University of Miami Development Order

UNIVERSITY OF MIAMI

City of Coral Gables City Commission Submittal September 14, 2010

Planning and Zoning Board Meeting

August 11, 2010

Development Agreement and Exhibits

Development Agreement

Exhibit A	Legal Description of the UM Campus
Exhibit B	Ordinance No. 2007-16 and accompanying map (2006 UMCAD); and concurrent Declaration of Restrictive Covenants
Exhibit C	Proposed Comprehensive Plan Amendments
Exhibit D	Proposed University of Miami Campus District (UCD) *[This item will be further reviewed by the Zoning Board and the City Commission.]*
Exhibit E	Properties Proposed to be Rezoned to University Campus District (UCD) *[This item will be further reviewed by the Zoning Board and the City Commission.]*
Exhibit F	2007 UMCAD Amendments
Exhibit G	2010 UMCAD Amendments
Exhibit H	Resolution No. 2003-7
Exhibit I	Streets to be Vacated
Exhibit J	Waterways to be Deeded
Exhibit K	Meter Map
Exhibit L	Fire Station Site
Exhibit M	Payment Schedule
Exhibit N	2008 Regional Traffic Study

LEGAL DESCRIPTIONS OF PROPERTIES WITHIN THE MAIN CAMPUS
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA
AREAS I AND II

AREA I

All those lots, pieces, parcels or strips of land, situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida being generally described as the properties owned in fee simple by the University of Miami, the same being more particularly described as follows, *viz.*:

Lot 1 through 12, inclusive and Lots 19 through 30, inclusive, in Block 184 of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Lots 1 through 30, inclusive, in Block 185 of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Lots 1 through 6, inclusive, Lots 10 through 12, inclusive, Lots 19 through 21, inclusive and Lots 25 through 30, inclusive, in Block 186 of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Lots 1 through 6, inclusive, Lots 25 through 27, inclusive, and Lot 30 in Block 188 of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Lot 1, Lots 4 through 12, inclusive, Lot 19, less the South 70 feet, Lot 20, less the East 20 feet of the South 70 feet thereof, and all of Lots 21 through 30, inclusive, in Block 189 of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Lots 1 through 30, inclusive, in Block 190 of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Lots 1 through 20, inclusive, in Block 193 of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Lots 4 and 5 in Block 194 of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida.

Less therefrom:

That portion of said Lot 4 as conveyed to the City of Coral Gables, a Municipal Corporation of the State of Florida, the same as being more fully described in that certain Special Warranty Deed recorded in Official Records Book 16907 at Page 3532 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Those Air Rights vested in the University of Miami, a Florida Corporation, Not-for-Profit, having a lower boundary at a horizontal plane of Elevation Plus Fifty-Two Feet (+52.0 feet) as measured from the City of Miami Vertical Datum (+51.74 Feet as referenced to the National Geodetic Vertical Datum of 1929) and having an upper boundary at the maximum elevation as set forth in the terms and conditions cited in that certain Special Warranty Deed as recorded in Official Records Book 16907 at Page 3532 of the Public Records of Dade County (now Miami-Dade County), Florida and lying within the boundaries of the following described property:

LEGAL DESCRIPTIONS OF PROPERTIES WITHIN THE MAIN CAMPUS
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA
AREAS I AND II

Lots 1, 2, 3, 6, 7 and 8, and a portion of Lot 4, Block 194, CORAL GABLES RIVIERA SECTION PART 6, according to the plat thereof, as recorded in Plat Book 20, at Page 79, of the Public Records of Dade County, Florida, and a portion of Avenue Sagua, vacated and discontinued by Ordinance No. 842, City of Coral Gables, Florida, being more particularly described as follows:

Commence at the Northwest corner of the Southwest ¼, of Section 30, Township 54 South, Range 41 East, Dade County, Florida; thence South 00 degrees 13 minutes 22 seconds West, along the West line of said Section 30, for 472.32 feet to the intersection of the Westerly extension of the North Right-of-Way line of said Avenue Sagua; thence North 89 degrees 41 minutes 10 seconds East for 30.00 feet to the Point of Beginning of the following described parcel of land, said point being on the East right-of-way line of S.W. 57th Avenue (Red Road); thence continue North 89 degrees 41 minutes 10 seconds East for 133.37 feet; thence South 00 degrees 18 minutes 50 seconds East, at right angles to the last described line, for 13.55 feet; thence North 89 degrees 41 minutes 10 seconds East for 67.32 feet; thence South 00 degrees 18 minutes 14 seconds West for 138.15 feet to a point, said point being on the Northerly right-of-way of Avenue Levante, as shown on said plat of CORAL GABLES RIVIERA SECTION PART 6, according to the plat thereof, as recorded in Plat Book 20, at Page 79; thence South 50 degrees 19 minutes 22 seconds west, along said Northerly right-of-way line of Avenue Levante, for 163.61 feet to a point of curve; thence Southwesterly-Westerly, along the arc of a circular curve to the right, having a radius of 20.00 feet and a central angle of 39 degrees 21 minutes 48 seconds, for an arc distance of 13.74 feet to a point of tangency; thence South 89 degrees 41 minutes 10 seconds West for 42.27 feet to a point of curve; thence Westerly-Northwesterly-Northerly, along the arc of a circular curve to the right, having a radius of 20.00 feet and a central angle of 90 degrees 32 minutes 12 seconds, for an arc distance of 31.60 feet to a point of tangency, said point being on the Easterly right-of-way line of S.W. 57th Avenue (Red Road); thence North 00 degrees 13 minutes 22 seconds East, along said Easterly right-of-way line of S.W. 57th Avenue (Red Road), for 239.82 feet to the Point of Beginning.

Together with:
Lots 1, 2, the Southwesterly ½ of Lot 3 and Lots 6 through 10, inclusive, in Block 192 of SECOND REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 14, according to the Plat thereof, as recorded in Plat Book 28 at Page 32 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

LEGAL DESCRIPTIONS OF PROPERTIES WITHIN THE MAIN CAMPUS
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA
AREAS I AND II

Lots 1 through 4, inclusive, in Block 1 of UNIVERSITY OF MIAMI MAIN CAMPUS FIRST ADDITION, according to the Plat thereof, as recorded in Plat Book 87 at Page 10 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

All those strips, lots, pieces or parcels of land, situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida being rights of way or alleys vacated or abandoned in favor of the University of Miami, the same being more particularly described as follows, viz.:

Avenue Lepanto, (now known as Avenue Apricale), as shown and described in the recorded Plat of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Ordinance Number 1272, dated March 13, 1962, butted and bounded as follows:

ON THE NORTH: By the South boundary of Block 190 as shown on said Plat of CORAL GABLES RIVIERA SECTION PART 6, this also being the Northerly Right of Way line of said Avenue Lepanto (Avenue Apricale).
ON THE EAST: By the Westerly Right of Way Line of Avenue Levante, as shown on said Plat of CORAL GABLES RIVIERA SECTION PART 6.
ON THE SOUTH: By the North Boundary of Block 193 as shown on said Plat of CORAL GABLES RIVIERA SECTION PART 6, this also being the South Right of Way line of said Avenue Lepanto (Avenue Apricale).
ON THE WEST: By the East Right of Way Line of Red Road, (S.W. 57th Avenue) as shown on said Plat of CORAL GABLES RIVIERA SECTION PART 6.
Together with:

That portion of the 20-foot wide alley lying within Block 192 of SECOND REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 14, according to the Plat thereof, as recorded in Plat Book 28 at Page 32, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Resolution Number 3639, dated December 19, 1950 and recorded in Official Records Book 13676 at Page 3710, all of the Public Records of Dade County (now Miami-Dade County), Florida generally butted and bounded as follows:

ON THE NORTHEAST: By the Northeasterly boundary of said Block 192.

ON THE SOUTHEAST: By the Northwesterly boundary of Lots 8, 9 and 10 in Block 192, this also being the Southeasterly boundary of said 20-foot wide alley.
ON THE SOUTHWEST: By the Northwesterly prolongation of the Southwesterly boundary of said Lot 10 in Block 192.
ON THE NORTHWEST: By the Centerline of said 20-foot wide alley.

Together with:

That portion of the 20-foot wide alley lying within Block 192 of SECOND REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 14, according to the Plat thereof, as recorded in Plat Book 28 at Page 32, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Resolution Number 3639, dated December 19, 1950 and recorded in Official Records Book 13676 at Page 3710, all of the Public Records of Dade County (now Miami-Dade County), Florida, butted and bounded as follows:

ON THE NORTHEAST: By the Northeasterly boundary of said Block 192.
ON THE SOUTHEAST: By the Centerline of said 20-foot wide alley.
ON THE SOUTHWEST: By the Southeasterly prolongation of the Southwesterly boundary of Lot 6 in said Block 192.
ON THE NORTHWEST: By the Southeasterly boundary of Lots 6 and 7 in said Block 192, this also being the Northwesterly boundary of said 20-foot wide alley.

Together with:

That portion of the 20-foot wide alley lying within Block 192 of SECOND REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 14, according to the Plat thereof, as recorded in Plat Book 28 at Page 32, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Resolution Number 3639, dated December 19, 1950 and recorded in Official Records Book 13676 at Page 3710, all of the Public Records of Dade County (now Miami-Dade County), Florida, butted and bounded as follows:

ON THE NORTHEAST: By the Southeasterly prolongation of the Northeasterly Boundary of the Southwesterly ½ of Lot 3 in said Block 192.
ON THE SOUTHEAST: By the Centerline of said 20-foot wide alley.
ON THE SOUTHWEST: By the Southwesterly boundary of said Block 192.
ON THE NORTHWEST: By the Southeasterly boundary of Lots 1, 2 and the Southwesterly ½ of Lot 3 in said Block 192, this also being the Northwesterly boundary of said 20-foot wide alley.

Together with:

Avenue Sagua, as shown and described on the plat of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida, the same as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Resolution Number 842, dated July 27, 1954, butted and bounded as follows:

ON THE NORTH: By the South boundary of Block 193 as shown on said Plat of CORAL GABLES RIVIERA SECTION PART 6, this also being the Northerly Right of Way Line of said Avenue Sagua.
ON THE EAST: By the Westerly Right of Way Line of Avenue Levante, as shown on said Plat of CORAL GABLES RIVIERA SECTION PART 6.
ON THE SOUTH: By the North boundary of Block 194 as shown on said Plat of CORAL GABLES RIVIERA SECTION PART 6, this also being the South Right of Way line of said Avenue Sagua.
ON THE WEST: By the East Right of Way Line of Red Road, (S.W. 57th Avenue) as shown on said Plat of CORAL GABLES RIVIERA SECTION PART 6.

Less therefrom:

That portion of said Avenue Sagua as conveyed to the City of Coral Gables, a Municipal Corporation of the State of Florida, the same as more fully described in that certain Special Warranty Deed as recorded in Official Records Book 16907 at Page 3532 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

That portion of Avenue Scodella (Avenue Ovieto) as shown and described in the recorded Plat of UNIVERSITY OF MIAMI MAIN CAMPUS FIRST ADDITION, according to the Plat thereof, as recorded in Plat Book 87 at Page 10, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Ordinance Number 2794 dated July 26, 1988 and recorded in Official Records Book 14887 at Page 207, both of the Public Records of Dade County (now Miami-Dade County), Florida.

AREA II:

LEGAL DESCRIPTIONS OF PROPERTIES WITHIN THE MAIN CAMPUS
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA
AREAS I AND II

All those lots, pieces, parcels or strips of land, situate, lying and being in Sections 19 and 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida being generally described as the properties owned in fee simple by the University of Miami, the same being more particularly described as follows, *viz.*:

Lot 14, 15 and 16 in Block 165 of REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 7, according to the Plat thereof, as recorded in Plat Book 28 at Page 45 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Tr. 1 of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida.

Less therefrom:

That portion of said Tr. 1 as dedicated to the City of Coral Gables, a Municipal Corporation of the State of Florida as additional Right of Way for San Amaro Drive, the same as more fully described in that certain Ordinance Number 1206, dated December 13, 1960 and recorded in Official Records Book 2464 at Page 556, of the Public Records of Dade County (now Miami-Dade County), Florida.

And:

That portion of said Tr. 1 lying between the edges of the University Waterway as it was excavated and constructed on January 27, 1944. [Note: The University Waterway lying between Blocks 270 and 174, as shown on the plat CORAL GABLES RIVIERA SECTION PART 7, according to the Plat thereof, as recorded in Plat Book 28 at Page 45 of the Public Records of Dade County (now Miami-Dade County), Florida, was (together with other land) conveyed to the City of Coral Gables, a municipal corporation of the State of Florida, by virtue of that certain Warranty Deed filed November 25, 1939, recorded in Deed Book 2015, page 390 of the Public Records of Miami-Dade County, Florida. The City of Coral Gables conveyed to the abutting lot owners that portion of the University Waterway lying between the external lot lines and the edge of the University Waterway as it was then excavated and constructed by quit-claim deed filed January 27, 1944, recorded in Deed Book 2350, page 27, of the Public Records

of Dade County (now Miami-Dade County), Florida. The approximate location and dimensions of that portion of said Tr. 1 lying between the edges of the University Waterway as it was excavated and constructed on January 27, 1944 (and, with the exception of the portion which traverses Lake Osceola, as it substantially exists today) are as shown and delineated as the "University Waterway" on the Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida.]

Together with:

Tr. 2 of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida.

Less therefrom:

That portion of said Tr. 2 as conveyed to the Dr. John D. MacDonald Foundation, a Corporation Not for Profit, the same as more fully described in that certain Special Warranty Deed recorded in Official Records Book 7079 at Page 650 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Tr. 3 of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida.

Less therefrom:

That portion of said Tr. 3 conveyed to the Board of Public Instruction of Dade County, Florida (now the Miami-Dade County School Board) as more fully described in that certain Deed as recorded in Deed Book 4030 at Page 185 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

LEGAL DESCRIPTIONS OF PROPERTIES WITHIN THE MAIN CAMPUS
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA
AREAS I AND II

Tr. 4 of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida.

Less therefrom:

That portion of said Tr. 4 replatted as Tract "A" of UNIVERSITY OF MIAMI DAUER TRACT, according to the Plat thereof, as recorded in Plat Book 161 at Page 60 of the Public Records of Miami-Dade County, Florida.

Together with:

Tr. 5 of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida.
Together with:

Tr. 6 of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida

Less therefrom:

That portion of said Tr. 6 as conveyed to the Miami Hillel Foundation, Inc., pursuant to that certain Warranty Deed recorded in Deed Book 3803 at Page 455 of the Public Records of Dade County (now Miami-Dade County), Florida.
And

That portion of said Tr. 6 as conveyed to the Trustees of the Diocese of South Florida, pursuant to that certain Warranty Deed recorded in Deed Book 3815 at Page 209 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Tr. 7 of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida.

Less therefrom:

That portion of said Tr. 7 as conveyed to the Florida Baptist Convention, pursuant to that certain Warranty Deed recorded in Deed Book 3826 at Page 31 of the Public Records of Dade County (now Miami-Dade County), Florida.

And

That portion of said Tr. 7 as conveyed to the Trustees of the Christian Science Organization University of Miami, pursuant to that certain Warranty Deed recorded in Official Records Book 1609 at Page 72 of the Public Records of Dade County (now Miami-Dade County), Florida.

And

That portion of said Tr. 7 as conveyed to the Board of Trustees of The Florida Annual Conference of the United Methodist Church, Inc., pursuant to that certain Warranty Deed recorded in Deed Book 3821 at Page 246 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Tract "A" of SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 77 at Page 66 of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

Tract "A" of UNIVERSITY OF MIAMI DAUER TRACT, according to the Plat thereof, as recorded in Plat Book 161 at Page 60 of the Public Records of now Miami-Dade County, Florida.

Together with:

Tract "B" of UNIVERSITY OF MIAMI DAUER TRACT, according to the Plat thereof, as recorded in Plat Book 161 at Page 60 of the Public Records of now Miami-Dade County, Florida.

Together with:

LEGAL DESCRIPTIONS OF PROPERTIES WITHIN THE MAIN CAMPUS
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA
AREAS I AND II

All those strips, lots, pieces or parcels of land, situate, lying and being in Sections 19 and 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida being rights of way or alleys vacated or abandoned in favor of the University of Miami, the same being more particularly described as follows, viz.:

A portion of Geo. E. Merrick Street, as shown and described in those certain Plats entitled REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 7, according to the Plat thereof, as recorded in Plat Book 28 at Page 45 and AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81, both of the Public Records of Dade County (now Miami-Dade County), Florida, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Ordinance Number 976, dated June 26, 1956, butted and bounded as follows:

ON THE NORTHEAST: By the Southwesterly Right of Way line of Miller Drive, now known as Henry King Stanford Drive, as shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.
ON THE SOUTHEAST: By the Northwesterly boundary of Block 165 of said Plat of REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 7, this also being the Southeasterly Right of Way line of said Geo. E. Merrick Street.
ON THE SOUTHWEST: By the Northeasterly Right of Way line of Pavia Street, as shown on said Plat of REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 7.
ON THE NORTHWEST: By a Southeasterly boundary of Tr. 1 of said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, this also being the Northwesterly Right of Way line of said Geo. E. Merrick Street.

Together with:

That portion of University Drive as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Ordinance Number 2244 dated May 12, 1977, the same lying Southwesterly of the Northwesterly prolongation of the Southwesterly Right of Way line of Avenue Pisano, as shown and described in the recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81, less that portion of said University Drive as replatted by SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 77 at Page 66, both of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

LEGAL DESCRIPTIONS OF PROPERTIES WITHIN THE MAIN CAMPUS
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA
AREAS I AND II

Tract "C" of SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 77 at Page 66, of the Public Records of Dade County (now Miami-Dade County), Florida, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Ordinance Number 2244 dated May 12, 1977.
Together with:

That portion of Theo. Dickinson Drive as shown and described in the recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Ordinance Number 2682 dated February 24, 1987 and recorded in Official Records Book 13227 at Page 1306, both of the Public Records of Dade County (now Miami-Dade County), Florida.

Together with:

That portion of Miller Drive, as shown and described in the recorded Plat of SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 77 at Page 66 of the Public Records of Dade County (now Miami-Dade County), Florida, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Ordinance Number 3392 dated July 13, 1999 and recorded April 15, 2003 under Miami-Dade County Clerk's File Number 2003R247184 in Official Records Book 21174 at Page 5014 of the Public Records of Miami-Dade County, Florida.

Together with:

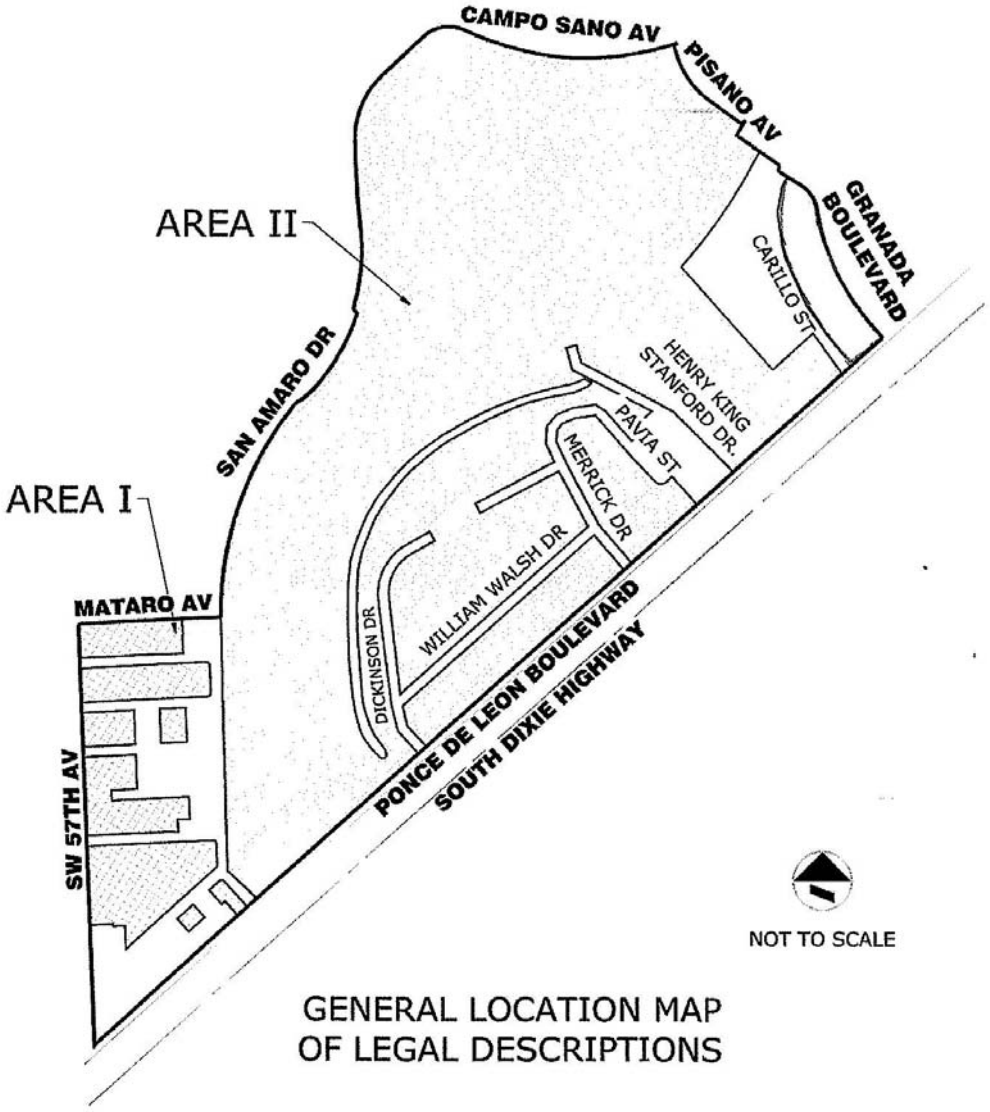
Tract "B" of SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 77 at Page 66, of the Public Records of Dade County (now Miami-Dade County), Florida, as vacated by the City of Coral Gables, a Municipal Corporation of the State of Florida, pursuant to Ordinance Number 3392 dated July 13, 1999 and recorded April 15, 2003 under Miami-Dade County Clerk's File Number 2003R247184 in Official Records Book 21174 at Page 5014 of the Public Records of Miami-Dade County, Florida.

Said strips, lots, pieces or parcels of land as described within the above two (2) designated Areas I and II containing 223.63 acres, more or less, by calculation.

LEGAL DESCRIPTIONS OF PROPERTIES WITHIN THE MAIN CAMPUS
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA
AREAS I AND II

N.B.: The acreage as shown above includes the calculated horizontal plane area of the "Air Rights Parcel" as cited in the Area I Legal Description.

N.N.B.: The acreage as shown above does not include that portion of the "University Waterway" lying Southerly of Miller Drive (Henry King Stanford Drive). This area was calculated based on the perimetrical boundaries of the Waterway as shown on the underlying Plat recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida, and is subject to such facts that a field survey may reveal



GENERAL LOCATION MAP
OF LEGAL DESCRIPTIONS

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 2007-16

AN ORDINANCE OF THE CITY COMMISSION APPROVING TWENTY-TWO (22) SEPARATE AMENDMENTS TO THE UNIVERSITY OF MIAMI CAMPUS AREA DEVELOPMENT (UMCAD) MASTER PLAN PURSUANT TO SECTION 4-202 OF THE ZONING CODE; INCLUDING CONDITIONS OF APPROVAL; PROVIDING A REPEALER PROVISION, A SAVINGS CLAUSE AND SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE. THE PROPOSED AMENDMENTS ARE INCLUDED IN THE UNIVERSITY'S 2006 ANNUAL REPORT AND ARE LOCATED THROUGHOUT THE CAMPUS, AND INCLUDE THE FOLLOWING:

H1. RETAIN THE JERRY HERMAN THEATRE COMPLEX.

H2. RENOVATION AND EXPANSION OF THE NORMAN A. WHITTEN UNIVERSITY CENTER, DEMOLITION OF CHARLES A. GAUTHIER HALL "RATHSKELLER", AND A NEW STUDENT ACTIVITY CENTER.

H3. COMBINED OTTO G. RICHTER LIBRARY AND LAW SCHOOL ADDITION AND DECREASE IN COMBINED TOTAL BUILDING AREA.

H4. MODIFICATION OF ASHE ENROLLMENT ADDITION, AND INCREASE OF BUILDING AREA AND RENAMING OF THE PROJECT INTERACTIVE SCIENCE CENTER AND ENGINEERING RESEARCH PHASE II.

H5. BOTANY GREENHOUSE RELOCATION AND CHANGE TO NON FAR AND NEW SURFACE PARKING.

H6. ART BUILDING 1 PARTIAL RESTORATION/REPLICATION.

H7 DEMOLITION AND REPLACEMENT OF WHITTEN LEARNING CENTER.

H8. INCREASED BUILDING AREA OF MIGUEL B. FERNANDEZ FAMILY ENTREPRENEURSHIP BUILDING AT THE SCHOOL OF BUSINESS ADMINISTRATION, RESIDENTIAL AND ACADEMIC SITE PHASE I; MIGUEL B. FERNANDEZ FAMILY ENTREPRENEURSHIP BUILDING AT THE SCHOOL OF BUSINESS ADMINISTRATION, RESIDENTIAL AND ACADEMIC SITE PHASE II; AND DEMOLITION OF BEHAVIORAL MEDICINE RESEARCH INSTITUTE.

H9. LOWE ART MUSEUM ADDITION SITE.

H10. LAKEVIEW STUDENT HOUSING I AND II SITES.

H11. PAVIA PARKING GARAGE ADDITION; MERRICK PARKING GARAGE SITE; AND RELOCATION OF PORTION OF NORTH SOUTH CENTER DEVELOPMENT ZONE PROJECT; AND DEMOLITION OF THE WRITING CENTER.

H12. THEATER SITE CHANGE AND INCREASE IN BUILDING AREA.

H13. ART & ARCHITECTURE COLLEGE ACADEMICS FACILITY; AND ART AND ARCHITECTURE RESIDENTIAL COLLEGE; AND CONVOCATION/STUDENT PARKING GARAGE NEW SITES; AND MUSEUM AND UNIVERSITY HALL SITE CHANGES AND DECREASES IN BUILDING AREA.

H14. BANK UNITED CONVOCATION CENTER PARKING GARAGE SITE RELOCATION; AND BASKETBALL PRACTICE FACILITY.

H15. SERPENTINE PARKING LOT INTERIM EXPANSION; AND DICKINSON DRIVE REALIGNMENT.

H16. DICKINSON STUDENT HOUSING SITE AND DICKINSON RESIDENTIAL PARKING GARAGE SITE.

H17. WELLNESS CENTER ADDITION SITE.
H18. HECHT CENTER ADDITION SITE AND DEMOLITION OF KEARNS SPORTS HALL OF FAME; AND EXPANSION OF COBB TRACK AND FIELD FACILITY.
H19. ALEX RODRIGUEZ PARK AT MARK LIGHT FIELD REDUCED FROM ADOPTED MASTER PLAN; AND DEMOLITION OF BASEBALL MEDIA BUILDING.
H20. ROBERT AND JUDI PROKOP NEWMAN ALUMNI CENTER SITE; BRESCIA SURFACE PARKING LOT; AND DEMOLITION OF DANCE STUDIO/THEATER ARTS BUILDING, THE ALUMNI HOUSE, AND THE MARION AND ED LAU FOUNDER'S CLUB BUILDING.
H21. CENTER FOR MUSIC LEARNING AND LEADERSHIP AT THE FROST SCHOOL OF MUSIC; NEW ACADEMIC FACILITY REPLACEMENT; AND DEMOLITION OF ARNOLD VOLPE MUSIC BUILDING, BERTHA FOSTER MEMORIAL MUSIC BUILDING AND REHEARSAL CENTER; AND DELETION OF STUDENT SERVICES FACILITY FROM THE ADOPTED LOCATION.
H22. INTERACTIVE SCIENCE CENTER AND COLLEGE OF ENGINEERING RESEARCH PHASE I MODIFICATION OF FOOTPRINT AND INCREASE OF BUILDING AREA.

WHEREAS, Article IX of the previous "Zoning Code" entitled "Planned Area Development," was amended by Ordinance No. 2828 on March 7, 1989 by adding provisions pertaining to the "University of Miami Campus Area Development" (UMCAD), to regulate the development of the University of Miami; and

WHEREAS, the University of Miami Master Plan was approved by Ordinance No. 2964 on December 10, 1991, pursuant to the requirements of the "Zoning Code" (UMCAD); and

WHEREAS, Section 4-202 of the current "Zoning Code" (UMCAD) requires that an Annual Report be submitted by the University to update and document any proposed changes to its Master Plan, and pursuant to this requirement the 2006 Annual Report of the University of Miami Campus Master Plan has been submitted by the University to the City of Coral Gables; and

WHEREAS, the University of Miami has submitted within the 2006 Annual Report the UMCAD 2006 Amendment application to the City of Coral Gables proposing the following twenty-two (22) amendments to the approved UMCAD Master Plan being considered by this ordinance:

H1. Retain the Jerry Herman Theatre Complex.
H2. Renovation and Expansion of the Norman A. Whitten University Center, Demolition of Charles A. Gauthier Hall "Rathskeller", and a new Student Activity Center.
H3. Combined Otto G. Richter Library and Law School Addition and Decrease in Combined Total Building Area.
H4. Modification of Ashe Enrollment Addition, and Increase of Building Area and renaming of the project Interactive Science Center and Engineering Research Phase II.
H5. Botany Greenhouse Relocation and Change to Non FAR and New Surface Parking.
H6. Art Building 1 Partial Restoration/Replication.
H7 Demolition and Replacement of Whitten Learning Center.

H8. Increased Building Area of Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase I; Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase II; and Demolition of Behavioral Medicine Research Institute.
H9. Lowe Art Museum Addition Site.
H10. Lakeview Student Housing I and II Sites.
H11. Pavia Parking Garage Addition; Merrick Parking Garage Site; and Relocation of Portion of North South Center Development Zone Project; and Demolition of the Writing Center.
H12. Theater Site Change and Increase in Building Area.
H13. Art & Architecture College Academics Facility; and Art and Architecture Residential College; and Convocation/Student Parking Garage New Sites; and Museum and University Hall Site Changes and Decreases in Building Area.
H14. Bank United Convocation Center Parking Garage Site Relocation; and Basketball Practice Facility.
H15. Serpentine Parking Lot Interim Expansion; and Dickinson Drive Realignment.
H16. Dickinson Student Housing Site and Dickinson Residential Parking Garage Site.
H17. Wellness Center Addition Site.
H18. Hecht Center Addition Site and Demolition of Kearns Sports Hall of Fame; and Expansion of Cobb Track and Field Facility.
H19. Alex Rodriguez Park At Mark Light Field Reduced from Adopted Master Plan; and Demolition of Baseball Media Building.
H20. Robert and Judi Prokop Newman Alumni Center Site; Brescia Surface Parking Lot; and Demolition of Dance Studio/Theater Arts Building, the Alumni House, and the Marion and Ed Lau Founder's Club Building.
H21. Center for Music Learning and Leadership at the Frost School of Music; New Academic Facility Replacement; and Demolition of Arnold Volpe Music Building, Bertha Foster Memorial Music Building and Rehearsal Center; and Deletion of Student Services Facility from the adopted location.
H22. Interactive Science Center and College of Engineering Research Phase I modification of footprint and increase of Building Area.

WHEREAS, the University has proffered various improvements and agreed to conditions to mitigate the potential impact of the proposed amendments to the approved UMCAD Master Plan, and the University has agreed to conditions of approval as outlined and provided herein; and

WHEREAS, after notice duly published, a public hearing was held before the Planning and Zoning Board on January 10, 2007, at which hearing all interested persons were afforded the opportunity to be heard, and the Board recommended that the proposed UMCAD 2006 Amendments, which included twenty-five (25) amendments (on file in the Planning Department, date stamped January 2, 2007) be denied (Vote: 7-0); and

WHEREAS, the University revised the UMCAD 2006 Amendment application following the public hearing before the Planning and Zoning Board by reducing the number of amendments from the originally proposed twenty-five (25) amendments to the current twenty-two (22) amendments as identified and described herein; and

WHEREAS, the University as a part of the revision to the UMCAD 2006 Amendment application following the public hearing before the Planning and Zoning Board withdrew the following amendments:

- Construction of a New School of Music West Parking Garage.
- Relocation of the School of Education; Demolition of Mary B. Merritt Panhellenic Building; and Construction of New East Parking Garage.
- Reduction of campus setbacks along Ponce de Leon Boulevard.
- Amendments to UMCAD Master Plan Design Manual.; and

WHEREAS, the City Commission after due consideration at its regular meeting of February 27, 2007 approved the proposed UMCAD 2006 Amendment revised application with conditions on first reading (vote: 5-0) as provided herein;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and hereby made a specific part of this Ordinance upon adoption hereof.

SECTION 2. The Planning Department presented the below listed "Findings of Facts" to the City Commission on February 27, 2007 for each "H" Amendment of the UMCAD 2006 Application. The City Commission after securing public input and testimony and completing discussion and deliberation provided the following "Findings of Facts" of each "H" Amendment of the UMCAD 2006 Application (refer to the Recommended Conditions of approval on pages 26 – 43 of this Ordinance for each "H" Amendment):

H1. Modification of Previously Approved Demolition of Jerry Herman Theater

Description: The approved UMCAD provided for the demolition of the Jerry Herman Theater. The applicant requests that the Theater be retained which previously was requested to be demolished.

Discussion: While the theater is an existing condition and on its face poses no apparent threat to the City and its neighborhoods, the location and access of the theater are in close proximity to San Amaro and adjacent single family residential neighborhoods. City Staff is concerned that the impacts of future use of the theater primarily in the context of other planned improvements in the immediate vicinity of the theater on San Amaro and the adjacent residential neighborhood are not addressed in the 2006 UMCAD amendment application submission.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed retention of the Jerry Herman Theater is consistent with the UMCAD regulations.
2. The proposed retention of the Jerry Herman Theater is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest, provided that parking and vehicular access to

the theater do not adversely affect the function of San Amaro Drive.

3. The proposed retention of the Jerry Herman Theater satisfies the requirements and standards of the UMCAD regulations.
4. The retention of the Jerry Herman Theater does not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.
5. The proposed retention of the Jerry Herman Theater is compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that parking and vehicular access to the theater do not adversely affect the function of San Amaro Drive.
6. The proposed retention of the Jerry Herman Theater is desirable in terms of the public interest and the physical development of the City.
7. The proposed retention of the Jerry Herman Theater is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan.

Recommendation: Proposed 2006 UMCAD Amendment H1 is recommended for approval with no conditions.

H2. Renovation and Expansion of the Norman A. Whitten University Center, Demolition of Charles A. Gauthier Hall "Rathskeller", and new Student Activity Center.

Description: Renovation and expansion of the Norman A. Whitten University Center (+31,000 SF), demolition of the Rathskeller, and construction of a new Student Activity Center (+108,000 SF).

Discussion: These improvements as indicated by the applicant are intended to improve the quality of student activity facilities on campus and to provide for additional "student "demand for on campus facilities as a result of planned development of additional on campus student housing. While the improvements do not pose any apparent impact on the City and its neighborhoods, it is not apparent what parking or vehicle access, if any, would be associated with these improvements

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed student activity facilities are consistent with the UMCAD regulations, provided that any parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
2. The proposed student activity facilities are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest, provided that any parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
3. The proposed student activity facilities satisfy the requirements and standards of the UMCAD regulations, provided that any parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.

4. The proposed student activity facilities do not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that any parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro Drive as a residential address.
5. The proposed student activity facilities are compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that any parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro Drive as a residential address.
6. The proposed student activity facilities are desirable in terms of the public interest and the physical development of the City, provided that any parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
7. The proposed student activity facilities are consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that any parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.

Recommendation: Proposed 2006 UMCAD Amendment H2 is recommended for approval, subject to conditions.

H3. Combined Otto G. Richter Library and Law School Addition and Decrease in Combined Total Building Area.

Description: Combine Otto G. Richter Library and Law School addition into one project and decrease combined total building area (-35,000 SF).

Discussion: On its face, the combination of the Otto G. Richter Library and the Law School addition into a single project involving a reduction in the total square footage of the facilities makes sense. Nevertheless, the character and location of the project raise questions as to the trip generation characteristics of these facilities, *e.g.* law students rarely live on campus and are typically involved in off-campus activities. The traffic study which was a part of the 2006 UMCAD Amendment application submission materials does not address the trip generation, vehicular access or parking of these facilities which is of concern because of the proximity and accessibility of the proposed facilities to San Amaro and the absence of a functional internal circulation system which would provide access to and from these facilities to the core of the campus to the south of the [waterway] and to Ponce.

Findings: The 2006 UMCAD application submission demonstrates that:
1. The proposed combination of the Otto G. Richter Library and the Law School addition with a reduction in planned square footage are consistent with the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.

2. The proposed combination of the Otto G. Richter Library and the Law School addition with a reduction in planned square footage are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
3. The proposed combination of the Otto G. Richter Library and the Law School addition with a reduction in planned square footage satisfy the requirements and standards of the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
4. The proposed combination of the Otto G. Richter Library and the Law School addition with a reduction in planned square footage do not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
5. The proposed combination of the Otto G. Richter Library and the Law School addition with a reduction in planned square footage are compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
6. The proposed combination of the Otto G. Richter Library and the Law School addition with a reduction in planned square footage are desirable in terms of the public interest and the physical development of the City, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
7. The proposed combination of the Otto G. Richter Library and the Law School addition with a reduction in planned square footage are consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.

Recommendation: Proposed 2006 UMCAD Amendment H3 is recommended for approval, subject to conditions.

H4. Modification of Ashe Enrollment Addition, and Increase of Building Area and renaming of the project Interactive Science Center and Engineering Research Phase II.

Description: Relocate Ashe Enrollment Addition to adjacent site as a 4-5 story stand alone building, and increase from 30,000 SF to 96,000 SF (+ 66,000 SF).

Discussion The elimination of the proposed addition to the enrollment center does not impact on the City.

The proposed increase in the Interactive Science Center and Engineering Building to 145,000 square feet raises significant issues as a result of the location of the project north of the [waterway] and its proximity to residential areas. Although the University has planned an internal roadway which would provide access from Ponce to the area proposed for development from the south through the campus, the internal road way has not been constructed.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed elimination of the proposed addition to the enrollment center is consistent with the UMCAD regulations.
2. The proposed elimination of the proposed addition to the enrollment center is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and is an improvement which is in the public interest.
3. The proposed elimination of the proposed addition to the enrollment center meets the requirements and standards of the UMCAD regulations.
4. The elimination of the proposed addition to the enrollment center requires no public services and has no impact on vehicular traffic, designated common open areas, or light and air, recreation and visual enjoyment.
5. The proposed elimination of the proposed addition to the enrollment center is compatible with adjacent properties and neighborhoods outside of the UM Campus.
6. The proposed elimination of the proposed addition to the enrollment center is desirable in terms of the public interest and the physical development of the City.
7. The proposed elimination of the proposed addition to the enrollment center conforms with and is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan.
8. The proposed increase in the Interactive Science Center and Engineering Building is consistent with the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
9. The proposed increase in the Interactive Science Center and Engineering Building are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
10. The proposed increase in the Interactive Science Center and Engineering Building satisfy the requirements and standards of the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
11. The proposed increase in the Interactive Science Center and Engineering Building do not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that trip generation, parking and vehicular access associated

with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.

12. The proposed increase in the Interactive Science Center and Engineering Building are compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
13. The proposed increase in the Interactive Science Center and Engineering Building are desirable in terms of the public interest and the physical development of the City, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
14. The proposed increase in the Interactive Science Center and Engineering Building are consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.

Recommendation: Proposed 2006 UMCAD Amendment H4, modification of Ashe Enrollment Addition is recommended for approval.

Proposed 2006 UMCAD Amendment H4, proposed increase in the Interactive Science Center and Engineering Building is recommended for approval, subject to conditions.

H5. Botany Greenhouse Relocation and Change to non FAR and New Surface Parking.

Description: Relocation of Botany Greenhouse and elimination from FAR calculations (1,022 SF non-habitable structure), and new 115 space surface parking lot.

Discussion: On its face, the proposed amendment does not appear to impose any adverse conditions on adjacent neighborhoods and the City. However, given the location of the project in close proximity to San Amaro Drive and the residential neighborhood to the north it is possible that the proposed amendment, individually or cumulatively with other proposed amendments, could affect neighborhood interests depending on the functional characteristics of access and parking which are not explained in the materials which UM has submitted.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed relocation of the botany greenhouse, designation of the greenhouse as not constitute FAR square footage and the construction of a 115 space surface parking lot are consistent with the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.

2. The proposed relocation of the botany greenhouse, designation of the greenhouse as not constitute FAR square footage and the construction of a 115 space surface parking lot are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
3. The proposed relocation of the botany greenhouse, designation of the greenhouse as not constitute FAR square footage and the construction of a 115 space surface parking lot are satisfy the requirements and standards of the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
4. The proposed relocation of the botany greenhouse, designation of the greenhouse as not constitute FAR square footage and the construction of a 115 space surface parking lot are do not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
5. The proposed relocation of the botany greenhouse, designation of the greenhouse as not constitute FAR square footage and the construction of a 115 space surface parking lot are compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
6. The proposed relocation of the botany greenhouse, designation of the greenhouse as not constitute FAR square footage and the construction of a 115 space surface parking lot are desirable in terms of the public interest and the physical development of the City, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
7. The proposed relocation of the botany greenhouse, designation of the greenhouse as not constitute FAR square footage and the construction of a 115 space surface parking lot are consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.

Recommendation: Proposed 2006 UMCAD Amendment H5, relocation of the botany greenhouse and designation of the greenhouse as not constituting FAR square footage is recommended for approval.

Proposed 2006 UMCAD Amendment H5, the construction of a 115 space surface parking lot is recommended for approval subject to conditions.

H6. Art Building 1 Partial Restoration/Replication.

Description: Partial restoration of existing Art Building 1 (12,500 SF) and demolition of remaining portion (-14,223 SF).

Discussion: The Historical Resources Department has determined that the existing buildings are eligible for designation a local historic landmark and should be subject to a review by the Historic Preservation Board as to whether the buildings should be designated as a local historic landmark.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed partial restoration of the existing art buildings which would result in the demolition of 14,223 square feet are consistent with the UMCAD regulations, provided that the partial demolition/restoration complies with the requirements of Article 3, Division 11 (Historic Preservation Designations and Certificate of Appropriateness) of the Coral Gables Zoning Code.
2. The proposed partial restoration of the existing art buildings which would result in the demolition of 14,223 square feet are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest, provided that the partial demolition/restoration complies with the requirements of Article 3, Division 11 of the Coral Gables Zoning Code.
3. The proposed partial restoration of the existing art buildings which would result in the demolition of 14,223 square feet satisfy the requirements and standards of the UMCAD regulations, provided that the partial demolition/restoration complies with the requirements of Article 3, Division 11 of the Coral Gables Zoning Code.
4. The proposed partial restoration of the existing art buildings which would result in the demolition of 14,223 square feet do not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that the partial demolition/restoration complies with the requirements of Article 3, Division 11 of the Coral Gables Zoning Code.
5. The proposed partial restoration of the existing art buildings which would result in the demolition of 14,223 square feet are compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that the partial demolition/restoration complies with the requirements of Article 3, Division 11 of the Coral Gables Zoning Code.
6. The proposed partial restoration of the existing art buildings which would result in the demolition of 14,223 square feet are desirable in terms of the public interest and the physical development of the City, provided that the partial demolition/restoration complies with the requirements of Article 3, Division 11 of the Coral Gables Zoning Code.
7. The proposed partial restoration of the existing art buildings which would result in the demolition of 14,223 square feet are consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that the partial demolition/restoration complies with the requirements of Article 3, Division 11 of the Coral Gables Zoning Code.

Recommendation: Proposed 2006 UMCAD Amendment H6 is recommended for approval, subject to conditions.

H7. Demolition and Replacement of Whitten Learning Center.

Description: Demolition and Replacement of Whitten Learning Center.

Discussion: Demolition and replacement at same location and size (45,054 SF).

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed retention is consistent with the UMCAD regulations.
2. The proposed retention is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest, provided that parking and vehicular access to the theater do not adversely affect the function of San Amaro Drive.
3. The proposed retention satisfies the requirements and standards of the UMCAD regulations.
4. The retention does not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.
5. The proposed retention is compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that parking and vehicular access to the theater do not adversely affect the function of San Amaro Drive.
6. The proposed retention is desirable in terms of the public interest and the physical development of the City.
7. The proposed retention is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan.

Recommendation: UMCAD 2006 Amendment H7 is approved with no conditions.

H8. Increased Building Area of Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase I; Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase II, and Demolition of Behavioral Medicine Research Institute.

Description: Two phase development involving a total of 348,878 square feet of residential and academic floor area. Increase combined building area (+175,148 SF/+700 students), including the demolition of the Behavioral Medicine Research Institute.

Discussion: The proposed two phase development of residential and academic floor area for the Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration are desirable improvements. The buildings are located in the campus core and are oriented towards the south away from residential neighborhoods. The development of on campus student housing is beneficial to the City in a number of ways, including commuter traffic to and from the campus. However, traffic study submitted by UM does not provide sufficient data with regard to trip generation

characteristics, parking and access to determine what modifications or mitigation are necessary to ensure compliance with the requirements for UMCAD amendments.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed two phase development of residential and academic floor area for the Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration is consistent with the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
2. The proposed two phase development of residential and academic floor area for the Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements is in the public interest, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
3. The proposed two phase development of residential and academic floor area for the Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration satisfies the requirements and standards of the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
4. The proposed two phase development of residential and academic floor area for the Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration does not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
5. The proposed two phase development of residential and academic floor area for the Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration is compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
6. The proposed two phase development of residential and academic floor area for the Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration is desirable in terms of the public interest and the physical development of the City, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
7. The proposed two phase development of residential and academic floor area for the Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.

Recommendation: Proposed 2006 UMCAD Amendment H8 is recommended for approval, subject to conditions.

H9. Lowe Art Museum Addition Site.

Description: Addition to the existing Lowe Art Museum (+10,000 SF).

Discussion: Although the addition to the Lowe Art Museum involves an increase in total square foot, given the location of the Museum in the UM Campus core and the nature of the use is unlikely to generate additional trips or adversely affect surrounding neighborhoods.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed addition to the Lowe Art Museum is consistent with the UMCAD regulations.
2. The proposed addition to the Lowe Art Museum is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and is an improvement which is in the public interest.
3. The proposed addition to the Lowe Art Museum meets the requirements and standards of the UMCAD regulations.
4. The addition to the Lowe Art Museum is makes adequate provision for public services, provides adequate control over vehicular traffic and provides for and protects designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.
5. The proposed addition to the Lowe Art Museum is compatible with adjacent properties and neighborhoods outside of the UM Campus.
6. The proposed addition to the Lowe Art Museum is desirable in terms of the public interest and the physical development of the City.
7. The proposed addition to the Lowe Art Museum conforms with and is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan.

Recommendation: Proposed 2006 UMCAD Amendment H9 is recommended for approval, subject to conditions.

H10. Lakeview Student Housing I and II Sites.

Description: Two phase student housing development (+160,000 SF each / +320,000 SF total) and will house approximately 400 students each.

Discussion: The proposed two phase Lakeview Student Housing development are desirable improvements. The buildings are located in the campus core and are oriented towards the south away from residential neighborhoods. The development of on campus student housing is beneficial to the City in a number of ways, including commuter traffic to and from the campus. However, traffic study submitted by UM does not provide sufficient data with regard to parking and vehicular access to determine what

modifications or mitigation may be necessary to ensure compliance with the requirements for UMCAD amendments.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed two phase development of the Lakeview Student Housing facilities is consistent with the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
2. The proposed two phase development of the Lakeview Student Housing facilities is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements is in the public interest, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
3. The proposed two phase development of the Lakeview Student Housing facilities satisfies the requirements and standards of the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
4. The proposed two phase development of the Lakeview Student Housing facilities does not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
5. The proposed two phase development of the Lakeview Student Housing facilities is compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
6. The proposed two phase development of the Lakeview Student Housing facilities is desirable in terms of the public interest and the physical development of the City, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
7. The proposed two phase development of the Lakeview Student Housing facilities is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.

Recommendation: Proposed 2006 UMCAD Amendment H10 is recommended for approval, subject to conditions.

H11. Pavia Parking Garage Addition, Merrick Parking Garage Site, and relocation of a Portion of North South Center Development Zone Project; and Demolition of the Writing Center.

Description: Addition of two floors to the existing Pavia Parking Garage (304 parking spaces), construction of Merrick Parking Garage (871 parking spaces) and demolition of the Writing Center (-8,375 SF).

Discussion: The proposed parking facilities are desirable improvements. The garages are located in the campus core and are oriented towards the south away from residential neighborhoods. However, traffic study submitted by UM does not provide sufficient data with regard to vehicular access to and from garages and potential impacts on the streets and roads system of the City to make a determination as to what modifications or mitigation may be necessary to ensure compliance with the requirements for UMCAD amendments.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed parking facilities are consistent with the UMCAD regulations, provided that vehicular access associated with the use of the facilities does not adversely affect the function of the City's network of roads and streets.
2. The proposed parking facilities are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements is in the public interest, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
3. The proposed parking facilities satisfy the requirements and standards of the UMCAD regulations, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
4. The proposed parking facilities do not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
5. The proposed parking facilities are compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
6. The proposed parking facilities are desirable in terms of the public interest and the physical development of the City, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
7. The proposed parking facilities are consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that vehicular access associated with the use of the facilities does not adversely affect the function of the City's network of roads and streets.

Recommendation: Proposed 2006 UMCAD Amendment H11 is recommended for approval, subject to conditions.

H12. Theater Site Change and Increase in Building Area.

Description: Relocation of proposed site and increase in building area from 50,000 SF to 80,000 SF (+ 30,000 SF).

Discussion: The proposed theater involves a considerable increase in floor area without any explanation with regard to the anticipated use of the additional floor area. According to the 2006 UMCAD submission materials the additional floor area will "allow the facility to serve as a performing arts theater with academic, faculty and production support spaces." The submission materials also state that "[a]additional trips will not be associated with the facility as users are on campus." The proposed theater is located in the UM Campus Core and is oriented towards the south. A performing arts theater is a normal and beneficial element of major universities; however, such facilities typical draw users from outside the university campus, even for student productions. Presumably, the location of the theater adjacent to new parking facilities means that users will park in those parking facilities. However, the traffic study submitted by UM does not address the trip generation anticipated from the proposed theater nor the impact of whatever traffic is generated on access to and from the University and the City's roads and street network.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed university theater is consistent with the UMCAD regulations, provided that vehicular access associated with the use of the facilities does not adversely affect access to and from the University or the function of the City's network of roads and streets.
2. The proposed university theater is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements is in the public interest, provided that vehicular access associated with the use of the facilities do not adversely affect access to and from the University or the function of the City's network of roads and streets.
3. The proposed university theater satisfies the requirements and standards of the UMCAD regulations, provided that vehicular access associated with the use of the facilities do not adversely affect access to and from the University or the function of the City's network of roads and streets.
4. The proposed university theater makes adequate provision for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that vehicular access associated with the use of the facilities do not adversely affect access to and from the University or the function of the City's network of roads and streets.
5. The proposed university theater is compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that vehicular access associated with the use of the facilities do not adversely affect access to and from the University or the function of the City's network of roads and streets.
6. The proposed university theater is desirable in terms of the public interest and the physical development of the City, provided that vehicular access associated with the use of the facilities do not adversely affect access to and from the University or the function of the City's network of roads and streets.

7. The proposed university theater is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that vehicular access associated with the use of the facilities do not adversely affect access to and from the University or the function of the City's network of roads and streets.

Recommendation: Proposed 2006 UMCAD Amendment H12 is recommended for approval, subject to conditions.

H14. Bank United Convocation Center Parking Garage Site Relocation; and Basketball Practice Facility.

Description: Relocation of previously approved parking garage (unspecified parking spaces) incorporating new basketball practice facility (+14,000 SF).

Discussion: The relocation of the parking garage and construction of a basketball practice facility are desirable improvements. The garages are located in the campus core and are oriented towards the south away from residential neighborhoods. However, traffic study submitted by UM does not provide sufficient data with regard to vehicular access to and from garages and potential impacts on the streets and roads system of the City to make a determination as to what modifications or mitigation may be necessary to ensure compliance with the requirements for UMCAD amendments.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The relocation of the parking garage and construction of a basketball practice facility are consistent with the UMCAD regulations, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
2. The relocation of the parking garage and construction of a basketball practice facility are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements is in the public interest, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
3. The relocation of the parking garage and construction of a basketball practice facility satisfy the requirements and standards of the UMCAD regulations, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
4. The relocation of the parking garage and construction of a basketball practice facility do not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
5. The relocation of the parking garage and construction of a basketball practice facility are compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
6. The relocation of the parking garage and construction of a basketball practice facility

are desirable in terms of the public interest and the physical development of the City, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.

7. The relocation of the parking garage and construction of a basketball practice facility are consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.

Recommendation: Proposed 2006 UMCAD Amendment H14 is recommended for approval, subject to conditions.

H15. Serpentine Parking Lot Interim Expansion; and Dickinson Drive Realignment.

Description: Interim expansion of Serpentine parking lot to provide additional parking (400 parking spaces) and realignment of Dickinson Drive from the adopted to existing configuration.

Discussion: The proposed expansion of the existing serpentine parking lots and road realignment are located within the campus core and in and of them are unlikely to adversely affect nearby residential neighborhoods and is consistent with the City's desire to orient vehicular access to the south away from the residential neighborhoods to the east, north and northwest of the campus. To further mitigate any potential impacts of the parking facility, submission of a detailed landscape plan.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed expansion of the existing serpentine parking lots and road realignment are consistent with the UMCAD regulations.
2. The proposed expansion of the existing serpentine parking lots and road realignment are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest. However, based upon information submitted by the applicant the parking lot is not compliant with the landscape provisions of the Zoning Code Article 5, Division 11.
3. The proposed expansion of the existing serpentine parking lots and road realignment satisfy the requirements and standards of the UMCAD regulations.
4. The physical design of the proposed expansion of the existing serpentine parking lots and road realignment makes adequate provision for public services, provide adequate control over vehicular traffic and provides for and protect designated common open areas, and however does not further the amenities of light and air, recreation and visual enjoyment.
5. The proposed expansion of the existing serpentine parking lots and road realignment are compatible with adjacent properties and neighborhoods outside of the UM Campus.
6. The proposed expansion of the existing serpentine parking lots and road realignment are desirable in terms of the public interest and the physical development of the City.

7. The proposed expansion of the existing serpentine parking lots and road realignment are conform with and is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan.

Recommendation: Proposed 2006 UMCAD Amendment H15 is recommended for approval, subject to conditions.

H16. Dickinson Student Housing Site Dickinson Residential Parking Garage Site.

Description: Construction of new student housing project (+160,000 SF) housing 400 students and parking garage (750 parking spaces).

Discussion: The additional Dickinson student housing facilities and parking garage are desirable improvements located in the campus core and are oriented towards the south away from residential neighborhoods. However, traffic study submitted by UM does not provide sufficient data with regard to vehicular access to and from garages and potential impacts on the streets and roads system of the City to make a determination as to what modifications or mitigation may be necessary to ensure compliance with the requirements for UMCAD amendments.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The additional Dickinson student housing facilities and parking garage are consistent with the UMCAD regulations, provided that vehicular access associated with the use of the facilities does not adversely affect the function of the City's network of roads and streets.
2. The additional Dickinson student housing facilities and parking garage are compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements is in the public interest, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
3. The additional Dickinson student housing facilities and parking garage satisfy the requirements and standards of the UMCAD regulations, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
4. The additional Dickinson student housing facilities and parking garage do not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
5. The additional Dickinson student housing facilities and parking garage are compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
6. The additional Dickinson student housing facilities and parking garage are desirable in terms of the public interest and the physical development of the City, provided that vehicular access associated with the use of the facilities do not adversely affect the

function of the City's network of roads and streets.

7. The additional Dickinson student housing facilities and parking garage are consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that vehicular access associated with the use of the facilities does not adversely affect the function of the City's network of roads and streets.

Recommendation: Proposed 2006 UMCAD Amendment H16 is recommended for approval, subject to conditions.

H17. Wellness Center Addition Site.

Description: Addition to existing Wellness Center (+18,000 SF).

Discussion: Although the proposed expansion of the existing wellness center is located to the north and east of the [waterway] there is limited vehicular access to center and the expansion is unlikely to have any impacts which are external to the UM Campus. The expansion is easily justified by the proposed increase in on campus housing.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed expansion of the existing wellness center is consistent with the UMCAD regulations.
2. The proposed expansion of the existing wellness center is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest.
3. The proposed expansion of the existing wellness center satisfies the requirements and standards of the UMCAD regulations.
4. The physical design of the proposed expansion of the existing wellness center makes adequate provision for public services, provides adequate control over vehicular traffic and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.
5. The proposed expansion of the existing wellness center is compatible with adjacent properties and neighborhoods outside of the UM Campus.
6. The proposed expansion of the existing wellness center is desirable in terms of the public interest and the physical development of the City.
7. The proposed expansion of the existing wellness center conforms with and is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan.

Recommendation: Proposed 2006 UMCAD Amendment H17 is recommended for approval.

H18. Hecht Center Addition Site and Demolition of Kearns Sports Hall of Fame; and Expansion of Cobb Track and Field Facility.

Description: Demolition of existing Hall of Fame structure (-2,902 SF) and relocation in addition to existing Hecht Athletic Center (+50,000 SF), and addition to seating area adjacent to track field (+1,000 SF).

Discussion: The location of the expansion minimizes the potential impact on the City, provided that any additional traffic generated by the expansion and access are managed so that traffic volumes are not increased on San Amaro.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed expansion of the Hecht Center and Cobb Track and Field Facility is consistent with the UMCAD regulations.
2. The proposed expansion of the Hecht Center and Cobb Track and Field Facility is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest.
3. The proposed expansion of the Hecht Center and Cobb Track and Field Facility satisfies the requirements and standards of the UMCAD regulations.
4. The proposed expansion of the Hecht Center and Cobb Track and Field Facility reduces the demands for public services, and helps to ensure adequate control over vehicular traffic and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.
5. The proposed expansion of the Hecht Center and Cobb Track and Field Facility is compatible with adjacent properties and neighborhoods outside of the UM Campus.
6. The proposed expansion of the Hecht Center and Cobb Track and Field Facility is desirable in terms of the public interest and the physical development of the City.
7. The proposed expansion of the Hecht Center and Cobb Track and Field Facility is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan.

Recommendation: Proposed 2006 UMCAD Amendment H18 is recommended for approval, subject to conditions.

H19. Alex Rodriguez Park At Mark Light Field Reduced from Adopted Master Plan; and demolition of Baseball Media Building.

Description: Reduction in size of the approved ballpark addition (-14,000 SF) and demolition of the existing Baseball Media Building (-576 SF).

Discussion: The proposed modification does not implicate any potential impact on the City.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed reduction in intensity of the previously approved expansion of Alex Rodriguez Park is consistent with the UMCAD regulations.
2. The proposed reduction in intensity of the previously approved expansion of Alex Rodriguez Park is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest.

3. The proposed reduction in intensity of the previously approved expansion of Alex Rodriguez Park satisfies the requirements and standards of the UMCAD regulations.
4. The reduction in intensity of the previously approved expansion of Alex Rodriguez Park reduces the demands for public services, and helps to ensure adequate control over vehicular traffic and provides for and protects designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.
5. The proposed reduction in intensity of the previously approved expansions of Alex Rodriguez Park is compatible with adjacent properties and neighborhoods outside of the UM Campus.
6. The proposed reduction in intensity of the previously approved expansions of Alex Rodriguez Park is desirable in terms of the public interest and the physical development of the City.
7. The proposed reduction in intensity of the previously approved expansions of Alex Rodriguez Park is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan.

Recommendation: Proposed 2006 UMCAD Amendment H19 is recommended for approval.

H20. Robert and Judi Prokop Newman Alumni Center Site; Brescia Surface Parking Lot; and Demolition of Dance Studio/Theater Arts Building, the Alumni House, and the Marion and Ed Lau Founder's Club Building.

Description: Demolition of existing Alumni House (-3,324 SF), Founders Club (-6,570 SF) and Dance Studio/Theatre Arts Building (-7,808 SF), and the construction of a new Alumni Center (+ 70,000 SF) and surface parking lot (224 parking spaces).

Discussion: The proposed alumni center implicates a variety of concerns, most related to traffic and access. The use of the center would be particularly problematic if it generated significant peak hour trips or increased traffic volumes on San Amaro and other residential roads in the area.

Findings: The 2006 UMCAD application submission demonstrates that:
1. The proposed Robert and Judi Prokop Alumni Center is consistent with the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
2. The proposed Robert and Judi Prokop Alumni Center is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements is in the public interest, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
3. The proposed Robert and Judi Prokop Alumni Center satisfies the requirements and standards of the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.

4. The proposed Robert and Judi Prokop Alumni Center does not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
5. The proposed Robert and Judi Prokop Alumni Center is compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
6. The proposed Robert and Judi Prokop Alumni Center is desirable in terms of the public interest and the physical development of the City, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
7. The proposed Robert and Judi Prokop Alumni Center is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.

Recommendation: Proposed 2006 UMCAD Amendment H20 is recommended for approval, subject to conditions.

H21. Center for Music Learning and Leadership at the Frost School of Music; New Academic Facility Replacement; and Demolition of Arnold Volpe Music Building, Bertha Foster Memorial Building and Rehearsal Center; and Deletion of Student Services Facility from the adopted location.

Description: Increase size of previously approved music facility from 50,000 SF to 70,000 SF (+20,000 SF) and new academic facility (+94,000 SF) to replace the demolition of existing music facilities (-54,889 SF) and deletion of the previously approved student services building.

Discussion: The location of the proposed music center is problematic because of its location and proximity to residential neighborhoods. Trip generation and access are of particular concern. Planned campus road improvements, including the realignment of Miller Road and implementation of the internal roadway, have not been constructed so that access and traffic impact adjacent residential streets and neighborhoods to increased cut-through traffic.

Findings: The 2006 UMCAD application submission demonstrates that:
1. The proposed Center for Music Learning and Leadership is consistent with the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
2. The proposed Center for Music Learning and Leadership is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use,

and the improvements is in the public interest, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.

3. The proposed Center for Music Learning and Leadership satisfies the requirements and standards of the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
4. The proposed Center for Music Learning and Leadership does not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
5. The proposed Center for Music Learning and Leadership is compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
6. The proposed Center for Music Learning and Leadership is desirable in terms of the public interest and the physical development of the City, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.
7. The proposed Center for Music Learning and Leadership is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of the City's network of roads and streets.

Recommendation: Proposed 2006 UMCAD Amendment H21 is recommended for approval, subject to conditions.

H22. *Interactive Science Center and College of Engineering Research Phase I modification of footprint and increase of Building Area.*

Description: Modifies location and footprint of proposed three (3) story facility and increases size from 45,000 SF to 54,000 SF (+9,000 SF).

Discussion The proposed Interactive Science Center and Engineering Building raises significant issues as a result of the location of the project north of the [waterway] and its proximity to residential areas. Although the University has planned an internal roadway which would provide access from Ponce to the area proposed for development from the south through the campus, the internal road way has not been constructed.

Findings: The 2006 UMCAD application submission demonstrates that:

1. The proposed Phase I of the Interactive Science Center and Engineering Building is consistent with the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the

function of San Amaro Drive or the integrity of San Amaro as a residential address.

2. The proposed Phase I of the Interactive Science Center and Engineering Building is compliant with the provisions of the City's Zoning Code in terms of use density, size, area, bulk and use, and the improvements are in the public interest, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
3. The proposed Phase I of the Interactive Science Center and Engineering Building satisfies the requirements and standards of the UMCAD regulations, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
4. The proposed Phase I of the Interactive Science Center and Engineering Building does not increase demand for public services and provides for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
5. The proposed Phase I of the Interactive Science Center and Engineering Building is compatible with adjacent properties and neighborhoods outside of the UM Campus, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
6. The proposed Phase I of the Interactive Science Center and Engineering Building is desirable in terms of the public interest and the physical development of the City, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.
7. The proposed Phase I of the Interactive Science Center and Engineering Building is consistent with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan, provided that trip generation, parking and vehicular access associated with the use of the facilities do not adversely affect the function of San Amaro Drive or the integrity of San Amaro as a residential address.

Recommendation: Proposed 2006 UMCAD Amendment H22 is recommended for approval, subject to conditions.

SECTION 3. The twenty-two (22) amendments proposed in the UMCAD 2006 Amendment as submitted by the University in the 2006 Annual Report of the University of Miami Campus Master Plan, Coral Gables, Florida, as set forth in Application No. 11-06-443-P shall be and are hereby approved with the following conditions:

The conditions of approval are provided in two parts: 1) Conditions of approval that apply to all UMCAD 2006 amendments H1 through H22; and, 2) specific conditions that apply to each UMCAD 2006 "H" amendment. The "*Applicant*" referenced herein shall be the "*University of Miami*" and the "*City*" shall be the *City of Coral Gables* and shall mean the "*City Manager*" and/or "*His/her designee*".

The following conditions are applicable to all UMCAD 2006 Amendments H1 through H22 unless noted otherwise herein:

1. Application/supporting documentation. The completion and/or construction of each amendment within the UMCAD 2006 application shall be in conformance with all of the following:
   a. 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD) Final Submittal, February 27, 2007 prepared by University of Miami Campus Planning and Development, received, stamped "FINAL" and date stamped by the Planning Department on March 15, 2007 (on file in the Planning Department).
   b. Methodology Letter of Understanding (MLOU), Study Methodology Traffic Updates for the University of Miami Campus Area Development District (UMCAD), Coral Gables Campus, dated February 5, 2007, revised February 14, 2007 and March 5, 2007, prepared by Keith and Schnars, P.A. received by the Planning Department on March 7, 2007 (on file in the Planning Department).
   c. Legal descriptions of properties within the main campus, City of Coral Gables, Miami-Dade County, Florida (referenced as University of Miami file name "UM Legal Descriptions August 8, 2004" (on file in the Planning Department).
   d. All representations, PowerPoint Presentations, conditions of approval, items entered in the public record and items proffered by the applicant and/or applicants representatives provided during public hearing review and consideration including:
      i. Planning and Zoning Board public hearing of January 10, 2007.
      ii. City Commission public hearing of February 27, 2007.
      iii. City Commission public hearing of March 27, 2007.
   e. The applicants revised submissions of Year 2006 UMCAD Amendments and Annual Reports Campus Area Development District (UMCAD) applications submitted throughout the public hearing review process except as superseded by the Final 2006 UMCAD Amendments and Annual Report referenced in above item (1)(a). The revised applications are as follows:
      i. Year 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD) Final Submittal, January 2, 2007, prepared by the University of Miami Campus Planning and Development, Volume I, Year 2006 UMCAD Amendments Letter of Transmittal received and date stamped by the Planning Department on January 2, 2007 (on file within the Planning Department).
      ii. Year 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD), Additional Information Requested by the City of Coral Gables Planning Department, January 2, 2007, prepared by the University of Miami Campus Planning and Development received and date stamped by the Planning Department on January 2, 2007 (on file within the Planning Department).
      iii. Year 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD), Final Submittal, November 21, 2006, prepared by the University of

Miami Campus Planning and Development, Volume II, 2006 UMCAD Traffic Study Update & Concurrency analysis, prepared by Keith and Schnars, P.A., received and date stamped by the Planning Department on November 22, 2006 (on file within the Planning Department).

iv. Revised 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD) Final Submittal, February 27, 2007 prepared by University of Miami Campus Planning and Development, received and date stamped by the Planning Department on February 20, 2007 (on file within the Planning Department).

f. San Amaro Drive/Trillo Avenue Pedestrian Signal and San Amaro Drive/ Memorial Drive Pedestrian Signal recommended actions outlined in the March 28, 2007 letter from Keith and Schnar, P.A. submitted on behalf of the University of Miami.

2. Verification of revisions to plans, elevations and all supporting documents. Modification to all applicable documents pursuant to City Commission public hearing review and approval of the application shall be submitted to the Planning Department within 30 days of final approval for verification that all conditions of approval are satisfied. If applicable, the Planning Department shall advise of changes as provide as a part of the proceedings shall be provided to the applicant in 30 days and the applicant shall submit revised documents within 30 days.
3. Changes to approved plans.
   a. The applicant, successors or assigns shall advise of any changes to the plans and drawings referenced above as a part of building permit review process. Changes shall require Building and Zoning Department review and approval to determine the extent of changes and may require reconsideration by the Planning and Zoning Board and City Commission.
   b. The applicant will facilitate all reviews and approvals provided herein through the City Manager's Office.
4. Restrictive covenant. Within 30 days of rendition of the adoption of the ordinance, the applicant shall submit for City Attorney review and approval of a Restrictive Covenant outlining all conditions of approval required by the City Commission. Failure to submit the draft Restrictive Covenant within the specified time frame shall render all approvals voidable.
5. Total amount of development. The provisions of this approval are intended to apply to the 2006 UMCAD Amendments on a stand alone basis. Nothing within this approval shall be deemed to waive, abandon, abrogate, increase or limit, ratify or otherwise confirm the development rights previously granted to the University by ordinance or otherwise accruing. This approval shall not serve as an act or omission by the City for purposes of a claim of waiver or estoppel - by City or by applicant - with respect to development rights previously granted. Nothing within this approval shall authorize a total amount of development which exceeds the applicable intensity of use limitations set forth within the City's comprehensive plan and zoning code, and as amended from time to time.
6. Mitigation and impact fees.
   a. Prior to the issuance of a building permit pursuant to a 2006 UMCAD Amendment, the Applicant and the City shall agree on an appropriate mitigation program to mitigate the impacts of each specific project, if any, with regard to police, fire, general services, and parks and recreation. Appropriate mitigation shall be based on the application of a dual rational nexus standard to the specific project and its impact, if any, on the City. Mitigation shall be appropriate only for measurable impacts resulting from net new development not otherwise mitigated. The required mitigation shall be directly proportional to the specific project's impact on the City and shall take into account any facilities or services with regard police,

fire, general services, and parks and recreation which are provided by the Applicant. Any required mitigation shall have a direct and verifiable relationship to the net new impacts caused by the University on such public facilities. The Applicant acknowledges that the City is in the process of legislatively considering ordinances which provide for fees specifically related to workforce housing and art-in-public places. Should consideration of these ordinances proceed, the Commission will determine the terms, scope, conditions and application or non-application of these ordinances to the Applicant through the public hearing process.

b. The Applicant shall provide the City with all required information to determine the appropriate mitigation for each specific project at or before the time of submittal of a project to the Board of Architects for preliminary review. The City shall have fifteen (15) business days thereafter to determine whether or not the information provided is sufficient for purposes of its review or, alternatively, to request any and all additional information necessary for purposes of determining the appropriate mitigation obligation in accordance with the methodologies set forth above. If the City does not request further information, the submittal materials shall be deemed sufficient and complete.

c. The City administration shall meet and confer with the applicant to arrive at an initial determination with respect to appropriate mitigation within thirty (30) days of the day it receives the initial submittal materials or within thirty (30) days of its receipt of supplemental materials as applicable, whichever occurs later. If the applicant and the City Manager cannot agree on appropriate mitigation within said thirty (30) day period, the applicant shall be entitled to receive a building permit, provided that the applicant acknowledges in writing its obligation to comply with whatever mitigation program is ultimately determined to govern prior to the issuance of a certificate of occupancy, unless otherwise provided for in the approved mitigation program.

d. In the event that the City Manager and the Applicant cannot agree within the thirty (30) day period described above, the City Manager shall, within ten (10) days, place the matter on the agenda of the City Commission for a final determination of appropriate mitigation. The City Commission shall make a final determination within thirty (30) days from the date the matter is placed on the City Commission agenda.

e. In the event that the City enacts any codes or ordinances imposing an impact fee or other development exaction for any one or all of subjects for which appropriate mitigation is required which are applicable to the Applicant, payment of such impact fees or exactions shall be deemed to satisfy the Applicant's mitigation obligation for an UMCAD Amendment on a project by project basis, where appropriate. In the event that the City enacts any codes or ordinance imposing an impact fee or other development exaction, and the University's obligation under such legislation is less than that paid above, the University shall be entitled to a credit in the amount of the excess payment which may be applied to future impact fees and exactions. The enactment of an impact fee ordinance shall be through the public hearing process, at which time the Commission will determine the terms, scope, conditions and application or non application of this ordinance to the Applicant through the public hearing process.

7. Previously granted development order approvals. The applicant shall complete previously granted development order requirements, and/or ordinances including but not limited to traffic and roadway improvements pursuant to previously granted development order traffic and roadway improvements and/or the schedule as provided in the City approved MLOU. The traffic

and roadway improvements are not subject to proportionate fair share. The applicant shall be responsible for all costs associated with the design, permitting and construction of all improvements. Construction of all improvements must begin with six (6) months of issuance of permits from permit agencies (i.e. City, County, and Florida Department of Transportation as applicable). If the applicant does not comply with the schedule of improvements, no further building permits shall be issued to the applicant for any improvements to the campus. One extension of six (6) months may be granted by the City Manager based upon delays in permitting as a result of other applicable agencies.

8. Building signage.
   a. All buildings on the University of Miami campus within 1000 feet of "SFR", Single-Family Residential property shall be prohibited from erecting building signage above thirty-five (35) feet facing SFR zoned property.
   b. Signage necessary to satisfy applicable emergency, building code, and life/safety requirements shall be exempt from the above prohibitions.
9. Private property/rights-of-way improvements of Ponce de Leon Boulevard, San Amaro Drive, Campo Sano Drive, Red Road and Granada Boulevard pursuant to the Zoning Code, Article 5, Division 11, Landscaping. Prior to the City of Coral Gables issued certificate of occupancy of buildings and/or certificates of completion provided for the UMCAD 2006 application amendments on/or before December 31, 2010, whichever occurs first, the applicant shall provide for the installation of all improvements as identified in the Zoning Code, Article 5, Division 11 Landscaping.
10. Construction staging plan. Prior to the issuance of a building permits for UMCAD 2006 amendments H3, H4, H6, H7, H21 and H22, the applicant shall submit a construction parking and traffic management plan for above listed amendments for the Building and Zoning Department review and approval.
11. Internal roadway (north and south). Prior to the issuance of a building permit for any 2006 UMCAD amendments located North of the Lake Osceola, titled "Proposed Internal Circulation Plan, Parking and Projects North of the Lake (on file in the Planning Department), the applicant shall submit construction plans for the internal roadway (north and south segments) to the City on before December 31, 2010 whichever occurs first. The applicant shall complete the construction of internal roadway (north and south segments) and secure City approval/acceptance prior to December 31, 2012. No certificate of occupancy/certificate of use shall be granted for any UMCAD 2006 amendments located North of the Lake Osceola as referenced herein if the roadway is not completed as defined herein. The parties recognize that the construction of the internal roadway improvement plan shall not cause or result in a permanent net loss of surface parking in those areas impacted by the road. The University shall possess the right to recapture any surface parking spaces displaced or affected by the roadway and replace that surface parking as close to the affected area as possible. The parties additionally agree that there shall be no reduction in the number of surface parking spaces north of Lake Osceola.
12. Access closure/relocation/consolidation plan. As a part of the submission of the construction plans for the internal roadway (north and south segments), the applicant shall provide an access closure/relocation/consolidation plan. The intent of this plan is to close/relocate/consolidate access points along San Amaro Drive north of Miller Road and on Campo Sano Drive. The applicant shall submit construction plans ("construction plans" shall mean thirty percent (30%) plans as generally understood and accepted within the transportation industry) to the City for the closure/relocation/consolidation of access drives on Campo Sano Drive and closure of Miller

Road by December 31, 2008. The applicant shall complete the construction of the closure/relocation/consolidation of access drives and Miller Road by and secure City approval/acceptance prior to December 31, 2010.

