
NOPC AND CDMP AMENDMENT TRANSPORTATION ANALYSIS

Beacon Lakes DRI

Prepared for:
AMB Codina Beacon Lakes, LLC

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4/7/16

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Beacon Lakes NOPC and CDMP Amendment CDMP Amendment Transportation Analysis

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**Beacon Lakes NOPC and CDMP Amendment
CDMP Amendment Transportation Analysis**

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Beacon Lakes NOPC and CDMP Amendment Transportation Analysis Introduction and Executive Summary

Introduction and Site Location

AMB Codina Beacon Lakes, LLC is processing a change to the Miami-Dade County Comprehensive Development Master Plan (CDMP) to modify two parcels located either within or adjacent to the Beacon Lakes DRI as outlined and described below. Beacon Lakes is an approved multi-use DRI consisting of warehouse, office, business and commercial uses located originally on ±480.04 acres in west-central Miami-Dade County, bounded generally on the north by NW 25 Street, on the south by NW 12 Street, on the west by NW 137 Avenue and on the east by the Homestead Extension of Florida’s Turnpike. The current acreage for the Beacon Lakes DRI is ±460 acres reflecting the sale of ±20.50 acres used for the SR 836 Extension ROW.

Proposed Changes to the Beacon Lakes DRI and the CDMP

Proposed changes to the DRI and CDMP are outlined below.

- (1) Convert the SW Parcel (within the DRI) from Business and Office “back” to Restricted Industrial and Office;
- (2) Relocate the previously approved DRI Retail use to a New East Parcel located adjacent to the DRI east boundary;
- (3) Re-designate the New East Parcel from Restricted Industrial and Office to Business and Office for ±63 gross acres;
- (4) The New East Parcel consists of ±45 acres of adjacent land that the Applicant would like to include in the DRI;
- (5) These ±45 Acres were previously entitled by Miami-Dade County during the 2010 EAR with an FAR of 0.40;
- (6) The New East Parcel also consists of ±18 acres of land within the DRI situated south of NW 22 Street;
- (7) Quantify the Warehouse Entitlements from the ±45.0965 Acre Portion of the East Parcel based on an FAR of 0.40;
- (8) Per the 2010 EAR - the underlying Entitlements at an FAR of 0.40 equate to **785,761 SF** of Warehouse Use; $[45.0965 * 43560 = 1964403.54 * 0.40 = 785,761 \text{ SF}]$;
- (9) Relocate these Warehouse Entitlements to the Restricted Industrial and Office parcels within the Beacon Lakes DRI.

DRI Development Program and Trip Generation - 2002 – 2008 - 2016

Tables A and B provided below summarize the previously approved Beacon Lakes DRI development program and trip generation from 2002 and 2008. Copies of the detailed trip generation analyses for 2002 and 2008 are provided in **Attachment 6**. Tables C and D also provided below summarize the trip generation for the existing and proposed DRI program using the rates and equations from ITE 9th Edition as requested by Miami-Dade County Traffic Engineering during the July 29, 2015 Traffic Methodology meeting for the CDMP Amendment. See **Tables 2A-2B-2C-2D and 2E** included in this study (and provided in **Attachment 6**) for the detailed trip generation for existing and proposed uses. Internalization and pass-by have been developed consistent with the 2014 ITE Trip Generation Handbook and the FDOT Site Impact Handbook.

The analyses provided below demonstrate that the previously approved and proposed trip generation have remained fairly constant over time as trip generation rates, formulas and methodologies have been refined by ITE. With this proposed change to the DRI development program, the total allowable building square footage will still reflect a **69,239 SF Reduction** from the total allowable square footage originally approved for the Beacon Lakes DRI in 2002.

| | Table A | Table B | Table C | Table D |
|----------------------------------|----------------------------------------------|----------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|
| Approved DRI Uses | Resolution Z-11-02 | Resolution Z-20-08 | 2016 Existing Program | 2016 Proposed Program |
| | Approved in 2002 | Approved in 2008 | Current Program | Proposed in 2016 |
| Warehouse | 6,600,000 SF | 5,300,000 SF | 5,300,000 SF | 6,085,761 SF |
| Office | 150,000 SF | 175,000 SF | 175,000 SF | 175,000 SF |
| Retail | 75,000 SF | 495,000 SF | 495,000 SF | 495,000 SF |
| Total SF | 6,825,000 SF | 5,970,000 | 5,970,000 | 6,755,761 |
| Acreage | ±480.04 Acres | ±480.04 Acres | ±460 Acres | ±505 Acres |
| | Approved Trip Generation See Attachment 6 | Approved Trip Generation See Attachment 6 | Approved Trip Generation See Tables 2A, 2B, 2C, 2D, 2E | Proposed Trip Generation See Tables 2A, 2B, 2C, 2D, 2E |
| Gross PM Peak Hour Trips | 3,614 | 4,234 | 3,720 | 3,971 |
| Internalization per Approved DRI | 208 | 308 | 291 | 291 |
| Pass-by of External Retail Trips | 42 | 144 | 174 | 174 |
| Net External PM Trips: | 3,364 | 3,782 | 3,255 | 3,506 |

Beacon Lakes NOPC and CDMP Amendment Transportation Analysis Introduction and Executive Summary

Applicant Roadway Improvements

The East Parcel is bounded by the new 4 lane divided roadway alignment of NW 117 Place on the east which will be built by Beacon Lakes and which will ultimately connect NW 25 Street (on the North) to NW 14 Street and NW 122 Avenue on the south thus opening a new 4LD north-south roadway corridor and additional network capacity between NW 25 Street and NW 12 Street. MDX (on behalf of MDT) is building NW 122 Avenue from NW 12 Street north to the Dolphin Station Park and Ride and Transit Terminal. The northern portion of NW 117 Place from NW 25 Street to NW 22 Street has already been designed by Beacon Lakes and will be built to coincide with the opening of the Telemundo Broadcasting Studio. Beacon Lakes has been working with Miami-Dade Transit and MDX to define the roadway alignment of NW 117 Place on the south in order to connect NW 117 Place with NW 122 Avenue.

Since the DRI Approval in 2002, Beacon Lakes has been actively engaged in building the roadway network that serves this site and the adjacent and surrounding study area. **Table E** below identifies the 12 roadway improvements required by the Beacon Lakes DRI where 11 of those improvements have been completed and the last improvement is engaged in the ROW acquisition process as outlined in **Table E** below. The trip threshold from the DRI Development Order requiring this last improvement has not yet been reached, however Beacon Lakes is advancing this improvement to improve connectivity to and from the north for the existing roadway network.

| Table E - DRI Roadway Improvements | Type of Improvement | Status |
|-----------------------------------------------------|---------------------------|-------------------------------------------------------|
| NW 25 Street – NW 127 Avenue to NW 117 Avenue | New 4LD | Built |
| NW 127 Avenue – NW 25 Street to NW 17 Street | New 4LD | Built |
| NW 127 Avenue – NW 17 Street to NW 12 Street | New 4LD | Built |
| NW 127 Avenue – NW 12 Street to SW 8 Street | New 5L | Built |
| NW 122 Avenue – NW 25 Street to NW 41 Street | New 2 lane roadway | Design and ROW Acquisition Underway |
| NW 137 Avenue – NW 17 Street to NW 12 Street | New 4LD | Built |
| NW 17 Street - NW 137 Avenue to NW 132 Avenue | New 4LD | Built |
| NW 17 Street – NW 132 Avenue to NW 127 Avenue | New 4LD | Built |
| NW 14 Street – NW 137 Avenue to NW 132 Avenue | NEW 2LD | Built |
| NW 127 Avenue at NW 12 Street | Intersection Improvements | Built |
| NW 137 Avenue at NW 12 Street | Intersection Improvements | Built |
| NW 137 Avenue North of NW 12 Street | Turn Lane Improvement | Built |
| Newly Proposed DRI Roadway Improvements | | |
| NW 117 Place – NW 25 Street to NW 22 Ave | New 4LD | Design Approved; Utilities Underway; CST by June 2016 |
| NW 117 Place – NW 22 Street to NW 14 St/ NW 122 Ave | New 4LD | Design Underway |

Establishing the Traffic Impact for this NOPC and CDMP Amendment

Table F provides a summary and breakdown of the approved 2,791 PM Trips remaining from the Beacon Lakes DRI, along with the 251 PM trips representing the ±45 Acre portion of Parcel 296. With the addition of the Warehouse use from the ±45 Acre entitlements, the unbuilt trips equate to 3,042 PM trips based on the following:

- The Unbuilt Warehouse and Office use in the Beacon Lakes DRI;
- The uses under construction (Telemundo);
- The Approved but Unbuilt Retail use relocating from the SW Parcel to the East Parcel; and
- The Warehouse use from the ±45 Acre portion of Parcel 296 from the 2010 EAR Relocated to the Restricted Industrial and Office parcels within the Beacon Lakes DRI.

| Table F - Net External PM Peak Hour Trip Summary for the Unbuilt, Under CST, and Relocated Uses | | |
|-------------------------------------------------------------------------------------------------|---------------------------------------------------------|----------|
| Unbuilt, Under CST or Relocated SF and Trips | Status | PM Trips |
| 2,669,874 SF Warehouse + 18,785 SF Office | Approved but Unbuilt Warehouse and Office | 820 |
| 476,348 SF Industrial/Broadcasting Studio | Under Construction | 524 |
| 495,000 SF Retail Relocating to East Parcel | Approved but Unbuilt Retail – Relocating to East Parcel | 1,447 |
| 785,761 SF of Warehouse Use added to DRI | Relocated from Parcel 296 from 2010 EAR to Beacon Lakes | 251 |
| Total Trips for Unbuilt or Relocated Uses | | 3,042 |

Beacon Lakes NOPC and CDMP Amendment Transportation Analysis Introduction and Executive Summary

Rebutting the Presumption of Substantial Deviation

The Proposed modification to the DRI Boundary seeks to include an adjacent and contiguous **±45.09 Acre parcel** of previously entitled Restricted Industrial and Office land known as “**Parcel 296 from the 2010 EAR**” and which is located immediately adjacent to the Beacon Lakes DRI. “**Parcel 296 from the 2010 EAR**” was entitled by Miami-Dade County with an FAR of 0.4 under the Restricted Industrial land use designation. This parcel was moved into the UDB (by Miami-Dade County) during the October 2012 Cycle for “EAR-Based Amendment Application No. 1, Part C, Parcel 296 to amend the CDMP”. In order to maintain the County's minimum adopted level of service standards on all State and County roads adjacent to and in the vicinity of Parcel 296, Miami-Dade County established the entitlements for Parcel 296 with an FAR of 0.4. As part of the approval process for changes to the CDMP, the South Florida Regional Planning Council (as the Regional Planning Agency) held a hearing to formerly review the proposed land use change for the October 2012 Cycle for “EAR-Based Amendment Application No. 1, Part C, Parcel 296 to amend the CDMP that entitled Parcel 296.

Thus the transportation impacts resulting from the land use change to Parcel 296 were previously reviewed and approved by Miami-Dade County, FDOT and the SFRPC (as the Regional Planning Agency), all the while adjacent to the active development underway for the Beacon Lakes DRI.

Not with-standing these factors, the analysis provided herein has evaluated the **3,042 PM Peak Hour** traffic impact for the approved but unbuilt uses, the uses under construction, the relocated uses on site and the uses added from the adjacent parcel. The **3,042 PM Peak Hour Trips** account for the following uses outlined in **Table F** below:

| Table F - Net External PM Peak Hour Trip Summary for the Unbuilt, Under CST, and Relocated Uses | | |
|-------------------------------------------------------------------------------------------------|---------------------------------------------------|--------------|
| Unbuilt, Under CST or Relocated SF and | Status | PM Trips |
| 2,669,874 SF Warehouse + 18,785 SF | Approved but Unbuilt Warehouse and Office | 820 |
| 476,348 SF Industrial/Broadcasting | Under Construction | 524 |
| 495,000 SF Retail Relocating to East | Approved but Unbuilt Retail – Relocating to East | 1,447 |
| 785,761 SF of Warehouse Use added to | Relocated from Parcel 296 from 2010 EAR to Beacon | 251 |
| Total Trips for Unbuilt or Relocated Uses | | 3,042 |

Traffic Concurrency Standards

The Applicant has prepared an Updated Traffic Concurrency Analysis for the Year 2021 Short Term Planning Horizon to evaluate the traffic impact of the **3,042 PM Peak Hour Trips** on the First Directly Accessed Count Stations. Pursuant to the Miami-Dade County Concurrency Management System, all first directly accessed 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 2021 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the unbuilt traffic from the DRI and the Amendment Site. Available capacity and acceptable levels of service were found to be maintained meeting the traffic concurrency standards from the Miami-Dade County CDMP.

Year 2040 Traffic Conditions

The Applicant has prepared an Extensive Network Analysis for the 2040 Long Term Planning Horizon to separately and cumulatively Evaluate the traffic impacts from the **3,042 Total PM Trips** for the unbuilt but approved or relocated uses outlined in **Table F** above. The evaluation of Year 2040 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet adopted LOS standards through the 2040 Long Term Planning Horizon incorporating funded transportation improvements from TIP 2016, planned transportation improvements from the LRTP 2040, future background traffic conditions reflecting growth in background traffic and traffic from approved committed developments, and the unbuilt and/or relocated traffic impact for the Beacon Lakes DRI with the Amendment sites.

Year 2040 Significance Determination Analysis

The Applicant has also prepared an Extensive Significance Determination Analysis for the 2040 Long Term Planning Horizon to determine if the unbuilt or relocated **3,042 PM Peak Hour Trips** will significantly impact any roadway segments operating below the adopted LOS for the Long Term Planning Horizon. The analysis identified 27 roadway segments where the proposed Amendment trips would equal or exceed 5.0% of the adopted level of service standard for the roadway segments analyzed, however None of these 27 segments were found to operate below the Adopted Level of Service Standards from the CDMP after incorporating the Amendment Trips for the Beacon Lakes DRI and the Planned and Programmed Improvements from the TIP and the LRTP.

Beacon Lakes NOPC and CDMP Amendment CDMP Amendment Transportation Analysis

Proposed Changes to the CDMP

A proposed change to the Miami-Dade County Comprehensive Development Master Plan (CDMP) has been submitted by AMB Codina Beacon Lakes for two parcels located either within or adjacent to the Beacon Lakes DRI as outlined and described below and as illustrated on **Figures 1A and 1B**:

1. Re-designate the **SW Parcel** from Business and Office to Restricted Industrial and Office for ± 48 gross acres;
2. Re-designate the new **East Parcel** from Restricted Industrial and Office to Business and Office for ± 63.0 gross acres;
3. Relocate all of the approved Beacon Lakes DRI Retail entitlements to the new East Parcel;
4. Quantify the Warehouse Entitlements from the New ± 45.0965 Acre Portion of the **East Parcel** based upon the FAR of 0.40 per the CDMP thus establishing the Warehouse Entitlements at **785,761 SF of Warehouse Use**:
 $[45.0965 * 43560 = 1964403.54 * 0.40 = 785,761 \text{ SF}]$;
5. Relocate these Warehouse Use entitlements to the Restricted Industrial and Office parcels within the Beacon Lakes DRI.

The SW Parcel consists of ± 48 gross acres located within the Beacon Lakes DRI Boundary. The land use for the SW Parcel was amended in 2008 from Restricted Industrial and Office to Business and Office. The Applicant originally intended to develop 470,000 square feet of retail use on the SW Parcel (out of the 495,000 SF of total retail entitlements approved for the DRI) but the retail demand for this specific location never materialized. The Applicant is now seeking to amend the CDMP to change the land use for this vacant parcel back to Restricted Industrial and Office, for which there is an ever growing demand. After the 2008 CDMP Amendment, the Beacon Lakes DRI expanded and improved the lane geometry and signalized intersection of NW 137 Avenue at NW 12 Street and further expanded the lane geometry on NW 137 Avenue. As a result of these improvements, the SW Parcel maintains exceptional access to/from the SR 836 Extension ramps and makes it most suitable for industrial warehouse and distribution use. The Applicant Intends to relocate the retail development entitlements within the DRI to the new East Parcel, while moving industrial and warehouse and entitlements within the DRI back to the SW Parcel.

The East Parcel consists of ± 45 acres of previously entitled Restricted Industrial and Office land that the Applicant would like to add to the DRI Boundary along with ± 18 acres of industrial land already located within the DRI Boundary situated south of NW 22 Street and south of the NBC-Telemundo Broadcasting Studio which is now under construction. The ± 45 acres represent a portion of the land formerly known as "Parcel 296" from the 2010 EAR that was entitled by Miami-Dade County with an FAR of 0.4 under the Restricted Industrial land use designation. This parcel was moved into the UDB (by Miami-Dade County) during the October 2012 Cycle for "EAR-Based Amendment Application No. 1, Part C, Parcel 296 to amend the CDMP". In order to maintain the County's minimum adopted level of service standards on all State and County roads adjacent to and in the vicinity of Parcel 296, Miami-Dade County established the entitlements for Parcel 296 with an FAR of 0.4. Beacon Lakes recently purchased a ± 45 -acre portion of "Parcel 296" and is seeking the following:

- (1) to bring this land into the DRI boundary;
- (2) to change the land use from Restricted Industrial and Office to Business and Office;
- (3) to develop the East Parcel with up to 495,000 SF of Retail Use already approved within the Beacon Lakes DRI;
- (4) to Relocate the underlying industrial/warehouse entitlements for the ± 45 -acre parcel to the Restricted Industrial and Office parcels located within the Beacon Lakes DRI.

The East Parcel is bounded by the new 4 lane divided roadway alignment of NW 117 Place on the east which will be built by Beacon Lakes and which will ultimately connect NW 25 Street (on the North) to NW 14 Street and NW 122 Avenue on the south thus opening a new north-south roadway corridor and network capacity between NW 25 Street and NW 12 Street. The northern portion of NW 117 Place from NW 25 Street to NW 22 Street has already been designed by Beacon Lakes and will be built to coincide with the opening of the Telemundo Broadcasting Studio. The East Parcel and the alignment of NW 117 Place is also located adjacent to and north of the programmed **Dolphin Station Park and Ride and Transit Terminal**. Beacon Lakes has been working with Miami-Dade Transit and MDX to define the roadway alignment of NW 117 Place on the south in order to connect NW 117 Place with NW 122 Avenue.



 NW 122 Ave and NW 117 Place to be Constructed by Beacon Lakes
 Site
 Land Use Change for the SW Parcel and East Parcel
 Existing Traffic Signal
 Dolphin Station Park and Ride Transit Center

Figure 1A
Site Location
Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates



Site

Beacon Lakes DRI Boundary

East Parcel

Expand the Beacon Lakes DRI Boundary to include ± 45.0965 acres entitled during the 2010 EAR. Change the land use from Restricted Industrial and Office to Business and Office. Also change ± 18 Acres in the DRI from Restricted Industrial and Office to Business and Office.

SW Parcel

Change ± 48 gross acres within the Beacon Lakes DRI Boundary from Business and Office back to Restricted Industrial and Office.

 NW 122 Ave and NW 117 PLACE To be Constructed by Beacon Lakes

Figure 1B
Site Location and Location of the Amendment Parcels
Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates

Beacon Lakes NOPC and CDMP Amendment CDMP Amendment Transportation Analysis

Trip Generation for the Amendment Site

The trip generation analysis for the uses approved and proposed for the Beacon Lakes DRI has been prepared to estimate the PM peak hour trip impact using the rates and equations from ITE Trip Generation, 9th Edition as applied to the approved and proposed DRI program outlined below.

Trip Generation Summary Tables 1A – 1B – 1C – 1D have been prepared to provide the following information:

- **Table 1A** – Summary of the Approved and Proposed DRI Land Uses and Scale of Development
- **Table 1B** – Summary of Uses Built to Date and Uses Remaining
- **Table 1C** – Breakdown of the Unbuilt Uses
- **Table 1D** – PM Peak Hour Trips for Unbuilt Uses and the External Trip Rates from **Table 2B**

The Approved Beacon Lakes DRI Development Program as Amended in 2008 is summarized below:

- ITE LUC 820 for 495,000 SF of Retail Use approved for the Beacon Lakes DRI as amended in 2008
- ITE LUC 710 for 175,000 SF of Office Use approved for the Beacon Lakes DRI as amended in 2008
- ITE LUC 150 for 5,300,000 SF of Warehouse Use approved for the Beacon Lakes DRI as amended in 2008

The Proposed DRI Program with the Adjacent Parcel Warehouse Use from 2010 EAR is summarized below.

The increase in Warehouse Use from the adjacent ±45-Acre parcel is based on an FAR of 0.4 as specified by Miami-Dade County during the processing of the 2010 EAR. The entitlements equate to **785,761 SF** as included below:

- ITE LUC 820 for 495,000 SF of Retail Use approved for the Beacon Lakes DRI in 2008 – **No Change in Use**
- ITE LUC 710 for 175,000 SF of Office Use approved for the Beacon Lakes DRI in 2008 – **No Change in Use**
- ITE LUC 150 for **6,085,761 SF** of Warehouse Use proposed for the Beacon Lakes DRI – **New Total Use**

The detailed trip generation analysis is provided in attached **Table 2A** for approved DRI uses and attached **Table 2B** for the proposed modifications to the Beacon Lakes DRI. The DRI trip generation has been adjusted to reflect the rates and equations from ITE 9th Edition as requested by the Miami-Dade County Traffic Engineering Division during the June 29, 2015 methodology meeting for the CDMP Amendment (see **Attachment 1**).

- The net external trips for the DRI Development Program as approved reflects **3,255 net external PM trips**
- The net external trips for the DRI Development Program as proposed reflects **3,506 net external PM trips**
- **The net external change in PM trips from the 45 Acre Warehouse use = 251 net external PM trips.**

Internalization

Based upon the mix of uses proposed, internalization between the retail, office and warehouse uses has been calculated for the approved and proposed uses using the ITE Multi-Use Internalization Matrix for the DRI for the PM Peak Hour timeframe as presented in the attached **Tables 2C and 2D** as outlined and described below.

- **Table 2C** – PM Peak Hour Internalization for the Approved DRI uses is estimated at **7.82%**
- **Table 2D** – PM Peak Hour Internalization for the Proposed DRI uses estimated at **7.32%**

These calculations are based upon the ITE Multi-Use internalization factors from the ITE Trip Generation Handbook. The AM and PM Peak Hour factors are found in **Tables 6.1 and 6.2** from the ITE Trip Generation Handbook 3rd Edition. Copies of these tables are included in **Attachment 1** of this submittal.

| Tables 1A - 1B - 1C - 1D - Beacon Lakes NOPC and CDMP Amendment - Trip Generation | | | |
|-------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------|---------------------------------------|
| Table 1A - Approved and Proposed DRI Land Uses and PM Peak Hour Trips | | | |
| Approved DRI Land Uses | Approved DRI Program | Proposed DRI Program | Proposed Change |
| Industrial/Warehouse SF | 5,300,000 | 6,085,761 | 785,761 |
| Office SF | 175,000 | 175,000 | 0 |
| Retail SF | 495,000 | 495,000 | 0 |
| Net External PM Peak Hour Trips | 3255 | 3506 | 251 |
| | [See Table 2A] | [See Table 2B] | [3506 - 3255 = 251] |
| Table 1B - Uses Built to Date and Uses Remaining | | | |
| Uses Approved and Built to Date | Industrial/Warehouse SF | Office SF | Retail SF |
| Program Approved | 5,300,000 | 175,000 | 495,000 |
| Program Built to Date | 2,153,778 | 156,215 | 0 |
| Unbuilt Program | 3,146,222 | 18,785 | 495,000 |
| Table 1C - Breakdown of Unbuilt Uses Remaining | | | |
| Unbuilt Uses Remaining | Industrial/Warehouse SF | Office SF | Retail SF |
| Telemundo Under Construction | 476,348 | | |
| Unbuilt Warehouse - Office - Retail | 2,669,874 | 18,785 | 495,000 |
| New Ind/Warehouse from 2010 EAR | | | |
| Table 1D - PM Peak Hour Trips for Unbuilt Uses | | | |
| Unbuilt Uses Remaining | Unbuilt SF Remaining | Unbuilt PM Peak Hour Trips | See Trip Rates on Table 2B |
| PM Trips for Unbuilt Warehouse | 2,669,874 | 793 | 0.2970 = Warehouse |
| PM Trips for Unbuilt Office | 18,785 | 27 | 1.4530 = Office |
| Total Trips for Unbuilt Warehouse and Office | | | |
| PM Trips for Unbuilt Warehouse and Office | | 820 | Subtotal - Unbuilt Warehouse + Office |
| PM Trips for Telemundo - Under CST | 476,348 | 524 | ITE LUC 110 [T = 1.43 (X) - 157.36] |
| PM Trips for Unbuilt Retail | 495,000 | 1,447 | 2.9230 = Retail Rate |
| Include 45.0965 Acres from 2010 EAR | 6,085,761 - 5300,000 = 785,761 [1] | 251 | Note [2] [3506 - 3255] = 251 |
| PM Trips for 45.0965 Acres of Warehouse | | 3,042 | Total Trips from Unbuilt and New Uses |
| Note [1] 45.0965 x 43560 x 1964403.54 x 0.40 FAR = 785,761 SF | | | |
| See Trip Generation Table 2B | | | |
| | | Trip Rates for Proposed Uses | Use |
| Retail - Trip Rate based on ITE LUC 820 | 2.9060 | 2.9230 | Net External Retail Trip Rate |
| Office - Trip Rate based on ITE LUC 710 | 1.4460 | 1.4530 | Net External Office Trip Rate |
| Warehouse - Trip Rate based on ITE LUC 150 | 0.2950 | 0.2970 | Net External Warehouse Trip Rate |
| Telemundo - Trip Formula based on ITE LUC 110 | T = 1.43 (X) - 157.36 | T = 1.43 (X) - 157.36 | ITE LUC 110 - Light Industrial |
| Proposed - Approved PM Trips | [3506 - 3255] = 251 | | |
| [1] Allowable industrial/warehouse SF for the 45.06 Acres is based on the MDC CDMP and 2010 EAR Based Amendments. | | | 4/7/2016 |

**Beacon Lakes NOPC and CDMP Amendment
CDMP Amendment Transportation Analysis**

Pass-by Capture

Based upon the retail uses previously approved for the Beacon Lakes DRI, the **Pass-by Capture** has been re-calculated for the external retail trips (after internalization) using the current accepted ITE and FDOT methodology to ensure that the pass-by trips do not exceed 10% of the adjacent street traffic per the guidelines published in the **FDOT Site Impact Handbook**. See attached **Table 1E** for an evaluation of the Daily, AM peak hour and PM peak hour traffic volumes for **FDOT Count Stations 8244 and 8245** located on NW 12 Street between the HEFT and NW 137 Avenue. **Table 1E** identifies the 3-day average traffic volumes for NW 12 Street which have been used to establish the limitation on the PM peak hour pass-by calculations for the Beacon Lakes DRI which equates to **174 PM peak hour trips**. A summary of the pass-by trips as a percent of the existing adjacent street traffic is provided below along with the calculations that show the pass-by trips as a percent of the external retail PM traffic for the Beacon Lakes DRI.

- PM pass-by trips = 174 = 10.0% of the average existing PM peak hour traffic on NW 12 Street.
- For the Approved Beacon Lakes DRI Program, 174 PM pass-by trips = 10.77% of the external DRI retail traffic.
- Proposed Beacon Lakes DRI Program, 174 PM pass-by trips = 10.75% of the external DRI retail traffic.

Flexibility Matrix with Land Use Exchange Rates

A Land Use Equivalency Matrix is proposed in attached **Exhibit 3A** to establish Exchange Rates based on the external PM Peak Hour Trips for the Beacon Lakes DRI. The Equivalency Matrix will enable flexibility in the development of approved uses through the build-out period of the DRI without increasing the approved net external PM Peak Hour Trips.

See below a summary of the PM Trips for Unbuilt Uses, Uses under Construction and New Uses Proposed.

| Net External PM Peak Hour Trip Summary for the Unbuilt, Under CST, and Relocated Uses | | |
|---------------------------------------------------------------------------------------|---------------------------------------------------------|--------------|
| Unbuilt, Under CST or Relocated SF and Trips | Status | PM Trips |
| 2,669,874 SF Warehouse + 18,785 SF Office | Approved but Unbuilt Warehouse and Office | 820 |
| 476,348 SF Industrial/Broadcasting Studio | Under Construction | 524 |
| 495,000 SF Retail Relocating to East Parcel | Approved but Unbuilt – Relocating to East Parcel | 1,447 |
| 785,761 SF of Warehouse Use added to DRI | Relocated from Parcel 296 from 2010 EAR to Beacon Lakes | 251 |
| Total Trips for Unbuilt or Relocated Uses | | 3,042 |

These Unbuilt or PM trips will be further analyzed on the pages which follow for the Short Term and Long Term Planning Horizons.

| TABLE 2A - BEACON LAKES DRI - PM PEAK HOUR TRIP GENERATION FOR THE APPROVED DEVELOPMENT PROGRAM | | | | | | | | | | | | | |
|-------------------------------------------------------------------------------------------------|-----------------------|---------|----------------------------------------------------------|----------------|------------|--------------|------------|--------------|---------------|----------------|----------------|-------------------|------------------|
| APPROVED USES | APPROVED SF | ITE LUC | ITE 9TH EDITION | PM TRIPS | % IN | TRIPS IN | % OUT | TRIPS OUT | GROSS PM RATE | 7.82% INTERNAL | 10.77% PASS-BY | EXTERNAL PM TRIPS | EXTERNAL PM RATE |
| COMMERCIAL / RETAIL | 495,000 SQ. FT. GLA | 820 | $\ln(T) = 0.67 \ln(X) + 3.31$ | 1,749 | 48% | 840 | 52% | 909 | 3.533 | 137 | 174 | 1,439 | 2.906 |
| OFFICE | 175,000 SQ. FT. GFA | 710 | $T = 1.12(X) + 78.45$ | 274 | 17% | 47 | 83% | 227 | 1.568 | 21 | 0 | 253 | 1.446 |
| WAREHOUSE | 5,300,000 SQ. FT. GFA | 150 | $T = 0.32(X)$ | 1,696 | 25% | 424 | 75% | 1,272 | 0.320 | 133 | 0 | 1,563 | 0.295 |
| COMMUNICATIONS FACILITIES | Per 1,000 SQ. FT. GFA | | Included in the Approved Exhibit 3 to Resolution Z-11-02 | | | | | | 0.288 | | | | 0.288 |
| TOTAL TRIPS | | | PM TRIPS FOR APPROVED USES | 3,719.5 | 35% | 1,311 | 65% | 2,408 | | 291 | 174 | 3,255 | 3/20/2016 |

Note 1A Note 2

| TABLE 2B - BEACON LAKES DRI - PM PEAK HOUR TRIP GENERATION FOR THE PROPOSED DEVELOPMENT PROGRAM | | | | | | | | | | | | | |
|-------------------------------------------------------------------------------------------------|-----------------------|---------|----------------------------------------------------------|----------------|-----------------|--------------|------------|--------------|---------------|----------------|----------------|-------------------|------------------|
| APPROVED USES | PROPOSED SF | ITE LUC | ITE 9TH EDITION | PM TRIPS | % IN | TRIPS IN | % OUT | TRIPS OUT | GROSS PM RATE | 7.32% INTERNAL | 10.75% PASS-BY | EXTERNAL PM TRIPS | EXTERNAL PM RATE |
| COMMERCIAL / RETAIL | 495,000 SQ. FT. GLA | 820 | $\ln(T) = 0.67 \ln(X) + 3.31$ | 1,749 | 48% | 840 | 52% | 909 | 3.533 | 128 | 174 | 1,447 | 2.923 |
| OFFICE | 175,000 SQ. FT. GFA | 710 | $T = 1.12(X) + 78.45$ | 274 | 17% | 47 | 83% | 227 | 1.568 | 20 | 0 | 254 | 1.453 |
| WAREHOUSE | 6,085,761 SQ. FT. GFA | 150 | $T = 0.32(X)$ | 1,947 | 25% | 487 | 75% | 1,460 | 0.320 | 143 | 0 | 1,805 | 0.297 |
| COMMUNICATIONS FACILITIES | Per 1,000 SQ. FT. GFA | | Included in the Approved Exhibit 3 to Resolution Z-11-02 | | | | | | 0.288 | | | | 0.288 |
| TOTAL TRIPS | | | PM TRIPS FOR PROPOSED USES | 3,970.9 | 35% | 1,374 | 65% | 2,597 | | 291 | 174 | 3,506 | 3/20/2016 |
| WAREHOUSE SF APPROVED | 5,300,000 SQ. FT. GFA | | PM TRIPS FOR APPROVED USES | 3719 | | | | | | | | | |
| WAREHOUSE SF PROPOSED | 6,085,761 SQ. FT. GFA | | NET CHANGE IN PM TRIPS | 251 | INCREASE | | | | | | | | |
| NET CHANGE IN SQ. FT. | 785,761 SQ. FT. GFA | | % CHANGE IN PM TRIPS | 6.8% | INCREASE | | | | | | | | |

Note 1B Note 2

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Note 1A - See Table 2C for the ITE Multi-Use Internalization Matrix and Internalization % which corresponds to the Approved Uses for the Beacon Lakes DRI as calculated using ITE 9th Edition.

Note 1B - See Table 2D for the ITE Multi-Use Internalization Matrix and Internalization % which corresponds to the Proposed Uses for the Beacon Lakes DRI as calculated using ITE 9th Edition.

Note 2 - See Table 2E for the Pass-by Reduction calculations for the retail use which is established at 10.77% (for the approved uses) and 10.75% (for the proposed uses) as permitted by ITE and which is based on not exceeding 10% of the adjacent street PM Peak Hour traffic which equates to ±174 PM Peak Hour Trips as measured using State Count Stations 8244 and 8245 for two locations on NW 12 Street.

Table 2E - 10% of Adjacent Street Traffic Volumes from FDOT Count Stations 8244 and 8245

| Count Station | Count Dates | Count Location | Timeframe | Day 1 | Day 2 | Day 3 | 3 Day Ave |
|------------------------------------------|---------------|----------------------|-----------------------|-------|-------|-----------------|--------------|
| FDOT-8244 | 9/11-13/2012 | NW 12 Street | Daily | 17414 | 17093 | 17460 | 17322 |
| | | 200' W of NW 127 Ave | 10% of Daily | 1741 | 1709 | 1746 | 1732 |
| | | | AM PK HR | 1189 | 1130 | 1195 | 1171 |
| | | | 10% of AM Peak | 119 | 113 | 120 | 117 |
| | | | PM PK HR | 1227 | 1212 | 1181 | 1207 |
| | | | 10% of PM Peak | 123 | 121 | 118 | 121 |
| | | | | | | | |
| | | | | | | | |
| Count Station | Count Dates | Count Location | Timeframe | Day 1 | Day 2 | Day 3 | Average |
| FDOT-8245 | 11/06-09/2012 | NW 12 Street | Daily | 27186 | 28010 | 28020 | 27739 |
| | | 200' W of HEFT | 10% of Daily | 2719 | 2801 | 2802 | 2774 |
| | | | AM PK HR | 2392 | 2675 | 2615 | 2561 |
| | | | 10% of AM Peak | 239 | 268 | 262 | 256 |
| | | | PM PK HR | 2173 | 2368 | 2250 | 2264 |
| | | | 10% of PM Peak | 217 | 237 | 225 | 226 |
| | | | | | | | |
| Average of Station 8244 and 8245: | | | Average of | | | | |
| | | | 10% of Daily | | | Daily | 2253 |
| | | | 10% of AM Peak | | | AM PK HR | 187 |
| | | | 10% of PM Peak | | | PM PK HR | 174 |

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Exhibit 3A - Beacon Lakes DRI - Land Use Exchange Rates

| | Net External PM Peak Hour | TO: | Warehouse | Office | Retail |
|------------------|---------------------------|------------|---------------|---------------|---------------|
| Land Uses | Trip Rates - Note 1 | Units | KSF | KSF | KSF |
| FROM: | | | 0.2970 | 1.4530 | 2.9230 |
| Warehouse | 0.2970 | KSF | 1.0000 | 0.2044 | 0.1016 |
| Office | 1.4530 | KSF | 4.8923 | 1.0000 | 0.4971 |
| Retail | 2.9230 | KSF | 9.8418 | 2.0117 | 1.0000 |

Note 1 - Trip Rates The calculation of the net external PM peak hour trip rates are provided in Table 2B (see attached Exhibit 3B) for the Proposed Development Program for the Beacon Lakes DRI.

