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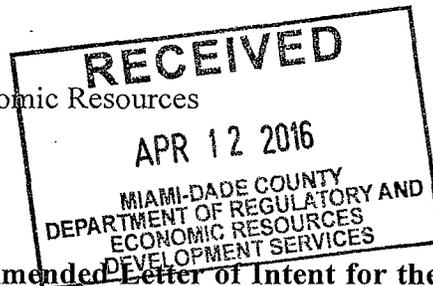
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April 12, 2016

VIA HAND DELIVERY

Mr. Nathan Kogon, AICP
Assistant Director, Department of Regulatory and Economic Resources
111 NW First Street, 11th Floor
Miami, Florida 33131



Re: AMB Codina Beacon Lakes, LLC – Amended Letter of Intent for the Beacon Lakes Development of Regional Impact Notification Of A Proposed Change and Zoning Application

Dear Nathan:

This shall constitute our Amended Letter of Intent on behalf of AMB Codina Beacon Lakes, LLC (the "Developer") in support of a zoning public hearing application being filed in connection with a Notification Of A Proposed Change for the Beacon Lakes Development of Regional Impact (the "DRI") to modify the DRI and its associated zoning approvals. The application subject property consists of +/-482 acres of land generally lying on the south side of NW 25 Street between NW 117 Avenue and NW 137 Avenue in unincorporated Miami-Dade County, Florida (the "Property"). The amended request seeks the 1) approval of an Unusual Use on Parcel 2 to allow a golf driving range and entertainment facility; and 2) deletion of the Declaration of Restrictions, recorded in Official Records Book 20487, Pages 4478-4496, as last modified by (i) a Modification of Declaration of Restrictions Recorded at Official Records Book 20487, Pages 4478 to 4496, as Further Modified by a Covenant Proviso Contained in Resolution No. CZAB5-10-4, recorded in Official Records Book 26750 at Page 1709, and (ii) a Modification of Declaration of Restrictions Recorded at Official Records Book 20487, Pages 4478 to 4496, as Further Modified by a Covenant Proviso Contained in Resolution No. CZAB5-10-4, recorded in Official Records Book 26758 at Page 3003 of the Public Records of Miami-Dade County, Florida (the "Site Plan Covenant"), where the prior request was for a modification of this instrument. The Developer has identified a potential user that is seeking to locate within Parcel 2 and would develop a portion of this parcel with a golf driving range and entertainment facility. The Developer is also now asking for a deletion of the Site Plan Covenant because the site plan modification will be made pursuant to the zoning resolution and the Site Plan Covenant will be redundant.

With this Amended Letter of Intent, the Developer is seeking the approval of the following amended requests:

As to the DRI NOPC:

1. To make a substantial deviation determination pursuant to Section 380.06(19), F.S., with respect to the additional DRI requests.
2. Modification of the subject property described in Resolution No. Z-11-02 to incorporate the legal description of additional lands into the DRI subject property.
3. Modification of the size of property provided in Resolution No. Z-11-02 to expand the subject property from +/-436 acres to +/-482 acres.
4. Modification of Recital of Resolution Z-20-08 "General Description of Proposed Development" to amend the DRI development program and, as such, to read as follows: The Applicant is requesting approval of a multi-use development entitled "Beacon Lakes," consisting of: 6,085,761 square feet of warehouses, 175,000 square feet of office space, and 495,000 square feet of retail space or equivalent combination of said uses pursuant to the Land Use Exchange Matrix attached hereto.
5. Modification of Condition 3.c. of Resolution No. Z-20-08 to read as follows: "A traffic signal warrant study for the intersection of NW 25 Street and NW 117 Place shall be submitted for review and approval by the Public Works Director within 180 days of the issuance of the first certificate of occupancy for the retail center, and shall be repeated annually until two years after the final certificate of occupancy is issued for 450,000 square feet or more of retail use within the commercial rezoning parcel that is the subject of this application."
6. Deletion of Condition 4 of Resolution No. Z-20-08, as this condition is no longer applicable to the development of the DRI.
7. Modification of Condition 6 of Resolution No. Z-20-08 to read as follows: "That prior to issuing the first building permit, the Applicant will coordinate with Miami-Dade Transit to develop service plan alternatives for providing transit service to the proposed +/-46 acre retail center located on the east portion of the Beacon Lakes DRI. Options for providing transit service shall include one or more of the following: neighborhood circulators, route extension/realignment, as well as applicant/developer contributions. Other transit amenities, including bus bays and shelters for all bus stops, especially at all possible turnaround location(s), shall be included."
8. Modification of Conditions 58, 59, and 60 of Resolution No. Z-10-12, as administratively modified from time to time and as reflected in the Notice of Adoption of an Extension to the Development Order for the Beacon Lakes Development of Regional Impact, as recorded in Official Records Book 28753 at Page 2187 of the Public Records of Miami-Dade County, Florida, and as subsequently amended administratively to read as follows:

