
CDMP AMENDMENT TRANSPORTATION ANALYSIS

November 2014/2015
Amendment to the
Declaration of Restrictions

Westview Business Park
and Shopping Center

Prepared for:
Rosal Westview, LLC

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING


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Lisa S. Bernstein, P.E.
Florida Registration Number 54770

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Rosal Westview, LLC
CDMP Amendment Transportation Analysis
Evaluation of Proposed and Revised Covenant Modifications
Pertaining to Vehicular Access Locations Serving the Amendment Site

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**Rosal Westview, LLC
CDMP Amendment Transportation Analysis**

**Evaluation of Proposed and Revised Covenant Modifications
Pertaining to Vehicular Access Locations
Serving the Amendment Site**

Overview of the Covenant Modification

Rosal Westview, LLC has submitted a revised request to amend the previously approved Declaration of Restrictions recorded in the Official Records Book 28896, Pages 1971 through 2007 in the Public Records of Miami-Dade County, contained in the CDMP Land Use Element Table titled "Restrictions accepted by the Board of County Commissioners in Association with Land Use Plan Amendments". The CDMP Amendment for Rosal Westview, LLC was approved as part of the October 2011 CDMP Amendment Cycle. The Applicant seeks to amend the Declaration of Restrictions to clarify following: that the Application Area consists of four distinct development parcels; that the implementation of the perimeter buffer is required for the Industrial and Office North and South Parcels; that additional and specific vehicular access locations can be provided to serve the site; that the owner can satisfy alternative mitigation options to FDOT's adopt a highway program; that the covenant can specify rules on modifying, amending or releasing the Declarations when they are satisfied; and providing a means for Miami-Dade County to withhold permits on a specific parcel if a violation occurs, without affecting other parcels who are in compliance with the terms of the Declaration of Restrictions.

Approved Vehicular Access Language

This evaluation has been provided specifically to address the proposed Covenant Modification language related to the vehicular access locations. The approved covenant currently specifies that *"vehicular access from the Property will be provided exclusively to and from NW 119 Street, except that the Industrial and Office South parcel may have access directly to and from NW 22 Avenue at theoretical NW 116 Street."*

The 2011/2012 CDMP Amendment Transportation Analysis analyzed vehicular access for the Amendment Site as being to and from NW 119 Street - aligned with NW 24 Avenue/East Golf Drive. The traffic study exhibits from 2011(as depicted in attached **Figures 1E and 6**) demonstrated that the access was always intended to align with NW 24 Avenue/East Golf Drive. Unfortunately, the approved version of the declaration language has been interpreted not to permit the use of NW 24 Avenue/East Golf Drive as the means to access NW 119 Street, thus creating the need for the covenant modification.

Amended and Revised Proposed Vehicular Access Language

The Applicant has worked with Staff to refine the proposed vehicular access language which spells out in detail how vehicular access may be provided to and from the site.

"(d) Other than as set forth in this Paragraph 6, there shall be no direct vehicular access between the Property and the surrounding residential neighborhood. Vehicular access to and from the Property will be provided exclusively: (i) to and from NW 119 Street, (ii) to and from the roadway segment of NW 24th Avenue abutting NW 119th Street and the Business and Office South parcel, (iii) to and from the roadway segment of NW 24th Avenue (formerly East Golf Drive) abutting NW 119th Street and the Business and Office North parcel (and the extension thereof into the Industrial and Office North Parcel), except that and (iv) the Industrial and Office South parcel may have access directly to and from NW 22 Avenue at theoretical NW 116th Street. Owner shall provide landscaping and buffering adjacent to the access road/driveway connecting the Industrial and Office North parcel to NW 119th Street, in order to mitigate any impact on the multi-family development to the east. ~~The Business and Office South parcel is permitted to have a driveway on Golf Drive West at NW 118th Street to serve as an additional means of vehicular access.~~ Notwithstanding the foregoing, additional emergency access points may be permitted if required by Miami-Dade County Fire Rescue, Police and/or Public Works.

Evaluation of the Proposed Covenant Modification

To evaluate the proposed Covenant Modification related to the Vehicular Access locations, the Applicant collected and assembled updated traffic data on the roadway network adjacent to the site and adjacent to the vehicular access locations. The Applicant has updated and provided the following analyses in response to Staff comments.

- The Applicant has provided a Traffic Concurrency Capacity Analysis to evaluate project traffic for the Year 2018.
- The Applicant has provided a link analysis to evaluate existing and projected traffic conditions through the Year 2025 consistent with the CDMP Amendment Transportation Analysis prepared for the site in 2011/2012. The analysis is provided to ensure that acceptable levels of service will be maintained at the project access locations and on the roadway network adjacent to the site given the updated traffic data and the Year 2025 long range planning horizon. The analysis maintains the development program and trip generation from the approved CDMP Amendment as outlined below.

Approved CDMP Amendment Development Program

As part of the CDMP Amendment process, the Applicant received approval of 1,600,000 square feet of Business Park and 400,000 square feet of Retail and Business use. The Business Park was intended to be shared between the Industrial and Office North and South Parcels. The retail and business use was intended to be shared between the Business and Office North and South Parcels. See the breakdown by Parcel as outlined in **Table 1** below.

Table 1 – Approved Land Use Designations for the Subject Property			
Gross Acres	Net Acres	Approved Land Use Designation	Approved Uses for the CDMP
73.2	67.8	1- Industrial and Office – North Parcel	Business Park – 800,000 SF
23.5	20.6	2 - Business and Office – North Parcel	Retail Shopping Center – 200,000 SF
24.6	21.5	3 - Business and Office – South Parcel	Retail Shopping Center – 200,000 SF
74.9	70.5	4- Industrial and Office – South Parcel	Business Park – 800,000 SF
196.2	180.4	Industrial and Office – 148.1 gross acres Business and Office – 48.1 gross acres	Business Park – 1,600,000 SF Retail Shopping Center – 400,000 SF

Transportation Analysis

The transportation analysis for the Amendment Site evaluated site impacts for the short term and long term planning horizons. See **Table 2** for a summary of the Daily, AM and PM peak hour trips generated by 1,600,000 square feet of Business Park and 400,000 square feet of retail and business use approved by the CDMP Amendment.

Table 2 - Trip Generation for the Approved Rosal Westview LLC - CDMP Amendment			
Timeframe	Gross Trips for the Uses Approved by the Change in Land Use to Industrial and Office	External Trips for the Uses Approved by the Change in Land Use to Business and Office	Total Approved Amendment Trips
	Business Park – ITE 8 th Edition LUC 770	Retail Shopping Center – ITE 8 th Edition LUC 820	
	Gross Trips with No trip reductions applied	Included a 23.4% pass-by for Retail Use	
Daily	20,416 - Gross Daily Trips	12,809 – External Daily Trips	33,225 – Daily Trips
AM Peak Hour	2,288 - Gross AM Trips	267 – External AM Trips	2,555 – AM Trips
PM Peak Hour	2,064 – Gross PM Trips	1,233 – External PM Trips	3,297 – PM Trips

Transit Access

Miami-Dade Transit provides local and regional transit access to the Amendment site as outlined in **Table 3**. MDT Routes 22, 27 and 297 operate with 15 to 20 min peak hour headways. Route 19 operates with 24 min headways.