13. Service deliveries. As a part of the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007, the applicant shall provide a traffic circulation plan that provides for limitations of service deliveries by trucks or other similar service vehicles on San Amaro Drive, Campo Sano Drive and surrounding residential properties. The intent is to provide limitations for deliveries and provide for primary service delivery and truck access via Ponce de Leon Boulevard. The Plan shall include further limitations as a result of the construction and opening of the internal roadway. The Public Works and Planning Department shall review the plan and provide conditions of approval in association with the approved UMCAD Regional Traffic Study (UMRTS).
14. University of Miami shuttle service. Upon completion the internal roadway plan pursuant to the established time frames provided in condition 11 and UMCAD amendment H4, the applicant shall provide a revised shuttle service circulation plan, titled "University of Miami Coral Gables Campus Shuttle Routes (on file in the Planning Department) in association with the completion of the internal roadway. The intent of this plan is to eliminate the use of San Amaro Drive and Campo Sano Drive where the internal circulation allows the shuttle service to remain internal to the campus. City review and approval of this plan shall be completed by the Planning Department and Public Works Department.
15. Use agreement for public rights-of-way. Prior to the issuance of any 2006 UMCAD building permits, the applicant shall provide the City Attorney a use agreement for review and approval of all applicable City right-of-ways utilized by the applicant.
16. Street closures. If applicable, prior to the issuance of a building permit, the applicant shall provide a minimum of 72 hour written notice to those residents impacted by any proposed partial closures of any surrounding streets as a result of the projects construction activity. Full closure of streets shall be prohibited.
17. Right-of-way encroachments. If applicable, prior to the issuance of a building permit, the applicant shall secure City Commission review and approval of all proposed encroachments into public rights-of-way.
18. Concurrency. Prior to the issuance of a building permit for any construction project contained within the UMCAD 2006 amendments, the applicant shall apply for a Concurrency Impact Statement (CIS), and any deficiency in available infrastructure identified by the CIS and the applicant shall be satisfactorily resolved and approved by the City prior to issuance of certificate of occupancy/certificate of use.
19. Advancement of traffic related improvements. To insure advancement of traffic related improvements provided herein, the applicant shall provide to the City Manager for City Commission public hearing review and consideration the following information within the following timeframes:
    a. December 1, 2007. Status report for the advancement/completion (as applicable) of all of the following:
        i. Traffic and roadway improvements pursuant to previously granted development order traffic and roadway improvements and/or the schedule as provided in the City approved MLOU.
        ii. UMCAD Regional Traffic Study (UMRTS) submitted to the City on or before August 1, 2007.

iii. Internal roadway (north and south).
iv. Closure/relocation/consolidation of access drives on Campo Sano Drive and closure of Miller Road.
v. Traffic circulation plan that provides for limitations of service deliveries by trucks or other similar service vehicles on San Amaro Drive, Campo Sano Drive and surrounding residential properties.
vi. If the applicant has submitted a local traffic impact and access study for the development authorized by the approval of any 2006 UMCAD "H" Amendment the findings and conclusions of the study.

b. December 1, 2008. Project Development and Environmental Study (PDE) for the closure/relocation/consolidation of access drives on Campo Sano Drive and closure of Miller Road.

c. June 1 Annually. Status report for the advancement/completion (as applicable) of all of the following until completion:
i. Traffic and roadway improvements pursuant to previously granted development order traffic and roadway improvements and/or the schedule as provided in the City approved MLOU.
ii. Improvements related to the UMCAD Regional Traffic Study (UMRTS).
iii. Internal roadway (north and south).
iv. Closure/relocation/consolidation of access drives on Campo Sano Drive and closure of Miller Drive.
v. Traffic circulation plan that provides for limitations of service deliveries by trucks or other similar service vehicles on San Amaro Drive, Campo Sano Drive and surrounding residential properties.
vi. If the applicant has submitted a local traffic impact and access study for the development authorized by the approval of any 2006 UMCAD "H" Amendment the findings and conclusions of the study.

Failure to adhere to the above timeframes shall result in no further issuance of any UMCAD 2006 building permits or issuance of UMCAD 2006 Certificate of Occupancies.

Specific UMCAD 2006 amendments conditions of approval for each UMCAD 2006 "H" amendment is referenced below and (as applicable) conditions of approval are provided for each amendment. The amendments are as follows:

1. *H1 - Retain the Jerry Herman Theatre Complex.*
   a. UMCAD 2006 amendment H1 is approved subject to a maximum building height of one (1) floor.

2. *H2 - Renovation and Expansion of the Norman A. Whitten University Center; Demolition of Charles A. Gauthier Hall "Rathskeller"; and a New Student Activity Center.*
   a. The approval of the 2006 UMCAD Amendment H2 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide applicant with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. UM shall submit the additional information required to make the UMRTS

sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the University proportionate share for development pursuant to the approved UMCAD. In the event that applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

b. The Student Activity Center shall be entitled to building permits and certificates of occupancy provided that the University satisfies its obligation with respect to the realignment of Miller Road. The Miller Road realignment as agreed by the parties shall extend from Miller Road to the south side of the arboretum. This new condition shall prevail over the prior generalized language describing amendments "North of the Lake Osceola." The balance of the "North of the Lake" amendments shall remain linked to the obligations with respect to the internal road.

3. *H3 - Combined Otto G. Richter Library and Law School Addition; and Decrease in Combined Total Building Area*
   a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H3 the applicant shall satisfy the following:
      i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H3 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,
      ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.
   b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H3 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

c. The maximum building height shall be limited to seven (7) floors.

4. *H4 - Modification of Ashe Enrollment Addition, and Increase of Building Area for Interactive Science Center and Engineering Research Phase II.*
   a. UMCAD 2006 Amendment H4, modification of the Ashe Enrollment Addition is approved with no conditions.
   b. UMCAD 2006 Amendment H4, Increase of Building Area for Interactive Science Center and Engineering Research Phase II shall be subject to the following conditions:
      i. The approval of the 2006 UMCAD H4 amendment shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide the applicant with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. The applicant shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the applicant's proportionate share for development pursuant to the approved UMCAD. In the event that UM does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.
      ii. No building permit shall be issued for 2006 UMCAD Amendment H4 until construction plans for the internal roadway (north and south segments) have been submitted to and approved/accepted by the City or December 31, 2010 whichever occurs first.
      iii. The applicant shall complete the construction of internal roadway (north and south segments) and secure City approval/acceptance prior to certificate of occupancy for 2006 UMCAD Amendment H4 or by the year December 31, 2012, whichever occurs first.
      iv. The applicant shall construct the complete internal roadway in substantial compliance with the "Proposed Internal Circulation, Parking and Projects North of Lake" on file in the Planning Department. The parties recognize that the construction of the internal roadway improvement plan shall not cause or result in a permanent net loss of surface parking in those areas impacted by the road. The University shall possess the right to recapture any surface parking spaces displaced or affected by the roadway and replace that surface parking as close to the affected area as possible. The parties additionally

agree that there shall be no reduction in the number of surface parking spaces north of Lake Osceola.

5. *H5 - Botany Greenhouse Relocation and Change to Non FAR; and New Surface Parking.*
   a. UMCAD 2006 Amendment H5, Botanical Greenhouse and the elimination of 1,022 square feet of floor area from total FAR calculations is approved with no conditions.
   b. UMCAD 2006 Amendment H5, New Surface (115 space) surface parking lot is approved subject to the following conditions:
      i. The approval of the 2006 UMCAD H5 amendment shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide the applicant with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. The applicant shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the University proportionate share for development pursuant to the approved UMCAD. In the event that UM does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

6. *H6 - Art Building 1 Partial Restoration.*
   a. The applicant shall submit within 120 days of approval of these UMCAD 2006 amendments, an application to the Historic Resources Department for Historic Preservation Board determination as to whether the Arts buildings should be designated as a local historic landmark; and if the buildings are so designated, the University shall apply for a special certificate of appropriateness for the proposed partial demolition/restoration of the buildings and to comply with the terms and conditions of the certificate.

7. *H7 - Demolition and Replacement of Whitten Learning Center.*
   a. UMCAD 2006 Amendment H7 in approved with no conditions.

8. *H8 - Increased Building Area for Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase I; Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase II; and Demolition of Behavioral Medicine Research Institute.*
   a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H3 the applicant shall satisfy the following:
      i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H8 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager, together with a mitigation plan for any traffic or access impacts identified in the study; and,
      ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.
   b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H8 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

9. *H9 - Lowe Art Museum Addition.*
   a. The development authorized by the approval of 2006 UMCAD Amendment H9 shall be subject to any impact fee or other exactions adopted by the City of Coral which becomes effective prior to the issuance of any building permit for the authorized development, or any portion thereof. Refer to general condition number 6, "Mitigation and impact fees".
   b. Notwithstanding the approval of the 2006 UMCAD Amendment H9, the total amount of development authorized pursuant to the UMCAD as thereby amended, shall not exceed the applicable intensity of use limitations set out in the Comprehensive Land Use Plan of the City of Coral Gables, as amended from time to time, calculated on the basis of a sealed survey and legal description of the University of Miami campus actual land area under ownership of the University of Miami. Refer to general condition number 5, "Total amount of development".

10. *H10 - Lakeview Student Housing I and II Sites.*
   a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H10 the applicant shall satisfy the following:
      i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H10 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,
      ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City

Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.

b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H10 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

11. *H11 - Pavia Parking Garage Addition; Merrick Parking Garage Site; Relocation of Portion of North South Center Development Zone Project; and Demolition of the Writing Center*
    a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H11 the applicant shall satisfy the following:
        i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H11 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager, together with a mitigation plan for any traffic or access impacts identified in the study; and,
        ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.
    b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H11 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

12. *H12 - Theater Site Change and Increase in Building Area*
    a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H12 the applicant shall satisfy the following:
        i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H12 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,
        ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications

or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.

b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H12 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

13. *H13 - Art & Architecture College Academics Facility; and Art and Architecture Residential College; and Convocation/Student Parking Garage New Site; and Museum and University Hall Site Changes and Decreases in Building Area.*
    a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H13 the applicant shall satisfy the following:
        i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H13 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,
        ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.
    b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H13 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

14. *H14 - Bank United Convocation Center Parking Garage Site Relocation; and Basketball Practice Facility.*
    a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H14 the applicant shall satisfy the following:
        i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H14 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager, together with a mitigation plan for any traffic or access impacts identified in the study; and,
        ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's

decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.

b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H14 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

15. *H15 - Serpentine Parking Lot Interim Expansion; and Dickinson Drive Realignment.*
    a. Prior to the issuance of a building permit for UMCAD 2006 Amendment H15, the applicant shall secure Planning Department, Public Works Department and Public Service Department review and approval of all of the following:
        i. Landscape plan shall be provided pursuant to Zoning Code Article 5, Division 11 requirements.
        ii. Lighting plan including lighting standards and illumination.

16. *H16 - Dickinson Student Housing Site and Dickinson Residential Parking Garage Site.*
    a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H16 the applicant shall satisfy the following:
        i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H3 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,
        ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.
    b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H16 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

17. *H17 - Wellness Center Addition Site.*
    a. UMCAD 2006 Amendment H17 is approved with no conditions.

18. *H18 - Hecht Center Addition Site and Demolition of Kearns Sports Hall of Fame; and Expansion of Cobb Track and Field Facility.*
    a. The approval of the 2006 UMCAD Amendment H18 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide UM with a written statement describing with specificity the manner in

which the Assessment is insufficient within sixty (60) days after submission of the Assessment. UM shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the applicant's proportionate share for development pursuant to the approved UMCAD. In the event that the applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that UM shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

19. *H19 - Alex Rodriguez Park At Mark Light Field Reduced from Adopted Master Plan; and Demolition of Baseball Media Building*
    a. UMCAD 2006 Amendment H19 is approved with no conditions.

20. *H20 - Robert and Judi Prokop Newman Alumni Center Site; Brescia Surface Parking Lot; and Demolition of Dance Studio/Theater Arts Building, the Alumni House, and the Marion and Ed Lau Founder's Club Building*
    a. The approval of the 2006 UMCAD Amendment H20 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide UM with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. The applicant shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the applicant's proportionate share for development pursuant to the approved UMCAD. In the event that the applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted,

and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate fair share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

21. *H21 - Center for Music Learning and Leadership at the Frost School of Music; New Academic Facility Replacement; and Demolition of Arnold Volpe Music Building, Bertha Foster Memorial Music Building and Rehearsal Center, and Deletion of Student Services Facility from the adopted location*
    a. The approval of the 2006 UMCAD Amendment H21 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide UM with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. The applicant shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the applicant's proportionate share for development pursuant to the approved UMCAD. In the event that the applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate fair share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.
    b. No building permit shall be issued for 2006 UMCAD Amendment H21 until construction plans for the relocation and improvement of Miller Road have been submitted to and approved/accepted by the City of Coral Gables or December 31, 2008 whichever occurs first.
    c. The maximum building heights shall be limited to six (6) floors.
    d. The applicant shall complete the construction of Miller Road and secure City approval/acceptance prior to certificate of occupancy for 2006 UMCAD Amendment H21 or December 31, 2010, whichever occurs first.
    e. The applicant shall construct the Miller Road realignment, from Miller Drive to Memorial Drive in substantial compliance with the plan attached hereto as Exhibit D, titled Proposed Internal Circulation, Parking and Projects North of Lake.
    f. No building permit shall be issued for 2006 UMCAD Amendment H21 until submission and approval is secured by the Planning Department and Public Works Department for a parking site plan for this amendment as referenced in the applicant's submitted programming information provided dated February 2, 2007.

g. The Center of Music Learning and Leadership at the Frost School of Music shall be entitled to building permits and certificates of occupancy provided that the University satisfies its obligation with respect to the realignment of Miller Road. The Miller Road realignment as agreed by the parties shall extend from Miller Road to the south side of the arboretum. This new condition shall prevail over the prior generalized language describing amendments "North of the Lake Osceola." The balance of the "North of the Lake" amendments shall remain linked to the obligations with respect to the internal road.

22. *H22 - Interactive Science Center and Engineering Research Site Phase I.*

a. The approval of the 2006 UMCAD Amendment H22 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide the applicant with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. UM shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the University proportionate share for development pursuant to the approved UMCAD. In the event that the applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

b. No building permit shall be issued for 2006 UMCAD Amendment H22 until construction plans for the internal roadway (north and south segments) have been submitted to and approved/accepted by the City or December 31, 2010, whichever occurs first.

c. The applicant shall complete the construction of internal roadway (north and south segments) and secure City approval/acceptance prior to certificate of occupancy for 2006 UMCAD Amendment H8 or by the year December 31, 2012, whichever occurs first.

d. The applicant shall construct the complete internal roadway (north and south segments) in substantial compliance with the plan attached hereto as Exhibit D, titled Proposed Internal Circulation, Parking and Projects North of Lake. The parties recognize that the construction of the internal roadway improvement plan shall not cause or result in a permanent net loss of parking in those areas impacted by the road. The University shall possess the right to recapture any parking spaces displaced or affected by the roadway and replace that parking as close to the affected area as possible. The parties additionally agree that there shall be no reduction in the number of parking spaces north of Lake Osceola.

e. The maximum height building height shall be three (3) floors.

SECTION 4. All rights, actions, proceedings and Contracts of the City, including the City Commissioners, the City Manager, or any of its departments, boards or officers undertaken pursuant to the existing code provisions, shall be enforced, continued, or completed, in all respects, as though begun or executed hereunder.

SECTION 5. All ordinance or parts of ordinances that are inconsistent or in conflict with the provisions of this Ordinance are repealed.

SECTION 6. If any section, part of session, paragraph, clause, phrase or word of this Ordinance is declared invalid, the remaining provisions of this Ordinance shall not be affected.

SECTION 7. It is the intention of the City Commission that the provisions of this Ordinance shall become and be made a part of the Code of the City of Coral Gables, Florida, as amended, which provisions may be renumbered or relettered and that the word ordinance be changed to "section", "article", or other appropriate word to accomplish such intention.

SECTION 8. This ordinance shall become effective upon the date of its adoption herein.

PASSED AND ADOPTED THIS TWENTY-SEVENTH DAY OF MARCH, A.D. 2007.

(Moved: Anderson / Seconded: Kerdyk)
(Yeas: Withers, Anderson, Cabrera, Kerdyk, Slesnick)
(Unanimous 5-0 Vote)
(Agenda Item E-3)

APPROVED:

DONALD D. SLESNICK II
MAYOR

ATTEST:

WALTER J. FOEMAN
CITY CLERK

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

ELIZABETH HERNANDEZ
CITY ATTORNEY

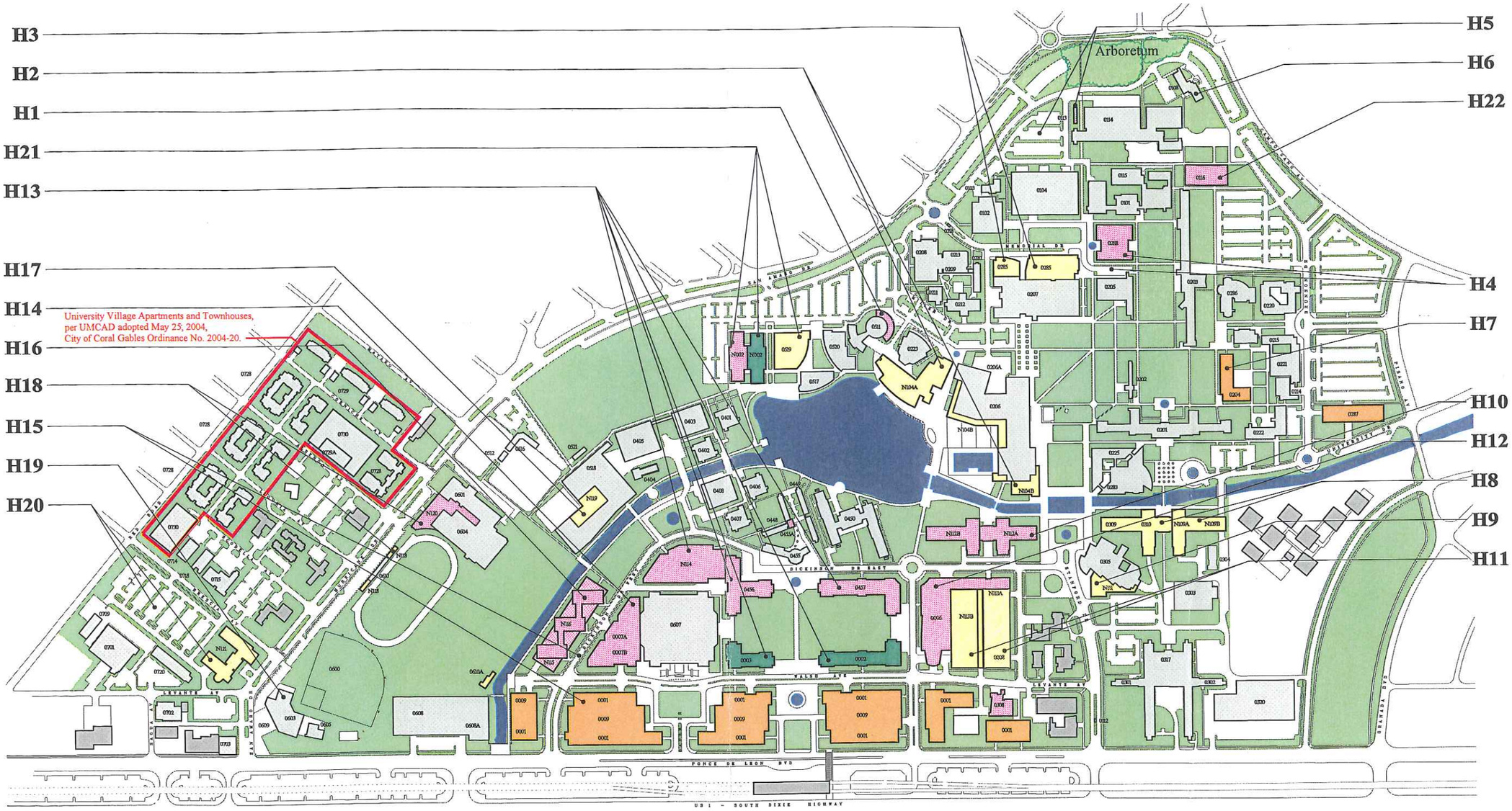


EXHIBIT D / MASTER PLAN 2006

BUILDINGS TO REMAIN

No.	Name	Area (GSF)
0008	* Pavia Parking Garage	169,980
0101	J. Neville McArthur Engineering Building	97,108
0102	Arthur A.Ungar Computer Center	58,345
0103	* Utility Building No. 1	6,299
0104	James M.Cox Science Building	190,944
0108	Art Building 1 (portion to remain)	12,500
0112	* Stanford Drive Gate House	78
0114	James L. Knight Physics Building	73,000
0115	J. Neville McArthur Engineering Addition	20,000
0201	Solomon G. Merrick Building	123,954
0202	Antonio Ferre Building	10,748
0203	Oscar E. Dooly Memorial Classroom Building	77,311
0205	Ashe Memorial Administration Building	75,862
0206	Norman A. Whitten University Center	203,550
0206a	* Utility Plant No. 4	6,299
0207	Otto G. Richter Library	211,800
0208	Meyer Law Library	87,290
0209	Law Administration	10,540
0210	Law Classroom	10,832
0211	Law Tax Wing	12,294
0212	New Law Building	34,550
0213	New Law Library	37,986
0215	Frances L. Wolfson Building, School of Communication	45,496
0216	Student Center at School of Communication	25,240
0220	Dean Robert Allen Hall Building	21,780
0221	Centrex Building	5,902
0222	Mary B. Merritt Panhellenic Bldg.	27,752
0223	Maurice Gusman Concert Hall	36,558
0225	School of Business	120,859
0283	David Epstein and Bernie Kosar Faculty Building	15,684
0286	M. Christine Schwarz Center for Nursing Education	53,414
0301	Daniel J. Mahoney Residence Hall	167,166
0302	Pearson Hall	167,166
0303	Mahoney / Pearson Dining Hall	20,673
0304	* Utility Building No. 3	4,360
0305	Lowe Art Museum	37,555
0317	Mahoney / Pearson Commons	18,652
0318	* Memorial Drive Gate House	25
0320	* Mahoney / Pearson Parking Garage	172,572
0401	Walsh Tower	85,097
0402	Rosborough Tower	85,097
0403	Stanford Residential Commons	13,459
0404	* Utility Building No. 2	4,517
0405	Stanford / Hecht Dining Hall	22,579
0406	McDonald Tower	85,097
0407	Pentland Tower	85,097
0408	Hecht Residential Commons	29,810
0448	Architecture N	15,750
0449	Architecture S	15,750
0450	Eaton Hall	105,796
0455A	The Jorge M. Perez Architecture Center	8,208
0511	Jerry Herman Theatre Complex	14,589
0512	Schiff Tennis Building	2,254
0516	Neil Schiff Tennis Center	11,464
0517	L. Austin Weeks Center for Recording and Performance	14,000
0518	Wellness Center	115,225
0520	Martha and Austin Weeks Music Library and Technology Center	28,433
0521	Yaron Field House Storage	1,025
0600	Mark Light Field	0
0601	Hecht Athletic Center	61,902
0603	Baseball Stadium	21,097
0604	James L. Knight Sports Center	28,500
0605	Ron Fraser Baseball Building	5,237
0607	Bank United Convocation Center	205,000
0608	* Ponce Parking Garage	334,865
0608A	Fred and Helen D. Flipse Building	69,252
0609	Alex Rodriguez Park at Mark Light Stadium	11,000
0610	Cobb Stadium	0
0701	Facilities Administration	45,726
0702	Rainbow Building	17,532
0703	Evelyn F. and William L. McKnight Advancement Building	10,500
0709	New Maintenance Building	5,000
0714	Albert Pick Hall	11,537
0715	Casa Bacardi - ICCAS	11,706
0718	School of Education Research at Brescia	5,537
0720	Max Orovitz building	37,023
0728	University Village Student Apartments	362,136
0729	Townhouses	28,708
0729	* Townhouse Garages	4,732
0730	* University Village Student Apartment Parking Garages	327,550
0729a	University Village Student Support Center	5,996

TO BE DEMOLISHED

No.	Name	Area (GSF)
0106	Arts Annex Building 3	6,702
0108	Art Building 1 (partial demolition)	14,223
0109	L-1 Building	12,290
0113	* Botany Greenhouse (for relocation)	1,022
0204	Whitten Learning Center	45,054
0224	Charles E. Gauthier Hall	8,501
0306	Student Health Center	13,901
0307	Writing Center	8,375
0313	Behavioral Med. Research Institute	11,230
0410	Sculpture Studio	7,603
0421	Guidance Center - Building 21	23,474
0422	Apartment Building 22 - Bronstetter	23,474
0423	Apartment Building 23 - Grosvenor	23,474
0434B	Apartment Building 34b - Pentland	13,044
0435	La Gorce - Bldg 35	21,593
0436	Apartment Building 36 - Foster	23,758
0437	Rhodes House - Bldg 37	23,758
0441	Apartment Bldg 41 - Bailey	17,322
0442	Apartment Bldg 42 - Smith	17,322
0443	Apartment Bldg 43 - Allen	17,322
0504	Rehearsal Center	20,236
0505	Arnold Volpe Music Building	11,892
0507	Albert Pick Music Library	3,739
0508	Bertha Foster Memorial Music Bldg.	22,761
0509	Handleman	2,464
0510	Percussion Building	339
0602	Baseball Media Building	576
0606	Keanna Sports Hall of Fame	2,902
0704	Alumni House	3,324
0705	Marion and Ed Lau Founder's Club	6,570
0713	Dance Studio	7,808

PROPOSED

No.	Name	Area (GSF)
0001	NSCDZ	1,012,907
0002	Museum	50,000
0003	University Hall	30,000
0006	Theater	50,000
0007A	* Bank United Convocation Parking Garage	227,500
0007B	Basketball Practice Facility	14,000
0009	* NSCDZ Parking	274,948
0116	Interactive Science Center and Engineering Research PH I	54,000
0204	Whitten Learning Center Replacement	45,054
0285	Otto G. Richter Library Addition & Law School Expansion	140,000
0287	School of Education	60,000
0288	Interactive Science Center and Engineering Research PH II	96,000
0308	Islamic Center	15,000
0309	M. B. Fernandez Family Entrepreneurial Bldg. PH I (Resid)	152,542
0310	M. B. Fernandez Family Entrepreneurial Bldg. PH I (Acad)	42,000
0455B	Architecture ADA Addition	4,000
0456	Art & Architecture College (Academics)	74,550
0457	Art and Architecture Residential College	42,248
0519	Center for Music Learning and Leadership	70,000
0610A	Athletics Maintenance Facility	2,093
N002	School of Music Academic Facilities Replacement	94,000
N103	Jerry Herman Ring Theatre Lobby Renovation	0
N104A	Student Activity Center	108,000
N104B	Whitten University Center Expansion	31,000
N109A*	M. B. Fernandez Family Entrepreneurial Bldg. PH II (Res)	110,664
N109B	M. B. Fernandez Family Entrepreneurial Bldg. PH II (Acad)	43,672
N111	Lowe Art Museum Addition	10,000
N112A	Lakeview Housing I	160,000
N112B	Lakeview Housing II	160,000
N113A*	Pavia Parking Garage Addition	84,970
N113B*	Merrick Parking Garage	298,150
N114	* Convocation / Student Parking Garage	150,000
N115	* Dickinson Residential Parking Garage	280,000
N116	Dickinson Student Housing	160,000
N118	Cobb Track and Field Facility	1,000
N119	Wellness Center Addition	18,000
N120	Hecht Center Addition	50,000
N121	Robert and Judi Piskop Newman Alumni Center	70,000

AREA SUMMARY

		GSF
(a)	Existing buildings in FAR	4,209,661
(b)	Existing infrastructure not in FAR	1,000,050
(c)	Total existing buildings and infrastructure (FAR + non-FAR)	5,209,711
(d)	Buildings in FAR to be demolished	415,031
(e)	Existing buildings in FAR to remain	3,794,630
(f)	Future buildings in FAR	3,000,730
(g)	Future infrastructure not in FAR	1,315,568
(h)	Total development, which includes FAR and non-FAR	9,110,978
(i)	Total development in FAR, complete program	6,795,360
(j)	Total development allowed per FAR = 0.6	6,795,360
(k)	Development yet to be programmed	0

LEGEND

- EXISTING BUILDINGS
- ** PRESENT TO 2010
- ** 2010 TO 2015
- ** 2015 TO 2020
- ** 2020 TO 2025

* Indicates buildings exempted from FAR calculations (Garages and Utility buildings).

** Actual building footprints and locations may change depending on final designs.

DATE 27FEB07

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0' 500'

University of Miami

A GLOBAL UNIVERSITY

CORAL GABLES CAMPUS

CFN 2007R0972015
OR Bk 25968 Pgs 4593 - 4609; (17pgs)
RECORDED 10/03/2007 14:25:00
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

DECLARATION OF RESTRICTIVE COVENANTS

KNOW ALL MEN BY THESE PRESENTS, that the undersigned, University of Miami, a Florida non-profit corporation (hereinafter the "University") hereby makes, declares, and imposes on the land herein described, the covenants running with the title to the land, which shall be binding on the University, its heirs, successors, and assigns, personal representatives, mortgagees, lessees, and against all persons claiming by, through or under it;

WHEREAS, University holds the fee simple title to the lands in the City of Coral Gables, Florida, described below, (hereinafter called the **"PROPERTY"**):

All those lots, pieces or parcels of land situate, lying and being in Sections 19 and 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida owned by the University of Miami, a Florida Corporation, Not for Profit, lying within the area being generally described by metes and bounds as follows, *viz.:*

BEGIN at the Point of Intersection of the Northwesterly Right of Way line of Ponce de Leon Boulevard (University Concourse/Ron Fraser Way) with the Easterly Right of Way Line of Red Road (S.W. 57th Avenue); thence Northerly along said Easterly Right of Way line of Red Road to a Point of Intersection with the Southerly Right of Way Line of Avenue Mataro; thence Easterly along said Southerly Right of Way line of Avenue Mataro and its Easterly extension thereof to a Point of Intersection with the Easterly Right of Way line of San Amaro Drive (Hurricane Drive); thence Northerly, Northeasterly, Northerly and Northeasterly along said Easterly Right of Way line of San Amaro Drive to a Point of Intersection with the Southerly Right of Way line of Avenue Campo Sano; thence Southeasterly, Easterly and Northeasterly along said Southerly Right of Way of Avenue Campo Sano to a Point of Intersection with the Northeasterly line of the "Avenue Pisano Extension" as described in that certain Easement Deed as recorded in Official Records Book 9798 at Page 199 of the Public Records of Dade County (now Miami-Dade County), Florida; thence Southeasterly along said Northeasterly line of the "Avenue Pisano Extension" to a Point of Intersection with the Northwesterly Right of Way line of University Drive; thence Southwesterly along said Northwesterly Right of Way line of University Drive to a Point of Intersection with the Southwesterly Right of Way line of Avenue Pisano (as platted); thence Southeasterly along said Southwesterly Right of Way line of Avenue Pisano to a Point of Intersection with the Southwesterly Right of Way line of Granada Boulevard; thence Southeasterly along said Southwesterly Right of Way line of Granada Boulevard to a Point of Intersection with said Northwesterly Right of Way line of Ponce de Leon Boulevard; thence Southwesterly along said Northwesterly Right of Way line of Ponce de Leon Boulevard to the Point of Intersection with said Easterly Right of Way line of Red Road (S.W. 57th Avenue) and the POINT OF BEGINNING.

With all of the real properties as contained within the above described UMCAD District having such location, size, shape, bearings, distances, buttings and boundings as reference to the underlying plats, deeds and other instruments of record filed with the Clerk of the Circuit Court in the Public Records of Miami-Dade County, Florida will at large more fully appear.

WHEREAS, pursuant to Ordinance No. 2007-16, passed and adopted by the Coral Gables City Commission on March 27, 2007, the City of Coral Gables (hereinafter, the "City") approved the following amendments to the University of Miami Campus Master Plan:

H1. Retain the Jerry Herman Theatre Complex.
H2. Renovation and Expansion of the Norman A. Whitten University Center, Demolition of Charles A. Gauthier Hall "Rathskeller", and a new Student Activity Center.

H3. Combined Otto G. Richter Library and Law School Addition and Decrease in Combined Total Building Area.
H4. Modification of Ashe Enrollment Addition, and Increase of Building Area and renaming of the project Interactive Science Center and Engineering Research Phase II.
H5. Botany Greenhouse Relocation and Change to Non FAR and New Surface Parking.
H6. Art Building I Partial Restoration/Replication.
H7. Demolition and Replacement of Whitten Learning Center.
H8. Increased Building Area of Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase I; Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase II and Demolition of Behavioral Medicine Research Institute.
H9. Lowe Art Museum Addition Site.
H10. Lakeview Student Housing I and II Sites.
H11. Pavia Parking Garage Addition; Merrick Parking Garage Site; and Relocation of Portion of North South Center Development Zone Project; and Demolition of the Writing Center.
H12. Theater Site Change and Increase in Building Area.
H13. Art & Architecture College Academics Facility; and Art and Architecture Residential College, and Convocation/Student Parking Garage New Sites; and Museum and University Hall Site Changes and Decreases in Building Area.
H14. Bank United Convocation Center Parking Garage Site Relocation; and Basketball Practice Facility.
H15. Serpentine Parking Lot Interim Expansion; and Dickinson Drive Realignment.
H16. Dickinson Student Housing Site and Dickinson Residential Parking Garage Site.
H17. Wellness Center Addition Site.
H18. Hecht Center Addition Site and Demolition of Kearns Sports Hall of Fame; and Expansion of Cobb Track and Field Facility.
H19. Alex Rodriguez Park at Mark Light Field Reduced from Adopted Master Plan; and Demolition of Baseball Media Building.
H20. Robert and Judi Prokop Newman Alumni Center Site; Brescia Surface Parking Lot; and Demolition of Dance Studio/Theater Arts Building, the Alumni House and the Marion and Ed Lau Founder's Club Building.
H21. Center of Music Learning and Leadership at the Frost School of Music; New Academic Facility Replacement; and Demolition of Arnold Volpe Music Building, Bertha Foster Memorial Music Building and Rehearsal Center; and Deletion of Students Services Facility from the adopted location.
H22. Interactive Science Center and College of Engineering Research Phase I modification of footprint and increase of Building Area.

WHEREAS, said approvals are subject to the following conditions, that the University hereby declares and agrees to abide by:

A. General Conditions applicable to all UMCAD 2006 Amendments H1 through H22 unless noted otherwise herein:

1. Application/supporting documentation. The completion and/or construction of each amendment within the UMCAD 2006 application shall be in conformance with all of the following:
   a. 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD) Final Submittal, February 27, 2007 prepared by University of Miami Campus Planning and Development, received, stamped "FINAL" and date stamped by the Planning Department on March 15, 2007 (on file in the Planning Department).
   b. Methodology Letter of Understanding (MLOU), Study Methodology Traffic Updates for the University of Miami Campus Area Development District (UMCAD), Coral Gables Campus, dated February 5, 2007, revised February 14, 2007 and March 5, 2007, prepared by Keith and Schnars, P.A. received by the Planning Department on March 7, 2007 (on file in the Planning Department).
   c. Legal descriptions of properties within the main campus, City of Coral Gables, Miami-Dade County, Florida (referenced as University of Miami file name "UM Legal Descriptions August 8, 2004" (on file in the Planning Department).

d. All representations, PowerPoint Presentations, conditions of approval, items entered in the public record and items proffered by the applicant and/or applicants representatives provided during public hearing review and consideration including:
   i. Planning and Zoning Board public hearing of January 10, 2007.
   ii. City Commission public hearing of February 27, 2007.
   iii. City Commission public hearing of March 27, 2007.

e. The applicants revised submissions of Year 2006 UMCAD Amendments and Annual Reports Campus Area Development District (UMCAD) applications submitted throughout the public hearing review process except as superseded by the Final 2006 UMCAD Amendments and Annual Report referenced in above item (1)(a). The revised applications are as follows:
   i. Year 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD), Final Submittal, January 2, 2007, prepared by the University of Miami Campus Planning and Development, Volume I, Year 2006 UMCAD Amendments Letter of Transmittal received and date stamped by the Planning Department on January 2, 2007 (on file within the Planning Department).
   ii. Year 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD), Additional Information Requested by the City of Coral Gables Planning Department, January 2, 2007, prepared by the University of Miami Campus Planning and Development received and date stamped by the Planning Department on January 2, 2007 (on file within the Planning Department).
   iii. Year 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD), Final Submittal, November 21, 2006, prepared by the University of Miami Campus Planning and Development, Volume II, 2006 UMCAD Traffic Study Update & Concurrency analysis, prepared by Keith and Schnars, P.A., received and date stamped by the Planning Department on November 22, 2006 (on file within the Planning Department).
   iv. Revised 2006 UMCAD Amendments and Annual Report, Campus Area Development District (UMCAD) Final Submittal, February 27, 2007 prepared by University of Miami Campus Planning and Development, received and date stamped by the Planning Department on February 20, 2007 (on file within the Planning Department).

f. San Amaro Drive/ Trillo Avenue Pedestrian Signal and San Amaro Drive/ Memorial Drive Pedestrian Signal recommended actions outlined in the March 28, 2007 letter from Keith and Schnar, P.A. submitted on behalf of the University of Miami

2. Verification of revisions to plans, elevations and all supporting documents. Modification to all applicable documents pursuant to City Commission public hearing review and approval of the application shall be submitted to the Planning Department within 30 days of final approval for verification that all conditions of approval are satisfied. If applicable, the Planning Department shall advise of changes as provide as a part of the proceedings shall be provided to the applicant in 30 days and the applicant shall submit revised documents within 30 days.

3. Changes to approved plans.
   a. The applicant, successors or assigns shall advise of any changes to the plans and drawings referenced above as a part of building permit review process. Changes shall require Building and Zoning Department review and approval to determine the extent of changes and may require reconsideration by the Planning and Zoning Board and City Commission.
   b. The applicant will facilitate all reviews and approvals provided herein through the City Manager's Office.

4. Restrictive Covenant. Within 30 days of rendition of the adoption of the ordinance, the applicant shall submit for City Attorney review and approval of a Restrictive Covenant outlining all conditions of approval required by the City Commission. Failure to submit the draft Restrictive Covenant within the specified time frame shall render all approvals voidable.

5. Total amount of development. The provisions of this approval are intended to apply to the 2006 UMCAD Amendments on a stand alone basis. Nothing within this approval shall be deemed to waive, abandon,

abrogate, increase or limit, ratify or otherwise confirm the development rights previously granted to the University by ordinance or otherwise accruing. This approval shall not serve as an act or omission by the City for purposes of a claim of waiver or estoppel - by City or by applicant - with respect to development rights previously granted. Nothing within this approval shall authorize a total amount of development which exceeds the applicable intensity of use limitations set forth within the City's comprehensive plan and zoning code, and as amended from time to time.

6. Mitigation and impact fees.
   a. Prior to the issuance of a building permit pursuant to a 2006 UMCAD Amendment, the Applicant and the City shall agree on an appropriate mitigation program to mitigate the impacts of each specific project, if any, with regard to police, fire, general services, and parks and recreation. Appropriate mitigation shall be based on the application of a dual rational nexus standard to the specific project and its impact, if any, on the City. Mitigation shall be appropriate only for measurable impacts resulting from net new development not otherwise mitigated. The required mitigation shall be directly proportional to the specific project's impact on the City and shall take into account any facilities or services with regard police, fire, general services, and parks and recreation which are provided by the Applicant. Any required mitigation shall have a direct and verifiable relationship to the net new impacts caused by the University on such public facilities. The Applicant acknowledges that the City is in the process of legislatively considering ordinances which provide for fees specifically related to workforce housing and art-in-public places. Should consideration of these ordinances proceed, the Commission will determine the terms, scope, conditions and application or non-application of these ordinances to the Applicant through the public hearing process.
   b. The Applicant shall provide the City with all required information to determine the appropriate mitigation for each specific project at or before the time of submittal of a project to the Board of Architects for preliminary review. The City shall have fifteen (15) business days thereafter to determine whether or not the information provided is sufficient for purposes of its review or, alternatively, to request any and all additional information necessary for purposes of determining the appropriate mitigation obligation in accordance with the methodologies set forth above. If the City does not request further information, the submittal materials shall be deemed sufficient and complete.
   c. The City administration shall meet and confer with the applicant to arrive at an initial determination with respect to appropriate mitigation within thirty (30) days of the day it receives the initial submittal materials or within thirty (30) days of its receipt of supplemental materials as applicable, whichever occurs later. If the applicant and the City Manager cannot agree on appropriate mitigation within said thirty (30) day period, the applicant shall be entitled to receive a building permit, provided that the applicant acknowledges in writing its obligation to comply with whatever mitigation program is ultimately determined to govern prior to the issuance of a certificate of occupancy, unless otherwise provided for in the approved mitigation program.
   d. In the event that the City Manager and the Applicant cannot agree within the thirty (30) day period described above, the City Manager shall, within ten (10) days, place the matter on the agenda of the City Commission for a final determination of appropriate mitigation. The City Commission shall make a final determination within thirty (30) days from the date the matter is placed on the City Commission agenda.
   e. In the event that the City enacts any codes or ordinances imposing an impact fee or other development exaction for any one or all of subjects for which appropriate mitigation is required which are applicable to the Applicant, payment of such impact fees or exactions shall be deemed to satisfy the Applicant's mitigation obligation for an UMCAD Amendment on a project by project basis, where appropriate. In the event that the City enacts any codes or ordinance imposing an impact fee or other development exaction, and the University's obligation under such legislation is less than that paid above, the University shall be entitled to a credit in the amount of the excess payment which may be applied to future impact fees and exactions. The enactment of an impact fee ordinance shall be through the public hearing process, at which time the Commission will determine the terms, scope, conditions and application or non application of this ordinance to the Applicant through the public hearing process.

7. Previously granted development order approvals. The applicant shall complete previously granted development order requirements, and/or ordinances including but not limited to traffic and roadway improvements pursuant to previously granted development order traffic and roadway improvements and/or the schedule as provided in the City approved MLOU. The traffic and roadway improvements are not subject to proportionate fair share. The applicant shall be responsible for all costs associated with the design, permitting and construction of all improvements. Construction of all improvements must begin with six (6) months of issuance of permits from permit agencies (i.e. City, County, and Florida Department of Transportation as applicable). If the applicant does not comply with the schedule of improvements, no further building permits shall be issued to the applicant for any improvements to the campus. One extension of six (6) months may be granted by the City Manager based upon delays in permitting as a result of other applicable agencies.

8. Building signage.
   a. All buildings on the University of Miami campus within 1000 feet of "SFR", Single-Family Residential property shall be prohibited from erecting building signage above thirty-five (35) feet facing SFR zoned property.
   b. Signage necessary to satisfy applicable emergency, building code, and life/safety requirements shall be exempt from the above prohibitions.

9. Private property/rights-of-way improvements of Ponce de Leon Boulevard, San Amaro Drive, Campo Sano Drive, Red Road and Granada Boulevard pursuant to the Zoning Code, Article 5, Division 11, Landscaping. Prior to the City of Coral Gables issued certificate of occupancy of buildings and/or certificates of completion provided for the UMCAD 2006 application amendments on/or before December 31, 2010, whichever occurs first, the applicant shall provide for the installation of all improvements as identified in the Zoning Code, Article 5, Division 11 Landscaping.

10. Construction staging plan. Prior to the issuance of a building permits for UMCAD 2006 amendments H3, H4, H6, H7, H21 and H22, the applicant shall submit a construction parking and traffic management plan for above listed amendments for the Building and Zoning Department review and approval.

11. Internal roadway (north and south). Prior to the issuance of a building permit for any 2006 UMCAD amendments located North of the Lake Osceola, titled "Proposed Internal Circulation Plan, Parking and Projects North of the Lake (on file in the Planning Department), the applicant shall submit construction plans for the internal roadway (north and south segments) to the City on before December 31, 2010 whichever occurs first. The applicant shall complete the construction of internal roadway (north and south segments) and secure City approval/acceptance prior to December 31, 2012. No certificate of occupancy/certificate of use shall be granted for any UMCAD 2006 amendments located North of the Lake Osceola as referenced herein if the roadway is not completed as defined herein. The parties recognize that the construction of the internal roadway improvement plan shall not cause or result in a permanent net loss of surface parking in those areas impacted by the road. The University shall possess the right to recapture any surface parking spaces displaced or affected by the roadway and replace that surface parking as close to the affected area as possible. The parties additionally agree that there shall be no reduction in the number of surface parking spaces north of Lake Osceola.

12. Access closure/relocation/consolidation plan. As a part of the submission of the construction plans for the internal roadway (north and south segments), the applicant shall provide an access closure/relocation/consolidation plan. The intent of this plan is to close/relocate/consolidate access points along San Amaro Drive north of Miller Road and on Campo Sano Drive. The applicant shall submit construction plans ("construction plans" shall mean thirty percent (30%) plans as generally understood and accepted within the transportation industry) to the City for the closure/relocation/consolidation of access drives on Campo Sano Drive and closure of Miller Road by December 31, 2008. The applicant shall complete the construction of the closure/relocation/consolidation of access drives and Miller Road by and secure City approval/acceptance prior to December 31, 2010.

13. Service deliveries. As a part of the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007, the applicant shall provide a traffic circulation plan that provides for limitations of service deliveries by trucks or other similar service vehicles on San Amaro Drive, Campo Sano Drive and surrounding residential properties. The intent is to provide limitations for deliveries and provide for primary service delivery and truck access via Ponce de Leon Boulevard. The Plan shall include further limitations as a result of the construction and opening of the internal roadway. The Public Works and Planning Department shall review the plan and provide conditions of approval in association with the approved UMCAD Regional Traffic Study (UMRTS).

14. University of Miami shuttle service. Upon completion the internal roadway plan pursuant to the established time frames provided in condition 11 and UMCAD amendment H4, the applicant shall provide a revised shuttle service circulation plan, titled "University of Miami Coral Gables Campus Shuttle Routes (on file in the Planning Department) in association with the completion of the internal roadway. The intent of this plan is to eliminate the use of San Amaro Drive and Campo Sano Drive where the internal circulation allows the shuttle service to remain internal to the campus. City review and approval of this plan shall be completed by the Planning Department and Public Works Department.

15. Use agreement for public rights-of-way. Prior to the issuance of any 2006 UMCAD building permits, the applicant shall provide the City Attorney a use agreement for review and approval of all applicable City right-of-ways utilized by the applicant.

16. Street closures. If applicable, prior to the issuance of a building permit, the applicant shall provide a minimum of 72 hour written notice to those residents impacted by any proposed partial closures of any surrounding streets as a result of the projects construction activity. Full closure of streets shall be prohibited.

17. Right-of-way encroachments. If applicable, prior to the issuance of a building permit, the applicant shall secure City Commission review and approval of all proposed encroachments into public rights-of-way.

18. Concurrency. Prior to the issuance of a building permit for any construction project contained within the UMCAD 2006 amendments, the applicant shall apply for a Concurrency Impact Statement (CIS), and any deficiency in available infrastructure identified by the CIS and the applicant shall be satisfactorily resolved and approved by the City prior to issuance of certificate of occupancy/certificate of use.

19. Advancement of traffic related improvements. To insure advancement of traffic related improvements provided herein, the applicant shall provide to the City Manager for City Commission public hearing review and consideration the following information within the following time frames:
    a. December 1, 2007. Status report for the advancement/completion (as applicable) of all of the following:
        i. Traffic and roadway improvements pursuant to previously granted development order traffic and roadway improvements and/or the schedule as provided in the City approved MLOU.
        ii. UMCAD Regional Traffic Study (UMRTS) submitted to the City on or before August 1, 2007.
        iii. Internal roadway (north and south).
        iv. Closure/relocation/consolidation of access drives on Campo Sano Drive and closure of Miller Road.
        v. Traffic circulation plan that provides for limitations of service deliveries by trucks or other similar service vehicles on San Amaro Drive, Campo Sano Drive and surrounding residential properties.
        vi. If the applicant has submitted a local traffic impact and access study for the development authorized by the approval of any 2006 UMCAD "H" Amendment the findings and conclusions of the study.
    b. December 1, 2008. Project Development and Environmental Study (PDE) for the closure/relocation/consolidation of access drives on Campo Sano Drive and closure of Miller Road.
    c. June 1 Annually. Status report for the advancement/completion (as applicable) of all of the following until completion:

i. Traffic and roadway improvements pursuant to previously granted development order traffic and roadway improvements and/or the schedule as provided in the City approved MLOU.
ii. Improvements related to the UMCAD Regional Traffic Study (UMRTS).
iii. Internal roadway (north and south).
iv. Closure/relocation/consolidation of access drives on Campo Sano Drive and closure of Miller Drive.
v. Traffic circulation plan that provides for limitations of service deliveries by trucks or other similar service vehicles on San Amaro Drive, Campo Sano Drive and surrounding residential properties.
vi. If the applicant has submitted a local traffic impact and access study for the development authorized by the approval of any 2006 UMCAD "H" Amendment the findings and conclusions of the study.

Failure to adhere to the above timeframes shall result in no further issuance of any UMCAD 2006 building permits or issuance of UMCAD 2006 Certificate of Occupancies.

B. Specific UMCAD 2006 amendments conditions of approval for each UMCAD 2006 "H" amendment is referenced below and (as applicable) conditions of approval are provided for each amendment. The amendments are as follows:

1. *H1 - Retain the Jerry Herman Theatre Complex.*
   a. UMCAD 2006 amendment H1 is approved subject to a maximum building height of one (1) floor.

2. *H2 - Renovation and Expansion of the Norman A. Whitten University Center; Demolition of Charles A. Gauthier Hall "Rathskeller"; and a New Student Activity Center.*
   a. The approval of the 2006 UMCAD Amendment H2 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide applicant with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. UM shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the University proportionate share for development pursuant to the approved UMCAD. In the event that applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.
   b. The Student Activity Center shall be entitled to building permits and certificates of occupancy provided that the University satisfies its obligation with respect to the realignment of Miller Road. The Miller Road realignment as agreed by the parties shall extend from Miller Road to the south side of the arboretum. This new condition shall prevail over the prior generalized language describing amendments "North of the Lake Osceola." The balance of the "North of the Lake" amendments shall remain linked to the obligations with respect to the internal road.

3. *H3 - Combined Otto G. Richter Library and Law School Addition; and Decrease in Combined Total Building Area*
   a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H3 the applicant shall satisfy

the following:

i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H3 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,

ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.

b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H3 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

c. The maximum building height shall be limited to seven (7) floors.

4. *H4 - Modification of Ashe Enrollment Addition, and Increase of Building Area for Interactive Science Center and Engineering Research Phase II.*

a. UMCAD 2006 Amendment H4, modification of the Ashe Enrollment Addition is approved with no conditions.

b. UMCAD 2006 Amendment H4, Increase of Building Area for Interactive Science Center and Engineering Research Phase II shall be subject to the following conditions:

i. The approval of the 2006 UMCAD H4 amendment shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide the applicant with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. The applicant shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the applicant's proportionate share for development pursuant to the approved UMCAD. In the event that UM does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

ii. No building permit shall be issued for 2006 UMCAD Amendment H4 until construction plans for the internal roadway (north and south segments) have been submitted to and approved/accepted by the City or December 31, 2010 whichever occurs first.

iii. The applicant shall complete the construction of internal roadway (north and south segments) and secure City approval/acceptance prior to certificate of occupancy for 2006 UMCAD Amendment H4 or by the year December 31, 2012, whichever occurs first.

iv. The applicant shall construct the complete internal roadway in substantial compliance with the "Proposed Internal Circulation, Parking and Projects North of Lake" on file in the Planning

Department. The parties recognize that the construction of the internal roadway improvement plan shall not cause or result in a permanent net loss of surface parking in those areas impacted by the road. The University shall possess the right to recapture any surface parking spaces displaced or affected by the roadway and replace that surface parking as close to the affected area as possible. The parties additionally agree that there shall be no reduction in the number of surface parking spaces north of Lake Osceola.

5. *H5 - Botany Greenhouse Relocation and Change to Non FAR; and New Surface Parking.*
   a. UMCAD 2006 Amendment H5, Botanical Greenhouse and the elimination of 1,022 square feet of floor area from total FAR calculations is approved with no conditions.
   b. UMCAD 2006 Amendment H5, New Surface (115 space) surface parking lot is approved subject to the following conditions:
      i. The approval of the 2006 UMCAD H5 amendment shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide the applicant with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. The applicant shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the University proportionate share for development pursuant to the approved UMCAD. In the event that UM does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

6. *H6 - Art Building 1 Partial Restoration.*
   a. The applicant shall submit within 120 days of approval of these UMCAD 2006 amendments, an application to the Historic Resources Department for Historic Preservation Board determination as to whether the Arts buildings should be designated as a local historic landmark; and if the buildings are so designated, the University shall apply for a special certificate of appropriateness for the proposed partial demolition/restoration of the buildings and to comply with the terms and conditions of the certificate.

7. *H7 - Demolition and Replacement of Whitten Learning Center.*
   a. UMCAD 2006 Amendment H7 in approved with no conditions.

8. *H8 - Increased Building Area for Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase I; Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration, Residential and Academic Site Phase II; and Demolition of Behavioral Medicine Research Institute.*
   a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H3 the applicant shall satisfy the following:
      i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H8 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager, together with a mitigation plan for any traffic or access impacts identified in the study; and,

ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.

b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H8 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

9. *H9 - Lowe Art Museum Addition.*
   a. The development authorized by the approval of 2006 UMCAD Amendment H9 shall be subject to any impact fee or other exactions adopted by the City of Coral which becomes effective prior to the issuance of any building permit for the authorized development, or any portion thereof. Refer to general condition number 6, "Mitigation and impact fees".
   b. Notwithstanding the approval of the 2006 UMCAD Amendment H9, the total amount of development authorized pursuant to the UMCAD as thereby amended, shall not exceed the applicable intensity of use limitations set out in the Comprehensive Land Use Plan of the City of Coral Gables, as amended from time to time, calculated on the basis of a sealed survey and legal description of the University of Miami campus actual land area under ownership of the University of Miami. Refer to general condition number 5, "Total amount of development".

10. *H10 - Lakeview Student Housing I and II Sites.*
   a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H10 the applicant shall satisfy the following:
      i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H10 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,
      ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.
   b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H10 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

11. *H11 - Pavia Parking Garage Addition; Merrick Parking Garage Site; Relocation of Portion of North South Center Development Zone Project; and Demolition of the Writing Center*
   a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H11 the applicant shall satisfy the following:
      i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H11 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager, together with a mitigation plan for any traffic or access impacts identified in the study; and,
      ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines

that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.

b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H11 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

12. *H12 - Theater Site Change and Increase in Building Area*
    a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H12 the applicant shall satisfy the following:
        i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H12 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,
        ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.
    b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H12 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.
13. *H13 - Art & Architecture College Academics Facility; and Art and Architecture Residential College; and Convocation/Student Parking Garage New Site; and Museum and University Hall Site Changes and Decreases in Building Area.*
    a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H13 the applicant shall satisfy the following;
        i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H13 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,
        ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.
    b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H13 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

14. *H14 - Bank United Convocation Center Parking Garage Site Relocation; and Basketball Practice Facility.*
    a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H14 the applicant shall satisfy the following:

i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H14 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager, together with a mitigation plan for any traffic or access impacts identified in the study; and,

ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.

b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H14 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

15. *H15 - Serpentine Parking Lot Interim Expansion; and Dickinson Drive Realignment.*
    a. Prior to the issuance of a building permit for UMCAD 2006 Amendment H15, the applicant shall secure Planning Department, Public Works Department and Public Service Department review and approval of all of the following:
        i. Landscape plan shall be provided pursuant to Zoning Code Article 5, Division 11 requirements.
        ii. Lighting plan including lighting standards and illumination.

16. *H16 - Dickinson Student Housing Site and Dickinson Residential Parking Garage Site.*
    a. Prior to the issuance of a building permit for 2006 UMCAD Amendment H16 the applicant shall satisfy the following:
        i. Submission of a local traffic impact and access study of the development authorized by approval of 2006 UMCAD Amendment H3 in accordance with the local traffic impact and access study methodology set out in the MLOU to the City Manager , together with a mitigation plan for any traffic or access impacts identified in the study; and,
        ii. The City Manager has approved the local traffic impact and access study and has accepted the proposed mitigation plan submitted by applicant. In the event, that the City Manager determines that the local traffic impact and access study is insufficient or that the proposed mitigation plan is inadequate, the City Manager may request additional information and/or accept the proposed mitigation plan subject to specified modifications or conditions. In the event that applicant does not agree with the City Manager's decision with regard to the local traffic impact and access study set out in the MLOU or the proposed mitigation plan, the applicant shall have the right to appeal such determination to the City Commission.
    b. No certificate of occupancy shall be issued for the development authorized by the approval of 2006 UMCAD Amendment H16 until the approved mitigation plan as a result of the findings and recommendation of the local traffic impact and access study has been fully implemented by UM and approved/accepted by the City of Coral Gables.

17. *H17 - Wellness Center Addition Site.*
    a. UMCAD 2006 Amendment H17 is approved with no conditions.

18. *H18 - Hecht Center Addition Site and Demolition of Kearns Sports Hall of Fame; and Expansion of Cobb Track and Field Facility.*
    a. The approval of the 2006 UMCAD Amendment H18 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide UM with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. UM shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final

review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the applicant's proportionate share for development pursuant to the approved UMCAD. In the event that the applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that UM shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

19. *H19 - Alex Rodriguez Park At Mark Light Field Reduced from Adopted Master Plan; and Demolition of Baseball Media Building*
    a. UMCAD 2006 Amendment H19 is approved with no conditions.

20. *H20 - Robert and Judi Prokop Newman Alumni Center Site; Brescia Surface Parking Lot; and Demolition of Dance Studio/Theater Arts Building, the Alumni House, and the Marion and Ed Lau Founder's Club Building*
    a. The approval of the 2006 UMCAD Amendment H20 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide UM with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. The applicant shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the applicant's proportionate share for development pursuant to the approved UMCAD. In the event that the applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate fair share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

21. *H21 - Center for Music Learning and Leadership at the Frost School of Music; New Academic Facility Replacement; and Demolition of Arnold Volpe Music Building, Bertha Foster Memorial Music Building and Rehearsal Center, and Deletion of Student Services Facility from the adopted location*
    a. The approval of the 2006 UMCAD Amendment H21 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide UM with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. The applicant shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30

days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the applicant's proportionate share for development pursuant to the approved UMCAD. In the event that the applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate fair share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

b. No building permit shall be issued for 2006 UMCAD Amendment H21 until construction plans for the relocation and improvement of Miller Road have been submitted to and approved/accepted by the City of Coral Gables or December 31, 2008 whichever occurs first.
c. The maximum building heights shall be limited to six (6) floors.
d. The applicant shall complete the construction of Miller Road and secure City approval/acceptance prior to certificate of occupancy for 2006 UMCAD Amendment H21 or December 31, 2010, whichever occurs first.
e. The applicant shall construct the Miller Road realignment, from Miller Drive to Memorial Drive in substantial compliance with the plan attached hereto as Exhibit D, titled Proposed Internal Circulation, Parking and Projects North of Lake.
f. No building permit shall be issued for 2006 UMCAD Amendment H21 until submission and approval is secured by the Planning Department and Public Works Department for a parking site plan for this amendment as referenced in the applicant's submitted programming information provided dated February 2, 2007.
g. The Center of Music Learning and Leadership at the Frost School of Music shall be entitled to building permits and certificates of occupancy provided that the University satisfies its obligation with respect to the realignment of Miller Road. The Miller Road realignment as agreed by the parties shall extend from Miller Road to the south side of the arboretum. This new condition shall prevail over the prior generalized language describing amendments "North of the Lake Osceola." The balance of the "North of the Lake" amendments shall remain linked to the obligations with respect to the internal road.

22. *H22 - Interactive Science Center and Engineering Research Site Phase I.*
    a. The approval of the 2006 UMCAD Amendment H22 shall be subject to the submission of the UMCAD Regional Traffic Study (UMRTS) to the City of Coral Gables on or before August 1, 2007. If the City Manager determines that the UMRTS is insufficient, the City Manager shall provide the applicant with a written statement describing with specificity the manner in which the Assessment is insufficient within sixty (60) days after submission of the Assessment. UM shall submit the additional information required to make the UMRTS sufficient within thirty (30) days. The City will have 30 days for final review of the UMRTS. The City Manager shall use the results of the UMRTS to establish the University proportionate share for development pursuant to the approved UMCAD. In the event that the applicant does not agree with the City Manager's decision with regard to the proportionate share, the applicant shall have the right to appeal such determination to the City Commission. In the event that the applicant shall fail to submit the UMRTS on or before August 1, 2007, or in the event that the Assessment is timely submitted, but the City Manager determines that the submitted Assessment is insufficient, no further building permits shall be issued for UMCAD development until the UMRTS is submitted and determined to be sufficient by the City Manager. Proportionate share fee, as defined in the UMRTS is not applicable to any roadway mitigation within the UMCAD limits (referenced on Exhibit 2 of the UMRTS MLOU) or any of the residential streets included in the UMRTS. Any traffic mitigation required within the UMCAD limits or on any

residential streets will be designed, permitted, and constructed by the applicant at their cost. Proportionate share fee shall be assessed and/or paid by January 1st of the years 2010, 2015 and 2020 as provided for in the MLOU. Failure to provide proportionate share fee shall result in no further issuance of any UMCAD 2006 amendment building permits or certificate of occupancy/certificate's of use.

b. No building permit shall be issued for 2006 UMCAD Amendment H22 until construction plans for the internal roadway (north and south segments) have been submitted to and approved/accepted by the City or December 31, 2010, whichever occurs first.
c. The applicant shall complete the construction of internal roadway (north and south segments) and secure City approval/acceptance prior to certificate of occupancy for 2006 UMCAD Amendment H8 or by the year December 31, 2012, whichever occurs first.
d. The applicant shall construct the complete internal roadway (north and south segments) in substantial compliance with the plan attached hereto as Exhibit D, titled Proposed Internal Circulation, Parking and Projects North of Lake. The parties recognize that the construction of the internal roadway improvement plan shall not cause or result in a permanent net loss of parking in those areas impacted by the road. The University shall possess the right to recapture any parking spaces displaced or affected by the roadway and replace that parking as close to the affected area as possible. The parties additionally agree that there shall be no reduction in the number of parking spaces north of Lake Osceola.
e. The maximum building height shall be three (3) floors.

NOW THEREFORE, IN ORDER TO ASSURE the City that the representations made by the University in connection with the approvals by the City will be abided by, the University freely, voluntarily, and without duress, makes the following Declaration of Restrictions covering and running with the Property:

(1) The above recitations are true and correct and are incorporated herein in their entirety.
(2) As further part of this Declaration, it is hereby understood and agreed that any official inspector of the City of Coral Gables, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the premises to determine whether or not the requirements of the Building and Zoning regulations and the conditions herein agreed to are being complied with.
(3) This Declaration on the part of the University shall constitute a covenant running with the land and may be recorded, at the University's expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the University, and its heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the public welfare.
(4) This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded after which time it shall be extended automatically for successive periods of ten (10) years, unless an instrument signed by the then owner(s) of the Property has been recorded agreeing to change the covenant in whole, or in part, provided that the Declaration has first been modified or released by the City of Coral Gables.
(5) This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the, then owner(s) of all of the Property, including joinders of all mortgagees, if any, provided that the same is also approved by the City of Coral Gables. Should this Declaration of Restrictions be so modified, amended or released, the City shall forthwith execute a written instrument effectuating and acknowledging such modification, amendment or release.
(6) That enforcement shall be by action at law or in equity against any parties or person violating, or attempting to violate, any covenants, either to restrain violations or to recover damages. The prevailing party in any action or suit pertaining to or arising out of this declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of their attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity, or both;

(7) In the event the terms of this Declaration are not being complied with, in addition to other remedies available, the City is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as there is compliance with this Declaration;

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

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

(10) Invalidation of any of these covenants by judgment or Court shall not affect any of the other provisions, which shall remain in full force and effect.

(11) This Declaration shall be filed in the public records of Miami-Dade County, Florida, at the cost of the University.

NOW, THEREFORE, for good and valuable consideration, the undersigned does hereby declare that it will not convey or cause to be conveyed the title to the above referenced Property without requiring the successor in title to abide by all the terms and conditions set forth herein.

FURTHER, the undersigned declares that this covenant is intended and shall constitute a restrictive covenant concerning the use, enjoyment, and title to the Property and shall be binding upon the undersigned, its successors and assigns.

IN WITNESS WHEREOF, the undersigned has caused its seal to be affixed hereto on this 7th day of September 2007.

ATTEST:

Aileen M. Ugalde
Vice President, General Counsel
And Secretary

UNIVERSITY OF MIAMI

By: _____
Joseph T. Natoli
Senior Vice President, Business and Finance

STATE OF FLORIDA)
) ss.
COUNTY OF DADE)

On September 6, 2007 before me Joseph Natoli, a Notary Public in and for said State, personally appeared Joseph T. Natoli, as Senior Vice President, Business and Finance of the University of Miami, a Florida non-profit corporation, on behalf of the corporation. He is personally known to me and subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the entity upon behalf of which the person acted, executed the instrument.

Ruth Rubi
Notary Public, State of Florida

My Commission expires:

RUTH RUBI
Notary Public - State of Florida
My Commission Expires Apr 26, 2009
Commission # DD 391879
Bonded By National Notary Assn.

Approved as to form and content:

ELIZABETH M. HERNANDEZ
CITY ATTORNEY

PREPARED BY: ELIZABETH M. HERNANDEZ, CITY ATTORNEY
405 BILTMORE WAY, CORAL GABLES, FLORIDA 33134
(305) 460-5218

Future Land Use Element – Text amendment (Revised April 2010)

Original Text

Policy FLU-1.1.6. Other land use classifications are as follows (Land use descriptions provided herein are general descriptions, refer to underlying/assigned Zoning Classification for the list of permitted uses):

Table FLU-5 Other Land Uses			
Classification	**Description**	**Density / Intensity**	**Height**
University	Buildings and land use area used for learning, research, and living as part of a university campus. It may also include limited commercial activities oriented to university housing.	Maximum F.A.R. of 0.5 for the entire campus as a planned development site.	Per the Zoning Code.

Amended Text

Policy FLU-1.1.6. Other land use classifications are as follows (Land use descriptions provided herein are general descriptions, refer to underlying/assigned Zoning Classification for the list of permitted uses):

Table FLU-5 Other Land Uses			
Classification	**Description**	**Density / Intensity**	**Height**
University Campus	~~Buildings and l~~Land uses ~~area used~~ for learning, research, ~~and~~ living and other uses which are ancillary to a university campus. ~~as part of a university campus. It may also include limited commercial activities oriented to university housing.~~	Maximum F.A.R. of 0.~~5~~70 for the entire campus as a planned development site.	Per the Zoning Code.
Sub Category			
University Campus Multi-use Area	In addition to the uses in Table FLU-5 hereinabove, this category shall include other land uses that are associated or affiliated with the university, or directly supportive of the university's mission to educate and nurture students, to create knowledge, and to provide service to the community. Such other uses shall include lodging, conference center, governmental/public sector, research, office, and medical/healthcare uses. Retail uses ancillary to or which serve the other use(s) permitted in the University Campus and University Campus Multi-Use Area may be integrated in an amount not to exceed fifteen percent (15%) of the total floor area.		

Future Land Use Comprehensive Plan Text Amendment Justification

A. Classification:

1. **Text amendment from "University" to "University Campus"**

   Description: The proposed comprehensive plan text amendment renames the "University" classification to "University Campus" and better describes the uses permitted under the "University Campus" classification by deleting the language that permits uses "limited to commercial activities oriented to university housing" and adding new language that permits "other uses that are ancillary to a university campus."

   Purpose: This text amendment reflects that the permitted uses are those specific to a university campus. A university campus is a unique assortment of land uses that function together to serve their student, faculty and staff population. Certain uses such as a theater, a museum, sports facilities, and the like are part of the unique assortment of uses that exist on university campuses and that have been present on the university campus since the university's inception.

   Justification: These uses are not expressly described in the University Campus classification and the text amendment is required in order to conform the present and future uses on the university campus and the University Campus classification.

2. **Sub-category: University Campus Multi-Use Area**

   Description: The proposed comprehensive plan text amendment creates a sub-category to the University Campus classification to be known as "University Campus Multi-Use Area". This area is more specifically shown in the map and legal description referred to as Exhibit "B" attached hereto. In addition to the uses permitted in the University Campus Classification, the University Campus Multi-Use Area will also permit "other land uses that are associated or affiliated with the university, or directly supportive of the university's mission to educate and nurture students, to create knowledge, and to provide service to the community. Such other uses shall include lodging, conference center, governmental/public sector, research, office, and medical/healthcare uses. Retail uses ancillary to or which serve the other use(s) permitted in the University Campus and University Campus Multi-Use Area may be integrated in an amount not to exceed fifteen percent (15%) of the total floor area."

   Purpose: The subject area, originally defined in the UMCAD as the Long Range Development Zone and more recently as the North-South Center Development Zone, consistently contemplated the proposed added uses. Defining this area as the University Campus Multi-Use Area will clarify the nature of the permitted uses in this area and will limit these types of uses only to that specific area of campus, an area particularly well suited to this type of development due to its ease of access from US-1 and its proximity to the University Metrorail Station directly across Ponce de Leon Boulevard.

   Justification: The range of uses described in the University Campus comprehensive plan district and in the University Campus Multi-Use Area sub-category confirm the use of the university properties as a vibrant, mixed-use institution that serves both as a locus of

activity within the City of Coral Gables and as a beacon of national and international attention. Said district and sub-category will institutionalize the university's function as a distinctive "place" on both neighborhood and municipal scales. In terms of shaping the City's urban form, the university is not merely an important institution but also a unique destination, and one that is specifically cited throughout the Comprehensive Plan. The proposed descriptions continue to foster the university's institutional and "placemaker" roles.

Moreover, the range of components to the two university-related descriptions continues to foster the integration of a wide variety of life activities in a single, coherent setting. Universities are perhaps the archetypical mixed-use project, bringing together a broad variety of residential, office, academic, research, cultural, and social functions in a closely integrated context that permits the sharing of resources and infrastructure across all of those life activities.

Consistency with Goals, Objectives and Policies: The amendment therefore is consistent with and furthers the following GOP's:

Goal FLU-1. Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live and play.

Objective FLU-1.1 Preserve Coral Gables as a "placemaker" where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).

Policy FLU-1.7.1. Encourage effective and proper high quality development of the Central Business District, the Industrial District, and the University of Miami employment centers which offer potential for local employment in proximity to protected residential neighborhoods.

Policy MOB-1.1.1. Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.

Policy MOB-1.1.2. Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.

Policy MOB- 1.1.3. Locate higher density development along transit corridors and near multimodal stations.

Policy MOB-1.1.4. Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers,

downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multimodal transit centers/stations.

B. Density/Intensity: Text amendment increasing FAR from 0.5 to 0.7

Description: The proposed comprehensive plan text amendment increases the Floor Area Ratio (FAR) for the University Campus Classification and for the University Campus Multi-Use Area sub-category from 0.5 to 0.7 to reflect the approved campus development program of 6.8M SF.

Purpose: The proposed FAR amendment serves to clarify the existing scope and extent of development that has long been contemplated by the City and the University through the UMCAD zoning process, and as reaffirmed in the most recent zoning Code. It will not grant additional development capacity to the University of Miami. The proposed comprehensive text amendment of 0.7 FAR for the campus will reflect the approved campus development program of 6.8M SF of FAR development based on the current acreage owned by the University.

Historically, the University of Miami had considered 260 acres to be the land owned by the University. The 260 acres reflected all the land within the campus boundaries, regardless of ownership. Based on this figure, the development permitted on the University Campus was calculated to be:

> Comprehensive Plan 260 acres at 0.5 FAR = 5,662,800 FAR (260 acres included land not owned by the University, ie, streets and waterways, fraternities and religious houses, and West Lab School).

The approval of UMCAD in 1992 provided for a 0.6 FAR for the University campus. This plan reflected a greater allowable square footage of FAR development on the campus to:

> UMCAD Plan 260 acres at 0.6 FAR = 6,795,360 SF FAR (260 acres included land not owned by the University, ie, streets and waterways, fraternities and religious houses, and West Lab School).

A survey conducted in recent times by the University revealed that the amount of land actually owned by the University within the campus boundary was 225 acres.

The amendment to the comprehensive plan to reflect a 0.7 FAR will accommodate the adopted UMCAD development program of 6,795,360 SF FAR based on the 225 acres owned by the University.

> UMCAD Plan 225 acres at 0.7 FAR = 6,860,700 SF FAR (225 acres includes only land owned by the University).

This amendment does not add any additional square footage to that which has been previously approved.

Justification: The City's determination to provide for that level of density and intensity of use within the University district is consistent with the planning principles set out in a number of the GOP's. The University is located immediately adjacent to the Metrorail's University station,

which is the only direct point of connection to the regional fixed-rail mass transit system that lies within the municipal boundaries of Coral Gables. The University district is also the terminus or connection point of numerous Miami-Dade County bus mass-transit routes. It is also directly adjacent to one of the more significant roadway thoroughfares, U.S. 1. As such, to the extent that the City chooses to site existing or proposed density or intensity at any location within its municipal boundaries, this geographic area is eminently appropriate.

As noted above, the University also serves as a unique destination. Having such distinctive "places" allows for activity to cluster and focus on those areas. This enables a wide variety of transportation and infrastructure options that are unavailable with disaggregated or separated land use patterns.

Consistency with Goals, Objectives and Policies: The amendment therefore is consistent with and furthers the following GOP's:

Objective FLU-1.15. The City acknowledges the importance of comprehensive planning and further understands the need to evaluate and appraise the City's Comprehensive Plan on a regular basis. The City wants to ensure that the growth management program in Coral Gables best serves its citizens and its rich natural and historical resources. In order to accomplish this objective, the City shall enforce the recently adopted Zoning Code.

Goal MOB-1. Provide accessible, attractive, economically viable transportation options that meet the needs of the residents, employers, employees and visitors through a variety of methods.

Objective MOB-1.1. Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.

Policy MOB-1.1.1. Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.

Policy MOB-1.1.2. Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.

Policy MOB-1.1.3. Locate higher density development along transit corridors and near multimodal stations.

Policy MOB-1.1.4. Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multimodal transit centers/stations.

Goal MOB-2. The City will maintain and enhance a safe, convenient, balanced, efficient and interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation options; and will be coordinated with the City's Comprehensive Plan while

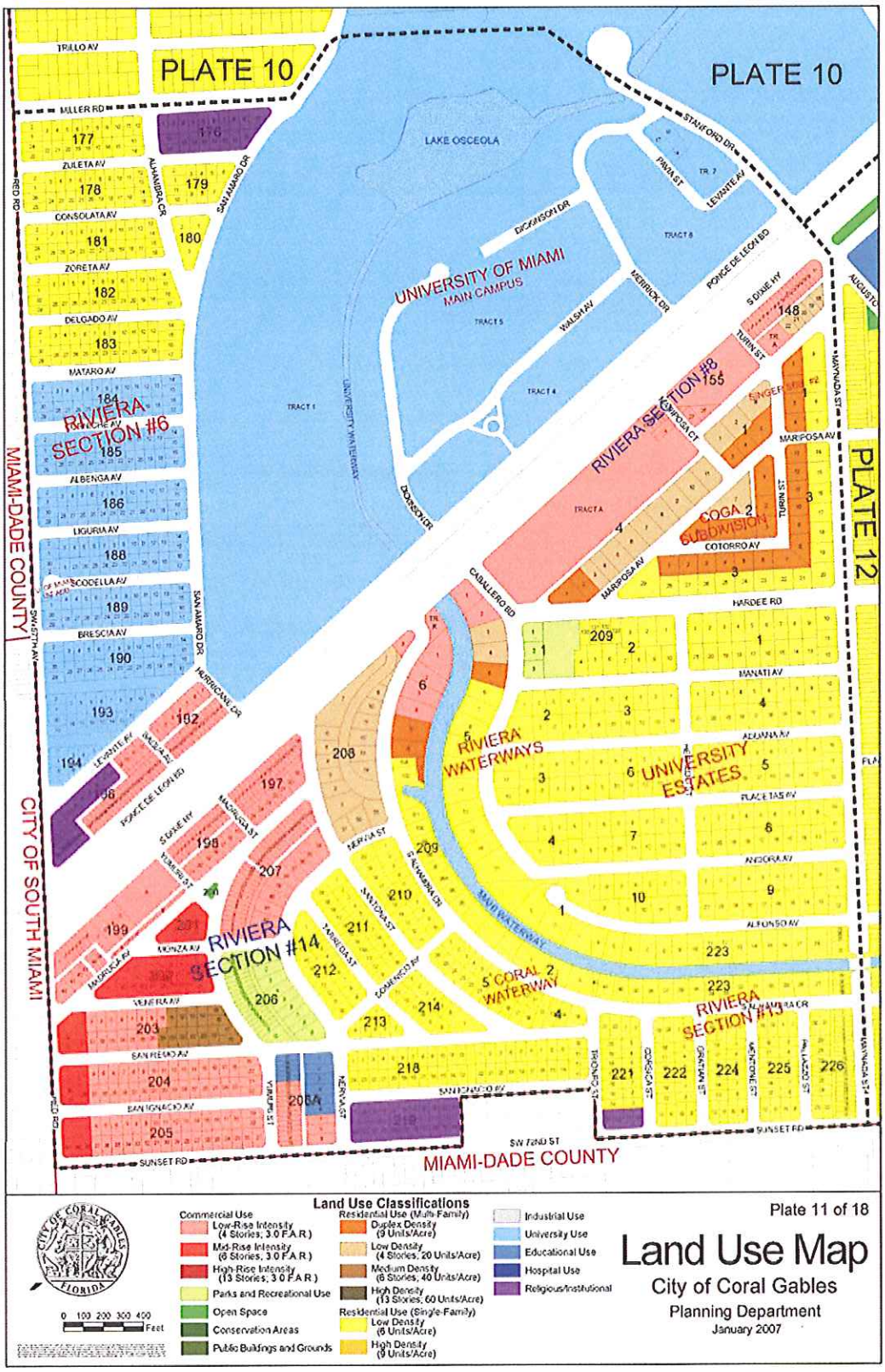
maintaining the economic viability of the City's businesses, and continued enhancement of the quality of life for the City's neighborhoods.

