

MIAMI – DADE COUNTY PLANNING & ZONING

1. **Exhibit C, Provisions to encourage other Modes of Transportation, page 8. Consider the inclusion of bicycle linkages into the project design to ensure maximum non-vehicular travel, specifically along NW 97 and 107 avenues from NW 170 Street south to connect to the existing bike lane along Okeechobee Road. Land responses and topographical data provided in the ADA for the 520-acre project site are conceptual in nature. The referenced historical permitting documentation, topographic data, and prior environmental reviews were not included in the ADA. Please provide additional information and field documentation concerning the characteristics, acreages, and functional values of the onsite wetlands.**

The Applicant is willing to cooperate as long as the requested lanes are part of a comprehensive system established by the county.

2. **Table 21-1, Existing Traffic Conditions (Weekday, one-way, PM peak), of Question 21, pages 21-6 and 21-7. We have concerns regarding the existing backlog improvements because some of the needed roadway capacity improvements are not programmed in the 2008 TIP or planned in the Year 2030 Long Range Transportation Plan.**

It was agreed during discussions with reviewing agencies that the improvements needed to eliminate backlogs will be discussed in the text, but will not be included in the analysis of future traffic conditions. Tables depicting roadway segment analysis have been revised to reflect this.

3. **Page 21-10, third paragraph, other improvements to the external roadway network included in the analysis. When Application No. was filed in April 2005 to amend the CDMP was approved, a 2006 Remedial Amendments were also approved which include the following improvements to the external network. NW 170 Street between the HEFT and NW 97 Avenue from 2 to 6 lanes; NW 154 Street between NW 107 Avenue and NW 97 Avenue from 2 to 4 lanes; NW 107 Avenue between NW 170 Street and Okeechobee Road from 2 to 4 lanes; NW 97 Avenue between NW 183 Street and NW 122 Street from 2 to 4 lanes; and, Interchange at NW 170 Street and the HEFT.**

The land use amendment mentioned includes over 1,100 acres of property with Beacon Countyline DRI representing approximately 496 acres. Other parcels included in the assessment of impacts include the triangular piece of land north of NW 170 Street and east of HEFT owned by the Graham Company; the triangular parcel west of NW 107 Avenue and east of HEFT; as well as the out-parcels not included within the Beacon Countyline DRI of the land south of NW 170 Street, north of NW 154 Street, east of NW 107 Avenue and west of NW 97 Avenue.

The recommendations in the Beacon Countyline DRI ADA are based on the needs of this project at buildout. The improvements mentioned above were identified to support all of the development included in the land use amendment. As the other parcels seek approval, additional needs will be identified and recommended as part of their development approval.

4. **In addition, the Settlement Agreement between DCA and the County, adopted by the Board of County Commissioners in September 2006, provide for the following transportation improvements necessary to serve Application No. 5.: I-75 between Miami-Dade/Broward County line and SR 826 to be widened from 8 to 10 lanes and advance to Priority 3 (2015-220); SR 826 between NW 154 Street and NW 103 Street to be widened from 8 to 10 lanes and advance to Priority 3; SR 826 from I-95 to NW 103 Street to be widened from 6 to 8 lanes and advance to Priority 3; HEFT from 836 to Okeechobee Road to be widened to 8 lanes +auxiliary lanes and advance to Priority 3; HEFT from I-75 to Turnpike Mainline to be widened from 4 to 6 lanes and advance to Priority 3.**

See response to comment above.

5. **Table 21-2, Committed Roadway Improvements, page 21-11. Revise table using the 2008 TIP. Some of the projects listed have already been completed, specifically the intersection improvements.**

Table 21-2 (R) has been revised to reflect the 2008 TIP, as requested.

6. **Table 21-4, Trip Generation Internalization, page 21-14. Provide the Net External Trip Generation calculations.**

Table 21-4 (R) provided in the ADA is based on the ITE internalization guidelines. It was agreed during discussions with the reviewer that internalization between the warehouse and retail components would be eliminated. Table 21-4 has been revised to reflect this. The resulting data has been transferred into the official ITE internalization matrix form and is provided as Attachment 21-3.

7. **For consistency, provide background growth rate calculations based on 10-year historical trend for all roadways or a five-year historical trend for the HEFT.**

A comparison project growth obtained from projections from Miami-Dade County shows that using the 5-year background growth rate obtained for HEFT would result in a gross overestimation of volumes on this facility. This is not the case for other facilities in the study area.