	2.40%	85	0.00%	0	1.00%	2	1.00%	3	0.00%	0	1.50%	51	159
SW 88 Street to SW 136 Street	4LD	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	1.50%	51	180
SW 136 Street to SW 144 Street	4LD	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	146
SW 144 Street to SW 152 Street	4LD	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	146
<b>SW 167 Avenue</b>																
SW 72 Street to SW 88 Street	2LU	10.00%	73	5.00%	177	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	255
SW 88 Street to SW 96 Street	4LD	60.00%	437	5.00%	177	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	619
SW 96 Street to SW 104 Street	2LU	15.00%	109	5.00%	177	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	291
<b>SW 162 Avenue</b>																
SW 72 Street to SW 88 Street	4LD	2.50%	18	14.90%	529	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	547
SW 88 Street to SW 96 Street	4LD	2.50%	18	31.70%	1,125	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1143
<b>SW 157 Avenue</b>																
SW 72 Street to SW 88 Street	4LD	2.50%	18	9.10%	323	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	363
SW 88 Street to SW 96 Street	4LD	2.50%	18	13.80%	490	0.00%	0	2.00%	4	3.00%	8	0.00%	0	0.50%	17	537
SW 96 Street to SW 104 Street	4LD	2.50%	18	19.90%	706	0.00%	0	2.87%	6	3.00%	8	1.00%	19	0.50%	17	774
SW 104 Street to SW 112 Street	4LD	2.00%	15	8.00%	284	0.00%	0	3.87%	9	6.72%	17	1.00%	19	0.25%	9	351
SW 112 Street to SW 120 Street	4LD	1.00%	7	6.00%	213	0.00%	0	5.87%	13	6.72%	17	1.00%	19	0.25%	9	277
SW 120 Street to SW 136 Street	4LD	1.00%	7	4.00%	142	0.00%	0	7.87%	17	4.72%	12	1.00%	19	0.25%	9	206
<b>SW 152 Avenue</b>																
SW 56 Street to SW 72 Street	4LD	2.00%	15	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	100
SW 72 Street to SW 88 Street	4LD	2.50%	18	1.90%	67	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	135
SW 88 Street to SW 96 Street	2LU	2.50%	18	3.80%	135	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	203
SW 96 Street to Hammocks Blvd	4LD	1.50%	11	1.90%	67	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	128

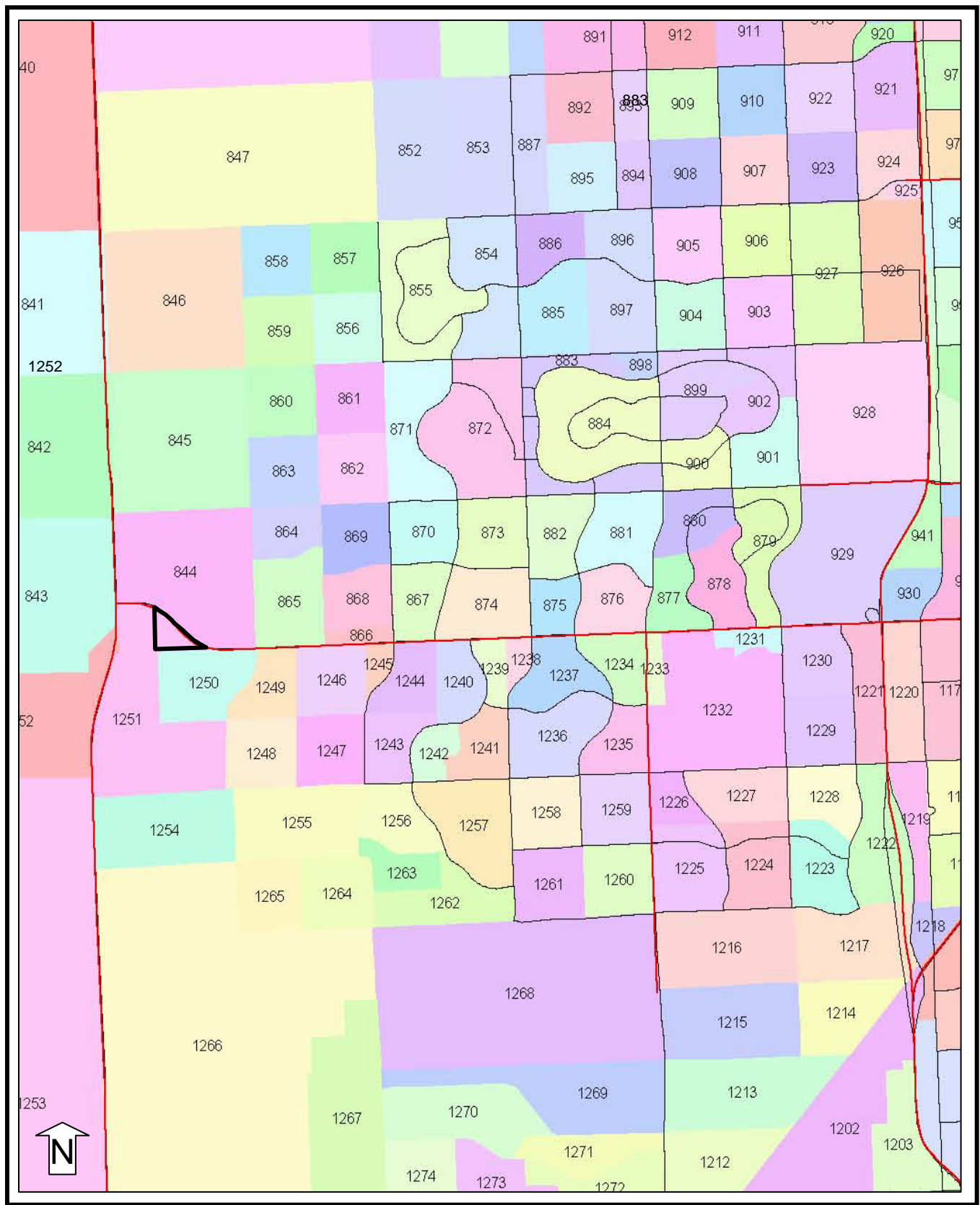
Table 7D  
Committed Development Traffic Assignment  
Two-Way PM Peak Hour