University Multi-Use Area
Property Description

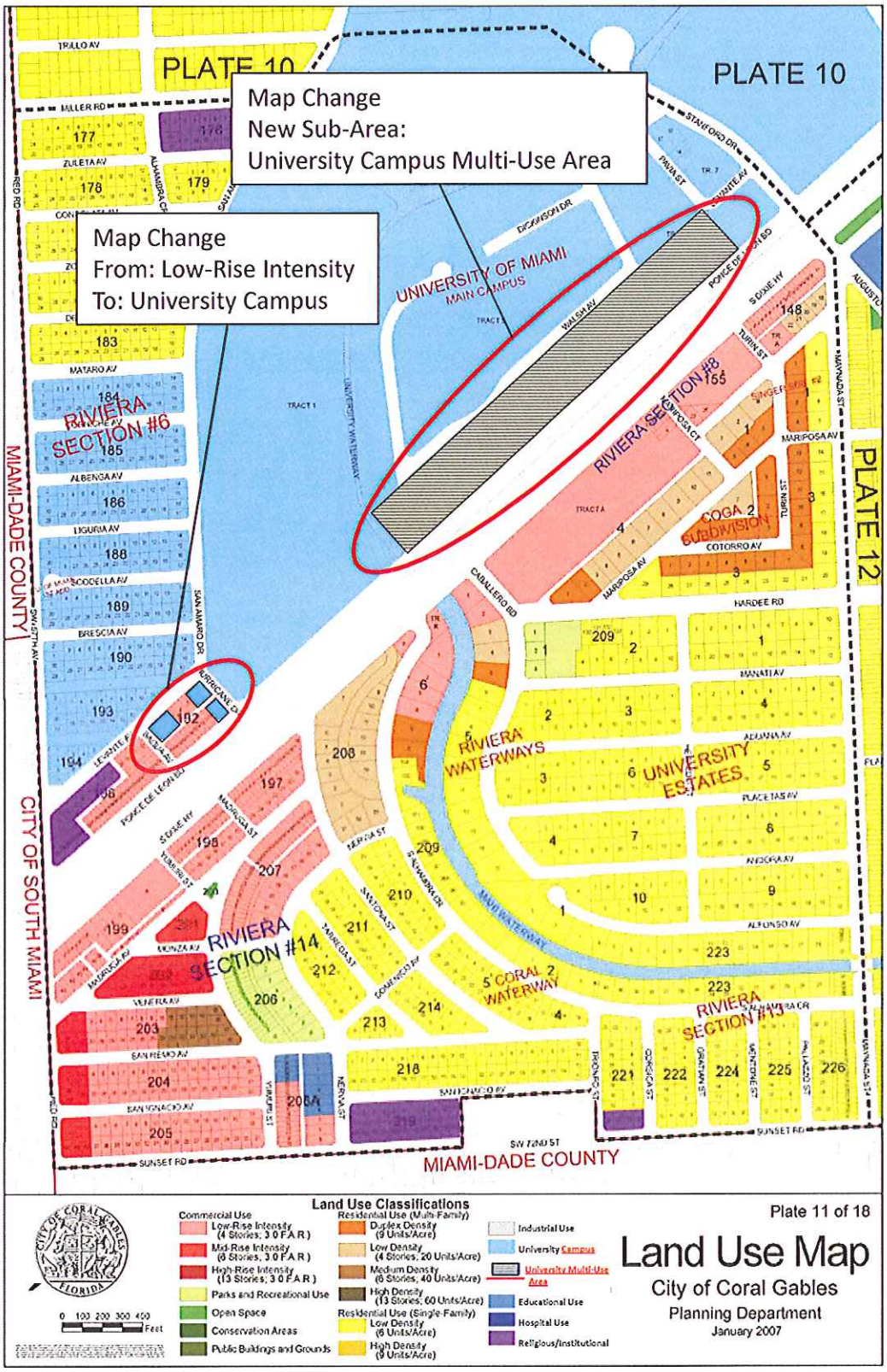
All those lots, pieces or parcels of land situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida within the area being generally described by metes and bounds as follows, *viz.:*

BEGIN at the Point of Intersection of the Northwesterly Right of Way line of Ponce de Leon Boulevard (University Concourse/Ron Fraser Way) with the Southeasterly prolongation of the Centerline of Pavia St. as shown on the Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida; thence Southwesterly along said Northwesterly Right of Way line of Ponce de Leon Boulevard to a point of intersection with the Northeasterly edge of the University Waterway; thence Northwesterly along said Northeasterly edge of the University Waterway to a point of intersection with the Southwesterly prolongation of the Centerline of Wm. E. Walsh Ave.; thence Northeasterly along said Southwesterly prolongation of the Centerline of Wm. E. Walsh Ave., said Centerline of Wm. E. Walsh Ave. and the Northeasterly prolongation of said Centerline of Wm. E. Walsh Ave. to a point of intersection with said Centerline of Pavia St. and its Southeasterly prolongation thereof; thence Southeasterly along said Centerline of Pavia St. and its Southeasterly prolongation to the POINT OF BEGINNING.

With all of the lands as contained within the above described area having such location, size, shape, bearings, distances, buttings and boundings as reference to the underlying plats, deeds and other instruments of record filed with the Clerk of the Circuit Court in the Public Records of Miami-Dade County, Florida will at large more fully appear.



Existing Comprehensive Land Use Map
January 28, 2010



Proposed Comprehensive Land Use Map Change
Including Legend Change
January 28, 2010

Mobility Element – Text amendment. (Revised April 2010)

Original Text:

Policy MOB-2.2.1. The City shall maintain and continue to monitor its Gables Redevelopment and Infill District (GRID) as adopted pursuant to Ordinance #3148 adopted 08.29.1995 to ensure compliance with its established LOS standard and established boundaries.

The specific geographic area of the Gables Redevelopment and Infill District (GRID) is bounded on the North by Tamiami Trail (SW 8th Street), beginning at Douglas Road and proceeding west along Tamiami Trail, then south along the city boundary to LeJeune Road, then south to Ponce de Leon Boulevard, then southwest to Red Road, then south to Sunset Road, then north at Lot 14, Block 29, Riviera Section Part 14 to San Ignacio Street, then west to Nervia Street, then north-northeast (projected) to Caballero Boulevard, then north to Hardee Road, then west to Mariposa Avenue, then northeast to Mariposa Court then northwest to Madruga Avenue, then northeast to Maynada Street, then north to Miami-Homestead Avenue, then northeast to Miller Road, then east to Riviera Drive, then northeast to Menendez Avenue, then northeast to Rosaro Street, then east to LeJeune Road, then north to Grant Drive, then east to Washington Drive north and northeast to Lincoln Drive, then north to Grand Avenue, then east to Brooker Street, then north to Florida Avenue, then west to South Dixie Highway, then northeast to Brooker Street, then proceeding west then north along the western city boundary to point of beginning at the intersection of Tamiami Trail (SW 8th Street) and Douglas Road as exhibited on the MPB-2: Gables Redevelopment Infill Districts (GRID) Map.

Amended Text:

Policy MOB-2.2.1. The City shall maintain and continue to monitor its Gables Redevelopment and Infill District (GRID) as adopted pursuant to Ordinance #3148 adopted 08.29.1995 to ensure compliance with its established LOS standard and established boundaries.

The specific geographic area of the Gables Redevelopment and Infill District (GRID) is bounded on the North by Tamiami Trail (SW 8th Street), beginning at Douglas Road and proceeding west along Tamiami Trail, then south along the city boundary to LeJeune Road, then south to Ponce de Leon Boulevard, then southwest to Carrillo Street, then north to Pisano Avenue, then northwest to Campo Sano Avenue, then west and southwest to San Amaro Drive, then south to Mataro Avenue, then west to Red Road, then south to Sunset Road, then north at Lot 14, Block 29, Riviera Section Part 14 to San Ignacio Street, then west to Nervia Street, then north-northeast (projected) to Caballero Boulevard, then north to Hardee Road, then west to Mariposa Avenue, then northeast to Mariposa Court then northwest to Madruga Avenue, then northeast to Maynada Street, then north to Miami-Homestead Avenue, then northeast to Miller Road, then east to Riviera Drive, then northeast to Menendez Avenue, then northeast to Rosaro Street, then east to LeJeune Road, then north to Grant Drive, then east to Washington Drive north and northeast to Lincoln Drive, then north to Grand Avenue, then east to Brooker Street, then north to Florida Avenue, then west to South Dixie Highway, then northeast to Brooker Street, then proceeding west then north along the western city boundary to point of

beginning at the intersection of Tamiami Trail (SW 8th Street) and Douglas Road as exhibited on the MOB-2: Gables Redevelopment Infill Districts (GRID) Map.

Mobility Element Text Amendment Justification

Description: The proposed comprehensive plan text amendment includes the University of Miami in the description of the Gables Redevelopment and Infill District (GRID) boundary.

Purpose: Extending the Gables Redevelopment Infill District (GRID) boundary to include the University of Miami Coral Gables Campus is both logical and technically appropriate. The GRID is a Traffic Concurrency Exemption Area (TCEA) within the City of Coral Gables that has defined geographic boundaries that generally run along both sides of Ponce de Leon Boulevard north of US-1, and southwest along Ponce de Leon Boulevard, which forms the southern boundary of the university campus. Along the campus, the GRID includes Ponce de Leon Boulevard, US-1 and properties along the southeast side of US-1. In this immediate area, US-1 is a physically constrained roadway that cannot be widened. Within the boundaries of the GRID, redevelopment, infill development and new development are exempt from traffic concurrency. In addition, all City of Coral Gables roadways, and the entire UM Coral Gables Campus, are located within the Miami-Dade County Urban Infill Area (UIA).

Justification: The university campus functions as a single interconnected destination, with commuters arriving at designated parking facilities, and then travelling throughout the campus by foot, shuttle or bicycle, incorporating Mobility Goals, Objectives, and Policies set forth in the City of Coral Gables Comprehensive Plan as they pertain to mixed use development, mass transit, shuttles, pedestrian facilities, bicycles, multi-modal facilities, and reductions in vehicular travel. A key consideration for traffic concurrency exception is the availability and proximity of mass transit. The Metrorail runs along the campus between Ponce de Leon Boulevard and US-1, and is a 22-mile elevated rapid transit system with a University Station that is accessed by a signalized pedestrian crossing on Ponce de Leon Boulevard.

Further justification to be included in the GRID consists of the studies completed by the University of Miami for the Coral Gables Campus that are generally consistent with those required of state universities for traffic concurrency exemption, which was granted under Chapter 1013.30 of the Florida Statutes. The completed studies include a campus master plan that was adopted as part of the City's comprehensive Master Plan (University of Miami Campus Area Development District), known as UMCAD, and the University of Miami Regional Traffic Study (UMRTS) completed in October 2008. All phases of the UMRTS from methodology through final report were reviewed and approved by the City of Coral Gables. Mirroring the requirements under Chapter 1013.30 F.S., the UMRTS evaluates traffic impact for buildout of the campus through year 2025 in five year increments, and sets forth regional and local transportation mitigation for each five year planning horizon. The UMRTS is required to be updated every five years to assure that traffic impact mitigation is commensurate with university traffic impacts, also mirroring the requirements of Chapter 1013.30 F.S.

The University is located in an ideal geographic position relative to existing transportation infrastructure to support inclusion within the GRID. The University is adjacent to the Metrorail regional fixed-rail mass-transit system, and is the location of the only station within the

boundaries of the City (University Station). It is the site of numerous points of connection to the Miami-Dade County public bus mass-transit system. It is located immediately adjacent to the existing GRID.

Moreover, the specific characteristics of the University support inclusion within the GRID. As noted above, the University incorporates a wide mix of diverse activities, such as residential, office, academic, research, cultural, and social functions – this allows for the use of alternative and non-vehicular forms of transportation. The University – like virtually all major universities – maintains and operates its own shuttle service, which provides a functional mass-transit option within and beyond the University property. The students who make up a significant portion of the users of University facilities are less likely to rely solely on automobiles or other forms of vehicular transportation. Additionally, the University implements a wide range of transportation demand practices (such as controlling access to parking, scheduling of different activities at different times, providing infrastructure supportive of bicycling, etc.) intended to minimize auto transport within the property.

Consistency with Goals, Objectives and Policies: The amendment therefore is consistent with and furthers the following GOP's:

Goal MOB-1. Provide accessible, attractive, economically viable transportation options that meet the needs of the residents, employers, employees and visitors through a variety of methods.

Objective MOB-1.1. Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.

Policy MOB-1.1.1. Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.

Policy MOB-1.1.2. Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.

Policy MOB-1.1.3. Locate higher density development along transit corridors and near multimodal stations.

Policy MOB-1.1.4. Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multimodal transit centers/stations.

Policy MOB-1.1.7. Research the expansion of the current trolley system by 2010 to meet the needs of the community with specific attention to a northern expansion of the system and connection to the University of Miami.

Goal MOB-2. The City will maintain and enhance a safe, convenient, balanced, efficient and interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation options; and will be coordinated with the City's Comprehensive Plan while maintaining the economic viability of the City's businesses, and continued enhancement of the quality of life for the City's neighborhoods.

Objective MOB-2.2. The City shall maintain and continue to monitor its Transportation Concurrency Exception Area (TCEA) within the City's Concurrency Management Program pursuant to the policies listed below.

Policy MOB-2.2.5. As a vibrant mature City located in rapidly growing Miami-Dade County, the City shall continue to pursue and promote infill and redevelopment in appropriate parts of the City, especially within the City's GRID. - The City shall research the following:

- The possible expansion and upgrade of the current trolley system to other destinations within the City which may include a northern extension beyond 8th Street and connection to the University of Miami campus.
- Potential development incentives and/or economic incentives to promote trolley ridership.
- Maintain the existing Coral Gables Mediterranean Style Design Standards, which awards density and height bonuses for developments which provide pedestrian amenities thereby encouraging walkability.

Objective MOB-2.3. Provide for a safe, convenient, efficient and interconnected multi-modal transportation system.

Policy MOB-2.3.1. The City shall, as a part of its development review process, continue to maximize utilization of existing roadway capacity and reduce peak period congestion by implementing to the maximum extent feasible, traffic operation improvements and transportation systems management alternatives including but not limited to the following:

- Limitations of the number and width of vehicular driveways/curbcuts on streets to minimize pedestrian intrusion/obstacles.
- Improved signal timing.
- Intersection signing, markings, channelization.
- Restrictions and management of on-street parking.
- The use of mass transit and paratransit services.
- Possible expansion of routes of the existing trolley system.
- Continue improvements of the existing trolley system (i.e., additional cars).
- Employer-based van pooling, car pooling.

- Employer-based staggered and/or flexible work hours.
- Provisions for the accommodation of bicycles and associated bicycle support facilities.

Goal MOB-3. Develop strategies and policies to reduce automobile travel demand or to redistribute that demand in space or time that support the general concepts of Transportation Demand Management (TDM) to deliver better environmental outcomes, improve public health, as well as create a stronger and more livable City.

- Support a "park once" effort, whereas parking patrons become a "pedestrian" of "transit rider" between the City's downtown, adjoining retail centers, business attractors, employment centers and the University of Miami.

DATA AND ANALYSIS FOR THE EXPANSION OF THE CORAL GABLES GRID (TCEA) TO INCLUDE UNIVERSITY CAMPUS.

162.3180(5)(d)
Implementation of long-term strategies to support and fund mobility within the designated exception area, including alternative modes of transportation.
Demonstrate how strategies will support the purpose of the exception.
Demonstrate how mobility within the designated exception area will be provided.

Response:

The proposed amendment represents an expansion of an existing Transportation Concurrency Exemption Area (TCEA) to encompass the lands that comprise the University of Miami (the "University"). In 1995, the City of Coral Gables (the "City") adopted Ordinance No. 3148 amending its comprehensive plan to create the Gables Redevelopment and Infill District (the "GRID"). A copy of that ordinance, together with the accompanying data and analysis and a map of the existing TCEA boundaries, is attached as Exhibit "1." The existing TCEA was determined by the Department of Community Affairs to be in compliance at the time it was adopted.

As noted in that supporting documentation, both the existing TCEA and the proposed expansion area (and indeed the entirety of the City) lie entirely within Miami-Dade County's transportation concurrency exception area, which encompasses most of the land area east and south of State Road 826 and N.W./S.W. 77th Avenue. A copy of the boundaries of the Miami-Dade County TCEA, together with relevant provisions from the Miami-Dade County Comprehensive Development Master Plan, are attached as Exhibit "2." Given the location of the existing TCEA and the proposed expansion area, the entire proposed TCEA is encompassed within all the **regional** strategies to support and fund mobility throughout Miami-Dade County.

The existing City TCEA is part of the comprehensive plan's Mobility Element, a copy of which is attached as Exhibit "3." The Mobility Element contains numerous strategies to promote mobility, including alternative modes of transportation, both within the area of the TCEA and throughout the balance of the City.

In addition to those strategies, the proposed expansion area is located in an ideal geographic location relative to existing transportation infrastructure to support inclusion within the existing TCEA. The proposed expansion area is adjacent to the Metrorail regional fixed-rail mass-transit system, to the regional bike pathway which is collocated with the Metrorail right of way, and to U.S. #1/S. Dixie Hwy. The proposed expansion area is immediately adjacent to the location of the only Metrorail station within the boundaries of the City (University Station). The University Campus comprises the largest single site under one ownership in the vicinity of this regional transportation station. Approximately half of the University Campus (and thus the lands proposed for inclusion in the TCEA) lie within the one-quarter (1/4) mile radius that makes up the traditional "pedestrian shed" for transportation facilities. The University property itself comprises the overwhelming majority of the pedestrian shed not already included in the existing

TCEA – indeed, the TCEA currently excludes a very large portion of the pedestrian shed that surrounds the transit station.

Additionally, the University – like virtually all large university campuses – operates a shuttle bus service as an alternative transit option that also serves the purpose of enhancing mobility. That service provides mobility both within and outside of the University campus (the TCEA expansion area). Existing shuttle service provides transit access to the various University facilities, as well as to destinations of regional importance such as the Shops at Sunset Place (in the City of South Miami) and Coconut Grove (in the City of Miami). In addition to providing mobility within the University, the shuttle service functionally extends the area in which pedestrians can access the Metrorail system to include the entirety of the campus to create a much larger pedestrian shed. A graphic depiction of the existing fixed rail Metrorail system and the University shuttle service is attached as Exhibit "4."

University Station is also the site of numerous points of connection to the Miami-Dade County public bus mass-transit system and connectivity to the City's trolley and other transportation services that link with the Metrorail system. Three existing Miami-Dade Transit Authority Bus Routes – MDTA Route 56, MDTA Route 500, and MDTA Route 48 – have stops at the University Station and are thus accessible to the University property. Those bus routes provide mobility to numerous points within the City, surrounding municipalities, and other points within unincorporated Miami-Dade County. Those routes are also depicted on Exhibit "4."

An analysis of the existing shuttle service is contained in a Regional Traffic Study and Concurrency Analysis prepared for the University by Keith & Schnars, P.A., updated as of October 2008 (the "Regional Traffic Study"). A copy of that Regional Traffic Study is attached as Exhibit "5." The shuttle service serves a total ridership of approximately 850,000 riders per year.

163.3180(5)(d)
The strategies must address the following:

- ***a. urban design;***
- ***b. appropriate land use mixes;***
- ***c. intensity and density; and***
- ***d. network connectivity plans needed to promote urban infill, redevelopment, or downtown revitalization.***

Response:

As noted above, the proposed TCEA expansion encompasses all the land area that comprises the University Campus. Universities are perhaps the archetypical mixed-use project, bringing together a broad variety of residential, office, academic, research, cultural, and social functions in a closely integrated context that permits the sharing of resources and infrastructure across all of those life activities. The existing University of Miami Campus contains: residential uses to house its students and faculty, classroom and teaching facilities; multiple libraries; numerous recreational facilities (including Mark Light Field at Alex Rodriguez Park and the BankUnited Convocation Center); ancillary commercial uses to serve the university (such as the campus bookstore and various food service facilities); as well as various office and institutional uses

associated with the University. The approved University of Miami Campus Area Development plan provides for this mix of uses to be maintained, together with additional development in the North-South Development Zone (identified as the University Multi-Use Area in the current set of proposed Amendments).

The land use mixes, intensity and density provided in the proposed expansion area are intimately supportive of and consistent with the mobility strategies of the TCEA. The demographics of university users are themselves conducive to alternative forms of transportation, given the reduced levels of automobile use and increased pedestrian, bicycling or shuttle service modes of transportation. More specific analysis of the utilization of transportation infrastructure is provided in the Regional Traffic Study. Additionally, the use and ownership of the entire expansion area by a single institutional entity – the University of Miami – inherently fosters an organic integration of those various uses well beyond even the most coordinated efforts of multiple private owners. All of the facilities within the proposed expansion area have been developed in furtherance of the University's long term academic mission, and are intended to be complementary to each other.

163.3180(5)(d).
9J-5,0055(6)(a), and
9J-5.0055(6)(b)2

The comprehensive plan amendment designating the concurrency exception area must be accompanied by data and analysis supporting the local government's determination of the boundaries of the transportation concurrency exception area.

Response:

The boundaries of the existing TCEA were designed around the City's efforts to establish a "healthy commercial and multifamily residential spine in the northeastern and southern parts of the City," as noted in the data and analysis accompanying the original Resolution adopting the GRID. The boundaries of the TCEA in the southern part of the City run along the major regional thoroughfare of U.S. Highway 1, and the regional Metrorail system that runs parallel to it.

The proposed expansion area is immediately adjacent to and contiguous to the existing GRID boundary and is immediately adjoining the portion of the GRID containing the University Metrorail station. The proposed expansion area would bring into the TCEA all of the lands north of U.S. 1 within the pedestrian shed surrounding the Metrorail station. The segment of U.S. 1 between S.W. 37th Avenue and S.W. 57th Avenue (that runs closely parallel to the entire southern boundary of the proposed expansion area) has been previously identified as a Constrained Facility under Policy MOB-2-1.2 of the City's approved comprehensive plan. As previously noted, the entirety of the proposed expansion area (and indeed the City as a whole) also lies wholly within the Miami-Dade County transportation concurrency exception area. All of the foregoing supports an expansion of the existing City TCEA to include this additional property.

163.3180(5)(d).
9J-5,0055(6)(a), and

9J-5.0055(6)(b)2
Demonstrate coordination with FDOT and the local MPO when designing local transportation concurrency exception area boundaries.

163.3180(5)(e)
Consult with Department of Community Affairs and the Department of Transportation to assess the impact that the proposed exception area is expected to have on the adopted level-of-service standards.

Response:

The University has retained Keith & Schnars, P.A. to assist in analyzing the proposed expansion of the TCEA. On April 7, 2010, Mr. Andre Groenhoff left a voicemail for Phil Steinmiller, Florida Department of Transportation ("FDOT)" District VI Planning Manager to request a coordination meeting related to the expansion of the TCEA to include the University of Miami Coral Gables Campus. Mr. Steinmiller responded by email on April 8, 2010 and advised Mr. Groenhoff to contact Mr. Carlton Card on his Growth Management staff. Mr. Groenhoff spoke with Carlton Card on April 8, 2010 and Mr. Card indicated that he would be happy to meet to discuss the proposed expansion.

On April 8, 2010 Mr. Groenhoff spoke with Mr. Carlos Roa; TIP and LRTP Program Manager for the Miami Dade County MPO, who suggested that Mr. Groenhoff contact Mr. Jose Luis Mesa, the Director of the MPO by email. On Monday April 12, 2010 Mr. Groenhoff emailed Mr. Mesa and requested a coordination meeting with an explanation regarding the expansion of the GRID boundaries to include the University campus. Mr. Roa responded by email on April 12, 2010 on behalf of Mr. Mesa. Mr. Roa provided Mr. Groenhoff with a summary of the Comprehensive Plan process relative to the GRID extension. Mr. Roa indicated that the proposal will come before the County Planning Advisory Board when it is processed by the City of Coral Gables. He offered the name of Mr. Napoleon Somoza of the Miami-Dade Department of Planning and Zoning for further questions. On April 12, 2010 Mr. Groenhoff spoke with Mr. Somoza who confirmed that the County will review the City's proposed Comprehensive Plan amendments as part of the amendment process. Mr. Somoza suggested that a pre-application meeting could be scheduled if requested by the City. Mr. Somoza reminded Mr. Groenhoff that the Miami-Dade County Urban Infill Area, already a TCEA, covers this entire area, and as such, he was doubtful that there would be any major concerns if the City of Coral Gables approved extending the GRID to the UM campus.

Both the City and representatives of the University have had correspondence with the Department of Community Affairs regarding the proposed expansion of the TCEA. This response is being prepared based upon, and as part of, that ongoing consultation.

Further consultation and coordination with DCA, FDOT and the MPO will continue on an ongoing basis, as needed, throughout the process of approval of this proposed amendment.

Provide a plan for the mitigation of impacts to the Strategic Intermodal System, including, if appropriate:

- ***a. access management;***
- ***b. parallel reliever roads;***
- ***c. transportation demand management and***
- ***d. other measures.***

Response:

As discussed at length above, the proposed TCEA expansion area is served by existing alternative transportation systems that mitigate impacts on traffic infrastructure, including but not limited to: i) the regional Metrorail system; ii) numerous MDTA bus routes; iii) the University shuttle bus system; and iv the regional bikeway system. The Strategic Intermodal System ("SIS") in this immediate area of FDOT District VI consists of regional highways I-95, Dolphin Expressway (SR 836), Palmetto Expressway (SR 826), South Dade Expressway (SR 874) and the Homestead Extension of Florida's Turnpike (SR 821). None of these highways abut the University campus, and are located 4.7 to 11.8 miles from the campus boundaries

The University implements several transportation demand management systems that mitigate transportation impacts within the immediate the campus area, but these systems and strategies also mitigate regional impacts such as on SIS highways. The University campus plan adds student housing facilities that will reduce the commuter population and as such reduce regional travel on roads including the SIS. The Metrorail University Station enables university students to connect to regional SIS facilities such as Tri-Rail which further reduces the impact of commuter vehicles onto SIS highways.

9J-50055(6)
Consider the impacts of the exception areas on the Florida Intrastate Highway System.

Response:

In addition to the SIS highways, South Dixie Highway (US-1) which runs along the University campus is component of the Florida Intrastate Highway System that is physically constrained due to limited right-of-way. Along the University campus, the Metrorail, an elevated regional fixed-rail mass-transit system runs parallel to US-1 between US-1 and Ponce de Leon Boulevard. The University Station which is accessed from Ponce de Leon Boulevard serves the University, Coral Gables, and South Miami. In recognition of US-1 being constrained, and the availability of Metrorail, the level of service standard for US-1 was elevated beyond the theoretical carrying capacity (E+50%) to account for person trips along the corridor using the Metrorail. This was intended specifically to allow infill and redevelopment to take place. The University of Miami Regional Transportation Study (UMRTS) identified that by 2025 the completion of all anticipated development and redevelopment on campus will not cause US-1 to exceed the adopted LOS standard (UMRTS Table 37). The other FIHS running along the campus is State Road 959 (SW 57th Avenue/Red Road). This roadway is historically constrained. Like US-1, the level of service standard for SR 959 is elevated beyond the theoretical carrying capacity

(E+50%). The UMRTS found that SR 959 would experience 2025 traffic demands that were within this established LOS (UMRTS Table 37).

Additionally, the University has adopted a number of TDM strategies that reduce local and regional trips, and as such reduce impacts to the FIHS. The programmed increase in campus housing for students will further reduce commuter trips. The University also restricts parking availability through various measures in order to promote non-motorized transportation; for example, students in the University Village housing are restricted from parking anywhere else within the campus from 8:00 AM to 4:00 PM. The UM shuttle provides their local transportation combined with walking and bicycling. Further discussion of these TDM systems is contained in the Regional Traffic Study, specifically in Section 8 ("Further Considerations").

9J-5.0055(6)(a)1, 2, 3
Indicate whether the TCEA is based on an area delineated for urban infill development, urban redevelopment, or downtown revitalization, and provide the associated objectives and policies that describe the supporting actions and programs.

9J-5.0055(6)(a)1a
If the TCEA is based on an area delineated for urban infill development, demonstrate that the area contains not more than 10 percent developable vacant land.

Response:

The existing TCEA was adopted in an effort to promote both infill and redevelopment, as set forth in the data and analysis accompanying the original adoption (and incorporated by reference herein).

The City, in its entirety, is almost completely devoid of vacant developable land. In its April 2006 Evaluation and Appraisal Report (EAR), the City identified only 52.8 acres of vacant developable land within the municipal boundaries as a whole. A copy of the EAR is attached as Exhibit "6". Indeed, the quantity of vacant developable land within the City was determined to be so low in the EAR analyses that the City deleted several provisions of the comprehensive plan dealing with the treatment of vacant parcels within the City.

The Land Use Analyses contained in the data and analyses accompanying the existing TCEA provides the land area for various categories of land use within the GRID. The total land area within the existing TCEA is approximately 1,123 acres. Thus, even if every vacant parcel in the entire City were located within the existing TCEA or the proposed expansion area, the area would still contain no more than five (5%) percent developable vacant land, well below the threshold. The near-total absence of vacant developable land within the City is consistent with the fact that the entire City lies within the Miami-Dade County TCEA, and could support treatment of any portion of the City as a TCEA.

9J-5.0055(6)(a)1b
If the TCEA is based on an area delineated for urban infill development, indicate whether the average residential density standard or the floor area ratio apply from this paragraph.

Response:

The existing TCEA consists of residential, non-residential and institutional uses as set forth in the "GRID Land Use Analysis" table in the City's data and analysis in Exhibit "1." Both the residential density of 22.9 du/ac and the non-residential floor area ratio of 2.47 within the existing TCEA significantly exceed the thresholds set forth in this paragraph of 5.0 du/ac or 1.0 FAR, respectively. The proposed expansion area consists of a mix of uses, including both residential and non-residential uses. Regardless of whether the addition of the proposed expansion area is considered residential or non-residential, or a mix thereof, the lands within the new boundaries of the TCEA will still significantly exceed either threshold.

9J-5.0055(6)(b)1
Demonstrate that the TCEA is compatible with and furthers the various portions and elements of the local comprehensive plan.

Response:

The University is located in an ideal geographic position relative to existing transportation infrastructure to support inclusion within the TCEA. As noted above, the University is adjacent to the Metrorail regional fixed-rail mass-transit system, is the site of numerous points of connection to the Miami-Dade County public bus mass-transit system, and is located immediately adjacent to the existing GRID.

Moreover, the specific characteristics of the University Campus support inclusion within the GRID. As noted above, the University Campus incorporates a wide mix of diverse activities, such as residential, office, academic, research, cultural, and social functions – this allows for the use of alternative and non-vehicular forms of transportation. The University – like virtually all major universities – operates a shuttle service, which provides a functional mass-transit option within and beyond the University Campus property. The students who make up a significant portion of the users of University facilities are less likely to rely solely on automobiles or other forms of vehicular transportation. Additionally, the University implements a wide range of transportation demand practices (such as controlling access to parking, scheduling of different activities at different times, providing infrastructure supportive of bicycling, etc.) intended to minimize auto transport within the property.

The amendment therefore is consistent with and furthers the following portions and elements of the local comprehensive plan:

> **Goal MOB-1.** Provide accessible, attractive, economically viable transportation options that meet the needs of the residents, employers, employees and visitors through a variety of methods.
>
> **Objective MOB-1.1.** Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on

alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.

Policy MOB-1.1.1. Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.

Policy MOB-1.1.2. Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.

Policy MOB-1.1.3. Locate higher density development along transit corridors and near multimodal stations.

Policy MOB-1.1.4. Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multimodal transit centers/stations.

Policy MOB-1.1.7. Research the expansion of the current trolley system by 2010 to meet the needs of the community with specific attention to a northern expansion of the system and connection to the University of Miami.

Goal MOB-2. The City will maintain and enhance a safe, convenient, balanced, efficient and interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation options; and will be coordinated with the City's Comprehensive Plan while maintaining the economic viability of the City's businesses, and continued enhancement of the quality of life for the City's neighborhoods.

Objective MOB-2.2. The City shall maintain and continue to monitor its Transportation Concurrency Exception Area (TCEA) within the City's Concurrency Management Program pursuant to the policies listed below.

Policy MOB-2.2.5. As a vibrant mature City located in rapidly growing Miami-Dade County, the City shall continue to pursue and promote infill and redevelopment in appropriate parts of the City, especially within the City's GRID. - The City shall research the following:

- The possible expansion and upgrade of the current trolley system to other destinations within the City which may include a northern extension beyond 8th Street and connection to the University of Miami campus.
- Potential development incentives and/or economic incentives to promote trolley ridership.
- Maintain the existing Coral Gables Mediterranean Style Design Standards, which awards density and height bonuses for developments which provide pedestrian amenities thereby encouraging walkability.

Objective MOB-2.3. Provide for a safe, convenient, efficient and interconnected multi-modal transportation system.

Policy MOB-2.3.1. The City shall, as a part of its development review process, continue to maximize utilization of existing roadway capacity and reduce peak period congestion by implementing to the maximum extent feasible, traffic operation improvements and transportation systems management alternatives including but not limited to the following:

- Limitations of the number and width of vehicular driveways/curbcuts on streets to minimize pedestrian intrusion/obstacles.
- Improved signal timing.
- Intersection signing, markings, channelization.
- Restrictions and management of on-street parking.
- The use of mass transit and paratransit services.
- Possible expansion of routes of the existing trolley system.
- Continue improvements of the existing trolley system (i.e., additional cars).
- Employer-based van pooling, car pooling.
- Employer-based staggered and/or flexible work hours.
- Provisions for the accommodation of bicycles and associated bicycle support facilities.

Goal MOB-3. Develop strategies and policies to reduce automobile travel demand or to redistribute that demand in space or time that support the general concepts of Transportation Demand Management (TDM) to deliver better environmental outcomes, improve public health, as well as create a stronger and more livable City.

- Support a "park once" effort, whereas parking patrons become a "pedestrian" or "transit rider" between the City's downtown, adjoining retail centers, business attractors, employment centers and the University of Miami.

9J-5.0055(6)(c)
Provide guidelines and/or policies which specify programs to address transportation needs of TCEAs, including:

a. timing and staging plans;
b. parking control and pricing policies;
c. transportation demand management programs;
d. transportation system management programs;
e. availability of public transportation; and
f. utilization of creative financing tools for the provision of transportation services and facilities.

Response:

As discussed at length above, the proposed TCEA expansion area is served by existing alternative transportation systems that mitigate impacts on traffic infrastructure, including but not limited to: i) the regional Metrorail system; ii) numerous MDTA bus routes; and iii) the University shuttle service.

The University also implements several transportation demand management systems to mitigate transportation impacts both within and beyond the campus. The Campus itself is developed with a broad network of internal sidewalks, pathways, pedestrian passages, and thoroughfares intended to facilitate and promote walking and bicycling. The campus is improved with numerous bike racks and other facilities to accommodate non-motorized transit. The University restricts parking availability through various measures in order to promote non-motorized transportation; for example, students in the University Village housing are restricted from parking anywhere else within the campus during peak hours. Further discussion of these TDM systems is contained in the Regional Traffic Study, specifically in Section 8 ("Further Considerations").

9J-5.0055(6)(d)
Demonstrate by supporting data and analysis, including short and long range traffic analysis, that consideration has been given to the impact of proposed development within the concurrency exception area on the Florida Intrastate Highway System.

Response:

As noted above, in addition to the SIS highways, South Dixie Highway (US-1) which runs along the University campus is component of the Florida Intrastate Highway System that is physically constrained due to limited right-of-way. Along the University campus, the Metrorail, an elevated regional fixed-rail mass-transit system runs parallel to US-1 between US-1 and Ponce de Leon Boulevard. The University Station which is accessed from Ponce de Leon Boulevard serves the University, Coral Gables, and South Miami. In recognition of US-1 being constrained, and the availability of Metrorail, the level of service standard for US-1 was elevated beyond the theoretical carrying capacity (E+50%) to account for person trips along the corridor using the Metrorail. This was intended specifically to allow infill and redevelopment to take place. The University of Miami Regional Transportation Study (UMRTS) identified that by 2025 the completion of all anticipated development and redevelopment on campus will not cause US-1 to exceed the adopted LOS standard (UMRTS Table 37). The other FIHS running along the campus is State Road 959 (SW 57th Avenue/Red Road). This roadway is historically constrained. Like US-1, the level of service standard for SR 959 is elevated beyond the theoretical carrying capacity (E+50%). The UMRTS found that SR 959 would experience 2025 traffic demands that were within this established LOS (UMRTS Table 37).

Additionally, the University has adopted a number of TDM strategies that reduce local and regional trips, and as such reduce impacts to the FIHS. The programmed increase in campus housing for students will further reduce commuter trips. The University also restricts parking availability through various measures in order to promote non-motorized transportation; for example, students in the University Village housing are restricted from parking anywhere else within the campus from 8:00 AM to 4:00 PM. The UM shuttle provides their local transportation

combined with walking and bicycling. Further discussion of these TDM systems is contained in the Regional Traffic Study, specifically in Section 8 ("Further Considerations").

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Section 4-202. University Campus District (UCD).

A. Purpose.

The purpose of the University Campus District (UCD) is to provide for the establishment and continuing operation of the University of Miami as an institution of higher education within the City of Coral Gables. The City of Coral Gables recognizes that institutions of higher education constitute a unique mix of land uses, facilities and activities and the City desires to establish procedural and substantive regulations to govern development undertaken by the University within the campus boundaries.

B. Campus Areas. The UCD is comprised of the following areas:

1. Campus Buffer Area shall be the following:
   a. That portion of the Main Campus of the University of Miami, consisting of a strip of land bounded by a line lying Seventy-Five feet (75') Southeasterly, Easterly and Southerly of the University of Miami boundary line fronting San Amaro Drive and Ave. Campo Sano , ("the Main Parallel Line") bounded on the South by the Easterly prolongation of the Southerly Right of Way line of Ave. Mataro and bounded on the Northeast by the Southwesterly boundary line described in that certain "Easement Deed" recorded in Official Records Book 9798 at Page 199 of the Public Records of Miami-Dade County, Florida.

      Said Seventy-Five foot (75') line shall be adjusted to run parallel with and Easterly of the former Easterly Right of Way line for San Amaro Drive as shown and described in that certain "Agreement for Use of Public Rights of Way in the City of Coral Gables and Hold Harmless and Indemnity Agreement," ("the Agreement") as recorded in Official Records Book 26577 at Page 2563 of said Public Records of Miami-Dade County, Florida. Said parallel line will begin Southeasterly of the Southwesterly corner of the property as described in said Agreement at a point of Non-Tangent Intersection with said Main Parallel Line and shall run in a Northeasterly direction to a Point of Non-Tangent Intersection with the Southeasterly prolongation of said Main Parallel Line as measured from the Easterly boundary line of said Main Campus of the University of Miami, lying Northerly of the Northerly Right of Way line of Miller Drive as vacated by Coral Gables City Ordinance Number 3392 as recorded in Official Records Book 21174 at Page 5014 of said Public Records of Miami-Dade County, Florida.

   b. All land in the University Village Landscape Buffer, located within seventy-five (75) feet of the south edge of the right of way at Mataro Avenue, legally described as:

      All those lots, pieces or parcels of land situate,

lying and being in Block 184 of CORAL GABLES RIVIERA SECTION PART 6, according to the Plat thereof, as recorded in Plat Book 20 at Page 79 of the Public Records of Dade County (now Miami-Dade County), Florida, being more particularly described as follows, viz:

The North 25 feet of Lot 1 in said Block 184;
Together with:
All of Lot 2 in said Block 184;
And together with:
The North 75 feet of Lots 3 through 12, inclusive in said Block 184; and

2. Campus Transition Area shall be that portion of the Main Campus of the University of Miami, consisting of a strip of land bounded by a line lying Three-Hundred feet (300') Southeasterly, Easterly and Southerly of the University of Miami boundary line fronting San Amaro Drive and Ave. Campo Sano , ("the Main Parallel Line") bounded on the South by the Easterly prolongation of the Southerly Right of Way line of Ave. Mataro and bounded on the Northeast by a line in a Southwesterly direction as measured from the Point of Intersection of a line lying Seventy-Five feet (75') Southerly of the Northerly boundary line of the University of Miami along Ave. Campo Sano with the Southwesterly boundary line described in that certain "Easement Deed" recorded in Official Records Book 9798 at Page 199 of the Public Records of Miami-Dade County, Florida.

   Said Three-Hundred foot (300') line shall be adjusted to run parallel with and Easterly of the former Easterly Right of Way line for San Amaro Drive as shown and described in that certain "Agreement for Use of Public Rights of Way in the City of Coral Gables and Hold Harmless and Indemnity Agreement," ("the Agreement") as recorded in Official Records Book 26577 at Page 2563 of said Public Records of Miami-Dade County, Florida. Said parallel line will begin Southeasterly of the Southwesterly corner of the property as described in said Agreement at a Point of Non-Tangent Intersection with said Main Parallel Line and shall run in a Northeasterly direction to a Point of Non-Tangent Intersection with the Southeasterly prolongation of said Main Parallel Line as measured from the Easterly boundary line of said Main Campus of the University of Miami, lying Northerly of the Northerly Right of Way line of Miller Drive as vacated by Coral Gables City Ordinance Number 3392 as recorded in Official Records Book 21174 at Page 5014 of said Public Records of Miami-Dade County, Florida.

   Less therefrom: That portion of the described property bounded by a line lying Seventy-Five feet (75') Southeasterly, Easterly and Southerly of said University of Miami boundary line fronting San Amaro Drive and Ave. Campo Sano, as well as said former Easterly Right of Way line for San Amaro Drive as shown

and described in said "Agreement for Use of Public Rights of Way in the City of Coral Gables and Hold Harmless and Indemnity Agreement."

3. Campus Core Area shall be all land located within the UM Campus which is not within the Campus Buffer Area or the Campus Transition Area,.
    a. Campus Core Subareas. The following areas are Subareas of the Campus Core Area:
        i. University Village. The University Village which is generally located to the south of Mataro Avenue, east of Red Road, north of Brescia Avenue, and east of San Amaro Drive and more specifically described in the City of Coral Gables Ordinance Number 2004-20.

        ii. University Multi-Use Zone. The University Multi-Use Zone shall consist of those lands designated under the "University Campus Multi-Use Area" on the Future Land Use Map of the City of Coral Gables Comprehensive Plan.

4. Where the footprint of a building or structure is located in two different Areas as described in this Subsection B, the entire floor area of such building or structure shall be deemed to be located in the Area where more than fifty (50) percent of said building or structure's floor area is located.

C. Campus Master Plan. The Campus Master Plan previously adopted by the City of Coral Gables as the 2006 UMCAD plan pursuant to Ordinance 2007-16 - together with all accompanying UMCAD text provisions and exhibits in effect on the date of adoption of this Section 4-202 – shall be the adopted Campus Master Plan for this District.

1. The documents comprising the Campus Master Plan are described in Exhibit "A" hereto.

2. Campus Master Plan components. The Campus Master Plan should include the following information or documentation:

    i. A site plan at a scale no smaller than 1" = 200' which identifies all existing and planned uses, buildings, structures, and improvements; the location of parking, vehicular and pedestrian access ways; and the location of the Campus Buffer Area, Campus Transition Area, Campus Subareas and Campus Core Area.

    b. Development Chart which identifies square footage of all existing and planned buildings and structures; the proposed timeline for construction of planned buildings and structures; and the campus-

wide ground area coverage and floor area ratio applicable on a cumulative basis for all structures.

c. Design Manual that includes minimum design guidelines, including sign and lighting design criteria and the design of parking structures adjacent to land outside of the UCD.

d. Mobility Plan (as define in Subsection G.2)

e. Annual Report (as defined in Subsection G.7.1)

f. Parking Impact Analysis (as defined in Subsection G.7.2)

g. Traffic Analysis Report (as defined in Subsection G.7.3)

h. Utility Reports (as defined in Subsection G.7.4)

i. Such other materials that may be required to demonstrate compliance with standards for development in this Section.

D. Legal Status of Adopted Campus Master Plan.

1. Upon adoption of this Section, building permits will be issued pursuant to Sec. 3-207 for those uses and buildings approved in the adopted Campus Master Plan.

2. In the event that the adopted Campus Master Plan specifies a development standard which conflicts with other provisions of this Zoning Code, the provisions of the adopted Campus Master Plan shall control.

3. Uses, buildings or structures which lawfully exist on the date of adoption of this Section shall be deemed approved uses in the University Campus District within those buildings or structures in which they exist as depicted in the adopted Campus Master Plan.

4. The adopted Campus Master Plan and any amendments thereto shall constitute an intermediate development order and non-traffic concurrency determinations for such development shall be made at the time of the issuance of a building permit. Mitigation for new net impacts not previously or otherwise mitigated takes place at the time of building permit issuance.

E. Modifications to the Adopted Campus Master Plan.

1. Modifications approved as conditional uses. Except as expressly provided in this subsection 4-202(E)(2), any modification to the adopted Campus Master Plan shall be reviewed and approved by the City of Coral Gables in accordance with the requirements for conditional uses in Article 3, Division 4 of the Zoning Code.

2. Modifications approved by administrative action. The modifications set out in this subsection 4-202(E)(2) to an adopted Campus Master Plan shall be approved by the Zoning Administrator upon written request. A request for approval of a modification to the Campus Master Plan by administrative approval which involves a change in location and/or intensity of use shall include a traffic analysis of any net new traffic impacts

resulting from the proposed modification. Requests for modifications to the Campus Master Plan in this subsection 4-202(E)(2) shall be reviewed by the Zoning Administrator directly, and shall not require review by the Development Review Committee or Board of Architects. The Zoning Administrator shall issue a development order approving the modification within thirty (30) days of a request for such approval. Upon issuance of a development order modifying the Campus Master Plan, an application for development approval may be submitted pursuant to Article 3 Divisions 2 and 3 of the Zoning Code:

a. Campus Buffer Area. Any modification, relocation or reconfiguration of buildings or structures included in the adopted Campus Master Plan, provided that the modification, relocation or reconfiguration does not involve:

   i. The addition or modification of entrances into the Campus; or

   ii. The addition of new surface parking spaces;

b. Campus Transition Area. Any modification, relocation or reconfiguration of any building or structure included in the adopted Campus Master Plan, or the introduction of a new building or structure - including (but not limited to) such changes to the master site plan, maps, textual provisions, and any other elements or provisions of the adopted Campus Master Plan – to accommodate such change - provided that the modification, relocation, addition or reconfiguration does not involve:

   i. An increase in total floor area provided for in the Campus Transition Area in the adopted Campus Master Plan;

   ii. An increase in the total number of buildings provided for in the Campus Transition Area in the adopted Campus Master Plan;

   iii. An increase in the height of any building or structure provided for in the Campus Transition Area in the adopted Campus Master Plan;

   iv. The establishment of a use which is required to be approved as a conditional use by Section 4-202 (F) which was not a part of the adopted Campus Master Plan.

c. Campus Core Area. Any modification, relocation or reconfiguration of any building or structure included in the adopted Campus Master Plan, or the introduction of a new building or structure - including (but not limited to) such changes to the master site plan, maps, parking or roadway plans, textual provisions, and any other elements or provisions of the adopted Campus Master Plan – to accommodate such change - provided that the modification, relocation or reconfiguration complies with the requirements of Section 4-202(G) and provided that the change does not involve an increase in intensity of the adopted Campus Master Plan.

3. Action on administrative requests. Requests for modifications to the adopted Campus Master Plan that may be approved by administrative action shall be acted upon by the City within thirty (30) days from receipt.

F. Permitted Uses. The following are the uses permitted in an UCD District pursuant to the procedures in Article 3 Division 4 of the Zoning Code:

	Buffer Area	**Transition**	**Core**	**Multi-Use Zone**	**University Village**
Active recreational and athletic facilities	C	P	P	P	X
Administrative uses, including but not limited to clerical, conference rooms and support spaces	X	P	P	P	P
Administrative, faculty and other noncommercial offices	X	P	P	P	P
Amateur radio antennas, satellite earth stations, microwave and other antennas, telecommunication hubs – permitted only where located on, or separated from the boundary of the Campus by, a habitable or occupied structure otherwise permitted by this district	X	P	P	P	p
Arboreta	P	P	P	P	X
Camps providing common recreational, cultural, or other group experiences	X	P	P	P	X
Classroom/Lecture halls	X	P	P	P	X
Commencement and graduation ceremonies	X	P	P	P	P
Commercial activities principally oriented to serve university needs	X	P	P	P	P
Concert halls and arenas	X	C	P	P	X
Dormitory/residential facilities	X	X	P	P	P

	Buffer Area	Transition	Core	Multi-Use Zone	University Village
Emergency phones, lighting warning and detection systems and other similar public safety infrastructure	P	P	P	P	P
Entertainment facilities principally oriented to serve the university needs	X	C	P	P	X
Exhibit areas, including but not limited to open areas intended for the display of artworks and other similar static displays	X	C	P	P	X
Facilities principally designed to serve university needs such as, but not limited to: laundry, dry cleaning, barber and beauty shops, child care, health, banks, postal offices and bookstores	X	C	P	P	X
Government and public sector uses in conjunction with agencies that have a relationship with the University	X	X	C	P	X
Greenhouses, screen enclosures, outdoor eating, food carts and stands, building loading areas, trellises, kiosks, and other traditional garden furniture and similar such structures and uses	C	P	P	P	C
Library facilities	X	C	P	P	X
Maintenance facilities	X	C	P	P	X
Museums and galleries	X	C	P	P	X
Outdoor spaces usable for teaching, research and recreation	C	P	P	P	X
Parking garages	X	C	P	P	P
Parking lots	P	P	P	P	P
Passive recreation	P	P	P	P	X

	Buffer Area	Transition	Core	Multi-Use Zone	University Village
Private Clubs/ Fraternity/ Sorority facilities	X	P	P	P	P
Religious facilities	X	X	P	P	X
Research/laboratory facilities	X	C	P	P	X
Restaurants, cafeterias, catering facilities and banquet facilities principally oriented to serve the university needs	X	P	P	P	X
Snack bars, coffee bars and similar facilities	X	P	P	P	X
Social, educational, charitable, cultural and community activities and/or facilities	X	C	P	P	X
Temporary uses and/or facilities, such as, but not limited to: tents, banners, temporary trailers, temporary bleachers, temporary parking spaces	X	P	P	P	P
Theaters	X	C	P	P	X
Vending machines and automatic teller machines, when located outside of a building	X	P	P	P	P
Lodging, conference centers, governmental/public sector uses, research, office, medical/healthcare uses for the benefit of the University and the public; and retail uses ancillary to or which serve other permitted uses and which do not exceed 15% of total floor area within the Multi-Use Zone.	N/A	N/A	N/A	P	N/A

P - Permitted
X - Not Permitted
C - Conditional Use if not previously approved as a part of the adopted Campus Master Plan

G. Standards for Development.

1. Bulk Regulations

a. Heights and Setbacks of Buildings. All new proposed structures and buildings within the UCD District shall comply with the following height setback requirements:

i. UCD Frontage A.

UCD Frontage A means land within the UCD which has frontage on the following road segments: a) San Amaro Drive and Campo Sano Avenue from Mataro Avenue to Pisano Avenue; b) Pisano Avenue from University Drive to Granada Boulevard; c) Granada Boulevard from Pisano Avenue to Ponce de Leon; d) Mataro Avenue from San Amaro Drive to Red Road; and e) Red Road from Mataro Avenue to Brescia Avenue.

a) No structure other than landscape features and a masonry wall with a maximum height of four (4) feet shall be permitted within ten (10) feet from the front property line.

b) A masonry wall with a maximum height of six (6) feet shall be setback at least ten (10) feet from the front property line.

c) Surface parking space shall be setback at least ten (10) feet from the front property line, except that existing parking along the east side of San Amaro Drive between Mataro Avenue and just south of Miller Road may remain within the ten (10) feet of setback. Underground parking shall have no setback.

d) No building shall be permitted within twenty five (25) feet of the front property line.

e) The maximum permitted building height within one hundred (100) feet of the front property line is forty -five (45) feet.

f) The maximum permitted building height between one hundred (100) and nine hundred and forty (940) feet from the front property line shall increase above one hundred (100) feet by one (1) foot in height for every eight (8) feet of additional setback from the front property line, or thirteen (13) stories.

g) The maximum permitted height shall be one hundred and fifty (150) feet.

ii. UCD Frontage B.

UCD Frontage B means land within the UCD which has frontage on the following road segments: a) Pisano Avenue from Campo Sano Avenue to University Drive; b) west side of San Amaro Drive from Levante Avenue to Mataro Avenue; c) east side of San Amaro Drive from Brescia Avenue to Mataro Avenue; and d)Red Road from Brescia Avenue to Levante Avenue.

a) No structure other than landscape features and a masonry wall with a maximum height of four (4) feet shall be permitted within five (5) feet from the front property line.

b) A masonry wall with a maximum height of six (6) feet shall be setback at least five (5) feet from the front property line.

c) Surface parking space shall be setback at least five (5) feet from the front property line, except that existing parking along the east side of San Amaro Drive between Brescia Avenue and Mataro Avenue may remain within the five (5) feet of setback . Underground parking shall have no setback.

d) No building shall be permitted within twenty five (25) feet of the front property line.

e) The maximum permitted building height within one hundred (100) feet of the front property line is sixty-five (65) feet.

f) The maximum permitted building height between one hundred (100) and four hundred and forty (440) feet from the front property line shall increase above sixty five (100) feet by one (1) foot in height for every four (4) feet of additional setback from the front property line.

g) The maximum permitted height shall be one hundred and fifty (150) feet, or thirteen (13) stories.

iii. UCD Frontage C.

UCD Frontage C means land within the UCD which has frontage on the following road segments: Ponce de Leon Boulevard from Granada Boulevard to the theoretical southward extension of Pavia Street. Underground parking shall have no setback.

a) A masonry wall with a maximum height of four (4) feet shall be setback at least five (5) feet from the front property line.

b) A masonry wall with a maximum height of six (6) feetshall be setback at least ten (10) feet from the front property line.

c) Surface parking spaces shall be setback at least twenty-five (25) feet from the front property line, except that existing parking may remain within the twenty five (25) feet setback.

d) No building shall be permitted within fifty (50) feet of the front property line, except that existing buildings may remain within the fifty (50) feet.

e) The maximum permitted building height within one hundred (100) feet of the front property line is ninety (90) feet.

f) The maximum permitted building height between one hundred (100) and one hundred and sixty (160) feet from the front property line shall increase above ninety (90) feet by one (1) foot in height for every one (1) foot of additional setback from the front property line.

g) The maximum permitted height shall be one hundred and fifty (150) feet, or thirteen (13) stories.

iv. UCD Frontage D.

UCD Frontage D means land within the UCD which has frontage on the following road segments: a) Ponce de Leon Boulevard from the theoretical southward extension of Pavia Street to San Amaro Drive; and b) the east side of San Amaro Drive, from Ponce de Leon Boulevard to Brescia Avenue.

a) No structure other than landscape features and a masonry wall with a maximum height of four (4) feet shall be permitted within five (5) feet from the front property line.

b) A masonry wall with a maximum height of six (6) feet shall be setback at least five (5) feet from the front property line.

c) Surface parking space shall be setback at least five (5) feet from the front property line, except that existing parking along the east side of San Amaro Drive between Ponce de Leon Boulevard and Brescia Avenue may remain within the five (5) feet setback. Underground parking shall have no setback.

d) No building shall be permitted within twenty (20) feet of the front property line.

e) The maximum permitted building height within one hundred (100) feet of the front property line shall be ninety (90) feet.

fThe maximum permitted building height between one hundred (100) and one hundred and sixty (160) feet from the front property line shall increase above ninety (90) feet by one (1) foot in height for every one (1) foot of additional setback from the front property line.

g) The maximum permitted height shall be one hundred and fifty (150) feet, or thirteen (13) stories.

v. UCD Frontage E.

UCD Frontage E means land within the UCD which has frontage on the following road segments: a) Red Road from Levante Avenue to Ponce de Leon Boulevard; b) Ponce de Leon Boulevard from Red Road to San Amaro Drive; and c) the west side of San Amaro Drive from Ponce de Leon Boulevard to Levante Avenue.

a) Landscape features, structures and walls shall be set back a minimum of zero (0) feet from the property line.

b) Surface parking space shall be setback a minimum of zero (0) feet from the front property line. Underground parking shall have no setback.

c) Buildings shall be permitted within a setback a minimum of zero (0) feet from the front property line.

d) The maximum permitted building height within one hundred (100) feet of the front property line is ninety (90) feet.

e) The maximum permitted building height between one hundred (100) and one hundred and sixty (160) feet from the front property line shall increase above ninety (90) feet by one (1) foot in height for every one (1) foot of additional setback from the front property line.

f) The maximum permitted height shall be one hundred and fifty (150) feet, or thirteen (13) stories.

b. Maximum Square Feet. The total combined permitted square feet for the University Campus District shall be 6.8 million gross square feet, (defined as the total floor area including the gross horizontal area of the several stories of any building or buildings on the site, as measured from the exterior facing of exterior walls, and shall include any building area except for balconies which extend from exterior wall and extensions; off-street parking areas within the building; lobbies; open plazas, open-air stairs receiving approval from the Fire Department, floor voids that are "open to below" and non-roofed mechanical rooms).

c. Lot Coverage, Setbacks, Frontage, Facing or Number of Buildings per Site. No specified lot coverage, setbacks, frontage, facing, or number of buildings per site restrictions are required for the UCD.

d. Landscaped Open Space. The minimum landscaped open space required in the University Campus District shall be not less than twenty percent (20%).

2. Mobility. The mobility element of the Campus Master Plan shall identify specific programs to promote the use of alternative modes of transportation other than the single occupant automobile including walking, bicycles, intra-campus shuttles, transit, van pools, car pools, parking management strategies and programs designed to reduce external trips and shorten trips lengths wherever possible. The element shall provide for management programs for on-campus parking. The mobility element shall establish measurable targets for various modes of travel and identify sources and means for achieving those targets.

3. Off-Street Parking

a. Location and quantity. The location of off-street parking shall be shown on the Campus Master Plan, and shall be provided in such amounts and areas within the development so that students, faculty, employees, and visitors will not park in or otherwise detrimentally impact abutting residential areas or other off-campus areas as a result of inadequate campus parking. In projecting parking needs, standard traffic engineering methods shall be used and consideration shall be given to daily regular users of the University, auto driver visitors, persons arriving by mass transportation, and persons being served by the University shuttle system. Approval of a building permit application for new development shall not be granted unless the University demonstrates that required parking and traffic capacity for each phase of development would be available prior to or concurrent with such development.

b. Parking for residential housing. Parking provided and designated for University Village housing shall be limited to the University Village Area.

c. Parking of boat and recreational vehicles. No boats and/or recreational vehicles shall be parked in the Transition Areas or Buffer Areas unless such boats and/or recreational vehicles are parked within an enclosed building or are in active use as a part of an organized University event.

4. Vehicular Access and Circulation. Vehicular traffic flow in the UCD District shall be designed and oriented so that it will not detrimentally impact nearby residential neighborhoods. Arrangements for traffic flow to and from the proposed development shall be designed to retain the major portion of such traffic on designated arterial and collector streets.

5. Design. The Design Manual previously adopted by the City of Coral Gables pursuant to Ordinance No. 2964, as subsequently amended, in effect at the date of adoption of this Section 4-202 shall be the adopted Design Manual for the University Campus District. . Any modification to the adopted Design Manual shall be reviewed and approved by the Board of Architects of the City of Coral Gables in accordance with the requirements for conditional uses in Article 3, Divisons 2 and 3 of the Zoning Code. . The design features shall be reflected in the adopted Design Manual. To the extent not inconsistent with the provisions of the adopted Design Manual, which shall govern in the event of any conflict with this Subsection 4-202(G)., the design features shall include the following elements:

a. Architectural Design. Design criteria shall guide the architectural appearance and style of campus development as a cohesive aesthetic environment.

b. External Relationships. The scale of buildings in the Buffer and Transition Areas shall be based on careful site planning consideration of the relationship between University uses and structures and off-campus uses and structures in the surrounding perimeter areas and/or neighborhoods. New buildings shall be designed to provide protection of surrounding areas from potentially adverse impacts and influences from development and to provide protection of the university development from potentially adverse surrounding influences.

c. Signs and Lighting. The character of the proposed signage and lighting shall take into account their compatibility and appropriateness with the surroundings.

d. Landscaping. Desirable landscaping shall be preserved in its natural state to the maximum extent possible. General landscaping requirements and standards established by City Code for off-street parking shall be used. Placement of structures and vehicular areas shall be such as to retain, to the extent reasonably practical, desirable existing landscaping, open space and natural features, and to promote the provision of compatible new landscaping.

e. Parking Garages. Any parking structure in the Transition Area shall be screened from view from adjacent single family residential districts by liner

buildings/wraps, and any parking structure, including light fixtures and parked cars shall be substantially screened from view from a residential lot which fronts on San Amaro Drive and Campo Sano Avenue between Mataro Drive and Pisano Avenue. -Parking within 300 feet from Campo Sano Avenue shall be screened from view from adjacent single family residential districts by liner buildings/wraps, and any parking structure, including light fixtures and parked cars shall be substantially screened from view from a residential lot which fronts on Campo Sano Avenue and parking garages along Pisano Avenue between Campo Sano Avenue and University Drive shall be treated with architectural designs, features and materials such as varying column spacing, real or false windows which obscure the identity of the structure as a parking garage.

6. Installation of utilities. All utilities within the UMC including but not limited to telephone, electrical systems and television cables shall be installed underground.

7. Required reports

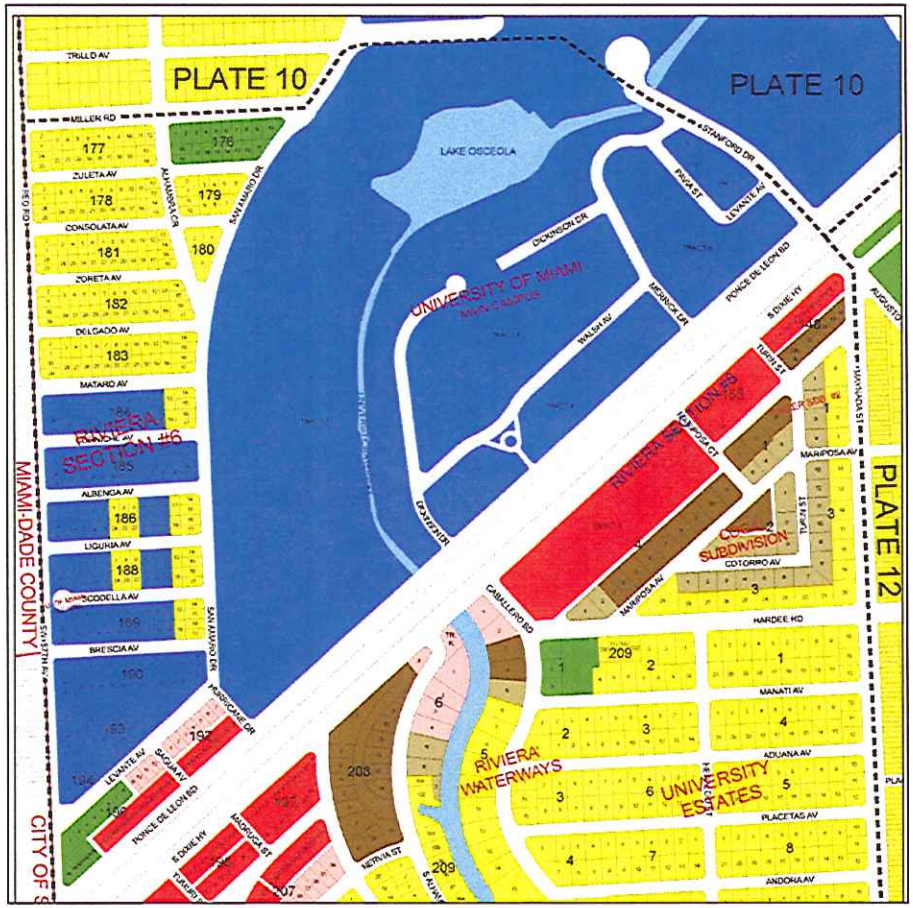
1. Annual report. On or before June 1, the University shall submit an annual report to the City setting forth any changes to the adopted Campus Master Plan which were approved administratively and any actual development which has occurred in the prior year.

2. Parking Capacity Monitoring. The University shall monitor the capacity and utilization of its off-street parking facilities and perform a supply/demand analysis to assess the level of utilization, availability and appropriateness of location of campus parking facilities. The analysis shall also indicate the type of user and the extent to which parking is used jointly by different components of the campus. The results of the monitoring and analysis shall be incorporated in a Parking Impact Analysis Report prepared by a certified traffic planner or engineer to be provided by June 1, 2013, and every five (5) years thereafter as part of the Annual Report.

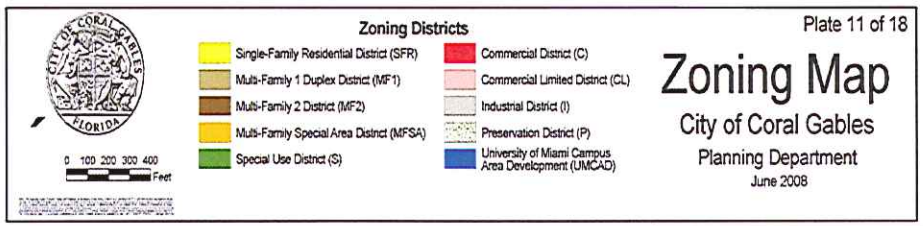
3. Traffic Analysis Reports. The University shall submit a Traffic Impact Analysis Report as part of the annual report by June 1, 2013, and every five (5) years thereafter. The Traffic Impact Analysis Report shall be prepared by a certified traffic planner or engineer and shall assess existing and projected roadway conditions, levels of service, traffic volumes, capacities, and such other information as may be necessary to determine the impact of the proposed development. The report shall also identify methods of mitigating any negative impacts projected by such analysis

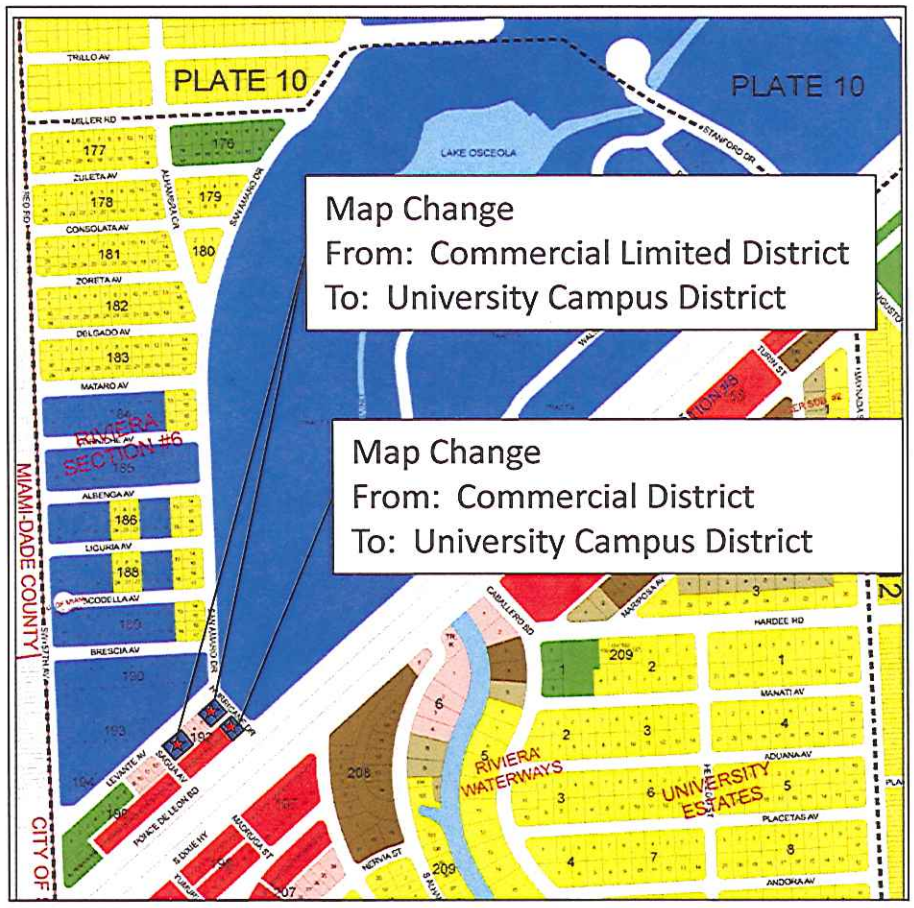
4. Utility Reports. Growth projections and their impact on existing utilities, along with any recommended utility improvements to meet future campus development or redevelopment shall be reported to the City by June 1, 2013, and every five (5) years thereafter.

9672202_v3.

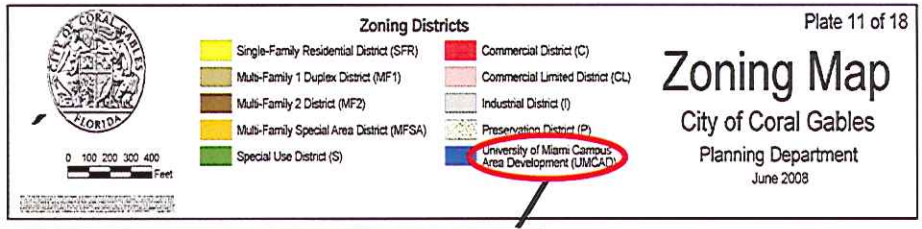


Existing Zoning Map





Proposed Zoning Map



Legend Change
From: University of Miami Campus Area Development (UMCAD)
To: University Campus District (UCD)

UNIVERSITY OF Miami

June 13, 2008

Mr. Eric Riel, Director
City of Coral Gables Planning Department
405 Biltmore Way
Coral Gables, Florida 33134

Re: Sufficiency review determination of application contents for Application No. 05-07-011-P, "UMCAD 2007".

Dear Mr. Riel:

The following is the University's response to your Sufficiency Review Determination letter dated August 22, 2007 on the above referenced matter. We are submitting a revised UMCAD 2007 application dated June 13, 2008 under separate cover.

A. Application Materials

1. Proposed major amendments. The submitted application includes three (3) proposed major amendments, including two text amendments and one Master Plan Amendment. The proposed Master Plan amendment for the Basketball Practice Facility has been determined to be a "minor" amendment and needs to be removed from the application.

   The amendment has been deleted from the revised UMCAD 2007 application.

2. Proposed development program and timeline amendments. With the intent to simplify and clarify the proposal for the reader, provide: 1) description of amendment and itemized revisions proposed in Exhibit D, "2007 Campus Maser Plan Development Program" and summary statement; and 2) description of amendment and comparison of Exhibit E, "Future Projects Timeline" with approved timeline graphically highlighting the differences and summary statement. Recommend scheduling meeting with planning staff to discuss these revisions.

   The information is reflected in the revised UMCAD 2007 application as follows:
   1) Exhibit "D" Campus Master Plan Development Program of the UMCAD 2007 application has been revised to reflect a description of all individual amendments in the column entitled "comments" and is now referenced as Exhibit "A" in our revised UMCAD 2007 application. A

REAL ESTATE & FACILITIES

1535 LEVANTE AVE, 2ND FLOOR CORAL GABLES, FLORIDA 33146-2820 PHONE: 305-284-3051 FAX: 305-284-4105

summary statement as follows best characterizes the amendments as: "These minor amendments reflect the most current information about the proposed projects; reflecting minor adjustments in the size of the projects (SF) over or under those previously reported."

2) *Exhibit "E" Future Projects Timeline of the UMCAD 2007 application has been revised by highlighting projects that have moved from one timeframe to another and is now referenced as Exhibit "B" in our revised UMCAD 2007 submission. A summary statement as follows best characterizes the amendments as: "These changes reflect the most current information about the proposed projects; reflecting changes in the expected timeframe for project implementation.*

3. Application contents. Remove sections and exhibits from application that are not required for the review of the major amendments being presented at the public hearing, Specifically, the following:
   a) Section II, "Adopted Master Plan" – Exhibits A and B;
   b) Section III, "Proposed 2007 Amendments to Campus Master Plan and Development Program" – Exhibits C and F;
   c) Section V, "Year 2006 Amendments Status Report and Conditions of Approval"- projects identified are already listed in 2007 Annual Report.

   We have deleted this information in the revised UMCAD 2007 application

4. Lobbyist forms. The majority of lobbyist forms submitted with the application have expired. Please submit updated lobbyist forms with revised application.

   Updated lobbyist forms are included in the revised UMCAD application.

B. City reviews and meetings:
   1. Development Review Committee (DRC) review. Application must be submitted to the Building and Zoning Department for review by the DRC.

      The university will file an application for review by the Development Review Committee upon obtaining a letter of sufficiency on the revised UMCAD 2007 application.

   2. Residents meetings, Planning Staff will determine if a residents meeting will be required after review of the revised application. If required, the residents meeting would be conducted prior to public hearing before the Planning and Zoning Board with all property owners within the 1,500 foot mailing area. The meeting would be held and conducted by project representatives, and occur at least fourteen (14) days prior to the first public hearing before the Planning and Zoning Board.

The university will comply with all resident meetings as required within the stipulated timeframe.

C. Bank United Center (BUC) text amendment.

1. Development of Regional Impact (DRI). Provide written confirmation from the Department of Community Affairs verifying the findings and calculations in the 5/3I/07 letter prepared by Joseph G. Goldstein, Esq., Holland & Knight LLP and the letter's conclusion that the proposed increase in Bank United Center capacity will not exceed the threshold requiring DRI review.

   Enclosed, as Exhibit "A" of this letter, is a letter addressed to Joseph G. Goldstein, Esq., Holland & Knight LLP dated May 7, 2008 of which you received a copy, from Mike McDaniel, Chief, Office of Comprehensive Planning, Department of Community Affairs (DCA). Mr. McDaniels states in his letter that the Department (DCA) has determined that the proposed addition of 2,830 new permanent seats to the Convocation Center at the University of Miami Coral Gables campus, as proposed in our request for a clearance letter, is not required to undergo DRI review.

   This proposed amendment seeks to confirm in the UMCAD that the Bank United Center facility may have a total of 9,830 seats instead of the 7,200 currently allowed in UMCAD. With the adoption of this proposed amendment, the University will be able to more effectively plan the timetable and proceed to undertake the necessary steps to effectuate the implementation of the additional seats. While the proposed timetable is not yet known for this project, the University recognizes that certain activities for the implementation of the additional seats will be needed, such as (1) updating the current Parking and Traffic Management Plan on file with the city to reflect the most current conditions (2) preparation of plans showing the existing and proposed seats (3) recognition that sufficient parking per the updated Parking and Traffic Management Plan for the Center, which needs to be updated, will be in place prior to obtaining a Certificate of Completion for the installation of the seats.

2. Traffic study. Inadequate information provided to evaluate traffic.

   A traffic study to address the proposed additional seats will be submitted as part of the permitting process for the proposed seat expansion.

3. Special event parking plan. Provide a copy of the University's current special event parking and traffic plan.

   The current Parking and Traffic Management Plan will be updated to reflect the most current conditions at the time the University proceeds to seek permits for the installation of the additional seats.

4. Seating Plan. For comparison purposes, provide existing and proposed seating plans identifying the location of the permanent seats within the BUC, and provide the status of the existing temporary "floor" seating.

   The university is enclosing information about the existing permanent seats within the Bank United Center as Exhibit "B" of this letter. The location of future seats will be in the bowl areas now empty. Plans containing the proposed seating will be submitted as part of the permitting process for the installation of the additional seats.

   The temporary floor seating is also shown in the attached Exhibit.

D. Lot Coverage text amendment:

1. Document Amendment. It is unclear whether the proposal is to amend the Zoning Code or the UMCAD Master Plan document. No location within the UMCAD Master Plan document is provided for the proposed text revisions. Provide necessary citations, page references and existing language within the Master Plan to be amended, if that is the proposal.

