

21. TRANSPORTATION

A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips, directional traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the pre-application conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.

1. Project Description, Scale of Development and Land Use

Parkland is a proposed mixed-use DRI located on approximately 960 acres of land on property that is located in unincorporated Miami-Dade County, bounded by Krome Avenue on the west, SW 136 Street on the north, SW 162 Avenue on the east and SW 152 Street on the south. The DRI is proposed for development within an eight year single phase with buildout occurring in year 2015, eight years after the issuance of a Development Order (DO). See **Map J-1A** for the project location.

2. Scale of Development and Land Use

The land use and scale of development proposed is presented in **Table 21.A1**.

| Table 21.A1 Parkland DRI Development Program | |
|---|-----------------------------|
| Land Use | Scale of Development |
| Residential | |
| Single Family Detached | 1,257 du |
| Single Family Attached Townhomes | 2,436 du |
| Multi Family Condominium | <u>3,248 du</u> |
| | 6,941 du |
| Retail | 200,000 sq.ft. |
| Industrial – Flex Space | 550,000 sq.ft. |
| Hospital | 200 beds |
| Medical Office | 100,000 sq.ft. |
| (2) K-8 Schools | 3,200 students |
| (1) High School | 1,600 students |
| Parks | 67.6 acres |
| Community Uses – Library, Police, Fire | 50,000 sq.ft. |

3. Methodology Assumptions and Guidelines

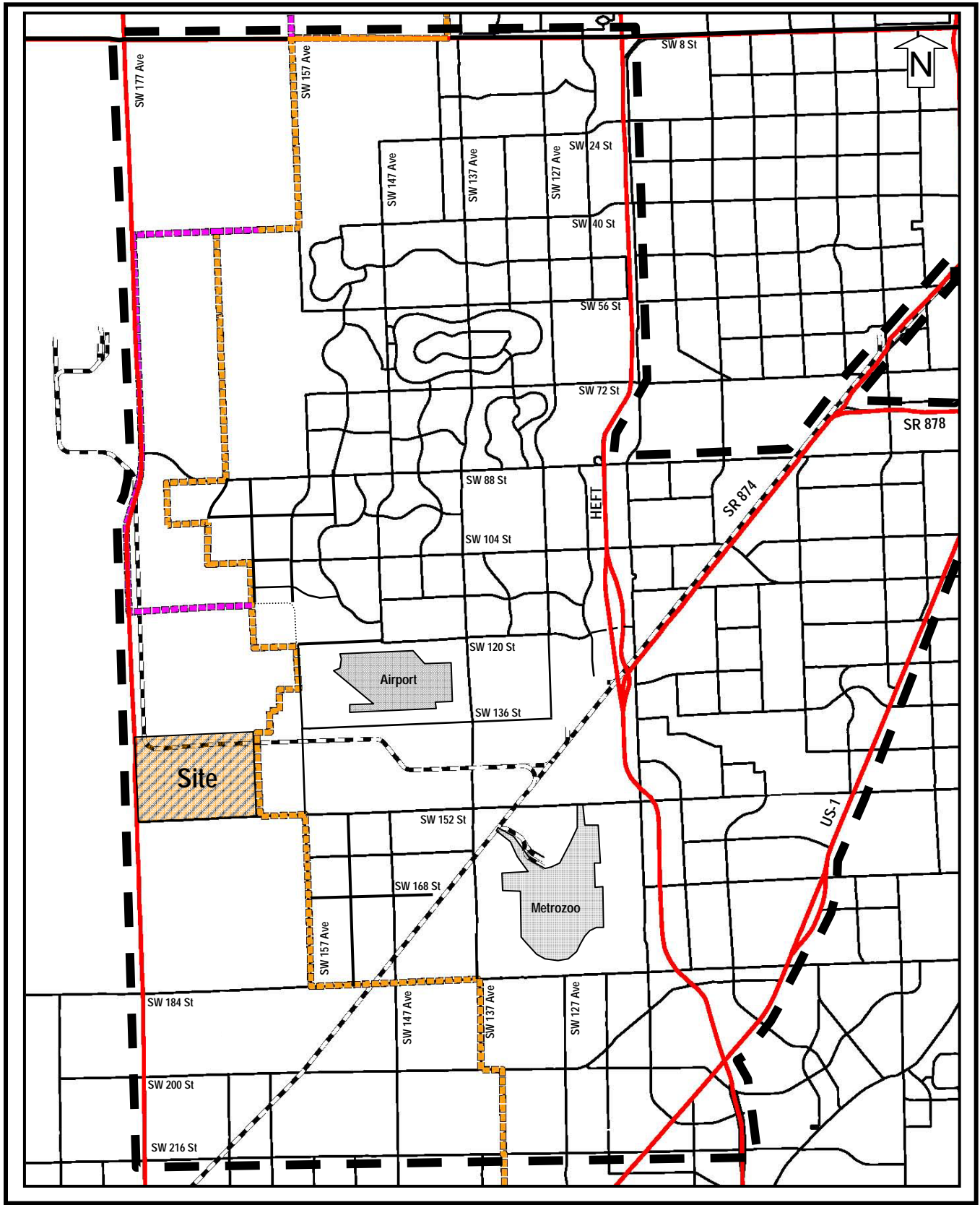
The transportation study methodology is outlined in the July 2005 Methodology Letter of Understanding (MLOU) included in **Appendix 21-1**. The study methodology is based upon standard practices for traffic impact studies, the land use characteristics of the project, and the prescribed methodologies for responding to Question 21 as established by the various agencies having jurisdiction to review the DRI. Unless otherwise stated, this transportation study will generally adhere to the DRI methodology guidelines, policies and standards listed below:

1. The Florida Department of Transportation (FDOT), *Site Impact Handbook*, April 1997 - Unit IV for DRI Methodology and related procedures;
2. The Florida Department of Community Affairs (DCA) Rule 9J-2.045, Florida Administrative Code (F.A.C.), *Transportation Uniform Standard Rule*, as amended;
3. Rule 23 CFR 625.5, 1994 Transportation Research Board Special Report 209, *Highway Capacity Manual* (latest edition and revisions);
4. Miami-Dade County traffic concurrency policies and procedures from the adopted components of the *Miami-Dade County Comprehensive Development Master Plan*;
5. *2002 Quality/Level of Service Handbook* published by the FDOT in 2002;
6. *Design Traffic Handbook*, Topic No. 525-030-120f, published by FDOT in March 1997;
7. *Trip Generation, 7th Edition*, An Informational Report of the Institute of Transportation Engineers (ITE), 2003; and
8. *Trip Generation Handbook, Second Edition* published by ITE, June 2004.

4. Traffic Impact Study Area

The traffic impact study area for a DRI is defined by **Rule 9J-2.045(6), F.A.C.** to include all state and regionally significant roadway segments where the peak hour traffic generated by the proposed DRI will utilize five percent or more of the adopted peak hour level of service maximum service volume of the roadway at the adopted level of service (LOS) standard pursuant to **Rule 9J-2.045(5), F.A.C.**, as established by the local government of jurisdiction's approved Comprehensive Plan. For state and regional roadways that are a part of the Florida Intrastate Highway System (FIHS), the adopted level of service standard shall be consistent with the FDOT level of service standards. Potentially affected FIHS roadway facilities relative to the DRI study area include Krome Avenue, SR 821/HEFT, SR 874, SR 878, SR 826, SR 836 and US-1.

Map J-1A illustrates the preliminary traffic impact study area for the Parkland DRI, which extends to Tamiami Trail on the north, Florida's Turnpike, SR 874 and US-1 on the east, SW 216 Street on the south and Krome Avenue on the west. **Map J-1B** illustrates the existing lane geometry for the roadways within this preliminary traffic impact study area, and **Map J-1C** highlights those regionally significant roadway segments where project trips anticipated from the build out of the DRI are equal to or exceed 5.0% of the adopted peak hour maximum service volume. The roadways identified in **Map J-1C** become the final traffic impact study area pursuant to **Rule 9J-2.045(6), F.A.C.** The calculations performed to determine compliance with this 5.0% rule are provided in **Table 21.A2**, where project trip assignments are established using gravity model cardinal distributions for project productions (home-based work trips) and project attractions (non home-based work trips) based upon the year 2015 zonal data from the Miami-Dade County Long Range Transportation Plan. **Table 21.A2** also includes the existing and programmed roadway lane geometry (from TIP 2007), the adopted level of service standards and the jurisdiction of the roadways within the preliminary traffic impact study area.

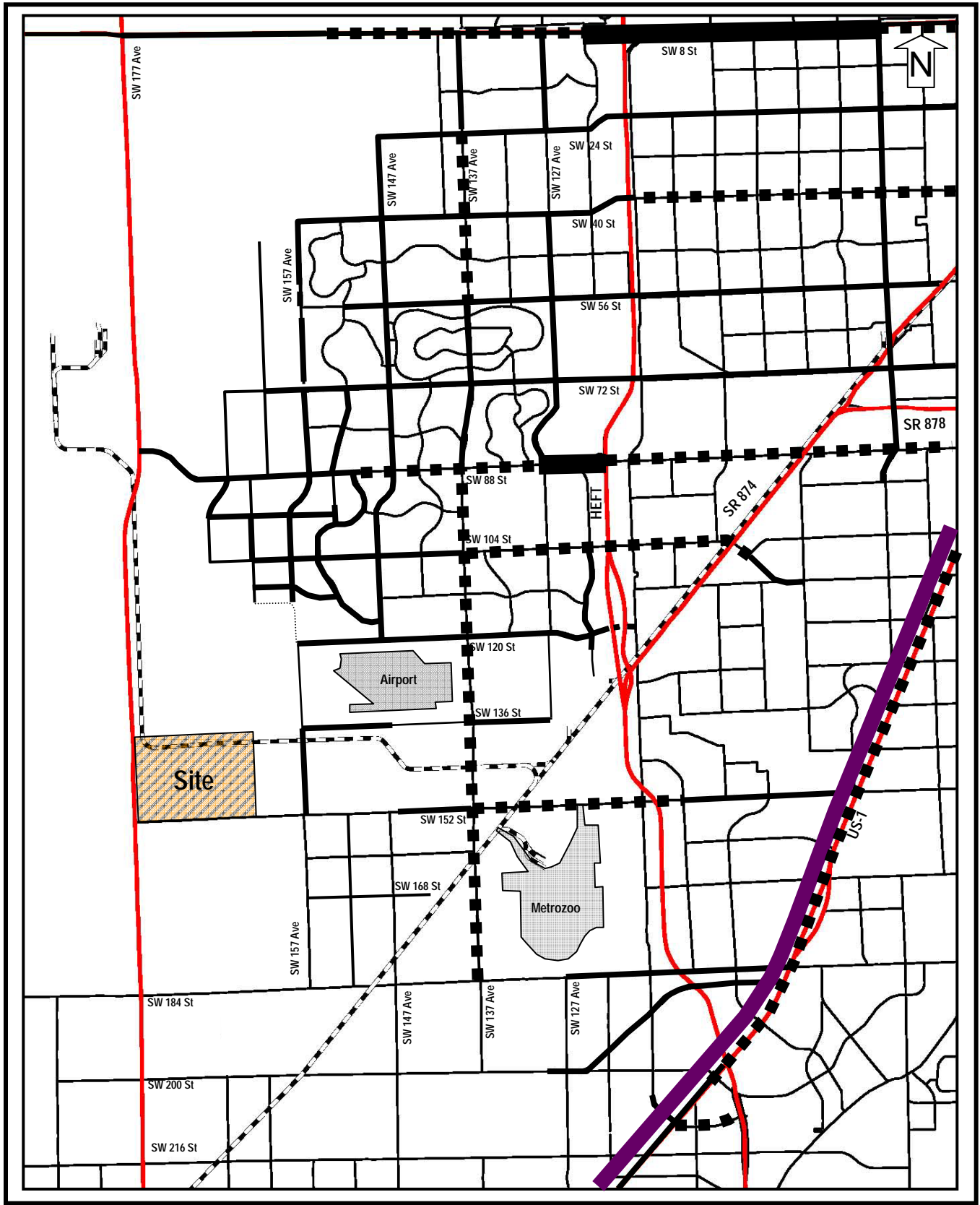


Legend

- Site Location
- Preliminary Traffic Impact Study Area
- 2015 Urban Development Boundary
- 2025 Urban Expansion Area
- Existing Rail Lines
- FHHS Roadways

Map J-1A
Site Location and Preliminary Traffic Impact Study Area
Parkland
August 2006

Source: Cathy Sweetapple & Associates



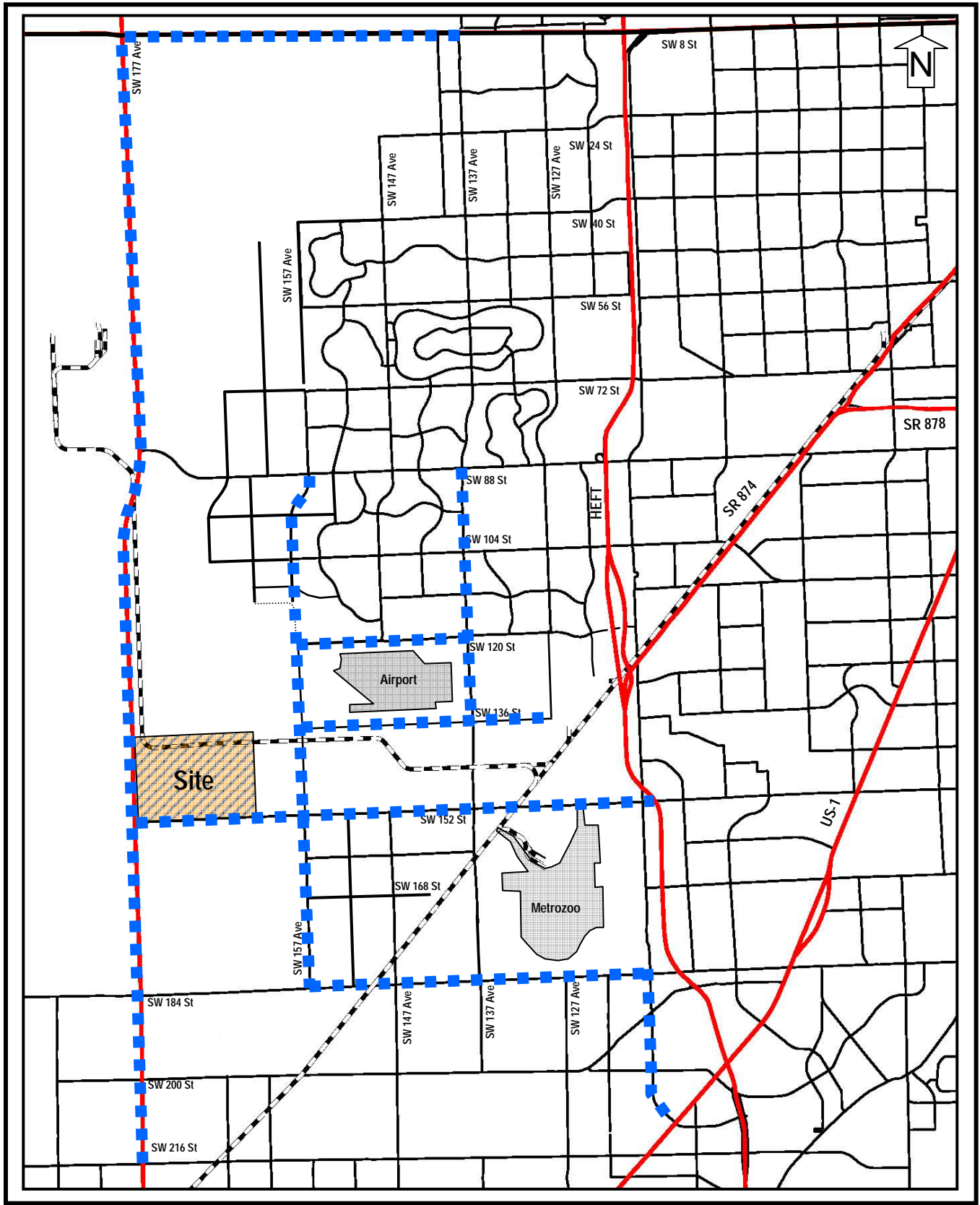
Site Location

Existing Rail Lines
FIHS Roadways

8 lanes
6 lanes
4 lanes
3 lanes
2 lanes

Busway

Map J-1B
Existing Lane Geometry
Parkland
August 2006



Legend



Site Location



Existing Rail Lines



FIHS Roadways



Roadway segments carrying project trips = to 5.0% or more of the adopted roadway maximum service volume.

Map J-1C
Final Traffic Impact Study Area Based upon the 5% Rule
Parkland
August 2006

TABLE 21.A2
PARKLAND DRI
TRAFFIC IMPACT STUDY AREA DETERMINATION BASED UPON 5% RULE

08-Aug-06

| ROADWAY FROM | TO | DIR | JURISDICTION | EXISTING LANES INCLUDING THOSE FUNDED IN TIP 2007 | ADOPTED LOS | [1] PEAK HOUR DIR MAX SERVICE VOLUME | PARKLAND DRI | | | PARKLAND DRI | | | TOTAL PM PEAK | PROJECT AS A PERCENT OF MAX SERVICE VOLUME | PROJECT TRIPS GREATER THAN 5% YES / NO |
|--|---------------|----------|--------------|---|-------------|--------------------------------------|---|----------|---------|--|----------|---------|---------------|--|--|
| | | | | | | | RESIDENTIAL/PRODUCTIONS HOME BASED WORK TRIPS (PROJ TRIPS = 3489) | | | EMPLOYMENT/ATTRACTIONS NON HOME BASED WORK TRIPS (PROJ TRIPS = 1986) | | | | | |
| | | | | | | | DIST | IN / OUT | PM PEAK | DIST | IN / OUT | PM PEAK | | | |
| FUTURE SW 120 ST SW 136 STREET SW 152 STREET | SW 136 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 20.00% | O | 240 | 25.00% | O | 310 | 550 | 33.95% | YES |
| | SW 152 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 10.00% | O | 120 | 10.00% | O | 124 | 244 | 15.06% | YES |
| | SW 184 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 15.00% | I | 229 | 5.00% | I | 75 | 304 | 18.77% | YES |
| | | NB SB | COUNTY | TIP 2007 | | 1,620 | | O | 343 | | O | 37 | 380 | 23.46% | YES |
| SW 152 AVENUE | SW 56 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 0.50% | O | 6 | 0.50% | O | 6 | 12 | 0.74% | NO |
| | SW 72 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 0.50% | I | 11 | 0.50% | O | 4 | 15 | 0.93% | NO |
| | SW 88 STREET | NB SB | COUNTY | 2LU | D | 760 | 0.50% | O | 6 | 0.50% | O | 6 | 12 | 1.58% | NO |
| | SW 96 STREET | NB SB | COUNTY | 4LD | D | 760 | 0.50% | I | 11 | 0.50% | I | 4 | 15 | 1.97% | NO |
| HAMMOCKS BLVD | SW 88 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 0.50% | O | 6 | 1.00% | O | 12 | 18 | 1.11% | NO |
| | SW 152 AVENUE | NB SB | COUNTY | 4LD | D | 1,620 | 2.00% | I | 11 | 2.00% | I | 7 | 18 | 1.11% | NO |
| | SW 104 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 0.50% | O | 24 | 2.00% | O | 25 | 49 | 3.02% | NO |
| | SW 112 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 0.50% | I | 46 | 2.00% | I | 15 | 61 | 3.77% | NO |
| SW 147 AVENUE | SW 24 STREET | NB SB | COUNTY | 4LD | D | 1,860 | 0.50% | O | 6 | 0.50% | O | 6 | 12 | 0.65% | NO |
| | SW 40 STREET | NB SB | COUNTY | 4LD | D | 1,860 | 0.50% | I | 11 | 0.50% | O | 4 | 15 | 0.81% | NO |
| | SW 56 STREET | NB SB | COUNTY | 4LD | D | 1,860 | 0.50% | O | 6 | 0.50% | O | 6 | 12 | 0.65% | NO |
| | SW 72 STREET | NB SB | COUNTY | 4LD | D | 1,860 | 0.50% | I | 11 | 0.50% | I | 4 | 15 | 0.81% | NO |
| SW 88 STREET | SW 88 STREET | NB SB | COUNTY | 4LD | D | 1,860 | 0.50% | O | 6 | 0.50% | O | 6 | 12 | 0.65% | NO |
| | SW 104 STREET | NB SB | COUNTY | 4LD | D | 1,860 | 1.00% | I | 11 | 1.00% | I | 4 | 15 | 0.81% | NO |
| | HAMMOCKS BLVD | NB SB | COUNTY | 4LD | D | 1,860 | 2.00% | O | 12 | 1.00% | O | 12 | 24 | 1.29% | NO |
| | SW 120 STREET | NB SB | COUNTY | 4LD | D | 1,860 | 2.00% | I | 23 | 1.00% | I | 7 | 30 | 1.61% | NO |
| SW 137 AVENUE | SR 836 | NB SB | COUNTY | 6LD | D | 2,790 | 10.00% | O | 120 | 1.00% | O | 12 | 132 | 4.73% | NO |
| | SW 8 STREET | NB SB | COUNTY | 4LD | EE | 2,790 | 1.00% | I | 229 | 2.00% | O | 7 | 236 | 8.46% | YES |
| | SW 24 STREET | NB SB | COUNTY | 6LD | D | 2,790 | 2.00% | O | 12 | 1.00% | O | 25 | 37 | 1.66% | NO |
| | SW 40 STREET | NB SB | COUNTY | 6LD | D | 2,790 | 3.00% | I | 23 | 1.00% | O | 15 | 38 | 1.70% | NO |
| SW 56 STREET | SW 56 STREET | NB SB | COUNTY | 6LD | D | 2,790 | 2.00% | O | 24 | 1.00% | O | 12 | 36 | 1.29% | NO |
| | SW 72 STREET | NB SB | COUNTY | 4LD | D | 2,790 | 3.00% | I | 46 | 1.00% | O | 7 | 53 | 1.90% | NO |
| | SW 88 STREET | NB SB | COUNTY | 6LD | D | 2,790 | 5.00% | O | 36 | 3.00% | O | 12 | 48 | 1.72% | NO |
| | SW 104 STREET | NB SB | COUNTY | 4LD | D | 2,790 | 3.00% | I | 69 | 1.00% | O | 7 | 76 | 2.72% | NO |
| SW 120 STREET | SW 120 STREET | NB SB | COUNTY | 6LD | D | 2,790 | 7.00% | O | 36 | 1.00% | O | 12 | 48 | 2.58% | NO |
| | SW 136 STREET | NB SB | COUNTY | 6LD | D | 2,790 | 5.00% | I | 69 | 3.00% | O | 7 | 76 | 4.09% | NO |
| | SW 152 STREET | NB SB | COUNTY | 6LD | D | 2,790 | 10.00% | O | 60 | 6.00% | O | 37 | 97 | 3.48% | NO |
| | SW 184 STREET | NB SB | COUNTY | 6LD | D | 2,790 | 10.00% | I | 114 | 6.00% | O | 22 | 136 | 4.87% | NO |
| SW 127 AVENUE | SW 8 STREET | NB SB | COUNTY | 4LD | EE | 1,944 | 0.50% | O | 120 | 1.00% | O | 12 | 18 | 0.93% | NO |
| | SW 24 STREET | NB SB | COUNTY | 4LD | D | 1,944 | 0.50% | I | 229 | 1.00% | O | 7 | 18 | 0.93% | NO |
| | SW 40 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 0.50% | O | 6 | 0.00% | O | 12 | 18 | 1.11% | NO |
| | SW 56 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 0.50% | I | 11 | 0.00% | O | 7 | 18 | 1.11% | NO |
| SW 72 STREET | SW 72 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 0.50% | O | 6 | 0.00% | O | 0 | 6 | 0.37% | NO |
| | SW 88 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 0.50% | I | 11 | 0.00% | O | 0 | 11 | 0.68% | NO |
| | SW 104 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 1.00% | O | 6 | 1.00% | O | 0 | 6 | 0.37% | NO |
| | SW 120 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 1.00% | I | 11 | 1.00% | O | 0 | 11 | 0.68% | NO |
| SW 152 STREET | SW 152 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 1.00% | O | 12 | 2.00% | O | 12 | 24 | 1.48% | NO |
| | SW 184 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 1.00% | I | 23 | 2.00% | O | 7 | 30 | 1.85% | NO |
| | | NB SB | COUNTY | TIP 2007 | | 1,620 | | O | 12 | | O | 25 | 37 | 2.28% | NO |
| | | NB SB | COUNTY | TIP 2007 | | 1,620 | | I | 23 | | I | 15 | 38 | 2.35% | NO |
| SW 184 STREET | SW 184 STREET | NB SB | COUNTY | 4LD | D | 1,620 | 2.00% | O | 24 | 4.00% | O | 50 | 74 | 4.57% | NO |
| | | NB SB | COUNTY | TIP 2007 | | 1,620 | | I | 46 | | I | 30 | 76 | 4.69% | NO |

DRI ADA

Question 21 - Transportation

Parkland DRI

TABLE 21.A2
PARKLAND DRI
TRAFFIC IMPACT STUDY AREA DETERMINATION BASED UPON 5% RULE

08-Aug-06

| ROADWAY FROM | TO | DIR | JURISDICTION | EXISTING LANES INCLUDING THOSE FUNDED IN TIP 2007 | ADOPTED LOS | PEAK HOUR DIR MAX SERVICE VOLUME | PARKLAND DRI | | | PARKLAND DRI | | | TOTAL PM PEAK | PROJECT AS A PERCENT OF MAX SERVICE VOLUME | PROJECT TRIPS GREATER THAN 5% YES / NO |
|---------------------------------------|-------------------|--------|-----------------|---|-------------|----------------------------------|---|----------|---------|--|----------|---------|---------------|--|--|
| | | | | | | | RESIDENTIAL/PRODUCTIONS HOME BASED WORK TRIPS (PROJ TRIPS = 3489) | | | EMPLOYMENT/ATTRACTIONS NON HOME BASED WORK TRIPS (PROJ TRIPS = 1986) | | | | | |
| | | | | | | | DIST | IN / OUT | PM PEAK | DIST | IN / OUT | PM PEAK | | | |
| SW 120 STREET SW 157 AVENUE | SW 147 AVENUE | EB | COUNTY | 4LD | D | 1,860 | 10.00% | O | 120 | 10.00% | O | 124 | 244 | 13.12% | YES |
| | | WB | | | | 1,860 | | I | 229 | | I | 75 | 304 | 16.34% | YES |
| | SW 147 AVENUE | EB | COUNTY | 4LD | D | 1,860 | 7.00% | O | 84 | 5.00% | O | 62 | 146 | 7.85% | YES |
| | | WB | | | | 1,860 | | I | 160 | | I | 37 | 197 | 10.59% | YES |
| | SW 137 AVENUE | EB | COUNTY | 4LD | D | 1,860 | 2.00% | O | 24 | 2.00% | O | 25 | 49 | 2.63% | NO |
| | | WB | | | | 1,860 | | I | 46 | | I | 15 | 61 | 3.28% | NO |
| | SW 127 AVENUE | EB | COUNTY | 4LD | D | 1,860 | 2.00% | O | 24 | 2.00% | O | 25 | 49 | 2.63% | NO |
| | WB | | | | 1,860 | | I | 46 | | I | 15 | 61 | 3.28% | NO | |
| SW 122 AVENUE | HEFT | EB | COUNTY | 4LD | D | 1,860 | 2.00% | O | 24 | 1.00% | O | 12 | 36 | 1.94% | NO |
| | | WB | | | | 1,860 | | I | 46 | | I | 7 | 53 | 2.85% | NO |
| HEFT | SW 117 AVENUE | EB | COUNTY | 4LD | D | 1,860 | 0.50% | O | 6 | 1.00% | O | 12 | 18 | 0.97% | NO |
| | | WB | | | | 1,860 | | I | 11 | | I | 7 | 18 | 0.97% | NO |
| SW 136 STREET SW 177 AVENUE | FUTURE SW 172 AVE | EB | COUNTY | 4LD By Applicant | D | 1,620 | 5.00% | I | 114 | 3.00% | I | 22 | 136 | 8.40% | YES |
| | | WB | | | | 1,620 | | O | 60 | | O | 37 | 97 | 5.99% | YES |
| | FUTURE SW 172 AVE | EB | COUNTY | 4LD By Applicant | D | 1,620 | 5.00% | I | 114 | 5.00% | I | 37 | 151 | 9.32% | YES |
| | | WB | | | | 1,620 | | O | 60 | | O | 62 | 122 | 7.53% | YES |
| | FUTURE SW 167 AVE | EB | COUNTY | 4LD By Applicant | D | 1,620 | 35.00% | O | 420 | 40.00% | O | 496 | 916 | 56.54% | YES |
| | | WB | | | | 1,620 | | I | 801 | | I | 298 | 1,099 | 67.84% | YES |
| | SW 162 AVENUE | EB | COUNTY | 4LD By Applicant | D | 1,620 | 40.00% | O | 480 | 45.00% | O | 558 | 1,038 | 64.07% | YES |
| | WB | | | | 1,620 | | I | 915 | | I | 335 | 1,250 | 77.16% | YES | |
| SW 157 AVENUE | EB | COUNTY | 4LD | D | 1,620 | 20.00% | O | 480 | 20.00% | O | 558 | 1,038 | 64.07% | YES | |
| | WB | | | | 1,620 | | I | 458 | | I | 149 | 607 | 37.47% | YES | |
| SW 147 AVENUE | EB | COUNTY | 4LD TIP 2007 | D | 1,620 | 15.00% | O | 180 | 18.00% | O | 223 | 403 | 24.88% | YES | |
| | WB | | | | 1,620 | | I | 343 | | I | 134 | 477 | 29.44% | YES | |
| SW 137 AVENUE | EB | COUNTY | 4LD | D | 1,620 | 7.00% | O | 84 | 10.00% | O | 124 | 208 | 12.84% | YES | |
| | WB | | | | 1,620 | | I | 160 | | I | 75 | 235 | 14.51% | YES | |
| SW 152 STREET SW 177 AVENUE | FUTURE SW 172 AVE | EB | COUNTY | 6LD By Applicant | D | 2,450 | 4.00% | I | 343 | 3.00% | I | 134 | 477 | 19.47% | YES |
| | | WB | | | | 2,450 | | O | 48 | | O | 37 | 85 | 3.47% | NO |
| | FUTURE SW 172 AVE | EB | COUNTY | 6LD By Applicant | D | 2,450 | 6.00% | I | 160 | 5.00% | I | 75 | 235 | 9.59% | YES |
| | | WB | | | | 2,450 | | O | 72 | | O | 62 | 134 | 5.47% | YES |
| | FUTURE SW 167 AVE | EB | COUNTY | 6LD By Applicant | D | 2,450 | 42.00% | O | 504 | 42.00% | O | 521 | 1,025 | 41.84% | YES |
| | | WB | | | | 2,450 | | I | 961 | | I | 313 | 1,274 | 52.00% | YES |
| | SW 162 AVENUE | EB | COUNTY | 6LD By Applicant | D | 2,450 | 46.00% | O | 552 | 47.00% | O | 583 | 1,135 | 46.33% | YES |
| | | WB | | | | 2,450 | | I | 1,052 | | I | 350 | 1,402 | 57.22% | YES |
| | SW 157 AVENUE | EB | COUNTY | 4LD TIP 2007 | D | 1,620 | 26.00% | O | 552 | 35.00% | O | 583 | 1,135 | 70.06% | YES |
| | | WB | | | | 1,620 | | I | 595 | | I | 261 | 856 | 52.84% | YES |
| | SW 147 AVENUE | EB | COUNTY | 4LD | EE | 1,944 | 26.00% | O | 312 | 29.00% | O | 360 | 672 | 34.57% | YES |
| | | WB | | | | 1,944 | | I | 595 | | I | 216 | 811 | 41.72% | YES |
| | SW 137 AVENUE | EB | STATE | 6LD | EE | 3,348 | 18.00% | O | 216 | 20.00% | O | 248 | 464 | 13.86% | YES |
| | | WB | | | | 3,348 | | I | 412 | | I | 149 | 561 | 16.76% | YES |
| SW 127 AVENUE | EB | STATE | 6LD | EE | 3,348 | 18.00% | O | 216 | 16.00% | O | 199 | 415 | 12.40% | YES | |
| | WB | | | | 3,348 | | I | 412 | | I | 119 | 531 | 15.86% | YES | |
| SW 117 AVENUE | EB | STATE | 6LD | EE | 3,348 | 17.00% | O | 204 | 16.00% | O | 199 | 403 | 12.04% | YES | |
| | WB | | | | 3,348 | | I | 389 | | I | 119 | 508 | 15.17% | YES | |
| HEFT | EB | STATE | 6LD | EE | 3,348 | 2.00% | O | 24 | 10.00% | O | 124 | 148 | 4.42% | NO | |
| | WB | | | | 3,348 | | I | 46 | | I | 75 | 121 | 3.61% | NO | |
| SW 112 AVENUE | EB | STATE | 6LD | EE | 2,232 | 2.00% | O | 24 | 7.00% | O | 87 | 111 | 4.97% | NO | |
| | WB | | | | 2,232 | | I | 46 | | I | 52 | 98 | 4.39% | NO | |
| SW 184 STREET SW 177 AVENUE | SW 157 AVENUE | EB | COUNTY | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 3.16% | NO |
| | | WB | | | | 760 | | I | 23 | | I | 7 | 30 | 3.95% | NO |
| | SW 157 AVENUE | EB | COUNTY | 2LU | D | 860 | 15.00% | O | 180 | 5.00% | O | 62 | 242 | 28.14% | YES |
| | | WB | | | | 860 | | I | 343 | | I | 37 | 380 | 44.19% | YES |
| | SW 147 AVENUE | EB | COUNTY | 4LD TIP 2007 | D | 1,860 | 12.00% | O | 144 | 4.00% | O | 50 | 194 | 10.43% | YES |
| | | WB | | | | 1,860 | | I | 275 | | I | 30 | 305 | 16.40% | YES |
| | SW 137 AVENUE | EB | COUNTY | 4LD TIP 2007 | D | 1,860 | 10.00% | O | 120 | 3.00% | O | 37 | 157 | 8.44% | YES |
| | | WB | | | | 1,860 | | I | 229 | | I | 22 | 251 | 13.49% | YES |
| | SW 127 AVENUE | EB | COUNTY | 4LD | D | 1,860 | 8.00% | O | 96 | 2.00% | O | 25 | 121 | 6.51% | YES |
| | | WB | | | | 1,860 | | I | 183 | | I | 15 | 198 | 10.65% | YES |
| | SW 117 AVENUE | EB | COUNTY | 4LD | D | 1,860 | 3.00% | O | 36 | 1.00% | O | 12 | 48 | 2.58% | NO |
| | WB | | | | 1,860 | | I | 69 | | I | 7 | 76 | 4.09% | NO | |
| HEFT | EB | COUNTY | 4LD | D | 1,860 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 1.29% | NO | |
| | WB | | | | 1,860 | | I | 23 | | I | 7 | 30 | 1.61% | NO | |

**TABLE 21.A2
PARKLAND DRI
TRAFFIC IMPACT STUDY AREA DETERMINATION BASED UPON 5% RULE**

08-Aug-06

| ROADWAY FROM | TO | DIR | JURISDICTION | EXISTING LANES INCLUDING THOSE FUNDED IN TIP 2007 | ADOPTED LOS | [1] PEAK HOUR DIR MAX SERVICE VOLUME | PARKLAND DRI | | | PARKLAND DRI | | | TOTAL PM PEAK | PROJECT AS A PERCENT OF MAX SERVICE VOLUME | PROJECT TRIPS GREATER THAN 5% YES / NO |
|--------------------------|--------------------------|-----|--------------|---|-------------|--------------------------------------|---|----------|---------|--|----------|---------|---------------|--|--|
| | | | | | | | RESIDENTIAL/PRODUCTIONS HOME BASED WORK TRIPS (PROJ TRIPS = 3489) | | | EMPLOYMENT/ATTRACTIONS NON HOME BASED WORK TRIPS (PROJ TRIPS = 1986) | | | | | |
| | | | | | | | DIST | IN / OUT | PM PEAK | DIST | IN / OUT | PM PEAK | | | |
| SW 200 STREET | | | | | | | | | | | | | | | |
| SW 177 AVENUE | FUTURE SW 157 AVE | EB | STATE | 2LU | D | 860 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 2.79% | NO |
| | | WB | | | | 860 | | I | 23 | | I | 7 | 30 | 3.49% | NO |
| FUTURE SW 157 AVE | SW 147 AVENUE | EB | STATE | 2LU | D | 860 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 2.79% | NO |
| | | WB | | | | 860 | | I | 23 | | I | 7 | 30 | 3.49% | NO |
| SW 147 AVENUE | SW 137 AVENUE | EB | STATE | 2LU | D | 860 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 2.79% | NO |
| | | WB | | | | 860 | | I | 23 | | I | 7 | 30 | 3.49% | NO |
| SW 137 AVENUE | SW 127 AVENUE | EB | STATE | 2LU | D | 860 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 2.79% | NO |
| | | WB | | | | 860 | | I | 23 | | I | 7 | 30 | 3.49% | NO |
| SW 127 AVENUE | SW 117 AVENUE | EB | STATE | 2LU | D | 860 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 2.79% | NO |
| | | WB | | | | 860 | | I | 23 | | I | 7 | 30 | 3.49% | NO |
| SW 117 AVENUE | HEFT | EB | STATE | 2LU | D | 860 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 2.79% | NO |
| | | WB | | | | 860 | | I | 23 | | I | 7 | 30 | 3.49% | NO |
| SW 216 STREET | | | | | | | | | | | | | | | |
| SW 177 AVENUE | SW 167 AVENUE | EB | COUNTY | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 3.16% | NO |
| | | WB | | | | 760 | | I | 23 | | I | 7 | 30 | 3.95% | NO |
| SW 167 AVENUE | SW 157 AVENUE | EB | COUNTY | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 3.16% | NO |
| | | WB | | | | 760 | | I | 23 | | I | 7 | 30 | 3.95% | NO |
| SW 157 AVENUE | SW 147 AVENUE | EB | COUNTY | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 3.16% | NO |
| | | WB | | | | 760 | | I | 23 | | I | 7 | 30 | 3.95% | NO |
| SW 147 AVENUE | SW 137 AVENUE | EB | COUNTY | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 3.16% | NO |
| | | WB | | | | 760 | | I | 23 | | I | 7 | 30 | 3.95% | NO |
| SW 137 AVENUE | SW 127 AVENUE | EB | COUNTY | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 3.16% | NO |
| | | WB | | | | 760 | | I | 23 | | I | 7 | 30 | 3.95% | NO |
| SW 127 AVENUE | SW 117 AVENUE | EB | COUNTY | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 3.16% | NO |
| | | WB | | | | 760 | | I | 23 | | I | 7 | 30 | 3.95% | NO |
| SW 117 AVENUE | US-1 | EB | COUNTY | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 3.16% | NO |
| | | WB | | | | 760 | | I | 23 | | I | 7 | 30 | 3.95% | NO |
| US-1 | HEFT | EB | COUNTY | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 3.16% | NO |
| | | WB | | | | 760 | | I | 23 | | I | 7 | 30 | 3.95% | NO |
| US-1 | | | | | | | | | | | | | | | |
| SW 136 STREET | SW 152 STREET | NB | STATE | 6LD | D | 2,790 | 1.00% | O | 12 | 2.00% | O | 25 | 37 | 1.33% | NO |
| | | SB | | | | 2,790 | | I | 23 | | I | 15 | 38 | 1.36% | NO |
| SW 152 STREET | SW 184 STREET | NB | STATE | 6LD | D | 2,790 | 1.00% | O | 12 | 2.00% | O | 25 | 37 | 1.33% | NO |
| | | SB | | | | 2,790 | | I | 23 | | I | 15 | 38 | 1.36% | NO |
| SW 184 STREET | SW 200 STREET | NB | STATE | 6LD | D | 2,790 | 1.00% | O | 12 | 2.00% | O | 25 | 37 | 1.33% | NO |
| | | SB | | | | 2,790 | | I | 23 | | I | 15 | 38 | 1.36% | NO |
| SW 200 STREET | SW 216 STREET | NB | STATE | 6LD | D | 2,790 | 1.00% | O | 12 | 2.00% | O | 25 | 37 | 1.33% | NO |
| | | SB | | | | 2,790 | | I | 23 | | I | 15 | 38 | 1.36% | NO |
| SR 874 | | | | | | | | | | | | | | | |
| HEFT | SW 104 STREET | EB | STATE | 6LD | D | 5,410 | 6.00% | O | 72 | 2.00% | O | 25 | 97 | 1.79% | NO |
| | | WB | | | | 5,410 | 6.00% | I | 137 | 2.00% | I | 15 | 152 | 2.81% | NO |
| SW 104 STREET | SR 878 | EB | STATE | 8LD | D | 7,380 | 9.00% | O | 108 | 2.00% | O | 25 | 133 | 1.80% | NO |
| | | WB | | | | 7,380 | 9.00% | I | 206 | 2.00% | I | 15 | 221 | 2.99% | NO |

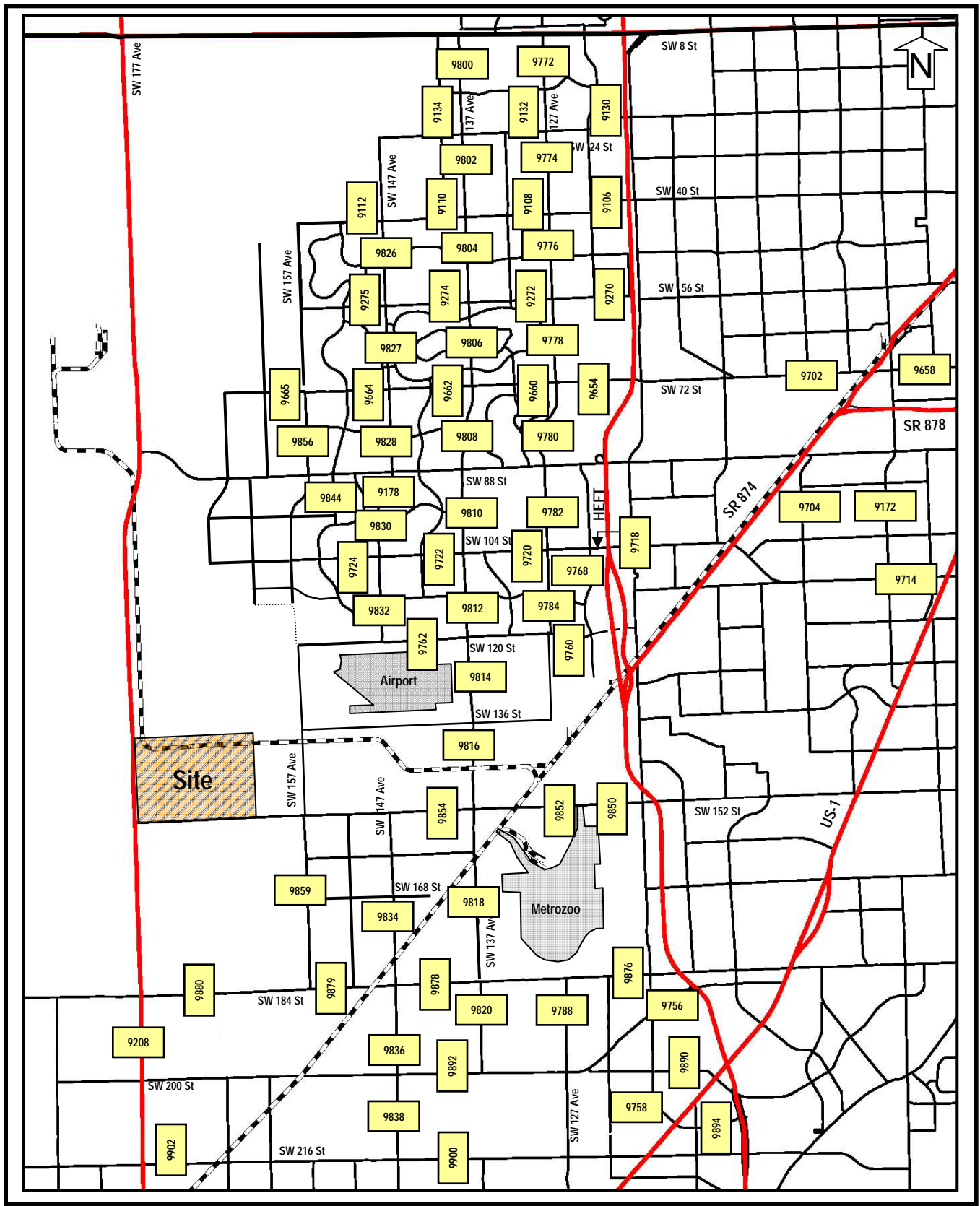
[1] Peak hour directional maximum service volumes are obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted.

5. Existing Traffic Conditions





Existing traffic conditions have been documented using year 2004 and 2005 traffic counts (unless otherwise noted) obtained from Miami-Dade County, FDOT and Florida's Turnpike, or from intersection turning movement counts collected by the Applicant. **Map J-2A** identifies the Miami-Dade County count stations located within the study area. **Map J-2B** identifies the FDOT count stations located within the study area. **Map J-2C** identifies intersection turning movement counts collected by the Applicant. The traffic counts obtained from the agencies and collected by the Applicant are included in **Appendix 21-2**. The FDOT weekly seasonal factors (SF), weekly peak season conversion factors (PSCF) and axle factors (where appropriate) are provided for reference in **Appendix 21-3**.

Existing traffic conditions are identified in **Table 21.A3A** for each roadway link within the final traffic impact study area. The final traffic impact study area includes those roadway segments where project trips anticipated from the build out of the DRI equal or exceed 5.0% of the adopted peak hour maximum service volume. The information presented in **Table 21.A3A** includes the facility type, number of travel lanes, count station reference number, source of the traffic count, date of the traffic count, the 2004 AWDT (from Miami-Dade County) the 2005 AADT (from FDOT), the existing daily LOS, the adopted level of service standard, the actual PM peak hour directional volume, the corresponding weekly PSCF, the corresponding weekly axle factor, the resulting PM peak hour peak season directional volumes, the peak hour directional maximum service volumes, and the PM peak hour directional level of service. The daily level of service is not used to measure significance or to determine mitigation, but it is provided herein (in response to Question 21 – Part A) for informational purposes. The link maximum service volumes used in this study are derived from the FDOT 2002 *Quality/Level of Service Handbook* or from the local government of jurisdiction's comprehensive plan if it contained an adopted level of service standard that differed from the FDOT Handbook values.

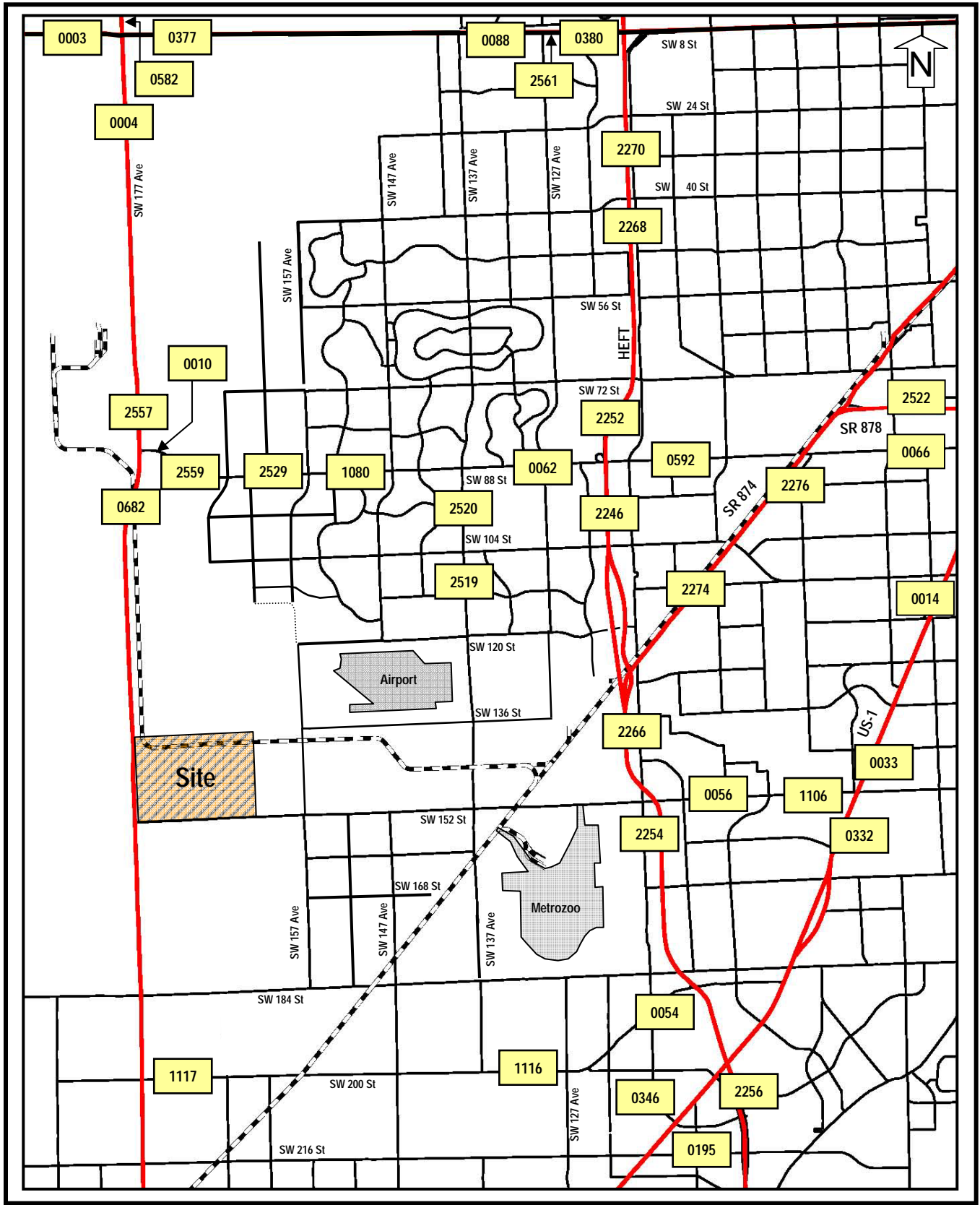
Pursuant to the approved Transportation Methodology, the roadway segments have been analyzed for the peak season weekday PM peak hour (the peak travel hour between 4:00 pm and 6:00 pm). Existing peak hour directional traffic volumes were adjusted with FDOT weekly PSCF and weekly axle factors (where appropriate) to reflect peak season conditions. During the Transportation Methodology Meeting, a request was made to confirm that the PM peak hour does in fact reflect the peak travel period during the typical weekday for this part of Miami-Dade County. **Table 21.A3B** has been prepared to show both the AM and PM peak hour volumes on study area roadways to confirm that the PM peak hour volumes in fact do represent the peak travel period on a typical weekday. Two-way AM and PM peak hour data is provided in **Table 21.A3B** based upon turning movement volumes collected during the year 2005 within the study area, or based upon traffic counts from FDOT collected in the year 2004. The majority of the roadways studied carry greater volumes during the PM peak hour. An analysis of AM traffic conditions is therefore only provided for the project access intersections, and those intersections immediately adjacent to the project site.