Note 2 - Exchange Example 1 Retail to Office The exchange rate between **Retail and Office** is 1 KSF of Retail for every 2.0117 KSF of Office, where 1000 SF of Retail is equivalent to 2011.7 SF of Office and 10,000 SF of Retail is equivalent to 20,117 SF of Office.

Note 3 - Exchange Example 2 Retail to Warehouse The exchange rate between **Retail and Warehouse** is 1 KSF of Retail for every 9.8418 KSF of Warehouse, where 1000 SF of Retail is equivalent to 9841.8 SF of Warehouse and 10,000 SF of Retail is equivalent to 98,418 SF of Warehouse.

Note 4 - Exchange Example 3 Warehouse to Office The exchange rate between **Warehouse and Office** is 1 KSF of Warehouse for every 0.2044 KSF of Office, where 1000 SF of Warehouse is equivalent to 204.4 SF of Office and 10,000 SF of Warehouse is equivalent to 2044.0 SF of Office.

Note 4 - Exchange Example 4 Warehouse to Retail The exchange rate between **Warehouse and Retail** is 1 KSF of Warehouse for every 0.1016 KSF of Retail, where 1000 SF of Warehouse is equivalent to 101.6 SF of Retail and 10,000 SF of Warehouse is equivalent to 1,016.0 SF of Retail.

Exhibit 3B

| TABLE 2B - BEACON LAKES DRI - PM PEAK HOUR TRIP GENERATION FOR THE PROPOSED DEVELOPMENT PROGRAM | | | | | | | | | | | | | | |
|-------------------------------------------------------------------------------------------------|-----------------------|---------|----------------------------------------------------------|--------------|------------|--------------|------------|--------------|---------------|----------------|----------------|-------------------|------------------|--|
| APPROVED USES | PROPOSED SQ. FT. | ITE LUC | ITE 9TH EDITION | PM TRIPS | % IN | TRIPS IN | % OUT | TRIPS OUT | GROSS PM RATE | 7.32% INTERNAL | 10.75% PASS-BY | EXTERNAL PM TRIPS | EXTERNAL PM RATE | |
| COMMERCIAL / RETAIL | 495,000 SQ. FT. GLA | 820 | $\ln(T) = 0.67 \ln(X) + 3.31$ | 1,749 | 48% | 840 | 52% | 909 | 3.533 | 128 | 174 | 1,447 | 2.923 | |
| OFFICE | 175,000 SQ. FT. GFA | 710 | $T = 1.12 (X) + 78.45$ | 274 | 17% | 47 | 83% | 227 | 1.568 | 20 | 0 | 254 | 1.453 | |
| WAREHOUSE | 6,085,761 SQ. FT. GFA | 150 | $T = 0.32 (X)$ | 1,947 | 25% | 487 | 75% | 1,460 | 0.320 | 143 | 0 | 1,805 | 0.297 | |
| COMMUNICATIONS FACILITIES | Per 1,000 SQ. FT. GFA | | Included in the Approved Exhibit 3 to Resolution Z-11-02 | | | | | | 0.288 | | | | 0.288 | |
| TOTAL TRIPS | | | PM TRIPS FOR PROPOSED USES | 3,971 | 35% | 1,374 | 65% | 2,597 | | 291 | 174 | 3,506 | 4/6/2016 | |

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Beacon Lakes NOPC and CDMP Amendment CDMP Amendment Transportation Analysis

CDMP Amendment Transportation Analysis

A CDMP Amendment Transportation Analysis has been prepared for the Beacon Lakes DRI to examine the future transportation impacts resulting from proposed modifications to the CDMP, examining the adequacy of the transportation infrastructure within the short term (Year 2021) and long term (Year 2040) planning horizons. The transportation analysis includes a Concurrency Analysis for an evaluation of short term traffic conditions and a Roadway Network Analysis for an evaluation of long term traffic conditions. The study area includes the arterial and collector roadway network extending to Okeechobee Road on the north, Bird Road on the south, Palmetto Expressway on the east and Krome Avenue on the west as depicted on attached **Figure 1C**. The transportation analysis evaluates the adequacy of the existing, committed and planned public facilities to support the infrastructure demand for the proposed Amendment incorporating the following:

- Transportation improvements for **TIP 2016** identifying funded improvements for the Short Term Planning Horizon;
- Transportation improvements through the **Year 2040** – Priorities I, II, III and IV from the **2040 LRTP**;
- Existing and funded local and regional transit service in the study area; and
- Improvements committed (by the Applicant) as part of the Beacon Lakes DRI.

Programmed Transportation Improvements

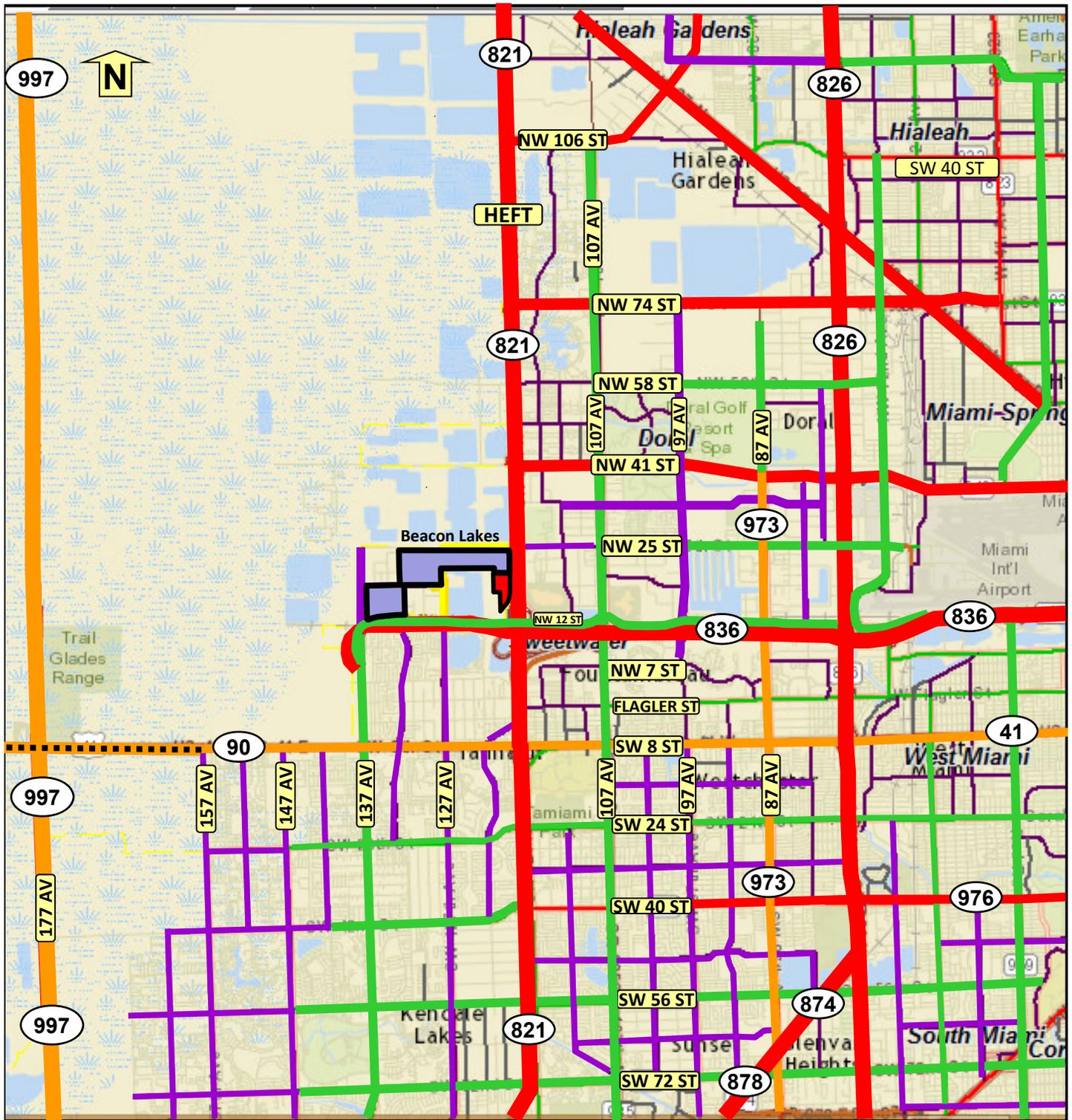
Programmed transportation improvements from **TIP 2016** reflect funded projects that will result in network lane expansion or improved transit access between the Years 2016 and 2021. Local and regional funded improvements within and beyond the immediate study area are identified on **Table 3A** to demonstrate the comprehensive investment being made by FDOT, Florida's Turnpike, MDX, MDT and Miami-Dade County to improve mobility within the study area. Regional roadway capacity improvements which substantially improve north/south and east/west regional travel to, through and beyond the immediate study area are illustrated in **Figure 1D**. Local improvements adjacent to the Amendment Site are illustrated on **Figures 1E and 1F**. The funded transportation improvements within the immediate area are outlined below:

- Widening SR 821 from 6 to 10 Lanes with 3 General Purpose and 2 Express Lanes north of SR 836;
- Widening SR 821 from 8 to 12 Lanes with General Purpose and Express Lanes SR-836 to Bird Road;
- Widening of SR-826 with Express Lanes from Flagler Street to NW 154 Street;
- Ramp to Ramp Connections between the HEFT and the SR 836 Extension;
- Tamiami Station Transit Center and Park and Ride-SW 8 St at SW 147 Ave – Enhanced Bus Service;
- Dolphin Station Transit Center and Park and Ride-NW 122 Ave at NW 12 St – Enhanced Bus Service;
- Panther Station Transit Center at FIU Parking Garage – Enhanced Bus Service.

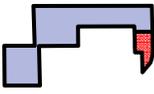
Planned Transportation Improvements

Planned transportation improvements from the Long Range Transportation Plan (LRTP) 2040 have been established as the cost feasible transportation infrastructure that will be in place by the Year 2040. Those improvements that will be in place by **Year 2040 through Priority IV** are utilized in the network analysis for this Amendment Site. The local and regional planned transportation improvements within, adjacent to or beyond the immediate study area are identified on **Table 3B and Figures 1D-1F and 2B-2E**. Highlights of the planned transportation improvements located within or supporting the study area are outlined below:

- SR 836 Enhanced Bus – Dolphin Station, Tamiami Station, Panther Station – Priority I and II
- Direct Ramps from the HEFT to the Dolphin Station Transit Terminal – Priority II and III
- Dolphin Station Park and Ride – Priority II
- NW 117 Avenue – NW 25 St to NW 41 St - Priority II – New 2L Truck Access to the HEFT
- Widening NW 12 Street – NW 107 Ave to SR 826 – Priority II
- New 2 Lane Road - NW 122 Avenue – NW 12 Street to NW 41 Street - Priority II
- Widening NW 25 St – NW 89 Ct to the HEFT – Capacity and Operational Improvements – Priority II
- Widening SW 137 Ave – SW 8 St to SW 24 St – Add 2 Lanes and Reconstruct to 6LD – Priority IV



Source: FDOT 2014 Florida Transportation Information DVD



 Beacon Lakes Existing and Expanded DRI Boundary

-  Principal Arterial – Freeway/Expressway
-  Principal Arterial - Other
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Rural

Figure 1C
Functional Classification on the Study Roadway Network
Beacon Lakes NOPC and CDMF Amendment

Source: Cathy Sweetapple & Associates

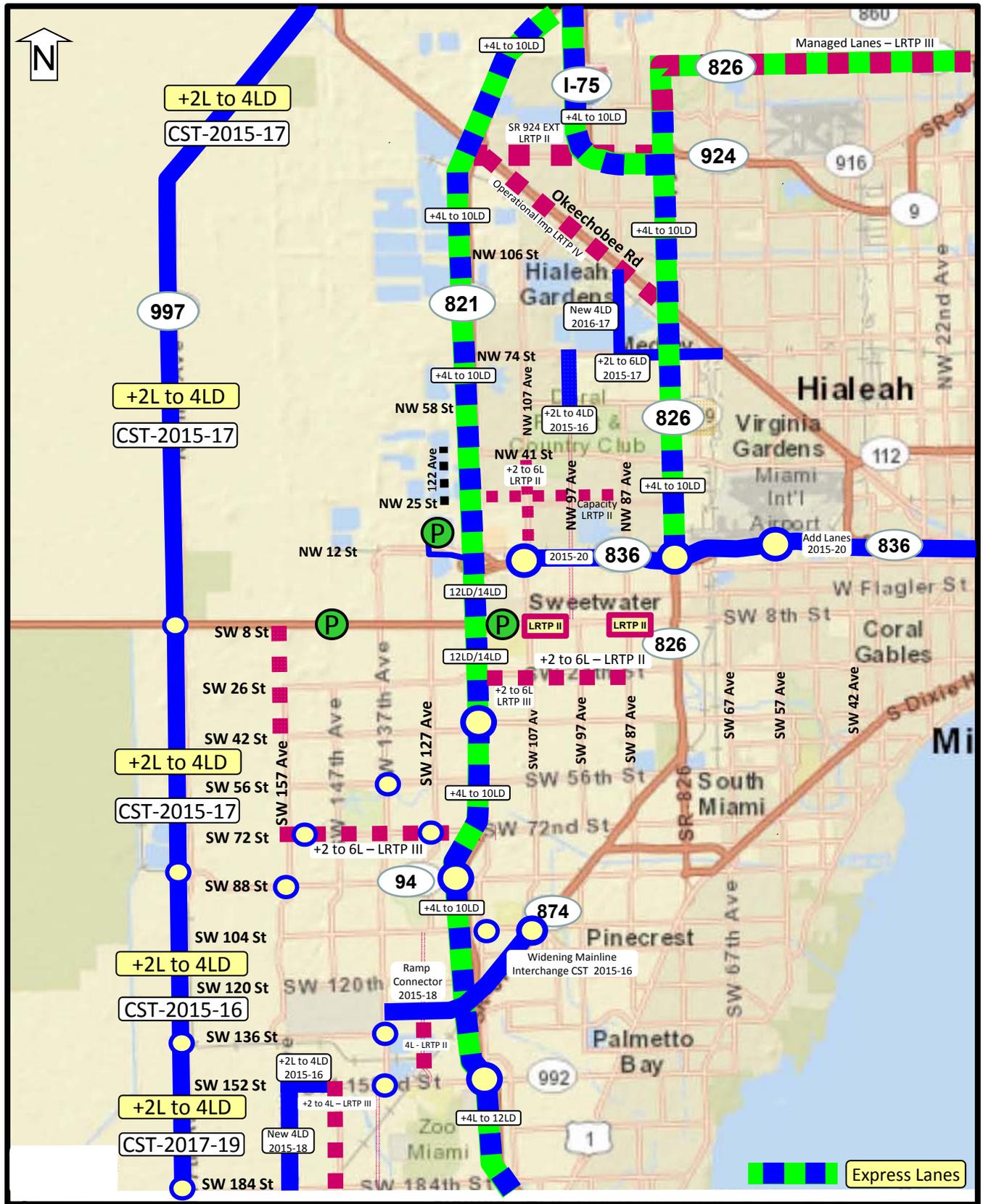
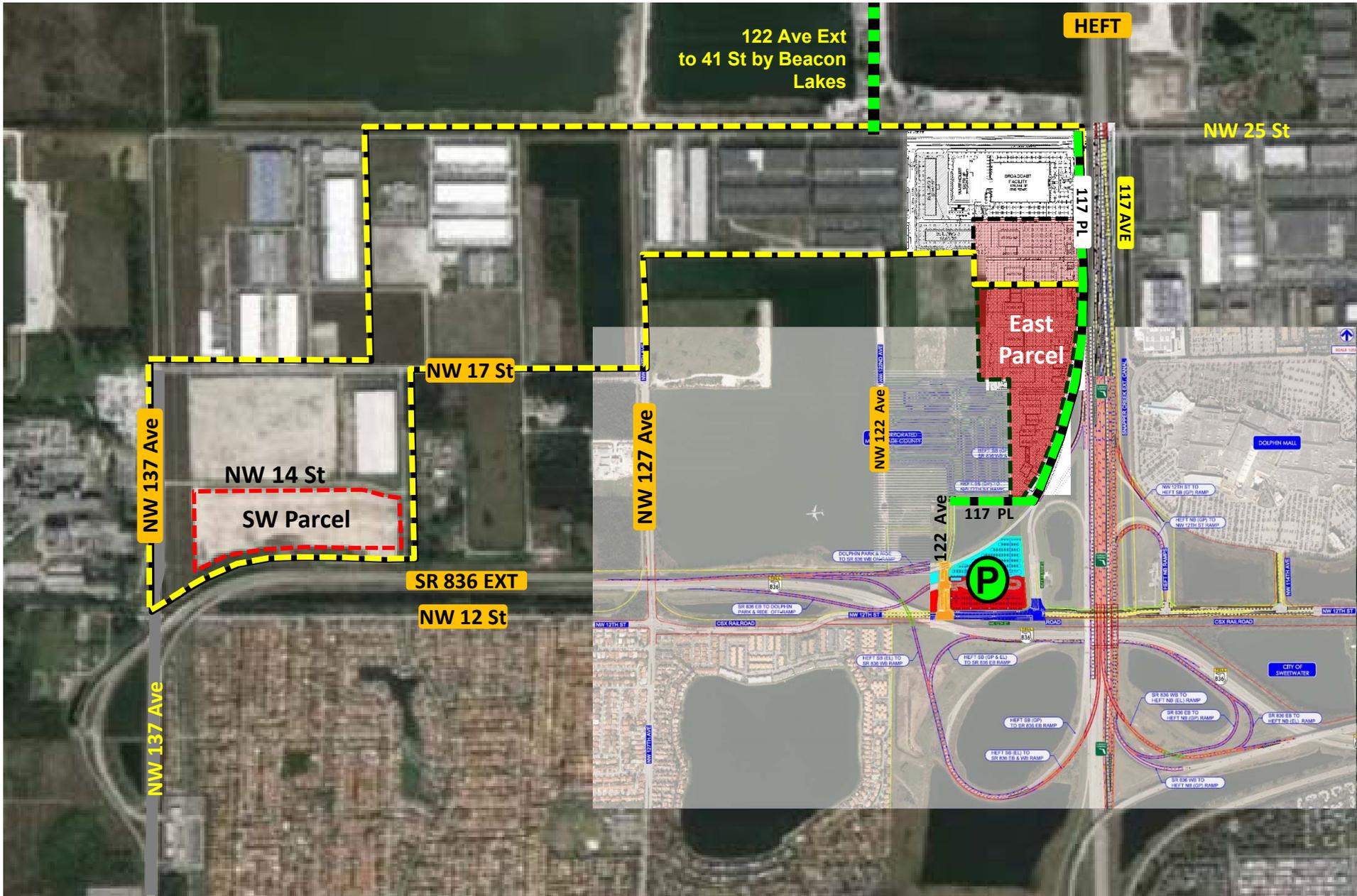


Figure 1D
 Programmed and Planned Improvements – Regional View
 Beacon Lakes NOPC and CDMP Amendment



Site Beacon Lakes DRI Boundary
Site Beacon Lakes DRI Boundary Expansion



**SR 836 Extension Ramp Connections to the HEFT
 Dolphin Station Park and Ride and Transit Terminal**

NW 122 Ave and NW 117 PLACE To be Constructed by Beacon Lakes

Figure 1E
 Ramp to Ramp Network Improvements
 Beacon Lakes NOPC and CDMP Amendment



Site Beacon Lakes DRI Boundary
Site Beacon Lakes DRI Boundary Expansion

SR 836 Ext to/from NB and SB HEFT Ramps

NW 12 St Connection TO NW 122 Ave [Dolphin Station]

Figure 1F
 Ramp to Ramp Network Improvements
 Beacon Lakes NOPC and CDMF Amendment

Table 3A – Programmed Transportation Improvements from TIP 2016

| TIP Page No. | TIP Project No. | Limits | Improvements | Activity | Timeframe |
|--------------|-----------------|----------------------------------------------------|-------------------------------------------------------------------|--------------|-----------|
| A1-35 | TA4310772 | SR 836 Express Bus Service - SW 8 St at SW 147 AVE | Park and Ride Lot at SW 8 St and SW 147 Ave | Construction | 2016-2017 |
| A1-36 | TA4371431 | Dophin Station Transit Center - HEFT at NW 12 ST | Transit Center with Park and Ride Lot - NWC of NW 12 St at HEFT | Construction | 2017-2019 |
| A1-113 | TA4335251 | Flagler Enhanced Bus Service | Capital for Fixed Bus Route | Construction | 2016-2017 |
| A1-114 | TA4335252 | Flagler Enhanced Bus Service - Robust Stations | Capital for Fixed Bus Route | Construction | 2017-2018 |
| A1-142 | DT2496142 | SR 997/Krome Ave - SW 272, 256, 192, 168, 136 St | Intersection Improvements – Add Turn Lanes | Construction | 2015-2016 |
| A1-146 | DT2496145 | SR 997/Krome Ave - SW 288, 216, 200, 184 Streets | Intersection Improvements – Add Turn Lanes | Construction | 2015-2016 |
| A1-147 | DT2496146 | SR 997/Krome Ave – at Kendall Drive | Intersection Improvements | Construction | 2015-2016 |
| A1-144 | DT2496143 | SR 997/Krome Ave – SW 88 St to 1 mile NO SW 8 St | Add lanes and Reconstruct 2 to 4L | CST Underway | 2015-2017 |
| A1-151 | DT2496142 | SR 997/Krome Ave – NO 8 St to MP 2.754 | Add lanes and Reconstruct 2 to 4L | Construction | 2015-2017 |
| A1-155 | DT2496156 | SR 997/Krome Ave – MP 2.754 to MP 5.122 | Add lanes and Reconstruct 2 to 4L | Construction | 2015-2017 |
| A1-157 | DT2496157 | SR 997/Krome Ave – MP 5.122 to MP 8.151 | Add lanes and Reconstruct 2 to 4L | Construction | 2015-2017 |
| A1-158 | DT2496158 | SR 997/Krome Ave – MP 8.151 to MP 10.935 | Add lanes and Reconstruct 2 to 4L | Construction | 2015-2017 |
| A1-154 | DT2496155 | SR 997/Krome Ave – MP 10.935 to MP 14.032 | Add lanes and Reconstruct 2 to 4L | Construction | 2015-2017 |
| A1-149 | DT2496147 | SR 997/Krome Ave - SW 136 St to SO Kendall Dr | Add lanes and Reconstruct 2 to 4L | Construction | 2015-2016 |
| A1-455 | DT2473693 | SR 997/Krome Ave - SW 184 St to SO SW 136 St | Add lanes and Reconstruct 2 to 4L | Construction | 2017-2019 |
| A1-453 | DT2473692 | SR 997/Krome Ave - SW 232 St to SO SW 184 St | Add lanes and Reconstruct 2 to 4L | Construction | 2017-2019 |
| A1-451 | DT2473691 | SR 997/Krome Ave - SW 296 St to SO SW 232 St | Add lanes and Reconstruct 2 to 4L | Construction | 2018-2019 |
| A1-306 | DT4055759 | SR 997/Krome Ave – SW 312 St to SW 296 St | Add lanes and Rehabilitate Pavement 2 to 4L | Construction | 2018-2020 |
| A1-317 | DT4056153 | NW 87 Avenue - NW 74 Street to NW 103 Street | New 4 Lane Road | Construction | 2015-2017 |
| A1-351 | DT4124792 | SR 985/SW 107 Ave | Add lanes and Rehab Pavement 4 to 6L - SW 3 St to NO W. Flagler | Construction | 2015-2017 |
| A1-353 | DT4124793 | SR 985/SW 107 Ave | Add lanes and Rehab Pavement 4 to 6L - SW 1100 Block to SW 3 St | Construction | 2016-2017 |
| A1-592 | DT4326871 | SR 826 - Flagler St to NW 154 St | Add Special Use Lane (for Express Lanes) | Construction | 2014-2018 |
| A1-592 | DT4326871 | I-75 - SR 826 to NW 170 St | Add Special Use Lane (for Express Lanes) | Construction | 2014-2019 |
| A1-681 | DT4357606 | SR 826 - E of NW 32 Ave to W of NW 17 Ave | Add lanes, Reconstruct | Construction | 2014-2019 |
| A2-1 | TP4060961 | HEFT - N of Eureka Dr to S of Killian Parkway | Add lanes, Reconstruct w/ Express Lanes - N of Eureka - 874 = 12L | CST Underway | 2015-2017 |
| A2-1 | TP4060961 | HEFT - N of Eureka Dr to S of Killian Parkway | Add lanes, Reconstruct w/ Express Lanes - 874 - Killian = 8L | CST Underway | 2015-2017 |
| A2-3 | TP4150511 | HEFT – S of Killian Pkwy to N of SW 72 St | Add lanes, Reconstruct w/ Express Lanes – 8L | CST Underway | 2015-2017 |

Table 3A – Programmed Transportation Improvements from TIP 2016

| TIP Page No. | TIP Project No. | Limits | Improvements | Activity | Timeframe |
|-----------------------------------------------------------------|-----------------|---------------------------------------------------|---------------------------------------------------------------------|--------------|-----------------|
| A2-5 | TP4150514 | HEFT – Bird Rd to SR 836 | Add lanes, Reconstruct w/ Express Lanes – 12 & 14 Lanes [2015-2024] | CST Underway | 2015-2017 |
| A2-7 | TP4154881 | HEFT - SW 216 St to N of Eureka Dr | Add lanes, Reconstruct w/ Express Lanes - 216-Caribbean = 6L | CST Underway | 2015-2016 |
| A2-7 | TP4154881 | HEFT - SW 216 St to N of Eureka Dr | Add lanes, Reconstruct w/ Express Lanes - Caribbean-US-1 = 8L | CST Underway | 2015-2016 |
| A2-7 | TP4154881 | HEFT - SW 216 St to N of Eureka Dr | Add lanes, Reconstruct w/ Express Lanes - US-1-Eureka = 10L | CST Underway | 2015-2016 |
| A2-9 | TP4233722 | HEFT – SW 288 St to SW 216 St | Add lanes, Reconstruct w/ Express Lanes – 4 to 6L | Construction | 2015-2017 |
| A2-11 | TP4271461 | HEFT – SW 72 St to Bird Rd | Add lanes, Reconstruct w/ Express Lanes – 6 to 10L | Construction | 2015-2018 |
| A2-16 | TP4355421 | HEFT – NW 106 St to I-75 | Add lanes, Reconstruct w/ Express Lanes – 6 to 10L | Construction | 2017-2019 |
| A2-18 | TP4355431 | HEFT – SR 836 to NW 106 St | Add lanes, Reconstruct w/ Express Lanes – 6 to 10L | Construction | 2017-2020 |
| A3-2 | XA83608 | SR 826 / 836 Interchange – NW 82 Ave to 836 | Interchange Improvements | Construction | 2015-2017 |
| A3-2 | XA83611 | SR 836 / I-95 Interchange – NW 17 Ave to I-95 | Interchange Improvements | Construction | 2016-2020 |
| A3-3 | XA83618 | SR 836 SW Extension - NW 137 Ave – SW Kendall | Multi-Modal Southwest Extension of SR 836 | PD&E Study | 2015-2020 |
| A3-3 | XA83625 | SR 836 SW Extension – WB Access Ramp | Access Ramp Improvements [NW 107 Ave at SR 836] | Construction | 2015-2016 |
| A3-4 | XA83628 | SR 836 – NW 57 Ave to NW 117 Ave | Mainline Widening and Interchange Improvements | Construction | 2015-2020 |
| A3-4 | XA83629 | SR 836 – NW 82 Ave to NW 97 Ave | SR 836 Interchange Improvements at NW 87 Avenue | Construction | 2015-2020 |
| TIP 2017 | XA83634 | SR 836 – New HEFT Ramp Connections | Ramp to Ramp Connections - HEFT to-from SR-836 and SR-836 Ext. | Construction | 2017-2021 |
| A4-7 | PW000701 | SW 147 Ave – SW 22 Terrace to SW 10 St | Added lanes + New lanes – Widening 2 to 4L | Completed | 2014-2015 |
| A5-1 | PW000746 | NW 97 Ave - NW 70 Street to NW 74 Street | New 4 Lane Road | Construction | 2015-2016 |
| A5-2 | PW000751 | NW 97 Ave - NW 58 Street to NW 70 Street | New 4 Lane Road | Construction | 2015-2016 |
| A5-2 | PW000860 | NW 97 Ave - NW 52 Street to NW 58 Street | Widen to 4 Lanes | Construction | 2015-2016 |
| A5-5 | PW000745 | NW 117 Ave at NW 25 Street | Traffic Signal Installation | CST Complete | 2015-2016 |
| A5-14 | PW000853 | NW 107 Ave at NW 12 Street | Intersection Improvement | Design | 2015-2016 |
| A5-15 | PW000856 | NW 107 Ave at NW 41 Street | Intersection Improvement | Design | 2015-2016 |
| A5-16 | PW000857 | NW 107 Ave at NW 58 Street | Intersection Improvement | Construction | 2015-2016 |
| A11-5 | TA000057 | SR836 EBS Park and Ride Lot -SW 8 St and 147 Ave | Transit Center W Park and Ride Lot - SWC of SW 8 St at SW 147 Ave | Construction | 2015-2017 |
| A11-6 | TA12 | Kendall Cruiser – Route 288 | West Kendall Terminal to Dadeland North Metrorail Station | Operations | 2015-2020 |
| A11-12 | TA4222202 | Flagler Enhanced Bus Service - Robust Stations | Capital for Bus Stations | Construction | 2017-2019 |
| A11-13 | TA4310774 | MDT - SR 836 Enhanced Bus Service Panther Station | Transit Center - Panther Station at FIU Parking Garage #5 | Construction | 2015-2018 |
| A11-17 | TA4371431 | MDT - SR 836 Enhanced Bus Service Dolphin Station | Transit Center Park and Ride-900 Spaces-NEC of 122 Ave at NW 12 St | Construction | 2017-2019 |
| Source: TIP 2016 adopted by the Miami-Dade MPO on May 21, 2015. | | | | | 4/4/2016 |

Table 3B – Planned Transportation Improvements from LRTP 2040 – (2010 – 2040)

| LRTP Page No and Project No | Roadway | Limits | Improvement | Timeframe | LRTP Priority |
|------------------------------------|--------------------|----------------------------------------------|----------------------------------------|------------------|----------------------|
| 6-10 – No.7 | I-75 | MD County Line to South of NW 170 St | ITS Communications | 2015-2020 | I |
| 6-10 – No.8 | I-75 Managed Lanes | NW 170 St to S of HEFT Interchange | Managed Lanes | 2015-2020 | I |
| 6-10 – No.9 | I-75 Managed Lanes | S of HEFT Interchange to MD County Line | Managed Lanes | 2015-2020 | I |
| 6-10 – No.24 | NW 74 St | HEFT to SR 826 | Add 2 lanes and Reconstruct – 4L to 6L | 2015-2020 | I |
| 6-10 – No.26 | NW 87 Ave | NW 74 St to NW 103 St | New 2 Lane Road Construction – 2L | 2015-2020 | I |
| 6-10 – No.27 | NW 97 Ave | NW 70 St to NW 74 St | New 4 Lane Road Construction – 4L | 2015-2020 | I |
| 6-12 – No.28 | NW 97 Ave | NW 58 St to NW 70 St | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-12 – No.31 | SR-821 | SW 88 St to 60 St Canal Bridge | Add lanes and Reconstruct | 2015-2020 | I |
| 6-12 – No.32 | SR-821 | SW 40 St to SR 836 | Add lanes and Reconstruct | 2015-2020 | I |
| 6-12 – No.33 | SR-821 | SW 288 St to SW 216 St | Add lanes and Reconstruct | 2015-2020 | I |
| 6-12 – No.34 | SR-821 | NW 106 St to I-75 | Add lanes and Reconstruct | 2015-2020 | I |
| 6-12 – No.35 | SR-821 | SR 836 to NW 74 St | Add lanes and Reconstruct | 2015-2020 | I |
| 6-12 – No.36 | SR-826 and I-75 | Flagler to NW 154 St and NW 170 St to SR 826 | Managed lanes | 2015-2020 | I |
| 6-12 – No.39 | SR-836 | MIC to SW 147 Ave/8 St Park and Ride | SR 836 - Dolphin Enhanced Bus | 2015-2020 | I |
| 6-12 – No.44 | SR-997 | SW 88 St to 1 mile NO SW 8 St | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-12 – No.45 | SR-997 | SW 136 St to SW 88 St | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-12 – No.46 | SR-997 | NO SW 8 St to MP 2.754 | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-12 – No.47 | SR-997 | MP 10.935 to US 27/Okeechobee Rd | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-12 – No.48 | SR-997 | MP 2.754 to MP 5.122 | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-12 – No.49 | SR-997 | MP 5.122 to MP 8.151 | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-12 – No.50 | SR-997 | MP 8.151 to MP 10.935 | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-12 – No.51 | SR-997 | SW 312 St to SW 296 St | Resurface and Add 2 Lanes – 2L to 4L | 2015-2020 | I |
| 6-12 – No.52 | SR-997 | SW 296 St to SW 232 St | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |

Table 3B – Planned Transportation Improvements from LRTP 2040 – (2010 – 2040)

| LRTP Page No and Project No | Roadway | Limits | Improvement | Timeframe | LRTP Priority |
|------------------------------------|-----------------|--------------------------------------------|--------------------------------------------------|------------------|----------------------|
| 6-12 – No.53 | SR-997 | SW 232 St to SW 184 St | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-12 – No.54 | SR-997 | SW 184 St to SW 136 St | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-14 – No.57 | SW 137 Ave | US-1 to SW 200 St | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-14 – No.58 | SW 137 Ave | SR-821/HEFT to US-1 | Construction of 2 continuous lanes – 2L | 2015-2020 | I |
| 6-14 – No.60 | SW 152 St | SW 157 Ave to SW 147 Ave | Add 2 Lanes and Reconstruct – 2L to 4L | 2015-2020 | I |
| 6-14 – No.61 | SW 157 Ave | SW 184 St to SW 152 St | New 4 Lane Road Construction – 4L | 2015-2020 | I |
| | | | | | |
| 6-17 – No.3 | HEFT | HEFT Ramps to Dolphin Station | Construction of Direct Ramps | 2021-2025 | II |
| 6-17 – No.4 | Dolphin Station | Dolphin Station Transit Terminal | Construction of Dolphin Station Transit Terminal | 2021-2025 | II |
| 6-18 – No.14 | SW 88 St | W. Kendall Terminal-Dadeland N Station | Kendall Corridor Enhanced Bus | 2021-2025 | II |
| 6-18 – No.17 | Metrorail | Metro-rail at Dadeland S Station | Expand Park-and-Ride by 1000 spaces | 2021-2025 | II |
| 6-18 – No.21 | NW 117 Ave | NW 25 Street to NW 41 Street | New 2 Lane Road - Truck Access to HEFT | 2021-2025 | II |
| 6-18 – No.22 | NW 12 Street | NW 107 Ave to SR-826 | Widening | 2021-2025 | II |
| 6-18 – No.23 | NW 122 Ave | NW 12 Street to NW 41 Street | New 2 Lane Road - Truck Access from HEFT | 2021-2025 | II |
| 6-18 – No.25 | NW 25 Street | NW 89 Court to HEFT. | Capacity and Operational Improvements. | 2021-2025 | II |
| 6-20 – No.31 | SW 127 Ave | SW 120 St to SW 144 St | Add 2 lanes and new 4LD – 4L | 2021-2025 | II |
| 6-20 – No.32 | SW 200 St | US-1 to Quail Roost Dr | Add 2 lanes and reconstruct – 4L | 2021-2025 | II |
| 6-20 – No.33 | SW 24 St | SW 107 Ave to SW 87 Ave | Add 2 lanes and reconstruct – 4L to 6L | 2021-2025 | II |
| 6-20 – No.36 | SW 8 St | SW 107 Ave and SW 87 Ave | Grade Separations –SW 8 St at 107 and 87 Ave | 2021-2025 | II |
| | | | | | |
| 6-24 – No.1 | Direct Ramps | SR 836 to Dolphin Station Transit Terminal | Direct Access Ramps for Transit | 2026-2030 | III |
| 6-24 – No.18 | SR-821 | SW 137 Ave to SW 216 St | Widen to 8 lanes, plus Express lanes | 2026-2030 | III |
| 6-24 – No.25 | SW 107 Ave | Quail Roost Dr to SW 160 St | Add 2 lanes and reconstruct – 4 to 6L | 2026-2030 | III |
| 6-24 – No.26 | SW 147 Ave | SW 184 St to SW 152 St | Add 2 lanes and reconstruct – 4 to 6L | 2026-2030 | III |
| 6-24 – No.29 | SW 24 St | SW 117 Ave to SW 107 Ave | Add 2 lanes and reconstruct – 4 to 6L | 2026-2030 | III |
| 6-26 – No.31 | SW 72 St | SW 117 Ave to SW 157 Ave | Add 2 lanes and reconstruct – 4 to 6L | 2026-2030 | III |
| | | | | | |

Table 3B – Planned Transportation Improvements from LRTP 2040 – (2010 – 2040)

| LRTP Page No and Project No | Roadway | Limits | Improvement | Timeframe | LRTP Priority |
|------------------------------------|-----------------|------------------------------------|------------------------------------------|------------------|----------------------|
| 6-30 – No.1 | I-75 | SR 826 to NW 170 St | Widen with Express Lanes | 2031-2040 | IV |
| 6-30 – No.2 | I-75 | At Miami Gardens Dr | Modify Interchange | 2031-2040 | IV |
| 6-30 – No.9 | NW 186 St | NW 97 Ave to I-75 | New 4 lane construction – 4L | 2031-2040 | IV |
| 6-30 – No.14 | SR-821 | SW 40 Street to SW 8 Street | Transportation Systems Management | 2031-2040 | IV |
| 6-30 – No.15 | SR-821 | NW 12 Street to NW 74 Street | Transportation Systems Management | 2031-2040 | IV |
| 6-30 – No.16 | SR-821 | SW 88 Street to SW 40 Street | Transportation Systems Management | 2031-2040 | IV |
| 6-30 – No.17 | SR-821 | SR-874 to Killian Parkway | Widen to 10 Lanes | 2031-2040 | IV |
| 6-30 – No.18 | SR-821 | NW 57 Ave to Turnpike Mainline | Widen to 8 Lanes | 2031-2040 | IV |
| 6-30 – No.19 | SR-821 | I-75 to NW 57 Ave | Widen to 8 Lanes | 2031-2040 | IV |
| 6-30 – No.20 | SR-826-Palmetto | NW 103 Street - NW 154 Street | Widen with Express Lanes | 2031-2040 | IV |
| 6-30 – No.21 | SR-826-Palmetto | SR-836 to NW 103 Street | Add 4 Special Use Lanes | 2031-2040 | IV |
| 6-30 – No.26 | SW 137 Ave | US-1 to SW 184 St | Add 2 lanes and reconstruct – 2L to 4L | 2031-2040 | IV |
| 6-32 – No.27 | SW 137 Ave | SW 24 St to SW 8 Street | Add 2 lanes and reconstruct – 4L to 6L | 2031-2040 | IV |
| 6-32 – No.28 | SW 152 St | SR-821 to US-1 | Add 2 lanes and reconstruct – 4L to 6L | 2031-2040 | IV |
| 6-32 – No.29 | SW 157 Ave | SW 8 St to SW 42 St | Add 2 lanes and construct new 4L Road | 2031-2040 | IV |
| 6-32 – No.31 | SW 40 Street | SW 157 Ave to SW 167 Ave | New 2 Lane Road Construction – 2L Road | 2031-2040 | IV |
| 6-32 – No.32 | SW 42 Street | SW 162 Ave to SW 157 Ave | Add 2 lanes and construct - new 4L Road | 2031-2040 | IV |
| 6-36 – No. 8 | SR 836 SW Ext | Western Ext of SR-836 to SW 136 St | Extend SR-836 from 137 Ave to SW Kendall | Partially Funded | TIP / IV |

3/30/2016

**Beacon Lakes NOPC and CDMP Amendment
CDMP Amendment Transportation Analysis**

- NW 117 Avenue – NW 25 St to NW 41 St - Priority II – New 2L Truck Access to the HEFT
- Widening NW 12 Street – NW 107 Ave to SR 826 – Priority II
- New 2 Lane Road - NW 122 Avenue – NW 12 Street to NW 41 Street - Priority II
- Widening NW 25 St – NW 89 Ct to the HEFT – Capacity and Operational Improvements – Priority II
- Widening SW 137 Ave – SW 8 St to SW 24 St – Add 2 Lanes and Reconstruct to 6LD – Priority IV

Programmed Miami-Dade Transit Service in the Immediate Study Area

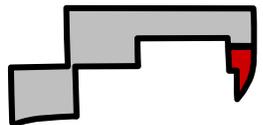
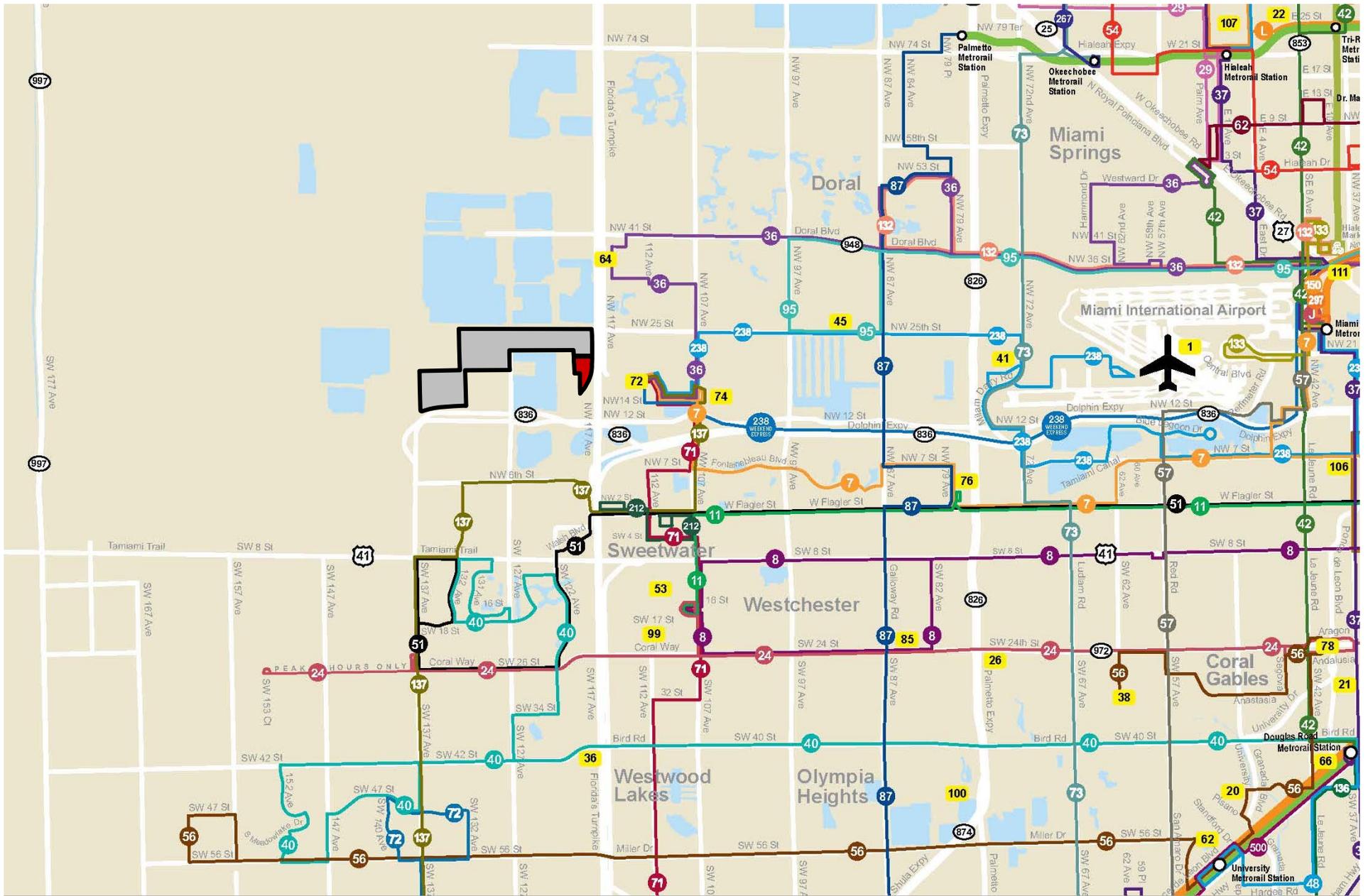
Miami-Dade Transit is engaged in the planning, design and implementation of the **SR 836 Express Bus Service** which includes the operation of three Express Bus Routes that will serve the immediate Beacon Lakes study area and will become operational between Years 2017 and 2019 as outlined below. Express Bus Service will directly serve the **Dolphin Station Park and Ride and Transit Terminal** and will be located immediately adjacent to the Beacon Lakes DRI in the NW corner of NW 12 Street and NW 122 Avenue.

Improvements to support Dolphin Station include the following:

- Additional travel lanes on NW 12 Street for improved transit access to NW 122 Avenue;
 - A new signalized intersection to serve Dolphin Station at NW 12 Street and NW 122 Avenue;
 - A new 4LD roadway connection for NW 122 Avenue (where no roadway exists today) between NW 12 Street and the Dolphin Station Park and Ride and Transit Terminal; and
 - Express Bus Transit Service between Dolphin Station and Government Center to run at 10 minute headways during the AM and PM peak hours.
- See a **Table 3C** below for a summary of the additional SR 836 Express Bus Service and transit improvements at the Tamiami Station and the FIU Panther Station, along with transit access illustrations provided on **Figures 2A, 2B, 2C, 2D and 2E**.

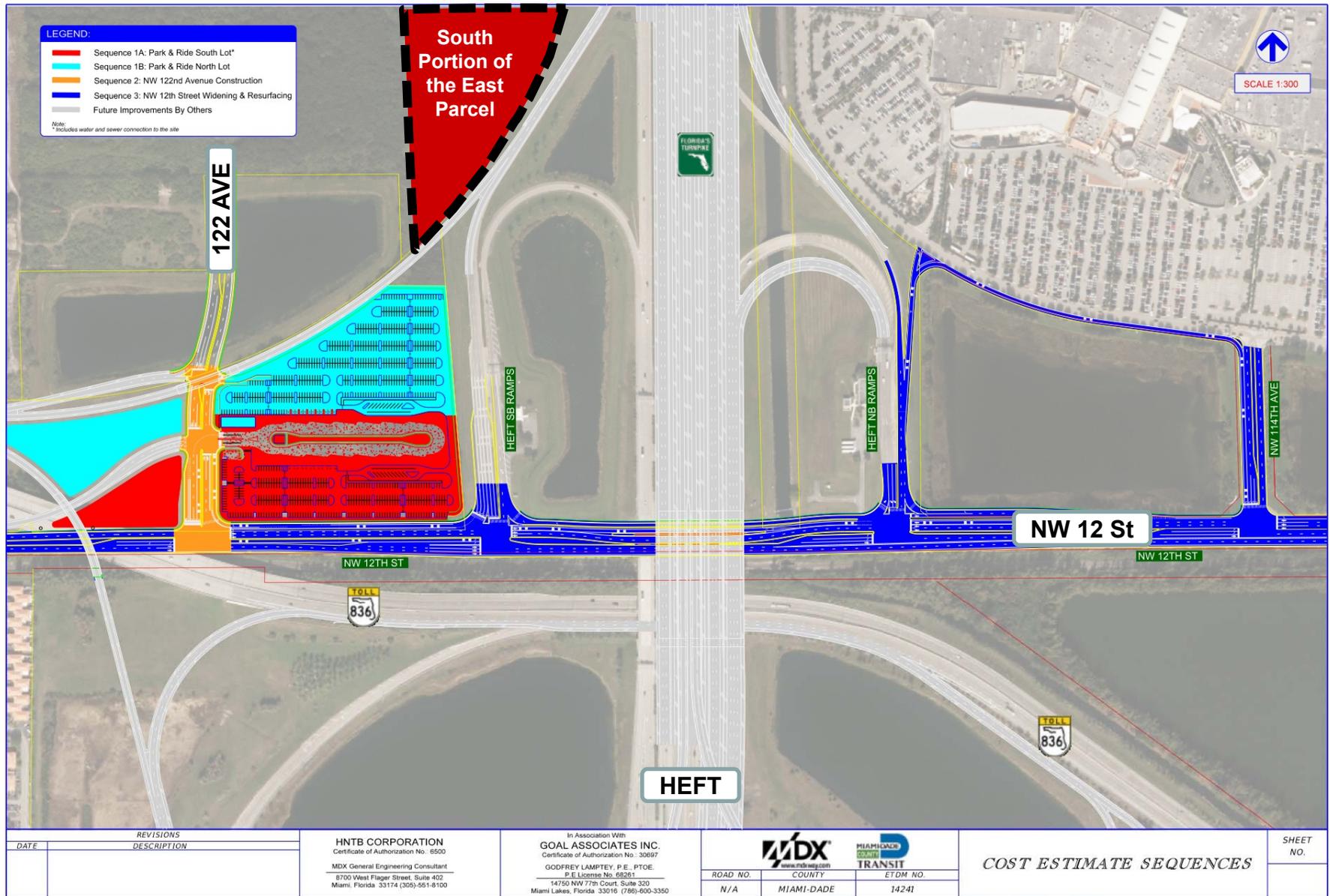
| Table 3C – Programmed Transit Service in the Immediate Study Area | | | | |
|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|--------------------------------------|-----------------------------|
| Transit Routes and Stations Accessible to/from the Amendment Site | Major Roadways Served By Transit | Regional Connections | AM and PM Peak Hour Service Headways | Service Implementation Year |
| Dolphin Station Park and Ride and Transit Terminal 836 Express – C-Line | SR 836, NW 12 St, NW 122 Ave Additional Lane on NW 12 St for Transit Access; New Signalized Access at NW 12 Street and NW 122 Avenue | Gov't Center to Dolphin Station | 10 minutes | 2017 |
| Tamiami Station Park and Ride 836 Express – A-Line | SR 836 to SR 836 Extension to SW 8 St to SW 147 Avenue | Gov't Center to Tamiami Station | 10 minutes | 2019 |
| SR 836 Express – B-Line FIU Panther Station Transit Terminal | SR 836 to SR 836 Extension to SW 8 St between SW 109 St to SW 112 Ave at FIU | MIC – MIA to FIU – Panther Station | 20 minutes | 2019 |

Note – See Attachment 4 for the Transit Route Maps, the MDT Transit Headway Database and additional information from MDT.



Beacon Lakes Site Location

Figure 2A
Transit Access in the Study Area
Beacon Lakes NOPC and CDMP Amendment



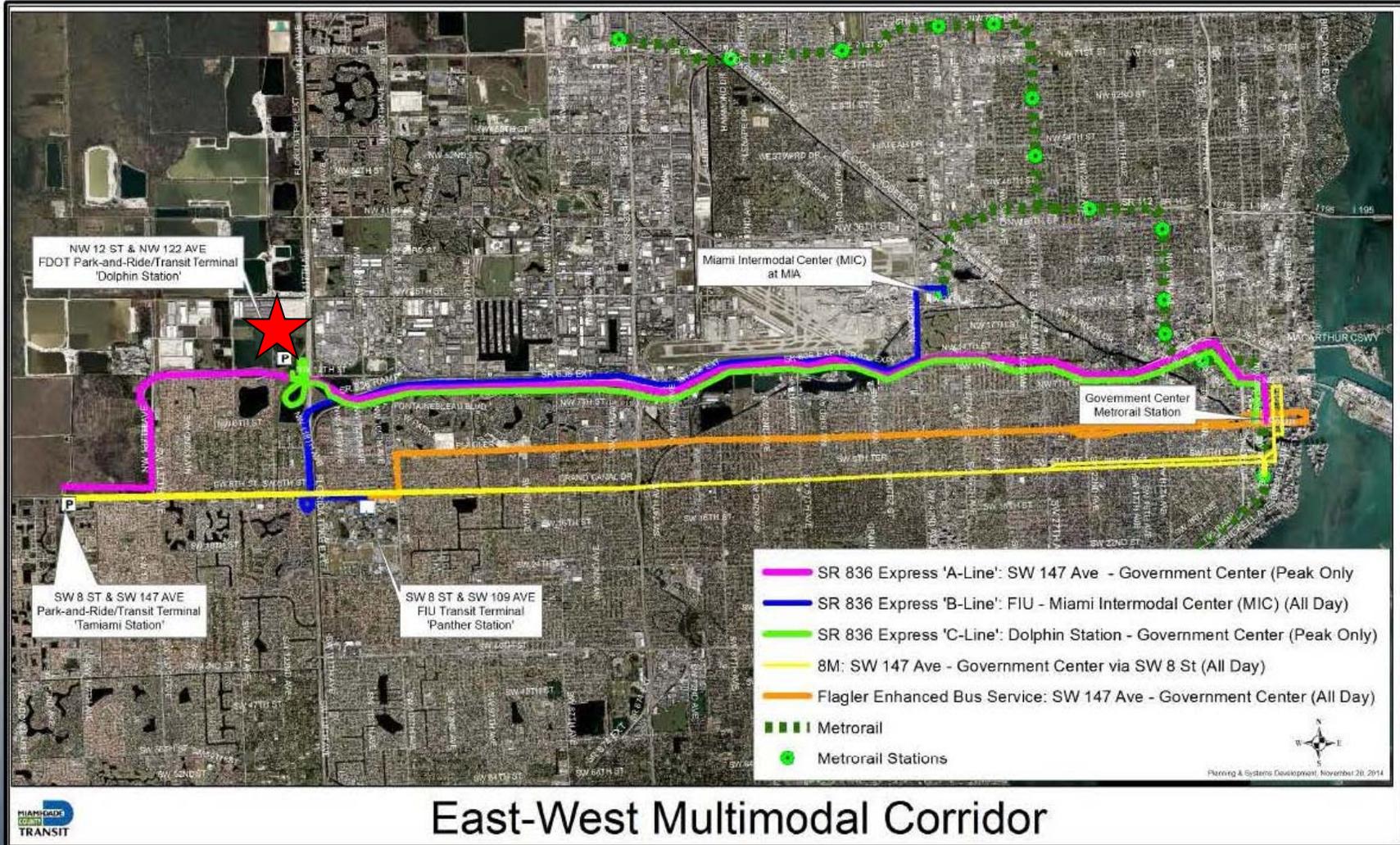
Dolphin Station Park and Ride and Transit Terminal
 Located adjacent to the Beacon Lakes East Parcel
 Funded in TIP 2016 - TA4371431

Figure 2B
 Transit Access in the Study Area
 Beacon Lakes NOPC and CDMP Amendment



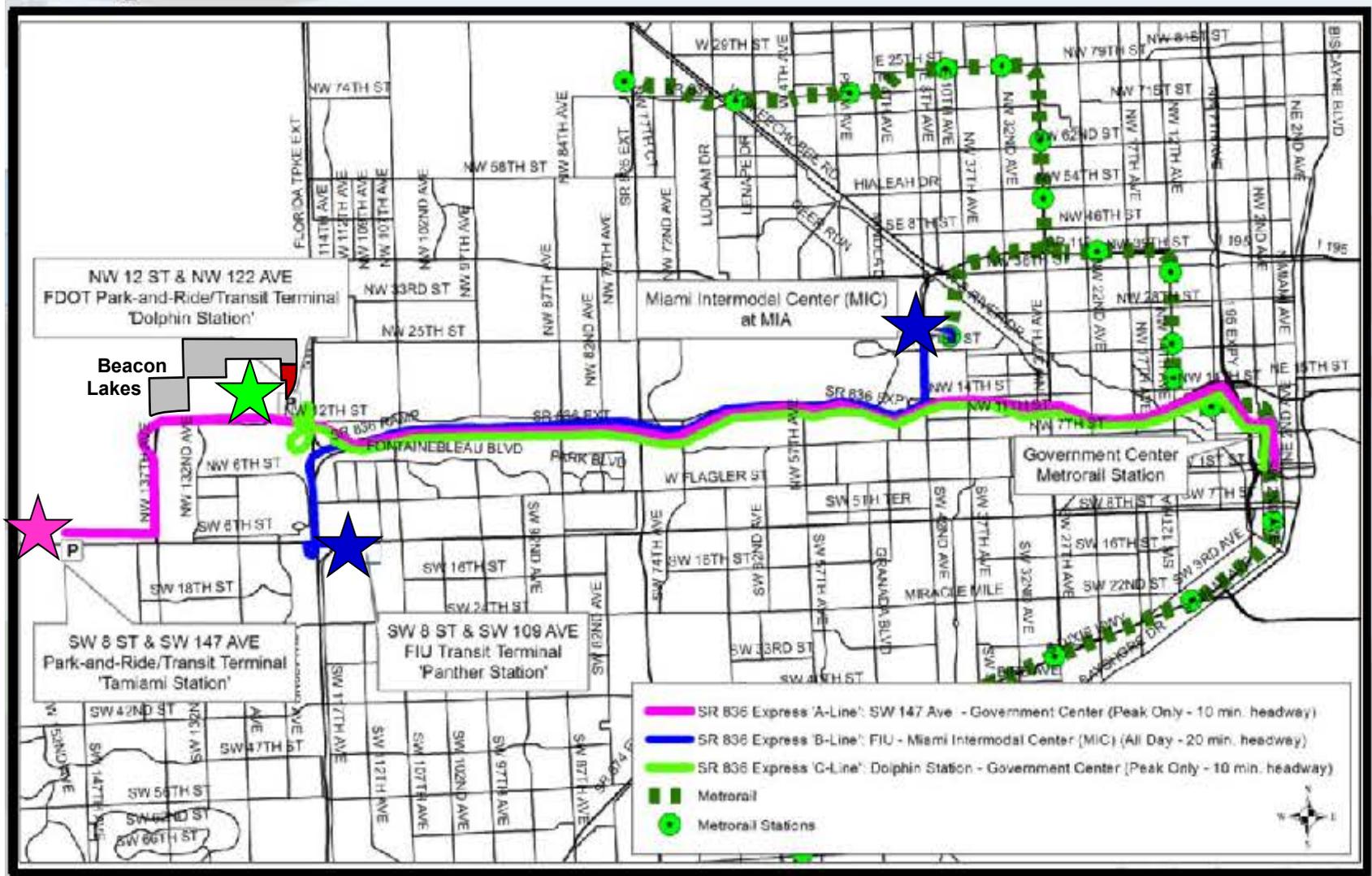
**Rendering of the Dolphin Station Park and Ride and Transit Terminal
 Dolphin Station to Downtown Miami Peak Hour Express Bus Service to begin in 2017**

**Figure 2C
 Transit Access in the Study Area
 Beacon Lakes NOPC and CDMP Amendment**



 Location of Dolphin Station Park and Ride and Transit Terminal
Dolphin Station to Gov't Center Peak Hour Express Bus Service
C - Line

Figure 2D
Transit Access in the Study Area
Beacon Lakes NOPC and CDMP Amendment



-  **Dolphin Station Park and Ride and Transit Terminal – Peak Hour Express Bus Service to Gov’t Center – C-Line Year 2017**
-  **Tamiami Station to Gov’t Center Peak Hour Express Bus Service – A - Line – Year 2019**
-  **FIU Panther Station to MIC and MIA Express Bus Service – B - Line – Year 2019**

Figure 2E
 Transit Access in the Study Area
 Beacon Lakes NOPC and CDMP Amendment

Beacon Lakes NOPC and CDMP Amendment CDMP Amendment Transportation Analysis

Traffic Concurrency Analysis – Year 2021 Short Term Planning Horizon

A traffic concurrency infrastructure analysis for the Year 2021 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 concurrency count stations located adjacent to and surrounding the project site. Each traffic count station has been found to maintain adequate available capacity for the short term planning horizon to accommodate the unbuilt traffic impacts for Beacon Lakes as proposed by this NOPC and CDMP Amendment application.

The addition of the unbuilt and/or relocated **3,042 net external PM peak hour trips for Beacon Lakes** does not exceed the available roadway capacity assigned to the surrounding traffic count stations by the Miami-Dade County Public Works Department using their Traffic Concurrency Count Station database last updated in December of 2015. Pursuant to the Miami-Dade County Concurrency Management System, all first directly accessed 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. Adequate existing and funded transportation infrastructure are maintained for the short term planning horizon to support the development program proposed by this Amendment, thus meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan. The traffic concurrency infrastructure analysis is presented in **Tables 4A and 4B** and reflects the information listed below.

Traffic Count Data for the Concurrency Analysis

Updated traffic counts for all roadways under both County and State jurisdictions reflect peak hour period traffic count data from the year 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 in their traffic concurrency database consistent with the Transportation Element from the CDMP. The Maximum Service Volumes used for each count station are obtained from the sources outlined below.

- The maximum service volumes for the County count stations have been obtained from the Miami-Dade County ArtPlan calculations from the December 17, 2015 Traffic Concurrency Count Station Database.
- The maximum service volumes for the State count stations are based upon Table 4 for the Two-Way Peak Hour from the 2012 FDOT Quality/LOS Handbook last updated on 12/18/2012.
- See **Attachment 1** for the Adopted Level of Service Standards for Miami-Dade County inclusive of Table 4 from the 2012 FDOT Quality/LOS Handbook. See **Attachment 2** for the traffic count summaries and traffic count databases for the County and State roadways located within the study area.

Development Order Trips

The development order trips for each count station has been obtained from the Miami-Dade County and FDOT Traffic Concurrency Count Station database updated in December of 2015.

Beacon Lakes NOPC and CDMP Amendment CDMP Amendment Transportation Analysis

Project Assignment

The project traffic assignment to the surrounding study area roadways has been established using the Miami-Dade County Cardinal Distribution for **Project Zone 844** for the Amendment Site as obtained through interpolation for the Year 2021 using the 2010 and 2040 Cardinal Directions from the updated Directional Trip Distributions Report. This data has been obtained from the 2040 Long Range Transportation Plan which was adopted by the MPO Board in October of 2014. The assignment and distribution of the approved but unbuilt or relocated uses for the Beacon Lakes DRI generating **3,042 net external PM peak hour trips** for the Amendment Site is provided using the figures and tables listed and described below.

- **Figure 3A** - Location of Project Zone 844 on the 2010 TAZ Map for Miami-Dade County
- **Figure 3B** - Cardinal Distribution for Zone 844 from Year 2010 of the 2040 LRTP
- **Figure 3C** - Cardinal Distribution for Zone 844 from Year 2040 of the 2040 LRTP
- **Figure 3D** – Interpolated Year 2021 Cardinal Distribution for Project Zone 844 for the following uses:
 - 2,669,874 SF of Approved but Unbuilt Warehouse Use for the Beacon Lakes DRI
 - 18,785 SF of Approved but Unbuilt Office Use for the Beacon Lakes DRI
 - 495,000 SF of Approved but Unbuilt Retail Use for the Beacon Lakes DRI
 - 785,761 SF of Additional Warehouse Use (from Parcel 295 from the 2010 EAR)
- **Figure 3E** – Telemundo Employee Zip Code Inventory Used for the Cardinal Distribution
 - 476,348 SF Industrial/Broadcasting Studio
- **Figure 3F** – Project Distribution to the First Directly Accessed Count Stations
 - Unbuilt Warehouse, Office and Retail
- **Figure 3G** - Project Distribution to the First Directly Accessed Count Stations
 - Telemundo Broadcasting Studio currently under Construction.

| Table 4A – Net External PM Peak Hour Trip Summary for the Unbuilt – Under CST – Relocated Uses | | |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------|--------------|
| Unbuilt, Under CST or Relocated SF and Trips | Status | PM Trips |
| 2,669,874 SF Warehouse + 18,785 SF Office | Approved but Unbuilt Warehouse and Office | 820 |
| 476,348 SF Industrial/Broadcasting Studio | Under Construction | 524 |
| 495,000 SF Retail Relocating to East Parcel | Approved but Unbuilt – Relocating to East Parcel | 1,447 |
| 785,761 SF of Warehouse Use added to DRI | Relocated from Parcel 296 from 2010 EAR to Beacon Lakes | 251 |
| Total Trips for Unbuilt or Relocated Uses | | 3,042 |

Total Traffic Conditions

The concurrency analysis presented in **Table 4B** identifies the total traffic at each of the first directly accessed traffic count stations and the remaining capacity still available after the addition of the total traffic generated by the proposed Amendment Site.

The determination of available capacity and level of service for each of the first directly accessed traffic count stations is made after incorporating the total project traffic from the proposed Amendment Site. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the project site were found to operate at acceptable levels of service during the peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the total unbuilt, under construction or relocated project traffic for the proposed Amendment Site. Based upon these findings, adequate existing transportation infrastructure is maintained in the Year 2021 Short Term Planning Horizon to support this proposed CDMP Amendment Application.

**TABLE 4B
TRAFFIC CONCURRENCY CAPACITY ANALYSIS FOR THE SHORT TERM PLANNING HORIZON**

4/5/2016

| COUNT STATION | LOCATION | [1] [2] Lanes | [1] [2] 2-Way Peak Hour Capacity | [3] [4] [5] PHP Vol as of 2014 | Count Date | Capacity Available after PHP Vol | [6] D.O.'s as of Dec 2015 | Capacity Available after D.O.'s | Approved and Unbuilt Beacon Lakes Warehouse-Office-Retail | | | | New from 2010 EAR | | Beacon Lakes | | Total with Project | Capacity Available after Project | Adopted LOS | Actual LOS | Meets Adopted Standard Yes/No | |
|----------------------------------------|-------------------------|------------------|----------------------------------------------|--------------------------------------------|---------------|-------------------------------------------|---------------------------------------|------------------------------------------|-----------------------------------------------------------|---------------------------------|----------------------------|---------------------------------|--------------------------------|----------------------------------|--------------------------------|---------------------------------|--------------------------|-------------------------------------------|----------------|---------------|----------------------------------------|-----------------------------------------------|
| | | | | | | | | | Unbuilt WH+Office | | Telemundo Under CST | | Relocation of Retail | | 785,761 SF Warehouse | | | | | | | Total Unbuilt + New PM TRIPS 3042 |
| | | | | | | | | | TAZ 844 Cardinal Dist | [7] PM PK HR Trips 820 | EMP ZIP CODE Dist | [8] PM PK HR Trips 524 | TAZ 844 Cardinal Dist | [7] PM PK HR Trips 1447 | TAZ 844 Cardinal Dist | [7] PM PK HR Trips 251 | | | | | | |
| 2272 | HEFT NO NW 41 St | 10L EX-CST | 16,840 | 8,636 | 2,014 | 8,205 | 104 | 8,101 | 18.00% | 148 | 35.97% | 188 | 18.00% | 260 | 18.00% | 45 | 642 | 9,381 | 7,459 | D | B | Yes |
| 2242 | SR 836 WO NW 107 Ave | 10L EX-CST | 16,840 | 5,660 | 6/10-12/14 | 11,180 | 0 | 11,180 | 8.30% | 68 | 10.77% | 56 | 8.30% | 120 | 8.30% | 21 | 265 | 5,925 | 10,915 | D | C | Yes |
| 2250 | HEFT SO SR 836 | 10L EX-CST | 16,840 | 12,546 | 2,014 | 4,294 | 0 | 4,294 | 19.20% | 157 | 10.35% | 54 | 19.20% | 278 | 19.20% | 48 | 538 | 13,084 | 3,756 | D | C | Yes |
| 9365 | NW 12 St, WO NW 117 Ave | 4 | 5,040 | 2,780 | 2,014 | 2,260 | 361 | 1,899 | 8.30% | 68 | 10.76% | 56 | 8.30% | 120 | 8.30% | 21 | 265 | 3,406 | 1,634 | D | C | Yes |
| 9408 | NW 25 St, WO NW 107 Ave | 4 | 3,040 | 1,302 | 2,014 | 1,738 | 363 | 1,375 | 23.10% | 189 | 17.57% | 92 | 23.10% | 334 | 23.10% | 58 | 674 | 2,339 | 701 | D | D | Yes |
| 9770 | SW 127 Ave, NO SW 8 St | 4 | 2,540 | 1,790 | 2,014 | 750 | 218 | 532 | 11.15% | 91 | 12.40% | 65 | 11.15% | 161 | 11.15% | 28 | 346 | 2,354 | 186 | D | D | Yes |
| 9798 | SW 137 Ave, NO SW 8 St | 6 | 4,520 | 2,766 | 2,014 | 1,754 | 407 | 1,347 | 11.95% | 98 | 2.18% | 11 | 11.95% | 173 | 11.95% | 30 | 312 | 3,485 | 1,035 | D | C | Yes |
| First Directly Access Stations: | | | | | | | | | 100.00% | 820 | 100.00% | 524 | 100.00% | 1,447 | 100.00% | 251 | 3,042 | | | | | |

Notes:

- [1] Source for the lane geometry and maximum service volumes for County Count Stations have been obtained from field research and from the MDC Public Works Concurrency Databases, unless otherwise noted.
- [2] Source for the lane geometry and maximum service volumes for the State Count Stations have been obtained from field research and Table 4 of the 2012 FDOT Quality/LOS Handbook last updated 12/18/2012.
- [3] Source for the PHP counts: See Table 2-A in **Attachment 2** for the Updated PHP Calculations for the State Count Stations.
- [4] See **Attachment 2** for the Miami-Dade County Public Works Concurrency Database dated 12-17-2015 and counts obtained from the 2014 FDOT Florida Transportation Information DVD.
- [5] PHP Count Estimates for Count Stations on Florida's Turnpike are based on the following formula: [(AADT*K Factor)*0.9]
- [6] Source for the Approved D.O.'s: Miami-Dade County Public Works Concurrency Database dated 12-17-2015 for County Roads and dated 12-17-2015 for State Roads.
- [7] See **Figure 3D** for the Year 2021 Cardinal Distribution for TAZ 844 for the Unbuilt Warehouse, Office and Retail Use.
- [8] See **Figure 3E** for the Year 2021 Cardinal Distribution for the Telemundo Broadcasting Studio (under construction) which is based on the Telemundo Employee Zip code data base.
- [9] See **Figures 3F and 3G** for the First Directly Accessed Count Stations for the Year 2021 Short Term Planning Horizon Concurrency Analysis.
- [10] See **Tables 1A-1B-1C-1D** for the Beacon Lakes trip generation and development status for the uses approved, uses built to date and uses remaining.