   The proposal is to amend Sec. 4-202 (U) of the Zoning Code s as follows:

   1. Minor amendments. Minor amendments are changes which do not substantially alter the concept of the UMCAD in terms of density, floor area ratio, land usage, height, provision of landscaped open space, the general location of buildings, or the physical relationship of elements in the development. Minor amendments shall include but shall not be limited to, ~~small~~non-substantial changes in floor area, density, ~~lot coverage,~~ height, setbacks, landscaped open space, ~~the location of buildings,~~ parking, or realignment of minor streets which do not exceed twenty (20%) percent of the guideline limits contained within this Article specific to that type of development or that which is shown on the approved development plan.

   2. Major amendments. Major amendments represent substantial deviations from the development plan approved by the City Commission. Major amendments shall include, but not be limited to, significant changes in floor area, density, ~~lot coverage,~~ height, setbacks, landscaped open space, ~~the location of buildings,~~ or parking which exceed twenty (20%) percent of the guideline contained within this Article specific to that type of development or that which is shown on the approved development plan, or changes in the circulation system.

2. Proposed provisions. Provide further explanation as to the purpose and intent of the proposed text amendment and provisions for interpretation of the lot coverage provisions in Zoning Code Section 4-202(U)(1) and (2).

   The purpose and intent of the proposed text amendment is to provide for the administrative approval by the Building and Zoning Department, with recommendations from other departments as needed, of mere changes in the location or lot coverage of buildings, more specifically, those changes in the layout of a building site, as graphically depicted in the Master Plan, that are not accompanied by significant changes in floor area, density, height, setbacks, landscaped open space or parking, or that would result in changes in the circulation system.

E. Miscellaneous

1. Concurrency Impact Statement (CIS). Submit an updated CIS.

   Updated CIS dated December 4, 2007 are included in the revised UMCAD 2007.

I hope this letter clarifies your questions and adequately responds to all issues raised in your August 22, 2007 Sufficiency Review Determination letter.

If you have any questions, please feel free to call me at (305) 284-6728.

Sincerely,

Janet Gavarrete
Associate Vice-President Campus Planning and Development

Cc: Zeke Guilford, Esq.
UMCAD 2008 File

Exhibit A

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

CHARLIE CRIST
Governor

THOMAS G PELHAM
Secretary

May 7, 2008

Mr. Joseph G. Goldstein
Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131

RE: University of Miami - Clearance Letter
DCA File Number CL-11-2007-057

Dear Mr. Goldstein:

This letter is in response to your request dated January 2, 2008 for a clearance letter regarding the proposed increase in the seating capacity of the Convocation Center at the University of Miami. The Convocation Center is located at the University of Miami's Coral Gables campus in Coral Gables, Miami-Dade County, Florida (see attached General Location Map). Your letter of January 2, 2008 and subsequent letter dated February 26, 2008 provided the information that the Department reviewed to make this informal determination about the development of regional impact (DRI) status of this project.

Pursuant to Section 380.06(4)(i), Florida Statutes, the Department may issue an informal determination in the form of a clearance letter as to whether a development is required to undergo development of regional impact (DRI) review. "A clearance letter may be based solely on the information provided by the developer, and the state land planning agency is not required to conduct an investigation of that information. If any material information provided by the developer is incomplete or inaccurate, the clearance letter is not binding upon the state land planning agency. A clearance letter does not constitute final agency action."

On June 1, 1990, the Department issued a Binding Letter of Vested Rights (File Number BLIVR-1190-011) and a Binding Letter of Interpretation of DRI Status (File Number BLID-1190-019) for development at the University of Miami Coral Gables campus. The Department concluded that an existing 2,877,535 square feet of building area, serving a design population of 11,787 Full-Time Equivalent (FTE) students, was vested. The planned non-vested expansion to the campus, designed to serve a maximum of 1,084 FTE students, and consisting of 4,442,132 square feet of building area (including the 7,000-seat Convocation Center and 1,750 parking spaces), was determined to be below 80 percent of the applicable DRI thresholds. Therefore, the proposed expansion to the University of Miami Coral Gables campus was not required to undergo DRI review.

2555 SHUMARD OAK BOULEVARD TALLAHASSEE, FL 32399-2100
Phone 850-488-8466 Fax 850-921-0781 Website www.dca.state.fl.us

COMMUNITY PLANNING
Phone 850-488-2356 Fax 850-488-3309

AREAS OF CRITICAL STATE CONCERN FIELD OFFICE
Phone 305-289-2402 Fax 305-289-2442

HOUSING AND COMMUNITY DEVELOPMENT
Phone 850-488-7956 Fax 850-922-5623

According to the information provided, the University is now proposing an addition of 2,830 new permanent seats to the Convocation Center at the Coral Gables campus, which would increase the total number of permanent seats to 9,830. No increase in parking spaces is proposed and no increase in the number of FTE students is proposed.

After careful review of your request to expand the Convocation Center, the Department has come to the conclusion that the Convocation Center should be considered an ancillary use on the University of Miami's Coral Gables campus and, as such, should not be evaluated based upon the guidelines and standards established in Section 380.062(2)(d), Florida Statutes, for determining when a project is a development of regional impact. The inclusion of the Convocation Center in the 1990 Binding Letter DRI threshold analysis, the Department now believes, appears to have been an error.

The Department has determined that the proposed addition of 2,830 new permanent seats to the Convocation Center at the University of Miami Coral Gables campus, as proposed in your request for a clearance letter, is not required to undergo DRI review. Please be aware that the conclusions of this letter represent an informal determination based on the information presented in your letters dated January 2, 2008 and February 26, 2008. The Department has no independent knowledge of any of your assertions and the Department hereby reserves all rights pursuant to Chapter 380, F.S., concerning this development. Further review of this project may be required if the developer's plans represented above are materially changed or if additional changes are proposed.

If you have any questions or comments regarding this matter, please call Bob Dennis, Regional Planning Administrator, at telephone number (850) 922-1765 for assistance.

Sincerely,

Mike McDaniel

Mike McDaniel, Chief
Office of Comprehensive Planning

MDM/bd

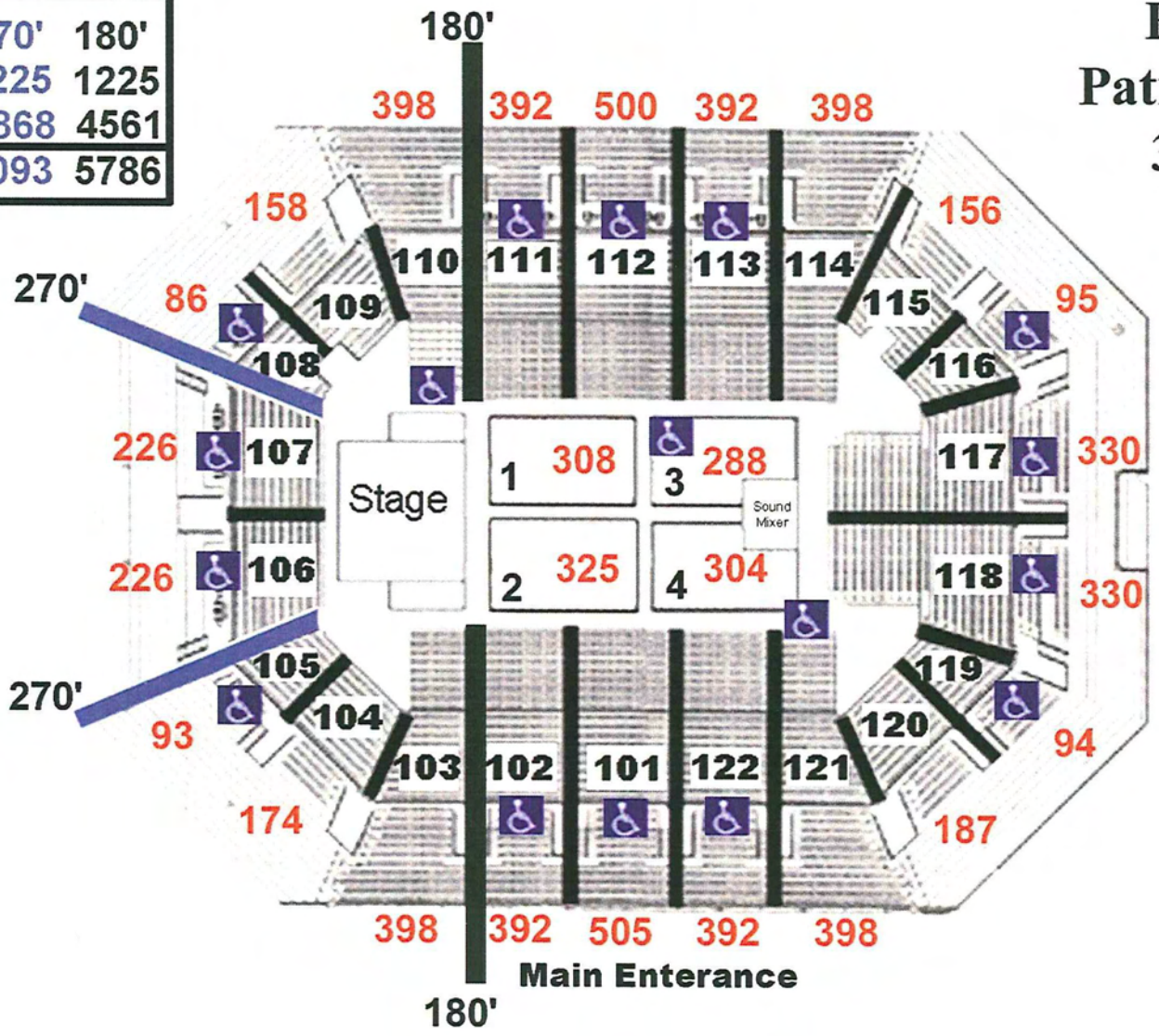
Attachment

cc: Eric Riel, Director, City of Coral Gables Planning Department
Charles L. Siemon, Siemon & Larson, P.A.
Carolyn A. Dekle, Executive Director, South Florida Regional Planning Council

CONVOCATION CENTER

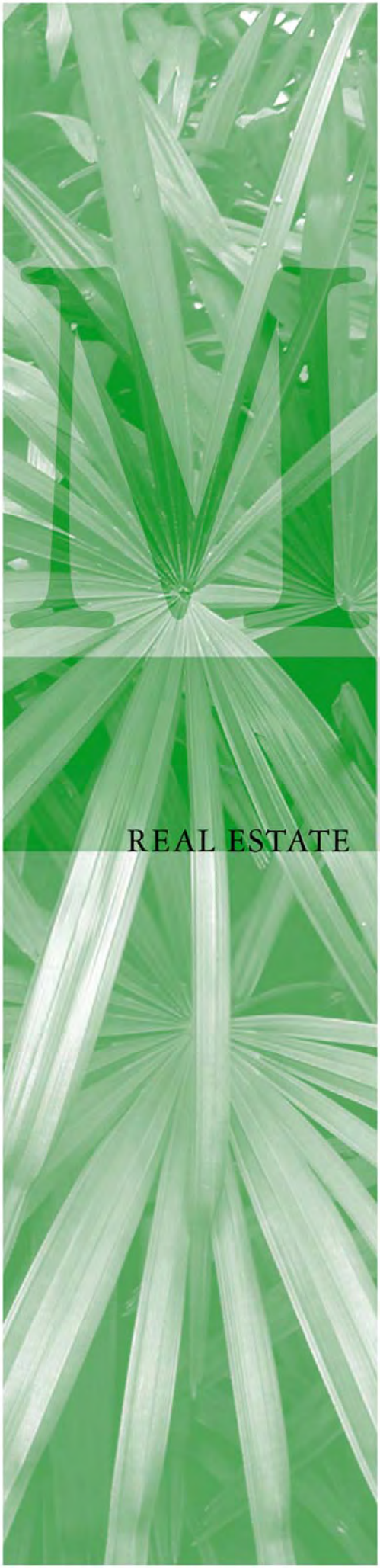
University of Miami Campus Coral Gables, FL

	Full	270'	180'
Floor	1225	1225	1225
Main	6320	5868	4561
Total	7545	7093	5786



Booking Info:
Patrick L. McGrew
305-284-8244

Exhibit B



UNIVERSITY OF
miami

REAL ESTATE · CAMPUS PLANNING & CONSTRUCTION
UNIVERSITY OF MIAMI

Year 2007
UMCAD Amendments and Annual Report

Campus Area Development District (UMCAD)
Original Submittal June 1, 2007
Sufficiency Submittal June 13, 2008

Prepared by
University of Miami
Campus Planning & Development

Planned Area Development (PAD) Application

City of Coral Gables
Planning Department
405 Biltmore Way
Coral Gables, Florida 33134

Email: planning@coralgables.com
Telephone: (305) 460-5211
Fax: (305) 460-5327

The undersigned applicant/agent requests the following type(s) of conditional use(s):

- ☐ Creation of a Planned Area Development designation
- ☐ Amendment of a previously approved Planned Area Development
- ☒ Amendment to the University of Miami Campus Area Development Plan
- ☐ Other: _____

for the following address _____

for a parcel of land/project known as ___University of Miami Coral Gables Campus_____

1. Applicant/Agent: Guilford & Associates, P.A.
2. Applicant/Agent Mailing Address: 400 University Drive, Coral Gables, FL 33134
3. Telephone: Business (305) 446-8411 Fax (305) 445-0563
   Home ( ) N/A Email zguilford@guilfordassoc.com
4. Property Owner: University of miami
5. Property Owner Mailing Address: 1535 Levante Ave. Coral GAbles, FL 33146
6. Telephone: Business (305) 284-6723 Fax (305) 284-3108
   Home ( ) N/A Email jgavarrete@miami.edu
7. Street/property address of the subject property: _____
8. Property name: University of Miami - Coral Gables Campus
9. Legal description: Subdivision name: See Attached Boundary Description
   Lot(s) _____ Block(s) _____
   Section _____ Plat Book No. 46 Page No. 4
10. Folio number(s) of subject property (attach additional sheets as necessary):

[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ][ ]-[ ][ ][ ]
[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ][ ]-[ ][ ][ ]
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[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ]-[ ][ ][ ]-[ ][ ][ ]

11. Size of the property (square feet/acres): 230 acres

12. Present land use classification(s): University Use

13. Proposed land use classification(s): University Use

14. Present underlying zoning classification(s): S - Special

15. Required supporting information. The following information listed below is required to be submitted with this application. Please refer to the Planning Department Development Review Process Handbook, Section 3.0, for an explanation of each item. If necessary, attach additional sheets to application. All correspondence must be submitted in typewritten form.

a. Aerial.
b. Application, advertising and public hearing notification fees.
c. Architectural/building elevations.
d. Architectural/building elevations (colored).
e. Landscape plan.
f. Location maps.
g. Miami-Dade County Conflict of Interest and Code of Ethics form completed for all application representatives.
h. Property survey.
i. Site plan data summary.
j. Statement of use.
k. Traffic impact statement.

16. Optional supporting information. Applicants are required to schedule a preapplication conference wi Planning Department Staff to determine which of the below listed items are required to be submitted a optional supporting information to the application. Please refer to the Planning Department Developme Review Process Handbook, Section 3.0, for an explanation of each item. If necessary, attach addition sheets to application. All correspondence must be submitted in typewritten form. Provide only thos items checked below.

a. ☐ Aerial.
b. ☐ Appraisal.
c. ☐ Architectural/building elevations.
d. ☐ Architectural/building elevations (colored).
e. ☐ Environmental assessment.
f. ☐ Historic contextual study.
g. ☐ Market study.
h. ☐ Massing study and/or model.
i. ☐ Materials/color board.
j. ☐ Ordinances, resolutions, covenants, development agreements, etc. previously granted for the property.
k. ☐ Pedestrian circulation plan.
l. ☐ Photographs of adjacent uses/street scape.
m. ☐ Photographs of existing uses/structure(s).
n. ☐ Signage details.
o. ☐ Traffic circulation plan.
p. ☐ Title search.
q. ☐ Topographic survey.
r. ☐ Traffic impact study.
s. ☐ Utilities consent.
t. ☐ Unity of Title.
u. ☐ Utilities location plan.
v. ☐ Vegetation survey.
w. ☐ Completion of a public information meeting.
x. ☐ Any other supplemental supporting information as determined by the Planning Department:

_____

_____

_____

Affirmation. (I) (We) affirm and certify to all of the following:

a. Authorize the applicant(s)/agent(s) identified herein to file this application and act on behalf of the property owner(s).

b. Will comply with all provisions and regulations of the Zoning Code, Comprehensive Plan and Code of Ordinances of the City of Coral Gables unless identified and approved as a part of this application request or other previously approved applications. Applicant understands that any violation of these provisions renders the application invalid.

c. That all the information contained in this application and all documentation submitted herewith is true to the best of (my)(our) knowledge and belief.

d. Understand that the application, all attachments and fees become a part of the official records of the Planning Department and are not returnable.

e. Understand that failure to provide the information necessary pursuant to the established time frames included but not limited to application submittal, submission of revised documents, etc. for review by City Staff and the designated reviewing entity may cause application to be deferred without further review until such time the requested information is submitted.

f. Authorize the City of Coral Gables to place a public notice posting on the subject property. The public notice posting is in accordance with sub-paragraph (a) 2 of Section 27-7 of the Zoning Code.

g. Authorize City Staff to access the subject property to complete on-site inspections or analysis.

h. Acting as applicant and/or agent on this application, have registered with the Miami-Dade County Clerk's office as a lobbyist, in accordance with "Miami-Dade County Code," Section 2-11.1.

i. Understand that additional costs may be incurred and assessed to applicants as a result of consultant fees paid by City to complete a comprehensive review of submitted applications or supplemental documentation including but not limited to the following consultant services: property appraisals; traffic impact analyses; vegetation/environmental assessments; archeological/historic assessments; market studies; engineering studies or reports; and legal fees. Such fees shall be assessed by the Department upon finalization of the application review. Failure to pay the above fees within 60 days of written notification of the City shall result discontinuance of any further reviews, inspections, approvals, etc. or issuance of a stop work order, as applicable or other appropriate action as permitted under the provisions of the Zoning Code or Code of Ordinances.

Signature of property owner(s) — Date: 5/24/07

University of Miami
Printed name(s) of property owner(s)

Signature of applicant(s)/agent(s) — Date

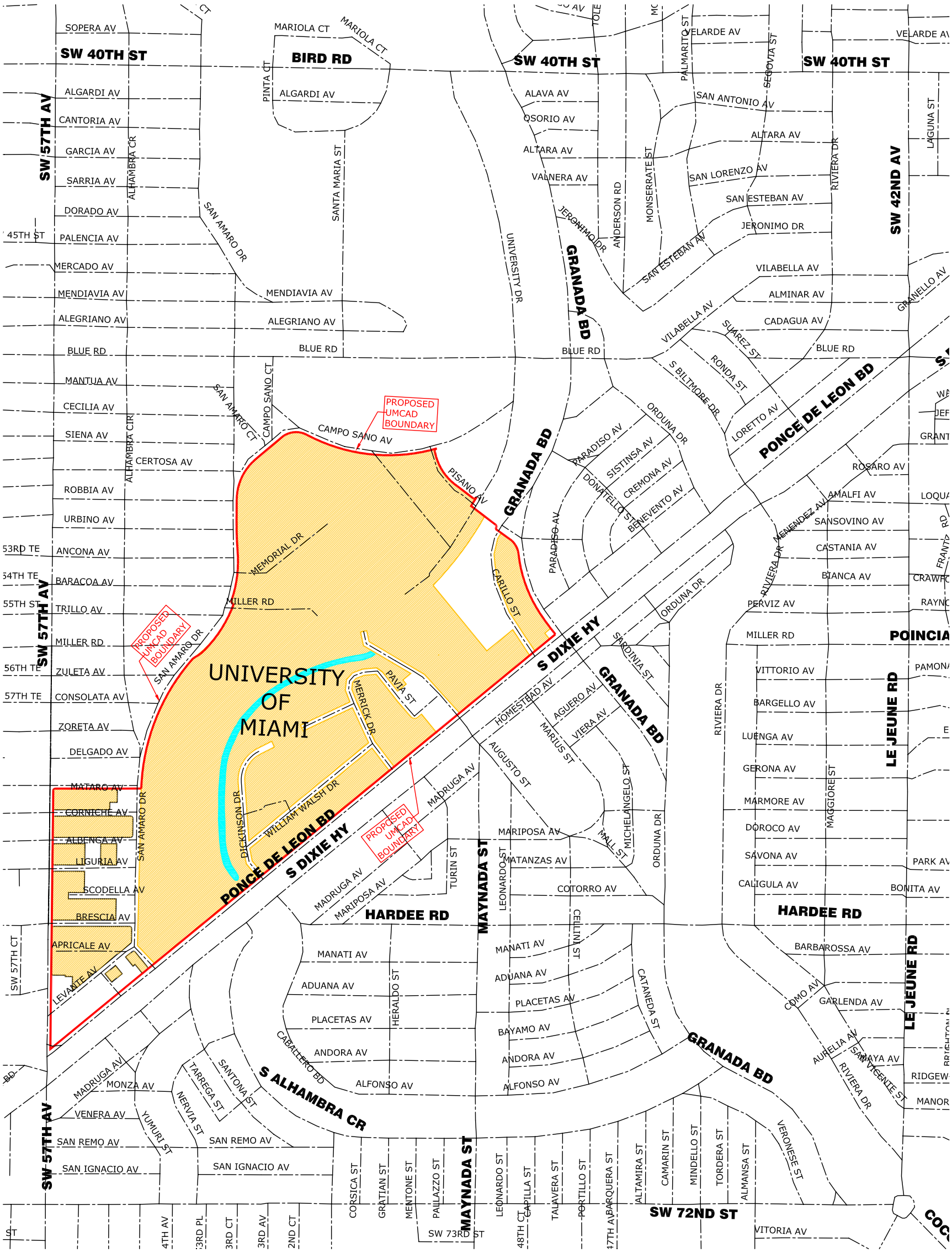
Guilford & Associates, P.A.
Printed name(s) of applicant(s)/agent(s)

X:\SURVEY DIVISION\WORK2003\01-0360.00 UM PROPERTY MAP\01-0360.00 UM PROPERTY MAP.dwg 5/21/2003 3:35:46 PM EDT

0 500 1000 2000 3000

GRAPHIC SCALE IN FEET

SEPTEMBER 30, 2003



PROPERTY OWNED BY THE UNIVERSITY OF MIAMI

MAIN CAMPUS
PROPERTY LOCATION MAP
CORAL GABLES, FLORIDA

PBS&J

UNIVERSITY OF Miami

UNIVERSITY OF MIAMI CAMPUS AREA DEVELOPMENT DISTRICT (UMCAD)
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

All those lots, pieces or parcels of land situate, lying and being in Sections 19 and 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida owned by the University of Miami, a Florida Corporation, Not for Profit, lying within the area being generally described by metes and bounds as follows, *viz.:*

BEGIN at the Point of Intersection of the Northwesterly Right of Way line of Ponce de Leon Boulevard (University Concourse/Ron Fraser Way) with the Easterly Right of Way Line of Red Road (S.W. 57th Avenue); thence Northerly along said Easterly Right of Way line of Red Road to a Point of Intersection with the Southerly Right of Way Line of Avenue Mataro; thence Easterly along said Southerly Right of Way line of Avenue Mataro and its Easterly extension thereof to a Point of Intersection with the Easterly Right of Way line of San Amaro Drive (Hurricane Drive); thence Northerly, Northeasterly, Northerly and Northeasterly along said Easterly Right of Way line of San Amaro Drive to a Point of Intersection with the Southerly Right of Way line of Avenue Campo Sano; thence Southeasterly, Easterly and Northeasterly along said Southerly Right of Way of Avenue Campo Sano to a Point of Intersection with the Northeasterly line of the "Avenue Pisano Extension" as described in that certain Easement Deed as recorded in Official Records Book 9798 at Page 199 of the Public Records of Dade County (now Miami-Dade County), Florida; thence Southeasterly along said Northeasterly line of the "Avenue Pisano Extension" to a Point of Intersection with the Northwesterly Right of Way line of University Drive; thence Southwesterly along said Northwesterly Right of Way line of University Drive to a Point of Intersection with the Southwesterly Right of Way line of Avenue Pisano (as platted); thence Southeasterly along said Southwesterly Right of Way line of Avenue Pisano to a Point of Intersection with the Southwesterly Right of Way line of Granada Boulevard; thence Southeasterly along said Southwesterly Right of Way line of Granada Boulevard to a Point of Intersection with said Northwesterly Right of Way line of Ponce de Leon Boulevard; thence Southwesterly along said Northwesterly Right of Way line of Ponce de Leon Boulevard to the Point of Intersection with said Easterly Right of Way line of Red Road (S.W. 57th Avenue) and the POINT OF BEGINNING.

With all of the real properties as contained within the above described UMCAD District having such location, size, shape, bearings, distances, buttings and boundings as reference to the underlying plats, deeds and other instruments of record filed with the Clerk of the Circuit Court in the Public Records of Miami-Dade County, Florida will at large more fully appear.

Applicant

University of Miami
1535 Levante Avenue
Coral Gables, Florida 33146

Contact: Joe T. Natoli
Senior Vice President of Business and Finance
Telephone: 305-284-6100
Fax: 305-284-4621
E-mail: jnatoli@miami.edu

Applicant's Representatives

Larry D. Marbert
Vice President of Real Estate and Facilities
University of Miami
1535 Levante Avenue
Coral Gables, Florida 33146
Telephone: 305-284-5314
Fax: 305-284-4105
E-mail: lmarbert@miami.edu

Janet Gavarrete
Associate Vice President of Campus Planning & Development
University of Miami
1535 Levante Avenue, Suite 205
Coral Gables, Florida 33146
Telephone: 305-284-6728
Fax: 305-284-3108
E-mail: jgavarrete@miami.edu

Irma Abella, Esq.
Director of Development Regulations
University of Miami
1535 Levante Avenue, Suite 205
Coral Gables, Florida 33146
Telephone: 305-284-4485
Fax: 305-284-5063
E-mail: iabella@miami.edu

Zeke Guilford, Esq.
2222 Ponce De Leon, 6th Floor
Coral Gables, Florida 33134
Telephone: 305-446-8411
Fax: 405-445-0563
E-mail: ZGuilford@guilfordassoc.com

Jeffrey Bass, Esq.
Shubin & Bass
46 SW 1st Street
3rd Floor
Miami, Florida 33130
Telephone: 305-381-6060
Fax: 305-381-9457
E-mail: jbass@shubinbass.com

Joseph Goldstein, Esq.
Holland & Knight LLP
701 Brickell Avenue, #3000
Miami, Florida 33131
Telephone: 305-789-7782
Fax: 305-789-7799
E-mail: joseph.goldstein@hklaw.com

Alan S. Krischer, Esq.
Holland & Knight LLP
701 Brickell Avenue, #3000
Miami, Florida 33131
Telephone: 305-789-7758
Fax: 305-789-7759
E-mail: alan.krischer@hklaw.com

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

CITY OF CORAL GABLES
RECEIVED BY THE
OFFICE OF THE CITY CLERK
2008 MAY 28 PM 3:12

Print Your Name JOSEPH T. NATOLI
LOBBYIST

Print Your Business Name , if applicable UNIVERSITY OF MIAMI

Business Telephone Number 305.284.6100

Business Address 1252 MEMORIAL DR CORAL GABLES FL 33146
ADDRESS CITY, STATE ZIP CODE

Federal ID#: 59-0624458

State the extent of any business or professional relationship you have with any current member of the City Commission.
NONE.

PRINCIPAL REPRESENTED:

NAME UNIVERSITY OF MIAMI **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS 1252 MEMORIAL DR, CG, FL **TELEPHONE NO.:** 305.284.6100

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Joe Natoli hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Joe Natoli to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this May 28, 2008.

X Personally Known

____ Produced ID

Notary Public
State of Florida

MEGHAN HALLEY
Comm# DD0743621
Expires 1/7/2012
Florida Notary Assn., Inc

$150.00 Fee Paid Pending. Received By [illegible] Date 5/28/08

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) ____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

REGISTRATION #:_____

IAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

ITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any other City Official or staff.

OR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

CITY OF CORAL GABLES
RECEIVED BY THE
OFFICE OF THE CITY CLERK
2008 MAY 30 PM 3:12

F THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO ILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE DDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST EGISTRATION DOCUMENT ON FILE.

int Your Name: JOE NATOLI
LOBBYIST

int Your Business Name: UNIVERSITY OF MIAMI

isiness Telephone Number: 305.284.6100

isiness Address: 1252 MEMORIAL DR, CORAL GABLES, FL 33146
ADDRESS CITY, STATE ZIP CODE

int Name of Corporation, Partnership, or Trust:

UNIVERSITY OF MIAMI

SUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: (Separate Application is required for each specific issue)

UNIVERSITY OF MIAMI CAMPUS AREA DISTRICT (UMCAD) & OTHER UNIVERSITY RELATED MATTERS.

I Joe Natoli hereby swear or affirm under penalty of perjury that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Print Name of Lobbyist

Signature of Lobbyist

5/28/08
Date

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Joe Natoli to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this May 28, 2008.

✓ Personally Known

____ Produced ID

Notary Public
State of Florida

MEGHAN HALLEY
Comm# DD0743621
Expires 1/7/2012
Florida Notary Assn., Inc

For Office Use Only

Data Entry Date: ____ 20____ Entered By: ____

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

REGISTRATION #:_____

IAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

ITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any other City Official or staff.

OR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

F THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO ILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE DDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST EGISTRATION DOCUMENT ON FILE.

int Your Name: Larry D. Marbert
LOBBYIST

int Your Business Name: University of Miami

isiness Telephone Number: 305.284.5660

isiness Address: 1535 Levante Ave #201 Coral Gables, Fl 33146
ADDRESS CITY, STATE ZIP CODE

int Name of Corporation, Partnership, or Trust:

SUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: (Separate Application is required for each specific issue)

All matters related to development & construction of University properties & buildings under my supervision as UM vice president.

I Larry Marbert hereby swear or affirm under penalty of perjury that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Print Name of Lobbyist

Signature of Lobbyist

2-5-08
Date

CRISTINA BARRERA
Notary Public - State of Florida
My Commission Expires Oct 30, 2009
Commission # DD 486685
Bonded By National Notary Assn.

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Larry D. Marbert to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 2/5/08.

X Personally Known

____ Produced ID

Cristina Barrera
Notary Public
State of Florida

For Office Use Only

Data Entry Date: _____ 20____ Entered By: _____

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name Larry D. Marbert
LOBBYIST

Print Your Business Name , if applicable University of Miami

Business Telephone Number 305.284.5660

Business Address 1535 Levante Ave #201 Coral Gables, FL 33146
ADDRESS CITY, STATE ZIP CODE

Federal ID#: 59-0624458

State the extent of any business or professional relationship you have with any current member of the City Commission:
All matters related to development & construction of University properties & buildings under my supervision as UM vice president.

PRINCIPAL REPRESENTED:

NAME _____ **COMPANY NAME, , IF APPLICABLE** University of Miami

BUSINESS ADDRESS 1535 Levante Ave #201 **TELEPHONE NO.:** 305.284.5660
Coral Gables, FL 33146

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Larry Marbert hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

_____
Signature of Lobbyist

CRISTINA BARRERA
Notary Public - State of Florida
My Commission Expires Oct 30, 2009
Commission # DD 486685
Bonded By National Notary Assn.

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Larry D. Marbert to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 2/5/08.

X Personally Known

_____ Produced ID

Cristina Barrera
Notary Public
State of Florida

$150.00 Fee Paid _____ Received By _____ Date: _____

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City official.

CITY OF CORAL GABLES
RECEIVED BY THE
OFFICE OF THE CITY CLERK
2008 MAY 28 PM 3:12

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name Janet Gavarrete
LOBBYIST

Print Your Business Name , if applicable University of Miami

Business Telephone Number 305-284-6728

Business Address 1535 Levante Avenue, Suite 205, Coral Gables, FL 33146
ADDRESS CITY, STATE ZIP CODE

Federal ID#: 59-0624458

State the extent of any business or professional relationship you have with any current member of the City Commission.

None

PRINCIPAL REPRESENTED:

NAME University of Miami **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS_____ **TELEPHONE NO.:** _____

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Janet Gavarrete hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Ruth Rubi to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this May 28, 2008.

RUTH RUBI
Notary Public - State of Florida
My Commission Expires Apr 25, 2009
Commission # DD 391679
Bonded By National Notary Assn.

✓ Personally Known

_____ Produced ID

Notary Public
State of Florida

$150.00 Fee Paid Pending Received By GA Davis Date: 5/28/08

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

REGISTRATION #:_____

[AVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

ITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any other City Official or staff.

OR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

F THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO ILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE DDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST EGISTRATION DOCUMENT ON FILE.

CITY OF CORAL GABLES
RECEIVED BY THE CITY CLERK'S
OFFICE
2008 MAY 28 PM 3:12

int Your Name: Janet Gavarrete
LOBBYIST

int Your Business Name: University of Miami

usiness Telephone Number: 305-284-6728

usiness Address: 1535 Levante Avenue, Suite 205, Coral Gables, FL 33146
ADDRESS CITY, STATE ZIP CODE

int Name of Corporation, Partnership, or Trust:

University of Miami

SUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: (Separate Application is required for each specific issue)

University of Miami Campus Area District ("UMCAD") and other University related matters.

I Janet Gavarrete hereby swear or affirm under penalty of perjury
Print Name of Lobbyist
that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Signature of Lobbyist

5/28/08
Date

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Ruth Rubi to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this May 28, 2008.

✓ Personally Known

____ Produced ID

Notary Public
State of Florida

RUTH RUBI
Notary Public - State of Florida
My Commission Expires Apr 25, 2009
Commission # DD 391679
Bonded By National Notary Assn.

For Office Use Only

Data Entry Date: ____ 20____ Entered By: ____

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

CITY OF CORAL GABLES
RECEIVED BY THE
OFFICE OF THE CITY CLERK
2008 MAY 28 PM 3:11

Print Your Name Irma M. Abella
LOBBYIST

Print Your Business Name , if applicable University of Miami

Business Telephone Number 305-284-4485

Business Address 1535 Levante Avenue, Suite 205, Coral Gables, FL 33146
ADDRESS CITY, STATE ZIP CODE

Federal ID#: 59-0624458

State the extent of any business or professional relationship you have with any current member of the City Commission.

None

PRINCIPAL REPRESENTED:

NAME University of Miami **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS_____ **TELEPHONE NO.:** _____

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Irma M. Abella hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Irma M. Abella
Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Ruth Rubi to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this May 28, 2008.

✓ Personally Known

_____ Produced ID

Ruth Rubi.
Notary Public
State of Florida

RUTH RUBI
Notary Public - State of Florida
My Commission Expires Apr 25, 2009
Commission # DD 391679
Bonded By National Notary Assn.

$150.00 Fee Paid Pending - Received By J. A. Davis Date: 5/28/08

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

ITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any other City Official or staff.

OR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

F THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO ILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE DDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST EGISTRATION DOCUMENT ON FILE.

CITY OF CORAL GABLES
RECEIVED BY THE
OFFICE OF THE CITY CLERK
2008 MAY 28 PM 3:11

int Your Name: Irma M. Abella
LOBBYIST

int Your Business Name: University of Miami

usiness Telephone Number: 305-284-4485

usiness Address: 1535 Levante Avenue, Suite 205, Coral Gables, FL 33146
ADDRESS CITY, STATE ZIP CODE

int Name of Corporation, Partnership, or Trust:

University of Miami

SUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: (Separate Application is required for each specific issue)

University of Miami Campus Area District ("UMCAD") and other University related matters.

I Irma M. Abella hereby swear or affirm under penalty of per-
Print Name of Lobbyist
jury that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Irma M Abella
Signature of Lobbyist

5/28/08
Date

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Ruth Rubi to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this May 28, 2008.

✓ Personally Known

____ Produced ID

Ruth Rubi
Notary Public
State of Florida

RUTH RUBI
Notary Public - State of Florida
My Commission Expires Apr 25, 2009
Commission # DD 391679
Bonded By National Notary Assn.

For Office Use Only

Data Entry Date: _____, 20____ Entered By: _____

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any other City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

2008 MAY 28 PM 2:47
CITY OF CORAL GABLES
RECEIVED BY THE
OFFICE OF THE CITY CLERK

Print Your Name Jeffrey S. Bass
LOBBYIST

Print Your Business Name , if applicable STUBIN & BASS P.A.

Business Telephone Number (305) 381-6060

Business Address 46 SW 1st Street, Miami, Florida 33130
ADDRESS CITY, STATE ZIP CODE

Federal ID#: _____

State the extent of any business or professional relationship you have with any current member of the City Commission.

N/A

PRINCIPAL REPRESENTED:

NAME University of Miami **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS 1320 S. Dixie Highway Miami FL 33146 **TELEPHONE NO.:** (305) 284-2700

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Jeffrey S. BASS hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Jeffrey BASS to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 28th day of May 2008.

N. GONZALEZ
MY COMMISSION # DD 444177
EXPIRES: June 26, 2009
Bonded Thru Budget Notary Services

✓ Personally Known

_____ Produced ID

Notary Public
State of Florida

$150.00 Fee Paid _____ Received By _____ Date: _____

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Date Entry Date: _____ 20__ Entered By: _____

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any other City Official or staff.

FOR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO FILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE ADDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST REGISTRATION DOCUMENT ON FILE.

Print Your Name: Jeffrey S. Bass (LOBBYIST)

Print Your Business Name: Stubbs & Bass P.A.

Business Telephone Number: (305) 381-6060

Business Address: 40 S.W. 1st Street (ADDRESS) Miami, Florida (CITY, STATE) 33130 (ZIP CODE)

Print Name of Corporation, Partnership, or Trust:

University of Miami

ISSUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: (Separate Application is required for each specific issue)

Campus Development and Zoning related issues arising from Code Rewrite process, UMCAD Amendments and Development Agreement.

I Jeffrey S. Bass hereby swear or affirm under penalty of perjury that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Print Name of Lobbyist

Signature of Lobbyist

May 28, 2008
Date

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Jeffrey Bass to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 28th day of May 2008.

✓ Personally Known

_____ Produced ID

Notary Public
State of Florida

N. GONZALEZ
MY COMMISSION # DD 444177
EXPIRES: June 26, 2009
Bonded Thru Budget Notary Services

For Office Use Only

Date Entry Date: [illegible] Entered By: [illegible]

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name Joseph G. Goldstein
LOBBYIST

Print Your Business Name , if applicable Holland & Knight LLP

Business Telephone Number (305) 789-7782

Business Address 701 Brickell Ave., Suite 3000, Miami, FL 33131
ADDRESS CITY, STATE ZIP CODE

Federal ID#: _____

State the extent of any business or professional relationship you have with any current member of the City Commission. None

---

PRINCIPAL REPRESENTED:

NAME University of Miami **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS_____ **TELEPHONE NO.:** _____

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Joseph Goldstein hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Joseph Goldstein to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 28th day of May, 2008.

Notary Public State of Florida
Tia Williams
My Commission DD663520
Expires 06/15/2011

X Personally Known

_____ Produced ID

Notary Public
State of Florida

$150.00 Fee Paid _____ Received By _____ Date: _____

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

REGISTRATION #:_____

IAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

ITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any other City Official or staff.

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---

int Your Name: Joseph G. Goldstein
LOBBYIST

int Your Business Name: Holland & Knight LLP

isiness Telephone Number: (305) 789-7782

isiness Address: 701 Brickell Ave., Suite 3000, Miami, FL 33131
ADDRESS CITY, STATE ZIP CODE

int Name of Corporation, Partnership, or Trust:
University of Miami

SUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: (Separate Application is required for each specific issue)

University Main Campus Zoning, Land Use & DRI matters

I Joseph Goldstein hereby swear or affirm under penalty of perjury
Print Name of Lobbyist

that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Signature of Lobbyist

5/28/08
Date

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Joseph Goldstein to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 28th day of May, 2008.

Notary Public State of Florida
Tia Williams
My Commission DD663520
Expires 06/15/2011

X Personally Known

____ Produced ID

Notary Public
State of Florida

For Office Use Only

Date Entry Date _____ 20____ Entered By _____

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #:_____

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CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

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IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name Alan S. Krischer
LOBBYIST

Print Your Business Name , if applicable Holland & Knight LLP

Business Telephone Number (305) 789-7758

Business Address 701 Brickell Ave., Suite 3000, Miami, FL 33131
ADDRESS CITY, STATE ZIP CODE

Federal ID#: _____

State the extent of any business or professional relationship you have with any current member of the City Commission. None

---

PRINCIPAL REPRESENTED:

NAME University of Miami **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS_____ **TELEPHONE NO.:** _____

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ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Alan Krischer hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Alan Krischer to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

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Notary Public State of Florida
Tia Williams
My Commission DD663520
Expires 06/15/2011

X Personally Known

_____ Produced ID

Notary Public
State of Florida

$150.00 Fee Paid _____ Received By _____ Date: _____

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

REGISTRATION #:_____

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ITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any other City Official or staff.

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---

int Your Name: Alan S. Krischer
LOBBYIST

int Your Business Name: Holland & Knight LLP

isiness Telephone Number: (305) 789-7758

isiness Address: 701 Brickell Ave., Suite 3000, Miami, FL 33131
ADDRESS CITY, STATE ZIP CODE

int Name of Corporation, Partnership, or Trust:

University of Miami

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University Main Campus Zoning, Land Use & DRI matters

I Alan Krischer hereby swear or affirm under penalty of perjury
Print Name of Lobbyist

that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Signature of Lobbyist _____ Date _____

STATE OF FLORIDA)
)
COUNTY OF DADE)

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X Personally Known

_____ Produced ID

Notary Public
State of Florida

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Date Entry Date _____ 20 _____ Entered By _____

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.

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UMCAD 2007 Submittal

I. Introduction

II. Proposed 2007 Amendments to Campus Master Plan and Development Program

- ***A. Proposed 2007 Campus Master Plan Development Program***
- ***B. Future Projects Timeline***
- ***C. Proposed 2007 Amendments to Campus Master Plan and Development Program:***
  1. ***Athletic Facilities – Amendment to text***
  2. ***Amend Sec. 4-2-2(U) of the Zoning Code***

III. Concurrency and Traffic Zones

- ***D. Concurrency Information Statements for Traffic Zones 46, 47, and 50***
- ***E. Traffic Zone Map***

IV. 2006 Annual Report

UNIVERSITY OF MIAMI CAMPUS AREA DISTRICT (UMCAD)
YEAR 2007 AMENDMENTS
AND
ANNUAL REPORT

I. Introduction

The University of Miami Campus Area Development (UMCAD) district was established pursuant to Ordinance No. 28428, adopted by the Coral Gables City Commission in March, 1989 and is codified in Section 4-202 of the Coral Gables Zoning Code. These code provisions define the UMCAD district as a "Planned Campus Development for the establishment of a functional, aesthetic and progressive organization of university activities including educational, dormitory, classroom, administrative, social, open space, parking, maintenance and auxiliary university functions". The City's zoning regulations require the submission of annual amendments and an annual report by June 1 of each year.

Physical development of the campus commenced in 1925 pursuant to a campus master plan. Over the years, the university has continually built-out its campus in accordance with a series of approved campus plans. These previously approved plans merged into the UMCAD plan which was approved by the city with the adoption of Ordinance 2946. All projects in the approved Campus Master Plan may proceed for implementation through the regular building permit process. Projects that constitute a major amendment to the approved Campus Master Plan are required to undergo a plan amendment through a public hearing process. Major amendments are defined in Section 9-6(b) of the Zoning Code as follows:

> Major amendments: Major amendments represent substantial deviations from the development plan approved by the City Commission. Major amendments shall include, but not be limited to significant changes in floor area, density, lot coverage, height, setbacks, landscaped open space, the location of buildings, or parking, which exceeds twenty (20) percent of the guidelines contained within this Article specific to that type of development or that which is shown on the approved development plan, or changes in the circulation system.

Amendments to the Campus Master Plan have been approved in 1993, 1995, 1996, 1998, 2000, 2002, 2003, 2004 (for University Village), and 2006 reflecting text amendments, new facilities, changes in location of approved facilities, uses, size of facilities, deletion of proposed facilities, and completed facilities. Changes to the master plan reflect the programmatic needs of the University in meeting its academic goals, while providing the best educational environment for its students.

The City's zoning regulations require the submission of annual amendments and annual report by June 1 of each year. The current adopted master plan for the university is dated March 27, 2007 and was adopted by ordinance number 2007-16.

II. Proposed 2007 Amendments to the Adopted Campus Master Plan

Exhibit A, the Proposed 2007 Master Plan Development Program, shows the proposed amendments to facilities to be demolished and proposed new facilities/addition. The columns on the list identify the facilities with numbers for locating the facilities on the adopted Master Plan, the name of the facilities, and the size of the facility in gross square feet.

Exhibit B, Future Projects Timeline, is a matrix showing the projected phases for implementation of the proposed projects in five year increments over the next 20 years.

Dates shown serve only as an estimated timeline. It is a guide and recognizes that development may occur prior to or after the expected dates shown, as funding for projects is largely based on donations that cannot be predicted with certainty.

Exhibit C, Proposed 2007 Amendments

The proposed 2007 amendments are as follows:

1. *Athletic Facilities – Amendment to text*
2. *Amend Sec. 4-202 (U) of the Zoning Code to reflect that modifications to the lot coverage shown on the Master Plan constitute Minor Amendments.*

EXHIBIT A
2007 CAMPUS MASTER PLAN DEVELOPMENT PROGRAM
Building Areas: Existing, to be Demolished, and Proposed (GSF)
ORIGINAL SUBMITTAL JUNE 1, 2007
SUFFICIENCY SUBMITTAL JUNE 13, 2008

080613			A	B	C	D	E	F	G	H	I	J	
								change					
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished	future in FAR	future non FAR	add GSF FAR	reduce GSF FAR	add GSF non FAR	reduce GSF non FAR	site / location change	Comments
0001		NSCDZ				1,002,345			10,562				Reduce GSF from 1,012,907 to 1,002,345.
0002		Museum				50,000							
0003		University Hall				30,000							
0006		Theater				80,000							
0007A	*	Bank United Center Parking Garage					227,500						
0007B		Basketball Practice Facility				30,000		16,000					Change site, increase GSF from 14,000 to 30,000.
0009	*	NSCDZ Parking					274,948						
0101		J. Neville McArthur Engineering Building	97,108										
0102		Arthur A. Ungar Computer Center	58,345										
0103	*	Utility Building No.1		6,299									
0104		James M. Cox Science Building	190,944										
0106		Arts Annex Building 3			6,702								
0108		Art Building 1	12,500		14,223								
0109		L-1 Building			12,290								
0112	*	Memorial Drive Gate House		25									
0113	*	Botany Greenhouse		1,022									
0114		James L. Knight Physics Building	73,000										
0115		J. Neville McArthur Engineering Addition	20,000										
0116		Interactive Science Center and Engineering Research PH I				54,000							
0201		Solomon G. Merrick Building	123,954										
0202		Antonio Ferre Building	10,748										
0203		Oscar E. Dooly Memorial Classroom Building	77,311										
0204		Whitten Learning Center			45,054								
0205		Ashe Memorial Administation Building	75,862										
0206		Norman A. Whitten University Center	203,550										
0206A	*	Utility Plant No.4		6,299									
0207		Otto G. Richter Library	211,800										
0208		Meyer Law Library (Bldg. D & G)	87,290										
0209		Law Administration (Bldg. C)	10,540										
0210		Law Classroom (Bldg. A)	10,832										
0211		Law Tax Wing (Bldg. E)	12,294										
0212		New Law Building (Bldg. F)	34,550										
0213		New Law Library (Bldg. B)	37,986										
0215		Frances L. Wolfson Building, School of Communication	45,496										
0216		Student Center at the School of Communication	25,240										
0220		Dean Robert Allen Hall Building	21,780										
0221		Centrex Building	5,902										
0222		Mary B. Merritt Panhellenic Building	27,752										
0223		Maurice Gusman Concert Hall	36,558										
0224		Charles H. Gauthier Hall (a.k.a.Rathskeller)			8,501								
0225		School of Business	120,859										
0283		David Epstein and Bernie Kosar Faculty Building	15,684										
0285		Otto G. Richter Library Addition				140,000							
0286		M. Christine Schwarz Center for Nursing Education	53,414										
0287		School of Education				60,000							
0288		Interactive Science Center and Engineering Research PH II				96,000							
0301		Daniel J. Mahoney Residence Hall	167,166										
0302		Pearson Hall	167,166										
0303		Mahoney / Pearson Dining Hall	20,673										
0304	*	Utility Building No. 3		4,360									
0305		Lowe Art museum	37,555										
0306		Student Health Center			13,901								
0307		Writing Center			8,375								
0308		Islamic Center				15,000							
0309		M. B. Fernandez Family Entrepreneurship Building PH I (Residential)				150,400			2,142				Reduce GSF from 152,542 to 150,400.
0310		M. B. Fernandez Family Entrepreneurship Building PH I (Academics)				42,000							
0313		Behavioral Medicine Research Institute			11,230								
0317		Mahoney/Pearson Commons	18,652										
0318	*	Stanford Drive Gate House		78									

0320	*	Pearson Parking Garage		172,572								

			A	B	C	D	E	F	G	H	I	J	
								change					
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished	future in FAR	future non FAR	add GSF FAR	reduce GSF FAR	add GSF non FAR	reduce GSF non FAR	site / location change	Comments
0321	*	Pavia Parking Garage		169,980									
0401		Walsh Tower	85,097										
0402		Rosborough Tower	85,097										
0403		Stanford Residential Commons	13,459										
0404	*	Utility Building No. 2		4,517									
0405		Stanford / Hecht Dining Hall	22,579										
0406		McDonald Tower	85,097										
0407		Pentland Tower	85,097										
0408		Hecht Residential Commons	29,810										
0410		Scupture Studio			7,603								
0421		Guidance Center - Building 21			23,474								
0422		Apartment Buildingg 22 (Brunstetter)			23,474								
0423		Apartment Building 23 (Grosvenor)			23,474								
0434B		Apartment Building 34b (Pentland)			13,044								
0435		LaGorce - Building 35			21,593								
0436		Apartment Building 36 (Foster)			23,758								
0437		Rhodes House - Building 37			23,758								
0441		Apartment Bldg 41 (Railey			17,322								
0442		Apartment Building 42 (Smith)			17,322								
0443		Apartment Building 43 (Allen)			17,322								
0448		Architecture N	15,750										
0449		Architecture S	15,750										
0450		Eaton Hall	105,796										
0455A		The Jorge M. Perez Architecture Center	8,208										
0455B		Architecture ADA adition				4,000							
0456		Art and Architecture College (Academics)				74,550							
0457		Art and Architecture Residential College				42,248							
0504		Rehearsal Center			20,236								
0505		Arnold Volpe Music Building			11,892								
0507		Albert Pick Music Library			3,739								
0508		Bertha Foster Memorial Music Building			22,761								
0509		Handleman			2,464								
0510		Percussion Building			339								
0511		Jerry Herman Theatre Complex	14,589										
0512		Schiff Tennis Building	2,254										
0516A		Neil Schiff Tennis Center	11,464										
0517		L. Austin Weeks Center for Recording and Performance	14,000										
0518		Wellness Center	115,225										
0519		Center for Music Learning and Leadership				70,000							
0520		Martha and Austin Weeks Music Library and Technology Center	28,433										
0521		Yaron Field House Storage	1,025										
0600		Mark Light Field	0										
0601		Hecht Athletic Center	61,902										
0602		Baseball Media Building			576								
0603		Baseball Stadium	21,097										
0604		James L. Knight Sports Center	28,500										
0605		Ron Fraser Baseball Building	5,237										
0606		Kearns Sports Hall of Fame			2,902								
0607		Bank United Convocation Center	205,000										
0608	*	Ponce de Leon Parking Garage		334,865									
0608A		Fred C. and Helen D. Flipse Building	69,252										
0609		Alex Rodriguez Park	11,000										
0610A		Athletic Maintenance Facility				2,093							
0701		Facilities Administration	45,726										
0702		Rainbow Building	17,532										
0703		Evelyn F. and William L. McKnight Advancement Building	10,500										
0704		Alumni House			3,324								
0705		Marion and Ed Lau Founder's Club			6,570								
0709		New Maintenance Building	5,000										
0713		Dance Studio / Theatre Arts Building			7,808								
0714		Albert Pick Hall	11,537										
0715		Casa Bacardi - ICCAS	11,706										
0718		School of Education Research at Brescia.	5,537										
0720		Max Orovitz Administration Center	37,023										
0470		University Village Student Apartments	362,136										
0471/2/3		University Village Townhouses	28,708										
TBD	*	University Village Townhouse garages		4,746									
0474/5	*	University Village Parking Garages		295,287									
0474A		University Village Student Support Center	5,996										

			A	B	C	D	E	F	G	H	I	J	
								change					
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished	future in FAR	future non FAR	add GSF FAR	reduce GSF FAR	add GSF non FAR	reduce GSF non FAR	site / location change	Comments
N002		School of Music Academic Facilities Replacement				94,000							
N103		Jerry Herman Ring Theatre Lobby Renovation				0							No added GSF.
N104A		Student Activity Center				108,000							
N104B		Whitten University Center Expansion				31,000							
0204		Whitten Learning Center Replacement				45,054							
N109A		M. B. Fernandez Family Entrepreneurship Building PH II (Residential)				110,664							
N109B		M. B. Fernandez Family Entrepreneurship Building PH II (Academics)				43,672							
N111		Lowe Museum Addition				10,000							
N112A		Lakeview Student Housing I				160,000							
N112B		Lakeview Student Housing II				160,000							
N113A	*	Pavia Garage Addition					84,970						
N113B	*	Merrick Parking Garage					298,150						
N114	*	Convocation / Student Parking Garage					150,000						
N115	*	Dickinson Residential Parking Garage					280,000						
N116		Dickinson Student Housing				160,000							
N118	*	Cobb Track and Field Facility				1,000							
N119		Wellness Center Addition				18,704		704					Increase GSF from 18,000 to 18,704
N120		Hecht Center Addition				50,000							
N121		Robert And Judi Prokop Newman Alumni Center				66,000			4,000				Reduce GSF from 70,000 to 66,000.

	A	B	C	D	E	F	G	H	I	J	
						total change					
	existing to remain in FAR	existing to remain non FAR	to be demolished	future in FAR	future non FAR	add GSF FAR	reduce GSF FAR	add GSF non FAR	reduce GSF non FAR		
TOTALS	**3,794,630**	**1,000,050**	**415,031**	**3,000,730**	**1,315,568**	**16,704**	**16,704**	**0**	**0**		
						Total - FAR		**Total - non FAR**			
						0		**0**			

S U M M A R Y / G S F

Total Existing buildings (FAR and non FAR) as of 03MAR04 = (A + B + C)	**5,209,711**
Buildings to be demolished = (C)	**415,031**
Existing buildings to remain = (A + B)	**4,794,680**
Proposed buildings = (D + E)	**4,316,298**
Developed Campus assuming all buildings are built = (A + B + D + E)	**9,110,978**
Buildings not included in FAR calculations = (B + E)	**2,315,618**
2007 Proposed Adjusted Development less buildings not in FAR = (A + D)	**6,795,360**
2006 Approved Development less in FAR	**6,795,360**
Permitted building area for FAR = 0.6	**6,795,360**
Amount remaining to be programmed per UMCAD= 6,795,360 - (A + D)	**0**

* Not in FAR calculations

Denotes line item change from Master Plan Development Program adopted 27MAR07.

EXHIBIT B
FUTURE PROJECTS TIMELINE *

Original Submittal June 1, 2007
Sufficiency Submittal June 13, 2008

	No.	Project Name	area GSF	Anticipated Year of Completion			
				2010 GSF	2015 GSF	2020 GSF	2025 GSF
	0001	NSCDZ	1,002,345				1,002,345
	0002	Museum	50,000			50,000	
	0003	University Hall	30,000			30,000	
	0006	Theater	80,000		80,000		
**	0007A	Bank United Convocation Center Parking Garage (Formerly Parking b)	227,500		227,500		
	0007B	Basketball Practice Facility	30,000	30,000			
**	0009	NSCDZ Parking	274,948				274,948
	0116	Interactive Science Center and Engineering Research Phase I	54,000		54,000		
	0204	Replacement of Whitten Learning Center	45,054				45,054
	0285	Otto G. Richter Library and Law School Addition	140,000	140,000			
	0287	School of Education	60,000		60,000		
	0288	Interactive Science Center and Engineering Research Phase II	96,000		96,000		
	0308	Islamic Center	15,000		15,000		
	0309	Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration Phase I (Residential)	150,400	150,400			
	0310	Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration Phase I (Academics)	42,000	42,000			
	0455B	School of Architecture ADA Addition	4,000		4,000		
	0456	Art & Architecture College (Academics)	74,550		74,550		
	0457	Art and Architecture Residential College	42,248		42,248		
	0519	Center for Music Learning and Leadership	70,000	70,000			
	0610A	Athletics Maintenance Facility	2,093	2,093			
	N002	School of Music Academic Facilities Replacement	94,000		54,000	40,000	
	N104A	Student Activities Center	108,000	108,000			
	N104B	Whitten University Center Addition	31,000	31,000			
	N109A	Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration Phase II (Residential)	110,664	110,664			
	N109B	Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration Phase II (Academics)	43,672	43,672			
	N111/N112	Lowe Art Museum Additions	10,000	10,000			
	N112A	Lakeview Housing Phase I	160,000	160,000			
	N112B	Lakeview Housing Phase II	160,000	160,000			
**	N113A	Pavia Parking Garage Addition	84,970	84,970			
**	N113B	Merrick Garage	298,150	298,150			
**	N114	Convocation / Student Parking Garage	150,000		150,000		
**	N115	Dickinson Residential Parking Garage	280,000	280,000			
	N116	Dickinson Student Housing	160,000	160,000			
	N118	Cobb Track and Field Facility	1,000	1,000			
	N119	Wellness Center Addition	18,704	18,704			
	N120	Hecht Center Addition	50,000		50,000		
	N121	Robert and Judi Prokop Newman Alumni Center	66,000	66,000			
		TOTAL NEW BUILDINGS	**4,316,298**	**1,966,653**	**907,298**	**120,000**	**1,322,347**
		FUTURE NON FAR	**1,315,568**	**663,120**	**377,500**	**0**	**274,948**
		FUTURE IN FAR	**3,000,730**	**1,303,533**	**529,798**	**120,000**	**1,047,399**

* Consistent with past practice and applicable UMCAD Ordinances, this matrix represents the University's expected schedule.

** Projects not included in FAR calculations

Note: Timeframes are provided to indicate when the proposed development is presently intended.
Actual construction may occur before or after the expected commencement date.

ATHLETIC FIELDS AND FACILITIES

The southwest sector of Central Campus continues to be assigned for recreation and athletic purposes. The Neil Schiff Tennis Center and the Tome Kearns Sports Hall of Fame are now in operation. The BankUnited Center (formerly Ryder Convocation Center) ~~Ryder Convocation Center~~ configuration has been determined. The ~~Ryder Center~~ BankUnited Center ~~-~~is envisioned to have ~~7,200~~ 9,830 permanent seats, with the capability to ~~have an additional~~ accommodate up to 2,000 of those ~~seats~~ patrons on the main floor.

The Center is a ~~intended to be a~~ multi-purpose facility accommodating University-related athletic uses, University-related non-athletic uses and community uses. The paragraphs below provide examples of these three categories of uses. Further, some uses within the categories are considered "events," as defined below, for which a total annual occurrence is projected.

University-related athletic uses include, but are not limited to, intercollegiate basketball, volleyball and other sports, practices, coaching clinics, sports camps, and tournaments.

University-related non-athletic uses include, but are not limited to, Honors Day Convocation, Commencement, student orientations, lectures and symposia, student activities and banquets.

Community uses such as concerts, family shows, trade shows and children's shows, as described on the following Exhibit A,(page 1-13b) may be held at the BankUnited Center ~~Ryder Center~~, without the need for separate agreement or approval by the City. Other community uses may be held in the BankUnited Center ~~Ryder Center~~ provided that the types of such uses are mutually agreed to by the University and the City Manager. Such uses may include, but are not limited to, professional/exhibition sports, noncollegiate basketball and high school graduations. However, ice shows, dirt shows and uses that consist primarily of live animal performances shall not be permitted at the BankUnited Center ~~Ryder Center~~, unless specifically approved by the City Manager.

It is projected that approximately eighty (80) events per year will occur in the BankUnited Center ~~Ryder Center~~. For purposes of this section, an "event" is (i) men's and women's intercollegiate basketball games (regardless of paid attendance); (ii) any University-related use for which 2,500 or more tickets are sold; and (iii) community uses. The term "event" does not include any

University-related activities with no charge for attendance (whether athletic or other), or with paid attendance of fewer than 2,500 tickets (except as specified in (i) above), and therefore, the projection of 80 events above does not apply to such activities. Also, a basketball tournament shall be considered one "event" for purpose of this section; practices and rehearsals shall not be considered "events". More than 80 events may be held at the BankUnited Center ~~Ryder Center~~ in any year upon mutual agreement between the City Manager and the University.

In addition to the events and other uses described above, the University will allow use of the BankUnited Center ~~Ryder Convocation Center~~ for five (5) City of Coral Gables City Events. The Center will be available to the City, free of charge, except for costs incurred to open and operate the facility for such events. The scheduling and other details pertaining to said City and the University.

The BankUnited Center ~~Ryder Center~~ is sited so as to be within easy walking distance of those living and working on campus, and those arriving for special events via the Metrorail station. Large attendance events, such as basketball games, are expected to draw at least 2,000 students and other pedestrians. Activities at the Center scheduled on days on which classes are in session during the regular academic year between the ours of 8 am and 4 pm will be limited to 1,600 spectators. The University will control the demand on traffic and parking systems by not holding events at Mark Light Stadium during the same time major activities are scheduled at the BankUnited Center ~~Ryder Center~~.

Exhibit A
RYDER CENTER
COMMUNITY USES — DESCRIPTIONS AND EXAMPLES

The following information is intended to describe certain types of community uses planned for the Ryder Center. For each type of use, a general narrative explanation is provided outlining its characteristics. Additionally, examples are provided so as to give real world meaning to the narrative descriptions. Most of these examples have been drawn from the industry record of actual live events that have been on tour during the 1998 indoor event season.

CONCERTS: Concerts are ticketed musical performances. Performers within this category would generally be found on the entertainment industry's low "A List" (most popular), "B List" (generally popular and popular), and the high "C List" (marginally popular) of the touring music ranking system used by concert promoters and public assembly facility managers. Expected attendance will vary.

Examples
Yanni (new age); The Moody Blues (classic rock); Stevie Nicks and Boz Scaggs (classic rock); Hanson (pop); LeAnn Rimes (country); Johnny Mathis (oldies); Alan Jackson/Deana Carter (country); Matchbox 20/Paula Cole (alternative); Vince Gill (country); James Taylor (soft rock); Boyz II Men (rhythm & blues).

FAMILY SHOWS: Family shows are ticketed shows and musical performances that specifically target a family oriented audience within the geographical area of the facility.

Examples
Nutcracker Ballet; Riverdance; Ballet Folkloric; Mariachi Festival (Jose Hernandez, Las Marimbas, Yolanda Del Rio).

CHILDREN'S SHOWS: These are ticketed shows that cater to families having pre-teen and early teenage children. This category can also include shows that have a pre-teen theme, as well as touring Broadway musicals.

Examples
Barney and Friends; Disney Productions; Rug Rats; Sesame Street Live!; Nickelodeon; Cats.

TRADE SHOWS/FLAT SHOWS: These may be non-musical, non-sports uses that are open to the general public, or that are academic or professional gatherings with a specific, pre-registered attendance. They may be multi-day events, but differ from conventions in that they attract a targeted population. Trade Shows tend to be informational and/or retail in nature, and are generally specific to a particular segment of the region's retail or hobby market. The category can also include professional examinations and testing.

Examples

Computer shows; communications technology trade shows; academic conferences and symposia; lecture series; fine arts shows; bridal shows; trading card shows; home shows; architecture, accounting, or nursing license exams.

2. Amend Sec. 4-202 (U) of the Zoning Code to reflect that modifications to the lot coverage shown on the Master Plan constitute Minor Amendments.

The University has provided a master plan indicating the general location and lot coverage (footprints) of facilities that will ultimately be constructed on the campus. These graphic representations (footprints) do not represent the actual lot coverage and exact location of the facilities rather they show the general area and lot coverage where the facilities will be located. It is physically and literally impossible to indicate a building footprint for a building that has not been conceptualized. The purpose and intent of the proposed text amendment is to provide for the administrative approval by the Building and Zoning Department, with recommendations from other departments as needed, of mere changes in the location or lot coverage buildings, more specifically, those changes in the layout of a building site, as graphically depicted in the Master Plan, that are not accompanied by significant changes in floor area, density, height, setbacks, landscaped open space or parking, or that would result in changes in the circulation system.

The proposal is to amend Sec. 4-202 (U) of the Zoning Code as follows:

1. *Minor amendments. Minor amendments are changes which do not substantially alter the concept of the UMCAD in terms of density, floor area ratio, land usage, height, provision of landscaped open space, the general location of buildings, or the physical relationship of elements in the development. Minor amendments shall include but shall not be limited to, ~~small~~non-substantial changes in floor area, density, ~~lot coverage,~~ height, setbacks, landscaped open space, ~~the location of buildings,~~ parking, or realignment of minor streets which do not exceed twenty (20%) percent of the guideline limits contained within this Article specific to that type of development or that which is shown on the approved development plan.*

2. *Major amendments. Major amendments represent substantial deviations from the development plan approved by the City Commission. Major amendments shall include, but not be limited to, significant changes in floor area, density, ~~lot coverage,~~ height, setbacks, landscaped open space, ~~the location of buildings,~~ or parking which exceed twenty (20%) percent of the guideline contained within this Article specific to that type of development or that which is shown on the approved development plan, or changes in the circulation system.*

III. Concurrency

Concurrency Information Statements for Traffic Zones 46, 47 and 50 are provided in Exhibit D.

Exhibit E shows the traffic zones.

CORAL GABLES CONCURRENCY MANAGEMENT

Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

UNIVERSITY OF MIAMI - ZONE 46 STATUS=P
5225 PONCE DE LEON BLVD
Coral Gables, FL

Date Printed: 12/4/2007
Development Order: 0
Record Number: 3118
Assoc. Demolition Record: 0

Zones:

Trffic	Fire Protection	Flood Protection	Parks and Recreation
46	201	X	3

Concurrency Needs

Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	
Trips	0	9122	0	OK	Not Within Urban Infill Area
Golf Courses	0	47.41	0.31655007025	OK	
Tennis Courts	0	40.35	3.1654998595	OK	
Racquetball Courts	0	6.23	0.4131825	OK	
BAsketball Courts	0	15.34	1.358345	OK	
Ball Diamonds	0	6.27	0.8499425	OK	
Playing Fields	0	7.27	0.8499425	OK	
Swimming Pools	0	3.13	0.09502	OK	
Equipped Playing Areas	0	6.34	0.9502	OK	
Special Recreation Facilities	0	93.84	14.2495	OK	
Neighborhood Parks (acres)	0	5.62	3.562125	OK	
Mini Parks (acres)	0	0.97	0.18994	OK	
Open Space (acres)	0	1.53	0.47575	OK	
Water Flow (gpm)	500	3000	500	OK	

Application Fee: $125.00 Statement Issued by:
Application Date: 12/4/2007
Expiration Date: N/A

Comments:

CORAL GABLES CONCURRENCY MANAGEMENT

Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

UNIVERSITY OF MIAMI - ZONE 47 STATUS=P
1200 DICKINSON DR
Coral Gables, FL

Date Printed: 12/4/2007
Development Order: 0
Record Number: 3118
Assoc. Demolition Record: 0

Zones:

Trffic	Fire Protection	Flood Protection	Parks and Recreation
47	201	X-500	3

Concurrency Needs

Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	
Trips	0	12617	0	OK	Not Within Urban Infill Area
Golf Courses	0	47.41	0.31655007025	OK	
Tennis Courts	0	40.35	3.1654998595	OK	
Racquetball Courts	0	6.23	0.4131825	OK	
BAsketball Courts	0	15.34	1.358345	OK	
Ball Diamonds	0	6.27	0.8499425	OK	
Playing Fields	0	7.27	0.8499425	OK	
Swimming Pools	0	3.13	0.09502	OK	
Equipped Playing Areas	0	6.34	0.9502	OK	
Special Recreation Facilities	0	93.84	14.2495	OK	
Neighborhood Parks (acres)	0	5.62	3.562125	OK	
Mini Parks (acres)	0	0.97	0.18994	OK	
Open Space (acres)	0	1.53	0.47575	OK	
Water Flow (gpm)	500	3000	500	OK	

Application Fee: $125.00 Statement Issued by:
Application Date: 12/4/2007
Expiration Date: N/A

Comments:

CORAL GABLES CONCURRENCY MANAGEMENT

Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

UNIVERSITTY OF MIAMI - ZONE 50 STATUS=P
1535 LEVANTE AVE
Coral Gables, FL

Date Printed: 12/4/2007
Development Order: 0
Record Number: 3118
Assoc. Demolition Record: 0

Zones:

Trffic	Fire Protection	Flood Protection	Parks and Recreation
50	201	X	3

Concurrency Needs

Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	
Trips	0	3674	63	OK	Not Within Urban Infill Area
Golf Courses	0	47.41	0.31655007025	OK	
Tennis Courts	0	40.35	3.1654998595	OK	
Racquetball Courts	0	6.23	0.4131825	OK	
BAsketball Courts	0	15.34	1.358345	OK	
Ball Diamonds	0	6.27	0.8499425	OK	
Playing Fields	0	7.27	0.8499425	OK	
Swimming Pools	0	3.13	0.09502	OK	
Equipped Playing Areas	0	6.34	0.9502	OK	
Special Recreation Facilities	0	93.84	14.2495	OK	
Neighborhood Parks (acres)	0	5.62	3.562125	OK	
Mini Parks (acres)	0	0.97	0.18994	OK	
Open Space (acres)	0	1.53	0.47575	OK	
Water Flow (gpm)	500	3000	500	OK	

Application Fee: $125.00 Statement Issued by:
Application Date: 12/4/2007
Expiration Date: N/A

Comments:

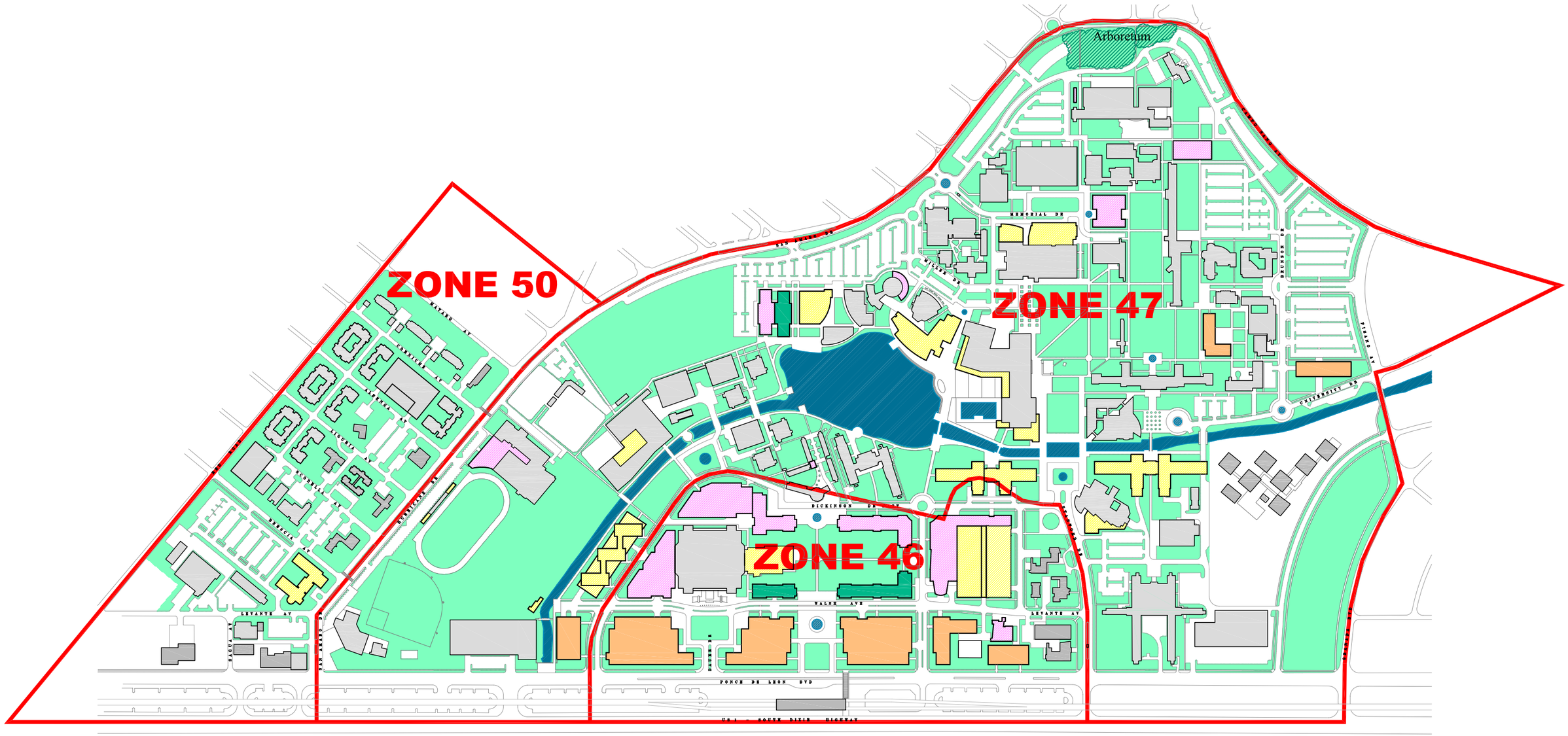


EXHIBIT I / TRAFFIC ZONE MAP

LEGEND

- EXISTING UNIVERSITY BUILDINGS
- EXISTING NON UNIVERSITY OWNED BUILDING
- PROPOSED BUILDING - 2010
- PROPOSED BUILDING - 2015
- PROPOSED BUILDING - 2020
- PROPOSED BUILDING - 2025
- TRAFFIC ZONE BOUNDARY

DATE 01JUN07

N

0' 500'

University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS

2007 Annual Report

1. **Period Covered: June 1, 2006 – May 31, 2007**

2. **Project Status and Location Map -** Exhibit A:
The following project status update indicates the progress of projects during this period:

- **Completed Projects:**
  - A. University Village Student Apartments, Bldgs. 100, 200, 300, 400, 500, 600 and 700; North and South Parking Garages and Student Center
  - B. M. Christine Schwartz Center for Nursing & Health Studies
  - C. School of Communication Student Center, Addition to the Frances L. Wolfson Building

- **Projects Under Construction**:
  - D. Lowe Art Museum – Palley Pavilion

- **Projects in Permitting:**
  - E. Townhouses
  - F. Mark Light Field at Alex Rodriguez Park, Phase II
  - G. Miguel B. Fernandez Family Entrepreneurship Building Phase I at the School of Business Administration

- **Projects in Planning and Design - program development, preliminary costs and schematic design:**
  - H. Robert and Judi Prokop Newman Alumni Center
  - I. Lakeview Student Housing
  - J. Student Activities Center
  - K. Serpentine Lot Expansion
  - L. Wellness Center Addition
  - M. Basketball Practice Facility
  - N. Pavia I Parking Garage Addition

Completed Projects:

A. University Village Student Apartments, Bldgs. 100, 200, 300, 400,500, 600, and 700; North and South Parking Garages and Student Center



Status:	Completed
Total square feet:	663,419 SF
Bldg. 100 – 47,214 SF	TCO
Bldg. 200 – 43,344 SF	TCO
Bldg. 300 – 66,896 SF	TCO
Bldg. 400 – 66,896 SF	TCO
Bldg. 500 – 31,047 SF	TCO
Bldg. 600 – 43,045 SF	CO acquired
Bldg. 700 – 63,694 SF	CO acquired
N. Garage – 232,770 SF, 631 spaces	TCO
S.Garage - 62,517 SF, 169 spaces	TCO Pending

Student Center – 5,996 SF (included in North Garage)

B. M. Christine Schwartz Center for Nursing and Health Studies



Status: Completed, TCO
Total square feet: 53,414 SF

C. School of Communication Student Center, Addition to the Frances L. Wolfson Building



Status: Completed, TCO
Total square feet: 25,240 SF

Projects Under Construction:

D. Lowe Art Museum – Palley Pavilion



Status:	Permitting
Total square feet:	3,500 SF
Expected Completion date:	TBD

Projects in Permitting:

E. Townhouses



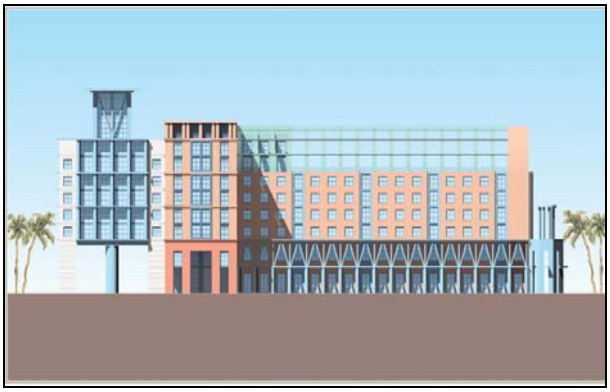
Status:	Permitting
Total square feet:	33,454 SF
Expected Completion date:	June 2008

F. Mark Light Field at Alex Rodriguez Park, Phase II



Status: Permitting
Total square feet: 11,000 SF
Expected Completion date: February 2008

G. Miguel B. Fernandez Family Entrepreneurship Building, Phase I at the School of Business Administration



Status: Phase I: Permitting
Total square feet: 192,400 SF
Expected Completion date: August 2009

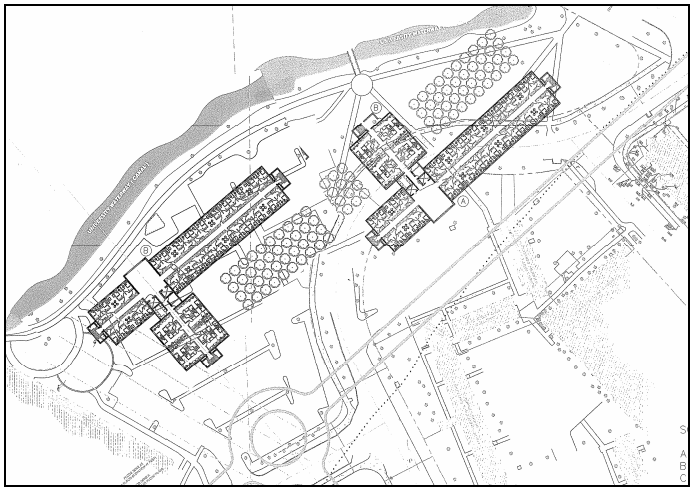
Projects in Planning and Design –
Pre-design, Preliminary cost estimates and schematic design

H. Judi and Robert Prokop Newman Alumni Center



Status:	Design Development
Total square feet:	66,000 SF
Expected Completion date:	TBD

I. Lakeview Student Housing I and II



Status:	Schematic Design
Total square feet:	320,000 SF Building
Expected Completion date:	TBD

J. Student Activities Center



Status:	Design Phase
Total square feet:	108,00O SF
Expected Completion date:	August 2011

K. Serpentine Lot



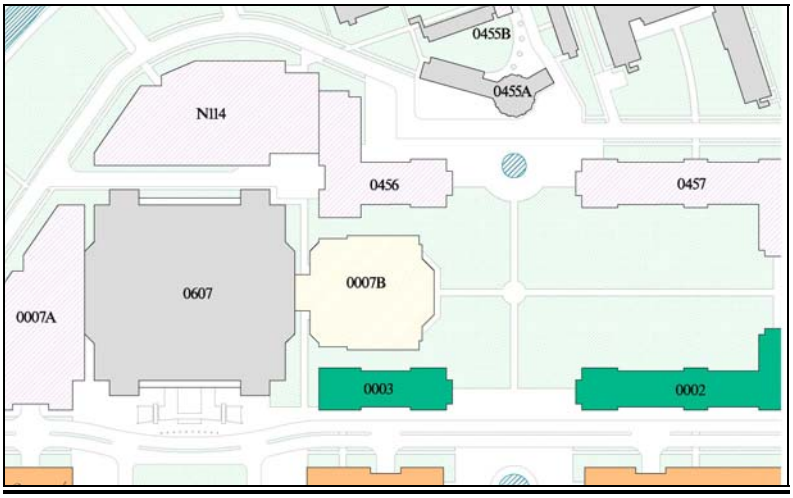
Status:	Design Phase
Parking Spaces:	400 additional “temporary” spaces
Expected Completion Date:	Summer 2007

L. Wellness Center – Addition



Status:	Schematic Design
Total square feet:	18,704 SF
Expected Completion date:	TBD

M. Basketball Practice Facility

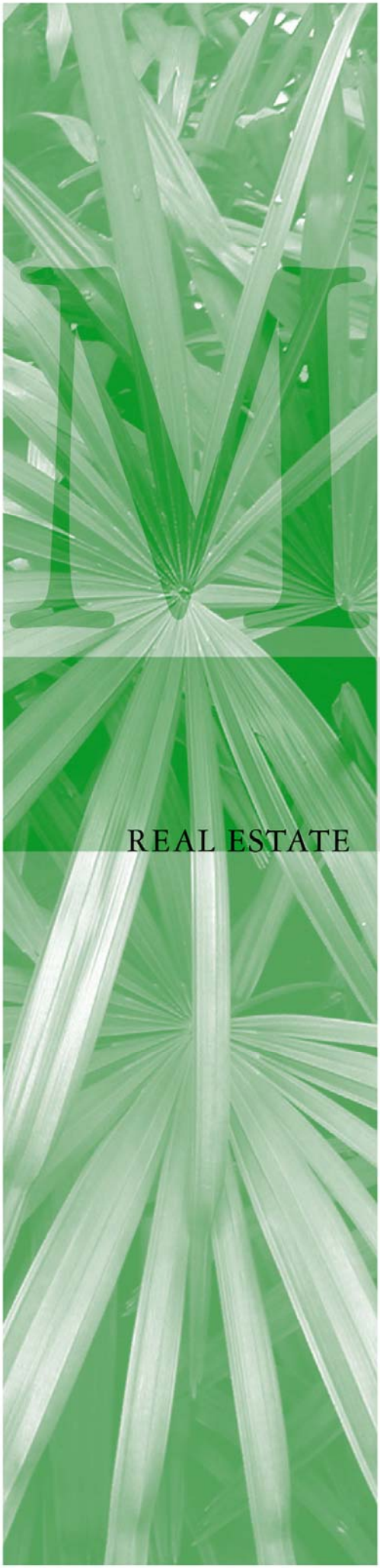


Status:	Schematic Design
Total square feet:	30,000 SF
Expected Completion date:	TBD

N. Pavia I Parking Garage Addition



Status:	Design Development
Total square feet:	302 spaces
Expected Completion date:	August 2008



UNIVERSITY OF
miami

REAL ESTATE · CAMPUS PLANNING & CONSTRUCTION
UNIVERSITY OF MIAMI

2010
UMCAD Amendments and Annual Report

Campus Area Development District (UMCAD)
June 1, 2010

Prepared by
University of Miami
Campus Planning & Development

UNIVERSITY OF Miami

June 1, 2010

Mr. Eric Riel
Planning Director
405 Biltmore Way, 2nd Floor
Coral Gables, FL 33134

Re: 2010 UMCAD Proposed Amendments and Annual Report

Dear Mr. Riel,

The University of Miami Campus Area Development (UMCAD) district was established pursuant to Ordinance No. 28428, adopted by the Coral Gables City Commission in March, 1989 and is codified in Section 4-202 of the Coral Gables Zoning Code. These code provisions define the UMCAD district as a "Planned Campus Development for the establishment of a functional, aesthetic and progressive organization of university activities including educational, dormitory, classroom, administrative, social, open space, parking, maintenance and auxiliary university functions". The City's zoning regulations outline the procedures for the submission of annual amendments and an annual report by June 1 of each year.

