4-5-2007 Version # 2

MIAMI-DADE COUNTY

BOARD OF COUNTY COMMISSIONERS

ZONING HEARINGS

COUNTY COMMISSIONERS CHAMBERS OF THE STEPHEN P. CLARK CENTER - 2ND FLOOR

111 NW 1 Street, Miami

Thursday, May 10, 2007 at 9:30 a.m.

PREVIOUSLY DEFERRED

							DISTRICT
A.	05-10-CZ14-1	CORAL REEF DRIVE LAND DEVELOPMENT, LLC F/K/A: IRWIN POTASH, ET AL	Exhibit complete (DIC/APPEAL)	04-255	20/21-55-40	N	9

APPEALS

							DISTRICT
1.	06-11-CZ14-1	GENESIS PROPERTY DEVELOPMENT L.L.C.	Exhibit complete	05-249	31-56-39	N	8

Miami-Dade County Board of County Commissioners

May 10, 2007 Zoning Meeting

NO.	DATE	ITEM #	DESCRIPTION
1	5/10/2007	A-1	**CORAL REEF LAND DEVELOPMENT, LLC** **F/K/A: IRWIN POTASH ET AL (05-10-CZ14-1/04-255)** Binder booklet titled "CORAL REEF DRIVE LAND DEVELOPMENT, LLC" containing maps, tables, and submitted by Holland & Knight.
2	5/10/2007	A-2	Three computer generated colored photos of the proposed development.
3	5/10/2007	A-3	63 petition signatures submitted by residents in opposition of the proposed development.
4	5/10/2007	1-A	**GENESIS PROPERTY DEV. L.L.C (06-11-CZ14-1/05-249)** .Colored map of the area surrounding the subject property.
5	5/10/2007	1-B	Three pages of colored photos of the area surrounding the subject property.
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Submitted for the record this 11 day of MAY, 2007

ATTEST:

HARVEY RUVIN, Clerk
Clerk of Circuit and County Courts

By _____
Deputy Clerk

TRANSFERRED TO THE CARE, CUSTODY AND CONTROL OF THE DEPARTMENT OF PLANNING AND ZONING.

RECEIVED BY: _____ _____

(SIGN) **(DATE)** **(PRINT)**

Miami-Dade County Board of County Commissioners

May 10, 2007 Zoning Meeting

Prepared by: Nelson Diaz

EXHIBITS

NO.	DATE	ITEM #	DESCRIPTION
1	5/10/2007	A-1	Binder booklet titled "CORAL REEF DRIVE LAND DEVELOPMENT, LLC" containing maps, tables, and submitted by Holland & Knight.
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Submitted for the record this 11 day of MAY, 2007

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HARVEY RUVIN, Clerk
Clerk of Circuit and County Courts

By _____
Deputy Clerk

TRANSFERRED TO THE CARE, CUSTODY AND CONTROL OF THE DEPARTMENT OF PLANNING AND ZONING.

RECEIVED BY: _____ 5/11/07 Nubia Jarquin
(SIGN) **(DATE)** **(PRINT)**

Received by the Clerk
for the record.

MAY 10 2007

Item A
Exhibit A-2
Appl. A (04-255)

Received by the Clerk
for the record.

MAY 10 2007
Item A
Exhibit A-2
Appl. A (04-255)

Received by the Clerk
for the record.

MAY 10 2007

Item A-
Exhibit A-2
Appl. A (04-255)

63

Hearing Number: 04-255 Date: May 10, 2007
Board of County Commissioners Thursday 9:30AM
APPLICANT: CORAL REEF DRIVE LAND DEVELOPMENT, LLC
F/K/A: IRWIN FTOAST, ET AL

PETITION

We the residents of Richmond Heights and surrounding areas do hereby OBJECT to the current request, revised from the March 22, 07 advertised request, revised from the original request which was DENIED WITH PREJUDICE at Council 14. The current request to REZONE 5.82 acres from EU-M or Estate Modified Single Family Residential to OFFICE PARK DISTRICT injecting commercial zoning where there has been none for over 30 years or more on the East side of Richmond Heights would be incompatible, out of place in a residential home community with only institutional uses on the north side of SW 152St. such as a high school, middle school, library, hospital, kindergarten, fire station, emergency hospital entrance on a TERRIBLY GRIDLOCKED traffic arterial road of SW152St. This district boundary change request should be sent back to the Community Council 14 where it was never heard as it should be as it is a new plan, new acreage, new district zoning change request to OPD not PAD as before, new site plan.

25

	NAME	ADDRESS	ZIP	PHONE
1.	GEORGE WRIGHT	14746 MONROE ST		305-235 0104
2.	J. Difranco	14960 MONROE ST		305-235 0525
3.	Gloria Thomas	11263 165 Terr		305-255-7849
4.	adriana de arma	15912 SW 120 CT		305 233 2920
5.	J Williams	14100 Van Buren		N/A
6.	Miller Wong	22220 SW 107 Ave		305-234-8780
7.	[illegible]	[illegible]		305 988-6876
8.	Yoka Yanzik	15005 SW 113 CT		305-233-7309
9.	MELBA Gibson	14780 Monroe St		786. 315. 3913
10.	Juana Benitez	11416 SW 151 TER		305-252-9138
11.	Hattie Hannah	14500 Carver Dr		305-235-7305
12.	Annie Cambridge	14420 Fillmore St		305 238 5283
13.	CARMEN FERGUSON	10750 SW 173 ST		305 233-6584
14.	Molly Holman	14800 SW 103 Ave		305 253 4893
15.	Lana Smith-Reyes	11730 SW. 168 St		305-257-1803
16.	Jorge Zacarias	14852 Carver Drive		305 253-3607
17.	Kathy T-Lopez	14020 SW		(305) 232-8916
18.	MAC BELL	15111 POLK ST		(305) 235-6418
19.	[illegible]	151[illegible] ST		
20.	Emil Jackson	14461 Jackson St		305 255-3331
21.	Mercedes Fuentes	14941 Jackson St		305 254 6841
22.	Melissa Brown	11256 SW 189 Terr		786 312 3548
23.	C. Hill	14001 Madison		RH-786-442165
24.	Ca Bedgood	10621 S.W. 149th St		305-238-3072 RH
25.	CHIMAN HIRCHLAND	14994 SW 113 AVE		305-238-4613

Received by the Clerk
for the record.

MAY 10 2007

Item A-
Exhibit A-3
Appl. A

Hearing Number: 04-255 Date: May 10, 2007
Board of County Commissioners Thursday 9:30AM
APPLICANT: CORAL REEF DRIVE LAND DEVELOPMENT, LLC
F/K/A: IRWIN PTOASH, ET AL

PETITION

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	NAME	ADDRESS ZIP	PHONE
1	Janice Gibson	14729 SW 116th Ave 33176	786 319 2214
2	NED ROBERSON	11501 S.W. 142 ST.	305 251-1652
3	Mamie Howard	14521 Polk ST	305 235-8425
4	Gladys Brown	14600 Polk St.	305 235 3705
5	Emily Slater	14560 Polk St	305-238-2663
6	Eleanor Gerard	14531 Jefferson St	305 233-4885
7	Lilia Ospina	15041 SW 114 Terrace	305 232-488
8	Emma Villa	138 S.W. 138 Ave	305-971-9947
9	Isaac Yrizatz	15005 SW 113 St	305-233-7309
10	Mina Cairns	10441 SW 163 St	305 278 4822
11	MARY Goldman	14800 SW 103 Ave	305 235 6394
12	CARMEN FERDANDO	10750 SW 173 ST	305 233-4584
13	Betty Goodwin	11471 Lincoln Blvd	2521021
14	[illegible]	15713 Fairway	305-278-0089
15	Jean Hughes	14521 Boggs DR	14 305 255-0828
16	Lois Wright	10430 S.W 177 St	305/235-6934
17	Sinclair Jenkins	14421 Jackson St	
18	James H Ward	7390 SW 99 St	(305) 661-3274
19	Richard Gillespie	6081 S.W. 64 Terr	247-2258
20	Robert Gardner	14949 SW 113 Pl	786 487 5068
21	Annie Hill	14721 SW 104 Ct	(305) 2380570
22	Sherra Johnson	14820 SW 103 Ave	786 380-7167
23	Beatriz Vincent	14032 SW 179 ST. 33177	305-259-5408
24	Charlene Preston	10015 SW 179 St 3357	
25	Anny Obrien	13421 SW. 104 ct.	305-235-1118

Hearing Number: 04-255 Date: May 10, 2007
Board of County Commissioners Thursday 9:30AM
APPLICANT: CORAL REEF DRIVE LAND DEVELOPMENT, LLC
F/K/A: IRWIN PTOASH, ET AL

PETITION

11

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		NAME	ADDRESS	ZIP	PHONE
1		Ken Weare	10765 SW 147St	33176	None
2		[illegible]	19801 SW 113		305 728 9261
3		Kathleen Strunger	11530 SW 136 St		305 235 2875
4		Anthony Neill	14801 Jackson		305 238 3193
5		Mary Martine	11510 SW 192 St		305 851
6		Desiree Carrasquillo	19132 SW 99th Ave		786 470 0225
7	3/2	RENFORD BERNARD	148.45 ROBINSON ST		305-252-0908
8		Barbara Page	15563 SW 107 Place		786 273 1932
9		Julia Wesh	14491 Lincoln Blvd		305-2668892
10		Margaret Dall	10770 S.W. 147 St 33176		305-238-1865
11		MARIE [illegible]	11368 SW 151 St		305 971 07-03
12		Vaughn Marshall	13900 Harrison St		305 232-3458
13		Susan Blake	11363 SW 165 Terr		
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Received by the Clerk
for the record.
MAY 10 2007
Item A
Exhibit A-3
Appl. A (04-255)

Miami-Dade County Board of County Commissioners

May 10, 2007 Zoning Meeting

NO.	DATE	ITEM #	DESCRIPTION
1	5/10/2007	A-1	**CORAL REEF LAND DEVELOPMENT, LLC F/K/A: IRWIN POTASH ET AL (05-10-CZ14-1/04-255)** Binder booklet titled "CORAL REEF DRIVE LAND DEVELOPMENT, LLC" containing maps, tables, and submitted by Holland & Knight.
2	5/10/2007	A-2	Three computer generated colored photos of the proposed development.
3	5/10/2007	A-3	63 petition signatures submitted by residents in opposition of the proposed development.
4	5/10/2007	1-A	**GENESIS PROPERTY DEV. L.L.C (06-11-CZ14-1/05-249)** .Colored map of the area surrounding the subject property.
5	5/10/2007	1-B	Three pages of colored photos of the area surrounding the subject property.
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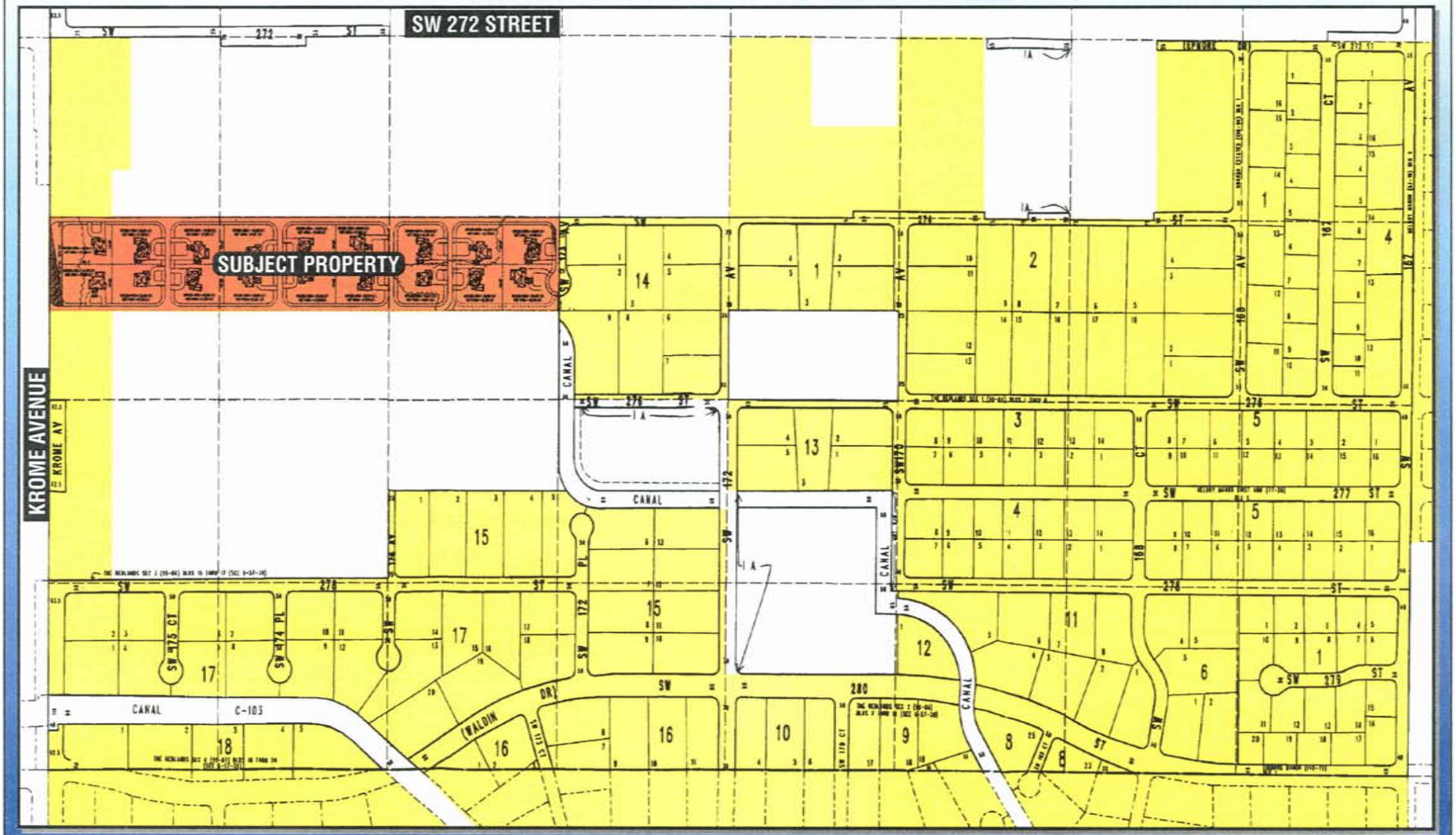
GENESIS PROPERTY DEVELOPMENT
PH No. 05-249



LEGEND

- SUBJECT PROPERTY
- PARCELS ZONED OR APPROVED FOR ESTATE RESIDENTIAL DEVELOPMENT

AREA SURROUNDING SUBJECT PROPERTY IN SECTION 31, TOWNSHIP 56, RANGE 39 INCLUDES 213 LOTS PLATTED FOR ESTATE RESIDENTIAL DEVELOPMENT

OF 213 PLATTED ESTATE LOTS, 90 LOTS ARE ZONED EU-M

Received by the Clerk
for the record.

MAY 10 2007

Item
Exhibit 1-A
Appl. (05-249)

Genesis Property Development
Board of County Commissioners

May 10, 2007

Photos of Development in Surrounding Area

Received by the Clerk
for the record.

MAY 10 2007

Item 1
Exhibit I-B
Appl. 1 (05-249)

View of Gas Station and Café at NE Corner of Krome and S.W. 272 Street

View of Estate Homes Along S.W. 274 Street

View of Home Under Construction Along S.W. 172 Avenue

View of Homes Along S.W. 276 Street

View of Home Along S.W. 172 Place

BEFORE THE MIAMI-DADE COUNTY BOARD OF COUNTY COMMISSIONERS

CORAL REEF DRIVE LAND DEVELOPMENT, LLC

Public Hearing No. 2004-255
May 10, 2007

Received by the Clerk
for the record.

MAY 10 2007
Item A
Exhibit A-1
Appl. A (04-255)

Holland+Knight

701 Brickell Avenue
Suite 3000
Miami, Florida 33131
(305) 374-8500 Phone
(305) 789-7799 Fax

RESOLUTION NO. CZAB14-38-05

WHEREAS, **IRWIN POTASH, ET AL.** applied for the following:

(1) AU, EU-1 & EU-M to PAD

(2) Applicant is requesting to permit 1-way drives 12' in width (14' required).

Upon a demonstration that the applicable standards have been satisfied, approval of request #2 may be considered under §33-311(A)(4)(b) (Non-Use Variance) or (c) (Alternative Non-Use Variance).

Plans are on file and may be examined in the Zoning Department entitled "Palms of Coral Reef," as prepared by Sotolongo Architects, consisting of 20 sheets, dated, signed and sealed 7/15/05 and landscape plans as prepared by Witkin Design Group, consisting of 8 sheets, dated, signed and sealed 7/14/05. Plans may be modified at public hearing.

SUBJECT PROPERTY: The east ½ of the SW ¼ of the SW ¼ of the SW ¼ of Section 21, Township 55 South, Range 40 East, less the south 35' and less that portion lying east and Northeast of the south Right-of-Way Line of Canal C-100. AND: The west ½ of the SW ¼ of the SW ¼ of the SW ¼ of Section 21, Township 55 South, Range 40 East, less the south 35', less the west 35', and less that portion for Right-of-Way of Canal C-100. AND: The NE ¼, of the SE ¼ of the SE ¼ lying south of Canal C-100 Right-of-Way Section 20, Township 55 South, Range 40 East. AND: The north 129', of the east ½ of the SE ¼ of the SE ¼ of the SE ¼ of Section 20, Township 55 South, Range 40 East subject to dedication of the east 40' thereof, Official Records Book 16849, Page 4211. AND: The north 214' of Tract "A" of JACADAMA TRACT, Plat book 119, Page 81 AND: In addition that portion of the SW ¼ of the NW ¼ of the SW ¼ of the SW ¼ of Section 21, Township 55 South, Range 40 East; lying south and west of Canal C-100; less the west 35' thereof.

LOCATION: The north side of S.W. 152 Street & lying east and west of theoretical S.W. 97 Avenue, Miami-Dade County, Florida, and

WHEREAS, a public hearing of the Miami-Dade County Community Zoning Appeals Board 14 was advertised and held, as required by law, and all interested parties concerned in the matter were given an opportunity to be heard, and

WHEREAS, upon due and proper consideration having been given to the matter, it is the opinion of this Board that the requested district boundary change to PAD (Item #1), would not be compatible with the neighborhood and area concerned and would be in conflict with the principle and intent of the plan for the development of Miami-Dade County, Florida, and should be denied, and the request to permit 1-way drives 12' in width

(Item #2) would not be in harmony with the general purpose and intent of the regulations and would not conform with the requirements and intent of the Zoning Procedure Ordinance, and

WHEREAS, a motion to deny Items #1 & 2 with prejudice was offered by Curtis Lawrence, seconded by Samuel L. Ballinger, and upon a poll of the members present the vote was as follows:

Samuel Ballinger	aye	Rose L. Evans-Coleman	absent
Wilbur B. Bell	aye	Don Jones	absent
Dawn Lee Blakeslee	aye	Curtis Lawrence	aye

Dr. Pat Wade aye

NOW THEREFORE BE IT RESOLVED by the Miami-Dade County Community Zoning Appeals Board 14, that the requested district boundary change to PAD (Item #1), be and the same is denied with prejudice.

BE IT FURTHER RESOLVED that the request to permit 1-way drives 12' in width (Item #2) be and the same is hereby denied with prejudice.

The Director is hereby authorized to make the necessary notations upon the records of the Miami-Dade County Department of Planning and Zoning.

PASSED AND ADOPTED this 17th day of October, 2005.

Hearing No. 05-10-CZ14-1
ls

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

I, Luis Salvat, as Deputy Clerk for the Miami-Dade County Department of Planning and Zoning as designated by the Director of the Miami-Dade County Department of Planning and Zoning and Ex-Officio Secretary of the Miami-Dade County Community Zoning Appeals Board 14, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. CZAB14-38-05 adopted by said Community Zoning Appeals Board at its meeting held on the 17th day of October 2005.

IN WITNESS WHEREOF, I have hereunto set my hand on this the 1st day of November, 2005.

Luis Salvat, Deputy Clerk (2678)
Miami-Dade County Department of Planning and Zoning

SEAL

MIAMI-DADE COUNTY

Department of Planning and Zoning
Stephen P. Clark Center
111 NW 1st Street • Suite 1210
Miami, Florida 33128-1902
T 305-375-2800

miamidade.gov

ADA Coordination
Agenda Coordination
Animal Services
Art in Public Places
Audit and Management Services
Aviation
Building
Building Code Compliance
Business Development
Capital Improvements Construction Coordination
Citizens' Independent Transportation Trust
Commission on Ethics and Public Trust
Communications
Community Action Agency
Community & Economic Development
Community Relations
Consumer Services
Corrections & Rehabilitation
Cultural Affairs
Elections
Emergency Management
Employee Relations
Empowerment Trust
Enterprise Technology Services
Environmental Resources Management
Fair Employment Practices
Finance
Fire Rescue
General Services Administration
Historic Preservation
Homeless Trust
Housing Agency
Housing Finance Authority
Human Services
Independent Review Panel
International Trade Consortium
Juvenile Assessment Center
Medical Examiner
Metro-Miami Action Plan
Metropolitan Planning Organization
Park and Recreation
Planning and Zoning
Police
Procurement Management
Property Appraiser
Public Library System
Public Works
Safe Neighborhood Parks
Seaport
Solid Waste Management
Strategic Business Management
Team Metro
Transit
Task Force on Urban Economic Revitalization
Vizcaya Museum And Gardens
Water & Sewer

November 1, 2005

Irwin Potash, et al.
c/o Jeffrey M. Flanagan, Esq.
Carlos Williard & Flanagan
999 Ponce de Leon Boulevard, Suite 1000
Coral Gables, FL 33134

Re: Hearing No. 05-10-CZ14-1 (04-255)
Location: North side of S.W. 152 Street, lying east & west of theoretical S.W. 97 Avenue, Miami-Dade County, Fl.

Dear Mr. Flanagan:

Enclosed herewith is Resolution No. CZAB14-38-05, adopted by Miami-Dade County's Community Zoning Appeals Board 14, which denied, with prejudice, your client's application for a district boundary change and related variance on the above-noted location.

Please note that any aggrieved party may appeal the Board's decision to the Board of County Commissioners, within 14 days from the date of posting on the 11th floor of the Stephen P. Clark Building, 111 N.W. 1st Street, Miami, FL 33128. The date of posting is October 28, 2005.