ROADWAY SEGMENTS	YEAR 2015 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		Miami Metrozoo NOPC and CDMP Amendment				London Square		Beacon Lakes DRI		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 728	Distribution Percent	PM Trips 3549	Distribution Percent	Amendment PM Trips 903	Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	Project Distribution Percent	Amendment TAZ 1209 PM Trips 250	Distribution Percent	PM Trips 1877	Distribution Percent	Unbuilt PM Trips 3425	
<b>HAMMOCKS BLVD</b>																
SW 88 Street to SW 152 Avenue	4LD	5.00%	36	1.90%	67	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.25%	9	145
SW 152 Avenue to SW 104 Street	4LD	4.00%	29	1.90%	67	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.25%	9	138
SW 104 Street to SW 112 Street	4LD	2.00%	15	9.50%	337	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.25%	9	393
SW 112 Street to SW 147 Avenue	4LD	1.00%	7	9.50%	337	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.25%	9	385
<b>SW 147 Avenue</b>																
SW 72 Street to SW 88 Street	4LD	2.50%	18	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	1.10%	38	124
SW 88 Street to SW 104 Street	4LD	2.50%	18	1.80%	64	1.00%	9	1.00%	2	1.00%	3	1.00%	19	1.00%	34	149
SW 104 Street to SW 120 Street	4LD	2.00%	15	1.60%	57	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	121
SW 152 Street to SW 184 Street	2LU	1.50%	11	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	79
SW 184 Street to SW 200 Street	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
<b>NW/SW 137 Avenue</b>																
SR 836 to SW 8 Street	6LD	0.50%	4	0.50%	18	0.00%	0	0.00%	0	0.00%	0	0.50%	9	25.30%	867	897
SW 8 Street to SW 24 Street	6LD	0.50%	4	0.50%	18	0.00%	0	0.00%	0	0.00%	0	1.00%	19	13.80%	473	513
SW 24 Street to SW 40 Street	6LD	1.00%	7	0.75%	27	0.00%	0	1.00%	2	1.00%	3	2.00%	38	7.50%	257	333
SW 40 Street to SW 56 Street	6LD	1.50%	11	4.30%	153	0.00%	0	2.00%	4	1.76%	4	3.00%	56	5.80%	199	427
SW 56 Street to SW 72 Street	4LD	2.00%	15	7.10%	252	0.50%	5	3.09%	7	2.76%	7	7.00%	131	3.90%	134	550
SW 72 Street to SW 88 Street	6LD	2.50%	18	3.90%	138	1.00%	9	7.09%	16	6.76%	17	9.00%	169	2.30%	79	446
SW 88 Street to SW 96 Street	6LD	2.50%	18	0.80%	28	2.00%	18	9.09%	20	8.76%	22	14.40%	270	1.20%	41	418
SW 96 Street to SW 104 Street	6LD	2.00%	15	3.60%	128	2.00%	18	9.09%	20	8.76%	22	16.40%	308	0.20%	7	517
SW 104 Street to SW 112 Street	6LD	1.50%	11	5.10%	181	4.00%	36	11.09%	24	10.76%	27	18.40%	345	0.00%	0	625
SW 112 Street to SW 120 Street	6LD	1.00%	7	4.80%	170	4.00%	36	12.09%	27	12.76%	32	18.40%	345	0.00%	0	618
SW 120 Street to SW 136 Street	6LD	1.00%	7	4.50%	160	6.00%	54	14.09%	31	14.76%	37	16.30%	306	0.00%	0	595
SW 136 Street to SW 152 Street	6LD	1.00%	7	4.30%	153	10.00%	90	16.09%	35	16.76%	42	16.30%	306	0.00%	0	633
<b>SW 127 Avenue</b>																
SW 40 Street to SW 56 Street	4LD	1.00%	7	1.80%	64	1.00%	9	0.00%	0	0.00%	0	4.00%	75	5.85%	200	356
SW 56 Street to SW 72 Street	4LD	1.00%	7	2.50%	89	1.00%	9	0.00%	0	0.00%	0	6.00%	113	2.75%	94	312
SW 72 Street to SW 88 Street	4LD	1.00%	7	2.00%	71	1.00%	9	0.00%	0	0.00%	0	8.00%	150	2.25%	77	315
SW 88 Street to SW 104 Street	4LD	1.00%	7	0.70%	25	1.00%	9	1.00%	2	1.00%	3	10.00%	188	1.12%	38	272
SW 104 Street to SW 120 Street	4LD	1.00%	7	0.60%	21	1.00%	9	1.00%	2	1.00%	3	10.00%	188	1.00%	34	264
SW 120 Street to SW 122 Street	4LD	1.00%	7	0.50%	18	1.00%	9	1.00%	2	1.00%	3	10.00%	188	0.00%	0	226
SW 122 Street to SW 136 Street	2LU	1.00%	7	0.50%	18	1.00%	9	1.00%	2	1.00%	3	10.00%	188	0.00%	0	226
<b>SR 821/HEFT</b>																
SW 40 Street to SW 88 Street	6LD	5.00%	36	5.00%	177	2.00%	18	2.53%	6	6.88%	17	1.00%	19	5.63%	193	466
SW 88 Street to SW 120 Street	12LD	3.00%	22	5.00%	177	2.00%	18	6.53%	14	10.88%	27	1.00%	19	4.63%	159	436
SW 120 Street to SR 874	12LD	2.00%	15	4.00%	142	2.00%	18	8.53%	19	10.88%	27	1.00%	19	3.63%	124	364
SR 874 to SW 152 Street	12LD	2.00%	15	4.00%	142	20.00%	181	17.53%	39	20.88%	52	1.00%	19	2.63%	90	537
SW 152 Street to SW 184 Street	12LD	2.00%	15	2.00%	71	5.00%	45	15.66%	34	10.29%	26	1.00%	19	1.63%	56	265
<b>SR 874</b>																
HEFT to SW 104 Street	6LD	5.00%	36	4.00%	142	18.00%	163	9.00%	20	10.00%	25	1.00%	19	1.00%	34	439
SW 104 Street to SR 878	8LD	5.00%	36	4.00%	142	18.00%	163	8.00%	18	9.00%	23	1.00%	19	1.00%	34	434