Directional Trip Distribution Report

MIAMI-DADE LONG RANGE TRANSPORTATION PLAN UPDATE TO THE YEAR 2040



| Miami-Dade 2010 Directional Distribution Summary | | | | | | | | | | | |
|--------------------------------------------------|--------------|---------|---------------------|-------|-------|-------|------|-----|-----|------|-------|
| Origin TAZ | | | Cardinal Directions | | | | | | | | Total |
| County TAZ | Regional TAZ | | NNE | ENE | ESE | SSE | SSW | WSW | WNW | NNW | |
| 841 | 3741 | PERCENT | 10.2 | 32.5 | 27.1 | 14.3 | 11.8 | 3.5 | 0.0 | 0.6 | |
| 842 | 3742 | TRIPS | 869 | 1,231 | 1,284 | 876 | 500 | 190 | 78 | 61 | 5,089 |
| 842 | 3742 | PERCENT | 17.1 | 24.2 | 25.2 | 17.2 | 9.8 | 3.7 | 1.5 | 1.2 | |
| 843 | 3743 | TRIPS | 85 | 99 | 132 | 116 | 60 | 20 | 10 | 26 | 548 |
| 843 | 3743 | PERCENT | 15.5 | 18.1 | 24.1 | 21.2 | 11.0 | 3.7 | 1.8 | 4.7 | |
| 844 | 3744 | TRIPS | 81 | 87 | 111 | 90 | 104 | 1 | 0 | 11 | 485 |
| 844 | 3744 | PERCENT | 16.7 | 17.9 | 22.9 | 18.6 | 21.4 | 0.2 | 0.0 | 2.3 | |
| 845 | 3745 | TRIPS | 473 | 2,281 | 1,408 | 1,157 | 967 | 135 | 0 | 14 | 6,435 |
| 845 | 3745 | PERCENT | 7.4 | 35.5 | 21.9 | 18.0 | 15.0 | 2.1 | 0.0 | 0.2 | |
| 846 | 3746 | TRIPS | 247 | 800 | 533 | 373 | 284 | 81 | 0 | 61 | 2,379 |
| 846 | 3746 | PERCENT | 10.4 | 33.6 | 22.4 | 15.7 | 11.9 | 3.4 | 0.0 | 2.6 | |
| 847 | 3747 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 847 | 3747 | PERCENT | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 848 | 3748 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 848 | 3748 | PERCENT | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 849 | 3749 | TRIPS | 10 | 37 | 25 | 10 | 0 | 0 | 0 | 0 | 82 |
| 849 | 3749 | PERCENT | 12.2 | 45.1 | 30.5 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 850 | 3750 | TRIPS | 404 | 977 | 691 | 599 | 11 | 0 | 58 | 37 | 2,777 |
| 850 | 3750 | PERCENT | 14.6 | 35.2 | 24.9 | 21.6 | 0.4 | 0.0 | 2.1 | 1.3 | |
| 851 | 3751 | TRIPS | 1 | 5 | 0 | 40 | 0 | 0 | 0 | 0 | 46 |
| 851 | 3751 | PERCENT | 2.2 | 10.9 | 0.0 | 87.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 852 | 3752 | TRIPS | 1 | 5 | 21 | 24 | 0 | 0 | 0 | 0 | 51 |
| 852 | 3752 | PERCENT | 2.0 | 9.8 | 41.2 | 47.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 853 | 3753 | TRIPS | 11 | 10 | 21 | 19 | 30 | 0 | 0 | 0 | 91 |
| 853 | 3753 | PERCENT | 12.1 | 11.0 | 23.1 | 20.9 | 33.0 | 0.0 | 0.0 | 0.0 | |
| 854 | 3754 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 854 | 3754 | PERCENT | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 855 | 3755 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 855 | 3755 | PERCENT | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 856 | 3756 | TRIPS | 10 | 5 | 0 | 5 | 0 | 0 | 0 | 10 | 30 |
| 856 | 3756 | PERCENT | 33.3 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 33.3 | |
| 857 | 3757 | TRIPS | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 857 | 3757 | PERCENT | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 858 | 3758 | TRIPS | 20 | 112 | 98 | 21 | 10 | 0 | 3 | 0 | 264 |
| 858 | 3758 | PERCENT | 7.6 | 42.4 | 37.1 | 8.0 | 3.8 | 0.0 | 1.1 | 0.0 | |
| 859 | 3759 | TRIPS | 90 | 1,404 | 791 | 723 | 210 | 40 | 50 | 11 | 3,319 |
| 859 | 3759 | PERCENT | 2.7 | 42.3 | 23.8 | 21.8 | 6.3 | 1.2 | 1.5 | 0.3 | |
| 860 | 3760 | TRIPS | 325 | 1,328 | 855 | 981 | 502 | 0 | 221 | 106 | 4,318 |
| 860 | 3760 | PERCENT | 7.5 | 30.8 | 19.8 | 22.7 | 11.6 | 0.0 | 5.1 | 2.5 | |
| 861 | 3761 | TRIPS | 368 | 1,605 | 1,200 | 1,220 | 201 | 0 | 43 | 10 | 4,647 |
| 861 | 3761 | PERCENT | 7.9 | 34.5 | 25.8 | 26.3 | 4.3 | 0.0 | 0.9 | 0.2 | |

Project Zone = TAZ 844 - 2010 TAZ Map

EYES ON THE FUTURE | 45

Figure 3B
2010 Cardinal Distribution for Zone 844
Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates

Directional Trip Distribution Report

MIAMI-DADE LONG RANGE TRANSPORTATION PLAN UPDATE TO THE YEAR 2040



| Miami-Dade 2040 Directional Distribution Summary | | | | | | | | | | | |
|--------------------------------------------------|--------------|---------|---------------------|-------|-------|-------|------|-----|-----|-----|-------|
| Origin TAZ | | | Cardinal Directions | | | | | | | | Total |
| County TAZ | Regional TAZ | | NNE | ENE | ESE | SSE | SSW | WSW | WNW | NNW | |
| 841 | 3741 | PERCENT | 12.6 | 28.9 | 26.3 | 14.3 | 14.3 | 3.2 | 0.0 | 0.4 | |
| 842 | 3742 | TRIPS | 1,086 | 1,411 | 1,154 | 1,010 | 691 | 203 | 143 | 132 | 5,830 |
| 842 | 3742 | PERCENT | 18.6 | 24.2 | 19.8 | 17.3 | 11.9 | 3.5 | 2.5 | 2.3 | |
| 843 | 3743 | TRIPS | 83 | 111 | 101 | 83 | 54 | 20 | 1 | 13 | 466 |
| 843 | 3743 | PERCENT | 17.8 | 23.8 | 21.7 | 17.8 | 11.6 | 4.3 | 0.2 | 2.8 | |
| 844 | 3744 | TRIPS | 611 | 844 | 608 | 701 | 816 | 30 | 4 | 47 | 3,661 |
| 844 | 3744 | PERCENT | 16.7 | 23.1 | 16.6 | 19.2 | 22.3 | 0.8 | 0.1 | 1.3 | |
| 845 | 3745 | TRIPS | 707 | 1,921 | 1,728 | 1,252 | 889 | 139 | 0 | 30 | 6,666 |
| 845 | 3745 | PERCENT | 10.6 | 28.8 | 25.9 | 18.8 | 13.3 | 2.1 | 0.0 | 0.5 | |
| 846 | 3746 | TRIPS | 375 | 724 | 469 | 445 | 306 | 118 | 8 | 47 | 2,492 |
| 846 | 3746 | PERCENT | 15.1 | 29.1 | 18.8 | 17.9 | 12.3 | 4.7 | 0.3 | 1.9 | |
| 847 | 3747 | TRIPS | 8 | 23 | 4 | 4 | 16 | 0 | 0 | 0 | 55 |
| 847 | 3747 | PERCENT | 14.6 | 41.8 | 7.3 | 7.3 | 29.1 | 0.0 | 0.0 | 0.0 | |
| 848 | 3748 | TRIPS | 96 | 241 | 151 | 165 | 100 | 13 | 0 | 3 | 769 |
| 848 | 3748 | PERCENT | 12.5 | 31.3 | 19.6 | 21.5 | 13.0 | 1.7 | 0.0 | 0.4 | |
| 849 | 3749 | TRIPS | 13 | 102 | 109 | 72 | 17 | 1 | 4 | 2 | 320 |
| 849 | 3749 | PERCENT | 4.1 | 31.9 | 34.1 | 22.5 | 5.3 | 0.3 | 1.3 | 0.6 | |
| 850 | 3750 | TRIPS | 387 | 1,024 | 587 | 578 | 19 | 0 | 59 | 54 | 2,708 |
| 850 | 3750 | PERCENT | 14.3 | 37.8 | 21.7 | 21.3 | 0.7 | 0.0 | 2.2 | 2.0 | |
| 851 | 3751 | TRIPS | 13 | 21 | 8 | 38 | 0 | 0 | 0 | 0 | 80 |
| 851 | 3751 | PERCENT | 16.3 | 26.3 | 10.0 | 47.5 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 852 | 3752 | TRIPS | 1 | 9 | 1 | 19 | 0 | 0 | 0 | 0 | 30 |
| 852 | 3752 | PERCENT | 3.3 | 30.0 | 3.3 | 63.3 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 853 | 3753 | TRIPS | 5 | 52 | 17 | 34 | 0 | 0 | 0 | 0 | 108 |
| 853 | 3753 | PERCENT | 4.6 | 48.2 | 15.7 | 31.5 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 854 | 3754 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 854 | 3754 | PERCENT | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 855 | 3755 | TRIPS | 6 | 12 | 25 | 24 | 0 | 0 | 0 | 0 | 67 |
| 855 | 3755 | PERCENT | 9.0 | 17.9 | 37.3 | 35.8 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 856 | 3756 | TRIPS | 24 | 157 | 164 | 122 | 24 | 0 | 0 | 27 | 518 |
| 856 | 3756 | PERCENT | 4.6 | 30.3 | 31.7 | 23.6 | 4.6 | 0.0 | 0.0 | 5.2 | |
| 857 | 3757 | TRIPS | 4 | 12 | 2 | 13 | 4 | 0 | 0 | 0 | 35 |
| 857 | 3757 | PERCENT | 11.4 | 34.3 | 5.7 | 37.1 | 11.4 | 0.0 | 0.0 | 0.0 | |
| 858 | 3758 | TRIPS | 24 | 146 | 80 | 51 | 4 | 0 | 10 | 2 | 317 |
| 858 | 3758 | PERCENT | 7.6 | 46.1 | 25.2 | 16.1 | 1.3 | 0.0 | 3.2 | 0.6 | |
| 859 | 3759 | TRIPS | 292 | 1,541 | 968 | 1,143 | 445 | 35 | 29 | 17 | 4,470 |
| 859 | 3759 | PERCENT | 6.5 | 34.5 | 21.7 | 25.6 | 10.0 | 0.8 | 0.7 | 0.4 | |
| 860 | 3760 | TRIPS | 555 | 1,753 | 975 | 1,336 | 503 | 0 | 274 | 206 | 5,602 |
| 860 | 3760 | PERCENT | 9.9 | 31.3 | 17.4 | 23.9 | 9.0 | 0.0 | 4.9 | 3.7 | |
| 861 | 3761 | TRIPS | 406 | 1,883 | 1,388 | 1,667 | 368 | 0 | 48 | 17 | 5,777 |
| 861 | 3761 | PERCENT | 7.0 | 32.6 | 24.0 | 28.9 | 6.4 | 0.0 | 0.8 | 0.3 | |

Project Zone = TAZ 844 - 2010 TAZ Map

EYES ON THE FUTURE | 121

Figure 3C
2040 Cardinal Distribution for Zone 844
Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates

Cardinal Distribution for Beacon Lakes

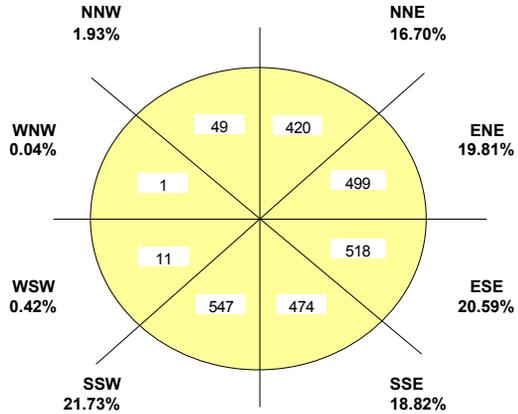
2,669,874 SF of Approved but Unbuilt Warehouse Use
18,785 SF of Approved but Unbuilt Office Use
495,000 SF of Approved but Unbuilt Retail Use
785,761 SF of Additional Industrial/Warehouse Use from the 2010 EAR

CARDINAL DISTRIBUTION

PROJECT: BEACON LAKES

| TAZ # | # 844 | |
|-------|---------|----------|
| Trips | 2,518 | PM Trips |
| NNE | 16.70% | 420 |
| ENE | 19.81% | 499 |
| ESE | 20.59% | 518 |
| SSE | 18.82% | 474 |
| SSW | 21.73% | 547 |
| WSW | 0.42% | 11 |
| WNW | 0.04% | 1 |
| NNW | 1.93% | 49 |
| | 100.04% | 2518 |

TRIP DISTRIBUTION



TAZ 844

INTERPOLATED CARDINAL DISTRIBUTION TO 2021 FOR YEARS 2010 AND 2040

| Cardinal Direction | 2010 Zone 844 Cardinal Distribution | 2040 Zone 844 Cardinal Distribution | 2040-2010 Difference | Rate Per Year 30 Years | 11 Years | 2021 Zone 844 Cardinal Distribution | Net New PM Peak Hour Project Trips 2518 |
|--------------------|-------------------------------------|-------------------------------------|----------------------|------------------------|----------|-------------------------------------|-----------------------------------------|
| NNE | 16.70% | 16.70% | 0.00% | 0.00% | 0.00% | 16.70% | 420 |
| ENE | 17.90% | 23.10% | 5.20% | 0.17% | 1.91% | 19.81% | 499 |
| ESE | 22.90% | 16.60% | -6.30% | -0.21% | -2.31% | 20.59% | 518 |
| SSE | 18.60% | 19.20% | 0.60% | 0.02% | 0.22% | 18.82% | 474 |
| SSW | 21.40% | 22.30% | 0.90% | 0.03% | 0.33% | 21.73% | 547 |
| WSW | 0.20% | 0.80% | 0.60% | 0.02% | 0.22% | 0.42% | 11 |
| WNW | 0.00% | 0.10% | 0.10% | 0.00% | 0.04% | 0.04% | 1 |
| NNW | 2.30% | 1.30% | -1.00% | -0.03% | -0.37% | 1.93% | 49 |
| | 100.00% | 100.10% | | | | 100.04% | 2,518 |

Source: Miami-Dade 2040 Long Range Transportation Plan - Directional Trip Distribution Report, October 23, 2014.

Project Zone = TAZ 844 - 2010 TAZ Map

2021

Figure 3D
Project Assignment Using the Cardinal Distribution for TAZ 844
Beacon Lakes NOPC and CDMP Amendment

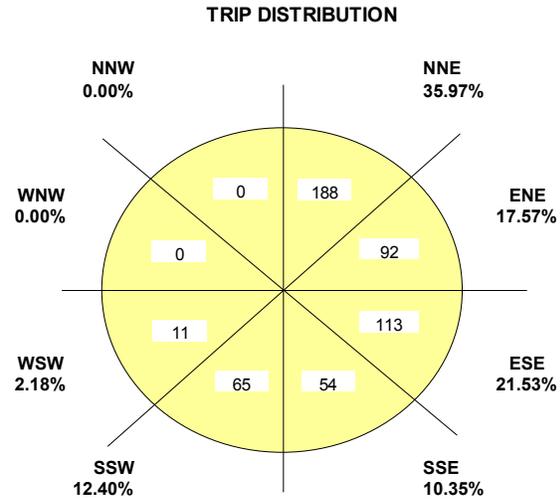
Cardinal Distribution for Beacon Lakes

Reflects 476,348 SF of Industrial/Broadcasting Studio

CARDINAL DISTRIBUTION

PROJECT: BEACON LAKES

| TAZ # | # 844 | |
|-------|---------|----------|
| Trips | 524 | PM Trips |
| NNE | 35.97% | 188 |
| ENE | 17.57% | 92 |
| ESE | 21.53% | 113 |
| SSE | 10.35% | 54 |
| SSW | 12.40% | 65 |
| WSW | 2.18% | 11 |
| WNW | 0.00% | 0 |
| NNW | 0.00% | 0 |
| | 100.00% | 524 |



TAZ 844

ZIP CODE DISTRIBUTION FOR TELEMUNDO

| Cardinal Direction | Zone 844 Zip Code Distribution | Net New PM Peak Hour Project Trips |
|--------------------|--------------------------------|------------------------------------|
| NNE | 35.97% | 188 |
| ENE | 17.57% | 92 |
| ESE | 21.53% | 113 |
| SSE | 10.35% | 54 |
| SSW | 12.40% | 65 |
| WSW | 2.18% | 11 |
| WNW | 0.00% | 0 |
| NNW | 0.00% | 0 |
| | 100.00% | 524 |

Source: Telemundo Employee Zip Code Database

**Telemundo
Distribution**

2021

Project Zone = TAZ 844 - 2010 TAZ Map

See Table 3A for the Telemundo Employee Zip Code Inventory.

See Table 3B for the Telemundo Employee Zip Codes by Cardinal Direction.

Figure 3E

Project Assignment Using the Cardinal Distribution Developed from the Telemundo Employee Zip Code Database
Beacon Lakes NOPC and CDMP Amendment



- XX.XX% Distribution = 100%
- XXXX First Directly Accessed Count Stations
- Land Use Change for the SW Parcel and East Parcel

Distribution % - TAZ 844
 Unbuilt Beacon Lakes Warehouse, Office, Retail

Figure 3F
 Traffic Concurrency Analysis
 Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates



Distribution % - Based on the Telemundo Employee Zip Code Database

Figure 3G
Traffic Concurrency Analysis
Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates

**Beacon Lakes NOPC and CDMP Amendment
CDMP Amendment Transportation Analysis**

Transportation Infrastructure Analysis for the Year 2040 Long Term Planning Horizon

The evaluation of the Year 2040 Long Term Planning Horizon includes a comprehensive network analysis to evaluate the adequacy of the transportation infrastructure in the study area surrounding the Amendment site. The analysis includes an evaluation of existing peak hour period traffic conditions, an evaluation of Year 2040 future background and committed development traffic conditions (without the Amendment), and an evaluation of Year 2040 total traffic conditions with the traffic impacts from the Amendment site.

Study Area

The study area includes the arterial and collector roadway network extending to Okeechobee Road on the north, SR 826/Palmetto Expressway on the east, Bird Road/SW 42 Street on the south and Krome Avenue/SW 177 Avenue on the west. The Year 2040 network analysis incorporates the future transportation planned and programmed infrastructure which consists of improvements funded in TIP 2016, improvements from Priorities I, II, III and IV from the LRTP 2040 and improvements committed by the Applicant contained within the previously approved Beacon Lakes DRI development order. Modifications to the DRI Development Order are proposed as part of this NOPC and CDMP Amendment. New roadway improvements proposed by Beacon Lakes include the construction of NW 117 Place as a 4 lane divided roadway from NW 25 Street to NW 14 Street/NW 122 Avenue connecting to the Dolphin Station Park and Ride Transit Terminal.

The roadway network analysis for the long term planning horizon includes the segments listed below.

North/South Study Area Roadways

- SW 177 Ave - US-27 to SW 88 Street
- SW 157 Ave - SW 8 Street to SW 42 Street
- SW 147 Ave - SW 8 Street to SW 42 Street
- NW/SW 137 Ave - NW 17 Street to SW 42 Street
- NW/SW 127 Ave - NW 25 Street to SW 42 Street
- NW/SW 122 Ave – NW 41 St to NW 12 Street
- NW 117 Place - NW 25 Street to NW 14 Street
- SR 821/HEFT – Okeechobee Rd to SW 42 Street
- NW 117 Ave - NW 34 Street to SW 40 Street
- NW 107 Ave - NW 74 Street to SW 40 Street
- NW 97 Ave - NW 74 Street to SW 40 Street
- NW 87 Ave - NW 74 Street to SW 40 Street
- SR 826 – Okeechobee Road to SW 40 Street

East/West Study Area Roadways

- Okeechobee Rd – US 27 Ave to SR 826
- NW 106 Street - HEFT to NW 107 Ave
- NW 74 Street – HEFT to SR 826
- NW 41 Street – NW 122 Ave to SR 826
- NW 25 Street - NW 127 Ave to SR 826
- NW 12 Street - NW 137 Ave to SR 826
- SR 836 - NW 137 Ave to SR 826
- Flagler Street - NW 117 Ave to SR 826
- SW 8 Street - SW 177 Ave to SR 826
- SW 24/26 Street - SW 157 Ave to SR 826
- SW 40/42 Street - SW 157 Ave to SR 826

**Beacon Lakes NOPC and CDMP Amendment
CDMP Amendment Transportation Analysis**

Project Traffic Assignment for the Year 2040 Long Term Planning Horizon

The project traffic assignment to the surrounding study area roadways has been established using the Miami-Dade County Cardinal Distribution for Project **Zone 844** for the **Year 2040** as obtained from the updated Directional Trip Distributions Report from the 2040 Long Range Transportation Plan. The assignment and distribution of approved (but unbuilt) and proposed project traffic for the Beacon Lakes DRI is provided using the figures and tables provided below.

| Figures | Unbuilt, Under CST or Relocated Uses within the Beacon Lakes DRI | Unbuilt or Relocated SF AND PM Trips | PM Trips |
|---------|----------------------------------------------------------------------------------------------|---------------------------------------------|----------|
| 4A, 5A | Previously Approved but Unbuilt Industrial/Warehouse/Office for Beacon Lakes | 2,669,874 SF Warehouse + 18,785 SF Office | 820 |
| 4B, 5B | Previously Approved Industrial/Broadcasting use under construction for Telemundo | 476,348 SF Industrial/Broadcasting Studio | 524 |
| 4C, 5C | Previously Approved but Unbuilt Retail relocating from Beacon Lakes SW Parcel to East Parcel | 495,000 SF Retail Relocating to East Parcel | 1,447 |
| 4D, 5D | Warehouse SF from 45.09 acres (from the 2010 EAR) Relocated into Beacon Lakes DRI | 785,761 SF of Warehouse Use added to DRI | 251 |
| Total | Total Trips for Approved but Unbuilt, Under Construction and Relocated Uses | Total Trips for Unbuilt or Relocated Uses | 3,042 |

- See Figures 4A and 5A – Year 2040 Cardinal and Project Distribution for Approved and Unbuilt Warehouse and Office Use;
- See Figures 4B and 5B – Year 2040 Cardinal and Project Distribution using the Telemundo Employee Zip Code Database;
- See Figures 4C and 5C – Year 2040 Cardinal and Project Distribution for Approved but Unbuilt Retail Use relocating from the SW Parcel to the new East Parcel;
- See Figures 4D and 5D - Year 2040 Cardinal and Project Distribution for Warehouse Use (from the 2010 EAR) added to the Beacon Lakes DRI.

Significance Determination Analysis

Table 5A (attached herein) provides the detailed project distribution and assignment of project trips to study area roadways, and includes a significance determination analysis to identify existing or future roadway segments where the net new Amendment trips would consume 5.0% or more of the adopted maximum service volume for the regional roadway network. **Table 5A** evaluates the approved but unbuilt uses, uses under construction, and relocated uses using the PM trips outlined below.

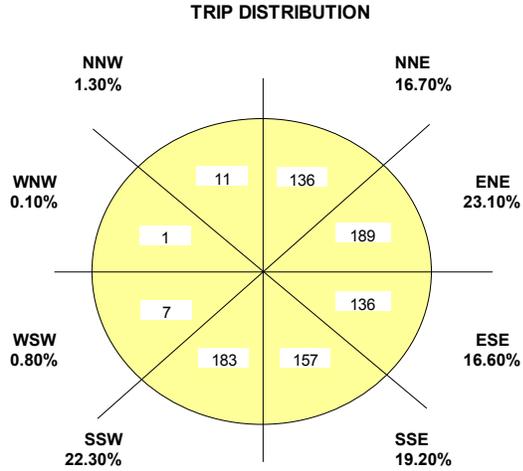
| | Unbuilt – Under Construction or Relocated Uses within the Beacon Lakes DRI | PM Trips |
|-------|--------------------------------------------------------------------------------------|----------|
| 1 | The previously Approved but Unbuilt Industrial/Warehouse/Office use for Beacon Lakes | 820 |
| 2 | The previously Approved Industrial/Broadcasting use under construction for Telemundo | 524 |
| 3 | The previously Approved but Unbuilt Relocation of Retail Uses for Beacon Lakes | 1,447 |
| 4 | The Ind/Warehouse Use from 45.09 acres from the 2010 EAR Relocated into Beacon Lakes | 251 |
| Total | Total PM Trips for Approved but Unbuilt, Under Construction and Relocated Uses | 3,042 |

Cardinal Distribution for Beacon Lakes DRI in the Year 2040
 Reflects: 2,669,874 SF of Approved but Unbuilt Warehouse Use
 18,785 SF of Approved but Unbuilt Office Use

CARDINAL DISTRIBUTION

PROJECT: BEACON LAKES

| TAZ # | # 844 | |
|-------|---------|----------|
| Trips | 820 | PM Trips |
| NNE | 16.70% | 136 |
| ENE | 23.10% | 189 |
| ESE | 16.60% | 136 |
| SSE | 19.20% | 157 |
| SSW | 22.30% | 183 |
| WSW | 0.80% | 7 |
| WNW | 0.10% | 1 |
| NNW | 1.30% | 11 |
| | 100.10% | 820 |



TAZ 844

CARDINAL DISTRIBUTION FOR YEAR 2040

| Cardinal Direction | 2010 Zone 844 Cardinal Distribution | 2040 Zone 844 Cardinal Distribution | Net New PM Peak Hour Project Trips 820 |
|--------------------|-------------------------------------|-------------------------------------|----------------------------------------|
| NNE | 16.70% | 16.70% | 137 |
| ENE | 17.90% | 23.10% | 189 |
| ESE | 22.90% | 16.60% | 136 |
| SSE | 18.60% | 19.20% | 157 |
| SSW | 21.40% | 22.30% | 183 |
| WSW | 0.20% | 0.80% | 6 |
| WNW | 0.00% | 0.10% | 1 |
| NNW | 2.30% | 1.30% | 11 |
| | 100.00% | 100.10% | 820 |

Source: Miami-Dade 2040 Long Range Transportation Plan - Directional Trip Distribution Report, October 23, 2014.

Project Zone = TAZ 844 - 2010 TAZ Map

2040

Unbuilt Warehouse and Office Distribution

Figure 4A
 Project Assignment Using the Cardinal Distribution for TAZ 844
 Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates



XX.XX%

Cardinal Distribution % - TAZ 844 – Distribution of Previously Approved but Unbuilt Warehouse and Office Use

Proposed Land Use Change for the SW Parcel and the East Parcel

Figure 5A
Project Distribution
Beacon Lakes NOPC and CDMP Amendment

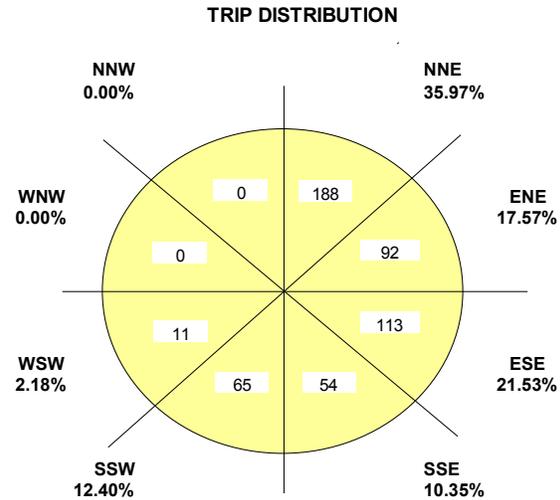
Source: Cathy Sweetapple & Associates

Cardinal Distribution for Beacon Lakes DRI in the Year 2040 Reflects 476,348 SF of Industrial/Broadcasting Studio

CARDINAL DISTRIBUTION

PROJECT: BEACON LAKES

| TAZ # | # 844 | |
|-------|---------|----------|
| Trips | 524 | PM Trips |
| NNE | 35.97% | 188 |
| ENE | 17.57% | 92 |
| ESE | 21.53% | 113 |
| SSE | 10.35% | 54 |
| SSW | 12.40% | 65 |
| WSW | 2.18% | 11 |
| WNW | 0.00% | 0 |
| NNW | 0.00% | 0 |
| | 100.00% | 524 |



TAZ 844 ZIP CODE DISTRIBUTION FOR TELEMUNDO

| Cardinal Direction | Zone 844 Zip Code Distribution | Net New PM Peak Hour Project Trips |
|--------------------|--------------------------------|------------------------------------|
| NNE | 35.97% | 188 |
| ENE | 17.57% | 92 |
| ESE | 21.53% | 113 |
| SSE | 10.35% | 54 |
| SSW | 12.40% | 65 |
| WSW | 2.18% | 11 |
| WNW | 0.00% | 0 |
| NNW | 0.00% | 0 |
| | 100.00% | 524 |

Source: Telemundo Employee Zip Code Database

**Telemundo
Distribution**

2040

Project Zone = TAZ 844 - 2010 TAZ Map
See Table 3A for the Telemundo Employee Zip Code Inventory.
See Table 3B for the Telemundo Employee Zip Codes by Cardinal Direction.

Figure 4B
Project Assignment Using the Cardinal Distribution Developed from the Telemundo Employee Zip Code Database
Beacon Lakes NOPC and CDMP Amendment



XX.XX%

Cardinal Distribution % - for Telemundo Based on the Telemundo Employee Zip Code Database

Proposed Land Use Change for the SW Parcel and the East Parcel

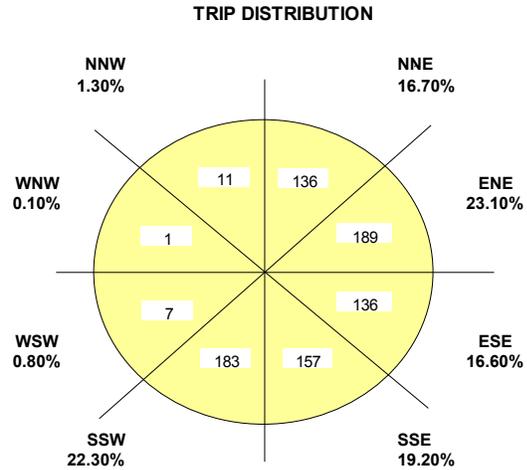
Figure 5B
Project Distribution
Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates

Cardinal Distribution for Beacon Lakes DRI in the Year 2040
 Reflects: 495,000 SF of Approved but Unbuilt Retail Use
CARDINAL DISTRIBUTION

PROJECT: BEACON LAKES

| TAZ # | # 844 | |
|-------|---------|----------|
| Trips | 820 | PM Trips |
| NNE | 16.70% | 136 |
| ENE | 23.10% | 189 |
| ESE | 16.60% | 136 |
| SSE | 19.20% | 157 |
| SSW | 22.30% | 183 |
| WSW | 0.80% | 7 |
| WNW | 0.10% | 1 |
| NNW | 1.30% | 11 |
| | 100.10% | 820 |



**TAZ 844
 CARDINAL DISTRIBUTION FOR YEAR 2040**

| Cardinal Direction | 2010 Zone 844 Cardinal Distribution | 2040 Zone 844 Cardinal Distribution | Net New PM Peak Hour Project Trips 1447 |
|--------------------|-------------------------------------|-------------------------------------|-----------------------------------------|
| NNE | 16.70% | 16.70% | 242 |
| ENE | 17.90% | 23.10% | 334 |
| ESE | 22.90% | 16.60% | 240 |
| SSE | 18.60% | 19.20% | 278 |
| SSW | 21.40% | 22.30% | 323 |
| WSW | 0.20% | 0.80% | 11 |
| WNW | 0.00% | 0.10% | 1 |
| NNW | 2.30% | 1.30% | 19 |
| | 100.00% | 100.10% | 1,447 |

Source: Miami-Dade 2040 Long Range Transportation Plan - Directional Trip Distribution Report, October 23, 2014.

Project Zone = TAZ 844 - 2010 TAZ Map

2040

Distribution of Unbuilt and Relocated Retail Use

Figure 4C
 Project Assignment Using the Cardinal Distribution for TAZ 844
 Beacon Lakes NOPC and CDMP Amendment



XX.XX%

Cardinal Distribution % - TAZ 844 – Distribution of Previously Approved Retail Use to and from the New East Parcel

Proposed Land Use Change for the SW Parcel and the East Parcel

Figure 5C
Project Distribution
Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates

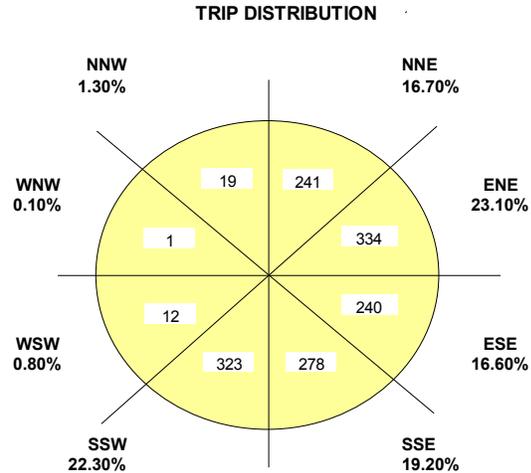
Cardinal Distribution for Beacon Lakes DRI in the Year 2040

Reflects: Expansion of the DRI Boundary to include 45.0965 Acres = 785,761 SF of Industrial / Warehouse Use entitled by MDC during the 2010 EAR.

CARDINAL DISTRIBUTION

PROJECT: BEACON LAKES

| TAZ # | # 844 | |
|-------|---------|----------|
| Trips | 251 | PM Trips |
| NNE | 16.70% | 42 |
| ENE | 23.10% | 58 |
| ESE | 16.60% | 42 |
| SSE | 19.20% | 48 |
| SSW | 22.30% | 56 |
| WSW | 0.80% | 2 |
| WNW | 0.10% | 0 |
| NNW | 1.30% | 3 |
| | 100.10% | 251 |



TAZ 844

CARDINAL DISTRIBUTION FOR YEAR 2040

| Cardinal Direction | 2010 Zone 844 Cardinal Distribution | 2040 Zone 844 Cardinal Distribution | Net New PM Peak Hour Project Trips 251 |
|--------------------|-------------------------------------|-------------------------------------|----------------------------------------|
| NNE | 16.70% | 16.70% | 42 |
| ENE | 17.90% | 23.10% | 58 |
| ESE | 22.90% | 16.60% | 42 |
| SSE | 18.60% | 19.20% | 48 |
| SSW | 21.40% | 22.30% | 56 |
| WSW | 0.20% | 0.80% | 2 |
| WNW | 0.00% | 0.10% | 0 |
| NNW | 2.30% | 1.30% | 3 |
| | 100.00% | 100.10% | 251 |

Source: Miami-Dade 2040 Long Range Transportation Plan - Directional Trip Distribution Report, October 23, 2014.