"58. September 1, 2025 is hereby established as the build out date for this project, which includes administrative extensions approved pursuant to Florida Statutes, and is the date until which the local government of jurisdiction agrees that the Beacon Lakes DRI shall not be subject to down-zoning, unit density reduction, or intensity

reduction, unless a local government of jurisdiction can demonstrate that substantial changes made by the developer in the facts or circumstances underlying the approval of the DRI development order have occurred, or that the DRI development order was based on substantially inaccurate information provided by the Applicant, or that the change is clearly essential to public health, safety, or welfare.”

“59. The deadline for commencement of physical development shall be two (2) years from the date of the effective date of the development order. For purposes of this paragraph, physical development means development as defined in Section 380.04, F.S. The termination date for completing the physical development shall be September 1, 2025, which includes administrative extensions approved pursuant to Florida Statutes.”

“60. September 1, 2025, is hereby established as the expiration date for the development order, which includes administrative extensions approved pursuant to Florida Statutes.”

9. Modification of Exhibit 1 of Resolution No. Z-11-02, as last modified by Resolution No. Z-20-08, as follows:

Exhibit 1, Master Development Plan Map H (Revised 9/10/15)

As to the zoning requests:

1. District Boundary Change for Parcel 1 from BU-2 to IU-1.
2. District Boundary Change for Parcel 2 from GU and IU-2 to BU-3.
3. Unusual Use for Parcel 2; to wit a golf driving range and entertainment facility.
4. Deletion of Condition 2 of Resolution No. CZAB5-10-04, as modified from time to time.
5. Deletion of Declaration of Restrictions, recorded in Official Records Book 20487, Pages 4478-4496, as last modified by (i) a Modification of Declaration of Restrictions Recorded at Official Records Book 20487, Pages 4478 to 4496, as Further Modified by a Covenant Proviso Contained in Resolution No. CZAB5-10-4, recorded in Official Records Book 26750 at Page 1709, and (ii) a Modification of Declaration of Restrictions Recorded at Official Records Book 20487, Pages 4478 to 4496, as Further Modified by a Covenant Proviso Contained in Resolution No. CZAB5-10-4, recorded in Official Records Book 26758 at Page 3003 of the Public Records of Miami-Dade County, Florida.
6. Deletion of Declaration of Restrictions recorded in Official Records Book 20487 at Page 4314 of the Public Records of Miami-Dade County Florida.

As noted above, the only changes to the requests are the Unusual Use and for a deletion of the Site Plan Covenant.

The proposed Unusual Use for Parcel 2 will be in the form of a golf driving range and entertainment facility. The proposed facility is a vertical driving range located within a three-

sided building with the fourth side open to the driving range. The building will feature meeting and event space, lounge areas, and dining and bar areas. There will be food and beverage service facilities within the facility. Alcoholic beverages may be sold along with food, as is customary with this type of use.

The deletion of the Site Plan Covenant will not have any negative impacts on the development of the Property or the County's ability to enforce the applicable zoning regulations. The Property development will be tied to a site plan pursuant to the proposed zoning resolution that will be approved in connection with this application.