Table 3 – Existing Transit Service in the Study Area			
Transit Routes Serving the Amendment	Major Roadways Served By MDT Routes	AM and PM Peak Hour Service Headways – Dec. 2013	Saturday/Sunday Service Headway – Dec. 2013
Route 19	NW 119 Street	24 minutes	n/a
Route 22	NW 22 Avenue	15 minutes	30-30 minutes
Route 27	NW 27 Avenue	15 minutes	20-30 minutes
Route 297 – 27 Avenue Max	NW 27 Avenue	15 minutes	n/a

Traffic Concurrency Analysis – Year 2018 Short Term Planning Horizon

A traffic concurrency infrastructure analysis for the Year 2018 short term planning horizon 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 (and at the secondary traffic count stations) located adjacent to and surrounding the Amendment site. Each traffic count station has been found to maintain adequate available capacity for the short term planning horizon to accommodate the traffic impacts for the entire site, inclusive of the Business Park and Retail Shopping Center uses approved by this CDMP Amendment. The addition of the **3,297 PM Peak Hour Trips** for the Amendment site does not exceed the available roadway capacity assigned to the surrounding traffic count stations using updated traffic counts from FDOT and Miami-Dade County. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the proposed Amendment site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan. Based upon these findings, adequate existing and funded transportation infrastructure are maintained for the short term planning horizon to support the development program previously approved for by the Rosal Westview, LLC CDMP Amendment. The updated Year 2018 traffic concurrency infrastructure analysis is presented in **Table 4** and reflects the information listed below.

Traffic Count Data

Updated traffic counts for all roadways under both County and State jurisdiction reflect peak hour period traffic count data from year 2013 or 2014 using the most recent data available from FDOT and Miami-Dade County.

Adopted LOS Standards and the Maximum Service Volumes

The adopted level of service standards used for each count station are provided by Miami-Dade County from their traffic concurrency database. The maximum service volumes for County count stations have been obtained from the Miami-Dade County ArtPlan calculations. The maximum service volumes for State count stations are based on Table 4 for the Two-Way Peak Hour from the FDOT 2012 Quality/LOS Handbook last updated on 12/18/2012.

Development Order Trips

The development order trips for each count station has been obtained from the Miami-Dade County Traffic Concurrency Count Station database updated on September 16, 2014.

Project Assignment

The project traffic assignment to the surrounding study area roadways has been established using the Miami-Dade County Cardinal Distribution for Project Zones 258 and 261 as obtained through interpolation for the Year 2018 using the Year 2005 and 2035 Cardinal Directions from the 2035 Long Range Transportation Plan (LRTP). The assignment and distribution of the **3,297 PM peak hour trips** are provided using the figures listed below.

- **Figure 3A** - Location of Project Zones 258 and 261
- **Figure 3B** - Cardinal Distribution for Zones 258 and 261 from Year 2005 and Year 2035 of the 2035 LRTP
- **Figure 3C** – Interpolated Cardinal Distribution for Year 2018 using Years 2005 and 2035 of the 2035 LRTP
- **Figure 3D** - Traffic Concurrency Count Stations
- **Figure 3E** – Project Distribution for the Year 2018 Short Term Planning Horizon

Total Traffic Conditions

The concurrency analysis presented in **Table 4** identifies the total traffic at each of the first directly accessed and secondary traffic count stations and the remaining capacity still available after incorporating the impacts of the Amendment site. **Table 4** addresses the Year 2018 Short Term Planning Horizon for the adjacent and surrounding study area roadways.

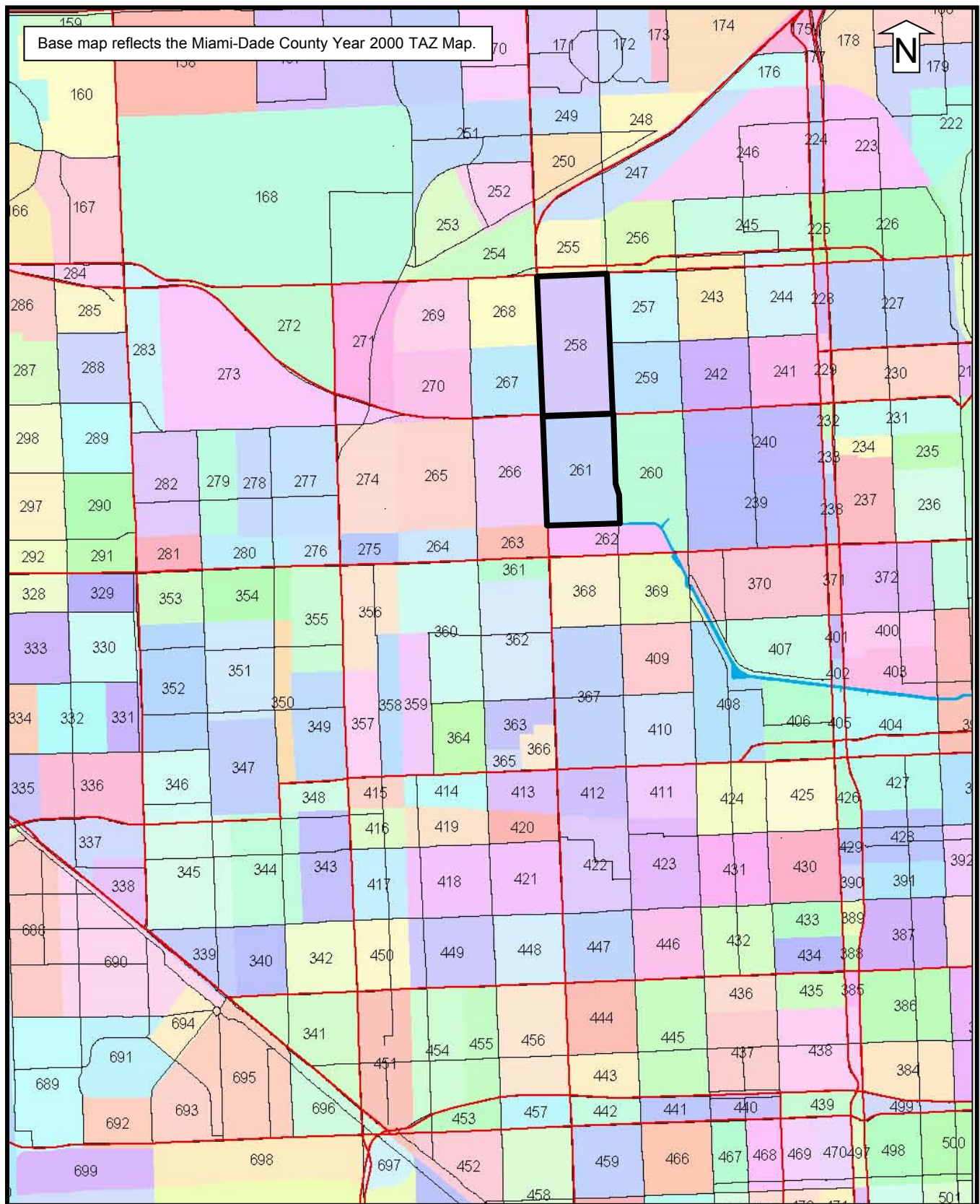


Figure 3A
Location of Project Zones 258 and 261
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Miami-Dade County Year 2005 and 2035 Directional Distribution Summaries

2005

255	2955	TRIPS	573	633	399	586	667	473	402	467	4,200
		PERCENT	13.64	15.07	9.5	13.95	15.88	11.26	9.57	11.12	
256	2956	TRIPS	775	606	435	759	782	641	530	706	5,234
		PERCENT	14.81	11.58	8.31	14.5	14.94	12.25	10.13	13.49	
257	2957	TRIPS	313	275	170	518	357	538	359	282	2,812
		PERCENT	11.13	9.78	6.05	18.42	12.7	19.13	12.77	10.03	
258	2958	TRIPS	615	709	360	791	742	559	391	489	4,656
		PERCENT	13.21	15.23	7.73	16.99	15.94	12.01	8.4	10.5	
259	2959	TRIPS	253	226	154	368	272	290	171	284	2,018
		PERCENT	12.54	11.2	7.63	18.24	13.48	14.37	8.47	14.07	
260	2960	TRIPS	382	278	218	503	377	522	279	353	2,912
		PERCENT	13.12	9.55	7.49	17.27	12.95	17.93	9.58	12.12	