Legend

-  Site Location
-  Existing Rail Lines
-  FIHS Roadways
-  Miami-Dade County Count Stations

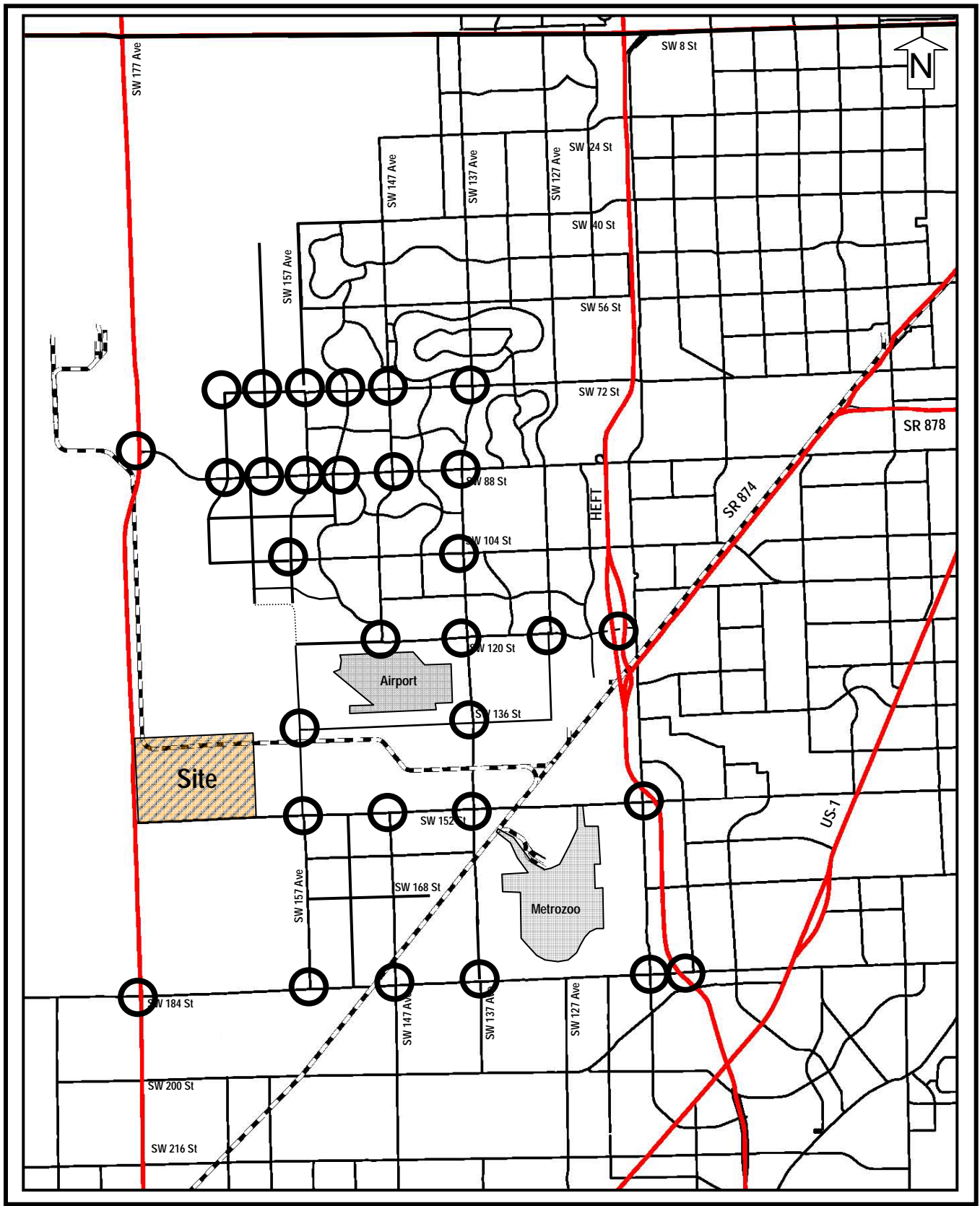
Map J-2A
 Traffic Count Locations – County Counts
 Parkland
 August 2006



Legend

-  Site Location
-  Existing Rail Lines
-  FIHS Roadways
-  FDOT Count Stations

Map J-2B
 Traffic Count Locations – State Counts
 Parkland
 August 2006



Map J-2C
 AM and PM Peak Hour Turning Movement Count Locations
 Parkland
 August 2006

Source: Cathy Sweetapple & Associates

Table 21.A3A
PARKLAND DRI
EXISTING DAILY AND PM PEAK HOUR DIRECTIONAL TRAFFIC CONDITIONS

| ROADWAY SEGMENTS | DIR | ROADWAY FUNCTIONAL CLASS | EXISTING LANES | [1] COUNT SOURCE | COUNT DATE | [2] FOOT PSF | [2] FOOT AXLE FACTOR | [3] ADOPTED LOS | [4] DIR PK HR MSV | EXISTING TRAFFIC CONDITIONS | | EXISTING HOUR CONDITIONS | | | | | |
|---|--------------------------|--------------------------|----------------|---------------------|---------------|-----------------|-------------------------|--------------------|----------------------|-----------------------------|-----------|--------------------------|------------|------------|-------|------|------|
| | | | | | | | | | | DAILY MSV | DAILY LOS | PK HR BEGINS | DIR VOLUME | DIR SEASON | LOS | V/C | |
| SW 177 Avenue US 27 to SW 8 Street SW 8 Street to SW 88 Street SW 88 Street to SW 136 Street SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street SW 152 Street to SW 164 Street SW 164 Street to SW 200 Street SW 200 Street to SW 216 Street SW 216 Street to SW 232 Street | NB | State Principal Arterial | 2LU | FDOT-0582 | 9/16/2004 | 1.03 | 0.91 | C | 720 | 17,000 | F | 5:00 PM | 509 | 477 | C | 0.66 | |
| | SB | State Principal Arterial | 2LU | FDOT-0004 | 3/14/2004 | 1.03 | 0.91 | C | 720 | 15,100 | D | 4:30 PM | 303 | 284 | C | 0.39 | |
| | NB | State Principal Arterial | 2LU | TMC Applicant | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | C | 720 | 15,100 | D | 4:30 PM | 569 | 569 | C | 0.79 |
| | SB | State Principal Arterial | 2LU | FDOT-0682 | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | C | 720 | 15,100 | D | 4:30 PM | 826 | 826 | D | 1.15 |
| | NB | State Principal Arterial | 2LU | TMC Applicant | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | C | 720 | 15,100 | D | 4:30 PM | 794 | 794 | D | 1.10 |
| | SB | State Principal Arterial | 2LU | FDOT-0682 | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | C | 720 | 15,100 | D | 4:30 PM | 796 | 796 | D | 1.11 |
| | NB | State Principal Arterial | 2LU | TMC Applicant | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | C | 720 | 15,100 | D | 4:30 PM | 796 | 796 | D | 1.11 |
| | SB | State Principal Arterial | 2LU | FDOT-0682 | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | C | 720 | 15,100 | D | 4:30 PM | 770 | 770 | D | 1.07 |
| | NB | State Principal Arterial | 2LU | FDOT-0682 | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | C | 720 | 15,100 | D | 4:30 PM | 870 | 870 | E | 1.21 |
| | SB | State Principal Arterial | 2LU | TMC Applicant | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | C | 720 | 15,100 | D | 4:30 PM | 770 | 770 | D | 1.07 |
| | NB | State Principal Arterial | 2LU | FDOT-0361 | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | C | 720 | 15,100 | D | 4:30 PM | 808 | 808 | E | 1.21 |
| | SB | State Principal Arterial | 2LU | FDOT-0361 | 2005 AADT | 3/11/2005 | 1.00 | 0.91 | C | 720 | 15,100 | D | 4:45 PM | 907 | 907 | F | 1.26 |
| | NB | State Principal Arterial | 2LU | FDOT-0361 | 2005 AADT | 1/22/2004 | 1.01 | 0.91 | C | 720 | 15,100 | D | 4:45 PM | 761 | 761 | C | 0.97 |
| | SB | State Principal Arterial | 2LU | FDOT-0361 | 2005 AADT | 1/22/2004 | 1.01 | 0.91 | C | 720 | 15,100 | D | 4:45 PM | 855 | 855 | D | 1.09 |
| NB | State Principal Arterial | 2LU | TMC Applicant | 2005 AADT | 12/8/2005 | 0.99 | 1.00 | D | 760 | 4,780 | C | 5:00 PM | 195 | 193 | C | 0.25 | |
| SB | State Principal Arterial | 2LU | TMC Applicant | 2005 AADT | 12/8/2005 | 0.99 | 1.00 | D | 760 | 4,780 | C | 5:00 PM | 255 | 252 | C | 0.33 | |
| SW 157 Avenue SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 104 Street to SW 112 Street SW 112 Street to SW 120 Street SW 120 Street to SW 136 Street SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street SW 152 Street to SW 184 Street | NB | County Collector | 3L | MD-9856 | 2004 AWDT | 1.00 | 1.00 | EE | 3,096 | 16,850 | C | 5:00 PM | 709 | 709 | C | 0.23 | |
| | SB | County Collector | 2L | TMC Applicant | 3/10/2005 | 1.00 | 1.00 | EE | 2,064 | 15,860 | C | 5:00 PM | 620 | 620 | C | 0.30 | |
| | NB | County Collector | 4LD | MD-9857 | 2004 AWDT | 1.00 | 1.00 | D | 1,620 | 31,100 | C | 5:00 PM | 664 | 634 | C | 0.41 | |
| | SB | County Collector | 4LD | TMC Applicant | 3/10/2005 | 1.00 | 1.00 | D | 1,620 | 31,100 | C | 5:00 PM | 632 | 632 | C | 0.39 | |
| | NB | County Collector | 4LD | MD-9857 | 2004 AWDT | 1.00 | 1.00 | D | 1,620 | 15,860 | C | 5:00 PM | 527 | 527 | C | 0.33 | |
| | SB | County Collector | 4LD | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 1,620 | 15,860 | C | 5:00 PM | 485 | 480 | C | 0.30 | |
| | NB | County Collector | 4LD | MD-9857 | 2004 AWDT | 1.00 | 1.00 | D | 1,620 | 31,100 | C | 5:00 PM | 298 | 295 | C | 0.18 | |
| | SB | County Collector | 4LD | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 1,620 | 31,100 | C | 5:00 PM | 430 | 426 | C | 0.26 | |
| | NB | County Collector | 4LD | Not Yet Built | Not Yet Built | Not Yet Built | 1.00 | 1.00 | D | 1,620 | 0 | A | 5:00 PM | 0 | 0 | A | 0.00 |
| | SB | County Collector | TIP 2007 | 4LD | Not Yet Built | Not Yet Built | 1.00 | 1.00 | D | 1,620 | 0 | A | 5:00 PM | 0 | 0 | A | 0.00 |
| | NB | County Collector | TIP 2007 | 4LD | MD-9859 | 2004 AWDT | 1.00 | 1.00 | D | 1,620 | 4,780 | C | 5:00 PM | 189 | 187 | C | 0.12 |
| | SB | County Collector | 4LD | TMC Applicant | 12/7/2005 | 0.99 | 1.00 | D | 1,620 | 31,100 | C | 5:00 PM | 461 | 456 | C | 0.28 | |
| | NB | County Collector | 4LD | MD-9814 | 2004 AWDT | 1.00 | 1.00 | D | 1,620 | 31,100 | C | 5:00 PM | 211 | 209 | C | 0.13 | |
| | SB | County Collector | 2LU | MD-9859 | 2004 AWDT | 1.00 | 1.00 | D | 760 | 14,600 | C | 5:00 PM | 379 | 375 | C | 0.23 | |
| NB | County Collector | 2LU | TMC Applicant | 2004 AWDT | 12/8/2005 | 0.99 | 1.00 | D | 760 | 4,780 | C | 5:00 PM | 195 | 193 | C | 0.25 | |
| SB | County Collector | 2LU | TMC Applicant | 2004 AWDT | 12/8/2005 | 0.99 | 1.00 | D | 760 | 4,780 | C | 5:00 PM | 255 | 252 | C | 0.33 | |
| SW 137 Avenue SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 104 Street to SW 120 Street SW 120 Street to SW 136 Street SW 136 Street to SW 152 Street SW 152 Street to SW 184 Street | NB | County Minor Arterial | 6LD | MD-9808 | 2004 AWDT | 0.99 | 1.00 | D | 2,790 | 32,770 | B | 5:00 PM | 1,066 | 1,055 | B | 0.38 | |
| | SB | County Minor Arterial | 6LD | TMC Applicant | 12/7/2005 | 0.99 | 1.00 | D | 2,790 | 52,500 | D | 5:00 PM | 1,027 | 1,017 | B | 0.36 | |
| | NB | State Principal Arterial | 6LD | FDOT-2520 | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | D | 2,790 | 53,500 | D | 5:00 PM | 1,336 | 1,336 | B | 0.48 |
| | SB | State Principal Arterial | 6LD | TMC Applicant | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | D | 2,790 | 53,500 | D | 5:00 PM | 1,519 | 1,519 | B | 0.54 |
| | NB | State Principal Arterial | 6LD | FDOT-2520 | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | D | 2,790 | 52,500 | D | 4:00 PM | 1,629 | 1,629 | B | 0.58 |
| | SB | State Principal Arterial | 6LD | TMC Applicant | 2005 AADT | 3/11/2005 | 1.00 | 1.00 | D | 2,790 | 53,500 | D | 4:00 PM | 1,054 | 1,054 | B | 0.38 |
| | NB | State Principal Arterial | 6LD | FDOT-2519 | 2005 AADT | 3/10/2005 | 1.00 | 1.00 | D | 2,790 | 41,000 | B | 4:00 PM | 1,840 | 1,840 | B | 0.66 |
| | SB | State Principal Arterial | 6LD | TMC Applicant | 2005 AADT | 3/10/2005 | 1.00 | 1.00 | D | 2,790 | 62,540 | F | 4:45 PM | 1,313 | 1,313 | B | 0.47 |
| | NB | State Principal Arterial | 6LD | MD-9814 | 2004 AWDT | 1.00 | 1.00 | E | 2,790 | 53,500 | F | 4:45 PM | 2,718 | 2,718 | B | 0.97 | |
| | SB | State Principal Arterial | 6LD | TMC Applicant | 2004 AWDT | 3/10/2005 | 1.00 | 1.00 | E | 2,790 | 77,040 | C | 4:45 PM | 2,042 | 2,042 | B | 0.73 |
| | NB | State Principal Arterial | 6LD | MD-9816 | 2004 AWDT | 12/8/2005 | 0.99 | 1.00 | EE | 3,348 | 59,870 | C | 4:45 PM | 1,710 | 1,693 | B | 0.51 |
| | SB | State Principal Arterial | 6LD | TMC Applicant | 2004 AWDT | 12/8/2005 | 0.99 | 1.00 | EE | 3,348 | 77,040 | A | 5:00 PM | 2,460 | 2,435 | B | 0.73 |
| | NB | County Minor Arterial | 6LD | MD-9818 | 2004 AWDT | 12/8/2005 | 0.99 | 1.00 | EE | 3,348 | 8,500 | B | 5:00 PM | 1,295 | 1,282 | B | 0.38 |
| | SB | County Minor Arterial | 6LD | TMC Applicant | 2004 AWDT | 12/8/2005 | 0.99 | 1.00 | EE | 3,348 | 8,500 | B | 5:00 PM | 1,718 | 1,701 | B | 0.51 |

Table 21.A3A
PARKLAND DRI
EXISTING DAILY AND PM PEAK HOUR DIRECTIONAL TRAFFIC CONDITIONS

| ROADWAY SEGMENTS | DIR | ROADWAY FUNCTIONAL CLASS | EXISTING LANES | [1] COUNT SOURCE | COUNT DATE | [2] FOOT PSFC | [2] FOOT AXLE FACTOR | [3] ADOPTED LOS | [4] DIR PK HR MSV | EXISTING TRAFFIC CONDITIONS | | EXISTING PEAK HOUR CONDITIONS | | | | | |
|--|--------------------------|--------------------------|----------------------------|----------------------------|------------------------|------------------|-------------------------|--------------------|----------------------|-----------------------------|-----------|-------------------------------|--------------|--------|---------------|------|------|
| | | | | | | | | | | DAILY AADT | DAILY MSV | DAILY LOS | PK HR BEGINS | VOLUME | DIR PK SEASON | LOS | V/C |
| SW 117 Avenue SW 152 Street to SW 168 Street | NB | County Minor Arterial | 2LU | MD-9754 TMC Applicant | 2004 AWDT 12/9/2005 | 0.99 | 1.00 | D | 860 | 22,560 | 16,400 | F | 5:00 PM | 613 | 607 | C | 0.71 |
| | SB | County Minor Arterial | 2LU | MD-9756 TMC Applicant | 2004 AWDT 12/9/2005 | 0.99 | 1.00 | D | 860 | 15,940 | 16,400 | D | 5:00 PM | 486 | 481 | C | 0.80 |
| | NB | County Minor Arterial | 2LU | MD-9736 TMC Applicant | 2004 AWDT 12/9/2005 | 0.99 | 1.00 | D | 860 | 15,940 | 16,400 | D | 5:00 PM | 581 | 575 | C | 0.56 |
| | SB | County Minor Arterial | 2LU | MD-9758 TMC Applicant | 2004 AWDT 12/9/2005 | 0.99 | 1.00 | D | 860 | 9,340 | 16,400 | C | 5:00 PM | 465 | 460 | C | 0.81 |
| | WB | County Minor Arterial | 2LU | MD-9758 TMC Applicant | 2004 AWDT 12/9/2005 | 0.99 | 1.00 | D | 860 | 9,340 | 16,400 | C | 5:00 PM | 465 | 460 | C | 0.53 |
| SW 8 Street SW 177 Avenue to SW 147 Avenue | EB | State Principal Arterial | 4LD | FDOT-0377 | 2005 AADT 9/22/2004 | 1.02 | 0.95 | D | 1,860 | 16,800 | 35,700 | B | 5:00 PM | 882 | 855 | B | 0.46 |
| | WB | State Principal Arterial | 6LD | FDOT-0088 | 2005 AADT 8/18/2004 | 1.02 | 0.95 | D | 2,790 | 16,800 | 53,500 | B | 4:15 PM | 535 | 518 | B | 0.28 |
| | WB | State Principal Arterial | 6LD | FDOT-0088 | 2005 AADT 8/18/2004 | 1.02 | 0.95 | D | 2,790 | 16,800 | 53,500 | B | 4:15 PM | 1,854 | 1,797 | B | 0.84 |
| | EB | State Principal Arterial | 6LD | FDOT-0088 | 2005 AADT 8/18/2004 | 1.03 | 0.95 | D | 2,790 | 49,500 | 53,500 | C | 4:15 PM | 1,470 | 1,424 | B | 0.51 |
| | WB | State Principal Arterial | 8LD | FDOT-0380 | 2005 AADT 2/3/2004 | 1.00 | 0.95 | SUMMA | 3,540 | 64,000 | 67,800 | C | 5:00 PM | 1,470 | 1,512 | B | 0.61 |
| SW 120 Street SW 157 Avenue to SW 147 Avenue | EB | County Minor Arterial | 4LD | MD-9763 TMC Applicant | 2004 AWDT 3/10/2005 | 1.00 | 1.00 | D | 1,860 | 1,020 | 35,700 | A | 5:00 PM | 53 | 53 | A | 0.03 |
| | WB | County Minor Arterial | 4LD | MD-9762 TMC Applicant | 2004 AWDT 3/10/2005 | 1.00 | 1.00 | D | 1,860 | 26,840 | 35,700 | B | 5:00 PM | 11 | 11 | A | 0.01 |
| | WB | County Minor Arterial | 4LD | MD-9760 TMC Applicant | 2004 AWDT 3/10/2005 | 1.00 | 1.00 | D | 1,860 | 35,430 | 35,700 | D | 5:00 PM | 934 | 934 | B | 0.50 |
| | WB | County Minor Arterial | 4LD | MD-9760 TMC Applicant | 2004 AWDT 3/10/2005 | 0.99 | 1.00 | D | 1,860 | 35,430 | 35,700 | D | 5:00 PM | 1,246 | 1,246 | B | 0.67 |
| | WB | County Minor Arterial | 4LD | MD-9760 TMC Applicant | 2004 AWDT 12/7/2005 | 0.99 | 1.00 | D | 1,860 | 35,430 | 35,700 | D | 5:00 PM | 1,480 | 1,465 | B | 0.79 |
| SW 122 Avenue to HEFT | EB | County Minor Arterial | 4LD | MD-9760 TMC Applicant | 2004 AWDT 12/7/2005 | 0.99 | 1.00 | D | 1,860 | 35,430 | 35,700 | D | 5:00 PM | 1,499 | 1,484 | B | 0.80 |
| | WB | County Minor Arterial | 4LD | MD-9760 TMC Applicant | 2004 AWDT 12/7/2005 | 0.99 | 1.00 | D | 1,860 | 35,430 | 35,700 | D | 5:00 PM | 1,569 | 1,569 | C | 0.84 |
| | EB | County Minor Arterial | 4LD | MD-9760 TMC Applicant | 2004 AWDT 12/7/2005 | 0.99 | 1.00 | D | 1,860 | 35,430 | 35,700 | D | 5:00 PM | 2,060 | 2,039 | F | 1.10 |
| | WB | County Minor Arterial | 4LD | MD-9760 TMC Applicant | 2004 AWDT 12/7/2005 | 0.99 | 1.00 | D | 1,860 | 35,430 | 35,700 | D | 5:00 PM | 2,078 | 2,057 | F | 1.11 |
| | WB | County Collector | 4LD | TMC Applicant | 12/7/2005 | 0.99 | 1.00 | D | 1,860 | n/a | 35,700 | n/a | 5:00 PM | 189 | 187 | A | 0.10 |
| SW 136 Street SW 147 Avenue to SW 137 Avenue | EB | County Collector | 2LU/4LD | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 1,860 | n/a | 35,700 | n/a | 4:45 PM | 461 | 456 | B | 0.25 |
| | WB | County Collector | 4LD | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 1,860 | n/a | 35,700 | n/a | 4:45 PM | 1,011 | 1,001 | B | 0.54 |
| | EB | County Collector | 4LD | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 1,860 | n/a | 35,700 | n/a | 4:45 PM | 726 | 719 | A | 0.39 |
| | WB | County Collector | 4LD | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 1,860 | n/a | 35,700 | n/a | 4:45 PM | 191 | 189 | A | 0.10 |
| | WB | County Collector | 4LD | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 1,860 | n/a | 35,700 | n/a | 4:45 PM | 354 | 350 | B | 0.19 |
| SW 152 Street SW 162 Avenue to SW 157 Avenue | EB | County Collector | 2LU | n/a TMC Applicant | 2004 AWDT 12/8/2005 | 0.99 | 1.00 | D | 760 | n/a | 14,600 | n/a | 5:00 PM | 106 | 105 | C | 0.14 |
| | WB | County Collector | 2LU | n/a TMC Applicant | 2004 AWDT 12/8/2005 | 0.99 | 1.00 | D | 760 | n/a | 14,600 | n/a | 5:00 PM | 188 | 186 | C | 0.24 |
| | WB | County Collector | 4LD | MD-9854 TMC Applicant | 2004 AWDT 3/11/2005 | 0.99 | 1.00 | EE | 2,232 | 54,700 | 42,840 | F | 5:00 PM | 532 | 527 | D | 0.69 |
| | WB | County Collector | 6LD | MD-9852 TMC Applicant | 2004 AWDT 3/11/2005 | 0.99 | 1.00 | EE | 3,348 | 30,610 | 64,200 | B | 5:00 PM | 748 | 741 | D | 0.98 |
| | WB | State Principal Arterial | 6LD | MD-9850 TMC Applicant | 2004 AWDT 12/9/2005 | 0.99 | 1.00 | EE | 3,348 | 67,860 | 64,200 | F | 5:00 PM | 1,009 | 1,009 | B | 0.45 |
| HEFT to SW 112 Avenue | EB | State Principal Arterial | 6LD | FDOT-0056 TMC Applicant | 2005 AADT 12/9/2005 | 0.99 | 1.00 | EE | 3,348 | 39,000 | 64,200 | B | 5:00 PM | 1,145 | 1,134 | B | 0.42 |
| | WB | State Principal Arterial | 6LD | FDOT-0056 TMC Applicant | 2005 AADT 12/9/2005 | 0.99 | 1.00 | EE | 3,348 | 39,000 | 64,200 | B | 5:00 PM | 1,145 | 1,134 | B | 0.34 |
| | WB | State Principal Arterial | 4LD | FDOT-1106 TMC Applicant | 2005 AADT 2/3/2004 | 1.00 | 0.98 | EE | 2,232 | 34,500 | 42,840 | B | 5:00 PM | 1,517 | 1,502 | B | 0.41 |
| | WB | State Principal Arterial | 4LD | FDOT-1106 TMC Applicant | 2005 AADT 2/3/2004 | 1.00 | 0.98 | EE | 2,232 | 34,500 | 42,840 | B | 5:00 PM | 1,517 | 1,502 | B | 0.45 |
| | WB | State Principal Arterial | 4LD | FDOT-1106 TMC Applicant | 2005 AADT 2/3/2004 | 1.00 | 0.98 | EE | 2,232 | 34,500 | 42,840 | B | 5:00 PM | 1,198 | 1,174 | B | 0.53 |
| WB | State Principal Arterial | 4LD | FDOT-1106 TMC Applicant | 2005 AADT 2/3/2004 | 1.00 | 0.98 | EE | 2,232 | 34,500 | 42,840 | B | 5:00 PM | 2,000 | 1,960 | C | 0.88 | |

Table 21.A3A
 PARKLAND DRI
 EXISTING DAILY AND PM PEAK HOUR DIRECTIONAL TRAFFIC CONDITIONS

| ROADWAY SEGMENTS | DIR | ROADWAY FUNCTIONAL CLASS | EXISTING LANES | [1] COUNT SOURCE | COUNT DATE | [2] FOT PSCF | [2] FOT AXLE FACTOR | [3] ADOPTED LOS | [4] DIR PK HR MSV | EXISTING TRAFFIC CONDITIONS | | EXISTING HOUR CONDITIONS | | | | | | | | |
|--------------------------------|-----|--------------------------|----------------|--------------------------|------------|-----------------|------------------------|--------------------|----------------------|-----------------------------|-----------|--------------------------|-----------|--------------|------------|---------------|------|-----|--|--|
| | | | | | | | | | | DAILY AADT | DAILY MSV | DAILY LOS | DAILY LOS | PK HR BEGINS | DIR VOLUME | DIR PK SEASON | LOS | V/C | | |
| SW 184 Street | | | | | | | | | | | | | | | | | | | | |
| SW 177 Avenue to SW 157 Avenue | EB | County Collector | 2LU | MD-9880 TMC Applicant | 2004 AWDT | 1.00 | 1.00 | D | 760 | 9,150 | 14,600 | D | 5:00 PM | 382 | 382 | C | 0.50 | | | |
| | WB | County Minor | 2LU | MD-9879 TMC Applicant | 3/11/2005 | 1.00 | 1.00 | D | 760 | 12,890 | 16,400 | C | 5:00 PM | 336 | 336 | C | 0.44 | | | |
| SW 157 Avenue to SW 147 Avenue | EB | County Minor | 2LU | MD-9879 TMC Applicant | 2004 AWDT | 0.99 | 1.00 | D | 860 | | | C | | 422 | 418 | C | 0.49 | | | |
| | WB | Arterial | 2LU | MD-9879 TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 860 | | | D | | 234 | 232 | C | 0.27 | | | |
| SW 147 Avenue to SW 137 Avenue | EB | County Minor | 2LU | MD-9878 TMC Applicant | 2004 AWDT | 0.99 | 1.00 | D | 860 | 16,090 | 16,400 | D | 5:00 PM | 488 | 483 | C | 0.56 | | | |
| | WB | Arterial | 2LU | MD-9878 TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 860 | n/a | 16,400 | n/a | 5:00 PM | 772 | 764 | D | 0.89 | | | |
| SW 137 Avenue to SW 127 Avenue | EB | County Minor | 2LU | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 860 | | | D | 5:00 PM | 684 | 677 | C | 0.79 | | | |
| | WB | Arterial | 2LU | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 860 | | | D | 5:00 PM | 779 | 771 | D | 0.90 | | | |
| SW 127 Avenue to SW 117 Avenue | EB | County Minor | 4LD | MD-9876 TMC Applicant | 2004 AWDT | 0.99 | 1.00 | D | 1,860 | 37,680 | 35,700 | F | 5:00 PM | 935 | 926 | B | 0.50 | | | |
| | WB | Arterial | 4LD | MD-9876 TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 1,860 | 26,390 | 35,700 | B | 5:00 PM | 1,315 | 1,302 | B | 0.70 | | | |
| SW 117 Avenue to HEFT | EB | County Minor | 4LD | MD-9874 TMC Applicant | 2004 AWDT | 0.99 | 1.00 | D | 1,860 | | | B | 5:00 PM | 1,171 | 1,159 | B | 0.62 | | | |
| | WB | Arterial | 4LD | TMC Applicant | 12/8/2005 | 0.99 | 1.00 | D | 1,860 | | | B | 5:00 PM | 1,814 | 1,796 | C | 0.97 | | | |

Notes:

- [1] See Appendix 21-2 for the traffic counts collected by the Applicant and for selected counts obtained from FDOT and Miami-Dade County.
- [2] Counts collected have been adjusted using the weekly PSCF and axle factors from FDOT (see Appendix 21-3). No axle adjustments were applied to turning movement counts.
- [3] The adopted LOS standards are consistent with the local government of jurisdiction's Comprehensive Plan.
- [4] Daily and peak hour directional maximum service volumes have been obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted.

**TABLE 21.A3B
PARKLAND DRI
DETERMINATION OF THE PEAK HOUR TIMEFRAME FOR THE STUDY AREA**

07-Aug-06

| ROADWAY | DIR | [1] COUNT SOURCE | COUNT DATE | TWO-WAY AM PEAK HOUR VOLUME | TWO-WAY PM PEAK HOUR VOLUME | PEAK TIMEFRAME AM OR PM? |
|-----------------------|-----|------------------------|---------------|-----------------------------------|-----------------------------------|--------------------------------|
| SW 8 STREET | | | | | | |
| WEST OF SW 177 AVENUE | E/W | FDOT-0003 | 09/15/04 | 472 | 470 | AM |
| EAST OF SW 177 AVENUE | E/W | FDOT-0377 | 09/22/04 | 1,507 | 1,417 | AM |
| WEST OF SW 127 AVENUE | E/W | FDOT-0088 | 08/18/04 | 3,291 | 3,324 | PM |
| EAST OF SW 122 AVENUE | E/W | FDOT-0380 | 02/03/04 | 2,640 | 3,376 | PM |
| TOTAL: | | | | 7,910 | 8,587 | PM |
| SW 88 STREET | | | | | | |
| EAST OF SW 177 AVENUE | E/W | TM COUNT | 03/11/05 | 1,288 | 1,227 | AM |
| WEST OF SW 177 AVENUE | E/W | TM COUNT | 03/11/05 | 91 | 46 | AM |
| EAST OF SW 167 AVENUE | E/W | TM COUNT | 12/06/05 | 1,563 | 1,472 | AM |
| WEST OF SW 167 AVENUE | E/W | TM COUNT | 12/06/05 | 1,459 | 1,369 | AM |
| EAST OF SW 157 AVENUE | E/W | TM COUNT | 03/10/05 | 2,145 | 2,389 | PM |
| WEST OF SW 157 AVENUE | E/W | TM COUNT | 03/10/05 | 1,958 | 2,164 | PM |
| EAST OF SW 147 AVENUE | E/W | TM COUNT | 12/07/05 | 2,829 | 3,720 | PM |
| WEST OF SW 147 AVENUE | E/W | TM COUNT | 12/07/05 | 2,579 | 3,386 | PM |
| EAST OF SW 137 AVENUE | E/W | TM COUNT | 02/09/05 | 3,909 | 5,640 | PM |
| WEST OF SW 137 AVENUE | E/W | TM COUNT | 02/09/05 | 3,281 | 4,874 | PM |
| EAST OF SW 127 AVENUE | E/W | FDOT-0062 | 01/29/04 | 5,138 | 5,839 | PM |
| EAST OF SW 110 AVENUE | E/W | FDOT-0592 | 01/29/04 | 4,210 | 4,393 | PM |
| WEST OF SW 87 AVENUE | E/W | FDOT-0066 | 09/13/04 | 2,949 | 3,292 | PM |
| EAST OF SW 79 AVENUE | E/W | FDOT-0684 | 02/04/04 | 3,585 | 3,916 | PM |
| TOTAL: | | | | 36,984 | 43,727 | PM |
| SW 104 STREET | | | | | | |
| EAST OF SW 157 AVENUE | E/W | TM COUNT | 12/08/04 | 1,732 | 1,604 | AM |
| WEST OF SW 157 AVENUE | E/W | TM COUNT | 12/08/04 | 1,036 | 850 | AM |
| EAST OF SW 137 AVENUE | E/W | TM COUNT | 03/11/05 | 3,151 | 3,409 | PM |
| WEST OF SW 137 AVENUE | E/W | TM COUNT | 03/11/05 | 2,557 | 3,233 | PM |
| TOTAL: | | | | 8,476 | 9,096 | PM |
| SW 120 STREET | | | | | | |
| EAST OF SW 147 AVENUE | E/W | TM COUNT | 03/10/05 | 1,863 | 1,843 | AM |
| WEST OF SW 147 AVENUE | E/W | TM COUNT | 03/10/05 | 64 | 64 | SAME |
| EAST OF SW 137 AVENUE | E/W | TM COUNT | 03/10/05 | 1,807 | 1,957 | PM |
| WEST OF SW 137 AVENUE | E/W | TM COUNT | 03/10/05 | 2,103 | 2,180 | PM |
| EAST OF SW 127 AVENUE | E/W | TM COUNT | 12/13/05 | 2,576 | 3,084 | PM |
| WEST OF SW 127 AVENUE | E/W | TM COUNT | 12/13/05 | 2,183 | 2,734 | PM |
| EAST OF HEFT | E/W | TM COUNT | 12/07/05 | 3,289 | 3,557 | PM |
| WEST OF HEFT | E/W | TM COUNT | 12/07/05 | 3,659 | 4,138 | PM |
| TOTAL: | | | | 17,544 | 19,557 | PM |
| SW 136 STREET | | | | | | |
| EAST OF SW 157 AVENUE | E/W | TM COUNT | 12/07/05 | 738 | 650 | AM |
| EAST OF SW 137 AVENUE | E/W | TM COUNT | 12/08/05 | 457 | 545 | PM |
| WEST OF SW 137 AVENUE | E/W | TM COUNT | 12/08/05 | 1,570 | 1,737 | PM |
| TOTAL: | | | | 2,765 | 2,932 | PM |

**TABLE 21.A3B
PARKLAND DRI
DETERMINATION OF THE PEAK HOUR TIMEFRAME FOR THE STUDY AREA**

07-Aug-06

| ROADWAY | DIR | [1] COUNT SOURCE | COUNT DATE | TWO-WAY AM PEAK HOUR VOLUME | TWO-WAY PM PEAK HOUR VOLUME | PEAK TIMEFRAME AM OR PM? |
|------------------------------------|------------|---------------------------------|-----------------------|--|--|---|
| SW 152 STREET | | | | | | |
| EAST OF SW 157 AVENUE | E/W | TM COUNT | 12/08/05 | 690 | 640 | AM |
| WEST OF SW 157 AVENUE | E/W | TM COUNT | 12/08/05 | 307 | 294 | AM |
| EAST OF SW 147 AVENUE | E/W | TM COUNT | 12/09/05 | 1,741 | 1,960 | PM |
| WEST OF SW 147 AVENUE | E/W | TM COUNT | 12/09/05 | 1,172 | 1,280 | PM |
| EAST OF SW 137 AVENUE | E/W | TM COUNT | 03/11/05 | 3,138 | 3,630 | PM |
| WEST OF SW 137 AVENUE | E/W | TM COUNT | 03/11/05 | 2,133 | 2,738 | PM |
| EAST OF SW 117 AVENUE | E/W | TM COUNT | 12/09/05 | 2,456 | 2,579 | PM |
| WEST OF SW 117 AVENUE | E/W | TM COUNT | 12/09/05 | 4,088 | 4,054 | AM |
| EAST OF HEFT | E/W | TM COUNT | 12/09/05 | 2,710 | 2,913 | PM |
| WEST OF HEFT | E/W | TM COUNT | 12/09/05 | 2,730 | 2,616 | AM |
| EAST OF SW 112 AVENUE | E/W | FDOT-0056 | 01/29/04 | 2,576 | 2,876 | PM |
| WEST OF US-1 | E/W | FDOT-1106 | 02/03/04 | 2,735 | 3,198 | PM |
| TOTAL: | | | | 26,476 | 28,778 | PM |
| SW 184 STREET | | | | | | |
| EAST OF SW 177 AVENUE | E/W | TM COUNT | 03/11/05 | 738 | 718 | AM |
| WEST OF SW 177 AVENUE | E/W | TM COUNT | 03/11/05 | 102 | 153 | PM |
| EAST OF SW 157 AVENUE | E/W | TM COUNT | 12/08/05 | 727 | 656 | AM |
| WEST OF SW 157 AVENUE | E/W | TM COUNT | 12/08/05 | 827 | 762 | AM |
| EAST OF SW 147 AVENUE | E/W | TM COUNT | 12/08/05 | 630 | 612 | AM |
| WEST OF SW 147 AVENUE | E/W | TM COUNT | 12/08/05 | 592 | 631 | PM |
| EAST OF SW 137 AVENUE | E/W | TM COUNT | 12/08/05 | 1,426 | 1,463 | PM |
| WEST OF SW 137 AVENUE | E/W | TM COUNT | 12/08/05 | 1,049 | 1,260 | PM |
| EAST OF SW 117 AVENUE | E/W | TM COUNT | 12/09/05 | 2,010 | 2,415 | PM |
| WEST OF SW 117 AVENUE | E/W | TM COUNT | 12/09/05 | 2,014 | 2,250 | PM |
| EAST OF HEFT | E/W | TM COUNT | 12/09/05 | 2,768 | 3,042 | PM |
| WEST OF HEFT | E/W | TM COUNT | 12/09/05 | 2,496 | 2,985 | PM |
| TOTAL: | | | | 15,379 | 16,947 | PM |
| SW 200 STREET/SW 186 STREET | | | | | | |
| EAST OF SW 177 AVENUE | E/W | FDOT-1117 | 01/22/04 | 648 | 667 | PM |
| EAST OF SW 127 AVENUE | E/W | FDOT-1116 | 01/22/04 | 1,288 | 1,366 | PM |
| WEST OF SW 117 AVENUE | E/W | FDOT-0054 | 09/15/04 | 1,635 | 1,888 | PM |
| TOTAL: | | | | 3,571 | 3,921 | PM |
| SW 177 AVENUE | | | | | | |
| NORTH OF SW 88 STREET | N/S | TM COUNT | 03/11/05 | 1,356 | 1,395 | PM |
| SOUTH OF SW 88 STREET | N/S | TM COUNT | 03/11/05 | 1,449 | 1,590 | PM |
| NORTH OF SW 184 STREET | N/S | TM COUNT | 03/11/05 | 1,538 | 1,640 | PM |
| SOUTH OF SW 184 STREET | N/S | TM COUNT | 03/11/05 | 1,654 | 1,715 | PM |
| TOTAL: | | | | 5,997 | 6,340 | PM |

**TABLE 21.A3B
PARKLAND DRI
DETERMINATION OF THE PEAK HOUR TIMEFRAME FOR THE STUDY AREA**

07-Aug-06

| ROADWAY | DIR | [1] COUNT SOURCE | COUNT DATE | TWO-WAY AM PEAK HOUR VOLUME | TWO-WAY PM PEAK HOUR VOLUME | PEAK TIMEFRAME AM OR PM? |
|------------------------|------------|---------------------------------|-----------------------|--|--|---|
| SW 157 AVENUE | | | | | | |
| NORTH OF SW 88 STREET | N/S | TM COUNT | 03/10/05 | 1,065 | 1,329 | PM |
| SOUTH OF SW 88 STREET | N/S | TM COUNT | 03/10/05 | 1,258 | 1,296 | PM |
| NORTH OF SW 104 STREET | N/S | TM COUNT | 12/08/05 | 1,211 | 1,012 | AM |
| SOUTH OF SW 104 STREET | N/S | TM COUNT | 12/08/05 | 729 | 728 | AM |
| SOUTH OF SW 136 STREET | N/S | TM COUNT | 12/07/05 | 742 | 650 | AM |
| NORTH OF SW 152 STREET | N/S | TM COUNT | 12/08/05 | 629 | 590 | AM |
| SOUTH OF SW 152 STREET | N/S | TM COUNT | 12/08/05 | 504 | 450 | AM |
| NORTH OF SW 184 STREET | N/S | TM COUNT | 12/08/05 | 480 | 430 | AM |
| SOUTH OF SW 184 STREET | N/S | TM COUNT | 12/08/05 | 4 | 2 | AM |
| TOTAL: | | | | 6,622 | 6,487 | AM |
| SW 147 AVENUE | | | | | | |
| NORTH OF SW 88 STREET | N/S | TM COUNT | 12/07/05 | 1,707 | 1,668 | AM |
| SOUTH OF SW 88 STREET | N/S | TM COUNT | 12/07/05 | 1,559 | 1,692 | PM |
| NORTH OF SW 120 STREET | N/S | TM COUNT | 03/10/05 | 1,819 | 1,817 | AM |
| SOUTH OF SW 152 STREET | N/S | TM COUNT | 12/09/05 | 661 | 780 | PM |
| NORTH OF SW 184 STREET | N/S | TM COUNT | 12/08/05 | 636 | 661 | PM |
| SOUTH OF SW 184 STREET | N/S | TM COUNT | 12/08/05 | 684 | 676 | AM |
| TOTAL: | | | | 7,066 | 7,294 | PM |
| SW 137 AVENUE | | | | | | |
| NORTH OF SW 88 STREET | N/S | TM COUNT | 02/09/05 | 1,703 | 1,999 | PM |
| SOUTH OF SW 88 STREET | N/S | TM COUNT | 02/09/05 | 2,523 | 2,855 | PM |
| NORTH OF SW 104 STREET | N/S | TM COUNT | 03/11/05 | 2,298 | 2,683 | PM |
| SOUTH OF SW 104 STREET | N/S | TM COUNT | 03/11/05 | 2,796 | 2,831 | PM |
| NORTH OF SW 120 STREET | N/S | TM COUNT | 03/10/05 | 3,119 | 3,153 | PM |
| SOUTH OF SW 120 STREET | N/S | TM COUNT | 03/10/05 | 4,489 | 4,760 | PM |
| NORTH OF SW 136 STREET | N/S | TM COUNT | 12/08/05 | 5,217 | 5,122 | AM |
| SOUTH OF SW 136 STREET | N/S | TM COUNT | 12/08/06 | 4,160 | 4,170 | PM |
| NORTH OF SW 152 STREET | N/S | TM COUNT | 03/11/05 | 3,529 | 3,479 | AM |
| SOUTH OF SW 152 STREET | N/S | TM COUNT | 03/11/05 | 2,598 | 3,013 | PM |
| NORTH OF SW 184 STREET | N/S | TM COUNT | 12/08/05 | 1,438 | 1,280 | AM |
| SOUTH OF SW 184 STREET | N/S | TM COUNT | 12/08/05 | 907 | 801 | AM |
| TOTAL: | | | | 34,777 | 36,146 | PM |
| SW 117 AVENUE | | | | | | |
| NORTH OF SW 152 STREET | N/S | TM COUNT | 12/09/05 | 1,973 | 2,117 | PM |
| SOUTH OF SW 152 STREET | N/S | TM COUNT | 12/09/05 | 893 | 1,310 | PM |
| TOTAL: | | | | 2,866 | 3,427 | PM |
| US-1 | | | | | | |
| SOUTH OF SW 88 STREET | N/S | FDOT-2532 | 02/03/04 | 2,866 | 4,400 | PM |
| SOUTH OF SR 826 | N/S | FDOT-0110 | 02/03/04 | 5,689 | 6,329 | PM |
| SOUTH OF SW 104 STREET | N/S | FDOT-0014 | 02/03/04 | 4,122 | 4,122 | SAME |
| NORTH OF SW 152 STREET | N/S | FDOT-0033 | 02/03/04 | 4,611 | 5,129 | PM |
| SOUTH OF SW 152 STREET | N/S | FDOT-0332 | 01/28/04 | 4,455 | 5,067 | PM |
| TOTAL: | | | | 21,743 | 25,047 | PM |

**TABLE 21.A3B
PARKLAND DRI
DETERMINATION OF THE PEAK HOUR TIMEFRAME FOR THE STUDY AREA**

07-Aug-06

| ROADWAY | DIR | [1] COUNT SOURCE | COUNT DATE | TWO-WAY AM PEAK HOUR VOLUME | TWO-WAY PM PEAK HOUR VOLUME | PEAK TIMEFRAME AM OR PM? |
|------------------------|-----|------------------------|---------------|-----------------------------------|-----------------------------------|--------------------------------|
| SR 874 | | | | | | |
| NORTH OF THE HEFT | N/S | FDOT-2274 | 01/28/04 | 4,875 | 5,152 | PM |
| NORTH OF SW 104 STREET | N/S | FDOT-2276 | 01/28/04 | 8,830 | 7,656 | AM |
| NORTH OF SW 87 AVENUE | N/S | FDOT-2278 | 08/19/04 | 3,051 | 4,686 | PM |
| TOTAL: | | | | 16,756 | 17,494 | PM |

[1] The turning movement counts and unadjusted link counts used in this peak hour comparison are included in Appendix 21-2.

6. **Planned and Programmed Transportation Improvements**

The programmed (funded and/or committed) transportation improvements (roadway and transit) located within the traffic impact study area have been identified from the *Miami-Dade County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) 2007, adopted May 25, 2006*, reflecting projects funded from FY 2007 to FY 2011. Funded transportation improvements from the FDOT Five Year Work Program have also been incorporated into the DRI analysis. FDOT's latest published plan outlines the funded projects from FY 2006 through FY 2011. Pursuant to **Rule 9J-2.045(7)(a)1.a.(IV)**, those capacity enhancements on the FIHS system (roadway or transit) which are funded for construction (or operation) within the five year work program (through the year 2011) have been incorporated into this traffic study. The FIHS roadway facilities relative to the DRI study area include Krome Avenue, SR 821, SR 874, SR 878, SR 826, SR 836 and US-1. For all other roadway segments, only those capacity enhancements resulting from transportation improvements (roadway or transit) funded for construction (or operation) within the first three years of the five year work program (through the year 2009) have been incorporated into this traffic study.

Planned improvements (un-funded long-range transportation improvements) have been identified using information available from the Miami-Dade County MPO. The Long Range Transportation Plan roadway and transit improvements included within the project's traffic impact study area have been identified using data from the recently adopted Year 2030 Cost Feasible Long Range Transportation Plan, and the Programmed and Planned Transit Corridor Map from Miami-Dade County.

Table 21.A4 identifies the programmed transportation improvements serving the study area. **Map J-3A** illustrates the location of the improvements within the immediate study area, while **Map J-3B** illustrates the location of the improvements on the limited access roadway facilities and regional roadways serving the study area. **Map J-3C** identifies the location of the programmed and planned transit corridors county-wide, including the South Dade Corridor, the East-West Corridor, Earlington Heights-MIC Connection, the Kendall Corridor and the North Corridor which either directly or indirectly serve the study area. **Map J-3D** provides the estimated timing for the County-wide premium transit services. Nearly **\$2.0 billion** in funded transportation improvements are being spent over the next five years on the regional roadways and transit corridors providing direct and indirect access to the study area.

Table 21.A5, Map J-4A, Map J-4B and Map J-4C identify the Priority II, III and IV long range transportation improvements from the *Miami-Dade Year 2030 Cost Feasible Long Range Transportation Plan (2030 LRTP)*.

Excerpts from the MPO Adopted TIP 2007, the FDOT Five Year Work Program and the 2030 Long Range Transportation Plan, are included in **Appendix 21-4**.

**TABLE 21.A4
PARKLAND
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2007 - FY 2007 TO FY 2011**

07/23/2006

| TIP No. | TIP 2007 Page No. | Location | Improvement | Project Phase | Project Costs | Year Funded | MAP J-3A Ref. No. | MAP J-3B Ref. No. |
|------------------------|--------------------------------------|--|--|---|---|--|-------------------|-------------------|
| DT2496143 2496143 | Section A1 Page 5 | SR 997/Krome Avenue From Kendall Drive to SW 8 Street | Add Through Lanes 4.999 miles | Preliminary Engineering Right-of-Way Railroad | \$1,450,000 \$16,323,000 \$100,000 | 2007-2008 2008-2009 2008 | #1 | #1 |
| DT2496144 2496144 | Section A1 Page 5 | SR997/Krome Avenue From SW 296 Street to SW 136 Street | PD&E/EMO Study | PD&E Preliminary Engineering | \$75,000 \$900,000 | 2007-2008 2010-2011 | #2 | #2 |
| DT2496145 2496145 | Section A1 Page 5 | SR997/Krome Avenue SW 288 St, SW 216 St, SW 200 St, SW 184 St | Add turn lanes and shoulders, extend left turn lane storage, add new signals, lighting | Prior Years Funding INC | \$6,263,000 \$200,000 | 2005/2006 2008 | #3 | |
| DT2496146 2496146 | Section A1 Page 97-TIP 2006 | SR997/Krome Avenue At SR 93/Kendall Drive | Provide dual SB to EB Left turn lanes Reconstruct WB to Add Exclusive Left Turn | PD&E Construction | \$11,349 \$532,364 | 2006 2006 | #4 | |
| DT2496152 2496152 | Section A1 Page 6 | SR997/Krome Avenue From SW 8 Street to US 27 | Add Lanes and Reconstruct 14.275 Miles | Preliminary Engineering Design Build INC | \$450,000 \$81,415,000 \$2,000,000 | 2007-2009 2008-2009 2011 | | #3 |
| DT2496154 2496154 | Section A1 Page 6 | SR997/Krome Avenue From SW 8 Street to US 27 | Environmental Action 14.275 Miles | Environmental | \$9,074,411 | 2007 | | #3 |
| DT4055751 4055751 | Section A1 Page 33 | SR997/Krome Avenue From US-1 to SW 296 Street | Flexible Pavement Construction | Right-of-Way | \$5,902,000 | 2008 | | #4 |
| DT4055753 4055753 | Section A1 Page 34 | SR997/Krome Avenue From US-1 to SW 328/Lucy Street | Add Lanes and Reconstruct | Construction | \$15,570,000 | 2010 | | #5 |
| TP4060961 4060961 | Section A2 Page 1 | SR 821/HEFT From South of SW 117 Ave to South of Kendall Dr | Add lanes and reconstruct. Widen HEFT from 10 to 12 lanes | Construction Railroad | \$190,551,000 \$3,000,000 | 2008 2008 | #5 | #6 |
| TP4061041 4061041 | Section A2 Page 2 | SR 821/HEFT At SW 74 Street | Construct a New Full Interchange | Construction | \$31,798,000 | 2007 | | #7 |
| TP4150511 4150511 | Section A2 Page 2 | SR 821/HEFT From Kendall Drive to SR 836 | Add lanes and reconstruct. Widen HEFT from 6 to 8 lanes | Preliminary Engineering | \$20,305,000 | 2007 | #6 | #8 |
| TP4154871 4154871 | Section A2 Page 3 | SR 821/HEFT From North of Eureka Dr to North of SW 117 Ave | Add lanes and reconstruct. Widen HEFT from 8 to 12 lanes | Preliminary Engineering | \$4,341,000 | 2008 | #7 | #9 |
| TP4154881 4154881 | Section A2 Page 3 | SR 821/HEFT From SW 216 St to North of Eureka Dr | Add lanes and reconstruct. Widen HEFT from 6 to 8 lanes and from 8 to 10 lanes | Preliminary Engineering | \$2,923,000 | 2008 | #8 | #10 |
| XA83608 83608 | Section A3 Page 2 | SR 836 Express Lanes From HEFT to SR 836/826 Interchange | Construct 4LD Express Lanes in Median of SR 836 | Preliminary Engineering PD&E Construction Right-of-Way | \$2,000,000 \$754,000 \$100,000,000 \$11,700,000 | 2007 2007 - 2011 2008-2011 2009 | | #11 |
| XA83605 83605 | Section A3 Page 3 | SR 836 Extension From NW 137 Avenue to NW 107 Avenue | Construct a New 4 lane expressway extension to NW 137 Avenue | Right-of-Way Design Build | \$13,005,000 \$30,312,000 | 2007 2007 | | #12 |
| XA83619 83619 | Section A3 Page 3 | SR 836 East of NW 57 Avenue to West of NW 57 Avenue | Interchange improvements and WB exit ramp | Construction | \$984,000 | 2007 | | #13 |
| XA83615 83615 | Section A3 Page 4 | SR 836 WB Auxillary Lane SR 826 to NW 57 Avenue | New construction - Auxillary Lane | Construction | \$1,330,000 | 2007 | | #14 |
| XA87410 87410 | Section A3 Page 5 | SR 874 Extension to SW 136 Street SW 136 Street to SR 874 | | PD&E | \$51,000 | 2007 | #9 | #15 |
| XA87407 87407 | Section A3 Page 5 | SR 874 NB On-Ramp from Kendall Drive From Kendall Drive to SW 72 Avenue | New Ramp Construction and Electronic Tolling | Construction | \$57,132,000 | 2007-2009 | | #16 |
| XA83618 83618 | Section A3 Page 6 | SR Extension from SW 136 St to SW 137 Ave SW 136 Street to SW 137 Avenue | | PD&E | \$299,000 | 2007-2008 | #10 | #17 |
| PW000127 0000127 | Section A5 Page 52 | SW 157 Avenue From SW 8 Street to SW 42 Street | Add additional 2 lanes | Preliminary Engineering Construction | \$500,000 \$4,500,000 | 2007 2007-2011 | #11 | |
| PW000064 000064 | Section A5 Page 63 | SW 157 Avenue From SW 70 Street to SW 72 Street | New 4 lanes | Construction Construction | \$600,000 \$400,000 | Prior Years 2007 | #12 | |
| PW000601 | Section A5 Page 52 | SW 147 Avenue From SW 8 Street to 600 feet south | Widen from 2 to 4 lanes | Construction | \$700,000 | Prior Years | #13 | |
| PW000063 000063 | Section A5 Page 51 | SW 142 Avenue From SW 8 Street to SW 42 Street | Realign roadway, intersection improvements sidewalk and drainage improvements | Construction Construction | \$2,100,000 \$200,000 | Prior Years 2007 | #14 | |
| PW662446 662446 | Section A5 Page 51 | NW 137 Avenue From SW 8 Street to NW 12 Street | New 6 lane roadway | Construction | \$1,800,000 | Prior Years | #15 | #18 |
| PW671561 671561 | Section A5 Page 62 | SW 137 Avenue From SW 84 Street to SW 88 Street | Reconstruction, Drainage, Intersection Improvements, Curb and Gutter | Construction | \$3,100,000 | Prior Years | #16 | |
| PW20040351 20040351 | Sections A5, A7 Page A5-61, A7-19 | SW 127 Avenue From SW 88 Street to SW 120 Street | Widen to 4 lanes with median Swales and Frontage Road | Construction | \$10,600,000 | 2007-2008 | #17 | |
| PW662410 662410 | Section A5 Page 60 | SW 117 Avenue From SW 152 Street to SW 184 Street | Widen from 2 to 4 lanes | Construction | \$8,200,000 | Prior Years | #18 | |

**TABLE 21.A4
PARKLAND
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2007 - FY 2007 TO FY 2011**

07/23/2006

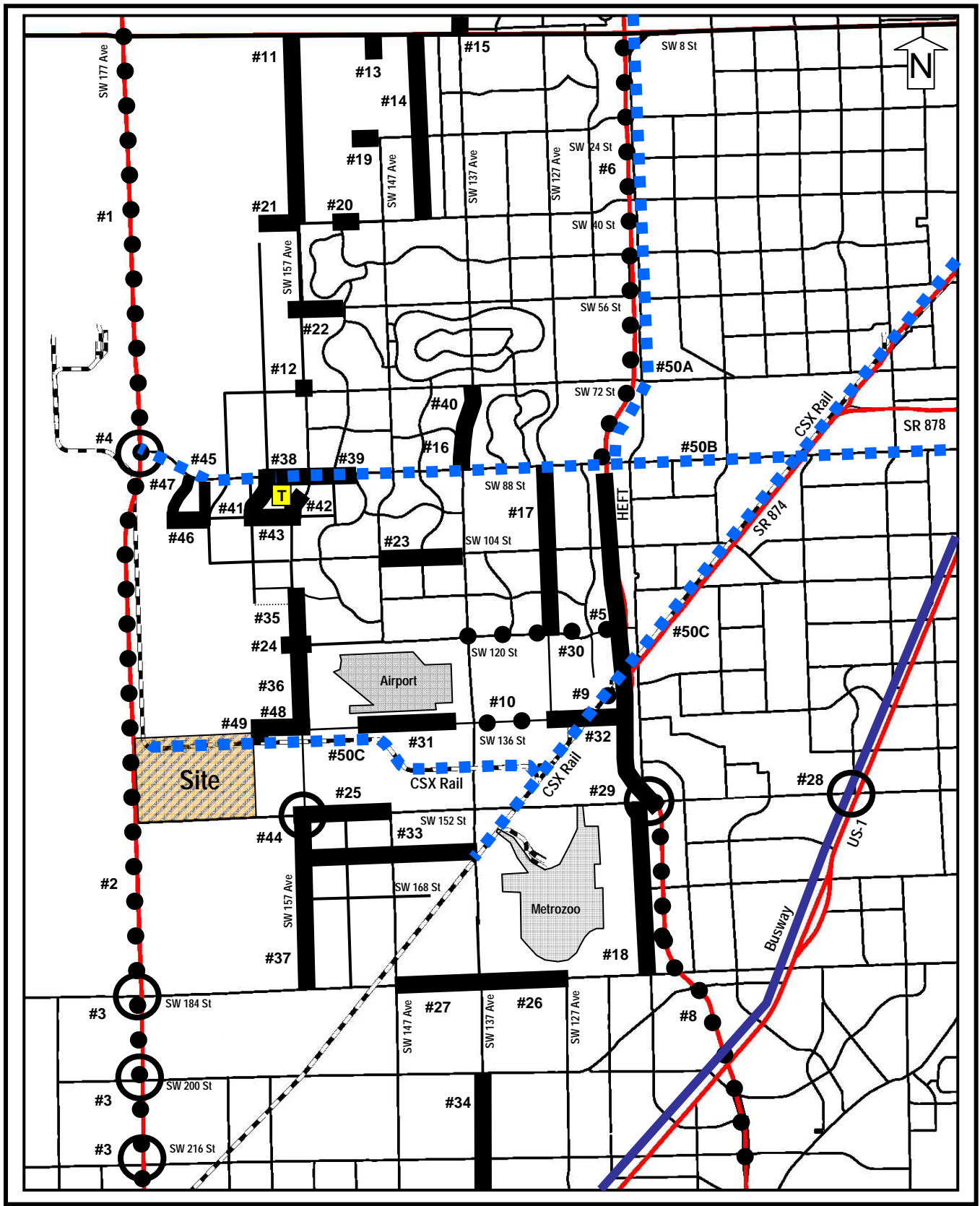
| TIP No. | TIP 2007 Page No. | Location | Improvement | Project Phase | Project Costs | Year Funded | MAP J-3A Ref. No. | MAP J-3B Ref. No. |
|--------------------------|-----------------------|--|--|---|-----------------------------|--------------------------------|-------------------|-------------------|
| PW000506 | Section A5 Page 50 | SW 26 Street From SW 149 Avenue to SW 147 Avenue | Widen from 2 to 4 lanes | Construction | \$1,400,000 | Prior Years | #19 | |
| PW000508 | Section A5 Page 58 | SW 42 Street From SW 150 Avenue to SW 149 Avenue | Widen from 2 to 4 lanes | Construction | \$800,000 | Prior Years | #20 | |
| PW000510 | Section A5 Page 58 | SW 42 Street From SW 162 Avenue to SW 157 Avenue | New 2 lane roadway Design and Construction by Developer | ROW Construction | \$255,000 | Prior Years | #21 | |
| PW000511 | Section A5 Page 59 | SW 56 Street From SW 158 Avenue to SW 152 Avenue | Widen from 2 to 4 lanes | Construction | \$3,990,000 | Prior Years | #22 | |
| PW671508 671508 | Section A5 Page 59 | SW 104 Street From SW 147 Avenue to SW 137 Avenue | Widen from 4 to 6 lanes | Construction Construction | \$4,200,000 \$1,300,000 | Prior Years 2007 | #23 | |
| PW000065 000065 | Section A5 Page 61 | SW 120 Street Bridge over Black Creek Canal | New 4 lane bridge | Construction | \$800,000 | Underway | #24 | |
| PW0000131 0000131 | Section A5 Page 62 | SW 152 Street From SW 157 Avenue to SW 147 Avenue | Widen from 2 to 4 lanes | Preliminary Engineering Construction | \$500,000 \$6,000,000 | 2009 2009-2011 | #25 | |
| PW671572A 671572 | Section A5 Page 63 | SW 184 Street From SW 137 Avenue to SW 127 Avenue | Widen from 2 to 4 lanes | Construction Construction | \$4,400,000 \$1,700,000 | Prior Years 2007 | #26 | |
| PW671572B 671572 | Section A5 Page 64 | SW 184 Street From SW 147 Avenue to SW 137 Avenue | Widen from 2 to 4 lanes | Construction Construction | \$3,800,000 \$1,900,000 | 2008 2009 | #27 | |
| PW0000141 | Section A5 Page 67 | US-1 and SW 152 Street Add 2nd NB Left Turn Lane | Intersection Improvement Add 2nd NB Left Turn Lane | Construction | \$60,000 | Prior Years | #28 | |
| PW0000147 | Section A5 Page 70 | SR 821 and SW 152 Street Add 2nd EB Left Turn Lane | Intersection Improvement Add 2nd EB Left Turn Lane | Construction | \$50,000 | Prior Years | #29 | |
| PW20040345 20040345 | Section A7 Page 14 | SW 120 Street From SW 137 Avenue to SW 117 Avenue | Widen from 4 to 6 lanes | Preliminary Engineering | \$600,000 | 2010-2011 | #30 | |
| PW20040346 20040346A | Section A7 Page 16 | SW 136 Street From SW 127 Avenue to Florida's Turnpike | Widen from 2 to 4 lanes Part of a Widening from SW 157 Ave to TPK | Preliminary Engineering Construction | \$675,000 \$2,000,000 | 2009-2010 2011 | #31 | |
| PW20040346 20040346B | Section A7 Page 21 | SW 136 Street From SW 149 Avenue to SW 139 Court | Widen from 2 to 4 lanes Part of a Widening from SW 157 Ave to TPK | Preliminary Engineering Construction | \$786,000 \$5,200,000 | 2007 2008-2009 | #32 | |
| PW0000321 20030190 | Section A7 Page 16 | SW 160 Street From SW 147 Avenue to SW 137 Avenue | New 4 lane Road | Preliminary Engineering Construction | \$370,000 \$7,800,000 | Prior Years 2007-2008 | #33 | |
| PW20040343 20040343 | Section A7 Page 14 | SW 137 Avenue From SW 200 Street to US-1 | New 2 lane roadway | Preliminary Engineering Construction | \$1,790,000 \$10,000,000 | 2008-2009 2010-2011 | #34 | |
| PW20040354a 20040354a | Section A7 Page 21 | SW 157 Avenue From SW 112 Street to SW 120 Street | New 4 lane Road | Preliminary Engineering Construction | \$420,000 \$4,796,000 | Prior Years 2007-2008 | #35 | |
| PW20040354 20040354 | Section A7 Page 22 | SW 157 Avenue From SW 120 Street to SW 136 Street | New 4 lane Road | Construction Construction | \$626,000 \$6,991,000 | 2007 2008-2009 | #36 | |
| PW20040372 20040372 | Section A7 Page 16 | SW 157 Avenue From SW 152 Street to SW 184 Street | New 4 lane Road | Preliminary Engineering Construction | \$578,000 \$9,750,000 | 2007 2008-2009 | #37 | |
| PS0000015 | Section A8 Page 4 | Kendall Drive From SW 162 Avenue to SW 157 Avenue | Widen from 4 to 6 lanes (By Kendall Town Center) | Construction | \$700,000 | Prior to 1st CO | #38 | |
| PS0000016 | Section A8 Page 4 | Kendall Drive From SW 157 Avenue to SW 150 Avenue | Widen from 4 to 6 lanes (By Kendall Town Center) | Construction | \$650,000 | Prior to 1st CO | #39 | |
| PS0000017 | Section A8 Page 4 | SW 137 Avenue From Sunset Drive to Kendall Drive | Widen from 4 to 6 lanes (By Kendall Town Center) | Construction | \$100,000 | Prior to 1st CO | #40 | |
| PS0000018 | Section A8 Page 4 | SW 162 Avenue From Kendall Drive to SW 96 Street | New 4 lane roadway (By Kendall Town Center) | Construction | \$1,250,000 | Prior to 1st CO | #41 | |
| PS0000019 | Section A8 Page 4 | SW 157 Avenue From SW 94 Street to SW 96 Street | New SB travel lane (By Kendall Town Center) | Construction | \$125,000 | Prior to 1st CO | #42 | |
| PS0000020 | Section A8 Page 5 | SW 96 Street From SW 162 Avenue to SW 157 Avenue | New 4 lane roadway (By Kendall Town Center) | Construction | \$1,000,000 | Prior to 1st CO | #43 | |
| PS0000308 | Section A8 Page 5 | SW 157 Avenue at SW 152 Street Intersection Improvement | Intersection Improvement (By Corsica Square) | Construction | \$105,000 | | #44 | |
| PS0000115 | Section A8 Page 9 | SW 167 Avenue (West Side) North of SW 96 Street | Match Existing Roadway to the North (By Kendall Commons) | | | Pending Final Plat Approval | #45 | |
| PS0000116 | Section A8 Page 9 | SW 96 Street (South Side) SW 172 Avenue to SW167 Avenue | Add 2 lanes and 1/2 turn lane (By Kendall Commons) | | | Pending Final Plat Approval | #46 | |
| PS0000117 | Section A8 Page 9 | SW 172 Avenue (East Side) SW 88 Street to SW 96 Street | Add 2 lanes and 1/2 turn lane (By Kendall Commons) | | | Pending Final Plat Approval | #47 | |
| PS0000312 | Section A8 Page 12 | SW 136 Street (South Side) SW 162 Avenue to SW 157 Avenue | 2 lanes of a 4 lane divided (By Crestview West) | | | Pending Final Plat Approval | #48 | |
| PS0000312A | Section A8 Page 13 | SW 162 Avenue (East Side) SW 136 Street to Railroad Right of Way | 1 lane of a 2 lane roadway (By Crestview West) | | | Pending Final Plat Approval | #49 | |

