City Park
Q21

Prepared by:

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SEPTEMBER 9, 2025

DPA Project #21135

21. Transportation

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

1. Project Description, Scale of Development and Land Use

City Park is a proposed master-planned development encompassing approximately 990 acres located in unincorporated southwest Miami-Dade County, bounded by SW 136th Street (Howard Drive) to the north, SW 152nd Street (Coral Reef Drive) to the south, SW 162nd Avenue to the east, and Krome Avenue (SW 177th Avenue) to the west (the "Subject Property"). The project is strategically positioned to support the County's long-term objectives for growth management, economic development, infrastructure efficiency, and environmental resilience. The DRI is proposed for development within a single phase with build out occurring in the year 2036. See Map J-A1 for the project location.

2. Scale of Development and Land Use

The proposed development program for City Park is shown in **Table 21.A.1**, below.

Table 21.A.1
City Park DRI Development Program

Land Use	Scale of Development
Residential	
- **Single Family Detached**	1,029 du
- **Multifamily Low-Rise**	4,532 du
- **Multifamily Mid-Rise**	2,239 du
Retail	749,153 sq.ft.
Industrial Warehousing	892,484 sq.ft.
Office	500,000 sq.ft.
Elementary School	1,011 students
Middle School	1,222 students
High School	1,630 students
Park	56 acres

3. Methodology Assumptions and Guidelines

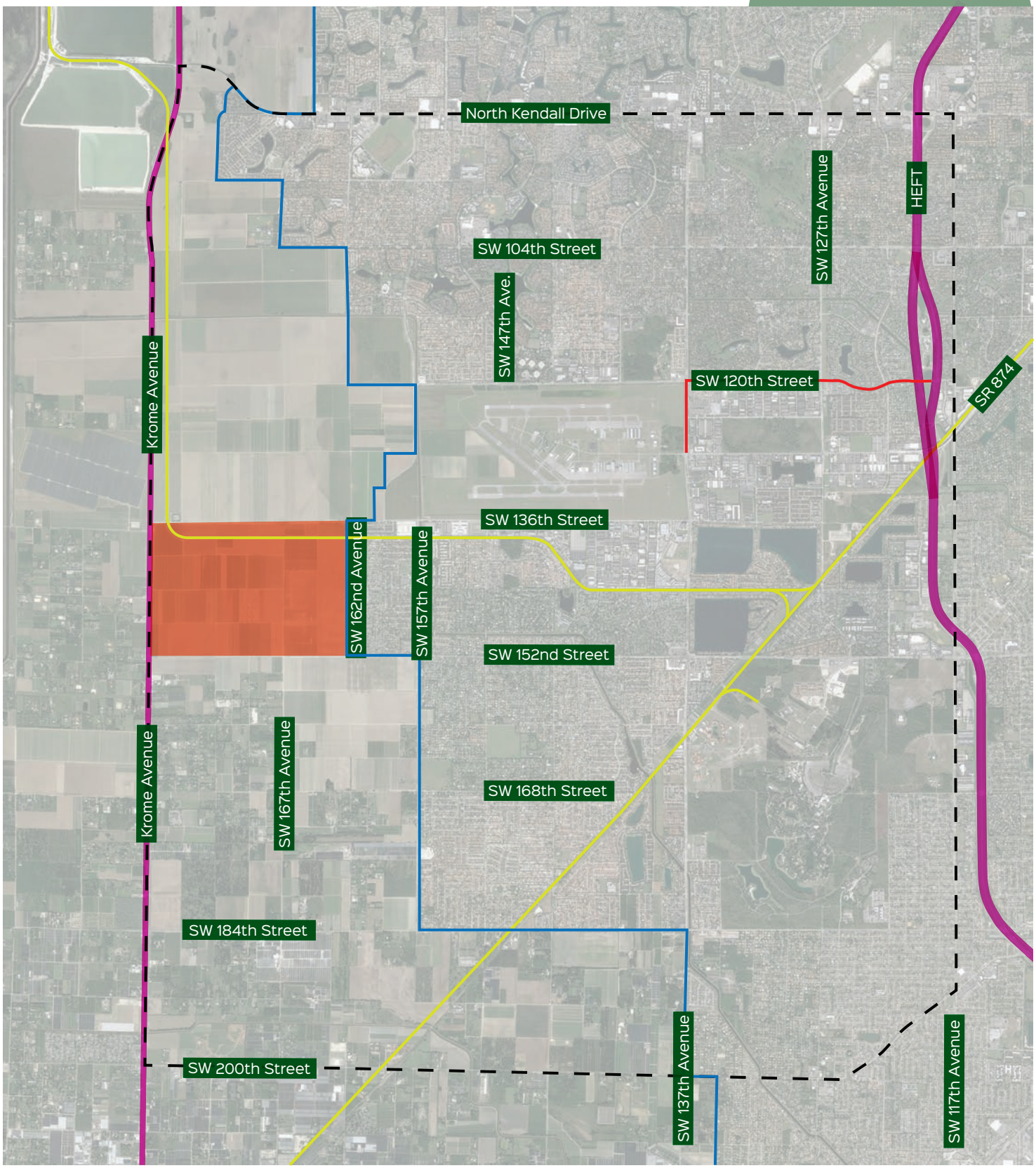
The transportation study methodology is outlined in the May 8, 2025 Agreement to Delete document included in Appendix 21-1. The study methodology is based upon standard practices for traffic impact studies, the land use characteristics of the project, and the prescribed methodologies for responding to Question 21 as established by the various agencies having jurisdiction to review the DRI. Unless otherwise stated, this transportation study will generally adhere to the DRI methodology guidelines, policies and standards listed below:

1. Florida Department of Transportation (FDOT) Multimodal Transportation Site Impact Handbook 2024.
2. FDOT Multimodal Quality/Level of Service (Q/LOS) Handbook 2023.
3. FDOT Project Traffic Forecasting Handbook 2019.
4. FDOT Project Traffic Analysis Handbook 2021.
5. FDOT's Turns5/TMTool or other approved intersection turning movement forecasting application.
6. Synchro results based on the Highway Capacity Manual (HCM) methodology; the latest version of 12 shall be utilized unless otherwise justified.
7. ITE's Trip Generation Manual, 11th edition.
8. ITE's Trip Generation Handbook, 3rd edition.

4. Traffic Impact Study Area

The traffic impact study area for a DRI is defined by Rule 73C-40.045, F.A.C. The five percent (5%) consumption rule shall apply to a segment-level study using directional, peak-hour analysis for the PM peak hour volumes on existing highways adjacent to the site, including but not limited to SW 157th Avenue, SW 137th Avenue, SW 136th Street, SW 144th Street, SW 152nd Street, SW 120th Street, SW 177th Avenue (Krome Avenue), SR 874/Don Shula Expressway, and the Homestead Extension to Florida's Turnpike (HEFT).

Map J-A1 illustrates the preliminary traffic impact study area which extends to SW 88th Street on the north, SW 117th Avenue on the east, SW 200th Street on the south, and SW 177th Avenue on the west. Map J-A2 illustrates the existing lane geometry for the roadways within this traffic impact study area. Map J-A3 highlights those regionally significant roadway segments where project trips anticipated from the build out of the DRI are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume pursuant to Rule 73C-40.045, F.A.C. The calculations performed to determine compliance with this 5.0% rule are provided in Table 21.A.2, where project trip assignments are established using the latest version of the adopted Southeast Regional Planning Model (SERPM). Table 21.A.2 also includes the existing lane geometry and the adopted level of service standards within the preliminary traffic impact study area.



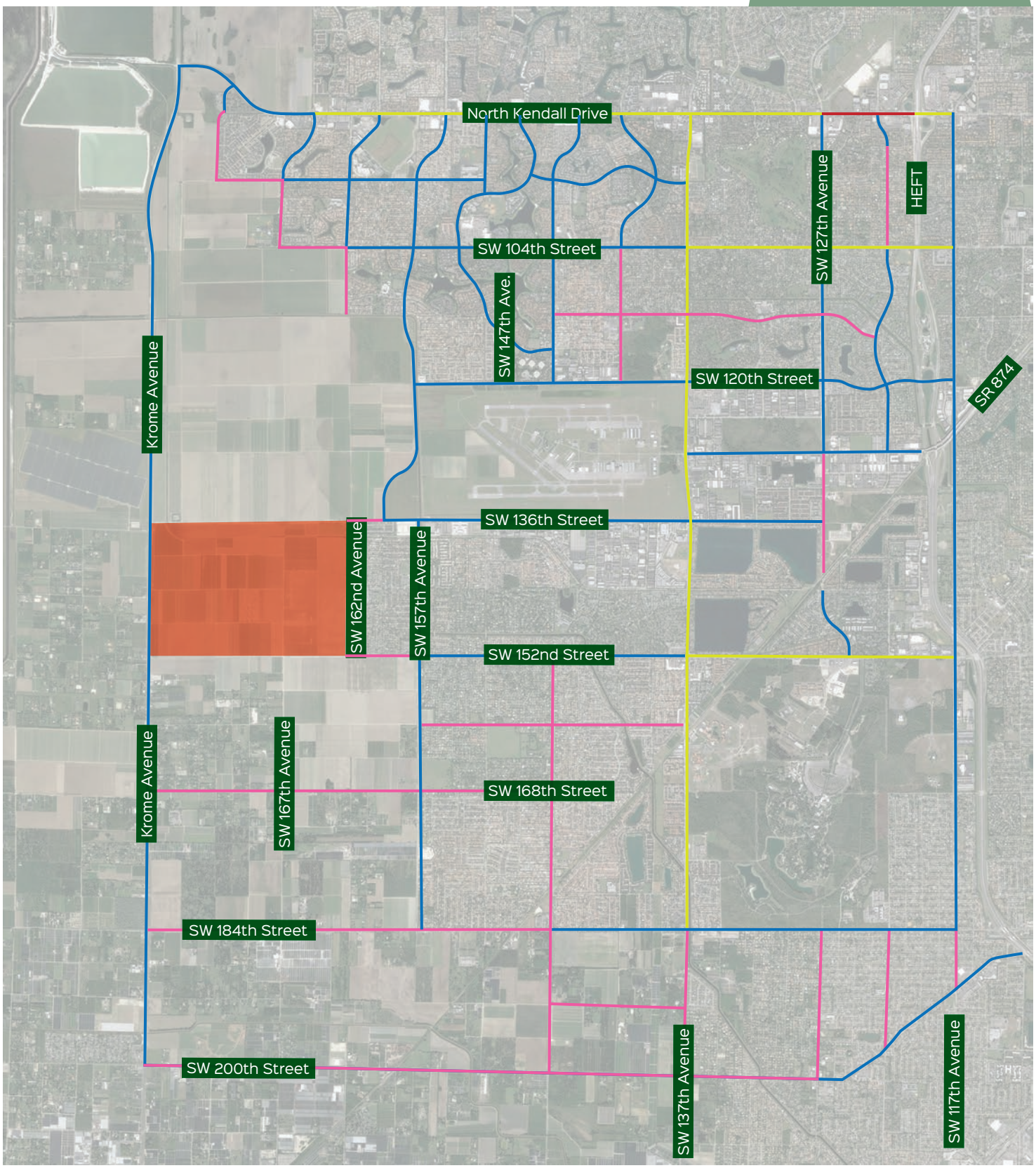
Project Location

Map J-A1

Location Map

- Preliminary Traffic impact Study Area
- Urban Development Boundary
- Existing Rail Lines
- SIS Roadways
- SIS Connector