Sincerely,

L. Salvat

Lou Salvat
Deputy Clerk

Enclosure

Delivering Excellence Every Day

Homeowners granted delay of road-expansion projects

■ After hearing about proper chemical waste disposal and a Jackson South Hospital expansion, Kendall Federation of Homeowner Associations members voted to support delay of a road expansion. County officials two days later agreed to delay the expansion.

BY LAURA MORALES
lmorales@MiamiHerald.com

At Monday's meeting of the Kendall Federation of Homeowner Associations, board members unanimously passed two resolutions in support of public input before road-widening projects.

Two days later, the county agreed to honor the residents' wishes.

The federation proposed the county always require its public works department to meet with residents living close to roadways being considered for expansion.

Then, they resolved to support a petition circulated by residents around Southwest 104th Street. Neighbors wanted public works to delay for 90 days a two-lane expansion of the four-lane street between Southwest 137th and 147th Avenues and to hold a public hearing by mid-April.

Federation president Miles Moss said Friday that he and Jane Walker, one of the Killian Parkway neighbors who circulated the petition, met with the county, which agreed to halt the expansion, on Wednesday.

"They also said they want to schedule a public hearing very soon, within the next couple of weeks," Moss added. A definite time and place have not yet been decided on.

The main part of Monday's meeting was given over to two guest speakers.

German Hernandez, environmental affairs manager for the county's solid waste management department, opened the meeting by warning those in attendance about the dangers of tossing chemicals such as antifreeze, fertilizers, furniture polish and paint thinner down the drain or on the ground.

"The harm these products cause is they seep down into the groundwater," Hernandez said.

"You don't want that stuff in the Biscayne Aquifer."

He also asked residents not to dump old electronic items, such as TVs, computers and their monitors in empty lots or dumpsters. "Those things have metals that leach into the ground. We don't want CRTs in our landfills."

Hernandez said those items can be taken to the county's trash and recycling centers, where some old home electronics will be reclaimed for use in electronics-repair training programs.

Stuart Podolnick, Jackson South Hospital's chief administrative officer, followed up with a brief talk about plans for a $102 million expansion at 9333 SW 152nd St.

The hospital, which currently has 199 beds, 169 of them in service, plans to add 100 beds.

"We're in the zoning and planning and permitting stage right now," Podolnick told residents.

"Construction should be starting in early fall and take about three and a half years to complete."

He added that hospital officials have held several meetings with residents of areas close to Jackson South.

Barbara Ronda, the hospital's business development director, said these areas include Fairway Heights, Richmond Heights and Rockdale, as well as a group of the Kendall homeowners' federation.

The next Kendall Federation of Homeowner Associations meeting will be held at 7 p.m. April 9 in the meeting pavilion of the Kendall Village Center, 8625 SW 124th Ave. Miami-Dade State Attorney Katherine Fernández Rundle is scheduled to appear.

Formerly empty Kendall offices filled to capacity, brokers say

By Charlotte Libov

Thanks to an exodus of businesspeople from downtown Miami seeking to avoid traffic congestion, the office market in Kendall is "tight as a drum" with little foreseeable relief, according to Jeremy Larkin, president of NAI Miami Commercial Real Estate Services, Worldwide.

"There is very little vacancy, and when a vacancy pops up, it is leased very, very quickly at rates significantly higher than before," said Mr. Larkin, whose company owns Dadeland Profesional Building, 9655 S. Dixie Highway, and leases out the Citibank building at 7300 N. Kendall Dr. and "a small portfolio of buildings scattered in Kendall, West Kendall and South Miami."

Mr. Larkin, who has worked in Kendall since the early 1980s, said he remembers when the area was considered "the boonies," before businesses began growing and Miami-Dade County in 1999 allowed high-density mixed-use zoning to foster mass transit, leading to a population boom.

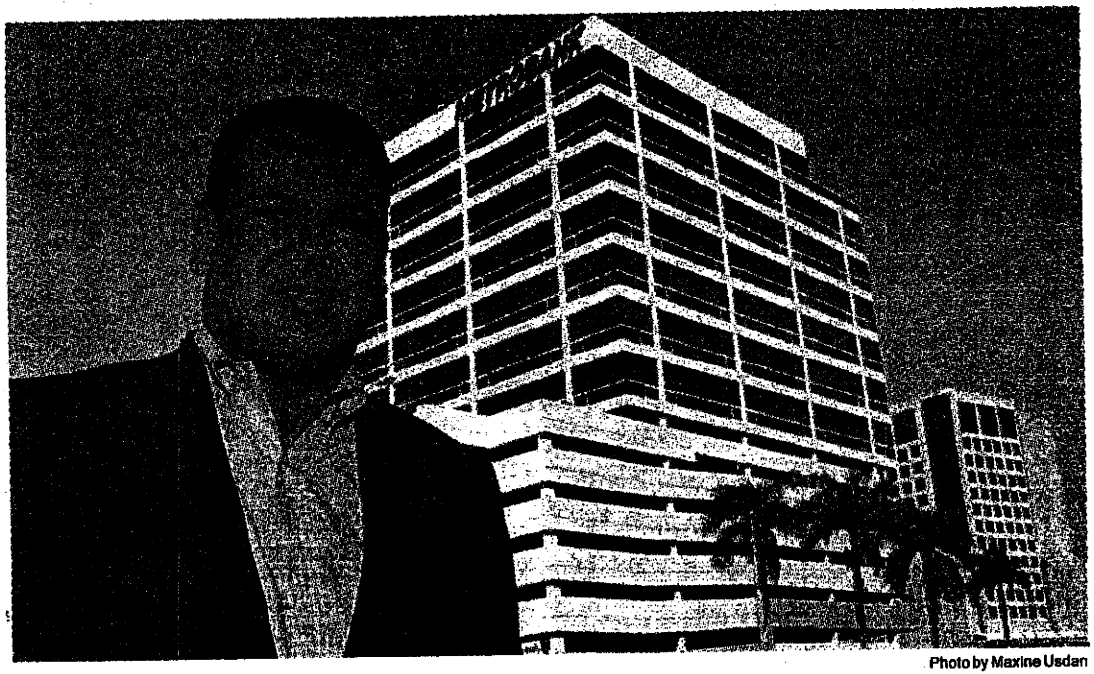


Photo by Maxine Usdan

Eric Groffman of Jones Lang LaSalle says condo conversions have helped tighten Kendall market.

"The demand continues, the supply doesn't increase with it, and then prices go up. That's what's happened in Kendall," Mr. Larkin said.

"Kendall over the past 12 months has gotten real tight in terms of available space," said Eric Groffman, vice president at Jones Lang LaSalle.

His company handles leasing for the 110,000-square-foot Metro Bank building at 9350 S. Dixie Highway, which is about 95% occupied and leases in the low $30s per square foot, he said, compared to the high $20s last year.

Several Coconut Grove Class A office buildings have been converted to condos, Mr. Groffman said, leading to a migration to Kendall.

Dadeland Towers, three Class B office buildings, are "very well-leased," said Sim Wilson, first vice president for CB Richard Ellis. "The Kendall submarket's vacancy rate is 3%, which is incredibly low." He said leases in the buildings are about $27 per square foot, up from $18.50 about 2½ years ago. "There's been an enormous jump in rates driven by overall occupancy," he said.

He pointed to traffic congestion as the key reason. "As traffic becomes very difficult, companies are choosing to locate where their employee base is," he said. Furthermore, about one-third of his tenants are seeking to expand, he said. "It shows growth, but we need to find them space."

The need for expansion is a driving force behind the Green Companies' decision to build Dadeland Centre II, a Class A office building in Kendall, said George R. Brown Jr., company president. Five years ago, his company built Dadeland Centre I, a 127,000-square-foot building that is full, he said. Dadeland Centre II, a 15-floor, 112,000-square-foot building, "is being topped out now, so it will be finished in October," he said.

"If you live and work here, you don't have to spend an hour in traffic every day, and you can add it to your business and home life," he said. "It's a quality-of-life issue and a wonderful business opportunity."

Real Estate/Financial Review

Miami-Dade's average office rents set record high

by **Deborah C. España**
despana@alm.com

Miami-Dade County office rents have increased to a record average $27.40 per square foot, rising more than 7 percent in a year on strong demand, rising costs and limited new construction, according to a CB Richard Ellis report.

Prized submarkets like Miami's Brickell financial district can command up to $40 to $47 per square foot, and experts don't see any letup in the next year.

"They can quite possibly and probably push into the $50s," said Sim Wilson, first vice president specializing in office properties for CBRE. "No new construction will be delivered in the next 30 months, and rates will continue to increase."

Tenants can expect to pay $4 to $7 per square foot in property taxes and 55 cents to $6 per square foot for property insurance, key sources of recent rent increases, depending on landlords and building location.

Tenants seeking space in Class A buildings can expect to pay $15 to $20 per square foot in operating costs, about $2 per square foot more than Class B tenants, according to Randy Olen, a CBRE senior vice president who specializes in office leasing.

The lack of new construction has helped drive down vacancy rates, but about 1.58 million square feet of office space is now under construction in downtown Miami and the Brickell area.

Downtown has not added a major new office tower in 20 years, limiting tenants' choices. Development of prime property into condos also has left developers with few alternatives.

Cities like Dallas and Atlanta have seen relatively stable lease rates by adding new buildings over time. Miami's new offices are set for delivery in 2008 and 2009.

Met Miami II, one of the largest construction projects in downtown Miami with 700,000 square feet, is set to deliver office space in 2008.

Brickell Financial and 1450 Brickell are other Class A buildings under construction. The last major downtown additions were Bank of America Tower and Wachovia Financial Center in the 1980s.

Even with that space in the pipeline, Wilson expects lease rates to peak after they fill.

"The demand for space will ultimately deliver a lot of tenants, and tenants will grow causing rates to reach ultimate historic highs" from 2009 to 2011, he said.

Miami's status as a gateway to Latin America has fed investment in international business while increasing the demand for commercial space.

Miami-Dade vacancy rates in the first quarter fell to 6.9 percent from 10.48 percent a year before.

Class A rents are up 10 percent in three years, said William Holly of Holly Real Estate.

CB Richard Ellis executive Sim Wilson expects Miami-Dade office rent rates will reach historic highs in the next few years.

"The landlords are happy because there is high occupancy and high rates" he said. "Any time new product is delivered it has a moderating effect on rental rates, but we have quite a while before that will happen."

Tenants are left with little choice. Some have opted for less space or moving to another building or city to push down their operating costs.

Some businesses are less likely to look into other options. Office condos as an alternative have not been an appealing choice because there is no room for expansion.

"But overall consumers understand what's going on," said Susan Thomas, a CBRE vice president who specializes in tenant representation for office properties. "I don't see rates coming down, it all has to do with the overall economy. Miami's economy continues to be very good but we're running out of land."

Space will stay tight until new offices are delivered, but experts can only predict whether there will be sufficient space or surplus.

"In the initial year or so, there is a possibility the market will soften as the balance of spaces get filled. But I don't think it will substantially affect rates," Wilson said. ■

Deborah España can be reached at (305) 347-6684.

BUSINESS EVENTS

April 18
Broward Association of Insurance and Financial Advisors: Seminar on fiduciary liability in retirement plans, 9:30 a.m., Sheraton Suites, 555 NW 62nd St., Fort Lauderdale. Cost: Free

See Business Events, Page A10

PEOPLE ON THE MOVE

Honors

Miami Dade College recently inducted 27 former students into its Hall of Fame. The 2007 inductees are:

Luis Ajamil, CEO and president, Bermello Ajamil & Partners

Ana Alleguez, president and architect, Alleguez & Associates Inc.

Carlos Alvarez, Miami-Dade County mayor

Alison D. Austin, CEO, Belafonte Tacolcy Center

Carlos Betancourt, artist

Gwendolyn V. Boyd, chief of the North Miami Police Department

Richard Cook, chief of Coral Gables Fire Rescue

Margarita Delgado, president, MRD Consulting

Eddie Dominguez, executive editor, Daily Business Review

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MarketView
Miami Office

THIRD QUARTER 2006

"The Miami office market is strengthening and will soon reach rental rates never before seen in our city. As insurance premiums and operating expenses increase, we are beginning to see tenants move to quality buildings owned by institutions."
Scott Sime
CBRE Managing Director
Miami, FL

QUICK STATS

	Current	Change from last Yr.	Qtr.
Vacancy	8.1%	↓	↓
Asking Rent	$25.90	↑	↑
Absorption*	396,870	↓	↓
Construction	400,000	↓	↑

* The arrows are trend indicators over the specified time period and do not represent a positive or negative value. (e.g., absorption could be negative, but still represent a positive trend over a specified period.)

HOT TOPICS

- There is +/-4 million square feet (about 10% of the total office inventory) turning or planning on turning condo.
- With net absorption outpacing new supply, vacancy continues to decrease. Conditions favor the landlord and tenants are increasingly competing for the same space alternatives.
- As operating expenses continue to increase, many owners are considering changes to the way they quote rent. Most Class A buildings at Waterford in the Airport West submarket are considering switching to NNN rents. Other owners are considering quoting rent net of insurance.

Miami is continuing to experience tightening market conditions. Since the first quarter of 2004 vacancies have decreased from 15.5% to 8.1%. This has been escalated by buildings turning office condo, which has taken 266,347 SF of vacant space off the market since the beginning of this year. With limited opportunities for perspective tenants, rental rates have been climbing consistently with the average rate inching towards the $26.00-psf (fsg) mark.

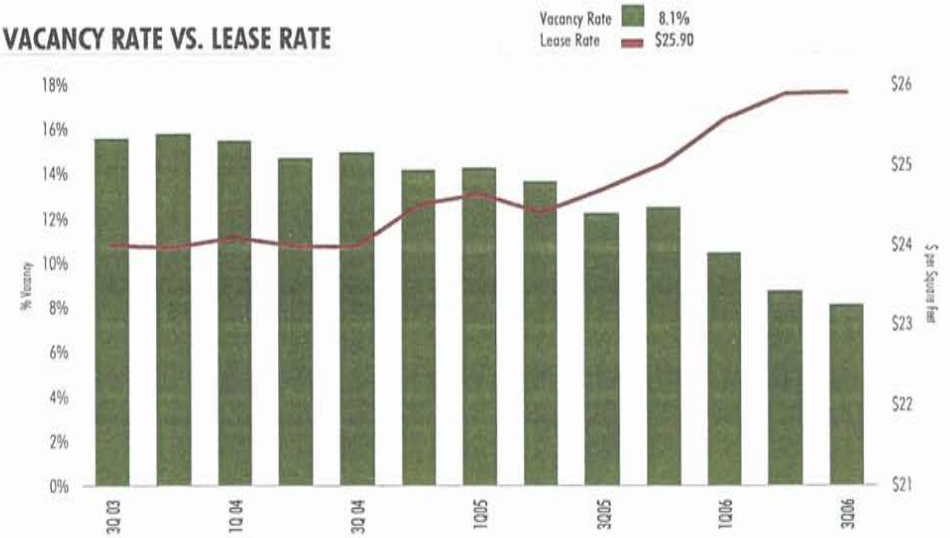
A significant amount of class A buildings in the CBD and Suburban submarkets have increased average asking rents by as much as $2.00 to $3.00-psf from first quarter 2006.

Operating expenses continue to increase. Currently, they are running close to $15.00-psf, whereas two-years ago expenses were $12.00-psf. These operating expenses are being passed on to the tenants. Institutional owners are in better positions to attract tenants as they are more likely to offer lower operation costs than smaller owners. Many CAM reconciliation charges will be pushed onto tenants in the first quarter 2007. This will be due to the property tax and insurance increases being passed onto the end user.

Currently, there is over 4 million square feet of office condo buildings under construction. During the third quarter, several buildings that were slated to be office condo were taken off the market and are now listed for lease. The former Burger King building, 300,000 SF; and a portion of the 430,000 SF 2222 Biscayne Blvd, were ear marked for condo usage but are now being marketed for lease.

With record rent increases and limited supply in the market over the past five years, we are beginning to witness an increase in planned and under construction projects in Miami. There is 400,000 SF currently under construction and 3.3 million SF planned. Some of these planned projects are emphasizing the mixed use principle. These include Met 2, 700,000 SF of class A space in the Downtown submarket; 1450 Brickell Ave, 570,853 SF of class A space in the Brickell submarket; and Downtown Doral, 400,000 SF of class A space in the Airport West submarket.

VACANCY RATE VS. LEASE RATE



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Market	Rentable Area	Vacancy Rate %	YTD Net Absorption SF	Under Construction SF	Average Direct Weighted Asking Lease Rate SF FS/YR	Availability Rate %
Airport West	9,471,198	9.8%	419,648	130,000	$22.77	13.6%
Aventura	977,833	3.2%	19,517	0	$29.82	4.1%
Biscayne Blvd.	853,975	15.1%	(5,293)	0	$23.97	16.4%
Brickell	5,698,351	8.9%	224,586	230,000	$30.24	11.0%
Coconut Grove	1,041,202	3.0%	62,740	0	$31.44	15.7%
Coral Gables	5,464,297	5.9%	133,501	0	$31.04	7.3%
Downtown	6,790,990	10.7%	52,952	0	$26.70	11.9%
Kendall*	2,761,245	2.7%	(9,275)	0	$25.53	5.3%
Miami Beach	1,779,179	2.3%	105,973	0	$28.71	3.8%
Miami Lakes	1,223,916	7.6%	13,314	40,000	$22.94	9.0%
North Miami	1,086,797	6.3%	27,536	0	$20.68	8.7%
Residual	1,294,575	4.7%	(13,717)	0	$19.50	11.0%
South Dade	584,576	22.4%	1,900	0	$20.69	28.3%
TOTAL	*38,983,134*	*8.1%*	*1,071,774*	*400,000*	*$25.90*	*10.7%*

Note: CBRE Tracks Multi-Tenant Non-Owner User Class A, B, and C Buildings, 30,000-sf & greater. Excludes Office Condo, Medical and Gov't Bldgs * Change in inventory.

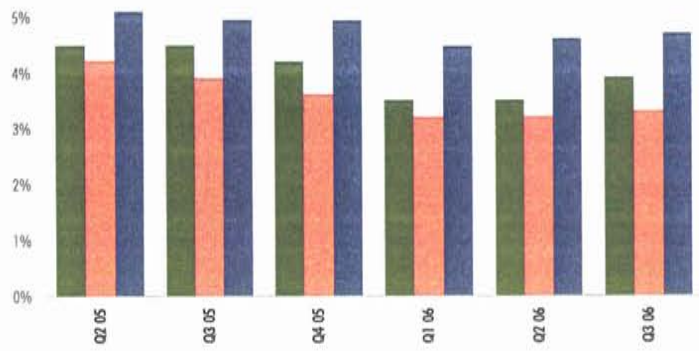
TOP MIAMI LEASE TRANSACTIONS

Size (Sq. Ft.)	Tenant	Address
60,000	Morgan Stanley	701 Brickell Ave
32,852	Bounty Group	8550 NW 17 Street
26,000	FirstBank Florida	701 Waterford

TOP MIAMI SALES TRANSACTIONS

Size (Sq. Ft.)	Buyer	Address	Price
494,746	MetLife	6303, 6505, and 6100 Blue Lagoon	$97.5 Million
235,000	1200 Brickell LLC	1200 Brickell Ave – Colonial Bank Center	$62.4 Million
220,000	RREEF America REIT	255 Alhambra Circle	$60.0 Million

UNEMPLOYMENT RATE



The national unemployment rate rose 0.10 percentage points during third quarter from second quarter's rate of 4.6 percent. According to the Bureau of Labor Statistics, Florida's unemployment experienced the same result as the rate slightly increased 0.10 percentage points from the 3.2 rate. The Tri-County unemployment rate remained healthy with all rates reporting under four percent. Broward County's unemployment rate slightly increased with a 0.40 percentage point change from the previous quarter's rate of 2.8 percent. Palm Beach County reported a rise of 0.90 percentage points from the 3.0 percent rate while Miami-Dade showed a 0.10 percentage point increase from the 3.8 percent recorded this past June.

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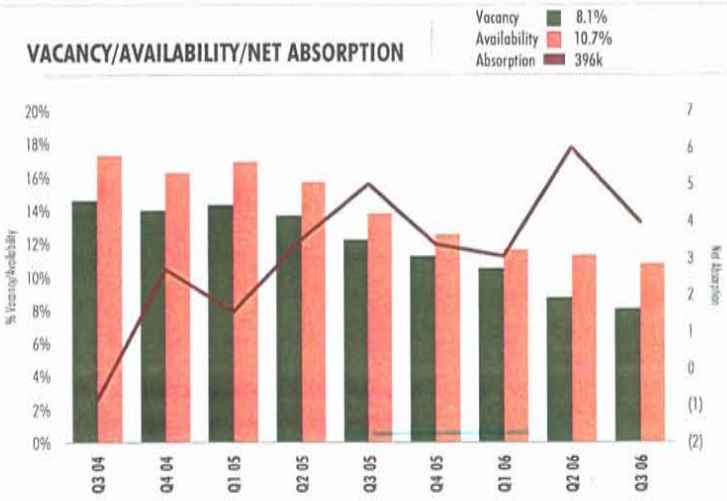
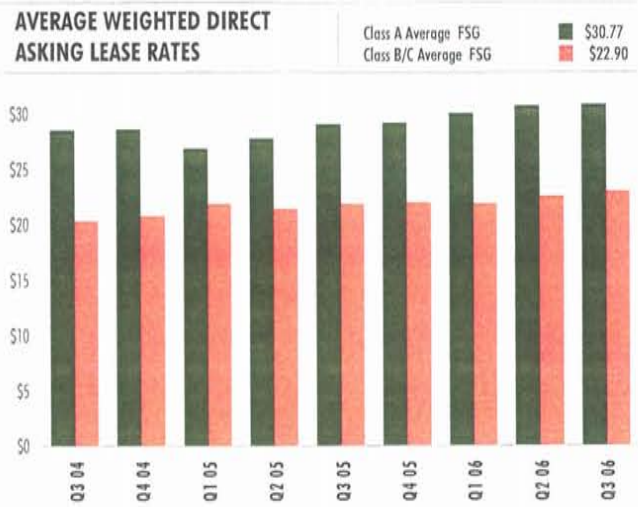
VACANCY/AVAILABILITY/NET ABSORPTION



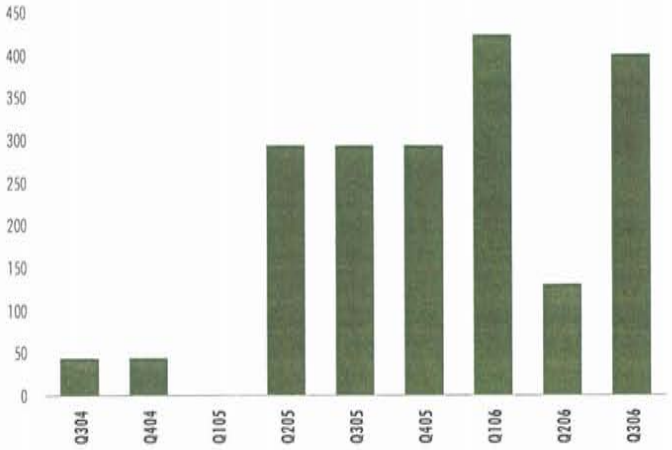
For the sixth consecutive quarter Miami's vacancy rate has decreased in the CBD and the Suburban submarkets. Currently, the CBD vacancy rate stands at 9.9% and the Suburban submarkets has a vacancy of 7.2%. YTD Coconut Grove vacancies have decreased from 15.8%. This decrease is due to some buildings being taken off the market because they are turning condo. South Dade has the highest vacancy at 22.4%, which is made up mostly of Class C space.