**TABLE 21.A4
PARKLAND
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2007 - FY 2007 TO FY 2011**









07/23/2006

| TIP No. | TIP 2007 Page No. | Location | Improvement | Project Phase | Project Costs | Year Funded | MAP J-3A Ref. No. | MAP J-3B Ref. No. |
|----------------------|----------------------------------|--|---|--|---|---|----------------------------------|------------------------|
| DT4068002 4068002 | Section A1 Page 41 | Miami Intermodal Center MIC Central Station Phase 1 | Intermodal Station | Construction | \$15,005,000 | 2008 | See Maps J-3C and J-3D | |
| DT4068004 4068004 | Section A1 Page 41 | Miami Intermodal Center Tri-Rail Relocation | Intermodal Station | Construction | \$3,500,000 | 2007-2011 | See Maps J-3C and J-3D | |
| DT4068005 4068005 | Section A1 Page 41 | Miami Intermodal Center MIC Core | Intermodal Station | Construction | \$9,000,000 | 2007-2011 | See Maps J-3C and J-3D | |
| TA0000002 0000002 | Section A11 Page 1 | East-West Corridor Extend Metro-Rail from the Turnpike/FIU to the MIC | Metro-Rail Extension | Preliminary Engineering Preliminary Engineering | \$25,127,000 \$41,733,000 | 2007-2008 2010 | See Maps J-3C and J-3D | |
| TA0000029 0000029 | Section A11 Page 10 | Earlington Heights - MIC Extension Extend Metro-Rail to the MIC | Metro-Rail Extension | CAP-FDOT CAP - PTP Bond | \$73,103,000 \$184,007,000 | 2007-2010 2008-2010 | See Maps J-3C and J-3D | |
| TA0000037 0000037 | Section A11 Page 2 - TIP 2006 | South Dade Busway Extend the Busway Corridor to Florida City | Extension of the Busway to Florida City | Construction | \$85,480,000 | Underway | See Maps J-3C and J-3D | |
| TA0000041 0000041 | Section A11 Page 5 - TIP 2006 | Kendall Corridor From the MIC and Dadeland to West Miami-Dade | Corridor Alternatives Analysis Kendall, HEFT and CSX Rail Corridor | Planning | \$2,000,000 | Underway | #50A, #50B #50C | See Maps J-3C, J-3D |
| TA0000047 0000047 | Section A11 Page 15 | Transit Hub/Intermodal Center West Miami-Dade and Dadeland South | Transit Hub at 107 Avenue and NW 12 Street and an Intermodal Facility at Dadeland South | CAP Construction | \$1,925,000 \$3,000,000 | 2007-2009 2010-2011 | See Maps J-3C and J-3D | |
| TA4180791 4180791 | Section A1 Page 123 | Transit Hub/Intermodal Center NW 107 Avenue at NW 12 Street | Transit Hub at 107 Avenue and NW 12 Street | CAP | \$3,000,000 | 2010 | See Maps J-3C and J-3D | |
| TR4163991 4163991 | Section A1 Page 121 | Tri-Rail Dolphin Extension From MIC North of NW 25 Street to west of HEFT | Rail Capacity Project | CAP | \$1,000,000 | 2009 | See Maps J-3C and J-3D | |
| TR0000026 0000026 | Section U Page 29 | CSX - Tri-Rail Kendall Extension Extension of Tri-Rail Service 16.7 miles on CSX | Extension of Tri-Rail service on 16.7 miles along the CSX to Kendall and West Miami that extends west from the MIC and south and then west on the CSX to Krome Avenue | Planning Planning Planning | \$22,632,000 \$70,725,000 \$212,175,000 | Unfunded - Year 1 Unfunded - Year 3 Unfunded - Year 5 | #50C | See Maps J-3C, J-3D |
| TR0000027 0000027 | Section U Page 30 | CSX - Tri-Rail Dolphin Extension Extension of Tri-Rail Service 8.8 miles on CSX | Extension of Tri-Rail service on 8.8 miles along the CSX corridor extending west from the MIC along SR 836 and ending just west of the HEFT | Planning Planning Planning | \$16,594,000 \$31,912,000 \$95,737,000 | Unfunded - Year 1 Unfunded - Year 3 Unfunded - Year 5 | See Maps J-3C and J-3D | |

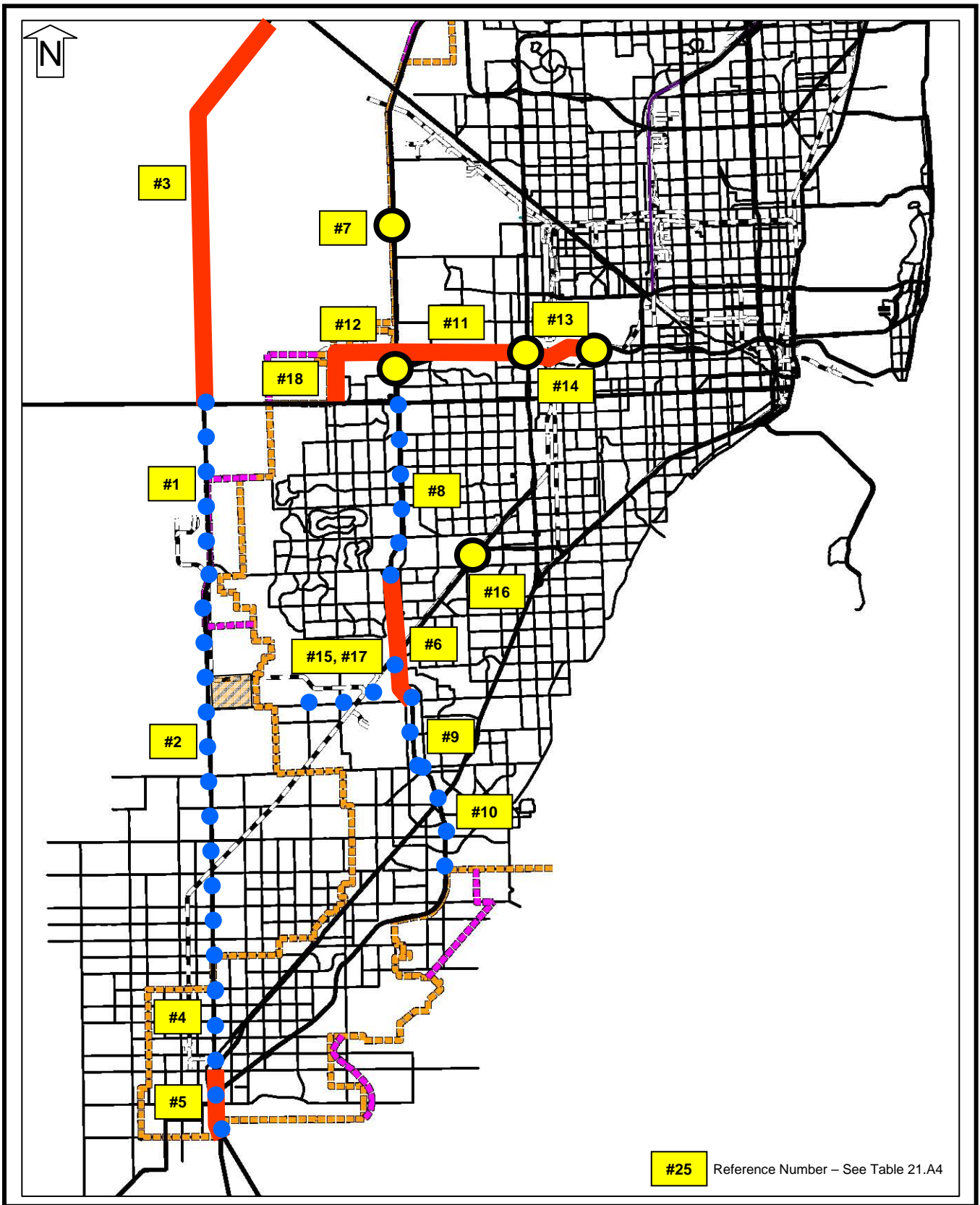
Source: TIP 2007 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted May 25, 2006, inclusive of FY 2006-2007 to 2010-2011.
FDOT Work Program - 2006-2011 Adopted - Updated March 2006.







Legend

-  FIHS Roadways
-  Existing Rail Lines
-  Site
-  Transit Center
Map Ref. No. #2 Table 21.A4
-  Funded Intersection or Interchange Improvements
-  Funded Roadway Improvements
-  Improvements in the ROW, PE, PD&E or Planning stage
-  Transit Corridors in the Planning Stage (see Maps J-3C and J-3D)

Map J-3A
 Programmed Transportation Improvements
 Parkland
 August 2006



Legend

-  Interchange Improvements funded for Construction in TIP 2007
-  Roadway Improvements funded for Construction in TIP 2007
-  Improvements in the ROW, PE, PD&E or Planning stage
-  Site

Source: TIP 2007 adopted by the MPO on 5-26-06.

Map J-3B
 Programmed Transportation Improvements on the Regional Roadways
 Serving the Study Area
 Parkland
 August 2006

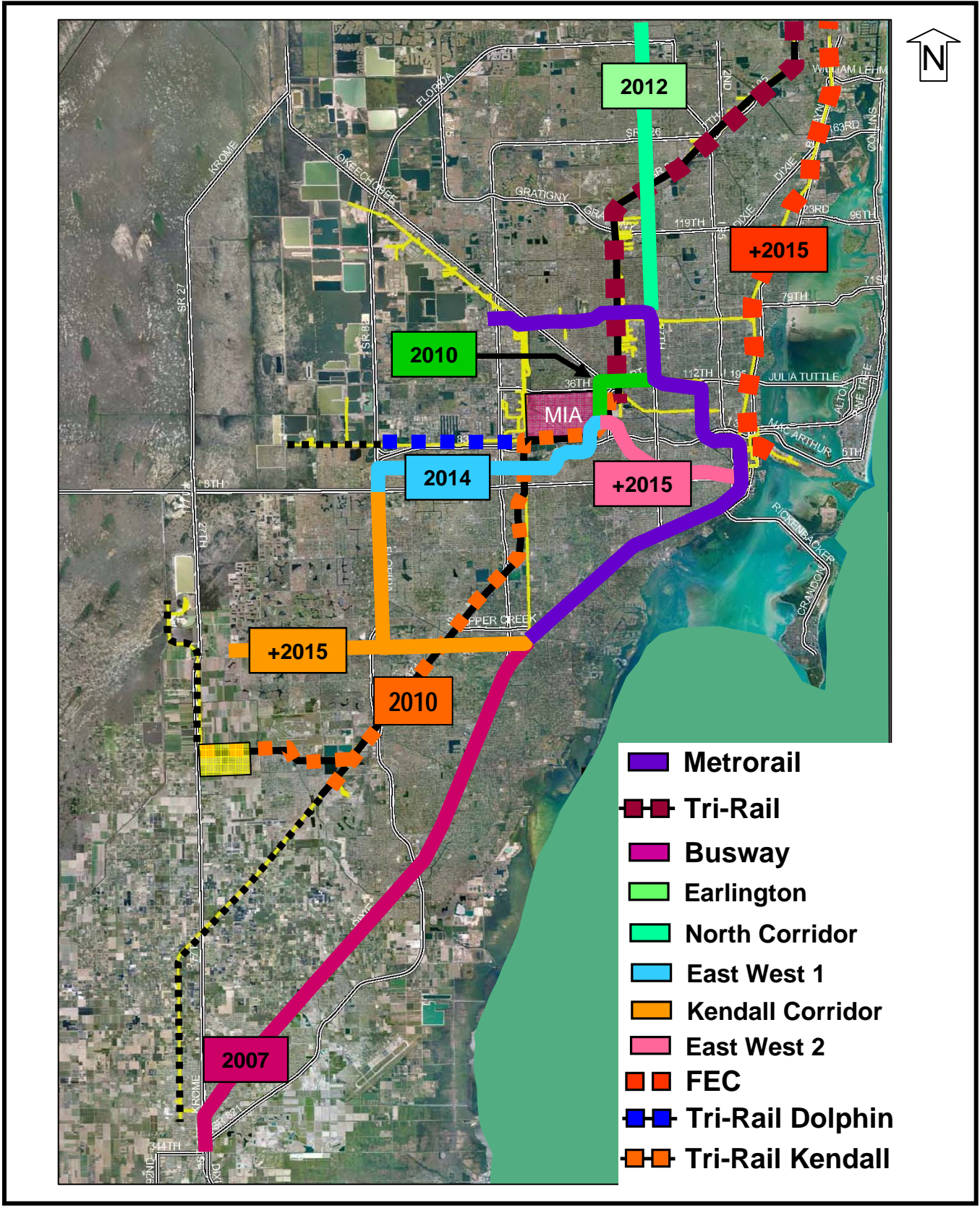
Rapid Transit Expansion Projects




Legend

Map J-3C
 Programmed and Planned Miami-Dade Transit Corridors
 Parkland
 August 2006

Source: Cathy Sweetapple & Associates



Legend
 Parkland DRI

Map J-3D
 Timing of Premium Transit Corridors
 Parkland
 August 2006

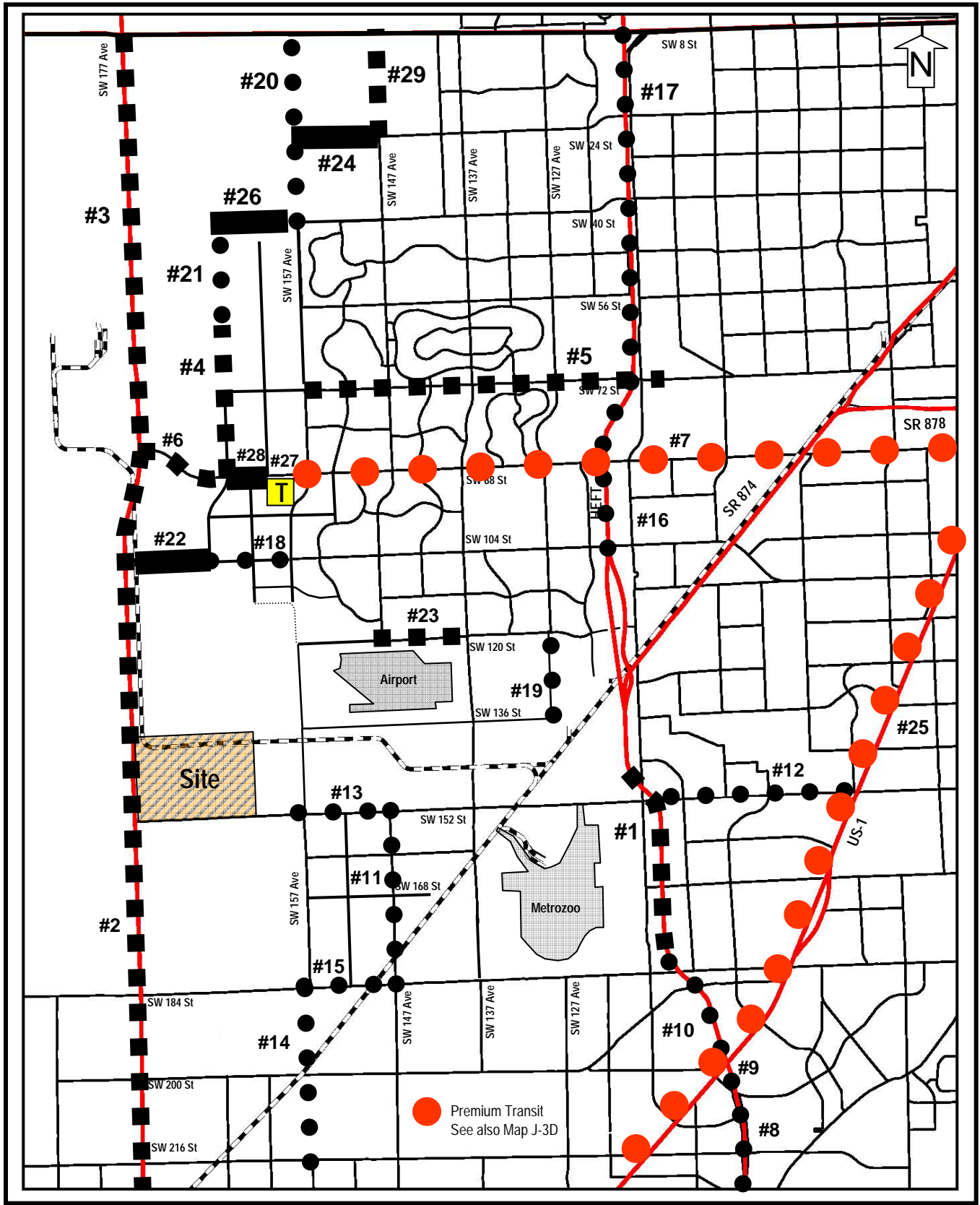
Source: Cathy Sweetapple & Associates

**TABLE 21.A5
PARKLAND
PLANNED TRANSPORTATION IMPROVEMENTS (2010 - 2030)
2030 LONG RANGE TRANSPORTATION PLAN**

06/23/2006

| Area | L RTP Page No. | Roadway | Improvement | Timeframe | L RTP Priority | MAP J-4A Ref. No. |
|-------|-------------------|--|-------------------------------------|-----------|-------------------|----------------------|
| South | 48 | HEFT From N. of Eureka Dr to N. of SW 117 Ave | Widen to 12 lanes | 2010-2015 | II | #1 |
| South | 48 | Krome Avenue From US-1 to SW 296 Street | Widen from 2 to 4 lanes | 2010-2015 | II | Not Mapped |
| West | 48 | Krome Avenue From SW 296 Street to SW 136 Street | Access Management Safety / Trail | 2010-2015 | II | #2 |
| West | 48 | Krome Avenue From SW 8 Street to SW 136 Street | Add 2 lanes to a 2 lane roadway | 2010-2015 | II | #3 |
| West | 49 | SW 167 Avenue From SW 56 Street to SW 88 Street | New 2 lane roadway | 2010-2015 | II | #4 |
| West | 49 | SW 72 Street From SW 117 Avenue to SW 157 Avenue | Widen from 4 to 6 lanes | 2010-2015 | II | #5 |
| West | 49 | SW 88 Street From SW 177 Avenue to SW 167 Avenue | Widen from 4 to 6 lanes | 2010-2015 | II | #6 |
| West | 49 | Kendall Corridor From Dadeland North to West Flagler St | Premium Transit | 2010-2015 | II | #7 See Map J-3C |
| South | 51 | HEFT SW 216 Street to SW 200 Street | Widen to 6 lanes | 2016-2020 | III | #8 |
| | | SW 200 Street to US-1 | Widen to 8 lanes | 2016-2020 | III | #9 |
| | | US-1 to N. of Eureka Drive | Widen to 10 lanes | 2016-2020 | III | #10 |
| South | 51 | SW 147 Avenue From SW 184 Street to SW 152 Street | Widen from 2 to 4 lanes | 2016-2020 | III | #11 |
| South | 51 | SW 152 Street From HEFT to US-1 | Widen from 4 to 6 lanes | 2016-2020 | III | #12 |
| South | 51 | SW 152 Street From SW 147 Avenue to SW 157 Avenue | Widen from 2 to 4 lanes | 2016-2020 | III | #13 |
| South | 51 | SW 157 Avenue From SW 184 Street to SW 216 Street | New 2 lane roadway | 2016-2020 | III | #14 |
| South | 51 | SW 184 Street From SW 157 Avenue to SW 147 Avenue | Widen from 2 to 4 lanes | 2016-2020 | III | #15 |
| West | 51 | HEFT From SW 104 Street to SR 836 | Express lanes | 2016-2020 | III | #16 |
| West | 51 | HEFT From SW 88 Street to SW 8 Street | Widen to 8 lanes | 2016-2020 | III | #17 |
| West | 51 | SW 104 Street From SW 160 Avenue to SW 167 Avenue | New 4 lane roadway | 2016-2020 | III | #18 |
| West | 51 | SW 127 Avenue From SW 120 Street to SW 144 Street | New 4 lane roadway | 2016-2020 | III | #19 |
| West | 51 | SW 157 Avenue From SW 42 Street to SW 8 Street | New 4 lane roadway | 2016-2020 | III | #20 |
| West | 51 | SW 167 Avenue From SW 40 Street to SW 56 Street | New 2 lane roadway | 2016-2020 | III | #21 |
| West | 53 | SW 104 Street From SW 167 Avenue to SW 177 Avenue | New 2 lane roadway | 2021-2030 | IV | #22 |
| West | 53 | SW 120 Street From SW 137 Avenue to SW 147 Avenue | Widen from 4 to 6 lanes | 2021-2030 | IV | #23 |
| West | 53 | SW 26 Street From SW 147 Avenue to SW 157 Avenue | New 4 lane roadway | 2021-2030 | IV | #24 |
| West | 53 | South Miami-Dade Rail | Premium Transit | 2021-2030 | IV | #25 See Map J-3C |
| West | 55 | SW 40 Street From SW 157 Avenue to SW 167 Avenue | New 2 lane roadway | - | Developer | #26 |
| West | 55 | West Kendall Transit Hub Kendall Town Center | Transit Hub | - | Developer | #27 |
| West | 55 | SW 88 Street From SW 162 Avenue to SW 167 Avenue | Widen from 4 to 6 lanes | - | Developer | #28 |
| West | 55 | SW 147 Avenue From SW 88 Street to SW 26 Street | Widen from 2 to 4 lanes | - | Developer | #29 |

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



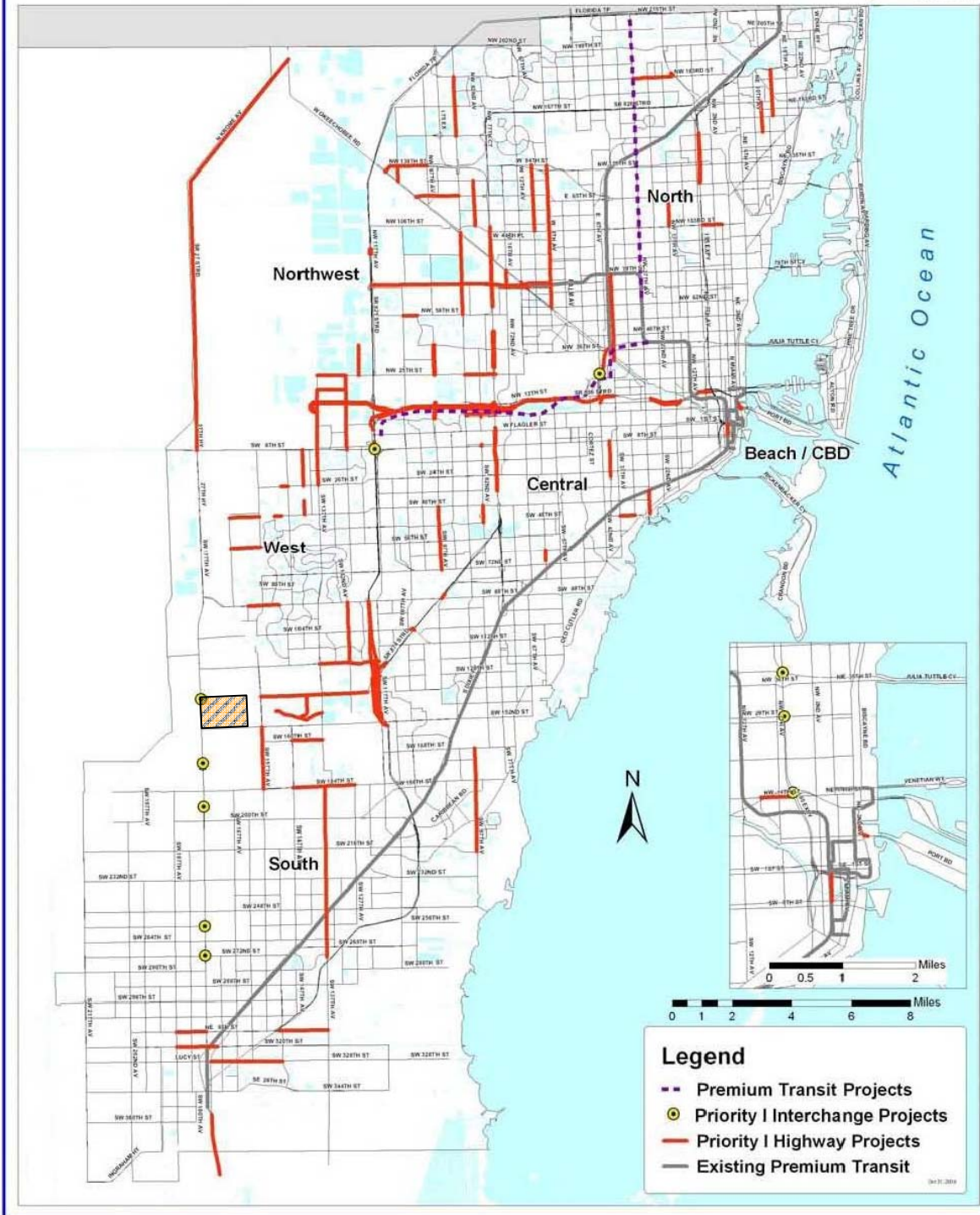
Legend
 FIHS Roadways
 Existing Rail Lines
 Transit Center
 Site
 LRTP 2030 PRIORITY II IMPROVEMENTS – 2010-2015
 LRTP 2030 PRIORITY III IMPROVEMENTS – 2016-2020
 LRTP 2030 PRIORITY IV IMPROVEMENTS – 2021-2030
 Premium Transit
 See also Map J-3D

Map J-4A
 Planned Transportation Improvements
 Parkland
 August 2006

Source: Miami-Dade 2030 L RTP

Year 2030 Cost Feasible Plan

Priority I Projects



Legend

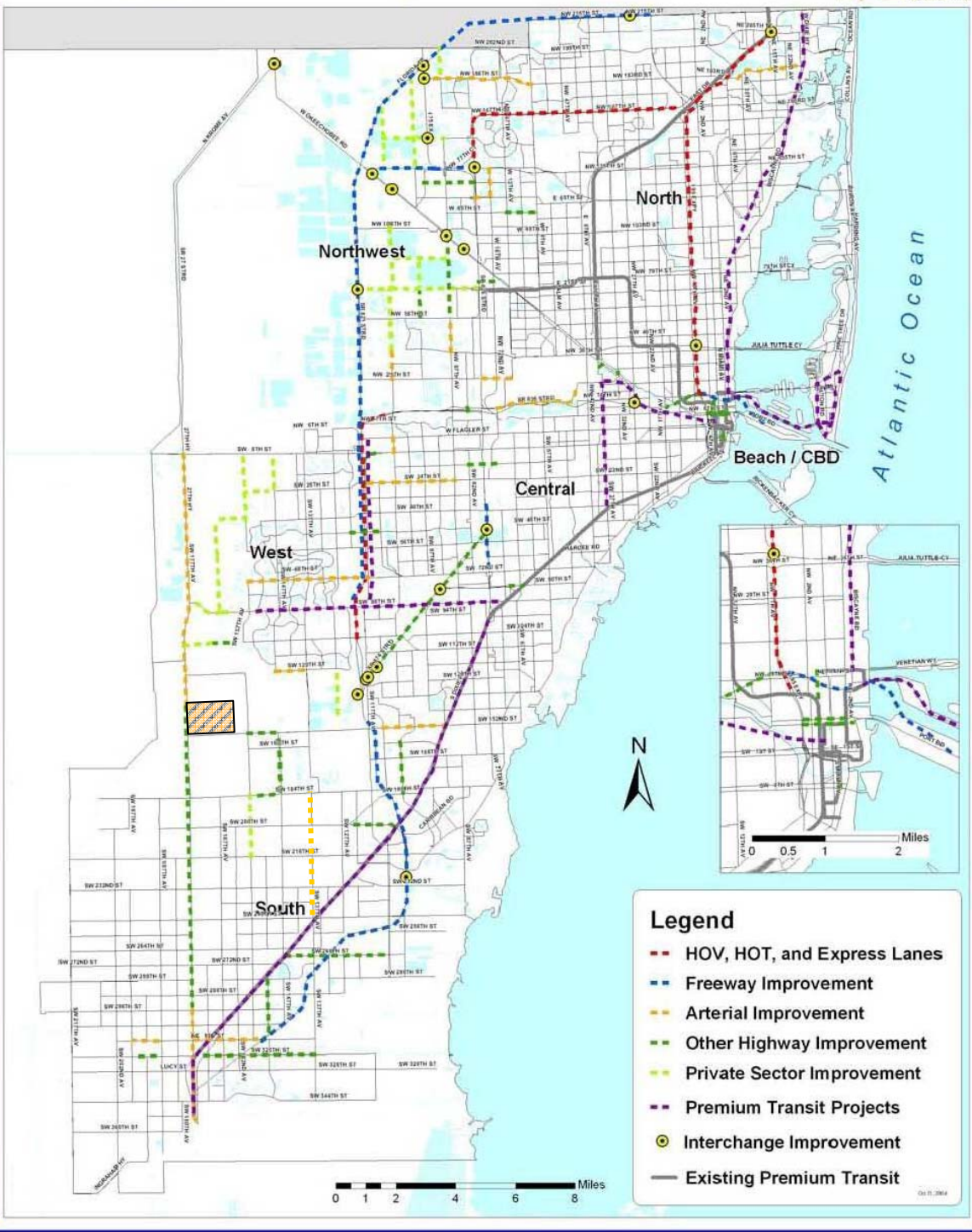


Site Location

Map J-4B
 Priority I Planned Transportation Improvements from the Year 2030 Long Range Transportation Plan
 Parkland
 August 2006

Year 2030 Cost Feasible Plan

Priority II, III, and IV Projects



- Legend**
- HOV, HOT, and Express Lanes
 - Freeway Improvement
 - Arterial Improvement
 - Other Highway Improvement
 - Private Sector Improvement
 - Premium Transit Projects
 - ⊙ Interchange Improvement
 - Existing Premium Transit

Legend
 Site Location

Map J-4C
 Priority II, III and IV Planned Transportation Improvements from the Year 2030 Long Range Transportation Plan
 Parkland
 August 2006

Source: Cathy Sweetapple & Associates

- B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Transportation Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the Pre-application Conference stage.

1. **Trip Generation**

Parkland is located on approximately 960 acres of land offering a mixed-use community and neighborhood development program combining residential, employment, retail services, schools, parks and community uses to create a balanced and sustainable neighborhood plan. The project includes a hospital, medical office and industrial flex space, providing an employment base with relatively high-paying quality jobs, supported by a mixture of single family and multi-family residential supply. The project is providing public infrastructure inclusive of two K-8 schools, one high school, community park space, and community uses that would accommodate a library, police and fire facilities. The project is providing a transit station along the CSX Kendall Extension rail corridor to serve the future potential to utilize the CSX rail line for Tri-Rail Commuter Transit services.

Table 21.B1 provides a trip generation summary identifying the gross trips, the internal trip reductions and the net external trips for both the AM and PM peak hour analyses. The trip rates and formulas from *ITE Trip Generation, 7th Edition* have been used to prepare the attached **Table 21.B2** depicting the detailed AM peak hour and PM peak hour trip generation analyses for the DRI. **Table 21.B2** identifies the land use codes (LUC) selected from *ITE Trip Generation, 7th Edition* to represent the trip rates or formulas for each land use component of the DRI development program. The trip rates for single family detached and single family attached townhomes and multi-family condominiums have been obtained from ITE LUC 210 and 230. Based upon the number of dwelling units proposed within each of the residential categories, the more conservative trip generation rate (in lieu of the formula) has been used for LUC 230 for the AM and PM peak hours, and the more conservative trip generation rate (in lieu of formula) has been applied for LUC 210 for the PM peak hour. For the AM peak hour analysis, the rate and formula yield similar results under LUC 210, therefore the use of the formula has been maintained.

| Table 21.B1 – Trip Generation Summary for the DRI | | | | | | |
|--|-------------------|--------------------|-----------------|-------------------|--------------------|-----------------|
| | AM Inbound | AM Outbound | AM Total | PM Inbound | PM Outbound | PM Total |
| Gross Trips | 2,961 | 4,036 | 6,997 | 3,930 | 3,180 | 7,110 |
| Internalization | 877 | 1,330 | 2,207 | 897 | 738 | 1,635 |
| Net External Trips | 2,084 | 2,706 | 4,790 | 3,033 | 2,442 | 5,475 |

**TABLE 21.B2
PARKLAND
AM AND PM PEAK HOUR TRIP GENERATION**

19-Jul-06

| LAND USE | UNITS | ITE LUC | ITE 7TH EDITION RATE OR FORMULA | AM TRIPS | IN | | OUT | |
|---|-----------------|---------------|---------------------------------------|--------------|------------|--------------|------------|--------------|
| | | | | | % | TRIPS | % | TRIPS |
| RESIDENTIAL | | | | | | | | |
| SINGLE FAMILY | 1,257 DU | 210 | $T = 0.70 (X) + 9.43$ | 889 | 25% | 222 | 75% | 667 |
| TOWNHOUSE | 2,436 DU | 230 | $T = 0.44 (X)$ | 1,072 | 17% | 182 | 83% | 890 |
| CONDOMINIUM | 3,248 DU | 230 | $T = 0.44 (X)$ | 1,429 | 17% | 243 | 83% | 1,186 |
| RETAIL | 200,000 SQ. FT. | 820 | $\ln (T) = 0.60 \ln (X) + 2.29$ | 237 | 61% | 145 | 39% | 92 |
| MEDICAL OFFICE | 100,000 SQ. FT. | 720 | $T = 2.48 (X)$ | 248 | 79% | 196 | 21% | 52 |
| HOSPITAL | 200 BEDS | 610 | $T = 1.13 (X)$ | 226 | 70% | 158 | 30% | 68 |
| INDUSTRIAL - FLEX SPACE | 550,000 SQ. FT. | 130 | $T = 0.84 (X)$ | 462 | 82% | 379 | 18% | 83 |
| K-8 SCHOOL | 3,200 Students | 522 | $T = 0.53 (X)$ | 1,696 | 55% | 933 | 45% | 763 |
| HIGH SCHOOL | 1,600 Students | 530 | $T = 0.41 (X)$ | 656 | 69% | 453 | 31% | 203 |
| COMMUNITY USES | 50,000 SQ. FT. | 495 | $T = 1.62 (X)$ | 81 | 61% | 49 | 39% | 32 |
| PARKS | 67.6 ACRES | 412 | $T = 0.01 (X)$ | 1 | 80% | 1 | 20% | 0 |
| GROSS TOTAL TRIPS | | | | 6,997 | 42% | 2,961 | 58% | 4,036 |
| INTERNALIZATION OF RETAIL TRIPS | | 32.78% | Reduction of retail trips | 78 | 61% | 47 | 39% | 31 |
| INTERNALIZATION OF MEDICAL OFFICE TRIPS | | 26.81% | Reduction of medical office trips | 66 | 79% | 53 | 21% | 13 |
| INTERNALIZATION OF HOSPITAL TRIPS | | 26.81% | Reduction of hospital trips | 61 | 70% | 42 | 30% | 19 |
| INTERNALIZATION OF INDUSTRIAL TRIPS | | 10.00% | Reduction of industrial trips | 46 | 83% | 38 | 17% | 8 |
| INTERNALIZATION OF K-8/HIGH SCHOOL TRIPS | | 39.16% | Reduction of K-8/high school trips | 921 | 55% | 507 | 45% | 414 |
| INTERNALIZATION OF COMMUNITY AND PARK TRIPS | | 39.16% | Reduction of community and park trips | 32 | 61% | 20 | 39% | 12 |
| INTERNALIZATION OF RESIDENTIAL TRIPS | | 29.58% | Reduction of residential trips | 1,003 | 17% | 170 | 83% | 833 |
| SUBTOTAL INTERNAL CAPTURE OF GROSS TRIPS | | 31.54% | | 2,207 | 40% | 877 | 60% | 1,330 |
| NET EXTERNAL TRIPS | | | | 4,790 | 44% | 2,084 | 56% | 2,706 |
| | | | | | | | | |
| LAND USE | UNITS | ITE LUC | ITE 7TH EDITION RATE OR FORMULA | PM TRIPS | IN | | OUT | |
| | | | | | % | TRIPS | % | TRIPS |
| RESIDENTIAL | | | | | | | | |
| SINGLE FAMILY | 1,257 DU | 210 | $T = 1.01 (X)$ | 1,270 | 63% | 800 | 37% | 470 |
| TOWNHOUSE | 2,436 DU | 230 | $T = 0.52 (X)$ | 1,267 | 67% | 849 | 33% | 418 |
| CONDOMINIUM | 3,248 DU | 230 | $T = 0.52 (X)$ | 1,689 | 67% | 1,132 | 33% | 557 |
| RETAIL | 200,000 SQ. FT. | 820 | $\ln (T) = 0.66 \ln (X) + 3.40$ | 989 | 48% | 475 | 52% | 514 |
| MEDICAL OFFICE | 100,000 SQ. FT. | 720 | $T = 3.72 (X)$ | 372 | 27% | 100 | 73% | 272 |
| HOSPITAL | 200 BEDS | 610 | $T = 1.3 (X)$ | 260 | 36% | 94 | 64% | 166 |
| INDUSTRIAL - FLEX SPACE | 550,000 SQ. FT. | 130 | $T = 0.86 (X)$ | 473 | 21% | 99 | 79% | 374 |
| K-8 SCHOOL | 3,200 Students | 522 | $T = 0.15 (X)$ | 480 | 52% | 250 | 48% | 230 |
| HIGH SCHOOL | 1,600 Students | 530 | $T = 0.14 (X)$ | 224 | 47% | 105 | 53% | 119 |
| COMMUNITY USES | 50,000 SQ. FT. | 495 | $T = 1.64 (X)$ | 82 | 29% | 24 | 71% | 58 |
| PARKS | 67.6 ACRES | 412 | $T = 0.06 (X)$ | 4 | 41% | 2 | 59% | 2 |
| GROSS TOTAL TRIPS | | | | 7,110 | 55% | 3,930 | 45% | 3,180 |
| INTERNALIZATION OF RETAIL TRIPS | | 32.08% | Reduction of retail trips | 317 | 48% | 152 | 52% | 165 |
| INTERNALIZATION OF MEDICAL OFFICE TRIPS | | 19.03% | Reduction of medical office trips | 71 | 27% | 19 | 73% | 52 |
| INTERNALIZATION OF HOSPITAL TRIPS | | 19.03% | Reduction of hospital trips | 49 | 36% | 18 | 64% | 31 |
| INTERNALIZATION OF INDUSTRIAL TRIPS | | 10.00% | Reduction of industrial trips | 47 | 21% | 10 | 79% | 37 |
| INTERNALIZATION OF K-8/HIGH SCHOOL TRIPS | | 52.58% | Reduction of K-8/high school trips | 370 | 52% | 192 | 48% | 178 |
| INTERNALIZATION OF COMMUNITY AND PARK TRIPS | | 52.58% | Reduction of community and park trips | 45 | 29% | 13 | 71% | 32 |
| INTERNALIZATION OF RESIDENTIAL TRIPS | | 17.41% | Reduction of residential trips | 736 | 67% | 493 | 33% | 243 |
| SUBTOTAL INTERNAL CAPTURE OF GROSS TRIPS | | 23.00% | | 1,635 | 55% | 897 | 45% | 738 |
| NET EXTERNAL TRIPS | | | | 5,475 | 55% | 3,033 | 45% | 2,442 |

C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects the development (i.e., provision of on-site shopping and recreating facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.

1. Internal Trip Reduction

The mixture of neighborhood supportive land uses within the DRI will result in the satisfaction of internal trips without the use of external or regional roadways located outside of the DRI project boundaries. The retail uses, medical office, hospital, employment, community uses, parks and schools (two K-8 schools plus a high school) will be supported (in large part) by the residents living in the proposed single family detached, single family attached and multi-family condominium units. Since the ITE trip generation rates are derived from freestanding land uses, a manual adjustment is necessary to account for the internal trip making characteristics of this mixed use DRI.

The internalization for the DRI has been developed using the ITE guidelines for Multi-Use Developments found in Chapter 7 of the *ITE Trip Generation Handbook, June 2004*. Specifically, the use of the *ITE Multi-Use Development Trip Generation and Internal Capture Summary* spreadsheet (found on page 110 of Chapter 7) has been used to develop the internalization between uses, and the overall resulting internalization for the site as a whole. The internal trip capture rates by land use type (for input into the *ITE Multi-Use Development Trip Generation and Internal Capture Summary* spreadsheet) have been obtained from Table C.4 (found in Appendix C of the *ITE Trip Generation Handbook*). This table provides internal capture rates for office, retail and residential uses which are part of multi-use developments in South Florida based upon a study conducted in 1995 by the FDOT District 4 Planning Office. This study established reasonable limits for internalization for multi-use sites, in combination with the site development land use features that also support the concept of internalization. Parkland will support the multi-use development internalization by using new town planning principles to create internal connectivity for motorists, bicycles and pedestrians, providing a network for motorized and non-motorized on-site circulation to establish a sustainable community which provides employment and services integrated with residential, thus maximizing both pedestrian access and internalization of project trips.

The trip generation and internalization for each land use is calculated using the *ITE Multi-Use Development Trip Generation and Internal Capture Summary* spreadsheet found on **Table 21.C1** for the AM peak hour and **Table 21.C2** for the PM peak hour. **Maps J-5A and J-5B** are provided to conceptually illustrate the Master Circulation Plan and the system for Internal Connectivity for motorists, bicycles and pedestrians within the DRI boundaries.

2. School Trips

As part of the internalization analysis for the DRI, a portion of the school trips generated from the 2 proposed K-8 schools and the proposed high school will consist of trips which are internal to the DRI based upon the number of proposed residential units and their anticipated school demand which equates to 2,871 students pursuant to the response provided in Question 27 of the DRI. This student demand consists of 2,038 elementary and middle school students and 833 high school students. The DRI has proposed two K-8 schools that would be built to accommodate 3,200 students, while the high school would accommodate 1,600 students. As part of the trip generation analysis for the DRI, internal trip reductions are incorporated for the trips generated during the AM and PM peak hours, based upon the project demand for 2,038 students attending the K-8 schools and 833 students attending the high school. This internalization equates to 39.16% of the inbound and outbound school trips for the AM peak hour, and 52.58% of the inbound and outbound school trips for the PM peak hour (as calculated using the ITE Multi-Use Development spreadsheets). While the numerical values for these percentages may seem high, the resulting internal trips are not, and they are in fact lower than the project's share of school capacity provided. The 2,871 students generated by the residential dwelling units equate to 59.8% of the 4,800 student school capacity to be provided by the DRI.

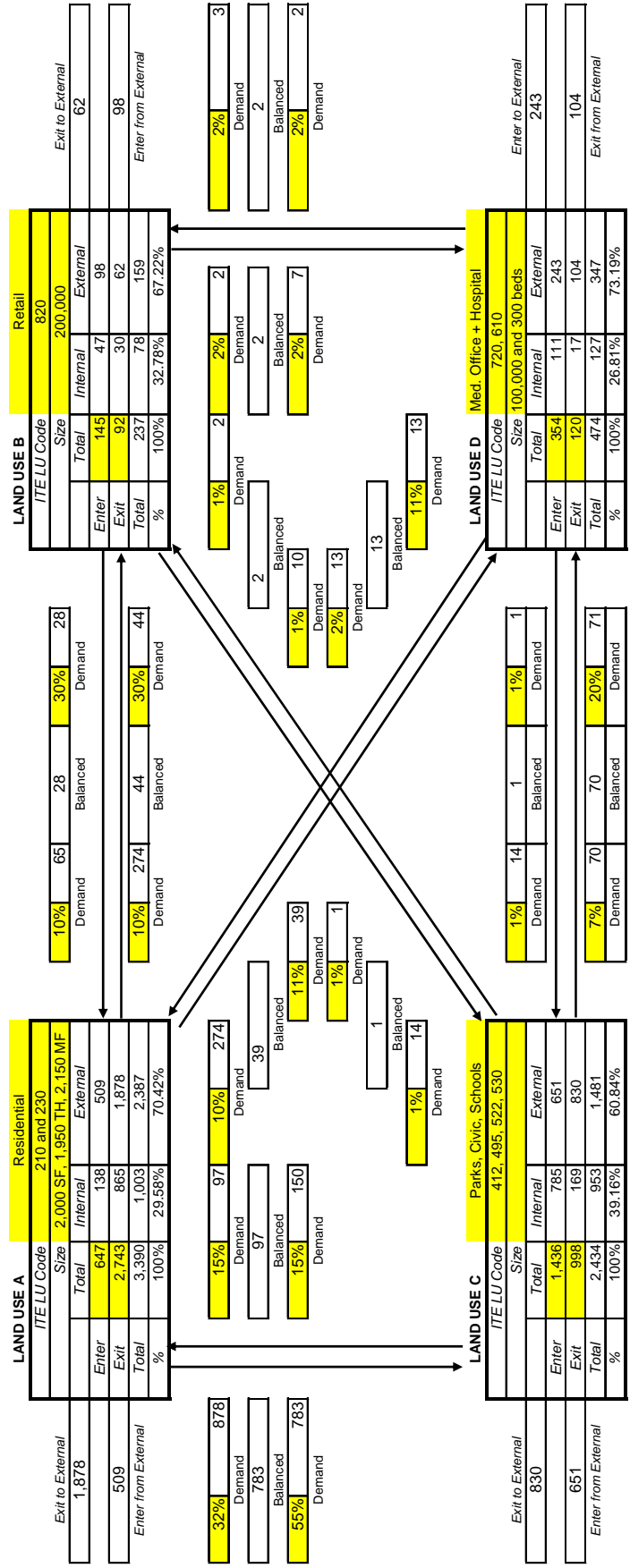
3. Pass-by Capture and Diverted Link Trips

During the evaluation of project trip generation and internalization, it was determined that internalization between project land uses would be realistic, but that neither a pass-by reduction or diverted link trips would be expected to occur at meaningful trip reduction levels for this DRI. Therefore, no pass-by reduction or diverted link trips have been incorporated into the trip generation analysis for this DRI.

4. Transit Capture

The Parkland DRI is situated adjacent to one of the western spurs of the existing CSX rail corridor. This rail corridor is being studied by Miami-Dade County and the South Florida Regional Transportation Authority (SFRTA) for the potential to provide a Kendall Extension of Tri-Rail's commuter transit service, providing a rail transit connection to the Miami Intermodal Center (MIC), thus linking the Kendall community with Metrorail. The Kendall Corridor Alternatives Analysis is currently underway by the MPO, and this study includes an analysis of the CSX Corridor connection which could bring commuter rail service to the Kendall area in a timeframe that coincides with the opening of the MIC. The Master Plan for the DRI has been designed to feature a transit station adjacent to the project's employment center. The design of the site has embraced the concept of being adjacent to a future transit corridor, and as such, the employment and higher density residential uses have been located in close proximity to the proposed Commuter Rail Station. Site features have been positioned to maximize the transit connection for the benefit of the future residents and employees that are anticipated to use the future commuter transit system. The Applicant supports the use of this valuable resource to provide commuter transit service for the Kendall community. Please note that to provide a conservative transportation analysis, no transit capture (i.e. reduction in external vehicular trips) have been proposed for the DRI at this time based upon the use of the commuter rail transit system.

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY



Net External Trips for Multi-Use Developments

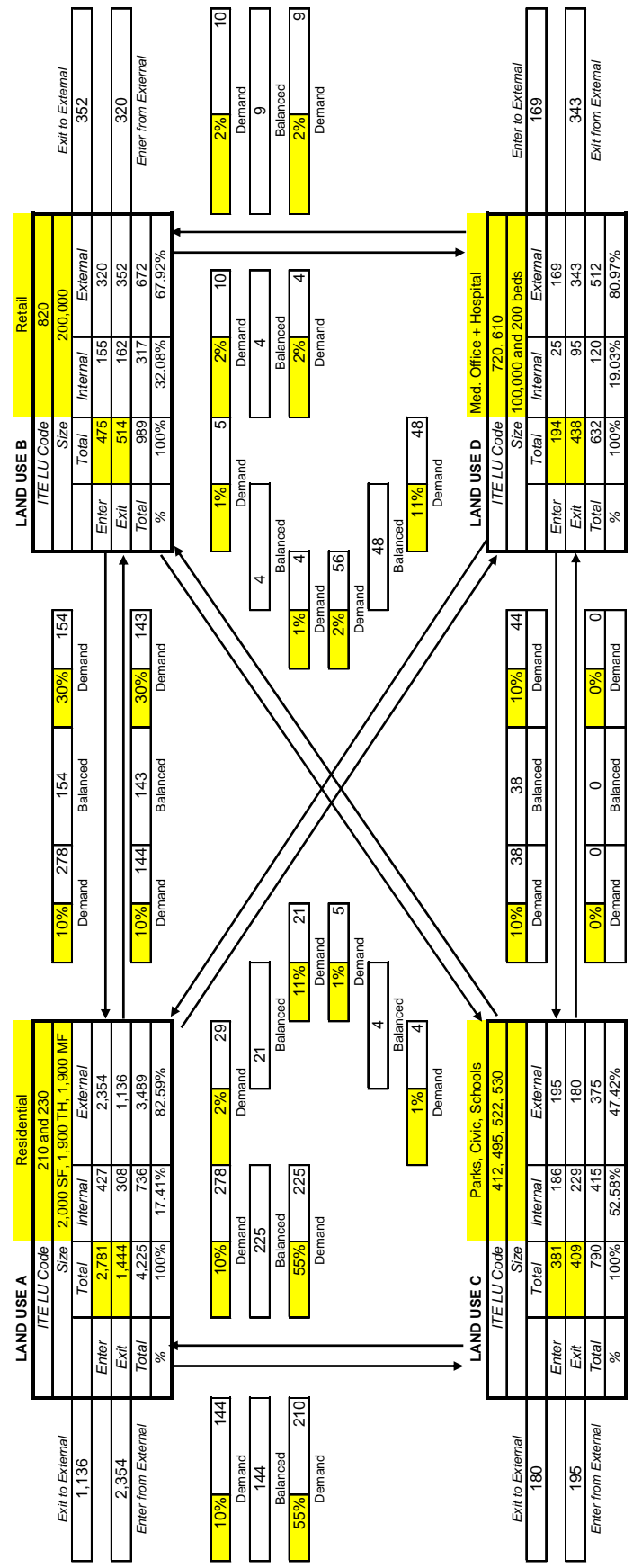
| | LAND USE A | LAND USE B | LAND USE C | LAND USE D | OTHER | Total |
|------------|-------------|--------------|-------------------|------------|-------|---------------|
| Enter | 509 | 98 | 651 | 243 | 341 | 1,843 |
| Exit | 1,878 | 62 | 830 | 104 | 75 | 2,948 |
| Total | 2,387 | 159 | 1,481 | 347 | 416 | 4,790 |
| Single Use | 3,390 | 237 | 2,434 | 474 | 462 | 6,997 |
| | Residential | Schools/Park | Med. Office/Hosp. | Industrial | | |
| | | | | | | 31.54% |

Source: ITE Trip Generation Handbook, June 2004, Chapter 7, page 110 – Multi-Use Development Trip Generation and Internal Capture Summary.

Analyst Sweetapple
Date July 19, 2006

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Project Parkland DRI
Time Period PM Peak Hour



Net External Trips for Multi-Use Developments

| | LAND USE A | LAND USE B | LAND USE C | LAND USE D | Other | Total |
|------------|-------------|--------------|-------------------|------------|-------|------------------|
| Enter | 2,354 | 320 | 195 | 169 | 89 | 3,126 |
| Exit | 1,136 | 352 | 180 | 343 | 337 | 2,348 |
| Total | 3,489 | 672 | 375 | 512 | 426 | 5,473 |
| Single Use | 4,225 | 989 | 790 | 632 | 473 | 7,109 |
| | Residential | Schools/Park | Med. Office/Hosp. | Industrial | | |
| | | | | | | INTERNAL CAPTURE |
| | | | | | | 23.01% |

Source: ITE Trip Generation Handbook, June 2004, Chapter 7, page 110 – Multi-Use Development Trip Generation and Internal Capture Summary.

Tables 21.C3 and 21.C4 provide a tabular summary of the internalization achieved using the ITE Multi-Use Development spreadsheets.

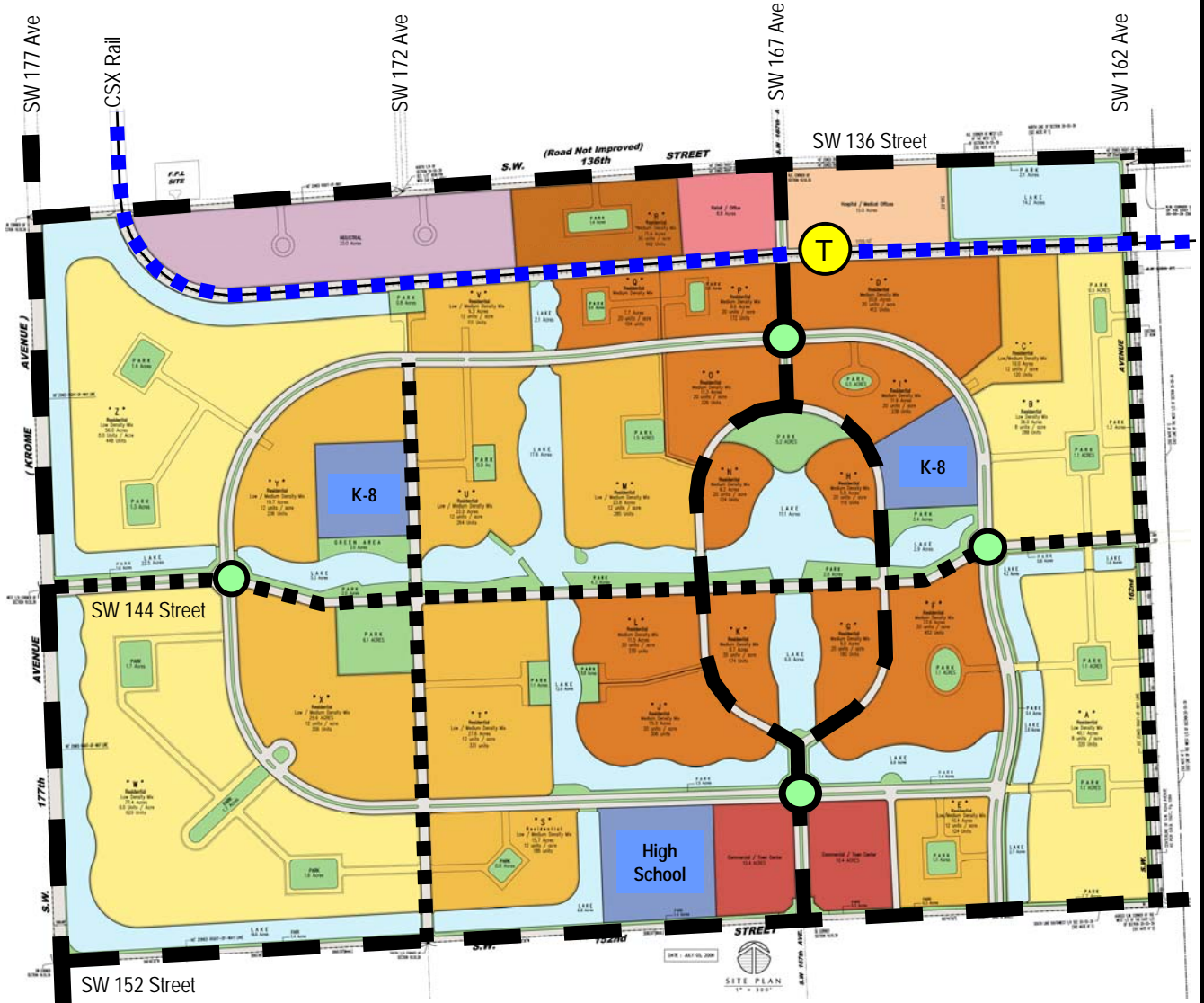
Table 21.C3 – AM Peak Hour Internalization Summary









| Development Program Land Use | ITE Land Use Code | Scale of Development | Gross AM Peak Hour Trips | Internal Percent Reduction | Internal Trip Reductions | Net External AM Peak Hour Trips |
|------------------------------|-------------------|----------------------|--------------------------|----------------------------|--------------------------|---------------------------------|
| Single Family Detached | 210 | 1,257 du | 889 | 29.58% | 263 | 626 |
| Single Family Attached | 230 | 2,436 du | 1,072 | 29.58% | 317 | 755 |
| Multi-Family Condominium | 230 | 3,248 du | 1,429 | 29.58% | 423 | 1006 |
| Retail | 820 | 200,000 sq.ft. | 237 | 32.78% | 78 | 159 |
| Medical Office | 720 | 100,000 sq.ft. | 248 | 26.81% | 66 | 182 |
| Hospital | 610 | 200 beds | 226 | 26.81% | 61 | 165 |
| Industrial-Flex Space | 130 | 550,000 sq.ft. | 462 | 10.0% | 46 | 416 |
| K-8 School | 522 | 3,200 students | 1,696 | 39.16% | 664 | 1032 |
| High School | 530 | 1,600 students | 656 | 39.16% | 257 | 399 |
| Community Uses | 495 | 50,000 sq.ft. | 81 | 39.16% | 32 | 49 |
| Parks | 412 | 67.6 acres | 1 | 39.16% | 0 | 1 |
| TOTAL | | | 6,997 | | 2207 | 4790 |


Table 21.C4 – PM Peak Hour Internalization Summary

| Development Program Land Use | ITE Land Use Code | Scale of Development | Gross PM Peak Hour Trips | Internal Percent Reduction | Internal Trip Reductions | Net External PM Peak Hour Trips |
|------------------------------|-------------------|----------------------|--------------------------|----------------------------|--------------------------|---------------------------------|
| Single Family Detached | 210 | 1,257 du | 1,270 | 17.41% | 221 | 1,049 |
| Single Family Attached | 230 | 2,436 du | 1,267 | 17.41% | 221 | 1,046 |
| Multi-Family Condominium | 230 | 3,248 du | 1,689 | 17.41% | 294 | 1,395 |
| Retail | 820 | 200,000 sq.ft. | 989 | 31.08% | 317 | 672 |
| Medical Office | 720 | 100,000 sq.ft. | 372 | 19.03% | 71 | 301 |
| Hospital | 610 | 200 beds | 260 | 19.03% | 49 | 211 |
| Industrial-Flex Space | 130 | 550,000 sq.ft. | 473 | 10.0% | 47 | 426 |
| K-8 School | 522 | 3,200 students | 480 | 52.58% | 252 | 228 |
| High School | 530 | 1,600 students | 224 | 52.58% | 118 | 106 |
| Community Uses | 495 | 50,000 sq.ft. | 82 | 52.58% | 43 | 39 |
| Parks | 412 | 67.6 acres | 4 | 52.58% | 2 | 2 |
| TOTAL | | | 7,110 | | 1635 | 5,475 |

Note: Map J-5C provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.