### **Part 3 - Project Traffic Assignment**

The project traffic assignment to the surrounding study area roadways has been established pursuant to the Miami-Dade County Cardinal Distribution for Project Zone 1251 using the adjacent street roadway network and the land use characteristics in the vicinity of the project site. The PM peak hour project trips for the Amendment Site has been assigned to the surrounding roadway network consistent with the cardinal distribution analyses provided in the Long Range Transportation Plan. The cardinal distribution has been obtained from the Interim Year 2005 Cost Feasible Plan from the 2030 Long Range Transportation Plan. The assignment and distribution to the cardinal directions is provided using the following figures:

- **Figure 4A** – Location and Cardinal Direction of Project Zone 1251
- **Figure 4B** - Cardinal Distribution and Assignment for Zone 1251 from Interim Year 2005
- **Figure 4C** – Project Distribution Percentage



Legend



Site Location

Figure 4A  
Location of Project Zone 1251  
2007 Brown CDMF Amendment  
Revised March 2008



# Miami-Dade County Year 2005 Cost Feasible Plan

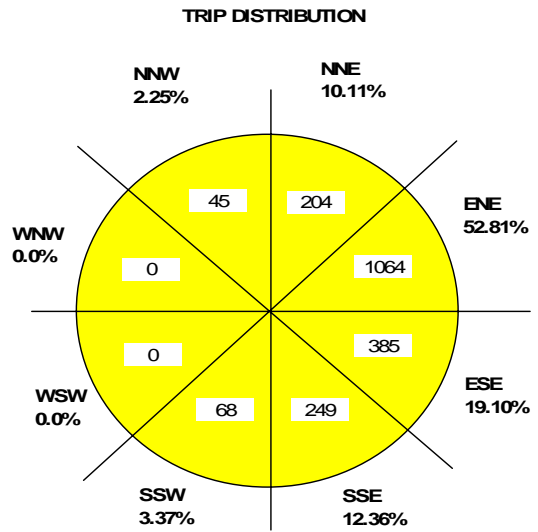
## DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE	CARDINAL DIRECTIONS									TOTAL
		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1246	TRIPS	225	181	108	58	18	4	127	105	826
	PERCENT	27.24	21.91	13.08	7.02	2.18	0.48	15.38	12.71	
1247	TRIPS	174	383	151	77	9	0	158	61	1013
	PERCENT	17.18	37.81	14.91	7.60	0.89	0.00	15.60	6.02	
1248	TRIPS	378	1073	396	98	22	0	0	116	2083
	PERCENT	18.15	51.51	19.01	4.70	1.06	0.00	0.00	5.57	
1249	TRIPS	224	596	240	116	12	1	39	23	1251
	PERCENT	17.91	47.64	19.18	9.27	0.96	0.08	3.12	1.84	
1250	TRIPS	384	1104	555	174	23	2	0	41	2283
	PERCENT	16.82	48.36	24.31	7.62	1.01	0.09	0.00	1.80	
1251	TRIPS	9	47	17	11	3	0	0	2	89
	PERCENT	10.11	52.81	19.10	12.36	3.37	0.00	0.00	2.25	
1252	TRIPS	0	16	6	4	0	0	0	0	26
	PERCENT	0.00	61.54	23.08	15.38	0.00	0.00	0.00	0.00	

## CARDINAL DISTRIBUTION

PROJECT: 2007 Brown CDMP Amendment

TAZ#	1251	
Trips	2,014	PM Trips
NNE	10.11%	204
ENE	52.81%	1,064
ESE	19.10%	385
SSE	12.36%	249
SSW	3.37%	68
WSW	0.00%	0
WNW	0.00%	0
NNW	2.25%	45
	100.00%	2,014