AVERAGE WEIGHTED DIRECT ASKING LEASE RATES



Overall asking rental rates continue to increase. Over the last twelve months they have increased 4%. With strong market dynamics and potential operating expense increases, average rents are expected to increase anywhere from 10% to 20% in 2007. Since 3Q05, there has been a 5.9% increase in Class A, while the average Class B & C asking rates have increased by 4.9% in the same amount of time.

CONSTRUCTION ACTIVITY



There are only three office buildings under construction totaling 400,000 sf of space [Latitude One, 230,000; Doral Costa Office Park, 130,000 SF; Parkside Corp Center 4, 40,000 SF]. However, there are 3.3 million SF of product planned within the market. Notable planned projects include: Crossroads at Dolphin Commerce Center, 541,733 SF; Park Square at Doral, 266,000 SF; 2222 Biscayne Blvd, 430,000 SF; and 1450 Brickell Ave, 570,000 SF. With limited vacancies, positive absorption, increasing rental rates, and a slow down in the multifamily constructions, developers are increasingly planning office developments. We anticipate office construction to increase in the next three years.

MARKET OUTLOOK

- The short-term forecast calls for continued positive growth through the end of 2007. Expect to see rental rates reach the $27.00 mark and for vacancy rates to rise.
- Currently, private and institutional investors are in the market, as well as tenant-in-common funds. No matter what side of a real estate deal you're on whether a developer, investor, landlord or tenant, this is the right place and the right time to do business. In 2006, rents continue to climb and vacancy rates remain stable. There's clear incentive for companies to act now.
- Rents are climbing throughout South Florida, which bodes well for builders planning new offices. Location is still key to a successful project.

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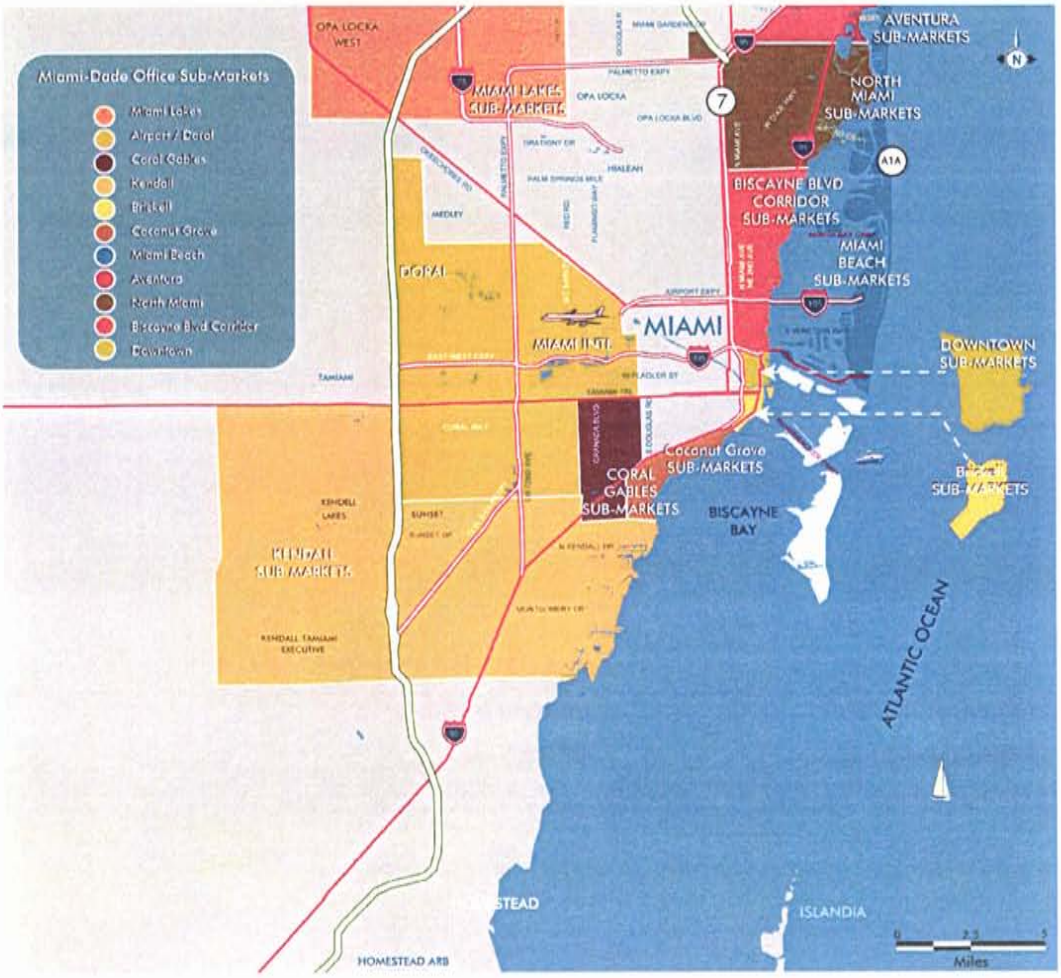
MIAMI SUBMARKET MAP



LOCAL OFFICES

BRICKELL
777 Brickell Ave
Suite 900
Miami, FL 33143
305.374.1000

WEST DADE
8350 NW 52nd Ter
Suite 101
Miami, FL 33166
305.599.8811

FT. LAUDERDALE
One E Broward Blvd
Suite 915
Ft. Lauderdale, FL 33301
954.462.5655

BOCA RATON
5355 Town Center Rd
Suite 701
Boca Raton, FL 33486
561.394.2100

AVERAGE ASKING LEASE RATE
Rate determined by multiplying the asking net lease rate for each building by its available space, summing the products, then dividing by the sum of the available space with net leases for all buildings in the summary.

NET LEASES
Includes all lease types whereby the tenant pays an agreed rent plus most, or all, of the operating expenses and taxes for the property, including utilities, insurance and/or maintenance expenses.

MARKET COVERAGE
Includes all competitive office buildings 30,000 square feet and greater in size.

NET ABSORPTION
The change in occupied square feet from one period to the next.

NET RENTABLE AREA
The gross building square footage minus the elevator core, flues, pipe shafts, vertical ducts, balconies, and stairwell areas.

OCCUPIED SQUARE FEET
Building area not considered vacant.

UNDER CONSTRUCTION
Buildings which have begun construction as evidenced by site excavation or foundation work.

AVAILABLE SQUARE FEET
Available Building Area which is either physically vacant or occupied.

AVAILABILITY RATE
Available Square Feet divided by the Net Rentable Area.

VACANT SQUARE FEET
Existing Building Area which is physically vacant or immediately available.

VACANCY RATE
Vacant Building Feet divided by the Net Rentable Area.

NORMALIZATION
Due to a reclassification of the market, the base, number and square footage of buildings of previous quarters have been adjusted to match the current base. Availability and Vacancy figures for those buildings have been adjusted in previous quarters.

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Second Baptist Church

"The Church In the Heart of the Community, with the Community at Heart!"

Rev. Dr. Alphonso Jackson, Sr.
Senior Pastor/Teacher

Worship Services
Sunday - 7:30 am & 10:45 am
Sunday School
Sunday - 9:30 am
Bible Study
Tuesday - 7:00 pm
"Hour of Power"
Prayer Meeting
Wednesday - 7:00 pm

March 26, 2007

Board of County Commissioners
c/o Miami-Dade County Department of Planning & Zoning
111 NW 1st Street, 11th Floor
Miami, Florida 33128

RE: Coral Reef Drive Land Development, LLC – Application No. 04-255

Dear Members of the Board:

On behalf of the Second Baptist Church of Richmond Heights Congregation and the people of Richmond Heights, we wish to express to you our strong support for the Application filed by our neighbor, Coral Reef Drive Land Development, LLC. We understand the zoning requests will permit the development of a much needed medical plaza on the property located at SW 152nd Street and SW 97th Avenue and firmly believe in the excellence of this project.

The members of our congregation feel that the proposed development plan will be of great benefit to our community in every way. We believe that the approval of the medical plaza will improve our quality of life by providing us with state of the art medical offices and services and will entirely complement the much anticipated expansion of the Jackson South facilities.

We hope that you will hear our words and approve this Application. We appreciate your efforts to protect and serve our community.

Sincerely,

Pastor Alphonso Jackson, Sr.
Second Baptist Church of Richmond Heights

#4424373_v2

11111 Pinkston Drive ◇ Miami, Florida 33176
Phone: 305-232-0499 ◇ **Fax:** 305-254-7804
Website: www.secondbaptistchurchmiami.com
E-mail: secondbaptistchurch@excite.com

Richmond Heights Community Development Corporation

P.O. Box 163434
Miami, FL 33116

March 30, 2007

Board of County Commissioners
c/o Miami-Dade County Department of Planning and Zoning
111 NW 1st Street, 11th Floor
Miami, Florida 33128

Re: Coral Reef Drive Land Development, LLC – Application No. 04-255

Dear Members of the Board:

Please accept this letter on behalf of the Richmond Heights Community Development Corporation (the "RHCDC"). We are a non-profit corporation representing the interests of the people of Richmond Heights and the development of our community. Based upon certain assurances which the applicant has provided to the RHCDC concerning the project, we are writing to voice our support for the Coral Reef Drive Development, LLC, application to re-zone the property to Office Park District to permit the developmental of the medical plaza on the property located at SW 152nd Street and SW 97th Avenue.

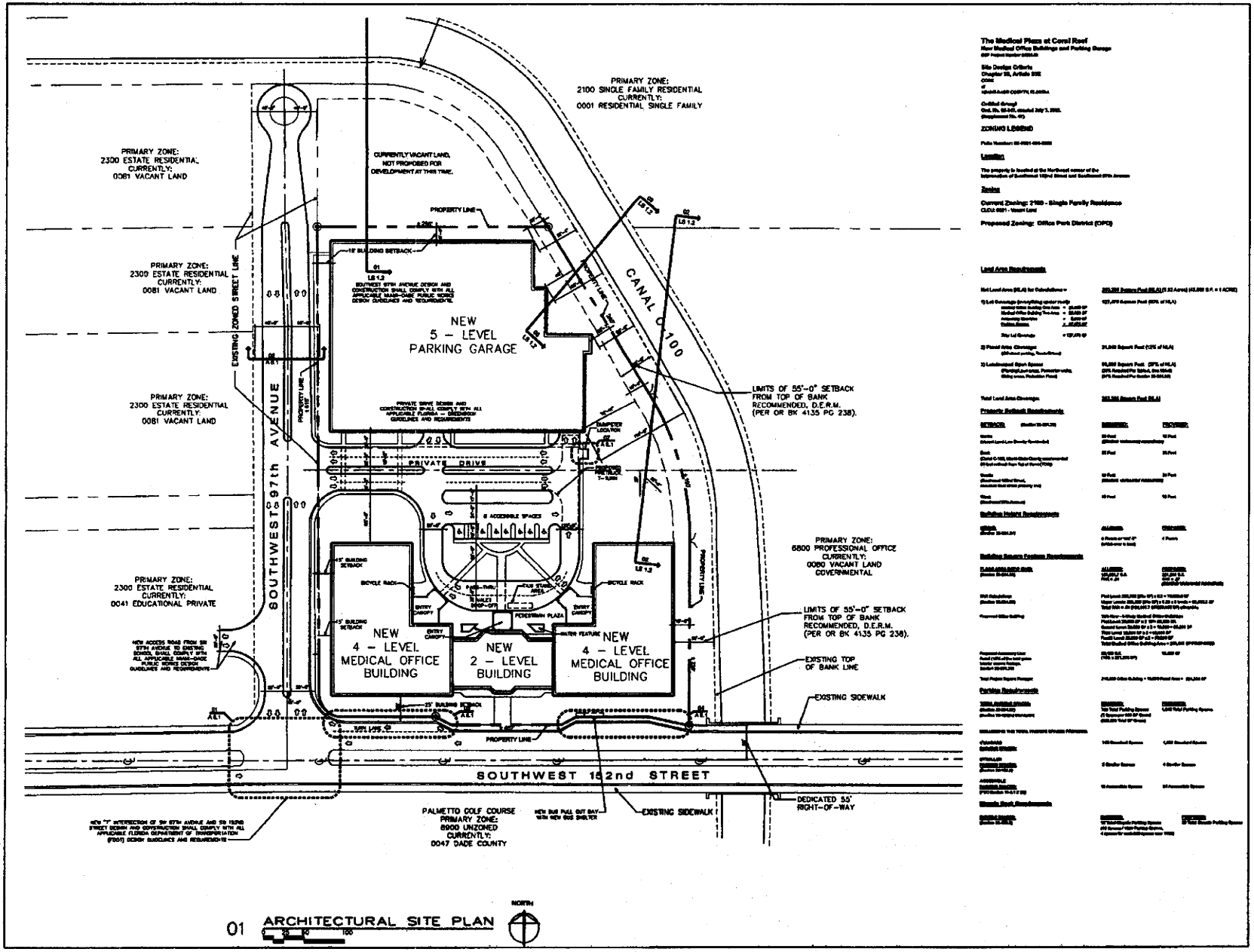
Sincerely,

Patrick A. Merit

Patrick A. Merit, Executive Director
Richmond Heights Community Development Corporation

/pm

Phone: (305) 232-6611 Fax: (305) 232-0402 Richmond_HeightsCDC@MSN.COM



01 ARCHITECTURAL SITE PLAN

The Medical Plaza at Coral Reef

ZONING LEGEND

Location

Zoning

Current Zoning: 2100 - Single Family Residence

Proposed Zoning: Office Park District (OPD)

Land Area Requirements

Property Setback Requirements

Building Height Requirements

Building Square Feature Requirements

Parking Requirements

G S & P

Design Services For The Built Environment

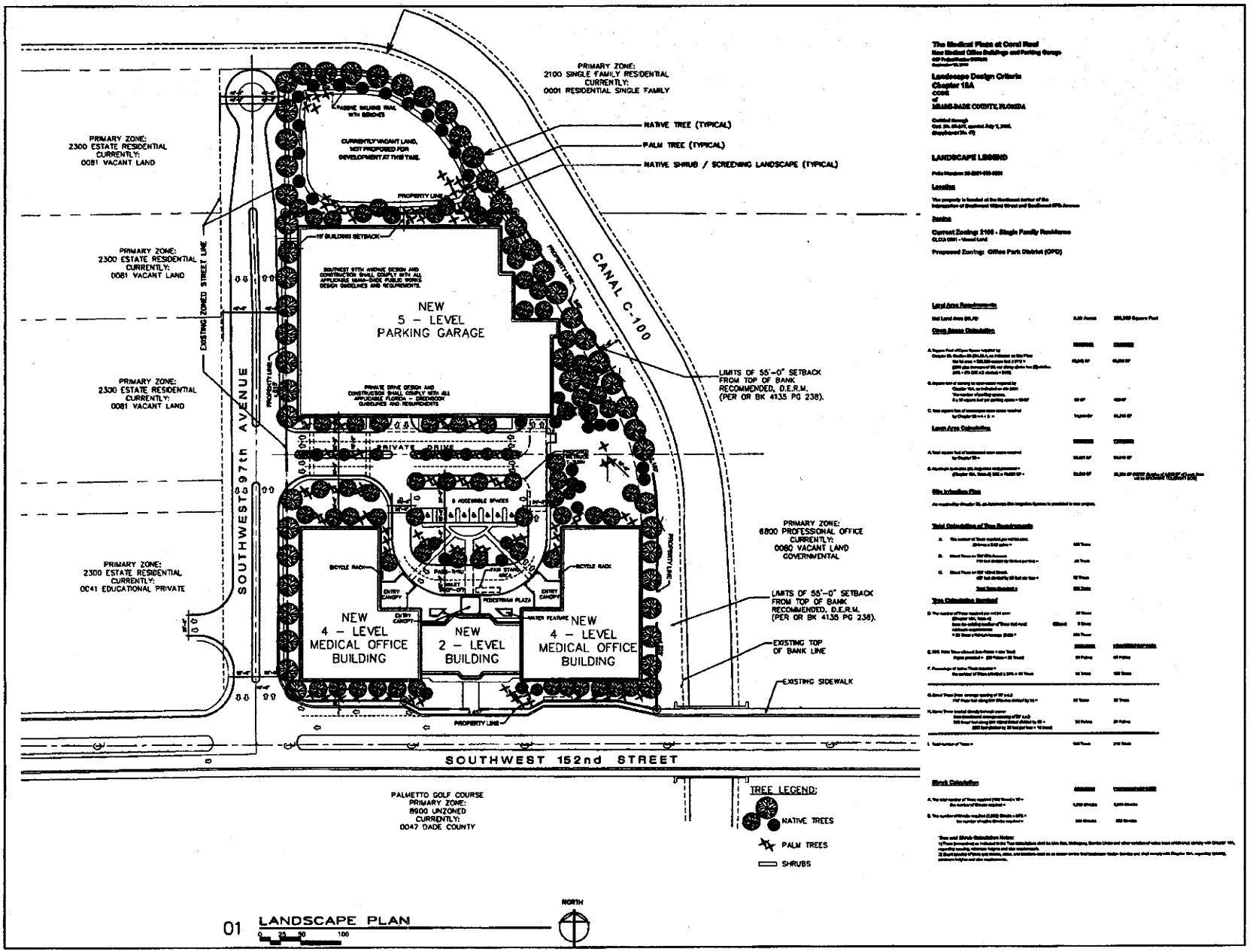
Nashville Fort Lauderdale
Louisville Tampa Charlotte
Jacksonville Indianapolis
Dallas Columbus Atlanta
Richmond Birmingham

GRESHAM SMITH AND PARTNERS

THE MEDICAL PLAZA AT CORAL REEF

ARCHITECTURAL SITE PLAN

SP 1.1



01 LANDSCAPE PLAN

0 25 50 100

The Medical Plaza at Coral Reef
New Medical Office Buildings and Parking Garage

Landscape Design Criteria
Chapter 18A
CODE
of
MIAMI-DADE COUNTY, FLORIDA

LANDSCAPE LEGEND

Location

Zoning

Current Zoning: 2100 - Single Family Residence

Proposed Zoning: Office Park District (OPD)

Land Area Requirements

Open Space Calculation

Lawn Area Calculation

Site Irrigation Plan

Total Calculation of Tree Requirements

Tree Calculation Standard

Shrub Calculation

Tree and Shrub Calculation Notes:

G S & P

Design Services For The Built Environment

Nashville Fort Lauderdale
Louisville Tampa Charlotte
Jacksonville Indianapolis
Dallas Columbus Atlanta
Richmond Birmingham

GRESHAM SMITH AND PARTNERS

THE MEDICAL PLAZA AT CORAL REEF

LANDSCAPE SITE PLAN

LS 1.1

FILE:
PROJECT:
DATE:
MACH:

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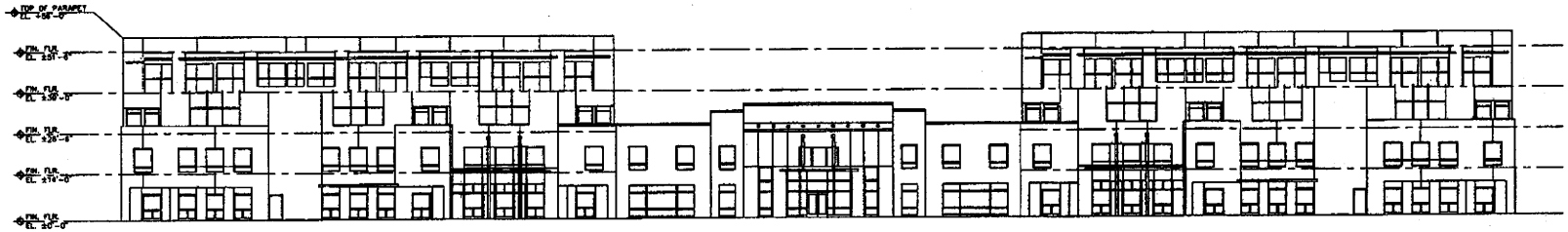
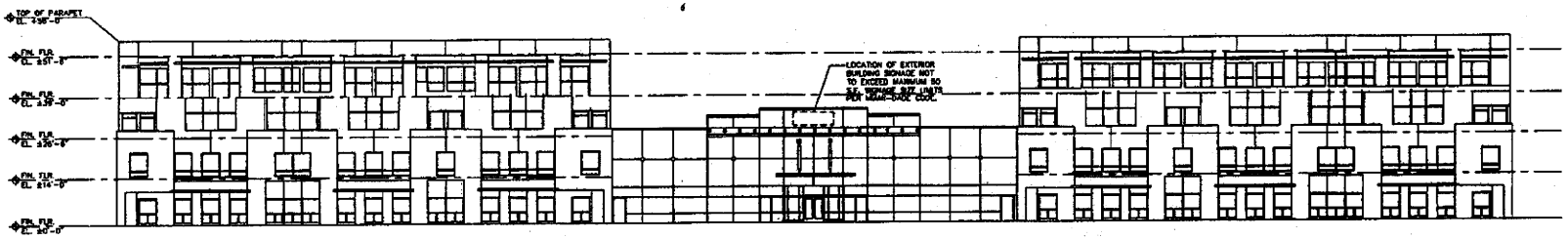
01 WEST ELEVATION