-  Single Family Detached
-  Single Family Attached Townhomes
-  Condominiums
-  Parks
-  Schools
-  Retail, Office and Services
-  Industrial-Flex Space
-  Medical Office and Hospital

 Transit Station

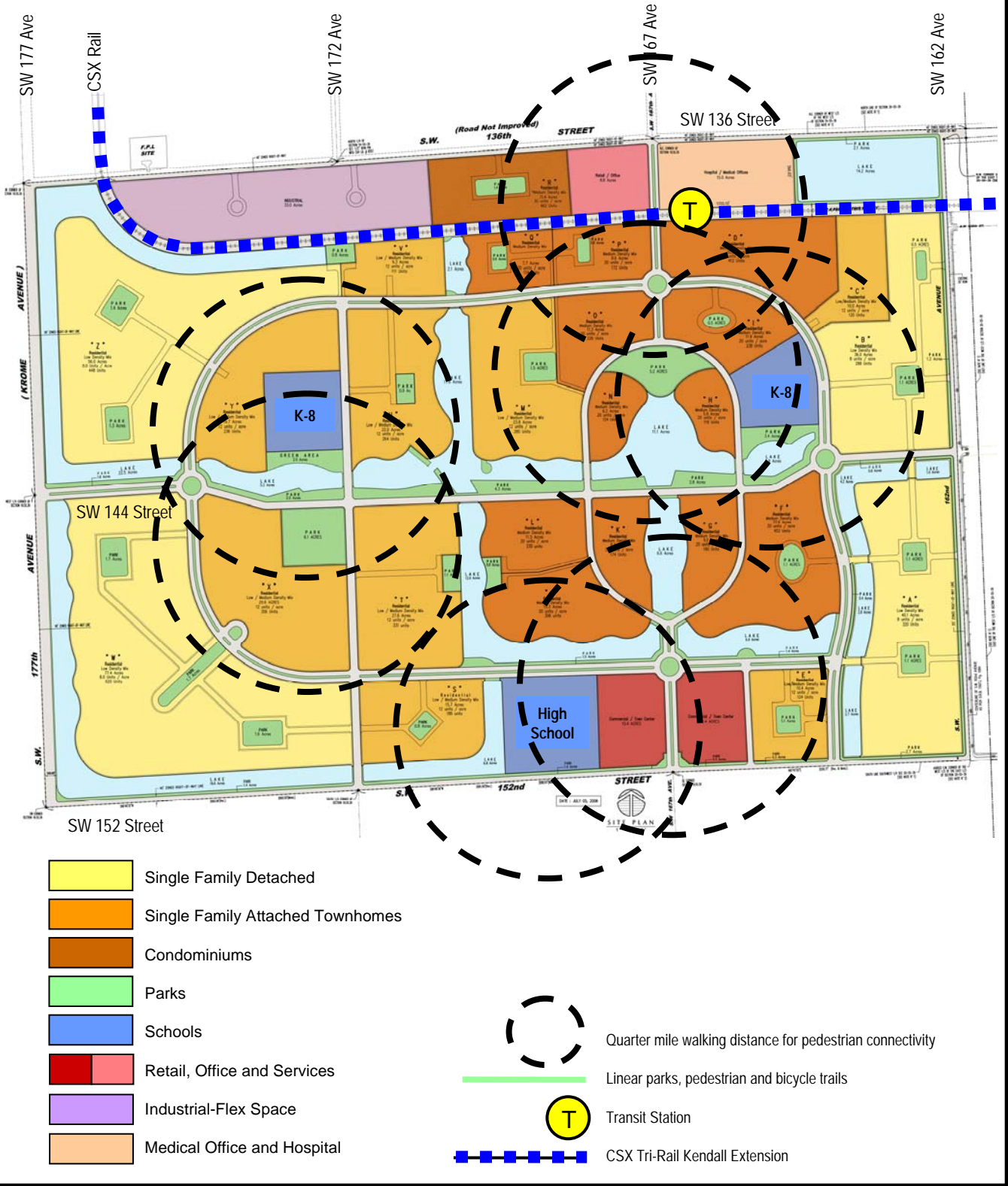
 CSX Tri-Rail Kendall Extension



- Legend
-  Section Line Roadway – SW 177 Avenue – Minimum Width 180'
 -  Section Line Roadway – SW 152 Street – Minimum Width 110'
 -  Section Line Roadway – SW 136 St and SW 167 Ave – Minimum Width 80'
 -  Half Section Line Roadways – Minimum 70' Width

Map J-5A
 Conceptual Master Circulation Plan
 Parkland
 August 2006

Note: Map J-5D provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.



Legend



Map J-5B
Internal Connectivity
Parkland
August 2006

- D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available and some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in sub zones at build out and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvement programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.

The traffic forecasting approach for the Parkland DRI includes an overview of the background and committed development analyses, the future traffic conditions analysis and the traffic assignment procedure used to establish project distribution on the study area roadway network. Detailed discussions related to the calculation of background growth, the evaluation of committed developments, the traffic assignment approach, and the refinement of the project distribution are provided in this section.

1. **Background and Committed Development Traffic**

Background traffic conditions have been developed by applying historical growth rates to the adjusted PM peak hour directional traffic volumes, then overlaying PM peak hour traffic from major unbuilt committed developments located within the study area. Committed development traffic forecasts have been established using specific development information supplied by local governments within and surrounding the study area and using approved DRI distribution information obtained from the South Florida Regional Planning Council (where applicable). Committed developments include approved DRIs and developments below DRI thresholds where the remaining unbuilt PM peak hour project traffic is equal to or exceeds 400 net external PM peak hour trips. Historical growth rates combined with the unbuilt committed development trips have been used to project future background traffic conditions.

2. **Background Traffic Growth Rate**

Annual compounded historical growth rates representative of background traffic growth on study area roadways and freeways were calculated using available AADT from six years of historical traffic counts (1999 to 2005) as obtained from 39 state count stations located within the study area (see **Appendix 21-5**). **Table 21.D1** identifies the historical AADT and the traffic growth rate calculations for the arterial and collector roadways (where state traffic data is maintained) and for Florida's Turnpike and SR 874. Pursuant to typical DRI practices, half of the historical trend growth rate is used to project future background traffic on roadway segments in the study area, when committed development traffic has been added separately to the regional roadway network. **Table 21.D1** demonstrates that half of the estimated average yearly regional growth rate for the state and county arterial roadways in the study area was calculated at 1.06% and half of the HEFT growth rate was calculated at 3.31%. The historical growth rate for SR 874 was negative therefore 0.50% per year was used.

**TABLE 21.D1
PARKLAND
TRAFFIC GROWTH RATE CALCULATIONS**

20-Jul-06

| ROADWAY | DIR | STATION | 1999 AADT | 2000 AADT | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | COMPOUND GROWTH 1999 to 2005 |
|---|-----|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------------------------|
| SW 8 STREET | | | | | | | | | | |
| WEST OF KROME AVENUE | E/W | FDOT-0003 | 5,700 | 6,600 | 5,900 | 7,400 | 5,200 | 6,000 | 5,700 | 0.00% |
| EAST OF KROME AVENUE | E/W | FDOT-0377 | 12,300 | 14,000 | 14,400 | 15,200 | 13,600 | 16,200 | 16,800 | 5.33% |
| WEST OF SW 127 AVENUE | E/W | FDOT-0088 | 46,000 | 52,500 | 45,000 | 46,500 | 44,000 | 42,500 | 49,500 | 1.23% |
| EAST OF SW 122 AVENUE | E/W | FDOT-0380 | 70,500 | 79,500 | 61,500 | 69,000 | 75,000 | 64,000 | 64,000 | -1.60% |
| AVERAGE: | | | 134,500 | 152,600 | 126,800 | 138,100 | 137,800 | 128,700 | 136,000 | 0.19% |
| SW 88 ST WEST OF SW 137 AVE | | | | | | | | | | |
| EAST OF KROME AVENUE | E/W | FDOT-0010 | 11,000 | 12,100 | 12,100 | 13,700 | 12,800 | 15,100 | 14,600 | 4.83% |
| WEST OF SW 167 AVENUE | E/W | FDOT-2559 | 13,700 | 13,700 | 13,700 | 13,600 | 13,100 | 15,100 | 18,400 | 5.04% |
| WEST OF SW 157 AVENUE | E/W | FDOT-2529 | 16,300 | 17,800 | 20,000 | 23,000 | 25,500 | 29,500 | 26,000 | 8.09% |
| WEST OF SW 147 AVENUE | E/W | FDOT-1080 | 44,000 | 43,000 | 50,500 | 50,000 | 47,500 | 46,500 | 44,000 | 0.00% |
| AVERAGE: | | | 85,000 | 86,600 | 96,300 | 100,300 | 98,900 | 106,200 | 103,000 | 3.25% |
| SW 88 ST EAST OF SW 137 AVE | | | | | | | | | | |
| EAST OF SW 137 AVENUE | E/W | FDOT-0060 | 68,500 | 76,500 | 67,500 | 69,500 | 69,500 | 82,000 | 70,000 | 0.36% |
| EAST OF SW 127 AVENUE | E/W | FDOT-0062 | 77,000 | 65,500 | 65,500 | 75,500 | 84,500 | 89,000 | 80,000 | 0.64% |
| EAST OF SW 110 AVENUE | E/W | FDOT-0592 | 63,000 | 60,000 | 61,500 | 66,500 | 64,500 | 68,500 | 60,500 | -0.67% |
| WEST OF SW 91 AVENUE | E/W | FDOT-0188 | 47,523 | 49,324 | 49,164 | 49,313 | 48,474 | 48,098 | 47,044 | -0.17% |
| WEST OF SW 87 AVENUE | E/W | FDOT-0066 | 46,500 | 56,000 | 54,500 | 53,000 | 54,000 | 55,000 | 55,500 | 2.99% |
| EAST OF SW 79 AVENUE | E/W | FDOT-0684 | 49,500 | 50,500 | 53,500 | 53,000 | 60,000 | 54,500 | 50,000 | 0.17% |
| AVERAGE: | | | 352,023 | 357,824 | 351,664 | 366,813 | 380,974 | 397,098 | 363,044 | 0.52% |
| SW 152 STREET | | | | | | | | | | |
| EAST OF SW 112 AVENUE | E/W | FDOT-0056 | 31,000 | 33,000 | 35,000 | 33,500 | 38,000 | 41,000 | 39,000 | 3.90% |
| WEST OF US-1 | E/W | FDOT-1106 | 32,000 | 35,000 | 37,500 | 34,000 | 39,000 | 43,500 | 34,500 | 1.26% |
| AVERAGE: | | | 63,000 | 68,000 | 72,500 | 67,500 | 77,000 | 84,500 | 73,500 | 2.60% |
| SW 200 STREET/SW 186 STREET | | | | | | | | | | |
| EAST OF SW 177 AVENUE | E/W | FDOT-1117 | 4,600 | 5,400 | 5,500 | 5,700 | 7,000 | 8,600 | 7,900 | 9.43% |
| EAST OF SW 127 AVENUE | E/W | FDOT-1116 | 9,200 | 10,200 | 11,200 | 12,700 | 15,700 | 17,900 | 16,700 | 10.45% |
| WEST OF SW 117 AVENUE | E/W | FDOT-0054 | 31,500 | 28,500 | 28,500 | 25,500 | 28,500 | 25,500 | 29,000 | -1.37% |
| AVERAGE: | | | 45,300 | 44,100 | 45,200 | 43,900 | 51,200 | 52,000 | 53,600 | 2.84% |
| KROME AVENUE | | | | | | | | | | |
| NORTH OF SW 8 STREET | N/S | FDOT-0582 | 8,200 | 8,300 | 9,000 | 8,300 | 8,000 | 14,400 | 17,000 | 12.92% |
| SOUTH OF SW 8 STREET | N/S | FDOT-0004 | 15,000 | 16,400 | 14,800 | 12,900 | 14,100 | 20,500 | 15,100 | 0.11% |
| NORTH OF SW 88 STREET | N/S | FDOT-2557 | N/A | N/A | 17,000 | 18,400 | 15,700 | 18,100 | 15,400 | -2.44% |
| SOUTH OF SW 88 STREET | N/S | FDOT-0682 | 12,200 | 11,500 | 14,500 | 14,500 | 15,500 | 18,100 | 15,100 | 3.62% |
| AVERAGE: | | | N/A | N/A | 55,300 | 54,100 | 53,300 | 71,100 | 62,600 | 3.15% |
| SW 137 AVENUE | | | | | | | | | | |
| SOUTH OF KENDALL DRIVE | N/S | FDOT-2520 | 46,000 | 41,000 | 43,500 | 43,000 | 42,500 | 42,500 | 52,500 | 2.23% |
| SOUTH OF SW 104 STREET | N/S | FDOT-2519 | 31,500 | 44,000 | 36,500 | 42,500 | 41,000 | 41,000 | 41,000 | 4.49% |
| AVERAGE: | | | 77,500 | 85,000 | 80,000 | 85,500 | 83,500 | 83,500 | 93,500 | 3.18% |
| US-1 | | | | | | | | | | |
| SOUTH OF SW 88 STREET | N/S | FDOT-2532 | 54,000 | 60,500 | 57,500 | 55,500 | 53,500 | 68,500 | 53,500 | -0.15% |
| SOUTH OF SR 826 | N/S | FDOT-0110 | 84,500 | 91,500 | 83,500 | 89,000 | 94,000 | 95,000 | 89,000 | 0.87% |
| SOUTH OF SW 104 STREET | N/S | FDOT-0014 | 65,500 | 69,500 | 66,500 | 73,000 | 68,000 | 67,000 | 75,500 | 2.40% |
| NORTH OF SW 152 STREET | N/S | FDOT-0033 | 71,000 | 71,000 | 72,500 | 75,000 | 74,000 | 77,000 | 77,000 | 1.36% |
| SOUTH OF SW 152 STREET | N/S | FDOT-0332 | 64,500 | 65,000 | 62,500 | 71,000 | 71,000 | 74,000 | 70,000 | 1.37% |
| AVERAGE: | | | 339,500 | 357,500 | 342,500 | 363,500 | 360,500 | 381,500 | 365,000 | 1.21% |
| SR 874 | | | | | | | | | | |
| NORTH OF THE HEFT | N/S | FDOT-2274 | 70,500 | 70,000 | 72,500 | 70,500 | 74,000 | 74,000 | 71,000 | 0.12% |
| NORTH OF SW 104 STREET | N/S | FDOT-2276 | 120,000 | 112,000 | 107,000 | 111,500 | 118,000 | 111,000 | 111,000 | -1.29% |
| NORTH OF SW 87 AVENUE | N/S | FDOT-2278 | 60,500 | 53,000 | 53,000 | 63,000 | 45,500 | 48,000 | 48,000 | -3.78% |
| AVERAGE: | | | 251,000 | 235,000 | 232,500 | 245,000 | 237,500 | 233,000 | 230,000 | -1.45% |
| FLORIDA'S TURNPIKE | | | | | | | | | | |
| NORTH OF SW 8 STREET | N/S | FDOT-2250 | 107,300 | 123,400 | 130,300 | 144,300 | 152,600 | 163,600 | 172,100 | 8.19% |
| NORTH OF BIRD ROAD | N/S | FDOT-2270 | 69,700 | 90,200 | 98,900 | 115,500 | 122,800 | 131,100 | 136,000 | 11.79% |
| NORTH OF KENDALL DRIVE | N/S | FDOT-2252 | 79,700 | 77,900 | 81,000 | 92,100 | 98,200 | 105,700 | 112,600 | 5.93% |
| NORTH OF SW 120 STREET | N/S | FDOT-2246 | 60,600 | 63,600 | 63,200 | 74,300 | 78,200 | 86,000 | 92,100 | 7.23% |
| NORTH OF SW 152 STREET | N/S | FDOT-2266 | 130,500 | 127,900 | 131,900 | 134,800 | 142,400 | 149,400 | 158,100 | 3.25% |
| NORTH OF SW 184 STREET | N/S | FDOT-2254 | 96,300 | 96,700 | 101,000 | 104,100 | 111,400 | 119,200 | 128,300 | 4.90% |
| AVERAGE: | | | 544,100 | 579,700 | 606,300 | 665,100 | 705,600 | 755,000 | 799,200 | 6.62% |
| AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE FOR THE STUDY AREA: | | | | | | | | | | 2.12% |
| HALF RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS: | | | | | | | | | | 1.06% |
| SR 874 GROWTH RATE: | | | | | | | | | | 0.50% |
| FLORIDA'S TURNPIKE GROWTH RATE: | | | | | | | | | | 6.62% |
| HALF TURNPIKE GROWTH RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS: | | | | | | | | | | 3.31% |

3. **Committed Development Traffic**

Committed developments in the study area were identified and analyzed to complete the future conditions analysis. Research with the SFRPC and Miami-Dade County provided information on the location and magnitude of previously approved and unbuilt projects. Each project was evaluated to determine if the unbuilt but approved uses would generate at least 400 net external PM peak hour trips. Site visits confirmed development status in combination with a review of approved plans. The committed development materials collected are included in **Appendix 21-6**. The development status and PM peak hour trips remaining are provided in **Tables 21.D2A and 21.D2B** below. Trip generation for each committed development was obtained from the traffic study information provided (as applicable). Where traffic study information was unavailable, the trip generation was calculated using the rates and equations from ITE Trip Generation 7th Edition. The location of each committed development project is identified on **Map J-6**.

| Project Name | Land Uses | % Built | PM Trips Remaining | Status |
|---|--|---------|--------------------|--|
| 1. Kendall Commons – TND | Residential mixed use TND – 1256 du | 0% | 653 | To be Included |
| 2. Kendall Town Center DRI | Retail, Entertainment, Hospital, Office | 0% | 3,549 | To be Included |
| 3. The Hammocks DRI | Residential, Retail, Industrial | 100% | 0 | Built |
| 4. Kendall Village | Mixed Use Retail and Residential | 95% | 0 | Built |
| 5. Kendall Town & Country DRI | Retail and Office | 100% | 0 | Built |
| 6. Kendale Lakes | Residential | 100% | 0 | Built |
| 7. Metro Zoo DRI | Attraction and Recreation | 51% | 430 | To be Included |
| 8. UM TND at Metrozoo | Mixed Use Residential, Retail, Office | 0% | 1,192 | To be Included |
| 9. London Square | Retail, Restaurant and Office | 0% | 1,877 | To be Included |
| 10. Century Gardens | Residential – 184 du SF, 324 du TH | 0% | 344 | Under 400 PM Trips Part of Background Growth |
| 11. Providence DRI (still in processing) | Mixed Use TND - Residential, Retail, Office, Educational Facilities | 0% | 4,547 | Analyses provided with and without the DRI, since it has not completed processing. |

The approved distribution for the Kendall Town Center DRI has been used to assign committed development trips to the study area roadway network. The last approved committed development assignment for the Providence DRI has been used to assign the trips from this pending DRI to the study area. The approved NOPC for Metrozoo has been used to assign the unbuilt trips to the roadway network. The traffic study for the UM TND land use approval has been used to assign trips to the roadway network. The traffic study for the London Square site plan approval has been used to assign trips to the roadway network. The committed development project distributions are documented in **Table 21.D3**, and include traffic assignments both without and with the Providence DRI, since Providence has not yet completed DRI processing and the transportation mitigation is not yet resolved.

| Table 21.D2B - Trip Generation of Unbuilt Committed Developments | | | | | | | | | | |
|--|--|-------------------|---------|---|-------|-----|-------|-----|-------|--|
| COMMITTED PROJECT | WEEKDAY PM PEAK HOUR APPROVED USE | UNITS | ITE LUC | ITE 7TH EDITION TRIP RATE OR FORMULA | TRIPS | IN | | OUT | | |
| | | | | | | % | TRIPS | % | TRIPS | |
| Kendall Commons TND | Multi-Family | 1,256 DU | 230 | $T = 0.52 (X)$ | 653 | 67% | 438 | 33% | 215 | |
| Kendall Town Center DRI | Mixed Use Office, Retail, Attraction, Hotell, Hospital | See Appendix 21-6 | | | 3,549 | 39% | 1,374 | 61% | 2,175 | |
| Metrozoo DRI | Unbuilt Attraction Uses | See Appendix 21-6 | | | 430 | 63% | 270 | 37% | 160 | |
| UM TND at Metrozoo | Mixed Use Residential, Retail, Office, School | See Appendix 21-6 | | | 1,192 | 59% | 704 | 41% | 488 | |
| London Square | Mixed Use Office, Retail, Restaurant | See Appendix 21-6 | | | 1,877 | 49% | 914 | 51% | 963 | |
| Century Gardens | Single Family | 184 DU | 210 | $\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$ | 186 | 63% | 117 | 37% | 69 | |
| | Condo/Townhomes | 324 DU | 230 | $\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$ | 158 | 67% | 106 | 33% | 52 | |
| | GROSS TRIPS | | | | 344 | 65% | 223 | 35% | 121 | |
| Providence DRI | Mixed Use TND Residential, Retail, Office, Education | See Appendix 21-6 | | | 4,547 | 54% | 2,441 | 46% | 2,106 | |

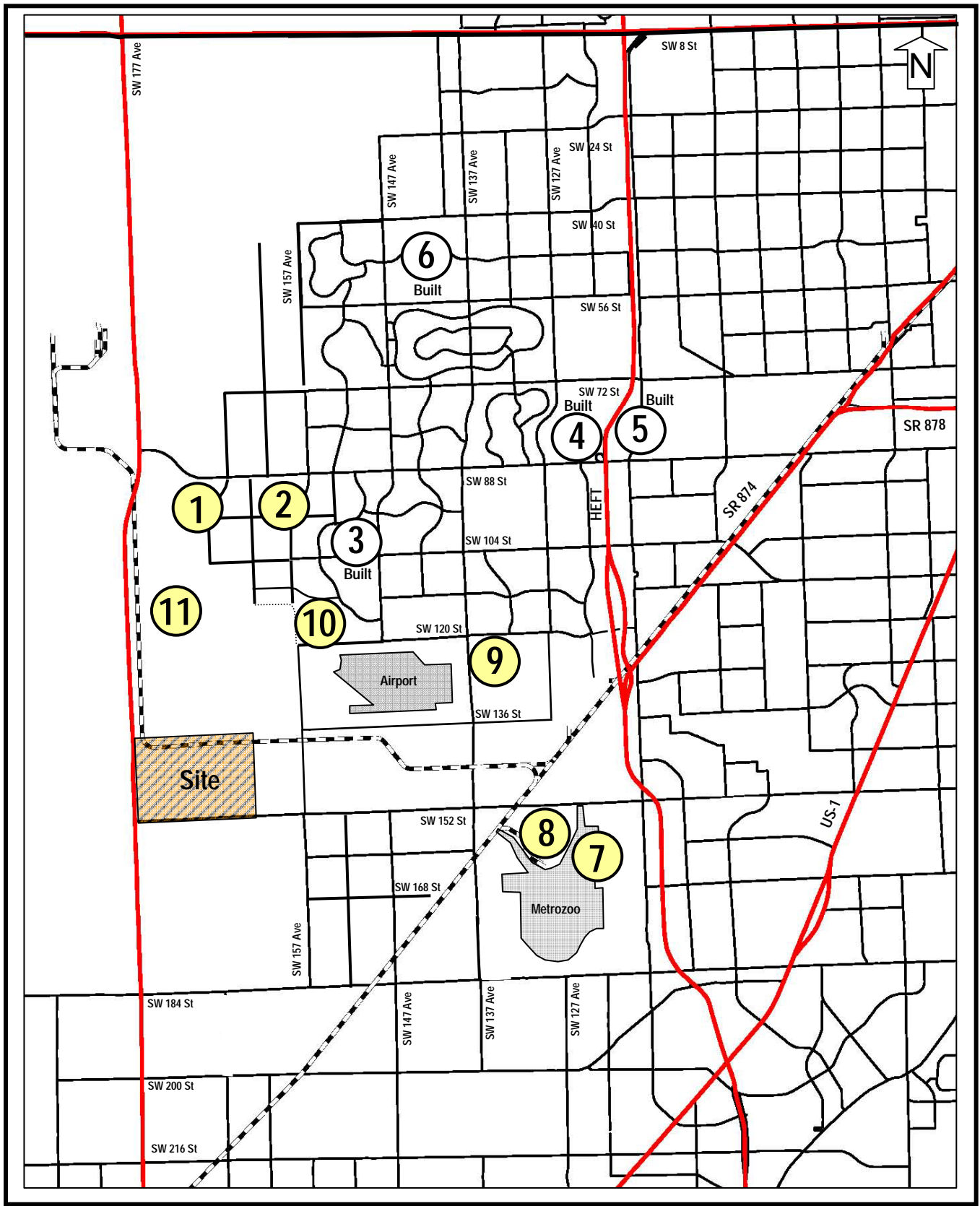
4. Future Background Plus Committed Development Traffic

The committed development trips were then added to the background link volumes for Year 2015 in **Table 21.D4** to determine the future background plus committed development traffic before adding the Parkland DRI. The analyses presented in **Table 21.D4** show traffic conditions with and without the Providence DRI.

Table **21.D4** also includes the roadway capacity improvements funded in TIP 2007 for the final traffic impact study area, increasing capacity on the following roadways:

- SW 177 Avenue – SW 8 Street to US 27 – 4LD
- SW 157 Avenue – SW 112 Street to SW 136 Street – 4LD
- SW 157 Avenue – SW 152 Street to SW 184 Street – 4LD
- SW 117 Avenue – SW 152 Street to SW 184 Street – 4LD
- SW 136 Street – SW 147 Avenue to west of SW 137 Avenue – 4LD
- SW 152 Street – SW 157 Avenue to SW 147 Avenue – 4LD
- SW 184 Street – SW 147 Avenue to SW 127 Avenue – 4LD

The improvement to SW 157 Avenue from SW 112 Street to SW 136 Street opens up an important north-south access corridor for the study area, serving as a parallel reliever facility to both SW 177 Avenue on the west and SW 137 Avenue on the east. The analysis presented in **Table 21.D4** includes the diversion of traffic off SW 177 Avenue and SW 137 Avenue, to the new SW 157 Avenue corridor. The diversion of traffic from SW 177 Avenue (estimated at 15%) is reassigned to SW 184 Street to access SW 157 Avenue. The diversion of traffic from SW 137 Avenue (estimated at 15%) is reassigned to SW 136 Street to access SW 157 Avenue.



Legend



Site Location



Unbuilt or Partially Built Committed Project

- 1. Kendall Commons - TND
- 2. Kendall Town Center DRI
- 3. The Hammocks DRI
- 4. Kendall Village
- 5. Kendall Town and Country DRI

- 6. Kendale Lakes
- 7. Metrozoo DRI
- 8. UM TND at Metrozoo
- 9. London Square
- 10. Century Gardens
- 11. Providence (DRI in process)

Map J-6
Committed Developments
Parkland
August 2006

TABLE 21.D3
PARKLAND DRI
UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC (WITH AND WITHOUT PROVIDENCE)

| ROADWAY FROM | ROADWAY TO | DIR | FACILITY TYPE | 1. Kendall Commons TND (PROJ = 653) | | | 2. Kendall Town Center (PROJ = 3549) | | | 3. Metro Zoo (PROJ = 430) | | | 4. UM TND (PROJ = 1192) | | | 5. London Square Unbuilt Trips (PROJ = 1877) | | | PM PEAK HOUR COMMITTEDS WITHOUT PROVIDENCE | NOT YET APPROVED | | | PM PEAK HOUR COMMITTEDS WITH PROVIDENCE | | |
|---------------|---------------|-----|---------------|-------------------------------------|--------|------|--------------------------------------|--------|------|---------------------------|--------|------|-------------------------|--------|------|---|---|---|--|------------------|-----|-------|---|-----|-----|
| | | | | DIST | IN/OUT | PEAK | DIST | IN/OUT | PEAK | DIST | IN/OUT | PEAK | DIST | IN/OUT | PEAK | 6A. Providence Production Trips (PROJ = 2187) | | 6B. Providence Attraction Trips (PROJ = 2360) | | | | | | | |
| | | | | | | | | | | | | | | | | % | % | | | | | | | | |
| SW 177 AVENUE | US 27 | SB | 4LD TIP 2007 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 3.3% | 0 | 24 | 1.0% | 0 | 14 | 38 |
| SW 8 STREET | SW 88 STREET | NB | 2LU | 2.4% | 5 | 11 | 2.4% | 52 | 33 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 7.3% | 53 | 88 | 6.4% | 10 | 58 | 58 |
| SW 88 STREET | SW 136 STREET | NB | 2LU | 2.9% | 13 | 6 | 2.9% | 40 | 63 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 7.9% | 57 | 43 | 3.1% | 31 | 153 | 198 |
| SW 136 STREET | SW 144 STREET | NB | 2LU | 2.9% | 13 | 6 | 2.9% | 40 | 63 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 7.9% | 57 | 43 | 3.1% | 31 | 153 | 214 |
| SW 144 STREET | SW 152 STREET | NB | 2LU | 2.9% | 13 | 6 | 2.9% | 40 | 63 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 7.9% | 57 | 43 | 3.1% | 31 | 153 | 214 |
| SW 152 STREET | SW 184 STREET | NB | 2LU | 2.9% | 13 | 6 | 2.9% | 40 | 63 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 7.9% | 57 | 43 | 3.1% | 31 | 153 | 214 |
| SW 184 STREET | SW 200 STREET | NB | 2LU | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 4.6% | 67 | 114 | 1.0% | 10 | 77 | 214 |
| SW 200 STREET | SW 216 STREET | NB | 2LU | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0.5% | 7 | 34 | 0.5% | 5 | 48 | 48 |
| SW 216 STREET | SW 232 STREET | NB | 2LU | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0.5% | 7 | 34 | 0.5% | 5 | 48 | 12 |
| SW 157 AVENUE | SW 72 STREET | NB | 3L | 5.0% | 22 | 11 | 9.1% | 125 | 198 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 5.0% | 147 | 37 | 18.8% | 258 | 442 | 467 |
| SW 72 STREET | SW 88 STREET | NB | 4LD | 4.0% | 18 | 9 | 13.8% | 190 | 300 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 5.0% | 208 | 73 | 5.0% | 69 | 314 | 467 |
| SW 88 STREET | SW 96 STREET | NB | 4LD | 3.0% | 13 | 6 | 19.9% | 273 | 433 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 1.0% | 309 | 73 | 1.0% | 49 | 431 | 467 |
| SW 96 STREET | SW 104 STREET | NB | 4LD | 2.0% | 9 | 4 | 8.0% | 110 | 174 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 1.0% | 236 | 7 | 1.0% | 14 | 317 | 467 |
| SW 104 STREET | SW 112 STREET | NB | 4LD | 1.0% | 4 | 2 | 6.0% | 82 | 131 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 1.0% | 448 | 15 | 1.0% | 10 | 473 | 467 |
| SW 112 STREET | SW 120 STREET | NB | 4LD | 1.0% | 4 | 2 | 6.0% | 82 | 131 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 1.0% | 129 | 15 | 1.0% | 10 | 212 | 467 |
| SW 120 STREET | SW 136 STREET | NB | 4LD | 1.0% | 4 | 2 | 6.0% | 82 | 131 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 1.0% | 96 | 15 | 1.0% | 10 | 117 | 467 |
| SW 136 STREET | SW 144 STREET | NB | 4LD | 1.0% | 4 | 2 | 6.0% | 82 | 131 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 14.6% | 142 | 15 | 11.2% | 110 | 167 | 467 |
| SW 144 STREET | SW 152 STREET | NB | 4LD | 1.0% | 4 | 2 | 6.0% | 82 | 131 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 3.3% | 68 | 213 | 9.2% | 91 | 178 | 391 |
| SW 152 STREET | SW 184 STREET | NB | 4LD | 1.0% | 4 | 2 | 6.0% | 82 | 131 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 3.3% | 56 | 107 | 9.2% | 24 | 206 | 467 |
| SW 184 STREET | | NB | 4LD | 1.0% | 4 | 2 | 6.0% | 82 | 131 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 3.3% | 40 | 107 | 9.2% | 91 | 178 | 391 |
| | | NB | 4LD | 1.0% | 4 | 2 | 6.0% | 82 | 131 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 3.3% | 56 | 107 | 9.2% | 91 | 178 | 391 |
| | | NB | TIP 2007 | 1.0% | 4 | 2 | 6.0% | 82 | 131 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 3.3% | 14 | 24 | 3.6% | 35 | 100 | 97 |

TABLE 21.D3
PARKLAND DRI
UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC (WITH AND WITHOUT PROVIDENCE)

| ROADWAY FROM | TO | DIR | FACILITY TYPE | FUTURE LANES | 1. Kendall Commons TND (PROJ = 653) | | | 2. Kendall Town Center (PROJ = 3549) | | | 3. Metro Zoo (PROJ = 430) | | | 4. UM TND (PROJ = 1192) | | | 5. London Square Unbuilt Trips (PROJ = 1877) | | | PM PEAK HOUR COMMITTEES WITHOUT PROVIDENCE | | | NOT YET APPROVED | | | | | | PM PEAK HOUR COMMITTEES WITH PROVIDENCE | | | |
|---------------|---------------|-----|---------------|--------------|-------------------------------------|----------|------|--------------------------------------|----------|------|---------------------------|----------|------|-------------------------|----------|------|--|----------|------|---|------|---|------------------|------|----------|------|------|----------|---|------|----------|------|
| | | | | | DIST | IN / OUT | PEAK | DIST | IN / OUT | PEAK | DIST | IN / OUT | PEAK | DIST | IN / OUT | PEAK | DIST | IN / OUT | PEAK | 6A. Providence Production Trips (PROJ = 2187) | | 6B. Providence Attraction Trips (PROJ = 2360) | | DIST | IN / OUT | PEAK | DIST | IN / OUT | PEAK | DIST | IN / OUT | PEAK |
| | | | | | | | | | | | | | | | | | | | | [2] | [2] | [2] | [2] | | | | | | | | | |
| SW 137 AVENUE | SW 72 STREET | NB | 6LD | | 5.0% | 0 | 11 | 3.9% | 0 | 85 | 3.0% | 0 | 5 | 3.0% | 0 | 15 | 12.4% | 0 | 119 | 2.0% | 0 | 15 | 2.0% | 0 | 27 | 277 | | | | | | |
| | SW 88 STREET | SB | 6LD | | 1.0% | 0 | 22 | 0.8% | 0 | 54 | 4.0% | 0 | 8 | 4.0% | 0 | 21 | 14.4% | 0 | 113 | 1.0% | 0 | 29 | 1.0% | 0 | 20 | 267 | | | | | | |
| | SW 96 STREET | SB | 6LD | | 1.0% | 0 | 4 | 3.6% | 0 | 11 | 4.0% | 0 | 6 | 4.0% | 0 | 28 | 16.4% | 0 | 132 | 1.0% | 0 | 15 | 1.0% | 0 | 14 | 205 | | | | | | |
| | SW 104 STREET | NB | 6LD | | 1.0% | 0 | 2 | 3.6% | 0 | 78 | 4.0% | 0 | 11 | 4.0% | 0 | 20 | 18.4% | 0 | 158 | 1.0% | 0 | 7 | 1.0% | 0 | 10 | 211 | | | | | | |
| | SW 120 STREET | NB | 6LD | | 1.0% | 0 | 2 | 3.6% | 0 | 49 | 4.0% | 0 | 6 | 4.0% | 0 | 28 | 18.4% | 0 | 150 | 1.0% | 0 | 15 | 1.0% | 0 | 10 | 285 | | | | | | |
| | SW 136 STREET | SB | 6LD | | 1.0% | 0 | 4 | 5.1% | 0 | 49 | 5.0% | 0 | 11 | 6.0% | 0 | 28 | 16.3% | 0 | 168 | 1.0% | 0 | 15 | 1.0% | 0 | 10 | 304 | | | | | | |
| | SW 152 STREET | SB | 6LD | | 1.0% | 0 | 2 | 4.3% | 0 | 111 | 5.0% | 0 | 14 | 10.0% | 0 | 42 | 20.3% | 0 | 157 | 7.4% | 0 | 107 | 1.0% | 0 | 10 | 285 | | | | | | |
| | SW 184 STREET | SB | 6LD | | 1.0% | 0 | 2 | 0.0% | 0 | 94 | 5.0% | 0 | 14 | 25.0% | 0 | 70 | 10.3% | 0 | 186 | 1.0% | 0 | 54 | 1.0% | 0 | 10 | 347 | | | | | | |
| | SW 168 STREET | NB | 4LD | TIP 2007 | | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 5.0% | 0 | 35 | 0.0% | 0 | 0 | 0.5% | 0 | 7 | 0.5% | 0 | 5 | 47 | | | | | |
| | SW 184 STREET | SB | 4LD | TIP 2007 | | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 5.0% | 0 | 24 | 0.0% | 0 | 0 | 0.5% | 0 | 4 | 0.5% | 0 | 7 | 35 | | | | | |
| SW 8 STREET | SW 147 AVENUE | EB | 4LD | | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 4.0% | 0 | 29 | 5.4% | 0 | 74 | 103 | | | | | | |
| | SW 137 AVENUE | WB | 6LD | | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 4.0% | 0 | 58 | 5.4% | 0 | 53 | 111 | | | | | | |
| | SW 127 AVENUE | WB | 6LD | | 0.0% | 0 | 0 | 6.4% | 0 | 136 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 1.0% | 0 | 7 | 1.0% | 0 | 53 | 111 | | | | | | |
| | HEFT | WB | 8LD | | 0.0% | 0 | 0 | 5.9% | 0 | 88 | 0.0% | 0 | 0 | 1.0% | 0 | 14 | 18.9% | 0 | 230 | 1.0% | 0 | 15 | 1.0% | 0 | 10 | 21 | | | | | | |
| SW 120 STREET | SW 147 AVENUE | EB | 4LD | | 2.0% | 0 | 4 | 3.0% | 0 | 65 | 0.0% | 0 | 0 | 2.0% | 0 | 14 | 5.2% | 0 | 47 | 15.5% | 0 | 113 | 14.1% | 0 | 194 | 437 | | | | | | |
| | SW 137 AVENUE | WB | 4LD | | 2.0% | 0 | 9 | 9.9% | 0 | 41 | 0.0% | 0 | 0 | 3.0% | 0 | 10 | 10.2% | 0 | 50 | 9.5% | 0 | 225 | 7.3% | 0 | 139 | 474 | | | | | | |
| | SW 127 AVENUE | WB | 4LD | | 2.0% | 0 | 4 | 6.4% | 0 | 139 | 0.0% | 0 | 0 | 2.0% | 0 | 15 | 23.9% | 0 | 98 | 7.5% | 0 | 69 | 4.3% | 0 | 101 | 503 | | | | | | |
| | SW 122 AVENUE | WB | 4LD | | 2.0% | 0 | 4 | 5.9% | 0 | 128 | 0.0% | 0 | 0 | 1.0% | 0 | 5 | 18.9% | 0 | 218 | 5.5% | 0 | 108 | 4.3% | 0 | 59 | 497 | | | | | | |
| SW 122 AVENUE | HEFT | WB | 4LD | | 2.0% | 0 | 9 | 5.9% | 0 | 128 | 0.0% | 0 | 0 | 1.0% | 0 | 7 | 14.9% | 0 | 172 | 5.5% | 0 | 40 | 1.3% | 0 | 18 | 480 | | | | | | |
| | HEFT | WB | 4LD | | 2.0% | 0 | 4 | 5.9% | 0 | 81 | 0.0% | 0 | 0 | 1.0% | 0 | 5 | 14.9% | 0 | 143 | 5.5% | 0 | 79 | 1.3% | 0 | 13 | 361 | | | | | | |
| | | | | | 2.0% | 0 | 9 | 5.9% | 0 | 81 | 0.0% | 0 | 0 | 1.0% | 0 | 7 | 14.9% | 0 | 136 | 5.5% | 0 | 40 | 1.3% | 0 | 18 | 325 | | | | | | |

TABLE 21.D3
PARKLAND DRI
UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC (WITH AND WITHOUT PROVIDENCE)

07-Aug-06

| ROADWAY FROM | TO | DIR | FACILITY TYPE | FUTURE LANES | 1. Kendall Commons TND (PROJ = 653) | | | 2. Kendall Town Center (PROJ = 3549) | | | 3. Metro Zoo (PROJ = 430) | | | 4. UM TND (PROJ = 1192) | | | 5. London Square Unbuilt Trips (PROJ = 1877) | | | PM PEAK HOUR COMMITTEES WITHOUT PROVIDENCE | | | NOT YET APPROVED | | | PM PEAK HOUR COMMITTEES WITH PROVIDENCE | | |
|---------------|---------------|---------------|---------------|--------------|-------------------------------------|---------|-------|--------------------------------------|---------|-------|---------------------------|---------|------|-------------------------|---------|------|--|---------|------|--|---------|------|------------------|---------|------|---|---------|------|
| | | | | | IN/OUT | PM/PEAK | DIST | IN/OUT | PM/PEAK | DIST | IN/OUT | PM/PEAK | DIST | IN/OUT | PM/PEAK | DIST | IN/OUT | PM/PEAK | DIST | IN/OUT | PM/PEAK | DIST | IN/OUT | PM/PEAK | DIST | IN/OUT | PM/PEAK | DIST |
| SW 136 STREET | SW 147 AVENUE | EB | 4LD | 1.0% | 2 | 1.0% | 22 | 0.0% | 1 | 0 | 3.0% | 1 | 27 | 11.4% | 83 | 2.0% | 0 | 27 | 182 | | | | | | | | | |
| | WB | 4 | 14 | 0 | 0 | 15 | 0 | 29 | 62 | 247 | | | | | | | | | | | | | | | | | | |
| | SW 137 AVENUE | EB | 4LD | 1.0% | 2 | 1.0% | 22 | 0.0% | 1 | 0 | 3.0% | 1 | 27 | 11.4% | 165 | 2.0% | 0 | 27 | 182 | | | | | | | | | |
| | WB | 4 | 14 | 0 | 0 | 15 | 0 | 29 | 62 | 247 | | | | | | | | | | | | | | | | | | |
| SW 152 STREET | SW 127 AVENUE | EB | 4LD | 1.0% | 2 | 1.0% | 22 | 0.0% | 1 | 0 | 2.0% | 1 | 18 | 2.0% | 15 | 2.0% | 0 | 27 | 98 | | | | | | | | | |
| | WB | 4 | 14 | 0 | 0 | 10 | 0 | 19 | 47 | 96 | | | | | | | | | | | | | | | | | | |
| | SW 157 AVENUE | EB | 2LU | 1.0% | 4 | 1.0% | 14 | 0.0% | 1 | 0 | 1.0% | 1 | 9 | 1.0% | 15 | 1.0% | 0 | 10 | 52 | | | | | | | | | |
| | WB | 2 | 22 | 0 | 0 | 34 | 0 | 34 | 55 | | | | | | | | | | | | | | | | | | | |
| SW 184 STREET | SW 147 AVENUE | EB | 4LD | 1.0% | 2 | 1.0% | 22 | 0.0% | 1 | 0 | 2.0% | 1 | 18 | 3.3% | 47 | 4.6% | 0 | 14 | 143 | | | | | | | | | |
| | WB | 2 | 22 | 0 | 0 | 10 | 0 | 19 | 47 | 139 | | | | | | | | | | | | | | | | | | |
| | SW 137 AVENUE | EB | 4LD | 1.0% | 2 | 1.0% | 22 | 10.0% | 1 | 27 | 3.0% | 1 | 27 | 2.3% | 17 | 3.6% | 0 | 49 | 179 | | | | | | | | | |
| | WB | 2 | 22 | 14 | 0 | 29 | 87 | 35 | 155 | | | | | | | | | | | | | | | | | | | |
| | SW 127 AVENUE | EB | 6LD | 1.0% | 2 | 1.0% | 22 | 20.0% | 1 | 54 | 40.0% | 1 | 19 | 8.6% | 63 | 3.6% | 0 | 49 | 491 | | | | | | | | | |
| | WB | 2 | 22 | 14 | 0 | 32 | 18 | 263 | 423 | | | | | | | | | | | | | | | | | | | |
| | SW 117 AVENUE | EB | 6LD | 1.0% | 2 | 1.0% | 22 | 80.0% | 0 | 128 | 60.0% | 0 | 10 | 7.6% | 56 | 1.6% | 0 | 22 | 533 | | | | | | | | | |
| | WB | 2 | 22 | 14 | 0 | 216 | 9 | 665 | 792 | | | | | | | | | | | | | | | | | | | |
| | HEFT | SW 117 AVENUE | EB | 6LD | 1.0% | 2 | 1.0% | 22 | 80.0% | 0 | 128 | 55.0% | 0 | 10 | 7.6% | 56 | 1.6% | 0 | 22 | 508 | | | | | | | | |
| | WB | 2 | 22 | 14 | 0 | 216 | 9 | 630 | 757 | | | | | | | | | | | | | | | | | | | |
| | HEFT | SW 112 AVENUE | EB | 6LD | 1.0% | 2 | 1.0% | 22 | 80.0% | 0 | 128 | 25.0% | 0 | 0 | 2.0% | 15 | 1.0% | 0 | 14 | 303 | | | | | | | | |
| | WB | 2 | 22 | 14 | 0 | 176 | 0 | 410 | 449 | | | | | | | | | | | | | | | | | | | |
| SW 112 AVENUE | EB | 4LD | 1.0% | 2 | 1.0% | 22 | 80.0% | 0 | 128 | 20.0% | 0 | 0 | 2.0% | 15 | 1.0% | 0 | 14 | 279 | | | | | | | | | | |
| WB | 2 | 22 | 14 | 0 | 216 | 0 | 375 | 414 | | | | | | | | | | | | | | | | | | | | |
| SW 184 STREET | SW 157 AVENUE | EB | 2LU | 1.0% | 4 | 1.0% | 14 | 0.0% | 1 | 0 | 1.0% | 1 | 9 | 3.3% | 24 | 2.1% | 0 | 29 | 87 | | | | | | | | | |
| | WB | 2 | 22 | 0 | 0 | 5 | 10 | 39 | 107 | | | | | | | | | | | | | | | | | | | |
| | SW 147 AVENUE | EB | 2LU | 1.0% | 4 | 1.0% | 14 | 0.0% | 1 | 0 | 2.0% | 1 | 18 | 3.3% | 47 | 3.7% | 0 | 51 | 118 | | | | | | | | | |
| | WB | 2 | 22 | 0 | 0 | 7 | 18 | 43 | 118 | | | | | | | | | | | | | | | | | | | |
| | SW 137 AVENUE | EB | 4LD | 1.0% | 4 | 1.0% | 14 | 0.0% | 1 | 0 | 3.0% | 1 | 27 | 2.3% | 17 | 2.7% | 0 | 38 | 107 | | | | | | | | | |
| | WB | 2 | 22 | 0 | 0 | 5 | 29 | 58 | 118 | | | | | | | | | | | | | | | | | | | |
| | SW 127 AVENUE | EB | 4LD | 1.0% | 2 | 1.0% | 22 | 0.0% | 1 | 0 | 3.0% | 1 | 27 | 1.3% | 9 | 1.7% | 0 | 24 | 91 | | | | | | | | | |
| | WB | 2 | 22 | 14 | 0 | 7 | 27 | 52 | 87 | | | | | | | | | | | | | | | | | | | |
| | SW 117 AVENUE | EB | 4LD | 1.0% | 2 | 1.0% | 22 | 0.0% | 1 | 0 | 2.0% | 1 | 18 | 1.3% | 9 | 1.7% | 0 | 24 | 81 | | | | | | | | | |
| | WB | 2 | 22 | 14 | 0 | 7 | 48 | 43 | 81 | | | | | | | | | | | | | | | | | | | |
| | HEFT | SW 117 AVENUE | EB | 4LD | 1.0% | 2 | 1.0% | 22 | 0.0% | 1 | 0 | 1.0% | 1 | 10 | 1.3% | 9 | 1.7% | 0 | 17 | 78 | | | | | | | | |
| | WB | 2 | 22 | 14 | 0 | 24 | 58 | 62 | 97 | | | | | | | | | | | | | | | | | | | |

Table 21.D4
 PARKLAND DRI
 YEAR 2015 PM PEAK HOUR DIRECTIONAL BACKGROUND + COMMITTED DEVELOPMENT TRAFFIC CONDITIONS

| ROADWAY SEGMENTS | DIR | [1] TIP 2007 FUNDED LANES | EXISTING PM PK HR SEASON VOLUME | [2] ADOPTED LOS | [3] DIR PK HR MSV | [4] 2015 PM PEAK HOUR VOLUME | [5] 2015 DIVERSIONS FROM PARALLEL IMPROVEMENTS | 2015 PM PEAK HOUR WITH DIVERSIONS | BACKGROUND + COMMITTED [WITHOUT PROVIDENCE] | | | BACKGROUND + COMMITTED [WITH PROVIDENCE] | | | | |
|--------------------------------|-----|------------------------------------|--|-----------------------|----------------------------|--|--|---|--|---------------|-----|---|------------------------------|---------------|-----|-----|
| | | | | | | | | | [6] COMMITTED PROJECTS | B+C VOLUME | LOS | VIC | [6] COMMITTED PROJECTS | B+C VOLUME | LOS | VIC |
| | | | | | | | | | | | | | | | | |
| SW 177 Avenue | SB | 4LD TIP 2007 | 477 | C | 1,810 | 536 | | 536 | 0 | 536 | 38 | 574 | B | 0.32 | | |
| US 27 to SW 8 Street | SB | 2LU | 284 | C | 720 | 319 | | 319 | 0 | 319 | 58 | 377 | C | 0.52 | | |
| SW 8 Street to SW 88 Street | SB | 2LU | 569 | C | 720 | 632 | | 632 | 57 | 689 | 198 | 830 | D | 1.15 | | |
| SW 88 Street to SW 136 Street | SB | 2LU | 826 | C | 720 | 918 | | 918 | 44 | 962 | 153 | 1,131 | F | 1.57 | | |
| SW 136 Street to SW 144 Street | SB | 2LU | 794 | C | 720 | 882 | -132 | 750 | 53 | 803 | 214 | 903 | F | 1.25 | | |
| SW 144 Street to SW 152 Street | SB | 2LU | 796 | C | 720 | 885 | -133 | 750 | 69 | 821 | 153 | 966 | F | 1.34 | | |
| SW 152 Street to SW 160 Street | SB | 2LU | 794 | C | 720 | 882 | -132 | 750 | 69 | 803 | 214 | 966 | F | 1.25 | | |
| SW 160 Street to SW 168 Street | SB | 2LU | 796 | C | 720 | 885 | -133 | 750 | 69 | 821 | 153 | 966 | F | 1.34 | | |
| SW 168 Street to SW 176 Street | SB | 2LU | 770 | C | 720 | 856 | -128 | 727 | 53 | 780 | 153 | 880 | E | 1.22 | | |
| SW 176 Street to SW 184 Street | SB | 2LU | 870 | C | 720 | 967 | -145 | 822 | 53 | 891 | 153 | 1,036 | E | 1.44 | | |
| SW 184 Street to SW 200 Street | SB | 2LU | 770 | C | 720 | 856 | -128 | 727 | 53 | 780 | 153 | 880 | E | 1.22 | | |
| SW 200 Street to SW 216 Street | SB | 2LU | 808 | C | 720 | 967 | -145 | 822 | 69 | 891 | 214 | 1,036 | E | 1.44 | | |
| SW 216 Street to SW 232 Street | SB | 2LU | 699 | C | 720 | 883 | | 883 | 0 | 883 | 48 | 1,056 | F | 1.47 | | |
| SW 232 Street to SW 240 Street | SB | 2LU | 786 | C | 720 | 883 | | 883 | 0 | 883 | 12 | 797 | F | 1.11 | | |
| SW 240 Street to SW 248 Street | SB | 2LU | 699 | C | 720 | 883 | | 883 | 0 | 883 | 12 | 797 | D | 1.11 | | |
| SW 248 Street to SW 256 Street | SB | 2LU | 786 | C | 720 | 883 | | 883 | 0 | 883 | 11 | 884 | F | 1.24 | | |
| SW 256 Street to SW 264 Street | SB | 2LU | 786 | C | 720 | 883 | | 883 | 0 | 883 | 11 | 884 | F | 1.24 | | |
| SW 157 Avenue | SB | 3L | 709 | EE | 3,096 | 788 | | 788 | 147 | 935 | 442 | 1,230 | C | 0.40 | | |
| SW 72 Street to SW 88 Street | SB | 2L | 620 | EE | 2,064 | 689 | | 689 | 209 | 898 | 467 | 1,156 | D | 0.56 | | |
| SW 88 Street to SW 96 Street | SB | 4LD | 664 | D | 1,620 | 738 | 355 | 1,093 | 208 | 1,301 | 314 | 1,407 | D | 0.87 | | |
| SW 96 Street to SW 104 Street | SB | 4LD | 632 | D | 1,620 | 702 | 386 | 1,088 | 309 | 1,397 | 431 | 1,519 | D | 0.94 | | |
| SW 104 Street to SW 112 Street | SB | 4LD | 527 | D | 1,620 | 586 | 404 | 989 | 296 | 1,285 | 317 | 1,306 | D | 0.81 | | |
| SW 112 Street to SW 120 Street | SB | 4LD | 480 | D | 1,620 | 533 | 308 | 842 | 448 | 1,290 | 473 | 1,315 | D | 0.81 | | |
| SW 120 Street to SW 128 Street | SB | 4LD | 295 | D | 1,620 | 328 | 439 | 767 | 129 | 896 | 150 | 917 | C | 0.57 | | |
| SW 128 Street to SW 136 Street | SB | 4LD | 426 | D | 1,620 | 473 | 352 | 825 | 187 | 1,012 | 212 | 1,037 | C | 0.64 | | |
| SW 136 Street to SW 144 Street | SB | 4LD | 147 | D | 1,620 | 163 | 585 | 749 | 96 | 845 | 117 | 866 | C | 0.53 | | |
| SW 144 Street to SW 152 Street | SB | 4LD | 213 | D | 1,620 | 237 | 473 | 710 | 142 | 852 | 167 | 877 | C | 0.54 | | |
| SW 152 Street to SW 160 Street | SB | 4LD | 94 | D | 1,620 | 104 | 585 | 690 | 68 | 758 | 391 | 1,081 | C | 0.67 | | |
| SW 160 Street to SW 168 Street | SB | 4LD | 228 | D | 1,620 | 253 | 473 | 726 | 99 | 825 | 360 | 1,086 | C | 0.67 | | |
| SW 168 Street to SW 176 Street | SB | 4LD | 187 | D | 1,620 | 208 | 132 | 340 | 40 | 380 | 178 | 518 | C | 0.32 | | |
| SW 176 Street to SW 184 Street | SB | 4LD | 456 | D | 1,620 | 507 | 133 | 639 | 56 | 695 | 206 | 845 | C | 0.52 | | |
| SW 184 Street to SW 192 Street | SB | 4LD | 209 | D | 1,620 | 232 | 128 | 401 | 40 | 401 | 178 | 539 | C | 0.33 | | |
| SW 192 Street to SW 200 Street | SB | 4LD | 375 | D | 1,620 | 417 | 145 | 562 | 56 | 618 | 206 | 768 | C | 0.47 | | |
| SW 200 Street to SW 208 Street | SB | 4LD | 193 | D | 1,620 | 214 | 128 | 343 | 18 | 361 | 100 | 443 | C | 0.27 | | |
| SW 208 Street to SW 216 Street | SB | 4LD | 252 | D | 1,620 | 280 | 145 | 425 | 24 | 449 | 97 | 522 | C | 0.32 | | |
| SW 137 Avenue | SB | 6LD | 1,055 | D | 2,790 | 1,172 | | 1,172 | 235 | 1,407 | 277 | 1,449 | B | 0.52 | | |
| SW 72 Street to SW 88 Street | SB | 6LD | 1,017 | D | 2,790 | 1,130 | | 1,130 | 218 | 1,348 | 267 | 1,397 | B | 0.50 | | |
| SW 88 Street to SW 96 Street | SB | 6LD | 1,336 | D | 2,790 | 1,485 | -223 | 1,262 | 184 | 1,446 | 205 | 1,467 | B | 0.53 | | |
| SW 96 Street to SW 104 Street | SB | 6LD | 1,519 | D | 2,790 | 1,688 | -253 | 1,435 | 186 | 1,621 | 211 | 1,646 | B | 0.59 | | |
| SW 104 Street to SW 112 Street | SB | 6LD | 1,629 | D | 2,790 | 1,810 | -272 | 1,539 | 264 | 1,803 | 285 | 1,824 | B | 0.65 | | |
| SW 112 Street to SW 120 Street | SB | 6LD | 1,054 | D | 2,790 | 1,171 | -176 | 996 | 242 | 1,238 | 267 | 1,263 | B | 0.45 | | |
| SW 120 Street to SW 128 Street | SB | 6LD | 1,840 | D | 2,790 | 2,045 | -307 | 1,738 | 283 | 2,021 | 304 | 2,042 | B | 0.73 | | |
| SW 128 Street to SW 136 Street | SB | 6LD | 1,313 | D | 2,790 | 1,459 | -219 | 1,240 | 260 | 1,500 | 285 | 1,525 | B | 0.55 | | |
| SW 136 Street to SW 144 Street | SB | 6LD | 2,718 | E | 2,790 | 3,020 | -453 | 2,567 | 260 | 2,827 | 285 | 2,852 | F | 1.02 | | |
| SW 144 Street to SW 152 Street | SB | 6LD | 2,042 | EE | 2,790 | 2,269 | -340 | 1,929 | 326 | 2,255 | 347 | 2,276 | B | 0.82 | | |
| SW 152 Street to SW 160 Street | SB | 6LD | 1,693 | EE | 2,790 | 1,881 | | 1,881 | 306 | 2,187 | 423 | 2,304 | B | 0.69 | | |
| SW 160 Street to SW 168 Street | SB | 6LD | 2,435 | EE | 3,348 | 2,706 | | 2,706 | 375 | 3,081 | 443 | 3,149 | C | 0.94 | | |
| SW 168 Street to SW 176 Street | SB | 6LD | 1,282 | EE | 3,348 | 1,425 | | 1,425 | 289 | 1,714 | 314 | 1,739 | B | 0.52 | | |
| SW 176 Street to SW 184 Street | SB | 6LD | 1,701 | EE | 3,348 | 1,890 | | 1,890 | 232 | 2,122 | 253 | 2,143 | B | 0.64 | | |