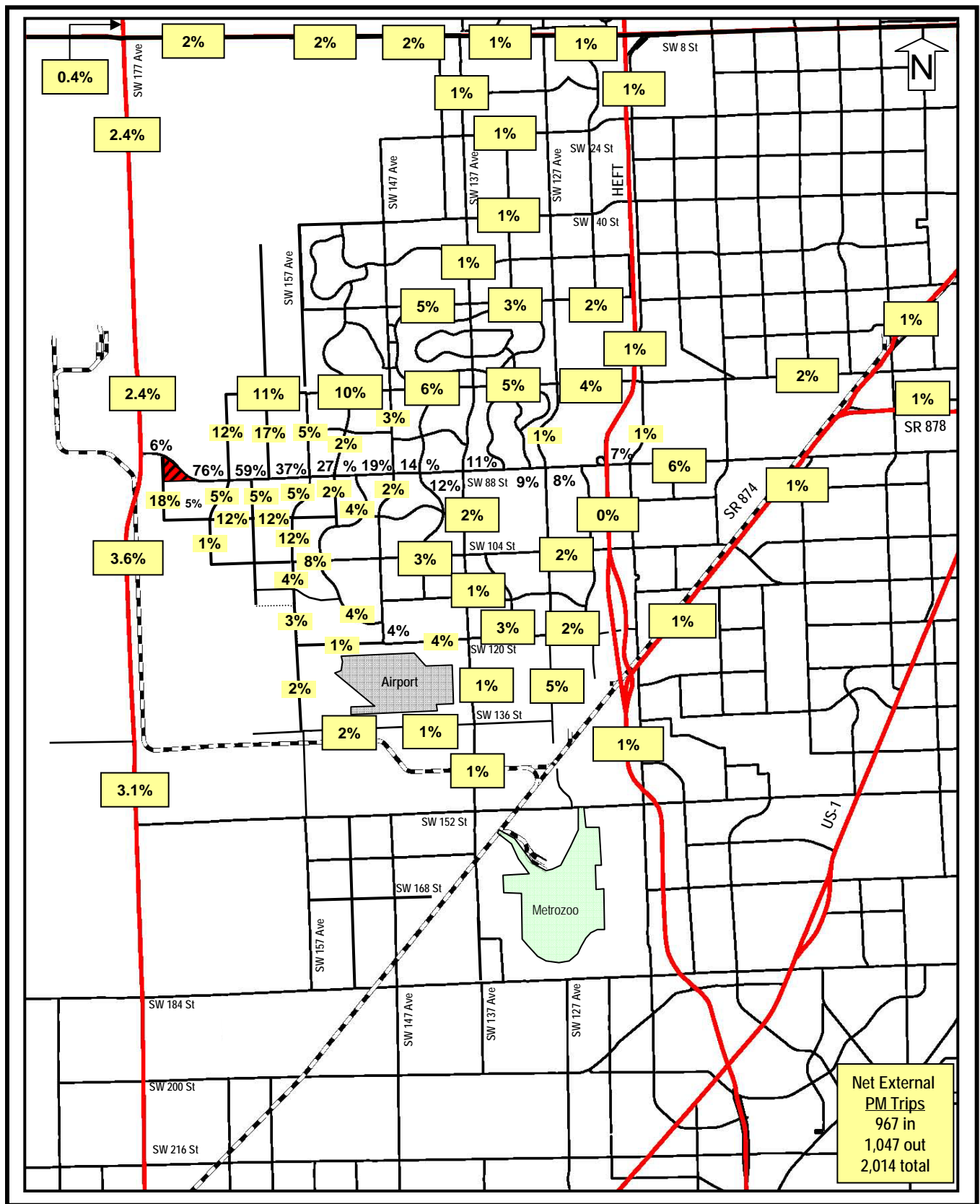


Source: Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report, January 2005, Miami-Dade Interim 2005 Cost Feasible Plan.

Legend

Figure 4B  
Cardinal Distribution and Assignment for Zone 1251 from Interim Year 2005 of the 2030 LRTP  
2007 Brown CDMP Amendment  
Revised March 2008





Legend

Existing Rail Lines

FIHS Roadways

Site Location

X% Project Distribution Percentage

Figure 4C  
Project Distribution Percentage  
2007 Brown CDMP Amendment  
Revised March 2008

#### Part 4 - Traffic Conditions for Year 2015

Table 8 has been prepared to analyze total traffic conditions for the year 2015 and to provide a significance determination analysis to evaluate whether regional impacts would exist during the 2015 Planning Horizon for the CDMP after the addition of the 2007 Brown CDMP Amendment trips. The analysis presented in Table 8 includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2008 and the improvements from Priority I and II of the LRTP;
- Roadway improvements proposed by the 2007 Brown CDMP Amendment (highlighted in blue);
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- Enhancements to the adopted level of service standards based upon the Planned Transit Service and Route Improvements from the MDT 2007 Transit Development Program;
- The two-way PM peak hour future background plus committed traffic for the Year 2015 from Table 6;
- The assignment of the two-way PM peak hour 2007 Brown CDMP Amendment traffic;
- The Year 2015 two-way PM peak hour total traffic, LOS and v/c with the Amendment trips;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook; and
- An evaluation of the 2007 Brown CDMP Amendment trips pursuant to Rule 9J-2.045, F.S. to determine if the Amendment trips would significantly impact any state or regionally significant roadway operating below the adopted level of service standard.

For the year 2015, the impact of the Amendment trips were found to exceed 5.0% of the adopted maximum service volume for those study area roadway segments outlined in Table 9 below as determined from the analyses provided in attached Table 8. Each of these segments were found to operate within the existing or planned adopted level of service standards as defined by the CDMP.