NORTH
MAP NOT TO SCALE



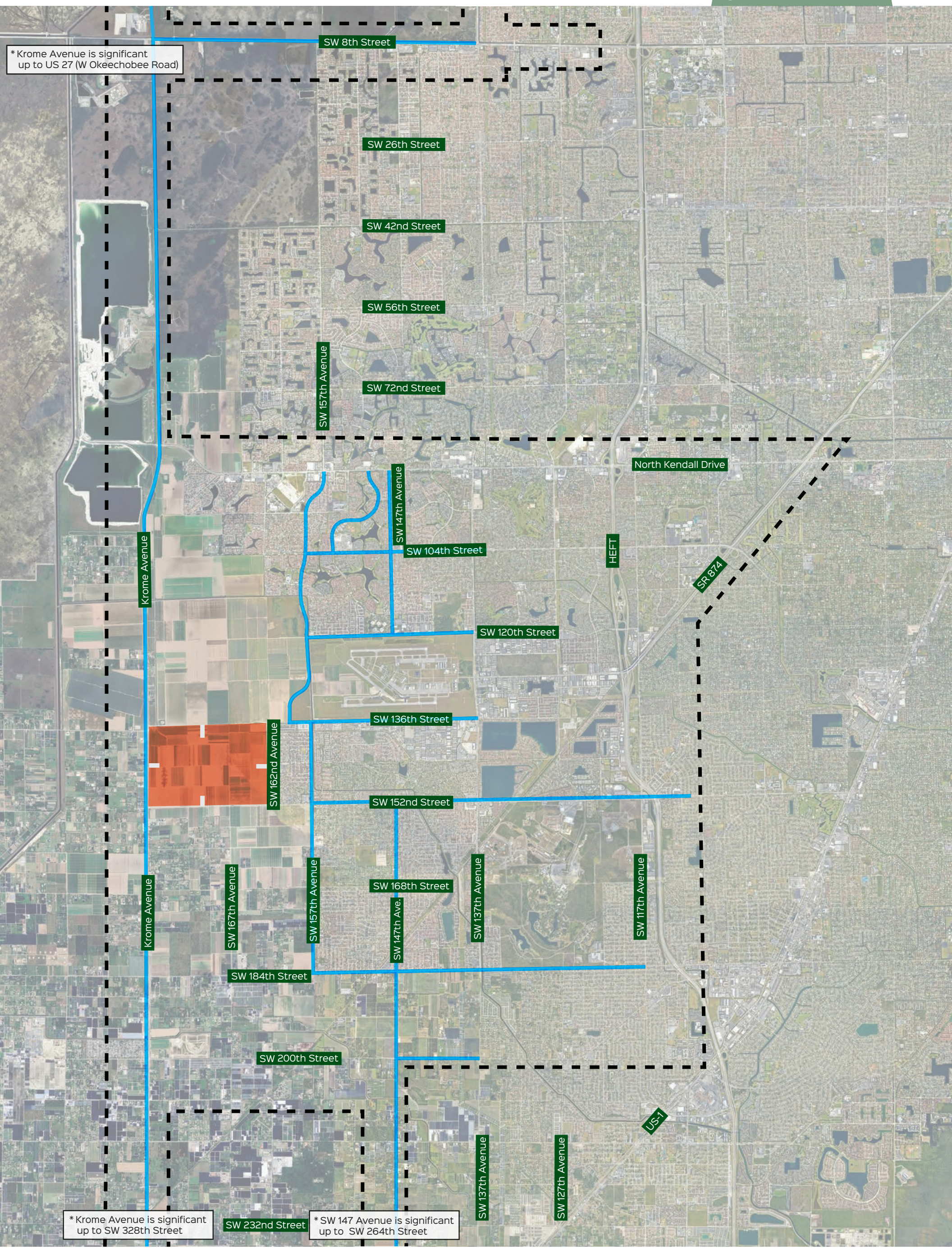
Project Location

8 Lanes
6 Lanes
4 Lanes
2 Lanes

Map J-A2

Existing Lane Geometry

NORTH
MAP NOT TO SCALE



Project Location

Map J-A3

Final Traffic Impact Study Area Based Upon The 5% Rule

NORTH
MAP NOT TO SCALE

TABLE 21.A.2
Traffic Impact Study Area Determination Based Upon 5% Rule

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard [1]	Project Two-Way Distribution Percent [2]	Directional Split Percentage [3]	Total PM Peak Hour Project Trips [4] 4,817	Maximum Service Volume [5] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)
SW 8 Street									
SW 187 Avenue to SW 177 Avenue	EB	1LU	C	0.50%	0.26%	12	430	2.79%	No
	WB	1LU	C		0.24%	12	430	2.79%	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	C	8.00%	3.84%	185	1,700	10.88%	Yes
	WB	2LD	C		4.16%	200	1,874	10.67%	Yes
SW 157 Avenue to SW 137 Avenue	EB	3LD	E+20	8.00%	3.84%	185	3,578	5.17%	Yes
	WB	3LD	E+20		4.16%	200	3,408	5.87%	Yes
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	3.00%	1.44%	70	3,767	1.86%	No
	WB	3LD	E+20		1.56%	75	3,767	1.99%	No
SW 127 Avenue to HEFT	EB	3LD	E	2.00%	0.96%	46	3,140	1.47%	No
	WB	3LD	E		1.04%	50	3,140	1.59%	No
HEFT to SW 107 Avenue	EB	3LD	D	1.00%	0.48%	23	2,810	0.82%	No
	WB	3LD	D		0.52%	25	2,810	0.89%	No
SW 88 Street									
SW 177 Avenue to SW 167 Avenue	EB	2LD	D	1.50%	0.72%	35	1,943	1.80%	No
	WB	2LD	D		0.78%	37	1,943	1.90%	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	E+20	1.00%	0.48%	23	3,780	0.61%	No
	WB	3LD	E+20		0.52%	25	3,780	0.66%	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	E+20	1.00%	0.48%	23	3,767	0.61%	No
	WB	3LD	E+20		0.52%	25	3,780	0.66%	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	D	2.00%	0.96%	46	3,098	1.48%	No
	WB	3LD	D		1.04%	50	2,951	1.69%	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1.50%	0.72%	35	3,588	0.98%	No
	WB	3LD	E+20		0.78%	37	3,956	0.94%	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	1.50%	0.72%	35	4,423	0.79%	No
	WB	4LD	E+20		0.78%	37	4,644	0.80%	No
SW 104 Street									
SW 157 Avenue to SW 147 Avenue	EB	2LD	E+20	6.00%	2.88%	139	2,257	6.16%	Yes
	WB	2LD	E+20		3.12%	150	2,257	6.65%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	6.00%	2.88%	139	2,257	6.16%	Yes
	WB	2LD	E+20		3.12%	150	2,257	6.65%	Yes
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	4.50%	2.16%	104	3,348	3.11%	No
	WB	3LD	E+20		2.34%	113	3,348	3.38%	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	4.00%	1.92%	93	3,348	2.78%	No
	WB	3LD	E+20		2.08%	100	3,348	2.99%	No
SW 117 Avenue to SR 874	EB	3LD	E+20	3.00%	1.44%	70	3,348	2.09%	No
	WB	3LD	E+20		1.56%	75	3,348	2.24%	No
SW 120 Street									
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	11.00%	5.28%	254	1,800	14.11%	Yes
	WB	2LD	D		5.72%	276	1,800	15.33%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	4.50%	2.16%	104	1,890	5.50%	Yes
	WB	2LD	D		2.34%	113	1,800	6.28%	Yes
SW 137 Avenue to SW 122 Avenue	EB	2LD	D	3.00%	1.44%	70	1,800	3.89%	No
	WB	2LD	D		1.56%	75	1,800	4.17%	No
SW 122 Avenue to SW 117 Avenue	EB	2LD	D	2.00%	0.96%	46	1,467	3.14%	No
	WB	2LD	D		1.04%	50	1,540	3.25%	No
SW 136 Street									
SW 157 Avenue to SW 137 Avenue	EB	2LD	D	7.00%	3.36%	162	1,467	11.04%	Yes
	WB	2LD	D		3.64%	175	1,467	11.93%	Yes
SW 137 Avenue to SW 127 Avenue	EB	2LD	D	1.00%	0.48%	23	1,467	1.57%	No
	WB	2LD	D		0.52%	25	1,467	1.70%	No
SW 152 Street									
SW 157 Avenue to SW 137 Avenue	EB	2LD	E+20	20.00%	9.60%	462	1,881	24.56%	Yes
	WB	2LD	E+20		10.40%	501	1,975	25.37%	Yes
SW 137 Avenue to SW 127 Avenue	EB	3LD	D	15.00%	7.20%	347	2,854	12.16%	Yes
	WB	3LD	D		7.80%	376	2,718	13.83%	Yes
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	14.00%	6.72%	324	3,348	9.68%	Yes
	WB	3LD	E+20		7.28%	350	3,348	10.45%	Yes
SW 117 Avenue to SW 112 Avenue	EB	2LD	E+20	7.00%	3.36%	162	2,370	6.84%	Yes
	WB	2LD	E+20		3.64%	175	2,370	7.38%	Yes
SW 112 Avenue to US-1	EB	2LD	E+20	5.00%	2.40%	116	2,672	4.34%	No
	WB	2LD	E+20		2.60%	125	2,545	4.91%	No
SW 184 Street									
SW 177 Avenue to SW 157 Avenue	EB	1LU	C	0.50%	0.24%	12	598	2.01%	No
	WB	1LU	C		0.26%	12	784	1.53%	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	7.00%	3.36%	162	792	20.45%	Yes
	WB	1LU	D		3.64%	175	634	27.62%	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	5.00%	2.40%	116	1,800	6.44%	Yes
	WB	2LD	D		2.60%	125	1,800	6.94%	Yes
SW 137 Avenue to SW 117 Avenue	EB	2LD	D	5.00%	2.40%	116	1,800	6.44%	Yes
	WB	2LD	D		2.60%	125	1,800	6.94%	Yes
SW 117 Avenue to US-1	EB	2LD	D	3.00%	1.44%	70	1,890	3.70%	No
	WB	2LD	D		1.56%	75	1,800	4.17%	No

TABLE 21.A.2
Traffic Impact Study Area Determination Based Upon 5% Rule

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard [1]	Project Two-Way Distribution Percent [2]	Directional Split Percentage [3]	Total PM Peak Hour Project Trips [4] 4,817	Maximum Service Volume [5] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)
SW 200 Street/Quail Roost									
SW 177 Avenue to SW 147 Avenue	EB	1LU	D	1.00%	0.48%	23	730	3.15%	No
	WB	1LU	D		0.52%	25	730	3.42%	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	1.00%	0.48%	23	430	5.35%	Yes
	WB	1LU	C		0.52%	25	430	5.81%	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	E	1.00%	0.48%	23	1,250	1.84%	No
	WB	1LU	E		0.52%	25	1,313	1.90%	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	E	1.00%	0.48%	23	2,100	1.10%	No
	WB	2LD	E		0.52%	25	2,100	1.19%	No
SW 177 Avenue									
US 27 to SW 2 Street	NB	2LD	C	5.50%	2.64%	127	2,390	5.31%	Yes
	SB	2LD	C		2.86%	138	2,510	5.50%	Yes
SW 2 Street to SW 8 Street	NB	2LD	C	6.00%	2.88%	139	2,390	5.82%	Yes
	SB	2LD	C		3.12%	150	2,510	5.98%	Yes
SW 8 Street to SW 12 Street	NB	2LD	C	14.50%	6.96%	335	2,510	13.35%	Yes
	SB	2LD	C		7.54%	363	2,390	15.19%	Yes
SW 12 Street to SW 88 Street	NB	2LD	C	14.50%	6.96%	335	2,510	13.35%	Yes
	SB	2LD	C		7.54%	363	2,510	14.47%	Yes
SW 88 Street to SW 136 Street	NB	2LD	C	16.00%	7.68%	370	2,510	14.74%	Yes
	SB	2LD	C		8.32%	401	2,510	15.98%	Yes
SW 136 Street to SW 200 Street	NB	2LD	C	14.00%	7.28%	350	2,510	13.95%	Yes
	SB	2LD	C		6.72%	324	2,510	12.91%	Yes
SW 200 Street to SW 232 Street	NB	2LD	C	12.00%	6.24%	301	2,510	11.99%	Yes
	SB	2LD	C		5.76%	277	2,510	11.04%	Yes
SW 232 Street to SW 288 Street	NB	2LD	C	7.00%	3.64%	175	2,510	6.97%	Yes
	SB	2LD	C		3.36%	162	2,510	6.46%	Yes
SW 288 Street to SW 312 Street	NB	2LD	D	5.00%	2.60%	125	1,880	6.65%	Yes
	SB	2LD	D		2.40%	116	1,880	6.17%	Yes
SW 312 Street to SW 328 Street	NB	1LD	E	2.00%	1.04%	50	1,250	4.00%	No
	SB	1LD	E		0.96%	46	1,190	3.87%	No
SW 162 Avenue									
SW 88 Street to SW 104 Street	NB	2LD	D	1.50%	0.72%	35	1467	2.39%	No
	SB	2LD	D		0.78%	37	1467	2.52%	No
SW 136 Street to SW 144 Street	NB	1LU	D	1.00%	0.48%	23	634	3.63%	No
	SB	1LU	D		0.52%	25	634	3.95%	No
SW 144 Street to SW 152 Street	NB	1LU	D	0.50%	0.26%	12	634	1.89%	No
	SB	1LU	D		0.24%	12	634	1.89%	No
SW 157 Avenue									
SW 72 Street to SW 88 Street	NB	3LD	E+20	2.50%	1.20%	58	2,765	2.10%	No
	SB	2LD	E+20		1.30%	62	1,836	3.38%	No
SW 88 Street to to SW 120 Street	NB	2LD	D	14.00%	6.72%	324	1,467	22.09%	Yes
	SB	2LD	D		7.28%	350	1,540	22.72%	Yes
SW 120 Street to SW 136 Street	NB	2LD	D	25.00%	12.00%	578	1,467	39.40%	Yes
	SB	2LD	D		13.00%	626	1,467	42.67%	Yes
SW 136 Street to SW 184 Street	NB	2LD	D	10.00%	5.20%	251	1,800	13.94%	Yes
	SB	2LD	D		4.80%	231	1,800	12.83%	Yes
SW 152 Avenue									
SW 88 Street to Hammocks Blvd	NB	2LD	D	1.00%	0.48%	23	1,540	1.49%	No
	SB	2LD	D		0.52%	25	1,467	1.70%	No
Hammocks Boulevard									
SW 88 Street to SW 104 Street	NB	2LD	D	4.00%	1.92%	93	1,467	6.34%	Yes
	SB	2LD	D		2.08%	100	1,467	6.82%	Yes
SW 104 Street to SW 147 Avenue	NB	2LD	D	1.00%	0.48%	23	1,467	1.57%	No
	SB	2LD	D		0.52%	25	1,467	1.70%	No
SW 147 Avenue									
SW 72 Street to SW 88 Street	NB	2LD	D	2.00%	0.96%	46	1,890	2.43%	No
	SB	2LD	D		1.04%	50	1,890	2.65%	No
SW 88 Street to SW 104 Street	NB	2LD	D	4.00%	1.92%	93	1,890	4.92%	No
	SB	2LD	D		2.08%	100	1,800	5.56%	Yes
SW 104 Street to SW 120 Street	NB	2LD	D	6.50%	3.12%	150	1,800	8.33%	Yes
	SB	2LD	D		3.38%	163	1,800	9.06%	Yes
SW 152 Street to SW 184 Street	NB	1LU	D	3.00%	1.56%	75	709	10.58%	Yes
	SB	1LU	D		1.44%	70	709	9.88%	Yes
SW 184 Street to SW 200 Street	NB	1LU	C	5.00%	2.60%	125	784	15.94%	Yes
	SB	1LU	C		2.40%	116	598	19.41%	Yes
SW 200 Street to SW 216 Street	NB	1LU	C	4.00%	2.08%	100	598	16.73%	Yes
	SB	1LU	C		1.92%	93	598	15.56%	Yes
SW 216 Street to SW 232 Street	NB	1LU	C	3.50%	1.82%	88	598	14.73%	Yes
	SB	1LU	C		1.68%	81	598	13.55%	Yes
SW 232 Street to SW 248 Street	NB	1LU	C	2.50%	1.30%	62	598	10.37%	Yes
	SB	1LU	C		1.20%	58	598	9.71%	Yes
SW 248 Street to SW 264 Street	NB	1LU	C	2.00%	1.04%	50	598	8.37%	Yes
	SB	1LU	C		0.96%	46	598	7.70%	Yes

TABLE 21.A.2
Traffic Impact Study Area Determination Based Upon 5% Rule

Roadway Segments	Direction	Existing Number of Lanes	Adopted LOS Standard [1]	Project Two-Way Distribution Percent [2]	Directional Split Percentage [3]	Total PM Peak Hour Project Trips [4] 4,817	Maximum Service Volume [5] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)
NW/SW 137 Avenue									
SR 836 to SW 8 Street	NB	3LD	D	5.00%	2.40%	116	3,171	3.66%	No
	SB	3LD	D		2.60%	125	3,171	3.94%	No
SW 88 Street to SW 104 Street	NB	3LD	D	2.00%	0.96%	46	2,810	1.64%	No
	SB	3LD	D		1.04%	50	2,810	1.78%	No
SW 104 Street to SW 120 Street	NB	3LD	D	1.00%	0.48%	23	2,810	0.82%	No
	SB	3LD	D		0.52%	25	2,810	0.89%	No
SW 120 Street to SW 136 Street	NB	3LD	D	1.00%	0.48%	23	2,814	0.82%	No
	SB	3LD	D		0.52%	25	2,680	0.93%	No
SW 136 Street to SW 152 Street	NB	3LD	D	1.00%	0.48%	23	3,020	0.76%	No
	SB	3LD	D		0.52%	25	3,020	0.83%	No
SW 152 Street to SW 184 Street	NB	3LD	D	2.00%	1.04%	50	3,020	1.66%	No
	SB	3LD	D		0.96%	46	3,020	1.52%	No
SW 184 Street to SW 200 Street	NB	1LU	D	1.00%	0.52%	25	880	2.84%	No
	SB	1LU	D		0.48%	23	880	2.61%	No
SW 127 Avenue									
SW 88 Street to SW 104 Street	NB	2LD	D	1.00%	0.48%	23	1,800	1.28%	No
	SB	2LD	D		0.52%	25	1,890	1.32%	No
SW 104 Street to SW 128 Street	NB	2LD	D	1.00%	0.48%	23	1,800	1.28%	No
	SB	2LD	D		0.52%	25	1,890	1.32%	No
SW 117 Avenue									
SW 88 Street to SW 112 Street	NB	2LD	D	1.00%	0.48%	23	1,890	1.22%	No
	SB	2LD	D		0.52%	25	1,890	1.32%	No
SW 112 Street to SW 136 Street	NB	2LD	D	1.00%	0.48%	23	1,890	1.22%	No
	SB	2LD	D		0.52%	25	1,890	1.32%	No
SW 136 Street to SW 152 Street	NB	2LD	D	1.00%	0.48%	23	1,800	1.28%	No
	SB	2LD	D		0.52%	25	1,800	1.39%	No
SW 152 Street to SW 184 Street	NB	2LD	D	1.00%	0.52%	25	1,890	1.32%	No
	SB	2LD	D		0.48%	23	1,800	1.28%	No
SW 184 Street to SW 200 Street	NB	1LU	D	1.00%	0.52%	25	675	3.70%	No
	SB	1LU	D		0.48%	23	675	3.41%	No
SR 821/HEFT									
SW 88 Street to SW 120 Street	NB	5LD	D	2.00%	0.96%	46	10,680	0.43%	No
	SB	5LD	D		1.04%	50	10,680	0.47%	No
SW 120 Street to SR 874	NB	4LD	D	2.00%	0.96%	46	8,700	0.53%	No
	SB	4LD	D		1.04%	50	8,700	0.57%	No
SR 874 to SW 152 Street	NB	6LD	D	5.00%	2.40%	116	12,520	0.93%	No
	SB	6LD	D		2.60%	125	12,520	1.00%	No
SW 152 Street to SW 184 Street	NB	6LD	D	0.50%	0.26%	12	12,520	0.10%	No
	SB	6LD	D		0.24%	12	12,520	0.10%	No
SW 184 Street to SW 200 Street	NB	5LD	D	0.50%	0.26%	12	10,680	0.11%	No
	SB	5LD	D		0.24%	12	10,680	0.11%	No
SR 874									
HEFT to SW 104 Street	NB	3LD	D	5.00%	2.40%	116	7,080	1.64%	No
	SB	3LD	D		2.60%	125	7,080	1.77%	No
SW 104 Street to SR 878	NB	3LD	D	6.00%	2.88%	139	7,080	1.96%	No
	SB	3LD	D		3.12%	150	7,080	2.12%	No

Notes:

[1] LOS obtained from 2024 FDOT and MDC Concurrency Data.