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS									
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
261	2961	TRIPS	303	347	169	367	272	251	279	281	2,269
		PERCENT	13.35	15.29	7.45	16.17	11.99	11.06	12.3	12.38	
262	2962	TRIPS	270	215	217	347	395	452	264	304	2,464
		PERCENT	10.96	8.73	8.81	14.08	16.03	18.34	10.71	12.34	

2035

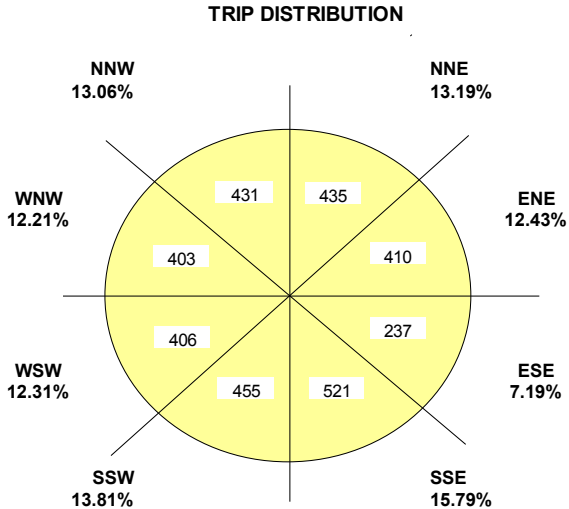
255	2955	TRIPS	673	478	331	699	1012	702	585	743	5,223
		PERCENT	12.89	9.15	6.34	13.38	19.38	13.44	11.2	14.23	
256	2956	TRIPS	886	620	367	689	688	644	530	787	5,211
		PERCENT	17	11.9	7.04	13.22	13.2	12.36	10.17	15.1	
257	2957	TRIPS	487	395	351	744	358	375	282	312	3,304
		PERCENT	14.74	11.96	10.62	22.52	10.84	11.35	8.54	9.44	
258	2958	TRIPS	631	464	325	862	817	807	1092	596	5,594
		PERCENT	11.28	8.29	5.81	15.41	14.6	14.43	19.52	10.65	
259	2959	TRIPS	334	239	202	375	305	264	306	394	2,419
		PERCENT	13.81	9.88	8.35	15.5	12.61	10.91	12.65	16.29	
260	2960	TRIPS	570	460	369	756	463	386	340	495	3,839
		PERCENT	14.85	11.98	9.61	19.69	12.06	10.05	8.86	12.89	
261	2961	TRIPS	440	271	223	418	374	362	289	584	2,961
		PERCENT	14.86	9.15	7.53	14.12	12.63	12.23	9.76	19.72	
262	2962	TRIPS	431	312	331	670	327	340	227	292	2,930
		PERCENT	14.71	10.65	11.3	22.87	11.16	11.6	7.75	9.97	
263	2963	TRIPS	128	136	132	241	171	130	74	77	1,089
		PERCENT	11.75	12.49	12.12	22.13	15.7	11.94	6.8	7.07	

Figure 3B
Cardinal Distribution for Zones 258 and 261 from Year 2005 and Year 2035 of the 2035 L RTP
Rosal Westview, LLC

CARDINAL DISTRIBUTION FOR YEAR 2018

PROJECT: Rosal Westview, LLC

TAZ #	# 258 and 261 - 2018	
Trips	3,297	PM Trips
NNE	13.19%	435
ENE	12.43%	410
ESE	7.19%	237
SSE	15.79%	521
SSW	13.81%	455
WSW	12.31%	406
WNW	12.21%	403
NNW	13.06%	431
	100.00%	3297



TAZ 258 and TAZ 261 INTERPOLATED CARDINAL DISTRIBUTION FOR YEARS 2005 AND 2035

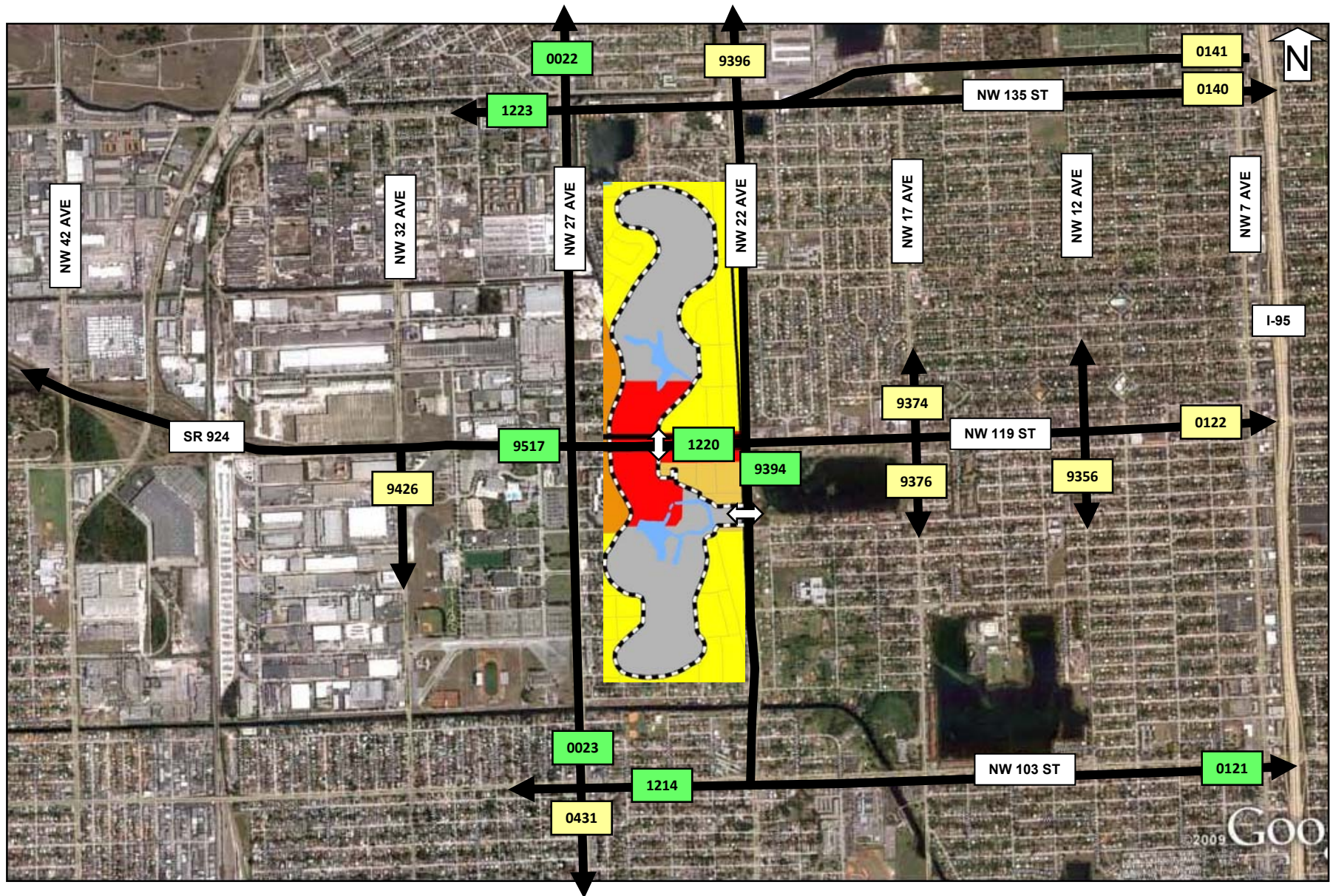
Cardinal Direction	2005 Zone 258 Cardinal Distribution	2005 Zone 261 Cardinal Distribution	2005 Average 258 and 261 Cardinal Distribution	2035 Zone 258 Cardinal Distribution	2035 Zone 261 Cardinal Distribution	2035 Average 258 and 261 Cardinal Distribution	2035-2005 Difference	Rate Per Year 30 Years	13 Years	2018 258 and 261 Cardinal Distribution	Net New PM Peak Hour Project Trips 3297
NNE	13.21%	13.35%	13.28%	11.28%	14.86%	13.07%	-0.21%	-0.01%	-0.09%	13.19%	435
ENE	15.23%	15.29%	15.26%	8.29%	9.15%	8.72%	-6.54%	-0.22%	-2.83%	12.43%	410
ESE	7.73%	7.45%	7.59%	5.81%	7.53%	6.67%	-0.92%	-0.03%	-0.40%	7.19%	237
SSE	16.99%	16.17%	16.58%	15.41%	14.12%	14.77%	-1.82%	-0.06%	-0.79%	15.79%	521
SSW	15.94%	11.99%	13.97%	14.60%	12.63%	13.62%	-0.35%	-0.01%	-0.15%	13.81%	455
WSW	12.01%	11.06%	11.54%	14.43%	12.23%	13.33%	1.80%	0.06%	0.78%	12.31%	406
WNW	8.40%	12.30%	10.35%	19.52%	9.76%	14.64%	4.29%	0.14%	1.86%	12.21%	403
NNW	10.50%	12.38%	11.44%	10.65%	19.72%	15.19%	3.75%	0.12%	1.62%	13.06%	431
	100.01%	99.99%	100.00%	99.99%	100.00%	100.00%				100.00%	3,297