**Table 9 – 5.0% Impact and Significance Determination Analysis – Year 2015**

Roadway Segments where Project Trips ≥ 5.0% of MSV	2015 Adopted LOS	2015 Volume	2015 Capacity	2015 LOS with the Amendment	Amendment Trips as a % of MSV	Status
SW 172 Ave – Kendall Dr to SW 88 St	D	2,628	2,950	D as a 4LD	55.98%	Funded by Applicant
SW 172 Ave – SW 88 St to SW 96 St	D	851	1,390	C	26.08%	Meets Adopted LOS
SW 167 Ave – SW 72 St to SW 88 St	D	876	1,390	D	17.39%	Meets Adopted LOS
SW 162 Ave – SW 72 St to SW 88 St	D	2,410	2,950	D	11.61%	Meets Adopted LOS
SW 157 Ave – SW 96 St to SW 104 St	D	2,317	2,950	D	8.19%	Meets Adopted LOS
SW 72 St – SW 167 Ave to SW 157 Ave	EE	2,070	3,744	D	5.92%	Meets Adopted LOS
SW 88 St – SW 172 Ave to SW 167 Ave	D	3,185	4,680	C	32.71%	Meets Adopted LOS
SW 88 St – SW 167 Ave to SW 162 Ave	EE	4,045	5,904	D	20.13%	Meets Adopted LOS
SW 88 St – SW 162 Ave to SW 157 Ave	EE	4,733	5,904	E	12.62%	Meets Adopted LOS
SW 88 St – SW 157 Ave to SW 152 Ave	EE	5,462	5,904	E + .11	9.21%	Meets Adopted LOS
SW 88 St – SW 152 Ave to SW 150 Ave	EE	5,277	5,904	E + .07	7.85%	Meets Adopted LOS
SW 88 St – SW 150 Ave to SW 147 Ave	EE	5,896	5,904	E + .19	6.48%	Meets Adopted LOS

Based upon the project traffic assignment for TAZ 1251 (the Amendment site) from the LRTP, the Amendment trips were not found to have a significant impact upon SW 177 Avenue, either to the north or south of SW 88 Street as summarized in Table 10 below.

**Table 10 – Significance Determination for SW 177 Avenue**

Segment	2015 Adopted LOS	2015 Volume	2015 Capacity	2015 LOS with the Amendment	Amendment Trips as a % of MSV	Status
SW 177 Ave – SW 8 St to SW 88 St	B	1,742	2,800	B	1.73%	Meets Adopted LOS
SW 177 Ave – SW 88 St to SW 136 St	B	1,468	2,800	B	2.59%	Meets Adopted LOS
SW 177 Ave – SW 136 St to SW 152 St	C	1,424	1,480	C	4.22%	Meets Adopted LOS