Table 21.D4
 PARKLAND DRI
 YEAR 2015 PM PEAK HOUR DIRECTIONAL BACKGROUND + COMMITTED DEVELOPMENT TRAFFIC CONDITIONS

| ROADWAY SEGMENTS | DIR | [1] TIP 2007 FUNDED LANES | EXISTING PM PK HR PEAK SEASON VOLUME | [2] ADOPTED LOS | [3] DIR PK HR MSV | [4] 2015 PM PEAK HOUR VOLUME | [5] 2015 DIVERSIONS FROM PARALLEL IMPROVEMENTS | 2015 PM PEAK HOUR WITH DIVERSIONS | BACKGROUND + COMMITTED [WITHOUT PROVIDENCE] | | | BACKGROUND + COMMITTED [WITH PROVIDENCE] | | | | |
|--|-----|------------------------------------|--|-----------------------|----------------------------|--|--|---|--|---------------|------|---|------------------------------|---------------|------|------|
| | | | | | | | | | [6] COMMITTED PROJECTS | B-C VOLUME | LOS | VIC | [6] COMMITTED PROJECTS | B+C VOLUME | LOS | VIC |
| | | | | | | | | | | | | | | | | |
| SW 117 Avenue SW 152 Street to SW 168 Street SW 168 Street to SW 184 Street SW 184 Street to SW 200 Street SW 200 Street to US-1 | NB | 4LD TIP 2007 | 607 | D | 1,860 | 674 | | 674 | 35 | 709 | B | 0.38 | 47 | 721 | B | 0.39 |
| | SB | 4LD TIP 2007 | 690 | D | 1,860 | 767 | | 767 | 24 | 791 | B | 0.43 | 35 | 802 | B | 0.43 |
| | NB | 4LD TIP 2007 | 481 | D | 1,860 | 534 | | 534 | 35 | 569 | B | 0.31 | 47 | 581 | B | 0.31 |
| | SB | 2LU | 575 | D | 1,860 | 639 | | 639 | 24 | 663 | B | 0.36 | 47 | 674 | B | 0.36 |
| | SB | 2LU | 460 | D | 860 | 511 | | 511 | 35 | 546 | C | 0.64 | 47 | 558 | C | 0.65 |
| SW 8 Street SW 177 Avenue to SW 147 Avenue SW 147 Avenue to SW 137 Avenue SW 137 Avenue to SW 127 Avenue SW 127 Avenue to HEFT | NB | 4LD | 698 | D | 860 | 776 | | 776 | 24 | 800 | D | 0.93 | 35 | 811 | D | 0.94 |
| | SB | 4LD | 855 | D | 1,860 | 960 | | 960 | 0 | 960 | B | 0.52 | 103 | 1,063 | B | 0.57 |
| | WB | 6LD | 518 | D | 1,860 | 582 | | 582 | 0 | 582 | B | 0.31 | 111 | 693 | B | 0.37 |
| | WB | 6LD | 1,797 | D | 2,790 | 2,018 | | 2,018 | 0 | 2,018 | B | 0.72 | 103 | 2,121 | B | 0.76 |
| | WB | 6LD | 1,424 | D | 2,790 | 1,599 | | 1,599 | 0 | 1,599 | B | 0.57 | 111 | 1,710 | B | 0.61 |
| SW 120 Street SW 157 Avenue to SW 147 Avenue SW 147 Avenue to SW 137 Avenue SW 137 Avenue to SW 127 Avenue SW 127 Avenue to SW 122 Avenue SW 122 Avenue to HEFT | NB | 8LD | 1,512 | D | 2,790 | 1,911 | | 1,911 | 0 | 1,911 | B | 0.69 | 21 | 1,932 | B | 0.69 |
| | WB | 8LD | 1,507 | SUMA | 3,540 | 1,698 | | 1,698 | 0 | 1,698 | B | 0.61 | 25 | 1,723 | B | 0.62 |
| | WB | 8LD | 1,600 | SUMA | 3,540 | 1,805 | | 1,805 | 0 | 1,805 | B | 0.51 | 21 | 1,826 | B | 0.52 |
| | WB | 4LD | 53 | D | 1,860 | 1,797 | | 1,797 | 0 | 1,797 | B | 0.51 | 25 | 1,822 | B | 0.51 |
| | WB | 4LD | 11 | D | 1,860 | 59 | | 59 | 130 | 189 | A | 0.10 | 437 | 496 | B | 0.27 |
| SW 136 Street SW 157 Avenue to SW 147 Avenue SW 147 Avenue to SW 137 Avenue SW 137 Avenue to SW 127 Avenue SW 127 Avenue to SW 122 Avenue SW 122 Avenue to HEFT | WB | 4LD | 934 | D | 1,860 | 1,038 | | 1,038 | 110 | 122 | A | 0.07 | 474 | 486 | B | 0.26 |
| | WB | 4LD | 1,246 | D | 1,860 | 1,385 | | 1,385 | 258 | 1,643 | C | 0.88 | 503 | 1,541 | C | 0.83 |
| | WB | 4LD | 1,241 | D | 1,860 | 1,379 | | 1,379 | 383 | 1,762 | C | 0.95 | 497 | 1,876 | F | 1.01 |
| | WB | 4LD | 1,465 | D | 1,860 | 1,628 | | 1,628 | 329 | 1,957 | F | 1.05 | 480 | 2,108 | F | 1.13 |
| | WB | 4LD | 1,484 | D | 1,860 | 1,649 | | 1,649 | 319 | 1,968 | F | 1.06 | 377 | 2,026 | F | 1.09 |
| SW 152 Street SW 162 Avenue to SW 157 Avenue SW 157 Avenue to SW 147 Avenue SW 147 Avenue to SW 137 Avenue SW 137 Avenue to SW 127 Avenue | WB | 4LD | 1,569 | D | 1,860 | 1,743 | | 1,743 | 269 | 2,012 | F | 1.08 | 361 | 2,104 | F | 1.13 |
| | WB | 4LD | 2,039 | D | 1,860 | 2,266 | | 2,266 | 280 | 2,546 | F | 1.37 | 338 | 2,604 | F | 1.40 |
| | WB | 4LD | 2,057 | D | 1,860 | 2,286 | | 2,286 | 233 | 2,519 | F | 1.35 | 325 | 2,611 | F | 1.40 |
| | WB | 4LD | 187 | D | 1,860 | 208 | | 208 | 72 | 620 | B | 0.33 | 182 | 730 | B | 0.39 |
| | WB | 4LD | 456 | D | 1,860 | 507 | | 507 | 62 | 1,022 | B | 0.55 | 247 | 1,207 | B | 0.65 |
| SW 152 Street SW 162 Avenue to SW 157 Avenue SW 157 Avenue to SW 147 Avenue SW 147 Avenue to SW 137 Avenue SW 137 Avenue to SW 117 Avenue | WB | 4LD | 1,001 | D | 1,860 | 1,112 | | 1,112 | 72 | 1,525 | B | 0.82 | 182 | 1,635 | C | 0.88 |
| | WB | 4LD | 719 | D | 1,860 | 799 | | 799 | 56 | 1,314 | B | 0.71 | 247 | 1,499 | B | 0.81 |
| | WB | 4LD | 189 | D | 1,860 | 210 | | 210 | 56 | 266 | B | 0.14 | 98 | 308 | B | 0.17 |
| | WB | 4LD | 350 | D | 1,860 | 389 | | 389 | 47 | 436 | B | 0.23 | 96 | 485 | B | 0.26 |
| | WB | 2LU | 105 | D | 760 | 117 | | 117 | 27 | 144 | C | 0.19 | 52 | 169 | C | 0.22 |
| SW 152 Street SW 162 Avenue to SW 157 Avenue SW 157 Avenue to SW 147 Avenue SW 147 Avenue to SW 137 Avenue SW 137 Avenue to SW 117 Avenue | WB | 2LU | 186 | D | 760 | 207 | | 207 | 34 | 241 | C | 0.32 | 55 | 262 | C | 0.34 |
| | WB | 4LD | 527 | D | 1,620 | 586 | | 586 | 56 | 642 | C | 0.40 | 143 | 729 | C | 0.45 |
| | WB | 4LD | 741 | D | 1,620 | 823 | | 823 | 47 | 870 | C | 0.54 | 139 | 962 | C | 0.59 |
| | WB | 4LD | 1,009 | EE | 2,232 | 1,121 | | 1,121 | 113 | 1,234 | B | 0.55 | 179 | 1,300 | B | 0.58 |
| | WB | 6LD | 1,729 | EE | 2,232 | 1,921 | | 1,921 | 87 | 2,008 | C | 0.90 | 155 | 2,076 | C | 0.93 |
| SW 117 Avenue to HEFT HEFT to SW 112 Avenue SW 112 Avenue to US-1 | WB | 6LD | 2,201 | EE | 3,348 | 2,446 | | 2,446 | 263 | 2,709 | B | 0.81 | 423 | 2,869 | C | 0.86 |
| | WB | 6LD | 1,420 | EE | 3,348 | 1,578 | | 1,578 | 455 | 2,033 | B | 0.61 | 533 | 2,111 | B | 0.63 |
| | WB | 6LD | 1,134 | EE | 3,348 | 1,260 | | 1,260 | 665 | 1,925 | B | 0.58 | 792 | 2,052 | B | 0.61 |
| | WB | 6LD | 1,382 | EE | 3,348 | 1,536 | | 1,536 | 430 | 1,966 | B | 0.59 | 508 | 2,044 | B | 0.61 |
| | WB | 4LD | 1,502 | EE | 3,348 | 1,669 | | 1,669 | 630 | 2,299 | B | 0.69 | 757 | 2,426 | B | 0.72 |
| WB | 4LD | 1,174 | EE | 2,232 | 1,318 | | 1,318 | 250 | 1,568 | B | 0.70 | 279 | 1,597 | B | 0.72 | |
| WB | 4LD | 1,960 | EE | 2,232 | 2,201 | | 2,201 | 375 | 2,576 | F | 1.15 | 414 | 2,615 | F | 1.17 | |

Table 21.D4
 PARKLAND DRI
 YEAR 2015 PM PEAK HOUR DIRECTIONAL BACKGROUND + COMMITTED DEVELOPMENT TRAFFIC CONDITIONS

| ROADWAY SEGMENTS | DIR | [1] TIP 2007 FUNDED LANES | EXISTING PM PK HR SEASON VOLUME | [2] ADOPTED LOS | [3] DIR PK HR MSV | [4] 2015 PM PEAK HOUR VOLUME | [5] 2015 DIVERSIONS FROM PARALLEL IMPROVEMENTS | 2015 PM PEAK HOUR WITH DIVERSIONS | BACKGROUND + COMMITTED [WITHOUT PROVIDENCE] | | | BACKGROUND + COMMITTED [WITH PROVIDENCE] | | | | |
|--------------------------------|-----|------------------------------------|--|-----------------------|----------------------------|--|--|---|--|---------------|-----|---|------------------------------|---------------|-----|------|
| | | | | | | | | | [6] COMMITTED PROJECTS | B+C VOLUME | LOS | V/C | [6] COMMITTED PROJECTS | B+C VOLUME | LOS | V/C |
| | | | | | | | | | | | | | | | | |
| SW 184 Street | EB | 2LU | 382 | D | 760 | 424 | 128 | 553 | 34 | 587 | D | 0.77 | 87 | 640 | D | 0.84 |
| SW 177 Avenue to SW 157 Avenue | WB | | 336 | D | 760 | 373 | 145 | 518 | 39 | 557 | D | 0.73 | 107 | 625 | D | 0.82 |
| SW 157 Avenue to SW 147 Avenue | EB | 2LU | 418 | D | 860 | 464 | | 464 | 43 | 507 | C | 0.59 | 118 | 582 | C | 0.68 |
| SW 147 Avenue to SW 137 Avenue | WB | | 232 | D | 860 | 258 | | 258 | 48 | 306 | C | 0.36 | 132 | 390 | C | 0.45 |
| SW 147 Avenue to SW 137 Avenue | EB | 4LD | 483 | D | 1,860 | 537 | | 537 | 52 | 589 | B | 0.32 | 107 | 644 | B | 0.35 |
| SW 147 Avenue to SW 137 Avenue | WB | TIP 2007 4LD | 764 | D | 1,860 | 849 | | 849 | 58 | 907 | B | 0.49 | 118 | 967 | B | 0.52 |
| SW 137 Avenue to SW 127 Avenue | EB | 4LD | 677 | D | 1,860 | 752 | | 752 | 58 | 810 | B | 0.44 | 91 | 843 | B | 0.45 |
| SW 137 Avenue to SW 127 Avenue | WB | TIP 2007 4LD | 771 | D | 1,860 | 857 | | 857 | 52 | 909 | B | 0.49 | 87 | 944 | B | 0.51 |
| SW 127 Avenue to SW 117 Avenue | EB | 4LD | 926 | D | 1,860 | 1,029 | | 1,029 | 48 | 1,077 | B | 0.58 | 81 | 1,110 | B | 0.60 |
| SW 127 Avenue to SW 117 Avenue | WB | | 1,302 | D | 1,860 | 1,447 | | 1,447 | 43 | 1,490 | B | 0.80 | 78 | 1,525 | B | 0.82 |
| SW 117 Avenue to HEFT | EB | 4LD | 1,159 | D | 1,860 | 1,288 | | 1,288 | 58 | 1,346 | B | 0.72 | 91 | 1,379 | B | 0.74 |
| SW 117 Avenue to HEFT | WB | | 1,796 | D | 1,860 | 1,996 | | 1,996 | 62 | 2,058 | F | 1.11 | 97 | 2,093 | F | 1.13 |

Notes:

- [1] See Map J-3A and Appendix 21-4 for the funded transportation improvements in the study area.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's Comprehensive Plan.
- [3] Daily and peak hour directional maximum service volumes have been obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted.
- [4] See Table 21.D2 for the background growth rate calculations. This growth forecast uses half the historical rate which equates to 1.06% per year.
- [5] Based upon the TIP 2007 improvements to open up and improve SW 157 Avenue to provide continuous access between SW 184 Street and SW 88 Street, background traffic diversions have been applied to SW 177 Avenue (at 15%) and SW 137 Avenue (at 15%) to account for the shifting of traffic to the new north-south corridor. The traffic assigned to the receiving roadways (SW 184 Street, SW 136 Street and SW 157 Avenue) are documented in Table 21.D4.
- [6] See Table 21.D3 for the committed development traffic assignment. The analyses have been performed with and without the pending Providence DRI.

3. Traffic Modeling Approach

Based upon the location of the DRI at the western limits of the county modeling area, traditional traffic modeling using FSUTMS is not proposed to develop the project distribution. Recent experience with FSUTMS for the TAZ's located adjacent to Krome Avenue provide a distribution which is inconsistent with the newly establish Cardinal Distributions for each County TAZ, based upon the recently adopted Year 2030 Long Range Transportation Plan. The Applicant has developed a project distribution which better reflects the surrounding land uses, and the location of employment concentrations in Miami-Dade County. The Applicant has utilized the updated Year 2015 zonal data sets for residential and employment concentrations, and has used a gravity model approach to identify surrounding employment and residential concentrations for the TAZ's surrounding the project site. The Applicant has established project distribution by separating the assignment of home-based work trips (which originate from within the site and seek employment outside the site), from the non home-based work trips (which originate outside the site and are attracted to employment, education or business destinations located within the site). A balanced and logical project distribution can thus be developed using the updated socio-economic data for the TAZ's surrounding the site. The Year 2015 zonal data has been used to identify the residential units and employment within each TAZ in the study area surrounding the site, with calculations performed to determine the percent of residential and employment located within each of these surrounding TAZ's, corresponding to the eight cardinal directions surrounding the site (see the attached **Map J-7A**).

Data has been formatted to provide a detailed breakdown of the dwelling units located within the TAZ's surrounding the site. These residential units make up the potential non-home based work trips for the DRI, attracted to the retail, industrial, hospital, medical office and educational destinations within the DRI site. Data has also been formatted to provide a detailed breakdown of the employment located within the TAZ's surrounding the site. These employment concentrations make up the potential home based work trips for the DRI residents, indicating the locations which provide jobs to serve area residents.

By separating the home-based work trips from the non home-based work trips for the DRI, it is easier to determine the trip purposes that would travel longer distances across the study area to seek employment in centers located outside the study area. This method of distribution for the home-based work trips, results in logical assignments leading outside the study area to the northeast, east and southeast. The non home-based work trips are then thus logically located from within the study area which is situated closer to the DRI project site.

This gravity model approach provides a balanced and logical project distribution which has been developed using the updated socio-economic data for the TAZ's surrounding the site as demonstrated in the tabular and graphic information included herein. The supporting tables and maps used to develop the project distribution are outlined below:

- Table 21.D5 – Surrounding Residential and Employment Concentrations by Cardinal Directions
- Table 21. D5A – Gravity Distribution between Project Attractions and Surrounding Residential
- Table 21. D5B – Gravity Distribution between Project Productions and Surrounding Employment
- Table 21. D6A – Miami-Dade County Year 2015 Zdata1 for the Study Area
- Table 21. D6B – Miami-Dade County Year 2015 Zdata2 for the Study Area
- Map J-7A – Residential and Employment Concentrations by Cardinal Directions
- Map J-7B – Cardinal Distribution and Assignment for Zone 1266 from Year 2015 (for comparison)
- Map J-7C – Percent of Surrounding Residential in the Study Area
- Map J-7D – Percent of Surrounding Employment in the Study Area
- Map J-7E – Cardinal Distribution for Home-Based Work Trips and Non Home-Based Work Trips
- Map J-8A – Project Distribution Adjacent to the Site
- Map J-8B – Project Distribution Percentage for Project Production Trips
- Map J-8C – Project Distribution Percentage for Project Attraction Trips

The Year 2015 zonal data has been used to identify the residential units and employment within each TAZ in the study area surrounding the site, with calculations performed to determine the percent of residential and employment located within each of these surrounding TAZ's. **Table 21.D5** and **Map J-7A** summarize the results of the residential and employment calculations based upon the eight cardinal directions surrounding the site. **Map J-7B** provides the comparative distribution from the underlying Project Zone 1266.

Table 21.D5A and **Map J-7C** provide a detailed breakdown of the dwelling units located within the TAZ's surrounding the site. These residential units make up the potential non-home based work trips for the DRI, attracted to the retail, office and educational destinations within the DRI site. **Table 21.D6A** provides the 2015 zdata1 summary to cross check the number of residential units found for each of the surrounding TAZ's.

Table 21.D5B and **Map J-7D** provide a detailed breakdown of the employment located within the TAZ's surrounding the site. These employment concentrations make up the potential home based work trips for the DRI residents, indicating the locations which provide jobs to serve area residents. **Table 21.D6B** provides the 2015 zdata2 summary to cross check the employment within each of the surrounding TAZ's.

By separating the home-based work trips from the non home-based work trips for the DRI, it became easier to determine the trip purposes that would travel longer distances across the study area. **Map J-7E** illustrates the cardinal directions for the home-based work trips and the non home-based work trips based upon the gravity model analyses. These separate cardinal directions have been used to distribute the project traffic on the surrounding roadway network. Improved assignments to the northeast, east and southeast have resulted from this modeling approach, with approximately 35% of the employment trips generally traveling through the site destined for employment centers located outside the study area as summarized below and on **Map J-8B**:

- 21% of the employment trips travel to the north and northeast using the Turnpike, SW 137 Avenue and Krome Avenue;
- 9% of the employment trips travel to the east using SR 874;
- 5% of the employment trips travel to the south using the Turnpike.

The non home-based work trips are logically located from within the study area which is situated closer to the DRI project site (see **Map J-8C**).

4. DRI Project Traffic

The trip distribution and assignment for project land uses were determined using the gravity model approach described above by separating the home-based work trips from the non home-based work trips within the study area. Project assignment onto the off-site roadway network adjacent to the site is provided in **Map J-8A**, which also distinguishes between the home-based work trip and the non-home based work trip. The extensive assignment to the study area roadways is reflected on **Map J-8B** (home based work trips) and **Map J-8C** (non home-based work trips). The project distribution percentages were applied to the net external trips to derive the link-by-link project trips. The assignment of PM peak hour directional project trips is provided in **Table 21.D7**.

5. Total Traffic Conditions

The Parkland DRI project trips were added to the future background plus committed development traffic in **Table 21.D4** to establish total traffic conditions in **Table 21.D7**. Future peak-hour, peak season directional link volumes were compared to the maximum service volumes from the *FDOT 2002 Quality/Level of Service Handbook* or the applicable provisions contained within the local government of jurisdiction's comprehensive plan to determine future levels of service. The ratio of project traffic to maximum service volume was then calculated to determine significance.

**Table 21.D5
Parkland DRI
Surrounding Residential and Employment Concentrations by Cardinal Directions**

| Study Area Direction | Total 2015 Residential | Percent of Study Area | Total 2015 Employment | Percent of Study Area |
|-----------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|
| NNW | 989 | 1.24% | 273 | 0.55% |
| NNE | 51,420 | 64.33% | 23,122 | 46.94% |
| ENE | 11,683 | 14.61% | 15,993 | 32.47% |
| ESE | 11,810 | 14.77% | 9,369 | 19.02% |
| SSE | 3,760 | 4.70% | 212 | 0.43% |
| SSW | 262 | 0.33% | 274 | 0.56% |
| WSW | 9 | 0.01% | 9 | 0.02% |
| WNW | 4 | 0.01% | 5 | 0.01% |
| | 79,937 | 100.00% | 49,256 | 100.00% |

**Table 21.D5A
Parkland DRI
Gravity Distribution Between Project
Attractions and Surrounding Residential**

| North Northwest | | | | |
|-----------------|------------------|-----------------|---------------------|----------------|
| TAZ | % of TAZ in Area | TAZ Residential | Residential in Area | Distribution % |
| 842 | 100% | 0 | 0 | 0.00% |
| 843 | 100% | 0 | 0 | 0.00% |
| 844 | 60% | 52 | 31 | 0.04% |
| 845 | 60% | 43 | 26 | 0.03% |
| 1250 | 60% | 1450 | 870 | 1.09% |
| 1251 | 90% | 0 | 0 | 0.00% |
| 1252 | 100% | 5 | 5 | 0.01% |
| 1253 | 100% | 42 | 42 | 0.05% |
| 1254 | 80% | 17 | 14 | 0.02% |
| 1266 | 30% | 4 | 1 | 0.00% |
| Total | | 1613 | 989 | 1.24% |

| North Northeast | | | | |
|-----------------|------------------|-----------------|---------------------|----------------|
| TAZ | % of TAZ in Area | TAZ Residential | Residential in Area | Distribution % |
| 844 | 40% | 52 | 21 | 0.03% |
| 845 | 40% | 43 | 17 | 0.02% |
| 860 | 100% | 800 | 800 | 1.00% |
| 861 | 100% | 800 | 800 | 1.00% |
| 862 | 100% | 800 | 800 | 1.00% |
| 863 | 100% | 800 | 800 | 1.00% |
| 864 | 100% | 600 | 600 | 0.75% |
| 865 | 100% | 975 | 975 | 1.22% |
| 866 | 100% | 375 | 375 | 0.47% |
| 867 | 100% | 1655 | 1655 | 2.07% |
| 868 | 100% | 400 | 400 | 0.50% |
| 869 | 100% | 600 | 600 | 0.75% |
| 870 | 100% | 2247 | 2247 | 2.81% |
| 871 | 100% | 1329 | 1329 | 1.66% |
| 872 | 100% | 1363 | 1363 | 1.71% |
| 873 | 100% | 1500 | 1500 | 1.88% |
| 874 | 100% | 2009 | 2009 | 2.51% |
| 875 | 100% | 738 | 738 | 0.92% |
| 876 | 100% | 923 | 923 | 1.15% |
| 877 | 100% | 1357 | 1357 | 1.70% |
| 878 | 100% | 332 | 332 | 0.42% |
| 879 | 100% | 690 | 690 | 0.86% |
| 880 | 100% | 524 | 524 | 0.66% |
| 881 | 100% | 526 | 526 | 0.66% |
| 882 | 100% | 347 | 347 | 0.43% |
| 883 | 100% | 905 | 905 | 1.13% |
| 884 | 100% | 2242 | 2242 | 2.80% |
| 898 | 100% | 59 | 59 | 0.07% |
| 900 | 100% | 371 | 371 | 0.46% |
| 901 | 100% | 860 | 860 | 1.08% |
| 902 | 100% | 1365 | 1365 | 1.71% |
| 928 | 100% | 149 | 149 | 0.19% |

**Table 21.D5A
Parkland DRI
Gravity Distribution Between Project
Attractions and Surrounding Residential**

| North Northeast | | | | |
|-----------------|------------------|-----------------|---------------------|----------------|
| TAZ | % of TAZ in Area | TAZ Residential | Residential in Area | Distribution % |
| 929 | 100% | 318 | 318 | 0.40% |
| 1221 | 30% | 595 | 179 | 0.22% |
| 1226 | 60% | 347 | 208 | 0.26% |
| 1227 | 5% | 602 | 30 | 0.04% |
| 1229 | 10% | 263 | 26 | 0.03% |
| 1230 | 95% | 1890 | 1796 | 2.25% |
| 1231 | 100% | 725 | 725 | 0.91% |
| 1232 | 95% | 1716 | 1630 | 2.04% |
| 1233 | 100% | 72 | 72 | 0.09% |
| 1234 | 100% | 1500 | 1500 | 1.88% |
| 1235 | 100% | 1100 | 1100 | 1.38% |
| 1236 | 100% | 1100 | 1100 | 1.38% |
| 1237 | 100% | 1100 | 1100 | 1.38% |
| 1238 | 100% | 350 | 350 | 0.44% |
| 1239 | 100% | 406 | 406 | 0.51% |
| 1240 | 100% | 602 | 602 | 0.75% |
| 1241 | 100% | 1155 | 1155 | 1.44% |
| 1242 | 100% | 0 | 0 | 0.00% |
| 1243 | 100% | 1000 | 1000 | 1.25% |
| 1244 | 100% | 600 | 600 | 0.75% |
| 1245 | 100% | 180 | 180 | 0.23% |
| 1246 | 100% | 100 | 100 | 0.13% |
| 1247 | 100% | 676 | 676 | 0.85% |
| 1248 | 100% | 778 | 778 | 0.97% |
| 1249 | 100% | 555 | 555 | 0.69% |
| 1250 | 60% | 1450 | 870 | 1.09% |
| 1251 | 10% | 0 | 0 | 0.00% |
| 1254 | 20% | 17 | 3 | 0.00% |
| 1255 | 100% | 800 | 800 | 1.00% |
| 1256 | 100% | 1200 | 1200 | 1.50% |
| 1257 | 100% | 1900 | 1900 | 2.38% |
| 1258 | 100% | 800 | 800 | 1.00% |
| 1259 | 95% | 650 | 618 | 0.77% |
| 1260 | 10% | 400 | 40 | 0.05% |
| 1261 | 60% | 634 | 380 | 0.48% |
| 1262 | 100% | 250 | 250 | 0.31% |
| 1263 | 100% | 502 | 502 | 0.63% |
| 1264 | 100% | 128 | 128 | 0.16% |
| 1265 | 100% | 0 | 0 | 0.00% |
| 1266 | 40% | 4 | 2 | 0.00% |
| 1267 | 10% | 611 | 61 | 0.08% |
| 1268 | 20% | 5 | 1 | 0.00% |
| Total | | 54817 | 51420 | 64.33% |

**Table 21.D5A
Parkland DRI
Gravity Distribution Between Project
Attractions and Surrounding Residential**

| East Northeast | | | | |
|-----------------------|-------------------------|------------------------|----------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Residential | Residential in Area | Distribution % |
| 1202 | 70% | 2444 | 1711 | 2.14% |
| 1203 | 40% | 0 | 0 | 0.00% |
| 1212 | 10% | 280 | 28 | 0.04% |
| 1213 | 100% | 0 | 0 | 0.00% |
| 1214 | 100% | 0 | 0 | 0.00% |
| 1215 | 100% | 400 | 400 | 0.50% |
| 1216 | 100% | 314 | 314 | 0.39% |
| 1217 | 100% | 833 | 833 | 1.04% |
| 1221 | 70% | 595 | 417 | 0.52% |
| 1222 | 100% | 520 | 520 | 0.65% |
| 1223 | 100% | 900 | 900 | 1.13% |
| 1224 | 100% | 695 | 695 | 0.87% |
| 1225 | 100% | 1259 | 1259 | 1.57% |
| 1226 | 40% | 347 | 139 | 0.17% |
| 1227 | 95% | 602 | 572 | 0.72% |
| 1228 | 100% | 632 | 632 | 0.79% |
| 1229 | 90% | 263 | 237 | 0.30% |
| 1230 | 5% | 1890 | 95 | 0.12% |
| 1260 | 90% | 400 | 360 | 0.45% |
| 1261 | 40% | 634 | 254 | 0.32% |
| 1266 | 5% | 4 | 0 | 0.00% |
| 1267 | 70% | 611 | 428 | 0.54% |
| 1268 | 80% | 5 | 4 | 0.01% |
| 1269 | 100% | 912 | 912 | 1.14% |
| 1270 | 100% | 900 | 900 | 1.13% |
| 1271 | 10% | 749 | 75 | 0.09% |
| Total | | 16189 | 11683 | 14.61% |

**Table 21.D5A
Parkland DRI
Gravity Distribution Between Project
Attractions and Surrounding Residential**

| East Southeast | | | | |
|----------------|------------------|-----------------|---------------------|----------------|
| TAZ | % of TAZ in Area | TAZ Residential | Residential in Area | Distribution % |
| 1202 | 30% | 2444 | 733 | 0.92% |
| 1203 | 60% | 0 | 0 | 0.00% |
| 1204 | 100% | 114 | 114 | 0.14% |
| 1205 | 100% | 1600 | 1600 | 2.00% |
| 1206 | 100% | 0 | 0 | 0.00% |
| 1207 | 100% | 0 | 0 | 0.00% |
| 1208 | 100% | 0 | 0 | 0.00% |
| 1209 | 100% | 16 | 16 | 0.02% |
| 1210 | 100% | 0 | 0 | 0.00% |
| 1211 | 100% | 520 | 520 | 0.65% |
| 1212 | 90% | 280 | 252 | 0.32% |
| 1266 | 5% | 4 | 0 | 0.00% |
| 1267 | 20% | 611 | 122 | 0.15% |
| 1271 | 90% | 749 | 674 | 0.84% |
| 1272 | 100% | 700 | 700 | 0.88% |
| 1273 | 100% | 611 | 611 | 0.76% |
| 1274 | 100% | 500 | 500 | 0.63% |
| 1275 | 100% | 400 | 400 | 0.50% |
| 1276 | 40% | 400 | 160 | 0.20% |
| 1277 | 95% | 200 | 190 | 0.24% |
| 1278 | 100% | 400 | 400 | 0.50% |
| 1279 | 100% | 1100 | 1100 | 1.38% |
| 1280 | 100% | 1200 | 1200 | 1.50% |
| 1281 | 100% | 200 | 200 | 0.25% |
| 1282 | 100% | 400 | 400 | 0.50% |
| 1283 | 60% | 2055 | 1233 | 1.54% |
| 1284 | 80% | 700 | 560 | 0.70% |
| 1285 | 10% | 1222 | 122 | 0.15% |
| 1288 | 20% | 10 | 2 | 0.00% |
| Total | | 16436 | 11810 | 14.77% |

**Table 21.D5A
Parkland DRI
Gravity Distribution Between Project
Attractions and Surrounding Residential**

| South Southeast | | | | |
|-----------------|------------------|-----------------|---------------------|----------------|
| TAZ | % of TAZ in Area | TAZ Residential | Residential in Area | Distribution % |
| 1266 | 5% | 4 | 0 | 0.00% |
| 1276 | 60% | 400 | 240 | 0.30% |
| 1277 | 5% | 200 | 10 | 0.01% |
| 1283 | 40% | 2055 | 822 | 1.03% |
| 1284 | 20% | 700 | 140 | 0.18% |
| 1285 | 90% | 1222 | 1100 | 1.38% |
| 1286 | 100% | 1400 | 1400 | 1.75% |
| 1287 | 100% | 32 | 32 | 0.04% |
| 1288 | 80% | 10 | 8 | 0.01% |
| 1289 | 10% | 62 | 6 | 0.01% |
| 1290 | 10% | 20 | 2 | 0.00% |
| Total | | 6105 | 3760 | 4.70% |

| South Southwest | | | | |
|-----------------|------------------|-----------------|---------------------|----------------|
| TAZ | % of TAZ in Area | TAZ Residential | Residential in Area | Distribution % |
| 1253 | 20% | 42 | 8 | 0.01% |
| 1266 | 5% | 4 | 0 | 0.00% |
| 1289 | 90% | 62 | 56 | 0.07% |
| 1290 | 90% | 20 | 18 | 0.02% |
| 1291 | 100% | 180 | 180 | 0.23% |
| Total | | 308 | 262 | 0.33% |

| West Southwest | | | | |
|----------------|------------------|-----------------|---------------------|----------------|
| TAZ | % of TAZ in Area | TAZ Residential | Residential in Area | Distribution % |
| 1253 | 20% | 42 | 8 | 0.01% |
| 1266 | 5% | 4 | 0 | 0.00% |
| Total | | 46 | 9 | 0.01% |

| West Northwest | | | | |
|----------------|------------------|-----------------|---------------------|----------------|
| TAZ | % of TAZ in Area | TAZ Residential | Residential in Area | Distribution % |
| 1253 | 10% | 42 | 4 | 0.01% |
| 1266 | 5% | 4 | 0 | 0.00% |
| Total | | 46 | 4 | 0.01% |

**Table 21.D5B
Parkland DRI
Gravity Distribution Between Project
Productions and Surrounding Employment**

| North Northwest | | | | |
|------------------------|-------------------------|-----------------------|---------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Employment | Employment in Area | Distribution % |
| 842 | 100% | 51 | 51 | 0.10% |
| 843 | 100% | 0 | 0 | 0.00% |
| 844 | 60% | 0 | 0 | 0.00% |
| 845 | 60% | 67 | 40 | 0.08% |
| 1250 | 60% | 53 | 32 | 0.06% |
| 1251 | 90% | 51 | 46 | 0.09% |
| 1252 | 100% | 9 | 9 | 0.02% |
| 1253 | 100% | 41 | 41 | 0.08% |
| 1254 | 80% | 0 | 0 | 0.00% |
| 1266 | 30% | 180 | 54 | 0.11% |
| Total | | 452 | 273 | 0.55% |

| North Northeast | | | | |
|------------------------|-------------------------|-----------------------|---------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Employment | Employment in Area | Distribution % |
| 844 | 40% | 0 | 0 | 0.00% |
| 845 | 40% | 67 | 27 | 0.05% |
| 860 | 100% | 0 | 0 | 0.00% |
| 861 | 100% | 136 | 136 | 0.28% |
| 862 | 100% | 134 | 134 | 0.27% |
| 863 | 100% | 79 | 79 | 0.16% |
| 864 | 100% | 7 | 7 | 0.01% |
| 865 | 100% | 271 | 271 | 0.55% |
| 866 | 100% | 531 | 531 | 1.08% |
| 867 | 100% | 438 | 438 | 0.89% |
| 868 | 100% | 0 | 0 | 0.00% |
| 869 | 100% | 290 | 290 | 0.59% |
| 870 | 100% | 392 | 392 | 0.80% |
| 871 | 100% | 3 | 3 | 0.01% |
| 872 | 100% | 707 | 707 | 1.44% |
| 873 | 100% | 362 | 362 | 0.73% |
| 874 | 100% | 278 | 278 | 0.56% |
| 875 | 100% | 0 | 0 | 0.00% |
| 876 | 100% | 1589 | 1589 | 3.23% |
| 877 | 100% | 356 | 356 | 0.72% |
| 878 | 100% | 333 | 333 | 0.68% |
| 879 | 100% | 171 | 171 | 0.35% |
| 880 | 100% | 7 | 7 | 0.01% |
| 881 | 100% | 15 | 15 | 0.03% |
| 882 | 100% | 213 | 213 | 0.43% |
| 883 | 100% | 342 | 342 | 0.69% |
| 884 | 100% | 85 | 85 | 0.17% |
| 898 | 100% | 873 | 873 | 1.77% |
| 900 | 100% | 4 | 4 | 0.01% |
| 901 | 100% | 1259 | 1259 | 2.56% |
| 902 | 100% | 196 | 196 | 0.40% |
| 928 | 100% | 1037 | 1037 | 2.11% |
| 929 | 100% | 1438 | 1438 | 2.92% |

**Table 21.D5B
Parkland DRI
Gravity Distribution Between Project
Productions and Surrounding Employment**

| North Northeast | | | | |
|------------------------|-------------------------|-----------------------|---------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Employment | Employment in Area | Distribution % |
| 1221 | 30% | 496 | 149 | 0.30% |
| 1226 | 60% | 6 | 4 | 0.01% |
| 1227 | 5% | 329 | 16 | 0.03% |
| 1229 | 10% | 28 | 3 | 0.01% |
| 1230 | 95% | 435 | 413 | 0.84% |
| 1231 | 100% | 461 | 461 | 0.94% |
| 1232 | 95% | 383 | 364 | 0.74% |
| 1233 | 100% | 850 | 850 | 1.73% |
| 1234 | 100% | 2243 | 2243 | 4.55% |
| 1235 | 100% | 96 | 96 | 0.19% |
| 1236 | 100% | 819 | 819 | 1.66% |
| 1237 | 100% | 89 | 89 | 0.18% |
| 1238 | 100% | 248 | 248 | 0.50% |
| 1239 | 100% | 71 | 71 | 0.14% |
| 1240 | 100% | 323 | 323 | 0.66% |
| 1241 | 100% | 0 | 0 | 0.00% |
| 1242 | 100% | 885 | 885 | 1.80% |
| 1243 | 100% | 1 | 1 | 0.00% |
| 1244 | 100% | 63 | 63 | 0.13% |
| 1245 | 100% | 572 | 572 | 1.16% |
| 1246 | 100% | 557 | 557 | 1.13% |
| 1247 | 100% | 15 | 15 | 0.03% |
| 1248 | 100% | 16 | 16 | 0.03% |
| 1249 | 100% | 114 | 114 | 0.23% |
| 1250 | 60% | 60 | 36 | 0.07% |
| 1251 | 10% | 51 | 5 | 0.01% |
| 1254 | 20% | 0 | 0 | 0.00% |
| 1255 | 100% | 180 | 180 | 0.37% |
| 1256 | 100% | 0 | 0 | 0.00% |
| 1257 | 100% | 43 | 43 | 0.09% |
| 1258 | 100% | 3 | 3 | 0.01% |
| 1259 | 95% | 5 | 5 | 0.01% |
| 1260 | 10% | 405 | 41 | 0.08% |
| 1261 | 60% | 256 | 154 | 0.31% |
| 1262 | 100% | 2656 | 2656 | 5.39% |
| 1263 | 100% | 0 | 0 | 0.00% |
| 1264 | 100% | 0 | 0 | 0.00% |
| 1265 | 100% | 0 | 0 | 0.00% |
| 1266 | 40% | 15 | 6 | 0.01% |
| 1267 | 10% | 1 | 0 | 0.00% |
| 1268 | 20% | 248 | 50 | 0.10% |
| Total | | 24636 | 23122 | 46.94% |

**Table 21.D5B
Parkland DRI
Gravity Distribution Between Project
Productions and Surrounding Employment**

| East Northeast | | | | |
|-----------------------|-------------------------|-----------------------|---------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Employment | Employment in Area | Distribution % |
| 1202 | 70% | 443 | 310 | 0.63% |
| 1203 | 40% | 3378 | 1351 | 2.74% |
| 1212 | 10% | 94 | 9 | 0.02% |
| 1213 | 100% | 210 | 210 | 0.43% |
| 1214 | 100% | 1624 | 1624 | 3.30% |
| 1215 | 100% | 2324 | 2324 | 4.72% |
| 1216 | 100% | 4278 | 4278 | 8.69% |
| 1217 | 100% | 701 | 701 | 1.42% |
| 1221 | 70% | 496 | 347 | 0.70% |
| 1222 | 100% | 322 | 322 | 0.65% |
| 1223 | 100% | 87 | 87 | 0.18% |
| 1224 | 100% | 479 | 479 | 0.97% |
| 1225 | 100% | 61 | 61 | 0.12% |
| 1226 | 40% | 6 | 2 | 0.00% |
| 1227 | 95% | 329 | 313 | 0.63% |
| 1228 | 100% | 0 | 0 | 0.00% |
| 1229 | 90% | 28 | 25 | 0.05% |
| 1230 | 5% | 435 | 22 | 0.04% |
| 1260 | 90% | 405 | 365 | 0.74% |
| 1261 | 40% | 256 | 102 | 0.21% |
| 1266 | 5% | 1262 | 63 | 0.13% |
| 1267 | 70% | 1 | 1 | 0.00% |
| 1268 | 80% | 248 | 198 | 0.40% |
| 1269 | 100% | 2779 | 2779 | 5.64% |
| 1270 | 100% | 7 | 7 | 0.01% |
| 1271 | 10% | 119 | 12 | 0.02% |
| Total | | 20372 | 15992.8 | 32.47% |

**Table 21.D5B
Parkland DRI
Gravity Distribution Between Project
Productions and Surrounding Employment**

| East Southeast | | | | |
|-----------------------|-------------------------|-----------------------|---------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Employment | Employment in Area | Distribution % |
| 1202 | 30% | 443 | 133 | 0.27% |
| 1203 | 60% | 3378 | 2027 | 4.11% |
| 1204 | 100% | 2110 | 2110 | 4.28% |
| 1205 | 100% | 204 | 204 | 0.41% |
| 1206 | 100% | 673 | 673 | 1.37% |
| 1207 | 100% | 233 | 233 | 0.47% |
| 1208 | 100% | 198 | 198 | 0.40% |
| 1209 | 100% | 132 | 132 | 0.27% |
| 1210 | 100% | 172 | 172 | 0.35% |
| 1211 | 100% | 1441 | 1441 | 2.93% |
| 1212 | 90% | 94 | 85 | 0.17% |
| 1266 | 5% | 15 | 1 | 0.00% |
| 1267 | 20% | 1 | 0 | 0.00% |
| 1271 | 90% | 119 | 107 | 0.22% |
| 1272 | 100% | 900 | 900 | 1.83% |
| 1273 | 100% | 13 | 13 | 0.03% |
| 1274 | 100% | 13 | 13 | 0.03% |
| 1275 | 100% | 100 | 100 | 0.20% |
| 1276 | 40% | 23 | 9 | 0.02% |
| 1277 | 95% | 28 | 27 | 0.05% |
| 1278 | 100% | 3 | 3 | 0.01% |
| 1279 | 100% | 13 | 13 | 0.03% |
| 1280 | 100% | 359 | 359 | 0.73% |
| 1281 | 100% | 284 | 284 | 0.58% |
| 1282 | 100% | 47 | 47 | 0.10% |
| 1283 | 60% | 83 | 50 | 0.10% |
| 1284 | 80% | 28 | 22 | 0.05% |
| 1285 | 10% | 15 | 2 | 0.00% |
| 1288 | 20% | 60 | 12 | 0.02% |
| Total | | 11182 | 9369 | 19.02% |

**Table 21.D5B
Parkland DRI
Gravity Distribution Between Project
Productions and Surrounding Employment**

| South Southeast | | | | |
|------------------------|-------------------------|-----------------------|---------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Employment | Employment in Area | Distribution % |
| 1266 | 40% | 15 | 6 | 0.01% |
| 1276 | 60% | 23 | 14 | 0.03% |
| 1277 | 5% | 28 | 1 | 0.00% |
| 1283 | 40% | 83 | 33 | 0.07% |
| 1284 | 20% | 28 | 6 | 0.01% |
| 1285 | 90% | 15 | 14 | 0.03% |
| 1286 | 100% | 12 | 12 | 0.02% |
| 1287 | 100% | 66 | 66 | 0.13% |
| 1288 | 80% | 60 | 48 | 0.10% |
| 1289 | 10% | 54 | 5 | 0.01% |
| 1290 | 10% | 67 | 7 | 0.01% |
| Total | | 451 | 212 | 0.43% |

| South Southwest | | | | |
|------------------------|-------------------------|-----------------------|---------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Employment | Employment in Area | Distribution % |
| 1253 | 20% | 41 | 8 | 0.02% |
| 1266 | 5% | 15 | 1 | 0.00% |
| 1289 | 90% | 54 | 49 | 0.10% |
| 1290 | 90% | 67 | 60 | 0.12% |
| 1291 | 100% | 156 | 156 | 0.32% |
| Total | | 333 | 274 | 0.56% |

| West Southwest | | | | |
|-----------------------|-------------------------|-----------------------|---------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Employment | Employment in Area | Distribution % |
| 1253 | 20% | 41 | 8 | 0.02% |
| 1266 | 5% | 15 | 1 | 0.00% |
| Total | | 56 | 9 | 0.02% |

| West Northwest | | | | |
|-----------------------|-------------------------|-----------------------|---------------------------|-----------------------|
| TAZ | % of TAZ in Area | TAZ Employment | Employment in Area | Distribution % |
| 1253 | 10% | 41 | 4 | 0.01% |
| 1266 | 5% | 15 | 1 | 0.00% |
| Total | | 56 | 5 | 0.01% |

**Table 21.D6A
Parkland DRI
Miami-Dade County Year 2015 Zdata1 for the Study Area**

| TAZ | Reference TAZ | # Households | | Total Households | # Auto | | # | | #Persons | | Occupied Hotel/ Motel Units |
|-----|---------------|--------------|----------|------------------|-------------|----------|-------------|----------|-------------|----------|-----------------------------|
| | | No Children | Children | | No Children | Children | No Children | Children | No Children | Children | |
| 842 | 842 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 843 | 843 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 844 | 844 | 34 | 18 | 52 | 69 | 53 | 53 | 34 | 80 | 72 | 0 |
| 845 | 845 | 16 | 27 | 43 | 32 | 80 | 24 | 52 | 38 | 108 | 0 |
| 846 | 846 | 40 | 39 | 79 | 82 | 115 | 62 | 74 | 94 | 156 | 0 |
| 847 | 847 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 848 | 848 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 849 | 849 | 660 | 353 | 1013 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 850 | 850 | 522 | 278 | 800 | 1056 | 825 | 807 | 530 | 1223 | 1116 | 0 |
| 851 | 851 | 913 | 487 | 1400 | 1848 | 1443 | 1413 | 928 | 2140 | 1954 | 0 |
| 852 | 852 | 335 | 396 | 731 | 679 | 1173 | 519 | 754 | 786 | 1588 | 0 |
| 853 | 853 | 315 | 514 | 829 | 638 | 1522 | 487 | 978 | 739 | 2061 | 0 |
| 854 | 854 | 590 | 637 | 1227 | 1195 | 1887 | 913 | 1212 | 1383 | 2555 | 0 |
| 855 | 855 | 666 | 778 | 1444 | 1348 | 2304 | 1031 | 1481 | 1562 | 3120 | 0 |
| 856 | 856 | 522 | 278 | 800 | 1056 | 825 | 807 | 530 | 1223 | 1116 | 0 |
| 857 | 857 | 280 | 500 | 780 | 567 | 1481 | 433 | 952 | 656 | 2005 | 0 |
| 858 | 858 | 522 | 278 | 800 | 1056 | 825 | 807 | 530 | 1223 | 1116 | 0 |
| 859 | 859 | 342 | 389 | 731 | 692 | 1152 | 530 | 741 | 802 | 1559 | 0 |
| 860 | 860 | 522 | 278 | 800 | 1056 | 825 | 807 | 530 | 1223 | 1116 | 0 |
| 861 | 861 | 522 | 278 | 800 | 1056 | 825 | 807 | 530 | 1223 | 1116 | 0 |
| 862 | 862 | 330 | 470 | 800 | 668 | 1393 | 510 | 895 | 774 | 1885 | 0 |
| 863 | 863 | 522 | 278 | 800 | 1056 | 825 | 807 | 530 | 1223 | 1116 | 0 |
| 864 | 864 | 293 | 307 | 600 | 594 | 910 | 454 | 585 | 686 | 1232 | 0 |
| 865 | 865 | 415 | 560 | 975 | 841 | 1658 | 642 | 1065 | 974 | 2245 | 0 |
| 866 | 866 | 143 | 232 | 375 | 291 | 686 | 221 | 440 | 337 | 929 | 0 |
| 867 | 867 | 797 | 858 | 1655 | 1615 | 2540 | 1234 | 1632 | 1871 | 3439 | 0 |
| 868 | 868 | 159 | 241 | 400 | 323 | 712 | 247 | 458 | 374 | 964 | 0 |
| 869 | 869 | 234 | 366 | 600 | 474 | 1084 | 362 | 697 | 549 | 1469 | 0 |
| 870 | 870 | 1116 | 1131 | 2247 | 2261 | 3349 | 1727 | 2152 | 2618 | 4533 | 0 |
| 871 | 871 | 553 | 776 | 1329 | 1119 | 2300 | 855 | 1478 | 1296 | 3113 | 0 |
| 872 | 872 | 622 | 741 | 1363 | 1260 | 2195 | 963 | 1410 | 1459 | 2972 | 0 |
| 873 | 873 | 768 | 732 | 1500 | 1556 | 2167 | 1189 | 1393 | 1802 | 2934 | 0 |
| 874 | 874 | 1044 | 965 | 2009 | 2115 | 2857 | 1616 | 1836 | 2449 | 3869 | 0 |
| 875 | 875 | 498 | 240 | 738 | 1007 | 712 | 769 | 457 | 1167 | 964 | 0 |
| 876 | 876 | 583 | 340 | 923 | 1180 | 1008 | 902 | 648 | 1367 | 1364 | 0 |
| 877 | 877 | 797 | 560 | 1357 | 1615 | 1658 | 1234 | 1065 | 1871 | 2244 | 0 |
| 878 | 878 | 172 | 160 | 332 | 347 | 475 | 265 | 305 | 403 | 644 | 0 |
| 879 | 879 | 379 | 311 | 690 | 768 | 920 | 587 | 591 | 889 | 1246 | 0 |
| 880 | 880 | 277 | 247 | 524 | 561 | 732 | 428 | 470 | 649 | 991 | 0 |
| 881 | 881 | 270 | 256 | 526 | 547 | 758 | 417 | 487 | 633 | 1027 | 0 |
| 882 | 882 | 176 | 171 | 347 | 356 | 507 | 272 | 327 | 412 | 687 | 0 |
| 883 | 883 | 565 | 340 | 905 | 1144 | 1008 | 873 | 648 | 1324 | 1365 | 0 |
| 884 | 884 | 1232 | 1010 | 2242 | 2495 | 2992 | 1906 | 1923 | 2889 | 4051 | 0 |
| 885 | 885 | 506 | 565 | 1071 | 1024 | 1674 | 783 | 1076 | 1185 | 2267 | 0 |
| 886 | 886 | 190 | 267 | 457 | 383 | 792 | 294 | 509 | 445 | 1073 | 0 |
| 887 | 887 | 23 | 27 | 50 | 47 | 80 | 35 | 51 | 54 | 108 | 0 |
| 888 | 888 | 26 | 491 | 517 | 53 | 1454 | 40 | 935 | 61 | 1969 | 0 |
| 889 | 889 | 202 | 244 | 446 | 409 | 724 | 312 | 466 | 472 | 980 | 0 |
| 890 | 890 | 515 | 485 | 1000 | 1042 | 1438 | 796 | 924 | 1207 | 1947 | 0 |
| 891 | 891 | 503 | 497 | 1000 | 1018 | 1474 | 778 | 947 | 1178 | 1994 | 0 |
| 892 | 892 | 288 | 333 | 621 | 583 | 987 | 445 | 634 | 675 | 1335 | 0 |
| 893 | 893 | 110 | 89 | 199 | 224 | 263 | 171 | 169 | 259 | 356 | 0 |
| 894 | 894 | 112 | 132 | 244 | 227 | 389 | 174 | 251 | 264 | 528 | 0 |
| 895 | 895 | 320 | 401 | 721 | 648 | 1187 | 495 | 763 | 750 | 1608 | 0 |
| 896 | 896 | 340 | 330 | 670 | 689 | 978 | 526 | 628 | 798 | 1323 | 0 |
| 897 | 897 | 599 | 489 | 1088 | 1213 | 1449 | 927 | 931 | 1404 | 1962 | 0 |
| 898 | 898 | 31 | 28 | 59 | 62 | 83 | 48 | 53 | 73 | 112 | 0 |
| 899 | 899 | 856 | 686 | 1542 | 1733 | 2033 | 1324 | 1306 | 2007 | 2753 | 0 |
| 900 | 900 | 218 | 153 | 371 | 441 | 454 | 336 | 292 | 510 | 614 | 0 |
| 901 | 901 | 497 | 363 | 860 | 1006 | 1077 | 768 | 692 | 1164 | 1458 | 0 |
| 902 | 902 | 770 | 595 | 1365 | 1560 | 1761 | 1193 | 1131 | 1807 | 2385 | 0 |
| 903 | 903 | 532 | 336 | 868 | 1077 | 996 | 823 | 640 | 1247 | 1348 | 0 |
| 904 | 904 | 327 | 283 | 610 | 662 | 838 | 506 | 539 | 767 | 1135 | 0 |
| 905 | 905 | 304 | 299 | 603 | 615 | 887 | 470 | 569 | 713 | 1199 | 0 |
| 906 | 906 | 547 | 330 | 877 | 1107 | 978 | 847 | 628 | 1282 | 1324 | 0 |
| 907 | 907 | 184 | 115 | 299 | 371 | 342 | 284 | 220 | 431 | 463 | 0 |
| 908 | 908 | 259 | 207 | 466 | 524 | 614 | 400 | 394 | 607 | 830 | 0 |
| 909 | 909 | 363 | 311 | 674 | 736 | 920 | 562 | 592 | 852 | 1247 | 0 |
| 910 | 910 | 271 | 229 | 500 | 548 | 679 | 420 | 437 | 635 | 919 | 0 |