Source: Miami-Dade 2035 Long Range Transportation Plan - Directional Trip Distribution Report, October 2009.

Legend

Figure 3C
Year 2018 - Traffic Concurrency Distribution and Assignment for Zones 258 and 261
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates



Site Location



First Directly Accessed Count Stations



Secondary Accessed Count Stations



Project Access

Figure 3D
Traffic Concurrency Count Stations
Rosal Westview, LLC

3-29-2015

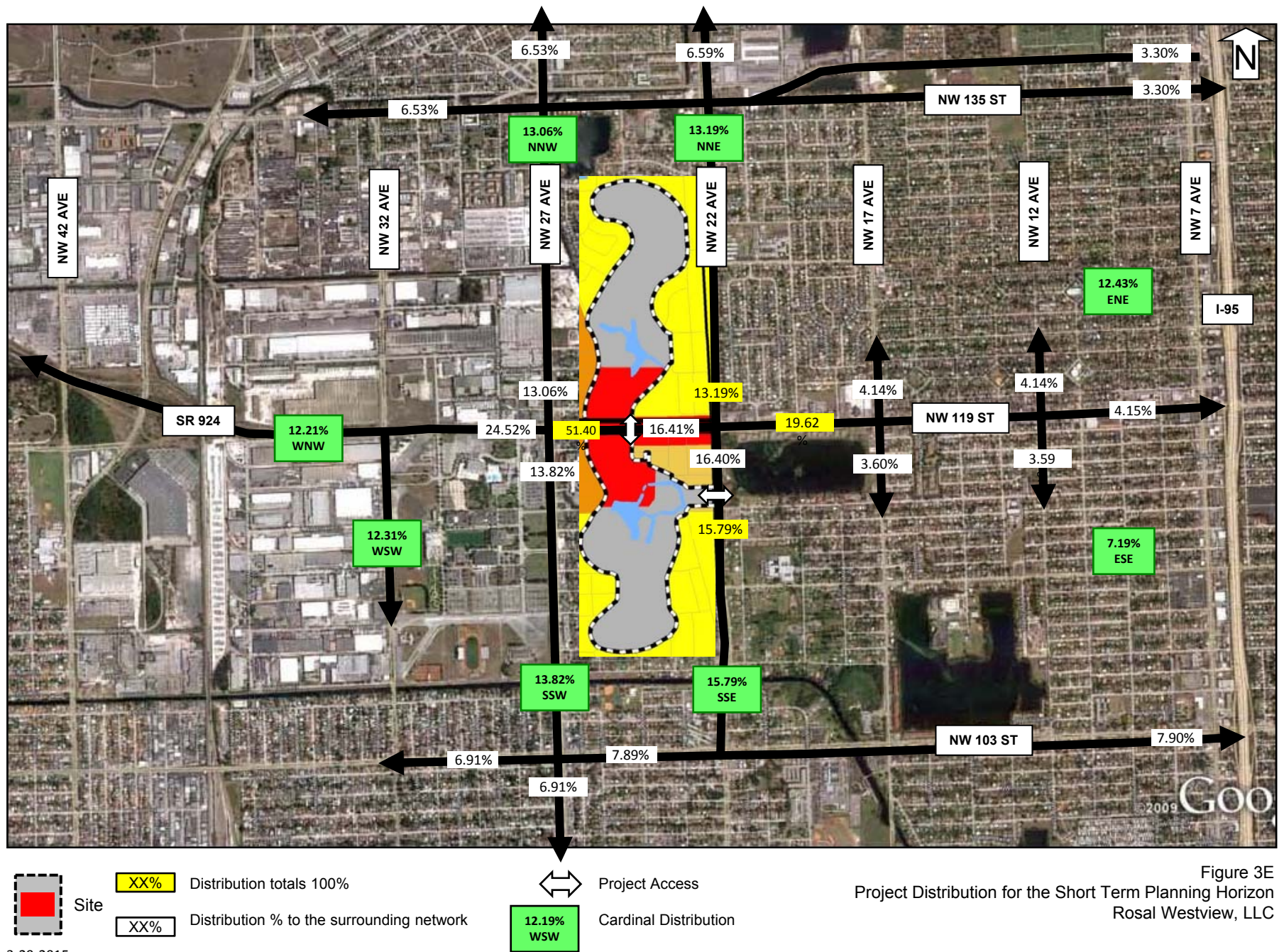


Figure 3E
Project Distribution for the Short Term Planning Horizon
Rosal Westview, LLC