The proposed change to the DRI involves the addition of an adjacent and contiguous +45.09 acre parcel of land to the DRI (the "New Lands") and the addition of 785,761 SF of Warehouse use and a reconfiguration of the DRI Master Plan. As such, the proposed changes may be presumed to be a substantial deviation under Section 380.06(19)(b). However, this presumption may be overcome by clear and convincing evidence, which is provided in detail in the following paragraphs and the NOPC traffic analysis.

The New Lands are currently designated "Restricted Industrial and Office" and are identified as a portion of "Parcel 296 from the 2010 EAR". "Parcel 296 from the 2010 EAR" was entitled by Miami-Dade County with an FAR of 0.4 under the Restricted Industrial land use designation, which yields a 785,761 SF of Warehouse use entitlement on the New Lands. Parcel 296 was moved into the UDB (by Miami-Dade County) during the October 2012 Cycle for "EAR-Based Amendment Application No. 1, Part C, Parcel 296 to amend the CDMP". In order to maintain the County's minimum adopted level of service standards on all State and County roads adjacent to and in the vicinity of Parcel 296, Miami-Dade County established the entitlements for Parcel 296 with an FAR of 0.4. As part of the approval process for changes to the CDMP, the South Florida Regional Planning Council (as the Regional Planning Agency) held a hearing to formerly review the proposed land use change for the October 2012 Cycle for "EAR-Based Amendment Application No. 1, Part C, Parcel 296 to amend the CDMP that entitled Parcel 296. Thus, the transportation impacts resulting from the land use change to Parcel 296 were previously reviewed and approved by Miami-Dade County, FDOT and the SFRPC (as the Regional Planning Agency), all the while adjacent to the active development underway for the Beacon Lakes DRI. Notwithstanding, the analysis provided in the Developer's enclosed traffic analysis evaluates the 3,042 PM Peak Hour traffic impact for the DRI's approved but unbuilt uses, the uses under construction, the relocated uses on-site, and the uses added from the New Lands (resulting 251 PM Peak Hour Trips).

The Developer has analyzed the estimated water, sewer, and solid waste generation rates resulting from the proposed change. The change would yield an increase in water and sewer gallonage and in solid waste generation. However, the Miami-Dade Water and Sewer Department has determined that there is adequate treatment and water supply capacity for the proposed uses and the Miami-Dade Solid Waste Department has advised that the current system has a level of service availability for a minimum of five years for disposal capacity on a systemwide basis. The following charts provide an analysis of these rates based on the approved and proposed DRI development program uses:

Current & Projected Water and Sewer Gallonage*

Land Use	Generation Rate (gal per day/unit)	Approved Development Program	Proposed Development Program
Industrial/Warehouse	1 gpd/100 sq. ft.	5,300,000 sq. ft.	6,085,761 sq. ft.
		53,000 gpd	60,858 gpd
Office	5 gpd/100 sq. ft.	175,000 sq. ft.	175,000 sq. ft.
		8,750 gpd	8,750 gpd
Retail	10 gpd/100 sq. ft.	495,000 sq. ft.	495,000 sq. ft.
		49,500 gpd	49,500 gpd
Total		111,250 gpd	119,108 gpd (+7.06%)

*Generation Rates pursuant to Section 24-43.1(5), Miami-Dade County Code

Current & Projected Solid Waste Generation*

Land Use	Generation Rate (lbs/unit/day)	Approved Development Program	Proposed Development Program
Industrial/Warehouse	1.42 lb / 100 sq. ft./day	5,300,000 sq. ft.	6,085,761 sq. ft.
		75,260 lb/day	86,418 lb/day
Office	0.6 lb/100 sq. ft./day	175,000 sq. ft.	175,000 sq. ft.
		1,050 lb/day	1,050 lb/day
Retail	3.12 lb/100 sq. ft./day	495,000 sq. ft.	495,000 sq. ft.
		15,444 lb/day	15,444 lb/day
Total		91,754 lb/day	102,912 lb/day (+12.16%)

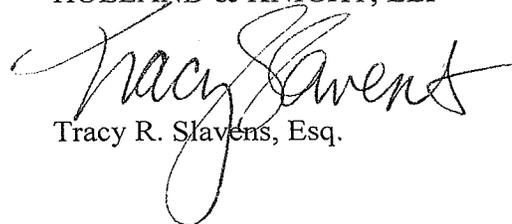
*Generation Rates pursuant to 2013 California Department of Resources Recycling and Recovery (CalRecycle).