**Table 21.D6A
Parkland DRI
Miami-Dade County Year 2015 Zdata1 for the Study Area**

| TAZ | Reference TAZ | # Households | | | # Auto | | # | | #Persons | | Occupied Hotel/ Motel Units |
|------|---------------|--------------|----------|------------------|-------------|----------|-------------|----------|-------------|----------|-----------------------------|
| | | No Children | Children | Total Households | No Children | Children | No Children | Children | No Children | Children | |
| 911 | 911 | 327 | 197 | 524 | 662 | 584 | 506 | 375 | 767 | 790 | 0 |
| 912 | 912 | 321 | 222 | 543 | 650 | 658 | 497 | 422 | 752 | 890 | 0 |
| 913 | 913 | 732 | 563 | 1295 | 1483 | 1667 | 1133 | 1071 | 1718 | 2257 | 0 |
| 914 | 914 | 839 | 568 | 1407 | 1698 | 1683 | 1298 | 1082 | 1967 | 2279 | 0 |
| 915 | 915 | 135 | 83 | 218 | 274 | 245 | 209 | 157 | 317 | 332 | 0 |
| 916 | 916 | 109 | 53 | 162 | 221 | 156 | 169 | 100 | 257 | 211 | 0 |
| 917 | 917 | 1222 | 808 | 2030 | 2475 | 2394 | 1891 | 1538 | 2865 | 3241 | 0 |
| 918 | 918 | 851 | 506 | 1357 | 1722 | 1500 | 1316 | 964 | 1995 | 2031 | 0 |
| 919 | 919 | 569 | 383 | 952 | 1151 | 1136 | 880 | 730 | 1334 | 1537 | 0 |
| 920 | 920 | 108 | 64 | 172 | 220 | 189 | 168 | 121 | 254 | 256 | 0 |
| 921 | 921 | 420 | 193 | 613 | 851 | 571 | 651 | 367 | 986 | 773 | 0 |
| 922 | 922 | 397 | 215 | 612 | 804 | 636 | 614 | 409 | 932 | 861 | 0 |
| 923 | 923 | 307 | 214 | 521 | 621 | 634 | 475 | 408 | 720 | 859 | 0 |
| 924 | 924 | 204 | 152 | 356 | 412 | 451 | 316 | 289 | 478 | 611 | 0 |
| 925 | 925 | 4 | 6 | 10 | 8 | 18 | 6 | 11 | 9 | 24 | 0 |
| 926 | 926 | 167 | 105 | 272 | 338 | 313 | 258 | 200 | 390 | 423 | 0 |
| 927 | 927 | 156 | 79 | 235 | 317 | 233 | 242 | 150 | 367 | 315 | 0 |
| 928 | 928 | 93 | 56 | 149 | 189 | 165 | 144 | 106 | 219 | 223 | 0 |
| 929 | 929 | 99 | 219 | 318 | 201 | 648 | 154 | 416 | 233 | 877 | 329 |
| 930 | 930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 931 | 931 | 820 | 259 | 1079 | 1660 | 769 | 1269 | 493 | 1922 | 1040 | 0 |
| 932 | 932 | 1060 | 684 | 1744 | 2148 | 2025 | 1641 | 1301 | 2486 | 2742 | 0 |
| 933 | 933 | 1352 | 428 | 1780 | 2738 | 1267 | 2093 | 814 | 3171 | 1716 | 0 |
| 934 | 934 | 510 | 230 | 740 | 1032 | 683 | 789 | 439 | 1195 | 924 | 0 |
| 935 | 935 | 193 | 139 | 332 | 391 | 413 | 298 | 265 | 451 | 559 | 0 |
| 936 | 936 | 175 | 150 | 325 | 353 | 445 | 270 | 286 | 410 | 603 | 0 |
| 937 | 937 | 246 | 93 | 339 | 498 | 276 | 380 | 177 | 576 | 374 | 0 |
| 938 | 938 | 641 | 421 | 1062 | 1298 | 1246 | 992 | 801 | 1504 | 1688 | 0 |
| 939 | 939 | 511 | 169 | 680 | 1034 | 502 | 790 | 322 | 1197 | 679 | 0 |
| 940 | 940 | 2 | 1 | 3 | 4 | 0 | 4 | 0 | 5 | 0 | 0 |
| 941 | 941 | 189 | 75 | 264 | 382 | 223 | 292 | 144 | 442 | 302 | 0 |
| 942 | 942 | 634 | 358 | 992 | 1284 | 1061 | 981 | 681 | 1486 | 1436 | 0 |
| 943 | 943 | 1012 | 631 | 1643 | 2049 | 1869 | 1566 | 1201 | 2374 | 2530 | 0 |
| 944 | 944 | 310 | 243 | 553 | 627 | 720 | 480 | 463 | 727 | 974 | 0 |
| 945 | 945 | 545 | 303 | 848 | 1103 | 898 | 843 | 578 | 1278 | 1217 | 0 |
| 946 | 946 | 76 | 54 | 130 | 154 | 159 | 117 | 103 | 178 | 216 | 0 |
| 947 | 947 | 320 | 216 | 536 | 648 | 640 | 495 | 411 | 750 | 866 | 0 |
| 948 | 948 | 78 | 61 | 139 | 159 | 180 | 121 | 116 | 184 | 243 | 0 |
| 949 | 949 | 117 | 55 | 172 | 238 | 162 | 181 | 104 | 275 | 219 | 0 |
| 950 | 950 | 327 | 229 | 556 | 662 | 679 | 506 | 435 | 767 | 919 | 0 |
| 1201 | 1201 | 259 | 287 | 546 | 524 | 851 | 400 | 546 | 607 | 1152 | 0 |
| 1202 | 1202 | 1325 | 1119 | 2444 | 2609 | 3028 | 1974 | 2107 | 2856 | 4755 | 0 |
| 1203 | 1203 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1204 | 1204 | 7 | 107 | 114 | 14 | 289 | 11 | 201 | 15 | 454 | 0 |
| 1205 | 1205 | 870 | 730 | 1600 | 1713 | 1977 | 1296 | 1375 | 1875 | 3104 | 0 |
| 1206 | 1206 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1207 | 1207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1208 | 1208 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1209 | 1209 | 12 | 4 | 16 | 24 | 10 | 18 | 7 | 26 | 17 | 0 |
| 1210 | 1210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1211 | 1211 | 324 | 196 | 520 | 638 | 531 | 483 | 369 | 699 | 833 | 0 |
| 1212 | 1212 | 147 | 133 | 280 | 291 | 358 | 220 | 250 | 317 | 564 | 0 |
| 1213 | 1213 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1214 | 1214 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 | 1215 | 261 | 139 | 400 | 513 | 376 | 389 | 262 | 562 | 592 | 0 |
| 1216 | 1216 | 205 | 109 | 314 | 403 | 297 | 305 | 206 | 441 | 464 | 0 |
| 1217 | 1217 | 387 | 446 | 833 | 762 | 1207 | 577 | 839 | 834 | 1895 | 0 |
| 1218 | 1218 | 4 | 6 | 10 | 8 | 18 | 6 | 11 | 9 | 24 | 0 |
| 1219 | 1219 | 267 | 197 | 464 | 541 | 584 | 413 | 375 | 626 | 791 | 0 |
| 1220 | 1220 | 523 | 375 | 898 | 1059 | 1112 | 809 | 714 | 1226 | 1506 | 123 |
| 1221 | 1221 | 369 | 226 | 595 | 727 | 611 | 551 | 426 | 796 | 960 | 0 |
| 1222 | 1222 | 233 | 287 | 520 | 458 | 777 | 346 | 540 | 502 | 1221 | 0 |
| 1223 | 1223 | 510 | 390 | 900 | 1004 | 1056 | 760 | 735 | 1098 | 1660 | 0 |
| 1224 | 1224 | 324 | 371 | 695 | 638 | 1005 | 483 | 698 | 699 | 1577 | 0 |
| 1225 | 1225 | 794 | 465 | 1259 | 1564 | 1257 | 1184 | 874 | 1712 | 1974 | 0 |
| 1226 | 1226 | 190 | 157 | 347 | 374 | 426 | 283 | 297 | 409 | 669 | 0 |
| 1227 | 1227 | 275 | 327 | 602 | 541 | 885 | 410 | 616 | 592 | 1390 | 0 |
| 1228 | 1228 | 288 | 344 | 632 | 567 | 931 | 429 | 648 | 621 | 1463 | 0 |
| 1229 | 1229 | 104 | 159 | 263 | 206 | 429 | 155 | 299 | 225 | 674 | 0 |
| 1230 | 1230 | 1367 | 523 | 1890 | 2692 | 1415 | 2037 | 984 | 2947 | 2221 | 0 |

**Table 21.D6A
Parkland DRI
Miami-Dade County Year 2015 Zdata1 for the Study Area**

| TAZ | Reference TAZ | # Households | | Total Households | # Auto | | # | | #Persons | | Occupied Hotel/ Motel Units |
|------|---------------|--------------|----------|------------------|-------------|----------|-------------|----------|-------------|----------|-----------------------------|
| | | No Children | Children | | No Children | Children | No Children | Children | No Children | Children | |
| 1231 | 1231 | 482 | 243 | 725 | 949 | 656 | 719 | 457 | 1040 | 1031 | 0 |
| 1232 | 1232 | 868 | 848 | 1716 | 1708 | 2297 | 1293 | 1597 | 1871 | 3605 | 0 |
| 1233 | 1233 | 47 | 25 | 72 | 93 | 68 | 70 | 47 | 101 | 105 | 0 |
| 1234 | 1234 | 977 | 523 | 1500 | 1923 | 1416 | 1456 | 984 | 2106 | 2222 | 0 |
| 1235 | 1235 | 670 | 430 | 1100 | 1320 | 1164 | 998 | 809 | 1445 | 1827 | 0 |
| 1236 | 1236 | 486 | 614 | 1100 | 955 | 1664 | 723 | 1157 | 1046 | 2612 | 0 |
| 1237 | 1237 | 629 | 471 | 1100 | 1238 | 1275 | 937 | 887 | 1356 | 2002 | 0 |
| 1238 | 1238 | 160 | 190 | 350 | 316 | 513 | 239 | 357 | 346 | 805 | 0 |
| 1239 | 1239 | 223 | 183 | 406 | 439 | 496 | 332 | 345 | 480 | 779 | 0 |
| 1240 | 1240 | 297 | 305 | 602 | 584 | 826 | 443 | 574 | 640 | 1297 | 0 |
| 1241 | 1241 | 688 | 467 | 1155 | 1355 | 1264 | 1025 | 879 | 1483 | 1984 | 0 |
| 1242 | 1242 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1243 | 1243 | 420 | 580 | 1000 | 827 | 1570 | 626 | 1092 | 906 | 2464 | 0 |
| 1244 | 1244 | 236 | 364 | 600 | 464 | 985 | 351 | 686 | 508 | 1548 | 0 |
| 1245 | 1245 | 58 | 122 | 180 | 114 | 330 | 87 | 229 | 126 | 518 | 0 |
| 1246 | 1246 | 65 | 35 | 100 | 129 | 94 | 97 | 65 | 141 | 148 | 0 |
| 1247 | 1247 | 305 | 371 | 676 | 600 | 1005 | 454 | 698 | 657 | 1577 | 0 |
| 1248 | 1248 | 327 | 451 | 778 | 644 | 1221 | 487 | 849 | 705 | 1917 | 0 |
| 1249 | 1249 | 230 | 325 | 555 | 452 | 881 | 343 | 613 | 495 | 1383 | 0 |
| 1250 | 1250 | 526 | 924 | 1450 | 1035 | 2502 | 783 | 1740 | 1133 | 3929 | 0 |
| 1251 | 1251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1252 | 1252 | 4 | 1 | 5 | 8 | 0 | 6 | 0 | 9 | 0 | 0 |
| 1253 | 1253 | 17 | 25 | 42 | 34 | 68 | 26 | 47 | 37 | 106 | 0 |
| 1254 | 1254 | 12 | 5 | 17 | 24 | 13 | 18 | 10 | 26 | 21 | 0 |
| 1255 | 1255 | 321 | 479 | 800 | 632 | 1297 | 478 | 902 | 691 | 2036 | 0 |
| 1256 | 1256 | 727 | 473 | 1200 | 1431 | 1280 | 1084 | 890 | 1567 | 2010 | 0 |
| 1257 | 1257 | 1070 | 830 | 1900 | 2107 | 2245 | 1595 | 1562 | 2307 | 3526 | 0 |
| 1258 | 1258 | 353 | 447 | 800 | 695 | 1210 | 526 | 842 | 761 | 1899 | 0 |
| 1259 | 1259 | 311 | 339 | 650 | 612 | 918 | 464 | 638 | 670 | 1441 | 0 |
| 1260 | 1260 | 207 | 193 | 400 | 406 | 524 | 308 | 364 | 445 | 822 | 0 |
| 1261 | 1261 | 249 | 385 | 634 | 489 | 1043 | 371 | 725 | 536 | 1637 | 0 |
| 1262 | 1262 | 85 | 165 | 250 | 168 | 445 | 127 | 310 | 184 | 701 | 0 |
| 1263 | 1263 | 156 | 346 | 502 | 308 | 935 | 234 | 650 | 338 | 1468 | 0 |
| 1264 | 1264 | 83 | 45 | 128 | 163 | 121 | 124 | 84 | 179 | 191 | 0 |
| 1265 | 1265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1266 | 1266 | 3 | 1 | 4 | 6 | 0 | 5 | 0 | 6 | 0 | 0 |
| 1267 | 1267 | 264 | 347 | 611 | 519 | 940 | 393 | 654 | 569 | 1475 | 0 |
| 1268 | 1268 | 1 | 4 | 5 | 2 | 10 | 1 | 7 | 2 | 17 | 0 |
| 1269 | 1269 | 595 | 317 | 912 | 1171 | 859 | 887 | 597 | 1283 | 1348 | 0 |
| 1270 | 1270 | 345 | 555 | 900 | 679 | 1502 | 514 | 1045 | 744 | 2358 | 0 |
| 1271 | 1271 | 290 | 459 | 749 | 571 | 1242 | 432 | 865 | 625 | 1952 | 0 |
| 1272 | 1272 | 344 | 356 | 700 | 678 | 963 | 513 | 671 | 741 | 1513 | 0 |
| 1273 | 1273 | 229 | 382 | 611 | 451 | 1036 | 341 | 720 | 493 | 1625 | 0 |
| 1274 | 1274 | 178 | 322 | 500 | 350 | 873 | 264 | 607 | 382 | 1371 | 0 |
| 1275 | 1275 | 182 | 218 | 400 | 357 | 592 | 270 | 411 | 391 | 929 | 0 |
| 1276 | 1276 | 145 | 255 | 400 | 286 | 689 | 217 | 479 | 313 | 1082 | 0 |
| 1277 | 1277 | 94 | 106 | 200 | 185 | 286 | 141 | 199 | 203 | 449 | 0 |
| 1278 | 1278 | 179 | 221 | 400 | 351 | 599 | 265 | 417 | 385 | 941 | 0 |
| 1279 | 1279 | 438 | 662 | 1100 | 863 | 1791 | 653 | 1246 | 945 | 2813 | 0 |
| 1280 | 1280 | 424 | 776 | 1200 | 835 | 2099 | 632 | 1461 | 915 | 3297 | 0 |
| 1281 | 1281 | 102 | 98 | 200 | 202 | 264 | 153 | 183 | 221 | 415 | 0 |
| 1282 | 1282 | 146 | 254 | 400 | 288 | 686 | 218 | 478 | 315 | 1078 | 0 |
| 1283 | 1283 | 702 | 1353 | 2055 | 1382 | 3661 | 1046 | 2547 | 1514 | 5750 | 0 |
| 1284 | 1284 | 273 | 427 | 700 | 537 | 1157 | 406 | 805 | 588 | 1816 | 0 |
| 1285 | 1285 | 543 | 679 | 1222 | 1068 | 1840 | 809 | 1279 | 1170 | 2888 | 0 |
| 1286 | 1286 | 457 | 943 | 1400 | 900 | 2552 | 681 | 1774 | 986 | 4006 | 0 |
| 1287 | 1287 | 24 | 8 | 32 | 47 | 22 | 35 | 14 | 52 | 33 | 0 |
| 1288 | 1288 | 6 | 4 | 10 | 12 | 10 | 9 | 7 | 13 | 17 | 0 |
| 1289 | 1289 | 32 | 30 | 62 | 64 | 81 | 48 | 57 | 69 | 127 | 0 |
| 1290 | 1290 | 11 | 9 | 20 | 22 | 24 | 16 | 17 | 23 | 39 | 0 |
| 1291 | 1291 | 101 | 79 | 180 | 200 | 212 | 150 | 148 | 218 | 335 | 0 |
| 1292 | 1292 | 142 | 78 | 220 | 280 | 209 | 212 | 146 | 307 | 330 | 0 |
| 1293 | 1293 | 311 | 229 | 540 | 612 | 620 | 464 | 432 | 670 | 973 | 0 |
| 1294 | 1294 | 272 | 156 | 428 | 535 | 423 | 405 | 294 | 586 | 664 | 12 |
| 1295 | 1295 | 364 | 306 | 670 | 716 | 828 | 543 | 575 | 785 | 1300 | 0 |
| 1296 | 1296 | 30 | 28 | 58 | 59 | 75 | 45 | 53 | 65 | 119 | 0 |
| 1297 | 1297 | 43 | 21 | 64 | 85 | 56 | 65 | 40 | 93 | 88 | 0 |
| 1298 | 1298 | 60 | 27 | 87 | 119 | 72 | 89 | 51 | 130 | 114 | 0 |
| 1299 | 1299 | 157 | 75 | 232 | 310 | 202 | 235 | 140 | 340 | 316 | 0 |

**Table 21.D6B
Parkland DRI
Miami-Dade County Year 2015 Zdata2 for the Study Area**

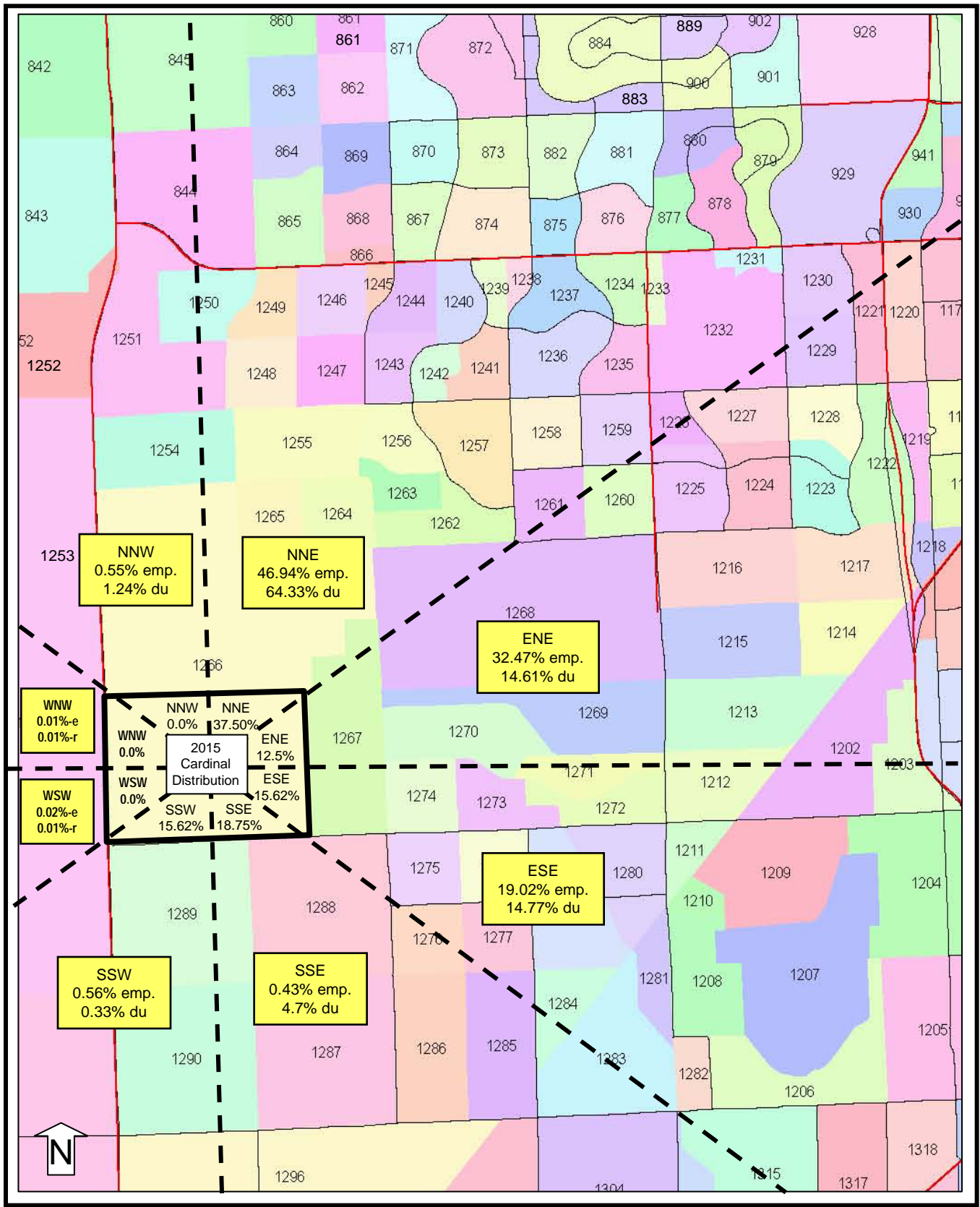
| Card Type | Planning Analysis District | Zone Number | Employment | | | | School Enrollment | Short Term Parking Cost | Long Term Parking Cost |
|-----------|----------------------------|-------------|------------|------------|---------|-------|-------------------|-------------------------|------------------------|
| | | | Industrial | Commercial | Service | Total | | | |
| 2 | 5 | 842 | 45 | 3 | 3 | 51 | 0 | 0 | |
| 2 | 5 | 843 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 5 | 844 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 5 | 845 | 63 | 0 | 4 | 67 | 0 | 0 | |
| 2 | 5 | 846 | 0 | 11 | 0 | 11 | 1825 | 0 | |
| 2 | 6 | 847 | 0 | 0 | 46 | 46 | 0 | 0 | |
| 2 | 6 | 848 | 9 | 70 | 0 | 79 | 0 | 0 | |
| 2 | 6 | 849 | 0 | 7 | 3 | 10 | 0 | 0 | |
| 2 | 6 | 850 | 1 | 91 | 41 | 133 | 0 | 0 | |
| 2 | 6 | 851 | 29 | 2 | 0 | 31 | 0 | 0 | |
| 2 | 6 | 852 | 26 | 3 | 0 | 29 | 0 | 0 | |
| 2 | 6 | 853 | 11 | 322 | 98 | 431 | 800 | 0 | |
| 2 | 5 | 854 | 3 | 6 | 238 | 247 | 1129 | 0 | |
| 2 | 5 | 855 | 3 | 315 | 46 | 364 | 0 | 0 | |
| 2 | 5 | 856 | 0 | 173 | 78 | 251 | 0 | 0 | |
| 2 | 5 | 857 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 5 | 858 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 5 | 859 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 5 | 860 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 5 | 861 | 0 | 94 | 42 | 136 | 0 | 0 | |
| 2 | 5 | 862 | 1 | 92 | 41 | 134 | 0 | 0 | |
| 2 | 5 | 863 | 0 | 0 | 79 | 79 | 1210 | 0 | |
| 2 | 5 | 864 | 1 | 6 | 0 | 7 | 0 | 0 | |
| 2 | 5 | 865 | 0 | 271 | 0 | 271 | 1050 | 0 | |
| 2 | 5 | 866 | 9 | 522 | 0 | 531 | 0 | 0 | |
| 2 | 5 | 867 | 17 | 393 | 28 | 438 | 0 | 0 | |
| 2 | 5 | 868 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 5 | 869 | 3 | 222 | 65 | 290 | 45 | 0 | |
| 2 | 5 | 870 | 0 | 157 | 235 | 392 | 1193 | 0 | |
| 2 | 5 | 871 | 3 | 0 | 0 | 3 | 0 | 0 | |
| 2 | 5 | 872 | 15 | 230 | 462 | 707 | 2050 | 0 | |
| 2 | 5 | 873 | 1 | 268 | 93 | 362 | 0 | 0 | |
| 2 | 5 | 874 | 9 | 191 | 78 | 278 | 0 | 0 | |
| 2 | 5 | 875 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 5 | 876 | 6 | 1208 | 375 | 1589 | 0 | 0 | |
| 2 | 5 | 877 | 43 | 0 | 313 | 356 | 0 | 0 | |
| 2 | 5 | 878 | 2 | 67 | 264 | 333 | 0 | 0 | |
| 2 | 5 | 879 | 1 | 110 | 60 | 171 | 1101 | 0 | |
| 2 | 5 | 880 | 5 | 2 | 0 | 7 | 0 | 0 | |
| 2 | 5 | 881 | 3 | 12 | 0 | 15 | 0 | 0 | |
| 2 | 5 | 882 | 3 | 4 | 206 | 213 | 1136 | 0 | |
| 2 | 5 | 883 | 33 | 12 | 297 | 342 | 132 | 0 | |
| 2 | 5 | 884 | 0 | 9 | 76 | 85 | 0 | 0 | |
| 2 | 5 | 885 | 4 | 132 | 238 | 374 | 853 | 0 | |
| 2 | 5 | 886 | 0 | 0 | 33 | 33 | 0 | 0 | |
| 2 | 6 | 887 | 0 | 583 | 1078 | 1661 | 4924 | 0 | |
| 2 | 6 | 888 | 41 | 127 | 0 | 168 | 2313 | 0 | |
| 2 | 6 | 889 | 4 | 1150 | 140 | 1294 | 0 | 0 | |
| 2 | 6 | 890 | 6 | 0 | 0 | 6 | 0 | 0 | |
| 2 | 6 | 891 | 30 | 70 | 197 | 297 | 0 | 0 | |
| 2 | 6 | 892 | 3 | 34 | 35 | 72 | 775 | 0 | |
| 2 | 6 | 893 | 11 | 36 | 153 | 200 | 27 | 0 | |
| 2 | 6 | 894 | 17 | 206 | 123 | 346 | 25 | 0 | |
| 2 | 6 | 895 | 11 | 17 | 558 | 586 | 0 | 0 | |
| 2 | 5 | 896 | 2 | 0 | 0 | 2 | 0 | 0 | |
| 2 | 5 | 897 | 3 | 172 | 165 | 340 | 799 | 0 | |
| 2 | 5 | 898 | 41 | 673 | 159 | 873 | 0 | 0 | |
| 2 | 5 | 899 | 2 | 152 | 203 | 357 | 1758 | 0 | |
| 2 | 5 | 900 | 3 | 1 | 0 | 4 | 0 | 0 | |
| 2 | 5 | 901 | 4 | 1 | 1254 | 1259 | 3889 | 0 | |
| 2 | 5 | 902 | 3 | 9 | 184 | 196 | 0 | 0 | |
| 2 | 5 | 903 | 32 | 8 | 0 | 40 | 0 | 0 | |
| 2 | 5 | 904 | 3 | 56 | 11 | 70 | 0 | 0 | |
| 2 | 5 | 905 | 1 | 0 | 0 | 1 | 0 | 0 | |
| 2 | 5 | 906 | 4 | 19 | 238 | 261 | 869 | 0 | |
| 2 | 5 | 907 | 46 | 126 | 125 | 297 | 0 | 0 | |
| 2 | 5 | 908 | 4 | 172 | 91 | 267 | 65 | 0 | |
| 2 | 5 | 909 | 11 | 45 | 56 | 112 | 0 | 0 | |
| 2 | 5 | 910 | 54 | 13 | 184 | 251 | 571 | 0 | |

Table 21.D6B
Parkland DRI
Miami-Dade County Year 2015 Zdata2 for the Study Area

| Card Type | Planning Analysis District | Zone Number | Employment | | | | School Enrollment | Short Term Parking Cost | Long Term Parking Cost |
|-----------|----------------------------|-------------|------------|------------|---------|-------|-------------------|-------------------------|------------------------|
| | | | Industrial | Commercial | Service | Total | | | |
| 2 | 5 | 911 | 0 | 0 | 653 | 653 | 1899 | 0 | 0 |
| 2 | 5 | 912 | 26 | 202 | 156 | 384 | 642 | 0 | 0 |
| 2 | 5 | 913 | 11 | 143 | 63 | 217 | 0 | 0 | 0 |
| 2 | 5 | 914 | 3 | 24 | 105 | 132 | 0 | 0 | 0 |
| 2 | 5 | 915 | 3 | 491 | 203 | 697 | 83 | 0 | 0 |
| 2 | 5 | 916 | 0 | 280 | 206 | 486 | 0 | 0 | 0 |
| 2 | 5 | 917 | 9 | 14 | 23 | 46 | 0 | 0 | 0 |
| 2 | 5 | 918 | 4 | 0 | 0 | 4 | 0 | 0 | 0 |
| 2 | 5 | 919 | 2 | 6 | 291 | 299 | 1334 | 0 | 0 |
| 2 | 5 | 920 | 54 | 790 | 351 | 1195 | 0 | 0 | 0 |
| 2 | 5 | 921 | 5 | 6 | 76 | 87 | 325 | 0 | 0 |
| 2 | 5 | 922 | 11 | 1 | 363 | 375 | 0 | 0 | 0 |
| 2 | 5 | 923 | 10 | 0 | 165 | 175 | 589 | 0 | 0 |
| 2 | 5 | 924 | 184 | 9 | 20 | 213 | 0 | 0 | 0 |
| 2 | 5 | 925 | 0 | 66 | 462 | 528 | 0 | 0 | 0 |
| 2 | 5 | 926 | 35 | 0 | 139 | 174 | 837 | 0 | 0 |
| 2 | 5 | 927 | 11 | 0 | 85 | 96 | 0 | 0 | 0 |
| 2 | 5 | 928 | 66 | 7 | 964 | 1037 | 1847 | 0 | 0 |
| 2 | 5 | 929 | 19 | 1088 | 331 | 1438 | 2638 | 0 | 0 |
| 2 | 5 | 930 | 0 | 1843 | 562 | 2405 | 0 | 0 | 0 |
| 2 | 5 | 931 | 2 | 278 | 647 | 927 | 0 | 0 | 0 |
| 2 | 5 | 932 | 0 | 52 | 161 | 213 | 155 | 0 | 0 |
| 2 | 5 | 933 | 8 | 73 | 1696 | 1777 | 0 | 0 | 0 |
| 2 | 5 | 934 | 7 | 62 | 349 | 418 | 730 | 0 | 0 |
| 2 | 5 | 935 | 2 | 95 | 66 | 163 | 0 | 0 | 0 |
| 2 | 5 | 936 | 19 | 11 | 105 | 135 | 0 | 0 | 0 |
| 2 | 5 | 937 | 129 | 323 | 556 | 1008 | 0 | 0 | 0 |
| 2 | 5 | 938 | 250 | 274 | 1997 | 2521 | 0 | 0 | 0 |
| 2 | 5 | 939 | 0 | 32 | 82 | 114 | 0 | 0 | 0 |
| 2 | 5 | 940 | 0 | 0 | 2046 | 2046 | 280 | 0 | 0 |
| 2 | 5 | 941 | 7 | 622 | 819 | 1448 | 110 | 0 | 0 |
| 2 | 5 | 942 | 4 | 330 | 436 | 770 | 237 | 0 | 0 |
| 2 | 5 | 943 | 2 | 528 | 356 | 886 | 0 | 0 | 0 |
| 2 | 5 | 944 | 14 | 4 | 0 | 18 | 0 | 0 | 0 |
| 2 | 5 | 945 | 13 | 0 | 145 | 158 | 351 | 0 | 0 |
| 2 | 5 | 946 | 26 | 82 | 20 | 128 | 0 | 0 | 0 |
| 2 | 5 | 947 | 1 | 0 | 184 | 185 | 0 | 0 | 0 |
| 2 | 5 | 948 | 54 | 284 | 163 | 501 | 293 | 0 | 0 |
| 2 | 5 | 949 | 2 | 132 | 354 | 488 | 529 | 0 | 0 |
| 2 | 5 | 950 | 3 | 399 | 1082 | 1484 | 1678 | 0 | 0 |
| 2 | 5 | 1201 | 17 | 27 | 264 | 308 | 1081 | 0 | 0 |
| 2 | 5 | 1202 | 3 | 44 | 396 | 443 | 0 | 0 | 0 |
| 2 | 5 | 1203 | 132 | 626 | 2620 | 3378 | 0 | 0 | 0 |
| 2 | 4 | 1204 | 57 | 634 | 1419 | 2110 | 0 | 0 | 0 |
| 2 | 4 | 1205 | 20 | 0 | 184 | 204 | 1276 | 0 | 0 |
| 2 | 4 | 1206 | 0 | 0 | 673 | 673 | 186 | 0 | 0 |
| 2 | 4 | 1207 | 0 | 0 | 233 | 233 | 0 | 0 | 0 |
| 2 | 4 | 1208 | 0 | 0 | 198 | 198 | 0 | 0 | 0 |
| 2 | 4 | 1209 | 0 | 0 | 132 | 132 | 0 | 0 | 0 |
| 2 | 4 | 1210 | 0 | 0 | 172 | 172 | 0 | 0 | 0 |
| 2 | 4 | 1211 | 33 | 494 | 914 | 1441 | 0 | 0 | 0 |
| 2 | 5 | 1212 | 18 | 2 | 74 | 94 | 0 | 0 | 0 |
| 2 | 5 | 1213 | 26 | 0 | 184 | 210 | 0 | 0 | 0 |
| 2 | 5 | 1214 | 883 | 450 | 291 | 1624 | 0 | 0 | 0 |
| 2 | 5 | 1215 | 351 | 898 | 1075 | 2324 | 0 | 0 | 0 |
| 2 | 5 | 1216 | 470 | 1059 | 2749 | 4278 | 188 | 0 | 0 |
| 2 | 5 | 1217 | 153 | 490 | 58 | 701 | 0 | 0 | 0 |
| 2 | 5 | 1218 | 44 | 254 | 338 | 636 | 0 | 0 | 0 |
| 2 | 5 | 1219 | 0 | 12 | 20 | 32 | 0 | 0 | 0 |
| 2 | 5 | 1220 | 15 | 273 | 280 | 568 | 0 | 0 | 0 |
| 2 | 5 | 1221 | 5 | 366 | 125 | 496 | 0 | 0 | 0 |
| 2 | 5 | 1222 | 2 | 4 | 316 | 322 | 833 | 0 | 0 |
| 2 | 5 | 1223 | 4 | 39 | 44 | 87 | 0 | 0 | 0 |
| 2 | 5 | 1224 | 3 | 369 | 107 | 479 | 0 | 0 | 0 |
| 2 | 5 | 1225 | 3 | 14 | 44 | 61 | 0 | 0 | 0 |
| 2 | 5 | 1226 | 6 | 0 | 0 | 6 | 0 | 0 | 0 |
| 2 | 5 | 1227 | 13 | 0 | 316 | 329 | 1881 | 0 | 0 |
| 2 | 5 | 1228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 1229 | 3 | 9 | 16 | 28 | 343 | 0 | 0 |
| 2 | 5 | 1230 | 3 | 349 | 83 | 435 | 0 | 0 | 0 |

**Table 21.D6B
Parkland DRI
Miami-Dade County Year 2015 Zdata2 for the Study Area**

| Card Type | Planning Analysis District | Zone Number | Employment | | | | School Enrollment | Short Term Parking Cost | Long Term Parking Cost |
|-----------|----------------------------|-------------|------------|------------|---------|-------|-------------------|-------------------------|------------------------|
| | | | Industrial | Commercial | Service | Total | | | |
| 2 | 5 | 1231 | 0 | 349 | 112 | 461 | 0 | 0 | 0 |
| 2 | 5 | 1232 | 9 | 64 | 310 | 383 | 964 | 0 | 0 |
| 2 | 5 | 1233 | 0 | 408 | 442 | 850 | 1450 | 0 | 0 |
| 2 | 5 | 1234 | 22 | 637 | 1584 | 2243 | 120 | 0 | 0 |
| 2 | 5 | 1235 | 0 | 20 | 76 | 96 | 142 | 0 | 0 |
| 2 | 5 | 1236 | 0 | 317 | 502 | 819 | 1183 | 0 | 0 |
| 2 | 5 | 1237 | 19 | 37 | 33 | 89 | 0 | 0 | 0 |
| 2 | 5 | 1238 | 11 | 144 | 93 | 248 | 0 | 0 | 0 |
| 2 | 5 | 1239 | 9 | 51 | 11 | 71 | 0 | 0 | 0 |
| 2 | 5 | 1240 | 2 | 71 | 250 | 323 | 1173 | 0 | 0 |
| 2 | 5 | 1241 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 1242 | 13 | 436 | 436 | 885 | 2294 | 0 | 0 |
| 2 | 5 | 1243 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 2 | 5 | 1244 | 0 | 42 | 21 | 63 | 0 | 0 | 0 |
| 2 | 5 | 1245 | 9 | 513 | 50 | 572 | 0 | 0 | 0 |
| 2 | 5 | 1246 | 0 | 557 | 0 | 557 | 0 | 0 | 0 |
| 2 | 5 | 1247 | 13 | 0 | 2 | 15 | 462 | 0 | 0 |
| 2 | 5 | 1248 | 1 | 0 | 15 | 16 | 0 | 0 | 0 |
| 2 | 5 | 1249 | 0 | 114 | 0 | 114 | 0 | 0 | 0 |
| 2 | 5 | 1250 | 9 | 19 | 25 | 53 | 0 | 0 | 0 |
| 2 | 5 | 1251 | 0 | 0 | 51 | 51 | 1350 | 0 | 0 |
| 2 | 5 | 1252 | 7 | 0 | 2 | 9 | 0 | 0 | 0 |
| 2 | 5 | 1253 | 17 | 4 | 20 | 41 | 0 | 0 | 0 |
| 2 | 5 | 1254 | 0 | 0 | 0 | 0 | 1450 | 0 | 0 |
| 2 | 5 | 1255 | 75 | 0 | 105 | 180 | 1316 | 0 | 0 |
| 2 | 5 | 1256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 1257 | 0 | 20 | 23 | 43 | 725 | 0 | 0 |
| 2 | 5 | 1258 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| 2 | 5 | 1259 | 5 | 0 | 0 | 5 | 10 | 0 | 0 |
| 2 | 5 | 1260 | 34 | 162 | 209 | 405 | 0 | 0 | 0 |
| 2 | 5 | 1261 | 0 | 195 | 61 | 256 | 0 | 0 | 0 |
| 2 | 5 | 1262 | 2102 | 26 | 528 | 2656 | 4490 | 0 | 0 |
| 2 | 5 | 1263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 1264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 1265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 1266 | 13 | 0 | 2 | 15 | 0 | 0 | 0 |
| 2 | 5 | 1267 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 2 | 5 | 1268 | 1 | 0 | 247 | 248 | 0 | 0 | 0 |
| 2 | 5 | 1269 | 1042 | 513 | 1224 | 2779 | 120 | 0 | 0 |
| 2 | 5 | 1270 | 6 | 1 | 0 | 7 | 0 | 0 | 0 |
| 2 | 5 | 1271 | 0 | 48 | 71 | 119 | 0 | 0 | 0 |
| 2 | 5 | 1272 | 37 | 493 | 370 | 900 | 1828 | 0 | 0 |
| 2 | 5 | 1273 | 5 | 2 | 6 | 13 | 0 | 0 | 0 |
| 2 | 5 | 1274 | 2 | 0 | 11 | 13 | 0 | 0 | 0 |
| 2 | 4 | 1275 | 76 | 14 | 10 | 100 | 0 | 0 | 0 |
| 2 | 4 | 1276 | 12 | 11 | 0 | 23 | 0 | 0 | 0 |
| 2 | 4 | 1277 | 1 | 0 | 27 | 28 | 0 | 0 | 0 |
| 2 | 4 | 1278 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| 2 | 4 | 1279 | 7 | 6 | 0 | 13 | 0 | 0 | 0 |
| 2 | 4 | 1280 | 35 | 165 | 159 | 359 | 0 | 0 | 0 |
| 2 | 4 | 1281 | 25 | 102 | 157 | 284 | 0 | 0 | 0 |
| 2 | 4 | 1282 | 9 | 38 | 0 | 47 | 0 | 0 | 0 |
| 2 | 4 | 1283 | 3 | 41 | 39 | 83 | 1135 | 0 | 0 |
| 2 | 4 | 1284 | 22 | 0 | 6 | 28 | 0 | 0 | 0 |
| 2 | 4 | 1285 | 4 | 0 | 11 | 15 | 0 | 0 | 0 |
| 2 | 4 | 1286 | 1 | 0 | 11 | 12 | 0 | 0 | 0 |
| 2 | 5 | 1287 | 62 | 0 | 4 | 66 | 0 | 0 | 0 |
| 2 | 5 | 1288 | 56 | 0 | 4 | 60 | 0 | 0 | 0 |
| 2 | 5 | 1289 | 48 | 3 | 3 | 54 | 0 | 0 | 0 |
| 2 | 5 | 1290 | 63 | 0 | 4 | 67 | 0 | 0 | 0 |
| 2 | 4 | 1291 | 101 | 2 | 53 | 156 | 0 | 0 | 0 |
| 2 | 4 | 1292 | 217 | 15 | 15 | 247 | 0 | 0 | 0 |
| 2 | 4 | 1293 | 182 | 246 | 27 | 455 | 0 | 0 | 0 |
| 2 | 4 | 1294 | 239 | 111 | 27 | 377 | 0 | 0 | 0 |
| 2 | 4 | 1295 | 122 | 143 | 99 | 364 | 0 | 0 | 0 |
| 2 | 4 | 1296 | 34 | 19 | 0 | 53 | 0 | 0 | 0 |
| 2 | 4 | 1297 | 294 | 87 | 264 | 645 | 0 | 0 | 0 |
| 2 | 4 | 1298 | 675 | 1 | 184 | 860 | 0 | 0 | 0 |
| 2 | 4 | 1299 | 132 | 18 | 370 | 520 | 0 | 0 | 0 |



Legend



Site Location

SSE
0.43% emp.
4.77% du

Residential and Employment Concentrations by Cardinal Direction within the Surrounding TAZ's

Map J-7A
Residential and Employment Concentrations by Cardinal Directions
Parkland
August 2006

Miami-Dade County Year 2015 Cost Feasible Plan

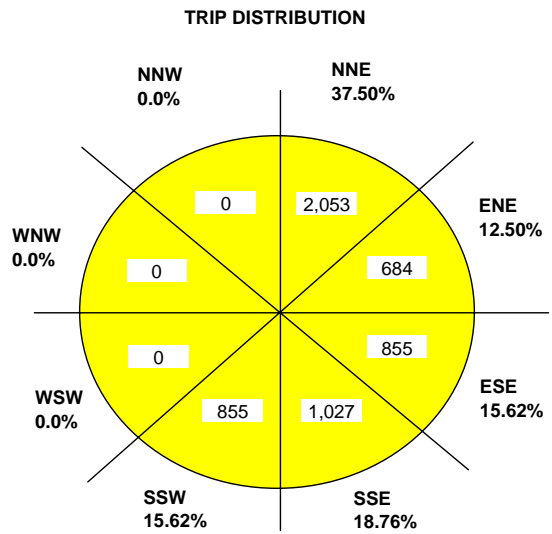
DIRECTIONAL DISTRIBUTION SUMMARY

| ORIGIN ZONE | | CARDINAL DIRECTIONS | | | | | | | | TOTAL |
|-------------|---------|---------------------|-------|-------|-------|-------|------|-------|-------|-------|
| | | NNE | ENE | ESE | SSE | SSW | WSW | WNW | NNW | |
| 1261 | TRIPS | 690 | 867 | 433 | 336 | 99 | 118 | 141 | 371 | 3055 |
| | PERCENT | 22.59 | 28.38 | 14.17 | 11.00 | 3.24 | 3.86 | 4.62 | 12.14 | |
| 1262 | TRIPS | 1035 | 751 | 443 | 980 | 342 | 5 | 1233 | 1015 | 5804 |
| | PERCENT | 17.83 | 12.94 | 7.63 | 16.88 | 5.89 | 0.09 | 21.24 | 17.49 | |
| 1263 | TRIPS | 376 | 560 | 1177 | 141 | 13 | 6 | 58 | 78 | 2409 |
| | PERCENT | 15.61 | 23.25 | 48.86 | 5.85 | 0.54 | 0.25 | 2.41 | 3.24 | |
| 1264 | TRIPS | 82 | 173 | 181 | 25 | 3 | 0 | 17 | 26 | 507 |
| | PERCENT | 16.17 | 34.12 | 35.70 | 4.93 | 0.59 | 0.00 | 3.35 | 5.13 | |
| 1265 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PERCENT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 1266 | TRIPS | 12 | 4 | 5 | 6 | 5 | 0 | 0 | 0 | 32 |
| | PERCENT | 37.50 | 12.50 | 15.62 | 18.75 | 15.62 | 0.00 | 0.00 | 0.00 | |
| 1267 | TRIPS | 550 | 773 | 461 | 51 | 35 | 3 | 0 | 41 | 1914 |
| | PERCENT | 28.74 | 40.39 | 24.09 | 2.66 | 1.83 | 0.16 | 0.00 | 2.14 | |

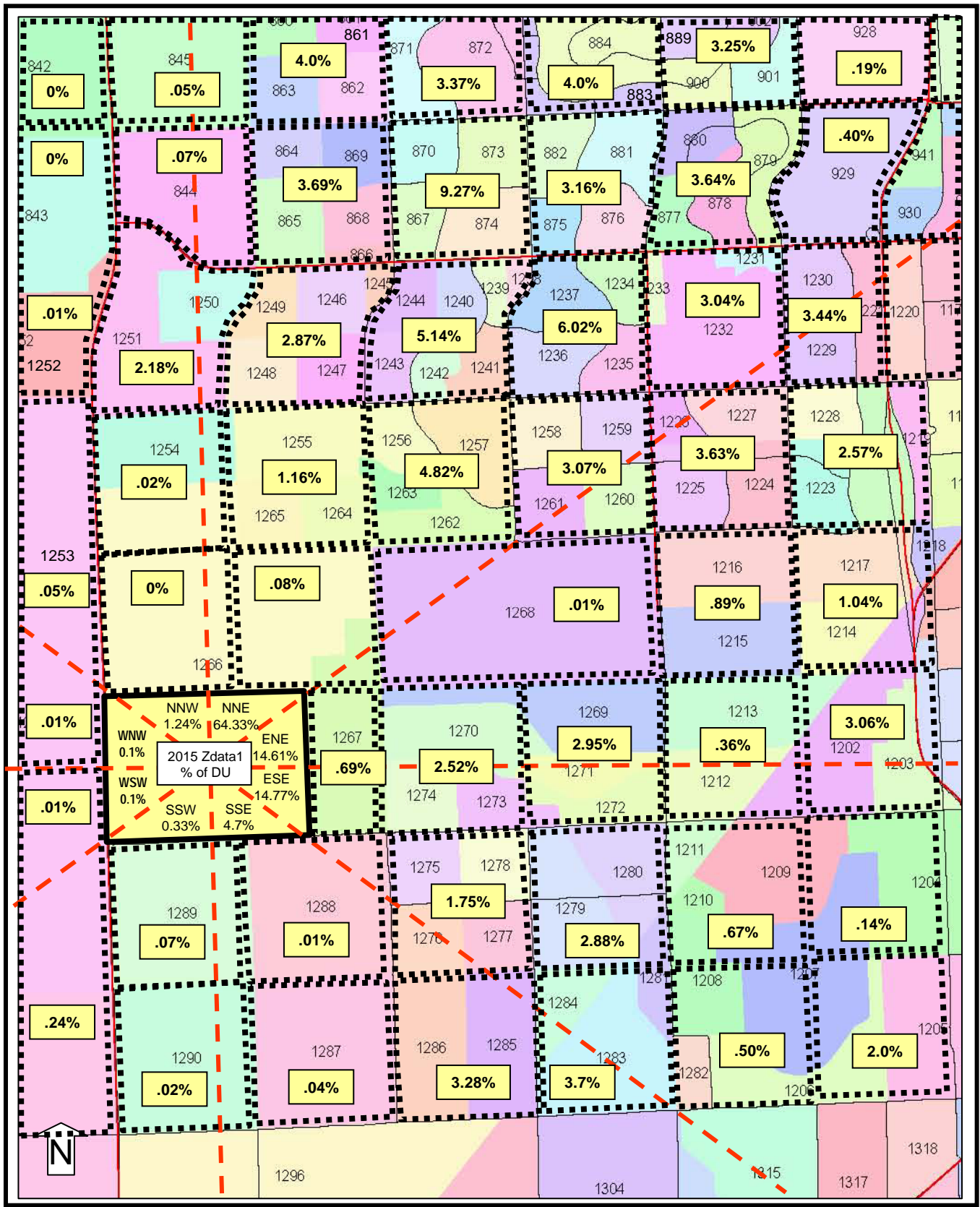
CARDINAL DISTRIBUTION

PROJECT: Parkland

| | | |
|-------|---------|-------|
| TAZ # | 1266 | |
| Trips | 5,475 | Trips |
| NNE | 37.50% | 2,053 |
| ENE | 12.50% | 684 |
| ESE | 15.62% | 855 |
| SSE | 18.76% | 1,027 |
| SSW | 15.62% | 855 |
| WSW | 0.00% | 0 |
| WNW | 0.00% | 0 |
| NNW | 0.00% | 0 |
| | 100.00% | 5,475 |




Source: Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report, January 2005, Miami-Dade Interim 2015 Cost Feasible Plan.

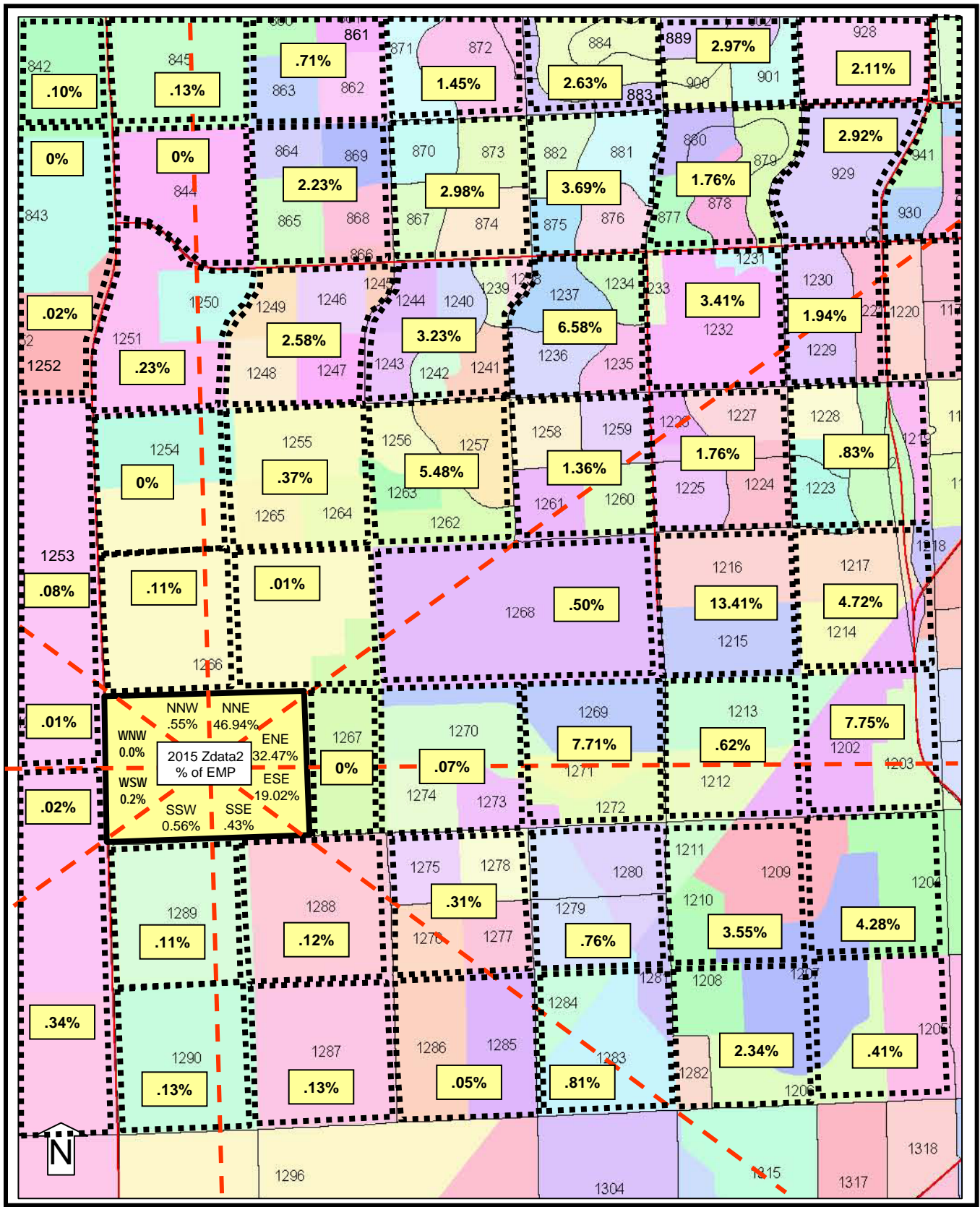


Legend

 Site Location


 = % of surrounding residential units from the study area using the 2015 residential zonal data from the 2030 L RTP

Map J-7C
Percent of Surrounding Residential in the Study Area
Parkland
August 2006



Legend

 Site Location

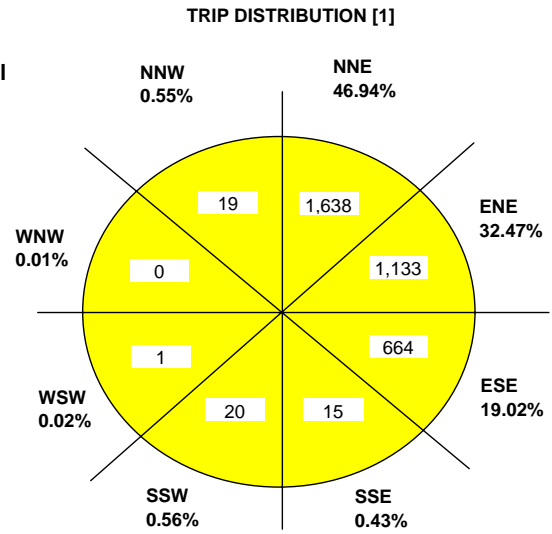
 = % of surrounding employment from the study area using the 2015 employment zonal data from the 2030 LRTP

Map J-7D
Percent of Surrounding Employment in the Study Area
Parkland
August 2006

CARDINAL DISTRIBUTION

**PROJECT: Parkland - Net External Production Trips
Home-Based Work Trips Generated by Site Residential**

| | | |
|--------------|--------------|--------------|
| TAZ # | 1266 | |
| Trips | 3,489 | TRIPS |
| NNE | 46.94% | 1,638 |
| ENE | 32.47% | 1,133 |
| ESE | 19.02% | 664 |
| SSE | 0.43% | 15 |
| SSW | 0.56% | 20 |
| WSW | 0.02% | 1 |
| WNW | 0.01% | 0 |
| NNW | 0.55% | 19 |
| | 100.00% | 3,489 |

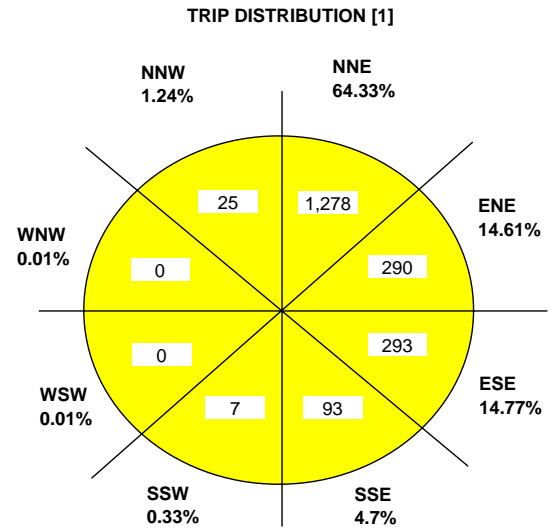


[1] Trip distribution for home-based work trips for residential leaving the site based upon the concentration of employment by cardinal direction in the study area surrounding the site (see Map J-7D).

CARDINAL DISTRIBUTION

**PROJECT: Parkland - Net External Attraction Trips
Non Home-Based Work Trips Attracted to Site Uses**

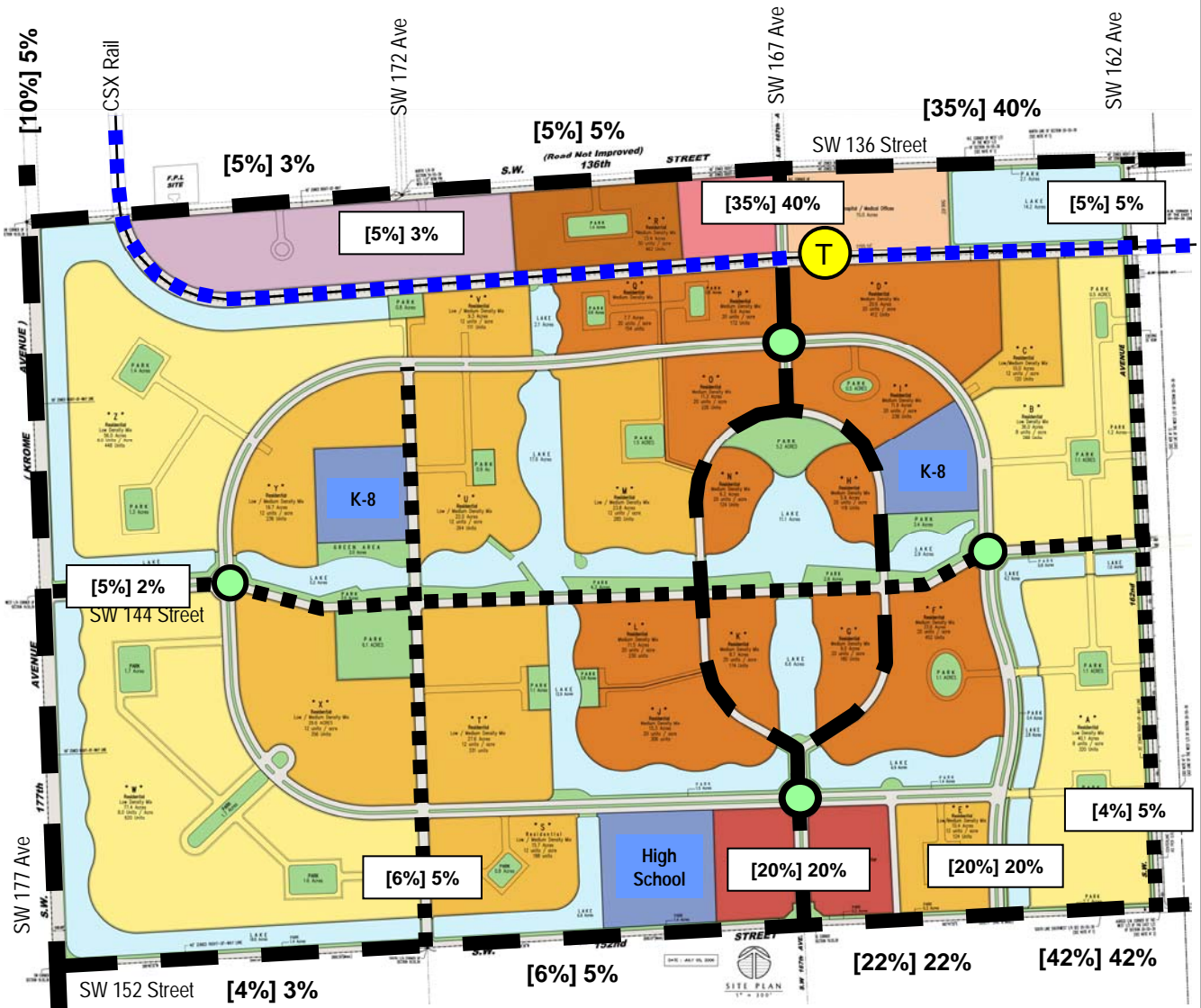
| | | |
|--------------|--------------|--------------|
| TAZ # | 1266 | |
| Trips | 1,986 | TRIPS |
| NNE | 64.33% | 1,278 |
| ENE | 14.61% | 290 |
| ESE | 14.77% | 293 |
| SSE | 4.70% | 93 |
| SSW | 0.33% | 7 |
| WSW | 0.01% | 0 |
| WNW | 0.01% | 0 |
| NNW | 1.24% | 25 |
| | 100.00% | 1,986 |



[1] Trip distribution for non home-based work, education and shopping trips based upon the concentration of dwelling units by cardinal direction in the study area surrounding the site (see Map J-7C).

Source: Developed using the Interim Year 2015 zonal data from the 2030 LRTP.

Note: Map J-8A provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.