Table 8  
Year 2015 Total Traffic Conditions and Significance Determination Analysis  
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	2015 BACKGROUND PLUS COMMITTED VOLUMES	Brown Amendment		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2015 PM PEAK HOUR LOS		[5] PROJECT TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				[3] Project Distribution Percent	Total PM Project Trips 2014							
<b>SW 8 Street</b>												
SW 177 Avenue to SW 157 Avenue	4LD	C	1,304	2.00%	40	3,300	1,345	B	0.41	1.22%	NO	NO
SW 157 Avenue to SW 152 Avenue	4LD	D	2,311	2.00%	40	3,390	2,352	B	0.69	1.19%	NO	NO
SW 152 Avenue to SW 147 Avenue	4LD	D	2,414	2.00%	40	3,390	2,454	B	0.72	1.19%	NO	NO
SW 147 Avenue to SW 142 Avenue	6LD	D	3,421	2.00%	40	5,080	3,461	B	0.68	0.79%	NO	NO
SW 142 Avenue to SW 137 Avenue	6LD	E - 2006 TDP	4,233	1.00%	20	5,080	4,253	C	0.84	0.40%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	3,610	1.00%	20	5,904	3,630	C	0.61	0.34%	NO	NO
SW 127 Avenue to SW 122 Avenue	6LD	D	3,709	1.00%	20	4,680	3,729	C	0.80	0.43%	NO	NO
SW 122 Avenue to HEFT	8LD	D	5,138	1.00%	20	6,360	5,158	D	0.81	0.32%	NO	NO
HEFT to SW 117 Avenue	6LD	D	4,084	1.00%	20	4,680	4,105	D	0.88	0.43%	NO	NO
<b>SW 24/26 Street</b>												
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,243	1.00%	20	3,744	2,263	D	0.60	0.54%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,994	1.00%	20	3,744	3,014	E	0.80	0.54%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,612	1.00%	20	3,744	3,632	E	0.97	0.54%	NO	NO
<b>SW 40/42 Street</b>												
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,547	1.00%	20	3,744	2,567	D	0.69	0.54%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,988	1.00%	20	3,744	3,008	E	0.80	0.54%	NO	NO
SW 127 Avenue to HEFT	4LD	EE	4,080	1.00%	20	3,744	4,101	F	1.10	0.54%	NO	NO
HEFT to SW 107 Avenue	6LD	EE	3,901	1.00%	20	5,904	3,921	D	0.66	0.34%	NO	NO
<b>SW 56 Street</b>												
SW 147 Avenue to SW 137 Avenue	4LD	E - 2006 TDP	2,717	5.00%	101	3,120	2,818	D	0.90	3.23%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	E - 2006 TDP	2,917	3.00%	60	3,120	2,977	E	0.95	1.94%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	E - 2006 TDP	3,311	2.00%	40	3,120	3,351	F	1.07	1.29%	NO	NO
<b>SW 72 Street</b>												
SW 167 Avenue to SW 157 Avenue	4LD	EE	1,848	11.00%	222	3,744	2,070	D	0.55	5.92%	YES	NO
SW 157 Avenue to SW 147 Avenue	6LD - LRTP II	EE	3,051	10.00%	201	5,628	3,252	D	0.58	3.58%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD - LRTP II	EE	2,712	6.00%	121	5,628	2,833	C	0.50	2.15%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD - LRTP II	EE	3,203	5.00%	101	5,628	3,303	D	0.59	1.79%	NO	NO
SW 127 Avenue to SW 117 Avenue	6LD - LRTP II	EE	3,381	4.00%	81	5,628	3,461	D	0.62	1.43%	NO	NO
<b>SW 88 Street</b>												
SW 177 Avenue to SW 172 Avenue	6LD - LRTP II	D	1,633	6.00%	121	4,680	1,753	C	0.37	2.58%	NO	NO
SW 172 Avenue to SW 167 Avenue	6LD - LRTP II	D	1,654	76.00%	1,531	4,680	3,185	C	0.68	32.71%	YES	NO
SW 167 Avenue to SW 162 Avenue	6LD - TIP 2008	EE	2,856	59.00%	1,188	5,904	4,045	D	0.69	20.13%	YES	NO
SW 162 Avenue to SW 157 Avenue	6LD - TIP 2008	EE	3,988	37.00%	745	5,904	4,733	E	0.80	12.62%	YES	NO
SW 157 Avenue to SW 152 Avenue	6LD - TIP 2008	EE	4,918	27.00%	544	5,904	5,462	E	0.93	9.21%	YES	NO
SW 152 Avenue to SW 150 Avenue	6LD - TIP 2008	EE	4,814	23.00%	463	5,904	5,277	E	0.89	7.85%	YES	NO
SW 150 Avenue to SW 147 Avenue	6LD	EE	5,513	19.00%	383	5,904	5,896	E	1.00	6.48%	YES	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	5,467	14.00%	282	5,904	5,749	E	0.97	4.78%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	5,087	11.00%	222	5,904	5,309	E	0.90	3.75%	NO	NO
SW 127 Avenue to SW 122 Avenue	8LD	EE	6,246	8.00%	161	7,632	6,407	E	0.84	2.11%	NO	NO
SW 122 Avenue to SR 821/HEFT	8LD	EE	6,121	8.00%	161	7,632	6,282	E	0.82	2.11%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,733	7.00%	141	5,904	4,874	E	0.83	2.39%	NO	NO
<b>SW 104 Street</b>												
SW 167 Avenue to SW 157 Avenue	4LD	EE	1,089	1.00%	20	3,744	1,109	C	0.30	0.54%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	3,774	8.00%	161	3,744	3,935	F	1.05	4.30%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD - TIP 2008	EE	3,782	3.00%	60	5,628	3,843	D	0.68	1.07%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,736	3.00%	60	5,628	4,796	E	0.85	1.07%	NO	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	5,605	2.00%	40	5,628	5,646	F	1.00	0.72%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	5,682	1.00%	20	5,628	5,702	F	1.01	0.36%	NO	NO
SW 107 Avenue to SR 874	6LD	EE	5,646	1.00%	20	5,628	5,666	F	1.01	0.36%	NO	NO
<b>SW 120 Street</b>												
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2008	D	334	1.00%	20	2,950	354	C	0.12	0.68%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	E - 2006 TDP	2,762	4.00%	81	3,120	2,842	D	0.91	2.58%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD - TIP 2008	D	2,796	3.00%	60	4,450	2,856	C	0.64	1.36%	NO	NO
SW 127 Avenue to SW 122 Avenue	6LD - TIP 2008	D	3,855	2.00%	40	4,450	3,895	D	0.88	0.91%	NO	NO
SW 122 Avenue to SR 821/HEFT	6LD - TIP 2008	D	3,779	2.00%	40	4,450	3,820	D	0.86	0.91%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD - TIP 2008	D	3,466	1.00%	20	4,450	3,486	D	0.78	0.45%	NO	NO
<b>SW 136 Street</b>												
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2008	D	790	2.00%	40	2,950	830	C	0.28	1.37%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2008	D	1,940	1.00%	20	2,950	1,960	C	0.66	0.68%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	773	0.00%	0	2,950	773	C	0.26	0.00%	NO	NO
<b>SW 177 Avenue</b>												
SW 8 Street to SW 88 Street	4LD - LRTP II	B	1,694	2.40%	48	2,800	1,742	B	0.62	1.73%	NO	NO
SW 88 Street to SW 136 Street	4LD - LRTP II	B	1,395	2.60%	73	2,800	1,468	A	0.52	2.59%	NO	NO
SW 136 Street to SW 144 Street	2L/4L - LRTP II	C	1,361	3.10%	62	1,480	1,424	C	0.96	4.22%	NO	NO
SW 144 Street to SW 152 Street	2L/4L - LRTP II	C	1,361	3.10%	62	1,480	1,424	C	0.96	4.22%	NO	NO
<b>SW 172 Avenue</b>												
Kendall Drive to SW 88 Street	4LD - Brown	D	977	82.00%	1,651	2,950	2,628	D	0.89	55.98%	YES	NO
SW 88 Street to SW 96 Street	2LU - Commons	D	488	18.00%	363	1,390	851	C	0.61	26.08%	YES	NO