02 EAST ELEVATION



03 NORTH ELEVATION



04 SOUTH ELEVATION

G S & P

Design Services For The Built Environment

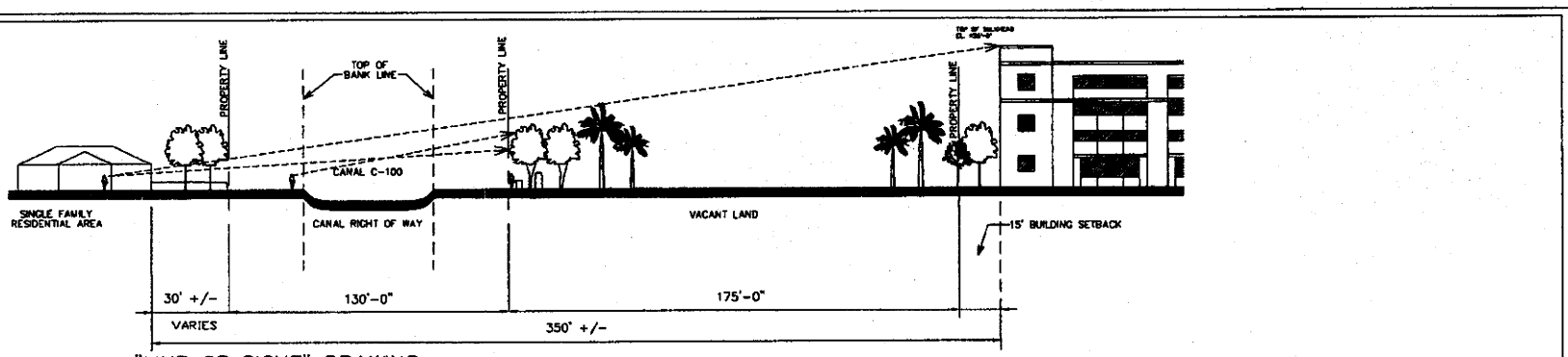
Nashville Fort Lauderdale
Louisville Tampa Charlotte
Jacksonville Indianapolis
Dallas Columbus Atlanta
Richmond Birmingham

GRESHAM SMITH AND PARTNERS

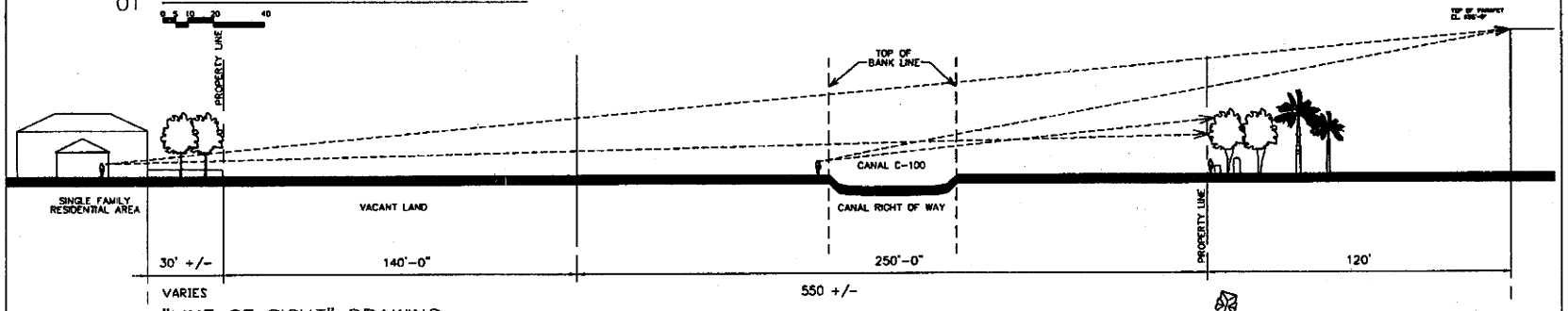
THE MEDICAL PLAZA AT CORAL REEF

ARCHITECTURAL ELEVATIONS

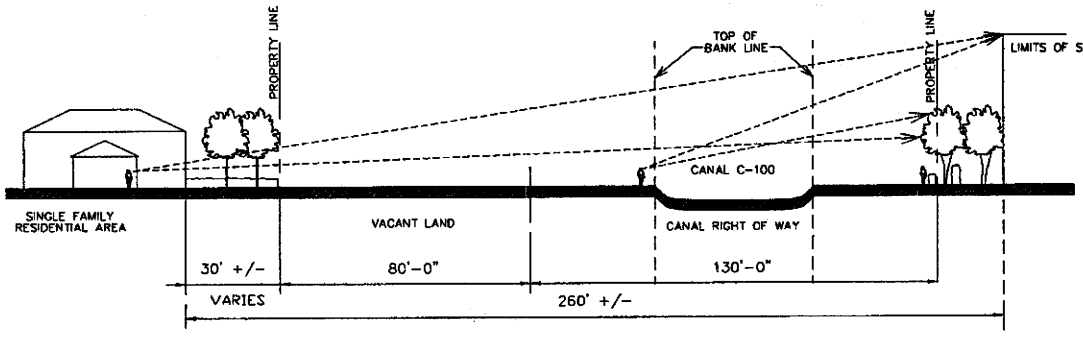
A 3.1



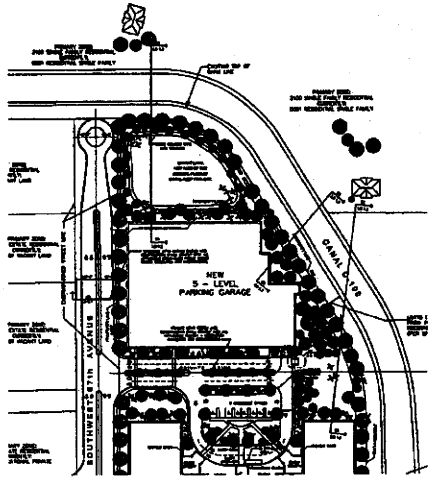
01 "LINE OF SIGHT" DRAWING
SITE SECTION LOOKING EAST



02 "LINE OF SIGHT" DRAWING
SITE SECTION LOOKING EAST



03 "LINE OF SIGHT" DRAWING
SITE SECTION LOOKING EAST



KEY PLAN N.T.S.

GS&P

Design Services For The Built Environment

Nashville Fort Lauderdale Louisville Tampa Charlotte Jacksonville Indianapolis Dallas Columbus Atlanta Richmond Birmingham

GRESHAM SMITH AND PARTNERS

THE MEDICAL PLAZA AT CORAL REEF

LANDSCAPE SITE SECTION AND SITE PLAN

LS 1.2

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Coral Reef Drive Land Development, LLC
Zoning Hearing No. 04-255

Summary of Declaration of Restrictions:

(1) **Site Plan**. The Property and the Adjacent Parcel shall be developed substantially in accordance with the plans entitled "The Medical Office Plaza at Coral Reef."

(2) **Adjacent Parcel**. The Adjacent Parcel shall be maintained by the Owner as landscaped open space in perpetuity.

- Owner shall install and thereafter maintain a twenty foot (20') wide landscape buffer along the perimeter of the Adjacent Parcel to provide a buffer between the Property and the properties located on the north side of the C-100 canal, consisting of a double row of staggered native trees (excluding palm trees) and plants, which trees shall be at least fourteen feet (14') in height at time of planting and shall be planted at thirty-five (35') feet on center.

- All required landscaping shall be installed prior to the issuance of the Certificate of Use for any structure on the Property.

(3) **Landscape Plan**. The Property shall be landscaped and maintained in accordance with the Plan. All required landscaping shall be installed prior to the issuance of the Certificate of Use for any structure on the Property.

(4) **Future Improvements to SW 97th Avenue**. Prior to the approval of a building permit for any structure on the Property, the Owner shall:

- Cause the east half of the SW 97th Avenue zoned right-of-way along the Property's and the Adjacent Parcel's western boundary (excluding any previously dedicated portions) to be dedicated by plat or instrument as a public roadway; and

- Cause the improvement of SW 97th Avenue adjacent to the Property and the Adjacent Parcel as a section line road and shall provide a cul-de-sac or t-turn at the north end of SW 97th Avenue abutting the C-100 Canal in accordance with the standards and specifications in the Public Works Manual.

(5) **Improvements to the Intersection of SW 152nd Street and SW 97th Avenue**. Prior to the issuance of a certificate of use for any structure on the Property, the Owner shall:

- Cause the improvement of a left-turn lane on the northeast side of the intersection of SW 152nd Street and SW 97th Avenue; and

- Cause the improvement of a right-turn lane with appropriate transition on the northwest side of the intersection of SW 152nd Street and SW 97th Avenue;

(6) **Compliance with DIC Report**. The Owner shall comply with all of the applicable conditions, requirements, recommendations, requests, and other provisions of the various departments, as contained in the Departmental memoranda, which are part of the record of this application and incorporated herein by reference.

4426300_v1

This instrument was prepared by:
Name: **Tracy R. Slavens, Esq.**
Address: **Holland & Knight LLP**
701 Brickell Avenue, Suite 3000
Miami, Florida 33131

(Space reserved for Clerk)

DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned owner (the "Owner") holds the fee simple title to that certain parcel of land which is more particularly described in Exhibit A hereto (the "Property"), and to that certain 0.88 pace of land lying to the north of the Property, which is more particularly described in Exhibit B hereto (the "Adjacent Parcel'), which is supported by the attorney's opinion of title attached hereto; and

IN ORDER TO ASSURE the **County** that the representations made by the Owner during consideration of Public Hearing No. 04-255 will be abided by the Owner freely, voluntarily and without duress makes the following Declaration of Restrictions covering and running with the Property:

(1) **Site Plan**. The Property and the Adjacent Parcel shall be developed substantially in accordance with the plans entitled "The Medical Office Plaza at Coral Reef," as prepared by Gresham Smith and Partners, consisting of eleven (11) sheets, date stamped received by Miami-Dade County on December 11, 2006, as may be modified at the public hearing on the Application (the "Plan"), said Plan being on file with the Miami-Dade County Department of Planning and Zoning, and by reference made a part of this agreement.

(2) **Adjacent Parcel**. The Adjacent Parcel shall be maintained by the Owner as landscaped open space in perpetuity. In addition, the Owner shall install and thereafter maintain a twenty foot (20') wide landscape buffer along the perimeter of the Adjacent Parcel to provide a buffer between the Property and the properties located on the north side of the C-100 canal. The landscape buffer shall consist of a double row of staggered native trees (excluding palm trees) and plants, which trees shall be at least fourteen feet (14') in height at time of planting and shall be planted at thirty-five (35') feet on center. Prior to the issuance of a building permit for any structure within the Property, the Owner shall submit a landscape plan of the Adjacent Parcel for review and approval by the Department of Planning and Zoning. All required landscaping shall be installed prior to the issuance of the Certificate of Use for any structure on the Property. The Adjacent Parcel is the subject of a proposed land use plan change which is currently pending as CDMP Application No. 7 (April, 2006 Cycle), which land use application includes additional property to the west. Based on the foregoing restrictions on the future use of the Adjacent Parcel, it is the intent of the Owner to request the withdrawal of the Adjacent Parcel from the land use application prior to final action by the Board of County Commissioners on the land use application.

(3) **Landscape Plan**. The Property shall be landscaped and maintained in accordance with the Plan. All required landscaping shall be installed prior to the issuance of the Certificate of Use for any structure on the Property.

Section-Township-Range: 21-55-40
Folio number: 30-5021-000-0252

(4) **Future Improvements to SW 97th Avenue**. Prior to the approval of a building permit for any structure on the Property, the Owner shall cause the east half of the SW 97th Avenue zoned right-of-way along the Property's and the Adjacent Parcel's western boundary (excluding any previously dedicated portions) to be dedicated by plat or instrument as a public roadway. Prior to the issuance of a certificate of use for any structure on the Property, the Owner shall cause the improvement of SW 97th Avenue adjacent to the Property and the Adjacent Parcel as a section line road and shall provide a cul-de-sac or t-turn at the north end of SW 97th Avenue abutting the C-100 Canal in accordance with the standards and specifications in the Public Works Manual, all subject to the review and approval of the affected departments, including the Fire and Rescue Department and the Department of Public Works. The Owner understands that additional right-of-way may be required for either improvement (cul-de-sac or t-turnaround).

(5) **Improvements to the Intersection of SW 152nd Street and SW 97th Avenue**. Prior to the issuance of a certificate of use for any structure on the Property, the Owner shall cause the improvement of (1) a left-turn lane on the northeast side of the intersection of SW 152nd Street and SW 97th Avenue, and (2) a right-turn lane with appropriate transition on the northwest side of the intersection of SW 152nd Street and SW 97th Avenue, in accordance with the Florida Department of Transportation Standards.

(6) **Compliance with DIC Report**. The Owner shall comply with all of the applicable conditions, requirements, recommendations, requests, and other provisions of the various departments, as contained in the Departmental memoranda, which are part of the record of this application and incorporated herein by reference.

(7) **Miscellaneous**.

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

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

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

Section-Township-Range: 21-55-40
Folio number: 30-5021-000-0252

Modification, Amendment, Release. This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the, then, owner(s) of all of the Property, including joinders of all mortgagees, if any, provided that the same is also approved by the Board of County Commissioners or Community Zoning Appeals Board of Miami-Dade County, Florida, whichever by law has jurisdiction over such matters, after public hearing.

Should this Declaration of Restrictions be so modified, amended or released, the Director of the Miami-Dade County Department of Planning and Zoning, or the executive officer of the successor of such Department, or in the absence of such director or executive officer by his assistant in charge of the office in his absence, shall forthwith execute a written instrument effectuating and acknowledging such modification, amendment or release.

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

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

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

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

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

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

Acceptance of Declaration. Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners and/or any appropriate

Community Zoning Appeals Board retains its full power and authority to deny each such application in whole or in part and to decline to accept any conveyance or dedication.

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

[Execution Pages Follow]

Signed, sealed and acknowledged on this _____ day of March, 2007.

WITNESSES:

CORAL REEF DRIVE LAND DEVELOPMENT, LLC, a Florida limited liability company

_____
Signature

_____
Douglas Landsea, Manager

_____
Printed Name

_____
Signature

_____
Printed Name

STATE OF FLORIDA)
) SS
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this _____ day of March, 2007, by Douglas Landsea, as Manager of Coral Reef Drive Land Development, LLC, on behalf said limited liability company, for the purposes stated herein. He is personally known to me or has produced _____ as identification.

_____
Notary Public - State of Florida

My Commission Expires: _____

(Public Hearing)

Section-Township-Range: 21-55-40
Folio number: 30-5021-000-0252

EXHIBIT "A"

Legal Description for Subject Property:

The E. 1/2 of the SW. 1/4 of the SW. 1/4 of the SW. 1/4 of Section 21, Township 55 South, Range 40 East, Miami-Dade County Florida, lying West and Southwest canal C-100, less the South 55 feet thereof.

The W. 1/2 of the SW. 1/4, of the SW. 1/4, of the SW. 1/4 of Section 21, Township 55 South, Range 40 East, Dade County, Florida, less the South 35 feet (Should be 55 feet), less the West 35 feet, less that Portion for R/W of Canal C-100.

EXHIBIT "B"

LEGAL DESCRIPTION OF ADJACENT PARCEL:

In addition that Portion of the SW. 1/4, of the NW. 1/4, of the SW. 1/4, of the SW. 1/4 of Section 21, Township 55 South, Range 40 East, Dade County, Florida; Lying South and West of Canal C-100; less the West 35 feet thereof.

JOINDER BY MORTGAGEE

The undersigned, Duke Realty Limited Partnership, an Indiana limited partnership, the Mortgagee under that certain Mortgage, Security Agreement, and Assignment of Rents and Leases executed as of the 15th day of December, 2006, by Coral Reef Drive Land Development, LLC, a Florida limited liability company, and recorded in Official Records Book 24073, at Page 2795, of the Public Records of Miami-Dade County, Florida, covering all/or a portion of the property described in the foregoing instrument, does hereby join in this Declaration of Restrictions for the purpose of subjecting the lien and operation of the above-described Mortgage to the terms of this instrument.

IN WITNESS WHEREOF, these presents have been executed this ___ day of March, 2007.

WITNESSES:

_____

_____
Print or Type Name

_____

_____
Print or Type Name

Duke Realty Limited Partnership,
an Indiana limited partnership

By:_____

Print Name: _____

Title: _____

Address: _____
_____

(Corporate Seal)

STATE OF _____)
) SS
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of March, 2007, by _____, as the _____, of Duke Realty Limited Partnership, an Indiana limited partnership, on behalf of the limited partnership. He/She is personally known to me or has produced _____, as identification and did/did not take an oath.

_____
Notary Public -State of _____
Print Name _____

My Commission Expires:

#4175971_v1

JOINDER BY MORTGAGEE

The undersigned, _____ (the "Mortgagee"), under that certain Mortgage from Coral Reef Drive Land Development, LLC, a Florida limited liability company, recorded in Official Records Book _____, at Page _____ of the Public Records of Miami-Dade County, Florida, covering all/or a portion of the property described in the attached Exhibit "A," does hereby acknowledge that the terms of this agreement are and shall be binding upon the undersigned and its successor in title.

IN WITNESS WHEREOF, these presents have been executed this ____ day of _____, 2007.

Witnesses:

_____
Signature

_____
Print Name

_____
Signature

_____
Print Name

_____

Name:
Title:
Address:

STATE OF FLORIDA)
)
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me by _____, as _____ of 2007. He/She is personally known to me or has produced _____, as identification.

Witness my signature and official seal this _____ day of _____, 2007 in the County and State aforesaid.

_____
Notary Public - State of Florida

My Commission Expires:

_____
Print Name

Section-Township-Range: 21-55-40
Folio number: 30-5021-000-0252

CORAL REEF DRIVE LAND DEVELOPMENT, LLC

PROPOSED DEVELOPMENT IMPACT FEES*

LAND USE	**MEDICAL OFFICE** *210,600 SQ. FT.*	**RETAIL** *10,600 SQ. FT.*	**TOTAL**
Roadways	$661,705.20	$13,960.20	$675,665.40
Fire	$50,375.52	$3,086.72	$53,462.24
Police	$37,823.76	$1,903.76	$39,727.52
Water & Sewer*	$147,209.40	$3,704.70	$150,914.10
Schools	N/A	N/A	N/A
Parks	N/A	N/A	N/A

TOTAL IMPACT FEES: **$932,997.05**

* *Water & Sewer impact fees based on office use of 10 gpd/100 sf and shopping use of 5 gpd/100 sf.*

 # 4414944_v2

Holland & Knight

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701 Brickell Avenue, Suite 3000
Miami, FL 33131-2847
www.hklaw.com

Tracy R. Slavens, Esq.
305 789 7642
tracy.slavens@hklaw.com

February 16, 2007

RECEIVED
FEB 16 2007
MIAMI-DADE COUNTY
DIRECTOR'S OFFICE
DEPT. OF PLANNING & ZONING

VIA HAND DELIVERY

Ms. Diane O'Quinn Williams
Director, Miami-Dade County Dept. of Planning & Zoning
111 N.W. First Street, 11th Floor
Miami, Florida 33128

Re: Coral Reef Drive Land Development, LLC (P.H. No. 04-255)
Expert Witness Notification

Dear Ms. O'Quinn Williams:

In accordance with Sec. 33-311(D) of the Miami-Dade County Code, enclosed is a copy of the following report, which will be relied upon and submitted into the record at the public hearing on the appeal of the above-referenced application:

- Kimley-Horn and Associates, Inc., Traffic Impact Analysis: Coral Reef Medical Plaza Miami-Dade County, Florida, dated February 2007.

Additionally, we hereby advise that the following person may offer expert opinion testimony at the public hearing:

- Greg Kyle, P.E., Kimley-Horn & Associates, Inc.: Mr. Kyle's testimony will relate to the traffic impacts of the proposed development, including, but not limited to, a comparison of the impacts of the proposed development versus the development permitted on the subject property as a matter of right and future roadway improvements in the surrounding area.

Thank you for your considerate attention to this matter. Please do not hesitate to contact me if you have any questions or concerns.

Very truly yours,

Tracy R. Slavens

Enclosure

CC: Greg Kyle, P.E. (via email, w/o enc.)
Juan J. Mayol, Jr., Esq. (via email, w/o enc.)

4368362_v1

Traffic Impact Analysis

Coral Reef Medical Plaza
Miami-Dade County, Florida

Prepared for:

Coral Reef Land Development, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

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February 2007
043086000

Kimley-Horn
and Associates, Inc.

Traffic Impact Analysis

Coral Reef Medical Plaza
Miami-Dade County, Florida

Prepared for:

Coral Reef Land Development, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

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February 2007
043086000

EXECUTIVE SUMMARY

Coral Reef Land Development, LLC is proposing to build 210,600 (+/-) square-foot medical offices and 10,600 (+/-) square-foot of retail space on an approximately 6-acre site in unincorporated Miami-Dade, Florida. The project site is located on the north side of SW 152nd Street (Coral Reef Drive) at the intersection of SW 97th Avenue. Currently, the site is vacant. The project is planned to be completed for occupancy in the year 2008. Direct access to the site will be provided by a driveway connected to SW 97th Avenue; SW 97th Avenue will be improved between SW 152nd Street and the C-100 Canal as part of the project.

The traffic concurrency impact analysis assessed the impacts of the proposed project on major roads within the study area. According to Miami-Dade County concurrency information dated January 10th, 2007, there is available capacity on the study area roadways to accommodate the traffic generated by project. Please note that the availability of capacity is subject to change based on (1) updated traffic counts and (2) new approved development.

Field reviews were conducted during the A.M. and P.M. peak traffic periods focusing on the SW 152nd Street corridor from US-1 to SW 117th Avenue/Florida's Turnpike. Traffic flowed without significant slowdowns or delay in both directions on SW 152nd Street between US-1 and SW 117th Avenue/Florida's Turnpike. The traffic signals are coordinated well along SW 152nd Street between US-1 and SW 117th Avenue/Florida's Turnpike, and it was possible to drive the entire length of the corridor without stopping at more than two traffic signals. In addition, significant transit ridership was observed in the corridor. The park-n-ride lot adjacent to the South Dade Busway was fully occupied and the park-n-ride lot at SW 117th Avenue/Florida's Turnpike was occupied by about 50 vehicles, and a number of heavily occupied buses were observed on SW 152nd Street and the South Dade Busway.