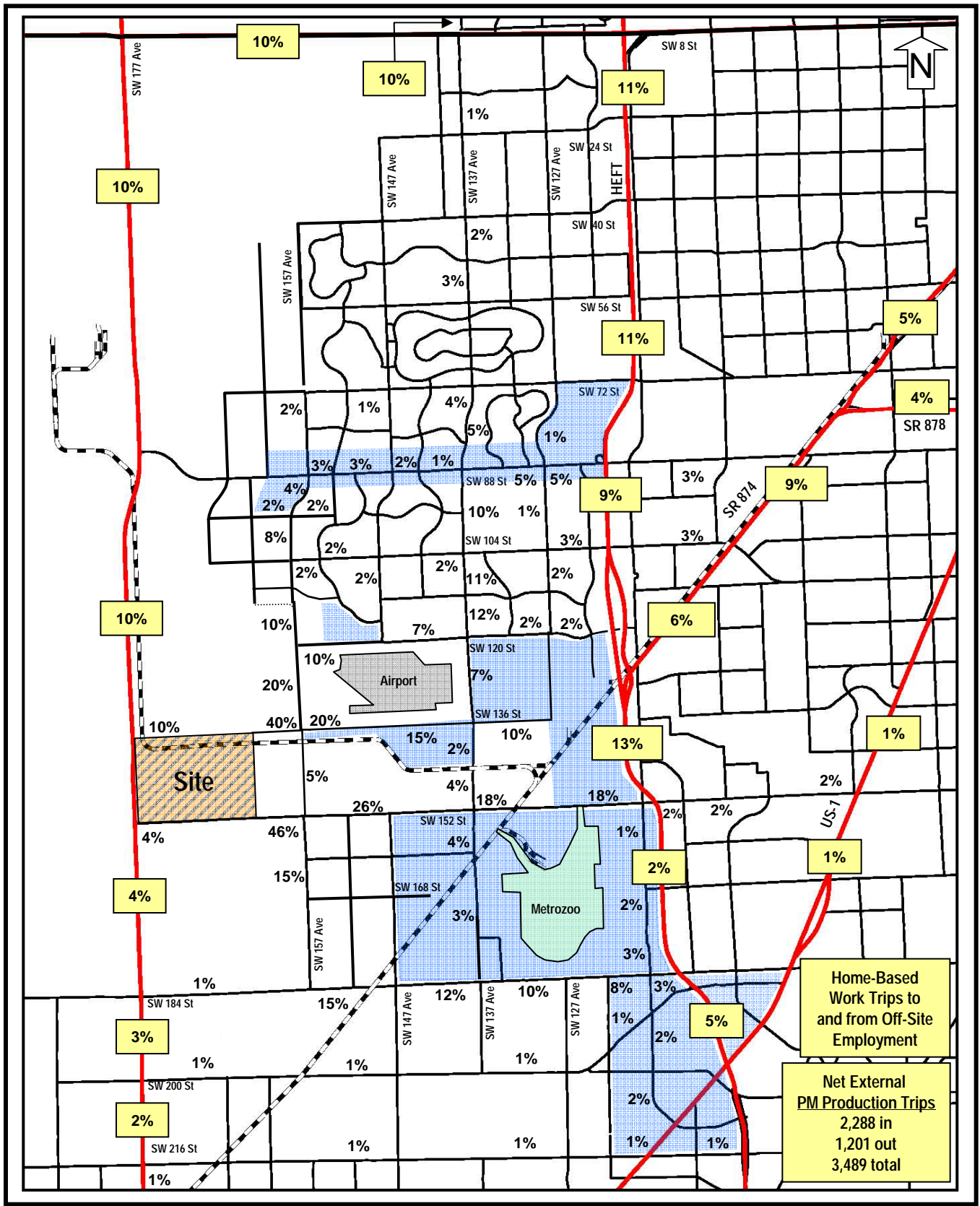
| |
|---|
| Net External PM Production Trips |
| 2,208 in |
| 1,201 out |
| 3,489 total |

| |
|---|
| Net External PM Attraction Trips |
| 745 in |
| 1,241 out |
| 1,986 total |






[X %] Project Distribution for Project Productions – Home Based Work Trips
 X % Project Distribution for Project Attractions – Non Home Based Work Trips

Legend
 Section Line Roadways
 Half Section Line Roadways

Map J-8A
 Project Distribution Adjacent to the Site
 Parkland
 August 2006



Legend

-  Site Location
-  Existing Rail Lines
-  FIHS Roadways
-  Areas with higher concentrations of employment
-  X% Project Distribution Percentage to major roadways leading to/from study area

Map J-8B
 Project Distribution Percentage for Project Production Trips
 Parkland
 August 2006

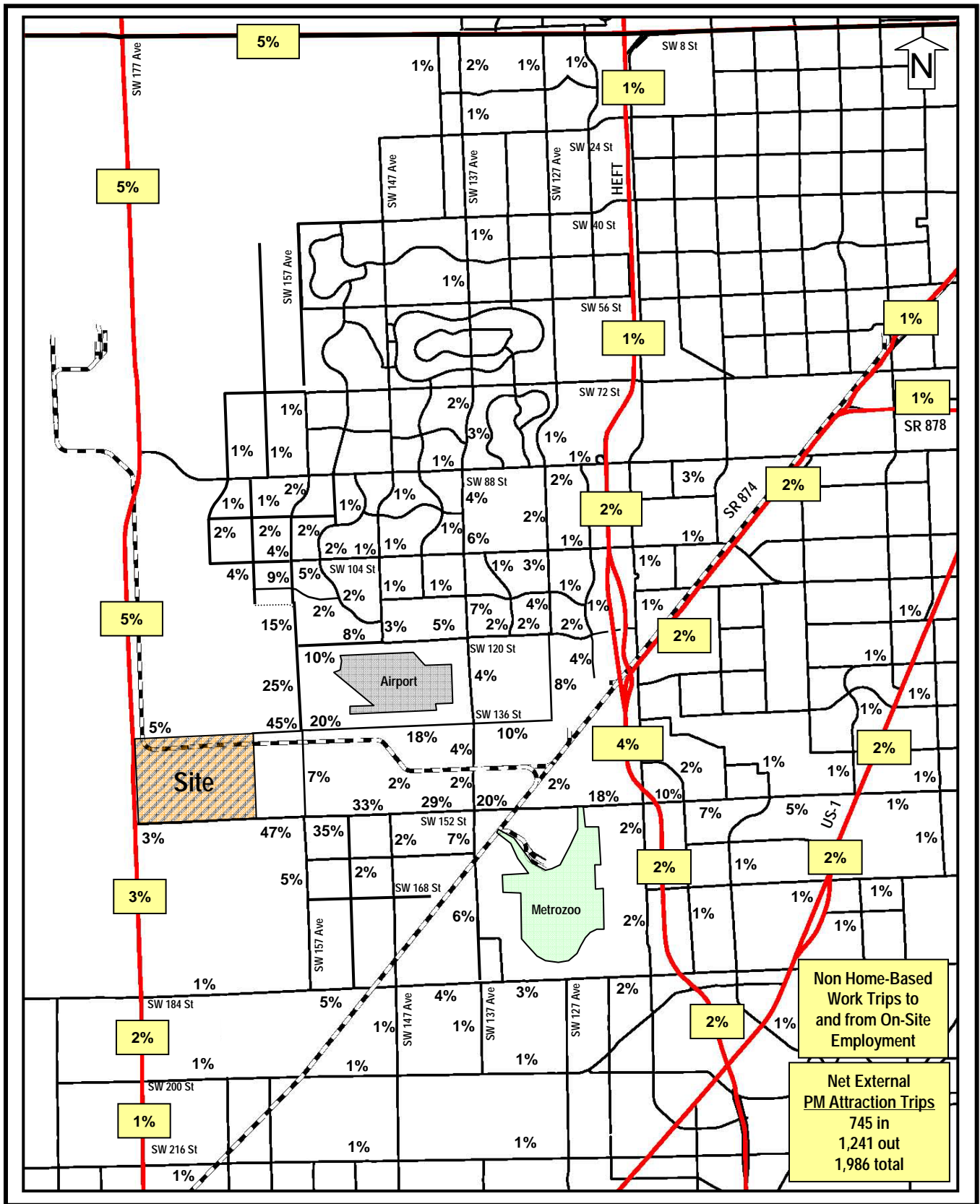


Table 21.D7
PARKLAND DRI
YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC CONDITIONS

| ROADWAY SEGMENTS | DIR | [1] TIP 2007 FUNDED LANES | [2] ADOPTED LOS | [3] DIR PK HR MSV | SCENARIO A | | SCENARIO B | | SCENARIO A | | SCENARIO B | | SCENARIO A | | SCENARIO B | | PROJECT AS A PERCENT OF MSV | PROJECT TRIPS GREATER THAN 5% YES/NO | | | | |
|---|--------------|------------------------------|--------------------|----------------------|--------------------|------------------|-----------------|-----|--|---------|---|-----|----------------------------|-------|----------------------------|------|-----------------------------|--------------------------------------|----------------|-------|----------------|-----|
| | | | | | WITHOUT PROVIDENCE | | WITH PROVIDENCE | | RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS IN = 2388 OUT = 1201 | | PARKLAND DRI EMPLOYMENT/TRACTIONS NON-HB WORK TRIPS IN = 745 OUT = 1241 | | 2015 TOTAL PM PK HR VOLUME | | 2015 TOTAL PM PK HR VOLUME | | | | 2015 TOTAL LOS | | 2015 TOTAL LOS | |
| | | | | | 2015 B+C VOLUMES | 2015 B+C VOLUMES | IN | OUT | IN | OUT | IN | OUT | IN | OUT | IN | OUT | | | IN | OUT | IN | OUT |
| SW 177 Avenue US 27 to SW 8 Street SW 8 Street to SW 88 Street SW 88 Street to SW 136 Street SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street SW 152 Street to SW 184 Street SW 184 Street to SW 200 Street SW 200 Street to SW 216 Street SW 216 Street to SW 232 Street | NB | 4LD | C | 1,810 | 536 | 574 | 1,000% | O | 12 | 1,000% | O | 12 | 24 | 560 | 598 | B | 0.31 | B | 0.33 | 1.35% | NO | |
| | SB | TIP 2007 2LU | C | 720 | 319 | 377 | 1,000% | O | 7 | 1,000% | O | 7 | 30 | 349 | 407 | C | 0.49 | C | 0.57 | 4.21% | NO | |
| | NB | | C | 720 | 689 | 830 | 10,000% | O | 120 | 5,000% | O | 62 | 182 | 871 | E | 1.21 | F | 1.41 | 25.30% | YES | | |
| | SB | | C | 720 | 962 | 1,131 | 10,000% | O | 229 | 5,000% | O | 37 | 266 | 1,228 | F | 1.71 | F | 1.94 | 36.95% | YES | | |
| | NB | | C | 720 | 803 | 903 | 10,000% | O | 120 | 5,000% | O | 62 | 182 | 871 | F | 1.37 | F | 1.51 | 25.30% | YES | | |
| | SB | | C | 720 | 821 | 966 | 10,000% | O | 229 | 5,000% | O | 37 | 266 | 1,087 | F | 1.51 | F | 1.71 | 36.95% | YES | | |
| | NB | | C | 720 | 803 | 903 | 5,000% | O | 60 | 5,000% | O | 62 | 122 | 925 | F | 1.28 | F | 1.42 | 16.96% | YES | | |
| | SB | | C | 720 | 821 | 966 | 5,000% | O | 114 | 5,000% | O | 37 | 152 | 1,117 | F | 1.35 | F | 1.55 | 21.06% | YES | | |
| | NB | | C | 720 | 780 | 880 | 4,000% | O | 92 | 5,000% | O | 37 | 129 | 909 | F | 1.26 | F | 1.40 | 17.88% | YES | | |
| | SB | | C | 720 | 891 | 1,036 | 4,000% | O | 48 | 5,000% | O | 62 | 110 | 1,001 | F | 1.39 | F | 1.59 | 15.28% | YES | | |
| | NB | | C | 720 | 780 | 880 | 4,000% | O | 92 | 3,000% | O | 22 | 114 | 894 | F | 1.24 | F | 1.38 | 15.82% | YES | | |
| | SB | | C | 720 | 891 | 1,036 | 4,000% | O | 48 | 3,000% | O | 37 | 85 | 976 | F | 1.36 | F | 1.56 | 11.84% | YES | | |
| | NB | | C | 720 | 898 | 975 | 3,000% | O | 69 | 2,000% | O | 15 | 84 | 981 | F | 1.36 | F | 1.47 | 11.60% | YES | | |
| | SB | | C | 720 | 1,008 | 1,056 | 3,000% | O | 36 | 2,000% | O | 25 | 61 | 1,069 | F | 1.48 | F | 1.55 | 8.45% | YES | | |
| | NB | | C | 720 | 785 | 797 | 2,000% | O | 4 | 1,000% | O | 7 | 53 | 838 | D | 1.16 | D | 1.18 | 7.39% | YES | | |
| SB | | C | 720 | 883 | 894 | 2,000% | O | 24 | 1,000% | O | 12 | 36 | 930 | F | 1.28 | F | 1.29 | 5.06% | YES | | | |
| NB | | C | 720 | 785 | 797 | 1,000% | O | 23 | 1,000% | O | 7 | 30 | 815 | D | 1.13 | D | 1.15 | 4.21% | NO | | | |
| SB | | C | 720 | 883 | 894 | 1,000% | O | 12 | 1,000% | O | 12 | 24 | 907 | F | 1.26 | F | 1.28 | 3.39% | NO | | | |
| SW 157 Avenue SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 104 Street to SW 112 Street SW 112 Street to SW 120 Street SW 120 Street to SW 136 Street SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street SW 152 Street to SW 184 Street | NB | 3L | EE | 3,096 | 935 | 1,230 | 2,000% | O | 24 | 1,000% | O | 12 | 36 | 971 | 1,266 | C | 0.31 | C | 0.41 | 1.18% | NO | |
| | SB | 2L | EE | 2,064 | 898 | 1,156 | 2,000% | O | 46 | 1,000% | O | 7 | 53 | 951 | 1,209 | C | 0.46 | D | 0.59 | 2.58% | NO | |
| | NB | 4LD | D | 1,620 | 1,301 | 1,407 | 4,000% | O | 48 | 1,000% | O | 12 | 60 | 1,361 | D | 0.84 | D | 0.91 | 3.73% | NO | | |
| | SB | | D | 1,620 | 1,397 | 1,519 | 4,000% | O | 92 | 1,000% | O | 7 | 99 | 1,496 | D | 0.92 | D | 1.00 | 6.11% | YES | | |
| | NB | 4LD | D | 1,620 | 1,285 | 1,306 | 8,000% | O | 96 | 4,000% | O | 50 | 146 | 1,431 | D | 0.88 | D | 0.90 | 9.00% | YES | | |
| | SB | | D | 1,620 | 1,290 | 1,315 | 8,000% | O | 183 | 4,000% | O | 30 | 213 | 1,503 | D | 0.93 | D | 0.94 | 13.14% | YES | | |
| | NB | 4LD | D | 1,620 | 896 | 917 | 10,000% | O | 229 | 9,000% | O | 112 | 296 | 1,128 | D | 0.70 | D | 0.71 | 14.31% | YES | | |
| | SB | | D | 1,620 | 1,012 | 1,037 | 10,000% | O | 229 | 9,000% | O | 67 | 296 | 1,308 | D | 0.81 | D | 0.82 | 18.26% | YES | | |
| | NB | 4LD | D | 1,620 | 845 | 866 | 10,000% | O | 120 | 15,000% | O | 186 | 306 | 1,151 | D | 0.71 | D | 0.72 | 18.90% | YES | | |
| | SB | | D | 1,620 | 852 | 877 | 10,000% | O | 229 | 15,000% | O | 112 | 341 | 1,192 | D | 0.74 | D | 0.75 | 21.02% | YES | | |
| | NB | 4LD | D | 1,620 | 758 | 1,081 | 20,000% | O | 240 | 25,000% | O | 310 | 550 | 1,308 | D | 0.81 | E | 1.01 | 33.98% | YES | | |
| | SB | | D | 1,620 | 825 | 1,086 | 20,000% | O | 458 | 25,000% | O | 186 | 644 | 1,469 | D | 0.91 | F | 1.07 | 39.74% | YES | | |
| | NB | 4LD | D | 1,620 | 380 | 518 | 10,000% | O | 120 | 10,000% | O | 124 | 244 | 624 | C | 0.39 | C | 0.47 | 15.07% | YES | | |
| | SB | | D | 1,620 | 401 | 539 | 10,000% | O | 229 | 10,000% | O | 75 | 303 | 999 | C | 0.62 | D | 0.71 | 18.72% | YES | | |
| | NB | 4LD | D | 1,620 | 401 | 539 | 10,000% | O | 120 | 10,000% | O | 124 | 244 | 645 | C | 0.40 | C | 0.48 | 15.07% | YES | | |
| SB | | D | 1,620 | 618 | 768 | 10,000% | O | 229 | 10,000% | O | 75 | 303 | 921 | C | 0.57 | C | 0.66 | 18.72% | YES | | | |
| NB | 4LD | D | 1,620 | 361 | 443 | 15,000% | O | 343 | 5,000% | O | 37 | 380 | 741 | C | 0.46 | C | 0.51 | 23.48% | YES | | | |
| SB | TIP 2007 4LD | D | 1,620 | 449 | 522 | 15,000% | O | 180 | 5,000% | O | 62 | 242 | 691 | C | 0.43 | C | 0.47 | 14.95% | YES | | | |
| SW 137 Avenue SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 104 Street to SW 120 Street SW 120 Street to SW 136 Street SW 136 Street to SW 152 Street SW 152 Street to SW 184 Street | NB | 6LD | D | 2,790 | 1,407 | 1,449 | 5,000% | O | 60 | 3,000% | O | 37 | 97 | 1,505 | 1,547 | B | 0.54 | B | 0.55 | 3.49% | NO | |
| | SB | | D | 2,790 | 1,348 | 1,397 | 5,000% | O | 114 | 3,000% | O | 22 | 137 | 1,485 | B | 0.53 | B | 0.55 | 4.90% | NO | | |
| | NB | 6LD | D | 2,790 | 1,446 | 1,467 | 10,000% | O | 120 | 4,000% | O | 50 | 170 | 1,616 | B | 0.58 | B | 0.59 | 6.08% | YES | | |
| | SB | | D | 2,790 | 1,621 | 1,646 | 10,000% | O | 229 | 4,000% | O | 30 | 259 | 1,879 | B | 0.67 | B | 0.68 | 9.27% | YES | | |
| | NB | 6LD | D | 2,790 | 1,803 | 1,824 | 11,000% | O | 132 | 6,000% | O | 74 | 207 | 2,009 | B | 0.72 | B | 0.73 | 7.40% | YES | | |
| | SB | | D | 2,790 | 1,238 | 1,263 | 11,000% | O | 252 | 6,000% | O | 45 | 296 | 1,534 | B | 0.55 | B | 0.56 | 10.62% | YES | | |
| | NB | 6LD | D | 2,790 | 2,042 | 2,042 | 12,000% | O | 144 | 7,000% | O | 87 | 231 | 2,252 | B | 0.81 | B | 0.81 | 8.26% | YES | | |
| | SB | | D | 2,790 | 1,500 | 1,525 | 12,000% | O | 275 | 7,000% | O | 52 | 327 | 1,827 | B | 0.65 | B | 0.66 | 11.71% | YES | | |
| | NB | 6LD | E | 2,790 | 2,827 | 2,852 | 7,000% | O | 84 | 4,000% | O | 50 | 134 | 2,961 | F | 1.06 | F | 1.07 | 4.79% | NO | | |
| | SB | | E | 2,790 | 2,255 | 2,276 | 7,000% | O | 160 | 4,000% | O | 30 | 190 | 2,445 | C | 0.88 | C | 0.88 | 6.81% | YES | | |
| | NB | 6LD | EE | 2,790 | 2,187 | 2,304 | 4,000% | O | 92 | 4,000% | O | 50 | 98 | 2,285 | B | 0.68 | B | 0.72 | 2.92% | NO | | |
| | SB | | EE | 2,790 | 3,348 | 3,149 | 4,000% | O | 92 | 4,000% | O | 30 | 121 | 3,202 | C | 0.96 | D | 0.98 | 3.62% | NO | | |
| | NB | 6LD | EE | 3,348 | 1,714 | 1,739 | 4,000% | O | 1 | 7,000% | O | 52 | 144 | 1,857 | B | 0.55 | B | 0.56 | 4.29% | NO | | |
| | SB | | EE | 3,348 | 2,122 | 2,143 | 4,000% | O | 48 | 7,000% | O | 87 | 135 | 2,257 | B | 0.67 | B | 0.68 | 4.03% | NO | | |

Table 21.D7
 PARKLAND DRI
 YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC CONDITIONS

| ROADWAY SEGMENTS | DIR | [1] TIP 2007 FUNDED LANES | [2] ADOPTED LOS | [3] DIR PK HR MSV | SCENARIO A | | SCENARIO B | | SCENARIO A | | SCENARIO B | | SCENARIO A | | SCENARIO B | | PROJECT TRIPS GREATER THAN 5% YES/ NO | | | |
|--------------------------------|-----|------------------------------------|-----------------------|----------------------------|------------------------|------------------------|--------------------|-----------|--|-----------|---|-----------|-------------------------------------|-----------|-------------------------------------|-----------|--|----------------------|-----------|---|
| | | | | | WITHOUT PROVIDENCE | | WITH PROVIDENCE | | RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS | | PARKLAND DRI EMPLOYMENT/ATTRACTIONS NON-HB WORK TRIPS | | 2015 TOTAL PM PK HR VOLUME | | 2015 TOTAL PM PK HR VOLUME | | | 2015 TOTAL LOS | | PROJECT AS A PERCENT OF MSV |
| | | | | | 2015 B+C VOLUMES | 2015 B+C VOLUMES | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | | IN OUT | IN OUT | |
| SW 117 Avenue | NB | 4LD | D | 1,860 | 709 | 721 | 1.00% | 1.00% | 2.00% | 2.00% | 747 | 759 | B | 0.40 | 0.41 | 2.03% | NO | | | |
| SW 152 Street to SW 168 Street | SB | TIP 2007 4LD | D | 1,860 | 791 | 802 | 1.00% | 1.00% | 2.00% | 2.00% | 828 | 839 | B | 0.44 | 0.45 | 1.98% | NO | | | |
| SW 168 Street to SW 184 Street | NB | 4LD | D | 1,860 | 569 | 581 | 3.00% | 3.00% | 2.00% | 2.00% | 653 | 665 | B | 0.35 | 0.36 | 4.49% | NO | | | |
| SW 184 Street to SW 200 Street | SB | TIP 2007 2LU | D | 1,860 | 663 | 674 | 3.00% | 3.00% | 2.00% | 2.00% | 724 | 735 | B | 0.39 | 0.40 | 3.27% | NO | | | |
| SW 200 Street to US-1 | NB | 2LU | D | 860 | 546 | 558 | 2.00% | 2.00% | 0.50% | 0.50% | 596 | 608 | C | 0.69 | 0.71 | 5.75% | YES | | | |
| | NB | 2LU | D | 860 | 546 | 558 | 2.00% | 2.00% | 0.50% | 0.50% | 596 | 608 | C | 0.69 | 0.71 | 5.75% | YES | | | |
| | SB | 2LU | D | 860 | 800 | 811 | 2.00% | 2.00% | 0.50% | 0.50% | 830 | 841 | D | 0.96 | 0.98 | 3.51% | NO | | | |
| SW 8 Street | WB | 4LD | D | 1,860 | 960 | 1,063 | 10.00% | 10.00% | 5.00% | 5.00% | 1,142 | 1,245 | B | 0.61 | 0.67 | 9.79% | YES | | | |
| SW 177 Avenue to SW 147 Avenue | WB | 4LD | D | 1,860 | 582 | 693 | 10.00% | 10.00% | 5.00% | 5.00% | 848 | 959 | B | 0.46 | 0.52 | 14.30% | YES | | | |
| SW 147 Avenue to SW 137 Avenue | EB | 6LD | D | 2,790 | 1,599 | 1,710 | 10.00% | 10.00% | 4.00% | 4.00% | 2,188 | 2,291 | B | 0.78 | 0.82 | 6.08% | YES | | | |
| SW 137 Avenue to SW 127 Avenue | EB | 6LD | D | 2,790 | 1,911 | 1,932 | 1.00% | 1.00% | 3.00% | 3.00% | 1,961 | 1,982 | B | 0.70 | 0.71 | 9.27% | YES | | | |
| SW 127 Avenue to HEFT | WB | 8LD | SUMMA | 3,540 | 1,797 | 1,822 | 1.00% | 1.00% | 2.00% | 2.00% | 1,841 | 1,860 | B | 0.52 | 0.53 | 1.04% | NO | | | |
| SW 120 Street | WB | 4LD | D | 1,860 | 189 | 496 | 10.00% | 10.00% | 10.00% | 10.00% | 433 | 740 | B | 0.23 | 0.40 | 13.13% | YES | | | |
| SW 157 Avenue to SW 147 Avenue | WB | 4LD | D | 1,860 | 122 | 486 | 10.00% | 10.00% | 10.00% | 10.00% | 426 | 790 | B | 0.23 | 0.42 | 16.31% | YES | | | |
| SW 147 Avenue to SW 137 Avenue | EB | 4LD | D | 1,860 | 1,371 | 1,541 | 7.00% | 7.00% | 5.00% | 5.00% | 1,517 | 1,687 | B | 0.82 | 0.91 | 7.86% | YES | | | |
| SW 137 Avenue to SW 127 Avenue | WB | 4LD | D | 1,860 | 1,643 | 1,852 | 2.00% | 2.00% | 5.00% | 5.00% | 1,840 | 2,049 | D | 0.99 | 1.10 | 10.61% | NO | | | |
| SW 127 Avenue to SW 122 Avenue | WB | 4LD | D | 1,860 | 1,762 | 1,876 | 2.00% | 2.00% | 2.00% | 2.00% | 1,811 | 1,925 | F | 1.08 | 1.17 | 3.26% | NO | | | |
| SW 122 Avenue to HEFT | WB | 4LD | D | 1,860 | 1,968 | 2,108 | 2.00% | 2.00% | 2.00% | 2.00% | 2,018 | 2,169 | F | 1.08 | 1.12 | 2.63% | NO | | | |
| | WB | 4LD | D | 1,860 | 2,012 | 2,104 | 2.00% | 2.00% | 2.00% | 2.00% | 2,073 | 2,165 | F | 1.11 | 1.16 | 3.26% | NO | | | |
| | WB | 4LD | D | 1,860 | 2,546 | 2,604 | 2.00% | 2.00% | 1.00% | 1.00% | 2,582 | 2,640 | F | 1.39 | 1.42 | 1.96% | NO | | | |
| | WB | 4LD | D | 1,860 | 2,519 | 2,611 | 2.00% | 2.00% | 1.00% | 1.00% | 2,572 | 2,664 | F | 1.38 | 1.43 | 2.86% | NO | | | |
| SW 136 Street | EB | 4LD | D | 1,860 | 0 | 0 | 10.00% | 10.00% | 5.00% | 5.00% | 266 | 266 | B | 0.14 | 0.14 | 14.30% | YES | | | |
| SW 177 Avenue to SW 172 Avenue | WB | By Applicant 4LD | D | 1,860 | 0 | 0 | 10.00% | 10.00% | 5.00% | 5.00% | 182 | 182 | A | 0.10 | 0.10 | 9.79% | YES | | | |
| SW 172 Avenue to SW 167 Avenue | EB | By Applicant 4LD | D | 1,860 | 0 | 0 | 10.00% | 10.00% | 5.00% | 5.00% | 266 | 266 | B | 0.14 | 0.14 | 14.30% | YES | | | |
| SW 167 Avenue to SW 162 Avenue | WB | By Applicant 4LD | D | 1,860 | 0 | 0 | 10.00% | 10.00% | 5.00% | 5.00% | 182 | 182 | A | 0.10 | 0.10 | 9.79% | YES | | | |
| SW 162 Avenue to SW 157 Avenue | WB | By Applicant 4LD | D | 1,860 | 0 | 0 | 40.00% | 40.00% | 45.00% | 45.00% | 1,039 | 1,039 | B | 0.56 | 0.56 | 55.85% | YES | | | |
| SW 157 Avenue to SW 147 Avenue | WB | By Applicant 4LD | D | 1,860 | 620 | 730 | 40.00% | 40.00% | 45.00% | 45.00% | 1,250 | 1,250 | B | 0.67 | 0.67 | 67.23% | YES | | | |
| SW 147 Avenue to SW 137 Avenue | EB | By Applicant 4LD | D | 1,860 | 1,022 | 1,207 | 20.00% | 20.00% | 20.00% | 20.00% | 1,109 | 1,219 | B | 0.66 | 0.66 | 26.26% | YES | | | |
| SW 137 Avenue to SW 127 Avenue | WB | TIP 2007 4LD | D | 1,860 | 1,525 | 1,635 | 15.00% | 15.00% | 18.00% | 18.00% | 1,928 | 2,038 | F | 1.04 | 1.10 | 21.70% | YES | | | |
| SW 127 Avenue to SW 122 Avenue | WB | 4LD | D | 1,860 | 1,314 | 1,499 | 15.00% | 15.00% | 18.00% | 18.00% | 1,791 | 1,916 | C | 0.96 | 1.06 | 25.66% | YES | | | |
| | WB | 4LD | D | 1,860 | 266 | 308 | 7.00% | 7.00% | 10.00% | 10.00% | 474 | 516 | B | 0.25 | 0.28 | 11.19% | YES | | | |
| | WB | 4LD | D | 1,860 | 436 | 485 | 7.00% | 7.00% | 10.00% | 10.00% | 671 | 720 | B | 0.36 | 0.39 | 12.62% | YES | | | |

Table 21.D7
PARKLAND DRI
YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC CONDITIONS

| ROADWAY SEGMENTS | DIR | [1] TIP 2007 FUNDED LANES | [2] ADOPTED LOS | [3] DIR PK HR MSV | SCENARIO A | | SCENARIO B | | SCENARIO A | | SCENARIO B | | SCENARIO A | | SCENARIO B | | PROJECT TRIPS AS A PERCENT OF MSV | PROJECT GREATER THAN 5% YES/ NO | | |
|--------------------------------|-----|------------------------------------|-----------------------|----------------------------|------------------------|------------------------|--------------------|-----------|--|-----------|---|-----------|-------------------------------------|-----------|-------------------------------------|-----------|--|---|-------------------------------------|-----------|
| | | | | | WITHOUT PROVIDENCE | | WITH PROVIDENCE | | RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS | | PARKLAND DRI EMPLOYMENT/ATTRACTIONS NON-HB WORK TRIPS | | 2015 TOTAL PM PK HR VOLUME | | 2015 TOTAL PM PK HR VOLUME | | | | 2015 TOTAL PM PK HR VOLUME | |
| | | | | | 2015 B+C VOLUMES | 2015 B+C VOLUMES | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | IN OUT | | | IN OUT | IN OUT |
| SW 152 Street | EB | 6LD By Applicant | D | 2,450 | 0 | 0 | 4.00% | 92 | 3.00% | 114 | 114 | 114 | 114 | C | 0.05 | 4.65% | NO | | | |
| SW 177 Avenue to SW 172 Avenue | WB | 6LD | D | 2,450 | 0 | 0 | 4.00% | 48 | 3.00% | 85 | 85 | 85 | 85 | C | 0.03 | 3.48% | NO | | | |
| SW 172 Avenue to SW 167 Avenue | EB | 6LD | D | 2,450 | 0 | 0 | 5.00% | 114 | 5.00% | 152 | 152 | 152 | 152 | C | 0.06 | 6.19% | YES | | | |
| SW 167 Avenue to SW 162 Avenue | WB | By Applicant | D | 2,450 | 0 | 0 | 5.00% | 60 | 5.00% | 122 | 122 | 122 | 122 | C | 0.05 | 4.98% | NO | | | |
| SW 162 Avenue to SW 157 Avenue | WB | 6LD | D | 2,450 | 0 | 0 | 40.00% | 480 | 42.00% | 1,002 | 1,002 | 1,002 | 1,002 | C | 0.41 | 40.88% | YES | | | |
| SW 157 Avenue to SW 147 Avenue | WB | By Applicant | D | 2,450 | 144 | 169 | 46.00% | 915 | 47.00% | 1,228 | 1,228 | 1,228 | 1,228 | C | 0.50 | 50.13% | YES | | | |
| SW 147 Avenue to SW 137 Avenue | WB | 6LD | D | 2,450 | 241 | 262 | 46.00% | 1,052 | 47.00% | 1,403 | 1,403 | 1,403 | 1,403 | C | 0.53 | 46.36% | YES | | | |
| SW 137 Avenue to SW 117 Avenue | WB | 4LD TIP 2007 | D | 1,620 | 642 | 729 | 26.00% | 312 | 35.00% | 1,388 | 1,388 | 1,388 | 1,388 | D | 0.86 | 57.25% | YES | | | |
| HEFT to SW 112 Avenue | WB | 4LD | EE | 2,232 | 2,008 | 2,076 | 26.00% | 312 | 29.00% | 1,726 | 1,726 | 1,726 | 1,726 | F | 1.12 | 46.09% | YES | | | |
| SW 112 Avenue to US-1 | WB | 6LD | EE | 3,348 | 1,927 | 2,039 | 18.00% | 216 | 20.00% | 2,391 | 2,391 | 2,391 | 2,391 | F | 1.26 | 52.82% | YES | | | |
| SW 117 Avenue to HEFT | WB | 6LD | EE | 3,348 | 2,709 | 2,869 | 18.00% | 412 | 20.00% | 3,430 | 3,430 | 3,430 | 3,430 | B | 0.71 | 30.11% | YES | | | |
| HEFT to SW 112 Avenue | WB | 6LD | EE | 3,348 | 2,033 | 2,111 | 17.00% | 204 | 16.00% | 2,436 | 2,436 | 2,436 | 2,436 | B | 0.75 | 36.33% | YES | | | |
| SW 112 Avenue to US-1 | WB | 4LD | EE | 2,232 | 1,568 | 1,597 | 2.00% | 24 | 7.00% | 1708 | 1,708 | 1,708 | 1,708 | F | 1.22 | 13.87% | YES | | | |
| SW 184 Street | EB | 2LU | D | 760 | 587 | 640 | 1.00% | 12 | 1.00% | 664 | 664 | 664 | 664 | D | 0.87 | 16.75% | YES | | | |
| SW 177 Avenue to SW 157 Avenue | WB | 2LU | D | 860 | 507 | 582 | 15.00% | 180 | 5.00% | 770 | 770 | 770 | 770 | D | 0.86 | 12.03% | YES | | | |
| SW 157 Avenue to SW 147 Avenue | WB | 4LD TIP 2007 | D | 1,860 | 589 | 644 | 12.00% | 144 | 4.00% | 1,271 | 1,271 | 1,271 | 1,271 | B | 0.75 | 15.16% | YES | | | |
| SW 147 Avenue to SW 137 Avenue | WB | 4LD TIP 2007 | D | 1,860 | 810 | 843 | 10.00% | 120 | 3.00% | 968 | 968 | 968 | 968 | B | 0.65 | 4.42% | YES | | | |
| SW 137 Avenue to SW 127 Avenue | WB | 4LD TIP 2007 | D | 1,860 | 909 | 944 | 10.00% | 229 | 3.00% | 1,195 | 1,195 | 1,195 | 1,195 | B | 0.62 | 3.59% | YES | | | |
| SW 127 Avenue to SW 117 Avenue | WB | 4LD | D | 1,860 | 1,490 | 1,525 | 8.00% | 183 | 2.00% | 1,688 | 1,688 | 1,688 | 1,688 | B | 0.64 | 4.97% | YES | | | |
| SW 117 Avenue to HEFT | WB | 4LD | D | 1,860 | 1,346 | 1,379 | 3.00% | 36 | 1.00% | 1,394 | 1,394 | 1,394 | 1,394 | B | 0.75 | 2.60% | NO | | | |
| SW 117 Avenue to HEFT | WB | 4LD | D | 1,860 | 2,058 | 2,093 | 3.00% | 69 | 1.00% | 2,134 | 2,134 | 2,134 | 2,134 | F | 1.15 | 4.09% | NO | | | |

Notes:

- [1] See Map J-3A and Appendix 21-4 for the funded transportation improvements in the study area.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's Comprehensive Plan.
- [3] Daily and peak hour directional maximum service volumes have been obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted.

E. Assign the trips generated by this development as shown in (B) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then-existing network within the study area. Include peak-hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of build out and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/total peak hour directional trips and in terms of peak hour directional DRI trips/existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.

1. **Project Assignment**

Based upon the traffic assignment developed in response to Question 21 - Part D, **Table 21.E1** was prepared to detail the peak hour directional impacts, the level of service, and to identify if the roadway segment was significantly impacted by project traffic. **Map J-9** has been prepared to illustrate those roadway segments significantly impacted by project traffic which are operating below the adopted level of service standards.

2. **Project Impacts on Regionally Significant Roadways**

The information provided in **Table 21.E1** assists in determining whether or not the project traffic significantly impacts roadway segments within the traffic impact study area. Based on the results indicated in **Table 21.E1**, the following roadway segments were determined to be both significant and failing with project traffic equal to or exceeding 5.0% of the adopted maximum service volume on roadway segments operating below the acceptable level of service standard. Based upon traffic assignment to SW 177 Avenue, the status of the pending roadway improvements are provided below. Current construction funding for the segments south of SW 8 Street fall outside the current TIP.

| | |
|---|--|
| <u>SW 136 Street</u> SW 147 Avenue to west of SW 137 Avenue | |
| <u>SW 152 Street</u> SW 162 Avenue to SW 157 Avenue SW 157 Avenue to SW 147 Avenue SW 147 Avenue to SW 137 Avenue | |
| <u>SW 177 Avenue</u> SW 8 Street to SW 88 Street – analyzed as a 2LU (not a 4LD) SW 88 Street to SW 136 Street – analyzed as a 2LU (not a 4LD) SW 136 Street to SW 152 Street – analyzed as a 2LU (not a 4LD) SW 152 Street to SW 216 Street – analyzed as a 2LU (not a 4LD) | |
| Krome North – US 27 to SW 136 Street - Status | Krome South – SW 136 Street to SW 296 Street - Status |
| PD&E – Summer 2006 Record of Decision – Summer 2006 US 27 to SW 8 St – Design Build - 2008-2009 – TIP 2007 SW 8 Street to Kendall Drive: Preliminary Engineering – 2007-2008 – TIP 2007 ROW – 2008 – 2009 – TIP 2007 Final Design – Estimated in 2011 (not yet in TIP) Construction – Estimated in 2013 (not yet in TIP) | PD&E – December 2007 Record of Decision – 2008 Final Design – Estimated from 2010 – 2012 (not yet in TIP) ROW – Estimated from 2011 – 2013 (not yet in TIP) Construction – Estimated from 2013 – 2015 (not yet in TIP) |

Table 21.E1
 PARKLAND DRI
 YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC AND DETERMINATION OF SIGNIFICANT ROADWAY IMPACT

| ROADWAY SEGMENTS | DIR | [1] TIP 2007 FUNDED LANES | [2] ADOPTED LOS | [3] DIR PK HR MSV | PARKLAND DRI HOME-BASED WORK TRIPS IN = 2288 OUT = 1201 | | | PARKLAND DRI EMPLOYMENT/TRACTIONS NON-HB WORK TRIPS IN = 745 OUT = 1241 | | | SCENARIO A See Table 21.D7 | | | PROJECT AS A PERCENT OF TOTAL VOLUME | PROJECT AS A PERCENT OF MSV | PROJECT TRIPS > 5% AND ROADWAY FAILING YES/NO | | | | |
|--------------------------------|-----|------------------------------|--------------------|----------------------|---|----|-----|--|------|------|-------------------------------|-------|----|--------------------------------------|-----------------------------|---|------|-------|------------|-----|
| | | | | | DIST | IN | OUT | PM | PEAK | DIST | IN | OUT | PM | | | | PEAK | TOTAL | 2015 TOTAL | VIC |
| | | | | | | | | | | | | | | | | | | | | |
| SW 177 Avenue | NB | 4LD TIP 2007 | C | 1,810 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 560 | B | 4.36% | 1.35% | NO | | | | |
| US 27 to SW 8 Street | SB | 2LU | C | 720 | 1.00% | I | 7 | 1.00% | I | 7 | 30 | 349 | C | 8.68% | 4.21% | NO | | | | |
| SW 8 Street to SW 88 Street | NB | 2LU | C | 720 | 10.00% | O | 120 | 5.00% | O | 62 | 182 | 871 | E | 20.90% | 25.30% | YES | | | | |
| SW 88 Street to SW 136 Street | SB | 2LU | C | 720 | 10.00% | O | 229 | 5.00% | I | 37 | 286 | 1,228 | F | 21.67% | 36.95% | YES | | | | |
| SW 136 Street to SW 144 Street | NB | 2LU | C | 720 | 10.00% | O | 120 | 5.00% | O | 62 | 182 | 985 | F | 18.49% | 25.30% | YES | | | | |
| SW 144 Street to SW 152 Street | SB | 2LU | C | 720 | 10.00% | O | 229 | 5.00% | I | 37 | 286 | 1,087 | F | 24.48% | 36.95% | YES | | | | |
| SW 152 Street to SW 160 Street | NB | 2LU | C | 720 | 5.00% | O | 60 | 5.00% | O | 62 | 122 | 925 | F | 13.20% | 16.96% | YES | | | | |
| SW 160 Street to SW 168 Street | SB | 2LU | C | 720 | 5.00% | I | 114 | 5.00% | I | 37 | 152 | 972 | F | 15.59% | 21.06% | YES | | | | |
| SW 168 Street to SW 176 Street | NB | 2LU | C | 720 | 4.00% | I | 92 | 5.00% | I | 37 | 129 | 909 | F | 14.17% | 17.88% | YES | | | | |
| SW 176 Street to SW 184 Street | SB | 2LU | C | 720 | 4.00% | O | 48 | 5.00% | O | 62 | 110 | 1,001 | F | 15.29% | 15.29% | YES | | | | |
| SW 184 Street to SW 192 Street | NB | 2LU | C | 720 | 4.00% | I | 92 | 3.00% | I | 22 | 114 | 894 | F | 12.73% | 15.82% | YES | | | | |
| SW 192 Street to SW 200 Street | SB | 2LU | C | 720 | 4.00% | O | 48 | 3.00% | O | 37 | 85 | 976 | F | 8.74% | 11.84% | YES | | | | |
| SW 200 Street to SW 208 Street | NB | 2LU | C | 720 | 3.00% | I | 69 | 2.00% | I | 15 | 84 | 981 | F | 8.51% | 11.60% | YES | | | | |
| SW 208 Street to SW 216 Street | SB | 2LU | C | 720 | 3.00% | O | 36 | 2.00% | O | 25 | 61 | 1,069 | F | 4.88% | 8.45% | YES | | | | |
| SW 216 Street to SW 224 Street | NB | 2LU | C | 720 | 2.00% | I | 46 | 1.00% | I | 7 | 53 | 838 | F | 6.35% | 7.39% | YES | | | | |
| SW 224 Street to SW 232 Street | SB | 2LU | C | 720 | 2.00% | O | 24 | 1.00% | O | 12 | 36 | 919 | F | 3.96% | 5.06% | YES | | | | |
| SW 232 Street to SW 240 Street | NB | 2LU | C | 720 | 1.00% | I | 23 | 1.00% | I | 7 | 30 | 815 | F | 3.72% | 4.21% | NO | | | | |
| SW 240 Street to SW 248 Street | SB | 2LU | C | 720 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | 907 | F | 2.69% | 3.39% | NO | | | | |
| SW 157 Avenue | NB | 3L | EE | 3,096 | 2.00% | O | 24 | 1.00% | O | 12 | 36 | 971 | C | 3.75% | 1.18% | NO | | | | |
| SW 72 Street to SW 88 Street | SB | 2L | EE | 2,064 | 2.00% | I | 46 | 1.00% | I | 7 | 53 | 951 | C | 5.59% | 2.58% | NO | | | | |
| SW 88 Street to SW 96 Street | NB | 4LD | D | 1,620 | 4.00% | O | 48 | 1.00% | O | 7 | 99 | 1,361 | D | 4.44% | 3.73% | NO | | | | |
| SW 96 Street to SW 104 Street | SB | 4LD | D | 1,620 | 8.00% | O | 96 | 4.00% | I | 50 | 146 | 1,496 | D | 6.62% | 6.11% | NO | | | | |
| SW 104 Street to SW 112 Street | NB | 4LD | D | 1,620 | 8.00% | O | 183 | 4.00% | I | 30 | 213 | 1,503 | D | 10.18% | 9.00% | NO | | | | |
| SW 112 Street to SW 120 Street | SB | 4LD | D | 1,620 | 10.00% | O | 112 | 9.00% | O | 112 | 232 | 1,128 | D | 20.56% | 14.31% | NO | | | | |
| SW 120 Street to SW 128 Street | NB | 4LD | D | 1,620 | 10.00% | I | 229 | 9.00% | I | 67 | 296 | 1,308 | D | 22.62% | 18.26% | NO | | | | |
| SW 128 Street to SW 136 Street | SB | 4LD | D | 1,620 | 10.00% | O | 120 | 15.00% | O | 186 | 306 | 1,151 | D | 26.61% | 18.90% | NO | | | | |
| SW 136 Street to SW 144 Street | NB | 4LD | D | 1,620 | 20.00% | O | 240 | 25.00% | I | 112 | 341 | 1,192 | D | 28.56% | 21.02% | NO | | | | |
| SW 144 Street to SW 152 Street | SB | 4LD | D | 1,620 | 20.00% | O | 240 | 25.00% | O | 310 | 550 | 1,308 | D | 42.07% | 33.98% | NO | | | | |
| SW 152 Street to SW 160 Street | NB | 4LD | D | 1,620 | 20.00% | O | 458 | 25.00% | I | 186 | 644 | 1,469 | D | 43.82% | 39.74% | NO | | | | |
| SW 160 Street to SW 168 Street | SB | 4LD | D | 1,620 | 10.00% | O | 120 | 10.00% | O | 124 | 244 | 624 | C | 39.11% | 15.07% | NO | | | | |
| SW 168 Street to SW 176 Street | NB | 4LD | D | 1,620 | 10.00% | O | 229 | 10.00% | O | 75 | 303 | 999 | C | 30.37% | 18.72% | NO | | | | |
| SW 176 Street to SW 184 Street | SB | 4LD | D | 1,620 | 10.00% | O | 120 | 10.00% | O | 124 | 244 | 645 | C | 37.87% | 15.07% | NO | | | | |
| SW 184 Street to SW 192 Street | NB | 4LD | D | 1,620 | 10.00% | I | 229 | 10.00% | I | 75 | 303 | 921 | C | 32.93% | 18.72% | NO | | | | |
| SW 192 Street to SW 200 Street | SB | 4LD | D | 1,620 | 15.00% | O | 343 | 5.00% | I | 37 | 380 | 741 | C | 51.33% | 23.48% | NO | | | | |
| SW 200 Street to SW 208 Street | NB | 4LD | D | 1,620 | 15.00% | O | 180 | 5.00% | O | 62 | 242 | 691 | C | 35.04% | 14.95% | NO | | | | |
| SW 137 Avenue | NB | 6LD | D | 2,790 | 5.00% | O | 60 | 3.00% | O | 37 | 97 | 1,505 | B | 6.47% | 3.49% | NO | | | | |
| SW 72 Street to SW 88 Street | SB | 6LD | D | 2,790 | 5.00% | I | 114 | 3.00% | I | 22 | 137 | 1,485 | B | 9.21% | 4.90% | NO | | | | |
| SW 88 Street to SW 96 Street | NB | 6LD | D | 2,790 | 10.00% | O | 120 | 4.00% | O | 50 | 170 | 1,616 | B | 10.51% | 6.08% | NO | | | | |
| SW 96 Street to SW 104 Street | SB | 6LD | D | 2,790 | 11.00% | O | 229 | 4.00% | I | 30 | 259 | 1,879 | B | 13.76% | 9.27% | NO | | | | |
| SW 104 Street to SW 112 Street | NB | 6LD | D | 2,790 | 11.00% | O | 132 | 6.00% | O | 74 | 207 | 2,009 | B | 10.28% | 7.40% | NO | | | | |
| SW 112 Street to SW 120 Street | SB | 6LD | D | 2,790 | 12.00% | O | 252 | 6.00% | I | 45 | 296 | 1,534 | B | 19.32% | 10.62% | NO | | | | |
| SW 120 Street to SW 128 Street | NB | 6LD | D | 2,790 | 12.00% | O | 144 | 7.00% | O | 87 | 231 | 2,252 | B | 10.26% | 8.28% | NO | | | | |
| SW 128 Street to SW 136 Street | SB | 6LD | D | 2,790 | 12.00% | I | 275 | 7.00% | O | 52 | 327 | 1,827 | B | 17.88% | 11.71% | NO | | | | |
| SW 136 Street to SW 144 Street | NB | 6LD | E | 2,790 | 7.00% | O | 84 | 4.00% | O | 50 | 134 | 2,961 | F | 4.52% | 4.79% | NO | | | | |
| SW 144 Street to SW 152 Street | SB | 6LD | E | 2,790 | 7.00% | O | 160 | 4.00% | I | 30 | 98 | 2,445 | F | 6.81% | 6.81% | NO | | | | |
| SW 152 Street to SW 160 Street | NB | 6LD | EE | 3,348 | 4.00% | O | 48 | 4.00% | O | 50 | 90 | 2,285 | B | 4.27% | 2.92% | NO | | | | |
| SW 160 Street to SW 168 Street | SB | 6LD | EE | 3,348 | 4.00% | I | 92 | 4.00% | I | 30 | 121 | 3,202 | B | 3.79% | 3.62% | NO | | | | |
| SW 168 Street to SW 176 Street | NB | 6LD | EE | 3,348 | 4.00% | I | 92 | 7.00% | I | 52 | 144 | 1,857 | B | 7.74% | 4.29% | NO | | | | |
| SW 176 Street to SW 184 Street | SB | 6LD | EE | 3,348 | 4.00% | O | 48 | 7.00% | O | 87 | 135 | 2,257 | B | 5.98% | 4.03% | NO | | | | |

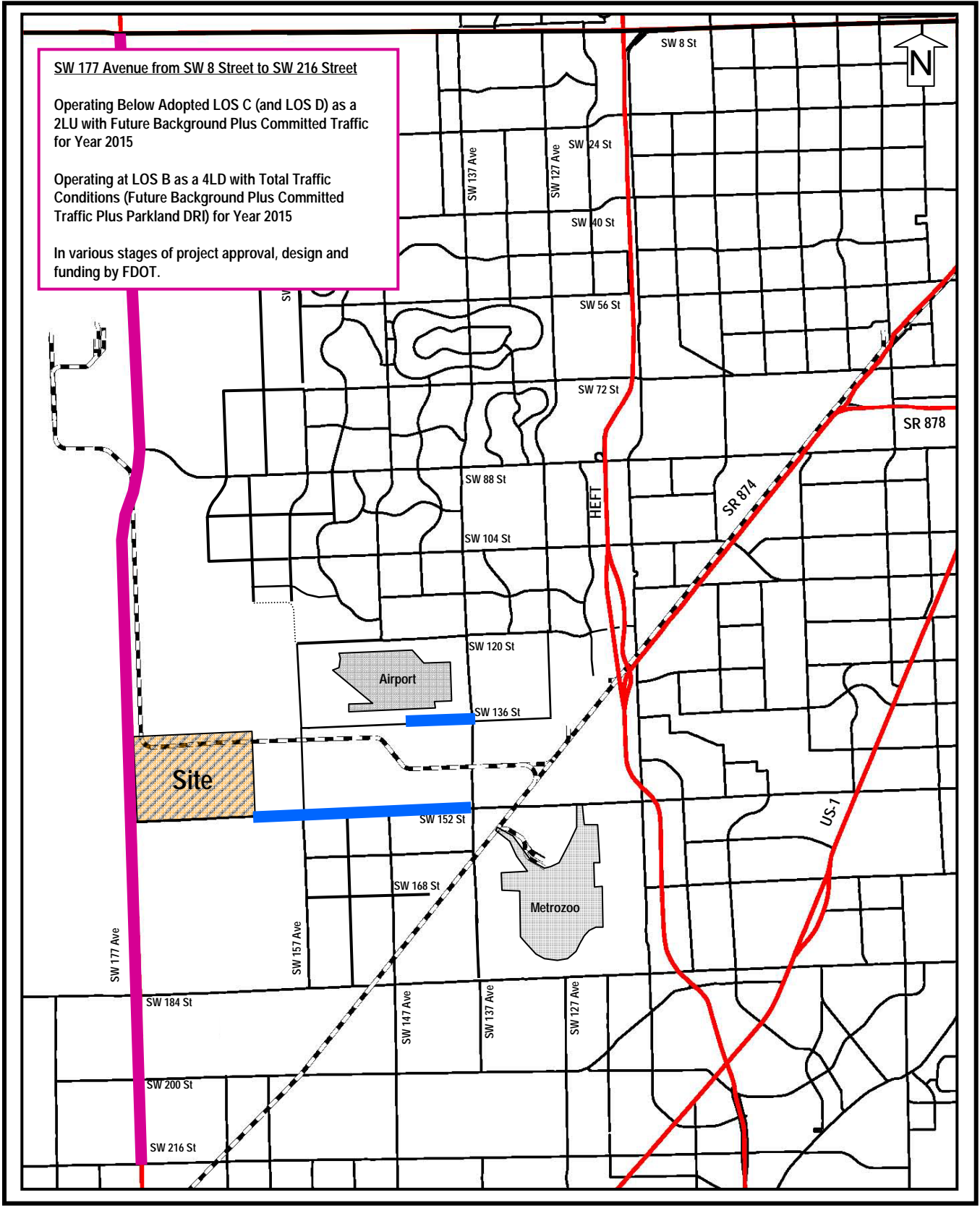
Table 21.E1
 PARKLAND DRI
 YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC AND DETERMINATION OF SIGNIFICANT ROADWAY IMPACT

| ROADWAY SEGMENTS | DIR | [1] TIP 2007 FUNDED LANES | [2] ADOPTED LOS | [3] DIR PK HR MSV | PARKLAND DRI RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS IN = 2288 OUT = 1201 | | | | PARKLAND DRI EMPLOYMENT/TRACTIONS NON-HB WORK TRIPS IN = 745 OUT = 1241 | | | | SCENARIO A See Table 21.D7 | | | PROJECT AS A PERCENT OF TOTAL VOLUME | PROJECT AS A PERCENT OF MSV | PROJECT TRIPS > 5% AND ROADWAY FAILING YES/NO |
|--------------------------------|-----|------------------------------------|-----------------------|----------------------------|--|-----|-----|--------|--|-----|-------|-------|-------------------------------|----------------------|---------|--|---|--|
| | | | | | DIST | OUT | IN | PEAK | DIST | OUT | IN | PEAK | TOTAL PM PK HR VOLUME | 2015 TOTAL LOS | VIC | | | |
| | | | | | | | | | | | | | | | | | | |
| SW 117 Avenue | NB | 4LD | D | 1,860 | 1.00% | I | 23 | 2.00% | I | 15 | 38 | 747 | B | 0.40 | 5.06% | 2.03% | NO | |
| SW 152 Street to SW 168 Street | SB | TIP 2007 4LD | D | 1,860 | 3.00% | O | 12 | 2.00% | O | 25 | 37 | 828 | B | 0.44 | 4.45% | 1.98% | NO | |
| SW 168 Street to SW 184 Street | NB | 4LD | D | 1,860 | 3.00% | I | 69 | 2.00% | I | 15 | 84 | 653 | B | 0.35 | 12.79% | 4.49% | NO | |
| SW 184 Street to SW 200 Street | SB | TIP 2007 2LU | D | 1,860 | 3.00% | O | 36 | 2.00% | O | 25 | 61 | 724 | B | 0.39 | 8.41% | 3.27% | NO | |
| SW 200 Street to US-1 | NB | 2LU | D | 860 | 2.00% | I | 46 | 0.50% | I | 4 | 49 | 596 | C | 0.69 | 8.31% | 5.75% | NO | |
| | SB | 2LU | D | 860 | 2.00% | O | 24 | 0.50% | O | 6 | 30 | 830 | C | 0.96 | 3.64% | 3.51% | NO | |
| | SB | 2LU | D | 860 | 2.00% | O | 46 | 0.50% | I | 4 | 49 | 596 | C | 0.69 | 8.31% | 5.75% | NO | |
| | SB | 2LU | D | 860 | 2.00% | O | 24 | 0.50% | O | 6 | 30 | 830 | D | 0.96 | 3.64% | 3.51% | NO | |
| SW 8 Street | EB | 4LD | D | 1,860 | 10.00% | O | 120 | 5.00% | O | 62 | 182 | 1,142 | B | 0.61 | 15.95% | 9.79% | NO | |
| SW 177 Avenue to SW 147 Avenue | WB | 4LD | D | 1,860 | 10.00% | I | 229 | 5.00% | I | 37 | 266 | 848 | B | 0.46 | 31.38% | 14.30% | NO | |
| SW 147 Avenue to SW 137 Avenue | EB | 6LD | D | 2,790 | 10.00% | O | 120 | 4.00% | O | 50 | 170 | 2,188 | B | 0.78 | 7.76% | 6.08% | NO | |
| SW 137 Avenue to SW 127 Avenue | WB | 6LD | D | 2,790 | 10.00% | I | 229 | 4.00% | I | 30 | 259 | 1,858 | B | 0.67 | 13.92% | 9.27% | NO | |
| | WB | 6LD | D | 2,790 | 10.00% | O | 12 | 3.00% | O | 37 | 49 | 1,961 | B | 0.70 | 2.51% | 1.76% | NO | |
| | WB | 6LD | D | 2,790 | 10.00% | I | 23 | 3.00% | I | 22 | 45 | 1,743 | B | 0.62 | 2.59% | 1.62% | NO | |
| | EB | 8LD | SUMMA | 3,540 | 10.00% | O | 12 | 2.00% | O | 25 | 37 | 1,841 | B | 0.52 | 2.00% | 1.04% | NO | |
| | WB | 8LD | SUMMA | 3,540 | 10.00% | I | 23 | 2.00% | I | 15 | 38 | 1,835 | B | 0.52 | 2.06% | 1.07% | NO | |
| SW 120 Street | EB | 4LD | D | 1,860 | 10.00% | O | 120 | 10.00% | O | 124 | 244 | 433 | B | 0.23 | 56.39% | 13.13% | NO | |
| SW 157 Avenue to SW 147 Avenue | WB | 4LD | D | 1,860 | 7.00% | O | 229 | 5.00% | O | 75 | 303 | 426 | B | 0.23 | 71.28% | 16.31% | NO | |
| SW 147 Avenue to SW 137 Avenue | EB | 4LD | D | 1,860 | 7.00% | O | 84 | 5.00% | O | 62 | 146 | 1,517 | B | 0.82 | 9.63% | 7.86% | NO | |
| SW 137 Avenue to SW 127 Avenue | WB | 4LD | D | 1,860 | 2.00% | I | 160 | 2.00% | I | 37 | 197 | 1,840 | D | 0.99 | 10.73% | 10.61% | NO | |
| SW 127 Avenue to SW 122 Avenue | WB | 4LD | D | 1,860 | 2.00% | O | 24 | 2.00% | O | 25 | 49 | 1,811 | F | 1.08 | 2.70% | 2.63% | NO | |
| | WB | 4LD | D | 1,860 | 2.00% | O | 24 | 2.00% | O | 15 | 61 | 2,018 | F | 1.08 | 3.01% | 3.26% | NO | |
| | WB | 4LD | D | 1,860 | 2.00% | O | 24 | 2.00% | O | 25 | 49 | 2,017 | F | 1.11 | 2.42% | 2.63% | NO | |
| | EB | 4LD | D | 1,860 | 2.00% | O | 24 | 2.00% | O | 15 | 61 | 2,073 | F | 1.11 | 2.83% | 3.26% | NO | |
| | WB | 4LD | D | 1,860 | 2.00% | O | 24 | 1.00% | O | 12 | 36 | 2,582 | F | 1.39 | 1.41% | 1.96% | NO | |
| | WB | 4LD | D | 1,860 | 2.00% | I | 46 | 1.00% | I | 7 | 53 | 2,572 | F | 1.38 | 2.07% | 2.86% | NO | |
| SW 136 Street | EB | 4LD | D | 1,860 | 10.00% | I | 229 | 5.00% | I | 37 | 266 | 266 | B | 0.14 | 100.00% | 14.30% | NO | |
| SW 177 Avenue to SW 172 Avenue | WB | By Applicant 4LD | D | 1,860 | 10.00% | O | 120 | 5.00% | O | 62 | 182 | 182 | A | 0.10 | 100.00% | 9.79% | NO | |
| SW 172 Avenue to SW 167 Avenue | WB | By Applicant 4LD | D | 1,860 | 10.00% | O | 229 | 5.00% | O | 37 | 266 | 266 | A | 0.14 | 100.00% | 14.30% | NO | |
| SW 167 Avenue to SW 162 Avenue | WB | By Applicant 4LD | D | 1,860 | 40.00% | O | 480 | 45.00% | O | 558 | 1,039 | 1,039 | B | 0.56 | 100.00% | 55.85% | NO | |
| SW 162 Avenue to SW 157 Avenue | WB | By Applicant 4LD | D | 1,860 | 40.00% | I | 915 | 45.00% | I | 335 | 1,250 | 1,250 | B | 0.67 | 100.00% | 67.23% | NO | |
| SW 157 Avenue to SW 147 Avenue | WB | By Applicant 4LD | D | 1,860 | 20.00% | O | 480 | 20.00% | O | 558 | 1,039 | 1,039 | B | 0.56 | 100.00% | 55.85% | NO | |
| SW 147 Avenue to SW 137 Avenue | WB | By Applicant 4LD | D | 1,860 | 20.00% | O | 240 | 20.00% | O | 335 | 1,250 | 1,250 | B | 0.60 | 100.00% | 67.23% | NO | |
| SW 137 Avenue to SW 127 Avenue | WB | By Applicant 4LD | D | 1,860 | 15.00% | O | 180 | 18.00% | O | 149 | 607 | 1,628 | C | 0.88 | 37.25% | 32.61% | NO | |
| | WB | By Applicant 4LD | D | 1,860 | 15.00% | O | 180 | 18.00% | O | 223 | 404 | 1,928 | F | 1.04 | 20.93% | 21.70% | YES | |
| | WB | By Applicant 4LD | D | 1,860 | 15.00% | I | 343 | 18.00% | I | 134 | 477 | 1,791 | C | 0.96 | 26.65% | 25.66% | NO | |
| | WB | By Applicant 4LD | D | 1,860 | 7.00% | O | 84 | 10.00% | O | 124 | 208 | 474 | B | 0.25 | 43.90% | 11.19% | NO | |
| | WB | By Applicant 4LD | D | 1,860 | 7.00% | I | 160 | 10.00% | I | 75 | 235 | 671 | B | 0.36 | 34.99% | 12.62% | NO | |