Project Zone = TAZ 844 - 2010 TAZ Map

2040

Expanded DRI Boundary to Include 785,761 SF of Ind/ Warehouse Use Analyzed by MDC during the 2010 EAR

Figure 4D
Project Assignment Using the Cardinal Distribution for TAZ 844
Beacon Lakes NOPC and CDMP Amendment



XX.XX%

Cardinal Distribution % - TAZ 844 – Distribution of 785,761 SF of Warehouse Use Entitled by the 2010 EAR
Proposed Land Use Change for the SW Parcel and the East Parcel

Figure 5D
Project Distribution
Beacon Lakes NOPC and CDMP Amendment

Source: Cathy Sweetapple & Associates

Table 5A - Project Distribution and Significance Determination to Establish the Study Area

Two-Way PM Peak Hour

4/4/2016

| [3] See Table 1D for the Net External PM Peak Hour Trips for Approved but Unbuilt Uses and New Uses Proposed. | | | | | | | | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------|-------------------------------------------|---------------------------------|-------------------------------------------|---------------------------------|---------------------------------------|----------------------------------|------------------------------------------|---------------------------------|-------------------------------|---------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------|
| ROADWAY SEGMENTS | [1] Year 2040 Lanes Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | Approved and Unbuilt Ind-Warehouse-Office | | Telemundo Broadcasting Studio - Under CST | | Approved and Relocated Unbuilt Retail | | 45 AC of Ind-Warehouse from the 2010 EAR | | Total Beacon Lakes 3042 | [5] 2-Way PK HR MSV | PROJECT AS A % OF MSV | ≥ 5% YES / NO | Existing - Funded - Planned Transit Routes On or within 1/2 Mile of Study Area Roadways |
| | | | 2,669,874 SF PROJECT DIST % | Net External PM PK HR Trips 820 | 476,348 SF PROJECT DIST % | Net External PM PK HR Trips 524 | 495,000 SF PROJECT DIST % | Net External PM PK HR Trips 1447 | 785,761 SF PROJECT DIST % | Net External PM PK HR Trips 251 | | | | | |
| SR 997/Krome Avenue | 4LD-CST | C | [4] 1.00% | 8 | [4] 1.00% | 5 | [4] 1.00% | 14 | [4] 1.00% | 3 | 30 | 3,860 | 0.79% | NO | |
| Okeechobee Rd to SW 8 St | 4LD-CST | C | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 3,860 | 0.79% | NO | |
| SW 8 Street to SW 88 St | | | | | | | | | | | | | | | |
| SW 157 Avenue | | | | | | | | | | | | | | | |
| SW 8 Street to SW 26 St | 4LD-LRTP IV | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 2,628 | 1.16% | NO | |
| SW 26 Street to SW 42 St | 4LD-LRTP IV | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 2,628 | 1.16% | NO | |
| SW 147 Avenue | | | | | | | | | | | | | | | |
| SW 8 Street to SW 26 St | 4LD | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 2,628 | 1.16% | NO | SW 8 St at SW 47 Ave |
| SW 26 Street to SW 42 St | 4LD | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 2,628 | 1.16% | NO | SW 47 Ave Park/Ride 836 Express Bus |
| NW/SW 137 Avenue | | | | | | | | | | | | | | | |
| NW 17 Street to NW 12 St | 4LD | D | 39.15% | 321 | 2.18% | 11 | 11.95% | 173 | 39.15% | 98 | 604 | 3,222 | 18.73% | YES | |
| NW 12 Street to SW 8 St | 6LD-836 Express Bus | EE | 11.95% | 98 | 2.18% | 11 | 11.95% | 173 | 11.95% | 30 | 312 | 5,821 | 5.37% | YES | 836 Express A-Line |
| SW 8 Street to SW 26 St | 6LD-LRTP IV | EE | 6.95% | 57 | 1.18% | 6 | 7.95% | 115 | 6.95% | 17 | 196 | 5,821 | 3.36% | NO | Flagler Max 51 |
| SW 26 Street to SW 42 St | 6LD | D | 2.95% | 24 | 0.18% | 1 | 5.95% | 86 | 2.95% | 7 | 119 | 4,851 | 2.45% | NO | Routes 137 / 24 |
| NW/SW 127 Avenue | | | | | | | | | | | | | | | |
| NW 25 Street to NW 17 St | 4LD | D | 33.10% | 271 | 14.58% | 76 | 11.95% | 173 | 33.10% | 83 | 604 | 3,222 | 18.74% | YES | |
| NW 17 Street to NW 12 St | 4LD | D | 27.75% | 228 | 12.40% | 65 | 11.95% | 173 | 27.75% | 70 | 535 | 3,222 | 16.61% | YES | |
| NW 12 Street to SW 8 St | 4LD | D | 11.15% | 91 | 12.40% | 65 | 11.15% | 161 | 11.15% | 28 | 346 | 3,222 | 10.73% | YES | |
| SW 8 Street to SW 26 St | 4LD | EE | 9.15% | 75 | 8.40% | 44 | 7.15% | 103 | 9.15% | 23 | 245 | 3,866 | 6.35% | YES | Routes 51/40/24 |
| SW 26 Street to SW 42 St | 2LD | D | 7.15% | 59 | 4.40% | 23 | 3.15% | 46 | 7.15% | 18 | 145 | 1,971 | 7.37% | YES | Routes 40 / 24 |
| NW 122 Ave/SW 121 Ct | | | | | | | | | | | | | | | |
| NW 41 Street to NW 25 St | 2L-CST BY APPLICANT | D | 10.00% | 82 | 10.00% | 52 | 10.00% | 145 | 10.00% | 25 | 304 | 1,257 | 24.20% | YES | |
| NW 25 Street to NW 22 St | 2LD | D | 5.00% | 41 | 12.29% | 64 | 45.05% | 652 | 8.00% | 20 | 777 | 1,257 | 61.85% | YES | |
| NW 14 St to Dolphin Station | 4LD-CST-Dolphin Station | D | 5.00% | 41 | 57.85% | 303 | 54.95% | 795 | 8.00% | 20 | 1,159 | 2,628 | 44.11% | YES | |
| Dolphin Station to NW 12 St | 6LD-CST-Dolphin Station | D | 5.00% | 41 | 57.85% | 303 | 54.95% | 795 | 8.00% | 20 | 1,159 | 4,050 | 28.63% | YES | 836 Express-C-Line |
| NW 117 Place | | | | | | | | | | | | | | | |
| NW 25 Street to NW 22 St | 4LD-CST BY APPLICANT | D | 5.00% | 41 | 17.57% | 92 | 45.05% | 652 | 5.00% | 13 | 797 | 2,628 | 30.35% | YES | |
| NW 22 St-NW 14 St-NW 122 Ave | 4LD-CST BY APPLICANT | D | 5.00% | 41 | 57.85% | 303 | 54.95% | 795 | 5.00% | 13 | 1,152 | 2,628 | 43.83% | YES | |
| SR-821/HEFT | | | | | | | | | | | | | | | |
| Okeechobee Rd to NW 106 St | 10L-EX-Managed Lanes-TIP | D | 14.00% | 115 | 25.97% | 136 | 14.00% | 203 | 14.00% | 35 | 489 | 16,840 | 2.90% | NO | |
| NW 106 Street to NW 74 St | 10L-EX-Managed Lanes-TIP | D | 16.00% | 131 | 30.97% | 162 | 16.00% | 232 | 16.00% | 40 | 565 | 16,840 | 3.36% | NO | |
| NW 74 Street to NW 41 St | 10L-EX-Managed Lanes-TIP | D | 18.00% | 148 | 35.97% | 188 | 18.00% | 260 | 18.00% | 45 | 642 | 16,840 | 3.81% | NO | |
| NW 41 Street to NW 12 St | 10L-EX-Managed Lanes-TIP | D | 8.00% | 66 | 25.97% | 136 | 8.00% | 116 | 8.00% | 20 | 338 | 16,840 | 2.00% | NO | |
| NW 12 Street to SR 836 | 10L-EX-Managed Lanes-TIP | D | 19.20% | 157 | 10.35% | 54 | 19.20% | 278 | 19.20% | 48 | 538 | 16,840 | 3.19% | NO | |
| SR 836 to SW 8 St | 12L-EX-Managed Lanes-TIP | D | 17.20% | 141 | 8.35% | 44 | 17.20% | 249 | 17.20% | 43 | 477 | 22,030 | 2.16% | NO | 836 Express B-Line |
| SW 8 Street to SW 40 St | 12L-EX-Managed Lanes-TIP | D | 15.20% | 125 | 6.35% | 33 | 15.20% | 220 | 15.20% | 38 | 416 | 22,030 | 1.89% | NO | |
| NW/SW 117 Avenue | | | | | | | | | | | | | | | |
| NW 34 Street to NW 25 St | 2LU | D | 8.00% | 66 | 25.97% | 136 | 8.00% | 116 | 8.00% | 20 | 338 | 1,885 | 17.90% | YES | |
| NW 25 Street to NW 114 Ave | 2LU | D | 8.00% | 66 | 10.35% | 54 | 8.00% | 116 | 8.00% | 20 | 256 | 1,440 | 17.76% | YES | |
| SW 8 Street to SW 24 St | 2LD | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 1,885 | 1.61% | NO | |
| SW 24 Street to SW 36 St | 2LD | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 1,885 | 1.61% | NO | |
| SW 36 Street to SW 40 St | 6LD/4LD | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 3,222 | 0.94% | NO | |
| NW/SW 107 Avenue | | | | | | | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 3,222 | 0.94% | NO | |
| NW 58 Street to NW 41 St | 4LD | D | 1.88% | 15 | 1.09% | 6 | 1.88% | 27 | 1.88% | 5 | 53 | 3,222 | 1.65% | NO | |
| NW 41 Street to NW 25 St | 4LD | D | 2.00% | 16 | 2.00% | 10 | 2.00% | 29 | 2.00% | 5 | 61 | 3,222 | 1.89% | NO | Route 36 |
| NW 25 Street to NW 12 St | 6LD | D | 2.22% | 18 | 2.19% | 11 | 2.22% | 32 | 2.22% | 6 | 67 | 4,851 | 1.39% | NO | 7, 36, 71, 137, 238 |
| NW 12 Street to SR 836 | 6LD | D | 2.22% | 18 | 2.19% | 11 | 2.22% | 32 | 2.22% | 6 | 67 | 4,851 | 1.39% | NO | Routes 7, 71, 137 |
| SR 836 to W Flagler St | 6LD | SUMA | 2.00% | 16 | 2.00% | 10 | 2.00% | 29 | 2.00% | 5 | 61 | 5,390 | 1.13% | NO | Routes 7, 71, 137 |
| W Flagler Street to SW 8 St | 6LD-TIP 2016 | SUMA | 1.88% | 15 | 1.09% | 6 | 1.88% | 27 | 1.88% | 5 | 53 | 5,390 | 0.98% | NO | Routes 8, 11, 71, 212 |
| SW 8 Street to SW 24 St | 6LD | SUMA | 1.00% | 8 | 1.09% | 6 | 1.00% | 14 | 1.00% | 3 | 31 | 5,390 | 0.57% | NO | Routes 8, 11, 71 |
| SW 24 Street to SW 40 St | 4LD | SUMA | 0.88% | 7 | 1.00% | 5 | 0.88% | 13 | 0.88% | 2 | 27 | 3,580 | 0.77% | NO | Route 71 |

Table 5A - Project Distribution and Significance Determination to Establish the Study Area

Two-Way PM Peak Hour

4/4/2016

[3] See Table 1D for the Net External PM Peak Hour Trips for Approved but Unbuilt Uses and New Uses Proposed.

| ROADWAY SEGMENTS | [1] Year 2040 Lanes Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | Approved and Unbuilt Ind-Warehouse-Office | | Telemundo Broadcasting Studio - Under CST | | Approved and Relocated Unbuilt Retail | | 45 AC of Ind-Warehouse from the 2010 EAR | | Total Beacon Lakes 3042 | [5] 2-Way PK HR MSV | PROJECT AS A % OF MSV | ≥ 5% YES / NO | Existing - Funded - Planned Transit Routes On or within 1/2 Mile of Study Area Roadways |
|----------------------------------|------------------------------------------------------------|-------------------------------|-------------------------------------------|---------------------------------|-------------------------------------------|---------------------------------|---------------------------------------|----------------------------------|------------------------------------------|---------------------------------|-------------------------------|---------------------|-----------------------|---------------|-------------------------------------------------------------------------------------------------|
| | | | 2,669,874 SF PROJECT DIST % | Net External PM PK HR Trips 820 | 476,348 SF PROJECT DIST % | Net External PM PK HR Trips 524 | 495,000 SF PROJECT DIST % | Net External PM PK HR Trips 1447 | 785,761 SF PROJECT DIST % | Net External PM PK HR Trips 251 | | | | | |
| | | | | | | | | | | | | | | | |
| NW/SW 97 Avenue | | | | | | | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD-CST | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 2,628 | 1.16% | NO | Route 95 |
| NW 58 Street to NW 41 St | 4LD | D | 1.88% | 15 | 1.09% | 6 | 1.88% | 27 | 1.88% | 5 | 53 | 2,628 | 2.02% | NO | |
| NW 41 Street to NW 25 St | 4LD | E | 2.00% | 16 | 2.00% | 10 | 2.00% | 29 | 2.00% | 5 | 61 | 2,736 | 2.22% | NO | |
| NW 25 Street to NW 12 St | 4LD | D | 2.22% | 18 | 2.19% | 11 | 2.22% | 32 | 2.22% | 6 | 67 | 2,628 | 2.56% | NO | |
| NW 12 Street to W Flagler St | 4LD | D | 2.22% | 18 | 2.19% | 11 | 2.22% | 32 | 2.22% | 6 | 67 | 2,628 | 2.56% | NO | |
| W Flagler Street to SW 8 St | 4LD | D | 2.00% | 16 | 2.00% | 10 | 2.00% | 29 | 2.00% | 5 | 61 | 2,628 | 2.32% | NO | |
| SW 8 Street to SW 24 St | 2LD | D | 1.88% | 15 | 1.09% | 6 | 1.88% | 27 | 1.88% | 5 | 53 | 1,885 | 2.81% | NO | |
| SW 24 Street to SW 40 St | 2LD | D | 1.00% | 8 | 1.09% | 6 | 1.00% | 14 | 1.00% | 3 | 31 | 1,885 | 1.64% | NO | |
| NW/SW 87 Avenue | | | | | | | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 3,222 | 0.94% | NO | Route 36, 87, 132 Route 87, 95 Route 87 Route 87 Route 7 Route 8, 87 Route 87 |
| NW 58 Street to NW 36 St | 4LD | D | 1.88% | 15 | 1.09% | 6 | 1.88% | 27 | 1.88% | 5 | 53 | 3,222 | 1.65% | NO | |
| NW 36 Street to NW 25 St | 6LD | SUMA | 2.00% | 16 | 2.00% | 10 | 2.00% | 29 | 2.00% | 5 | 61 | 5,390 | 1.13% | NO | |
| NW 25 Street to NW 12 St | 6LD | SUMA | 2.22% | 18 | 2.19% | 11 | 2.22% | 32 | 2.22% | 6 | 67 | 5,390 | 1.25% | NO | |
| NW 12 Street to W Flagler St | 6LD | SUMA | 2.22% | 18 | 2.19% | 11 | 2.22% | 32 | 2.22% | 6 | 67 | 5,390 | 1.25% | NO | |
| W Flagler Street to SW 8 St | 4LD | SUMA | 2.00% | 16 | 2.00% | 10 | 2.00% | 29 | 2.00% | 5 | 61 | 3,580 | 1.70% | NO | |
| SW 8 Street to SW 24 St | 4LD | SUMA | 1.88% | 15 | 1.09% | 6 | 1.88% | 27 | 1.88% | 5 | 53 | 3,580 | 1.48% | NO | |
| SW 24 Street to SW 40 St | 4LD | SUMA | 1.00% | 8 | 1.09% | 6 | 1.00% | 14 | 1.00% | 3 | 31 | 3,580 | 0.86% | NO | |
| SR 826 | | | | | | | | | | | | | | | |
| Okeechobee Rd to NW 74 St | 12L-EX - Managed Lanes | D | 0.88% | 7 | 1.00% | 5 | 0.88% | 13 | 0.88% | 2 | 27 | 22,030 | 0.12% | NO | |
| NW 74 Street to NW 58 St | 12L-EX - Managed Lanes | D | 1.00% | 8 | 1.09% | 6 | 1.00% | 14 | 1.00% | 3 | 31 | 22,030 | 0.14% | NO | |
| NW 58 Street to NW 36 St | 12L-EX - Managed Lanes | D | 1.88% | 15 | 2.00% | 10 | 1.88% | 27 | 1.88% | 5 | 58 | 22,030 | 0.26% | NO | |
| NW 36 Street to NW 25 St | 12L-EX - Managed Lanes | D | 2.00% | 16 | 2.19% | 11 | 2.00% | 29 | 2.00% | 5 | 62 | 22,030 | 0.28% | NO | |
| NW 25 Street to SR 836 | 12L-EX - Managed Lanes | D | 2.88% | 24 | 2.19% | 11 | 2.88% | 42 | 2.88% | 7 | 84 | 22,030 | 0.38% | NO | |
| SR 836 to W Flagler St | 12L-EX - Managed Lanes | D | 2.88% | 24 | 2.00% | 10 | 2.88% | 42 | 2.88% | 7 | 83 | 22,030 | 0.38% | NO | |
| W Flagler Street to SW 8 St | 12L-EX | D | 2.00% | 16 | 1.09% | 6 | 2.00% | 29 | 2.00% | 5 | 56 | 22,030 | 0.25% | NO | |
| SW 8 Street to SW 24 St | 12L EX | D | 1.88% | 15 | 1.09% | 6 | 1.88% | 27 | 1.88% | 5 | 53 | 22,030 | 0.24% | NO | |
| SW 24 Street to SW 40 St | 12L EX | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 22,030 | 0.14% | NO | |
| Okeechobee Rd | | | | | | | | | | | | | | | |
| SW 177 Avenue to HEFT | 4LD | C | 2.00% | 16 | 5.00% | 26 | 1.00% | 14 | 1.00% | 3 | 60 | 3,580 | 1.66% | NO | Route 33 |
| HEFT to NW 138 St | 6LD | D | 1.75% | 14 | 4.00% | 21 | 1.75% | 25 | 1.75% | 4 | 65 | 5,390 | 1.21% | NO | |
| NW 138 St to Beacon Station Blvd | 6LD | D | 1.50% | 12 | 3.00% | 16 | 1.50% | 22 | 1.50% | 4 | 53 | 5,390 | 0.99% | NO | |
| Beacon Station Blvd to NW 103 St | 6LD | D | 1.00% | 8 | 2.00% | 10 | 1.25% | 18 | 1.25% | 3 | 40 | 5,390 | 0.74% | NO | |
| NW 103 St to SR 826 | 6LD | D | 1.00% | 8 | 1.00% | 5 | 1.00% | 14 | 1.00% | 3 | 30 | 5,390 | 0.56% | NO | |
| NW 106 Street | | | | | | | | | | | | | | | |
| HEFT to NW 112 Ave | 4LD Uninterrupted Flow Freeway Access | D | 2.00% | 16 | 5.00% | 26 | 2.00% | 29 | 2.00% | 5 | 77 | 5,900 | 1.30% | NO | |
| NW 112 Ave to NW 107 Ave | 6LD | D | 1.00% | 8 | 4.00% | 21 | 1.00% | 14 | 1.00% | 3 | 46 | 4,851 | 0.95% | NO | |
| NW 74 Street | | | | | | | | | | | | | | | |
| HEFT to NW 107 Ave | 6LD CST | D | 2.00% | 16 | 5.00% | 26 | 2.00% | 29 | 2.00% | 5 | 77 | 4,851 | 1.58% | NO | Palmetto Metrorail |
| NW 107 Ave to NW 97 Ave | 6LD | D | 1.75% | 14 | 4.00% | 21 | 1.75% | 25 | 1.75% | 4 | 65 | 4,851 | 1.34% | NO | |
| NW 97 Ave to NW 87 Ave | 6LD | D | 1.50% | 12 | 3.00% | 16 | 1.50% | 22 | 1.50% | 4 | 53 | 4,851 | 1.10% | NO | |
| SW 87 Ave to SR 826 | 6LD - TIP 2016 | D | 1.00% | 8 | 2.00% | 10 | 1.00% | 14 | 1.00% | 3 | 36 | 4,851 | 0.74% | NO | |
| NW 41/36 Street | | | | | | | | | | | | | | | |
| NW 122 Ave to HEFT | 6LD | D | 10.00% | 82 | 10.00% | 52 | 10.00% | 145 | 10.00% | 25 | 304 | 4,851 | 6.27% | YES | Route 36 Route 36 Route 36, 95 Route 36, 95, 132 Route 36, 95, 132 |
| HEFT to NW 107 Ave | 6LD | D | 0.88% | 7 | 0.91% | 5 | 0.88% | 13 | 0.88% | 2 | 27 | 4,851 | 0.56% | NO | |
| NW 107 Ave to NW 97 Ave | 6LD | D | 0.84% | 7 | 0.88% | 5 | 0.84% | 12 | 0.84% | 2 | 26 | 4,851 | 0.53% | NO | |
| NW 97 Ave to NW 87 Ave | 6LD | EE | 0.80% | 7 | 0.86% | 5 | 0.80% | 12 | 0.80% | 2 | 25 | 5,821 | 0.42% | NO | |
| NW 87 Ave to NW 79 Ave | 6LD | EE | 0.78% | 6 | 0.84% | 4 | 0.78% | 11 | 0.78% | 2 | 24 | 5,821 | 0.41% | NO | |
| NW 79 Ave to SR 826 | 6LD | EE | 0.76% | 6 | 0.82% | 4 | 0.76% | 11 | 0.76% | 2 | 23 | 5,821 | 0.40% | NO | |

Table 5A - Project Distribution and Significance Determination to Establish the Study Area

Two-Way PM Peak Hour

4/4/2016

[3] See Table 1D for the Net External PM Peak Hour Trips for Approved but Unbuilt Uses and New Uses Proposed.

| ROADWAY SEGMENTS | [1] Year 2040 Lanes Programmed and Planned Improvements | [2] ADOPTED CDMOP LOS STANDARD | Approved and Unbuilt Ind-Warehouse-Office | | Telemundo Broadcasting Studio - Under CST | | Approved and Relocated Unbuilt Retail | | 45 AC of Ind-Warehouse from the 2010 EAR | | Total Beacon Lakes 3042 | [5] PROJECT 2-Way PK HR MSV | PROJECT AS A % OF MSV | ≥ 5% YES / NO | Existing - Funded - Planned Transit Routes On or within 1/2 Mile of Study Area Roadways | |
|----------------------------|------------------------------------------------------------|--------------------------------|-------------------------------------------|-----------------------------|-------------------------------------------|-----------------------------|---------------------------------------|-----------------------------|------------------------------------------|-----------------------------|-------------------------------|--------------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------|--|
| | | | 2,669,874 SF PROJECT DIST % | Net External PM PK HR Trips | 476,348 SF PROJECT DIST % | Net External PM PK HR Trips | 495,000 SF PROJECT DIST % | Net External PM PK HR Trips | 785,761 SF PROJECT DIST % | Net External PM PK HR Trips | | | | | | |
| | | | 820 | 524 | 1447 | 251 | | | | | | | | | | |
| NW 25 Street | | | | | | | | | | | | | | | | |
| NW 127 Ave to NW 122 Ave | 4LD | D | 13.87% | 114 | 14.58% | 76 | 11.95% | 173 | 13.87% | 35 | 398 | 3,222 | 12.35% | YES | | |
| NW 122 Ave to NW 121 Court | 4LD | D | 18.87% | 155 | 14.58% | 76 | 11.95% | 173 | 18.87% | 47 | 451 | 3,222 | 14.01% | YES | | |
| NW 121 Ct to NW 117 Place | 4LD | D | 23.10% | 189 | 12.29% | 64 | 23.10% | 334 | 23.10% | 58 | 646 | 3,222 | 20.05% | YES | | |
| NW 117 Place to NW 117 Ave | 4LD W IMP BY APPLICANT | D | 23.10% | 189 | 17.57% | 92 | 23.10% | 334 | 23.10% | 58 | 674 | 3,222 | 20.91% | YES | | |
| NW 117 Ave to NW 107 Ave | 6LD - LRTP II | D | 18.22% | 149 | 13.38% | 70 | 13.34% | 193 | 18.22% | 46 | 458 | 4,851 | 9.45% | YES | | |
| NW 107 Ave to NW 97 Ave | 6LD - LRTP II | D | 13.34% | 109 | 9.19% | 48 | 8.46% | 122 | 13.34% | 33 | 313 | 4,851 | 6.46% | YES | Route 238 | |
| NW 97 Ave to NW 87 Ave | 6LD - LRTP II | D | 8.46% | 69 | 5.00% | 26 | 3.58% | 52 | 8.46% | 21 | 169 | 4,851 | 3.48% | NO | Route 95, 238 | |
| SW 87 Ave to SR 826 | 6LD | D | 3.58% | 29 | 0.81% | 4 | 1.79% | 26 | 3.58% | 9 | 68 | 4,851 | 1.41% | NO | Route 238 | |
| NW 12 Street | | | | | | | | | | | | | | | | |
| NW 137 Ave to NW 132 Ave | 4LD-836 Express Bus | HE / EE | 13.60% | 112 | 1.00% | 5 | 11.95% | 173 | 13.60% | 34 | 324 | 3,866 | 8.38% | YES | 1/2 Mile of Express Bus | |
| NW 132 Ave to NW 127 Ave | 4LD-836 Express Bus | HE / EE | 14.60% | 120 | 1.00% | 5 | 11.95% | 173 | 14.60% | 37 | 335 | 3,866 | 8.65% | YES | 1/2 Mile of Express Bus | |
| NW 127 Ave to NW 122 Ave | 4LD-836 Express Bus | HE / EE | 15.60% | 128 | 1.00% | 5 | 11.15% | 161 | 15.60% | 39 | 334 | 3,866 | 8.63% | YES | 1/2 Mile of Express Bus | |
| NW 122 Ave to HEFT | 6L to Dolphin Station | HE / EE | 16.60% | 136 | 57.85% | 303 | 43.80% | 634 | 16.60% | 42 | 1,115 | 5,821 | 19.15% | YES | 1/2 Mile of Express Bus | |
| HEFT to NW 107 Ave | 6LD | HE / EE | 8.30% | 68 | 10.76% | 56 | 8.30% | 120 | 8.30% | 21 | 265 | 5,821 | 4.56% | NO | 1/2 Mile of Express Bus | |
| NW 107 Ave to NW 97 Ave | 6LD - LRTP II | HE / EE | 6.30% | 52 | 8.76% | 46 | 6.30% | 91 | 6.30% | 16 | 205 | 5,821 | 3.51% | NO | 1/2 Mile of Express Bus | |
| NW 97 Ave to NW 87 Ave | 6LD - LRTP II | HE / EE | 4.30% | 35 | 6.76% | 35 | 4.30% | 62 | 4.30% | 11 | 144 | 5,821 | 2.47% | NO | 1/2 Mile of Express Bus | |
| SW 87 Ave to SR 826 | 6LD - LRTP II | HE / EE | 2.30% | 19 | 4.76% | 25 | 1.30% | 19 | 2.30% | 6 | 68 | 5,821 | 1.17% | NO | 1/2 Mile of Express Bus | |
| SR 836 | | | | | | | | | | | | | | | | |
| NW 137 Ave to HEFT | 4L EX | D | 27.20% | 223 | 57.85% | 303 | 43.80% | 634 | 27.20% | 68 | 1,228 | 6,700 | 18.33% | YES | 836 Express-A-Line | |
| HEFT to NW 107 Ave | 8L EX | D | 8.30% | 68 | 10.76% | 56 | 8.30% | 120 | 8.30% | 21 | 265 | 13,390 | 1.98% | NO | 836 Exp-A-B-C Lines | |
| NW 107 Ave to NW 87 Ave | 8L EX | D | 7.30% | 60 | 9.76% | 51 | 7.30% | 106 | 7.30% | 18 | 235 | 13,390 | 1.75% | NO | 836 Exp-A-B-C Lines | |
| NW 87 Ave to SR 826 | 8L-EX-CST | D | 6.30% | 52 | 8.76% | 46 | 6.30% | 91 | 6.30% | 16 | 205 | 13,390 | 1.53% | NO | 836 Exp-A-B-C Lines | |
| SR 968W Flagler St | | | | | | | | | | | | | | | | |
| NW 117 Ave to NW 107 Ave | 6LD | EE | 0.88% | 7 | 0.91% | 5 | 0.88% | 13 | 0.88% | 2 | 27 | 5,821 | 0.46% | NO | Route 51, 137, 212 | |
| NW 107 Ave to NW 97 Ave | 6LD | EE | 0.84% | 7 | 0.71% | 4 | 0.84% | 12 | 0.84% | 2 | 25 | 5,821 | 0.43% | NO | Route 7, 11, 51, 137, 212 | |
| NW 97 Ave to NW 87 Ave | 6LD | EE | 0.82% | 7 | 0.51% | 3 | 0.82% | 12 | 0.82% | 2 | 23 | 5,821 | 0.40% | NO | Route 7, 11, 51 | |
| NW 87 Ave to SR 826 | 6LD | EE | 0.80% | 7 | 0.31% | 2 | 0.80% | 12 | 0.80% | 2 | 22 | 5,821 | 0.37% | NO | Route 7, 11, 51, 87 | |
| SW 8 Street | | | | | | | | | | | | | | | | |
| SW 177 Ave to SW 157 Ave | 4LD | C | 1.50% | 12 | 0.50% | 3 | 1.00% | 14 | 1.00% | 3 | 32 | 3,860 | 0.83% | NO | | |
| SW 157 Ave to SW 147 Ave | 4LD | D | 2.00% | 16 | 0.75% | 4 | 2.00% | 29 | 2.00% | 5 | 54 | 3,580 | 1.52% | NO | | |
| SW 147 Ave to SW 137 Ave | 6LD-836 Express Bus | EE | 2.50% | 21 | 1.00% | 5 | 3.00% | 43 | 3.00% | 8 | 77 | 6,468 | 1.19% | NO | 836 Express A-Line | |
| SW 137 Ave to SW 127 Ave | 6LD | EE | 2.50% | 21 | 0.90% | 5 | 2.00% | 29 | 2.00% | 5 | 59 | 5,390 | 1.10% | NO | Flagler Max 51, 40 | |
| SW 127 Ave to SW 122 Ave | 6LD | HE | 2.25% | 18 | 0.80% | 4 | 1.75% | 25 | 1.75% | 4 | 52 | 5,390 | 0.97% | NO | 1/2 mile of Flagler Max | |
| SW 122 Ave to HEFT | 8LD | HE | 2.00% | 16 | 0.70% | 4 | 1.50% | 22 | 1.50% | 4 | 46 | 8,652 | 0.53% | NO | 1/2 mile of Flagler Max | |
| HEFT to SW 117 Ave | 6LD-836 Express Bus | EE | 1.75% | 14 | 0.60% | 3 | 1.25% | 18 | 1.25% | 3 | 39 | 6,468 | 0.60% | NO | 836 Express B-Line | |
| SW 117 Ave to SW 107 Ave | 6LD - Grade Sep 107 Ave LRTP II | EE | 1.50% | 12 | 0.50% | 3 | 1.00% | 14 | 1.00% | 3 | 32 | 6,468 | 0.49% | NO | 836 Express B-Line | |
| SW 107 Ave to SW 97 Ave | 8LD - Grade Sep 107 Ave LRTP II | HE | 1.25% | 10 | 0.40% | 2 | 0.75% | 11 | 0.75% | 2 | 25 | 8,652 | 0.29% | NO | 1/2 mile of Flagler Max | |
| SW 97 Ave to SW 87 Ave | 8LD - Grade Sep 87 Ave LRTP II | HE | 1.00% | 8 | 0.30% | 2 | 0.50% | 7 | 0.50% | 1 | 18 | 8,652 | 0.21% | NO | 1/2 mile of Flagler Max | |
| SW 87 Ave to SR 826 | 6LD - Grade Sep 87 Ave LRTP II | HE | 0.75% | 6 | 0.20% | 1 | 0.25% | 4 | 0.25% | 1 | 11 | 6,468 | 0.18% | NO | 1/2 mile of Flagler Max | |
| SW 26/24 Street | | | | | | | | | | | | | | | | |
| SW 157 Ave to SW 147 Ave | 4LD | D | 1.50% | 12 | 0.50% | 3 | 0.50% | 7 | 1.00% | 3 | 25 | 3,222 | 0.77% | NO | | |
| SW 147 Ave to SW 137 Ave | 4LD | D | 2.00% | 16 | 0.75% | 4 | 0.75% | 11 | 2.00% | 5 | 36 | 3,222 | 1.12% | NO | | |
| SW 137 Ave to SW 127 Ave | 4LD | D | 2.00% | 16 | 1.00% | 5 | 1.00% | 14 | 2.00% | 5 | 41 | 3,222 | 1.28% | NO | Route 24, 51 | |
| SW 127 Ave to SW 117 Ave | 4LD | HE | 1.75% | 14 | 0.90% | 5 | 0.90% | 13 | 1.75% | 4 | 36 | 3,866 | 0.94% | NO | Route 24, 51 | |
| SW 117 Ave to SW 107 Ave | 6LD - LRTP III | HE | 1.50% | 12 | 0.80% | 4 | 0.80% | 12 | 1.50% | 4 | 32 | 5,821 | 0.55% | NO | Route 8, 24 | |
| SW 107 Ave to SW 97 Ave | 4LD | HE | 1.25% | 10 | 0.70% | 4 | 0.70% | 10 | 1.25% | 3 | 27 | 3,866 | 0.70% | NO | Route 8, 24 | |
| SW 97 Ave to SW 87 Ave | 4LD | HE | 1.00% | 8 | 0.60% | 3 | 0.60% | 9 | 1.00% | 3 | 23 | 3,866 | 0.58% | NO | Route 8, 24 | |
| SW 87 Ave to SR 826 | 6LD | HE | 0.75% | 6 | 0.50% | 3 | 0.50% | 7 | 0.75% | 2 | 18 | 5,821 | 0.31% | NO | Route 8, 24 | |

Table 5A - Project Distribution and Significance Determination to Establish the Study Area

Two-Way PM Peak Hour

4/4/2016

| [3] See Table 1D for the Net External PM Peak Hour Trips for Approved but Unbuilt Uses and New Uses Proposed. | | | | | | | | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------|-------------------------------------------|---------------------------------|-------------------------------------------|---------------------------------|---------------------------------------|----------------------------------|------------------------------------------|---------------------------------|-------------------------------|--------------------------------|-----------------------|---------------|-----------------------------------------------------------------------------------------|
| ROADWAY SEGMENTS | [1] Year 2040 Lanes Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | Approved and Unbuilt Ind-Warehouse-Office | | Telemundo Broadcasting Studio - Under CST | | Approved and Relocated Unbuilt Retail | | 45 AC of Ind-Warehouse from the 2010 EAR | | Total Beacon Lakes 3042 | [5] PROJECT 2-Way PK HR MSV | PROJECT AS A % OF MSV | ≥ 5% YES / NO | Existing - Funded - Planned Transit Routes On or within 1/2 Mile of Study Area Roadways |
| | | | 2,669,874 SF PROJECT DIST % | Net External PM PK HR Trips 820 | 476,348 SF PROJECT DIST % | Net External PM PK HR Trips 524 | 495,000 SF PROJECT DIST % | Net External PM PK HR Trips 1447 | 785,761 SF PROJECT DIST % | Net External PM PK HR Trips 251 | | | | | |
| SW 42/40 Street | | | | | | | | | | | | | | | |
| SW 157 Ave to SW 147 Ave | 4LD | D | 1.00% | 8 | 1.25% | 7 | 1.00% | 14 | 1.00% | 3 | 32 | 3,222 | 0.98% | NO | Route 40 |
| SW 147 Ave to SW 137 Ave | 4LD | D | 1.25% | 10 | 1.70% | 9 | 2.00% | 29 | 1.25% | 3 | 51 | 3,222 | 1.59% | NO | Route 40 |
| SW 137 Ave to SW 127 Ave | 4LD | D | 1.70% | 14 | 1.60% | 8 | 3.95% | 57 | 1.70% | 4 | 84 | 3,222 | 2.60% | NO | Route 40 |
| SW 127 Ave to SW 122 Ave | 4LD | HE | 1.60% | 13 | 1.50% | 8 | 3.50% | 51 | 1.60% | 4 | 76 | 3,866 | 1.96% | NO | Route 40 |
| SW 122 Ave to SW 119 Ct | 5LD - TIP 2016 | HE | 1.50% | 12 | 1.40% | 7 | 3.00% | 43 | 1.50% | 4 | 67 | 4,833 | 1.38% | NO | Route 40 |
| SW 119 Ct to HEFT | 6LD - TIP 2016 | HE | 1.40% | 11 | 1.20% | 6 | 2.75% | 40 | 1.40% | 4 | 61 | 5,821 | 1.05% | NO | Route 40 |
| HEFT to SW 117 Ave | 6LD | HE | 1.30% | 11 | 1.00% | 5 | 2.50% | 36 | 1.30% | 3 | 55 | 6,468 | 0.86% | NO | Route 40 |
| SW 117 Ave to SW 107 Ave | 6LD | HE | 1.00% | 8 | 0.75% | 4 | 2.00% | 29 | 1.00% | 3 | 44 | 6,468 | 0.67% | NO | Route 40 |
| SW 107 Ave to SW 97 Ave | 6LD | HE | 0.75% | 6 | 0.60% | 3 | 1.75% | 25 | 0.75% | 2 | 36 | 6,468 | 0.56% | NO | Route 40 |
| SW 97 Ave to SW 82 Ave | 6LD | HE | 0.50% | 4 | 0.50% | 3 | 1.50% | 22 | 0.50% | 1 | 30 | 6,468 | 0.46% | NO | Route 40 |
| SW 82 Ave to SR 826 | 8LD | HE | 0.25% | 2 | 0.25% | 1 | 1.00% | 14 | 0.25% | 1 | 18 | 8,652 | 0.21% | NO | Route 40 |

Notes:

- [1] Lane geometry for Year 2040 reflects projects under construction, projects funded in TIP 2016, planned projects from Priority I, II, III and IV of the LRTP 2040 and projects funded by the Applicant. See Tables 3A and 3B for the programmed and planned projects in or adjacent to the study area.
- [2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.
- [3] See Table 1D for the Net External PM Peak Hour Trips for Approved but Unbuilt Uses and New Uses Proposed.
- [4] See the Cardinal Distribution Figures 4A-4B-4C-4D and the Project Distribution Figures 5A-5B-5C-5D which guide the project distribution to study area roadways.
- [5] The two-way peak hour roadway capacities have been obtained from Tables 4 and 6 (as appropriate) from the 2012 FDOT Quality/LOS Handbook updated 12/18/2012.