[2] Distribution obtained from SERPM model runs.

[3] Directional splits are based on the net new trip generation inbound / outbound ratio.

[4] Refer to Section 21B for project trip generation.

[5] The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality / LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality / LOS Handbook.

Project trips are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume

5. Existing Traffic Conditions

Existing traffic conditions have been documented using the 2024 traffic counts obtained from Miami-Dade County, FDOT and Florida's Turnpike, or from segment counts obtained by the Applicant in the year 2025. Map J-A4 identifies the Miami-Dade County and FDOT count stations located within the study area and segment counts obtained by the Applicant. The traffic counts documentation is included in Appendix 21-2.

Existing traffic conditions on the study area roadways are identified in Table 21.A.3 and includes the facility type, number of travel lanes, count station reference number, source of the traffic count, the adopted level of service standard, PM peak hour volumes, and the PM peak hour maximum service volumes. The segment maximum service volumes used in this study were derived from the FDOT 2023 Q/LOS Handbook or the 2020 Q/LOS Handbook if the context classifications were not available.

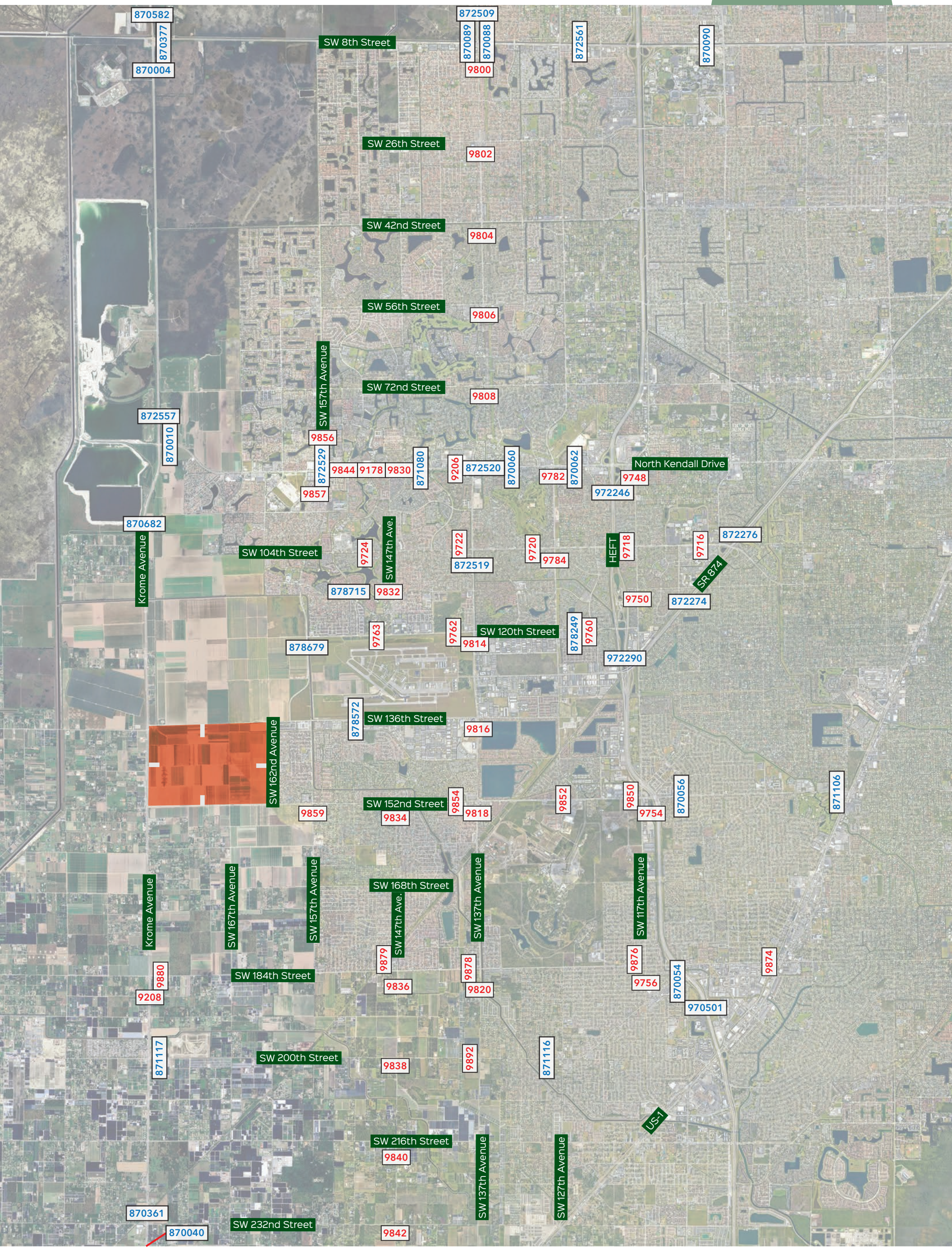
The roadway segments have been analyzed for the weekday PM peak hour (the peak travel hour between 4:00 pm and 6:00 pm). PM peak hour data is provided based upon the MDC and FDOT concurrency data tables and data from the FDOT's Florida Traffic Online website. Additional segment volume data was obtained from a cloud-based traffic analytics application.

Presently two of the analyzed roadway segments operate below the minimum allowable level of service standards at existing conditions. This includes the following roadway segments:

- SW 184th Street from SW 177th Avenue to SW 157th Avenue (Eastbound)
- SW 184th Street from SW 157th Avenue to SW 147th Avenue (Westbound)

Pursuant to Chapter 163.3180, F.S., roadway segments that operate below the adopted level of service standard are deemed to be "transportation deficient." In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The project is not responsible to help improve or eliminate existing deficiencies.

Intersection capacity and levels of service analysis will be completed and submitted for review after the segment analysis is found sufficient.



Project Location

00 FDOT Count Station

00 MDC Count Station

Map J-A4

FDOT & MDC Count Station Locations

NORTH
MAP NOT TO SCALE

TABLE 21.A.3
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Existing Number of Lanes	Count Station[1]	Adopted LOS Standard[2]	Existing PM Peak Hour Directional Volume[3]	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 8 Street								
SW 187 Avenue to SW 177 Avenue	EB	1LU	870003	C	299	430	Yes	No
	WB	1LU		C	268	430	Yes	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	870377	C	993	1,700	Yes	No
	WB	2LD		C	1,106	1,874	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	870089	E+20	2,380	3,578	Yes	No
	WB	3LD		E+20	2,652	3,408	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870088	E+20	1,462	3,767	Yes	No
	WB	3LD		E+20	1,629	3,767	Yes	No
SW 127 Avenue to HEFT	EB	3LD	872561	E	1,871	3,140	Yes	No
	WB	3LD		E	2,084	3,140	Yes	No
HEFT to SW 107 Avenue	EB	3LD	870090	D	1,774	2,810	Yes	No
	WB	3LD		D	1,977	2,810	Yes	No
SW 88 Street								
SW 177 Avenue to SW 167 Avenue	EB	2LD	870010	D	981	1,943	Yes	No
	WB	2LD		D	1,092	1,943	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	872529	E+20	1,272	3,780	Yes	No
	WB	3LD		E+20	1,417	3,780	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	871080	E+20	1,865	3,767	Yes	No
	WB	3LD		E+20	2,078	3,780	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	9206	D	1,693	3,098	Yes	No
	WB	3LD		D	1,887	2,951	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	870060	E+20	2,283	3,588	Yes	No
	WB	3LD		E+20	2,544	3,956	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	870062	E+20	2,829	4,423	Yes	No
	WB	4LD		E+20	3,152	4,644	Yes	No
SW 104 Street								
SW 157 Avenue to SW 147 Avenue	EB	2LD	9724	E+20	1,013	2,257	Yes	No
	WB	2LD		E+20	1,128	2,257	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9722	E+20	1,176	2,257	Yes	No
	WB	2LD		E+20	1,311	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9720	E+20	1,504	3,348	Yes	No
	WB	3LD		E+20	1,675	3,348	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9718	E+20	1,950	3,348	Yes	No
	WB	3LD		E+20	2,173	3,348	Yes	No
SW 117 Avenue to SR 874	EB	3LD	9716	E+20	1,805	3,348	Yes	No
	WB	3LD		E+20	2,012	3,348	Yes	No
SW 120 Street								
SW 157 Avenue to SW 147 Avenue	EB	2LD	9763	D	643	1,800	Yes	No
	WB	2LD		D	717	1,800	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	9762	D	1,053	1,890	Yes	No
	WB	2LD		D	1,173	1,800	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	9760	D	1,065	1,800	Yes	No
	WB	2LD		D	1,187	1,800	Yes	No
SW 122 Avenue to SW 117 Avenue	EB	2LD	878249	D	1,320	1,467	Yes	No
	WB	2LD		D	1,470	1,540	Yes	No
SW 136 Street								
SW 157 Avenue to SW 137 Avenue	EB	2LD	878572	D	741	1,467	Yes	No
	WB	2LD		D	825	1,467	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	878771	D	438	1,467	Yes	No
	WB	2LD		D	489	1,467	Yes	No
SW 152 Street								
SW 157 Avenue to SW 137 Avenue	EB	2LD	9854	E+20	892	1,881	Yes	No
	WB	2LD		E+20	993	1,975	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	9852	D	1,670	2,854	Yes	No
	WB	3LD		D	1,860	2,718	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	9850	E+20	1,945	3,348	Yes	No
	WB	3LD		E+20	2,168	3,348	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	870056	E+20	1,253	2,370	Yes	No
	WB	2LD		E+20	1,396	2,370	Yes	No
SW 112 Avenue to US-1	EB	2LD	871106	E+20	1,076	2,672	Yes	No
	WB	2LD		E+20	1,198	2,545	Yes	No
SW 184 Street								
SW 177 Avenue to SW 157 Avenue	EB	1LU	9880	C	630	598	No	Yes
	WB	1LU		C	702	784	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	9879	D	689	792	Yes	No
	WB	1LU		D	767	634	No	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	9878	D	912	1,800	Yes	No
	WB	2LD		D	1,017	1,800	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LD	9876	D	1,172	1,800	Yes	No
	WB	2LD		D	1,305	1,800	Yes	No
SW 117 Avenue to US-1	EB	2LD	9874	D	744	1,890	Yes	No
	WB	2LD		D	828	1,800	Yes	No

TABLE 21.A.3
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Existing Number of Lanes	Count Station[1]	Adopted LOS Standard[2]	Existing PM Peak Hour Directional Volume[3]	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 200 Street/Quail Roost								
SW 177 Avenue to SW 147 Avenue	EB	1LU	871117	D	343	730	Yes	No
	WB	1LU		D	382	730	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	9892	C	369	430	Yes	No
	WB	1LU		C	411	430	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	1LU	871116	E	715	1,250	Yes	No
	WB	1LU		E	797	1,313	Yes	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	870054	E	862	2,100	Yes	No
	WB	2LD		E	961	2,100	Yes	No
SW 177 Avenue								
US 27 to SW 2 Street	NB	2LD	870052	C	984	2,390	Yes	No
	SB	2LD		C	1,198	2,510	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	870582	C	1,240	2,390	Yes	No
	SB	2LD		C	1,381	2,510	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	870004	C	1,398	2,510	Yes	No
	SB	2LD		C	1,557	2,390	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	872557	C	1,261	2,510	Yes	No
	SB	2LD		C	1,406	2,510	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	870682	C	1,339	2,510	Yes	No
	SB	2LD		C	1,492	2,510	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	9208	C	1,549	2,510	Yes	No
	SB	2LD		C	1,725	2,510	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	870361	C	1,118	2,510	Yes	No
	SB	2LD		C	1,245	2,510	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	870040	C	1,078	2,510	Yes	No
	SB	2LD		C	1,201	2,510	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	870043	D	839	1,880	Yes	No
	SB	2LD		D	934	1,880	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	875017	E	674	1,250	Yes	No
	SB	1LD		E	752	1,190	Yes	No
SW 162 Avenue								
SW 88 Street to SW 104 Street	NB	2LD	iNode	D	534	1467	Yes	No
	SB	2LD		D	589	1467	Yes	No
SW 136 Street to SW 144 Street	NB	1LU	iNode	D	43	634	Yes	No
	SB	1LU		D	25	634	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	iNode	D	54	634	Yes	No
	SB	1LU		D	54	634	Yes	No
SW 157 Avenue								
SW 72 Street to SW 88 Street	NB	3LD	9856	E+20	750	2,765	Yes	No
	SB	2LD		E+20	835	1,836	Yes	No
SW 88 Street to to SW 120 Street	NB	2LD	9857	D	693	1,467	Yes	No
	SB	2LD		D	772	1,540	Yes	No
SW 120 Street to SW 136 Street	NB	2LD	878679	D	864	1,467	Yes	No
	SB	2LD		D	963	1,467	Yes	No
SW 136 Street to SW 184 Street	NB	2LD	9859	D	881	1,800	Yes	No
	SB	2LD		D	981	1,800	Yes	No
SW 152 Avenue								
SW 88 Street to Hammocks Blvd	NB	2LD	9844	D	364	1,540	Yes	No
	SB	2LD		D	442	1,467	Yes	No
Hammocks Boulevard								
SW 88 Street to SW 104 Street	NB	2LD	9178	D	233	1,467	Yes	No
	SB	2LD		D	260	1,467	Yes	No
SW 104 Street to SW 147 Avenue	NB	2LD	878715	D	566	1,467	Yes	No
	SB	2LD		D	631	1,467	Yes	No
SW 147 Avenue								
SW 72 Street to SW 88 Street	NB	2LD	9828	D	917	1,890	Yes	No
	SB	2LD		D	823	1,890	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	9830	D	875	1,890	Yes	No
	SB	2LD		D	786	1,800	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	9832	D	746	1,800	Yes	No
	SB	2LD		D	669	1,800	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	9834	D	445	709	Yes	No
	SB	1LU		D	399	709	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9836	C	640	784	Yes	No
	SB	1LU		C	574	598	Yes	No
SW 200 Street to SW 216 Street	NB	1LU	9838	C	445	598	Yes	No
	SB	1LU		C	400	598	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	9840	C	361	598	Yes	No
	SB	1LU		C	324	598	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	9842	C	321	598	Yes	No
	SB	1LU		C	289	598	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	878223	C	436	598	Yes	No
	SB	1LU		C	486	598	Yes	No