Enclosed please find the proposed 2010 UMCAD Amendments and Annual Report for the University of Miami.

Please let us know if you have any questions or comments.

Thank you,

Janet Gavarrete
Associate Vice-President of Campus Planning

REAL ESTATE & FACILITIES

1535 LEVANTE AVE, 2ND FLOOR CORAL GABLES, FLORIDA 33146-2820 PHONE: 305-284-3051 FAX: 305-284-4105

Planning Department Application

City of Coral Gables
Planning Department
405 Biltmore Way
Coral Gables, Florida 33134

Telephone: (305) 460-5211
Fax: (305) 460-5327
Email: planning@coralgables.com
Website: www.coralgables.com

INSTRUCTIONS: Please print or type all information. The application must be filled out accurately and completely. Attach additional sheets if necessary. If an item does not apply, write N/A (Not Applicable).

The undersigned applicant(s)/agent(s) request the following (please check all that apply):

- ☐ Amendment to previously approved Ordinance/Resolution
- ☐ Annexation
- ☐ Change of Zoning District
- ☐ Comprehensive Plan Map – Small Scale Amendment
- ☐ Comprehensive Plan Map – Large Scale Amendment
- ☐ Comprehensive Plan Text Amendment
- ☐ Conditional Use – Administrative Review
- ☐ Conditional Use – Public Hearing Review
- ☐ Development Agreement
- ☐ Development of Regional Impact (DRI)
- ☐ Development of Regional Impact (DRI) – Notice of Proposed Change
- ☐ Planned Area Development (PAD)
- ☐ Restrictive Covenants and/or Easements
- ☐ Site Plan Review
- ☐ Site Plan Review – Mixed-Use
- ☐ Separation/Establishment of a Building Site
- ☐ Subdivision Review or Tentative Plat
- ☐ Transfer of Development Rights Receiving Site Plan Application
- ☒ University of Miami Campus Area Development Plan
- ☐ Zoning Code Text Amendment
- ☐ Other: _____

for the following address University of Miami Coral Gables Campus - 1535 Levante Coral Gables, FL 33146

for a parcel of land/project known as University of Miami Coral Gables Campus

Street/property address of the subject property: 1535 Levante Avenue Coral Gables, FL 33146

Property name: University of Miami

Legal description: Lot(s) see attached legal description

Block(s)_____ Section_____

Present land use classification(s): University Use

Present zoning classification(s): University of Miami Campus Area Development (UMCAD)

Proposed land use classification(s) (if applicable):_____

Proposed zoning classification(s) (if applicable):_____

Property Owner: University of Miami

Property Owner Mailing Address: 1535 Levante Avenue, Coral Gables, FL 33146

Telephone: Business (305) 284-6728 Fax (305) 284-3108

Home ( ) _____ Email jgavarrete @ miami.edu

(Revised March 2010)

Applicant(s)/Agent(s): Zeke Guilford

Applicant(s)/Agent(s) Mailing Address: 2222 Ponce de Leon, 6th floor

Telephone: Business (305) 446-8411 Fax (305) 445-0563

Home ( ) _____ Email zguilford @ guilfordassoc.com

Supporting information. Applicants are required to schedule a preapplication conference with Planning Department Staff. The items checked below are required to be submitted with this application. Please refer to the Planning Department Development Review Process Handbook, Section 3.0, for an explanation of each item. If necessary, attach additional sheets to application. All correspondence must be submitted in typewritten form. The Planning Department reserves the right to request additional information as necessary.

- ☐ Aerial.
- ☐ Attainable/affordable housing plan.
- ☐ Annexation supporting materials.
- ☐ Application/agent authorization.
- ☐ Application filing fees.
- ☐ Application representation.
- ☐ Application submittal - number of copies.
- ☐ Appraisal.
- ☐ Architectural/building elevations.
- ☐ Comprehensive Plan text amendment justification.
- ☐ Comprehensive Plan analysis.
- ☐ Concurrency impact statement.
- ☐ Environmental assessment.
- ☐ Historic contextual study and/or historical significance determination.
- ☐ Landscape plan.
- ☐ Market study.
- ☐ Massing model/3D computer model.
- ☐ Miami-Dade County Conflict of Interest and Code of Ethics (Lobbyist form).
- ☐ Ordinances, resolutions, covenants, development agreements, etc. previously granted for the property.
- ☐ Photographs of existing, adjacent uses/streetscape.
- ☐ Planned Area Development (PAD) property owners authorization.
- ☐ Plat.
- ☐ Property owners list and radius map.
- ☐ Property survey and legal description.
- ☐ Public school preliminary concurrency analysis (residential land use/zoning applications only).
- ☐ Site plan and supporting information.
- ☐ Statement of use.
- ☐ Streetscape master plan.
- ☐ Traffic impact statement.
- ☐ Traffic impact study.
- ☐ Utilities consent.
- ☐ Vegetation survey.
- ☐ Zoning Analysis - Preliminary (approved by Building and Zoning).
- ☐ Zoning Code text amendment justification.
- ☐ Other _____

Digital Media Requirements. All applications, correspondence, mapping, charts, etc. must be submitted in digital media format. The media format requirements are as follows:

a. Two (2) compact discs (CDs) containing PDF files.
b. The discs shall be labeled on the top of the CD with the applicant(s) name, project name and date of submittal.
c. The CD shall contain a “Table of Contents” which identifies all PDF file name(s).
d. Each document on the CD shall be divided into separate PDF files to avoid the creation of large PDF files (i.e., application for site plan approval, site plan mapping, elevation drawing, etc.).
e. Maximum PDF file size is 10 Megabytes.
f. PDF quality. Please ensure that all document information is legible.

Affirmation. (I) (We) affirm and certify to all of the following:

a. Authorize the applicant(s)/agent(s) identified herein to file this application and act on behalf of the property owner(s) and any valid City of Coral Gables entitlements that are in effect.
b. This request, application, application supporting materials and all future supporting materials complies with all provisions and regulations of the Zoning Code, Comprehensive Land Use Plan and Code of Ordinances of the City of Coral Gables unless identified and approved as a part of this application request or other previously approved applications. Applicant understands that any violation of these provisions renders the application invalid.
c. That all the information contained in this application and all documentation submitted herewith is true to the best of (my) (our) knowledge and belief.
d. Understand that the application, all attachments and fees become a part of the official records of the City of Coral Gables and are not returnable.
e. Failure to provide the information necessary pursuant to the established time frames included but not limited to application submittal, submission of revised documents, etc. for review by City Staff and the designated reviewing entity may cause application to be deferred without further review until such time the requested information is submitted.
f. All representatives of the application have registered with the Miami-Dade County Clerk's office as a lobbyist, in accordance with "Miami-Dade County Code," Section 2-11.1, as amended.
g. Understand that additional costs may be incurred and assessed to applicants as a result of consultant fees paid by City to complete a comprehensive review of submitted applications or supplemental documentation including but not limited to the following consultant services: property appraisals; traffic impact analyses; vegetation/environmental assessments; archeological/historic assessments; market studies; engineering studies or reports; and legal fees. Such fees shall be assessed by the Department upon finalization of the application review. Failure to pay the above fees within 60 days of written notification of the City shall result in discontinuance of any further reviews, inspections, approvals, etc. or issuance of a stop work order, as applicable or other appropriate action as permitted under the provisions of the Zoning Code or Code of Ordinances.

Property Owner(s) Name: University of Miami	Property Owner(s) Signature: Javante	
Address: 1535 Levante Avenue, Coral Gables, FL 33146		
Telephone: 305-284-6728	Fax: 305-284-3108	E-mail: jgavarrete@miami.edu
☐ Proof of Ownership (Submit Warranty Deed/Tax Record)		

NOTORIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this 26 day of May, 2010, by Janet Gavarrete
(Signature of Notary Public – State of Florida)

CRISTINA BARRERA
MY COMMISSION # DD 994082
EXPIRES: October 30, 2013
Bonded Thru Notary Public Underwriters

Cristina Barrera

(Print, Type or Stamp Commissioned Name of Notary Public)
☒ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Contract Purchaser(s) Name:	Contract Purchaser(s) Signature:
Address:	
Telephone:	Fax:	E-mail:
☐ Copy of executed contract	

NOTORIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this _____day of _____, _____, by _____
(Signature of Notary Public – State of Florida)

(Print, Type or Stamp Commissioned Name of Notary Public)
☐ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Applicant(s)/Agent(s) Name: Guilford & Associates, PA	Applicant(s)/Agent(s) Signature: F.W. Zeke Guilford
Address: 2222 Ponce de Leon Blvd Coral Gables 33134	
Telephone: 305-446-8411	Fax: 305-441-2663	E-mail: fguilford@guilfordassoc.com

Will the applicant be represented by an attorney at public hearing(s)?
☒ Yes (please provide contact information)
☐ No

NOTORIZATION

STATE OF FLORIDA/COUNTY OF Miami-Dade
The foregoing instrument was acknowledged before me this 26th day of May, 2010, by F.W. Zeke Guilford
(Signature of Notary Public – State of Florida)

Lidia Gonzalez

NOTARY PUBLIC STATE OF FLORIDA
LIDIA GONZALEZ
MY COMMISSION # DD 973090
EXPIRES: May 1, 2014
Bonded Thru Budget Notary Services

(Print, Type or Stamp Commissioned Name of Notary Public)
☒ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Applicant

University of Miami
1535 Levante Avenue
Coral Gables, Florida 33146

Contact: Joe T. Natoli
Senior Vice President of Business and Finance
Telephone: 305-284-6100
Fax: 305-284-4621
E-mail: jnatoli@miami.edu

Applicant's Representatives

Joe Natoli
Senior Vice President and CFO
University of Miami
1535 Levante Avenue, Suite 205
Coral Gables, FL 33146
Telephone: 305-284-6728
Fax: 305-284-3108
E-mail: jnatoli@miami.edu

Zeke Guilford, Esq.
2222 Ponce De Leon, 6th Floor
Coral Gables, Florida 33134
Telephone: 305-446-8411
Fax: 405-445-0563
E-mail: ZGuilford@guilfordassoc.com

Jeffrey Bass, Esq.
Shubin & Bass
46 SW 1st Street
3rd Floor
Miami, Florida 33130
Telephone: 305-381-6060
Fax: 305-381-9457
E-mail: jbass@shubinbass.com

Maria Gralia, Esq.
University of Miami
Office of the General Counsel
1320 S. Dixie Highway
PH 1250
Coral Gables, Florida 33146
Telephone: 305-284-2700
Fax: 305-284-5063
E-mail: mgralia@miami.edu

Janet Gavarrete
Associate Vice President of Campus Planning & Development
University of Miami
1535 Levante Avenue, Suite 205
Coral Gables, Florida 33146
Telephone: 305-284-6728
Fax: 305-284-3108
E-mail: jgavarrete@miami.edu

Irma Abella, Esq.
Director of Development Regulations
University of Miami
1535 Levante Avenue, Suite 205
Coral Gables, Florida 33146
Telephone: 305-284-4485
Fax: 305-284-5063
E-mail: iabella@miami.edu

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #: _____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name: Joseph T. Natoli
LOBBYIST

Print Your Business Name, if applicable: University of Miami

Business Telephone Number: 305-284-6100

Business Address: 1252 Memorial Drive, Coral Gables, FL 33146
ADDRESS CITY, STATE ZIP CODE

Federal ID#: 59-0624458

State the extent of any business or professional relationship you have with any current member of the City Commission.
None

PRINCIPAL REPRESENTED:

NAME University of Miami **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS 1252 Memorial Dr., Coral Gables, Florida **TELEPHONE NO.:** 305-284-6100

2010 FEB 17 AM 10:11

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Joseph Natoli hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Joe Natoli to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 28th day of October

X Personally Known

____ Produced ID

MEGHAN HALLEY
Comm# DD0743621
Expires 1/7/2012
Florida Notary Assn, Inc

Notary Public
State of Florida

$150.00 Fee Paid _____ Received By: J. Sansores Date: 10/28/09

2.17.2010

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, Assistant Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Building and Zoning Inspectors, Board, or Committee Members.

FOR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

TIME PERIOD: During the time period of the entire decision-making process on an action, decision or recommendation which foresee ably will be heard or reviewed by the Commission, or Board or Committee.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO FILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE ADDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST REGISTRATION DOCUMENT ON FILE.

Print Your Name here: Joseph Natoli
Lobbyist

Print Your Business Name: University of Miami

Business Telephone Number: (305) 284-6100

Business Address: 1252 Memorial Drive, Coral Gables, Fl. 33146
ADDRESS CITY, STATE ZIP CODE

2010 FEB 17 AM 10:11

Print Name of Corporation, Partnership, or Trust:

N/A

ISSUE: Describe specific issue on which you will lobby: (Separate Applications and Fee is required for each specific issue)

University of Miami Campus Area District ("UMCAD") and other University related matters.

I Joseph Natoli hereby swear or affirm under penalty of perjury
Print Name of Lobbyist
that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Date:_____

_____
Signature of Lobbyist

Received By:_____ Date:_____

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #: _____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name: F.W. Zeke Guilford
LOBBYIST

Print Your Business Name, if applicable: Guilford & Associates, P.A.

Business Telephone Number: 305-446-8411

Business Address: 2222 Ponce de Leon Blvd. Coral Gables, FL 33134
ADDRESS CITY, STATE ZIP CODE

Federal ID#: _____

State the extent of any business or professional relationship you have with any current member of the City Commission.

None

PRINCIPAL REPRESENTED:

NAME: University of Miami COMPANY NAME, , IF APPLICABLE: _____

BUSINESS ADDRESS: 1535 Levente Ave TELEPHONE NO.: 305-284-6728

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I F.W. Zeke Guilford hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared F.W. ZEKE GUILFORD to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 28 day of January 2010

✓ Personally Known

_____ Produced ID

Notary Public
State of Florida

LIDIA GONZALEZ
MY COMMISSION # DD 52014
EXPIRES: May 1, 2010
Bonded Thru Budget Notary Services

$150.00 Fee Paid _____ Received By _____ Date: _____

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

2009 FEB -2 AM 11:24

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO FILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE ADDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST REGISTRATION DOCUMENT ON FILE.

Print Your Name: Jeffrey S. Bass (LOBBYIST)

Print Your Business Name: Shutzman & Bass

Business Telephone Number: 305. 381. 6060

Business Address: 46 SW 1st Street, 3rd Miami, FL 33130
(ADDRESS / CITY, STATE / ZIP CODE)

Print Name of Corporation, Partnership, or Trust: _____

ISSUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: (Separate Application is required for each specific issue)

Comprehensive Plan Amendment

I Jeffrey S. Bass hereby swear or affirm under penalty of per-
Print Name of Lobbyist
jury that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of the City of Coral Gables Ordinance No. 2006-11, governing Lobbying.

Signature of Lobbyist

11/29/10
Date

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Jeffrey S. Bass to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 29th day of January 2010

✓ Personally Known

_____ Produced ID

N. Marrero
Notary Public
State of Florida

N MARRERO
Notary Public - State of Florida
My Comm. Expires Dec 17, 2013
Commission # DD 947513
Bonded Through National Notary Assn.

For Office Use Only

Data Entry Date: _____, 20____ Entered By: _____

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.

CITY OF CORAL GABLES
OFFICE OF THE CITY CLERK
2009 FEB -2 AM 11:24

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any other City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name: Jeffrey S. Bass — LOBBYIST

Print Your Business Name , if applicable: Shubin & Bass, P.A.

Business Telephone Number: 305.381.6060

Business Address: 46 SW 1st Street, 3rd Fl Miami, FL 33130
ADDRESS — CITY, STATE — ZIP CODE

Federal ID#: _____

State the extent of any business or professional relationship you have with any current member of the City Commission.

None

PRINCIPAL REPRESENTED:

NAME Aileen Ugalde **COMPANY NAME, , IF APPLICABLE** University of Miami

BUSINESS ADDRESS 1320 S Dixie Highway, Coral Gables **TELEPHONE NO.:** 305.284.2700

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Jeffrey S. Bass hereby swear or affirm under penalty of perjury that I have read the provisions of the City of Coral Gables Ordinance 2006-11, governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Jeffrey S Bass to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 25th day of January 2010.

N MARRERO
Notary Public - State of Florida
My Comm. Expires Dec 17, 2013
Commission # DD 047513
Bonded Through National Notary Assn.

✓ Personally Known

____ Produced ID

Notary Public
State of Florida

$150.00 Fee Paid ✓ Received By J.S. Bass Date: 2/2/10

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

[redacted]

SHUBIN & BASS, P.A. 13968

DATE	DESCRIPTION	INVOICE #	CHECK AMOUNT	DEDUCTION	NET AMOUNT
208 CLERK, CITY OF CORAL GABLES					
01/29/10	Lobbyists Registration\UMCAD JSB-250.006	UM/UMCAD	150.00		150.00

CHECK DATE	CONTROL NUMBER						
01/29/10	13968	TOTALS	Gross:	150.00	Ded:	0.00	Net: 150.00

13968

SHUBIN & BASS, P.A.
OPERATING ACCOUNT
46 S.W. 1ST ST., 3RD FL.
MIAMI, FL 33130-1610
(305) 381-6060

CITY NATIONAL BANK OF FLORIDA
MIAMI, FLORIDA 33130
63-436-660

DATE	CHECK	AMOUNT
01/29/10	13968	****$150.00

*** ONE HUNDRED FIFTY & 00/100 DOLLARS

PAY
TO THE
ORDER CLERK, CITY OF CORAL GABLES
OF

AUTHORIZED SIGNATURE

Security features. Details on back.

⑈013968⑈ ⑆066004367⑆ 1953868977⑈

SHUBIN & BASS, P.A. CLERK, CITY OF CORAL GABLES 13968

Date	Description	Invoice #	Amount	Disc	Net Amt
01/29/10	Lobbyists Registration\UMCAD JSB-250.006	UM/UMCAD	150.00		150.00

Check Date	Check #	Gross Amt	Disc Amt	Net Amt
01/29/10	13968	150.00	0.00	150.00

DELUXE CORP 1+800-328-0304 www.deluxeforms.com

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #:_____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name Maria T. Gralia
LOBBYIST

Print Your Business Name , if applicable Office of the General Counsel-University of Miami

Business Telephone Number (305) 284-2700

Business Address 1320 S. Dixie Highway, Ste. PH 250, Coral Gables, Fl 33146
ADDRESS CITY, STATE ZIP CODE

Federal ID#: _____

State the extent of any business or professional relationship you have with any current member of the City Commission.

None

PRINCIPAL REPRESENTED:

NAME _____ **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS_____ **TELEPHONE NO.:** _____

2010 FEB 17 AM 10:11

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Maria A. Gralia hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true ~~and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.~~

Print Name of Lobbyist

Maria A. Gralia
Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Maria A. Gralia to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this January 27, 2010

✓ Personally Known

_____ Produced ID

CAROLINE OTERO
MY COMMISSION # DD 829622
EXPIRES: October 13, 2012
Bonded Thru Budget Notary Services

Caroline Otero
Notary Public
State of Florida

$150.00 Fee Paid ✓ Received By J. Sanchez Date: 02/17/10

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) ✓

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

REGISTRATION #:_____

[AVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

ITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any other City Official or staff.

OR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

F THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO ILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE DDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST EGISTRATION DOCUMENT ON FILE.

int Your Name: Maria A. Gralia (LOBBYIST)

int Your Business Name: Office of the General Counsel - University of Miami

isiness Telephone Number: (305) 284-2700

isiness Address: 1320 S. Dixie Highway, Ste PH 1250 Coral Gables, Fl 33146 (ADDRESS / CITY, STATE / ZIP CODE)

int Name of Corporation, Partnership, or Trust:

2010 FEB 17 AM 10:11

SUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: (Separate Application is required for each specific issue)

Various University of Miami matters.

I Maria A. Gralia hereby swear or affirm under penalty of perjury that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Print Name of Lobbyist

Maria Gralia
Signature of Lobbyist

1/27/10
Date

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Maria A. Gralia to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this January 27, 2010.

✓ Personally Known

_____ Produced ID

Notary Public
State of Florida

CAROLINE OTERO
MY COMMISSION # DD 829622
EXPIRES: October 13, 2012
Bonded Thru Budget Notary Services

For Office Use Only

Data Entry Date: _____, 20_____ Entered By: _____

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, Assistant Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Building and Zoning Inspectors, Board, or Committee Members.

FOR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

TIME PERIOD: During the time period of the entire decision-making process on an action, decision or recommendation which foresee ably will be heard or reviewed by the Commission, or Board or Committee.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO FILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE ADDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST REGISTRATION DOCUMENT ON FILE.

Print Your Name here: Janet Gavarrete
Lobbyist

Print Your Business Name: University of Miami

Business Telephone Number: (305) 284-6728

Business Address: 1535 Levante Avenue, Suite 205, Coral Gables, Fl. 33146
ADDRESS CITY, STATE ZIP CODE

2010 FEB 17 AM 10:

Print Name of Corporation, Partnership, or Trust:

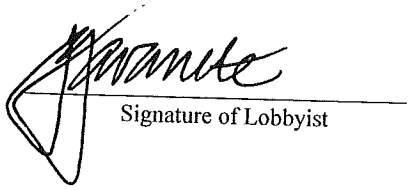
N/A

ISSUE: Describe specific issue on which you will lobby: (Separate Applications and Fee is required for each specific issue)

University of Miami Campus Area District ("UMCAD") and other University related matters.

I Janet Gavarrete hereby swear or affirm under penalty of perjury
Print Name of Lobbyist
that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Date:_____



Signature of Lobbyist

Received By:_____ Date:_____

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #: _____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name: Janet Gavarrete
LOBBYIST

Print Your Business Name, if applicable: University of Miami

Business Telephone Number: 305-284-6728

Business Address: 1535 Levante Avenue, Suite 205, Coral Gables, FL 33146
ADDRESS CITY, STATE ZIP CODE

Federal ID#: 59-0624458

State the extent of any business or professional relationship you have with any current member of the City Commission.

None

2010 FEB 17 AM 10:

PRINCIPAL REPRESENTED:

NAME University of Miami **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS 1535 Levante Avenue, Suite 205 **TELEPHONE NO.:** 305-284-6728
Coral Gables, FL 33146

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Janet Gavarrete hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared JANET GAVARRETE to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this October 27, 2009.

✓ Personally Known

____ Produced ID

NOTARY PUBLIC-STATE OF FLORIDA
Camille Cilli
Commission # DD784387
Expires: JUNE 19, 2012
BONDED THRU ATLANTIC BONDING CO., INC.

Camille Cilli
Notary Public
State of Florida

$150.00 Fee Paid ✓ Received By L Simmons Date: 02/17/2010.

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, Assistant Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Building and Zoning Inspectors, Board, or Committee Members.

FOR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

TIME PERIOD: During the time period of the entire decision-making process on an action, decision or recommendation which foresee ably will be heard or reviewed by the Commission, or Board or Committee.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO FILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE ADDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST REGISTRATION DOCUMENT ON FILE.

Print Your Name here: Irma M. Abella
Lobbyist

Print Your Business Name: University of Miami

Business Telephone Number: (305) 284-4485

Business Address: 1535 Levante Avenue, Suite 205, Coral Gables, Fl. 33146
ADDRESS CITY, STATE ZIP CODE

2018 FEB 17 AM 10

Print Name of Corporation, Partnership, or Trust:

N/A

ISSUE: Describe specific issue on which you will lobby: (Separate Applications and Fee is required for each specific issue)

University of Miami Campus Area District ("UMCAD") and other University related matters.

I Irma M. Abella hereby swear or affirm under penalty of perjury
Print Name of Lobbyist
that all the facts contained in this Application are true and that I am aware that these requirements are in compliance with the provisions of Dade County Code Sec. 2-11.1(s) governing Lobbying.

Date:_____

Irma M. Abella
Signature of Lobbyist

Received By:_____ Date:_____

CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED

REGISTRATION #: _____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name: Irma M. Abella
LOBBYIST

Print Your Business Name , if applicable: University of Miami

Business Telephone Number: 305-284-4485

Business Address: 1535 Levante Avenue, Suite 205, Coral Gables, FL 33146
ADDRESS CITY, STATE ZIP CODE

Federal ID#: 59-0624458

State the extent of any business or professional relationship you have with any current member of the City Commission. None

2010 FEB 17 AM 10:11

PRINCIPAL REPRESENTED:

NAME University of Miami **COMPANY NAME, , IF APPLICABLE** _____

BUSINESS ADDRESS 1535 Levante Avenue, Suite 205 **TELEPHONE NO.:** 305-284-4485
Coral Gables, FL 33146

ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of $25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to the filing of an Issue Application to lobby on a specific issue and a $150.00 Lobbyist Registration Fee.

I Irma M. Abella hereby swear or affirm under penalty of perjury that I have read the provisions of the Dade County Code Sec. 2-11.1(s) governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the $150.00 Annual Lobbyist Registration Fee.

Print Name of Lobbyist

Irma M. Abella
Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared IRMA M. ABELLA to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 25 day of January 2010

✓ Personally Known

_____ Produced ID

Camille Cilli
Notary Public
State of Florida

NOTARY PUBLIC-STATE OF FLORIDA
Camille Cilli
Commission # DD784387
Expires: JUNE 19, 2012
BONDED THRU ATLANTIC BONDING CO., INC.

$150.00 Fee Paid ✓ Received By [signature] Date: 02.17.2010.

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____. Entered By: _____

REPORT OF SKETCH TO ACCOMPANY LEGAL DESCRIPTION
AREAS I AND II OF THE MAIN CAMPUS OF THE UNIVERSITY OF MIAMI
IN THE CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

ARTICLE I
DEFINITIONS, GENERALLY:

CLIENT: SHALL MEAN THE UNIVERSITY OF MIAMI.
SKETCH: SHALL MEAN THE GRAPHIC DEPICTION OF THE MAPS MADE A PART HEREOF AND INCORPORATED HEREIN, REFERENCE TO WHICH IS MADE FOR A MORE FULL AND COMPLETE DESCRIPTION THEREOF.
SUBJECT PROPERTY: SHALL MEAN ALL THOSE LOTS, PIECES, PARCELS OR STRIPS OF LAND INDICATED IN THE LEGAL DESCRIPTION PORTION OF THIS DOCUMENT, REFERENCE TO WHICH IS MADE FOR A MORE FULL AND COMPLETE DESCRIPTION THEREOF.
COUNTY: SHALL MEAN MIAMI-DADE COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, THE NAME OF WHICH WAS CHANGED FROM "DADE COUNTY" BY ITS ELECTORS ON NOVEMBER 13, 1997 AND CODIFIED BY ITS BOARD OF COUNTY COMMISSIONERS PURSUANT TO COUNTY ORDINANCE NUMBER 97-212. ALL REFERENCES TO INSTRUMENT RECORDED PRIOR TO THAT DATA SHALL REFER TO THE PREVIOUS COUNTY NAME AND CONVERSELY, ALL REFERENCES TO INSTRUMENT RECORDED SUBSEQUENT TO THAT DATE (OR MENTION BY COMMON REPORT, AS THE CASE MAY BE) SHALL REFER TO THE PRESENT COUNTY NAME.
CITY: SHALL MEAN THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA.

ARTICLE II
MAP PRODUCTION DATE:

THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" WAS PRODUCED ON FEBRUARY 25, 2008.

ARTICLE III
LEGAL DESCRIPTIONS:

AREA I

ALL THOSE LOTS, PIECES, PARCELS OR STRIPS OF LAND, SITUATE, LYING AND BEING IN SECTION 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA BEING GENERALLY DESCRIBED AS THE PROPERTIES OWNED IN FEE SIMPLE BY THE UNIVERSITY OF MIAMI, THE SAME BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, VIZ.:

LOT 1 THROUGH 12, INCLUSIVE, AND LOTS 19 THROUGH 30, INCLUSIVE, IN BLOCK 184 OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

LOTS 1 THROUGH 30, INCLUSIVE, IN BLOCK 185 OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

LOTS 1 THROUGH 6, INCLUSIVE, LOTS 10 THROUGH 12, INCLUSIVE, LOTS 19 THROUGH 21, INCLUSIVE AND LOTS 25 THROUGH 30, INCLUSIVE, IN BLOCK 186 OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

LOTS 1 THROUGH 6, INCLUSIVE, LOTS 25 THROUGH 27, INCLUSIVE, AND LOT 30 IN BLOCK 188 OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

LOT 1, LOTS 4 THROUGH 12, INCLUSIVE, LOT 19, LESS THE SOUTH 70 FEET, LOT 20, LESS THE EAST 20 FEET OF THE SOUTH 70 FEET THEREOF, AND ALL OF LOTS 21 THROUGH 30, INCLUSIVE, IN BLOCK 189 OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

LOTS 1 THROUGH 30, INCLUSIVE, IN BLOCK 190 OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

LOTS 1 THROUGH 20, INCLUSIVE, IN BLOCK 193 OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

LOTS 4 AND 5 IN BLOCK 194 OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

LESS THEREFROM:

THAT PORTION OF SAID LOT 4 AS CONVEYED TO THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, THE SAME AS BEING MORE FULLY DESCRIBED IN THAT CERTAIN SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 16907 AT PAGE 3532 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

THOSE AIR RIGHTS VESTED IN THE UNIVERSITY OF MIAMI, A FLORIDA CORPORATION, NOT-FOR-PROFIT, HAVING A LOWER BOUNDARY AT A HORIZONTAL PLANE OF ELEVATION PLUS FIFTY-TWO FEET (+52.0 FEET) AS MEASURED FROM THE CITY OF MIAMI VERTICAL DATUM (+51.74 FEET AS REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929) AND HAVING AN UPPER BOUNDARY AT THE MAXIMUM ELEVATION AS SET FORTH IN THE TERMS AND CONDITIONS CITED IN THAT CERTAIN SPECIAL WARRANTY DEED AS RECORDED IN OFFICIAL RECORDS BOOK 16907 AT PAGE 3532 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA AND LYING WITHIN THE BOUNDARIES OF THE FOLLOWING DESCRIBED PROPERTY:

LOTS 1, 2, 3, 6, 7 AND 8, AND A PORTION OF LOT 4, BLOCK 194, "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20, AT PAGE 79, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, AND A PORTION OF AVENUE SAGUA, VACATED AND DISCONTINUED BY ORDINANCE NO. 842, CITY OF CORAL GABLES, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST ¼, OF SECTION 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, DADE COUNTY, FLORIDA; THENCE SOUTH 00 DEGREES 13 MINUTES 22 SECONDS WEST, ALONG THE WEST LINE OF SAID SECTION 30, FOR 472.32 FEET TO THE INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH RIGHT-OF-WAY LINE OF SAID AVENUE SAGUA; THENCE NORTH 89 DEGREES 41 MINUTES 10 SECONDS EAST FOR 30.00 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND, SAID POINT BEING ON THE EAST RIGHT-OF-WAY LINE OF S.W. 57TH AVENUE (RED ROAD); THENCE CONTINUE NORTH 89 DEGREES 41 MINUTES 10 SECONDS EAST FOR 133.37 FEET; THENCE SOUTH 00 DEGREES 18 MINUTES 50 SECONDS EAST, AT RIGHT ANGLES TO THE LAST DESCRIBED LINE, FOR 13.55 FEET; THENCE NORTH 89 DEGREES 41 MINUTES 10 SECONDS EAST FOR 67.32 FEET; THENCE SOUTH 00 DEGREES 18 MINUTES 14 SECONDS WEST FOR 138.15 FEET TO A POINT, SAID POINT BEING ON THE NORTHERLY RIGHT-OF-WAY OF AVENUE LEVANTE, AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20, AT PAGE 79; THENCE SOUTH 50 DEGREES 19 MINUTES 22 SECONDS WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF AVENUE LEVANTE, FOR 163.61 FEET TO A POINT OF CURVE; THENCE SOUTHWESTERLY-WESTERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 39 DEGREES 21 MINUTES 48 SECONDS, FOR AN ARC DISTANCE OF 13.74 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89 DEGREES 41 MINUTES 10 SECONDS WEST FOR 42.27 FEET TO A POINT OF CURVE; THENCE WESTERLY-NORTHWESTERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 90 DEGREES 32 MINUTES 12 SECONDS, FOR AN ARC DISTANCE OF 31.60 FEET TO A POINT OF TANGENCY, SAID POINT BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF S.W. 57TH AVENUE (RED ROAD); THENCE NORTH 00 DEGREES 13 MINUTES 22 SECONDS EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF S.W. 57TH AVENUE (RED ROAD), FOR 239.82 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

LOTS 1, 2, THE SOUTHWESTERLY ½ OF LOT 3 AND LOTS 6 THROUGH 10, INCLUSIVE, IN BLOCK 192 OF "SECOND REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 14," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 28 AT PAGE 32 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

LOTS 1 THROUGH 4, INCLUSIVE, IN BLOCK 1 OF "UNIVERSITY OF MIAMI MAIN CAMPUS FIRST ADDITION," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 87 AT PAGE 10 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

ALL THOSE STRIPS, LOTS, PIECES OR PARCELS OF LAND, SITUATE, LYING AND BEING IN SECTION 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA BEING RIGHTS OF WAY OR ALLEYS VACATED OR ABANDONED IN FAVOR OF THE UNIVERSITY OF MIAMI, THE SAME BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, VIZ.:

AVENUE LEPANTO, (NOW KNOWN AS AVENUE APRICALE), AS SHOWN AND DESCRIBED IN THE RECORDED PLAT OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO ORDINANCE NUMBER 1272, DATED MARCH 13, 1962, BUTTED AND BOUNDED AS FOLLOWS:

ON THE NORTH: BY THE SOUTH BOUNDARY OF BLOCK 190 AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6," THIS ALSO BEING THE NORTHERLY RIGHT OF WAY LINE OF SAID AVENUE LEPANTO (AVENUE APRICALE).
ON THE EAST: BY THE WESTERLY RIGHT OF WAY LINE OF AVENUE LEVANTE, AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6."
ON THE SOUTH: BY THE NORTH BOUNDARY OF BLOCK 193 AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6," THIS ALSO BEING THE SOUTH RIGHT OF WAY LINE OF SAID AVENUE LEPANTO (AVENUE APRICALE).
ON THE WEST: BY THE EAST RIGHT OF WAY LINE OF RED ROAD, (S.W. 57TH AVENUE) AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6."

TOGETHER WITH:

THAT PORTION OF THE 20-FOOT WIDE ALLEY LYING WITHIN BLOCK 192 OF "SECOND REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 14," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 28 AT PAGE 32, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO RESOLUTION NUMBER 3639, DATED DECEMBER 19, 1950 AND RECORDED IN OFFICIAL RECORDS BOOK 13676 AT PAGE 3710, ALL OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA GENERALLY BUTTED AND BOUNDED AS FOLLOWS:

ON THE NORTHEAST: BY THE NORTHEASTERLY BOUNDARY OF SAID BLOCK 192.
ON THE SOUTHEAST: BY THE NORTHWESTERLY BOUNDARY OF LOTS 8, 9 AND 10 IN BLOCK 192, THIS ALSO BEING THE SOUTHEASTERLY BOUNDARY OF SAID 20-FOOT WIDE ALLEY.
ON THE SOUTHWEST: BY THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY BOUNDARY OF SAID LOT 10 IN BLOCK 192.
ON THE NORTHWEST: BY THE CENTERLINE OF SAID 20-FOOT WIDE ALLEY.

TOGETHER WITH:

THAT PORTION OF THE 20-FOOT WIDE ALLEY LYING WITHIN BLOCK 192 OF "SECOND REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 14," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 28 AT PAGE 32, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO RESOLUTION NUMBER 3639, DATED DECEMBER 19, 1950 AND RECORDED IN OFFICIAL RECORDS BOOK 13676 AT PAGE 3710, ALL OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, BUTTED AND BOUNDED AS FOLLOWS:

ON THE NORTHEAST: BY THE NORTHEASTERLY BOUNDARY OF SAID BLOCK 192.
ON THE SOUTHEAST: BY THE CENTERLINE OF SAID 20-FOOT WIDE ALLEY.
ON THE SOUTHWEST: BY THE SOUTHEASTERLY PROLONGATION OF THE SOUTHWESTERLY BOUNDARY OF LOT 6 IN SAID BLOCK 192.
ON THE NORTHWEST: BY THE SOUTHEASTERLY BOUNDARY OF LOTS 6 AND 7 IN SAID BLOCK 192, THIS ALSO BEING THE NORTHWESTERLY BOUNDARY OF SAID 20-FOOT WIDE ALLEY.

TOGETHER WITH:

THAT PORTION OF THE 20-FOOT WIDE ALLEY LYING WITHIN BLOCK 192 OF "SECOND REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 14," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 28 AT PAGE 32, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO RESOLUTION NUMBER 3639, DATED DECEMBER 19, 1950 AND RECORDED IN OFFICIAL RECORDS BOOK 13676 AT PAGE 3710, ALL OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, BUTTED AND BOUNDED AS FOLLOWS:

ON THE NORTHEAST: BY THE SOUTHEASTERLY PROLONGATION OF THE NORTHEASTERLY BOUNDARY OF THE SOUTHWESTERLY ½ OF LOT 3 IN SAID BLOCK 192.
ON THE SOUTHEAST: BY THE CENTERLINE OF SAID 20-FOOT WIDE ALLEY.
ON THE SOUTHWEST: BY THE SOUTHWESTERLY BOUNDARY OF SAID BLOCK 192.
ON THE NORTHWEST: BY THE SOUTHEASTERLY BOUNDARY OF LOTS 1, 2 AND THE SOUTHWESTERLY ½ OF LOT 3 IN SAID BLOCK 192, THIS ALSO BEING THE NORTHWESTERLY BOUNDARY OF SAID 20-FOOT WIDE ALLEY.

TOGETHER WITH:

AVENUE SAGUA, AS SHOWN AND DESCRIBED ON THE PLAT OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, THE SAME AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO RESOLUTION NUMBER 842, DATED JULY 27, 1954, BUTTED AND BOUNDED AS FOLLOWS:

ON THE NORTH: BY THE SOUTH BOUNDARY OF BLOCK 193 AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6," THIS ALSO BEING THE NORTHERLY RIGHT OF WAY LINE OF SAID AVENUE SAGUA.
ON THE EAST: BY THE WESTERLY RIGHT OF WAY LINE OF AVENUE LEVANTE, AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6."
ON THE SOUTH: BY THE NORTH BOUNDARY OF BLOCK 194 AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6," THIS ALSO BEING THE SOUTH RIGHT OF WAY LINE OF SAID AVENUE SAGUA.
ON THE WEST: BY THE EAST RIGHT OF WAY LINE OF RED ROAD, (S.W. 57TH AVENUE) AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6."

LESS THEREFROM:

THAT PORTION OF SAID AVENUE SAGUA AS CONVEYED TO THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, THE SAME AS MORE FULLY DESCRIBED IN THAT CERTAIN SPECIAL WARRANTY DEED AS RECORDED IN OFFICIAL RECORDS BOOK 16907 AT PAGE 3532 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

THAT PORTION OF AVENUE SCODELLA (AVENUE OVIETO) AS SHOWN AND DESCRIBED IN THE RECORDED PLAT OF "UNIVERSITY OF MIAMI MAIN CAMPUS FIRST ADDITION," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 87 AT PAGE 10, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO ORDINANCE NUMBER 2794 DATED JULY 26, 1998 AND RECORDED IN OFFICIAL RECORDS BOOK 14887 AT PAGE 207, BOTH OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

AREA II:

ALL THOSE LOTS, PIECES, PARCELS OR STRIPS OF LAND, SITUATE, LYING AND BEING IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA BEING GENERALLY DESCRIBED AS THE PROPERTIES OWNED IN FEE SIMPLE BY THE UNIVERSITY OF MIAMI, THE SAME BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, VIZ.:

LOT 14, 15 AND 16 IN BLOCK 165 OF REVISED PLAT OF "CORAL GABLES RIVIERA SECTION PART 7," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 28 AT PAGE 45 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

TR. 1 OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

LESS THEREFROM:

THAT PORTION OF SAID TR. 1 AS DEDICATED TO THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA AS ADDITIONAL RIGHT OF WAY FOR SAN AMARO DRIVE, THE SAME AS MORE FULLY DESCRIBED IN THAT CERTAIN ORDINANCE NUMBER 1206, DATED DECEMBER 13, 1960 AND RECORDED IN OFFICIAL RECORDS BOOK 2464 AT PAGE 556, OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

AND:

THAT PORTION OF SAID TR. 1 LYING BETWEEN THE EDGES OF THE UNIVERSITY WATERWAY AS IT WAS EXCAVATED AND CONSTRUCTED ON JANUARY 27, 1944. [NOTE: THE UNIVERSITY WATERWAY LYING BETWEEN BLOCKS 270 AND 174, AS SHOWN ON THE PLAT OF "CORAL GABLES RIVIERA SECTION PART 7," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 28 AT PAGE 45 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, WAS (TOGETHER WITH OTHER LAND) CONVEYED TO THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, BY VIRTUE OF THAT CERTAIN WARRANTY DEED FILED NOVEMBER 25, 1939, RECORDED IN DEED BOOK 2015, PAGE 390 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA. THE CITY OF CORAL GABLES CONVEYED TO THE ABUTTING LOT OWNERS THAT PORTION OF THE UNIVERSITY WATERWAY LYING BETWEEN THE EXTERNAL LOT LINES AND THE EDGE OF THE UNIVERSITY WATERWAY AS IT WAS THEN EXCAVATED AND CONSTRUCTED BY QUIT-CLAIM DEED FILED JANUARY 27, 1944, RECORDED IN DEED BOOK 2350, PAGE 27, OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA. THE APPROXIMATE LOCATION AND DIMENSIONS OF THAT PORTION OF SAID TR. 1 LYING BETWEEN THE EDGES OF THE UNIVERSITY WATERWAY AS IT WAS EXCAVATED AND CONSTRUCTED ON JANUARY 27, 1944 (AND, WITH THE EXCEPTION OF THE PORTION WHICH TRAVERSES LAKE OSCEOLA, AS IT SUBSTANTIALLY EXISTS TODAY) ARE AS SHOWN AND DELINEATED AS THE "UNIVERSITY WATERWAY" ON THE PLAT OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.]

TOGETHER WITH:

TR. 2 OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

LESS THEREFROM:

THAT PORTION OF SAID TR. 2 AS CONVEYED TO THE DR. JOHN D. MACDONALD FOUNDATION, A CORPORATION NOT FOR PROFIT, THE SAME AS MORE FULLY DESCRIBED IN THAT CERTAIN SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 7079 AT PAGE 650 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

TR. 3 OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

LESS THEREFROM:

THAT PORTION OF SAID TR. 3 CONVEYED TO THE BOARD OF PUBLIC INSTRUCTION OF DADE COUNTY, FLORIDA (NOW THE MIAMI-DADE COUNTY SCHOOL BOARD) AS MORE FULLY DESCRIBED IN THAT CERTAIN DEED AS RECORDED IN DEED BOOK 4030 AT PAGE 185 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

TR. 4 OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

LESS THEREFROM:

THAT PORTION OF SAID TR. 4 REPLATTED AS TRACT "A" OF "UNIVERSITY OF MIAMI DAUER TRACT," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 161 AT PAGE 60 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH:

TR. 5 OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

TR. 6 OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

LESS THEREFROM:

THAT PORTION OF SAID TR. 6 AS CONVEYED TO THE MIAMI HILLEL FOUNDATION, INC., PURSUANT TO THAT CERTAIN WARRANTY DEED RECORDED IN DEED BOOK 3803 AT PAGE 455 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

AND

THAT PORTION OF SAID TR. 6 AS CONVEYED TO THE TRUSTEES OF THE DIOCESE OF SOUTH FLORIDA, PURSUANT TO THAT CERTAIN WARRANTY DEED RECORDED IN DEED BOOK 3815 AT PAGE 209 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

TR. 7 OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

LESS THEREFROM:

THAT PORTION OF SAID TR. 7 AS CONVEYED TO THE FLORIDA BAPTIST CONVENTION, PURSUANT TO THAT CERTAIN WARRANTY DEED RECORDED IN DEED BOOK 3826 AT PAGE 31 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

AND

THAT PORTION OF SAID TR. 7 AS CONVEYED TO THE TRUSTEES OF THE CHRISTIAN SCIENCE ORGANIZATION UNIVERSITY OF MIAMI, PURSUANT TO THAT CERTAIN WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 1609 AT PAGE 72 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

AND

THAT PORTION OF SAID TR. 7 AS CONVEYED TO THE BOARD OF TRUSTEES OF THE FLORIDA ANNUAL CONFERENCE OF THE UNITED METHODIST CHURCH, INC., PURSUANT TO THAT CERTAIN WARRANTY DEED RECORDED IN DEED BOOK 3821 AT PAGE 246 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

TRACT "A" OF "SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 77 AT PAGE 66 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

TRACT "A" OF "UNIVERSITY OF MIAMI DAUER TRACT," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 161 AT PAGE 60 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH:

TRACT "B" OF "UNIVERSITY OF MIAMI DAUER TRACT," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 161 AT PAGE 60 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH:

ALL THOSE STRIPS, LOTS, PIECES OR PARCELS OF LAND, SITUATE, LYING AND BEING IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA BEING RIGHTS OF WAY OR ALLEYS VACATED OR ABANDONED IN FAVOR OF THE UNIVERSITY OF MIAMI, THE SAME BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, VIZ.:

A PORTION OF GEO. E. MERRICK STREET, AS SHOWN AND DESCRIBED IN THOSE CERTAIN PLATS ENTITLED "REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 7," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 28 AT PAGE 45 AND "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81, BOTH OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO ORDINANCE NUMBER 976, DATED JUNE 26, 1956, BUTTED AND BOUNDED AS FOLLOWS:

ON THE NORTHEAST: BY THE SOUTHWESTERLY RIGHT OF WAY LINE OF MILLER DRIVE, NOW KNOWN AS HENRY KING STANFORD DRIVE, AS SHOWN ON SAID PLAT OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI."
ON THE SOUTHEAST: BY THE NORTHWESTERLY BOUNDARY OF BLOCK 165 OF SAID PLAT OF "REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 7," THIS ALSO BEING THE SOUTHEASTERLY RIGHT OF WAY LINE OF SAID GEO. E. MERRICK STREET.
ON THE SOUTHWEST: BY THE NORTHEASTERLY RIGHT OF WAY LINE OF PAVIA STREET, AS SHOWN ON SAID PLAT OF "REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 7."
*ON THE NORTHWEST: BY A SOUTHEASTERLY BOUNDARY OF TR. 1 OF SAID PLAT OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," THIS ALSO BEING TH

REPORT OF SKETCH TO ACCOMPANY LEGAL DESCRIPTION
AREAS I AND II OF THE MAIN CAMPUS OF THE UNIVERSITY OF MIAMI
IN THE CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

TOGETHER WITH:

THAT PORTION OF UNIVERSITY DRIVE AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO ORDINANCE NUMBER 2244 DATED MAY 12, 1977, THE SAME LYING SOUTHWESTERLY OF THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY RIGHT OF WAY LINE OF AVENUE PISANO, AS SHOWN AND DESCRIBED IN THE RECORDED PLAT OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81, LESS THAT PORTION OF SAID UNIVERSITY DRIVE AS REPLATTED BY "SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 77 AT PAGE 66, BOTH OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

TRACT "C" OF "SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 77 AT PAGE 66, OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO ORDINANCE NUMBER 2244 DATED MAY 12, 1977.

TOGETHER WITH:

THAT PORTION OF THEO. DICKINSON DRIVE AS SHOWN AND DESCRIBED IN THE RECORDED PLAT OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO ORDINANCE NUMBER 2682 DATED FEBRUARY 24, 1987 AND RECORDED IN OFFICIAL RECORDS BOOK 13227 AT PAGE 1306, BOTH OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

TOGETHER WITH:

THAT PORTION OF MILLER DRIVE, AS SHOWN AND DESCRIBED IN THE RECORDED PLAT OF "SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 77 AT PAGE 66 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO ORDINANCE NUMBER 3392 DATED JULY 13, 1999 AND RECORDED APRIL 15, 2003 UNDER MIAMI-DADE COUNTY CLERK'S FILE NUMBER 2003R247184 IN OFFICIAL RECORDS BOOK 21174 AT PAGE 5014 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH:

TRACT "B" OF "SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 77 AT PAGE 66, OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, AS VACATED BY THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, PURSUANT TO ORDINANCE NUMBER 3342 DATED JULY 13, 1999 AND RECORDED APRIL 15, 2003 UNDER MIAMI-DADE COUNTY CLERK'S FILE NUMBER 2003R247184 IN OFFICIAL RECORDS BOOK 21174 AT PAGE 5014 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

SAID STRIPS, LOTS, PIECES OR PARCELS OF LAND AS DESCRIBED WITHIN THE ABOVE TWO (2) DESIGNATED AREAS I AND II CONTAINING 223.63 ACRES, MORE OR LESS, BY CALCULATION.

N.B.: THE ACREAGE AS SHOWN ABOVE INCLUDES THE CALCULATED HORIZONTAL PLANE AREA OF THE "AIR RIGHTS PARCEL" AS CITED IN THE AREA I LEGAL DESCRIPTION.

N.N.B.: THE ACREAGE AS SHOWN ABOVE DOES NOT INCLUDE THAT PORTION OF THE "UNIVERSITY WATERWAY" LYING SOUTHERLY OF MILLER DRIVE (HENRY KING STANFORD DRIVE). THIS AREA WAS CALCULATED BASED ON THE PERIMETRICAL BOUNDARIES OF THE WATERWAY AS SHOWN ON THE UNDERLYING PLAT RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, AND IS SUBJECT TO SUCH FACTS THAT A FIELD SURVEY MAY REVEAL.

ARTICLE IV
SOURCES OF DATA:

THE LEGAL DESCRIPTION AS CITED UNDER ARTICLE III WAS CREATED BASED ON THE FOLLOWING DATA:

1. *PLATS:UNDERLYING PLATS OF RECORD ON FILE WITH THE CLERK OF THE CIRCUIT COURT IN THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, THE SAME AS MORE SPECIFICALLY DESCRIBED ON THE MAPS.*
2. *DEEDS AND ENCUMBRANCES: ATTACHMENTS TO THE OPINION OF TITLE RENDERED BY GLENN M. LEE, ESQUIRE OF FIRST AMERICAN TITLE INSURANCE COMPANY 13450 WEST SUNRISE BOULEVARD, SUNRISE, FLORIDA 33323, DATED JULY 17, 2002. THESE ATTACHMENTS CONSISTED OF RECORDED VESTING DEEDS INTO THE UNIVERSITY OF MIAMI AND THOSE RECORDED EXCEPTIONS TO TITLE NUMBERED 1 THROUGH 32, RESPECTIVELY.*
3. *AS PART OF THE REVISION NO. 3 EFFORT, ADDITIONAL RECORDED DATA WAS PRESENTED BY FIRST AMERICAN TITLE COMPANY AS TO THE DISPOSITION OF THE UNIVERSITY WATERWAY, SOUTH OF MILLER DRIVE/HENRY KING STANFORD DRIVE. THIS DATA WAS USED TO DELINEATE THE OWNERSHIP BOUNDARY TO THE BEST EXTENT.*
4. *AS PART OF THE REVISION NO. 4 EFFORT, ADDITIONAL DATA WAS ACQUIRED FROM THE CLIENT AS TO THE PARCEL TRADES IN BLOCKS 184 AT 189 OF "CORAL GABLES RIVIERA SECTION PART 6," AS WELL AS THE RECORDED PLAT OF UNIVERSITY OF MIAMI DAUER TRACT.*
5. *STREETS AND RIGHTS OF WAY: RESOLUTIONS AND ORDINANCES OF THE CITY OF CORAL GABLES, OBTAINED BY PBS&J INDEPENDENTLY OF THE OPINION OF TITLE.*
6. *SURVEYS: VARIOUS SURVEYS PERFORMED BY PBS&J WITHIN THE MAIN CAMPUS AREA SINCE 1989, TOGETHER WITH THE SURVEY MAPS, REPORTS AND FIELD NOTES ASSOCIATED THEREWITH.*
7. *MISCELLANEOUS: SITE PLANS, STUDY MATERIALS AND DIRECTIVES ISSUED BY THE UNIVERSITY OF MIAMI'S DEPARTMENT OF REAL ESTATE PLANNING & CONSTRUCTION AND THE OFFICE OF GENERAL COUNSEL.*
8. *BEARINGS AS SHOWN HEREON ARE PRESENTED RELATIVE TO EACH PLATTED SUBDIVISION AS SHOWN ON THE MAPS. SINCE THIS PRODUCT DOES NOT REPRESENT A BOUNDARY SURVEY, SAID BEARINGS HAVE NOT BEEN ROTATED OR ADJUSTED.*

ARTICLE V
LIMITATIONS:

1. *THE CLIENT IS HEREBY ADVISED THAT THERE MAY BE LEGAL RESTRICTIONS ON THE SUBJECT PROPERTY THAT ARE NOT SHOWN ON THE SKETCH OR CONTAINED WITHIN THIS REPORT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, THE CITY OF CORAL GABLES, OR THE RECORDS OF ANY OTHER PUBLIC AND PRIVATE ENTITIES AS THEIR JURISDICTIONS MAY APPEAR.*
2. *THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" DOES NOT REPRESENT A FIELD BOUNDARY SURVEY OF THE PROPERTY DESCRIBED IN ARTICLE II OR THE UNDERLYING TRACT OF LANDS THEREOF. THE DIMENSIONS AS DEPICTED ON THE SKETCH AND CITED IN THE LEGAL DESCRIPTION MAY BE SUBJECT TO ADJUSTMENT AS AN ACCURATE FIELD SURVEY OF THE SUBJECT PROPERTY MAY REVEAL.*
3. *THE LOCATION OF THE UNIVERSITY WATERWAY AND LAKE OSCEOLA AS SHOWN ON THE DRAWINGS WAS TAKEN EXTERNAL SOURCES AND IS SHOWN TO THE BEST EXTENT. MORE SPECIFICALLY, THE BOUNDARIES OF THE LAKE OSCEOLA AREA WERE TRACED FROM THE 2001 ORTHOPHOTO MAP PUBLISHED BY MIAMI-DADE COUNTY AND THE BOUNDARIES OF THE UNIVERSITY WATERWAY FROM THE PLAT RECORDED IN PLAT BOOK 46 AT PAGE 81. THE AREA CALCULATION OF THE UNIVERSITY WATERWAY VESTED INTO THE CITY OF CORAL GABLES (AS SHOWN ON THE MAP) WAS BASED ON AN ELECTRONIC RETRACEMENT OF THE LINES FOR SAME AS DEPICTED IN PLAT BOOK 46, PAGE 81. THIS RETRACEMENT INDICATES AN AREA OF 3.46 ACRES, MORE OR LESS, WHICH WAS DEDUCTED FROM THE OVERALL CAMPUS AREA.*
4. *THE MAP PORTION OF THIS PRODUCT IS INTENDED TO BE DISPLAYED AT A SCALE OF 1 INCH = 100 FEET IN ENGLISH UNITS OF MEASUREMENT. ATTENTION IS DRAWN TO THE FACT THAT THIS SCALE MAY BE ALTERED BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.*

ARTICLE VI
CLIENT INFORMATION:

THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" WAS PREPARED AT THE INSISTENCE OF AND IS CERTIFIED TO:

THE UNIVERSITY OF MIAMI
SUITE 205
1535 LEVANTE AVENUE
CORAL GABLES, FL 33146

ARTICLE VII
SURVEYOR'S CERTIFICATE:

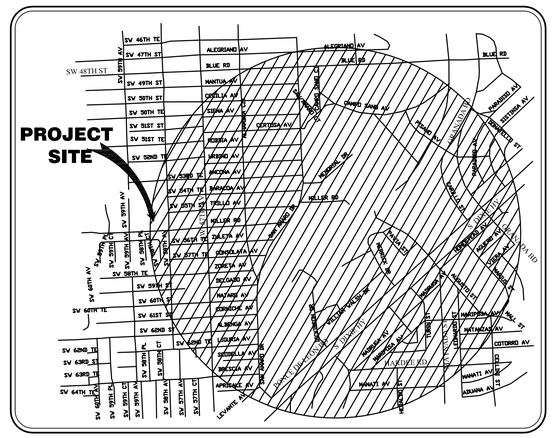
I HEREBY CERTIFY: THAT THIS REVISED "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" WAS PREPARED UNDER MY DIRECTION AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND FURTHER, THAT SAID SKETCH AND THE DOCUMENTATION APPENDED THEREIN MEETS THE INTENT OF THE APPLICABLE PROVISIONS OF THE "MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING IN THE STATE OF FLORIDA," PURSUANT TO RULE 61G17-6 OF THE FLORIDA ADMINISTRATIVE CODE AND ITS IMPLEMENTING LAW, CHAPTER 472.027 OF THE FLORIDA STATUTES.

PBS&J
FLORIDA CERTIFICATE OF AUTHORIZATION NO. LB24

BY_____
CARLOS M. DEL VALLE, PLS
PROFESSIONAL LAND SURVEYOR NO. 4408
STATE OF FLORIDA
DATE: FEBRUARY 25, 2008

NOTICE: NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO SURVEY MAPS AND REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES ARE PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES. THIS DOCUMENT CONSISTS OF MULTIPLE EXHIBITS, GRAPHICS AND REPORTS AND EACH PAGE AND COMPONENT THEREOF SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETED UNLESS APPENDED TO THE OTHERS. THIS NOTICE IS REQUIRED PURSUANT TO RULE 61G17-6 OF THE FLORIDA ADMINISTRATIVE CODE.

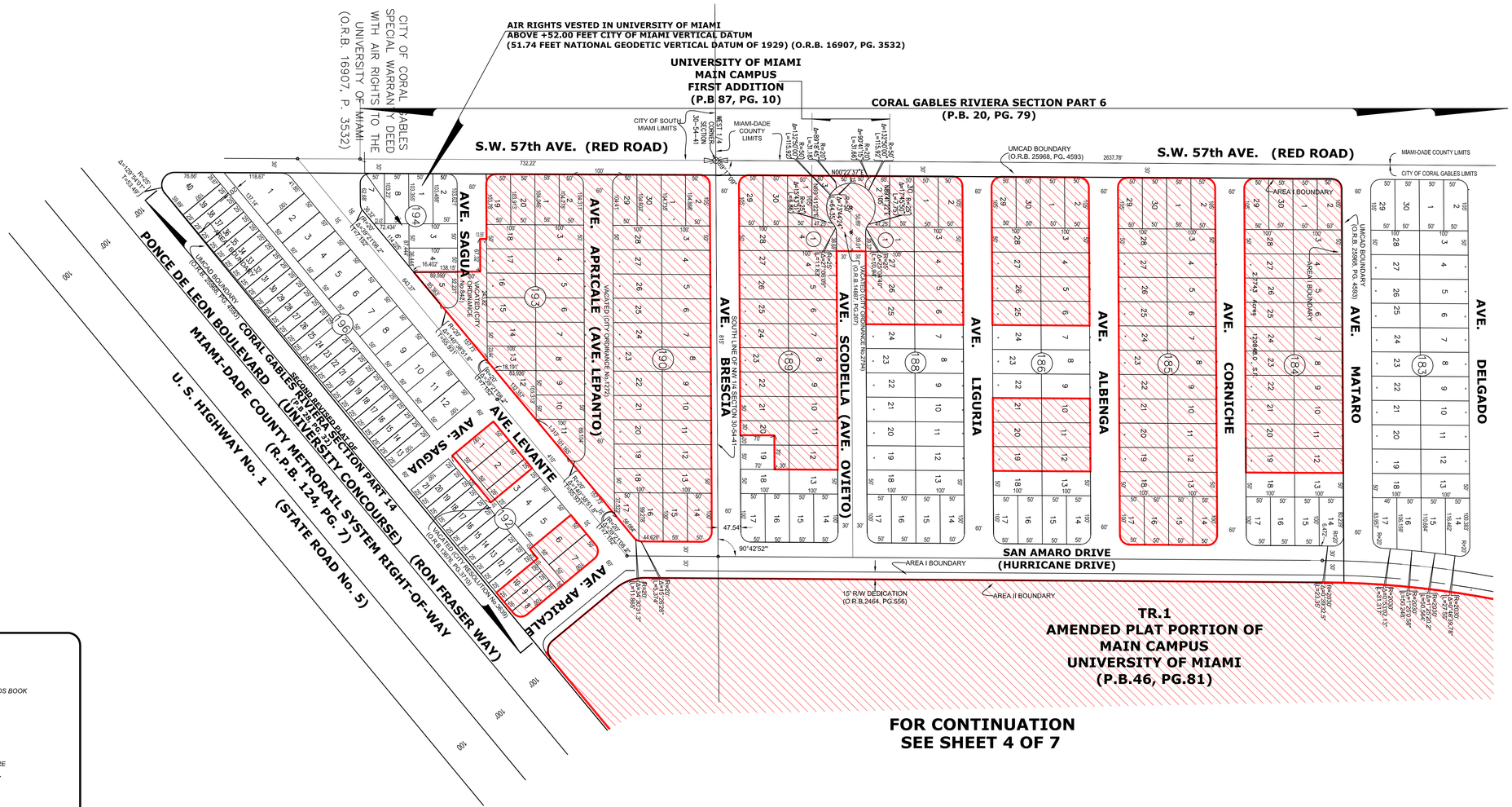
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GRAPHIC SCALE

120 0 60 120 240 480

(IN FEET)
1 inch = 120 ft.



ABBREVIATIONS

C = CHORD LENGTH
L = ARC LENGTH
O.R.B. = OFFICIAL RECORDS BOOK
PG. = PAGE
℄ = CENTERLINE
P.B. = PLAT BOOK
PB. = PLAT BOOK
PC = POINT OF CURVATURE
PT = POINT OF TANGENCY
R = RADIUS
T = TANGENT LENGTH
SEC. = SECTION
PRC = POINT OF REVERSE CURVATURE
PCC = POINT OF COMPOUND CURVATURE
Δ , DELTA= CENTRAL ANGLE
DB = DEED BOOK
TR. = TRACT
PNT = POINT OF NON TANGENT INTERSECTION
R.P.B. = ROAD PLAT BOOK
(194) = BLOCK NUMBER

THIS DOCUMENT CONSISTS OF 7 SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

DRAWING: X:\PROJECTS\UNIVERSITY OF MIAMI\100001168 0008 LEGAL CAMPUS DESCRIPTIONS UM\100001168 0008 UM LEGAL CAMPUS DES\DWG\100001168 0008 PHASE I AND II UP DATE APRIL 2010.DWG / PRINTED: 4/1/2010 1:36 PM

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ARCHITECTURE
ENGINEERING
SURVEYING
PLANNING
2001 N.W. 107th AVENUE
MIAMI, FLORIDA 33172-2507
(305) 592-7275
FLORIDA CERTIFICATION OF AUTHORIZATION NUMBER LB 24

CLIENT: UNIVERSITY OF Miami

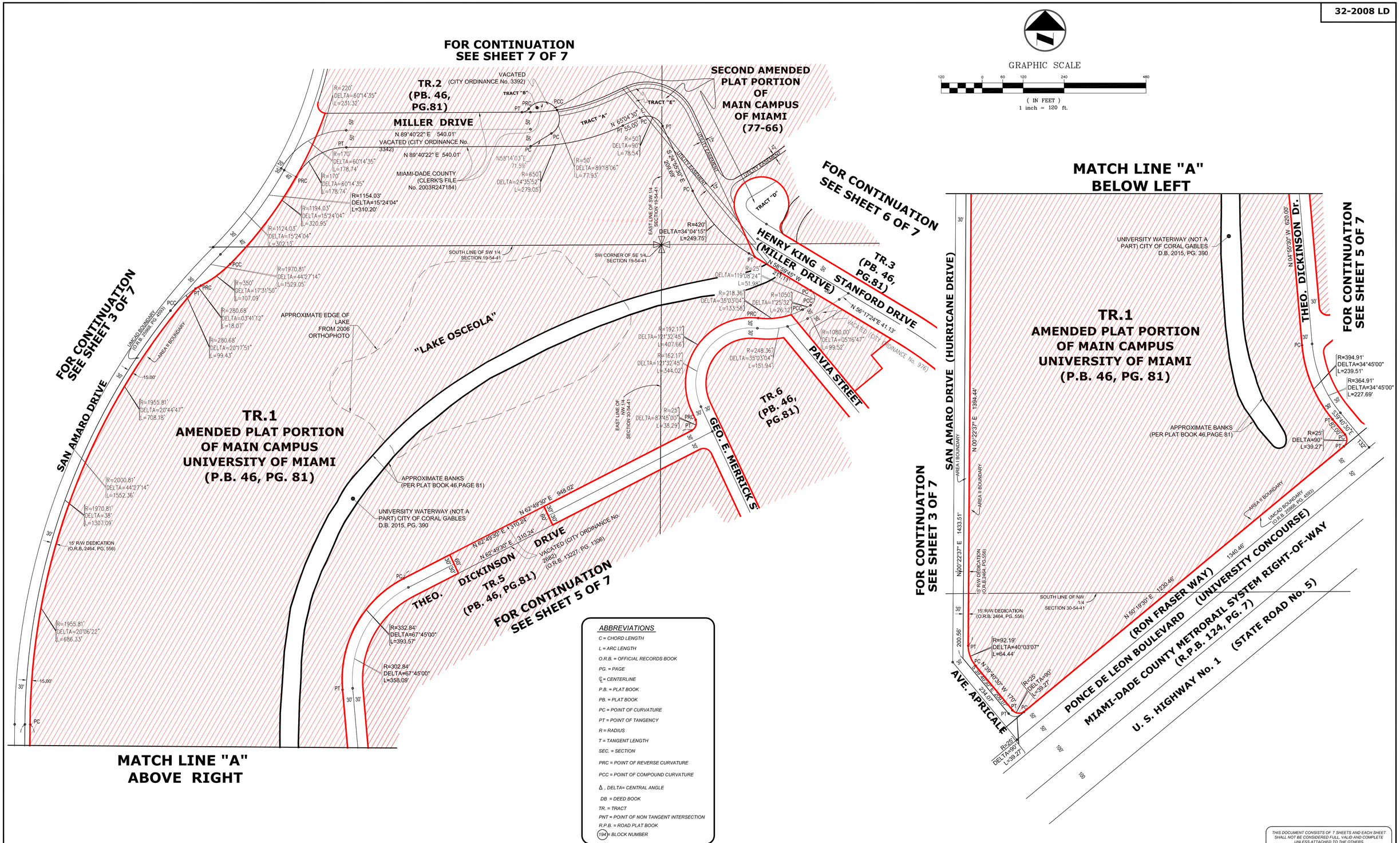
PROJECT	TASK
PROPERTIES WITHIN UMCAD LIMITS	AREAS I AND II
MAIN CAMPUS	SKETCH TO ACCOMPANY
CITY OF CORAL GABLES, FLORIDA	LEGAL DESCRIPTION

ORIGINAL: 02/25/08
REVISIONS:
1 ---- 2 ---- 3 ---- 4 ---- 5 ----
6 ---- 7 ---- 8 ---- 9 ---- 10 ---- 11 ---- 12 ----

SURVEYOR'S OFFICIAL SEAL

JOB NO. 001149156 00064L
DRAWN Z.C.P.
DESIGNED Z.C.P.
CHECKED D.W.D
QC D.W.D.

SHEET: 3 OF 7
19-54-41



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SURVEYOR'S OFFICIAL SEAL

JOB NO. 00114956 00064L
DRAWN Z.C.P.
DESIGNED Z.C.P.
CHECKED D.W.D
QC D.W.D.

SHEET: 4 OF 7
19-54-41

GRAPHIC SCALE

120 0 60 120 240 480

(IN FEET)
1 inch = 120 ft.

FOR CONTINUATION SEE SHEET 4 OF 7

TR.1 (PB. 46, PG.81)

THEO. DICKINSON DRIVE

N 04°45'30" W 514.91'

620'

N 62°49'30" E 486.36'

N 62°49'30" E 310.24'

N 62°49'30" E 151.42'

N 62°49'30" E 149.06'

VACATED (CITY ORDINANCE No. 2662) (O.R.B. 13227, PG. 1906)

EAST LINE OF NW 1/4 SECTION 30-54-41

TR.5 AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI (P.B. 46, PG. 81)

TRACT "B" UNIVERSITY OF MIAMI DAUER TRACT (P.B. 161, PG. 60)

AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI (P.B. 46, PG. 81)

VACATED RIGHT OF WAY (CITY ORDINANCE No. 3507) (O.R.B. 21080, PG. 3187)

RELOCATED RIGHT OF WAY (CITY ORDINANCE No. 3507) (O.R.B. 21080, Pg. 3187)

N 50°19'30" E 770.17'

N 50°19'30" E 280.72'

N 50°19'30" E 757.56'

N 50°19'30" E 1490.54'

1600.54'

1535.46'

S 39°40'30" E 2780.68'

S 24°55'30" E 806.11'

S 24°55'30" E 330.40'

S 39°40'30" E 340'

S 39°40'30" E 270.12'

S 39°40'30" E 270'

S 39°40'30" E 132.00'

S 39°40'30" E 842.60'

N 50°19'30" W 1322.00'

TR.4 AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI (P.B. 46, PG. 81)

TR.4 (P.B. 46, PG. 81)

TRACT "A" (SEE DETAIL FOR GEOMETRY) UNIVERSITY OF MIAMI DAUER TRACT (P.B. 161, PG. 60)

PAVIA STREET

GEO. E. MERRICK ST.