Beacon Lakes NOPC and CDMP Amendment CDMP Amendment Transportation Analysis

Existing Traffic Conditions on the Study Area Roadway Network

An existing conditions network analysis has been prepared for the peak hour period for the study area roadway network. Study Area Limits are based on the June 29, 2015 Traffic Methodology Meeting with Miami-Dade County Metropolitan Planning and Traffic Engineering Staff and include the following:

Study Area

- Okeechobee Road on the North
- Bird Road on the South
- SR 826/Palmetto Expressway on the East
- Krome Avenue on the West

Table 5B provides the analysis of existing traffic conditions for the amendment study area and includes the information outlined below.

Roadway Network

- Existing lane geometry for study area roadways;
- Lane geometry for roadways under construction and roadways funded for construction in TIP 2016;
- Lane geometry for roadways funded for construction by the Applicant;

- Functional classification for each of the roadways in the amendment study area;
- Traffic count stations for each roadway segment analyzed as applicable;

Adopted LOS

- Adopted level of service (LOS) standards from the CDMP for each roadway segment analyzed;
- See **Attachment 1** for adopted level of service standards and roadway capacities from FDOT.

Traffic Data

- Year 2014 peak hour period (PHP) traffic data for County Stations per the 12-17-2015 Concurrency database;
- Year 2014 PHP traffic data for the FDOT Stations from the 2014 Florida Transportation DVD;
- Year 2015 or 2016 traffic data provided by the Applicant;
- See **Attachment 2** for summaries of the County, FDOT and Applicant traffic data used in the analysis.

Maximum Service Volumes

- Two-way peak hour roadway capacity for County Roads (based on ArtPlan) as provided in the Traffic Concurrency Count Station database dated 12-17-2015;
- Two-way peak hour roadway capacity for State Roads and local or County roadways (where ArtPlan calculations are not provided) based upon the FDOT 2012 Quality/LOS Handbook updated on 12/18/2012;
- Two-way PHP level of service for each segment analyzed and the volume to capacity ratio.

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

4/5/2016

| ROADWAY SEGMENTS | [1] Existing Lanes Plus Improvements Under CST or Funded in TIP 2016 | [2] ROADWAY FUNCTIONAL CLASSIFICATION | COUNT STATION | COUNT DATE | [3] ADOPTED CDMP LOS STANDARD | [4] EXISTING 2-WAY PEAK HOUR PERIOD VOLUME | [5] ARTPLAN OR FDOT 2-WAY PEAK HOUR MSV | EXISTING PEAK HOUR PERIOD LOS | V/C |
|---------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------------------|------------------|---------------|----------------------------------------|-----------------------------------------------------|--------------------------------------------------|----------------------------------------|------|
| SR 997/Krome Avenue Okeechobee Rd to SW 8 St | 4LD-CST | State Rural Principal Arterial | FDOT-0052 | 2014 | C | 842 | 3,860 | B | 0.22 |
| SW 8 Street to SW 88 St | 4LD-CST | State Rural Principal Arterial | FDOT-0004 | 2014 | C | 1,296 | 3,860 | B | 0.34 |
| SW 157 Avenue SW 8 Street to SW 26 St | 4LD-LRTP IV | County Collector | MD-9856 | 2014 | D | 1,774 | 4,068 | C | 0.44 |
| SW 26 Street to SW 42 St | 4LD-LRTP IV | County Collector | MD-9856 | 2014 | D | 1,774 | 4,068 | C | 0.44 |
| SW 147 Avenue SW 8 Street to SW 26 St | 4LD | County Collector | MD-9826 | 2014 | D | 1,644 | 3,792 | C | 0.43 |
| SW 26 Street to SW 42 St | 4LD | County Collector | MD-9826 | 2014 | D | 1,644 | 3,792 | C | 0.43 |
| NW/SW 137 Avenue NW 17 Street to NW 12 St | 4LD | County Collector | FDOT-8718 | 2014 | D | 1,123 | 3,222 | C | 0.35 |
| NW 12 Street to SW 8 St | 6LD-836 Express Bus | County Minor Arterial | FDOT-2509 | 2014 | EE | 4,265 | 5,821 | C | 0.73 |
| SW 8 Street to SW 26 St | 6LD-LRTP IV | County Minor Arterial | MD-9800 | 2014 | EE | 3,828 | 4,620 | D | 0.83 |
| SW 26 Street to SW 42 St | 6LD | County Minor Arterial | MD-9802 | 2014 | D | 2,764 | 4,520 | C | 0.61 |
| NW/SW 127 Avenue NW 25 Street to NW 17 St | 4LD | County Minor Collector | Applicant Counts | 2015 | D | 1,674 | 3,222 | C | 0.52 |
| NW 17 Street to NW 12 St | 4LD | County Minor Collector | Applicant Counts | 2015 | D | 1,674 | 3,222 | C | 0.52 |
| NW 12 Street to SW 8 St | 4LD | County Major Collector | MD-9770 | 2014 | D | 1,790 | 2,540 | D | 0.70 |
| SW 8 Street to SW 26 St | 4LD | County Major Collector | MD-9772 | 2014 | EE | 1,596 | 2,120 | D | 0.75 |
| SW 26 Street to SW 42 St | 2LD | County Major Collector | MD-9774 | 2014 | D | 1,006 | 1,240 | D | 0.81 |
| NW 122 Ave/SW 121 Ct NW 41 Street to NW 25 St | 2L-CST BY APPLICANT | New Local Rd by Beacon Lakes | n/a | 2014 | D | 0 | 1,257 | A | 0.00 |
| NW 25 Street to NW 22 St | 2LD | Existing Local Road | n/a | 2014 | D | 0 | 1,257 | A | 0.00 |
| NW 14 St to Dolphin Station | 4LD-CST-Dolphin Station | New Local Road by MDT | n/a | 2014 | D | 0 | 2,628 | A | 0.00 |
| Dolphin Station to NW 12 St | 6LD-CST-Dolphin Station | New Local Road by MDT | n/a | 2014 | D | 0 | 4,050 | A | 0.00 |
| NW 117 Place NW 25 Street to NW 22 St | 4LD-CST BY APPLICANT | New Local Road by Beacon Lakes | n/a | 2014 | D | 0 | 2,628 | A | 0.00 |
| NW 22 St-NW 14 St-NW 122 | 4LD-CST BY APPLICANT | New Local Road by Beacon Lakes | n/a | 2014 | D | 0 | 2,628 | A | 0.00 |
| SR-821/HEFT Okeechobee Rd to NW 106 St | 10L-EX-Managed Lanes-TIP 2016 | State Urban Principal Arterial | HEFT-2272 | 2014 | D | [6] 8,636 | 16,840 | B | 0.51 |
| NW 106 Street to NW 74 St | 10L-EX-Managed Lanes-TIP 2016 | State Urban Principal Arterial | HEFT-2268 | 2014 | D | 9,234 | 16,840 | B | 0.55 |
| NW 74 Street to NW 41 St | 10L-EX-Managed Lanes-TIP 2016 | State Urban Principal Arterial | HEFT-2269 | 2014 | D | 9,918 | 16,840 | B | 0.59 |
| NW 41 Street to NW 12 St | 10L-EX-Managed Lanes-TIP 2016 | State Urban Principal Arterial | HEFT-2230 | 2014 | D | 9,918 | 16,840 | B | 0.59 |
| NW 12 Street to SR 836 | 10L-EX-Managed Lanes-TIP 2016 | State Urban Principal Arterial | HEFT-2526 | 2014 | D | 9,320 | 16,840 | B | 0.55 |
| SR 836 to SW 8 St | 12L-EX-Managed Lanes-TIP 2016 | State Urban Principal Arterial | HEFT-2250 | 2014 | D | 12,546 | 22,030 | B | 0.57 |
| SW 8 Street to SW 40 St | 12L-EX-Managed Lanes-TIP 2016 | State Urban Principal Arterial | HEFT-2270 | 2014 | D | 11,322 | 22,030 | B | 0.51 |
| NW/SW 117 Avenue NW 34 Street to NW 25 St | 2LU | Local Road | Applicant Counts | 2015 | D | 915 | 1,885 | C | 0.49 |
| NW 25 Street to NW 114 Ave | 2LU | Local Road | Applicant Counts | 2015 | D | 343 | 1,440 | C | 0.24 |
| SW 8 Street to SW 24 St | 2LD | County Minor Arterial | MD-9743 | 2014 | D | 931 | 1,560 | C | 0.60 |
| SW 24 Street to SW 36 St | 2LD | County Minor Arterial | MD-9743 | 2014 | D | 931 | 1,560 | C | 0.60 |
| SW 36 Street to SW 40 St | 6LD/4LD | County Minor Arterial | MD-9743 | 2014 | D | 931 | 1,560 | C | 0.60 |

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

4/5/2016

| ROADWAY | [1] Existing Lanes Plus Improvements Under CST | [2] ROADWAY FUNCTIONAL | COUNT | COUNT | [3] ADOPTED CDMP LOS | [4] EXISTING 2-WAY PEAK HOUR PERIOD | [5] ARTPLAN OR FDOT 2-WAY PEAK | EXISTING PEAK HOUR PERIOD | |
|-------------------------------|------------------------------------------------------|--------------------------------|-----------|-------|----------------------------|-------------------------------------------|--------------------------------------|---------------------------------|------|
| NW/SW 107 Avenue | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD | County Major Collector | MD-9513 | 2014 | D | 1,840 | 3,000 | C | 0.61 |
| NW 58 Street to NW 41 St | 4LD | County Minor Arterial | MD-9513 | 2014 | D | 1,840 | 3,000 | C | 0.61 |
| NW 41 Street to NW 25 St | 4LD | County Minor Arterial | MD-9512 | 2014 | D | 2,460 | 3,380 | D | 0.73 |
| NW 25 Street to NW 12 St | 6LD | County Minor Arterial | MD-9510 | 2014 | D | 2,856 | 4,880 | C | 0.59 |
| NW 12 Street to SR 836 | 6LD | County Minor Arterial | MD-9510 | 2014 | D | 2,856 | 4,880 | C | 0.59 |
| SR 836 to W Flagler St | 6LD | County Minor Arterial | FDOT-1218 | 2014 | SUMA | 4,480 | 5,390 | C | 0.83 |
| W Flagler Street to SW 8 St | 6LD-TIP 2016 | County Minor Arterial | FDOT-2580 | 2014 | SUMA | 2,521 | 5,390 | C | 0.47 |
| SW 8 Street to SW 24 St | 6LD | County Minor Arterial | FDOT-1090 | 2014 | SUMA | 3,298 | 5,390 | C | 0.61 |
| SW 24 Street to SW 40 St | 4LD | County Minor Arterial | FDOT-1091 | 2014 | SUMA | 2,201 | 3,580 | C | 0.61 |
| NW/SW 97 Avenue | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD-CST | County Major Collector | MD-9495 | 2014 | D | 1,860 | 2,628 | C | 0.71 |
| NW 58 Street to NW 41 St | 4LD | County Major Collector | MD-9495 | 2014 | D | 1,860 | 4,090 | C | 0.45 |
| NW 41 Street to NW 25 St | 4LD | County Major Collector | MD-9495 | 2014 | E | 1,860 | 4,320 | C | 0.43 |
| NW 25 Street to NW 12 St | 4LD | County Major Collector | MD-9494 | 2014 | D | 2,154 | 3,080 | B | 0.70 |
| NW 12 Street to W Flagler St | 4LD | County Major Collector | FDOT-8500 | 2014 | D | 1,295 | 2,628 | C | 0.49 |
| W Flagler Street to SW 8 St | 4LD | County Major Collector | MD-9698 | 2014 | D | 1,821 | 2,628 | C | 0.69 |
| SW 8 Street to SW 24 St | 2LD | County Major Collector | FDOT-8324 | 2012 | D | 1,137 | 1,885 | C | 0.60 |
| SW 24 Street to SW 40 St | 2LD | County Major Collector | MD-9699 | 2014 | D | 769 | 1,885 | C | 0.41 |
| NW/SW 87 Avenue | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD | County Minor Arterial | MD-9166 | 2014 | D | 2,007 | 3,222 | C | 0.62 |
| NW 58 Street to NW 36 St | 4LD | County Minor Arterial | MD-9166 | 2014 | D | 2,007 | 3,222 | C | 0.62 |
| NW 36 Street to NW 25 St | 6LD | State Minor Arterial | MD-9162 | 2014 | SUMA | 3,028 | 5,390 | C | 0.56 |
| NW 25 Street to NW 12 St | 6LD | State Minor Arterial | MD-9162 | 2014 | SUMA | 3,028 | 5,390 | C | 0.56 |
| NW 12 Street to W Flagler St | 6LD | State Minor Arterial | FDOT-1211 | 2014 | SUMA | 3,935 | 5,390 | C | 0.73 |
| W Flagler Street to SW 8 St | 4LD | State Minor Arterial | FDOT-0044 | 2014 | SUMA | 2,378 | 3,580 | C | 0.66 |
| SW 8 Street to SW 24 St | 4LD | State Minor Arterial | FDOT-1074 | 2014 | SUMA | 2,388 | 3,580 | C | 0.67 |
| SW 24 Street to SW 40 St | 4LD | State Minor Arterial | FDOT-0042 | 2014 | SUMA | 1,851 | 3,580 | C | 0.52 |
| SR 826 | | | | | | | | | |
| Okeechobee Rd to NW 74 St | 12L-EX - Managed Lanes | State Urban Principal Arterial | FDOT-0573 | 2014 | D | 18,231 | 22,030 | C | 0.83 |
| NW 74 Street to NW 58 St | 12L-EX - Managed Lanes | State Urban Principal Arterial | FDOT-0572 | 2014 | D | 16,948 | 22,030 | C | 0.77 |
| NW 58 Street to NW 36 St | 12L-EX - Managed Lanes | State Urban Principal Arterial | FDOT-0571 | 2014 | D | 16,977 | 22,030 | C | 0.77 |
| NW 36 Street to NW 25 St | 12L-EX - Managed Lanes | State Urban Principal Arterial | FDOT-2525 | 2014 | D | 16,740 | 22,030 | C | 0.76 |
| NW 25 Street to SR 836 | 12L-EX - Managed Lanes | State Urban Principal Arterial | FDOT-2525 | 2014 | D | 16,740 | 22,030 | C | 0.76 |
| SR 836 to W Flagler St | 12L-EX - Managed Lanes | State Urban Principal Arterial | FDOT-0567 | 2014 | D | 13,639 | 22,030 | B | 0.62 |
| W Flagler Street to SW 8 St | 12L-EX | State Urban Principal Arterial | FDOT-0567 | 2014 | D | 13,639 | 22,030 | B | 0.62 |
| SW 8 Street to SW 24 St | 12L EX | State Urban Principal Arterial | FDOT-0567 | 2014 | D | 13,639 | 22,030 | B | 0.62 |
| SW 24 Street to SW 40 St | 12L EX | State Urban Principal Arterial | FDOT-0566 | 2014 | D | 13,065 | 22,030 | B | 0.59 |
| Okeechobee Rd | | | | | | | | | |
| SW 177 Avenue to HEFT | 4LD | State Principal Arterial | FDOT-0007 | 2014 | C | 1,775 | 3,580 | C | 0.50 |
| HEFT to NW 138 St | 6LD | State Principal Arterial | FDOT-2536 | 2014 | D | 2,359 | 5,390 | C | 0.44 |
| NW 138 St to Beacon Station | 6LD | State Principal Arterial | FDOT-0109 | 2014 | D | 3,438 | 5,390 | C | 0.64 |
| Beacon Station Blvd to NW 103 | 6LD | State Principal Arterial | FDOT-0109 | 2014 | D | 3,438 | 5,390 | C | 0.64 |
| NW 103 St to SR 826 | 6LD | State Principal Arterial | FDOT-2537 | 2014 | D | 4,277 | 5,390 | C | 0.79 |

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

4/5/2016

| ROADWAY | [1] Existing Lanes Plus Improvements Under CST | [2] ROADWAY FUNCTIONAL | COUNT | COUNT | [3] ADOPTED CDMP LOS | [4] EXISTING 2-WAY PEAK HOUR PERIOD | [5] ARTPLAN OR FDOT 2-WAY PEAK | EXISTING PEAK HOUR PERIOD | |
|----------------------------|------------------------------------------------------|------------------------------|------------------|-------|----------------------------|-------------------------------------------|--------------------------------------|---------------------------------|------|
| NW 106 Street | | | | | | | | | |
| HEFT to NW 112 Ave | 4LD Uninterrupted Flow Freeway Access | County Principal Arterial | MD-9506 | 2014 | D | 4,075 | 5,900 | C | 0.69 |
| NW 112 Ave to NW 107 Ave | 6LD | County Principal Arterial | FDOT-7065 | 2014 | D | 2,160 | 4,851 | C | 0.45 |
| NW 74 Street | | | | | | | | | |
| HEFT to NW 107 Ave | 6LD CST | County Minor Arterial | FDOT-8618 | 2014 | D | 2,445 | 4,851 | C | 0.50 |
| NW 107 Ave to NW 97 Ave | 6LD | County Minor Arterial | FDOT-8618 | 2014 | D | 2,445 | 4,851 | C | 0.50 |
| NW 97 Ave to NW 87 Ave | 6LD | County Minor Arterial | FDOT-8618 | 2014 | D | 2,445 | 4,851 | C | 0.50 |
| SW 87 Ave to SR 826 | 6LD - TIP 2016 | County Minor Arterial | FDOT-8334 | 2014 | D | 1,412 | 4,851 | C | 0.29 |
| NW 41/36 Street | | | | | | | | | |
| NW 122 Ave to HEFT | 6LD | County Principal Arterial | MD-9440 | 2014 | D | 3,126 | 4,460 | D | 0.70 |
| HEFT to NW 107 Ave | 6LD | County Principal Arterial | MD-9440 | 2014 | D | 3,126 | 4,460 | D | 0.70 |
| NW 107 Ave to NW 97 Ave | 6LD | County Principal Arterial | MD-9440 | 2014 | D | 3,126 | 4,460 | D | 0.70 |
| NW 97 Ave to NW 87 Ave | 6LD | County Principal Arterial | MD-9434 | 2014 | EE | 3,293 | 4,760 | E | 0.69 |
| NW 87 Ave to NW 79 Ave | 6LD | County Principal Arterial | MD-9432 | 2014 | EE | 4,945 | 5,500 | E | 0.90 |
| NW 79 Ave to SR 826 | 6LD | County Principal Arterial | MD-9432 | 2014 | EE | 4,945 | 5,500 | E | 0.90 |
| NW 25 Street | | | | | | | | | |
| NW 127 Ave to NW 122 Ave | 4LD | County Minor Collector | Applicant Counts | 2016 | D | 2,183 | 3,222 | C | 0.68 |
| NW 122 Ave to NW 121 Court | 4LD | County Minor Collector | Applicant Counts | 2016 | D | 2,183 | 3,222 | C | 0.68 |
| NW 121 Ct to NW 117 Place | 4LD | County Minor Collector | Applicant Counts | 2016 | D | 2,183 | 3,222 | C | 0.68 |
| NW 117 Place to NW 117 Ave | 4LD W IMP BY APPLICANT | County Major Collector | Applicant Counts | 2016 | D | 2,183 | 3,222 | C | 0.68 |
| NW 117 Ave to NW 107 Ave | 6LD - LRTP II | County Minor Arterial | MD-9408 | 2014 | D | 1,302 | 3,040 | B | 0.43 |
| NW 107 Ave to NW 97 Ave | 6LD - LRTP II | County Minor Arterial | MD-9406 | 2014 | D | 990 | 3,260 | B | 0.30 |
| NW 97 Ave to NW 87 Ave | 6LD - LRTP II | County Minor Arterial | MD-9404 | 2014 | D | 1,215 | 3,970 | B | 0.31 |
| SW 87 Ave to SR 826 | 6LD | County Minor Arterial | MD-9402 | 2014 | D | 1,915 | 4,770 | C | 0.40 |
| NW 12 Street | | | | | | | | | |
| NW 137 Ave to NW 132 Ave | 4LD-836 Express Bus | County Minor Arterial | FDOT-8244 | 2012 | HE / EE | 1,203 | 3,222 | C | 0.37 |
| NW 132 Ave to NW 127 Ave | 4LD-836 Express Bus | County Minor Arterial | FDOT-8244 | 2012 | HE / EE | 1,203 | 3,222 | C | 0.37 |
| NW 127 Ave to NW 122 Ave | 4LD-836 Express Bus | County Minor Arterial | MD-9365 | 2014 | HE / EE | 2,780 | 5,040 | B | 0.55 |
| NW 122 Ave to HEFT | 6L to Dolphin Station | County Minor Arterial | MD-9365 | 2014 | HE / EE | 2,780 | 5,040 | B | 0.55 |
| HEFT to NW 107 Ave | 6LD | County Minor Arterial | MD-9364 | 2014 | HE / EE | 2,627 | 5,490 | C | 0.48 |
| NW 107 Ave to NW 97 Ave | 6LD - LRTP II | County Minor Arterial | MD-9362 | 2014 | HE / EE | 2,113 | 2,890 | C | 0.73 |
| NW 97 Ave to NW 87 Ave | 6LD - LRTP II | County Minor Arterial | MD-9362 | 2014 | HE / EE | 2,113 | 2,890 | C | 0.73 |
| SW 87 Ave to SR 826 | 6LD - LRTP II | County Minor Arterial | MD-9358 | 2014 | HE / EE | 2,210 | 4,080 | C | 0.54 |
| SR 836 | | | | | | | | | |
| NW 137 Ave to HEFT | 4L EX | State Principal Arterial | FDOT-2238-39 | 2014 | D | 3,133 | 6,700 | B | 0.47 |
| HEFT to NW 107 Ave | 8L EX | State Principal Arterial | FDOT-2242 | 2014 | D | 5,660 | 13,390 | B | 0.42 |
| NW 107 Ave to NW 87 Ave | 8L EX | State Principal Arterial | FDOT-2243 | 2014 | D | 8,345 | 13,390 | C | 0.62 |
| NW 87 Ave to SR 826 | 8L-EX-CST | State Principal Arterial | FDOT-2243 | 2014 | D | 8,345 | 13,390 | C | 0.62 |
| SR 968/W Flagler St | | | | | | | | | |
| NW 117 Ave to NW 107 Ave | 6LD | County Minor Arterial | MD-9158 | 2014 | EE | 2,141 | 6,300 | C | 0.34 |
| NW 107 Ave to NW 97 Ave | 6LD | County Minor Arterial | MD-9156 | 2014 | EE | 2,681 | 6,300 | D | 0.43 |
| NW 97 Ave to NW 87 Ave | 6LD | County Minor Arterial | MD-9154 | 2014 | EE | 3,108 | 5,916 | D | 0.53 |
| NW 87 Ave to SR 826 | 6LD | County Minor Arterial | FDOT-1142 | 2014 | EE | 3,559 | 5,821 | C | 0.61 |

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

4/5/2016

| ROADWAY | [1] Existing Lanes Plus Improvements Under CST | [2] ROADWAY FUNCTIONAL | COUNT | COUNT | [3] ADOPTED CDMP LOS | [4] EXISTING 2-WAY PEAK HOUR PERIOD | [5] ARTPLAN OR FDOT 2-WAY PEAK | EXISTING PEAK HOUR PERIOD | |
|--------------------------|------------------------------------------------------|--------------------------------|-----------------|-------|----------------------------|-------------------------------------------|--------------------------------------|---------------------------------|------|
| SW 8 Street | | | | | | | | | |
| SW 177 Ave to SW 157 Ave | 4LD | Rural State Principal Arterial | FDOT-0377 | 2014 | C | 1,051 | 3,860 | B | 0.27 |
| SW 157 Ave to SW 147 Ave | 4LD | State Principal Arterial | Ave [0377/0266] | 2014 | D | 2,413 | 3,580 | C | 0.67 |
| SW 147 Ave to SW 137 Ave | 6LD-836 Express Bus | State Principal Arterial | FDOT-0266 | 2014 | EE | 3,775 | 6,468 | C | 0.58 |
| SW 137 Ave to SW 127 Ave | 6LD | State Principal Arterial | FDOT-0088 | 2014 | EE | 3,950 | 5,390 | C | 0.73 |
| SW 127 Ave to SW 122 Ave | 6LD | State Principal Arterial | FDOT-2561 | 2014 | HE | 4,190 | 5,390 | C | 0.78 |
| SW 122 Ave to HEFT | 8LD | State Principal Arterial | FDOT-0090 | 2014 | HE | 4,332 | 8,652 | C | 0.50 |
| HEFT to SW 117 Ave | 6LD-836 Express Bus | State Principal Arterial | FDOT-0090 | 2014 | EE | 4,332 | 6,468 | C | 0.67 |
| SW 117 Ave to SW 107 Ave | 6LD-836 Express Bus | State Principal Arterial | FDOT-0589 | 2014 | EE | 6,207 | 6,468 | E | 0.96 |
| SW 107 Ave to SW 97 Ave | 8LD | State Principal Arterial | FDOT-0589 | 2014 | HE | 6,207 | 8,652 | C | 0.72 |
| SW 97 Ave to SW 87 Ave | 8LD | State Principal Arterial | FDOT-0589 | 2014 | HE | 6,207 | 8,652 | C | 0.72 |
| SW 87 Ave to SR 826 | 6LD | State Principal Arterial | FDOT-0092 | 2014 | HE | 4,763 | 6,468 | C | 0.74 |
| SW 26/24 Street | | | | | | | | | |
| SW 157 Ave to SW 147 Ave | 4LD | County Minor Arterial | MD-9134 | 2014 | D | 2,086 | 3,840 | E | 0.54 |
| SW 147 Ave to SW 137 Ave | 4LD | County Minor Arterial | MD-9134 | 2014 | D | 2,086 | 3,840 | E | 0.54 |
| SW 137 Ave to SW 127 Ave | 4LD | County Minor Arterial | MD-9132 | 2014 | D | 2,584 | 4,080 | D | 0.63 |
| SW 127 Ave to SW 117 Ave | 4LD | County Minor Arterial | MD-9130 | 2014 | HE | 2,656 | 3,672 | C | 0.72 |
| SW 117 Ave to SW 107 Ave | 6LD - LRTP III | County Minor Arterial | MD-9128 | 2014 | HE | 2,869 | 4,356 | D | 0.66 |
| SW 107 Ave to SW 97 Ave | 4LD | County Minor Arterial | MD-9126 | 2014 | HE | 2,795 | 6,372 | B | 0.44 |
| SW 97 Ave to SW 87 Ave | 4LD | County Minor Arterial | MD-9124 | 2014 | HE | 2,286 | 4,344 | C | 0.53 |
| SW 87 Ave to SR 826 | | County Minor Arterial | MD-9122 | 2014 | HE | 3,107 | 7,416 | A | 0.42 |
| SW 42/40 Street | | | | | | | | | |
| SW 157 Ave to SW 147 Ave | 4LD | County Minor Arterial | MD-9112 | 2014 | D | 1,773 | 3,370 | B | 0.53 |
| SW 147 Ave to SW 137 Ave | 4LD | County Minor Arterial | MD-9108 | 2014 | D | 2,808 | 4,020 | C | 0.70 |
| SW 137 Ave to SW 127 Ave | 4LD | County Minor Arterial | MD-9106 | 2014 | D | 3,164 | 4,270 | C | 0.74 |
| SW 127 Ave to SW 122 Ave | 4LD | County Minor Arterial | MD-9106 | 2014 | HE | 3,164 | 4,270 | C | 0.74 |
| SW 122 Ave to SW 119 Ct | 5LD - TIP 2016 | County Minor Arterial | MD-9106 | 2014 | HE | 3,164 | 4,270 | C | 0.74 |
| SW 119 Ct to HEFT | 6LD - TIP 2016 | County Minor Arterial | MD-9106 | 2014 | HE | 3,164 | 4,270 | C | 0.74 |
| HEFT to SW 117 Ave | 6LD | State Principal Arterial | FDOT-0072 | 2014 | HE | 3,625 | 6,468 | C | 0.56 |
| SW 117 Ave to SW 107 Ave | 6LD | State Principal Arterial | FDOT-0072 | 2014 | HE | 3,625 | 6,468 | C | 0.56 |
| SW 107 Ave to SW 97 Ave | 6LD | State Principal Arterial | FDOT-0074 | 2014 | HE | 3,156 | 6,468 | C | 0.49 |
| SW 97 Ave to SW 82 Ave | 6LD | State Principal Arterial | FDOT-0076 | 2014 | HE | 3,670 | 6,468 | C | 0.57 |
| SW 82 Ave to SR 826 | 8LD | State Principal Arterial | FDOT-0078 | 2014 | HE | 4,978 | 8,652 | C | 0.58 |

Notes:

- [1] Lane geometry includes projects under construction, projects funded in TIP 2016 or projects funded by the Applicant. See Table 3A for programmed improvements.
- [2] The roadway functional classification is based on **Figures 2 and 3** of the Transportation Element in the CDMP and the 2014 Florida Transportation Information DVD.
- [3] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.
- [4] PHP volumes have been obtained from the 2014 Miami-Dade and FDOT Count Stations (unless otherwise noted) - see the Count Station information in **Attachment 2**.
See also Table **2-A** in **Attachment 2** for the PHP Calculation Worksheet and Peak Season Adjustments for State Count stations in the Study Area.
- [5] The two-way peak hour MSV for county roads are based on ART PLAN (where provided by MDC) from the Public Works Traffic Count Station Database.
The two-way peak hour MSV for state roads are based on Tables 4 and 6 (as applicable) from the 2012 FDOT Quality/LOS Handbook.
The two-way peak hour MSV for county roads not analyzed by ART PLAN are consistent with Table 4 from the 2012 FDOT Quality/LOS Handbook.
- [6] The PHP volumes for Florida's Turnpike are based on the 2014 AADT * K Factor * 0.9 to establish Peak Hour Period Volumes.

Beacon Lakes NOPC and CDMP Amendment CDMP Amendment Transportation Analysis

Year 2040 Future Background and Committed Development Traffic Conditions without the Amendment

Table 5C provides the analysis of Year 2040 future background and committed development traffic (before the addition of the unbuilt and new Amendment traffic) and includes the growth of existing peak hour period traffic to the year 2040 and the addition of unbuilt committed development traffic from previously approved projects. The evaluation of future background plus committed development traffic includes the following:

- Future lane geometry for study area roadways inclusive of improvements under construction, improvements funded in TIP 2016; improvements funded by the Applicant and improvements from Priorities I, II, III and IV of the LRTP 2040;
- Adopted level of service standards from the CDMP for each roadway segment analyzed;
- Existing two-way peak hour period traffic from **Table 5B**.

Background Growth

- Growth rates have been calculated using 10 years of historical traffic data obtained from **19** State Count Stations in the study area which include **13** Stations on Arterial roadways and **6** stations on the HEFT.
- See **Table 5D** for the 10-year growth trends calculated separately for Local or Arterial Roadways vs. the HEFT
- See **Attachment 3** for the 10-year historical counts from FDOT.
- The ten-year average growth for the Arterial roadways equates to **(-1.17%)** per year where **0.50%** per year has been used in the analysis.
- The ten-year average growth for the HEFT equates to **1.40%** per year which is used in the analysis.
- The positive growth rates have been used in **Table 5C** to grow existing peak hour period traffic from Year 2014, 2015 or 2016 to year 2040 for a span of 26, 25 or 24 years (as applicable) based upon the dates of the existing counts.

Committed Development

- Committed development traffic has been incorporated into the analysis of background traffic based upon the committed Development Order trips obtained from the Miami-Dade Concurrency database for both County and State count stations (see **Table 5C**).
- **Table 5C** includes the analysis of future background plus committed development traffic for the year 2040;
- The two-way peak hour roadway capacity is based upon the FDOT 2012 Quality/LOS Handbook;
- **Table 5C** provides the Year 2040 future background plus committed development level of service before the addition of the previously approved but Unbuilt Beacon Lakes and New Amendment traffic;
- **Table 5C** includes the volume to capacity ratio for the Year 2040.