Level of service analysis was performed to assess the project's impact on intersections in the study area. The signalized intersection of SW 152nd Street and SW 102nd Avenue is expected to operate at LOS C during the A.M. and P.M. peak hours with project's traffic in 2008. Based on the future traffic volumes, a traffic signal is recommended at the intersection of SW 152nd Street and SW 97th

Avenue to provide improved traffic operation. If a signal is installed at the intersection of SW 97th Avenue and SW 152nd Street, this intersection is expected to operate at LOS A and LOS B during the A.M. and P.M. peak hours, respectively.

The impact of constructing a bridge to connect SW 97th Avenue across the C-100 Canal was assessed. In addition to SW 97th Avenue, alternate alignments for a crossing of the C-100 Canal could include SW 102nd Avenue or SW 107th Avenue. The three potential alignments for a crossing of the C-100 Canal considered in this assessment all have drawbacks in terms of local traffic impacts and community impacts. In addition, a new bridge across the C-100 Canal along any of the potential alignments is not included in any Miami-Dade transportation plans or programs. In summary, a new crossing of the C-100 Canal at SW 97th Avenue adjacent to the project is not recommended.

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APPENDIX A: Peak Hour Turning Movement Counts
APPENDIX B: FDOT Peak Season Category Factor Report
APPENDIX C: 24 Hour, Bi-Directional Volume Counts
APPENDIX D: Existing (2005) Synchro Worksheets
APPENDIX E: Annual Background Growth Worksheets
APPENDIX F: Turning Movement Volume Worksheets
APPENDIX G: Future (2008) without Project Synchro Worksheets
APPENDIX H: Cardinal Trip Distribution
APPENDIX I: Future (2008) with Project Synchro Worksheets
APPENDIX J: Turn Lane Requirements Analysis
APPENDIX K: 2015 MUATS Model Analysis – No Build Option
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INTRODUCTION

Coral Reef Land Development, LLC is proposing to build 210,600 (+/-) square-feet of medical offices and 10,600 (+/-) square-feet of retail space on an approximately 6-acre site in unincorporated Miami-Dade County, Florida. The project site is located on the north side of SW 152nd Street (Coral Reef Drive) at the intersection of SW 97th Avenue. Currently, the site is vacant. Figure 1 depicts the location of the project. The project is planned to be completed for occupancy in the year 2008.

SW 152nd Street (SR 992) is a four-lane divided east/west roadway within the study area. Direct access to the site will be provided by a driveway connected to SW 97th Avenue; SW 97th Avenue will be improved between SW 152nd Street and the C-100 Canal as part of the project.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis to evaluate the traffic impacts of the project with respect to traffic concurrency, roadway/intersection capacity, and level of service (LOS).

FIGURE 1

SITE
LOCATION
MAP

Kimley-Horn
and Associates, Inc.

EXISTING CONDITIONS

Traffic volume information and intersection configurations were obtained for the analysis.

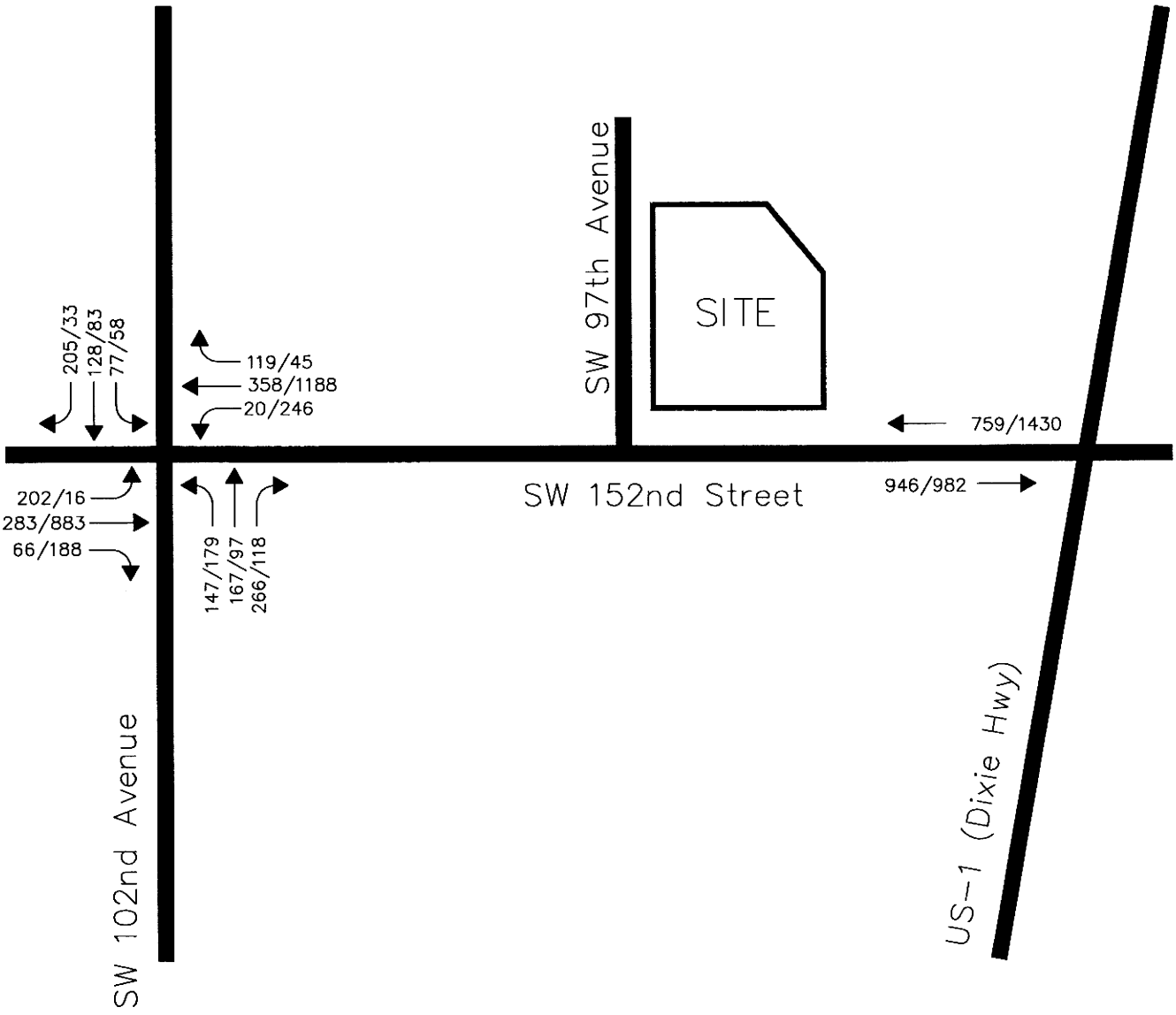
Data Collection

Weekday morning and afternoon peak period turning movement counts were performed at the intersection of SW 152nd Street and SW 102nd Avenue on September 6, 2006 (Wednesday). The peak hour turning movement counts are included in Appendix A. The volumes were collected in 15-minute intervals in order to determine the peak hour. The A.M. peak hour at the intersection of SW 152nd Street and SW 102nd Avenue begins at 6:30 A.M and the P.M. peak hour begins at 5:00 P.M. Please note that counts were also collected at the subject intersection at the dismissal of Coral Reef High School. The FDOT peak season conversion factor was applied to the traffic counts to adjust the traffic to peak season volumes. The appropriate peak season conversion factor for when the traffic counts were collected is 1.03. The peak season conversion factor table is provided in Appendix B. The existing A.M. and P.M. peak hour traffic volumes are shown on Figure 2.

Weekday 24-hour bi-directional volumes were obtained at the following locations:

- SW 152nd Street, west of SW 92nd Avenue.
- SW 152nd Street, east of SW 102nd Avenue.
- SW 152 Street, west of SW 102nd Avenue.
- SW 92nd Avenue, north of SW 152nd Street.
- SW 97th Avenue, north of SW 144th Street.
- SW 97th Avenue, south of SW 144th Street.
- SW 102nd Avenue, north of SW 136th Street.
- SW 102nd Avenue, south of SW 136th Street.
- SW 107th Avenue, north of SW 136th Street.
- SW 107th Avenue, south of SW 136th Street.
- SW 117th Avenue, north of the Homestead Extension of Florida's Turnpike.

Volumes were collected in 15-minute intervals. The 24-hour, bi-directional counts are included in Appendix C.



LEGEND

A.M. TRAFFIC / P.M. TRAFFIC

FIGURE 2

EXISTING (2006) PEAK SEASON
PEAK HOUR TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

Field Review

Field reviews were conducted during the A.M. and P.M. peak traffic periods focusing on the SW 152nd Street corridor from US-1 to SW 117th Avenue/Florida's Turnpike. The A.M. peak period field review was completed on January 26, 2006, from 7:00 A.M. to 9:00 A.M. Please note that the peak arrival period for Coral Reef Senior High School occurs between approximately between 7:00 A.M. to 7:30 A.M. and was observed during the field review. The P.M. peak period field review was completed on January 30, 2006, from 4:00 P.M. to 6:00 P.M. The observations are summarized below.

- Traffic flowed without significant slowdowns or delay in both directions on SW 152nd Street between US-1 and SW 117th Avenue/Florida's Turnpike. In general, traffic volumes were heavier in the study corridor in the P.M. peak period than during the A.M. peak period.
- The traffic signals are coordinated well along SW 152nd Street between US-1 and SW 117th Avenue/Florida's Turnpike, and it was possible to drive the entire length of the corridor without stopping at more than two traffic signals.
- Congestion was observed at the intersection of SW 152nd Street and SW 102nd Avenue, which is adjacent to Coral Reef Senior High School, between 7:00 A.M. and 7:20 A.M. However, the congestion is experienced primarily on the SW 102nd Avenue approaches to the intersection. Additionally, the congestion dissipated before the commencement of school at 7:30 A.M.
- Southbound traffic exiting the Turnpike experienced delay merging onto SW 117th Avenue during the P.M. peak period. Construction associated with the widening of SW 117th Avenue south of SW 152nd Street appeared to be contributing to the delay experienced by the southbound exiting traffic. Therefore, the delay should be reduced when the widening of SW 117th Avenue is completed.
- Traffic volumes were heavy at the intersection of US-1 and SW 152nd Street; however, the traffic signal was timed appropriately and traffic flowed well through the intersection. The northbound and southbound queues cleared during every signal cycle. The queue on the westbound approach to the intersection was lengthy and required two signal cycles to clear the intersection. In addition, the queue on the eastbound approach to the intersection sometimes required more than one signal cycle to clear the intersection.

- Significant transit ridership was observed in the corridor. The park-n-ride lot adjacent to the South Dade Busway was fully occupied and the park-n-ride lot at SW 117th Avenue/Florida's Turnpike was occupied by about 50 vehicles. A number of heavily occupied buses were observed on SW 152nd Street and the South Dade Busway.

Traffic Performance Measure

Level of service (LOS) is the traffic performance measure generally used in traffic impact analyses. Levels of service range from LOS A (free flow with negligible delays) to LOS F (heavily congested with long delays). The study area lies between Miami-Dade County's urban infill area (UIA) and urban development boundary (UDB). Miami-Dade County's adopted level of service standards for the study area are listed in Table 1.

Table 1. Traffic Level of Service Standard for Study Area

Location	Transit Availability		
	No Transit Service	20' Headway within ½ Mile	Extraordinary (Commuter Rail or Express Bus) within ½ Mile
Between UIA and UDB	LOS D (90% of Capacity); LOS E (100% of Capacity) on State Urban Minor Arterials	LOS E (100% of Capacity)	120% of Capacity

Intersection Level of Service Analysis

Intersection capacity analyses were conducted for existing (2006) traffic conditions. The analysis evaluated the intersection of SW 152nd Street and SW 102nd Avenue.

The operating conditions for existing (2006) total traffic conditions were analyzed using *Trafficware's SYNCHRO 6.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual, 2000 Edition*. Analysis worksheets for the study intersection are included in Appendix D. A summary of the intersection analyses is shown in Table 2. The intersection of SW 152nd Street and SW 102nd Avenue currently operates at LOS C during the A.M. peak hour and LOS D during the P.M. peak hour.

Table 2. Existing (2006) Peak Hour Intersection Analysis

Intersection	Traffic Control Method	Intersection LOS	
		A.M. Peak	P.M. Peak
SW 152nd Street & SW 102nd Avenue	Traffic Signal	C	D

SCHEDULED ROADWAY IMPROVEMENTS

The Miami-Dade Metropolitan Planning Organization's (MPO) Draft *2005 Transportation Improvement Program* (TIP) includes the following projects that may affect capacity and level of service of roadways/intersections within the study area:

- SW 117th Avenue is in the process of being widened from two lanes to four lanes from SW 184th Street to SW 152nd Street. This project is completely funded through road impact fees. Construction began in late March 2006 and is scheduled to be completed by March 2008. The project will approximately double the capacity of this facility.
- The intersection of US-1 and Coral Reef Drive was recently improved. This improvement included the addition of a second northbound left-turn lane. This project has resulted in improved operations for the northbound approach to this intersection.
- An alternatives analysis study of the South Dade corridor was recently completed. This study assessed the feasibility of potential transit improvements including enhancements of the South Dade Busway. The Locally Preferred Alternative includes the elevation of the South Dade Busway over SW 152nd Street, which will improve traffic operations in the area.

The Miami-Dade MPO's 2030 Long Range Transportation Plan includes the following projects that will improve capacity and level of service of roadways/intersections within the study area:

- An Intelligent Transportation System (ITS) project for the SW 152nd Street corridor from the Homestead Extension of Florida's Turnpike to US-1. This project is categorized as a Priority II project, which is planned to be funded between 2010 and 2015.
- SW 152nd Street is programmed to be widened from four lanes to six lanes from the Homestead Extension of Florida's Turnpike to US-1. This project is categorized as a Priority III project, which is planned to be funded between 2016 and 2020.

NON-PROJECT TRAFFIC

Non-project conditions are defined as expected traffic conditions on the roadway network in the year 2008, corresponding to the project's build out, without the construction of the proposed project. Non-project traffic volumes are the sum of the existing traffic and additional background traffic to account for potential growth in the study area.

Background Area Growth

Future traffic growth on the transportation network was determined based upon historic growth trends at nearby FDOT traffic count stations. The following FDOT count stations were referenced for this analysis:

- Count station 0056 is located on SR 992/SW 152nd Street (Coral Reef Drive) east of SW 112th Avenue
- Count station 0332 is located on US-1/SR 5 (Dixie Highway) south of SW 152nd Street
- Count station 1106 is located on SR 992/SW 152nd Street (Coral Reef Drive) west of US-1/SR 5

The growth rate analysis calculated a growth rate of 4.53 percent (4.53%) for count station 0056, 2.72 percent (2.72%) for count station 0332, and 0.95 percent (0.95%) for count station 1106. Therefore, an average growth rate of 2.73 percent (2.73%) was applied annually to the traffic counts to attain future (2008) background conditions. The annual background growth worksheets are included in Appendix E. Worksheets used to calculate future turning movement volumes are included in Appendix F.

Intersection Level of Service Analysis

Intersection capacity analyses were conducted for future (2008) background traffic conditions without project traffic. The analysis evaluated the intersection of SW 152nd Street and SW 102nd Avenue.

Analysis worksheets for the study intersection are included in Appendix G, and a summary of the intersection analyses is shown in Table 3. The intersection of SW 152nd Street and SW 102nd

Avenue is expected to operate at LOS C during the A.M. and P.M. peak hour. Please note that the signal timing was adjusted for the future traffic conditions.

Table 3. Future (2008) Without Project Peak Hour Intersection Analysis

Intersection	Traffic Control Method	Intersection LOS	
		A.M. Peak	P.M. Peak
SW 152nd Street & SW 102nd Avenue	Traffic Signal	C	C

PROJECT TRAFFIC

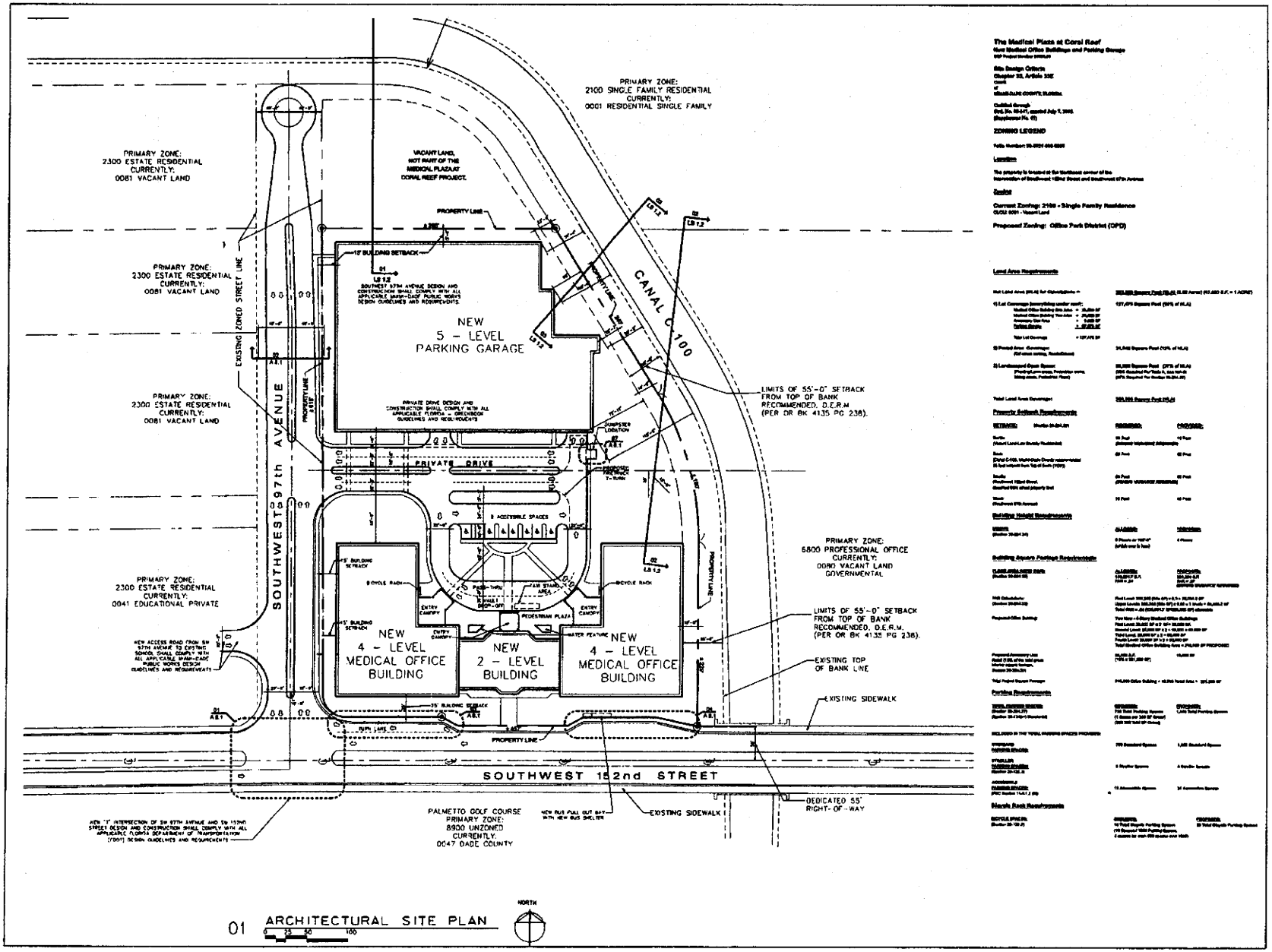
Project traffic is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The project site is located on the north side of SW 152nd Street (Coral Reef Drive) at the intersection of SW 97th Avenue. The project site is currently vacant. The site is proposed to be developed with 210,600 (+/-) square-foot medical offices and 10,600 (+/-) square-foot of retail space. The proposed site plan is shown in Figure 3.

Project Access

Direct access to the site will be provided by a driveway connected to SW 97th Avenue; SW 97th Avenue will be improved between SW 152nd Street and the C-100 Canal as part of the project. Please refer to Figure 3 for driveway configurations and locations.



01 ARCHITECTURAL SITE PLAN

0 25 50 100

NORTH

The Medical Plaza at Coral Reef

ZONING LEGEND

Location

Zoning

Current Zoning: 2100 - Single Family Residence

Proposed Zoning: Office Park District (OPD)

Land Area Requirements

Property Setback Requirements

Building Height Requirements

Building Square Footage Requirements

Parking Requirements

Bicycle Rack Requirements

GS&P

Design Services For The Built Environment

Nashville Fort Lauderdale
Louisville Tampa Charlotte
Jacksonville Indianapolis
Dallas Columbus Atlanta
Richmond Birmingham

GRESHAM SMITH AND PARTNERS

CONSULTANTS

THE MEDICAL PLAZA AT CORAL REEF

SEAL

DATE

BY

REVISION

NO

ARCHITECTURAL SITE PLAN

SP 1.1

FILE:
PROJECT: 24818.00
DATE: 12/06/06
DRAWN:

398A001.dgn 1/5/2007 11:21:32 AM

Trip Generation

Trip Generation for the project was calculated using equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, Seventh Edition, 2003, for the following land uses:

- Land Use 720: Medical-Dental Office Building
- Land Use 820: Shopping Center

Only a portion of the driveway volumes will be new trips (net new trips) on the roadway network. A portion of the driveway volumes will be trips captured from the adjacent traffic passing by the development (pass-by capture trips). In addition, a portion of the trips generated by the project will be captured internally on the site. The trip generation calculated for the project is presented in Table 4, and the methodology is described below.

Internal Capture Volumes

Internal capture will occur between the proposed medical/office building and the proposed retail space. Internal capture trips were determined based upon values contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook*, June 2004. The expected internal capture rate for the project is 0 percent for the A.M. peak hour and 0.3 percent for the P.M. peak hour, as indicated in Table 4.

Pass-By Capture Volumes

The Institute of Transportation Engineers' (ITE) *Trip Generation Handbook*, 2nd Edition, documents pass-by percentages for Land Use 820: Shopping Center. The expected pass-by volume for the proposed development was verified to not exceed two conditions of maximum allowable pass-by percentages specified in the Florida Department of Transportation (FDOT) *Site Impact Handbook*, April 1997: (1) 10 percent of the adjacent roadway volumes on SW 152nd Street; or (2) 25 percent of project's external trip generation potential. The expected pass-by trip percentages during the A.M and P.M. peak hour and the pass-by volumes are presented in Table 4.