TABLE 4
ROSAL WESTVIEW, LLC
TRAFFIC CONCURRENCY CAPACITY ANALYSIS FOR THE YEAR 2018 SHORT TERM PLANNING HORIZON

3/30/2015

Count Station Number	DESCRIPTION	[1] [5]	[1] [5]	[2]	Count Date	[3]	Capacity Available after D.O.'s	Westview		Westview		Total	Total PHP Vol with Project	Capacity Available after Project	Adopted LOS	Actual LOS
		Existing Laneage	Two Way Peak Hour Capacity	PHP Vol		D.O.'s as of 2014		North of NW 119 St		South of NW 119 St		Westview				
								TAZ 258 Cardinal Dist%	[4] PM TRIPS 1680	TAZ 261 Cardinal Dist%	[4] PM TRIPS 1617	North + South 3297				
	First Directly Accessed Count Stations											Total				
0022	NW 27 Ave, north of NW 138 St	A 6	8,085	4,356	10/29-31/2013	7	3,722	6.53%	110	6.53%	106	215	4,578	3,507	E+50	C
0023	NW 27 Ave, north of NW 103 St	A 6	8,085	2,771	8/13-15/2013	17	5,297	13.82%	232	13.82%	223	456	3,244	4,841	E+50	C
0121	NW 103 St, west of NW 7 Ave	A 6	5,390	1,898	6/25-27/2013	33	3,459	7.90%	133	7.90%	128	260	2,191	3,199	E	C
1214	NW 103 St, east of NW 27 Ave	A 6	5,390	1,988	6/11-13/2013	384	3,018	7.89%	133	7.89%	128	260	2,632	2,758	E	C
1220	NW 119 St, east of NW 24 Ave	A 6	5,390	3,894	11/5-7/2013	64	1,432	16.41%	276	16.41%	265	541	4,499	891	E	C
1223	NW 135 St, west of NW 27 Ave	A 4	3,580	1,504	6/4-6/2013	10	2,066	6.53%	110	6.53%	106	215	1,729	1,851	E	C
9394	NW 22 Ave, south of SW 119 St	4	3,690	1,874	3/18-20/2014	4	1,812	16.40%	276	16.40%	265	541	2,419	1,271	E+50	D
9517	NW 119 St, west of NW 27 Ave	A 8	7,120	3,613	4/1-3/2014	69	3,438	24.52%	412	24.52%	396	808	4,490	2,630	E	D
								100.00%	1,680	100.00%	1,617	3,297				
	Secondary Accessed Count Stations															
9356	NW 12 Ave, south of NW 119 St	2	4,080	260	2014	4	3,816	3.59%	60	3.59%	58	118	382	3,698	E+20	B
9374	NW 17 Ave, north of NW 119 St	4	2,844	750	3/18-20/2014	2	2,092	4.14%	70	4.14%	67	136	888	1,956	E+20	C
9376	NW 17 Ave, south of NW 119 St	4	5,004	741	3/18-20/2014	6	4,257	3.60%	60	3.60%	58	119	866	4,138	E+20	B
9396	NW 22 Ave, south of SR 826	4	4,005	1,433	3/18-20/2014	2	2,570	6.59%	111	6.59%	107	217	1,652	2,353	E+50	D
9426	NW 32 Ave, s of NW 119 St	A 4	4,920	2,060	4/1-3/2014	248	2,612	12.31%	207	12.31%	199	406	2,714	2,206	E+50	D
0122	NW 119 St, west of NW 7 Ave	A 6	5,390	2,951	6/11-13/2013	0	2,439	4.15%	70	4.15%	67	137	3,088	2,302	E	C
0140	NW 135 St - One Way EB, wo NW 7 Ave	3LOW EB	3,234	1,160	10/22-24/2013	4	2,070	3.30%	55	3.30%	53	109	1,273	1,961	E	C
0141	NW 136 St - One Way WB, wo NW 7 Ave	3LOW WB	3,234	1,054	5/28-30/2013	0	2,180	3.30%	55	3.30%	53	109	1,163	2,071	E	C
0431	NW 27 Ave, south of NW 103 St	A 4	5,370	2,824	7/16-18/2013	1	2,545	6.91%	116	6.91%	112	228	3,053	2,317	E+50	C

Notes:

- [1] Source for the maximum service volumes for County Roads have been obtained from the Miami-Dade County Public Works Department Concurrency Database.
Source for the maximum service volumes for State Roads and/or State Count Stations have been obtained from Table 4 of the 2012 FDOT Quality/LOS Handbook last updated 12/18/2012.
- [2] Source for the PHP counts: Miami-Dade County Public Works Traffic Counts from Year 2014 or the 2013 FDOT Traffic Information DVD.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Concurrency Database dated 9-16-2014.
- [4] See Table 2A for the net external PM peak hour trips for the retail use and the business park uses proposed.
- [5] Please note the corrected lane geometry (compared to the Concurrency Database) for Count Stations 0121, 0140, 0141 0431
Please note the corrected maximum service volumes based upon the existing lane geometry for Stations 0022, 0121, 1214, 1220, 0140, 0141, 0431

Year 2025 CDMP Amendment Transportation Analysis

To evaluate the Covenant Modification related to the access locations, each of the roadways adjacent to the site were evaluated under existing and projected traffic conditions for the long term Year 2025 planning horizon. The following analyses have been provided in **Tables 5A through 5E** as supported by **Figures 4A and 4B** as outlined below.

- **Figure 4A** – Interpolated Cardinal Distribution for Year 2025 using Years 2005 and 2035 of the 2035 L RTP
- **Figure 4B** – Project Distribution for the Year 2025 Long Term Planning Horizon
- **Table 5A** – Project Distribution for the Roadways Providing Access to the Site
- **Table 5B** - Existing Peak Hour Period Traffic Conditions on Study Roadways
- **Table 5C** – Year 2025 Future Background and Committed Development Traffic Conditions
- **Table 5D** – Traffic Growth Rate Calculations
- **Table 5E** – Year 2025 Total Traffic Conditions on Study Roadways

This evaluation of the Year 2025 traffic conditions has been updated as part of this Covenant Modification to reconfirm the adequacy of the roadway infrastructure to meet adopted LOS standards through the Year 2025 Long Term Planning Horizon. Year 2025 traffic conditions incorporate growth in background traffic and traffic from approved committed developments, the traffic impact from the Amendment site and the improvements proposed by the Applicant to enhance the network and offset transportation impacts. A significance determination analysis was provided to ensure that those roadways carrying significant Amendment traffic would not impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2025 without providing mitigation to offset such impacts.

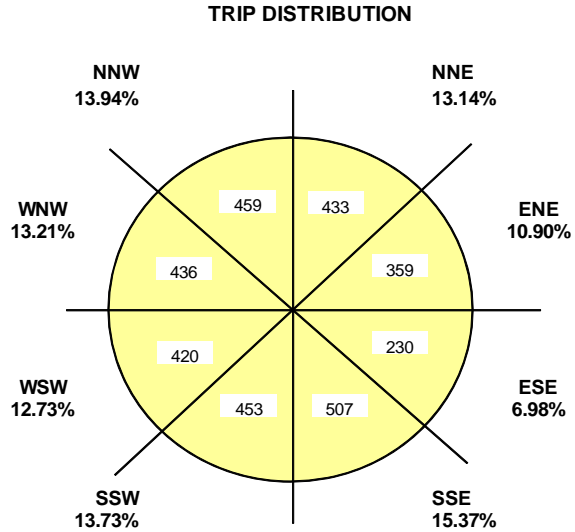
Access and Network Improvements to Support the Amendment

Consistent with the covenant, the Applicant has proposed improvements to NW 119 Street by extending the fourth westbound travel lane on NW 119 Street from East Golf Drive to West Golf Drive for distance of approximately 775 feet, along with improved site access at directional median openings and a proposed signal for the intersection of NW 119 Street and NW 24 Avenue/East Golf Drive (as permitted by reviewing agencies). The Applicant will also provide one or more eastbound right turn lanes to serve site access off of NW 119 Street (as permitted by reviewing agencies). Each of these proposed improvements enhance both capacity and mobility for the NW 119 Street corridor. The proposed roadway and intersection improvements ensure that the regionally significant roadways serving the Amendment site will operate within the adopted level of service standards as defined by the CDMP.