Table 8  
Year 2015 Total Traffic Conditions and Significance Determination Analysis  
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	2015 BACKGROUND PLUS COMMITTED VOLUMES	Brown Amendment		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2015 PM PEAK HOUR LOS	V/C	[5] PROJECT TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				[3] Project Distribution Percent	Total PM Project Trips 2014							
<b>SW 167 Avenue</b>												
SW 72 Street to SW 88 Street	2LU	D	634	12.00%	242	1,390	876	D	0.63	17.39%	YES	NO
SW 88 Street to SW 96 Street	4LD	D	1,400	5.00%	101	2,950	1,501	C	0.51	3.41%	NO	NO
SW 96 Street to SW 104 Street	2LU	D	1,072	1.00%	20	1,390	1,093	D	0.79	1.45%	NO	NO
<b>SW 162 Avenue</b>												
SW 72 Street to SW 88 Street	4LD	D	2,068	17.00%	342	2,950	2,410	D	0.82	11.61%	YES	NO
SW 88 Street to SW 96 Street	<b>4LD - KTC</b>	D	2,521	5.00%	101	2,950	2,622	D	0.89	3.41%	NO	NO
<b>SW 157 Avenue</b>												
SW 72 Street to SW 88 Street	4LD	EE	1,770	5.00%	101	3,744	1,871	C	0.50	2.69%	NO	NO
SW 88 Street to SW 96 Street	4LD	D	1,838	5.00%	101	2,950	1,939	C	0.66	3.41%	NO	NO
SW 96 Street to SW 104 Street	4LD	D	2,075	12.00%	242	2,950	2,317	D	0.79	8.19%	YES	NO
SW 104 Street to SW 112 Street	4LD	D	1,126	4.00%	81	2,950	1,206	C	0.41	2.73%	NO	NO
SW 112 Street to SW 120 Street	<b>4LD - TIP 2008</b>	D	1,040	3.00%	60	2,950	1,100	C	0.37	2.05%	NO	NO
SW 120 Street to SW 136 Street	<b>4LD - TIP 2008</b>	D	887	2.00%	40	2,950	927	C	0.31	1.37%	NO	NO
<b>SW 152 Avenue</b>												
SW 56 Street to SW 72 Street	4LD	D	850	1.00%	20	2,950	870	C	0.29	0.68%	NO	NO
SW 72 Street to SW 88 Street	4LD	EE	885	2.00%	40	3,744	926	C	0.25	1.08%	NO	NO
SW 88 Street to SW 96 Street	2LU	D	953	2.00%	40	1,390	993	D	0.71	2.90%	NO	NO
SW 96 Street to Hammocks Blvd	4LD	D	878	1.00%	20	2,950	898	C	0.30	0.68%	NO	NO
<b>HAMMOCKS BLVD</b>												
SW 88 Street to SW 152 Avenue	4LD	<b>E - 2006 TDP</b>	896	4.00%	81	3,120	976	C	0.31	2.58%	NO	NO
SW 152 Avenue to SW 104 Street	4LD	<b>E - 2006 TDP</b>	888	1.00%	20	3,120	908	C	0.29	0.65%	NO	NO
SW 104 Street to SW 112 Street	4LD	<b>E - 2006 TDP</b>	1,143	4.00%	81	3,120	1,224	C	0.39	2.58%	NO	NO
SW 112 Street to SW 147 Avenue	4LD	<b>E - 2006 TDP</b>	1,136	4.00%	81	3,120	1,217	C	0.39	2.58%	NO	NO
<b>SW 147 Avenue</b>												
SW 72 Street to SW 88 Street	4LD	<b>E - 2006 TDP</b>	1,973	3.00%	60	3,120	2,033	D	0.65	1.94%	NO	NO
SW 88 Street to SW 104 Street	4LD	<b>E - 2006 TDP</b>	1,944	2.00%	40	3,120	1,984	C	0.64	1.29%	NO	NO
SW 104 Street to SW 120 Street	4LD	<b>E - 2006 TDP</b>	1,729	4.00%	81	3,120	1,810	C	0.58	2.58%	NO	NO
<b>NW/SW 137 Avenue</b>												
SR 836 to SW 8 Street	6LD	D	4,074	1.00%	20	4,450	4,095	D	0.92	0.45%	NO	NO
SW 8 Street to SW 24 Street	<b>6LD - LRTP I</b>	EE	3,617	1.00%	20	5,628	3,638	D	0.65	0.36%	NO	NO
SW 24 Street to SW 40 Street	6LD	<b>E - 2006 TDP</b>	3,490	1.00%	20	4,690	3,510	D	0.75	0.43%	NO	NO
SW 40 Street to SW 56 Street	6LD	<b>E - 2006 TDP</b>	3,439	1.00%	20	4,690	3,460	D	0.74	0.43%	NO	NO
SW 56 Street to SW 72 Street	4LD	<b>E - 2006 TDP</b>	3,724	1.00%	20	3,120	3,744	F	1.20	0.65%	NO	NO
SW 72 Street to SW 88 Street	<b>6LD - TIP 2008</b>	<b>E - 2006 TDP</b>	2,754	1.00%	20	4,690	2,774	C	0.59	0.43%	NO	NO
SW 88 Street to SW 96 Street	6LD	<b>E - 2006 TDP</b>	3,490	1.00%	20	4,920	3,510	C	0.71	0.41%	NO	NO
SW 96 Street to SW 104 Street	6LD	<b>E - 2006 TDP</b>	3,671	2.00%	40	4,920	3,711	C	0.75	0.82%	NO	NO
SW 104 Street to SW 112 Street	6LD	<b>E - 2006 TDP</b>	2,913	1.00%	20	4,920	2,934	C	0.60	0.41%	NO	NO
SW 112 Street to SW 120 Street	6LD	<b>E - 2006 TDP</b>	3,931	1.00%	20	4,920	3,952	D	0.80	0.41%	NO	NO
SW 120 Street to SW 136 Street	6LD	<b>E - 2006 TDP</b>	5,117	1.00%	20	4,920	5,137	F	1.04	0.41%	NO	NO
SW 136 Street to SW 152 Street	6LD	EE	5,067	1.00%	20	5,628	5,087	E	0.90	0.36%	NO	NO
<b>SW 127 Avenue</b>												
SW 40 Street to SW 56 Street	4LD	D	2,251	0.50%	10	2,950	2,262	D	0.77	0.34%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	2,191	0.50%	10	2,950	2,201	D	0.75	0.34%	NO	NO
SW 72 Street to SW 88 Street	4LD	D	2,133	1.00%	20	2,950	2,153	D	0.73	0.68%	NO	NO
SW 88 Street to SW 104 Street	<b>4LD - TIP 2008</b>	D	1,712	0.00%	0	2,950	1,712	C	0.58	0.00%	NO	NO
SW 104 Street to SW 120 Street	<b>4LD - TIP 2008</b>	D	1,440	0.00%	0	2,950	1,440	C	0.49	0.00%	NO	NO
SW 120 Street to SW 122 Street	4LD	D	1,562	0.00%	0	2,950	1,562	C	0.53	0.00%	NO	NO
SW 122 Street to SW 136 Street	2LU	D	884	0.00%	0	1,390	884	D	0.64	0.00%	NO	NO
<b>SR 821/HEFT</b>												
SW 40 Street to SW 88 Street	6LD	D	13,605	1.00%	20	10,050	13,625	F	1.36	0.20%	NO	NO
SW 88 Street to SW 120 Street	<b>12LD - TIP 2008</b>	D	11,400	0.00%	0	20,710	11,400	B	0.55	0.00%	NO	NO
SW 120 Street to SR 874	<b>12LD - TIP 2008</b>	D	10,580	1.00%	20	20,710	10,601	B	0.51	0.10%	NO	NO
SR 874 to SW 152 Street	<b>12LD - TIP 2008</b>	D	18,696	1.00%	20	20,710	18,716	D	0.90	0.10%	NO	NO
SW 152 Street to SW 184 Street	<b>12LD - LRTP II</b>	D	15,261	1.00%	20	20,710	15,281	C	0.74	0.10%	NO	NO
<b>SR 874</b>												
HEFT to SW 104 Street	6LD	D	5,691	1.00%	20	10,050	5,711	B	0.57	0.20%	NO	NO
SW 104 Street to SR 878	8LD	D	9,466	1.00%	20	13,600	9,487	C	0.70	0.15%	NO	NO