TABLE 21.A.3
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Existing Number of Lanes	Count Station[1]	Adopted LOS Standard[2]	Existing PM Peak Hour Directional Volume[3]	Maximum Service Volume[4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
NW/SW 137 Avenue								
SR 836 to SW 8 Street	NB	3LD	872509	E+20	2,006	3,171	Yes	No
	SB	3LD		E+20	2,235	3,171	Yes	No
SW 88 Street to SW 104 Street	NB	3LD	872520	D	1,202	2,810	Yes	No
	SB	3LD		D	1,339	2,810	Yes	No
SW 104 Street to SW 120 Street	NB	3LD	872519	D	1,355	2,810	Yes	No
	SB	3LD		D	1,217	2,810	Yes	No
SW 120 Street to SW 136 Street	NB	3LD	9814	D	2,022	2,814	Yes	No
	SB	3LD		D	1,814	2,680	Yes	No
SW 136 Street to SW 152 Street	NB	3LD	9816	D	1,588	3,020	Yes	No
	SB	3LD		D	1,425	3,020	Yes	No
SW 152 Street to SW 184 Street	NB	3LD	9818	D	1,668	3,020	Yes	No
	SB	3LD		D	1,498	3,020	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9820	D	708	880	Yes	No
	SB	1LU		D	636	880	Yes	No
SW 127 Avenue								
SW 88 Street to SW 104 Street	NB	2LD	9782	D	696	1,800	Yes	No
	SB	2LD		D	775	1,890	Yes	No
SW 104 Street to SW 128 Street	NB	2LD	9784	D	521	1,800	Yes	No
	SB	2LD		D	580	1,890	Yes	No
SW 117 Avenue								
SW 88 Street to SW 112 Street	NB	2LD	9748	D	1,002	1,890	Yes	No
	SB	2LD		D	900	1,890	Yes	No
SW 112 Street to SW 136 Street	NB	2LD	9750	D	1,101	1,890	Yes	No
	SB	2LD		D	989	1,890	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	9752	D	966	1,800	Yes	No
	SB	2LD		D	867	1,800	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	9754	D	924	1,890	Yes	No
	SB	2LD		D	830	1,800	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	9756	D	537	675	Yes	No
	SB	1LU		D	482	675	Yes	No
SR 821/HEFT								
SW 88 Street to SW 120 Street	NB	5LD	972246	D	7,053	10,680	Yes	No
	SB	5LD		D	5,475	10,680	Yes	No
SW 120 Street to SR 874	NB	4LD	972290	D	6,658	8,700	Yes	No
	SB	4LD		D	5,168	8,700	Yes	No
SR 874 to SW 152 Street	NB	6LD	972266	D	12,186	12,520	Yes	No
	SB	6LD		D	9,459	12,520	Yes	No
SW 152 Street to SW 184 Street	NB	6LD	972254	D	9,467	12,520	Yes	No
	SB	6LD		D	7,349	12,520	Yes	No
SW 184 Street to SW 200 Street	NB	5LD	970501	D	7,486	10,680	Yes	No
	SB	5LD		D	6,994	10,680	Yes	No
SR 874								
HEFT to SW 104 Street	NB	3LD	872274	D	2,596	7,080	Yes	No
	SB	3LD		D	4,363	7,080	Yes	No
SW 104 Street to SR 878	NB	3LD	872276	D	2,681	7,080	Yes	No
	SB	3LD		D	4,507	7,080	Yes	No

Notes:

[1]Station numbers obtained from 2024 FDOT and MDC Concurrency Data and FDOT Florida Traffic Online website.

[2]Obtained from 2024 FDOT and MDC Concurrency Data.

[3]Two-way volume obtained from 2024 FDOT and MDC Concurrency Data and D Factor obtained from FDOT Florida Traffic Online website.

[4]The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

PM peak hour volume exceeds the adopted PM peak hour maximum service volume

6. Planned and Programmed Transportation Improvements

The programmed (funded) transportation improvements located within the traffic impact study area have been identified from the Miami-Dade County TPO Transportation Improvement Program (TIP) 2026, adopted May 29, 2025, reflecting projects funded from FY 2026 to FY 2030. Pursuant to Rule 73C-40.045, those improvements to the SIS system which are funded for construction within the five year work program have been incorporated into this study. For all other roadway segments, those improvements funded for construction by the third year of the five-year work program (year 2028) have been incorporated into this study. Table 21.A.4 identifies the programmed improvements beneficial to the study area.

Committed improvements have been identified using information available from the Miami-Dade County Year 2050 Cost Feasible Long-Range Transportation Plan, and the Programmed and Planned Transit Corridor Map from Miami-Dade County. Table 21.A.5 identifies the Priority I, II, III and VI improvements from the 2050 LRTP. Funding details from the TIP and the 2050 LRTP are included in Appendix 21-3.

TABLE 21.A.4
Programmed Roadway Improvement Highlights from TIP 2026

MPO Project #	Roadway	From	To	Project Type	Funded (Yes/No)
PS0000017	SW 137 Avenue	SW 72 Street	SW 88 Street	Widen from 4 to 6 lanes	No
PW0001076	SW 127 Avenue	SW 136 Street	SW 128 Street	Widen bike lane from 2 to 4 lanes	Yes
PW0000148	SW 152 Avenue	SW 312 Street	US 1	Widen from 2 to 3 lanes	Yes
PW0001149	SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes/new 4 lanes	Yes
PWMIFEBP0015	SW 147 Avenue	SW 182 Street	SW 154 Street	Bicycle protection improvement	No
PWMIFEBP0016	SW 142 Avenue	SW 168 Street	SW 160 Street	Bicycle capacity improvement	No
PWMIFEBP0017	SW 137 Avenue & SW 138 Avenue			Traffic signal	No
PWMIFEBP0018	SW 137 Avenue & SW 59 Street			Intersection improvement	No
PWMIFEBP0019	SW 160 Street	SW 157 Avenue	SW 147 Court	Bicycle capacity improvement	No
PWMIFEBP0023	SW 160 Street	SW 147 Court	SW 137 Avenue	Bicycle capacity improvement	No
PWMIFERDWY0007	SW 88 Street at SW 150 Avenue			Intersection improvement	No
TP4060961	HEFT/SR 821	North of Eureka Drive	South of Killian Parkway	Add lanes & reconstruct	No
TP4150511	HEFT/SR 821	South of Killian Parkway	North of SW 72 Street	Add lanes & reconstruct	No
TP4150514	HEFT/SR 821	Bird Road	SW 836	Add lanes & reconstruct	No
TP4154881	HEFT/SR 821	SW 216 Street	North of Eureka Drive	Add lanes & reconstruct	No
TP4271461	HEFT/SR 821	North of SW 72 Street	Bird Road	Add lanes & reconstruct	No
XA83618	Kendall Parkway - SR 836	SW 136 Street	Terminus at NW 137 Avenue/NW 12 Street	Expressway Extension	No
XA83618-007	SR 836	HEFT	97 Avenue	Roadway widening	Yes

TABLE 21.A.5
Planned Roadway Improvements 2050 Long Range Transportation Plan

ID - Agency	Roadway	From	To	Project Type	Priority
12 - DTPW	SW 127 Avenue	SW 244 Street	SW 184 Street	Capacity improvement	IV
28 - DTPW	SW 117 Avenue	US 1	SW 184 Street	Road reconstruction/Traffic operations improvement	I
29 - DTPW	SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes and reconstruct	I
30 - DTPW	SW 127 Avenue	SW 136 Street	SW 128 Street	Roadway improvements	I
69 - DTPW	SW 104 Street (Killian Pkwy)	SW 147 Avenue	SW 137 Avenue	Add 2 lanes and reconstruct; widen 4 to 6 lanes	III
75 - DTPW	SW 147 Avenue	SW 184 Street (Eureka Drive)	SW 152 Street (Coral Reef Drive)	Add 2 lanes and reconstruct	III
100 - DTPW	SW 104 Street	SW 147 Avenue	SW 137 Avenue	Widen from 4 to 6 lanes	Unfunded
106 - DTPW	SW 120 Street	Kendall Parkway	SW 157 Avenue	New 4 lane roadway	Unfunded
107 - DTPW	SW 124 Avenue over Canal C-102-N	S of SW 232 Street		Bridge Repair/Replacements	Unfunded
111 - DTPW	SW 157 Avenue over Canal C-103-N	North of 264 Street		Bridge Repair/Replacements	Unfunded
114 - DTPW	SW 168 Street over Canal L-31 N	E of SW 197 Avenue		Bridge Repair/Replacements	Unfunded
2 - FDOT	Miami-Dade County - SW 127 Avenue	SW 136 Street	SW 128 Street	Widen/Resurface Existing Lanes	I
7 - GMX	Kendall Parkway/SR 836 (Dolphin) SW Extension	SR 836 (Dolphin) terminus at NW 137 Ave/NW 12 Street	SW 136 Street	Planning and right-of-way acquisition for new multimodal corridor from the terminus of SR 836 to SW 56 Street. Final design and construction of SR 836 mainline from 97 Avenue to 107 Avenue and widening of 137 Avenue from SW 8 Street to SW 26 Street per work program.	I

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

1. Trip Generation

City Park is located on approximately 990 acres of land accommodating a mixed-use community and neighborhood development program combining residential, employment, retail services, schools, parks and community uses to create a balanced and sustainable neighborhood plan. The project includes office, commercial, and industrial spaces, providing an employment base with high-paying quality jobs, supported by a mixture of single family and multi-family residential supply. The project is providing public infrastructure inclusive of an elementary school, middle school, high school, community park space, and community uses. The project clusters development around a planned **transit hub** and concentrates density within walkable neighborhoods, schools, transit facilities, and civic spaces.

The trip rates and formulas from ITE Trip Generation Manual, 11th Edition have been used to depict the detailed PM peak hour trip generation analysis for the DRI. Table 21.B1 provides a trip generation summary identifying the land use codes (LUC), gross trips, the internal trip reductions, appropriate directional distribution, and the net external trips for the PM peak hour.

2. Multimodal / Non-Auto Traffic Deductions

City Park is designed around a **multimodal transportation framework**, including a **transit-oriented development (TOD) node** aligned with the CSX Portland Spur and SMART Plan. A **mobility hub**, walkable street grid, bikeways, and pedestrian paths reduce automobile dependency, increase transit readiness, and contribute to state goals for VMT reduction, air quality, and connectivity. These transportation strategies improve access to jobs, schools, and services while supporting compact growth.

According to the traffic methodology outlined in the "Agreement to Delete" document, multimodal and non-automobile traffic deductions should be initially based on information derived from the U.S. Census data. Based on U.S. Census data for zip code 33196, 2.2% of the area utilizes non-vehicle transportation modes (1.6% public transit and 0.6% walking). However, as the project site is currently in an undeveloped area of Miami-Dade County, this Census data likely underestimates future usage of alternative modes. The project includes a transit hub accommodating at least two Miami-Dade County transit buses with 20-minute headways, alongside an extensive network of pedestrian pathways and bikeways to encourage walking and cycling. This network includes the following pedestrian infrastructure:

- Bike lanes - approximately 23 miles
- Bike routes - approximately 8,000 feet
- Class 1 trails (off-street trails intended for pedestrian and cyclist use) - approximately 9 miles
- Sidewalks - approximately 24 miles

Based on similar developments, these features are expected to increase non-vehicle mode usage significantly. Therefore, the project applied a conservative 5% deduction to vehicle trip estimates to account for these alternative transportation modes.

According to the American Community Survey (ACS), remote work surged across major industries from 2019 to 2021, then slightly declined in 2022 after social distancing policies ended, yet remained above 2019 levels. The Census data for the area surrounding the project area show that 9.8% of employees worked from home in 2023. This shift in work patterns has reduced commuting trips, lowering traffic volumes. To reflect this, the project applied a 9.8% deduction to residential vehicle trips, based on local telecommuting trends and comparable urban projects.

3. Land Use Equivalency Matrix

As part of the City Park DRI application, the Applicant will request approval of a **Land Use Equivalency Matrix (LUEM)**. The LUEM is intended to provide flexibility in implementing the Development Order by allowing adjustments among approved land use types—such as residential, retail, office and industrial—while maintaining equivalent impacts on public facilities and infrastructure as originally evaluated. This tool will ensure that the project can respond to future market conditions and development demands without requiring a formal amendment, provided that any land use conversions remain within the parameters established by the DRI approval and do not increase impacts on transportation and utilities. This approach is consistent with **Section 380.06, Florida Statutes**, and established DRI best practices, which encourage the use of land use equivalency matrices to streamline implementation, maintain compliance with impact thresholds, and allow projects to adapt over multi-year buildout periods without unnecessary procedural delays. The LUEM will be provided once the traffic analysis is found sufficient.

Table 21.B1 – Trip Generation Summary for the DRI

Proposed ITE Land Use Designation[1]	Number of Units	PM Peak Hour Vehicle Trips		
		In	Out	Total
Single Family Housing *Land Use Code: 210*	1,029 DU	560	329	889
		Ln(T) = 0.94Ln(X) + 0.27 (1)		
Low-Rise Multifamily Housing *Land Use Code: 220*	4,532 DU	1,241	729	1,970
		T = 0.43(X) + 20.55 (1)		
Mid-Rise Multifamily Housing *Land Use Code: 221*	2,239 DU	533	341	874
		T = 0.39(X) + 0.34 (1)		
Shopping Center (>150K) *Land Use Code: 820*	749,153 SF	1,155	1,251	2,406
		Ln(T) = 0.72Ln(X) + 3.02 (1)		
General Office *Land Use Code: 710*	500,000 SF	107	524	631
		Ln(T) = 0.83Ln(X) + 1.29 (1)		
Industrial Warehousing *Land Use Code: 150*	892,484 SF	37	96	133
		T = 0.12(X) + 26.48 (1)		
Public Park *Land Use Code: 411*	56 Acres	14	12	26
		T = 0.06(X) + 20.60 (1)		
Elementary School (K-5) *Land Use Code: 520*	1,011 Students	74	87	161
		Rate = 0.16 / Student (1)		
Middle School / Junior High *Land Use Code: 522*	1,222 Students	88	95	183
		Rate = 0.15 / Student (1)		
High School *Land Use Code: 525*	1,630 Students	110	119	229
		Rate = 0.14 / Student (1)		
Total Gross Vehicle Trips		**3,919**	**3,583**	**7,502**
Other Modes of Transportation (Transit/ Ped)[2]	5.0%	-197	-180	-377
Work from Home (Residential only)[2]	9.8%	-229	-137	-366
Internal Capture (ITE)[3]	20.6%	-702	-691	-1,393
Internal Capture (Schools -Residential)[4]	3.2%	-102	-113	-215
Retail Pass-by[5]	19%	-167	-167	-334
Net New External Vehicle Trips		**2,522**	**2,295**	**4,817**

[1] Based on ITE *Trip Generation Manual*, 11th Edition.

[2] Based on US Census other modes of transportation data for Zip code 33196 & local characteristics at built-out conditions.

[3] Based on internal capture rates from ITE, *Trip Generation Handbook,* 3rd Edition; Chapter 6 - Trip Generation for Mixed-Use Development.

[4] Internal Capture between schools & residential uses was previously approved and assumed to be 39.5% based on US Census data.

[5] ITE *Trip Generation Manual*, 11th Edition; Appendix E - Database on Pass-By, Diverted, and Primary Trips. ITE rate assumed. If necessary, pass-by will be reduced to ensure pass-by does not exceed 10% of adjacent street traffic.

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

1. Internal Trip Reduction

The mixture of neighborhood supportive land uses within the DRI will result in the satisfaction of internal trips without the use of external or regional roadways located outside of the DRI project boundaries. The retail, office, industrial, and community uses, as well as parks and schools will be utilized (in large part) by the residents living in the proposed communities. Since the ITE trip generation rates are derived from freestanding land uses, a manual adjustment is necessary to account for the internal trip making characteristics of this mixed-use DRI.

The internalization for the DRI has been developed using the internalization rates within the ITE Trip Generation Handbook, 3rd Edition. An internalization matrix was developed to determine the internal orientation of the project trips. Internalization documentation is provided in Appendix 21-4. Approximately 20% of the PM peak hour trips generated by the project are anticipated to be satisfied onsite.

2. School Trips

As part of the trip generation analysis, internal school trip reductions are based upon the anticipated 1,011 elementary students, 1,222 middle school students, and 1,630 high school students attending schools within the project limits. Due to the remoteness of the City Park DRI and the goal of creating a self-sustaining community by providing schools (elementary, middle, and high), a 39.5% capture rate for school trips will be used. This percentage was calculated based on information from the Census data. Detailed calculations are provided in Appendix 21-4.