CARDINAL DISTRIBUTION FOR YEAR 2025

PROJECT: Rosal Westview, LLC

TAZ #	# 258 and 261 - 2025	
Trips	3,297	PM Trips
NNE	13.14%	433
ENE	10.90%	359
ESE	6.98%	230
SSE	15.37%	507
SSW	13.73%	453
WSW	12.73%	420
WNW	13.21%	436
NNW	13.94%	459
	100.00%	3297



TAZ 258 and TAZ 261 INTERPOLATED CARDINAL DISTRIBUTION FOR YEARS 2005 AND 2035

Cardinal Direction	2005 Zone 258 Cardinal Distribution	2005 Zone 261 Cardinal Distribution	2005 Average 258 and 261 Cardinal Distribution	2035 Zone 258 Cardinal Distribution	2035 Zone 261 Cardinal Distribution	2035 Average 258 and 261 Cardinal Distribution	2035-2005 Difference	Rate Per Year 30 Years	20 Years	2025 258 and 261 Cardinal Distribution	Net New PM Peak Hour Project Trips 3297
NNE	13.21%	13.35%	13.28%	11.28%	14.86%	13.07%	-0.21%	-0.01%	-0.14%	13.14%	433
ENE	15.23%	15.29%	15.26%	8.29%	9.15%	8.72%	-6.54%	-0.22%	-4.36%	10.90%	359
ESE	7.73%	7.45%	7.59%	5.81%	7.53%	6.67%	-0.92%	-0.03%	-0.61%	6.98%	230
SSE	16.99%	16.17%	16.58%	15.41%	14.12%	14.77%	-1.82%	-0.06%	-1.21%	15.37%	507
SSW	15.94%	11.99%	13.97%	14.60%	12.63%	13.62%	-0.35%	-0.01%	-0.23%	13.73%	453
WSW	12.01%	11.06%	11.54%	14.43%	12.23%	13.33%	1.80%	0.06%	1.20%	12.73%	420
WNW	8.40%	12.30%	10.35%	19.52%	9.76%	14.64%	4.29%	0.14%	2.86%	13.21%	436
NNW	10.50%	12.38%	11.44%	10.65%	19.72%	15.19%	3.75%	0.12%	2.50%	13.94%	459
	100.01%	99.99%	100.00%	99.99%	100.00%	100.00%				100.00%	3,297

Source: Miami-Dade 2035 Long Range Transportation Plan - Directional Trip Distribution Report, October 2009.

Legend

Figure 4A
Year 2025 – Long Range Distribution and Assignment for Zones 258 and 261
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

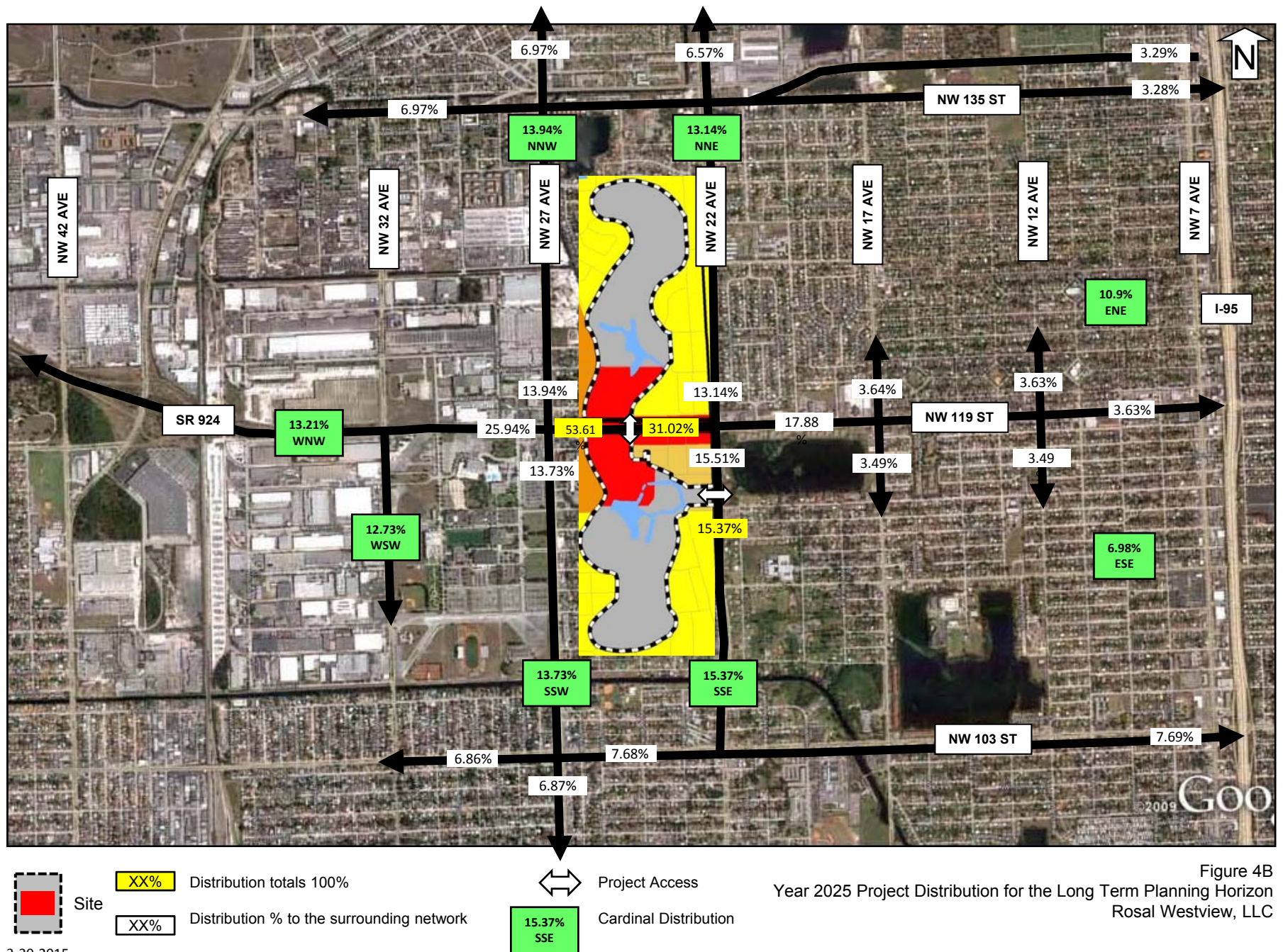


Figure 4B
Year 2025 Project Distribution for the Long Term Planning Horizon
Rosal Westview, LLC

3-30-2015

Source: Cathy Sweetapple & Associates

Table 5A
Project Distribution for the Roadways Providing Access to the Site
Two-Way PM Peak Hour

3/30/2015

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	Rosal Westview, LLC		[4] 2-WAY PEAK HOUR MSV	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
			Business Park and Retail Use				
			PROJECT	APPROVED			
			DIST % [3]	PM TRIPS 3297			
SR 817 / NW 27 Avenue							
NW 135 Street to NW 119 Street	6LD	E+50	13.94%	460	8,085	5.68%	YES
NW 119 Street to NW 103 Street	6LD	E+50	13.73%	453	8,085	5.60%	YES
NW 22 Avenue							
NW 135 Street to NW 119 Street	4LD	E+50	13.14%	433	4,833	8.96%	YES
NW 119 Street to NW 116 Street	4LD	E+50	15.51%	511	4,833	10.58%	YES
NW 116 Street to NW 103 Street	4LD	E+50	15.37%	507	4,833	10.49%	YES
SR 924 / Gragny / NW 119 Street							
NW 32 Avenue to NW 27 Avenue	8LD	E	25.94%	855	7,210	11.86%	YES
NW 27 Avenue to West Golf Dr	7LD	E	53.61%	1,768	6,288	28.11%	YES
West Golf Dr to East Golf Dr/NW 24 Ave	7LD by Applicant	E	53.61%	1,768	6,288	28.11%	YES
East Golf Dr/NW 24 Ave to NW 22 Ave	6LD	E	31.02%	1,023	5,390	18.97%	YES
NW 22 Avenue to NW 17 Avenue	6LD	E	17.88%	590	5,390	10.94%	YES
East Golf Drive/NW 24 Avenue							
NW 120 St to NW 119 St	4LD by Applicant	E	33.85%	1,116	2,736	40.79%	YES
NW 119 St to NW 116 St	4LD by Applicant	E	50.78%	1,674	2,736	61.19%	YES

[1] Reflects existing lane geometry and Applicant funded roadway improvements.