Net New External Project Trips

Net new external project trips are equal to the gross project trips minus the internal capture trips and the pass-by capture trips. Table 4 also presents the net new external trips expected to be generated by the project.

Table 4. Peak Hour Project Trip Generation

Land Use	ITE Code	Scale	Gross Project Trips			Internal Capture Trips		Driveway Volumes			Pass-By Capture Trips [1]		Net New External Trips		
			Enter	Exit	Total	%	Trips	Enter	Exit	Total	%	Trips	Enter	Exit	Total
A.M. Peak Hour Project Trip Generation															
Medical-Dental Office Building	720	210,600 s.f.	412	110	522	0.0%	0	412	110	522	0.0%	0	412	110	522
Shopping Center	820	10,600 s.f	7	4	11	0.0%	0	7	4	11	34.0%	4	5	2	7
Development Totals			**419**	**114**	**533**	**0.0%**	**0**	**419**	**114**	**533**	**0.8%**	**4**	**417**	**112**	**529**
P.M. Peak Hour Project Trip Generation															
Medical-Dental Office Building	720	210,600 s.f.	170	460	630	0.2%	1	169	460	629	0.0%	0	169	460	629
Shopping Center	820	10,600 s.f	19	21	40	2.5%	1	19	20	39	34.0%	14	12	13	25
Development Totals			**189**	**481**	**670**	**0.3%**	**2**	**188**	**480**	**668**	**2.1%**	**14**	**181**	**473**	**654**

[1] Pass-by Trip Restriction per guidelines of FDOT's *Site Impact Handbook*
10% of adjacent street traffic (SW 152nd Street) = (2,196) = 220 for the A.M peak hour and (2,415) =242 the P.M. peak hour
25% of project's external trip generation potential (754) =189 for the A.M peak hour and (909) = 227 for the P.M. peak hour

Trip Distribution and Assignment

The likely distribution of traffic was determined for the project. The trip distribution was based on a cardinal trip distribution obtained from the Miami-Dade Urbanized Area Transportation Study (MUATS) travel forecasting model for the project site's traffic analysis zone (TAZ 1191). The cardinal trip distribution for TAZ 1191 is provided in Table 5. The detailed cardinal distribution is included in Appendix H. Project trips were assigned to the intersections and roadway segments within the study area consistent with the cardinal trip distribution. Figure 4 presents the project traffic distribution and Figure 5 presents the project traffic assignment.

Table 5. Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	24%
North-Northwest	9%
South-Southeast	8%
South-Southwest	19%
East-Northeast	13%
East-Southeast	3%
West-Northwest	8%
West-Southwest	16%
Total	**100%**

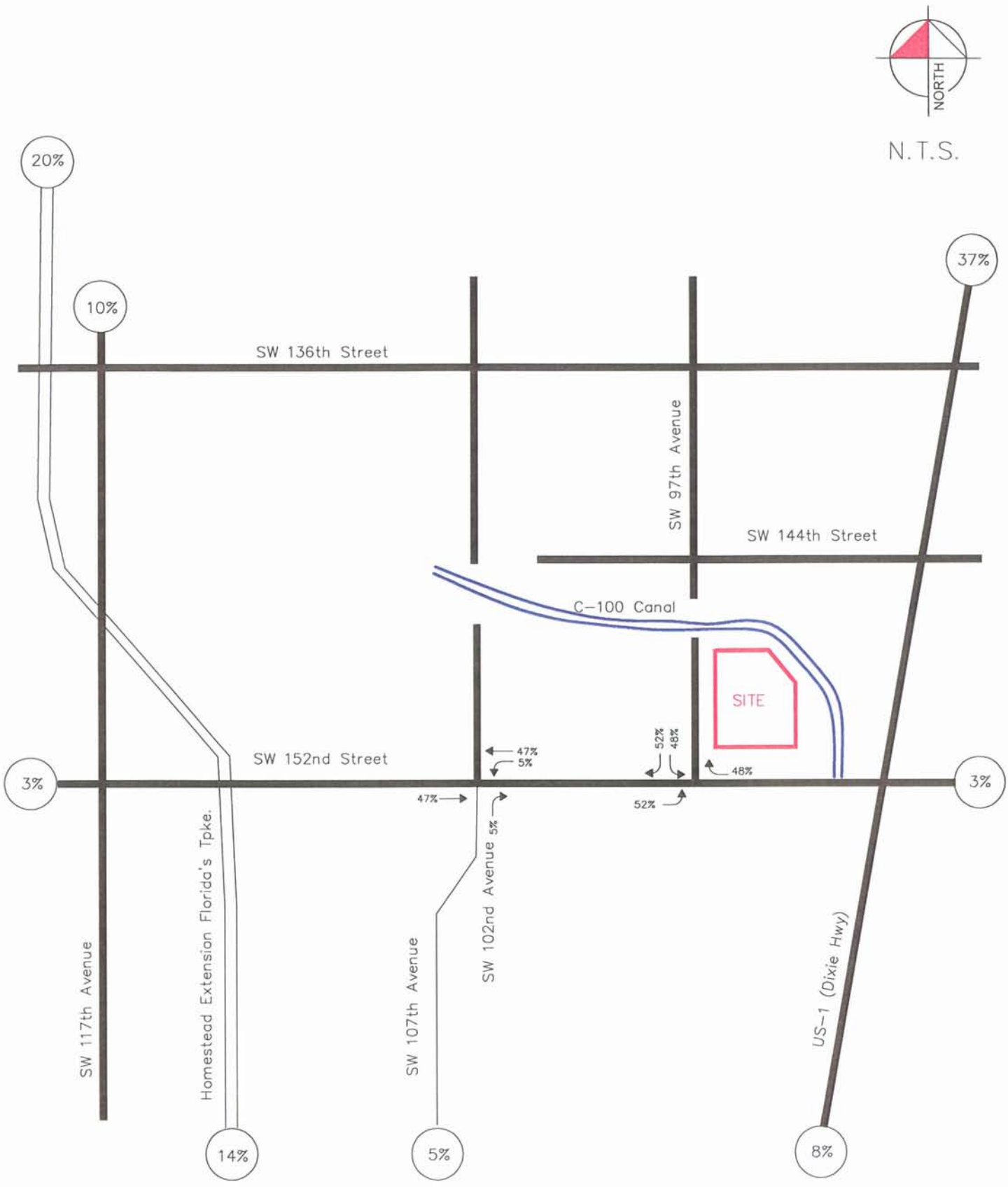
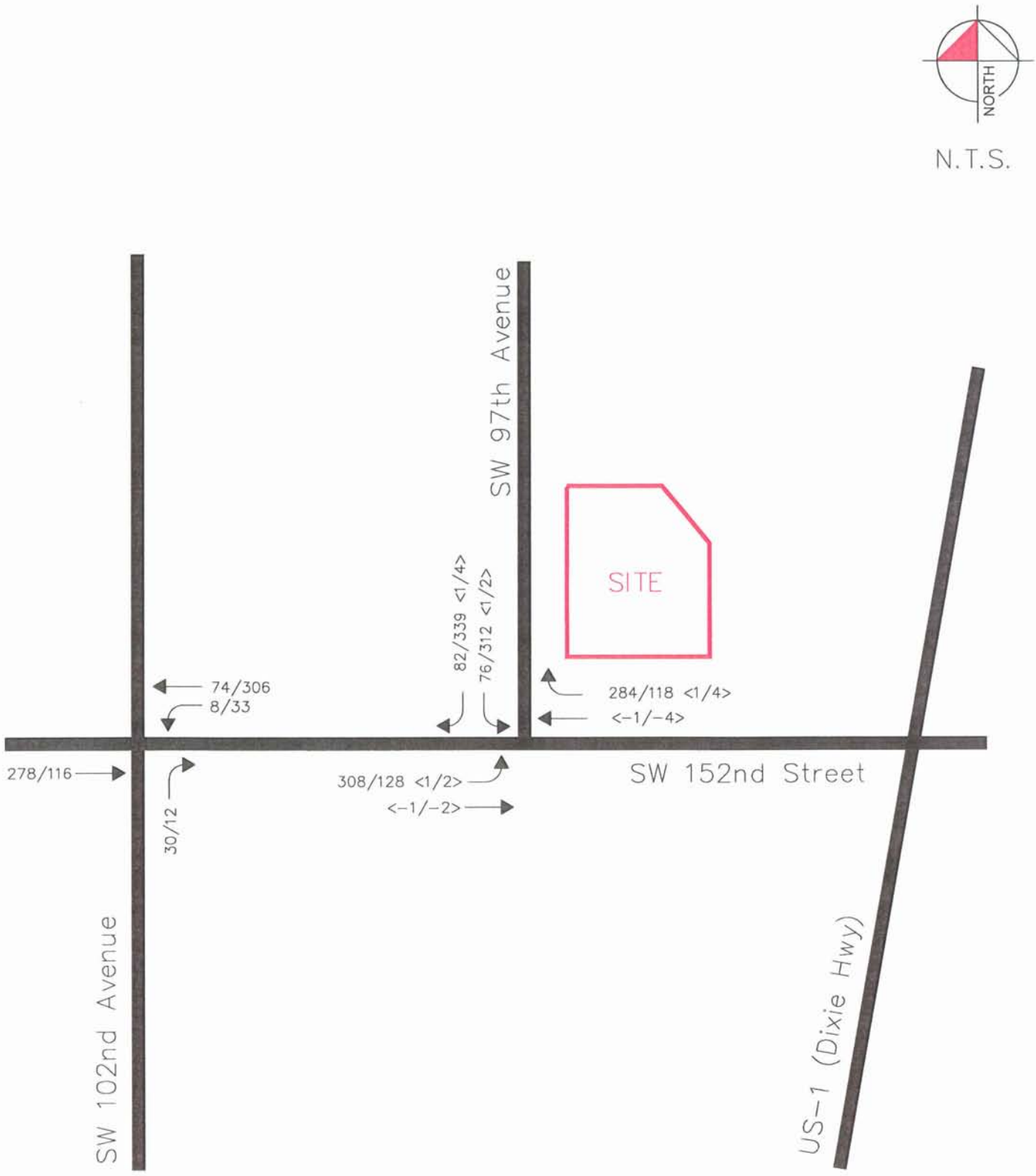


FIGURE 4

PEAK HOUR

TRAFFIC DISTRIBUTION

Kimley-Horn and Associates, Inc.



LEGEND

A.M. TRAFFIC / P.M. TRAFFIC <PASS-BY ASSIGNMENT>

FIGURE 5

PEAK HOUR
PROJECT TRAFFIC ASSIGNMENT

Kimley-Horn and Associates, Inc.

FUTURE TRAFFIC

Future traffic conditions are defined as the expected traffic conditions in the year 2008 with the addition of the proposed Coral Reef Medical Plaza project. Total traffic volumes are the sum of the expected non-project traffic volumes and the expected project traffic volumes. The A.M. and P.M. peak hour traffic volumes expected at project build out (2008) are shown in Figure 6.

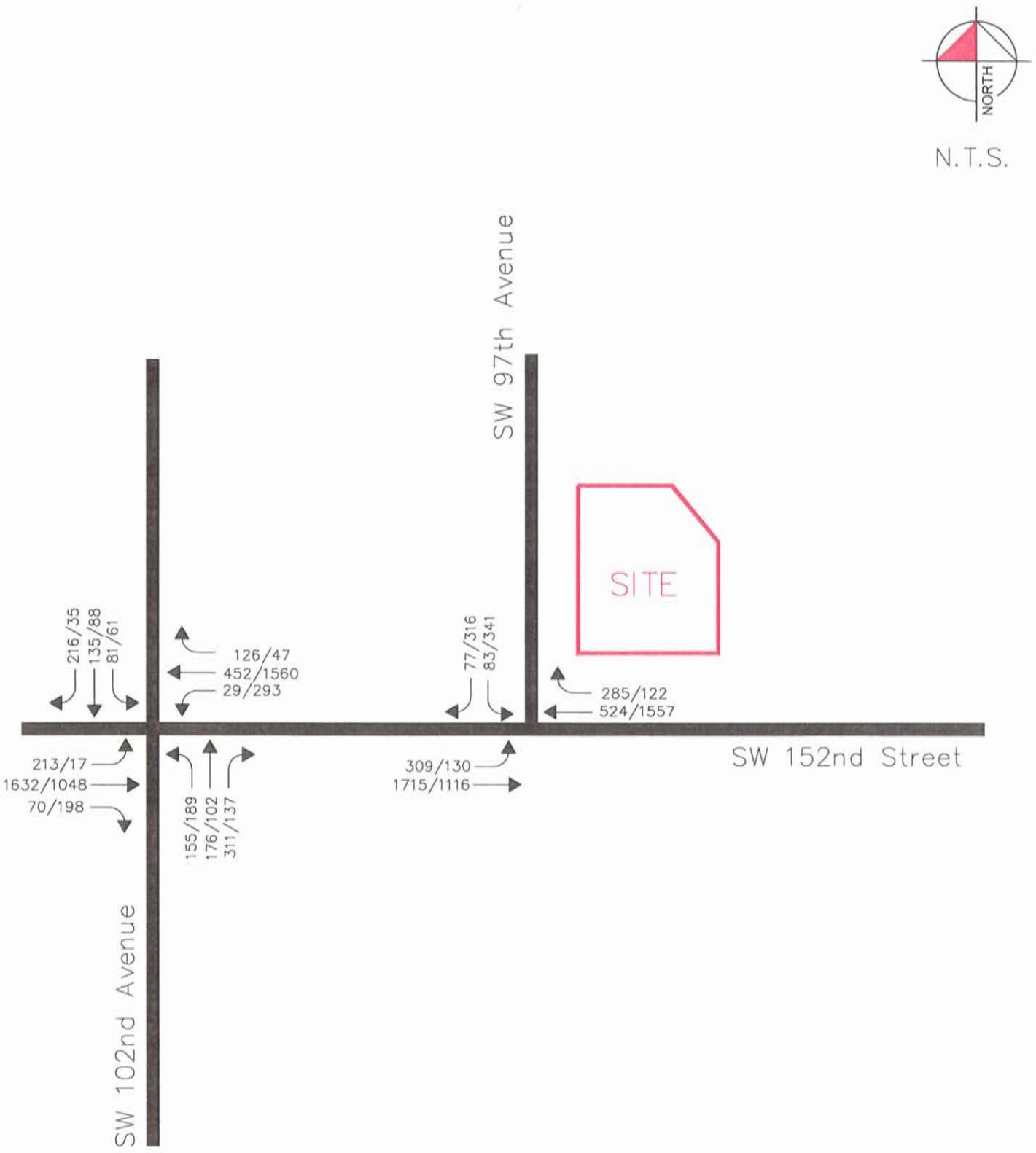
Intersection Level of Service Analysis

Intersection capacity analyses were conducted for future (2008) total traffic conditions with project traffic. The analysis evaluated the intersections of SW 152nd Street and SW 102nd Avenue, and SW 152nd Street and SW 97th Avenue. Analysis worksheets for the study intersections are included in Appendix I, and a summary of the intersection analyses is shown in Table 6. The intersection of SW 152nd Street and SW 102nd Avenue is expected to operate at LOS C during the A.M. and P.M. peak hours.

Based on the future traffic volumes, a traffic signal is recommended at the intersection of SW 152nd Street and SW 97th Avenue to provide improved traffic operation. Table 6 indicates the intersection analysis results for the signalized scenario for this intersection. If a signal is installed this intersection is expected to operate at LOS A and LOS B during the A.M. and P.M. peak hours, respectively.

Table 6: Future (2008) with Project Peak Hour Intersection Analysis

Intersection	Traffic Control Method	Intersection LOS	
		A.M. Peak	P.M. Peak
SW 152nd Street & SW 102nd Avenue	Traffic Signal	C	C
SW 152nd Street & SW 97th Avenue	Traffic Signal	A	B



LEGEND

A.M. TRAFFIC / P.M. TRAFFIC

FIGURE 6

FUTURE (2008) PEAK HOUR
TRAFFIC VOLUMES WITH PROJECT

Kimley-Horn and Associates, Inc.

The signalization of the intersection of SW 152nd Street and SW 97th Avenue is subject to review and approval by the Florida Department of Transportation (FDOT) and the Miami-Dade County Public Works Department. Please note that the intersection will satisfy the peak hour signal warrants.

SW 152nd Street's access management classification is access class 5 with a signal spacing standard of 0.25 miles. The nearest signal to the east is at US-1, approximately 0.85 miles from the study intersection, which satisfies the access management spacing standard. The nearest signal to the west is at SW 99th Court (Coral Reef Senior Highs School driveway), which is approximately 0.17 miles from the study intersection and represents a 0.08 mile variance from the spacing standard. The main purpose of the traffic signal at SW 99th Court is to serve Coral Reef Senior High School at commencement and dismissal, and SW 152nd Street is allocated the majority of the green time throughout the day. In addition, the traffic signal operates under semi-actuated control, so when vehicles are not detected on the minor street approaches the signal primarily dwells on green for SW 152nd Street.

In conclusion, a traffic signal is expected to improve traffic operations at the subject intersection, which will be taken into consideration by FDOT when deciding if a signal should be installed at this location.

Turn Lane Requirements

Queuing analyses were conducted for the future (2008) total traffic conditions for the intersection of SW 152nd Street and SW 97th Avenue to determine the appropriate turn lane lengths at this intersection assuming a traffic signal is installed. The 95th percentile queue for the eastbound left-turn lane was determined using Trafficware's SYNCHRO 6.0 Software. Table 7 summarizes the results of the queuing analysis and the analysis worksheets are included in Appendix J.

As indicated in Table 7, the eastbound left-turn lane at the intersection of SW 152nd Street and SW 97th Avenue will require lengthening to accommodate future (2008) total traffic conditions. The posted speed limit for SW 152nd Street is 45 miles per hour. For this speed limit, FDOT

Standard Index 301 specifies a taper of 50 feet with 185 feet for deceleration. The SYNCHRO analysis shows that the eastbound left-turn on SW 152nd Street will require 76 feet of storage to accommodate the expected 95th percentile queue. Therefore, we recommend to build a turn lane of approximately 285 feet (50 feet of taper, 185 feet for deceleration (including 50 feet of taper), and 100 feet for storage). Please note that there is sufficient space in the median to construct the 285-foot eastbound left-turn lane. Therefore, it is anticipated that FDOT will likely support this improvement which will enhance traffic operations along SW 152nd Street.

Table 7: Turn Lane Analysis Summary

Turn Lane	Existing Turn Lane Lengths		Recommended Turn Length 2008 with Project Traffic				
	Storage (feet)	Deceleration (feet)	Required Storage (feet) AM/PM	Taper (feet)	Recommended Storage (feet)	Deceleration (feet)	Total (feet)
Eastbound Left-Turn	20'	185'	48'/76'	50'	100'	185'*	285'

* Includes 50 feet of taper

MIAMI-DADE TRAFFIC CONCURRENCY ASSESSMENT

Level of Service Standard

The results of the level of service calculations were compared against the established standards to determine the adequacy of roadway capacity. Based on the availability of transit service, the level of service standards listed in Table 8 apply to the major roadways in the study area.

Table 8. Area Roadways Level of Service Standards

Roadway	Level of Service Standard
US-1/SR 5 (Dixie Highway)	120% of Capacity (LOS E)
SW 152nd Street (Coral Reef Drive)	120% of Capacity (LOS E)
Homestead Extension of Florida's Turnpike (SR 821)	90% of Capacity (LOS D)
SW 107th Avenue	90% of Capacity (LOS D)
SW 117th Avenue	90% of Capacity (LOS D)

Traffic Concurrency Methodology

Research was performed to assess the available capacity on the major roadway segments in the study area based on information obtained from the Miami-Dade Public Works Department. The analyses relied upon a listing of "State Traffic Count Stations" and "County Traffic Count Stations" dated January 10, 2007. This listing provides data on the capacities, existing volumes, approved trips, and available trips at the Miami-Dade County traffic count stations. The traffic count stations evaluated encompass the nearest count stations based on a cardinal trip distribution, which is consistent with Miami-Dade County traffic concurrency methodology.

Traffic Concurrency Evaluation

The P.M. peak hour project trips assigned to roadways in the study area were compared to the available trips on study area roadways monitored by Miami-Dade County to determine their traffic concurrency status. Based on the initial review, there is available capacity on the study area roadways to accommodate the project traffic. Table 9 summarizes the project trips assigned to and the available peak hour trips on these roadway segments.

Table 9. Miami-Dade County Traffic Concurrency Review

State/ County Station #	Roadway	Location	Max. LOS Volume	Available Trips [1]	Project Distribution	Project Trips	Excess Trips
0033	S. Dixie Hwy (US-1/SR 5)	N of SW 152nd St.(Coral Reef Dr)	9,090	3,893	37%	242	3,651
0056	SW 152nd St. (Coral Reef Dr.)	E of SW 112th Avenue	4,660	2,088	47%	307	1,781
0332	S. Dixie Hwy (US-1/SR 5)	S of SW 152nd St (Coral Reef Dr)	8,490	3,047	8%	52	2,995
1106	SW 152nd St. (Coral Reef Dr.)	W of US-1/SR 5	4,890	2,233	48%	314	1,919
2254	Florida's Turnpike	N of SW 168th Street	13,520	6,687	14%	92	6,595
2266	Florida's Turnpike	S of Don Shula Expressway	13,520	5,488	20%	131	5,357
9728	SW 107th Avenue	S of SW 160th Street	1,240	280	5%	33	247
9752	SW 117th Avenue	S of SW 136th Street	3,440	964	10%	65	899

Note: (1) Provided by Miami-Dade County, current as of January 10, 2007.

C-100 CANAL BRIDGE CROSSING ANALYSIS

The need and impact of constructing a bridge to connect SW 97th Avenue across the C-100 Canal was assessed. Presently, no north-south roadways cross the C-100 Canal between SW 92nd Avenue and SW 117th Avenue, which is a distance of approximately 2.5 miles. In addition to SW 97th Avenue, alternate alignments for a crossing of the C-100 Canal could include SW 102nd Avenue or SW 107th Avenue. Criteria considered in the assessment included transportation network linkages, local traffic impacts, consistency with local plans, and community impacts.