3. Pass-by Capture and Diverted Link Trips

Research shows that a portion of the retail trips to and from the site are “pass-by trips”. ITE defines “pass-by trips” as trips attracted to the site from the adjacent street. ITE has established that for “Shopping Centers” over 150,000 square feet, approximately 19% of the trips are pass-by.

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

1. Background Traffic Growth Rate

As agreed upon with the reviewing agencies, a growth factor consistent with historical annual growth in the area was applied to the existing traffic volumes to determine background traffic volumes for the 2036 buildout year. The growth factor was determined using the Annual Average Daily Traffic (AADT) counts published by the FDOT and the procedures outlined in the FDOT Multimodal Transportation Site Impact Handbook (2023). This method calculates growth rates by station and considers three methodologies (linear, exponential, and decaying exponential growth).

Linear growth predicts the future traffic based on a straight line developed from historic traffic growth. This model assumes a constant amount of growth each year and does not consider a capacity restraint. Exponential growth predicts the future traffic based on a percentage of growth from the previous year. This model is most applicable where there is rapid growth and capacity available. Decaying exponential growth is used to project future traffic in areas with a declining rate of growth over the analysis period. This model form is recommended for site impact analysis in more built out areas. Because the project is located in an undeveloped area of Miami-Dade County, the decaying exponential growth method was excluded from the calculation.

Calculations were completed using 10 years of historic traffic count data from stations located within three miles from each side of the project's boundary. As requested by the reviewing agencies 2020 and 2021 data were excluded from the calculations. The results of the calculation show a growth rate of 1.22% using the exponential growth and 1.76% when using the linear growth.

A comparison of traffic volumes from the 2015 and 2045 Southeast Florida Regional Planning Model (SERPM) was also conducted. A growth rate for each roadway segment within three miles from the project was calculated using a linear growth rate between the 2015 and 2045 volumes. The comparison of SERPM volumes yielded an average annual growth rate of 1.21% per year.

As agreed upon with the reviewing agencies, a 0.7% growth rate was used for roadway segments within two miles of the project's boundary and a 1.4% growth rate was used for roadway segments beyond two miles from the project boundary. A summary of the calculated growth rates for the linear and exponential growth rates, supporting documentation, and SERPM model supporting documentation are provided in Appendix 21-5.

At the request of the FDOT, the following growth rates were applied to the segments along Krome Avenue:

- Krome Avenue south of SW 136th Street = 1.35%
- Krome Avenue from SW 136th Street to Kendall Drive = 1.35%
- Krome Avenue north of Kendall Drive = 1.94%

Additionally, at the request of the Florida's Turnpike Enterprise a growth rate of 2.0% was used for the segment of the Florida's Turnpike within the project limits.

For DRI purposes, committed developments are considered to be all approved developments anticipated to generate more than 400 peak hour trips. After a review of the project area, no committed developments met this criterion.

2. Future Background Traffic

Table 21.D.1 provides the analysis of Year 2036 future background traffic without the project traffic conditions (before the addition of the DRI project traffic) and includes growing existing traffic to the year 2036 using the agreed upon historical growth rates. The evaluation of future without project conditions in Table 21.D.1 includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction and the improvements funded in the 2026 – 2030 TIP, if any.
- The adopted level of service standard for each roadway segment analyzed.
- The existing directional PM peak hour traffic from Table 21.A.3;
- The applied historical growth rates (see the historical growth rate calculations in Appendix 21-5);
- The future without the project traffic for the year 2036;
- The directional peak hour roadway capacity based upon the FDOT 2023 Q/LOS Handbook or the 2020 Q/LOS Handbook.
- Determination if the 2036 future without the project traffic volumes are within the directional roadway capacity.

At future without project conditions, the following analyzed roadway segments operate below the minimum allowable level of service standards:

- SW 120th Street from SW 122nd Avenue to SW 117th Avenue
- SW 184th Street from SW 177th Avenue to SW 157th Avenue (Eastbound)
- SW 184th Street from SW 157th Avenue to SW 147th Avenue (Westbound)
- SW 200th Street from SW 147th Avenue to SW 137th Avenue
- SW 147th Avenue from SW 184th Street to SW 200th Street (Southbound)
- SR 821/HEFT from SR 874 to SW 152nd Street (Northbound)

Pursuant to Chapter 163.3180, F.S., roadway segments that operate below the adopted level of service standard are deemed to be “transportation deficient.” In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The project is not responsible to help improve or eliminate deficiencies shown at future without project conditions.

Intersection capacity and levels of service analysis will be completed and submitted for review after the segment analysis is found sufficient.

TABLE 21.D.1
FUTURE WITHOUT PROJECT PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard [1]	Existing PM peak Hour Directional Volume [2]	Growth Rate [3]	Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume [4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 8 Street									
SW 187 Avenue to SW 177 Avenue	EB	1LU	C	299	1.40%	353	430	Yes	No
	WB	1LU	C	268	1.40%	317	430	Yes	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	C	993	1.40%	1,173	1,700	Yes	No
	WB	2LD	C	1,106	1.40%	1,307	1,874	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	E+20	2,380	1.40%	2,812	3,578	Yes	No
	WB	3LD	E+20	2,652	1.40%	3,133	3,408	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,462	1.40%	1,727	3,767	Yes	No
	WB	3LD	E+20	1,629	1.40%	1,925	3,767	Yes	No
SW 127 Avenue to HEFT	EB	3LD	E	1,871	1.40%	2,210	3,140	Yes	No
	WB	3LD	E	2,084	1.40%	2,463	3,140	Yes	No
HEFT to SW 107 Avenue	EB	3LD	D	1,774	1.40%	2,096	2,810	Yes	No
	WB	3LD	D	1,977	1.40%	2,336	2,810	Yes	No
SW 88 Street									
SW 177 Avenue to SW 167 Avenue	EB	2LD	D	981	1.40%	1,159	1,943	Yes	No
	WB	2LD	D	1,092	1.40%	1,291	1,943	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	E+20	1,272	1.40%	1,503	3,780	Yes	No
	WB	3LD	E+20	1,417	1.40%	1,674	3,780	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	E+20	1,865	1.40%	2,204	3,767	Yes	No
	WB	3LD	E+20	2,078	1.40%	2,455	3,780	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	D	1,693	1.40%	2,001	3,098	Yes	No
	WB	3LD	D	1,887	1.40%	2,229	2,951	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	2,283	1.40%	2,698	3,588	Yes	No
	WB	3LD	E+20	2,544	1.40%	3,006	3,956	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	2,829	1.40%	3,343	4,423	Yes	No
	WB	4LD	E+20	3,152	1.40%	3,724	4,644	Yes	No
SW 104 Street									
SW 157 Avenue to SW 147 Avenue	EB	2LD	E+20	1,013	0.70%	1,101	2,257	Yes	No
	WB	2LD	E+20	1,128	0.70%	1,227	2,257	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	1,176	1.40%	1,390	2,257	Yes	No
	WB	2LD	E+20	1,311	1.40%	1,549	2,257	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,504	1.40%	1,777	3,348	Yes	No
	WB	3LD	E+20	1,675	1.40%	1,980	3,348	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	1,950	1.40%	2,304	3,348	Yes	No
	WB	3LD	E+20	2,173	1.40%	2,567	3,348	Yes	No
SW 117 Avenue to SR 874	EB	3LD	E+20	1,805	1.40%	2,133	3,348	Yes	No
	WB	3LD	E+20	2,012	1.40%	2,377	3,348	Yes	No
SW 120 Street									
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	643	0.70%	699	1,800	Yes	No
	WB	2LD	D	717	0.70%	779	1,800	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	1,053	1.40%	1,244	1,890	Yes	No
	WB	2LD	D	1,173	1.40%	1,386	1,800	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	D	1,065	1.40%	1,259	1,800	Yes	No
	WB	2LD	D	1,187	1.40%	1,402	1,800	Yes	No
SW 122 Avenue to SW 117 Avenue	EB	2LD	D	1,320	1.40%	1,559	1,467	No	Yes
	WB	2LD	D	1,470	1.40%	1,737	1,540	No	Yes
SW 136 Street									
SW 157 Avenue to SW 137 Avenue	EB	2LD	D	741	0.70%	805	1,467	Yes	No
	WB	2LD	D	825	0.70%	897	1,467	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	D	438	1.40%	518	1,467	Yes	No
	WB	2LD	D	489	1.40%	577	1,467	Yes	No
SW 152 Street									
SW 157 Avenue to SW 137 Avenue	EB	2LD	E+20	892	1.40%	1,053	1,881	Yes	No
	WB	2LD	E+20	993	1.40%	1,174	1,975	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	D	1,670	1.40%	1,973	2,854	Yes	No
	WB	3LD	D	1,860	1.40%	2,198	2,718	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	1,945	1.40%	2,299	3,348	Yes	No
	WB	3LD	E+20	2,168	1.40%	2,561	3,348	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	E+20	1,253	1.40%	1,480	2,370	Yes	No
	WB	2LD	E+20	1,396	1.40%	1,649	2,370	Yes	No
SW 112 Avenue to US-1	EB	2LD	E+20	1,076	1.40%	1,271	2,672	Yes	No
	WB	2LD	E+20	1,198	1.40%	1,416	2,545	Yes	No
SW 184 Street									
SW 177 Avenue to SW 157 Avenue	EB	1LU	C	630	0.70%	685	598	No	Yes
	WB	1LU	C	702	0.70%	763	784	Yes	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	689	0.70%	749	792	Yes	No
	WB	1LU	D	767	0.70%	834	634	No	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	912	1.40%	1,078	1,800	Yes	No
	WB	2LD	D	1,017	1.40%	1,201	1,800	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LD	D	1,172	1.40%	1,384	1,800	Yes	No
	WB	2LD	D	1,305	1.40%	1,542	1,800	Yes	No
SW 117 Avenue to US-1	EB	2LD	D	744	1.40%	879	1,890	Yes	No
	WB	2LD	D	828	1.40%	979	1,800	Yes	No

TABLE 21.D.1
FUTURE WITHOUT PROJECT PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard [1]	Existing PM peak Hour Directional Volume [2]	Growth Rate [3]	Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume [4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
SW 200 Street/Quail Roost									
SW 177 Avenue to SW 147 Avenue	EB	1LU	D	343	1.40%	405	730	Yes	No
	WB	1LU	D	382	1.40%	451	730	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	369	1.40%	436	430	No	Yes
	WB	1LU	C	411	1.40%	486	430	No	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	E	715	1.40%	845	1,250	Yes	No
	WB	1LU	E	797	1.40%	941	1,313	Yes	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	E	862	1.40%	1,019	2,100	Yes	No
	WB	2LD	E	961	1.40%	1,135	2,100	Yes	No
SW 177 Avenue									
US 27 to SW 2 Street	NB	2LD	C	984	1.94%	1,239	2,390	Yes	No
	SB	2LD	C	1,198	1.94%	1,509	2,510	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	C	1,240	1.94%	1,561	2,390	Yes	No
	SB	2LD	C	1,381	1.94%	1,739	2,510	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	C	1,398	1.94%	1,760	2,510	Yes	No
	SB	2LD	C	1,557	1.94%	1,961	2,390	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	C	1,261	1.94%	1,589	2,510	Yes	No
	SB	2LD	C	1,406	1.94%	1,770	2,510	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	C	1,339	1.94%	1,686	2,510	Yes	No
	SB	2LD	C	1,492	1.94%	1,879	2,510	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	C	1,549	1.35%	1,819	2,510	Yes	No
	SB	2LD	C	1,725	1.35%	2,027	2,510	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	C	1,118	1.35%	1,313	2,510	Yes	No
	SB	2LD	C	1,245	1.35%	1,463	2,510	Yes	No
SW 232 Street to SW 286 Street	NB	2LD	C	1,078	1.35%	1,266	2,510	Yes	No
	SB	2LD	C	1,201	1.35%	1,411	2,510	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	D	839	1.35%	985	1,880	Yes	No
	SB	2LD	D	934	1.35%	1,097	1,880	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	E	674	1.35%	792	1,250	Yes	No
	SB	1LD	E	752	1.35%	883	1,190	Yes	No
SW 162 Avenue									
SW 88 Street to SW 104 Street	NB	2LD	D	534	1.40%	631	1,467	Yes	No
	SB	2LD	D	589	1.40%	696	1,467	Yes	No
SW 136 Street to SW 144 Street	NB	1LU	D	43	0.70%	47	634	Yes	No
	SB	1LU	D	25	0.70%	27	634	Yes	No
SW 144 Street to SW 152 Street	NB	1LU	D	54	0.70%	59	634	Yes	No
	SB	1LU	D	54	0.70%	59	634	Yes	No
SW 157 Avenue									
SW 72 Street to SW 88 Street	NB	3LD	E+20	750	1.40%	886	2,765	Yes	No
	SB	2LD	E+20	835	1.40%	987	1,836	Yes	No
SW 88 Street to SW 120 Street	NB	2LD	D	693	1.40%	819	1,467	Yes	No
	SB	2LD	D	772	1.40%	912	1,540	Yes	No
SW 120 Street to SW 136 Street	NB	2LD	D	864	0.70%	940	1,467	Yes	No
	SB	2LD	D	963	0.70%	1,047	1,467	Yes	No
SW 136 Street to SW 184 Street	NB	2LD	D	881	0.70%	958	1,800	Yes	No
	SB	2LD	D	981	0.70%	1,067	1,800	Yes	No
SW 152 Avenue									
SW 88 Street to Hammocks Blvd	NB	2LD	D	364	1.40%	430	1,540	Yes	No
	SB	2LD	D	442	1.40%	523	1,467	Yes	No
Hammocks Boulevard									
SW 88 Street to SW 104 Avenue	NB	2LD	D	233	1.40%	276	1,467	Yes	No
	SB	2LD	D	260	1.40%	307	1,467	Yes	No
SW 104 Street to SW 147 Street	NB	2LD	D	566	0.70%	616	1,467	Yes	No
	SB	2LD	D	631	0.70%	686	1,467	Yes	No
SW 147 Avenue									
SW 72 Street to SW 88 Street	NB	2LD	D	917	1.40%	1,083	1,890	Yes	No
	SB	2LD	D	823	1.40%	972	1,890	Yes	No
SW 88 Street to SW 104 Street	NB	2LD	D	875	1.40%	1,034	1,890	Yes	No
	SB	2LD	D	786	1.40%	928	1,800	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	D	746	1.40%	881	1,800	Yes	No
	SB	2LD	D	669	1.40%	791	1,800	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	D	445	1.40%	526	709	Yes	No
	SB	1LU	D	399	1.40%	472	709	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	C	640	1.40%	756	784	Yes	No
	SB	1LU	C	574	1.40%	678	598	No	Yes
SW 200 Street to SW 216 Street	NB	1LU	C	445	1.40%	526	598	Yes	No
	SB	1LU	C	400	1.40%	472	598	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	C	361	1.40%	427	598	Yes	No
	SB	1LU	C	324	1.40%	383	598	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	C	321	1.40%	380	598	Yes	No
	SB	1LU	C	289	1.40%	341	598	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	C	436	1.40%	515	598	Yes	No
	SB	1LU	C	486	1.40%	574	598	Yes	No