[2] Adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] Approved Amendment Trips reflect 3297 Total PM Peak Hour Trips for the Business Park and Retail Uses.

See Figure 4B for the project distribution for the Year 2025.

[4] The two-way peak hour roadway capacities have been obtained from the 2012 FDOT Quality/LOS Handbook updated 12/18/2012.

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

3/30/2015

ROADWAY SEGMENTS	[1] 2015 EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	COUNT DATE	FDOT PSCF	FDOT AXLE FACTOR	[3] CDMP ADOPTED LOS	[4] 2013 to 2015 EXISTING PHP VOLUME	[5] EXISTING PHP PEAK SEASON VOLUME	[6] [7] ART PLAN OR FDOT 2-WAY PK HR MSV	EXISTING PHP LOS	V/C
SR 817 / NW 27 Avenue												
NW 135 Street to NW 119 Street	6LD	State Principal Arterial	FDOT-0519	4/17-19/12	1.03	0.98	E+50	2,986	3,014	8,085	C	0.37
NW 119 Street to NW 103 Street	6LD	State Principal Arterial	MD-9412	4/01-03/14	1.00	0.98	E+50	3,280	3,214	8,085	C	0.40
NW 22 Avenue												
NW 135 Street to NW 119 Street	4LD	County Minor Arterial	MD-9394	3/18-20/14	1.00	1.00	E+50	1,874	1,874	3,690	D	0.51
NW 119 Street to NW 116 Street	4LD	County Minor Arterial	MD-9394	3/18-20/14	1.00	1.00	E+50	1,874	1,874	3,690	D	0.51
NW 116 Street to NW 103 Street	4LD	County Minor Arterial	MD-9394	3/18-20/14	1.00	1.00	E+50	1,874	1,874	3,690	D	0.51
SR 924 / Gratigny / NW 119 Street												
NW 32 Avenue to NW 27 Avenue	8LD	State Principal Arterial	MD-9517	4/01-03/14	1.00	0.97	E	3,613	3,505	7,210	C	0.49
NW 27 Avenue to West Golf Dr	7LD	State Principal Arterial	Link Counts	1/13-15/15	1.06	0.97	E	3,486	3,584	6,288	C	0.57
West Golf Dr to East Golf Dr/NW 24 Ave	6LD	State Principal Arterial	Link Counts	1/13-15/15	1.06	0.97	E	3,486	3,584	5,390	C	0.66
East Golf Dr/NW 24 Ave to NW 22 Ave	6LD	State Principal Arterial	Link Counts	1/13-15/15	1.06	0.97	E	3,486	3,584	5,390	C	0.66
NW 22 Avenue to NW 17 Avenue	6LD	State Principal Arterial	Average	[Link+0122]	1.06	0.97	E	3,219	3,309	5,390	C	0.61
NW 17 Avenue to NW 12 Avenue	6LD	State Principal Arterial	FDOT-0122	6/11-13/13	1.04	0.97	E	2,951	2,977	5,390	C	0.55
East Golf Drive/NW 24 Avenue												
NW 120 St to NW 119 St	2LU	Local Road	TM Counts	1/13/15	1.06	1.00	E	30	32	1,269	C	0.03
NW 119 St to NW 116 St	2LU	Local Road	TM Counts	1/13/15	1.06	1.00	E	12	13	1,269	C	0.01

[1] Existing lane geometry is documented for Existing Conditions.

[2] The roadway functional classification is based on the 2013 FDOT Florida Transportation DVD.

[3] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[4] Updated PHP volumes have been obtained from Applicant Counts, Miami-Dade County and FDOT Traffic Count Station Databases as available for the years 2012, 2013, 2014 and 2015.

[5] The PHP volumes have been adjusted using the 2012 and 2013 PSCF where appropriate and Axle Factors provided by FDOT from the 2013 Florida Transportation Information DVD.

[6] The two-way peak hour MSV for county roads are consistent with ART PLAN (where available) as established by MDC Public Works in the Traffic Count Station Database.

Where ART PLAN runs are not available, the MSV is based on Table 4 from the 2012 FDOT Quality/LOS Handbook dated 12/18/2012.

[7] The two-way peak hour roadway capacities for State Roads have been obtained from the 2012 FDOT Quality/LOS Handbook dated 12/18/2012.

Table 5C
Year 2025 Future Background and Committed Development Traffic Conditions on Study Roadways
Two-Way Peak Hour Period without the Amendment Trips

3/30/2015

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS	EXISTING PHP PEAK SEASON VOLUMES [Table 5B]	[3] HISTORICAL GROWTH RATES [Table 5D]	2025 FUTURE BACKGROUND PHP VOLUME	[4] 9-16-2014 MIAMI-DADE COMMITTED TRIPS DATABASE	2025 BACKGROUND PLUS COMMITTED VOLUMES	[5] 2-WAY PEAK HOUR MSV	2025 PHP LOS	2025 PHP V/C
SR 817 / NW 27 Avenue										
NW 135 Street to NW 119 Street	6LD	E+50	3,014	1.00%	3,430	17	3,447	8,085	C	0.43
NW 119 Street to NW 103 Street	6LD	E+50	3,214	1.00%	3,586	17	3,603	8,085	C	0.45
NW 22 Avenue										
NW 135 Street to NW 119 Street	4LD	E+50	1,874	1.00%	2,091	4	2,095	4,833	C	0.43
NW 119 Street to NW 116 Street	4LD	E+50	1,874	1.00%	2,091	4	2,095	4,833	C	0.43
NW 116 Street to NW 103 Street	4LD	E+50	1,874	1.00%	2,091	4	2,095	4,833	C	0.43
SR 924 / Gragny / NW 119 Street										
NW 32 Avenue to NW 27 Avenue	8LD	E	3,505	1.00%	3,910	69	3,979	7,210	C	0.55
NW 27 Avenue to West Golf Dr	7LD	E	3,584	1.00%	3,959	64	4,023	6,288	C	0.64
West Golf Dr to East Golf Dr/NW 24 Ave	6LD	E	3,584	1.00%	3,959	64	4,023	5,390	C	0.75
East Golf Dr/NW 24 Ave to NW 22 Ave	6LD	E	3,584	1.00%	3,959	64	4,023	5,390	C	0.75
NW 22 Avenue to NW 17 Avenue	6LD	E	3,309	1.00%	3,729	64	3,793	5,390	C	0.70
NW 17 Avenue to NW 12 Avenue	6LD	E	2,977	1.00%	3,355	2	3,357	4,590	D	0.73
East Golf Drive/NW 24 Avenue										
NW 120 St to NW 119 St	2LU	E	32	1.00%	35	0	35	1,269	C	0.03
NW 119 St to NW 116 St	2LU	E	13	1.00%	14	0	14	1,269	C	0.01

[1] Lane geometry for Year 2025 still reflects existing conditions. Studies are underway by MDX for SR 924 as outlined below.

A PD&E Study is underway by MDX [TIP Project Number XA92407 - Page A3-7] to evaluate the SR 924 Extension from NW 32 Avenue to I-95.

No capacity adjustments have been made to the network as a result of this potential project since the geometry and roadway improvements are unknown at this time.