Transportation Network Linkages

The connection of SW 97th Avenue across the C-100 Canal would provide an alternate north-south corridor approximately 0.5 miles west of SW 92nd Avenue and approximately 2.0 miles east of SW 117th Avenue. SW 97th Avenue would provide a connection between SW 88th Street (Kendall Drive) to the north and SW 152nd Street (Coral Reef Drive) to the south. However, SW 97th Avenue does not continue to the south of SW 152nd Street. The proximity of the SW 97th Avenue alignment to US-1 and its lack of continuity south of SW 152nd Street would limit the benefits to north-south traffic flow in the area.

The connection of SW 102nd Avenue across the C-100 Canal would provide an alternate north-south corridor approximately 1.0 mile west of SW 92nd Avenue and approximately 1.5 miles east of SW 117th Avenue. SW 102nd Avenue would provide a continuous connection between Killian Parkway to the north and US-1 to the south via SW 107th Avenue and Marlin Road. Therefore, the SW 102nd Avenue corridor provides a better transportation linkage, as well as a more central crossing of the C-100 Canal considering the locations of the nearest north-south crossings of the canal.

The connection of SW 107th Avenue across the C-100 Canal would provide an alternate north-south corridor approximately 1.5 miles west of SW 92nd Avenue and approximately 1.0 miles east of SW 117th Avenue. SW 107th Avenue would provide a connection between Killian Drive to the north and SW 152nd Street to the south. However, SW 107th Avenue does not provide continuity to the south of SW 152nd Street. Therefore, the SW 107th Avenue corridor provides a

more central crossing of the C-100 Canal but exhibits less continuity than either SW 102nd Avenue or SW 97th Avenue.

Local Traffic Impacts

The connection of any of the north-south roadways, considered in this analysis, across the C-100 Canal would have a significant impact on local traffic patterns in established residential neighborhoods. North of SW 144th Street, the existing daily traffic volume on SW 97th Avenue is 6,351vehicles per day, while south of SW 144th Street, the existing daily traffic volume on SW 97th Avenue is only 880 vehicles per day. If SW 97th Avenue were connected across the C-100 Canal, analysis performed with the 2015 MUATS model demonstrates that the daily volume north of SW 144th Street (approximately 13,300 vehicles per day) is expected to be approximately twice as high as the existing daily traffic volume. In addition, traffic volumes on SW 97th Avenue south of SW 144th Street are expected to increase significantly to approximately 17,800 vehicles per day, which will significantly impact the adjacent residential neighborhood. A 2015 MUATS model plot illustrating traffic volumes in the area with the no build option is provided in Appendix K and a 2015 MUATS model plot illustrating traffic volumes in the area with the SW 97th Avenue connection is provided in Appendix L.

The daily traffic volume on SW 102nd Avenue north of SW 136th Street is 9,023 vehicles per day, while the daily traffic volume on SW 102nd Avenue south of SW 136th Street is only 1,617 vehicles per day. If SW 102nd Avenue were connected across the C-100 Canal, analysis performed with the 2015 MUATS model demonstrates that the daily volume north of SW 136th Street is expected to be approximately 20 percent higher than the no build condition. However, traffic volumes on SW 102nd Avenue south of SW 136th Street are expected to increase significantly to approximately 17,100 vehicles per day, which will significantly impact the adjacent residential neighborhood. A 2015 MUATS model plot illustrating traffic volumes in the area with the SW 102nd Avenue connection is provided in Appendix M.

North of SW 136th Street, the daily traffic volume on SW 107th Avenue is 5,497 vehicles per day, while south of SW 136th Street, the daily traffic volume on SW 107th Avenue is only 1,222 vehicles per day. If SW 107th Avenue were connected across the C-100 Canal, analysis

performed with the 2015 MUATS model demonstrates that the daily volume north of SW 136th Street (approximately 14,400 vehicles per day) is expected to be significantly higher than the existing daily traffic volume. In addition, the bridge analysis performed with the 2015 MUATS model demonstrates that the daily volume south of SW 136th Street is expected to increase to approximately 18,700 vehicles per day, which will significantly impact the adjacent residential neighborhood. A 2015 MUATS model plot illustrating traffic volumes in the area with the SW 107th Avenue connection is provided in Appendix N.

Consistency with Local Plans

The Miami-Dade Comprehensive Development Master Plan, the Miami-Dade 2030 Long Range Transportation Plan, and the Miami-Dade Transportation Improvement Program were reviewed to determine if a new roadway crossing of the C-100 Canal is funded or planned. A new bridge across the C-100 Canal is not included in any of these plans or programs.

Community Impacts

Regardless of its alignment, a new roadway crossing of the C-100 Canal would have a significant impact on the community it passes through. Established single-family residential neighborhoods exist on the north side of the C-100 Canal regardless of an alignment along SW 97th Avenue, SW 102nd Avenue, or SW 107th Avenue. These neighborhoods are accustomed to these roadways functioning as neighborhood collector facilities with relatively low traffic volumes and would likely strongly oppose a new crossing of the C-100 Canal, which would significantly increase traffic volumes through their neighborhoods.

South of the C-100 Canal, SW 97th Avenue passes through the future site of the Coral Reef Medical Plaza, which is the development that is the subject of this traffic analysis. SW 102nd Avenue abuts both Coral Reef Senior High School and Richmond Heights Middle School south of the C-100 Canal, while SW 107th Avenue traverses an established single-family residential neighborhood.

Conclusion

The three potential alignments for a crossing of the C-100 Canal considered in this assessment all have drawbacks in terms of local traffic impacts and community impacts. In addition, a new bridge across the C-100 Canal along any of the potential alignments is not included in any plans or programs. In terms of transportation network linkages, the SW 102nd Avenue alignment is most favorable because it would provide the longest continuous north-south corridor connecting Killian Parkway to the north and US-1 to the south. SW 102nd Avenue also provides a more central crossing of the C-100 Canal between SW 92nd Avenue and SW 117th Avenue than does SW 97th Avenue.

The existing traffic volume on SW 92nd Avenue north of SW 152nd Street is 6,638 vehicles per day, which is far below (approximately 66 percent) the LOS D capacity (10,000 vehicles per day according to FDOT's *2002 Quality/Level of Service Handbook*) of this facility. Likewise, the existing traffic volume on SW 117th Avenue north of SW 152nd Street is 23,720 vehicles per day, which is also below (approximately 76 percent) the LOS D capacity (31,100 vehicles per day according to FDOT's *2002 Quality/Level of Service Handbook*) of this facility. Considering that there is excess capacity available on SW 92nd Avenue and SW 117th Avenue, along with the significant community impacts that were discussed, a new crossing of the C-100 Canal at SW 97th Avenue adjacent to the project is not recommended.

DRAFT

Miami-Dade County
Metropolitan Planning Organization (MPO)

Work Order #OPC III-14

SW 152nd Street Corridor Transportation Study
From SW 162nd Avenue to US 1

SCOPE OF SERVICES

I. OBJECTIVE

The objective of this study is to identify alternatives for improving traffic flow along SW 152nd Street from SW 162nd Avenue to US 1.

II. PREVIOUS AND CURRENT WORKS

In 2002, the Metropolitan Planning Organization (MPO) conducted a study that proposed the extension of SR-874 to SW 137th Avenue. Additionally, the Department of Planning and Zoning completed in early 2005 "The SW 137th Avenue Corridor Study." Following this study, and at the request of the Transportation Planning Council (TPC), the MPO initiated a comprehensive evaluation of the same corridor from SW 344th Street to SR-836. Latter study is scheduled for completion in March 2007.

III. BACKGROUND

As a result of new development and redevelopment taking place along the SW 152nd Street corridor, the Miami-Dade County Board of County Commissioners at its November 20th public hearing on the April 2006 Cycle Applications to amend the Comprehensive Development Master Plan (CDMP), voted to deny Application No. 7. This application solicited approval for a development in an 8.9-acre site located north of SW 152nd Street along the east and west sides of theoretical SW 97th Avenue. This application also requested an amendment to the county's Adopted 2015 and 2025 Land Use Plan map from Low Density Residential (2.5 to 6 DU/Ac.) to Business and Office. Commissioner Dennis Moss, who expressed his desire to support land uses that are ancillary to Jackson South Hospital, recognized that traffic on SW 152nd Street is an important issue that needs further attention. In his discussion of this application, Commissioner Moss requested an additional review of the SW 152nd Street corridor with consideration to the option of accelerating the planned capacity improvement (widening from 4 to 6 lanes) of the SW 152nd Street from the HEFT to US 1, listed as Priority 3 (const. between 2016 and 2020) in the MPO's Transportation Plan to the Year 2030, and a look into other alternatives to mitigate the transportation impacts of Application 7. Additionally, Commissioner Katy Sorenson suggested that mass transit options such as bus lanes be also considered as well as the traffic impacts of approved developments east of Application 7, and the Water Park recently approved by the voters of Miami-Dade County and the proposed University of Miami South Village located at the entrance of the Metrozoo.

IV. METHODOLOGY

1. **Task 1: Study Management and Coordination**
   a. A Study Advisory Committee (SAC) should be established to guide the overall efforts of this study, review work products, and discuss findings and recommendations. The SAC should include staff representatives from the above-mentioned agencies, as appropriate.
   b. The consultant will prepare monthly status reports and coordination with the MPO, the Department of Planning and Zoning, Public Works Department (PWD), Miami-Dade Transit (MDT), the Florida Department of Transportation (FDOT), and other agencies as appropriate.
   c. The MPO will coordinate with the consultant the scheduling of meetings with the appropriate agencies, as needed.
   d. Finally, the consultant will schedule presentation to the SAC and the standing committees of the MPO, as appropriate.

2. **Task 2: Review of Previous Studies and Data Gathering**
   The consultant will review previous studies, as well as the 2007 Transportation Improvement Program (TIP), the adopted 2015 and 2030 Long Range Transportation Plan (LRTP), the current Land Use Plan and the adopted CDMP.

   Additionally, the consultant will gather information regarding issues such as:
   a. Highway: traffic conditions, proposed traffic improvements along the corridor, access control, current and future traffic impact due to proposed developments (Application No.7, Water Park and University of Miami South Village), identification of major intersections, traffic counts, LOS, turning movements, accident records, etc...
   b. Transit: current MDT services, future improvements recommended in the Transportation Development Plan (TDP), ridership, etc...
   c. Roadway: right-of-way, location of utilities, pavement condition, number of lanes, bicycle lanes, sidewalks, parking facilities, etc...
   d. Land Use: Existing and future (approved residential, office and commercial) development patterns, neighborhood impacts, adopted LOS standards, etc...

3. **Task 3: Data Analysis and Field Inspections**
   a. The consultant will organize and classify the information gathered for further analysis and evaluations.
   b. Field inspections will be conducted to confirm existing conditions and to identify potential issues along the corridor, as well as recommended solutions. These observations should take into consideration short, medium and long term improvements.
   c. Based on the previous sub-tasks, the consultant will define engineering and non-technical issues affecting traffic flow along the corridor.
   d. Analyses will be also conducted to identify segment deficiencies and potential fatal flaws during this process.
   e. A matrix with the results of these analyses and field inspections will be prepared for later discussions regarding the development of potential alternatives.

4. **Task 4: Development of Alternatives**
   a. The consultant will develop at least four (4) alternatives for improving traffic flow along the corridor. The proposed alternatives could be:
      - No Improvements Alternative
        This alternative will consider the proposed future developments along the corridor and will be used for comparison purposes.
      - Transportation System Management (TSM) Alternative
        This alternative will incorporate TSM improvements such as: traffic operation improvements at major intersections, signal timing optimization, turning lanes, pavement striping, signage and lighting, sidewalks, parking management, relocation of bus stops, etc...
      - Roadway Improvements Alternative
        This alternative will consider roadway improvements along the corridor including: adding lanes, widening, grade separation, reversible lanes, etc...
      - Transit Improvements Alternative
        This alternative will consider transit improvements along the corridor including: maximizing the operation of the existing routes, construction of a dedicated bus lane, development of a Bus Rapid Transit (BRT), etc...
   b. The consultant will run a traffic simulation model for each alternative for year 2015 to evaluate the traffic flow improvement along the corridor.
   c. The consultant will prepare a list of the pros and cons for each alternative. This list will include technical and non-technical issues.

5. **Task 5: Recommendation**
   Based on the results of previous tasks, the consultant will recommend an alternative for implementation. This alternative not necessarily needs to be one of the evaluated alternatives. The recommended alternative could be a combination of the four (4) alternatives evaluated in task 4. If so, the consultant will run the traffic simulation model one more time to measure the performance of this alternative.

6. **Task 6: Action Plan**
   Once the recommended alternative is determined in coordination with the SAC, the consultant will prepare an action plan including, as a minimum:
   a. estimated costs,
   b. and implementation plan,
   c. and timetables for the completion of the project.

V. PREPARATION AND PRESENTATION OF RESULTS

The consultant will prepare a report to present the findings in an adequate and professional manner, and available in electronic format as well as hard-copy format. The consultant will prepare presentations to the standing committees of the MPO, as well as to the Transportation Planning Council (TPC), the MPO Governing Board and the Board of County Commissioners, as appropriate.

It's strongly recommended that the consultant use the state-of-the-art technology in the reproduction of the Final report. This may include graphs, schematics, GIS maps, aerials, visual effects (before and after) and any other tool to better illustrate the recommended actions.

VI. DELIVERABLE

1. Five (5) copies of the final draft report for comments. This draft will include all documentation regarding the work performed during the development of the study, including: data, analyses, schematics, drawings, maps, etc...
2. Twenty Five (25) copies of the Final Report (full color). Pictures, charts, diagrams, maps, and tables should be included to facilitate the reading and illustrate the results of the study.
3. One hundred (100) copies of the Executive Final Report (full color in a newsletter format and no more than 8 pages is recommended).
4. A Power Point Presentation with the highlights of the study.
5. Any brochure or printed material that contributes to enhance the study.
6. Final Report and Executive Summary will be also submitted in electronic format (CD) to be posted in the MPO Website and for further reproduction and distribution.

VII. SCHEDULE

The Consultant should complete this work in six (6) months.

VIII. ESTIMATED COST

The budget for this study is $80,000 (including contingencies).

MPO RESOLUTION #10-07

RESOLUTION APPROVING THE SCOPE OF WORK AND BUDGET FOR THE SW 152ND STREET CORRIDOR TRANSPORTATION STUDY

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, the SW 152nd Street Corridor is experiencing remarkable growth and development; and

WHEREAS, the traffic on SW 152nd Street is an important issue that needs further attention.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the attached Scope of Work and Budget for the SW 152nd Street Corridor Transportation Study is hereby approved.

The adoption of the foregoing resolution was moved by Board Member Dennis C. Moss. The motion was seconded by Board Member Joe A. Martinez, and upon being put to a vote, the vote was as follows:

Chairman Bruno A. Barreiro-Absent
Vice Chairwoman Barbara J. Jordan-Aye

Board Member Ruben D. Almaguer	-Absent	Board Member Dennis C. Moss	-Aye
Board Member Kevin A. Burns	-Aye	Board Member Julio Robaina	-Aye
Board Member Jose "Pepe" Diaz	-Aye	Board Member Dorrin D. Rolle	-Aye
Board Member Audrey M. Edmonson	-Absent	Board Member Marc D. Sarnoff	-Absent
Board Member Shirley M. Gibson	-Absent	Board Member Natacha Seijas	-Absent
Board Member Carlos A. Gimenez	-Aye	Board Member Darryl K. Sharpton	-Absent
Board Member Perla T. Hantman	-Aye	Board Member Katy Sorenson	-Aye
Board Member Sally A. Heyman	-Aye	Board Member Rebeca Sosa	-Absent
Board Member William H. Kerdyk	-Absent	Board Member Javier D. Souto	-Aye
Board Member Joe A. Martinez	-Aye	Board Member Richard L. Steinberg	-Aye

The Chairperson thereupon declared the resolution duly passed and approved this 22nd day of February, 2007.

METROPOLITAN PLANNING ORGANIZATION
M.P.O.

By _____
Jose-Luis Mesa
MPO Secretariat

METROPOLITAN PLANNING ORGANIZATION DADE COUNTY FLORIDA MPO

Memorandum

MIAMI-DADE COUNTY

Date: September 27, 2006

To: Nan Markowitz
CITT Executive Director

From: Esther Calas, P.E.
Public Works Department Director

Subject: Public Works Department (PWD) Follow Up Items from CITT Full Trust Meeting on July 27, 2006

At the July 27, 2006 CITT Full Trust meeting, I was asked to respond to several potential projects in the West Kendall area. Specifically, PWD was requested to provide an executive summary regarding the feasibility of the following projects:

Do not have sufficient data to support this item.

1. Widening of SW 120 Street to six (6) lanes, from SW 137 Avenue to SW 157 Avenue.
2. Widening of SW 127 Avenue to four (4) lanes, from SW 120 Street to SW 152 Street.
3. SW 97 Avenue – provide a continuous connection (bridge), from SW 136 Street to SW 152 Street.
4. SW 102 Avenue – provide a continuous connection (bridge), from SW 136 Street to SW 152 Street.
5. SW 107 Avenue – provide a continuous connection (bridge), from SW 136 Street to SW 152 Street.

Attached to this memorandum, PWD staff has compiled a summary of the findings with regards to these projects. Please contact me at (305) 375-2960 if you have any questions.

Exhibit 1
Traffic Analysis for the Five (5) Corridors

The Public Works Department obtained the traffic data from MPO FSUTMS transportation model to conduct the traffic analysis along these five corridors. The traffic volumes, volume/capacity (V/C) ratio and Level of Service (LOS) are extracted from this model and summarized in the below table:

Location	Volume (ADT) for Year 2000	V/C	LOS for Year 2000	Volume (ADT) for Year 2015	V/C	LOS for Year 2015
SW 120 St. (West of SW 137 Ave.)	21,824	0.64	LOS C	24,285	0.71	LOS C
SW 127 Ave. (North of SW 120 St.)	8,782	0.55	LOS C	24,611	0.73	LOS F
SW 107 Ave. (North of SW 136 St.)	12,240	1.11	LOS D	16,473	1.38	LOS F
SW 102 Ave. (South of SW 152 St.)	19,073	0.58	LOS F	23,139	0.7	LOS F
SW 97 Ave. (North of SW 136 St.)	5,493	0.6	LOS C	7,707	0.83	LOS C
SW 137 Ave. (SW 120 St. to SW 152 St.)	46,686	0.83	LOS D	58,151	1.12	LOS F

This data was analyzed in order to determine future needs along these five corridors and our findings and recommendations are as follows:

Exhibit 2
SW 120 Street, from SW 137 Avenue to SW 157 Avenue

- Existing Conditions:
  - The current configuration of SW 120 Street within these limits is a 4-lane divided roadway with medians and curb and gutter. On the most western end, a 4-lane bridge has been constructed to connect to the theoretical SW 157 Avenue, which is finalizing design at this time. The South side of the roadway is adjacent to the northern boundary of the Tamiami Airport. The North side of the roadway is about 50% developed with commercial properties. Several new developments are planned for this area as well.
  - From SW 137 Avenue to SW 122 Avenue, SW 120 Street exists as a 4-lane divided roadway with medians and curb and gutter. The roadway has residential properties adjacent to the back of sidewalk on the North side and commercial properties on the South side.
  - From SW 122 Avenue to SW 117 Avenue, SW 120 Street exists as a 4-lane divided roadway with medians and curb and gutter. Within this segment, the main traffic generators are the Turnpike and SW 117 Avenue, where SW 120 Street terminates. SW 120 Street cannot continue to the East due to an existing cemetery and the intersection with the Don Shula Expressway. However, the entrance to the northbound Turnpike is configured with dual left turn lanes, and the connection with SW 117 Avenue is configured with dual left and right turn lanes to accommodate the large AM volumes.
- History:
  - SW 120 Street, from SW 117 Avenue to SW 137 Avenue – widen to six (6) lanes, was included in the PTP Ordinance. However, PWD evaluated this project with an Engineering Firm and conferred with the District Commissioner on the challenges of this project. Since a widening to 6-lanes would require significant right-of-way acquisitions on both the North and South sides of the roadway, it was determined that widening to six (6) lanes is not feasible. Beyond the exorbitant estimated costs of the right-of-way, PWD projected significant impacts on personal property and businesses would accompany this type of project. These costs are prohibitive to a widening of SW 120 Street, from SW 117 Avenue to SW 137 Avenue.
  - PWD is initiating a traffic study on SW 120 Street, from SW 117 Avenue to SW 137 Avenue to determine what type of capacity and traffic operational improvements can be made within the existing right-of-way limitations. Improvements and possible widenings to the intersections will also be considered.
  - In addition, the Citizens Transportation Advisory Committee (CTAC) requested that Miami-Dade County preserve the right-of-way along SW 120 Street, from SW 137 Avenue to SW 157 Avenue to accommodate potential future development in the area. Furthermore, CTAC requested the initiation of a study to determine the feasibility of expanding this roadway as growth continues. PWD is selecting consultants to perform this study at this time.
- Right-of-Way:
  - PWD would need to acquire an additional 30 feet of right-of-way to construct a 6-lane facility within a 100 foot cross-section. 15 feet would be needed from Miami-Dade Aviation on the South side, and 15 feet would be needed from the various parcels on the North side.
  - Miami-Dade Aviation right-of-way: Tamiami Airport has indicated that there would be room on the North side of their property for development. However, they have also indicated that PWD would have to purchase this right-of-way at a fair price. PWD has estimated this acquisition according to recent purchases from Aviation which have been substantial.

- There are a minimum of 18 parcels of right-of-way that would need to be acquired for a project of this nature to proceed. Preliminary estimates indicate that this could cost as much as $5.0 Million.