TABLE 21.D.1
FUTURE WITHOUT PROJECT PM PEAK HOUR TRAFFIC CONDITIONS

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard [1]	Existing PM peak Hour Directional Volume [2]	Growth Rate [3]	Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume [4]	Met LOS Standard? (Yes / No)	Transportation Deficient? (Yes / No)
NW/SW 137 Avenue									
SR 836 to SW 8 Street	NB	3LD	D	2,006	1.40%	2,370	3,171	Yes	No
	SB	3LD	D	2,235	1.40%	2,641	3,171	Yes	No
SW 88 Street to SW 104 Street	NB	3LD	D	1,202	1.40%	1,420	2,810	Yes	No
	SB	3LD	D	1,339	1.40%	1,582	2,810	Yes	No
SW 104 Street to SW 120 Street	NB	3LD	D	1,355	1.40%	1,602	2,810	Yes	No
	SB	3LD	D	1,217	1.40%	1,437	2,810	Yes	No
SW 120 Street to SW 136 Street	NB	3LD	D	2,022	1.40%	2,389	2,814	Yes	No
	SB	3LD	D	1,814	1.40%	2,144	2,680	Yes	No
SW 136 Street to SW 152 Street	NB	3LD	D	1,588	1.40%	1,876	3,020	Yes	No
	SB	3LD	D	1,425	1.40%	1,684	3,020	Yes	No
SW 152 Street to SW 184 Street	NB	3LD	D	1,668	1.40%	1,971	3,020	Yes	No
	SB	3LD	D	1,498	1.40%	1,769	3,020	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	D	708	1.40%	837	880	Yes	No
	SB	1LU	D	636	1.40%	751	880	Yes	No
SW 127 Avenue									
SW 88 Street to SW 104 Street	NB	2LD	D	696	1.40%	822	1,800	Yes	No
	SB	2LD	D	775	1.40%	916	1,890	Yes	No
SW 104 Street to SW 128 Street	NB	2LD	D	521	1.40%	615	1,800	Yes	No
	SB	2LD	D	580	1.40%	686	1,890	Yes	No
SW 117 Avenue									
SW 88 Street to SW 112 Street	NB	2LD	D	1,002	1.40%	1,184	1,890	Yes	No
	SB	2LD	D	900	1.40%	1,063	1,890	Yes	No
SW 112 Street to SW 136 Street	NB	2LD	D	1,101	1.40%	1,301	1,890	Yes	No
	SB	2LD	D	989	1.40%	1,168	1,890	Yes	No
SW 136 Street to SW 152 Street	NB	2LD	D	966	1.40%	1,141	1,800	Yes	No
	SB	2LD	D	867	1.40%	1,024	1,800	Yes	No
SW 152 Street to SW 184 Street	NB	2LD	D	924	1.40%	1,092	1,890	Yes	No
	SB	2LD	D	830	1.40%	980	1,800	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	D	537	1.40%	635	675	Yes	No
	SB	1LU	D	482	1.40%	569	675	Yes	No
SR 821/HEFT									
SW 88 Street to SW 120 Street	NB	5LD	D	7,053	2.00%	8,945	10,680	Yes	No
	SB	5LD	D	5,475	2.00%	6,943	10,680	Yes	No
SW 120 Street to SR 874	NB	4LD	D	6,658	2.00%	8,444	8,700	Yes	No
	SB	4LD	D	5,168	2.00%	6,554	8,700	Yes	No
SR 874 to SW 152 Street	NB	6LD	D	12,186	2.00%	15,455	12,520	No	Yes
	SB	6LD	D	9,459	2.00%	11,996	12,520	Yes	No
SW 152 Street to SW 184 Street	NB	6LD	D	9,467	2.00%	12,007	12,520	Yes	No
	SB	6LD	D	7,349	2.00%	9,320	12,520	Yes	No
SW 184 Street to SW 200 Street	NB	5LD	D	7,486	2.00%	9,494	10,680	Yes	No
	SB	5LD	D	6,994	2.00%	8,870	10,680	Yes	No
SR 874									
HEFT to SW 104 Street	NB	3LD	D	2,596	1.40%	3,067	7,080	Yes	No
	SB	3LD	D	4,363	1.40%	5,155	7,080	Yes	No
SW 104 Street to SR 878	NB	3LD	D	2,681	1.40%	3,168	7,080	Yes	No
	SB	3LD	D	4,507	1.40%	5,325	7,080	Yes	No

Notes:

[1] Obtained from 2024 FDOT and MDC Concurrency Data.

[2] Obtained from Table 21.A.3.

[3] Based on the appoved methodology.

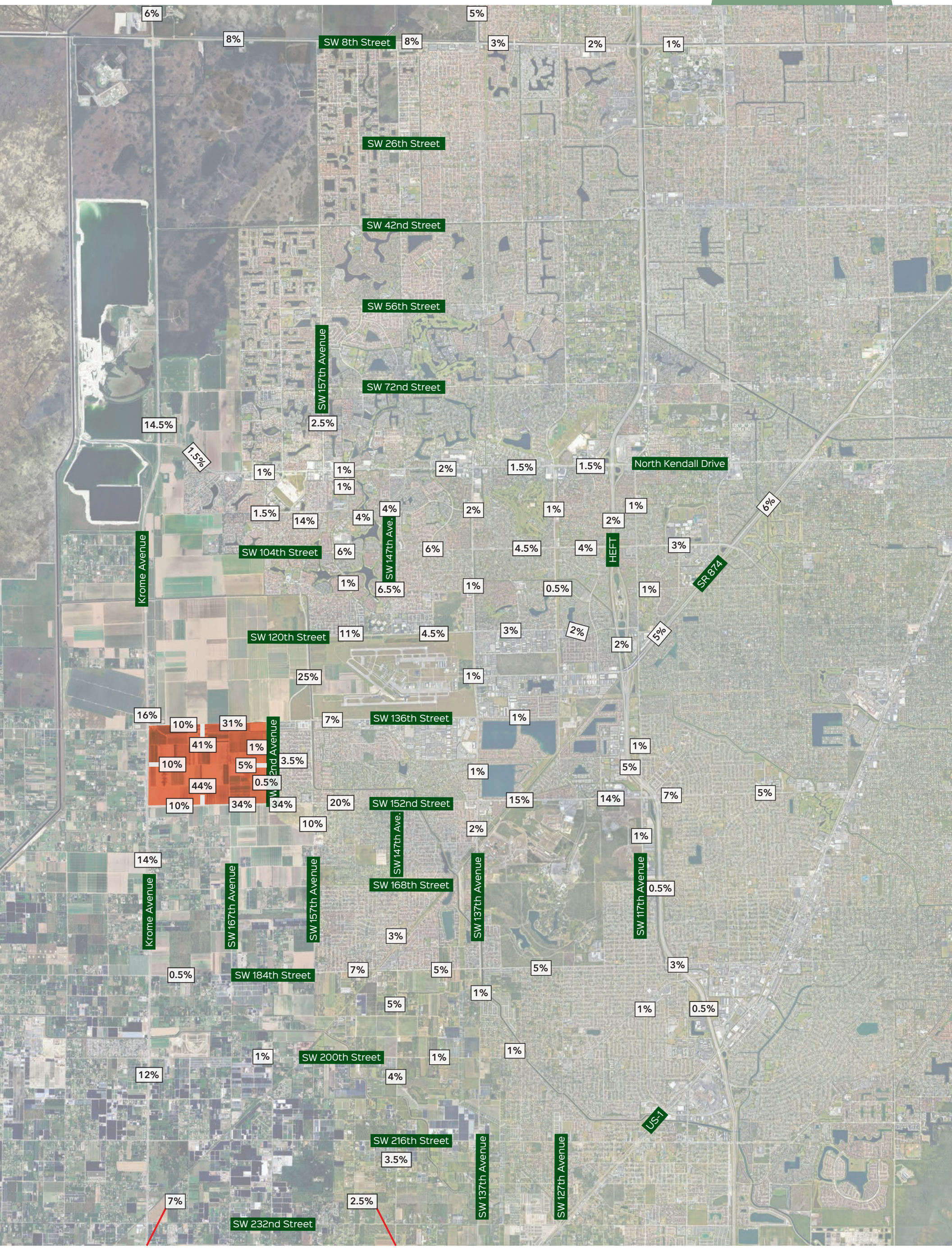
[4] The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

PM peak hour volume exceeds the adopted PM peak hour maximum service volume

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

1. Project Distribution

Net-new external traffic generated by the project was assigned to the adjacent roadway network using the distribution obtained from the SERPM8 model. As agreed upon with the reviewing agencies, vehicular trips were **not** distributed to the proposed SR 836 South Extension/Kendall Parkway as the capacity of the SR 836 extension is not available for the use of any new development. Map J-E1 shows the project traffic distribution within the study area.



Project Location

Map J-E1

Project Trip Distribution

NORTH
MAP NOT TO SCALE

2. Total Traffic Conditions

The City Park DRI project trips were added to the future background traffic from Table 21.D.1 to establish future total traffic conditions for the Year 2036. Table 21.E.1 includes the future with project information outlined below:

- The future lane geometry for study area roadways inclusive of the roadway improvements necessary to connect the project to the existing roadway network.
- The adopted level of service standard for each roadway segment.
- The future without project traffic for the Year 2036 from Table 21.D.1.
- The assignment of PM peak hour DRI project trips from Table 21.A.2.
- The roadway capacity based upon the FDOT 2023 Quality/LOS Handbook or 2020 Q/LOS Handbook.
- Determination if the 2036 future with project traffic volumes are within the directional roadway capacity.
- An evaluation of the City Park DRI trips pursuant to Rule 73C-40.045, F.A.C. to determine if the DRI trips would significantly impact (by 5.0% or greater of the adopted maximum service volume) any state or regionally significant roadway causing it to operate below the adopted level of service standard.

3. Project Impacts on Regionally Significant Roadways

Based on the analysis in Table 21.E.1, the following roadway segments were determined to be significantly impacted with project traffic equal to or exceeding 5.0% of the adopted maximum service volume and operating below the adopted level of service standard. This includes the following roadway segments:

- SW 136th Street from SW 167th Avenue to SW 157th Avenue
- SW 152nd Street from SW 167th Avenue to SW 157th Avenue (Westbound)
- SW 184th Street from SW 157th Avenue to SW 147th Avenue
- SW 200th Street from SW 147th Avenue to SW 137th Avenue
- SW 157th Avenue from SW 120th Street to SW 136th Street
- SW 147th Avenue from SW 184th Street to SW 200th Street
- SW 147th Avenue from SW 248th Street to SW 264th Street (Southbound)

Intersection capacity and levels of service analysis will be completed and submitted for review after the segment analysis is found sufficient.

TABLE 21.E.1
FUTURE WITH PROJECT PM PEAK HOUR TRAFFIC CONDITIONS AND DRI EVALUALTION OF SIGNIFICANT IMPACT

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard [1]	Future without Project 2036 PM Peak Hour Directional Volume [2]	Project Two-Way Distribution Percent [3]	Total PM Peak Hour Project Trips [5] 4,817	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume [6] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
SW 8 Street											
SW 187 Avenue to SW 177 Avenue	EB	1LU	C	353	0.50%	12	365	430	2.79%	No	No
	WB	1LU	C	317		12	329	430	2.79%	No	No
SW 177 Avenue to SW 157 Avenue	EB	2LD	C	1,173	8.00%	185	1,358	1,700	10.88%	Yes	No
	WB	2LD	C	1,307		200	1,507	1,874	10.67%	Yes	No
SW 157 Avenue to SW 137 Avenue	EB	3LD	E+20	2,812	8.00%	185	2,997	3,578	5.17%	Yes	No
	WB	3LD	E+20	3,133		200	3,333	3,408	5.87%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,727	3.00%	70	1,797	3,767	1.86%	No	No
	WB	3LD	E+20	1,925		75	2,000	3,767	1.99%	No	No
SW 127 Avenue to HEFT	EB	3LD	E	2,210	2.00%	46	2,256	3,140	1.47%	No	No
	WB	3LD	E	2,463		50	2,513	3,140	1.59%	No	No
HEFT to SW 107 Avenue	EB	3LD	D	2,096	1.00%	23	2,119	2,810	0.82%	No	No
	WB	3LD	D	2,336		25	2,361	2,810	0.89%	No	No
SW 88 Street											
SW 177 Avenue to SW 167 Avenue	EB	2LD	D	1,159	1.50%	35	1,194	1,943	1.80%	No	No
	WB	2LD	D	1,291		37	1,328	1,943	1.90%	No	No
SW 167 Avenue to SW 157 Avenue	EB	3LD	E+20	1,503	1.00%	23	1,526	3,780	0.61%	No	No
	WB	3LD	E+20	1,674		25	1,699	3,780	0.66%	No	No
SW 157 Avenue to SW 147 Avenue	EB	3LD	E+20	2,204	1.00%	23	2,227	3,767	0.61%	No	No
	WB	3LD	E+20	2,455		25	2,480	3,780	0.66%	No	No
SW 147 Avenue to SW 137 Avenue	EB	3LD	D	2,001	2.00%	46	2,047	3,098	1.48%	No	No
	WB	3LD	D	2,229		50	2,279	2,951	1.69%	No	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	2,698	1.50%	35	2,733	3,588	0.98%	No	No
	WB	3LD	E+20	3,006		37	3,043	3,956	0.94%	No	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	3,343	1.50%	35	3,378	4,423	0.79%	No	No
	WB	4LD	E+20	3,724		37	3,761	4,644	0.80%	No	No
SW 104 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	E+20	1,101	6.00%	139	1,240	2,257	6.16%	Yes	No
	WB	1LD	E+20	1,227		150	1,377	2,257	6.65%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	E+20	1,390	6.00%	139	1,529	2,257	6.16%	Yes	No
	WB	2LD	E+20	1,549		150	1,699	2,257	6.65%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	E+20	1,777	4.50%	104	1,881	3,348	3.11%	No	No
	WB	3LD	E+20	1,980		113	2,093	3,348	3.38%	No	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	2,304	4.00%	93	2,397	3,348	2.78%	No	No
	WB	3LD	E+20	2,567		100	2,667	3,348	2.99%	No	No
SW 117 Avenue to SR 874	EB	3LD	E+20	2,133	3.00%	70	2,203	3,348	2.09%	No	No
	WB	3LD	E+20	2,377		75	2,452	3,348	2.24%	No	No
SW 120 Street											
SW 157 Avenue to SW 147 Avenue	EB	2LD	D	699	11.00%	254	953	1,800	14.11%	Yes	No
	WB	2LD	D	779		276	1,055	1,800	15.33%	Yes	No
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	1,244	4.50%	104	1,348	1,890	5.50%	Yes	No
	WB	2LD	D	1,386		113	1,499	1,800	6.28%	Yes	No
SW 137 Avenue to SW 122 Avenue	EB	2LD	D	1,259	3.00%	70	1,329	1,800	3.89%	No	No
	WB	2LD	D	1,402		75	1,477	1,800	4.17%	No	No
SW 122 Avenue to SW 117 Avenue	EB	2LD	D	1,559	2.00%	46	1,605	1,467	3.14%	No	No
	WB	2LD	D	1,737		50	1,787	1,540	3.25%	No	No
SW 136 Street											
SW 177 Avenue to SW 167 Avenue	EB	1LU	D	-	10.00%	231	231	675	34.22%	Yes	No
	WB	1LU	D	-		251	251	675	37.19%	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	1LU	D	-	31.00%	717	717	675	106.22%	Yes	Yes
	WB	1LU	D	-		776	776	675	114.96%	Yes	Yes
SW 157 Avenue to SW 137 Avenue	EB	2LD	D	805	7.00%	162	967	1,467	11.04%	Yes	No
	WB	2LD	D	897		175	1,072	1,467	11.93%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	2LD	D	518	1.00%	23	541	1,467	1.57%	No	No
	WB	2LD	D	577		25	602	1,467	1.70%	No	No
SW 152 Street											
SW 177 Avenue to SW 167 Avenue	EB	1LU	D	-	10.00%	231	231	792	29.17%	Yes	No
	WB	1LU	D	-		251	251	792	31.69%	Yes	No
SW 167 Avenue to SW 157 Avenue	EB	1LU	D	-	34.00%	786	786	792	99.24%	Yes	No
	WB	1LU	D	-		852	852	792	107.58%	Yes	Yes
SW 157 Avenue to SW 137 Avenue	EB	2LD	E+20	1,053	20.00%	462	1,515	1,881	24.56%	Yes	No
	WB	2LD	E+20	1,174		501	1,675	1,975	25.37%	Yes	No
SW 137 Avenue to SW 127 Avenue	EB	3LD	D	1,973	15.00%	347	2,320	2,854	12.16%	Yes	No
	WB	3LD	D	2,198		376	2,574	2,718	13.83%	Yes	No
SW 127 Avenue to SW 117 Avenue	EB	3LD	E+20	2,299	14.00%	324	2,623	3,348	9.68%	Yes	No
	WB	3LD	E+20	2,561		350	2,911	3,348	10.45%	Yes	No
SW 117 Avenue to SW 112 Avenue	EB	2LD	E+20	1,480	7.00%	162	1,642	2,370	6.84%	Yes	No
	WB	2LD	E+20	1,649		175	1,824	2,370	7.38%	Yes	No
SW 112 Avenue to US-1	EB	2LD	E+20	1,271	5.00%	116	1,387	2,672	4.34%	No	No
	WB	2LD	E+20	1,416		125	1,541	2,545	4.91%	No	No
SW 184 Street											
SW 177 Avenue to SW 157 Avenue	EB	1LU	C	685	0.50%	12	697	598	2.01%	No	No
	WB	1LU	C	763		12	775	784	1.53%	No	No
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	749	7.00%	162	911	792	20.45%	Yes	Yes
	WB	1LU	D	834		175	1,009	634	27.62%	Yes	Yes
SW 147 Avenue to SW 137 Avenue	EB	2LD	D	1,078	5.00%	116	1,194	1,800	6.44%	Yes	No
	WB	2LD	D	1,201		125	1,326	1,800	6.94%	Yes	No
SW 137 Avenue to SW 117 Avenue	EB	2LD	D	1,384	5.00%	116	1,500	1,800	6.44%	Yes	No
	WB	2LD	D	1,542		125	1,667	1,800	6.94%	Yes	No
SW 117 Avenue to US-1	EB	2LD	D	879	3.00%	70	949	1,890	3.70%	No	No
	WB	2LD	D	979		75	1,054	1,800	4.17%	No	No
SW 200 Street/Quail Roost											
SW 177 Avenue to SW 147 Avenue	EB	1LU	D	405	1.00%	23	428	730	3.15%	No	No
	WB	1LU	D	451		25	476	730	3.42%	No	No
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	436	1.00%	23	459	430	5.35%	Yes	Yes
	WB	1LU	C	486		25	511	430	5.81%	Yes	Yes
SW 137 Avenue to SW 127 Avenue	EB	1LU	E	845	1.00%	23	868	1,250	1.84%	No	No
	WB	1LU	E	941		25	966	1,313	1.90%	No	No
SW 127 Avenue to SR 821/HEFT	EB	2LD	E	1,019	1.00%	23	1,042	2,100	1.10%	No	No
	WB	2LD	E	1,135		25	1,160	2,100	1.19%	No	No