The SR 924 / Gragny Parkway East Extension is included under Partially Funded Projects on Page 6-34 of the Adopted 2040 Long Range Transportation Plan.

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

[3] Growth rate calculations are provided on Table 5D based upon 5 years of historical traffic counts collected by FDOT for the 7 State Count Stations surrounding the site.

The 5 Year historical growth rate was (- 2.46%). To be conservative, a positive growth rate of 1.0% has been used to grow existing traffic to year 2025.

[4] Includes the two-way peak hour committed development project traffic from the 9-16-2014 MDC Traffic Concurrency Database.

[5] The two-way peak hour roadway capacities have been obtained from the 2012 FDOT Quality/LOS Handbook updated 12/18/2012.

TABLE 5D - HISTORICAL GROWTH TRENDS AT ADJACENT COUNT STATIONS

3/8/2015

ROADWAY	SEGMENT	DIR	COUNT STATION	AADT 2008	AADT 2009	AADT 2010	AADT 2011	AADT 2012	AADT 2013	5 Year Growth 2008 to 2013
SR 9/NW 27 Avenue	North of NW 103 St	N/S	FDOT-0023	40,500	41,500	41,000	41,000	39,500	37,000	-1.79%
SR 932/NW 103 Street	West of NW 7 Ave	E/W	FDOT-0121	33,000	30,500	30,000	27,500	28,000	27,000	-3.93%
SR 924/NW 119 Street	East of NW 11 Ave	E/W	FDOT-0122	41,500	39,000	37,000	37,500	37,500	37,500	-2.01%
SR 9/NW 27 Avenue	South of NW 135 St	N/S	FDOT-0519	55,500	51,000	52,000	42,500	44,500	43,500	-4.76%
SR 924/NW 119 Street	East of NW 24 Ave	E/W	FDOT-1220	47,500	44,000	43,000	41,500	41,500	46,500	-0.42%
SR 932/NW 103 Street	East of NW 27 Ave	E/W	FDOT-1214	28,000	25,500	27,000	25,500	29,500	25,500	-1.85%
SR 924/NW 119 Street	West of NW 27 Ave	E/W	FDOT-2510	40,000	39,500	37,000	38,500	45,500	35,500	-2.36%
Adjacent Network Growth				286,000	271,000	267,000	254,000	266,000	252,500	-2.46%

Rosal Westview, LLC
CDMP Amendment Transportation Analysis for
Covenant Modifications

Table 5E
Year 2025 Total Traffic Conditions on Study Roadways
Two-Way Peak Hour Period with the Amendment Trips

3/30/2015

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT [Table 5C]	Rosal Westview, LLC		2025 VOLUMES WITH AMENDMENT	[4] 2-WAY PEAK HOUR MSV	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				Business Park and Retail Use								
				PROJECT DIST % [3]	APPROVED PM TRIPS 3297							
SR 817 / NW 27 Avenue												
NW 135 Street to NW 119 Street	6LD	E+50	3,447	13.94%	460	3,907	8,085	C	0.48	5.68%	YES	NO
NW 119 Street to NW 103 Street	6LD	E+50	3,603	13.73%	453	4,056	8,085	C	0.50	5.60%	YES	NO
NW 22 Avenue												
NW 135 Street to NW 119 Street	4LD	E+50	2,095	13.14%	433	2,528	4,833	C	0.52	8.96%	YES	NO
NW 119 Street to NW 116 Street	4LD	E+50	2,095	15.51%	511	2,606	4,833	C	0.54	10.58%	YES	NO
NW 116 Street to NW 103 Street	4LD	E+50	2,095	15.37%	507	2,602	4,833	C	0.54	10.49%	YES	NO
SR 924 / Gratiigny / NW 119 Street												
NW 32 Avenue to NW 27 Avenue	8LD	E	3,979	25.94%	855	4,834	7,210	C	0.67	11.86%	YES	NO
NW 27 Avenue to West Golf Dr	7LD	E	4,023	53.61%	1,768	5,791	6,288	C	0.92	28.11%	YES	NO
West Golf Dr to East Golf Dr/NW 24 Ave	7LD by Applicant	E	4,023	53.61%	1,768	5,791	6,288	C	0.92	28.11%	YES	NO
East Golf Dr/NW 24 Ave to NW 22 Ave	6LD	E	4,023	31.02%	1,023	5,046	5,390	C	0.94	18.97%	YES	NO
NW 22 Avenue to NW 17 Avenue	6LD	E	3,793	17.88%	590	4,382	5,390	C	0.81	10.94%	YES	NO
East Golf Drive/NW 24 Avenue												
NW 120 St to NW 119 St	4LD by Applicant	E	35	33.85%	1,116	1,151	2,736	C	0.42	40.79%	YES	NO
NW 119 St to NW 116 St	4LD by Applicant	E	14	50.78%	1,674	1,688	2,736	D	0.62	61.19%	YES	NO

[1] Reflects existing lane geometry and Applicant funded roadway improvements.

[2] Adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] Approved Amendment Trips reflect 3297 Total PM Peak Hour Trips for the Business Park and Retail Uses.

See Figure 4B for the project distribution for the Year 2025.

[4] The two-way peak hour roadway capacities have been obtained from the 2012 FDOT Quality/LOS Handbook updated 12/18/2012.

Conclusions

Access and Network Improvements to Support the Amendment

Consistent with the proposed Covenant Modifications, the Applicant will be able to move forward with project development using the access options outlined in **Paragraph 6(d)** as outlined below:

- (d) Other than as set forth in this Paragraph 6, there shall be no direct vehicular access between the Property and the surrounding residential neighborhood. Vehicular access to and from the Property will be provided exclusively:
 - (i) to and from NW 119 Street,
 - (ii) to and from the roadway segment of NW 24th Avenue abutting NW 119th Street and the Business and Office South parcel,
 - (iii) to and from the roadway segment of NW 24th Avenue (formerly East Golf Drive) abutting NW 119th Street and the Business and Office North parcel (and the extension thereof into the Industrial and Office North Parcel), and
 - (iv) to and from NW 22 Avenue at theoretical NW 116th Street.

Owner shall provide landscaping and buffering adjacent to the access road/driveway connecting the Industrial and Office North parcel to NW 119th Street, in order to mitigate any impact on the multi-family development to the east.

Notwithstanding the foregoing, additional emergency access points may be permitted if required by Miami-Dade County Fire Rescue, Police and/or Public Works.

The originally anticipated, the Applicant will be able to enhance the capacity of NW 119 Street by extending the fourth westbound travel lane on NW 119 Street from West Golf Drive to East Golf Drive for distance of approximately 775 feet, along with improved site access at directional median openings and the pursuit of a proposed signal for the intersection of NW 119 Street/NW 24 Avenue/East Golf Drive. Each of these improvements enhance both capacity and mobility for the NW 119 Street corridor. The proposed roadway and intersection improvements ensure that the regionally significant roadways serving the Amendment site will operate within the adopted level of service standards as defined by the CDMP.

Access to Transit

The Amendment Site is located adjacent to existing local and regional transit access provided by MDT Routes 19, 22, 27 and 297 which currently operate with 15 to 24 minute headways during the AM and PM peak hours.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period for the Year 2018 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the approved Amendment site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County CDMP.

Year 2025 Traffic Conditions

An updated evaluation of the Year 2025 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the Year 2025 Long Term Planning Horizon. Year 2025 traffic conditions incorporate growth in background traffic and traffic from approved committed developments, the traffic impact from the Amendment site and the improvements proposed by the Applicant to enhance the network and offset transportation impacts. A significance determination analysis has been provided to ensure that those roadways carrying significant Amendment traffic will not impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2025 without providing mitigation to offset such impacts.