- Permitting:
  - PWD would have to work with Miami-Dade Aviation in order to comply with FAA standards.
- Engineering:
  - A six (6) lane roadway in this location would conform to PWD's standard design. However, PWD would have to negotiate the relocation of a canal within the Tamiami Airport to widen to the South. In addition, PWD would have to resolve a conflict with existing FPL lines on the South side of the roadway. These lines may have to be relocated under ground which would be very costly.
- Construction Estimate:
  - The total estimated construction estimate for this project is $17.4 Million.
- Traffic Analysis:
  - SW 120 Street is a 4-lane urban collector facility. Based on year 2015 volumes LOS of this segment is "C". Therefore, there is no need to widen this segment. Currently, SW 120 Street east of SW 137 Avenue is a 4-lane roadway. As such, the added capacity of this segment if widened may not enhance the traffic flow along this corridor due to this capacity restraint.
- Conclusions:
  - At this time, PWD does not have sufficient data to support this widening. It is important to note that the additional costs for widening to six (lanes), the widening of the existing bridge, relocation of utilities and the acquisition of right-of-way, when compared to the possible benefits of this widening are not favorable. Due to the limitations to the East on SW 120 Street, a six (6) lane facility in the proposed area would not provided added benefit to the traveling public. However, PWD will re-evaluate the corridor based upon the study which was initiated by CTAC

Exhibit 3
SW 127 Avenue, from SW 120 Street to SW 152 Street

- Existing Conditions:
  - SW 127 Avenue, from SW 142 Street (CSX Railroad) to SW 152 Street exists as a four (4) lane divided road with curb and gutter. This is a residential area.
  - There is not a permitted railroad crossing on SW 127 Avenue at theoretical SW 142 Street.
  - SW 127 Avenue, from SW 132 Street to SW 142 Street (CSX Railroad Tracks), has two (2) lanes constructed on the West. Several residential communities have been constructed on the West side. The East side of the road consists of overhead FPL transmission lines.
  - SW 127 Avenue, from SW 132 Street to SW 128 Street is a dirt road. There is no development on either side.
  - SW 127 Avenue, from SW 128 Street to SW 121 Street is a two (2) lane road built on the West side of the section line. This roadway was built on right-of-way acquired from the EEL property. The EEL environmental property borders SW 127 Ave on the West.
  - SW 127 Avenue, from SW 121 Street to SW 88 Street will be a four (4) lane facility with medians and curb and gutter. Residential properties border SW 127 Avenue on the West and FPL transmission lines border SW 127 Avenue on the East.
- History:
  - SW 127 Avenue, from SW 88 Street to SW 120 Street is schedule to begin construction of a 4-lane road in early 2007. This project has been in the works for many years with attempts to satisfy the needs of the community.
  - SW 127 Avenue, from SW 120 Street South has had 2-lanes built by developers who are building in the area.
  - SW 127 Avenue railroad crossing. To open a crossing at this location, PWD will have to pay a fee of at least $500,000, plus the actual cost of the crossing at approximately $400,000. Large transmission lines in the vicinity may have to be relocated as a result and the cost would be very high to do so. Lastly, there has been opposition from the Community in the past regarding the additional traffic that will result from this opening.
- Right-of-Way:
  - There are a minimum of 6 parcels of right-of-way that would need to be acquired for a project of this nature to proceed. Preliminary estimates indicate that this could cost as much as $9.0 Million.
- Construction Estimate:
  - The total estimated construction estimate for this project is $15.5 Million.
- Permitting:
  - PWD would need to acquire permits from CSX to cross the railroad. In addition, depending on the proximity to the overhead FPL lines, PWD will have to cater the design to work within FPL's allowed limits.
- Traffic Analysis:
  - SW 127 Avenue is an urban collector roadway. Since volume data was not available for this link, the adjacent corridors were analyzed in order to determine if they have reserve capacity. The closest corridor is SW 137 Avenue, which based on year 2015 volumes, will operate at LOS "F" from SW 120 Street to SW 152 Street. In order to alleviate the congestion on SW 137 Avenue, SW 127 Avenue should be connected from SW 120 Street to SW 152 Street. This connection will shift more than 20,000 vehicles per day from SW 137 Avenue to SW 127 Avenue.

- Conclusions:
  - PWD supports the widening of SW 127 Avenue within the subject limits. However, if the Community does not support a new railroad crossing at SW 142 Street, the project is not as viable. Because the amount of developable space South of SW 128 Street is limited due to the lakes and FPL lines, PWD doesn't see a major need for new 4-lane facility. The development in the area should dictate the expansion of roadways.
  - The largest challenge for this project is funding for the right-of-way and the construction. Since PTP project costs are growing each day, the PTP does not have the available funding to support an additional project of this nature. In addition, Road Impact Fees in this area are being used and planned for a large number of capacity improvement projects in a rapidly growing area. Road Impact Fees are the most likely funding source for this project, but it must be prioritized amongst many other worthy projects in the area.
  - SW 127 Avenue, from SW 120 Street to SW 144 Street is listed in the 2030 LRTP Priority III (projects to be funded between 2021 and 2030).
  - The most appropriate measure to consider the expansion of SW 127 Avenue in phases from SW 120 to the Railroad tracks. A recommendation from the CITT can be forwarded to the MPO for consideration in the upcoming agendas.

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Exhibit 4
SW 97 Avenue, from SW 136 Street to SW 152 Street

- Existing Conditions:
  - SW 97 Avenue, from SW 136 Street to SW 149 Street (canal) is a two (2) lane facility with residential properties on either side of the roadway.
  - SW 97 Avenue continues North from SW 152 Street and dead ends approximately one block South of the canal. SW 152 Street is a four (4) lane divided arterial in this section. Just to the West of SW 97 Avenue is Coral Reef High School.
  - SW 97 Avenue does not continue South of SW 152 Street. Palmetto Golf Course is the southern boundary for SW 152 Street in this location.
- History:
  - As recent as 2004, PWD attempted to coordinate the construction of a bridge at this location. At the time, a developer was involved to assist in the funding of the project. However, there was a swelling of support to cancel this project from the neighborhood. The residents (specifically the Falls Incorporation Group) opposed the project due to the amount of traffic and congestion which they believed this project would result in.
- Right-of-Way:
  - PWD investigated the ROW for this crossing and determined that approximately $1.0 Million will be needed for the construction of a four (4) lane bridge.
- Permitting:
  - PWD would need to apply for right-of-way occupancy permits from the South Florida Water Management District (SFWMD) before constructing the bridge.
- Engineering & Cost Estimate:
  - The engineering for a bridge of this nature would be a standard design for canal crossings used throughout the County.
  - The bridge would be designed to accommodate four (4) lanes even though this project does not contemplate the widening of the entire corridor.
  - The total estimated construction estimate for this project is $3.5 Million.
- Traffic Analysis:
  - Should the two connections SW 107 Avenue and SW 102 Avenue between SW 136 Street and SW 152 Street be provided, then this connection along SW 97 Avenue may not be required due to low projected volume along this corridor.
- Conclusions:
  - Because SW 97 Avenue is a section line road and an urban collector, this roadway is a good candidate to provide North South connectivity between SW 136 Street and SW 152 Street. However, traffic in the area may not support a need for all three connections.
  - PWD does not object to the inclusion of this project in the work program. However, PWD does recognize the opposition from the community as a major obstacle to overcome.
  - This project is feasible and there are no other factors preventing this project from moving forward besides the public opposition and the availability of funding within this Road Impact Fee District.

Exhibit 5
SW 102 Avenue, from SW 136 Street to SW 152 Street

- Existing Conditions:
  - SW 102 Avenue, from SW 136 Street to SW 145 Street (canal) is a two (2) lane facility with residential properties on either side of the roadway.
  - SW 102 Avenue continues North from SW 152 Street and dead ends approximately one block South of the canal. SW 152 Street is a four (4) lane divided arterial in this section. Coral Reef High School is located just to the East of SW 102 Avenue.
  - SW 102 Avenue continues South from SW 152 Avenue as a 4 (four) lane facility. It is also referred to as Fairway Heights Boulevard. The area is primarily residential with a primary school on SW 102 Avenue.
- History:
  - PWD investigated this project and did not find any history of this project in the MPO planning documents.
- Right-of-Way:
  - PWD investigated the ROW for this crossing and determined that approximately $100,000 will be needed for the construction of a four (4) lane bridge.
- Permitting:
  - PWD would need to apply for right-of-way occupancy permits from the South Florida Water Management District (SFWMD) before constructing the bridge.
- Engineering & Cost Estimate:
  - The engineering for a bridge of this nature would be a standard design for canal crossings used throughout the County.
  - The bridge would be designed to accommodate four (4) lanes even though this project does not contemplate the widening of the entire corridor.
  - The total estimated construction estimate for this project is $3.5 Million.
- Conclusions:
  - Because SW 102 Avenue is a half-section line road and an urban collector, this roadway is an ideal candidate to provide North South connectivity between SW 136 Street and SW 152 Street. This corridor differentiates itself from the other two because it continues South of SW 152 Street. However, traffic in the area may not support a need for all three connections.
  - PWD does not object to the inclusion of this project in the work program. However, PWD does recognize the opposition from the community as a major obstacle to overcome.
  - This project is feasible and there are no other factors preventing this project from moving forward besides the public opposition and the availability of funding within this Road Impact Fee District.

Exhibit 6
SW 107 Avenue, from SW 136 Street to SW 152 Street

- Existing Conditions:
  - SW 107 Avenue, from SW 136 Street to SW 140 Street (canal) is a two (2) lane facility with residential properties on either side of the roadway.
  - SW 107 Avenue continues North from SW 152 Street and dead ends approximately one block South of the canal. SW 152 Street is a four (4) lane divided arterial in this section. This is a residential area with a FPL substation on the corner of SW 152 Street.
  - SW 107 Avenue dead ends at SW 152 Street.
- History:
  - PWD investigated this project and did not find any history of this project in the MPO planning documents.
- Right-of-Way:
  - PWD investigated the ROW for this crossing and determined that the proposed corridor is already zoned as public right-of-way. Therefore, PWD would not need to acquire any property to construct a four (4) lane bridge.
- Permitting:
  - PWD would need to apply for right-of-way occupancy permits from the South Florida Water Management District (SFWMD) before constructing the bridge.
- Engineering & Cost Estimate:
  - The engineering for a bridge of this nature would be a standard design for canal crossings used throughout the County.
  - The bridge would be designed to accommodate four (4) lanes even though this project does not contemplate the widening of the entire corridor.
  - The total estimated construction estimate for this project is $3.5 Million.
- Traffic Analysis:
  - North of SW 136 Street, SW 107 Avenue carries more than 16,000 vehicles per day and operates at LOS "F" in year 2015. Moreover, it is a major roadway and a section line.
- Conclusions:
  - Because SW 107 Avenue is a section line road and an urban collector, this roadway is a good candidate to provide North South connectivity between SW 136 Street and SW 152 Street. However, traffic in the area may not support a need for all three connections.
  - PWD does not object to the inclusion of this project in the work program. However, PWD does recognize the opposition from the community as a major obstacle to overcome.
  - This project is feasible and there are no other factors preventing this project from moving forward besides the public opposition and the availability of funding within this Road Impact Fee District.

Holland+Knight

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Juan J. Mayol, Jr.
305 789 7787
juan.mayol@hklaw.com

October 26, 2006

Mr. Robert M. Holley, Secretary
Fairway Estates Homeowners Association, Inc.
15850 SW 105th Avenue
Miami, Florida 33157-1507

Re: Coral Reef Medical Plaza / Public Hearing No. 04-255 and CDMP Application No. 7 (April, 2006 Cycle)

Dear Mr. Holley:

As you may be aware, this firm represents Coral Reef Drive Land Development, LLC, in connection with the land use approvals for the above referenced project. The subject property is located on the north side of SW 152nd Street and on both sides of theoretical SW 97th Avenue. I recently became aware of postings on your association's web page expressing concerns about the project.

We are excited about the merits of the project and its potential to become a positive influence in the neighborhood. However, we also understand that, as the representatives of some of the project's neighbors, the Association may have questions and concerns in relation to the design of the project and its impacts on the neighborhood.

As such, we would greatly appreciate the opportunity to meet with you and other members of the Association to present the merits of the project and to address any questions or concerns. We are available to meet at your convenience. Please call me to set up a meeting. My direct line is (305) 789-7787. My e-mail address is juan.mayol@hklaw.com. I look forward to hearing from you.

Sincerely,

Juan J. Mayol, Jr.

JJM/ma
cc: Mr. Daniel J. Millott, President
Mr. Victor Tamariz, Vice President
Mr. Paul Pharmer, Treasurer
Mr. Bruce Silvers, Director
Ms. Carol Pharmer, Director
Ms. Susan Blake
Mr. Doug Landsea

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Juan J. Mayol, Jr.
305 789 7787
juan.mayol@hklaw.com

December 14, 2006

VIA HAND DELIVERY

Mr. James Marshall
President
Richmond Heights Homeowners
Association
13900 Harrison Street
Miami, Florida 33176

Re: Coral Reef Land Development

Dear Mr. Marshall:

I hope this letter finds you well and enjoying the holiday season.

I wanted to thank you for making the time to meet November 29th with Doug Landsea and I to review the plans for the office and retail project on SW 152nd Street and SW 97th Avenue.

We have been busy in the last few weeks making adjustments to the development proposal. We believe that the revisions will respond to many, if not all, of the questions and concerns that have been communicated to us.

We would greatly appreciate the opportunity to meet with you once again at your convenience to describe the changes to the plans and to address any remaining concerns. Also, as we discussed, we would also welcome the opportunity to present our plans to the general membership of the Association if and when you deem such a presentation to be appropriate.

I can be reached at (305) 789-7787 (direct office line) or at (305) 608-0335 (cellular). I look forward to hearing from you.

Sincerely yours,

Juan J. Mayol, Jr.

JJM/ma
cc: Mr. Doug Landsea
4247850_v1

Arrojas, Mercedes F (MIA - X27478)

Please file Coral reef.

From: Mayol, Juan J (MIA - X27787)
Sent: Thursday, December 14, 2006 9:59 AM
To: Arrojas, Mercedes F (MIA - X27478)
Subject: Fw: Coral Reef Land Development / Request for Meeting with Association

Please print. Thanks.
Juan J. Mayol Jr. Holland. & Knight LLP
Sent from my BlackBerry Wireless Handheld

----- Original Message -----
From: Mayol, Juan J (MIA - X27787)
To: 'millottcom@aol.com' <millottcom@aol.com>
Cc: 'bob@fiu.edu' <bob@fiu.edu>; 'dlandsea@shelleyrealestate.com' <dlandsea@shelleyrealestate.com>; 'bob@fiu.edu' <bob@fiu.edu>
Sent: Thu Dec 14 09:56:07 2006
Subject: Coral Reef Land Development / Request for Meeting with Association

Dear Mr. Millott:

I hope you are doing well. I wanted to follow up on our recent telephone conversation. As I mentioned, we have been busy making changes to the development plans to respond to the questions and concerns we have received. We would greatly appreciate the opportunity to meet again with you and the rest of the members of the Association. You mentioned that the next general meeting will be in late January. Would you kindly consider including our item on the agenda? I am also taking the liberty to copy Mr. Holley on this email. As an alternative to the general meeting, would it be possible to meet with the smaller group of people with whom we met at the park? I understand that the holidays are upon us and that it may be difficult to meet before year's end, but we would greatly appreciate anything you and Mr. Holley can do to accommodate our request for a meeting. I look forward to meeting with you and the other members of the association.
Juan J. Mayol Jr. Holland. & Knight LLP
Sent from my BlackBerry Wireless Handheld

Please file Coral Reef

Arrojas, Mercedes F (MIA - X27478)

From: Mayol, Juan J (MIA - X27787)
Sent: Thursday, December 14, 2006 9:59 AM
To: Arrojas, Mercedes F (MIA - X27478)
Subject: Fw: Coral Reef Land Development / Request for Meeting with Association

Please print. Thanks.
Juan J. Mayol Jr. Holland. & Knight LLP
Sent from my BlackBerry Wireless Handheld

----- Original Message -----
From: Mayol, Juan J (MIA - X27787)
To: 'bob@fiu.edu' <bob@fiu.edu>
Cc: 'dlandsea@shelleyrealestate.com' <dlandsea@shelleyrealestate.com>
Sent: Thu Dec 14 09:58:26 2006
Subject: Fw: Coral Reef Land Development / Request for Meeting with Association

Mr. Holley:

Good morning. Please see attached email. Would you be able to spare a few minutes to meet with Mr. Landsea and I? We would be happy to meet you at the park, at FIU or anywhere else that would be convenient for you. I look forward to hearing from you.
Juan J. Mayol Jr. Holland. & Knight LLP
Sent from my BlackBerry Wireless Handheld

----- Original Message -----
From: Mayol, Juan J (MIA - X27787)
To: 'millottcom@aol.com' <millottcom@aol.com>
Cc: 'bob@fiu.edu' <bob@fiu.edu>; 'dlandsea@shelleyrealestate.com' <dlandsea@shelleyrealestate.com>; 'bob@fiu.edu' <bob@fiu.edu>
Sent: Thu Dec 14 09:56:07 2006
Subject: Coral Reef Land Development / Request for Meeting with Association

Dear Mr. Millott:

I hope you are doing well. I wanted to follow up on our recent telephone conversation. As I mentioned, we have been busy making changes to the development plans to respond to the questions and concerns we have received. We would greatly appreciate the opportunity to meet again with you and the rest of the members of the Association. You mentioned that the next general meeting will be in late January. Would you kindly consider including our item on the agenda? I am also taking the liberty to copy Mr. Holley on this email. As an alternative to the general meeting, would it be possible to meet with the smaller group of people with whom we met at the park? I understand that the holidays are upon us and that it may be difficult to meet before year's end, but we would greatly appreciate anything you and Mr. Holley can do to accommodate our request for a meeting. I look forward to meeting with you and the other members of the association.
Juan J. Mayol Jr. Holland. & Knight LLP
Sent from my BlackBerry Wireless Handheld

Arrojas, Mercedes F (MIA - X27478)

From: Mayol, Juan J (MIA - X27787)
Sent: Thursday, January 11, 2007 11:34 PM
To: 'bob@fiu.edu'; 'millottcom@aol.com'
Subject: Coral Reef

Mr. Millot and Mr. Holley:

Hope you both had a great holiday season. Is there any way we can present the revised plans to you and the other members of the Association?

Please let me know at your convenience. Thank you in advance.
Juan J. Mayol Jr. Holland. & Knight LLP
Sent from my BlackBerry Wireless Handheld

Holland & Knight

Tel 305 374 8500
Fax 305 789 7799

Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, FL 33131-2847
www.hklaw.com

Juan J. Mayol, Jr.
305 789 7787
juan.mayol@hklaw.com

January 17, 2007

Mr. Daniel J. Millott, President
Fairway Estate Homeowners Association
10399 SW 156th Street
Miami, Florida 33157

Mr. Robert M. Holley, Secretary
Fairway Estates Homeowners Association, Inc.
15850 SW 105th Avenue
Miami, Florida 33157-1507

Re: Coral Reef Medical Plaza / Public Hearing No. 04-255 and CDMP Application No. 7 (April, 2006 Cycle)

Dear Mr. Millott and Mr. Holley:

As you are aware, this firm represents Coral Reef Drive Land Development, LLC, in connection with the land use approvals for the above referenced project. I have unsuccessfully attempted to contact both of you by e-mail to follow up on my telephone conversation with Mr. Millott. At that time, I requested the opportunity to meet with the Association to present the revised plans for the project. We have made significant changes to the proposal in response to the concerns expressed by the Association's members at our meeting of last year. We are eager to meet with the Association and introduce our revised proposal.

As such, we would greatly appreciate the opportunity to meet at your earliest convenience. Please call me to set up a meeting. My direct line is (305) 789-7787. My e-mail address is juan.mayol@hklaw.com. I look forward to hearing from you.

Sincerely,

Juan J. Mayol, Jr.

JJM/ma
cc: Mr. Victor Tamariz, Vice President
Mr. Paul Pharmer, Treasurer
Mr. Bruce Silvers, Director
Ms. Carol Pharmer, Director
Ms. Susan Blake
Mr. Doug Landsea

Mr. Daniel J. Millott, President Fairway Estate Homeowners Association 10399 SW 156th Street Miami, Florida 33157	Mr. Victor Tamariz, Vice President Fairway Estate Homeowners Association 16250 SW 109th Avenue Miami, Florida 33157
Mr. Robert M. Holley, Secretary Fairway Estates Homeowners Association 15850 SW 105th Avenue Miami, Florida 33157-1507	Mr. Paul Pharmer, Treasurer Fairway Estate Homeowners Association 10525 SW 161 Terrace Miami, Florida 33157
Mr. Bruce Silvers, Director Fairway Estate Homeowners Association 16240 SW 100 Court Miami, Florida 33157	Ms. Carol Pharmer, Director Fairway Estate Homeowners Association 10525 SW 161 Terrace Miami, Florida 33157
Ms. Susan Blake 11363 SW 165th Terrace Miami, Florida 33157	

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Arrojas, Mercedes F (MIA - X27478)

From: millottcom@aol.com
Sent: Thursday, January 18, 2007 11:07 AM
To: juan.mayol@hklaw.com
Cc: dlandsea@Shelleyrealestate.com; bob@fiu.edu
Subject: Today"s homoowners meeting

Hi Juan- Our homeowners meeting is tonight and we have a full agenda including the annual election of officers. The program also has two participants already scheduled. Unless you have elected to place a project on the property that does not cause increased traffic problems, there may not be much to talk about. In any case, it is not possible to have you and Doug here tonight. Dan Millott

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Arrojas, Mercedes F (MIA - X27478)

From: Mayol, Juan J (MIA - X27787)
Sent: Thursday, January 18, 2007 9:44 PM
To: 'millottcom@aol.com'
Cc: 'dlandsea@shelleyrealestate.com'; 'bob@fiu.edu'
Subject: Re: Today"s homoowners meeting

Mr. Millot:

Thanks for your response. We have scaled back the project considerably. This, of course, will result in substantially less traffic. Our traffic engineer has also come up with suggested improvements to the roadway network. We want to prsent all of this information to the association. May we be invited to your February meeting?
Juan J. Mayol Jr. Holland. & Knight LLP
Sent from my BlackBerry Wireless Handheld

----- Original Message -----
From: millottcom@aol.com <millottcom@aol.com>
To: juan.mayol@hklaw.com <juan.mayol@hklaw.com>
Cc: dlandsea@Shelleyrealestate.com <dlandsea@Shelleyrealestate.com>; bob@fiu.edu <bob@fiu.edu>
Sent: Thu Jan 18 11:07:03 2007
Subject: Today"s homoowners meeting

Hi Juan- Our homeowners meeting is tonight and we have a full agenda including the annual election of officers. The program also has two participants already scheduled. Unless you have elected to place a project on the property that does not cause increased traffic problems, there may not be much to talk about. In any case, it is not possible to have you and Doug here tonight. Dan Millott _____

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