WM. E. WALSH AVENUE

DAUER DRIVE

HENRY KING (MILLER DRIVE)

(CITY ORDINANCE No. 972) VACATED

N 66°17'24" E 51.13'

REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 7 (P.B. 28, PG. 45)

TR.7 AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI (P.B. 46, PG. 81)

FOR CONTINUATION SEE SHEET 6 OF 7

AVE. LEVANTE

STANFORD DRIVE

OUTPARCEL AA

OUTPARCEL BB

OUTPARCEL CC

OUTPARCEL DD

OUTPARCEL EE

OUTPARCEL MA

N 50°19'30" E 155.02'

N 50°19'30" E 106.68'

N 50°19'30" E 129.50'

S 39°40'30" E 265.35'

S 39°40'30" E 179.55'

S 39°40'30" E 120'

S 39°40'30" E 110.85'

S 39°40'30" E 95'

S 39°40'30" E 179.55'

AREA II BOUNDARY

UMCAD BOUNDARY

N 50°19'30" E 486.07'

UMCAD BOUNDARY (O.R.B. 25868, PG. 1691)

AREA I BOUNDARY

UMCAD BOUNDARY (RON FRASER WAY)

PONCE DE LEON BOULEVARD (UNIVERSITY CONCOURSE)

MIAMI-DADE COUNTY METRORAIL SYSTEM RIGHT-OF-WAY (R.P.B. 124, PG. 7)

U. S. HIGHWAY No. 1 (STATE ROAD No. 5)

FOR CONTINUATION SEE SHEET 4 OF 7

TR.1 (PB. 46, PG.81)

THEO. DICKINSON DRIVE

620'

N 04°45'30" W 514.91'

ABBREVIATIONS

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R.P.B. = ROAD PLAT BOOK
(194) = BLOCK NUMBER

WM. E. WALSH AVENUE

TR. 4 (PLAT BOOK 46 AT PAGE 81)

TR. 4 (PLAT BOOK 46 AT PAGE 81)

DAUER DR.

PONCE DE LEON BOULEVARD

DETAIL

TABULATION OF NON UNIVERSITY OF MIAMI OWNED PROPERTIES ON THIS SHEET

OUTPARCEL DESIGNATION	GRANTEE	BOOK	PAGE	AFFECTED PARCEL
AA	MIAMI HILLEL FOUNDATION, INC.	DEED BOOK 3803	455	TR. 6 (PLAT BOOK 46, PAGE 81)
BB	DIOCESE OF SOUTH FLORIDA	DEED BOOK 3815	209	TR. 6 (PLAT BOOK 46, PAGE 81)
CC	FLORIDA BAPTIST CONVENTION	DEED BOOK 3826	31	TR. 7 (PLAT BOOK 46, PAGE 81)
DD	TRUSTEES OF THE CHRISTIAN SCIENCE ORGANIZATION UNIVERSITY OF MIAMI	OFFICIAL RECORDS BOOK 1609	72	TR. 7 (PLAT BOOK 46, PAGE 81)
EE	BOARD OF TRUSTEES OF THE FLORIDA ANNUAL CONFERENCE OF THE UNITED METHODIST CHURCH, INC.	OFFICIAL RECORDS BOOK 3821	246	TR. 7 (PLAT BOOK 46, PAGE 81)

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FLORIDA CERTIFICATION OF AUTHORIZATION NUMBER LB 24

CLIENT: UNIVERSITY OF Miami

PROJECT: PROPERTIES WITHIN UMCAD LIMITS / MAIN CAMPUS / CITY OF CORAL GABLES, FLORIDA

TASK: AREAS I AND II / SKETCH TO ACCOMPANY / LEGAL DESCRIPTION

ORIGINAL: 02/25/08
REVISIONS:
1 ---- 2 ---- 3 ---- 4 ---- 5 ----
6 ---- 7 ---- 8 ---- 9 ---- 10 ---- 11 ---- 12 ----

SURVEYOR'S OFFICIAL SEAL

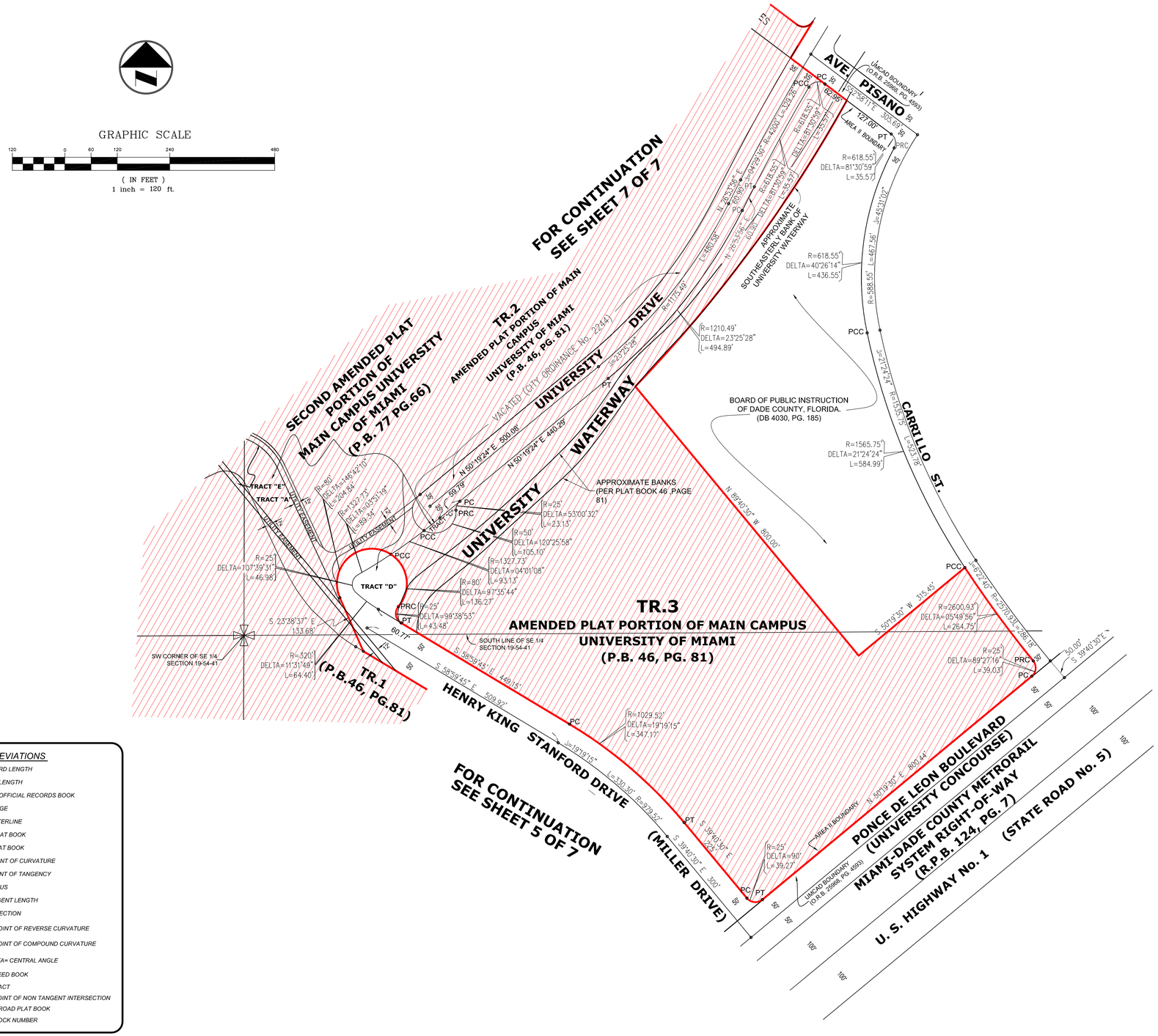
JOB NO. 001149156.00064L
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DESIGNED Z.C.P.
CHECKED D.W.D
QC D.W.D.

SHEET: 5 OF 7
19-54-41

GRAPHIC SCALE

120 0 60 120 240 480

(IN FEET)
1 inch = 120 ft.



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SHEET: 6 OF 7
19-54-41

GRAPHIC SCALE

120 0 60 120 240 480

(IN FEET)
1 inch = 120 ft.

TR.2
AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI (P.B. 46, PG. 81)

AVE. CAMPO SANO

AVE CERTOSA

AVE. PERUGIA

AVE. URBINO

AVE. ANCONA

AVE. BARACOA

AVE. TRILLO

SAN AMARO DRIVE

AVE. PISANO

UNIVERSITY DRIVE

UNIVERSITY WATERWAY

MILLER DRIVE

DR. JOHN D MACDONALD NOT A PART (O.R.B. 7079, PG. 650)

EASEMENT DEED TO CITY OF CORAL GABLES (O.R.B. 5981, P.1959)

RESTRICTIVE COVENANT AS TO STRUCTURED PARKING EXPIRES APRIL 23, 2004 (O.R.B. 15521, P. 2762)

UMCAD BOUNDARY (O.R.B. 25968, PG. 4593)

AREA I BOUNDARY

AREA II BOUNDARY

R=1615.49'
DELTA=74°31'09"
L=2101.11'

R=1645.49'
DELTA=39°54'30"
L=1146.14'

R=25'
DELTA=87°57'05"
L=38.38'

R=645'
DELTA=38°45'37"
L=436.34'

R=4235'
DELTA=04°03'45"
L=300.26'

R=11775.58'
L=1384.29'30" R=4200' L=303.26'

R=535.18'
DELTA=49°10'29"
L=459.37'

R=508.78'
DELTA=49°10'29"
L=429.26'

R=3542.03'
DELTA=5°08'22"
L=317.72'

R=3582.03'
DELTA=5°08'22"
L=321.31'

R=1164.03'
DELTA=23°01'14.5"
L=470.74'

R=1124.03'
DELTA=34°11'16"
L=1154.03'

R=243.84'
DELTA=68°11'29"
L=290.21'

R=213.84'
DELTA=68°11'29"
L=254.50'

R=25'
DELTA=108°44'23.5"
L=47.45'

R=50'
DELTA=112°23'23"
L=98.08'

R=25'
DELTA=53°07'48"
L=23.18'

R=550'
DELTA=16°26'50"
L=157.88'

R=150'
DELTA=90°
L=235.62'

R=50'
DELTA=89°18'06"
L=77.93'

R=550'
DELTA=08°09'02"
L=78.24'

R=220'
DELTA=60°14'38"
L=231.32'

R=25'
DELTA=40°19'27"
L=17.60'

R=1255.79'
DELTA=10°06'39"
L=221.59'

R=1200'
DELTA=10°06'39"
L=211.66'

R=25'
DELTA=90°
L=39.27'

N 49°33'22" E 150.70'
N 49°33'22" E 170.23'
N 49°33'22" E 320.33'
N 02°22'53" E 174.33'
N 02°22'53" E 174.33'
N 02°22'53" E 1174.33'
N 89°40'22" E 598.18'
N 89°40'22" E 540.01'
N 89°40'22" E 540.01'
N 65°04'30" E 55.00'
N 59°14'03" E 71.59'
S 32°52'11" E 305.69'
S 02°45'27" E 217.41'
S 21°35'39" E 204.20'
N 26°53'56" E 60.00'
N 26°53'56" E 60.00'
N 56°19'24" E 600.08'
N 56°19'24" E 600.08'

PC
PT
PRC
PCC
PNT

MIAMI-DADE COUNTY (CLERK'S FILE No. 2003R247184)

VACATED (CITY ORDINANCE No. 2744)

VACATED (CITY ORDINANCE No. 3392)

UTILITY EASEMENT

EAST LINE OF SW 1/4 SECTION 19-54-41

SW CORNER OF SE 1/4 SECTION 19-54-41

TRACT "A"
TRACT "B"
TRACT "C" (77-66)
TRACT "D" (77-66)
TRACT "E"

TR.1 (P.B.46, PG.81)

TR.3 (P.B. 46, PG.81)

APPROXIMATE BANKS (PER PLAT BOOK 46 ,PAGE 81)

SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI (P.B. 77 PG.66)

SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI (P.B. 77, PG.66)

FOR CONTINUATION SEE SHEET 4 OF 7

FOR CONTINUATION SEE SHEET 6 OF 7

59 61 57 70 73 75 78 79

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QC D.W.D.
SHEET: 7 OF 7
19-54-41

Table of Contents
UMCAD 2010

I. Introduction

II. Adopted Campus Master Plan and Development Program

A. Adopted Campus Master Plan Map

B. Adopted Campus Master Plan Development Program

C. Existing Facilities Map

III. Proposed 2010 Amendments to Campus Master Plan and Development Program

D. Proposed 2010 Campus Master Plan Map

E. Proposed 2010 Campus Master Plan Development Program

F. Proposed 2010 Major Amendments to Campus Master Plan and Development Program detail sheets:

1. *New Baseball Batting Practice Facility at Alex Rodriguez Park*
2. *Music Precinct: Retain Bertha Foster Memorial Center and Greene, Broby, Filmore Rehearsal Center, Relocate Albert Pick Music Library, and Increase GSF of the Center for Experiential Music*

G. Future Projects Timeline

IV. Concurrency and Traffic Zones

H. Concurrency Information Statements for Traffic Zones 46, 47, and 50

I. Traffic Zone Map

V. 2006 UMCAD Amendments and Conditions of Approval Status Report

VI. 2010 Annual Report

UNIVERSITY OF MIAMI CAMPUS AREA DISTRICT (UMCAD)
2010 AMENDMENTS
AND
ANNUAL REPORT

I. Introduction

The University of Miami Campus Area Development (UMCAD) district was established pursuant to Ordinance No. 28428, adopted by the Coral Gables City Commission in March, 1989 and is codified in Section 4-202 of the Coral Gables Zoning Code. These code provisions define the UMCAD district as a "Planned Campus Development for the establishment of a functional, aesthetic and progressive organization of university activities including educational, dormitory, classroom, administrative, social, open space, parking, maintenance and auxiliary university functions". The City's zoning regulations outline the procedures for the submission of annual amendments and an annual report by June 1 of each year.

Physical development of the campus commenced in 1925 pursuant to a campus master plan. Over the years, the university continually built on its campus in accordance with a series of approved campus plans. These previously approved plans merged into the UMCAD plan which was approved by the city with the adoption of Ordinance 2946. All projects in the approved Campus Master Plan may proceed for implementation through the regular building permit process. Projects that constitute a major amendment to the approved Campus Master Plan are required to undergo a plan amendment through a public hearing process. Major amendments are defined in Section 4-202.U.2 of the Zoning Code as follows:

> Major amendments: Major amendments represent substantial deviations from the development plan approved by the City Commission. Major amendments shall include, but not be limited to, significant changes in floor area, density, lot coverage, height, setbacks, landscaped open space, the location of buildings, or parking, which exceeds twenty (20) percent of the guidelines contained within this Article specific to that type of development or that which is shown on the approved development plan, or changes in the circulation system.

Amendments to the Campus Master Plan have been approved in 1993, 1995, 1996, 1998, 2000, 2002, 2003, 2004 (for University Village), and 2006 reflecting text amendments, new facilities, changes in location, uses, and size of approved facilities, deletion of proposed facilities, and completed facilities. The current Master Plan (Exhibit A) is dated March 27, 2007 and was adopted by Ordinance No. 2007-16.

Proposed amendments for 2007 were filed on June 1, 2007 and remain in process at the City of Coral Gables pending the completion of a Traffic and Parking Management report for the BankUnited Center. Proposed amendments for 2008 were submitted on June 1, 2008, but the application was withdrawn in August, 2009. The proposed 2010 UMCAD amendments reflect the programmatic needs of the University in meeting its academic goals, while providing the best educational environment for its students.

II. Adopted Campus Master Plan

Exhibit A, - The adopted Campus Master Plan Map, adopted on March 27, 2007, pursuant to Ordinance No. 2007-16, shows the location of existing facilities to remain, facilities to be demolished, and proposed new facilities/additions over the next 20 years. The color key indicates the expected build-out over the next 20 years in five year increments, while recognizing that actual development may occur prior to or after the expected dates (as funding for projects is largely based on donations).

Exhibit B, - The adopted Master Plan Development Program, adopted on March 27, 2007, pursuant to Ordinance No. 2007-16, provides the support information to Exhibit A and contains a listing of existing facilities to remain, facilities to be demolished, and proposed new facilities/additions. The columns on the list identify facilities with numbers for locating the facilities on the map (Exhibit A), the name of the facility and the size of the facility in gross square feet.

Exhibit C, Existing Facilities Map, shows the Campus' facilities as they currently exist (including projects in construction). This information is provided as supporting documentation to assist with understanding the relationship between the existing facilities and future development as shown in the Master Plan.

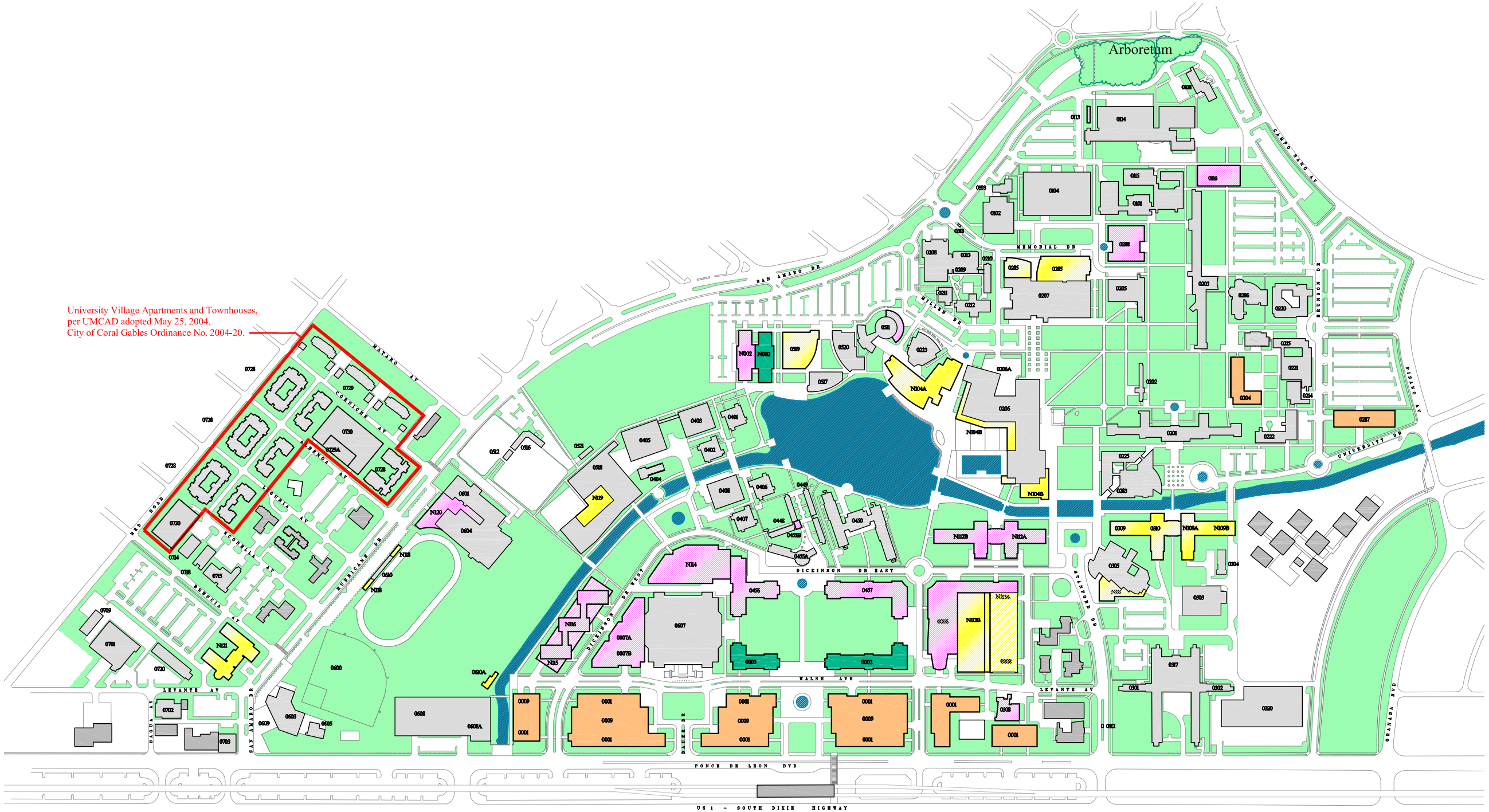

Arboretum
University Village Apartments and Townhouses,
per UMCAD adopted May 25, 2004,
City of Coral Gables Ordinance No. 2004-20.
MATANZAS AV
SAN AMARO DR
MEMORIAL DR
MILLER DR
CAMPO SANO AV
RICARDO BLVD
PISANO AV
UNIVERSITY DR
DICKINSON DR EAST
DICKINSON DR WEST
RICHARDSON DR
STANFORD DR
WALSH AVE
LEVANTE AV
PONCE DE LEON BLVD
US 1 - SOUTH DIXIE HIGHWAY
GRANADA BLVD
RED ROAD
SEGOVIA ST
HURRICANE DR
BRESCIA AV
CORUNNA AV
CORDOVA AV
BARCELONA AV
SEVILLE AV
SORIA AV
SALAMANCA AV
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0769

EXHIBIT B

PROPOSED 2006 CAMPUS MASTER PLAN DEVELOPMENT PROGRAM

Building Areas: Existing, to be Demolished, and Proposed (GSF)

Adopted May 25 , 2007

			A	B	C	D	E	F	G	H	I	J	
								change					
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished	future in FAR	future non FAR	add GSF FAR	reduce GSF FAR	add GSF non FAR	reduce GSF non FAR	site / location change	Comments
0001		NSCDZ				1,012,907							
0002		Museum				50,000			37,300				Decrease GSF from 87,300 to 50,000.
0003		University Hall				30,000			19,760				Decrease GSF from 49,760 to 30,000.
0006		Theater				80,000		30,000					Change site, increase GSF from 50,000 to 80,000.
0007A	*	Bank United Center Parking Garage					227,500						758 spaces. Change number and name (was "Parking (b)".
0007B		Basketball Practice Facility				14,000		14,000					New, above Bank United Center parking garage (0007A).
0009	*	NSCDZ Parking					274,948						916 spaces
0011		Administration and Student Services				0			30,000				Delete Project.
0101		J. Neville McArthur Engineering Building	97,108										
0102		Arthur A. Ungar Computer Center	58,345										
0103	*	Utility Building No.1		6,299									
0104		James M. Cox Science Building	190,944										
0106		Arts Annex Building 3			6,702								
0108		Art Building 1	12,500		14,223			12,500					Partial demolition of 14,223SF, restoration of 12,500 GSF.
0109		L-1 Building			12,290								
0112	*	Memorial Drive Gate House		25					25	25			Changed name, #, GSF (was "Stanford…"). Change to non-FAR.
0113	*	Botany Greenhouse		1,022					1,022	1,022			Change to non FAR, relocate.
0114		James L. Knight Physics Building	73,000										
0115		J. Neville McArthur Engineering Addition	20,000										
0116		Interactive Science Center and Engineering Research PH I				54,000		9,000					Change name (was "Emgineering Research"). Increase GSF by 20% from 45,000 to 54,000.
0201		Solomon G. Merrick Building	123,954										
0202		Antonio Ferre Building	10,748										
0203		Oscar E. Dooly Memorial Classroom Building	77,311										
0204		Whitten Learning Center			45,054				45,054				Proposed demo in UMCAD 2006.
0205		Ashe Memorial Administation Building	75,862										
0206		Norman A. Whitten University Center	203,550										
0206A	*	Utility Plant No.4		6,299									
0207		Otto G. Richter Library	211,800										
0208		Meyer Law Library (Bldg. D & G)	87,290										
0209		Law Administration (Bldg. C)	10,540										
0210		Law Classroom (Bldg. A)	10,832										
0211		Law Tax Wing (Bldg. E)	12,294										Changed name (was "Law Classroom 31").
0212		New Law Building (Bldg. F)	34,550										
0213		New Law Library (Bldg. B)	37,986										
0214		Dynamic Cablevision Building	0						3,289				Non existant building deleted from records.
0215		Frances L. Wolfson Building, School of Communication	45,496										
0216		Student Center at the School of Communication	25,240										Existing in 2006.
0220		Dean Robert Allen Hall Building	21,780										
0221		Centrex Building	5,902										
0222		Mary B. Merritt Panhellenic Building	27,752										
0223		Maurice Gusman Concert Hall	36,558										
0224		Charles H. Gauthier Hall (a.k.a.Rathskeller)			8,501				8,501				Proposed demo in UMCAD 2006.
0225		School of Business	120,859										
0283		David Epstein and Bernie Kosar Faculty Building	15,684										Existing in 2006.
0284		School of Law				0			5,000				Include in Otto Richter Library Addition, project 0285.
0284A		Law Classroom				0			45,000				Include in Otto Richter Library Addition, project 0285.
0285		Otto G. Richter Library Addition				140,000		15,000					Merge projects 0284 and 0284A, increase GSF from 125,000 to 140,000 total.
0286		M. Christine Schwarz Center for Nursing Education	53,414										Existing in 2006.
0287		School of Education				60,000							
0288		Ashe Enrollment Addition				0			30,000				Include in Interactive Science and Engineering Research PH II.
0288		Interactive Science Center and Engineering Research PH II				96,000		96,000					New.
0301		Daniel J. Mahoney Residence Hall	167,166										
0302		Pearson Hall	167,166										
0303		Mahoney / Pearson Dining Hall	20,673										
0304	*	Utility Building No. 3		4,360									
0305		Lowe Art museum	37,555										
0306		Student Health Center			13,901				13,901				Demo in 2006.
0307		Writing Center			8,375				8,375				Demo in 2006.
0308		Islamic Center				15,000							
0309		M. B. Fernandez Family Entrepreneurship Building PH I (Residential)				152,542		25,042					Change name, increase GSF 20% from 127,500 to 152,542 (20%).
0310		M. B. Fernandez Family Entrepreneurship Building PH I (Academics)				42,000		7,000					Change name, increase GSF 20% from 35,000 to 42,000 (20%).
0313		Behavioral Medicine Research Institute			11,230				11,230				Proposed demo in UMCAD 2006.
0317		Mahoney/Pearson Commons	18,652										
0318	*	Stanford Drive Gate House		78					78	78			Change name, #, GSF (was "Memorial…"). Change to non-FAR.
0319		Art Department				0			45,000				Merge with Art and Architecture College, project 0456.
0320	*	Pearson Parking Garage		172,572									

			A	B	C	D	E	F	G	H	I	J	
								change					
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished	future in FAR	future non FAR	add GSF FAR	reduce GSF FAR	add GSF non FAR	reduce GSF non FAR	site / location change	Comments
0321	*	Pavia Parking Garage		169,980									Change number, was 0008.
0401		Walsh Tower	85,097										
0402		Rosborough Tower	85,097										
0403		Stanford Residential Commons	13,459										Change name (was "960 Commons").
0404	*	Utility Building No. 2		4,517									
0405		Stanford / Hecht Dining Hall	22,579										
0406		McDonald Tower	85,097										
0407		Pentland Tower	85,097										
0408		Hecht Residential Commons	29,810										Change name (was "1968 Commons").
0410		Scupture Studio			7,603								
0421		Guidance Center - Building 21			23,474								
0422		Apartment Buildingg 22 (Brunstetter)			23,474								
0423		Apartment Building 23 (Grosvenor)			23,474								
0434B		Apartment Building 34b (Pentland)			13,044								
0435		LaGorce - Building 35			21,593								
0436		Apartment Building 36 (Foster)			23,758								
0437		Rhodes House - Building 37			23,758								
0441		Apartment Bldg 41 (Railey			17,322								
0442		Apartment Building 42 (Smith)			17,322								
0443		Apartment Building 43 (Allen)			17,322								
0448		Architecture N	15,750										
0449		Architecture S	15,750										
0450		Eaton Hall	105,796										
0455A		The Jorge M. Perez Architecture Center	8,208						826				Existing in 2006. completed 826 GSF smaller than adopted.
0455B		Architecture ADA adition				4,000			1,386				Incomplete part of project 0455A. Decrease GSF from 5,386 to 4,000.
0456		Art and Architecture College (Academics)				74,550			7,450				Change name, merge project 0319, decrease GSF from 82,000 to 73,974.
0457		Art and Architecture Residential College				42,248			252				Decrease GSF from 42,500 to 42,248. 100-120 beds
0504		Rehearsal Center			20,236				20,236				Demo in 2006.
0505		Arnold Volpe Music Building			11,892				11,892				Demo in 2006.
0507		Albert Pick Music Library			3,739								
0508		Bertha Foster Memorial Music Building			22,761				22,761				Demo in 2006.
0509		Handleman			2,464								
0510		Percussion Building			339								
0511		Jerry Herman Theatre Complex	14,589					14,589					Existing to remain in UMCAD 2006.
0512		Schiff Tennis Building	2,254										
0516A		Neil Schiff Tennis Center	11,464										
0517		L. Austin Weeks Center for Recording and Performance	14,000										
0518		Wellness Center	115,225										
0519		Center for Music Learning and Leadership				70,000		20,000					Change name, was "Center for Faculty and Admin….". Increase GSF from 50,000 to 70,000.
0520		Martha and Austin Weeks Music Library and Technology Center	28,433										Existing in 2006.
0521		Yaron Field House Storage	1,025										Existing in 2006; changed name, # and GSF (was "Maintenance Facility").
0600		Mark Light Field	0										
0601		Hecht Athletic Center	61,902										Consolidated completed addition into single building w/ adopted total GSF.
0602		Baseball Media Building			576				576				Proposed demo in UMCAD 2006.
0603		Baseball Stadium	21,097										
0604		James L. Knight Sports Center	28,500										New, 350-400 beds.
0605		Ron Fraser Baseball Building	5,237										
0606		Kearns Sports Hall of Fame			2,902				2,902				Proposed demo in UMCAD 2006.
0607		Bank United Convocation Center	205,000										Change name (was "Ryder Convocation Center").
0608	*	Ponce de Leon Parking Garage		334,865									Consolidate completed addition into single building w/ adopted total GSF.
0608A		Fred C. and Helen D. Flipse Building	69,252										Consolidate completed addition into single building w/ adopted total GSF.
0609		Alex Rodriguez Park	11,000						14,000				Existing in 2006, 14,000 GSF smaller than adopted.
0610A		Athletic Maintenance Facility				2,093							Change name, # and GSF (was "Yaron Field House Storage").
0701		Facilities Administration	45,726										
0702		Rainbow Building	17,532										
0703		Evelyn F. and William L. McKnight Advancement Building	10,500										
0704		Alumni House			3,324				3,324				Proposed demo in UMCAD 2006.
0705		Marion and Ed Lau Founder's Club			6,570				6,570				Proposed demo in UMCAD 2006.
0708		1540 Corniche			0								Already demolished in 2006, adopted as 10,067 GSF demo.
0709		New Maintenance Building	5,000										
0713		Dance Studio / Theatre Arts Building			7,808				7,808				Proposed demo in UMCAD 2006.
0714		Albert Pick Hall	11,537										Name and number change.
0715		Casa Bacardi - ICCAS	11,706										Name and number change.
0717		5801 Red Road			0								Already demolished in 2006, adopted as 10,556 GSF demo.
0718		School of Education Research at Brescia.	5,537										Change name.
0720		Max Orovitz Administration Center	37,023										
0470		University Village Student Apartments	362,136						12,864				Existing in 2006, constructed 12,864 GSF smaller than adopted.
0471/2/3		University Village Townhouses	28,708						3,292				Existing in 2006, 3,292 GSF smaller than adopted.
TBD	*	University Village Townhouse garages		4,746						4,746			Existing in 2006, change to non FAR.
0474/5	*	University Village Parking Garages		295,287							32,263		Existing in 2006, 32,263 smaller than adopted.
0474A		University Village Student Support Center	5,996						4				Existing in 2006, 4 GSF smaller than adopted..

			A	B	C	D	E	F	G	H	I	J	
								change					
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished	future in FAR	future non FAR	add GSF FAR	reduce GSF FAR	add GSF non FAR	reduce GSF non FAR	site / location change	Comments
N002		School of Music Academic Facilities Replacement				94,000		94,000					
N103		Jerry Herman Ring Theatre Lobby Renovation				0		0					New project, no added GSF.
N104A		Student Activity Center				108,000		108,000					New.
N104B		Whitten University Center Expansion				31,000		31,000					New.
0204		Whitten Learning Center Replacement				45,054		45,054					Replace existing facility with new building, no net increase in GSF, same site.
N109A		M. B. Fernandez Family Entrepreneurship Building PH II (Residential)				110,664		110,664					New, 264 beds.
N109B		M. B. Fernandez Family Entrepreneurship Building PH II (Academics)				43,672		43,672					New.
N111		Lowe Museum Addition				10,000		10,000					New.
N112A		Lakeview Student Housing I				160,000		160,000					New, 350-400 beds.
N112B		Lakeview Student Housing II				160,000		160,000					New, 350-400 beds.
N113A	*	Pavia Garage Addition					84,970			84,970			New, 304 spaces for Pavia Garage total of 871 spaces.
N113B	*	Merrick Parking Garage					298,150			298,150			New, 871 spaces.
N114	*	Convocation / Student Parking Garage					150,000			150,000			New, 500 spaces
N115	*	Dickinson Residential Parking Garage					280,000			280,000			New, 750 spaces.
N116		Dickinson Student Housing				160,000		160,000					New, 350-400 beds.
N118	*	Cobb Track and Field Facility				1,000		1,000					New.
N119		Wellness Center Addition				18,000		18,000					New.
N120		Hecht Center Addition				50,000		50,000					New.
N121		Robert And Judi Prokop Newman Alumni Center				70,000		70,000					New.

	A	B	C	D	E	F	G	H	I	J
						total change				
	existing to remain in FAR	existing to remain non FAR	to be demolished	future in FAR	future non FAR	add GSF FAR	reduce GSF FAR	add GSF non FAR	reduce GSF non FAR	
TOTALS	3,794,630	1,000,050	415,031	3,000,730	1,315,568	1,304,521	419,678	818,991	32,263	
						Total - FAR		Total - non FAR		
						884,843		786,728		

S U M M A R Y / G S F

Total Existing buildings (FAR and non FAR) as of 03MAR04 = (A + B + C)	5,209,711
Buildings to be demolished = (C)	415,031
Existing buildings to remain = (A + B)	4,794,680
Proposed buildings = (D + E)	4,316,298
Developed Campus assuming all buildings are built = (A + B + D + E)	9,110,978
Buildings not included in FAR calculations = (B + E)	2,315,618
2006 Proposed Adjusted Development less buildings not in FAR = (A + D)	6,795,360
2004 Adopted FAR, UV = Apts. I @206,996 + Apts. II @ 413,004 = 620,000 GSF	5,910,517
Permitted building area for FAR = 0.6	6,795,360
Amount remaining to be programmed per UMCAD= 6,795,360 - (A + D)	0

* Not in FAR calculations

Denotes line item change from Master Plan Development Program adopted 25MAY04.

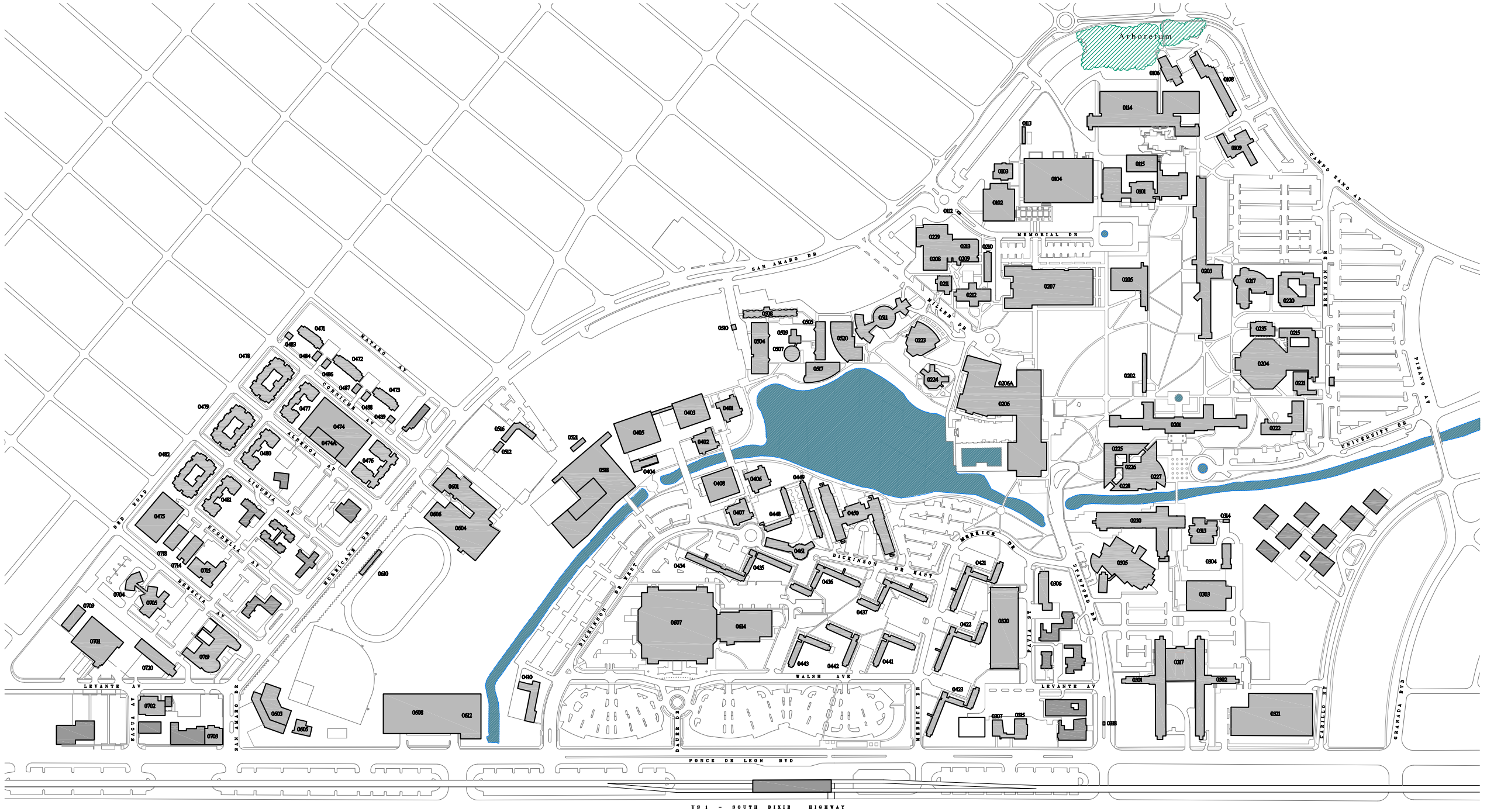


EXHIBIT C: EXISTING FACILITIES MAP

BUILDINGS TO REMAIN

No.	Name	Area (GSF)
0101	J. Neville McArthur Engineering Building	97,108
0102	Arthur A.Ungar Computer Center	58,345
0103	* Utility Building No. 1	6,299
0104	James M.Cox Science Building	190,944
0108	Art Building 1 (portion to be restored)	12,500
0112	Memorial Drive Gatehouse	25
0113	* Botany Greenhouse (to be relocated)	1,022
0114	James L. Knight Physics Building	73,000
0115	J. Neville McArthur Engineering Addition	20,000
0201	Solomon G. Merrick Building	123,954
0202	Antonio Ferre Building	10,748
0203	Oscar E. Dooley Memorial Classroom Building	78,071
0205	Ashe Memorial Administration Building	75,862
0206	Norman A. Whitten University Center	203,550
0206	* Utility Plant No. 4	6,299
0207	Otto G. Richter Library	211,800
	Meyer Law Library Complex	87,290
	0208 Meyer Law Library (Bldg. D)	
	0229 Meyer Law Library (Bldg. G)	
0209	Law Administration (Bldg. C)	10,540
0210	Meyer Law Administration (Bldg. A)	10,832
0211	Law Classroom (Bldg. E)	12,294
0212	Law Classroom (Bldg. F)	34,550
0213	Daner Law Library Wing (Bldg. B)	37,986
0215	Frances L. Wolfson Building, School of Communication	45,496
0217	M. Christine Schwarz Center for Nursing Education	53,414
0220	Dean Robert Allen Hall Building	21,780
0221	Centrex Building	5,902
0222	Mary B. Merritt Panhellenic Building	27,752
0223	Maurice Gusman Concert Hall	36,558
	School of Business	136,543
	0225 Jenkins Building	
	0226 Stubblefield Classroom Building	
	0227 Aresty Graduate Business Building	
	0228 D Epstein and B Kosar Faculty Wing	
0230	MB Fernandez Family Entrepreneurship Bldg. P1	164,487
0235	Communication International Building	25,240
0301	Daniel J. Mahoney Residential College	167,166
0302	Pearson Residential College	167,166
0303	* Mahoney / Pearson Dining Hall	20,673
0304	Utility Building No. 3	4,360
0305	Lowe Art Museum	37,555
0306	Student Health Center	13,901
0317	Mahoney / Pearson Commons	18,652
0318	* Stanford Drive Gate House	78
0320	* Pavia Parking Garage	169,980
0321	Mahoney / Pearson Parking Garage	172,572
0401	Walsh Tower	85,097
0402	Roxborough Tower	85,097
0403	Stanford Residential College Commons	13,459
0404	Utility Building No. 2	4,517
0405	Stanford / Hecht Dining Hall	22,579
0406	McDonald Tower	85,097
0407	Pentland Tower	85,097
0408	Hecht Residential College Commons	29,810
0448	Architecture (Bldg. 48)	15,750
0449	Architecture (Bldg. 49)	15,750
0450	Eaton Hall	105,796
0461	The Jorge M. Perez Architecture Center	8,208
	University Village Townhouses	28,710
	0471 University Village Townhouse A	
	0472 University Village Townhouse B	
	0473 University Village Townhouse C	
0474	* University Village Albenga Garage	232,770
0474A	University Village Student Support Center	5,996
0475	* University Village Scodella Garage	62,517
	University Village Student Apartments	362,136
	0476 University Village 1	
	0477 University Village 2	
	0478 University Village 3	
	0479 University Village 4	
	0480 University Village 5	
	0481 University Village 6	
	0482 University Village 7	
	* University Village Townhouse Garages	4,746
	* 0483 University Village Townhouse A Garage 1	
	* 0484 University Village Townhouse A Garage 2	
	* 0486 University Village Townhouse B Garage 1	
	* 0487 University Village Townhouse B Garage 2	
	* 0488 University Village Townhouse C Garage 1	
	* 0489 University Village Townhouse C Garage 2	
0504	Rehearsal Center	20,236
0507	Albert Pick Music Library (to be relocated)	3,739
0508	Bertha Foster Memorial Music Building	22,761
0511	Jerry Herman Theatre Complex	14,589
0512	Schiff Tennis Building	2,254
0516	Neil Schiff Tennis Center	11,464
0517	L. Austin Weeks Center for Recording and Performance	14,000
0518	Patti and Allan Herbert Wellness Center	133,807
0520	Martha and Austin Weeks Music Library & Technology Ctr	28,433
0521	Yaron Field House Storage	1,025
0601	Hecht Athletic Center	61,902
0603	Alex Rodriguez park at Mark Light Field	32,097
0604	James L. Knight Sports Center	28,500
0605	Ron Fraser Baseball Building	5,237
0607-14	Bank United Center and Fieldhouse	235,000
0608	* Ponce de Leon Parking Garage	334,054
0610	Cobb Stadium	1,800
0612	Fred and Helen D. Flipse Building	70,063
0701	Facilities Administration	45,726
0702	Rainbow Building	17,532
0703	Evelyn F. and William L. McKnight Advancement Building	10,500
0704	Alumni House	3,324
0705	Marion and Ed Lau Founder's Club	6,570
0709	New Maintenance Building	5,000
0714	Albert Pick Hall	11,537
0715	Casa Bacardi - ICCAS	11,706
0718	Brescia Education Research	5,537
0719	Robert and Judi Prokop Newman Alumni Center	67,131
0720	Max Orovitz building	37,023

TO BE DEMOLISHED

No.	Name	Area (GSF)
0106	Arts Annex Building 3	6,702
0108	Art Building 1 (partial demolition)	14,223
0109	Lai Building	12,290
0204	Whitten Learning Center	45,054
0224	Charles E. Gauthier Hall	8,501
	Writing Center	8,375
	0307 English composition Center	
	0315 Writing Center	
0313	Behavioral Medicine Research Institute	11,230
0314	* Utility Building 5, BMRI	436
0410	Sculpture Studio	7,603
0421	Guidance Center - Building 21 - Hughes	23,474
0422	Apartment Building 22 - Brunstetter	23,474
0423	Apartment Building 23 - Grosvenor	23,474
0434	Apartment Building 34 - Pentland	13,044
0435	La Gorce - Bldg 35	21,593
0436	Apartment Building 36 - Foster	23,758
0437	Rhodes House - Bldg 37	23,758
0441	Apartment Bldg 41 - Railey	17,322
0442	Apartment Bldg 42 - Smith	17,322
0443	Apartment Bldg 43 - Allen	17,322
0505	Arnold Volpe Music Building	11,892
0509	Handleman	2,464
0510	Percussion Building	339
0606	Kearns Hall of Fame	2,902

AREA SUMMARY

	GSF
(a) Total existing buildings	5,488,397
(b) Less buildings to be demolished, in FAR and not in FAR	347,468
(c) Building area of developed campus to remain	5,140,929
(d) Building area not in FAR calculations (*) to remain	1,001,475
(e) Net building area in FAR	4,139,454
(f) Permitted area at FAR = 0.6	6,795,360
(g) Approved development in FAR yet to be programmed	2,655,448

LEGEND

EXISTING UNIVERSITY BUILDINGS

NON UNIVERSITY OWNED

* Indicates buildings exempted from FAR calculations (Garages and Utility buildings).

DATE 01JUN10

N

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University of Miami

A GLOBAL UNIVERSITY

CORAL GABLES CAMPUS

III. Proposed 2010 Amendments to the Adopted Campus Master Plan

Exhibit D, the Proposed 2010 Campus Master Plan Map includes the proposed major and minor amendments. Major amendments are further detailed in Exhibit D, Proposed 2010 Master Development Program, and in Exhibit G, Proposed 2010 Master Plan Amendments Detail sheets. Minor amendments are further detailed in Exhibit D, Proposed 2010 Master Development Program.

The proposed amendments and future facilities are shown as "sites". The exact building configuration or footprint is representative and illustrative and is subject to change as a minor amendment, as the buildings are not yet designed. As long as the building footprint in the final design is in the general site shown on the map, no major amendments to the Campus Master Plan will be required prior to building permits, and the final building footprint will be shown in the future Campus Master Plan amendments/annual reports.

Exhibit E, the Proposed 2010 Master Plan Development Program, reflects the proposed 2010 major amendments and provides updates on any line items that require minor adjustments.

The list identifies the facilities with corresponding numbers that correlate to the Master Plan Map (Exhibit D), the name of the facilities and the size of the facility in gross square feet. The Comments column also provides additional information on projects, if required, to track any other minor changes from the previously approved Master Plan Development Programs.

Exhibit F, Proposed 2010 Master Plan Amendments Detail sheets

The proposed 2010 major amendments are as follows:

1. *New Baseball Batting Practice Facility at Alex Rodriguez Park*
2. *Music Precinct: Retain Bertha Foster Memorial Center and Greene, Broby, Filmore Rehearsal Center, Relocate Albert Pick Music Library, and Increase GSF of the Center for Experiential Music*

Exhibit G, Future Projects Timeline, shows the projected phases for implementation of the proposed projects in five year increments over the next 20 years.

Dates shown serve only as an estimated timeline. It is a guide and the chart recognizes that development may occur prior to or after the expected dates shown, as funding for projects is largely based on donations that cannot be predicted with certainty.

F2 MUSIC PRECINCT - RETAIN BERTHA FOSTER MEMORIAL CENTER AND GREENE REHEARSAL CENTER, RELOCATE ALBERT PICK MUSIC LIBRARY, AND INCREASE THE SIZE OF THE CENTER FOR EXPERIENTIAL MUSIC BUILDING

F1 BASEBALL BATTING PRACTICE FACILITY AT ALEX RODRIGUEZ PARK

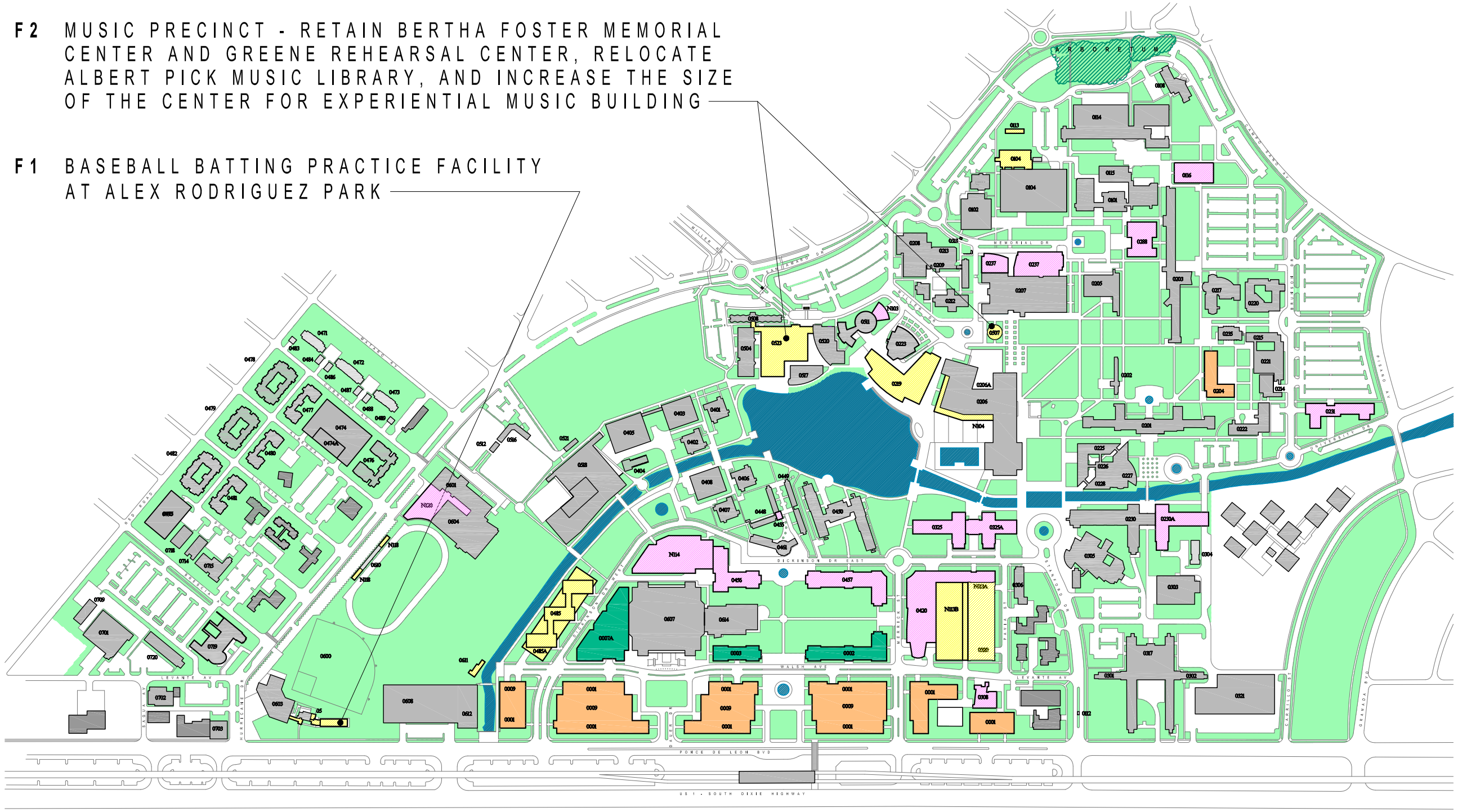


EXHIBIT D: PROPOSED 2010 MASTER PLAN AMENDMENTS

BUILDINGS TO REMAIN

No.	Name	Area (GSF)
0101	J. Neville McArthur Engineering Building	97,108
0102	Arthur A.Ungar Computer Center	58,345
0103	* Utility Building No. 1	6,299
0104	James M.Cox Science Building	190,944
0108	Art Building 1 (portion to be restored)	12,500
0112	Memorial Drive Gatehouse	25
0113	* Botany Greenhouse (to be relocated)	1,022
0114	James L. Knight Physics Building	73,000
0115	J. Neville McArthur Engineering Addition	20,000
0201	Solomon G. Merrick Building	123,954
0202	Antonio Ferre Building	10,748
0203	Oscar E. Dooley Memorial Classroom Building	78,071
0205	Ashe Memorial Administration Building	75,862
0206	Norman A. Whitten University Center	203,550
0206	* Utility Plant No. 4	6,299
0207	Otto G. Richter Library	211,800
	Meyer Law Library Complex	87,290
	0208 Meyer Law Library (Bldg. D)	
	0229 Meyer Law Library (Bldg. G)	
0209	Law Administration (Bldg. C)	10,540
0210	Meyer Law Administration (Bldg. A)	10,832
0211	Law Classroom (Bldg. E)	12,294
0212	Law Classroom (Bldg. F)	34,550
0213	Daner Law Library Wing (Bldg. B)	37,986
0215	Frances L. Wolfson Building, School of Communication	45,496
0217	M. Christine Schwarz Center for Nursing Education	53,414
0220	Dean Robert Allen Hall Building	21,780
0221	Centrex Building	5,902
0222	Mary B. Merritt Panhellenic Bldg.	27,752
0223	Maurice Gusman Concert Hall	36,558
	School of Business	136,543
	0225 Jenkins Building	
	0226 Stubblefield Classroom Building	
	0227 Aresty Graduate Business Building	
	0228 D Epstein and B Kosar Faculty Wing	
0230	MB Fernandez Family Entrepreneurship Bldg. P1	164,487
0235	Communication International Building	25,240
0301	Daniel J. Mahoney Residential College	167,166
0302	Pearson Residential College	167,166
0303	* Mahoney / Pearson Dining Hall	20,673
0304	Utility Building No. 3	4,360
0305	Lowe Art Museum	37,555
0306	Student Health Center	13,901
0317	Mahoney / Pearson Commons	18,652
0318	* Stanford Drive Gate House	78
0320	* Pavia Parking Garage	169,980
0321	Mahoney / Pearson Parking Garage	172,572
0401	Walsh Tower	85,097
0402	Rosborough Tower	85,097
0403	Stanford Residential College Commons	13,459
0404	Utility Building No. 2	4,517
0405	Stanford / Hecht Dining Hall	22,579
0406	McDonald Tower	85,097
0407	Pentland Tower	85,097
0408	Hecht Residential College Commons	29,810
0448	Architecture (Bldg. 48)	15,750
0449	Architecture (Bldg. 49)	15,750
0450	Eaton Hall	105,796
0461	The Jorge M. Perez Architecture Center	8,208
	University Village Townhouses	28,710
0471	University Village Townhouse A	
0472	University Village Townhouse B	
0473	University Village Townhouse C	
0474	* University Village Albenga Garage	232,770
0474A	University Village Student Support Center	5,996
0475	* University Village Scodella Garage	62,517
	University Village Student Apartments	362,136
0476	University Village 1	
0477	University Village 2	
0478	University Village 3	
0479	University Village 4	
0480	University Village 5	
0481	University Village 6	
0482	University Village 7	
	* University Village Townhouse Garages	4,746
	* 0483 University Village Townhouse A Garage 1	
	* 0484 University Village Townhouse A Garage 2	
	* 0486 University Village Townhouse B Garage 1	
	* 0487 University Village Townhouse B Garage 2	
	* 0488 University Village Townhouse C Garage 1	
	* 0489 University Village Townhouse C Garage 2	

TO BE DEMOLISHED

No.	Name	Area (GSF)
0504	Rehearsal Center	20,236
0507	Albert Pick Music Library	3,739
0508	Bertha Foster Memorial Music Building	22,761
0511	Jerry Herman Theatre Complex	14,589
0512	Schiff Tennis Building	2,254
0516	Neil Schiff Tennis Center	11,464
0517	L. Austin Weeks Center for Recording and Performance	14,000
0518	Patti and Allan Herbert Wellness Center	133,807
0520	Martha and Austin Weeks Music Library & Technology Ctr	28,433
0521	Yaron Field House Storage	1,025
0601	Hecht Athletic Center	61,902
0603	Alex Rodriguez park at Mark Light Field	32,097
0604	James L. Knight Sports Center	28,500
0605	Ron Fraser Baseball Building	5,237
0607-14	Bank United Center and Fieldhouse	235,000
0608	* Ponce de Leon Parking Garage	334,054
0610	Cobb Stadium	1,800
0612	Fred and Helen D. Flipse Building	70,063
0701	Facilities Administration	45,726
0702	Rainbow Building	17,532
0703	Evelyn F. and William L. McKnight Advancement Building	10,500
0704	Alumni House	3,324
0705	Marion and Ed Lau Founder's Club	6,570
0709	New Maintenance Building	5,000
0714	Albert Pick Hall	11,537
0715	Casa Bacardi - ICCAS	11,706
0718	Brescia Education Research	5,537
0719	Robert and Judi Prokop Newman Alumni Center	67,131
0720	Max Orovitz building	37,023

PROPOSED

No.	Name	Area (GSF)
0106	Arts Annex Building 3	6,702
0108	Art Building 1 (partial demolition)	14,223
0109	L-1 Building	12,200
0204	Whitten Learning Center	45,054
0224	Charles E. Gauthier Hall	8,501
0307	Writing Center	8,375
0313	Behavioral Med. Research Institute	11,230
0410	Sculpture Studio	7,603
0421	Guidance Center - Building 21	23,474
0422	Apartment Building 22 - Brunstetter	23,474
0423	Apartment Building 23 - Grosvenor	23,474
0434	Apartment Building 34 - Pentland	13,044
0435	La Gorce - Bldg 35	21,593
0436	Apartment Building 36 - Foster	23,758
0437	Rhodes House - Bldg 37	23,758
0441	Apartment Bldg 41 - Railey	17,322
0442	Apartment Bldg 42 - Smith	17,322
0443	Apartment Bldg 43 - Allen	17,322
0505	Arnold Volpe Music Building	11,892
0509	Handleman	2,464
0510	Percussion Building	339
0606	Kearns Sports Hall of Fame	2,902
0704	Alumni House	3,324
0705	Marion and Ed Lau Founder's Club	6,570
0001	NSCDZ	1,005,600
0002	Museum	50,000
0003	University Hall	50,000
0007A	* Bank United Convocation Parking Garage	227,500
0009	* NSCDZ Parking	274,948
0104	Interdisciplinary Neuroscience and Health Annex at Cox Sc.	38,680
0113	Botany Greenhouse Replacement	5,000
0116	STEM Building PH I	54,000
0204	Whitten Learning Center Replacement	45,054
0219	Student Activity Center	106,019
0230A	MB Fernandez Family Entrepreneurship Bldg. PH II	154,336
0231	School of Education	60,000
0237	Otto G. Richter Library Addition	140,000
0288	STEM Building PH II	96,000
0305	Lowe Museum Addition	5,368
0308	Islamic Center	15,000
0325	Lakeview Housing I	160,000
0325A	Lakeview Housing II	160,000
0420	Theater	80,000
0455	Architecture ADA Addition	4,000
0456	Art & Architecture College (Academics)	74,550
0457	Art and Architecture Residential College	42,248
0485	Dickinson Student Housing	160,088
0485A	* Dickinson Residential Parking Garage	280,000
0523	Center for Experiential Music	83,000
0605	Baseball Batting Practice Addition	6,500
0611	Athletic Maintenance Facility	2,093
N103	Jerry Herman Ring Theatre Lobby Renovation	0
N104	Whitten University Center Expansion	31,000
N113A	* Pavia Parking Garage Addition	84,970
N113B	* Merrick Parking Garage	298,150
N114	* Convocation / Student Parking Garage	150,000
N118	Cobb Track and Field Facility	1,000
N120	Hecht Center Addition	50,000

AREA SUMMARY

	GSF
(a) Existing buildings in FAR	4,486,922
(b) Existing infrastructure non-FAR	1,001,475
(c) Total existing buildings and infrastructure (FAR + non-FAR)	5,488,397
(d) Buildings in FAR to be demolished	346,010
(e) Existing buildings in FAR to remain	4,140,912
(f) Proposed buildings in FAR	2,654,448
(g) Proposed infrastructure non-FAR	1,320,568
(h) Total development, FAR and non-FAR	9,115,945
(i) Total development in FAR, complete program	6,795,360
(j) Total development allowed per FAR = 0.6	6,795,360
(k) Development yet to be programmed	0

LEGEND

EXISTING BUILDINGS

** PRESENT TO 2015

** 2015 TO 2020

** 2020 TO 2025

** 2025 TO 2030

* Indicates buildings exempted from FAR calculations (Garages and Utility buildings).

** Actual building footprints and locations may change depending on final designs.

DATE 01JUN10

N

0' 500'

NOTES

Buildings shown on the map denote existing structures and proposed building sites. Actual construction on the approved building site may differ from the graphic illustration on the map.

Time frames are provided to indicate when the proposed development or demolition is presently intended. Actual construction may occur before or after the expected commencement time frame shown.

University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS

EXHIBIT E

2010 CAMPUS MASTER PLAN DEVELOPMENT PROGRAM

Building Areas: Existing, to be Demolished, and Proposed (GSF)

JUNE 1, 2010

			A	B	C	D	E	F	
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished in FAR	to be demolished non FAR	future in FAR	future non FAR	Comments
0001		NSCDZ					1,005,600		2010: increase GSF from 1,002,345 to 1,005,600; 2007: reduced GSF from 1,012,907 to 1,002,345.
0002		Museum					50,000		
0003		University Hall					30,000		
0007A	*	Bank United Center Parking Garage						227,500	
0009	*	NSCDZ Parking						274,948	
0101		J. Neville McArthur Engineering Building	97,108						
0102		Arthur A. Ungar Computer Center	58,345						
0103	*	Utility Building No. 1		6,299					
0104		James M. Cox Science Building	190,944						
0104		Interdisciplinary Neuroscience and Health Annex at Cox Science					38,680		2010: proposed addition, see attached letter of zoning determination for minor amendment.
0106		Arts Annex Building 3			6,702				
0108		Art Building 1	12,500		14,223				
0109		L-1 Building			12,290				
0112	*	Memorial Drive Gate House		25					
0113	*	Botany Greenhouse				1,022			2010: remove existing greenhouse
0113	*	Botany Greenhouse Replacement						5,000	2010: replace greenhouse
0114		James L. Knight Physics Building	73,000						
0115		J. Neville McArthur Engineering Addition	20,000						
0116		STEM Building Phase I					54,000		2010: change project name (was "Interactive Science Center and Engineering Research Phase I).
0201		Solomon G. Merrick Building	123,954						
0202		Antonio Ferre Building	10,748						
0203		Oscar E. Dooly Memorial Classroom Building	77,311						
0204		Whitten Learning Center			45,054				
0204		Whitten Learning Center Replacement					45,054		
0205		Ashe Memorial Administation Building	75,862						
0206		Norman A. Whitten University Center	203,550						
0206A	*	Utility Plant No.4		6,299					
0207		Otto G. Richter Library	211,800						
0208		Meyer Law Library (Bldg. D & G)	87,290						
0209		Law Administration (Bldg. C)	10,540						
0210		Law Classroom (Bldg. A)	10,832						
0211		Law Tax Wing (Bldg. E)	12,294						
0212		New Law Building (Bldg. F)	34,550						
0213		New Law Library (Bldg. B)	37,986						
0215		Frances L. Wolfson Building, School of Communication	45,496						
0217		M. Christine Schwarz Center for Nursing Education	53,414						2010: change building ID number.
0219		Student Activity Center					106,019		2010: change building ID number, reduce GSF from 108,000 to 106,019 to match permit plans.
0220		Dean Robert Allen Hall Building	21,780						
0221		Centrex Building	5,902						
0222		Mary B. Merritt Panhellenic Building	27,752						
0223		Maurice Gusman Concert Hall	36,558						
0224		Charles H. Gauthier Hall (a.k.a.Rathskeller)			8,501				
0225		School of Business	120,859						
0228		David Epstein and Bernie Kosar Faculty Building	15,684						2010: change building ID number.
0230		M. B. Fernandez Family Entrepreneurship Building PH I	164,487						2010: change building ID number; consolidate as one project. Reduce GSF to 164,487 per permit plans. (2006 adopted as one building - 2 uses : 152,542 GSF (Residential) + 42,000 GSF (Academic = 194,542 GSF Total. 2007 submitted as one building - 2 uses : 150,400 GSF (Residential) + 42,000 GSF (Academic) = 192,400 GSF Total).
0230A		M. B. Fernandez Family Entrepreneurship Building PH II					154,336		2010: change building ID number; consolidate as one line item. (2006 adopted as one building - 2 line items : 110,664 GSF (Residential) + 43,672 GSF (Academic = 154,336 GSF total).
0231		School of Education					60,000		2010: change building ID number.
0235		Communication International Building	25,240						2010: change building ID number and name (was "Student Center at the School of Communication").
0237		Otto G. Richter Library Addition					140,000		2010: change building ID number.
0288		STEM Building Phase II					96,000		2010: change building name (was "Interactive Science Center and Engineering Research Phase II).
0301		Daniel J. Mahoney Residence Hall	167,166						
0302		Pearson Hall	167,166						
0303		Mahoney / Pearson Dining Hall	20,673						
0304	*	Utility Building No. 3		4,360					
0305		Lowe Art Museum and Palley Pavillion	42,187						2010: consolidate Palley Pavillion (4,632 GSF - completed 2009) with Lowe Museum as single building. 2006 adopted as 10,000 GSF named "Lowe Museum Addition".
0305		Lowe Museum Addition					5,368		5,368 is remainder of 2006 adopted and 2006 submitted 10,000 GSF "Lowe Museum Addition".

			A	B	C	D	E	F	
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished in FAR	to be demolished non FAR	future in FAR	future non FAR	Comments
0306		Student Health Center	13,901						
0307		Writing Center			8,375				
0308		Islamic Center					15,000		
0313		Behavioral Medicine Research Institute			11,230				
0314		Utility Building No. 5, BMR				436			2010: chiller facilitiy identified as stand-alone structure, not on this chart in 2006.
0317		Mahoney/Pearson Commons	18,652						
0318	*	Stanford Drive Gate House		78					
0320	*	Pavia Parking Garage		169,980					2010: change building ID number.
0321	*	Pearson Parking Garage		172,572					2010: change building ID number.
0325		Lakeview Student Housing I					160,000		2010: change building ID number.
0325A		Lakeview Student Housing II					160,000		2010: change building ID number.
0401		Walsh Tower	85,097						
0402		Rosborough Tower	85,097						
0403		Stanford Residential Commons	13,459						
0404	*	Utility Building No. 2		4,517					
0405		Stanford / Hecht Dining Hall	22,579						
0406		McDonald Tower	85,097						
0407		Pentland Tower	85,097						
0408		Hecht Residential Commons	29,810						
0410		Sculpture Studio			7,603				
0420		Theater					80,000		2010: change building ID number.
0421		Guidance Center - Building 21			23,474				
0422		Apartment Building 22 (Brunstetter)			23,474				
0423		Apartment Building 23 (Grosvenor)			23,474				
0434		Apartment Building 34 (Pentland)			13,044				
0435		LaGorce - Building 35			21,593				
0436		Apartment Building 36 (Foster)			23,758				
0437		Rhodes House - Building 37			23,758				
0441		Apartment Bldg 41 (Railey)			17,322				
0442		Apartment Building 42 (Smith)			17,322				
0443		Apartment Building 43 (Allen)			17,322				
0448		Architecture N	15,750						
0449		Architecture S	15,750						
0450		Eaton Hall	105,796						
0455		Architecture ADA adition					4,000		2010: change building ID number.
0456		Art and Architecture College (Academics)					74,550		
0457		Art and Architecture Residential College					42,248		
0461		The Jorge M. Perez Architecture Center	8,208						2010: change building ID number.
0471-73		University Village Townhouses (04 / 71,72,73)	28,710						2010: change building ID number. Increased by 2 GSF to coincide with building permit documents.
0474-75	*	University Village Parking Garages		295,287					2010: change building ID number.
0474A		University Village Student Support Center	5,996						2010: change building ID number.
0476-82		University Village Student Apartments (04 / 76,77,78,79,80,81,82)	362,136						2010: change building ID number.
0483-89	*	University Village Townhouse garages (04 / 83,84,86,87,88,89)		4,746					2010: change building ID number.
0485		Dickinson Student Housing					160,000		2010: change building ID number.
0485A	*	Dickinson Residential Parking Garage						280,000	2010: change building ID number.
0504		Rehearsal Center	20,236						2010: to remain. (2006 adopted as "to be demolished).
0505		Arnold Volpe Music Building			11,892				
0507		Albert Pick Music Library	3,739						2010: to remain, relocate. (2006 adopted as "to be demolished").
0508		Bertha Foster Memorial Music Building	22,761						2010: to remain. (2006 adopted as "to be demolished").
0509		Handleman			2,464				
0510		Percussion Building			339				
0511		Jerry Herman Theatre Complex	14,589						
0512		Schiff Tennis Building	2,254						
0516		Neil Schiff Tennis Center	11,464						
0517		L. Austin Weeks Center for Recording and Performance	14,000						
0518		Patti and Allan Herbert Wellness Center	133,807						2010: change name; consolidate 18,582 GSFaddition with existing 115,225 GSF building, totalling 133,807 GSF. (Addition in 2006 adopted as 18,000 GSF, 2007 submitted as 18,704 GSF).
0520		Martha and Austin Weeks Music Library and Technology Center	28,433						
0521		Yaron Field House Storage	1,025						
0523		Center for Experiential Music					83,000		2010: change building ID number and name, increase GSF to 83,000 (2006 adopted as 70,000 GSF "Center for Music Learning and Leadership").
0600		Mark Light Field	0						
0601		Hecht Athletic Center	61,902						
0602		Baseball Media Building			0				Demolished as part of Alex Rodriguez Park at Mark Light Field project.
0603		Alex Rodriguez Park at Mark Light Field	32,097						2010: change name, formerly "Baseball Stadium"; consolidate 11,000 GSF addition completed 2009 with 21,097 GSF existing building.

			A	B	C	D	E	F	
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished in FAR	to be demolished non FAR	future in FAR	future non FAR	Comments
0604		James L. Knight Sports Center	28,500						
0605		Ron Fraser Baseball Building	5,237						
0605		Baseball Batting Practice Addition					6,500		2010: proposed addition to Alex Rodriguez Park at Mark Light Field.
0606		Kearns Sports Hall of Fame			2,902				
0607/0614		Bank United Center and Fieldhouse	235,000						2010: change building ID number and name (was "Bank United Center" - 205,000 GSF, and "Basketball Practice Facility" - 30,000 GSF (Basketball Practice Facility : 2006 adopted as 14,000 GSF, 2007 submitted as 30,000 GSF, completed 2009).
0608	*	Ponce de Leon Parking Garage		334,054					2010: reduce GSF from 334,865 to 334,054 to account for 811 GSF addition to Fred C. and Helen D. Flipse Building
0610	*	Cobb Stadium		1,800					2010: existing open spectator stands added to this chart, previously unaccounted for.
0611		Athletic Maintenance Facility					2,093		2010: change building ID number.
0612		Fred C. and Helen D. Flipse Building	70,063						2010: lincrease GSF from 69,252 to 70,063 to account for 811 GSF addition. Refer to attached letter of zoning determination for minor amendment.
0701		Facilities Administration	45,726						
0702		Rainbow Building	17,532						
0703		Evelyn F. and William L. McKnight Advancement Building	10,500						
0704		Alumni House			3,324				
0705		Marion and Ed Lau Founder's Club			6,570				
0709		Maintenance Building	5,000						
0714		Albert Pick Hall	11,537						
0715		Casa Bacardi - ICCAS	11,706						
0718		School of Education Research at Brescia.	5,537						
0719		Robert And Judi Prokop Newman Alumni Center	67,131						2010: change building ID number, adjust GSF to actual construction (2006 adopted as 70,000 GSF, 2007 submitted as 66,000 GSF, 67.131 GSF under construction).
0720		Max Orovitz Administration Center	37,023						
N002		School of Music Academic Facilities Replacement					0		2010: delete project (2006 adopted as 94,000 GSF building).
N103		Jerry Herman Ring Theatre Lobby Renovation					0		
N104		Whitten University Center Expansion					31,000		
N113A	*	Pavia Garage Addition						84,970	
N113B	*	Merrick Parking Garage						298,150	
N114	*	Convocation / Student Parking Garage						150,000	
N118	*	Cobb Track and Field Facility					1,000		
N120		Hecht Center Addition					50,000		

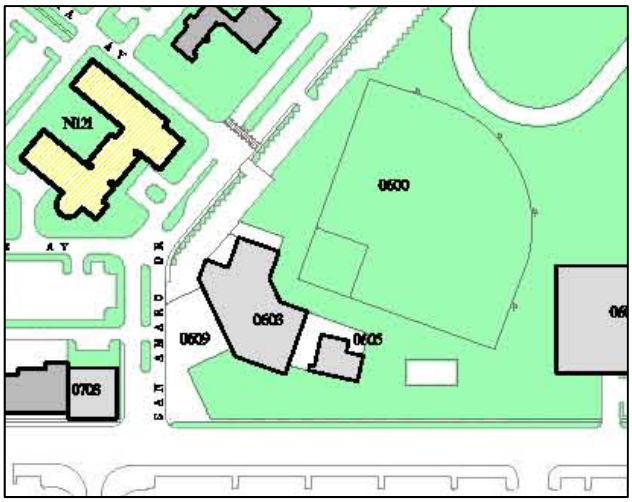
			A	B	C	D	E	F	
No.		Building	existing to remain in FAR	existing to remain non FAR	to be demolished in FAR	to be demolished non FAR	future in FAR	future non FAR	Comments
		TOTALS	4,140,912	1,000,017	346,010	1,458	2,654,448	1,320,568	

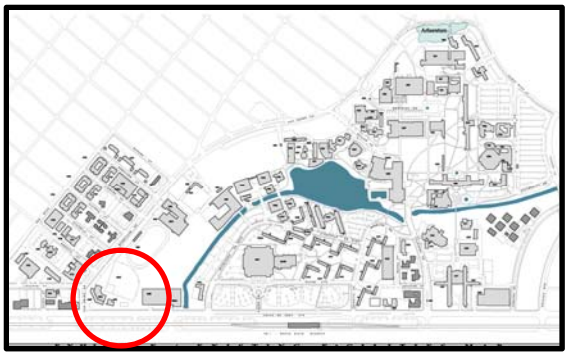
		S U M M A R Y / G S F	
		Total Existing buildings in FAR = (A + C)	4,486,922
		Total Existing Buildings non FAR = (B + D)	1,001,475
		Total Existing buildings (FAR and non FAR) = (A + B + C + D)	5,488,397
		Buildings in FAR to be demolished = C	346,010
		Buildings not in FAR to be demolished = D	1,458
		Total Existing buildings in FAR and not in FAR to remain = (A + B)	5,140,929
		Proposed buildings in FAR = E	2,654,448
		Proposed buildings not in FAR = F	1,320,568
		Developed Campus in FAR and not in FAR assuming all buildings are built = (A + B + E + F)	9,115,945
		Buildings not included in FAR calculations = (B + F)	2,320,585
		2010 Proposed Adjusted Development less buildings not in FAR = (A + E)	6,795,360
		2006 Approved Development in FAR	6,795,360
		Permitted building area for FAR = 0.6	6,795,360
		Amount in FAR remaining to be programmed per UMCAD = 6,795,360 - (A + D)	0
		P A R K I N G	
		2010 Total Campus Parking Capacity (spaces)	9,386

KEY:			
	*	Not in FAR calculations	
		Denotes line item change from Master Plan Development Program adopted March 27, 2007, and/or submitted in 2007.	

F1 Baseball Batting Practice Facility at Alex Rodriguez Park

June 1, 2010





Key Map

Adopted Master Plan

Date of Approval: March 27, 2007



Proposed Baseball Batting Practice Facility/ 6,500GSF

Proposed 2010 Amendment

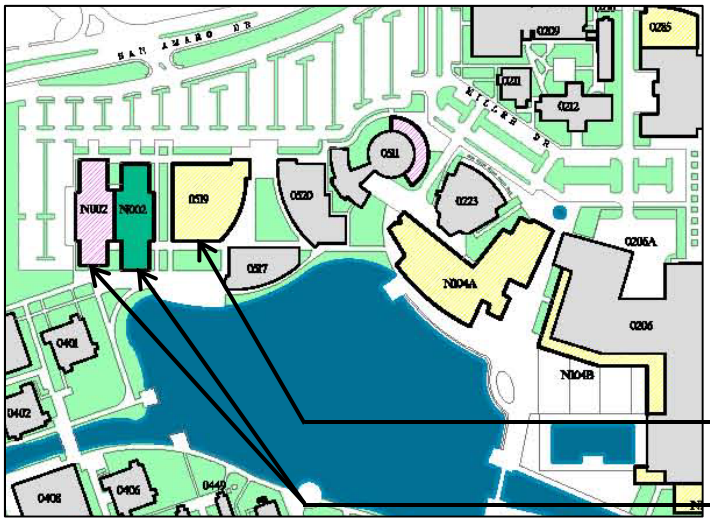
The **adopted Master Plan** does not reflect any facility in this area.

The **proposed 2010 Master Plan amendment** reflects the following:

- A new 6,500 GSF enclosed and air-conditioned batting practice facility to allow for year-round practice.
- The building footprints are shown as graphic representations of proposed facilities/sites and are subject to change when final designs are completed.