TABLE 21.E.1
FUTURE WITH PROJECT PM PEAK HOUR TRAFFIC CONDITIONS AND DRI EVALUATION OF SIGNIFICANT IMPACT

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard [1]	Future without Project 2036 PM Peak Hour Directional Volume [2]	Project Two-Way Distribution Percent [3]	Total PM Peak Hour Project Trips [5] 4,817	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume [6] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
SW 177 Avenue											
US 27 to SW 2 Street	NB	2LD	C	1,239	5.50%	127	1,366	2,390	5.31%	Yes	No
	SB	2LD	C	1,509		138	1,647	2,510	5.50%	Yes	No
SW 2 Street to SW 8 Street	NB	2LD	C	1,561	6.00%	139	1,700	2,390	5.82%	Yes	No
	SB	2LD	C	1,739		150	1,889	2,510	5.98%	Yes	No
SW 8 Street to SW 12 Street	NB	2LD	C	1,760	14.50%	335	2,095	2,510	13.35%	Yes	No
	SB	2LD	C	1,961		363	2,324	2,390	15.19%	Yes	No
SW 12 Street to SW 88 Street	NB	2LD	C	1,589	14.50%	335	1,924	2,510	13.35%	Yes	No
	SB	2LD	C	1,770		363	2,133	2,510	14.47%	Yes	No
SW 88 Street to SW 136 Street	NB	2LD	C	1,686	16.00%	370	2,056	2,510	14.74%	Yes	No
	SB	2LD	C	1,879		401	2,280	2,510	15.98%	Yes	No
SW 136 Street to SW 200 Street	NB	2LD	C	1,819	14.00%	350	2,169	2,510	13.95%	Yes	No
	SB	2LD	C	2,027		324	2,351	2,510	12.91%	Yes	No
SW 200 Street to SW 232 Street	NB	2LD	C	1,313	12.00%	301	1,614	2,510	11.99%	Yes	No
	SB	2LD	C	1,463		277	1,740	2,510	11.04%	Yes	No
SW 232 Street to SW 288 Street	NB	2LD	C	1,266	7.00%	175	1,441	2,510	6.97%	Yes	No
	SB	2LD	C	1,411		162	1,573	2,510	6.46%	Yes	No
SW 288 Street to SW 312 Street	NB	2LD	D	985	5.00%	125	1,110	1,880	6.65%	Yes	No
	SB	2LD	D	1,097		116	1,213	1,880	6.17%	Yes	No
SW 312 Street to SW 328 Street	NB	1LD	E	792	2.00%	50	842	1,250	4.00%	No	No
	SB	1LD	E	883		46	929	1,190	3.87%	No	No
SW 162 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	631	1.50%	35	666	1,467	2.39%	No	No
	SB	2LD	D	696		37	733	1,467	2.52%	No	No
SW 136 Street to SW 144 Street	NB	2LD	D	47	1.00%	23	70	1,467	1.57%	No	No
	SB	2LD	D	27		25	52	1,467	1.70%	No	No
SW 144 Street to SW 152 Street	NB	2LD	D	59	0.50%	12	71	1,467	0.82%	No	No
	SB	2LD	D	59		12	71	1,467	0.82%	No	No
SW 157 Avenue											
SW 72 Street to SW 88 Street	NB	3LD	E+20	886	2.50%	58	944	2,765	2.10%	No	No
	SB	2LD	E+20	987		62	1,049	1,836	3.38%	No	No
SW 88 Street to SW 120 Street	NB	2LD	D	819	14.00%	324	1,143	1,467	22.09%	Yes	No
	SB	2LD	D	912		350	1,262	1,540	22.72%	Yes	No
SW 120 Street to SW 136 Street	NB	2LD	D	940	25.00%	578	1,518	1,467	39.40%	Yes	Yes
	SB	2LD	D	1,047		626	1,673	1,467	42.67%	Yes	Yes
SW 136 Street to SW 184 Street	NB	2LD	D	958	10.00%	251	1,209	1,800	13.94%	Yes	No
	SB	2LD	D	1,067		231	1,298	1,800	12.83%	Yes	No
SW 152 Avenue											
SW 88 Street to Hammocks Blvd	NB	2LD	D	430	1.00%	23	453	1,540	1.49%	No	No
	SB	2LD	D	523		25	548	1,467	1.70%	No	No
Hammocks Boulevard											
SW 88 Street to SW 104 Avenue	NB	2LD	D	276	4.00%	93	369	1,467	6.34%	Yes	No
	SB	2LD	D	307		100	407	1,467	6.82%	Yes	No
SW 104 Street to SW 147 Street	NB	2LD	D	616	1.00%	23	639	1,467	1.57%	No	No
	SB	2LD	D	686		25	711	1,467	1.70%	No	No
SW 147 Avenue											
SW 72 Street to SW 88 Street	NB	2LD	D	1,083	2.00%	46	1,129	1,890	2.43%	No	No
	SB	2LD	D	972		50	1,022	1,890	2.65%	No	No
SW 88 Street to SW 104 Street	NB	2LD	D	1,034	4.00%	93	1,127	1,890	4.92%	No	No
	SB	2LD	D	928		100	1,028	1,800	5.56%	Yes	No
SW 104 Street to SW 120 Street	NB	2LD	D	881	6.50%	150	1,031	1,800	8.33%	Yes	No
	SB	2LD	D	791		163	954	1,800	9.06%	Yes	No
SW 152 Street to SW 184 Street	NB	1LU	D	526	3.00%	75	601	709	10.58%	Yes	No
	SB	1LU	D	472		70	542	709	9.88%	Yes	No
SW 184 Street to SW 200 Street	NB	1LU	C	756	5.00%	125	881	784	15.94%	Yes	Yes
	SB	1LU	C	678		116	794	598	19.41%	Yes	Yes
SW 200 Street to SW 216 Street	NB	1LU	C	526	4.00%	100	626	598	16.73%	Yes	Yes
	SB	1LU	C	472		93	565	598	15.56%	Yes	No
SW 216 Street to SW 232 Street	NB	1LU	C	427	3.50%	88	515	598	14.73%	Yes	No
	SB	1LU	C	383		81	464	598	13.55%	Yes	No
SW 232 Street to SW 248 Street	NB	1LU	C	380	2.50%	62	442	598	10.37%	Yes	No
	SB	1LU	C	341		58	399	598	9.71%	Yes	No
SW 248 Street to SW 264 Street	NB	1LU	C	515	2.00%	50	565	598	8.37%	Yes	No
	SB	1LU	C	574		46	620	598	7.70%	Yes	Yes
NW/SW 137 Avenue											
SR 836 to SW 8 Street	NB	3LD	D	2,370	5.00%	116	2,486	3,171	3.66%	No	No
	SB	3LD	D	2,641		125	2,766	3,171	3.94%	No	No
SW 88 Street to SW 104 Street	NB	3LD	D	1,420	2.00%	46	1,466	2,810	1.64%	No	No
	SB	3LD	D	1,582		50	1,632	2,810	1.78%	No	No
SW 104 Street to SW 120 Street	NB	3LD	D	1,602	1.00%	23	1,625	2,810	0.82%	No	No
	SB	3LD	D	1,437		25	1,462	2,810	0.89%	No	No
SW 120 Street to SW 136 Street	NB	3LD	D	2,389	1.00%	23	2,412	2,814	0.82%	No	No
	SB	3LD	D	2,144		25	2,169	2,680	0.93%	No	No
SW 136 Street to SW 152 Street	NB	3LD	D	1,876	1.00%	23	1,899	3,020	0.76%	No	No
	SB	3LD	D	1,684		25	1,709	3,020	0.83%	No	No
SW 152 Street to SW 184 Street	NB	3LD	D	1,971	2.00%	50	2,021	3,020	1.66%	No	No
	SB	3LD	D	1,769		46	1,815	3,020	1.52%	No	No
SW 184 Street to SW 200 Street	NB	1LU	D	837	1.00%	25	862	880	2.84%	No	No
	SB	1LU	D	751		23	774	880	2.61%	No	No
SW 127 Avenue											
SW 88 Street to SW 104 Street	NB	2LD	D	822	1.00%	23	845	1,800	1.28%	No	No
	SB	2LD	D	916		25	941	1,890	1.32%	No	No
SW 104 Street to SW 128 Street	NB	2LD	D	615	1.00%	23	638	1,800	1.28%	No	No
	SB	2LD	D	686		25	711	1,890	1.32%	No	No

TABLE 21.E.1
FUTURE WITH PROJECT PM PEAK HOUR TRAFFIC CONDITIONS AND DRI EVALUATION OF SIGNIFICANT IMPACT

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard [1]	Future without Project 2036 PM Peak Hour Directional Volume [2]	Project Two-Way Distribution Percent [3]	Total PM Peak Hour Project Trips [5] 4,817	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume [6] (MSV)	Project Trips as Percent of MSV	Project Trips ≥ 5% (Yes / No)	Project Trips ≥ 5% and Roadway Exceeds LOS Standard (Yes / No)
SW 117 Avenue											
SW 88 Street to SW 112 Street	NB	2LD	D	1,184	1.00%	23	1,207	1,890	1.22%	No	No
	SB	2LD	D	1,063		25	1,088	1,890	1.32%	No	No
SW 112 Street to SW 136 Street	NB	2LD	D	1,301	1.00%	23	1,324	1,890	1.22%	No	No
	SB	2LD	D	1,168		25	1,193	1,890	1.32%	No	No
SW 136 Street to SW 152 Street	NB	2LD	D	1,141	1.00%	23	1,164	1,800	1.28%	No	No
	SB	2LD	D	1,024		25	1,049	1,800	1.39%	No	No
SW 152 Street to SW 184 Street	NB	2LD	D	1,092	1.00%	25	1,117	1,890	1.32%	No	No
	SB	2LD	D	980		23	1,003	1,800	1.28%	No	No
SW 184 Street to SW 200 Street	NB	1LU	D	635	1.00%	25	660	675	3.70%	No	No
	SB	1LU	D	569		23	592	675	3.41%	No	No
SR 821/HEFT											
SW 88 Street to SW 120 Street	NB	5LD	D	8,945	2.00%	46	8,991	10,680	0.43%	No	No
	SB	5LD	D	6,943		50	6,993	10,680	0.47%	No	No
SW 120 Street to SR 874	NB	4LD	D	8,444	2.00%	46	8,490	8,700	0.53%	No	No
	SB	4LD	D	6,554		50	6,604	8,700	0.57%	No	No
SR 874 to SW 152 Street	NB	6LD	D	15,455	5.00%	116	15,571	12,520	0.93%	No	No
	SB	6LD	D	11,996		125	12,121	12,520	1.00%	No	No
SW 152 Street to SW 184 Street	NB	6LD	D	12,007	0.50%	12	12,019	12,520	0.10%	No	No
	SB	6LD	D	9,320		12	9,332	12,520	0.10%	No	No
SW 184 Street to SW 200 Street	NB	5LD	D	9,494	0.50%	12	9,506	10,680	0.11%	No	No
	SB	5LD	D	8,870		12	8,882	10,680	0.11%	No	No
SR 874											
HEFT to SW 104 Street	NB	3LD	D	3,067	5.00%	116	3,183	7,080	1.64%	No	No
	SB	3LD	D	5,155		125	5,280	7,080	1.77%	No	No
SW 104 Street to SR 878	NB	3LD	D	3,168	6.00%	139	3,307	7,080	1.96%	No	No
	SB	3LD	D	5,325		150	5,475	7,080	2.12%	No	No

Notes:

[1] LOS obtained from 2024 FDOT and MDC Concurrency Data.

[2] Obtained from Table 21.D.1.

[3] Distribution obtained from SERPM model runs.

[4] Directional splits are based on the net new trip generation inbound / outbound ratio.

[5] Refer to Section 21B for project trip generation.

[6] The directional peak hour roadway capacities are obtained from the 2023 FDOT Quality/LOS Handbook. For non-state roadways, the roadway capacities are obtained from the 2020 FDOT Quality/LOS Handbook.

Project trips are equal to or exceed 5.0% of the adopted PM peak hour maximum service volume and PM peak hour volume exceeds the adopted PM peak hour maximum service volume

4. Project Impacts on Regionally Significant Interchanges

Interchange ramps are critical to the traffic impact study area and are identified as those which are projected to carry project traffic greater than 200 vehicles per hour per lane (VPHPL). Based upon the project traffic assignment, the ramps have been evaluated for significance as demonstrated in Table 21.E.2. No interchange ramps were found to be significant within the project area.