**Table 5C - Year 2040 Future Background and Committed Development Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period without the Amendment Trips**

4/5/2016

| ROADWAY SEGMENTS | [1] YEAR 2040 Lanes with Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | EXISTING PHP VOLUME FROM MIAMI-DADE [See Table 5B] | [3] HISTORICAL GROWTH RATES [See Table 5D] | 2040 FUTURE BACKGROUND PHP VOLUME | [4] MIAMI-DADE COMMITTED DO TRIPS | BACKGROUND PLUS COMMITTED VOLUMES | [5] TWO-WAY PEAK HOUR MSV | 2040 PHP LOS | 2040 PHP V/C |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-----------------------------------------------------------------------|---------------------------------------------------------------|--------------------------------------------------------------------|------------------------------------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------|---------------------------------|------------------------------------------------------|
| SR 997/Krome Avenue Okeechobee Rd to SW 8 St SW 8 Street to SW 88 St | 4LD - CST 4LD - CST | C C | 842 1,296 | 0.50% 0.50% | 959 1,475 | 0 0 | 959 1,475 | 3,860 3,860 | B B | 0.25 0.38 |
| SW 157 Avenue SW 8 Street to SW 26 St SW 26 Street to SW 42 St | 4LD - LRTP IV 4LD - LRTP IV | D D | 1,774 1,774 | 0.50% 0.50% | 2,020 2,020 | 8 8 | 2,028 2,028 | 2,628 2,628 | C C | 0.77 0.77 |
| SW 147 Avenue SW 8 Street to SW 26 St SW 26 Street to SW 42 St | 4LD 4LD | D D | 1,644 1,644 | 0.50% 0.50% | 1,872 1,872 | 132 132 | 2,004 2,004 | 2,628 2,628 | C C | 0.76 0.76 |
| NW/SW 137 Avenue NW 17 Street to NW 12 St NW 12 Street to SW 8 St SW 8 Street to SW 26 St SW 26 Street to SW 42 St | 4LD 6LD-836 Express Bus 6LD-LRTP IV 6LD | D EE EE D | 1,123 4,265 3,828 2,764 | 0.50% 0.50% 0.50% 0.50% | 1,278 4,856 4,358 3,147 | 0 407 31 53 | 1,278 5,263 4,389 3,200 | 3,222 5,821 5,821 4,851 | C E C C | 0.40 0.90 0.75 0.66 |
| NW/SW 127 Avenue NW 25 Street to NW 17 St NW 17 Street to NW 12 St NW 12 Street to SW 8 St SW 8 Street to SW 26 St SW 26 Street to SW 42 St | 4LD 4LD 4LD 4LD 2LD | D D D EE D | 1,674 1,674 1,790 1,596 1,006 | 0.50% 0.50% 0.50% 0.50% 0.50% | 1,896 1,896 2,038 1,817 1,145 | 0 0 218 0 0 | 1,896 1,896 2,256 1,817 1,145 | 3,222 3,222 3,222 3,866 1,971 | C C C C C | 0.59 0.59 0.70 0.47 0.58 |
| NW 122 Ave/SW 121 Ct NW 41 Street to NW 25 St NW 25 Street to NW 22 St NW 14 St to Dolphin Station Dolphin Station to NW 12 St | 2L-CST BY APPLICANT 2LD 4LD-CST-Dolphin Station 6LD-CST-Dolphin Station | D D D D | 0 0 0 0 | 0.50% 0.50% 0.50% 0.50% | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 1,257 1,257 2,628 4,050 | A A A A | 0.00 0.00 0.00 0.00 |
| NW 117 Place NW 25 Street to NW 22 St NW 22 St-NW 14 St-NW 122 Ave | 4LD-CST BY APPLICANT 4LD-CST BY APPLICANT | D D | 0 0 | 0.50% 0.50% | 0 0 | 0 0 | 0 0 | 2,628 2,628 | A A | 0.00 0.00 |
| SR-821/HEFT Okeechobee Rd to NW 106 St NW 106 Street to NW 74 St NW 74 Street to NW 41 St NW 41 Street to NW 12 St NW 12 Street to SR 836 SR 836 to SW 8 St SW 8 Street to SW 40 St | 10L-EX-Managed Lanes-TIP 10L-EX-Managed Lanes-TIP 10L-EX-Managed Lanes-TIP 10L-EX-Managed Lanes-TIP 10L-EX-Managed Lanes-TIP 12L-EX-Managed Lanes-TIP 12L-EX-Managed Lanes-TIP | D D D D D D D | 8,636 9,234 9,918 9,918 9,320 12,546 11,322 | 1.40% 1.40% 1.40% 1.40% 1.40% 1.40% 1.40% | 12,396 13,255 14,237 14,237 13,378 18,009 16,252 | 104 0 0 0 0 0 0 | 12,500 13,255 14,237 14,237 13,378 18,009 16,252 | 16,840 16,840 16,840 16,840 16,840 22,030 22,030 | C C C C C C C | 0.74 0.79 0.85 0.85 0.79 0.82 0.74 |
| NW/SW 117 Avenue NW 34 Street to NW 25 St NW 25 Street to NW 114 Ave SW 8 Street to SW 24 St SW 24 Street to SW 36 St SW 36 Street to SW 40 St | 2LU 2LU 2LD 2LD 6LD/4LD | D D D D D | 915 343 931 931 931 | 0.50% 0.50% 0.50% 0.50% 0.50% | 1,037 389 1,060 1,060 1,060 | 0 0 8 8 8 | 1,037 389 1,068 1,068 1,068 | 1,885 1,440 1,885 1,885 3,222 | C C C C C | 0.55 0.27 0.57 0.57 0.33 |

**Table 5C - Year 2040 Future Background and Committed Development Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period without the Amendment Trips**

4/5/2016

| [1] ROADWAY SEGMENTS | [1] YEAR 2040 Lanes with Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | EXISTING PHP VOLUME FROM MIAMI-DADE [See Table 5B] | [3] HISTORICAL GROWTH RATES [See Table 5D] | 2040 FUTURE BACKGROUND PHP VOLUME | [4] MIAMI-DADE COMMITTED DO TRIPS | BACKGROUND PLUS COMMITTED VOLUMES | [5] TWO-WAY PEAK HOUR MSV | 2040 PHP LOS | 2040 PHP V/C |
|----------------------------------|-----------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------|-----------------------------------------------------|--------------------------------------------|--------------------------------------------|--------------------------------------------|------------------------------------|--------------------|--------------------|
| NW/SW 107 Avenue | | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD | D | 1,840 | 0.50% | 2,095 | 0 | 2,095 | 3,222 | C | 0.65 |
| NW 58 Street to NW 41 St | 4LD | D | 1,840 | 0.50% | 2,095 | 0 | 2,095 | 3,222 | C | 0.65 |
| NW 41 Street to NW 25 St | 4LD | D | 2,460 | 0.50% | 2,801 | 0 | 2,801 | 3,222 | C | 0.87 |
| NW 25 Street to NW 12 St | 6LD | D | 2,856 | 0.50% | 3,251 | 0 | 3,251 | 4,851 | C | 0.67 |
| NW 12 Street to SR 836 | 6LD | D | 2,856 | 0.50% | 3,251 | 0 | 3,251 | 4,851 | C | 0.67 |
| SR 836 to W Flagler St | 6LD | SUMA | 4,480 | 0.50% | 5,100 | 199 | 5,299 | 5,390 | C | 0.98 |
| W Flagler Street to SW 8 St | 6LD - TIP 2016 | SUMA | 2,521 | 0.50% | 2,870 | 24 | 2,894 | 5,390 | C | 0.54 |
| SW 8 Street to SW 24 St | 6LD | SUMA | 3,298 | 0.50% | 3,755 | 8 | 3,763 | 5,390 | C | 0.70 |
| SW 24 Street to SW 40 St | 4LD | SUMA | 2,201 | 0.50% | 2,506 | 16 | 2,522 | 3,580 | C | 0.70 |
| NW/SW 97 Avenue | | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD - CST | D | 1,860 | 0.50% | 2,118 | 0 | 2,118 | 2,628 | C | 0.81 |
| NW 58 Street to NW 41 St | 4LD | D | 1,860 | 0.50% | 2,118 | 0 | 2,118 | 2,628 | C | 0.81 |
| NW 41 Street to NW 25 St | 4LD | E | 1,860 | 0.50% | 2,118 | 0 | 2,118 | 2,736 | C | 0.77 |
| NW 25 Street to NW 12 St | 4LD | D | 2,154 | 0.50% | 2,452 | 147 | 2,599 | 2,628 | C | 0.99 |
| NW 12 Street to W Flagler St | 4LD | D | 1,295 | 0.50% | 1,474 | 147 | 1,621 | 2,628 | C | 0.62 |
| W Flagler Street to SW 8 St | 4LD | D | 1,821 | 0.50% | 2,073 | 112 | 2,185 | 2,628 | C | 0.83 |
| SW 8 Street to SW 24 St | 2LD | D | 1,137 | 0.50% | 1,307 | 0 | 1,307 | 1,885 | C | 0.69 |
| SW 24 Street to SW 40 St | 2LD | D | 769 | 0.50% | 875 | 9 | 884 | 1,885 | C | 0.47 |
| NW/SW 87 Avenue | | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD | D | 2,007 | 0.50% | 2,285 | 0 | 2,285 | 3,222 | C | 0.71 |
| NW 58 Street to NW 36 St | 4LD | D | 2,007 | 0.50% | 2,285 | 0 | 2,285 | 3,222 | C | 0.71 |
| NW 36 Street to NW 25 St | 6LD | SUMA | 3,028 | 0.50% | 3,447 | 74 | 3,521 | 5,390 | C | 0.65 |
| NW 25 Street to NW 12 St | 6LD | SUMA | 3,028 | 0.50% | 3,447 | 74 | 3,521 | 5,390 | C | 0.65 |
| NW 12 Street to W Flagler St | 6LD | SUMA | 3,935 | 0.50% | 4,480 | 553 | 5,033 | 5,390 | C | 0.93 |
| W Flagler Street to SW 8 St | 4LD | SUMA | 2,378 | 0.50% | 2,707 | 84 | 2,791 | 3,580 | C | 0.78 |
| SW 8 Street to SW 24 St | 4LD | SUMA | 2,388 | 0.50% | 2,719 | 5 | 2,724 | 3,580 | C | 0.76 |
| SW 24 Street to SW 40 St | 4LD | SUMA | 1,851 | 0.50% | 2,107 | 6 | 2,113 | 3,580 | C | 0.59 |
| SR 826 | | | | | | | | | | |
| Okeechobee Rd to NW 74 St | 12L-EX-Managed Lanes-TIP | D | 18,231 | 0.50% | 20,755 | 0 | 20,755 | 22,030 | C | 0.94 |
| NW 74 Street to NW 58 St | 12L-EX-Managed Lanes-TIP | D | 16,948 | 0.50% | 19,295 | 0 | 19,295 | 22,030 | C | 0.88 |
| NW 58 Street to NW 36 St | 12L-EX-Managed Lanes-TIP | D | 16,977 | 0.50% | 19,328 | 0 | 19,328 | 22,030 | C | 0.88 |
| NW 36 Street to NW 25 St | 12L-EX-Managed Lanes-TIP | D | 16,740 | 0.50% | 19,058 | 0 | 19,058 | 22,030 | C | 0.87 |
| NW 25 Street to SR 836 | 12L-EX-Managed Lanes-TIP | D | 16,740 | 0.50% | 19,058 | 0 | 19,058 | 22,030 | C | 0.87 |
| SR 836 to W Flagler St | 12L-EX-Managed Lanes-TIP | D | 13,639 | 0.50% | 15,527 | 0 | 15,527 | 22,030 | C | 0.70 |
| W Flagler Street to SW 8 St | 12L-EX | D | 13,639 | 0.50% | 15,527 | 0 | 15,527 | 22,030 | C | 0.70 |
| SW 8 Street to SW 24 St | 12L EX | D | 13,639 | 0.50% | 15,527 | 0 | 15,527 | 22,030 | C | 0.70 |
| SW 24 Street to SW 40 St | 12L EX | D | 13,065 | 0.50% | 14,874 | 0 | 14,874 | 22,030 | C | 0.68 |
| Okeechobee Rd | | | | | | | | | | |
| SW 177 Avenue to HEFT | 4LD | C | 1,775 | 0.50% | 2,021 | 0 | 2,021 | 3,580 | C | 0.56 |
| HEFT to NW 138 St | 6LD | D | 2,359 | 0.50% | 2,686 | 0 | 2,686 | 5,390 | C | 0.50 |
| NW 138 St to Beacon Station Blvd | 6LD | D | 3,438 | 0.50% | 3,914 | 0 | 3,914 | 5,390 | C | 0.73 |
| Beacon Station Blvd to NW 103 St | 6LD | D | 3,438 | 0.50% | 3,914 | 0 | 3,914 | 5,390 | C | 0.73 |
| NW 103 St to SR 826 | 6LD | D | 4,277 | 0.50% | 4,869 | 0 | 4,869 | 5,390 | C | 0.90 |

**Table 5C - Year 2040 Future Background and Committed Development Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period without the Amendment Trips**

4/5/2016

| ROADWAY SEGMENTS | [1] YEAR 2040 Lanes with Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | EXISTING PHP VOLUME FROM MIAMI-DADE [See Table 5B] | [3] HISTORICAL GROWTH RATES [See Table 5D] | 2040 FUTURE BACKGROUND PHP VOLUME | [4] MIAMI-DADE COMMITTED DO TRIPS | BACKGROUND PLUS COMMITTED VOLUMES | [5] TWO-WAY PEAK HOUR MSV | 2040 PHP LOS | 2040 PHP V/C |
|----------------------------|-----------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------|-----------------------------------------------------|--------------------------------------------|--------------------------------------------|--------------------------------------------|------------------------------------|--------------------|--------------------|
| NW 106 Street | | | | | | | | | | |
| HEFT to NW 112 Ave | 4LD Uninterrupted Flow Freeway Access | D | 4,075 | 0.50% | 4,639 | 127 | 4,766 | 5,900 | C | 0.81 |
| NW 112 Ave to NW 107 Ave | 6LD | D | 2,160 | 0.50% | 2,459 | 0 | 2,459 | 4,851 | C | 0.51 |
| NW 74 Street | | | | 0.50% | | | | | | |
| HEFT to NW 107 Ave | 6LD CST | D | 2,445 | 0.50% | 2,784 | 0 | 2,784 | 4,851 | C | 0.57 |
| NW 107 Ave to NW 97 Ave | 6LD | D | 2,445 | 0.50% | 2,784 | 0 | 2,784 | 4,851 | C | 0.57 |
| NW 97 Ave to NW 87 Ave | 6LD | D | 2,445 | 0.50% | 2,784 | 0 | 2,784 | 4,851 | C | 0.57 |
| SW 87 Ave to SR 826 | 6LD - TIP 2016 | D | 1,412 | 0.50% | 1,608 | 0 | 1,608 | 4,851 | C | 0.33 |
| NW 41/36 Street | | | | | | | | | | |
| NW 122 Ave to HEFT | 6LD | D | 3,126 | 0.50% | 3,559 | 0 | 3,559 | 4,851 | C | 0.73 |
| HEFT to NW 107 Ave | 6LD | D | 3,126 | 0.50% | 3,559 | 0 | 3,559 | 4,851 | C | 0.73 |
| NW 107 Ave to NW 97 Ave | 6LD | D | 3,126 | 0.50% | 3,559 | 0 | 3,559 | 4,851 | C | 0.73 |
| NW 97 Ave to NW 87 Ave | 6LD | EE | 3,293 | 0.50% | 3,749 | 0 | 3,749 | 5,821 | C | 0.64 |
| NW 87 Ave to NW 79 Ave | 6LD | EE | 4,945 | 0.50% | 5,630 | 0 | 5,630 | 5,821 | E | 0.97 |
| NW 79 Ave to SR 826 | 6LD | EE | 4,945 | 0.50% | 5,630 | 0 | 5,630 | 5,821 | E | 0.97 |
| NW 25 Street | | | | | | | | | | |
| NW 127 Ave to NW 122 Ave | 4LD | D | 2,183 | 0.50% | 2,461 | 0 | 2,461 | 3,222 | C | 0.76 |
| NW 122 Ave to NW 121 Court | 4LD | D | 2,183 | 0.50% | 2,461 | 0 | 2,461 | 3,222 | C | 0.76 |
| NW 121 Ct to NW 117 Place | 4LD | D | 2,183 | 0.50% | 2,461 | 0 | 2,461 | 3,222 | C | 0.76 |
| NW 117 Place to NW 117 Ave | 4LD W IMP BY APPLICANT | D | 2,183 | 0.50% | 2,461 | 0 | 2,461 | 3,222 | C | 0.76 |
| NW 117 Ave to NW 107 Ave | 6LD - LRTP II | D | 1,302 | 0.50% | 1,482 | 363 | 1,845 | 4,851 | C | 0.38 |
| NW 107 Ave to NW 97 Ave | 6LD - LRTP II | D | 990 | 0.50% | 1,127 | 0 | 1,127 | 4,851 | C | 0.23 |
| NW 97 Ave to NW 87 Ave | 6LD - LRTP II | D | 1,215 | 0.50% | 1,383 | 0 | 1,383 | 4,851 | C | 0.29 |
| SW 87 Ave to SR 826 | 6LD | D | 1,915 | 0.50% | 2,180 | 22 | 2,202 | 4,851 | C | 0.45 |
| NW 12 Street | | | | | | | | | | |
| NW 137 Ave to NW 132 Ave | 4LD-836 Express Bus | HE / EE | 1,203 | 0.50% | 1,383 | 361 | 1,744 | 3,866 | C | 0.45 |
| NW 132 Ave to NW 127 Ave | 4LD-836 Express Bus | HE / EE | 1,203 | 0.50% | 1,383 | 361 | 1,744 | 3,866 | C | 0.45 |
| NW 127 Ave to NW 122 Ave | 4LD-836 Express Bus | HE / EE | 2,780 | 0.50% | 3,165 | 361 | 3,526 | 3,866 | E | 0.91 |
| NW 122 Ave to HEFT | 6L to Dolphin Station | HE / EE | 2,780 | 0.50% | 3,165 | 361 | 3,526 | 5,821 | C | 0.61 |
| HEFT to NW 107 Ave | 6LD | HE / EE | 2,627 | 0.50% | 2,991 | 0 | 2,991 | 5,821 | C | 0.51 |
| NW 107 Ave to NW 97 Ave | 6LD - LRTP II | HE / EE | 2,113 | 0.50% | 2,406 | 0 | 2,406 | 5,821 | C | 0.41 |
| NW 97 Ave to NW 87 Ave | 6LD - LRTP II | HE / EE | 2,113 | 0.50% | 2,406 | 0 | 2,406 | 5,821 | C | 0.41 |
| SW 87 Ave to SR 826 | 6LD - LRTP II | HE / EE | 2,210 | 0.50% | 2,516 | 9 | 2,525 | 5,821 | C | 0.43 |
| SR 836 | | | | | | | | | | |
| NW 137 Ave to HEFT | 4L EX | D | 3,133 | 0.50% | 3,567 | 0 | 3,567 | 6,700 | B | 0.53 |
| HEFT to NW 107 Ave | 8L EX | D | 5,660 | 0.50% | 6,444 | 0 | 6,444 | 13,390 | B | 0.48 |
| NW 107 Ave to NW 87 Ave | 8L EX | D | 8,345 | 0.50% | 9,500 | 0 | 9,500 | 13,390 | C | 0.71 |
| NW 87 Ave to SR 826 | 8L EX - CST - TIP 2016 | D | 8,345 | 0.50% | 9,500 | 0 | 9,500 | 13,390 | C | 0.71 |
| SR 968/W Flagler St | | | | | | | | | | |
| NW 117 Ave to NW 107 Ave | 6LD | EE | 2,141 | 0.50% | 2,437 | 24 | 2,461 | 5,821 | C | 0.42 |
| NW 107 Ave to NW 97 Ave | 6LD | EE | 2,681 | 0.50% | 3,052 | 289 | 3,341 | 5,821 | C | 0.57 |
| NW 97 Ave to NW 87 Ave | 6LD | EE | 3,108 | 0.50% | 3,538 | 328 | 3,866 | 5,821 | C | 0.66 |
| NW 87 Ave to SR 826 | 6LD | EE | 3,559 | 0.50% | 4,052 | 0 | 4,052 | 5,821 | C | 0.70 |

**Table 5C - Year 2040 Future Background and Committed Development Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period without the Amendment Trips**

4/5/2016

| ROADWAY SEGMENTS | [1] YEAR 2040 Lanes with Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | EXISTING PHP VOLUME FROM MIAMI-DADE [See Table 5B] | [3] HISTORICAL GROWTH RATES [See Table 5D] | 2040 FUTURE BACKGROUND PHP VOLUME | [4] MIAMI-DADE COMMITTED DO TRIPS | BACKGROUND PLUS COMMITTED VOLUMES | [5] TWO-WAY PEAK HOUR MSV | 2040 PHP LOS | 2040 PHP V/C |
|--------------------------|-----------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------|-----------------------------------------------------|--------------------------------------------|--------------------------------------------|--------------------------------------------|------------------------------------|--------------------|--------------------|
| SW 8 Street | | | | | | | | | | |
| SW 177 Ave to SW 157 Ave | 4LD | C | 1,051 | 0.50% | 1,197 | 0 | 1,197 | 3,860 | B | 0.31 |
| SW 157 Ave to SW 147 Ave | 4LD | D | 2,413 | 0.50% | 2,747 | 0 | 2,747 | 3,580 | C | 0.77 |
| SW 147 Ave to SW 137 Ave | 6LD-836 Express Bus | EE | 3,775 | 0.50% | 4,298 | 45 | 4,343 | 6,468 | C | 0.67 |
| SW 137 Ave to SW 127 Ave | 6LD | EE | 3,950 | 0.50% | 4,497 | 45 | 4,542 | 5,390 | C | 0.84 |
| SW 127 Ave to SW 122 Ave | 6LD | HE | 4,190 | 0.50% | 4,770 | 0 | 4,770 | 5,390 | C | 0.88 |
| SW 122 Ave to HEFT | 8LD | HE | 4,332 | 0.50% | 4,932 | 0 | 4,932 | 8,652 | C | 0.57 |
| HEFT to SW 117 Ave | 6LD-836 Express Bus | EE | 4,332 | 0.50% | 4,932 | 0 | 4,932 | 6,468 | C | 0.76 |
| SW 117 Ave to SW 107 Ave | 6LD - Grade Sep 107 Ave LRTP II | EE | 6,207 | 0.50% | 7,066 | 0 | 7,066 | 6,468 | F | 1.09 |
| SW 107 Ave to SW 97 Ave | 8LD - Grade Sep 107 Ave LRTP II | HE | 6,207 | 0.50% | 7,066 | 3 | 7,069 | 8,652 | C | 0.82 |
| SW 97 Ave to SW 87 Ave | 8LD - Grade Sep 87 Ave LRTP II | HE | 6,207 | 0.50% | 7,066 | 3 | 7,069 | 8,652 | C | 0.82 |
| SW 87 Ave to SR 826 | 6LD - Grade Sep 87 Ave LRTP II | HE | 4,763 | 0.50% | 5,422 | 8 | 5,430 | 6,468 | E | 0.84 |
| SW 26/24 Street | | | | | | | | | | |
| SW 157 Ave to SW 147 Ave | 4LD | D | 2,086 | 0.50% | 2,375 | 288 | 2,663 | 3,222 | C | 0.83 |
| SW 147 Ave to SW 137 Ave | 4LD | D | 2,086 | 0.50% | 2,375 | 288 | 2,663 | 3,222 | C | 0.83 |
| SW 137 Ave to SW 127 Ave | 4LD | D | 2,584 | 0.50% | 2,942 | 12 | 2,954 | 3,222 | C | 0.92 |
| SW 127 Ave to SW 117 Ave | 4LD | HE | 2,656 | 0.50% | 3,024 | 0 | 3,024 | 3,866 | C | 0.78 |
| SW 117 Ave to SW 107 Ave | 6LD - LRTP III | HE | 2,869 | 0.50% | 3,266 | 14 | 3,280 | 5,821 | C | 0.56 |
| SW 107 Ave to SW 97 Ave | 4LD | HE | 2,795 | 0.50% | 3,182 | 51 | 3,233 | 3,866 | E | 0.84 |
| SW 97 Ave to SW 87 Ave | 4LD | HE | 2,286 | 0.50% | 2,603 | 3 | 2,606 | 3,866 | C | 0.67 |
| SW 87 Ave to SR 826 | 6LD | HE | 3,107 | 0.50% | 3,537 | 38 | 3,575 | 5,821 | C | 0.61 |
| SW 42/40 Street | | | | | | | | | | |
| SW 157 Ave to SW 147 Ave | 4LD | D | 1,773 | 0.50% | 2,018 | 168 | 2,186 | 3,222 | C | 0.68 |
| SW 147 Ave to SW 137 Ave | 4LD | D | 2,808 | 0.50% | 3,197 | 1 | 3,198 | 3,222 | C | 0.99 |
| SW 137 Ave to SW 127 Ave | 4LD | D | 3,164 | 0.50% | 3,602 | 10 | 3,612 | 3,222 | F | 1.12 |
| SW 127 Ave to SW 122 Ave | 4LD | HE | 3,164 | 0.50% | 3,602 | 10 | 3,612 | 3,866 | E | 0.93 |
| SW 122 Ave to SW 119 Ct | 5LD - TIP 2016 | HE | 3,164 | 0.50% | 3,602 | 10 | 3,612 | 4,833 | C | 0.75 |
| SW 119 Ct to HEFT | 6LD - TIP 2016 | HE | 3,164 | 0.50% | 3,602 | 10 | 3,612 | 5,821 | C | 0.62 |
| HEFT to SW 117 Ave | 6LD | HE | 3,625 | 0.50% | 4,127 | 3 | 4,130 | 6,468 | C | 0.64 |
| SW 117 Ave to SW 107 Ave | 6LD | HE | 3,625 | 0.50% | 4,127 | 3 | 4,130 | 6,468 | C | 0.64 |
| SW 107 Ave to SW 97 Ave | 6LD | HE | 3,156 | 0.50% | 3,593 | 6 | 3,599 | 6,468 | C | 0.56 |
| SW 97 Ave to SW 82 Ave | 6LD | HE | 3,670 | 0.50% | 4,178 | 71 | 4,249 | 6,468 | C | 0.66 |
| SW 82 Ave to SR 826 | 8LD | HE | 4,978 | 0.50% | 5,667 | 14 | 5,681 | 8,652 | C | 0.66 |

[1] Lane geometry for Year 2040 reflects projects under construction, funded projects from TIP 2016 and planned projects from Priorities I, II, III and IV of the LRTP 2040 (see Tables 3A and 3B).

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

[3] The growth rate calculations are provided on Table 5D and are based upon ten years of historical traffic count data from FDOT Count Stations in the study area.

[4] The committed trips have been obtained from the Miami-Dade County Concurrency Database dated 12-17-2015 for the County and State Stations.

[5] The two-way peak hour roadway capacities have been obtained from Tables 4 and 6 (as applicable) from the 2012 FDOT Quality/LOS Handbook.

TABLE 5D - GROWTH TRENDS AT STATE COUNT STATIONS IN THE STUDY AREA

3/10/2016

| ROADWAY | SEGMENT | DIR | COUNT STATION | AADT 2004 | AADT 2005 | AADT 2006 | AADT 2007 | AADT 2008 | AADT 2009 | AADT 2010 | AADT 2011 | AADT 2012 | AADT 2013 | AADT 2014 | 10 Year Growth 2004 to 2014 |
|--------------------------------------|----------------------------|-----|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------------------|
| SR 997/Krome Avenue | 1050 Feet S of SW 8 St | N/S | FDOT-0004 | 20,500 | 15,100 | 18,000 | 16,100 | 15,300 | 14,900 | 14,500 | 15,500 | 15,600 | 14,900 | 15,100 | -3.01% |
| SR 94/SW 88 St | 200 Feet E of SR 997/Krome | E/W | FDOT-0010 | 15,100 | 14,600 | 15,400 | 15,100 | 14,500 | 14,900 | 14,200 | 13,400 | 13,800 | 13,500 | 13,700 | -0.97% |
| SR 985/SW 107 Ave | 200 Feet S of SW 40 St | N/S | FDOT-0047 | 29,000 | 28,000 | 35,000 | 37,000 | 31,000 | 34,500 | 27,000 | 28,500 | 31,000 | 30,000 | 26,500 | -0.90% |
| SR 976/SW 40 St | 200 Feet E of SW 107 Ave | E/W | FDOT-0074 | 61,000 | 52,000 | 48,000 | 44,000 | 52,500 | 52,500 | 55,500 | 57,000 | 53,500 | 54,500 | 41,000 | -3.90% |
| SR 90/US 41 | 1000 Feet W of SW 137 Ave | E/W | FDOT-0088 | 42,500 | 49,500 | 55,000 | 52,000 | 53,500 | 53,500 | 52,500 | 57,000 | 51,500 | 46,500 | 49,500 | 1.54% |
| SR 90/US 41 | 500 Feet E of SW 109 Ave | E/W | FDOT-0090 | 69,000 | 56,500 | 56,000 | 64,500 | 66,000 | 68,500 | 62,000 | 58,500 | 60,000 | 60,000 | 61,000 | -1.22% |
| SR 90/US 41 | 200 Feet E of Krome Ave | E/W | FDOT-0377 | 16,200 | 16,800 | 16,300 | 19,000 | 17,300 | 16,400 | 17,600 | 17,300 | 17,900 | 16,800 | 15,300 | -0.57% |
| SR 997/Krome Avenue | 675 Feet N of SR 90/US-41 | N/S | FDOT-0582 | 14,400 | 17,000 | 21,800 | 18,000 | 17,500 | 15,700 | 13,300 | 13,600 | 13,900 | 13,200 | 14,100 | -0.21% |
| SR 985/SW 107 Ave | 200 Feet S of SW 8 Street | N/S | FDOT-1090 | 54,500 | 48,000 | 51,500 | 52,000 | 53,000 | 53,000 | 56,000 | 52,000 | 55,000 | 54,000 | 47,000 | -1.47% |
| SR 985/SW 107 Ave | 200 Feet N of SW 40 Street | N/S | FDOT-1091 | 36,000 | 38,000 | 40,000 | 35,000 | 35,000 | 36,000 | 35,500 | 33,000 | 32,500 | 30,500 | 32,500 | -1.02% |
| SR 968/Flagler Str | 200 Feet E of NW 87 Ave | E/W | FDOT-1142 | 54,500 | 55,500 | 56,500 | 55,500 | 53,500 | 55,000 | 55,000 | 48,500 | 50,500 | 48,500 | 52,000 | -0.47% |
| SR 985/SW 107 Ave | 200 Feet N of NW 7 St | N/S | FDOT-1218 | 65,000 | 68,500 | 73,000 | 56,000 | 72,500 | 57,000 | 55,000 | 57,500 | 58,000 | 52,000 | 58,500 | -1.05% |
| SR 825/SW 137 Ave | 200 Feet S of Flagler St | N/S | FDOT-2580 | 43,000 | 37,000 | 38,000 | 39,000 | 40,000 | 42,000 | 40,500 | 38,500 | 38,500 | 38,000 | 36,500 | -1.63% |
| Growth on HEFT - 2004 TO 2014 | | | | 520,700 | 496,500 | 524,500 | 503,200 | 521,600 | 513,900 | 498,600 | 490,300 | 491,700 | 472,400 | 462,700 | -1.17% |
| ROADWAY | SEGMENT | DIR | STATION | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2004 to 2014 |
| HEFT/SR 821 | S of Okeechobee Road | N/S | FDOT-2272 | 82,600 | 91,400 | 95,100 | 95,800 | 89,200 | 83,100 | 85,700 | 89,000 | 89,000 | 90,000 | 101,000 | 2.03% |
| HEFT/SR 821 | N of NW 74 Street | N/S | FDOT-2268 | 91,300 | 99,800 | 100,500 | 102,900 | 99,400 | 94,800 | 98,300 | 98,000 | 104,000 | 106,000 | 116,000 | 2.42% |
| HEFT/SR 821 | S of NW 41 Street | N/S | FDOT-2230 | 90,000 | 97,700 | 102,800 | 102,800 | 96,000 | 89,600 | 93,100 | 95,000 | 96,000 | 96,000 | 108,000 | 1.84% |
| HEFT/SR 821 | S of NW 12 Street | N/S | FDOT-2526 | 90,500 | 99,000 | 103,400 | 105,700 | 95,600 | 92,000 | 95,500 | 93,000 | 98,000 | 99,000 | 109,000 | 1.88% |
| HEFT/SR 821 | N of SW 8 Street | N/S | FDOT-2250 | 163,600 | 172,100 | 177,100 | 178,000 | 147,500 | 140,900 | 146,200 | 148,000 | 150,000 | 150,000 | 164,000 | 0.02% |
| HEFT/SR 821 | N of SW 40 Street | N/S | FDOT-2270 | 131,100 | 136,000 | 142,000 | 144,700 | 129,000 | 124,000 | 129,300 | 133,000 | 134,000 | 135,000 | 148,000 | 1.22% |
| HEFT Growth - 2004 TO 2014 | | | | 649,100 | 696,000 | 720,900 | 729,900 | 656,700 | 624,400 | 648,100 | 656,000 | 671,000 | 676,000 | 746,000 | 1.40% |

Note: The historic count data has been obtained from the FDOT 2014 Florida Transportation Information DVD. See Attachment 3 for the data used in this analysis.

**Beacon Lakes NOPC and CDMP Amendment
CDMP Amendment Transportation Analysis**

Total Traffic Conditions for Year 2040 with the Beacon Lakes NOPC and CDMP Amendment

Table 5E has been prepared to analyze total traffic conditions for the Year 2040 with the proposed **Beacon Lakes NOPC and CDMP Amendment** and to provide a significance determination analysis to evaluate whether or not regional impacts would exist during the 2040 Long Term Planning Horizon for the CDMP after the addition of the Uses and PM peak hour trips outlined below:

| | Unbuilt – Under Construction or Relocated Uses within the Beacon Lakes DRI | PM Trips |
|----------|---------------------------------------------------------------------------------------|-----------------|
| 1 | The previously Approved but Unbuilt Industrial/Warehouse/Office use for Beacon Lakes | 820 |
| 2 | The previously Approved Industrial/Broadcasting use under construction for Telemundo | 524 |
| 3 | The previously Approved but Unbuilt Relocation of Retail Uses for Beacon Lakes | 1,447 |
| 4 | The Ind/Warehouse Use from 45.09 acres from the 2010 EAR Relocated into Beacon Lakes | 251 |
| | Total PM Trips for Approved but Unbuilt, Under Construction and Relocated Uses | 3,042 |

The 2040 Network Analysis provided in Table 5E include the following:

- Future lane geometry for study area roadways inclusive of improvements under construction, improvements funded in TIP 2016, improvements by the Applicant and improvements from Priorities I, II, III, IV of the LRTP 2040;
- Adopted level of service (LOS) standards from the CDMP for each roadway segment analyzed;
- Two-way peak hour period future background plus committed traffic for the Year 2040 from **Table 5C**;
- Cumulative Assignment of the two-way PM peak hour Amendment traffic for the Year 2040;
- Year 2040 two-way peak hour period total traffic, LOS and v/c with the Amendment trips;
- Two-way peak hour roadway capacity based upon the FDOT 2012 Quality/LOS Handbook;
- An analysis to determine if the Amendment trips would consume 5.0% or more of the adopted maximum service volume at the adopted level of service standard.

The following conclusions were reached from the transportation analysis performed:

- The year 2040 level of service analysis as provided in **Table 5E** identified **27 roadway segments** where the proposed Amendment trips would equal or exceed 5.0% of the adopted level of service standard for the respective segments analyzed.
- **None of these 27 segments** were found to operate below Adopted Level of Service Standards from the CDMP after incorporating the trips for the proposed NOPC and CDMP Amendment.
- See the detailed link summary provided in attached **Table 5F** for the **27 roadway segments** documenting compliance with adopted level of service standards based on traffic forecasts and traffic conditions for the year 2040.
- **These 27 significantly impacted study area roadway segments** were found to operate within adopted LOS standards through the Year 2040 – both without and with the traffic from the proposed Amendment site.