F2 *Music Precinct: Retain Bertha Foster Memorial Center and Greene, Broby, Filmore Rehearsal Center, Relocate Albert Pick Music Library, and Increase GSF of Center for Experiential Music*

June 1, 2010





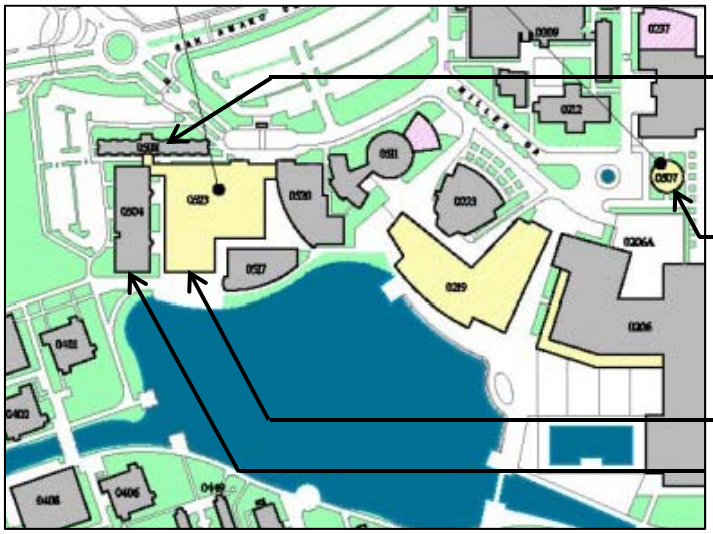
Key Map

Proposed Center for Music Learning and Leadership / 70,000GSF

Proposed Academic Facilities Replacement / 94,000GSF

Adopted Master Plan

Date of Approval: March 27, 2007



Bertha Foster Memorial Building / 22,761GSF

Proposed location of relocated Pick Music Library

Proposed Center for Experiential Music / 83,000GSF

Greene Broby Fillmore Rehearsal Center/ 20,236GSF

Proposed 2010 Amendment

The **adopted and approved Master Plan** shows the demolition of the Arnold Volpe Music Building, the Bertha Foster Memorial Music Building, the Pick Library, and the Greene Broby Fillmore Rehearsal Center. It includes 94,000 GSF of new buildings: 94,000 GSF academic facilities replacement, and 70,000GSF Center for Music and Leadership.

The **proposed 2010 Master Plan amendment** reflects the following:

- Bertha Foster Memorial Music Building and Greene Broby Fillmore Rehearsal Center remain.
- Handleman Institute and Arnold Volpe Music Building are demolished.
- Pick Music Library is relocated to the eastern end of Miller Drive.
- A new 83,000 GSF Center for Experiential Music.
- The building footprints are shown as graphic representations of proposed facilities/sites and are subject to change when final designs are completed.

EXHIBIT G
FUTURE PROJECTS TIMELINE *

June 1, 2010

	No.	Project Name	area GSF	Anticipated Year of Completion			
				2015 GSF	2020 GSF	2025 GSF	2030 GSF
	0001	NSCDZ	1,005,600				1,005,600
	0002	Museum	50,000			50,000	
	0003	University Hall	30,000			30,000	
**	0007A	Bank United Center Parking Garage	227,500			227,500	
**	0009	NSCDZ Parking	274,948				274,948
	0104	Interdisciplinary Neuroscience and Health Annex at Cox Science	38,680	38,680			
**	0113	Botany Greenhouse Replacement	5,000	5,000			
	0116	STEM Building Phase I	54,000		54,000		
	0204	Whitten Learning Center Replacement	45,054				45,054
	0219	Student Activity Center	106,019	106,019			
	0230A	Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration Phase II	154,336		154,336		
	0231	School of Education	60,000		60,000		
	0237	Otto G. Richter Library and Law School Addition	140,000		140,000		
	0288	STEM Building Phase II	96,000		96,000		
	0305	Lowe Museum Addition	5,368		5,368		
	0308	Islamic Center	15,000		15,000		
	0325	Lakeview Housing Phase I	160,000		160,000		
	0325	Lakeview Housing Phase II	160,000		160,000		
	0420	Theater	80,000		80,000		
	0455	Architecture ADA Addition	4,000		4,000		
	0456	Art & Architecture College (Academics)	74,550		74,550		
	0457	Art and Architecture Residential College	42,248		42,248		
	0485	Dickinson Student Housing	160,000	160,000			
**	0485A	Dickinson Residential Parking Garage	280,000	280,000			
	0523	Center for Experiential Music	83,000	83,000			
	0605	Baseball Batting Practice Addition	6,500	6,500			
	0610A	Athletics Maintenance Facility	2,093	2,093			
	N103	Jerry Herman Ring Theatre Lobby Renovation	0		0		
	N104	Whitten University Center Expansion	31,000	31,000			
**	N113A	Pavia Parking Garage Addition	84,970	84,970			
**	N113B	Merrick Garage	298,150	298,150			
**	N114	Convocation / Student Parking Garage	150,000		150,000		
	N118	Cobb Track and Field Facility	1,000	1,000			
	N120	Hecht Center Addition	50,000		50,000		
		TOTAL NEW BUILDINGS	**3,975,016**	**1,096,412**	**1,245,502**	**307,500**	**1,325,602**
		FUTURE NON FAR	**1,320,568**	**663,120**	**150,000**	**227,500**	**274,948**
		FUTURE IN FAR	**2,654,448**	**433,292**	**1,095,502**	**80,000**	**1,050,654**

* Consistent with past practice and applicable UMCAD Ordinances, this matrix represents the University's expected schedule.

** Projects not included in FAR calculations

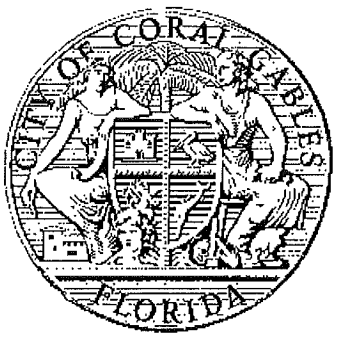
Note: Time frames are provided to indicate when the proposed development is presently intended.
Actual construction may occur before or after the expected commencement date.

IV. Concurrency and Traffic Zones

Concurrency Information Statements for Traffic Zones 46, 47 and 50 are provided in Exhibit H.

Exhibit I shows the traffic zones.

CORAL GABLES CONCURRENCY MANAGEMENT



Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availabiltiy of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

GUILDFORD & ASSOCIATES, P.A.
1535 LEVANTE AVE
Coral Gables, FL

Universities: 12000 students
STATUS=P

Date Printed: 5/19/2010
Development Order: 0
Record Number: 3158
Assoc. Demolition Record: 0

Zones:

Trffic	Fire Protection	Flood Protection	Parks and Recreation
50	201	X	3

Concurrency Needs

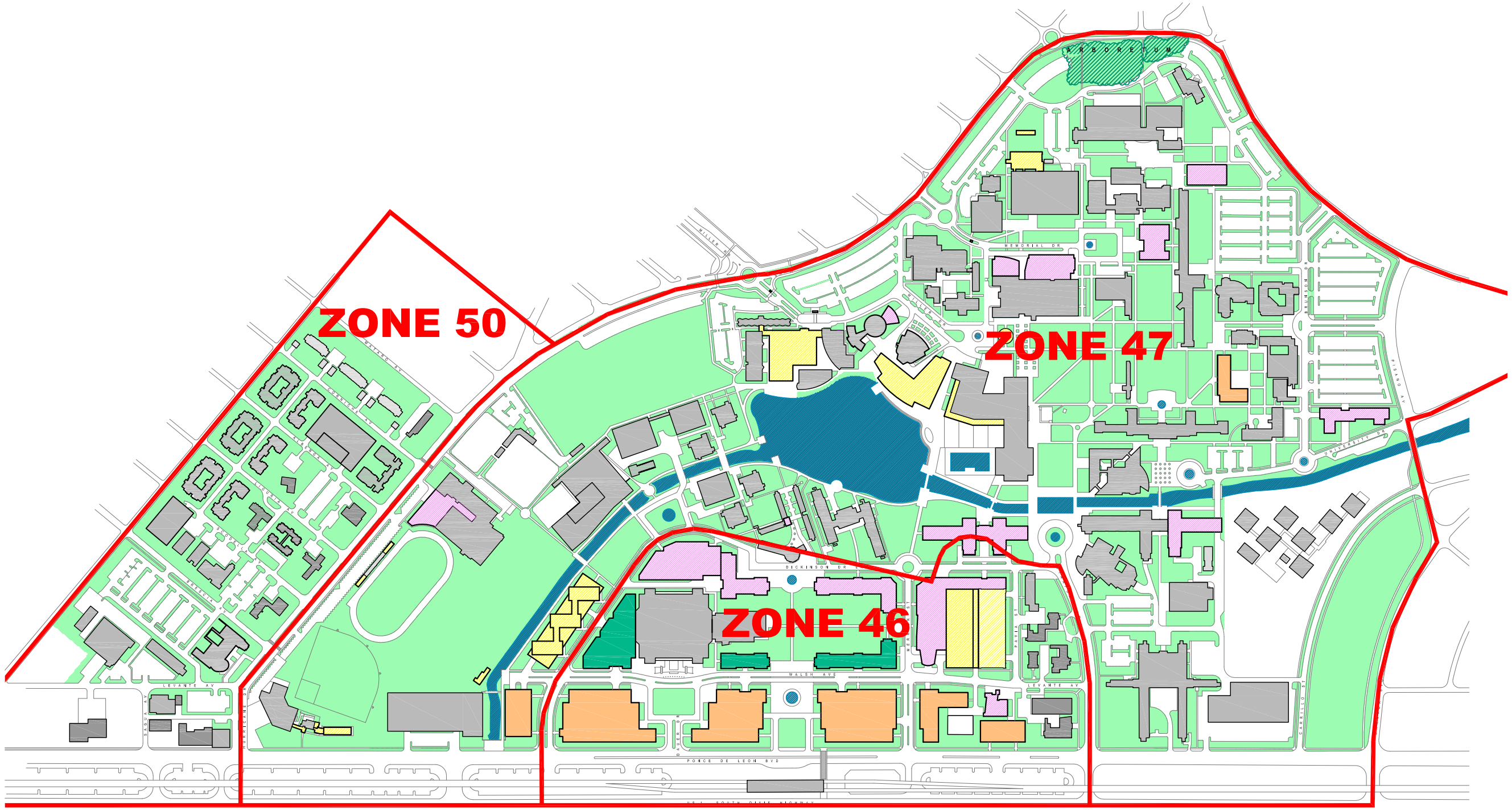
Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	
Trips	30000	3674	30063	OK	Not Within Urban Infill Area
Golf Courses	0	47.41	0.3343867507	OK	
Tennis Courts	0	40.35	3.3438664986	OK	
Racquetball Courts	0	6.23	0.436457	OK	
BAsketball Courts	0	15.34	1.434806	OK	
Ball Diamonds	0	6.27	0.897859	OK	
Playing Fields	0	7.27	0.897859	OK	
Swimming Pools	0	3.13	0.10037	OK	
Equipped Playing Areas	0	6.34	1.0037	OK	
Special Recreation Facilities	0	93.84	15.052	OK	
Neighborhood Parks (acres)	0	5.62	3.76275	OK	
Mini Parks (acres)	0	0.97	0.20064	OK	
Open Space (acres)	0	1.53	0.5025	OK	
Water Flow (gpm)	3000	3000	3000	OK	

Application Fee: $125.00
Application Date: 5/19/2010
Expiration Date: N/A

Statement Issued by:

Comments: (4) YEAR UNIVERSITY WITH (12,000) STUDENTS


ZONE 50
ZONE 47
ZONE 46
ARBORETUM
MEMORIAL DR
DICKINSON DR
WALSH AVE
LEVANTE AV
PONCE DE LEON BLVD
MIRACLE MILE
SAN AMARO DR
ANASTASIA AV
SEVILLE AV
ALHAMBRA CIR
ALMERIA AV
ALCAZAR AV
ALGARA AV
ANDALUSIA AV
ARAGON AV
ARAGON CT
ARAGON TER
ARAGON AV
BILTMORE WAY
BILTMORE TER
BILTMORE CT
BRESCIA AV
CADIZ AV
CAMPO SEVILLE
CANDIA AV
CARILLO AV
CARILLO TER
CASTILLE AV
CASTILLE PL
CASTILLE TER
CATALONIA AV
CORAL WAY
CORTEZ AV
CRAFTS AV
CRAFTS PL
CRAFTS TER
DE SOTO AV
DE SOTO CT
DE SOTO PL
DE SOTO TER
DE SOTO WAY
ELIZABETH ST
ESPANOLA WAY
GALIANO ST
GRANADA BLVD
GRANADA TER
GRANADA CT
GRANADA PL
GRANADA WAY
HISPANO AV
LAGUNA CT
LAGUNA PL
LAGUNA TER
LAGUNA WAY
LEVANTE AV
MALAGA AV
MALAGA CT
MALAGA PL
MALAGA TER
MALAGA WAY
MINORCA AV
MINORCA CT
MINORCA PL
MINORCA TER
MINORCA WAY
MONTALVO PL
MONTALVO TER
MONTALVO WAY
MORNINGSIDE DR
MORNINGSIDE PL
MORNINGSIDE TER
MORNINGSIDE WAY
NAVARRE AV
NAVARRE CT
NAVARRE PL
NAVARRE TER
NAVARRE WAY
OBISPO AV
OBISPO CT
OBISPO PL
OBISPO TER
OBISPO WAY
PALAFOX AV
PALAFOX CT
PALAFOX PL
PALAFOX TER
PALAFOX WAY
PALMA AV
PALMA CT
PALMA PL
PALMA TER
PALMA WAY
PASEO AV
PASEO CT
PASEO PL
PASEO TER
PASEO WAY
PONCE DE LEON BLVD
RIVIERA DR
SAN AMARO DR
SAN ANTONIO AV
SAN ANTONIO CT
SAN ANTONIO PL
SAN ANTONIO TER
SAN ANTONIO WAY
SAN LORENZO AV
SAN LORENZO CT
SAN LORENZO PL
SAN LORENZO TER
SAN LORENZO WAY
SEVILLE AV
SEVILLE CT
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SEVILLE CIR

V. 2006 UMCAD Amendments Conditions of Approval Status Report

Pursuant to section 3.19.c. of Ordinance 2007-16, the University of Miami is required to submit an annual status report on June 1 that provides the status of select traffic improvements.

i. Traffic and roadway improvement pursuant to previously granted development order traffic and roadway improvement and/or the schedule as provided in the City approved MLOU.

The Regional Traffic Study submitted on August 1, 2007 included Exhibit 9, which listed all traffic and roadway improvements pursuant to previously granted development orders.

Status: The City issued a letter of sufficiency for the RTS on November 24, 2008 accepting the Regional Traffic Study. This item has been completed, and will be dropped from future status reports.

ii. Improvements related to the UMCAD Regional Traffic Study (UMRTS).

Exhibit 9 in the Regional Traffic Study submitted by the University on August 1, 2007 is a table of all recommended traffic improvements pursuant to both previously adopted UMCAD development orders and to the future development program included in UMCAD 2006. It provided the status of each of the improvements and any future actions, if required.

Status: The approved Regional Traffic Study (final version dated March, 2008) included an updated Exhibit 9 (attached) that tracked the status of any outstanding previously adopted UMCAD traffic improvements, along with the status of any improvements that were recommended in the 2007 RTS. The revised Exhibit 9 is attached hereto with updates for each item. As noted, items that have been completed will be removed from the list, and a revised Exhibit will be submitted annually.

iii. Internal roadway (north and south).

The University submitted permit plans for Phase I (north) of the internal roadway to the City on December 30, 2008. Those plans are currently in permitting at the City's Building and Zoning Department. On May 25, 2010, the City approved a minor amendment to extend the deadline for completion of Phase 1 of the road from December 31, 2010 to August 31, 2011. Permit plans for Phase II (south) of the internal roadway are due December 31, 2010.

iv. Closure/relocation/consolidation of access drives on Campo Sano Drive and closure of Miller Drive.

The University submitted plans for the closure of Miller Road as part of the internal roadway Phase I construction plans. Plans for the realignment of Miller Road and a new signalized intersection were submitted to the City on December 31, 2008. It was subsequently decided by the City and the University that a roundabout was a preferred option for that location. Plans for the roundabout were submitted to the

City December, 2009 and are currently in permitting at the City and at the County. Closure plans for other access drives will be submitted to the City as part of the internal roadway Phase II plans.

v. **Traffic circulation plan that provides for limitations of service deliveries by trucks or other similar service vehicles on San Amaro Drive, Campo Sano Drive and surrounding residential properties.**
Plans were submitted to the City of Coral Gables on September 6, 2007. This item has been completed, so there will be no further need for annual reporting in relation to it.

vi. **If the applicant has submitted a local traffic impact and access study for the development authorized by the approval of any 2006 UMCAD "H" Amendment the findings and conclusions of the study.**
A local traffic study dated October 3, 2005 was prepared for Miguel B. Fernandez Phase I and has been submitted to the City for review as part of the building permit package for this project.

Exhibit 9A

Projects in Planning, Design, or Construction

	Improvement	November 24, 2008 Status	June 1, 2010 Update
1	No on-street parking should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue.	In compliance / Ongoing	Ongoing
2	No driveways should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue	In compliance / Ongoing	Ongoing
3	No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue.	In compliance / Ongoing	Ongoing
4	No vehicular access, gates or curb cuts shall be permitted onto or through the 75' wide landscape buffer along Mataro Avenue.	In compliance / Ongoing	Ongoing
5	Dickinson Drive/Ponce de Leon Blvd. signalize when warranted	Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS.	Signal Warrant Study completed, submitted to City in May, 2009 and under review at the City.
6	Merrick Drive/Ponce de Leon Blvd. signalize when warranted	Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS.	Signal Warrant Study completed, submitted to City in May, 2009 and under review at the City.
7	Signalize Campo Sano Avenue and Brunson Avenue when warranted.	Signal Warrant Studies will be completed in 2010, and if not warranted, will be monitored in future RTS.	Signal Warrant Study will be completed in Fall 2010.
8	~~Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road~~	~~Project is in design development.~~	Project has been completed and will be removed from future updates
9	~~Widen Brescia Avenue to three lanes between Red Road and San Amaro Drive as determined by the City Public Works and Planning Departments.~~	~~The City has accepted a design that widens Brescia at the eastern and western ends with right turn lanes. Project is in design development.~~	Project has been completed and will be removed from future updates
10	A traffic signal warrant study based on future traffic projections has been completed for the intersection of San Amaro Drive / Brescia Avenue. The University, submitted the study for review to the City and other appropriate agencies. The signal was not warranted. The University shall complete a traffic signal warrant study within six months after issuance of final CO and when the University Village has full occupancy. If the signal is warranted and approved by the agencies at that time, the University shall install the signal.	A signal warrant study completed in 2005 based on forecasted volumes revealed marginal volumes for a signal. The townhomes, part of the University Village project are under construction and estimated to be completed prior to December 31, 2009. A signal warrant study will be completed no later than six months after a final CO is obtained for the UV townhomes. If signal is not warranted, University will continue to monitor in future RTS.	Signal Warrant Study completed, submitted to City in December, 2009, and under review at the City.
11	Lengthen northeast bound left turn lane on US 1 at Stanford Drive.	Plans were submitted to permitting agencies by December 31, 2007. Project is in design development.	Project is in permitting at FDOT
12	Lengthen northeast bound left turn lane on on US-1 to westbound Alhambra Circle	Plans were submitted to permitting agencies by December 31, 2007. Project is in design development.	Project is in permitting at FDOT
13	~~Eliminate on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard~~	~~The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response.~~	Project has been completed and will be removed from future updates
14	~~Provide optimized signal timing information from the February 2003 Traffic Study for all intersections analyzed to Miami-Dade County to determine the need for resignalization.~~	~~Will submit updated signal timing information upon receiving sufficiency on the March 2008 RTS.~~	Optimized signal timing information was provided to Miami-Dade County in November, 2009. This item has been completed and will be removed from future updates.
15	~~Provide shuttle bus service and shelters or other adequate weather protection within University Village where shuttle stops are located as determined by the City Public Works and Planning Departments.~~	~~Project under construction. It is estimated to be completed prior to December 31, 2009.~~	Project has been completed and will be removed from future updates

16	The required traffic signal at San Amaro Drive and Miller Drive will proceed to completion according to the schedule submitted by the University with progress reports to be submitted quarterly.	Signal warranted, neighbors objected to traffic signal. The realignment of Miller Drive project is in design development and is estimated to be completed prior to December 31, 2010.	Project is in permitting at the City.
17	The University shall review vehicular access and circulation in the area of Campo Sano and Pisano in order to minimize vehicular impacts through signage, routing, scheduling, etc.	These improvements will be reviewed during future RTS	Ongoing
18	Closure of the driveway to Lots 501 and 503.	The location of the driveways of Lots 501 and 503 will be reviewed as part of the internal road.	Project is in permitting at the City.
	2007 RTS Recommended Improvements		
19	~~Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue~~	~~Two lanes entering and two lanes exiting Dickinson Drive are under construction and estimated to be completed by early 2009.~~	Project has been completed and will be removed from future updates
20	Align Miller Road and Miller Drive and improve intersection to provide at least an additional share through/right southbound lane and an eastbound left turn lane.	Project is in design development. Construction plans will be submitted to the City by December 31, 2008.	Project is in permitting at the City.
21	~~Improve westbound right turn lane at Ponce de Leon Blvd and Red Road by signal interconnect.~~	~~This project will be completed in coordination with the developers of Red Road Commons~~	Project has been completed by the developers of Red Road Commons and will be removed from future updates
22	Traffic calming on Alhambra Circle north of Miller Road and on Mantua Ave between Red Road and San Amaro Drive.	Mitigation as per methodology agreement	A traffic calming study will be completed by December 31, 2010
	Projects Included in Ordinance 2007-16		
23	San Amaro Drive / Trillo Avenue pedestrian signal and San Amaro Drive / Memorial Drive pedestrian signal recommended actions outlined in the March 28, 2007 letter from Keith & Schnars, P.A. submitted on behalf of the University of Miami.	Counts were taken as part of the RTS and a signal was not warranted. It will continue to be monitored in future RTS.	Ongoing
24	Private property / rights-of-way improvements of Ponce de Leon Boulevard, San Amaro Drive, Campo Sano Drive, Red Road, and Granada Boulevard.	Will be completed by December 10, 2010 as required by Ordinance	Ongoing
25	Internal Roadway North and South. Phase I to include the closure of Miller road.	The internal road Phase I including the closure of Miller Road is under design and will be completed by December 10, 2010.	Project is in permitting at the City.
26	Access closure/relocation/consolidation plan	The construction will be completed by December 31, 2010.	Project is in permitting at the City.

2010 Annual Report

Period Covered: June 1, 2009 – May 31, 2010

Project Status and Location Map

Completed Projects

A. Installation of Sculpture - Tony Rosenthal
B. Neighborhood traffic improvements
   a. Widening of Brescia
   b. Removal of two parking meters along Hurricane Drive

Projects Under Construction

C. Robert and Judi Prokop Newman Alumni Center
D. Wellness Center Addition

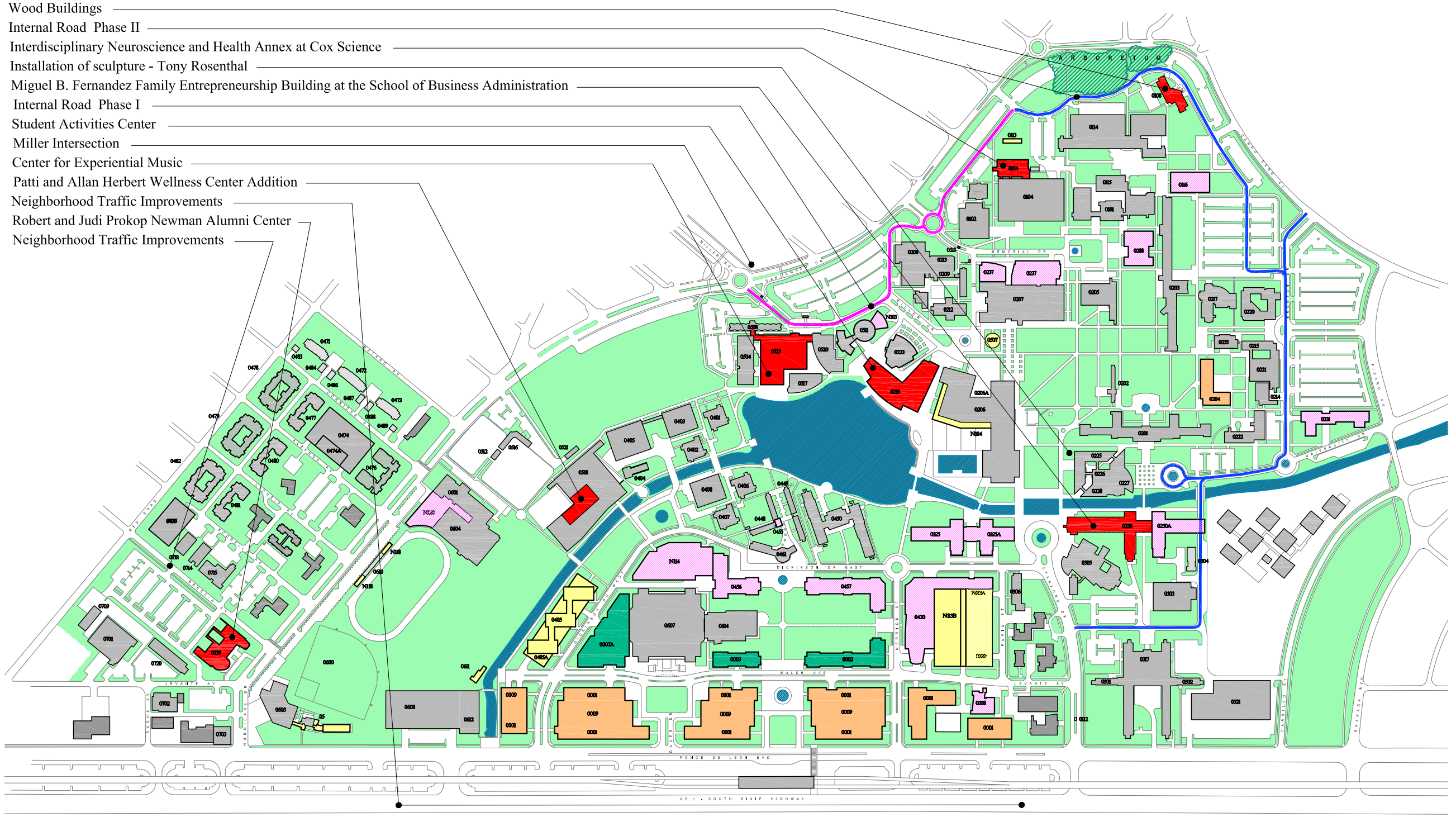
Projects in Permitting / City Review

E. Student Activities Center
F. Miguel B. Fernandez Family Entrepreneurship Building Phase I at the School of Business Administration
G. Miller Intersection
H. Internal Road Phase I
I. Neighborhood Traffic Improvements
   a. Left turn lanes at US-1 and Alhambra and US-1 and Stanford Drive

Projects in Planning and Design: program development and schematic design

J. Internal Road Phase II
K. Interdisciplinary Neuroscience and Health Annex at Cox Science Building
L. Wood Art Buildings
M. Center for Experiential Music

L Wood Buildings
J Internal Road Phase II
K Interdisciplinary Neuroscience and Health Annex at Cox Science
A Installation of sculpture - Tony Rosenthal
F Miguel B. Fernandez Family Entrepreneurship Building at the School of Business Administration
H Internal Road Phase I
E Student Activities Center
G Miller Intersection
M Center for Experiential Music
D Patti and Allan Herbert Wellness Center Addition
I Neighborhood Traffic Improvements
C Robert and Judi Prokop Newman Alumni Center
B Neighborhood Traffic Improvements



2010 ANNUAL REPORT LOCATION MAP

University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS

LEGEND
- PROJECTS ON ANNUAL REPORT
- EXISTING BUILDINGS
- INTERNAL ROAD PH I
- INTERNAL ROAD PH II

DATE 01JUN10

N

0' 500'

Completed Projects

A. Installation of Sculpture

Description: The University has installed the sculpture *Barbell* by Tony Rosenthal on campus this year as part of the Public Sculpture Program:



B. Neighborhood Traffic Improvements – Widening of Brescia Avenue



a. Description: The east and west ends of Brescia Avenue have been widened to include a right turn lane.

b. Description: Two parking meters were removed from Hurricane Drive at Ponce de Leon to allow for a through lane on San Amaro Drive.

Projects Under Construction

C. Robert and Judi Prokop Newman Alumni Center





Status: Under construction
Total Square Feet: 67,131 GSF
Expected Completion Date: July, 2010

D. Patti and Allan Herbert Wellness Center Addition

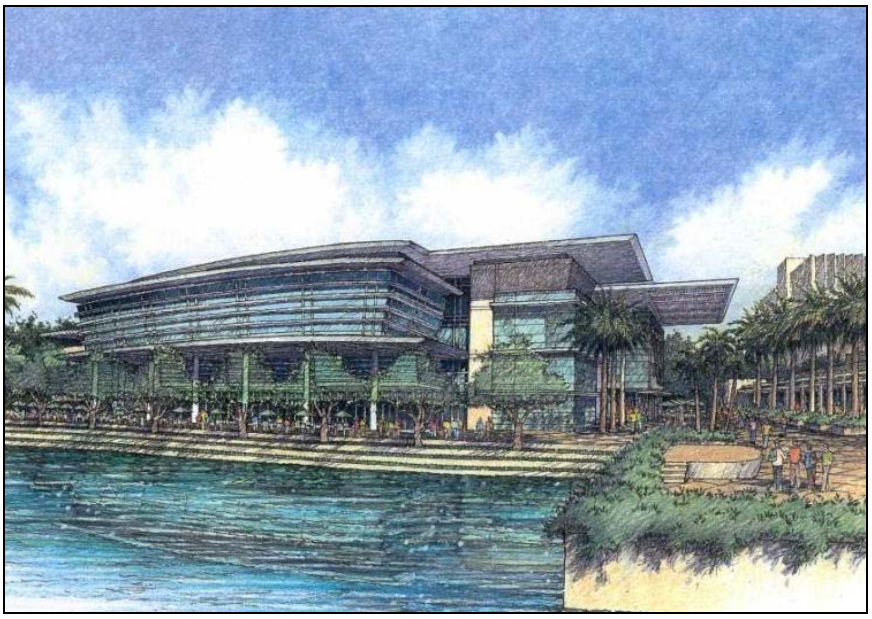




Status: Under construction
Total Square Feet: 18,582 GSF
Expected Completion Date: February, 2011

Projects in Permitting and under City review:

E. Student Activities Center



Status: In permitting
Total Square Feet: 106,019 GSF

F. Miguel B. Fernandez Family Entrepreneurship Building Phase I at the School of Business Administration



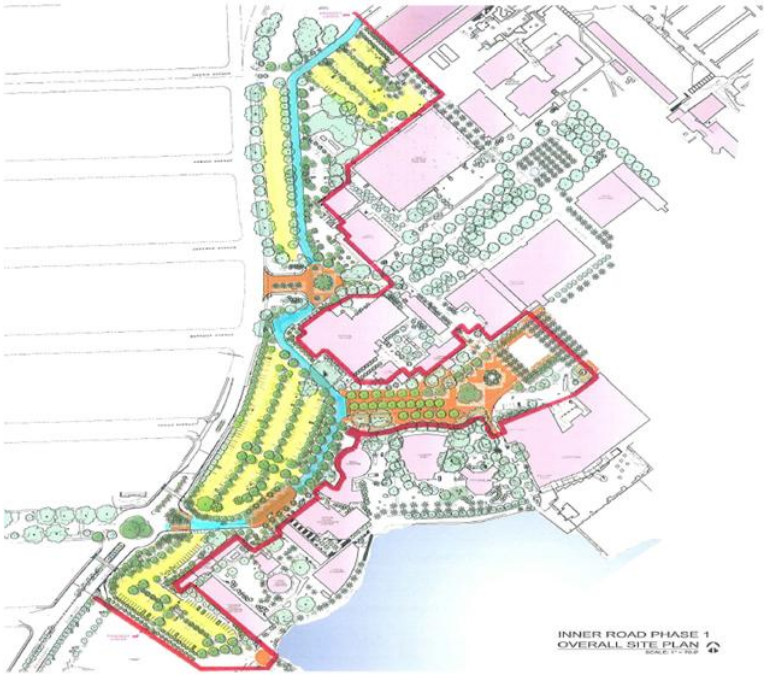
Status: In permitting
Total Square Feet: 164,487 GSF

G. Miller Road Intersection



Status: In permitting. On May 25, 2010, the City approved a minor amendment to extend the deadline for completion of the intersection from December 31, 2010 to August 31, 2011.

H. Internal Road Phase I



Status: In permitting. On May 25, 2010, the City approved a minor amendment to extend the deadline for completion of the road from December 31, 2010 to August 31, 2011.

I. Neighborhood Traffic Improvements – Left turn lanes at US-1 and Alhambra Circle and US-1 and Stanford Drive

Status: In permitting.

Projects in Planning and Design

J. **Internal Road Phase II**
Description: Phase II of the internal road is currently in design.

K. **Interdisciplinary Neuroscience and Health Annex at Cox Science Building**



Status: In design
Total Square Feet: 38,680 GSF

L. **Wood Art Buildings**
Status: In programming
Total Square Feet: 26,723 GSF

M. **Center for Experiential Music**
Status: In programming
Total Square Feet: 83,000 GSF

CITY OF CORAL GABLES, FLORIDA

RESOLUTION NO. R-2010-____

A RESOLUTION AMENDING RESOLUTION NO. R-2003-7, THAT APPROVED A RETAIL BEVERAGE AND LIQUOR LICENCSE FOR THE UNIVERSITY OF MIAMI CONVOCATION CENTER, TO AMEND THE CONDITION THAT THE SALE OF ALCOHOLIC BEVERAGES SHALL NOT BE MADE AVAILABLE TO THE GENERAL AUDIENCE AND TO DELETE THE CONDITION THAT THERE SHALL BE NO SALE BY THE DRINK OF ALCOHOLIC BEVERAGES.

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

WHEREAS, pursuant to Resolution No. 2003-7, passed and adopted by the City Commission on January 21, 2003, the City of Coral Gables approved a retail beverage and liquor license for the University of Miami Convocation Center, also known as the BankUnited Center; and

WHEREAS, the approval for said retail beverage and liquor license was granted subject to compliance with the following provisions of Sec. 4.4(b) of the City Code:

1. That the non-restaurant facility shall have a valid certificate of use and occupational license.
2. The sale of alcoholic beverages and intoxicating liquors shall be only incidental to the primary function of the facility.
3. Permanent bars or counters with a surface area not exceeding 45 square feet shall be permitted.
4. Total receipts from the sale of alcoholic beverages and intoxicating liquors shall not exceed twenty-five (25) percent of the total annual gross receipts of any non-restaurant facility. It shall be the responsibility of the non-restaurant facility to maintain records open for inspection by the City to demonstrate compliance with this requirement.
5. Non-restaurant facilities holding a state retail beverage or retail liquor store license shall always be subject to inspection by the City Manager or his designee for the purpose of determining that such non-restaurant facilities are in compliance with the existing requirements; and

WHEREAS, the approval for said retail beverage and liquor license was granted also subject to compliance with the following conditions:

1. That the sale of alcoholic beverages shall not be made available to the general audience; and
2. That there shall be no sale by the drink of alcoholic beverages; and

WHEREAS, the City Commission hereby amends Resolution No. R-2003-7 to amend the condition that the sale of alcoholic beverages shall not be made available to the general audience at the Bank United Center to provide as follows:

> " That subject to compliance with the Florida Statutes, the University may sell alcoholic beverages pursuant to a 2COP license in the Bank United Center at all publically ticketed events including, but not limited to concerts, awards programs and professional sporting events in all public areas and the Hurricane 100 room. Public areas means concourse and event levels, including portable stands in these areas."; and

WHEREAS, the City Commission hereby further amends Resolution No. R-2003-7 to delete the condition that there shall be no sale by the drink of alcoholic beverages at the Bank United Center.

PASSED AND ADOPTED THIS _____ DAY OF _____, A.D., 2010.

(Motion:)
(Yea:)
(Nea:)
(Absent:)

ATTEST:
WALTER FOEMAN
CITY CLERK

DONALD D. SLESNICK II
MAYOR

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

ELIZABETH M. HERNANDEZ
CITY ATTORNEY

CITY OF CORAL GABLES, FLORIDA

RESOLUTION NO. R-2003-7

A RESOLUTION APPROVING A RETAIL BEVERAGE AND LIQUOR STORE LICENSE FOR THE UNIVERSITY OF MIAMI CONVOCATION CENTER.

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

WHEREAS, that approval for a retail beverage and liquor store license for the University of Miami Convocation Center is granted subject to the following conditions.

WHEREAS, the provisions of Sec. 4.4 (b) of the City Code are complied with as follows:

(1) That the non-restaurant facility shall have a valid certificate of use and occupational license.

(2) The sale of alcoholic beverages and intoxicating liquors shall be only incidental to the primary function of the facility.

(3) Permanent bars or counters with a surface area not exceeding 45 square feet shall be permitted.

(4) Total receipts from the sale of alcoholic beverages and intoxicating liquors shall not exceed twenty five (25) percent of the total annual gross receipts of any non-restaurant facility. It shall be the responsibility of the non-restaurant facility to maintain records open for inspection by the City to demonstrate compliance with this requirement.

(5) Non-restaurant facilities holding a state retail beverage or retail liquor store license shall always be subject to inspection by the City Manager or his designee for the purpose of determining that such non-restaurant facilities are in compliance with the existing requirements And that the sale of alcoholic beverages shall not be made available to the general audience

(6) There shall be no sale by the drink of alcoholic beverages.

PASSED AND ADOPTED THIS TWENTY-FIRST DAY OF JANUARY, A.D., 2003.

(Motion: Cabrera/Second: Kerdyk)
(5/0 vote)

DONALD D. SLESNICK II
MAYOR

ATTEST:

YOLANDA AGUILAR
CITY CLERK

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

ELIZABETH M. HERNANDEZ
CITY ATTORNEY

LEGAL DESCRIPTIONS OF SELECTED PUBLIC RIGHTS OF WAY WITHIN THE MAIN CAMPUS OF THE UNIVERSITY OF MIAMI IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

"Theo. Dickinson Drive"

A strip of land situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida, identified as "Theo. Dickinson Drive", the same as more fully described on the recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida, being butted and bounded as follows, viz.:

ON THE SOUTH: By the Northerly Right of Way line of "Ponce de Leon Blvd". (University Concourse) as shown on said Plat.
ON THE WEST: By the Westerly Right of Way line of said "Theo. Dickinson Drive" as shown on said Plat.
ON THE NORTH: By the Westerly Right of Way line of "Geo. E. Merrick St." as shown on said Plat.
ON THE EAST: By the Easterly Right of Way line of said "Theo. Dickinson Drive" as shown on said Plat.

Note: This description includes that portion of said "Theo Dickinson Drive" as vacated by the City of Coral Gables pursuant to City Ordinance Number 2682, adopted February 24, 1987 and recorded March 30, 1987 in Official Records Book 13227 at Page 1306 of the Public Records of Dade County (now Miami-Dade County), Florida. This vacated portion of the Right of Way was included in the foregoing legal description due to the positional uncertainty of the legal description for same set forth in said City Ordinance.

"Wm. E. Walsh Ave."

A strip of land situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida, identified as "Wm. E. Walsh Ave.", the same as more fully described on the recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida, and the recorded Plat of UNIVERSITY OF MIAMI DAUER TRACT, according to the Plat thereof, as recorded in Plat Book 161 at Page 60 of the Public Records of Miami-Dade County, Florida being butted and bounded as follows, viz.:

ON THE WEST: By the Westerly Right of Way line of "Theo. Dickinson Drive" as shown on said Plats of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI and UNIVERSITY OF MIAMI DAUER TRACT.

LEGAL DESCRIPTIONS OF SELECTED PUBLIC RIGHTS OF WAY WITHIN THE MAIN CAMPUS OF THE UNIVERSITY OF MIAMI IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

ON THE NORTH: By the Northerly Right of Way line of said "Wm. E. Walsh Ave." as shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.
ON THE EAST: By the Westerly Right of Way line of "Geo. E. Merrick St." as shown on said Plats of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI and UNIVERSITY OF MIAMI DAUER TRACT.
ON THE SOUTH: By the Southerly Right of Way line of said "Wm. E. Walsh Ave." as shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.

"Geo. E. Merrick St."

A strip of land situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida, identified as "Geo. E. Merrick St.", the same as more fully described on the recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida, being butted and bounded as follows, viz.:

ON THE SOUTH: By the Northerly Right of Way line of "Ponce de Leon Blvd." (University Concourse) as shown on said Plat.
ON THE WEST: By the Westerly Right of Way line of said "Geo. E. Merrick St." as shown on said Plat.
ON THE NORTH: By the Northerly Right of Way line of "Geo. E. Merrick St." as shown on said Plat.
ON THE EAST: By the Easterly Right of Way line of said "Geo. E. Merrick St.", extending Northerly and Easterly from its Point of Intersection with the aforementioned Northerly Right of Way line of "Ponce de Leon Blvd." (University Concourse) to a Point of Intersection with the Northerly prolongation of the Westerly Right of Way line of "Pavia St." as shown on said Plat and Northerly along said Northerly prolongation of the Westerly Right of Way line of "Pavia St." to its Point of Intersection with said Northerly Right of Way line of "Geo. E. Merrick St." as shown on said Plat. Said Northerly prolongation of the Westerly Right of Way line of "Pavia St." is the same as the Westerly Line of a portion of said "Geo. E. Merrick St." as previously vacated by the City Commission of the City of Coral Gables, Florida, pursuant to Ordinance Number 976, as passed and adopted on June 26, 1956.

"Henry King Stanford Drive/Pavia St./Ave. Levante"
Parcels abutting properties owned by Religious Entities

Those certain parcels of land abutting the properties of several religious entities, situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida, identified as portions of "Ave. Levante", "Pavia St." and "Henry King Stanford Drive" (as changed per City of Coral Gables Resolution Number 22882 and referred to as such for the balance of these Legal Descriptions), formerly known as "Miller

Drive," the same as more fully described on the recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida and being more particularly described by metes and bounds as follows, viz.:

Parcel I:

A portion of "Henry King Stanford Drive" abutting property owned by the Board of Trustees of the Florida Annual Conference of the United Methodist Church, Inc. as recorded in Official Records Book 8474 at Page 335 of the Public Records of Dade County (now Miami-Dade County), Florida. (Hereinafter, "the Methodist Property.")

Commence at the Point of Intersection of the Centerline of "Henry King Stanford Drive" and the Northwesterly Right of Way line of "Ponce de Leon Blvd." (University Concourse), the location of which is more fully described on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI; thence N39°40'30"E along said Centerline of "Henry King Stanford Drive" for 250.00 feet to a Point of Curvature of a circular curve concave to the Southwest, the same Point of Curvature also being a Point of Intersection with the Centerline of "Ave. Levante" as shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI; thence Northwesterly along said Centerline of "Henry King Stanford Drive" and the arc of said curve, having a Radius of 979.52 feet and a Central Angle of 11°26'55" for 195.72 feet to the Point of Beginning of the hereinafter described parcel of land; thence departing said Centerline of "Henry King Stanford Drive", S38°52'35"W along a line radial to the last described curve for 50.00 feet to a Point of Intersection with the Southwesterly Right of Way line of said "Henry King Stanford Drive" and the most Easterly corner of the Methodist Property; thence Northwesterly along the arc of a circular curve, the same being the Southwesterly Right of Way line of "Henry King Stanford Drive" and the Northeasterly Line of the Methodist Property, having a Radius of 929.52 feet and a Central Angle of 07°52'21" for 127.72 feet to the Point of Tangency; thence N58°59'45"W along said Southwesterly Right of Way line of "Henry King Stanford Drive" and the Northeasterly Line of the Methodist Property for 23.86 feet to the most Northerly corner of said Methodist Property; thence departing said Southwesterly Right of Way line of "Henry King Stanford Drive" and the Northeasterly Line of the Methodist Property, N31°00'15"E for 50.00 feet to a Point of Intersection with said Centerline of "Henry King Stanford Drive"; thence S58°59'45"E along said Centerline of "Henry King Stanford Drive" for 23.86 feet to a Point of Curvature of a circular curve concave to the Southwest; thence Southeasterly along said Centerline of "Henry King Stanford Drive" and the arc of said curve, having a Radius of 979.52 feet and a Central Angle of 07°52'21" for 134.58 feet to the Point of Beginning.

Parcel II

A portion of "Pavia St." abutting property owned by the Board of Trustees of the Florida

Annual Conference of the United Methodist Church, Inc. as recorded in Official Records Book 8474 at Page 335 of the Public Records of Dade County (now Miami-Dade County), Florida. (Hereinafter, "the Methodist Property.")

Commence at the Point of Intersection of the Centerline of "Henry King Stanford Drive" and the Northwesterly Right of Way line of "Ponce de Leon Blvd." (University Concourse), the location of which is more fully described on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI; thence N39°40'30"E along said Centerline of "Henry King Stanford Drive" for 250.00 feet to a Point of Intersection with the Centerline of "Ave. Levante" as shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI; thence S50°19'30"W along said Centerline of "Ave. Levante" as shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI for 265.35 feet to a Point of Curvature of the arc of a circular curve concave to the North; thence Southwesterly, Westerly and Northwesterly along said Centerline of "Ave. Levante" and along the arc of said curve, having a Radius of 55.00 feet and a Central Angle of 90°00'00" for 86.39 feet to a Point of Intersection with the Centerline of "Pavia St." as shown said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI and the Point of Tangency; thence N39°40'30"W along said Centerline of "Ave. Levante" for 129.50 feet to the Point of Beginning of the hereinafter described parcel of land; thence continue N39°40'30"W along said Centerline of "Ave. Levante" for 95.55 feet; thence departing said Centerline of "Ave. Levante", N50°19'30"E for 30.00 feet to a Point of Intersection with the Northeasterly Right of Way line of said "Ave. Levante" and the most Westerly corner of the Methodist Property; thence S39°40'30"E along said Northeasterly Right of Way line of "Ave. Levante" and the Southwesterly Line of the Methodist Property for 95.55 feet to the most Southerly corner of the Methodist Property; thence departing said Northeasterly Right of Way line of "Ave. Levante" and the Southwesterly Line of the Methodist Property, S50°19'30"W for 30.00 feet to the Point of Beginning.

Parcel III

Those portions of "Ave. Levante" and "Pavia St." abutting property owned by the Board of Trustees for the Christian Science Organization, University of Miami as recorded in Official Records Book 1609 at Page 72 of the Public Records of Dade County (now Miami-Dade County), Florida. (Hereinafter, "the Christian Science Property.")

Commence at the Point of Intersection of the Centerline of "Henry King Stanford Drive" and the Northwesterly Right of Way line of "Ponce de Leon Blvd." (University Concourse), the location of which is more fully described on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI; thence N39°40'30"E along said Centerline of "Henry King Stanford Drive" for 250.00 feet to a Point of Intersection with the Centerline of "Ave. Levante" as shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI; thence S50°19'30"W along said Centerline of "Ave. Levante" as

shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI for 171.01 feet to the Point of Beginning of the hereinafter described parcel of land; thence continue S50°19'30"W along said Centerline of "Ave. Levante" for 94.34 feet to a Point of Curvature of the arc of a circular curve concave to the North; thence Southwesterly, Westerly and Northwesterly along said Centerline of "Ave. Levante" and along the arc of said curve, having a Radius of 55.00 feet and a Central Angle of 90°00'00" for 86.39 feet to a Point of Intersection with the Centerline of "Pavia St." as shown said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI and the Point of Tangency; thence N39°40'30"W along said Centerline of "Pavia St." for 129.50 feet; thence departing said Centerline of "Pavia St.", N50°19'30"E for 30.00 feet to a Point of Intersection with the Northeasterly Right of Way line of said "Pavia St.", with said Point of Intersection also being the most Westerly corner of the Christian Science Property; thence S39°40'30"E along said Northeasterly Right of Way line of "Pavia St." and the Southwesterly Line of the Christian Science Property for 129.50 feet to a Point of Curvature of a circular curve concave to the North; thence Southeasterly, Easterly and Northeasterly along said Northwesterly Right of Way line of "Ave. Levante" and the Southwesterly Line of the Christian Science Property and the arc of said curve, having a Radius of 25.00 feet and a Central Angle of 90°00'00" for 39.27 feet to a Point of Intersection with the Northwesterly Right of Way line of said "Ave. Levante" and the Southeasterly Line of the Christian Science Property, the same Point of Intersection also being the Point of Tangency; thence N50°19'30"E along said Northwesterly Right of Way line of "Ave. Levante" and the Southeasterly Line of the Christian Science Property for 94.34 feet to the most Easterly corner of the Christian Science Property; thence departing said Northwesterly Right of Way line of "Ave. Levante" and the Southeasterly Line of the Christian Science Property, S39°40'30"E for 30.00 feet to the Point of Beginning.

Parcel IV

Those portions of "Ave. Levante" and "Henry King Stanford Drive" abutting property owned by the Florida Baptist Convention as recorded in Deed Book 3826 at Page 31 of the Public Records of Dade County (now Miami-Dade County), Florida. (Hereinafter, "the Baptist Property.")

Commence at the Point of Intersection of the Centerline of "Henry King Stanford Drive" and the Northwesterly Right of Way line of "Ponce de Leon Blvd." (University Concourse), the location of which is more fully described on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI; thence N39°40'30"E along said Centerline of "Henry King Stanford Drive" for 250.00 feet to a Point of Intersection with the Centerline of "Ave. Levante" as shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI with said Point of Intersection also being the Point of Beginning of the hereinafter described parcel of land; thence S50°19'30"W along said Centerline of "Ave. Levante" as shown on said Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI for 171.01 feet thence departing said Centerline of "Ave. Levante",

N39°40'30"W for 30.00 feet to a Point of Intersection with the Northwesterly Right of Way line of said "Ave. Levante", the same Point of Intersection also being the most Southerly corner of the Baptist Property; thence N50°19'30"E along said Northwesterly Right of Way line of "Ave. Levante" and the Southeasterly Line of the Baptist Property for 94.34 feet to a Point of Curvature of the arc of a circular curve concave to the West; thence Northeasterly, Northerly and Northwesterly along said Northwesterly Right of Way line of "Ave. Levante" and the Southeasterly Line of the Baptist Property and the arc of said curve, having a Radius of 25.00 feet and a Central Angle of 93°29'10" for 40.79 feet to a Point of Intersection with the Southwesterly Right of Way line of said "Henry King Stanford Drive" and the Northeasterly Line of the Baptist Property, the same Point of Intersection also being a Point of Compound Curvature of the arc of a circular curve concave to the Southwest; thence Northwesterly along said Southwesterly Right of Way line of "Henry King Stanford Drive" and the Northeasterly Line of the Baptist Property and along the arc of said curve, having a Radius of 929.52 feet and a Central Angle of 07°57'45" for 129.18 feet to a Point of Termination along the arc of said curve, with said Point of Termination also being the most Northerly corner of the Baptist Property; thence N38°52'35"E along a line radial to the last described curve for 50.00 feet to a Point of Radial Intersection with the Centerline of said "Henry King Stanford Drive" and with the arc of a circular curve concave to the Southwest; thence Southeasterly along said Centerline of "Henry King Stanford Drive" and the arc of said curve, having a Radius of 979.52 feet and a Central Angle of 11°26'55" for 195.72 feet to the Point of Beginning.

Parcel V

Portions of "Ave. Levante" and "Henry King Stanford Drive" abutting property owned by the Trustees of the Diocese of South Florida, as recorded in Deed Book 3815 at Page 201 of the Public Records of Dade County (now Miami-Dade County), Florida. (Hereinafter, "the Diocese Property.")

Commence at the Point of Intersection of the Centerline of "Henry King Stanford Drive" and the Northwesterly Right of Way line of "Ponce de Leon Blvd." (University Concourse), the location of which is more fully described on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI; thence N39°40'30"E along said Centerline of "Henry King Stanford" Drive for 120.00 feet to the Point of Beginning of the hereinafter described parcel of land; thence departing said Centerline of "Henry King Stanford Drive," S50°19'30"W for 50.00 feet to a Point of Intersection with the Southwesterly Right of Way line of said "Henry King Stanford Drive" and the most Easterly corner of the Diocese Property; thence N39°40'30"W along said Southwesterly Right of Way line of said "Henry King Stanford Drive" and the Northeasterly Line of the Diocese Property for 75.00 feet to a Point of Curvature of a circular curve concave to the South; thence Northwesterly, Westerly and Southwesterly along said Southwesterly Right of Way line of said "Henry King Stanford Drive" and the Northeasterly Line of the Diocese Property and along the arc of said curve,

having a Radius of 25.00 feet and a Central Angle of 90°00'00" for 39.27 feet to a Point of Intersection with the Southeasterly Right of Way line of "Ave. Levante" and the Northwesterly Line of the Diocese Property with said Point of Intersection also being the Point of Tangency; thence S50°19'30"W along said Southeasterly Right of Way line of "Ave. Levante" and the Northwesterly Line of the Diocese Property for 179.55 feet to the most Westerly corner of the Diocese Property; thence departing said Southeasterly Right of Way line of "Ave. Levante" and the Northwesterly Line of the Diocese Property, N39°40'30"W for 30.00 feet to a Point of Intersection with the Centerline of said "Ave. Levante"; thence N50°19'30"E along said Centerline of "Ave. Levante" for 254.55 feet to a Point of Intersection with the Centerline of said "Henry King Stanford Drive"; thence S39°40'30"E along said Centerline of "Henry King Stanford Drive" for 130.00 feet to the Point of Beginning.

Parcel VI

Portions of "Henry King Stanford Drive" abutting property owned by the Miami Hillel Foundation, Inc. as recorded in Deed Book 3803 at Page 453 of the Public Records of Dade County (now Miami-Dade County), Florida. (Hereinafter, "the Hillel Property.")

Begin at the Point of Intersection of the Centerline of "Henry King Stanford Drive" and the Northwesterly Right of Way line of "Ponce de Leon Blvd." (University Concourse), the location of which is more fully described on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI; thence S50°19'30"E along said Northwesterly Right of Way line of "Ponce de Leon Blvd." (University Concourse) for 75.00 feet to a Point of Intersection with the Southwesterly Right of Way line of said "Henry King Stanford Drive" and a Point of Cusp of the arc of a circular curve concave to the West, with said Point of Cusp bearing S39°40'30"E from the center of said curve; thence Northeasterly, Northerly and Northwesterly along the arc of said Southwesterly Right of Way line of "Henry King Stanford Drive", the Northeasterly Line of the Hillel Property and the arc of said curve, having a Radius of 25.00 feet and a Central Angle of 90°00'00" for 39.27 feet to the Point of Tangency; thence N39°40'30"W along said Southwesterly Right of Way line of "Henry King Stanford Drive" and the Northeasterly Line of the Hillel Property for 95.00 feet to the most Northerly corner of the Hillel Property; thence departing said Southwesterly Right of Way line of "Henry King Stanford Drive" and the Northeasterly Line of the Hillel Property, N50°19'30"E for 50.00 feet to a Point of Intersection with said Centerline of "Henry King Stanford Drive"; thence S39°40'30"E along said Centerline of "Henry King Stanford Drive" for 120.00 feet to the Point of Beginning.

"Henry King Stanford Drive" (Remainder)

A strip of land situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida, identified as "Henry King Stanford Drive", the same as more fully described as "Miller Drive" on the recorded Plat of AMENDED PLAT

LEGAL DESCRIPTIONS OF SELECTED PUBLIC RIGHTS OF WAY WITHIN THE MAIN CAMPUS OF THE UNIVERSITY OF MIAMI IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 46 at Page 81 of the Public Records of Dade County (now Miami-Dade County), Florida, being butted and bounded as follows, viz.:

ON THE SOUTH: By the Northerly Right of Way line of "Ponce de Leon Blvd." (University Concourse) as shown on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.
ON THE WEST: By the Westerly Right of Way line of said "Henry King Stanford Drive" (Miller Drive) as shown on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, as well as the recorded Plat of SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 77 at Page 66 of the Public Records of Dade County (now Miami-Dade County), Florida.
ON THE NORTH: By the Right of Way line of said "Henry King Stanford Drive" (Miller Drive) as shown on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, as well as on the recorded Plat of SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.
ON THE EAST: By the Easterly Right of Way line of said "Henry King Stanford Drive" as shown on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, as well as on the recorded Plat of SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.

Less therefrom:

Those portions of the parcels identified as Parcels I, IV, V and VI respectively, that lie within the boundaries of "Henry King Stanford Drive" as described above.

"Henry King Stanford Drive" (As replatted)

A parcel of land situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida, identified as being a portion of "Henry King Stanford Drive", the same as more fully described as all of Tract "D" of SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as recorded in Plat Book 77 at Page 66 of the Public Records of Dade County (now Miami-Dade County), Florida.

"Ave. Levante" and "Pavia St."

Those strips of land situate, lying and being in Section 30, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida, identified as "Ave. Levante" and "Pavia St.", the same as more fully described on the recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI, according to the Plat thereof, as



LEGAL DESCRIPTIONS OF SELECTED PUBLIC RIGHTS OF WAY WITHIN THE MAIN CAMPUS OF THE UNIVERSITY OF MIAMI IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

recorded in Plat Book 46 at Page 81 and the recorded Plat of REVISED Plat OF CORAL GABLES RIVIERA SECTION PART 7, according to the Plat thereof, as recorded in Plat Book 28 at Page 45, both of the Public Records of Dade County (now Miami-Dade County), Florida, being butted and bounded as follows, viz.:

ON THE NORTH: By the Southerly Right of Way line of "Geo. E. Merrick St." as shown on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.
ON THE EAST AND NORTH: By the Southwesterly Right of Way line of said "Pavia St." as shown on said recorded Plats of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI and REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 7, together with the Northwesterly Right of Way line of "Ave. Levante" and the Southwesterly Right of Way line of "Henry King Stanford Drive" (Miller Drive) as shown on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.
ON THE SOUTH: By the Southeasterly Right of Way line of said "Ave. Levante" as shown on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.
ON THE WEST: By the Southwesterly Right of Way line of "Pavia St." as shown on said recorded Plat of AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI.

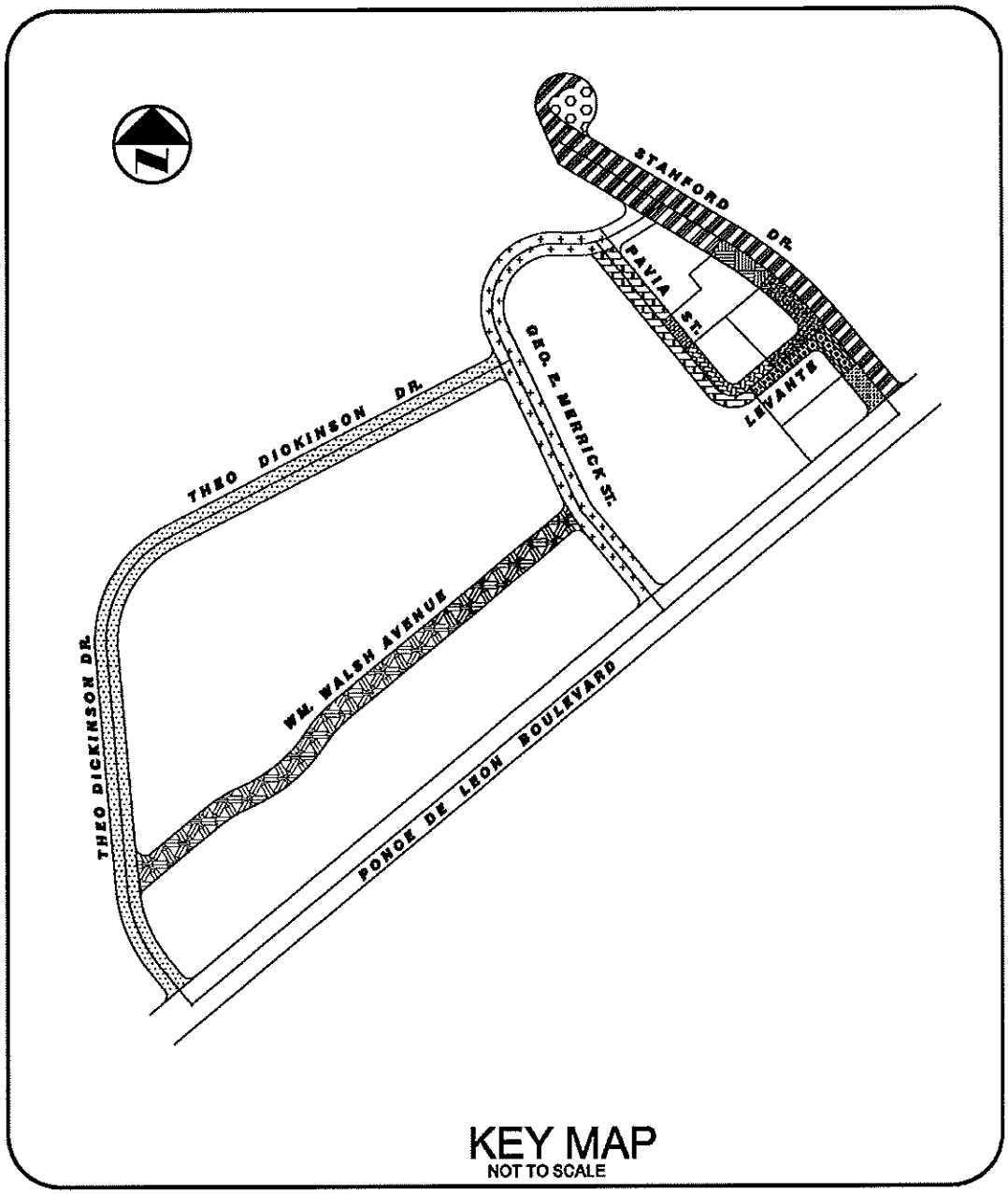
Less therefrom:

Those portions of the parcels identified as Parcels II, III, IV and V respectively, that lie within the boundaries of "Pavia St." and "Ave. Levante" as described above.

It is the express intent of these Legal Descriptions to encompass all of the Public Rights of Way within the University of Miami Main Campus, known as "Henry King Stanford Drive" (Miller Drive), "Ave. Levante", "Pavia St.", "Geo. E. Merrick St.", "Wm. E. Walsh Ave." and "Theo. Dickinson Drive", the same as more fully described on the underlying and abutting Plats of record, reference to which is made for a more full and complete description of the contents thereof.

UNIVERSITY OF Miami

LEGAL DESCRIPTIONS OF SELECTED PUBLIC RIGHTS OF WAY WITHIN THE MAIN CAMPUS OF THE UNIVERSITY OF MIAMI IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA



KEY MAP
NOT TO SCALE

UNIVERSITY OF Miami

LEGAL DESCRIPTIONS OF SELECTED PUBLIC RIGHTS OF WAY WITHIN THE MAIN CAMPUS OF THE UNIVERSITY OF MIAMI IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

AREA TABULATION

DESCRIPTION	SQUARE FEET ±	ACRES ±
THEO. DICKINSON DRIVE	135,753	3.12
WM. E. WALSH AVENUE	89,638	2.06
GEO. E. MERRICK ST.	75,830	1.74
PAVIA ST. AVE. LEVANTE (REMAINDER)	24,757	0.57
HENRY KING STANFORD DRIVE (REMAINDER)	89,867	2.06
TRACT "D" (P.B. 77, P.66)	11,249	0.26
PARCEL I	7,751	0.18
PARCEL II	2,867	0.07
PARCEL III	8,600	0.20
PARCEL IV	13,313	0.31
PARCEL V	12,771	0.29
PARCEL VI	6,134	0.14
TOTAL:	478,530	11.00

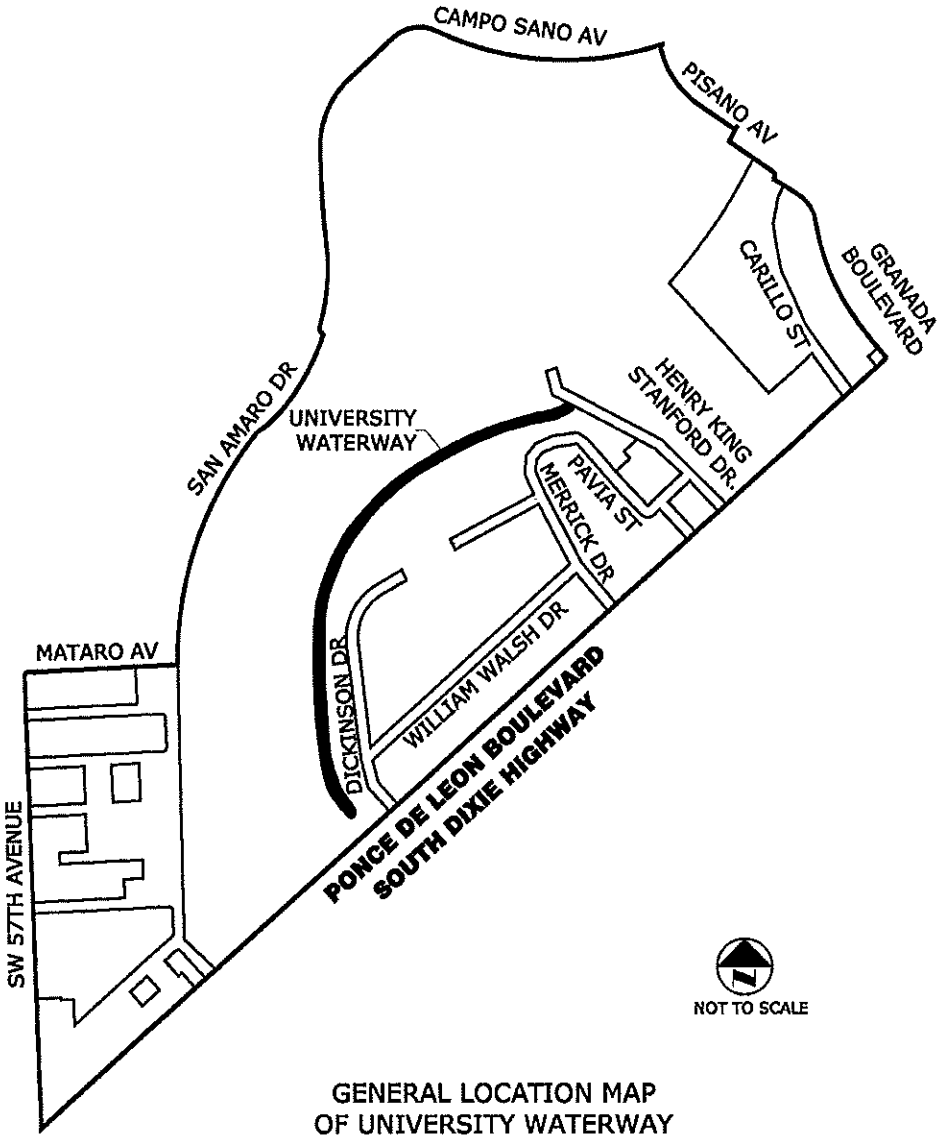
LEGAL DESCRIPTION
UNIVERSITY WATERWAY WITHIN MAIN CAMPUS
OF THE UNIVERSITY OF MIAMI
FROM HENRY KING STANFORD DRIVE (MILLER DRIVE)
TO PONCE DE LEON BOULEVARD
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

ALL THAT LOT, PIECE OR PARCEL OF LAND KNOWN AS THE "UNIVERSITY WATERWAY," SITUATE, LYING AND BEING IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA, CONTAINED WITHIN TR. 1 OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, *VIZ.:*

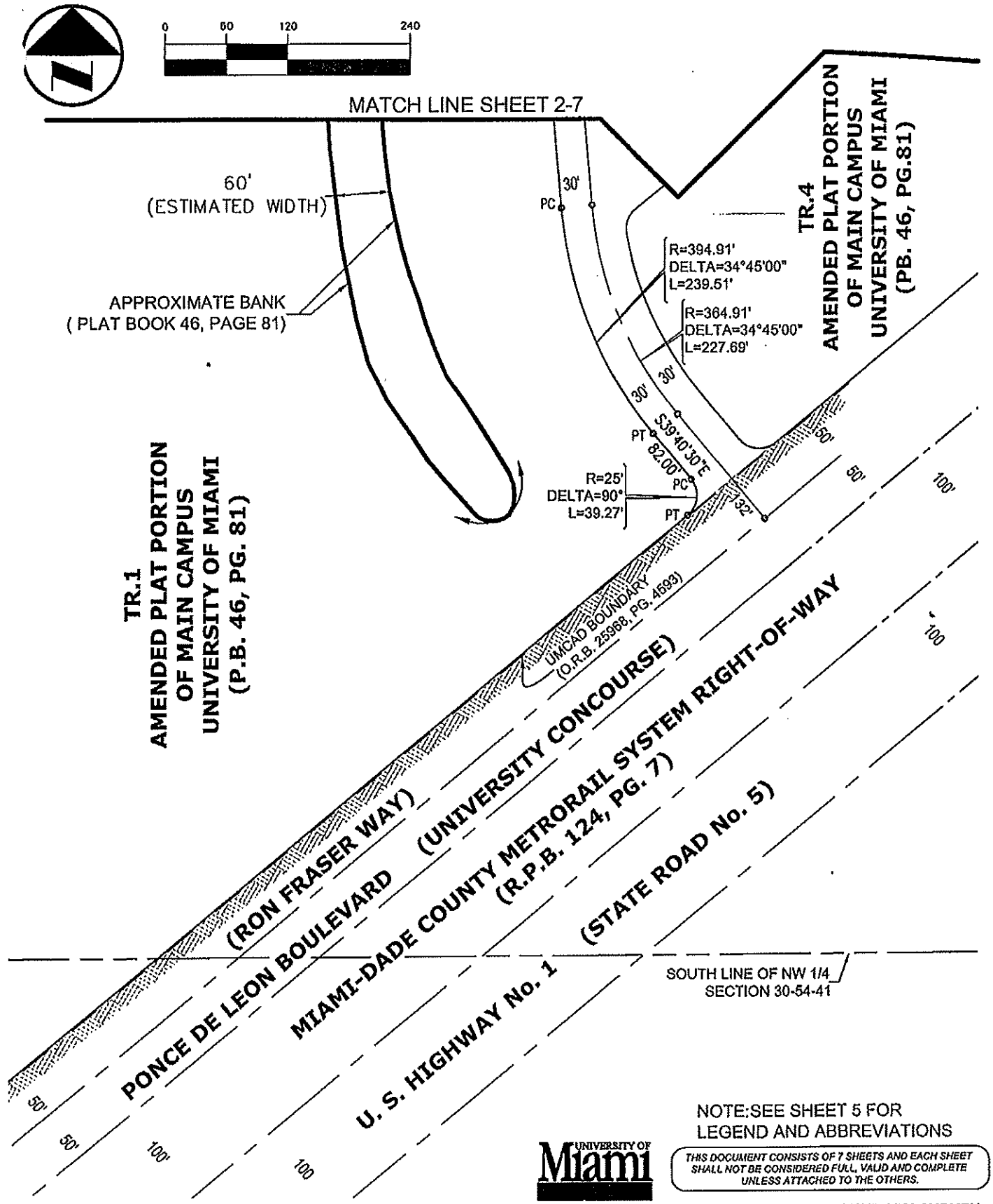
THAT PORTION OF SAID TR. 1 LYING BETWEEN THE EDGES OF THE "UNIVERSITY WATERWAY" AS IT WAS EXCAVATED AND CONSTRUCTED ON JANUARY 27, 1944. [NOTE: THE UNIVERSITY WATERWAY LYING BETWEEN BLOCKS 270 AND 174, AS SHOWN ON THE PLAT OF "CORAL GABLES RIVIERA SECTION PART 7," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 28 AT PAGE 45 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, WAS (TOGETHER WITH OTHER LAND) CONVEYED TO THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, BY VIRTUE OF THAT CERTAIN WARRANTY DEED FILED NOVEMBER 25, 1939, RECORDED IN DEED BOOK 2015, PAGE 390 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA. THE CITY OF CORAL GABLES CONVEYED TO THE ABUTTING LOT OWNERS THAT PORTION OF THE UNIVERSITY WATERWAY LYING BETWEEN THE EXTERNAL LOT LINES AND THE EDGE OF THE UNIVERSITY WATERWAY AS IT WAS THEN EXCAVATED AND CONSTRUCTED BY QUIT-CLAIM DEED FILED JANUARY 27, 1944, RECORDED IN DEED BOOK 2350, PAGE 27, OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA. THE APPROXIMATE LOCATION AND DIMENSIONS OF THAT PORTION OF SAID TR. 1 LYING BETWEEN THE EDGES OF THE "UNIVERSITY WATERWAY" AS IT WAS EXCAVATED AND CONSTRUCTED ON JANUARY 27, 1944 (AND, WITH THE EXCEPTION OF THE PORTION WHICH TRAVERSES LAKE OSCEOLA, AS IT SUBSTANTIALLY EXISTS TODAY) ARE AS SHOWN AND DELINEATED AS THE "UNIVERSITY WATERWAY" ON THE PLAT OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.]

N.B.: THE LEGAL DESCRIPTION FOR THE BOUNDARIES AS DEPICTED ON THIS DOCUMENT WAS DERIVED FROM THE DESCRIPTION PREPARED BY GLENN M. LEE, ESQUIRE OF FIRST AMERICAN TITLE INSURANCE COMPANY 13450 WEST SUNRISE BOULEVARD, SUNRISE, FLORIDA 33323. THIS DESCRIPTION WAS PREPARED IN FURTHERANCE TO AN OPINION OF TITLE RENDERED BY FIRST AMERICAN TITLE INSURANCE COMPANY FOR THE UNIVERSITY OF MIAMI TO ASCERTAIN OWNERSHIP OF UNIVERSITY PROPERTIES.

LEGAL DESCRIPTION
UNIVERSITY WATERWAY WITHIN MAIN CAMPUS
OF THE UNIVERSITY OF MIAMI
FROM HENRY KING STANFORD DRIVE (MILLER DRIVE)
TO PONCE DE LEON BOULEVARD
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA



GENERAL LOCATION MAP
OF UNIVERSITY WATERWAY



NOTE:SEE SHEET 5 FOR LEGEND AND ABBREVIATIONS

THIS DOCUMENT CONSISTS OF 7 SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

NOT A BOUNDARY SURVEY

DRAWING: X:\PROJECTS\UNIVERSITY OF MIAMI\100001168 OOST UNIVERSITY WATERWAY\100001168 OOST UNIVERSITY WATERWAY PROJECT\DWG\100001168 OOST UNIVERSITY WATERWAY.DWG | PRINTED: 6/23/2010 1:53 PM

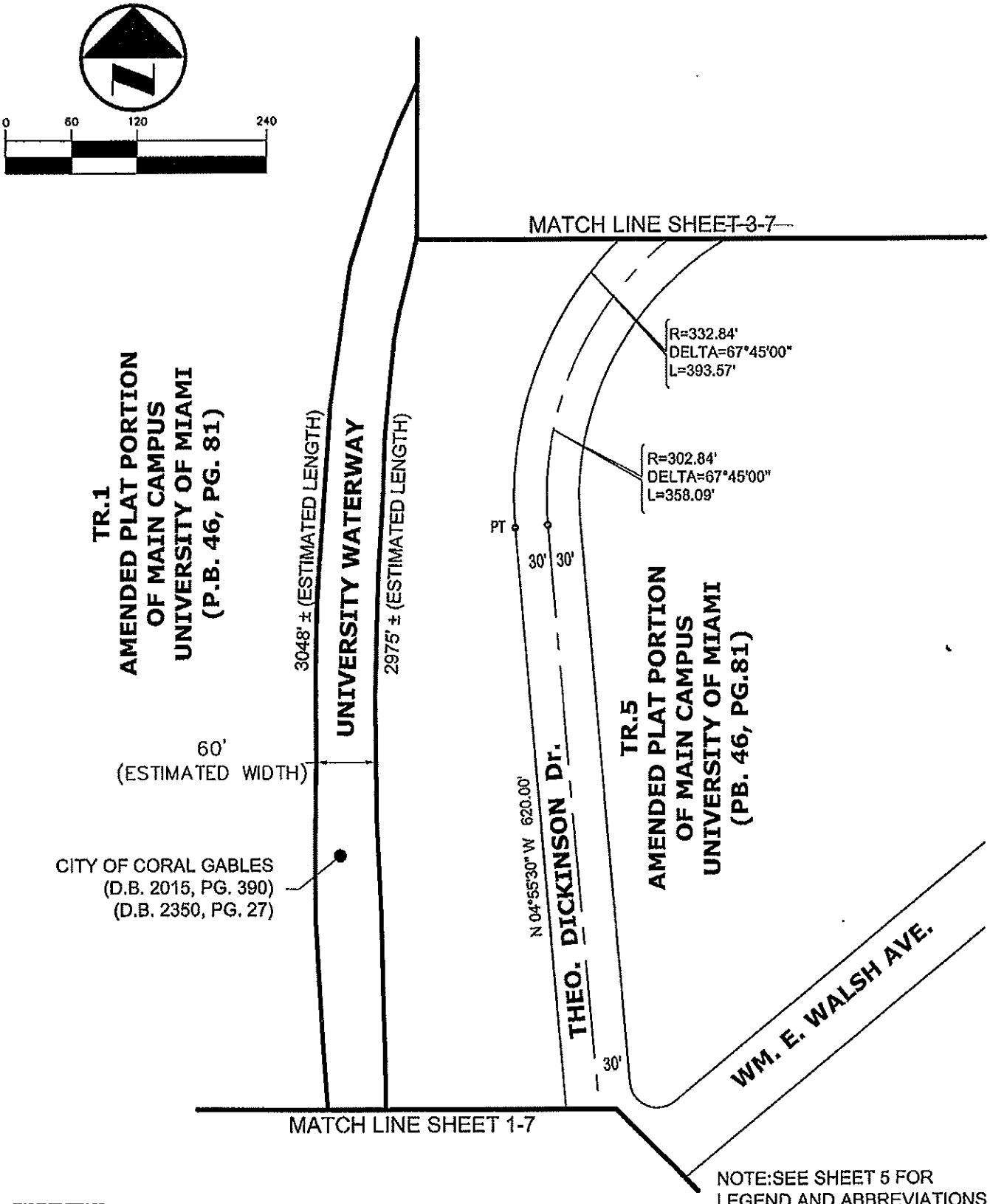
PBS&J
2001 N.W. 107th AVE.
MIAMI, FL 33172-2507
(305) 592-7275
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER LB24

SKETCH TO ACCOMPANY
LEGAL DESCRIPTION
UNIVERSITY WATERWAY

ORIGINAL: 06-22-2010
REVISIONS:
1:
2:
3:
4:

JOB NO. 100001168 0066.3L
DRAWN Z.C.P.
CHECKED D.W.D.
QC D.W.D.