Overall, the proposed DRI development program results in an increase of 7.06% in water and sewer demand and a 12.16% increase in solid waste infrastructure demands. This is a result of the addition of industrial/warehouse use. However, these impacts were analyzed by Miami-Dade County for concurrency when the additional land was brought in to the Urban Development Boundary. As noted above, the proposed development program has been reviewed by the Miami-Dade County Water and Sewer Department and the Miami-Dade County Public Works and Waste Management Department and both agencies have determined that adequate capacity exists to accommodate the development.

The DRI and Zoning requests continue to be consistent with the principles of mixed-use development and compatible with the existing uses in the surrounding area. The attached Land Use Exchange Matrix, which will be incorporated into the DRI development order, will further ensure the project's viability over time as market conditions may change. Based on the above, we respectfully request your favorable review and recommendation of approval of these requests. If you have any questions or require additional information, please call me directly at 305-789-7642. Thank you in advance for your considerate attention to the Application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP



Tracy R. Slavens, Esq.

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Enclosures

CC: Mr. Jorge Vital
Mr. Travis Harvey
Ms. Cathy Sweetapple
Joseph G. Goldstein, Esq.

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

	Net External PM Peak Hour	TO:	Warehouse	Office	Retail
Land Uses	Trip Rates - Note 1	Units	KSF	KSF	KSF
FROM:			0.2970	1.4530	2.9230
Warehouse	0.2970	KSF	1.0000	0.2044	0.1016
Office	1.4530	KSF	4.8923	1.0000	0.4971
Retail	2.9230	KSF	9.8418	2.0117	1.0000
Note 1 - Trip Rates					
The calculation of the net external PM peak hour trip rates are provided in Table 2B (see attached Exhibit 3B) for the Proposed Development Program for the Beacon Lakes DRI.					
Note 2 - Exchange Example 1					
	Retail to Office	The exchange rate between Retail and Office is 1 KSF of Retail for every 2.0117 KSF of Office, where 1000 SF of Retail is equivalent to 2011.7 SF of Office and 10,000 SF of Retail is equivalent to 20,117 SF of Office.			
Note 3 - Exchange Example 2					
	Retail to Warehouse	The exchange rate between Retail and Warehouse is 1 KSF of Retail for every 9.8418 KSF of Warehouse, where 1000 SF of Retail is equivalent to 9841.8 SF of Warehouse and 10,000 SF of Retail is equivalent to 98,418 SF of Warehouse.			
Note 4 - Exchange Example 3					
	Warehouse to Office	The exchange rate between Warehouse and Office is 1 KSF of Warehouse for every 0.2044 KSF of Office, where 1000 SF of Warehouse is equivalent to 204.4 SF of Office and 10,000 SF of Warehouse is equivalent to 2044.0 SF of Office.			
Note 4 - Exchange Example 4					
	Warehouse to Retail	The exchange rate between Warehouse and Retail is 1 KSF of Warehouse for every 0.1016 KSF of Retail, where 1000 SF of Warehouse is equivalent to 101.6 SF of Retail and 10,000 SF of Warehouse is equivalent to 1,016.0 SF of Retail.			
Cathy Sweetapple & Associates				Revised 4/7/2016	

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

Introduction and Site Location

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

Proposed Changes to the Beacon Lakes DRI and the CDMP

Proposed changes to the DRI and CDMP are outlined below.

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

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

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

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

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

**Beacon Lakes NOPC and CDMP Amendment
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Applicant Roadway Improvements

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

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

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

Establishing the Traffic Impact for this NOPC and CDMP Amendment

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

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

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

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

Rebutting the Presumption of Substantial Deviation

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

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

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

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

Traffic Concurrency Standards

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

Year 2040 Traffic Conditions

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

Year 2040 Significance Determination Analysis

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