Table 21.E1
PARKLAND DRI
YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC AND DETERMINATION OF SIGNIFICANT ROADWAY IMPAC

| ROADWAY SEGMENTS | DIR | [1] TIP 2007 FUNDED LANES | [2] ADOPTED LOS | [3] DIR PK HR MSV | PARKLAND DRI RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS IN = 2288 OUT = 1201 | | | PARKLAND DRI EMPLOYMENT/TRACTIONS NON-HB WORK TRIPS IN = 745 OUT = 1241 | | | SCENARIO A See Table 21.D7 | | | PROJECT AS A PERCENT OF TOTAL VOLUME | PROJECT AS A PERCENT OF MSV | PROJECT TRIPS > 5% AND ROADWAY FAILING YES/NO | | |
|--------------------------------|-----|------------------------------------|-----------------------|----------------------------|--|----|-----|--|------|-----|-------------------------------|------------|-------------------------------------|--|---|--|----------------------|-----|
| | | | | | DIST | IN | OUT | PM PEAK | DIST | IN | OUT | PM PEAK | 2015 TOTAL PM PK HR VOLUME | | | | 2015 TOTAL LOS | VIC |
| | | | | | | | | | | | | | | | | | | |
| SW 152 Street | EB | 6LD By Applicant | D | 2,450 | 4.00% | I | 92 | 3.00% | I | 22 | 114 | C | 100.00% | 4.65% | NO | | | |
| SW 177 Avenue to SW 172 Avenue | WB | 6LD | D | 2,450 | 4.00% | O | 48 | 3.00% | O | 37 | 85 | C | 100.00% | 3.48% | NO | | | |
| SW 172 Avenue to SW 167 Avenue | EB | 6LD | D | 2,450 | 5.00% | I | 114 | 5.00% | I | 37 | 152 | C | 100.00% | 6.19% | NO | | | |
| SW 167 Avenue to SW 162 Avenue | WB | 6LD | D | 2,450 | 4.00% | O | 60 | 4.00% | O | 62 | 122 | C | 100.00% | 4.98% | NO | | | |
| SW 162 Avenue to SW 157 Avenue | EB | 6LD | D | 2,450 | 4.00% | O | 480 | 42.00% | O | 521 | 1,002 | C | 100.00% | 40.88% | NO | | | |
| SW 157 Avenue to SW 152 Avenue | EB | 6LD | D | 2,450 | 4.00% | O | 915 | 47.00% | O | 313 | 1,228 | C | 100.00% | 50.13% | NO | | | |
| SW 152 Avenue to SW 147 Avenue | EB | 6LD | D | 2,450 | 4.00% | O | 552 | 47.00% | O | 583 | 1,136 | C | 100.00% | 46.36% | NO | | | |
| SW 147 Avenue to SW 142 Avenue | EB | 4LD | D | 1,620 | 26.00% | O | 312 | 35.00% | O | 350 | 1,643 | D | 85.35% | 57.25% | NO | | | |
| SW 142 Avenue to SW 137 Avenue | WB | 4LD | D | 1,620 | 26.00% | O | 595 | 35.00% | O | 434 | 1,388 | D | 53.78% | 46.09% | NO | | | |
| SW 137 Avenue to SW 132 Avenue | EB | 4LD | EE | 2,232 | 26.00% | O | 312 | 29.00% | O | 261 | 886 | F | 49.57% | 52.82% | YES | | | |
| SW 132 Avenue to SW 127 Avenue | WB | 6LD | EE | 3,348 | 26.00% | O | 595 | 29.00% | O | 216 | 1,906 | F | 35.26% | 30.11% | NO | | | |
| SW 127 Avenue to SW 122 Avenue | EB | 6LD | EE | 3,348 | 18.00% | O | 216 | 20.00% | O | 248 | 811 | F | 28.76% | 36.33% | YES | | | |
| SW 122 Avenue to SW 117 Avenue | WB | 6LD | EE | 3,348 | 17.00% | O | 412 | 20.00% | O | 149 | 2,391 | B | 19.42% | 13.87% | NO | | | |
| SW 117 Avenue to HEFT | EB | 6LD | EE | 3,348 | 17.00% | O | 204 | 16.00% | O | 199 | 3,270 | D | 17.15% | 16.75% | NO | | | |
| HEFT to SW 112 Avenue | WB | 6LD | EE | 3,348 | 17.00% | O | 389 | 16.00% | O | 119 | 2,436 | B | 16.53% | 12.03% | NO | | | |
| SW 112 Avenue to US-1 | EB | 4LD | EE | 2,232 | 2.00% | O | 24 | 10.00% | O | 124 | 148 | B | 7.01% | 4.42% | NO | | | |
| | WB | 4LD | EE | 2,232 | 2.00% | O | 46 | 7.00% | O | 87 | 1,111 | B | 4.97% | 3.59% | NO | | | |
| | WB | 4LD | EE | 2,232 | 2.00% | O | 46 | 7.00% | O | 52 | 1,679 | F | 6.60% | 4.97% | NO | | | |
| | WB | 4LD | EE | 2,232 | 2.00% | O | 46 | 7.00% | O | 52 | 2,674 | F | 3.66% | 4.39% | NO | | | |
| SW 184 Street | EB | 2LU | D | 760 | 1.00% | O | 12 | 1.00% | O | 12 | 24 | D | 4.00% | 3.21% | NO | | | |
| SW 177 Avenue to SW 157 Avenue | WB | 2LU | D | 760 | 1.00% | I | 23 | 1.00% | I | 7 | 30 | D | 5.16% | 3.99% | NO | | | |
| SW 157 Avenue to SW 147 Avenue | EB | 4LD | D | 860 | 15.00% | O | 180 | 5.00% | O | 62 | 242 | D | 32.31% | 28.16% | NO | | | |
| SW 147 Avenue to SW 137 Avenue | WB | 4LD | D | 860 | 12.00% | O | 343 | 5.00% | O | 37 | 380 | D | 55.44% | 44.24% | NO | | | |
| SW 137 Avenue to SW 127 Avenue | EB | 4LD | D | 1,860 | 12.00% | O | 144 | 4.00% | O | 50 | 194 | B | 24.76% | 10.42% | NO | | | |
| SW 127 Avenue to SW 117 Avenue | WB | 4LD | D | 1,860 | 10.00% | O | 275 | 4.00% | O | 30 | 304 | B | 25.13% | 16.36% | NO | | | |
| SW 117 Avenue to HEFT | EB | 4LD | D | 1,860 | 10.00% | O | 120 | 3.00% | O | 37 | 157 | B | 16.26% | 8.46% | NO | | | |
| | WB | 4LD | D | 1,860 | 10.00% | O | 229 | 3.00% | O | 22 | 1,160 | B | 21.65% | 13.50% | NO | | | |
| | EB | 4LD | D | 1,860 | 8.00% | O | 96 | 2.00% | O | 25 | 1,198 | B | 10.09% | 6.50% | NO | | | |
| | WB | 4LD | D | 1,860 | 3.00% | O | 183 | 3.00% | O | 15 | 1,688 | C | 11.73% | 10.64% | NO | | | |
| | EB | 4LD | D | 1,860 | 3.00% | O | 36 | 1.00% | O | 12 | 1,394 | B | 3.47% | 2.60% | NO | | | |
| | WB | 4LD | D | 1,860 | 3.00% | I | 69 | 1.00% | I | 7 | 76 | F | 3.57% | 4.09% | NO | | | |

Notes:
 [1] See Map J-3A and Appendix 21-4 for the funded transportation improvements in the study area.
 [2] The adopted LOS standards are consistent with the local government of jurisdiction's Comprehensive Plan.
 [3] Daily and peak hour directional maximum service volumes have been obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted.








SW 177 Avenue from SW 8 Street to SW 216 Street

Operating Below Adopted LOS C (and LOS D) as a 2LU with Future Background Plus Committed Traffic for Year 2015

Operating at LOS B as a 4LD with Total Traffic Conditions (Future Background Plus Committed Traffic Plus Parkland DRI) for Year 2015

In various stages of project approval, design and funding by FDOT.

| | | |
|--|--|---|
| Legend  Site Location |  Existing Rail Lines | Significantly Impacted Roadways Based upon the 5% Rule Parkland August 2006 |
| |  FIHS Roadways  Significant roadway segment operating below acceptable LOS before adding project traffic  Significant roadway segment operating below acceptable LOS after adding project traffic | |

3. **Project Impacts on Regionally Significant Intersections**

Intersection capacity and levels of service have been determined through the use of the *2000 Highway Capacity Manual (HCM)* and the latest version of the Highway Capacity Software (HCS+). Selected study area intersections have been analyzed under existing traffic conditions, future without project and future with project to examine network operations during the PM peak hour. The intersection turning movement data, signal timing (where appropriate), intersection diagrams, intersection turning movement worksheets and the intersection analysis worksheets are provided in **Appendix 21-7**. A summary of the intersection analysis results is provided in **Table 21.E2**.

| Table 21.E2 – PM Peak Hour Study Intersection LOS for Existing Conditions | | | | | |
|--|-------------------------------------|------------------------|-----------------|--------------------------------|----------------------------|
| Ref. No. | Intersection | Traffic Control | Existing | Future without Project | Future with Project |
| 1 | SW 184 Street and SW 177 Avenue | Signalized | D | Submitted Under Separate Cover | |
| 2 | SW 184 Street and SW 157 Avenue | Unsignalized | C/D | Submitted Under Separate Cover | |
| 3 | SW 184 Street and SW 147 Avenue | Unsignalized | E | Submitted Under Separate Cover | |
| 4 | SW 184 Street and SW 137 Avenue | Signalized | D | Submitted Under Separate Cover | |
| 5 | SW 184 Street and SW 117 Avenue | Signalized | E | Submitted Under Separate Cover | |
| 6A | SW 184 Street and SR 821 West Ramps | Signalized | E | Submitted Under Separate Cover | |
| 6B | SW 184 Street and SR 821 East Ramps | Signalized | D | Submitted Under Separate Cover | |
| 7 | SW 152 Street and SW 157 Avenue | Unsignalized | C | Submitted Under Separate Cover | |
| 8 | SW 152 Street and SW 147 Avenue | Unsignalized | E | Submitted Under Separate Cover | |
| 9 | SW 152 Street and SW 137 Avenue | Signalized | F | Submitted Under Separate Cover | |
| 10 | SW 152 Street and SW 117 Avenue | Signalized | E | Submitted Under Separate Cover | |
| 11A | SW 152 Street and SR 821 West Ramps | Signalized | D | Submitted Under Separate Cover | |
| 11B | SW 152 Street and SR 821 East Ramps | Signalized | F | Submitted Under Separate Cover | |
| 12 | SW 136 Street and SW 157 Avenue | Unsignalized | B | Submitted Under Separate Cover | |
| 13 | SW 136 Street and SW 137 Avenue | Signalized | F | Submitted Under Separate Cover | |
| 14 | SW 88 Street and SW 177 Avenue | Signalized | D | Submitted Under Separate Cover | |

4. Project Impacts on Regionally Significant Interchanges

Freeway ramps and freeway weaving areas critical to the traffic impact study area are identified as those which are projected to carry project traffic greater than 200 vehicles per hour per lane (VPHPL), pursuant to the 1997 FDOT *Site Impact Handbook* criteria. Based upon the project traffic assignment, the ramps have been evaluated for significance as demonstrated in **Table 21.E3**. No additional ramp analyses are required.

| Table 21.E3 – Ramp Significance | | | | | | |
|---------------------------------|------------------------------------|--------------------|------------------------------------|--------------------|--------------------------|---------------------------|
| Study Intersection | Project Productions Distribution % | PM Project Traffic | Project Attractions Distribution % | PM Project Traffic | Total PM Project Traffic | Over 200 VPHPL Yes or No? |
| HEFT @ SW 88 Street | | | | | | |
| SB Off Ramp | 2.00% | 46 | 0.00% | 0 | 46 | No |
| NB On Ramp | 2.00% | 24 | 0.00% | 0 | 24 | No |
| NB Off Ramp | 0.00% | 0 | 1.00% | 0 | 0 | No |
| SB On Ramp | 0.00% | 0 | 0.00% | 0 | 0 | No |
| HEFT @ SW 120 Street | | | | | | |
| SB Off Ramp | 2.00% | 46 | 1.00% | 53 | 99 | No |
| NB On Ramp | 2.00% | 24 | 1.00% | 36 | 60 | No |
| NB Off Ramp | 0.00% | 0 | 0.00% | 0 | 0 | No |
| SB On Ramp | 0.00% | 0 | 0.00% | 0 | 0 | No |
| HEFT @ SR 874 | | | | | | |
| Northbound | 6.00% | 72 | 2.00% | 25 | 97 | No |
| Southbound | 6.00% | 137 | 2.00% | 15 | 152 | No |
| HEFT @ SW 152 Street | | | | | | |
| SB Off Ramp | 13.00% | 297 | 4.00% | 30 | 327 | No - 2 lanes |
| NB On Ramp | 13.00% | 156 | 4.00% | 50 | 206 | No - 2 lanes |
| NB Off Ramp | 2.00% | 46 | 2.00% | 15 | 61 | No |
| SB On Ramp | 2.00% | 24 | 2.00% | 25 | 49 | No |
| HEFT @ SW 184 Street | | | | | | |
| SB Off Ramp | 0.00% | 0 | 0.00% | 0 | 0 | No |
| NB On Ramp | 0.00% | 0 | 0.00% | 0 | 0 | No |
| NB Off Ramp | 3.00% | 69 | 0.00% | 0 | 69 | No |
| SB On Ramp | 3.00% | 36 | 0.00% | 0 | 36 | No |

- F. Based on the assignment of trips as shown in (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.

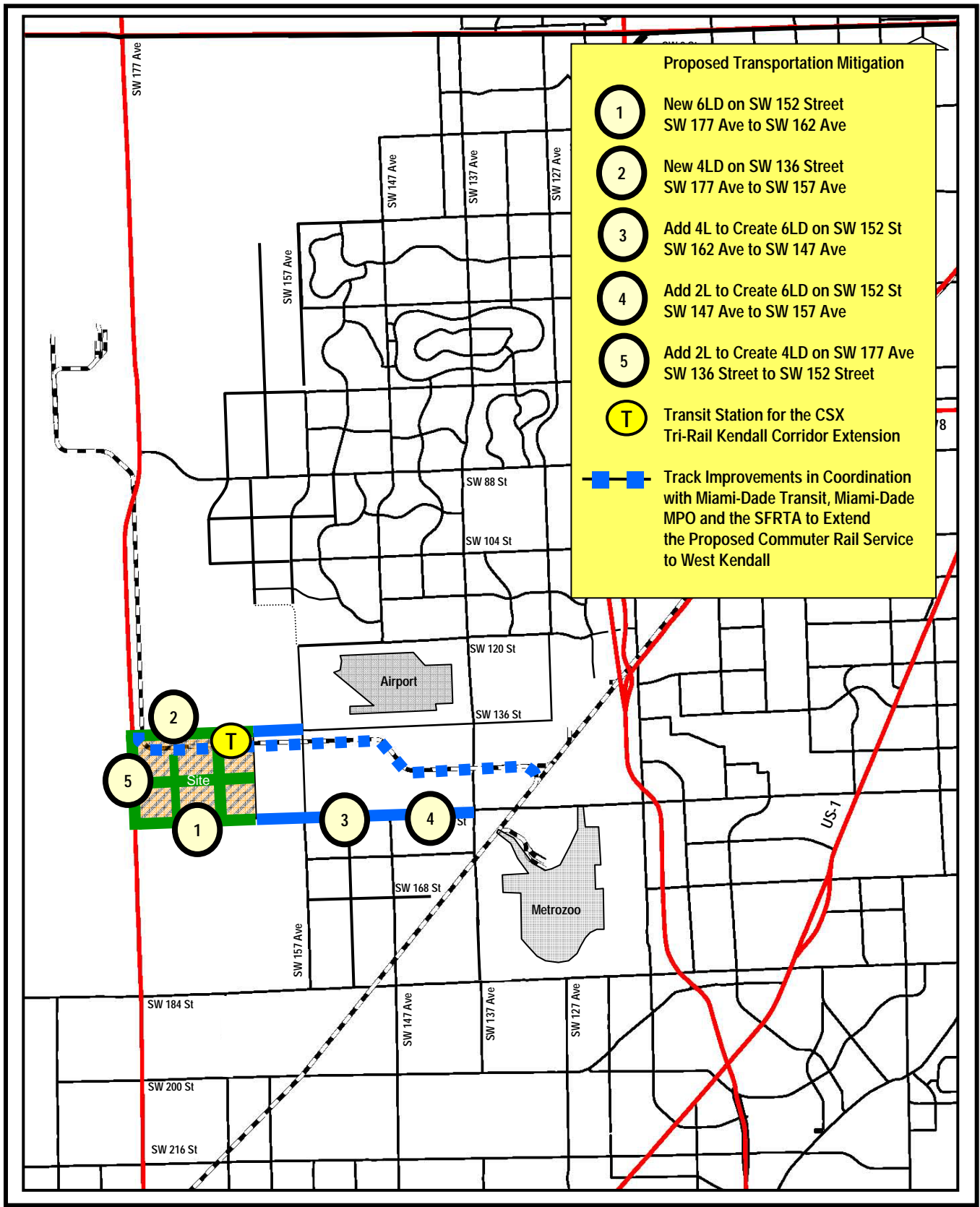
Significantly impacted transportation facilities which are anticipated to operate below the adopted maximum service volume through the build out year of the DRI have been addressed pursuant to the State of Florida Department of Community Affairs (DCA) Rule 9J-2.045, Florida Administrative Code (F.A.C.), *Transportation Uniform Standard Rule*. Those improvements required to maintain acceptable levels of service on significantly impacted roadways are identified on **Table 21.F1**. Proportionate share calculations and costs for the significantly impacted roadways are also provided on **Table 21.F1**.

Map J-10 has been prepared to identify proposed off-site roadway improvements pursuant to the proportionate share obligations identified in **Table 21.F1**.

| TABLE 21.F1 PARKLAND DRI PROPORTIONATE SHARE COSTS AND COSTS OF PROPOSED OFF-SITE IMPROVEMENTS | | | | | | | | | | | | | | |
|--|---------------|--------------------------------|-----------------------------|--------------------------|-----------------------------|-----------------------------|---|----------------------|--|---|--|------------------------------------|---------------------------------|--------------------------|
| NO | ROADWAY | SEGMENT | TYPE OF ROADWAY IMPROVEMENT | [1] UNIT COST PER MILE | ROAD SEGMENT LENGTH (Miles) | ESTIMATED CONSTRUCTION COST | ESTIMATED DESIGN & PERMITTING COSTS@10% | TOTAL ESTIMATED COST | PEAK HOUR DIRECTIONAL CAPACITY WITHOUT IMPROVEMENT | PEAK HOUR DIRECTIONAL CAPACITY WITH IMPROVEMENT | PARKLAND DRI DIRECTIONAL PROJECT TRIPS | CAPACITY INCREASE WITH IMPROVEMENT | APPLICANT'S PROPORTIONATE SHARE | APPLICANT'S CONTRIBUTION |
| 1 | SW 136 STREET | SW 147 AVENUE SW 137 AVENUE | ADD 2L TO CREATE 6LD | \$3,490,300 | 1.00 | \$3,490,300 | \$349,030 | \$3,839,330 | 1,860 | 2,790 | 404 | 930 | 43.44% | \$1,667,838 |
| 2 | SW 152 STREET | SW 162 AVENUE SW 157 AVENUE | ADD 4L CREATE 6LD | \$6,162,900 [New 6LD] | 0.50 | \$3,081,450 | \$308,145 | \$3,389,595 | 760 | 2,450 | 1,403 | 1,690 | 83.02% | \$2,813,966 |
| 3 | SW 152 STREET | SW 157 AVENUE SW 147 AVENUE | ADD 4L CREATE 6LD | \$6,162,900 [New 6LD] | 1.00 | \$6,162,900 | \$616,290 | \$6,779,190 | 760 | 2,450 | 856 | 1,690 | 50.65% | \$3,433,720 |
| 4 | SW 152 STREET | SW 147 AVENUE SW 137 AVENUE | ADD 2L TO CREATE 6LD | \$3,490,300 | 1.00 | \$3,490,300 | \$349,030 | \$3,839,330 | 1,860 | 2,790 | 811 | 930 | 87.20% | \$3,348,061 |
| 5 | SW 177 AVENUE | SW 88 STREET SW 136 STREET | ADD 2L TO CREATE 4LD | \$3,087,400 | 3.40 | \$10,497,160 | \$1,049,716 | \$11,546,876 | 720 | 1,810 | 266 | 1,090 | 24.40% | \$2,817,861 |
| 6 | SW 177 AVENUE | SW 152 STREET SW 184 STREET | ADD 2L TO CREATE 4LD | \$3,087,400 | 1.00 | \$3,087,400 | \$308,740 | \$3,396,140 | 720 | 1,810 | 114 | 1,090 | 10.46% | \$355,193 |
| 7 | SW 177 AVENUE | SW 184 STREET SW 200 STREET | ADD 2L TO CREATE 4LD | \$3,087,400 | 1.00 | \$3,087,400 | \$308,740 | \$3,396,140 | 720 | 1,810 | 84 | 1,090 | 7.71% | \$261,721 |
| 8 | SW 177 AVENUE | SW 200 STREET SW 216 STREET | ADD 2L TO CREATE 4LD | \$3,087,400 | 1.00 | \$3,087,400 | \$308,740 | \$3,396,140 | 720 | 1,810 | 53 | 1,090 | 4.86% | \$165,133 |
| TOTAL PROPORTIONATE SHARE: | | | | | | | | | | | | | \$14,863,493 | |







| | PROPOSED OFF-SITE IMPROVEMENTS | IMPROVEMENT | FDOT COSTS | MILES | ESTIMATED COST | DESIGN AND PERMITTING | ESTIMATED TOTAL | |
|--------------------------------|---|------------------------------|--|-------|----------------|-----------------------|---------------------|--|
| A | SW 152 STREET SW 162 AVENUE SW 157 AVENUE | ADD 4L TO CREATE 6LD | \$6,162,900 [New 6LD] | 0.50 | \$3,081,450 | \$308,145 | \$3,389,595 | |
| B | SW 152 STREET SW 157 AVENUE SW 147 AVENUE | ADD 4L TO CREATE 6LD | \$6,162,900 [New 6LD] | 1.00 | \$6,162,900 | \$616,290 | \$6,779,190 | |
| C | SW 152 STREET SW 147 AVENUE SW 137 AVENUE | ADD 2L CREATE 6LD | \$3,087,400 | 1.00 | \$3,087,400 | \$308,740 | \$3,396,140 | |
| D | SW 136 STREET SW 157 AVENUE | ADD 2L TO CREATE 4LD | \$3,087,400 | 0.50 | \$1,543,700 | \$154,370 | \$1,698,070 | |
| E | CSX RAIL CORRIDOR | SW 167 AVE TO CSX KENDALL | TRANSIT ENHANCEMENTS IN COORDINATION WITH MIAMI-DADE TRANSIT MIAMI-DADE MPO AND THE SFRTA | | | | | |
| TOTAL IMPROVEMENT COSTS | | | | | \$13,875,450 | \$1,387,545 | \$15,262,995 | |

[1] BASED ON THE 2004 FDOT TRANSPORTATION COSTS FOR STATE URBAN ROADS, DATED MARCH 2005.



- Proposed Transportation Mitigation**
- 1 New 6LD on SW 152 Street SW 177 Ave to SW 162 Ave
 - 2 New 4LD on SW 136 Street SW 177 Ave to SW 157 Ave
 - 3 Add 4L to Create 6LD on SW 152 St SW 162 Ave to SW 147 Ave
 - 4 Add 2L to Create 6LD on SW 152 St SW 147 Ave to SW 157 Ave
 - 5 Add 2L to Create 4LD on SW 177 Ave SW 136 Street to SW 152 Street
 - T Transit Station for the CSX Tri-Rail Kendall Corridor Extension
 - Track Improvements in Coordination with Miami-Dade Transit, Miami-Dade MPO and the SFRTA to Extend the Proposed Commuter Rail Service to West Kendall

Legend

-  Site Location
-  Existing Rail Lines
-  FIHS Roadways
-  On-Site Improvements proposed by Parkland DRI
-  Off-Site Improvements proposed by Parkland DRI
-  Track Improvements to Extend the Tri-Rail Kendall Extension from Metrozoo

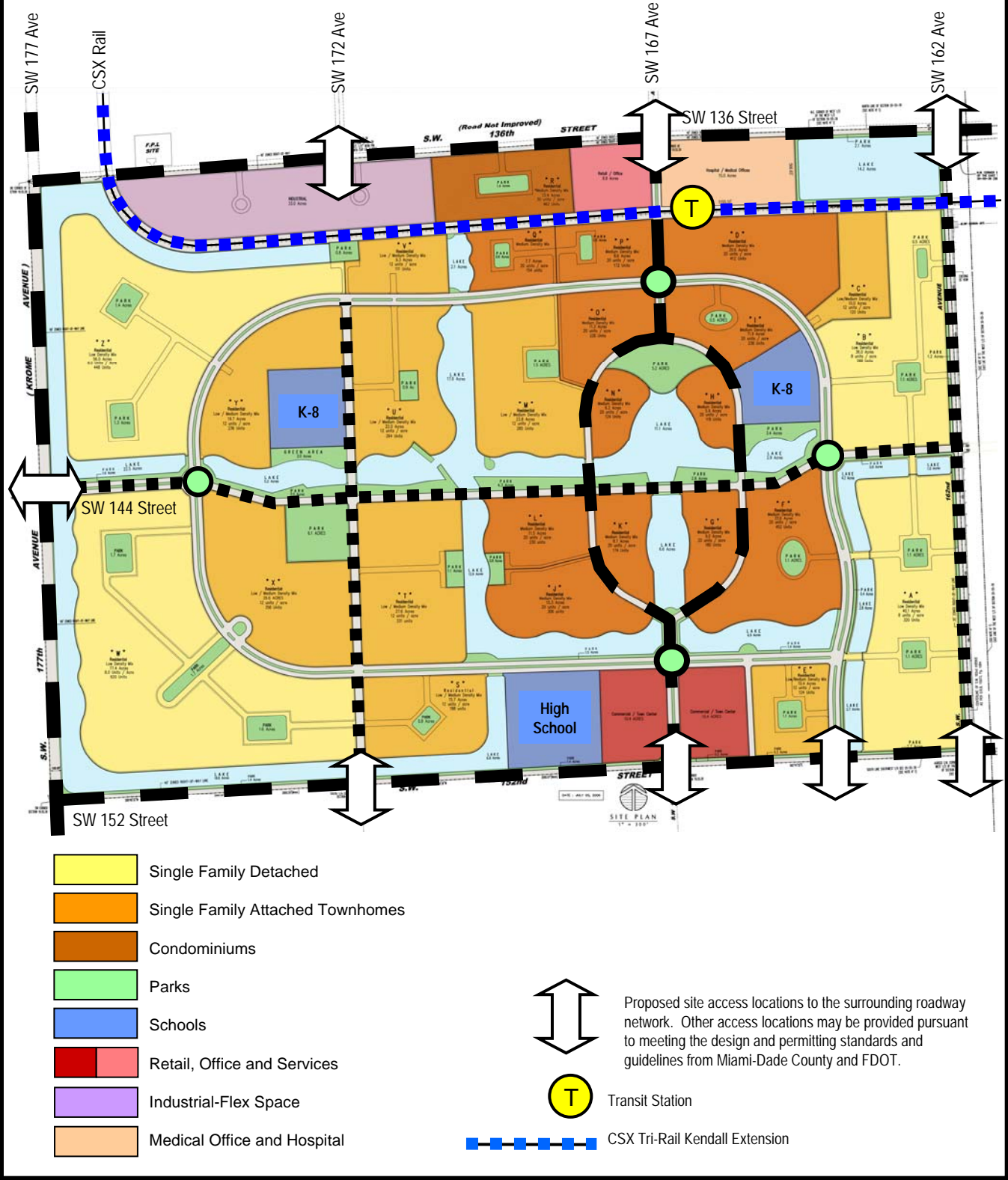
Map J-10
 Proposed Transportation Mitigation
 Parkland
 August 2006

- G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the Applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the Applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the Applicant is not required to include specific design requirements (geometry) until the time of permit application.

Map H-1 illustrates the location of the general access points for project traffic along the section line and half section line roads that will provide frontage to each portion of the DRI. The development of the Parkland DRI will require the construction of the following section line and half section line roadways. The Applicant will dedicate the required right-of-way along the DRI frontage (where needed) and will construct those roadway sections required by County Code (see **Table 21.G1**).

| Table 21.G1 – Roadway Sections Providing Site Access | | |
|---|--------------------------------|------------------------|
| Roadway | Limits | Right of Way |
| SW 136 Street | SW 177 Avenue to SW 162 Avenue | Minimum of 80' of ROW |
| SW 144 Street | SW 177 Avenue to SW 162 Avenue | Minimum of 70' of ROW |
| SW 152 Street | SW 177 Avenue to SW 162 Avenue | Minimum of 110' of ROW |
| SW 177 Avenue | SW 136 Street to SW 152 Street | Minimum of 180' of ROW |
| SW 172 Avenue | SW 136 Street to CSX | Minimum of 70' of ROW |
| SW 172 Avenue | CSX to SW 152 Street | Minimum of 70' of ROW |
| SW 167 Avenue | SW 136 Street to SW 152 Street | Minimum of 80' of ROW |
| SW 162 Avenue | SW 136 Street to SW 152 Street | Minimum of 70' of ROW |

Note: Map J-5C provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.



| Legend | |
|--------|---|
| | Section Line Roadway – SW 177 Avenue – Minimum Width 180' |
| | Section Line Roadway – SW 152 Street – Minimum Width 110' |
| | Section Line Roadway – SW 136 St and SW 167 Ave – Minimum Width 80' |
| | Half Section Line Roadways – Minimum 70' Width |

Map J-11
Access to the Site
Parkland
August 2006

- H. If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as inter local agreements, right-of-way dedication, building set-backs, etc.

The project boundaries or access roadways for each portion of the DRI are formed by section line or half section line roadways. As such, the DRI has the ability to protect and cause the construction of a number of County required section line and half section line roadways pursuant to County Code and the development of the transportation network within the Long Range Transportation Plan. All roadways where right of way is available to the Applicant, will have, at a minimum, right-of-way provisions to accommodate a four-lane, divided facility, with at least half of the required right-of-way dedicated to Miami-Dade County by the Parkland DRI. Construction of these new roadway sections and corridors will be a significant improvement to area traffic circulation.

Table 21.H1 identifies the section line and half section line roadway improvements that would be realized by this DRI. The first part of the table outlines the obligations that would be considered “On-Site” subdivision section line and half section line improvements. The second part of the table outlines the obligations that would be considered “Off-Site” improvements, making connections to the local roadway network along alignments that are no longer contiguous or adjacent to the project site.

| Table 21.H1 – Section Line and Half Section Line Roadways | | | | |
|---|--|--|---|---|
| On-Site Roadway Sections | Improvement Limits | Current Lane Geometry | Proposed ROW Dedication | Proposed Lane Geometry |
| SW 136 Street SW 144 Street SW 152 Street SW 177 Avenue SW 172 Avenue SW 167 Avenue SW 162 Avenue | SW 177 Ave to SW 162 Ave SW 177 Ave to SW 162 Ave SW 177 Ave to SW 162 Ave SW 136 St to SW 152 St CSX to SW 152 Street SW 136 St to SW 152 St SW 136 St to SW 152 St | Gravel unimproved Does not exist Gravel unimproved 2 lanes built Does not exist Does not exist 2 lanes built | 80' (minimum) 70' 110' 180' (minimum) 70' 80' 70' | 4LD [1] 4LD 6LD [1] 4LD 4LD 4LD 2LU |
| Off-Site Roadway Sections | Improvement Limits | Current Lane Geometry | Proposed Lane Geometry | |
| SW 136 Street SW 152 Street SW 152 Street SW 152 Street | SW 162 Ave to SW 157 Ave SW 162 Ave to SW 157 Ave SW 157 Ave to SW 147 Ave SW 147 Ave to SW 137 Ave | Gravel unimproved 2LU 2LU – 4LD in TIP 4LD | 4LD Add 4L to create 6LD Add 4L to create 6LD Add 2L to create 6LD | |

[1] The north half of the proposed improvements to SW 152 Street from SW 177 Avenue to SW 162 Avenue and the south half of the proposed improvements to SW 136 Street from SW 177 Avenue to SW 162 Avenue are considered on-site improvements adjacent to the DRI. The remaining south half of SW 152 Street and north half of SW 136 Street are considered off-site improvements since the Applicant is proposing to build to the ultimate cross section of the roadway.

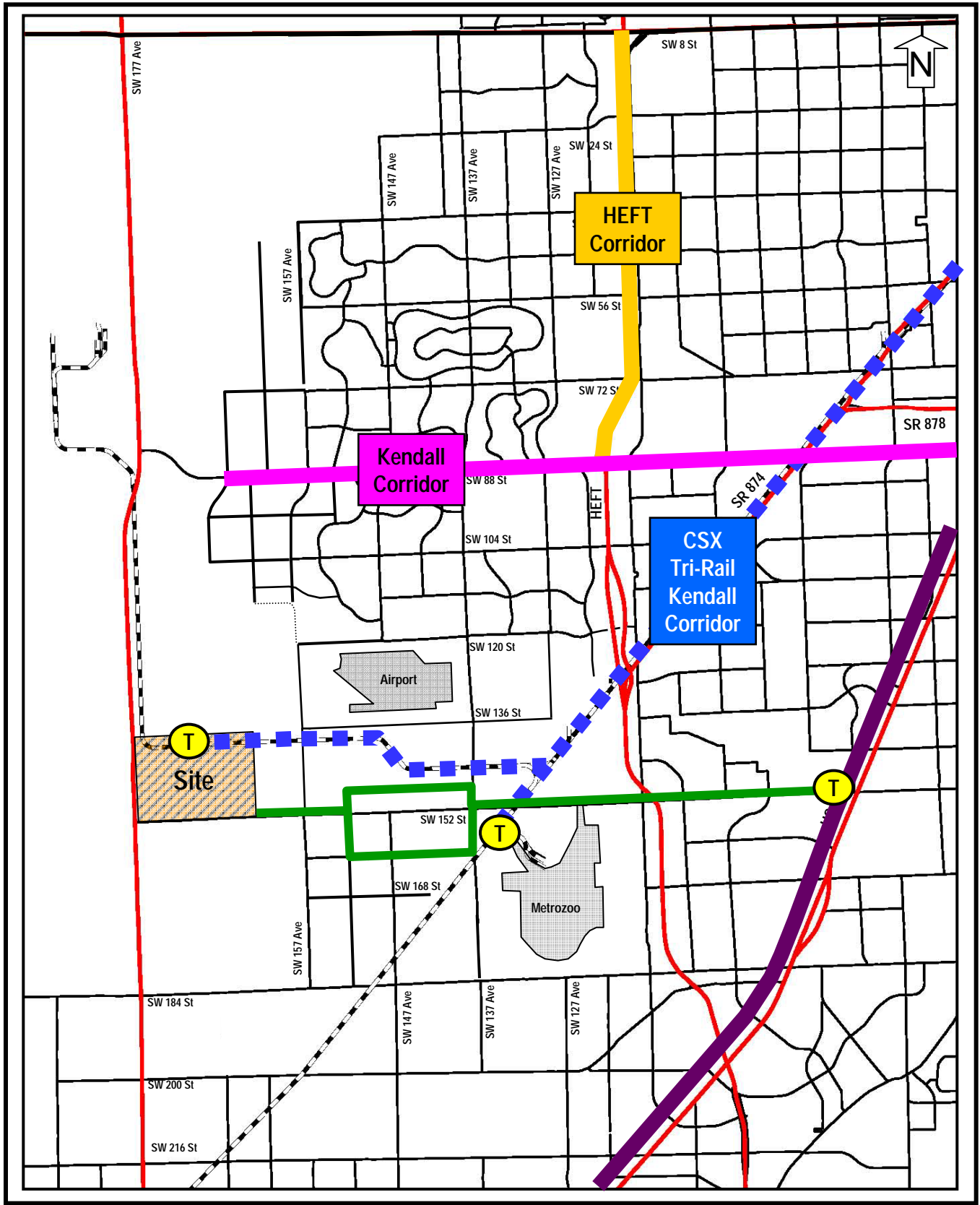
- I. **What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.**

1. Access to Transit

The Parkland DRI is situated adjacent to one of the western spurs of the existing CSX rail corridor. This rail corridor is being studied by Miami-Dade County and the South Florida Regional Transportation Authority (SFRTA) for the potential to provide a Kendall Extension of Tri-Rail's commuter transit service, providing a rail transit connection to the Miami Intermodal Center (MIC), thus linking the Kendall community with Metrorail. The Kendall Corridor Alternatives Analysis is currently underway by the MPO, and this study includes an analysis of the CSX Corridor connection which could bring commuter rail service to the Kendall area in a timeframe that coincides with the opening of the MIC (see **Maps J-12A and J-12B**). The Master Plan for the DRI has been designed to feature a transit station adjacent to the project's employment center. The design of the site has embraced the concept of being adjacent to a future transit corridor, and as such, the employment and higher density residential uses have been located in close proximity to the proposed Commuter Rail Station. Site features have been positioned to maximize the transit connection for the benefit of the future residents and employees that are anticipated to use the future commuter transit system. The Applicant supports the use of this valuable resource to provide commuter transit service for the Kendall community.

The neighborhood located immediately to the east of the Parkland DRI is currently served by Miami-Dade Transit Service via the Coral Reef Max bus transit route (see **Maps J-12A and J-12C**).

The Applicant has also begun to layout conceptual site land uses, roadways, greenways and waterways. **Map J-13** has been provided to identify the Miami-Dade bikeways, pathways and trails located within the immediate vicinity of the project site, so that connections to those facilities can be made from the project access roadways.



Legend

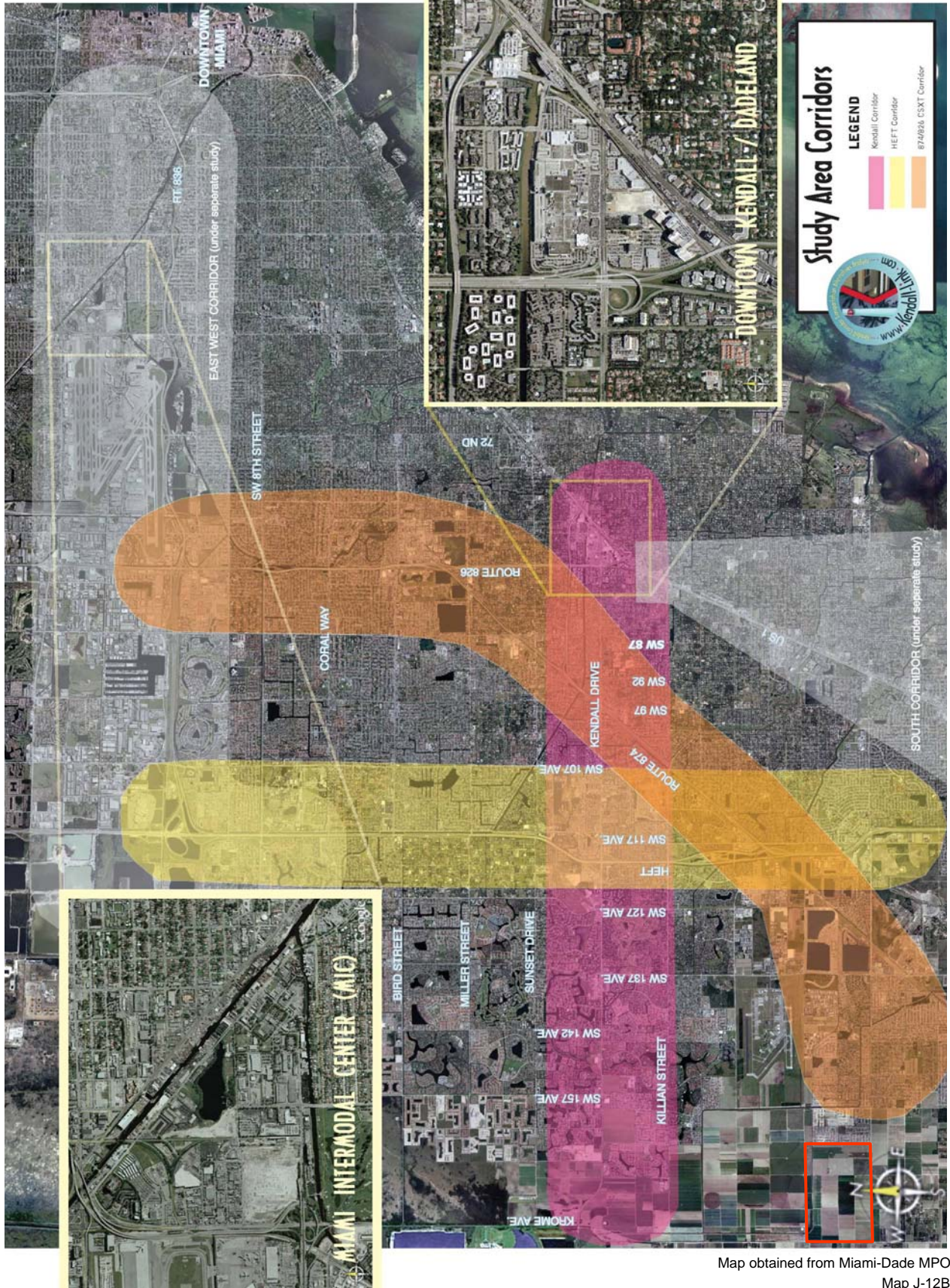


Site Location

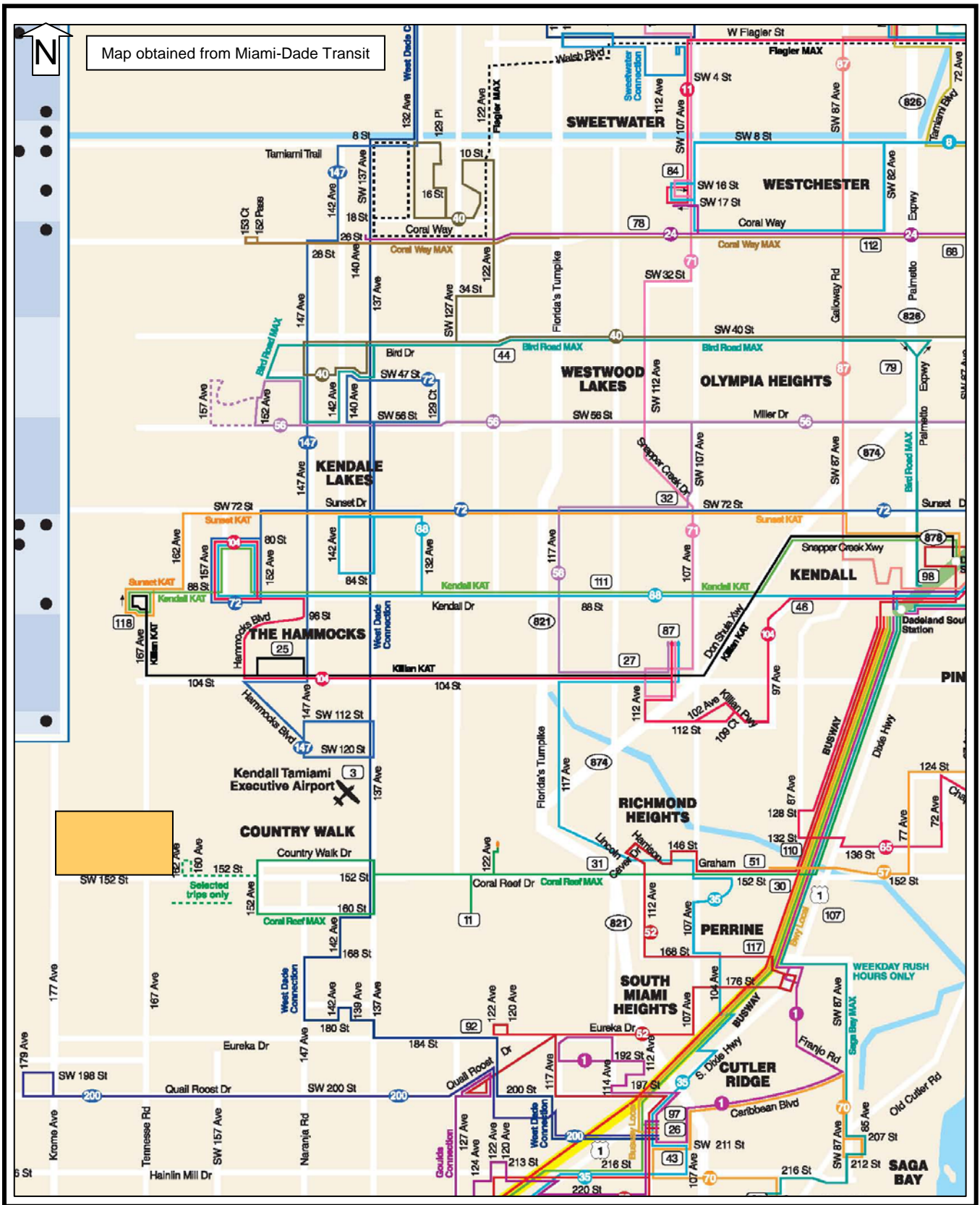
- Existing Rail Lines
- FIHS Roadways
- Transit Station

- CSX Commuter Rail Tri-Rail Kendall Extension
- Busway
- Coral Reef Max Bus Transit Route
- Kendall and HEFT Transit Corridors under study by MPO

Map J-12A
 Transit Connectivity
 Parkland
 August 2006



Map obtained from Miami-Dade MPO
Map J-12B

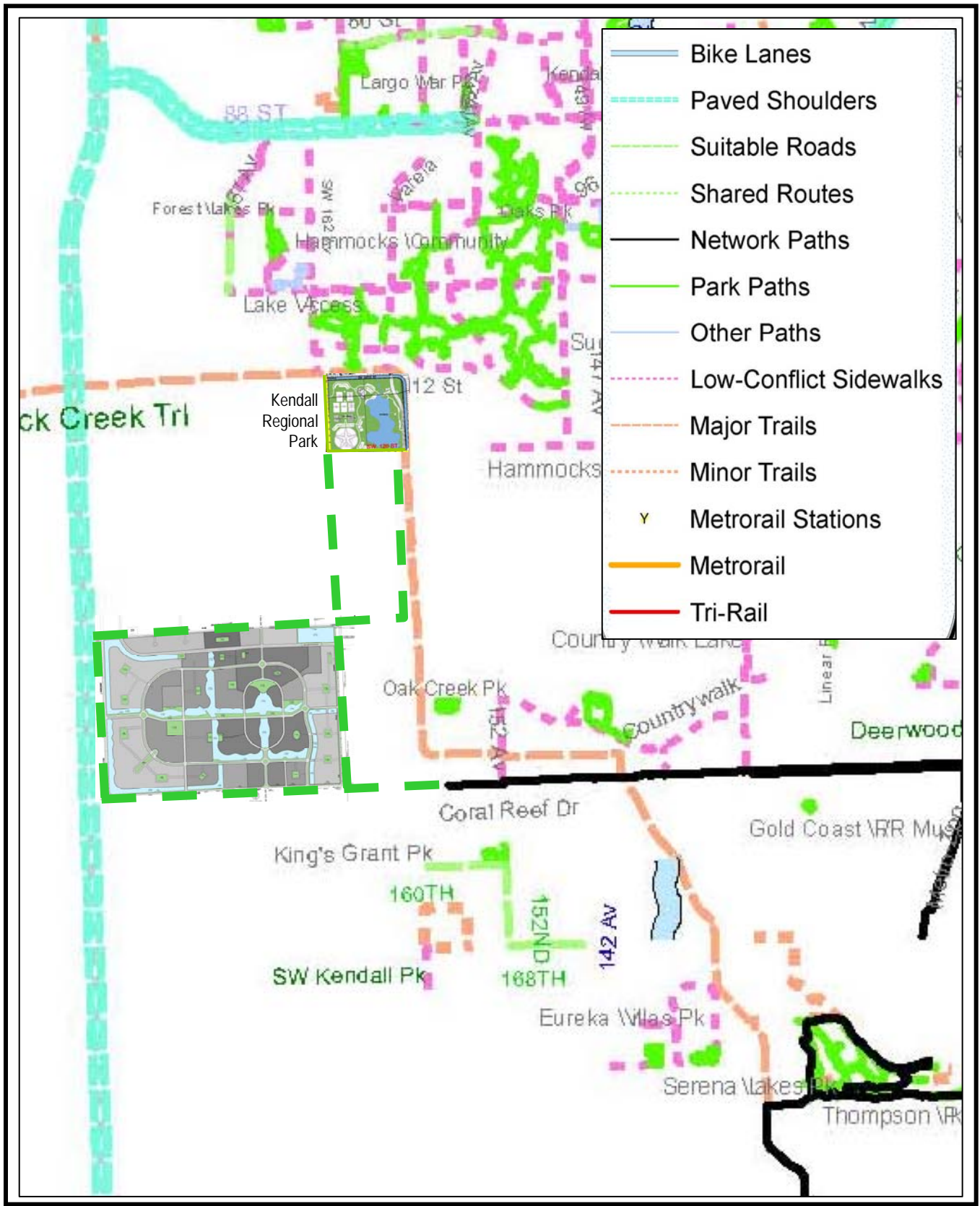


Legend

 Site Location

Map J-12C
Existing Transit Services in the Study Area
Parkland
August 2006

Source: Cathy Sweetapple & Associates



Legend



--- Bikeway and Pathway Connections from the DRI to Adjacent Trails and Parks

Map J-13
 Miami-Dade Bikeway Plan and Potential Linkages to the DRI
 Parkland
 August 2006

2. Transportation Demand Management

In addition to maximizing access to transit, the Applicant will promote the benefit of Transportation Demand Management (TDM) programs to reduce (even farther) the future reliance upon the single occupant vehicle. Each TDM program should include a reasonable and effective combination of TDM strategies appropriate to the size, scale and location of the proposed development which shall be used to demonstrate that practical actions can be taken to reduce the number of single occupant vehicles (SOV) generated by the proposed development site. A series of TDM Options which promote the use of alternative travel modes are listed in the text which follows. The Applicant will work with South Florida Commuter Services to refine a TDM plan which best fits the needs of the individual project site.

- **Staggered work schedules:** The DRI can promote the benefits of staggered work schedules in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the flexibility to stagger their arrival and departure times between the hours of 6:30 am to 9:30 am, and 3:30 pm to 6:30 pm to reduce the burden of traffic during the peak travel hours and more evenly distribute the volume of traffic into and out of the site. Staggered lunch hours would also be incorporated into this staggered schedule framework.
- **Flex-time:** The DRI can promote the benefits of flex time in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize flexible working schedules (within designated guidelines) to meet personal needs and commitments. The employee can schedule five (5) 8-hour work days using varying start and stop times as well as extended lunch times.
- **Compressed Work Weeks:** The DRI can promote the benefits of compressed work weeks in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize compressed work week schedules (within designated guidelines). The employer and/or employee can work four (4) 10-hour days, or can choose to work four and a half (4 ½) days or three and a half (3 ½) days as negotiated with each employee or business owner.
- **Telecommuting Programs:** The DRI can promote the benefits of telecommuting using internet technologies to allow employees to work from home or from satellite office locations, thus reducing the number of SOV traveling during the traditional morning and afternoon peak hours. Telecommuting may be used by employers and employees in combination with staggered work schedules, flex time and compressed work weeks.

- **Shower and Locker Facilities** – The DRI can encourage employers to provide on-site shower and locker facilities within the development site to offer bicycle, pedestrian and transit riders amenities to compliment their choice to use the alternative travel modes. The building area set aside for shower and locker facilities should be excluded from the calculations of required off-street parking. Long term bicycle parking should also be provided with this option.
- **Ridesharing Incentive Programs:** The DRI can promote the benefits of ridesharing (in coordination with South Florida Commuter Services), and can provide rideshare postings for those employers and employees interested in finding potential ridesharing partners. These rideshare postings are intended to offer geographic commuter information for those employees who may be interested in sharing rides with fellow employees who live in similar geographic areas. Additional incentives may include payments or subsidies for fuel and tolls and preferential on-site parking for ride share users.
 - **Car Pool Spaces** - The designation of car pool parking spaces can be provided on-site in desirable and convenient parking locations restricted for use only by car pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as Car Pool. The signage format used shall be in accordance with the South Florida Commuter Services standard. Procedures shall be included whereby the car pool vehicles are registered with the Employer TDM Coordinator for easy tracking and monitoring, and for use in annual reporting and management procedures.
 - **Van Pools** – The designation of van pool parking spaces can be provided on site in desirable and convenient parking locations restricted for use only by van pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as Van Pool. The signage format used shall be in accordance with the South Florida Commuter Service standard. Procedures shall be included whereby the van pool vehicles are registered with the Employer TDM Coordinator to keep track of the number of employees who van pool on a daily basis for use in annual reporting and management.
- **Public Transit Service Improvements** - The provision of transit shuttle services to and from convenient public transit sites, such as a shuttle to and from the nearest Premium Transit Rail Station, to accommodate morning, midday, and evening transit demand.
- **Public Transit Infrastructure Improvements** - The construction of on-site transit shelters, amenities, stops, drop off locations or pull-out bays and patron parking (where appropriate) to serve the transit stops and stations.

- **Public Transit Incentives** - The provision of transit fare subsidies and other similar incentive programs designed to make public transit more accessible to the occupants of the proposed use. Promote and encourage project employers to take advantage of the employee discount programs, employer subsidy programs, and pre-tax set-asides for transit fares (as allowable under IRS rules) through the coordination and informational efforts of the South Florida Commuter Services.
- **Informational Kiosks:** The DRI can provide a centralized location within the development site for the posting of TDM Program Information, local bus and train schedules, South Florida Commuter Services, the name and phone number of the DRI Representative serving as the Employee Transportation Coordinator, information on flex time, compressed work weeks and telecommuting, and information on places to eat or shop within shuttle and/or walking distance of the project site.
- **Transportation Demand Management Coordinator:** The DRI can consider the appointment of a TDM Coordinator, or can work with the South Florida Commuter Services to coordinate the management services necessary to provide TDM programs supported by the DRI.