NOTES:

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

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

Increased roadway capacities are shown in bold based upon the Planned Transit Service and Route Improvements from the MDT 2006 and 2007 Transit Development Programs.

[3] See Figures 4A, 4B and 4C for the project distribution derived using both FSUTMS and the Cardinal Distribution from the LRTP.

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

[5] The Amendment Trips are evaluated pursuant to Rule 9J-2.045, F.S. to determine if the project will significantly impact any state or regionally significant roadway operating below the adopted LOS.

A significant impact can only be assigned to the project if the trips will consume 5% or more of the MSV of the roadway, and the roadway is found to be operating below the adopted LOS.

## Conclusions

### Roadway Improvement Funded by the Applicant

The 2007 Brown CDMP Amendment will fund the design and construction of SW 172 Avenue to a four lane divided roadway from Kendall Drive to the southern limits of the Amendment Site aligning with theoretical SW 88 Street. This improvement will complete the construction of a County half-section line roadway, will provide an improved access corridor through the Amendment Site, and will provide improved access for Kendall Commons which is currently under construction immediately south of the Amendment site. The construction of a four lane divided SW 172 Avenue will reduce the usage of SW 167 Avenue by the Kendall Commons project. The improvement will enhance both capacity and accessibility for the Amendment Site while benefiting the surrounding study area.

### Access to Transit

Miami-Dade Transit provides extensive transit coverage to the Amendment study area and provides route connections within one half mile of the Amendment Site. The Kendall Kat, Sunset Kat and Killian Kat express bus routes each begin and end their service at SW 88 Street just west of SW 167 Avenue, and provide direct connections to the Dadeland Metrorail Station. The planned transit service improvements for existing routes in the Amendment study area reaching 15 minute headways enables the underlying roadway network adjacent to the transit service to quality for level of service enhancements pursuant to the adopted level of service standards from the CDMP.

### Year 2015 Traffic Conditions

An evaluation of the Year 2015 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the 2015 planning horizon with the impact of the 2007 Brown CDMP Amendment. Year 2015 traffic conditions incorporate the following:

- The funded TIP roadway improvements;
- Priority I and II improvements from the LRTP;
- Programmed transit service from the MDT 2007 Transit Development Program;
- Future background traffic conditions reflecting growth in background traffic and committed developments;
- The 2007 Brown CDMP Amendment Trips; and
- The roadway improvement proposed for construction by the Applicant.

Since the maximum estimated square footage for the site equates to 670,824 square feet of retail use (placing the project over the DRI threshold), DRI rules have been applied in evaluating project impacts. For the year 2015, the impact of the Amendment trips were found to exceed 5.0% of the adopted maximum service volume for twelve study area roadway segments. Many of these segments were not classified as "state or regionally significant roadways" however they were analyzed to show that adopted levels of service could be maintained with the impact of the 2007 Brown CDMP Amendment trips. Each of the impacted roadway segments were found to operate within the existing or planned adopted level of service standards as defined by the CDMP.

Based upon the project traffic assignment for the Amendment site consistent with the cardinal distribution from the LRTP, the Amendment trips were not found to have a significant impact upon SW 177 Avenue, either to the north or south of SW 88 Street.

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