Table 21.E.2 - Ramp Significance

Ramp	Number of Lanes	Project Distribution	PM Peak Hour Project Trips	Over 200 VPHPL Yes or No?
HEFT @ SW 88th Street SB Off-ramp	2	0.0%	1	No
HEFT @ SW 88th Street NB On-ramp	2	0.3%	14	No
HEFT @ SW 120th Street SB Off-ramp	2	0.3%	12	No
HEFT @ SW 120th Street NB On-ramp	1	0.3%	14	No
HEFT @ SR 874 SB Off-ramp	3	2.1%	99	No
HEFT @ SR 874 NB On-ramp	3	3.1%	148	No
HEFT @ SW 117th Avenue SB Off-ramp	3	2.8%	133	No
HEFT @ SW 117th Avenue NB On-ramp	2	3.1%	148	No
HEFT @ SW 152nd Street SB Off-ramp	3	2.1%	99	No
HEFT @ SW 152nd Street SB On-ramp	2	0.0%	0	No
HEFT @ SW 152nd Street NB Off-ramp	2	0.3%	14	No
HEFT @ SW 152nd Street NB On-ramp	3	0.3%	14	No
HEFT @ SW 184th Street NB Off-ramp	1	0.3%	14	No
HEFT @ SW 184th Street SB On-ramp	2	0.1%	5	No

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

Pursuant to Chapter 163.3180, F.S., roadway segments that are projected to operate below the adopted level of service standard without the project are deemed to be "transportation deficient." Table 21.F.1 shows the roadway segments (and corresponding improvements) that are transportation deficient, coincident with the 2036 buildout year.

The roadway improvements needed to address the transportation deficiencies are identified in Table 21.F.1. In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The project is not responsible to help improve or eliminate deficiencies that are projected without the project.

The project is deemed to have significant and adverse impact on a roadway segment if the project's consumption of the roadway service volume is five percent (5%) or greater and the total directional volume exceeds the roadway service volume, respectively. Transportation deficient roadways are brought into the adopted LOS standard compliance prior to this evaluation. The project is expected to have significant and adverse impact on the roadways in Table 21.F.1.

The following roadway improvement is needed to address the transportation deficient roadway segments at existing conditions where the project is significant:

- SW 184th Street from SW 157th Avenue to SW 147th Avenue; widen from 2 lanes to 4 lanes.

The necessary funding for this improvement is the responsibility of the maintaining agency.

The following roadway improvements are needed to address the transportation deficient roadway segments at future without project conditions where the project is significant:

- SW 200th Street from SW 147th Avenue to SW 137th Avenue; widen from 2 lanes to 4 lanes.
- SW 147th Avenue from SW 184th Street to SW 200th Street, widen from 2 lanes to 4 lanes

The necessary funding for these improvements are the responsibility of the maintaining agency.

The following roadway improvements are needed to address the transportation deficient roadway segments at future with project conditions where the project is significant:

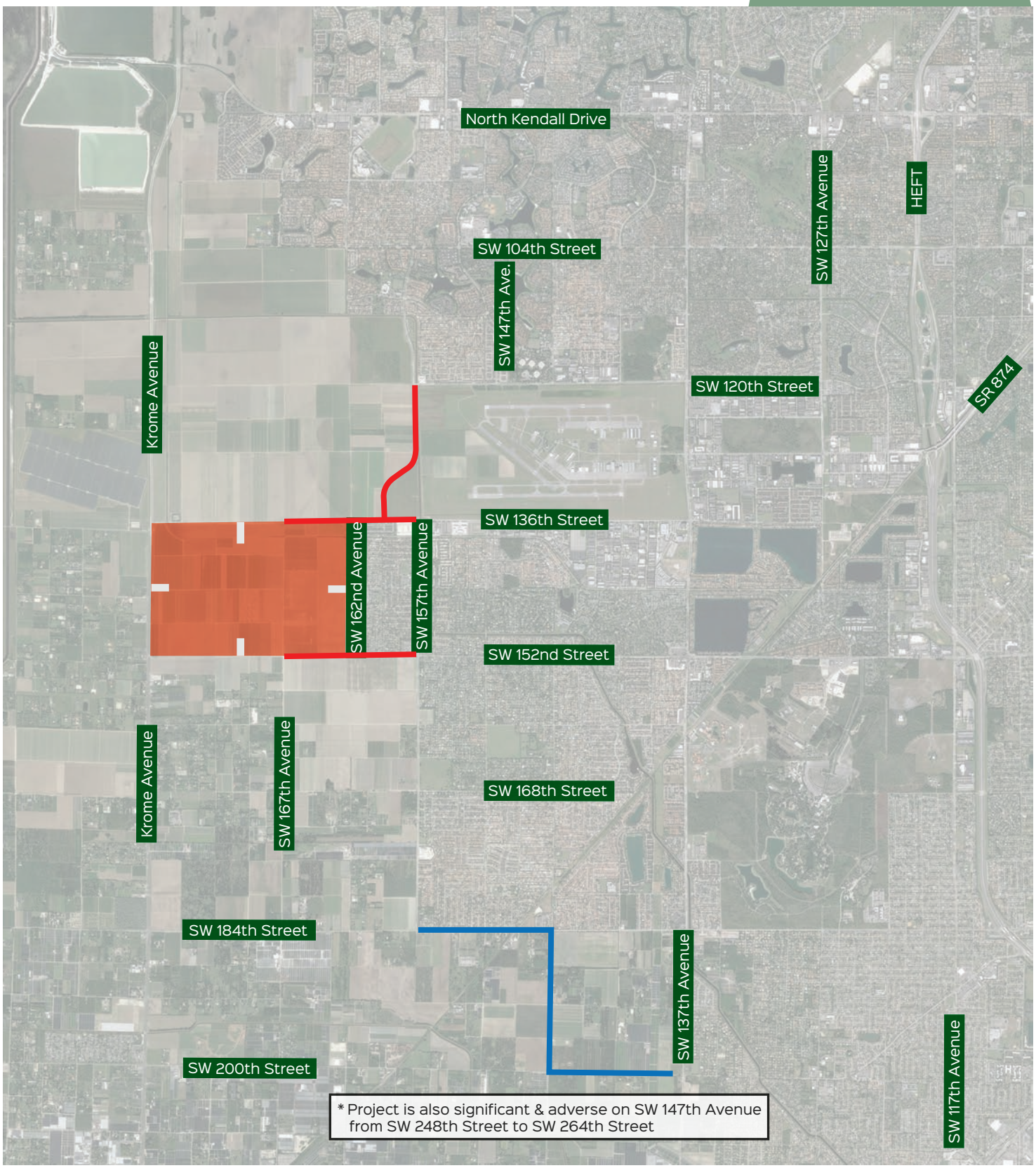
- SW 136th Street from SW 167th Avenue to SW 157th Avenue; new 4 lane roadway.
- SW 152nd Street from SW 167th Avenue to SW 157th Avenue; new 4 lane roadway.
- SW 157th Avenue from SW 120th Street to SW 136th Street; widen from 4 lanes to 6 lanes.
- SW 147th Avenue from SW 248th Street to SW 264th Street; widen from 2 lanes to 4 lanes.

The roadway improvements needed to accommodate area-wide traffic with the project coincident with buildout year 2036 are depicted in Map J-F1.

TABLE 21.F.1
FUTURE WITHOUT PRJOECT AND FUTURE WITH PROJECT TRANSPORTATION DEFICIENT ROADWAYS

Roadway Segments	Direction	Number of Lanes in 2036	Adopted LOS Standard[1]	Future without Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume	Met LOS Standard? (Yes / No)	Number of Lanes Needed without Project	Proposed Maximum Service Volume	Met LOS Standard? (Yes / No)	Future with Project 2036 PM Peak Hour Directional Volume	Maximum Service Volume	Met LOS Standard? (Yes / No)	Number of Lanes Needed with Project	Proposed Maximum Service Volume	Met LOS Standard? (Yes / No)
SW 136 Street															
SW 167 Avenue to SW 157 Avenue	EB	1LU	D	-	-	-	-	-	-	717	675	No	2LD	1,467	Yes
	WB	1LU	D	-	-	-	-	-	-	776	675	No	2LD	1,467	Yes
SW 152 Street															
SW 167 Avenue to SW 157 Avenue	EB	1LU	D	-	-	-	-	-	-	786	792	Yes	2LD	1,800	Yes
	WB	1LU	D	-	-	-	-	-	-	852	792	No	2LD	1,800	Yes
SW 184 Street															
SW 157 Avenue to SW 147 Avenue	EB	1LU	D	749	792	Yes	2LD	1,800	Yes	911	1,800	Yes	-	-	-
	WB	1LU	D	834	634	No	2LD	1,440	Yes	1,009	1,440	Yes	-	-	-
SW 200 Street/ Quail Roost															
SW 147 Avenue to SW 137 Avenue	EB	1LU	C	436	430	No	2LD	2,390	Yes	459	2,390	Yes	-	-	-
	WB	1LU	C	486	430	No	2LD	2,390	Yes	511	2,390	Yes	-	-	-
SW 157 Avenue															
SW 120 Street to SW 136 Street	NB	2LD	D	940	1,467	Yes	2LD	1,467	Yes	1,558	1,467	No	3LD	2,268	Yes
	SB	2LD	D	1,047	1,467	Yes	2LD	1,467	Yes	1,673	1,467	No	3LD	2,268	Yes
SW 147 Avenue															
SW 184 Street to SW 200 Street	NB	1LU	C	756	784	Yes	2LD	1,805	Yes	881	1,805	Yes	-	-	-
	SB	1LU	C	678	598	No	2LD	1,375	Yes	794	1,375	Yes	-	-	-
SW 248 Street to SW 264 Street	NB	1LU	C	516	598	Yes	1LU	598	Yes	565	598	Yes	2LD	1,375	Yes
	SB	1LU	C	574	598	Yes	1LU	598	Yes	620	598	No	2LD	1,375	Yes

Notes:
[1]Obtained from 2024 FDOT and MDC Concurrency Data.
Future without Project Transportation Deficient Roadways
Project Significant and Adverse Roadways



Project Location

Future Without Project
Future With Project

Map J-F1

Transportation Deficient Roadways

NORTH
MAP NOT TO SCALE

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

Map J-G1 illustrates the location of the general access points for project traffic along the section line and half section line roads that will provide frontage to each portion of the DRI. The project access locations identified in Map J-G1, (and other access locations as may be needed) are subject to meeting the design and permitting standards and guidelines from MDC and FDOT as applicable based upon the agency with jurisdiction over the adjacent roadway.

The development of the City Park DRI will require the construction of some section line and half section line roadways as outlined in Table 21.G.1 below. The Applicant will dedicate the required right-of-way to complete the section line and half section line roadway network adjacent to the project and will construct those roadway sections as required by County Code.

Table 21.G.1 – Roadway Sections Providing Site Access

Roadway	Limits	Required Right of Way[1]
SW 136 Street	SW 177 Avenue to SW 162 Avenue	Minimum of 80' of ROW
SW 152 Street	SW 177 Avenue to SW 162 Avenue	Minimum of 110' of ROW
SW 162 Avenue	SW 136 Street to SW 152 Street	Minimum of 70' of ROW

[1]Based on Section 33-133 of the Miami-Dade County Code of Ordinances.

Map J-G1

Project Access Locations

NORTH
MAP NOT TO SCALE

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

The response to Section H will be provided once the segment analysis is found sufficient.

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

1. Access to Regional Transit

The project is situated close to the West Kendall corridor of the Strategic Miami Area Rapid Transit (SMART) plan. The closest MDC bus routes to the project are 152 and 137. The project is also being designed around a **multimodal transportation framework**, including a **transit-oriented development (TOD) node** aligned with CSX Portland Spur and SMART Plan. The project proposes a **mobility hub**, walkable street grid, bikeways, and pedestrian paths that will tie into the nearby transportation network and reduce automobile dependency.

2. Access to Local Transit - Metrobus Route 152

The neighborhood located immediately to the east of the City Park DRI is currently served by Miami-Dade Transit Service via Metrobus Route 152 (see Appendix 21-6 for transit system maps). Route 152 already travels on SW 152nd Street to SW 152nd Avenue, approximately one mile east of the project. The Applicant has identified the potential to extend this service westward to service the proposed DRI land uses. City Park is also committed to work with Miami-Dade Transit to develop new routes and/or provide route extensions to serve the community.

3. Pedestrian and Cyclist Infrastructure

City Park will be focused on multimodal transportation options which include extensive pedestrian and bike networks and with linkage to the regional transportation networks. The project will provide the following pedestrian and cyclist infrastructure:

- Sidewalks - approximately 24 miles
- Bike lanes - approximately 23 miles
- Bike routes - approximately 8,000 feet
- Class 1 trails (off-street trails intended for pedestrian and cyclist use) - approximately 9 miles

Refer to Map J-I1 for the proposed bike network and class 1 trails.

Map J-I1

Pedestrian & Cyclist Infrastructure

NORTH
MAP NOT TO SCALE

4. Transportation Demand Management

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

- Staggered work schedules: The DRI can promote the benefits of staggered work schedules in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the flexibility to stagger their arrival and departure times between the hours of 6:30 am to 9:30 am, and 3:30 pm to 6:30 pm to reduce traffic during the peak travel hours and more evenly distribute the volume of traffic into and out of the site. Staggered lunch hours would also be incorporated into this staggered schedule framework.

- Flex-time: The DRI can promote the benefits of flex time in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize flexible working schedules (within designated guidelines) to meet personal needs and commitments. The employee can schedule five (5) 8-hour work days using varying start and stop times as well as extended lunch times.

- Compressed Work Weeks: The DRI can promote the benefits of compressed work weeks in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize compressed work week schedules (within designated guidelines). The employer and/or employee can work four (4) 10-hour days, or can choose to work four and a half (4 ½) days or three and a half (3 ½) days as negotiated with each employee or business owner.

- Work from Home: The DRI can promote the benefits of work from home, thus reducing the number of SOV traveling during the traditional morning and afternoon peak hours. Work from Home may be used by employers and employees in combination with staggered work schedules, flex time and compressed work weeks.

- Shower and Locker Facilities: The DRI can encourage employers to provide on-site shower and locker facilities within the development site to offer bicycle, pedestrian, and transit riders amenities to complement their choice to use the alternative travel modes. Long term bicycle parking should also be provided with this option.

- Ridesharing Incentive Programs: The DRI can promote the benefits of ridesharing (in coordination with South Florida Commuter Services), and can provide rideshare

postings for those employers and employees interested in finding potential ridesharing partners. These rideshare postings are intended to offer geographic commuter information for those employees who may be interested in sharing rides with fellow employees who live in similar geographic areas. Additional incentives may include payments or subsidies for fuel and tolls and preferential on-site parking for ride share users.

  - Car Pool Spaces: The designation of car pool parking spaces can be provided on-site in desirable and convenient parking locations restricted for use only by car pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as car pool. Procedures shall be included whereby the car pool vehicles are registered with the Employer TDM Coordinator for easy tracking and monitoring, and for use in annual reporting and management procedures.

  - Van Pools: The designation of van pool parking spaces can be provided on site in desirable and convenient parking locations restricted for use only by van pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as van pool. Procedures shall be included whereby the van pool vehicles are registered with the Employer TDM Coordinator to keep track of the number of employees who van pool on a daily basis for use in annual reporting and management.

- Public Transit Service Improvements: The provision of transit shuttle services to and from convenient public transit sites, such as a shuttle to and from the nearest Premium Transit Rail Station, to accommodate morning, midday, and evening transit demand.

- Public Transit Infrastructure Improvements: The construction of on-site transit shelters, amenities, stops, drop off locations or pull-out bays and patron parking to serve the transit stops and stations.

- Public Transit Incentives: The provision of transit fare subsidies and other similar incentive programs designed to make public transit more accessible to the occupants of the proposed use. Promote and encourage project employers to take advantage of the employee discount programs, employer subsidy programs, and pre-tax set-asides for transit fares (as allowable under IRS rules) through the coordination and informational efforts of the South Florida Commuter Services.

- Informational Kiosks: The DRI can provide a centralized location within the development site for the posting of TDM Program Information, local bus and train schedules, South Florida Commuter Services, the name and phone number of the DRI Representative serving as the Employee Transportation Coordinator, information on flex time, compressed work weeks and telecommuting, and information on places to eat or shop within shuttle and/or walking distance of the project site.