**Table 5E - Year 2040 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon of the CDMP
Two-Way PM Peak Hour**

| ROADWAY SEGMENTS | [1] Year 2040 Lanes Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | 2040 PHP VOL W/O AMENDMENT [See Table 5C] | Beacon Lakes | | 2040 VOLUMES WITH AMENDMENT | [5] TWO-WAY PEAK HOUR MSV | 2040 PHP LOS | 2040 PHP V/C | PROJECT AS A PERCENT OF MSV | ≥ 5% YES / NO | ≥ 5% AND FAILING? YES / NO |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------|-----------------------------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------|---------------------------------|------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|----------------------------------------|
| | | | | Cumulative Total PM Trips | | | | | | | | |
| | | | | [3] PROJECT DIST % | [4] PM PK HR TRIPS 3042 | | | | | | | |
| SR 997/Krome Avenue Okeechobee Rd to SW 8 St SW 8 Street to SW 88 St | 4LD-CST 4LD-CST | C C | 959 1,475 | 1.00% 1.00% | 30 30 | 989 1,506 | 3,860 3,860 | B B | 0.26 0.39 | 0.79% 0.79% | NO NO | NO NO |
| SW 157 Avenue SW 8 Street to SW 26 St SW 26 Street to SW 42 St | 4LD-LRTP IV 4LD-LRTP IV | D D | 2,028 2,028 | 1.00% 1.00% | 30 30 | 2,058 2,058 | 2,628 2,628 | C C | 0.78 0.78 | 1.16% 1.16% | NO NO | NO NO |
| SW 147 Avenue SW 8 Street to SW 26 St SW 26 Street to SW 42 St | 4LD 4LD | D D | 2,004 2,004 | 1.00% 1.00% | 30 30 | 2,034 2,034 | 2,628 2,628 | C C | 0.77 0.77 | 1.16% 1.16% | NO NO | NO NO |
| NW/SW 137 Avenue NW 17 Street to NW 12 St NW 12 Street to SW 8 St SW 8 Street to SW 26 St SW 26 Street to SW 42 St | 4LD 6LD-836 Express Bus 6LD-LRTP IV 6LD | D EE EE D | 1,278 5,263 4,389 3,200 | 19.84% 10.27% 6.43% 3.90% | 604 312 196 119 | 1,882 5,575 4,585 3,318 | 3,222 5,821 5,821 4,851 | C E C C | 0.58 0.96 0.79 0.68 | 18.73% 5.37% 3.36% 2.45% | YES YES NO NO | NO NO NO NO |
| NW/SW 127 Avenue NW 25 Street to NW 17 St NW 17 Street to NW 12 St NW 12 Street to SW 8 St SW 8 Street to SW 26 St SW 26 Street to SW 42 St | 4LD 4LD 4LD 4LD 2LD | D D D EE D | 1,896 1,896 2,256 1,817 1,145 | 19.85% 17.59% 11.37% 8.07% 4.77% | 604 535 346 245 145 | 2,500 2,431 2,602 2,062 1,291 | 3,222 3,222 3,222 3,866 1,971 | C C C C C | 0.78 0.75 0.81 0.53 0.65 | 18.74% 16.61% 10.73% 6.35% 7.37% | YES YES YES YES YES | NO NO NO NO NO |
| NW 122 Ave/SW 121 Ct NW 41 Street to NW 25 St NW 25 Street to NW 22 St NW 14 St to Dolphin Station Dolphin Station to NW 12 St | 2L-CST BY APPLICANT 2LD 4LD-CST-Dolphin Station 6LD-CST-Dolphin Station | D D D D | 0 0 0 0 | 10.00% 25.55% 38.11% 38.11% | 304 777 1,159 1,159 | 304 777 1,159 1,159 | 1,257 1,257 2,628 4,050 | C C C C | 0.24 0.62 0.44 0.29 | 24.20% 61.85% 44.11% 28.63% | YES YES YES YES | NO NO NO NO |
| NW 117 Place NW 25 Street to NW 22 St NW 22 St-NW 14 St-NW 122 Ave | 4LD-CST BY APPLICANT 4LD-CST BY APPLICANT | D D | 0 0 | 26.22% 37.86% | 797 1,152 | 797 1,152 | 2,628 2,628 | C C | 0.30 0.44 | 30.35% 43.83% | YES YES | NO NO |
| SR-821/HEFT Okeechobee Rd to NW 106 St NW 106 Street to NW 74 St NW 74 Street to NW 41 St NW 41 Street to NW 12 St NW 12 Street to SR 836 SR 836 to SW 8 St SW 8 Street to SW 40 St | 10L-EX-Managed Lanes-TIP 2016 10L-EX-Managed Lanes-TIP 2016 10L-EX-Managed Lanes-TIP 2016 10L-EX-Managed Lanes-TIP 2016 10L-EX-Managed Lanes-TIP 2016 12L-EX-Managed Lanes-TIP 2016 12L-EX-Managed Lanes-TIP 2016 | D D D D D D D | 12,500 13,255 14,237 14,237 13,378 18,009 16,252 | 16.06% 18.58% 21.10% 11.10% 17.68% 15.68% 13.68% | 489 565 642 338 538 477 416 | 12,988 13,820 14,878 14,574 13,915 18,486 16,668 | 16,840 16,840 16,840 16,840 16,840 22,030 22,030 | C C C C C C C | 0.77 0.82 0.88 0.87 0.83 0.84 0.76 | 2.90% 3.36% 3.81% 2.00% 3.19% 2.16% 1.89% | NO NO NO NO NO NO NO | NO NO NO NO NO NO NO |
| NW/SW 117 Avenue NW 34 Street to NW 25 St NW 25 Street to NW 114 Ave SW 8 Street to SW 24 St SW 24 Street to SW 36 St SW 36 Street to SW 40 St | 2LU 2LU 2LD 2LD 6LD/4LD | D D D D D | 1,037 389 1,068 1,068 1,068 | 11.10% 8.40% 1.00% 1.00% 1.00% | 338 256 30 30 30 | 1,374 644 1,098 1,098 1,098 | 1,885 1,440 1,885 1,885 3,222 | C C C C C | 0.73 0.45 0.58 0.58 0.34 | 17.90% 17.76% 1.61% 1.61% 0.94% | YES YES NO NO NO | NO NO NO NO NO |

4/5/2016

**Table 5E - Year 2040 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon of the CDMP
Two-Way PM Peak Hour**

| ROADWAY SEGMENTS | [1] Year 2040 Lanes Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | 2040 PHP VOL W/O AMENDMENT [See Table 5C] | Beacon Lakes | | 2040 VOLUMES WITH AMENDMENT | [5] TWO-WAY PEAK HOUR MSV | 2040 PHP LOS | 2040 PHP V/C | PROJECT AS A PERCENT OF MSV | ≥ 5% YES / NO | ≥ 5% AND FAILING? YES / NO |
|----------------------------------|---------------------------------------------------------|-------------------------------|-------------------------------------------|---------------------------|-------------------------|-----------------------------|---------------------------|--------------|--------------|-----------------------------|---------------|----------------------------|
| | | | | Cumulative Total PM Trips | | | | | | | | |
| | | | | [3] PROJECT DIST % | [4] PM PK HR TRIPS 3042 | | | | | | | |
| NW/SW 107 Avenue | | | | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD | D | 2,095 | 1.00% | 30 | 2,125 | 3,222 | C | 0.66 | 0.94% | NO | NO |
| NW 58 Street to NW 41 St | 4LD | D | 2,095 | 1.74% | 53 | 2,148 | 3,222 | C | 0.67 | 1.65% | NO | NO |
| NW 41 Street to NW 25 St | 4LD | D | 2,801 | 2.00% | 61 | 2,861 | 3,222 | C | 0.89 | 1.89% | NO | NO |
| NW 25 Street to NW 12 St | 6LD | D | 3,251 | 2.21% | 67 | 3,319 | 4,851 | C | 0.68 | 1.39% | NO | NO |
| NW 12 Street to SR 836 | 6LD | D | 3,251 | 2.21% | 67 | 3,319 | 4,851 | C | 0.68 | 1.39% | NO | NO |
| SR 836 to W Flagler St | 6LD | SUMA | 5,299 | 2.00% | 61 | 5,360 | 5,390 | C | 0.99 | 1.13% | NO | NO |
| W Flagler Street to SW 8 St | 6LD-TIP 2016 | SUMA | 2,894 | 1.74% | 53 | 2,947 | 5,390 | C | 0.55 | 0.98% | NO | NO |
| SW 8 Street to SW 24 St | 6LD | SUMA | 3,763 | 1.02% | 31 | 3,794 | 5,390 | C | 0.70 | 0.57% | NO | NO |
| SW 24 Street to SW 40 St | 4LD | SUMA | 2,522 | 0.90% | 27 | 2,549 | 3,580 | C | 0.71 | 0.77% | NO | NO |
| NW/SW 97 Avenue | | | | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD-CST | D | 2,118 | 1.00% | 30 | 2,148 | 2,628 | C | 0.82 | 1.16% | NO | NO |
| NW 58 Street to NW 41 St | 4LD | D | 2,118 | 1.74% | 53 | 2,171 | 2,628 | C | 0.83 | 2.02% | NO | NO |
| NW 41 Street to NW 25 St | 4LD | E | 2,118 | 2.00% | 61 | 2,178 | 2,736 | C | 0.80 | 2.22% | NO | NO |
| NW 25 Street to NW 12 St | 4LD | D | 2,599 | 2.21% | 67 | 2,667 | 2,628 | E | 1.01 | 2.56% | NO | NO |
| NW 12 Street to W Flagler St | 4LD | D | 1,621 | 2.21% | 67 | 1,689 | 2,628 | C | 0.64 | 2.56% | NO | NO |
| W Flagler Street to SW 8 St | 4LD | D | 2,185 | 2.00% | 61 | 2,246 | 2,628 | C | 0.85 | 2.32% | NO | NO |
| SW 8 Street to SW 24 St | 2LD | D | 1,307 | 1.74% | 53 | 1,360 | 1,885 | C | 0.72 | 2.81% | NO | NO |
| SW 24 Street to SW 40 St | 2LD | D | 884 | 1.02% | 31 | 915 | 1,885 | C | 0.49 | 1.64% | NO | NO |
| NW/SW 87 Avenue | | | | | | | | | | | | |
| NW 74 Street to NW 58 St | 4LD | D | 2,285 | 1.00% | 30 | 2,315 | 3,222 | C | 0.72 | 0.94% | NO | NO |
| NW 58 Street to NW 36 St | 4LD | D | 2,285 | 1.74% | 53 | 2,338 | 3,222 | C | 0.73 | 1.65% | NO | NO |
| NW 36 Street to NW 25 St | 6LD | SUMA | 3,521 | 2.00% | 61 | 3,582 | 5,390 | C | 0.66 | 1.13% | NO | NO |
| NW 25 Street to NW 12 St | 6LD | SUMA | 3,521 | 2.21% | 67 | 3,589 | 5,390 | C | 0.67 | 1.25% | NO | NO |
| NW 12 Street to W Flagler St | 6LD | SUMA | 5,033 | 2.21% | 67 | 5,100 | 5,390 | C | 0.95 | 1.25% | NO | NO |
| W Flagler Street to SW 8 St | 4LD | SUMA | 2,791 | 2.00% | 61 | 2,852 | 3,580 | C | 0.80 | 1.70% | NO | NO |
| SW 8 Street to SW 24 St | 4LD | SUMA | 2,724 | 1.74% | 53 | 2,777 | 3,580 | C | 0.78 | 1.48% | NO | NO |
| SW 24 Street to SW 40 St | 4LD | SUMA | 2,113 | 1.02% | 31 | 2,144 | 3,580 | C | 0.60 | 0.86% | NO | NO |
| SR 826 | | | | | | | | | | | | |
| Okeechobee Rd to NW 74 St | 12L-EX - Managed Lanes | D | 20,755 | 0.90% | 27 | 20,783 | 22,030 | C | 0.94 | 0.12% | NO | NO |
| NW 74 Street to NW 58 St | 12L-EX - Managed Lanes | D | 19,295 | 1.02% | 31 | 19,326 | 22,030 | C | 0.88 | 0.14% | NO | NO |
| NW 58 Street to NW 36 St | 12L-EX - Managed Lanes | D | 19,328 | 1.90% | 58 | 19,385 | 22,030 | C | 0.88 | 0.26% | NO | NO |
| NW 36 Street to NW 25 St | 12L-EX - Managed Lanes | D | 19,058 | 2.03% | 62 | 19,120 | 22,030 | C | 0.87 | 0.28% | NO | NO |
| NW 25 Street to SR 836 | 12L-EX - Managed Lanes | D | 19,058 | 2.76% | 84 | 19,142 | 22,030 | C | 0.87 | 0.38% | NO | NO |
| SR 836 to W Flagler St | 12L-EX - Managed Lanes | D | 15,527 | 2.73% | 83 | 15,610 | 22,030 | C | 0.71 | 0.38% | NO | NO |
| W Flagler Street to SW 8 St | 12L-EX | D | 15,527 | 1.84% | 56 | 15,584 | 22,030 | C | 0.71 | 0.25% | NO | NO |
| SW 8 Street to SW 24 St | 12L EX | D | 15,527 | 1.74% | 53 | 15,580 | 22,030 | C | 0.71 | 0.24% | NO | NO |
| SW 24 Street to SW 40 St | 12L EX | D | 14,874 | 1.00% | 30 | 14,904 | 22,030 | C | 0.68 | 0.14% | NO | NO |
| Okeechobee Rd | | | | | | | | | | | | |
| SW 177 Avenue to HEFT | 4LD | C | 2,021 | 1.96% | 60 | 2,080 | 3,580 | C | 0.58 | 1.66% | NO | NO |
| HEFT to NW 138 St | 6LD | D | 2,686 | 2.14% | 65 | 2,751 | 5,390 | C | 0.51 | 1.21% | NO | NO |
| NW 138 St to Beacon Station Blvd | 6LD | D | 3,914 | 1.76% | 53 | 3,968 | 5,390 | C | 0.74 | 0.99% | NO | NO |
| Beacon Station Blvd to NW 103 St | 6LD | D | 3,914 | 1.31% | 40 | 3,954 | 5,390 | C | 0.73 | 0.74% | NO | NO |
| NW 103 St to SR 826 | 6LD | D | 4,869 | 1.00% | 30 | 4,900 | 5,390 | C | 0.91 | 0.56% | NO | NO |
| NW 106 Street | | | | | | | | | | | | |
| HEFT to NW 112 Ave | 4LD Uninterrupted Flow Freeway Access | D | 4,766 | 2.52% | 77 | 4,843 | 5,900 | C | 0.82 | 1.30% | NO | NO |
| NW 112 Ave to NW 107 Ave | 6LD | D | 2,459 | 1.52% | 46 | 2,505 | 4,851 | C | 0.52 | 0.95% | NO | NO |

4/5/2016

**Table 5E - Year 2040 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon of the CDMP
Two-Way PM Peak Hour**

| ROADWAY SEGMENTS | [1] Year 2040 Lanes Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | 2040 PHP VOL W/O AMENDMENT [See Table 5C] | Beacon Lakes | | 2040 VOLUMES WITH AMENDMENT | [5] TWO-WAY PEAK HOUR MSV | 2040 PHP LOS | 2040 PHP V/C | PROJECT AS A PERCENT OF MSV | ≥ 5% YES / NO | ≥ 5% AND FAILING? YES / NO |
|----------------------------|---------------------------------------------------------|-------------------------------|-------------------------------------------|---------------------------|-------------------------|-----------------------------|---------------------------|--------------|--------------|-----------------------------|---------------|----------------------------|
| | | | | Cumulative Total PM Trips | | | | | | | | |
| | | | | [3] PROJECT DIST % | [4] PM PK HR TRIPS 3042 | | | | | | | |
| NW 74 Street | | | | | | | | | | | | |
| HEFT to NW 107 Ave | 6LD CST | D | 2,784 | 2.52% | 77 | 2,860 | 4,851 | C | 0.59 | 1.58% | NO | NO |
| NW 107 Ave to NW 97 Ave | 6LD | D | 2,784 | 2.14% | 65 | 2,849 | 4,851 | C | 0.59 | 1.34% | NO | NO |
| NW 97 Ave to NW 87 Ave | 6LD | D | 2,784 | 1.76% | 53 | 2,837 | 4,851 | C | 0.58 | 1.10% | NO | NO |
| SW 87 Ave to SR 826 | 6LD - TIP 2016 | D | 1,608 | 1.17% | 36 | 1,643 | 4,851 | C | 0.34 | 0.74% | NO | NO |
| NW 41/36 Street | | | | | 0 | | | | | | | |
| NW 122 Ave to HEFT | 6LD | D | 3,559 | 10.00% | 304 | 3,863 | 4,851 | C | 0.80 | 6.27% | YES | NO |
| HEFT to NW 107 Ave | 6LD | D | 3,559 | 0.89% | 27 | 3,586 | 4,851 | C | 0.74 | 0.56% | NO | NO |
| NW 107 Ave to NW 97 Ave | 6LD | D | 3,559 | 0.85% | 26 | 3,585 | 4,851 | C | 0.74 | 0.53% | NO | NO |
| NW 97 Ave to NW 87 Ave | 6LD | EE | 3,749 | 0.81% | 25 | 3,774 | 5,821 | C | 0.65 | 0.42% | NO | NO |
| NW 87 Ave to NW 79 Ave | 6LD | EE | 5,630 | 0.79% | 24 | 5,654 | 5,821 | E | 0.97 | 0.41% | NO | NO |
| NW 79 Ave to SR 826 | 6LD | EE | 5,630 | 0.77% | 23 | 5,653 | 5,821 | E | 0.97 | 0.40% | NO | NO |
| NW 25 Street | | | | | 0 | | | | | | | |
| NW 127 Ave to NW 122 Ave | 4LD | D | 2,461 | 13.08% | 398 | 2,858 | 3,222 | C | 0.89 | 12.35% | YES | NO |
| NW 122 Ave to NW 121 Court | 4LD | D | 2,461 | 14.84% | 451 | 2,912 | 3,222 | C | 0.90 | 14.01% | YES | NO |
| NW 121 Ct to NW 117 Place | 4LD | D | 2,461 | 21.24% | 646 | 3,107 | 3,222 | C | 0.96 | 20.05% | YES | NO |
| NW 117 Place to NW 117 Ave | 4LD W IMP BY APPLICANT | D | 2,461 | 22.15% | 674 | 3,134 | 3,222 | C | 0.97 | 20.91% | YES | NO |
| NW 117 Ave to NW 107 Ave | 6LD - LRTP II | D | 1,845 | 15.06% | 458 | 2,304 | 4,851 | C | 0.47 | 9.45% | YES | NO |
| NW 107 Ave to NW 97 Ave | 6LD - LRTP II | D | 1,127 | 10.30% | 313 | 1,441 | 4,851 | C | 0.30 | 6.46% | YES | NO |
| NW 97 Ave to NW 87 Ave | 6LD - LRTP II | D | 1,383 | 5.54% | 169 | 1,552 | 4,851 | C | 0.32 | 3.48% | NO | NO |
| SW 87 Ave to SR 826 | 6LD | D | 2,202 | 2.25% | 68 | 2,271 | 4,851 | C | 0.47 | 1.41% | NO | NO |
| NW 12 Street | | | | | | | | | | | | |
| NW 137 Ave to NW 132 Ave | 4LD-836 Express Bus | HE / EE | 1,744 | 10.64% | 324 | 2,068 | 3,866 | C | 0.53 | 8.38% | YES | NO |
| NW 132 Ave to NW 127 Ave | 4LD-836 Express Bus | HE / EE | 1,744 | 11.00% | 335 | 2,079 | 3,866 | C | 0.54 | 8.65% | YES | NO |
| NW 127 Ave to NW 122 Ave | 4LD-836 Express Bus | HE / EE | 3,526 | 10.97% | 334 | 3,860 | 3,866 | E | 1.00 | 8.63% | YES | NO |
| NW 122 Ave to HEFT | 6L to Dolphin Station | HE / EE | 3,526 | 36.64% | 1,115 | 4,641 | 5,821 | C | 0.80 | 19.15% | YES | NO |
| HEFT to NW 107 Ave | 6LD | HE / EE | 2,991 | 8.72% | 265 | 3,256 | 5,821 | C | 0.56 | 4.56% | NO | NO |
| NW 107 Ave to NW 97 Ave | 6LD - LRTP II | HE / EE | 2,406 | 6.72% | 205 | 2,610 | 5,821 | C | 0.45 | 3.51% | NO | NO |
| NW 97 Ave to NW 87 Ave | 6LD - LRTP II | HE / EE | 2,406 | 4.72% | 144 | 2,549 | 5,821 | C | 0.44 | 2.47% | NO | NO |
| SW 87 Ave to SR 826 | 6LD - LRTP II | HE / EE | 2,525 | 2.25% | 68 | 2,593 | 5,821 | C | 0.45 | 1.17% | NO | NO |
| SR 836 | | | | | | | | | | | | |
| NW 137 Ave to HEFT | 4L EX | D | 3,567 | 40.38% | 1,228 | 4,795 | 6,700 | C | 0.72 | 18.33% | YES | NO |
| HEFT to NW 107 Ave | 8L EX | D | 6,444 | 8.72% | 265 | 6,709 | 13,390 | B | 0.50 | 1.98% | NO | NO |
| NW 107 Ave to NW 87 Ave | 8L EX | D | 9,500 | 7.72% | 235 | 9,735 | 13,390 | C | 0.73 | 1.75% | NO | NO |
| NW 87 Ave to SR 826 | 8L-EX-CST | D | 9,500 | 6.72% | 205 | 9,705 | 13,390 | C | 0.72 | 1.53% | NO | NO |
| SR 968/W Flagler St | | | | | | | | | | | | |
| NW 117 Ave to NW 107 Ave | 6LD | EE | 2,461 | 0.89% | 27 | 2,488 | 5,821 | C | 0.43 | 0.46% | NO | NO |
| NW 107 Ave to NW 97 Ave | 6LD | EE | 3,341 | 0.82% | 25 | 3,366 | 5,821 | C | 0.58 | 0.43% | NO | NO |
| NW 97 Ave to NW 87 Ave | 6LD | EE | 3,866 | 0.77% | 23 | 3,890 | 5,821 | C | 0.67 | 0.40% | NO | NO |
| NW 87 Ave to SR 826 | 6LD | EE | 4,052 | 0.72% | 22 | 4,074 | 5,821 | C | 0.70 | 0.37% | NO | NO |
| SW 8 Street | | | | | | | | | | | | |
| SW 177 Ave to SW 157 Ave | 4LD | C | 1,197 | 1.05% | 32 | 1,228 | 4,970 | B | 0.25 | 0.64% | NO | NO |
| SW 157 Ave to SW 147 Ave | 4LD | D | 2,747 | 1.78% | 54 | 2,801 | 3,580 | C | 0.78 | 1.52% | NO | NO |
| SW 147 Ave to SW 137 Ave | 6LD-836 Express Bus | EE | 4,343 | 2.52% | 77 | 4,419 | 6,468 | C | 0.68 | 1.19% | NO | NO |
| SW 137 Ave to SW 127 Ave | 6LD | EE | 4,542 | 1.95% | 59 | 4,601 | 5,390 | C | 0.85 | 1.10% | NO | NO |
| SW 127 Ave to SW 122 Ave | 6LD | HE | 4,770 | 1.72% | 52 | 4,823 | 5,390 | C | 0.89 | 0.97% | NO | NO |
| SW 122 Ave to HEFT | 8LD | HE | 4,932 | 1.50% | 46 | 4,977 | 6,652 | C | 0.58 | 0.53% | NO | NO |
| HEFT to SW 117 Ave | 6LD-836 Express Bus | EE | 4,932 | 1.27% | 39 | 4,971 | 6,468 | C | 0.77 | 0.60% | NO | NO |
| SW 117 Ave to SW 107 Ave | 6LD - Grade Sep 107 Ave LRTP II | EE | 7,066 | 1.05% | 32 | 7,098 | 6,468 | F | 1.10 | 0.49% | NO | NO |
| SW 107 Ave to SW 97 Ave | 8LD - Grade Sep 107 Ave LRTP II | HE | 7,069 | 0.82% | 25 | 7,094 | 8,652 | C | 0.82 | 0.29% | NO | NO |
| SW 97 Ave to SW 87 Ave | 8LD - Grade Sep 87 Ave LRTP II | HE | 7,069 | 0.60% | 18 | 7,088 | 8,652 | C | 0.82 | 0.21% | NO | NO |
| SW 87 Ave to SR 826 | 6LD - Grade Sep 87 Ave LRTP II | HE | 5,430 | 0.38% | 11 | 5,442 | 6,468 | E | 0.84 | 0.18% | NO | NO |

4/5/2016

**Table 5E - Year 2040 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon of the CDMP
Two-Way PM Peak Hour**

| ROADWAY SEGMENTS | [1] Year 2040 Lanes Programmed and Planned Improvements | [2] ADOPTED CDMP LOS STANDARD | 2040 PHP VOL W/O AMENDMENT [See Table 5C] | Beacon Lakes | | 2040 VOLUMES WITH AMENDMENT | [5] TWO-WAY PEAK HOUR MSV | 2040 PHP LOS | 2040 PHP V/C | PROJECT AS A PERCENT OF MSV | ≥ 5% YES / NO | ≥ 5% AND FAILING? YES / NO |
|--------------------------|---------------------------------------------------------|-------------------------------|-------------------------------------------|---------------------------|-------------------------|-----------------------------|---------------------------|--------------|--------------|-----------------------------|---------------|----------------------------|
| | | | | Cumulative Total PM Trips | | | | | | | | |
| | | | | [3] PROJECT DIST % | [4] PM PK HR TRIPS 3042 | | | | | | | |
| SW 26/24 Street | | | | | | | | | | | | |
| SW 157 Ave to SW 147 Ave | 4LD | D | 2,663 | 0.81% | 25 | 2,687 | 3,222 | C | 0.83 | 0.77% | NO | NO |
| SW 147 Ave to SW 137 Ave | 4LD | D | 2,663 | 1.19% | 36 | 2,699 | 3,222 | C | 0.84 | 1.12% | NO | NO |
| SW 137 Ave to SW 127 Ave | 4LD | D | 2,954 | 1.35% | 41 | 2,995 | 3,222 | C | 0.93 | 1.28% | NO | NO |
| SW 127 Ave to SW 117 Ave | 4LD | HE | 3,024 | 1.20% | 36 | 3,060 | 3,866 | C | 0.79 | 0.94% | NO | NO |
| SW 117 Ave to SW 107 Ave | 6LD - LRTP III | HE | 3,280 | 1.05% | 32 | 3,312 | 5,821 | C | 0.57 | 0.55% | NO | NO |
| SW 107 Ave to SW 97 Ave | 4LD | HE | 3,233 | 0.89% | 27 | 3,260 | 3,866 | E | 0.84 | 0.70% | NO | NO |
| SW 97 Ave to SW 87 Ave | 4LD | HE | 2,606 | 0.74% | 23 | 2,628 | 3,866 | C | 0.68 | 0.58% | NO | NO |
| SW 87 Ave to SR 826 | 6LD | HE | 3,575 | 0.59% | 18 | 3,593 | 5,821 | C | 0.62 | 0.31% | NO | NO |
| SW 42/40 Street | | | | | | | | | | | | |
| SW 157 Ave to SW 147 Ave | 4LD | D | 2,186 | 1.04% | 32 | 2,218 | 3,222 | C | 0.69 | 0.98% | NO | NO |
| SW 147 Ave to SW 137 Ave | 4LD | D | 3,198 | 1.68% | 51 | 3,249 | 3,222 | F | 1.01 | 1.59% | NO | NO |
| SW 137 Ave to SW 127 Ave | 4LD | D | 3,612 | 2.75% | 84 | 3,696 | 3,222 | F | 1.15 | 2.60% | NO | NO |
| SW 127 Ave to SW 122 Ave | 4LD | HE | 3,612 | 2.49% | 76 | 3,688 | 3,866 | E | 0.95 | 1.96% | NO | NO |
| SW 122 Ave to SW 119 Ct | 5LD - TIP 2016 | HE | 3,612 | 2.20% | 67 | 3,679 | 4,833 | C | 0.76 | 1.38% | NO | NO |
| SW 119 Ct to HEFT | 6LD - TIP 2016 | HE | 3,612 | 2.01% | 61 | 3,673 | 5,821 | C | 0.63 | 1.05% | NO | NO |
| HEFT to SW 117 Ave | 6LD | HE | 4,130 | 1.82% | 55 | 4,185 | 6,468 | C | 0.65 | 0.86% | NO | NO |
| SW 117 Ave to SW 107 Ave | 6LD | HE | 4,130 | 1.43% | 44 | 4,173 | 6,468 | C | 0.65 | 0.67% | NO | NO |
| SW 107 Ave to SW 97 Ave | 6LD | HE | 3,599 | 1.20% | 36 | 3,635 | 6,468 | C | 0.56 | 0.56% | NO | NO |
| SW 97 Ave to SW 82 Ave | 6LD | HE | 4,249 | 0.98% | 30 | 4,279 | 6,468 | C | 0.66 | 0.46% | NO | NO |
| SW 82 Ave to SR 826 | 8LD | HE | 5,681 | 0.61% | 18 | 5,700 | 8,652 | C | 0.66 | 0.21% | NO | NO |

4/5/2016

- [1] Lane geometry for Year 2040 reflects projects under construction, funded projects from TIP 2016 and planned projects from Priority I, II, III and IV of the 2040 LRTP. See Tables 3A and 3B.
- [2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.
- [3] See Table 5A and Figures 5A-5B-5C-5D for the Year 2040 Project Distribution for the Long Term Planning Horizon.
- [4] See Table 1D for the Net External PM Peak Hour Trips for Approved but Unbuilt Uses and New Uses Proposed.
- [5] The two-way peak hour roadway capacities have been obtained from Tables 4 and 6 (as applicable) from the 2012 FDOT Quality/LOS Handbook.

Table 5F - Significantly Impacted Roadway Segments with the Proposed Amendment

| 4/5/2016 | | | | | |
|----------------------------------------------|-------------|-----------------------------|--------------------------|-----------------------|------------------|
| Roadway Segment | Adopted LOS | Project Trips as a % of MSV | 2040 LOS without Project | 2040 LOS with Project | v/c with Project |
| NW 137 Ave – NW 17 St to NW 12 Street | D | 18.73% | C | C | 0.58 |
| NW/SW 137 Ave – NW 12 Street to SW 8 Street | EE | 5.37% | E | E | 0.96 |
| NW 127 Ave – NW 25 Street to NW 17 Street | D | 18.74% | C | C | 0.78 |
| NW 127 Ave – NW 17 Street to NW 12 Street | D | 16.61% | C | C | 0.75 |
| NW/SW 127 Ave – NW 12 Street to SW 8 Street | D | 10.73% | C | C | 0.81 |
| SW 127 Ave – SW 8 Street to SW 26 Street | EE | 6.35% | C | C | 0.53 |
| SW 127 Ave – SW 26 Street to NW 42 Street | D | 7.37% | C | C | 0.65 |
| NW 122 Ave – NW 41 Street to NW 25 Street | C | 24.20% | C | C | 0.24 |
| NW 122 Ave – NW 25 Street to NW 22 Street | D | 61.85% | C | C | 0.62 |
| NW 122 Ave – NW 14 Street to Dolphin Station | D | 44.11% | C | C | 0.44 |
| NW 122 Ave – Dolphin Station to NW 12 Street | D | 28.63% | C | C | 0.29 |
| NW 117 Place – NW 25 Street to NW 22 Street | D | 30.35% | C | C | 0.30 |
| NW 117 Place – NW 22 Street to NW 14 Street | D | 43.83% | C | C | 0.44 |
| NW 117 Ave – NW 34 Street to NW 25 Street | D | 17.90% | C | C | 0.73 |
| NW 117 Ave – NW 25 Street to NW 114 Avenue | D | 17.76% | C | C | 0.45 |
| NW 41/36 St – NW 122 Ave to HEFT | D | 6.27% | C | C | 0.80 |
| NW 25 St – NW 127 Ave to NW 122 Ave | D | 12.35% | C | C | 0.89 |
| NW 25 St – NW 122 Ave to NW 121 Court | D | 14.01% | C | C | 0.90 |
| NW 25 St – NW 121 Court to NW 117 Place | D | 20.05% | C | C | 0.96 |
| NW 25 St – NW 117 Place to NW 117 Ave | D | 20.91% | C | C | 0.97 |
| NW 25 St – NW 117 Ave to NW 107 Ave | D | 9.45% | C | C | 0.47 |
| NW 25 St – NW 107 Ave to NW 97 Ave | D | 6.46% | C | C | 0.30 |
| NW 12 St – NW 137 Ave to NW 132 Ave | HE / EE | 8.38% | C | C | 0.53 |
| NW 12 St – NW 132 Ave to NW 127 Ave | HE / EE | 8.65% | C | C | 0.54 |
| NW 12 St – NW 127 Ave to NW 122 Ave | HE / EE | 8.63% | E | E | 1.00 |
| NW 12 St – NW 122 Ave to HEFT | HE / EE | 19.15% | C | C | 0.80 |
| SR 836 Ext - NW 137 Ave to HEFT | D | 18.33% | B | C | 0.72 |

Beacon Lakes NOPC and CDMP Amendment CDMP Amendment Transportation Analysis

Conclusions

This proposed change to the Miami-Dade County Comprehensive Development Master Plan has been submitted by AMB Codina Beacon Lakes for two parcels located either within or adjacent to the Beacon Lakes DRI to accomplish the following:

- (1) To convert the SW Parcel from Business and Office (back) to Restricted Industrial and Office;
- (2) To Relocate the previously approved DRI retail use to a new East Parcel located adjacent to the DRI east boundary;
- (3) To bring a ±45 Acre portion of the East Parcel into the DRI boundary along with its 0.4 FAR CDMP Entitlements;
- (4) To change the East Parcel land use from Restricted Industrial and Office to Business and Office;
- (5) To Relocate the underlying 0.40 FAR warehouse entitlements for the ±45-Acre parcel to the Restricted Industrial and Office parcels located within the Beacon Lakes DRI.

Applicant Roadway Improvements

The East Parcel is bounded by the new 4 lane divided roadway alignment of NW 117 Place on the east which will be built by Beacon Lakes and which will ultimately connect NW 25 Street (on the North) to NW 14 Street and NW 122 Avenue on the south thus opening a new north-south roadway corridor and network capacity between NW 25 Street and NW 12 Street.

Regional Transit Access

Miami-Dade Transit is engaged in the planning, design and implementation of the **Dolphin Station Park and Ride and Transit Terminal** that will be located immediately adjacent to the Beacon Lakes DRI in the NE corner of NW 12 Street and NW 122 Avenue. Dolphin Station will be served by the **SR-836 Express Bus Service** that will become operational in the Year 2017 and will feature access ramp connections between the HEFT and Dolphin Station.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all first directly accessed 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 2021 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the unbuilt traffic from the DRI and the traffic from the Amendment Site. Available capacity and acceptable levels of service are maintained meeting the traffic concurrency standards from the Miami-Dade County CDMP.

Local and Regional Roadway Improvements

Extensive transportation improvements are planned or programmed on the regional network serving the Amendment Site that will result in network lane expansion, managed lanes and improved transit access. The local and regional funded roadway improvements within and beyond the immediate study area demonstrate the comprehensive investment being made by FDOT, Florida's Turnpike, MDX, MDT and Miami-Dade County to improve mobility for west and southwest Miami-Dade County.

Year 2040 Traffic Conditions

An evaluation of the Year 2040 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet adopted LOS standards through the 2040 Long Term Planning Horizon incorporating funded transportation improvements from TIP 2016, planned transportation improvements from the LRTP 2040, future background traffic conditions reflecting growth in background traffic and traffic from approved committed developments, and the unbuilt and/or relocated traffic impact for the Beacon Lakes DRI and the Amendment sites.

Year 2040 Significance Determination Analysis

A Year 2040 level of service analysis has been provided, along with a significance determination analysis to identify study area roadways that would carry previously approved but unbuilt or relocated Amendment traffic that was found to exceed 5.0% of the maximum service volume at the adopted level of service standard. The analysis identified 27 roadway segments where the proposed Amendment trips would equal or exceed 5.0% of the adopted level of service standard for the segments analyzed. None of these 27 segments were found to operate below the Adopted Level of Service Standards from the CDMP after incorporating the Amendment Trips for the Beacon Lakes DRI.