SHEET: 1 OF 7



NOTE:SEE SHEET 5 FOR LEGEND AND ABBREVIATIONS

THIS DOCUMENT CONSISTS OF 7 SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

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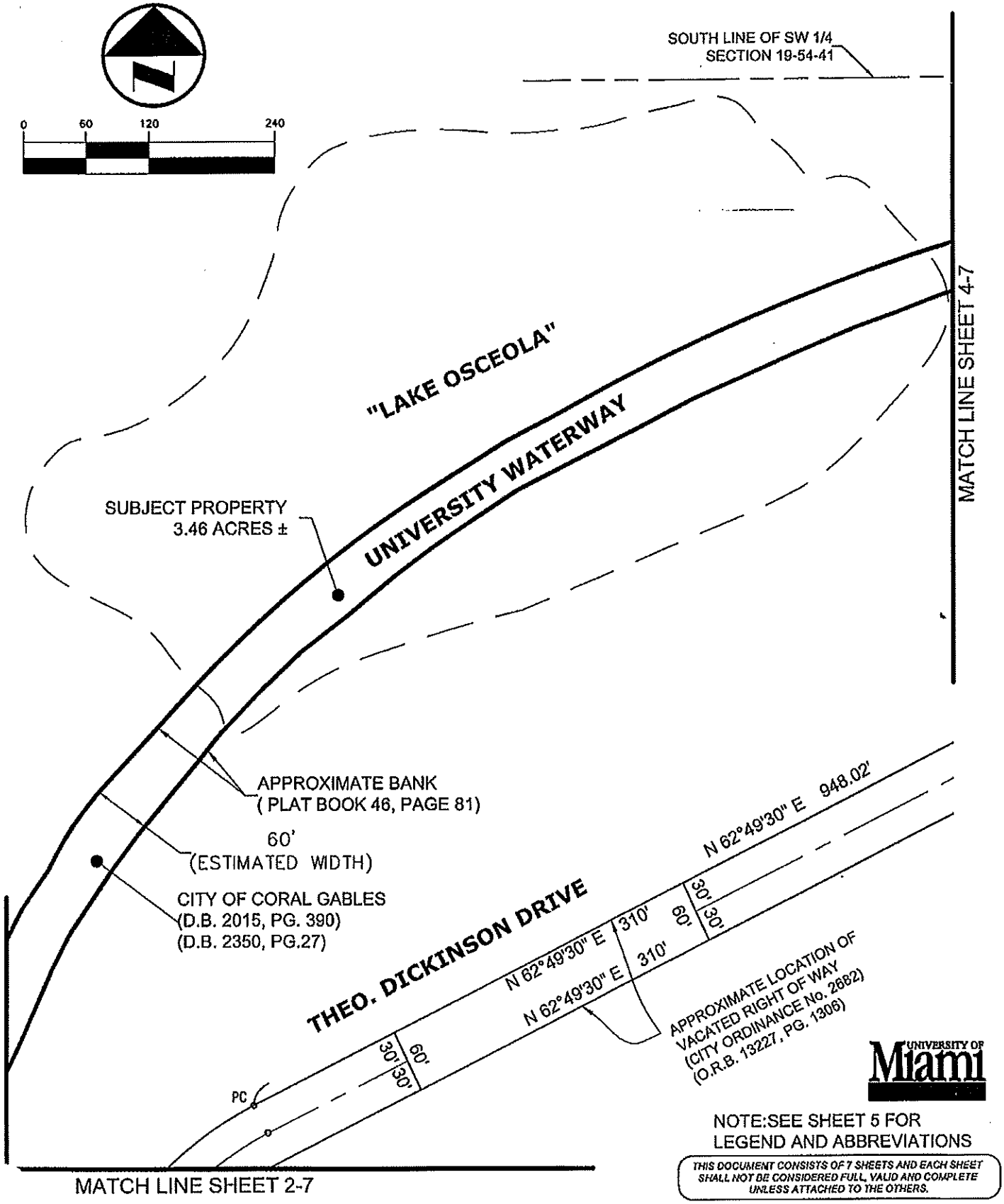
PBS&J
2001 N.W. 107th AVE.
MIAMI, FL 33172-2507
(305) 592-7275
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER LB24

SKETCH TO ACCOMPANY
LEGAL DESCRIPTION
UNIVERSITY WATERWAY

ORIGINAL: 06-22-2010
REVISIONS:
1:
2:
3:
4:

JOB NO. 100001168 0066.3L
DRAWN Z.C.P.
CHECKED D.W.D.
QC D.W.D.

SHEET: 2 OF 7



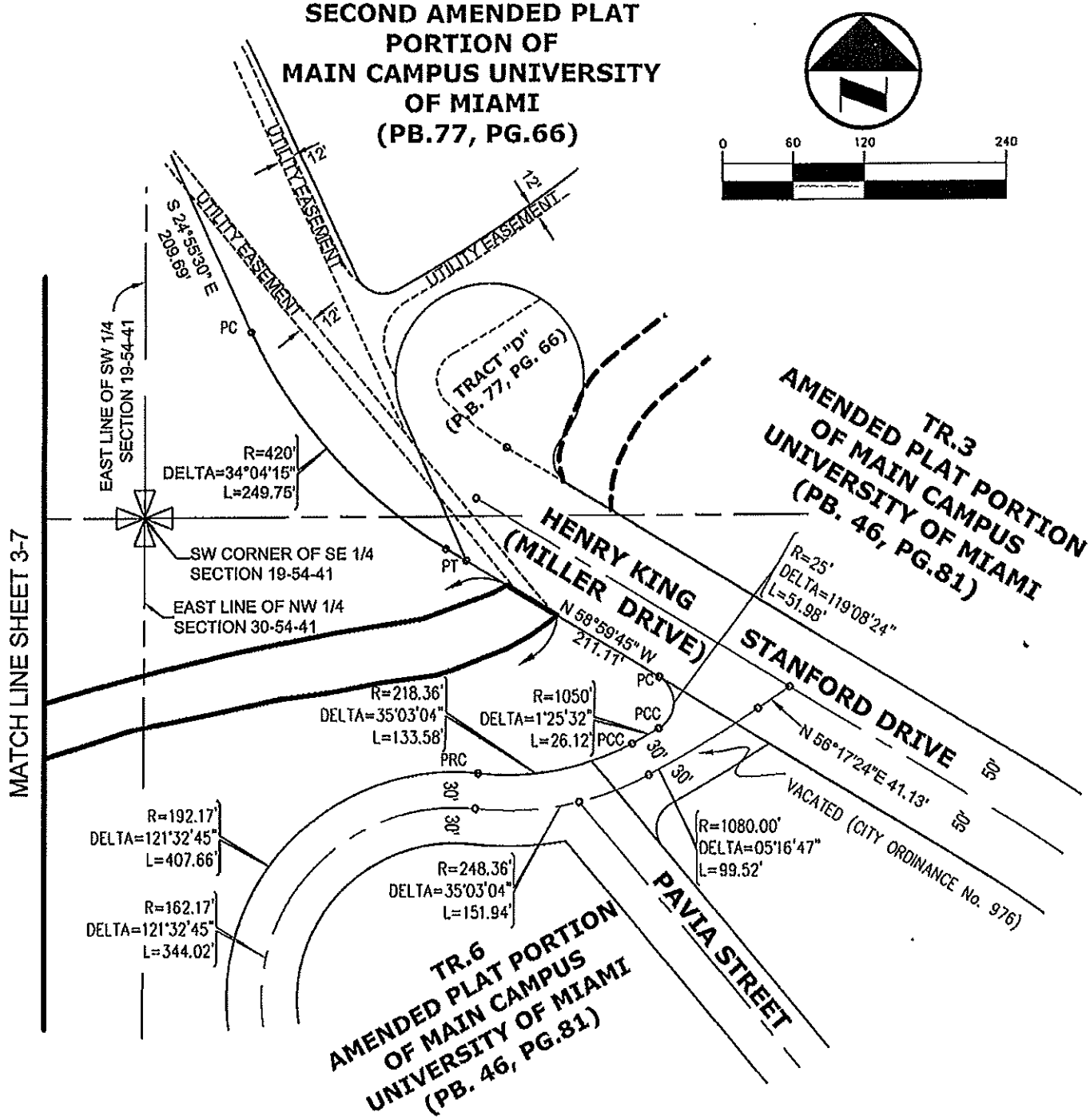
NOTE:SEE SHEET 5 FOR LEGEND AND ABBREVIATIONS

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PBS&J 2001 N.W. 107th AVE. MIAMI, FL 33172-2507 (305) 592-7275 FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER LB24	SKETCH TO ACCOMPANY LEGAL DESCRIPTION UNIVERSITY WATERWAY	ORIGINAL: 06-22-2010 REVISIONS: 1: 2: 3: 4:	JOB NO. 100001168 0066.3L DRAWN Z.C.P. CHECKED D.W.D. QC D.W.D. SHEET: 3 OF 7



NOTE:SEE SHEET 5 FOR
LEGEND AND ABBREVIATIONS

THIS DOCUMENT CONSISTS OF 7 SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

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PBS&J 2001 N.W. 107th AVE. MIAMI, FL 33172-2507 (305) 592-7275 FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER LB24	SKETCH TO ACCOMPANY LEGAL DESCRIPTION UNIVERSITY WATERWAY	ORIGINAL: 06-22-2010 REVISIONS: 1: 2: 3: 4:	JOB NO. 100001168.0068.31 DRAWN Z.C.P. CHECKED D.W.D. QC D.W.D. SHEET: 4 OF 7

ABBREVIATIONS

C = CHORD LENGTH

L = ARC LENGTH

O.R.B. = OFFICIAL RECORDS BOOK

PG. = PAGE

℄ = CENTERLINE

P.B. = PLAT BOOK

PB. = PLAT BOOK

PC = POINT OF CURVATURE

PT = POINT OF TANGENCY

R = RADIUS

T = TANGENT LENGTH

SEC. = SECTION

PRC = POINT OF REVERSE CURVATURE

PCC = POINT OF COMPOUND CURVATURE

Δ , DELTA= CENTRAL ANGLE

D.B. = DEED BOOK

TR. = TRACT

PNT = POINT OF NON TANGENT INTERSECTION

R.P.B. = ROAD PLAT BOOK

LEGEND

UNIVERSITY OF MIAMI CAMPUS
AREA DEVELOPMENT DISTRICT
(UMCAD) BOUNDARY (O.R.B. 25968, PG. 4593)

UNIVERSITY OF Miami

THIS DOCUMENT CONSISTS OF 7 SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

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NOT A BOUNDARY SURVEY

PBS&J
2001 N.W. 107th AVE.
MIAMI, FL 33172-2507
(305) 592-7275
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER LB24

SKETCH TO ACCOMPANY
LEGAL DESCRIPTION
UNIVERSITY WATERWAY

ORIGINAL: 06-22-2010
REVISIONS:
1:
2:
3:
4:

JOB NO. 100001168 0056 31
DRAWN Z.C.P.
CHECKED D.W.D.
QC D.W.D.

SKETCH TO ACCOMPANY LEGAL DESCRIPTION
UNIVERSITY WATERWAY CANAL PROPERTY
AT THE UNIVERSITY OF MIAMI
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

ARTICLE I
DEFINITIONS, GENERALLY:

1. *CLIENT:SHALL MEAN THE UNIVERSITY OF MIAMI.*
2. *SKETCH:SHALL MEAN THE GRAPHIC DEPICTION OF THE MAP MADE A PART HEREOF AND INCORPORATED HEREIN, REFERENCE TO WHICH IS MADE FOR A MORE FULL AND COMPLETE DESCRIPTION THEREOF.*
3. *SUBJECT PROPERTY: SHALL MEAN ALL THAT LOT, PIECE OR PARCEL OF LAND INDICATED IN THE LEGAL DESCRIPTION PORTION OF THIS DOCUMENT, REFERENCE TO WHICH IS MADE FOR A MORE FULL AND COMPLETE DESCRIPTION THEREOF.*
4. *COUNTY:SHALL MEAN MIAMI-DADE COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, THE NAME OF WHICH WAS CHANGED FROM "DADE COUNTY" BY ITS ELECTORS ON NOVEMBER 13, 1997 AND CODIFIED BY ITS BOARD OF COUNTY COMMISSIONERS PURSUANT TO COUNTY ORDINANCE NUMBER 97-212. ALL REFERENCES TO INSTRUMENT RECORDED PRIOR TO THAT DATE SHALL REFER TO THE PREVIOUS COUNTY NAME AND CONVERSELY, ALL REFERENCES TO INSTRUMENTS RECORDED SUBSEQUENT TO THAT DATE (OR MENTION BY COMMON REPORT, AS THE CASE MAY BE) SHALL REFER TO THE PRESENT COUNTY NAME.*
5. *CITY: SHALL MEAN THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA.*

ARTICLE II
LEGAL DESCRIPTION:

ALL THAT LOT, PIECE OR PARCEL OF LAND KNOWN AS THE "UNIVERSITY WATERWAY," SITUATE, LYING AND BEING IN SECTIONS 19 AND 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA, CONTAINED WITHIN TR. 1 OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, VIZ.:

THAT PORTION OF SAID TR. 1 LYING BETWEEN THE EDGES OF THE "UNIVERSITY WATERWAY" AS IT WAS EXCAVATED AND CONSTRUCTED ON JANUARY 27, 1944. (NOTE: THE UNIVERSITY WATERWAY LYING BETWEEN BLOCKS 270 AND 174, AS SHOWN ON THE PLAT OF "CORAL GABLES RIVIERA SECTION PART 7," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 28 AT PAGE 45 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA, WAS (TOGETHER WITH OTHER LAND) CONVEYED TO THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA, BY VIRTUE OF THAT CERTAIN WARRANTY DEED FILED NOVEMBER 25, 1939, RECORDED IN DEED BOOK 2015, PAGE 390 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA. THE CITY OF CORAL GABLES CONVEYED TO THE ABUTTING LOT OWNERS THAT PORTION OF THE UNIVERSITY WATERWAY LYING BETWEEN THE EXTERNAL LOT LINES AND THE EDGE OF THE UNIVERSITY WATERWAY AS IT WAS THEN EXCAVATED AND CONSTRUCTED BY QUIT-CLAIM DEED FILED JANUARY 27, 1944, RECORDED IN DEED BOOK 2350, PAGE 27, OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA. THE APPROXIMATE LOCATION AND DIMENSIONS OF THAT PORTION OF SAID TR. 1 LYING BETWEEN THE EDGES OF THE "UNIVERSITY WATERWAY" AS IT WAS EXCAVATED AND CONSTRUCTED ON JANUARY 27, 1944 (AND, WITH THE EXCEPTION OF THE PORTION WHICH TRAVERSES LAKE OSCEOLA, AS IT SUBSTANTIALLY EXISTS TODAY) ARE AS SHOWN AND DELINEATED AS THE "UNIVERSITY WATERWAY" ON THE PLAT OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.]

ARTICLE III
SOURCES OF DATA:

THE LEGAL DESCRIPTION AS CITED UNDER ARTICLE II WAS CREATED BASED ON THE FOLLOWING DATA:

1. *"CORAL GABLES RIVIERA SECTION PART 7," ACCORDING TO THE PLAT THEREOF, AS RECORDED CA. MARCH 19, 1928 IN PLAT BOOK 28 AT PAGE 45 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.*
2. *"AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED JUNE 30, 1948 IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.*
3. *"SECOND AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED FEBRUARY 20, 1964 IN PLAT BOOK 77 AT PAGE 66 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.*
4. *TAX ROLL DATA PUBLISHED BY THE MIAMI-DADE COUNTY PROPERTY APPRAISER'S OFFICE FOR THE 2009 TAX YEAR. (FOR REFERENCE ONLY.)*
5. *BEARINGS AS SHOWN HEREON REFER TO A BEARING OF N58°59'45"W ALONG THE SOUTHERLY RIGHT OF WAY LINE OF MILLER DRIVE (HENRY KING STANFORD DRIVE), AS SHOWN ON THE "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46 AT PAGE 81 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.*

6. THE LEGAL DESCRIPTION FOR THE BOUNDARIES AS DEPICTED ON THIS DOCUMENT WAS DERIVED FROM THE DESCRIPTION PREPARED BY GLENN M. LEE, ESQUIRE OF FIRST AMERICAN TITLE INSURANCE COMPANY 13450 WEST SUNRISE BOULEVARD, SUNRISE, FLORIDA 33323. THIS DESCRIPTION WAS PREPARED IN FURTHERANCE TO AN OPINION OF TITLE RENDERED BY FIRST AMERICAN TITLE INSURANCE COMPANY FOR THE UNIVERSITY OF MIAMI TO ASCERTAIN OWNERSHIP OF UNIVERSITY PROPERTIES.

ARTICLE IV
LIMITATIONS:

1. THE CLIENT IS HEREBY ADVISED THAT THERE MAY BE LEGAL RESTRICTIONS ON THE SUBJECT PROPERTY THAT ARE NOT SHOWN ON THE SKETCH OR CONTAINED WITHIN THIS REPORT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, THE CITY OF CORAL GABLES, OR THE RECORDS OF ANY OTHER PUBLIC AND PRIVATE ENTITIES AS THEIR JURISDICTIONS MAY APPEAR.
2. THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" DOES NOT REPRESENT A FIELD BOUNDARY SURVEY OF THE PROPERTY DESCRIBED IN ARTICLE II OR THE UNDERLYING AND ABUTTING TRACTS OF LAND THEREOF.
3. THE SKETCH PORTION OF THIS DOCUMENT IS INTENDED TO BE DISPLAYED AT A SCALE OF 1 INCH =120 FEET IN ENGLISH UNITS OF MEASUREMENT. ATTENTION IS DRAWN TO THE FACT THAT THIS SCALE MAY BE ALTERED BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.
4. THE BOUNDARIES OF THE "UNIVERSITY WATERWAY" AS SHOWN ON THE SKETCH ARE BASED ON ELECTRONIC TRACING OF THE LINES REPRESENTING THE SAME AS SHOWN ON THE UNDERLYING PLAT OF "AMENDED PLAT PORTION OF MAIN CAMPUS UNIVERSITY OF MIAMI." ALTHOUGH THE LINES HAVE BEEN SHOWN TO THE BEST EXTENT, NO EXPRESS OR IMPLIED GUARANTEE IS MADE AS TO THE VERACITY OF THE BOUNDARIES OF THE SUBJECT PROPERTY. USERS OF THIS PRODUCT ARE ADVISED TO TAKE INTO ACCOUNT THE VARIOUS FACTORS AND RECORDED DOCUMENTS AS MORE FULLY OUTLINED IN ARTICLE II OF THIS REPORT.
5. THIS DOCUMENT WAS PREPARED FOR THE EXPRESS PURPOSE OF CONVEYING ALL RIGHT, TITLE AND INTEREST IN THE SUBJECT PROPERTY FROM THE CITY OF CORAL GABLES, FLORIDA TO THE UNIVERSITY OF MIAMI.

ARTICLE V
CLIENT INFORMATION:

THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" WAS PREPARED AT THE INSISTENCE OF:

THE UNIVERSITY OF MIAMI
SUITE 205
1535 LEVANTE AVENUE
CORAL GABLES, FLORIDA 33146

ARTICLE VI
SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY: THAT THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" WAS PREPARED UNDER MY DIRECTION AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND FURTHER, THAT SAID SKETCH AND THE DOCUMENTATION APPENDED THEREIN MEETS THE INTENT OF THE APPLICABLE PROVISIONS OF THE "MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING IN THE STATE OF FLORIDA," PURSUANT TO RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE AND ITS IMPLEMENTING LAW, CHAPTER 472.027 OF THE FLORIDA STATUTES.

PBS&J
FLORIDA CERTIFICATE OF AUTHORIZATION NO. LB24

BY:_____
DOUGLAS W. DEANS, PLS
PROFESSIONAL LAND SURVEYOR NO. 4140
STATE OF FLORIDA
DATE OF CERTIFICATION: JUNE 22, 2010



NOTICE: NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO SURVEY MAPS AND REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES ARE PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES. THIS DOCUMENT CONSISTS OF MULTIPLE EXHIBITS AND TEXT DATA AND EACH PAGE AND COMPONENT THEREOF SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETED UNLESS APPENDED TO THE OTHERS. THIS NOTICE IS REQUIRED PURSUANT TO RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE.

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UNIVERSITY OF Miami

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PBS&J 2001 N.W. 107th AVE. MIAMI, FL 33172-2507 (305) 592-7275 FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER LB24	SKETCH TO ACCOMPANY LEGAL DESCRIPTION UNIVERSITY WATERWAY	ORIGINAL: 06-22-2010 REVISIONS: 1: 2: 3: 4:	JOB NO. 100001168 0066.3L DRAWN Z.C.P. CHECKED D.W.D. QC D.W.D. SHEET: 7 OF 7

Meter Map

Stanford Drive

32 Meters

Coral Gables Meter Nos.:1201, 1203, 1205, 1207, 1209, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334

Pavia Street

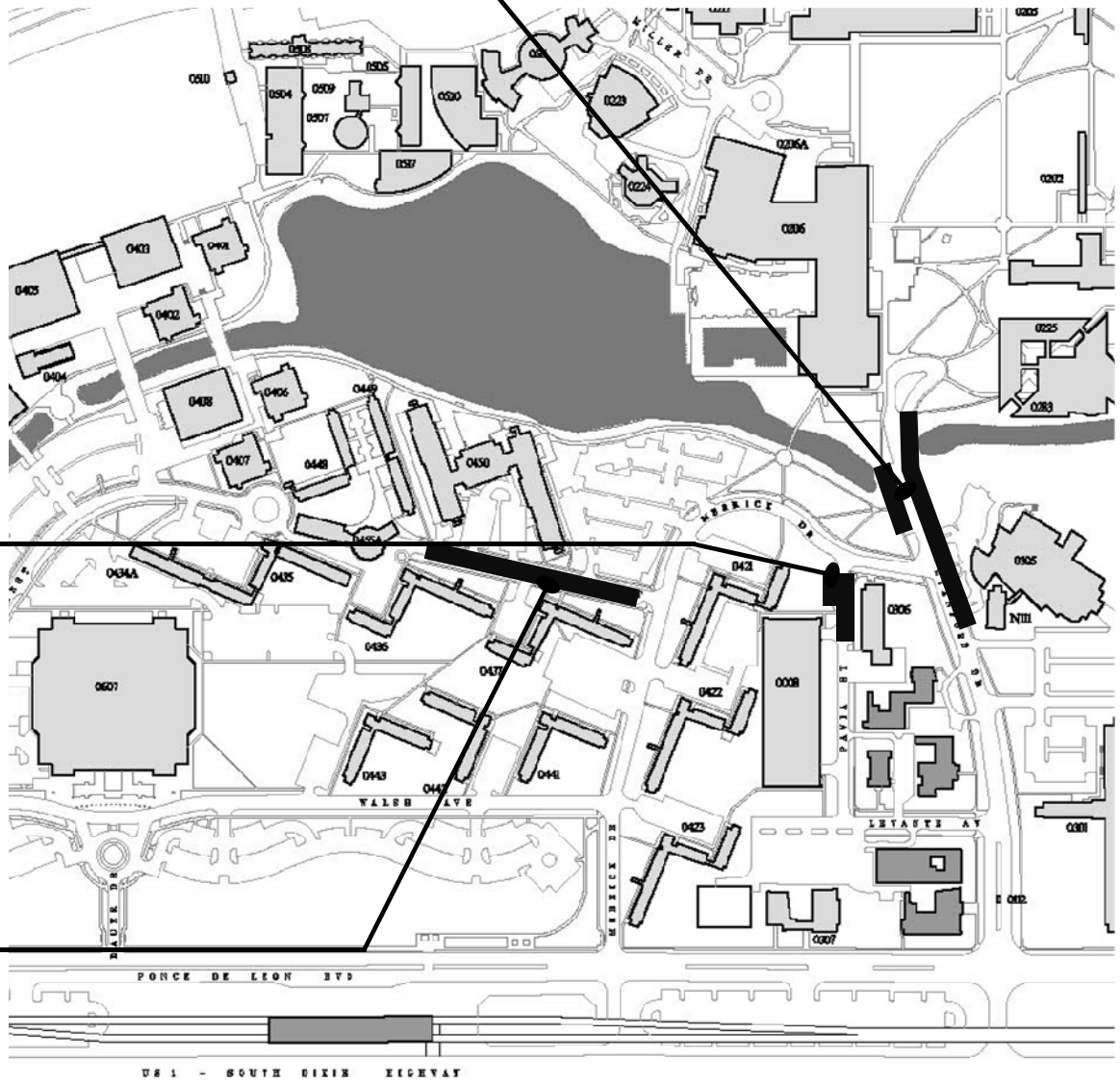
17 Meters

Coral Gables Meter Nos.: 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232

Dickinson Drive

7 Meters

Coral Gables Meter Nos.: 1200, 1201, 1202, 1203, 1205, 1207, 1209



University of Miami Coral Gables Campus

8/11/2010

LEGAL DESCRIPTION
CORAL GABLES FIRE STATION SITE
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

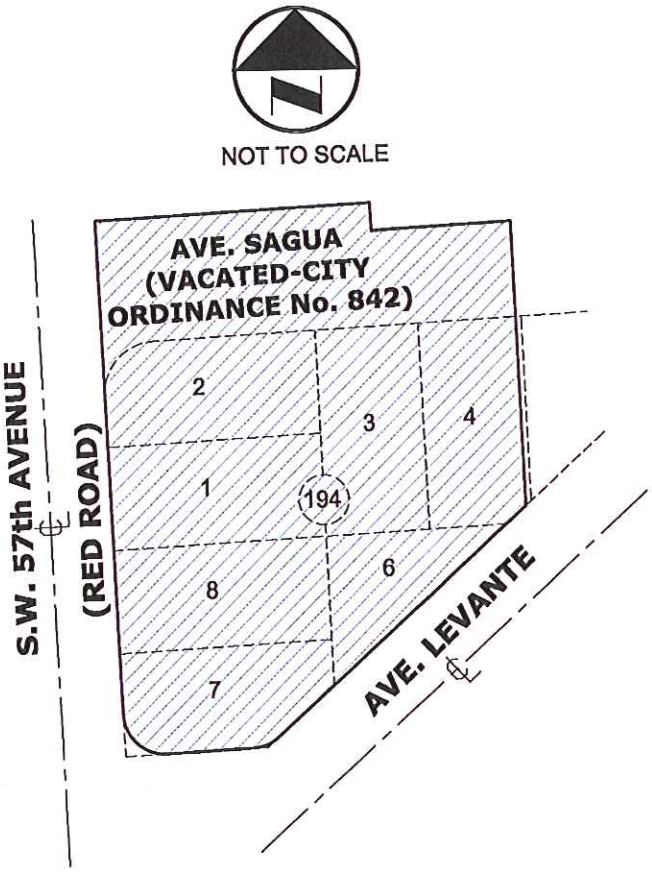
LOTS 1, 2 3, 6, 7, AND 8, AND A PORTION OF LOT 4, BLOCK 194, "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20, AT PAGE 79, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, AND A PORTION OF AVENUE SAGUA, VACATED AND DISCONTINUED BY ORDINANCE NO. 842, CITY OF CORAL GABLES, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4, OF SECTION 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, DADE COUNTY, FLORIDA; THENCE SOUTH 00 DEGREES 13 MINUTES 22 SECONDS WEST, ALONG THE WEST LINE OF SAID SECTION 30, FOR 472.32 FEET TO THE INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH RIGHT-OF-WAY LINE OF SAID AVENUE SAGUA; THENCE NORTH 89 DEGREES 41 MINUTES 10 SECONDS EAST FOR 30.00 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND, SAID POINT BEING ON THE EAST RIGHT-OF-WAY LINE OF S.W. 57TH AVENUE (RED ROAD); THENCE CONTINUE NORTH 89 DEGREES 41 MINUTES 10 SECONDS EAST FOR 133.37 FEET; THENCE SOUTH 00 DEGREES 18 MINUTES 50 SECONDS EAST, AT RIGHT ANGLES TO THE LAST DESCRIBED LINE, FOR 13.55 FEET; THENCE NORTH 89 DEGREES 41 MINUTES 10 SECONDS EAST FOR 67.32 FEET; THENCE SOUTH 00 DEGREES 18 MINUTES 14 SECONDS WEST FOR 138.15 FEET TO A POINT, SAID POINT BEING ON THE NORTHERLY RIGHT-OF-WAY LINE OF AVENUE LEVANTE, AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20, AT PAGE 79; THENCE SOUTH 50 DEGREES 19 MINUTES 22 SECONDS WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF AVENUE LEVANTE, FOR 163.61 FEET TO A POINT OF CURVE; THENCE SOUTHWESTERLY-WESTERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 39 DEGREES 21 MINUTES 48 SECONDS, FOR AN ARC DISTANCE OF 13.74 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89 DEGREES 41 MINUTES 10 SECONDS WEST FOR 42.27 FEET TO A POINT OF CURVE; THENCE WESTERLY-NORTHWESTERLY-NORTHERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 90 DEGREES 32 MINUTES 12 SECONDS, FOR AN ARC DISTANCE OF 31.60 FEET TO A POINT OF TANGENCY, SAID POINT BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF S.W. 57TH AVENUE (RED ROAD); THENCE NORTH 00 DEGREES 13 MINUTES 22 SECONDS EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF S.W. 57TH AVENUE (RED ROAD), FOR 239.82 FEET TO THE POINT OF BEGINNING.

THE FOREGOING LEGAL DESCRIPTION WAS TAKEN VERBATIM FROM THAT CERTAIN SPECIAL WARRANTY DEED FROM THE UNIVERSITY OF MIAMI TO THE CITY OF CORAL GABLES,

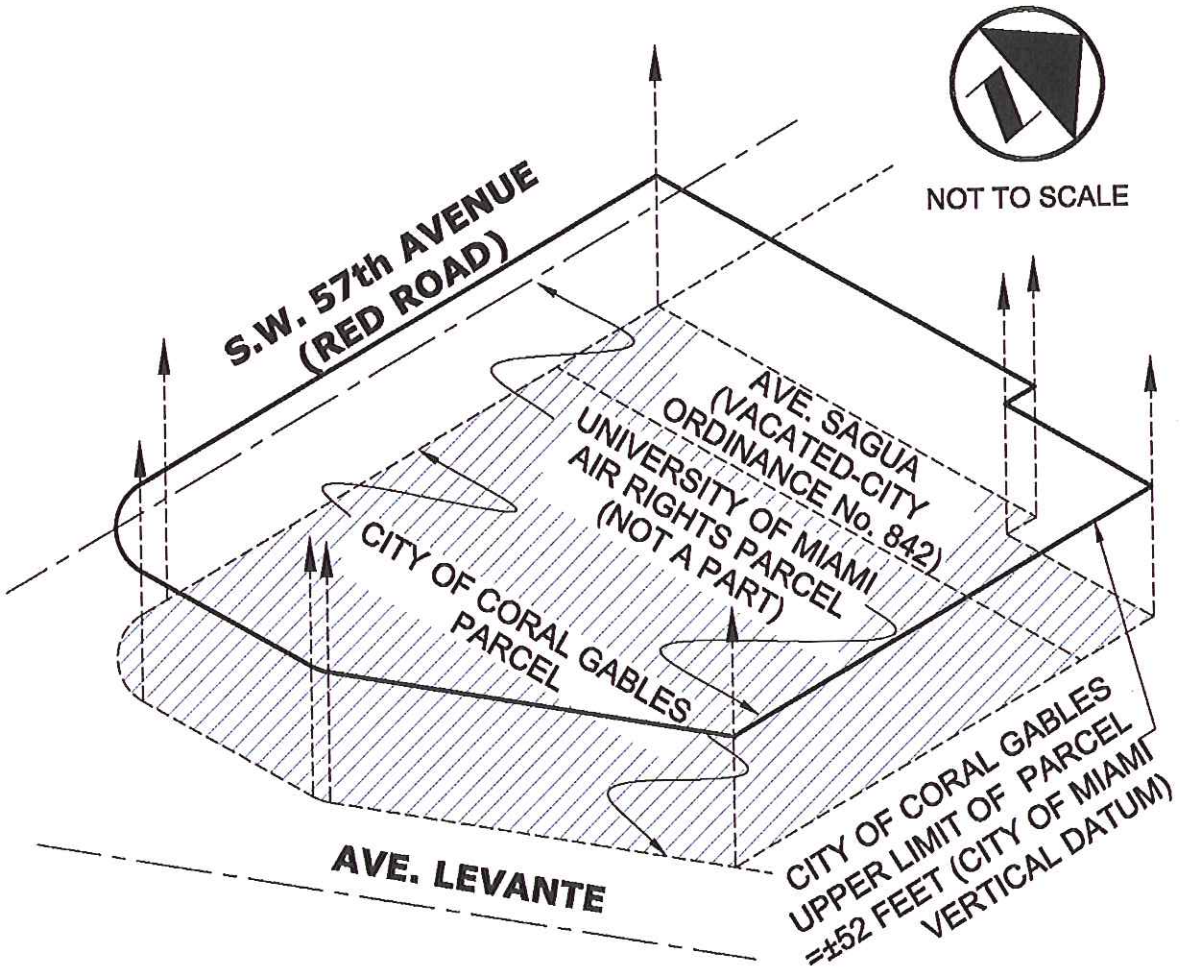
LEGAL DESCRIPTION
CORAL GABLES FIRE STATION SITE
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

FLORIDA DATED AUGUST 31, 1995 AND RECORDED SEPTEMBER 6, 1995 IN OFFICIAL RECORDS BOOK 16907 AT PAGE 3532 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

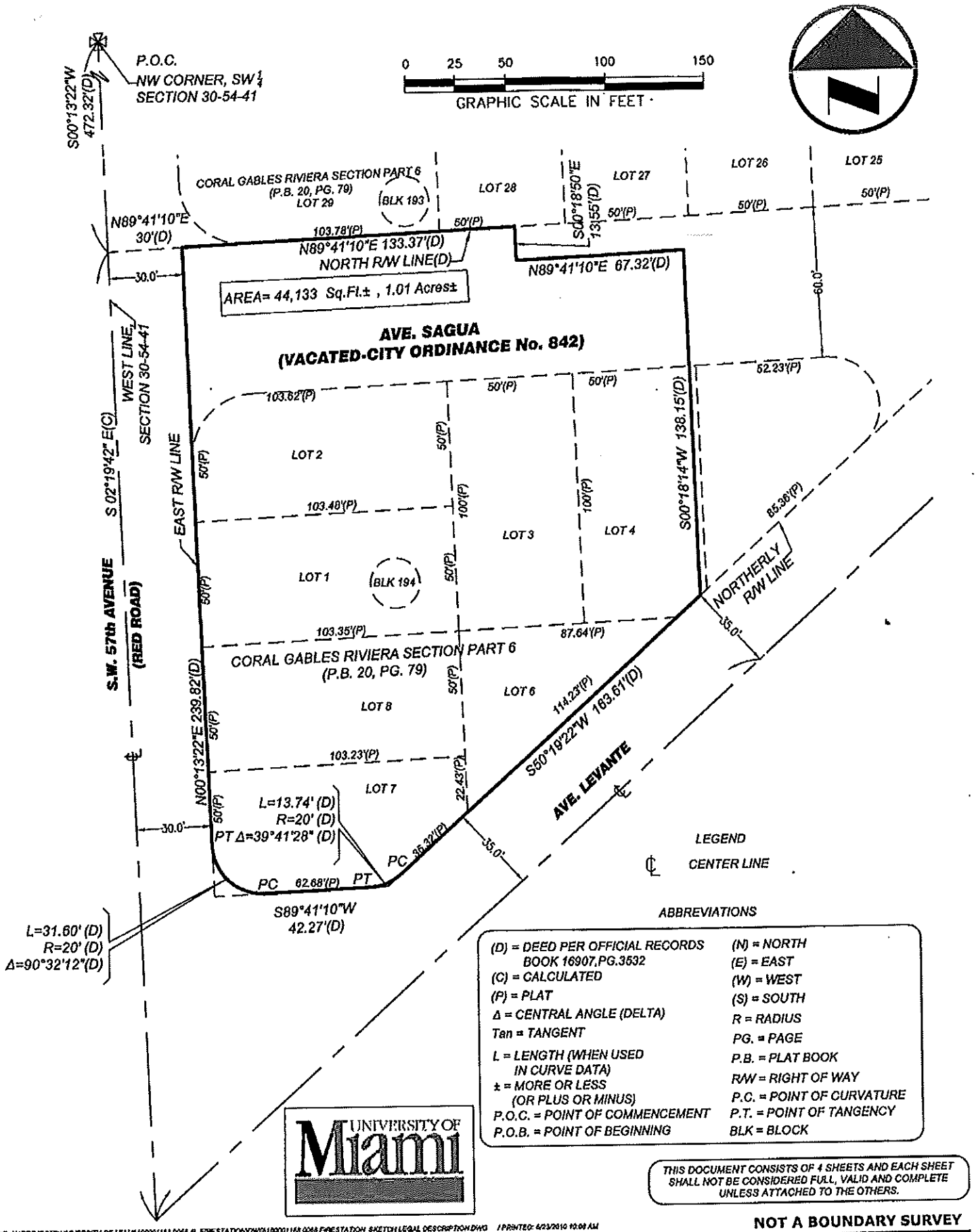


LOCATION MAP

LEGAL DESCRIPTION
CORAL GABLES FIRE STATION SITE
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA



ISOMETRIC DETAIL
UNIVERSITY OF MIAMI AIR RIGHTS PARCEL



ABBREVIATIONS

(D) = DEED PER OFFICIAL RECORDS BOOK 16907,PG.3532	(N) = NORTH
(C) = CALCULATED	(E) = EAST
(P) = PLAT	(W) = WEST
Δ = CENTRAL ANGLE (DELTA)	(S) = SOUTH
Tan = TANGENT	R = RADIUS
L = LENGTH (WHEN USED IN CURVE DATA)	PG. = PAGE
± = MORE OR LESS (OR PLUS OR MINUS)	P.B. = PLAT BOOK
P.O.C. = POINT OF COMMENCEMENT	R/W = RIGHT OF WAY
P.O.B. = POINT OF BEGINNING	P.C. = POINT OF CURVATURE
	P.T. = POINT OF TANGENCY
	BLK = BLOCK

THIS DOCUMENT CONSISTS OF 4 SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

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2001 N.W. 107th AVE.
MIAMI, FL 33172-2507
(305) 592-7275
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER LB24

CORAL GABLES FIRE STATION SITE

SKETCH TO ACCOMPANY LEGAL DESCRIPTION

ORIGINAL: 06/22/10
REVISIONS:
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JOB NO. 100001168.0066.4L
DRAWN R.P.
CHECKED D.W.D.
QC D.W.D.

SHEET: 1 OF 4

SKETCH TO ACCOMPANY LEGAL DESCRIPTION
CORAL GABLES FIRE STATION SITE
AT THE UNIVERSITY OF MIAMI
CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA

ARTICLE I
DEFINITIONS, GENERALLY:

1. CLIENT: SHALL MEAN THE UNIVERSITY OF MIAMI.
2. SKETCH: SHALL MEAN THE GRAPHIC DEPICTION OF THE MAP MADE A PART HEREOF AND INCORPORATED HEREIN, REFERENCE TO WHICH IS MADE FOR A MORE FULL AND COMPLETE DESCRIPTION THEREOF.
3. SUBJECT PROPERTY: SHALL MEAN ALL THAT LOT, PIECE OR PARCEL OF LAND INDICATED IN THE LEGAL DESCRIPTION PORTION OF THIS DOCUMENT, REFERENCE TO WHICH IS MADE FOR A MORE FULL AND COMPLETE DESCRIPTION THEREOF.
4. COUNTY: SHALL MEAN MIAMI-DADE COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, THE NAME OF WHICH WAS CHANGED FROM "DADE COUNTY" BY ITS ELECTORS ON NOVEMBER 13, 1997 AND CODIFIED BY ITS BOARD OF COUNTY COMMISSIONERS PURSUANT TO COUNTY ORDINANCE NUMBER 97-212. ALL REFERENCES TO INSTRUMENT RECORDED PRIOR TO THAT DATE SHALL REFER TO THE PREVIOUS COUNTY NAME AND CONVERSELY, ALL REFERENCES TO INSTRUMENTS RECORDED SUBSEQUENT TO THAT DATE (OR MENTION BY COMMON REPORT, AS THE CASE MAY BE) SHALL REFER TO THE PRESENT COUNTY NAME.
5. CITY: SHALL MEAN THE CITY OF CORAL GABLES, A MUNICIPAL CORPORATION OF THE STATE OF FLORIDA.

ARTICLE II
LEGAL DESCRIPTION:

LOTS 1, 2 3, 6, 7, AND 8, AND A PORTION OF LOT 4, BLOCK 194, "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20, AT PAGE 79, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, AND A PORTION OF AVENUE SAGUA, VACATED AND DISCONTINUED BY ORDINANCE NO. 842, CITY OF CORAL GABLES, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4, OF SECTION 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, DADE COUNTY, FLORIDA; THENCE SOUTH 00 DEGREES 13 MINUTES 22 SECONDS WEST, ALONG THE WEST LINE OF SAID SECTION 30, FOR 472.32 FEET TO THE INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH RIGHT-OF-WAY LINE OF SAID AVENUE SAGUA; THENCE NORTH 89 DEGREES 41 MINUTES 10 SECONDS EAST FOR 30.00 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND, SAID POINT BEING ON THE EAST RIGHT-OF-WAY LINE OF S.W. 57TH AVENUE (RED ROAD); THENCE CONTINUE NORTH 89 DEGREES 41 MINUTES 10 SECONDS EAST FOR 133.37 FEET; THENCE SOUTH 00 DEGREES 18 MINUTES 50 SECONDS EAST, AT RIGHT ANGLES TO THE LAST DESCRIBED LINE, FOR 13.55 FEET; THENCE NORTH 89 DEGREES 41 MINUTES 10 SECONDS EAST FOR 67.32 FEET; THENCE SOUTH 00 DEGREES 18 MINUTES 14 SECONDS WEST FOR 138.15 FEET TO A POINT, SAID POINT BEING ON THE NORTHERLY RIGHT-OF-WAY LINE OF AVENUE LEVANTE, AS SHOWN ON SAID PLAT OF "CORAL GABLES RIVIERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20, AT PAGE 79; THENCE SOUTH 50 DEGREES 19 MINUTES 22 SECONDS WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF AVENUE LEVANTE, FOR 163.61 FEET TO A POINT OF CURVE; THENCE SOUTHWESTERLY-WESTERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 39 DEGREES 21 MINUTES 48 SECONDS, FOR AN ARC DISTANCE OF 13.74 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89 DEGREES 41 MINUTES 10 SECONDS WEST FOR 42.27 FEET TO A POINT OF CURVE; THENCE WESTERLY-NORTHWESTERLY-NORTHERLY, ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 90 DEGREES 32 MINUTES 12 SECONDS, FOR AN ARC DISTANCE OF 31.60 FEET TO A POINT OF TANGENCY, SAID POINT BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF S.W. 57TH AVENUE (RED ROAD); THENCE NORTH 00 DEGREES 13 MINUTES 22 SECONDS EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF S.W. 57TH AVENUE (RED ROAD), FOR 239.82 FEET TO THE POINT OF BEGINNING.

ARTICLE III
SOURCES OF DATA:

1. THE LEGAL DESCRIPTION AS SET FORTH IN ARTICLE II OF THIS REPORT WAS TAKEN VERBATIM FROM THAT CERTAIN SPECIAL WARRANTY DEED FROM THE UNIVERSITY OF MIAMI TO THE CITY OF CORAL GABLES, FLORIDA DATED AUGUST 31, 1995 AND RECORDED SEPTEMBER 6, 1995 IN OFFICIAL RECORDS BOOK 16907 AT PAGE 3532 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.

UNIVERSITY OF Miami

THIS DOCUMENT CONSISTS OF 4 SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

2. THE RECORDED PLAT OF "CORAL GABLES RIVERA SECTION PART 6," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20 AT PAGE 79 OF THE PUBLIC RECORDS OF DADE COUNTY (NOW MIAMI-DADE COUNTY), FLORIDA.
3. VARIOUS SURVEYS OF ADJACENT SITES PREPARED AT THE INSISTENCE OF THE UNIVERSITY OF MIAMI BY THIS FIRM FOR PREVIOUS PROJECTS, INCLUDING MAPS REPRESENTING SAID SURVEYS THAT ARE ON FILE WITH THE SURVEYOR AND WITH THE UNIVERSITY OF MIAMI, REFERENCE TO WHICH IS MADE FOR A MORE FULL AND COMPLETE DESCRIPTION OF THE CONTENTS THEREOF.
4. MIAMI-DADE COUNTY PROPERTY APPRAISER'S OFFICE TAX ROLL DATA FOR THE 2009 TAX YEAR.
5. THE CLIENT IS ADVISED THAT THERE ARE MULTIPLE RESTRICTIONS AND RESERVATIONS SET FORTH IN THE SPECIAL WARRANTY DEED CITED IN ARTICLE III, PART 1 OF THIS REPORT. AMONG OTHER THINGS, THE UNIVERSITY OF MIAMI RETAINED AIR RIGHTS FROM ELEVATION +52 FEET AS BASED ON THE CITY OF MIAMI VERTICAL DATUM. AN ISOMETRIC VIEW OF THIS RETENTION AREA IS INDICATED ON THE SKETCH FOR INFORMATIONAL PURPOSES ONLY.
6. BEARINGS AS SHOWN HEREON REFER TO A BEARING OF S 02°19'42"E (S00°13'22"W-DEED) ALONG THE CENTERLINE OF S.W. 57TH AVENUE (RED ROAD). THIS BEARING IS BASED ON THE NORTH AMERICAN DATUM OF 1983/1993 ADJUSTMENT (NAD83/93) AS REFERENCED TO THE FOLLOWING MONUMENT:

ESTABLISHING AGENCY:	PBS&J
STATION NAME:	UM-3
LOCALITY:	CORAL GABLES
COUNTY:	MIAMI-DADE
STATE:	FLORIDA
HORIZONTAL DATUM:	NAD83/93
LATITUDE:	NORTH 25°42'47.89395"
LONGITUDE:	EAST 80°17'08.91915"
NORTHING (METERS):	153048.67
EASTING (METERS):	271672.597
NORTHING (U.S. FEET):	502127.177
EASTING (U.S. FEET):	891312.512
CONVERGENCE:	00°18'35.6"
SCALE FACTOR:	1.00000458
DESCRIPTION:	PK BRAND NAIL AND WASHER STAMPED "LB24" SET IN CONCRETE SIDEWALK AT THE NORTHWEST CORNER OF S.W. 57TH AVENUE (RED ROAD) AND S.W. 62ND TERRACE.

ARTICLE IV
LIMITATIONS:

1. THE CLIENT IS HEREBY ADVISED THAT THERE MAY BE LEGAL RESTRICTIONS ON THE SUBJECT PROPERTY THAT ARE NOT SHOWN ON THE SKETCH OR CONTAINED WITHIN THIS REPORT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, THE CITY OF CORAL GABLES, OR THE RECORDS OF ANY OTHER PUBLIC AND PRIVATE ENTITIES AS THEIR JURISDICTIONS MAY APPEAR.
2. THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" DOES NOT REPRESENT A FIELD BOUNDARY SURVEY OF THE PROPERTY DESCRIBED IN ARTICLE II OR THE UNDERLYING AND ABUTTING TRACTS OF LAND THEREOF.
3. THE SKETCH PORTION OF THIS DOCUMENT IS INTENDED TO BE DISPLAYED AT A SCALE OF 1 INCH = 50 FEET IN ENGLISH UNITS OF MEASUREMENT. ATTENTION IS DRAWN TO THE FACT THAT THIS SCALE MAY BE ALTERED BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.
4. THIS DOCUMENT WAS PREPARED FOR THE EXPRESS PURPOSE OF CONVEYING ALL RIGHT, TITLE AND INTEREST IN THE SUBJECT PROPERTY FROM THE CITY OF CORAL GABLES, FLORIDA TO THE UNIVERSITY OF MIAMI.

ARTICLE V
CLIENT INFORMATION:

THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" WAS PREPARED AT THE INSISTENCE OF:

THE UNIVERSITY OF MIAMI
SUITE 205
1535 LEVANTE AVENUE
CORAL GABLES, FLORIDA 33146

UNIVERSITY OF Miami

THIS DOCUMENT CONSISTS OF 4 SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

ARTICLE VI
SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY: THAT THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" WAS PREPARED UNDER MY DIRECTION AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND FURTHER, THAT SAID SKETCH AND THE DOCUMENTATION APPENDED THEREIN MEETS THE INTENT OF THE APPLICABLE PROVISIONS OF THE "MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING IN THE STATE OF FLORIDA," PURSUANT TO RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE AND ITS IMPLEMENTING LAW, CHAPTER 472.027 OF THE FLORIDA STATUTES.

PBS&J
FLORIDA CERTIFICATE OF AUTHORIZATION NO. LB24

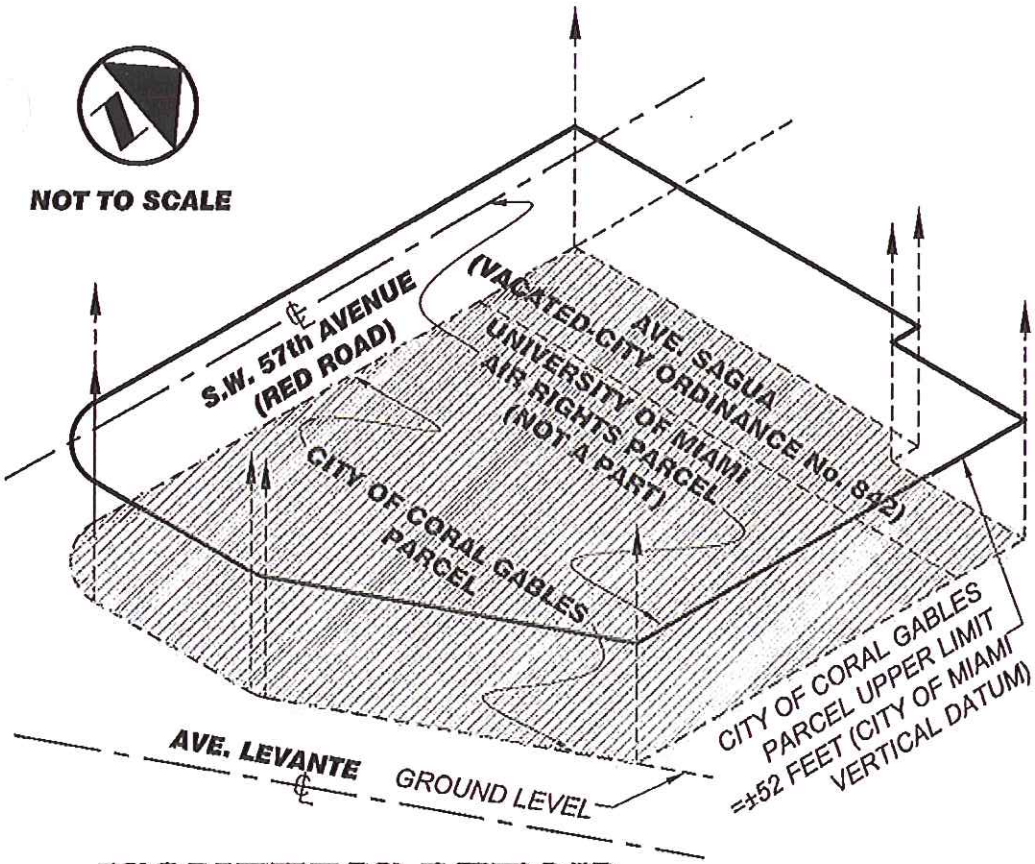
BY C. M. del Valle

CARLOS M. DEL VALLE, PLS
PROFESSIONAL LAND SURVEYOR NO. 4408
STATE OF FLORIDA
DATE OF CERTIFICATION: JUNE 22, 2010

NOTICE: NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO SURVEY MAPS AND REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES ARE PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES. THIS DOCUMENT CONSISTS OF MULTIPLE EXHIBITS AND TEXT DATA AND EACH PAGE AND COMPONENT THEREOF SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETED UNLESS APPENDED TO THE OTHERS. THIS NOTICE IS REQUIRED PURSUANT TO RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE.

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NOT TO SCALE



ISOMETRIC DETAIL
UNIVERSITY OF MIAMI AIR RIGHTS PARCEL

THIS DOCUMENT CONSISTS OF 4 SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

DRAWING: X:\PROJECTS\UNIVERSITY OF MIAMI\100001168 0066.4L FIRESTATION\DWG\100001168 0066 FIRESTATION_SKETCH LEGAL DESCRIPTION.DWG I PRINTED: 6/23/2010 10:12 AM

NOT A BOUNDARY SURVEY

PBS&J 2001 N.W. 107th AVE. MIAMI, FL 33172-2507 (305) 592-7275 FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER LB24	**CORAL GABLES FIRE STATION SITE** **SKETCH TO ACCOMPANY LEGAL DESCRIPTION**	ORIGINAL: 06/22/10 REVISIONS: 1: 2: 3: 4:	JOB NO. 100001168.0066.4L DRAWN R.P. CHECKED D.W.D. QC D.W.D. **SHEET: 4 OF 4**

City of Coral Gables and University of Miami Agreement

5-Aug-10

Year	Payment Due Date	Payment Amount *
1	12/1/2010	1,600,000
2	12/1/2011	1,500,000
3	12/1/2012	1,400,000
4	12/1/2013	1,100,000
5	12/1/2014	1,025,000
6	12/1/2015	1,025,000
7	12/1/2016	1,025,000
8	12/1/2017	1,025,000
9	12/1/2018	1,025,000
10	12/1/2019	1,025,000
11	12/1/2020	1,025,000
12	12/1/2021	1,025,000
13	12/1/2022	1,025,000
14	12/1/2023	1,025,000
15	12/1/2024	1,025,000
16	12/1/2025	1,025,000
17	12/1/2026	1,025,000
18	12/1/2027	1,025,000
19	12/1/2028	1,025,000
20	12/1/2029	1,025,000
Total	**$**	**22,000,000**

*** First payment date and amounts are subject to change prior to the execution of the development agreement**

University of Miami

2007 REGIONAL TRAFFIC STUDY & CONCURRENCY ANALYSIS

Prepared for:

The University of Miami

Revised
October 2008

Prepared by:

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

2007 REGIONAL TRAFFIC STUDY
&
CONCURRENCY ANALYSIS

Prepared for:

UNIVERSITY OF MIAMI

Revised,
October 2008



Fadi Emil Nassar, Ph.D., P.E., PTOE.
State of Florida Reg. #51448

Prepared by:

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EXECUTIVE SUMMARY

GENERAL OVERVIEW

Keith and Schnars (K&S) has been retained by the University of Miami (University) to perform the 2007 Regional Traffic Study for the University of Miami Campus Area Development District (UMCAD). The objective of the University of Miami Regional Traffic Study (UMRTS) is to identify the long-term regional transportation impacts associated with the expansion, redevelopment, and development of planned facilities on the Coral Gables Campus of the University of Miami. These facilities are identified in the University of Miami Campus Area Development District (UMCAD) documents and amendments. The UMRTS is intended to identify the regional traffic impacts and appropriate mitigation to accommodate the remainder of the UMCAD facilities, namely those that have not already been addressed or mitigated. The main component of the UMCAD program in the first phase of development is to construct student housing and student activity facilities necessary to increase the number of students residing on campus while not changing the overall student population.

The overall traffic impact of Phase I of the UMCAD program (2010) is a negligible increase in campus traffic of 13 vehicles per hour (vph) during the AM peak hour and 99 vph during the PM peak hours. This is due to about 1,000 fewer commuter trips to campus that balanced the increase in trips generated by proposed UMCAD facilities. In Phase I, in addition to constructing the first phase of the internal roadway, the University is proposing to build over 1150 parking spaces in the area accessed from Ponce de Leon Blvd and removing over 250 parking spaces from the area along San Amaro Drive/Campo Sano Avenue resulting in a further reduction in traffic along the residential streets. Historical traffic counts obtained from FDOT and Miami-Dade County permanent count stations indicated a negative growth rate in traffic volumes and an overall decrease in regional traffic. A number of programmed improvements resulting from prior traffic studies may be reconsidered as a result of these lower traffic volumes.

TRAFFIC ANALYSIS METHODOLOGY

The UMRTS was performed consistent with the UMCAD traffic study Methodology Letter of Understanding (MLOU) revised on March 5, 2007 and provided in Attachment 1. The MLOU document and most of its exhibits have been approved by the City of Coral Gables' traffic consultant, David Plummer & Associates (DPA). The traffic study was revised consistent with DPA recommendations and review comments.

The existing traffic conditions are based on an extensive traffic count program conducted during the peak season; February-March 2007. The count program included forty-three (43) intersections and thirty (30) bi-directional machine counts as specified in Exhibit 4 of the MLOU. The intersections were counted from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM. Additional traffic counts were collected to estimate the AM and PM peak hour trip rates per student. Traffic counts were also performed on the residential streets located between Miller Road and Blue Road. New traffic counts were performed in January 2008 at University Village (UV) garages and Mahoney-Pearson parking areas to recalculate the trip rate per residential student since the previous counts were collected when one of the two UV garages was not completed and temporary lots were being used near the Mahoney-Pearson parking areas.

Future background conditions were established for future phases by reviewing historical count data and the growth rate derived from 2000 Validated and 2030 Cost Feasible Miami-Dade County regional transportation FSUTMS models. Historical counts indicated a negative growth rate for the study area whereas the regional model projected a 0.42% compounded annual growth rate between 2000 and 2030. A conservative regional annual growth rate of 0.5% was used for all UMCAD phases consistent with methodology agreements.

Consistent with the MLOU and previous UMCAD studies, the proposed UMCAD facilities were classified as Type 1 (entirely academic use), Type 2 (non-academic use), or Type 1-2 (mixed academic and non-academic use). Changes in student population were accounted for using a trip rate per student. The new trips generated by Type 1 (academic) facilities were estimated by assuming a 25% increase in staff and faculty trips needed to maintain and operate these facilities. The 25% increase represents an increase in trips and not in the number of faculty and staff. A trip rate for staff was calculated based on the campus wide trip rate and the ratio of staff to students. The peak hour trip rates per student were established using an extensive traffic count program that covered all campus access points and accounted for all trips made by students, staff, faculty and visitors.

A special procedure was developed to estimate trips generated by UMCAD Type 1-2 facilities such as student activity centers, museum, alumni center and others. Most of Type 1-2 trips were generated by students attending non-academic activities such as visiting a student activity center or a sport facility. Trips generated by Type 1-2 facilities were conservatively estimated at 15% of existing student trips. This represents an increase in trips made by the same student population since the student population, based on full-time equivalent (FTE), is projected to grow by only 2.6% from the current 12,544 to the maximum 12,871 FTE students.

Trips generated by non-academic (Type 2) facilities were estimated using the Institute of Transportation Engineers (ITE) 7th Edition trip rates. The only Type 2 project in the development program is the North South Center Development Zone (NSCDZ). The trips generated by the NSCDZ using ITE trip rates were adjusted to account for internalization between the mixed uses of the NSCDZ, and between the NSCDZ and the rest of the campus.

The FSUTMS regional transportation model was used to distribute project and committed development trips using the select zone analysis procedure. Project trips were distributed separately for the academic area and the NSCDZ due to differing trip purposes and access locations. Manual adjustments to model distributions were performed to assign trips to local roadways not included in the regional model.

Total future traffic volumes were compared to adopted roadway levels of service (LOS) standards as identified in the City of Coral Gables Comprehensive Plan. LOS E, a standard LOS in most of eastern Miami-Dade County, was assumed to be the adopted LOS for roadways and intersections not explicitly covered in the Comprehensive Plan. The operational analysis at selected intersections was performed using the Highway Capacity Manual (HCM) module of the SYNCHRO software. SYNCHRO was also used to optimize signal timing green splits for future conditions. Changes to the traffic signal phasing or cycle length were considered as intersection improvements.

STUDY RESULTS

The main findings of the regional traffic study are the following:

1. Comparing the 2007 and 2003 traffic counts indicates a small decrease in background traffic on the regional roadways and residential streets. This was consistent with the negative growth rates calculated using historical traffic counts obtained from FDOT and County count stations.

2. The University Full Time Equivalent (FTE) student population in Fall 2006 was 12,544. The UMRTS study accounted for the maximum allowable increase in student population to occur by 2025.

3. The University proposed plan will increase the resident student population from the current 4,756 students to 5,906 students by 2015. The percent of students residing on campus will increase from 38% in 2007 to 46% in 2015 resulting in another significant reduction in peak hour student trips, especially during the AM peak period.

4. Consistent with the procedures set in the MLOU document, revised on March 5, 2007, Type 1 Academic buildings are projected to generate 2,150 daily trips, 198 AM and 232 PM peak hour trips. These trips are generated mainly by additional staff assigned to these facilities and the small increase in student population. Mixed Type 1-2 facilities will generate 5,165 daily trips, 475 AM and 558 PM peak hour trips. This increase represents net new inbound and outbound trips to the campus generated by students, faculty, staff and visitors. The reduction in the number of commuter students will result in 329 fewer AM peak hour trips and 300 fewer PM peak hour trips.

5. The proposed UMCAD Type 2 project consisting of the North South Center Development Zone (NSCDZ) will impact the 2020 and 2025 phases. At buildout, the project is estimated to generate a total of 7,330 daily trips, 1,097 AM and 854 PM peak hour trips. For the purpose of this study, the NSCDZ is estimated to be constructed in two equal phases impacting 2020 and 2025.

6. It appears that the traffic calming improvements along San Amaro Drive and Campo Sano have had a positive impact on reducing speed and minimizing cut-through traffic into residential neighborhoods. Traffic volumes are lower on all the residential streets that were counted in 2003 and 2007. Only one local street, Mantua Avenue, is projected to have future traffic volumes slightly in excess of 120 vph. It should be monitored to determine if any traffic calming measure will be needed. In addition, one residential collector street, Alhambra Circle, in spite of a significant traffic reduction between 2003 and 2007 of 24% daily, 19% AM and 27% PM peak hours, still carry more traffic than its allowable service volume and should be considered for traffic calming measures. According to the City's traffic consultant, the two-way service volume on Alhambra Circle is 2400 daily vehicles and 240 vph during peak hours.

7. The construction of the Phase I internal roadway system and the realignment of Miller Road and Miller Drive will improve mobility within the campus area and further reduce traffic on San Amaro

Drive. The study indicates that the signalization of San Amaro Drive and memorial Drive (#4) is not warranted. This intersection currently operates at LOS E, and will operate at an improved LOS D between 2010 and 2025 due to fewer commuter students and traffic diversion to the internal roadway.

8. The status of the previously recommended improvements is the following:

    1. Internal Roadway: The University plans to construct the internal roadway in two phases, to be completed in 2010 and 2012. For the purpose of this UMRTS, both phases of the internal roadway were evaluated in Phase 1 in 2010.
    2. Widening Brescia Avenue to three lanes: This improvement was recommended in the University Village traffic study completed in 2003. The UMRTS analysis based on updated 2007 traffic counts indicated that the current and projected traffic volumes remain below the road capacity and therefore this improvement is no longer warranted. The UMRTS, however, indicates that providing a westbound right turn lane at the intersection of Brescia Avenue and Red Road will be needed in 2025.
    3. Signalization of San Amaro Drive and Brescia Avenue: This improvement was recommended in the University Village traffic study. At present, the signal is not warranted. The University will conduct future warrant analyses. The signal will be constructed when warranted and approved by FDOT.
    4. Extending northeast bound left turn storage at the intersections of US-1 and Stanford (#13) and US-1 and South Alhambra Circle (#17). These improvements are currently under evaluation and design.
    5. Removing the two parking meters on San Amaro Drive between Ponce de Leon Blvd and Levante Avenue: this improvement is still recommended for implementation.
    6. Modify traffic signal heads to provide a southbound protected left turn phase at the intersections of Red Road and Miller Road (#1) and Red Road and Blue Road (#26): This improvement was recommended in the University Village traffic study. Both intersections were evaluated and the study results transmitted to FDOT. These improvements were denied by FDOT because the current and projected traffic volumes as well as the intersection operational analyses did not justify providing a southbound left turn protected phase at either intersection.
    7. Construct a southbound left turn lane at the intersection of Red Road and Albenga Avenue: This improvement was recommended in the University Village traffic study. The intersection was evaluated and the study results transmitted to FDOT. This improvement was denied by FDOT because the current and projected traffic volumes as well as the intersection operational analysis did not justify constructing a southbound left turn lane.

9. For the 2010 phase, the Planned Development consists entirely of Type 1 and mixed Type 1-2 uses. In 2010 there will be a negligible increase in campus traffic by 13 AM and 99 PM peak hour trips due to the significant shift from commuter to resident students. The 2010 Planned Development trips are not significant (5% or greater of the adopted service volume) on any regional roadway within the study area and therefore do not require traffic mitigation. Nonetheless, a number of improvements are being proposed to improve traffic flow at the intersections providing access to the campus. The improvements recommended for completion by 2010 are the following:

1. Construction of the Phase I internal roadway including the alignment of Miller Road and Miller Drive.
2. Signalization of Campo Sano Avenue and Brunson Drive (#6) if warranted.
3. Adding a southbound right turn lane at Dickinson Drive and Ponce de Leon Blvd (#15) and installing a traffic signal if warranted.
4. Adding a southbound right turn lane at Merrick Drive and Ponce de Leon Blvd (#14) and installing a traffic signal if warranted.
5. Signal interconnect or other measures to improve the operation of the westbound free flow right turn movement at the intersection of Ponce de Leon Blvd and Red Road (#21)
6. Performing a traffic calming study to evaluate effective measures to reduce traffic on Alhambra Circle and Mantua Avenue.

10. For the 2015 phase, the Planned Development Type 1 and Type 1-2 facilities will generate a net increase in campus traffic of 245 AM and 378 PM peak hour trips. The 2015 Planned Development trips are only significant and failing on Miller Road between San Amaro Drive and Red Road. In addition to paying the proportionate share for improving this road segment, the following intersection improvement is recommended for this phase:

    1. Signalization of Campo Sano Avenue and Pisano Avenue (#22) if warranted.

11. The 2020 Phase of the Planned Development includes the first phase of the NSCDZ. No changes in the number of resident students are anticipated between 2015 and 2020. The Planned Development of Type 1, Type 1-2 and Type 2 facilities will generate a cumulative increase in campus traffic of 849 AM and 867 PM peak hour trips. Two roadway segments become significant and are projected to operate below their adopted LOS and therefore require mitigation. They are Miller Road between San Amaro Drive and Red Road and San Amaro Drive between Levante Road and Ponce de Leon Blvd. No intersection improvements are warranted for this phase.

12. The 2025 phase of the Planned Development includes the completion of the NSCDZ. No changes in the number of resident students are anticipated between 2020 and 2025. The Planned Development of Type 1, Type 1-2 and Type 2 facilities will generate a net increase in campus traffic of 1,442 AM peak hour trips and 1,344 PM peak hour trips. Three roadway segments are significant and will operate below their adopted LOS in 2025. They are Miller Road between San Amaro Drive and Red Road, San Amaro Drive between Miller Road and Levante Avenue, and San Amaro Drive between Levante Avenue and Ponce de Leon Blvd. San Amaro Drive is currently a three lane divided road. It will require widening to a four lane cross section. In addition to paying the proportionate share for improving Miller Road and full cost for improving San Amaro Drive, the following intersection improvement is recommended for this phase:

    1. Providing an exclusive westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23) to improve the intersection operation to an acceptable LOS E. As stated earlier, the University may elect to construct this improvement at an earlier date.

13. In summary, the recommended improvements described above that will help improve circulation and access to the Coral Gables campus are summarized below:

    1. Providing an internal roadway connector that can also be used by the shuttle buses.
    2. Aligning Miller Road and Miller Drive and improving the intersection.
    3. Adding a southbound right turn lane on Dickinson Drive (#15) and signalizing it if warranted.
    4. Adding a southbound right turn lane on Merrick Street (#14) and signalizing it if warranted.
    5. Signalizing the intersection of San Amaro Drive and Brescia Avenue if warranted.
    6. Adding by 2025 a westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23).
    7. Removing the 2 parking meters on San Amaro Drive north of Ponce de Leon Blvd.
    8. Signalizing the intersection of Campo Sano Avenue and Brunson Drive (#6) if warranted.
    9. Signalizing the intersection of Campo Sano Avenue and Pisano Avenue (#22) if warranted.
    10. Adding a northbound lane on San Amaro drive and widening Miller Road if feasible.

    The operational analysis using HCM module of SYNCHRO indicated that Dickinson Drive, Merrick Street, Brescia Avenue, Brunson Drive and Pisano Avenue intersections will all operate at acceptable LOS when signalized. Signalizing these intersections will also improve the inbound and outbound access to the campus, especially for left turn movements, and enhance traffic safety.

14. The University operates a successful shuttle system that serves students living on campus and others moving throughout the campus. The shuttle system carries about 850,000 riders a year. The University has a fleet of 23 buses, of which 17 operate during peak hours.

15. The City of Coral Gables has updated its concurrency system and new capacities were estimated for all the traffic zones within the City. Concurrency was evaluated for the proposed Development Plan using a methodology consistent with the previous concurrency studies performed for various University facilities and approved by the City of Coral Gables. The 2007 concurrency analysis is based on actual peak hour traffic impact of the proposed facilities, instead of using a default trip rate per square feet of development from the old Concurrency Management System (CMS) database. This approach was consistent with the Type 1, Type 1-2 and Type 2 classification of UMCAD buildings based on their trip making characteristics.

16. Concurrency was evaluated based on the net change in Campus trips generated by each phase of the proposed UMCAD Development Plan. The UMCAD UMRTS analysis indicated that in 2010 the University overall traffic will increase slightly during peak hours due to a projected decrease in student enrollment combined with the construction of new residential units on campus. The projected net peak hour traffic increase in phases 2010, 2015, 2020 and 2025 were converted into daily traffic assuming one peak hour trip is equivalent to 10 daily trips (K factor = 0.1). The reserve capacity requirement to accommodate the proposed development program buildout in 2025 is 11,500 daily trips which is less than the residual trip capacity in University zones 46 and 47. Therefore there are sufficient remaining trips in the University zones to satisfy concurrency for the buildout of the proposed UMCAD Development Plan.

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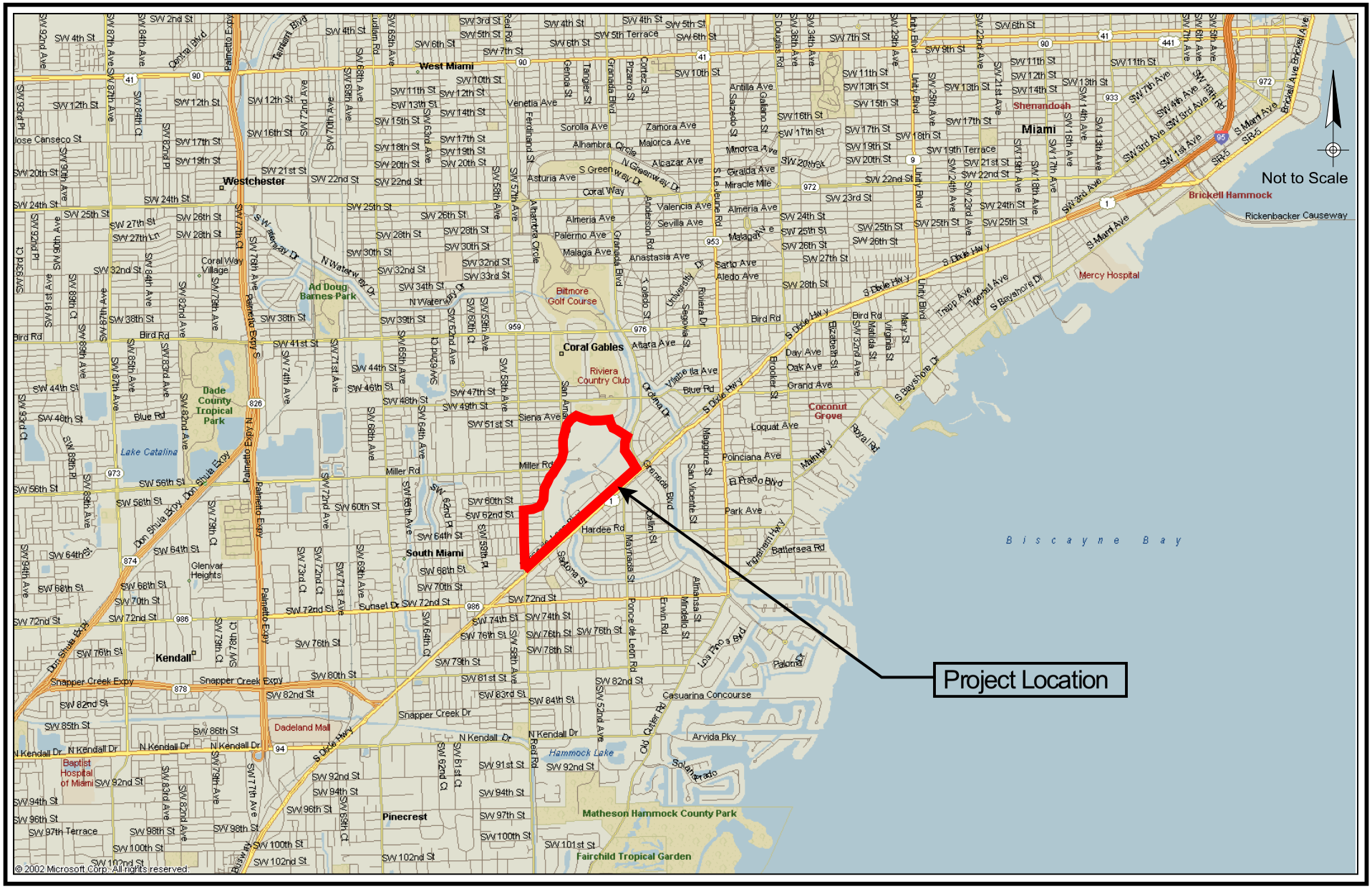
1. INTRODUCTION

The objective of this University of Miami Regional Traffic Study (UMRTS) is to identify the long-term regional transportation impacts associated with the expansion, redevelopment, and development of planned facilities on the Coral Gables Campus of the University of Miami (UM). These facilities are identified in the University of Miami Campus Area Development District (UMCAD) documents and amendments. The UMRTS is intended to identify the regional impacts and appropriate mitigation to accommodate the remainder of the UMCAD facilities, namely those that have not already been addressed or mitigated.

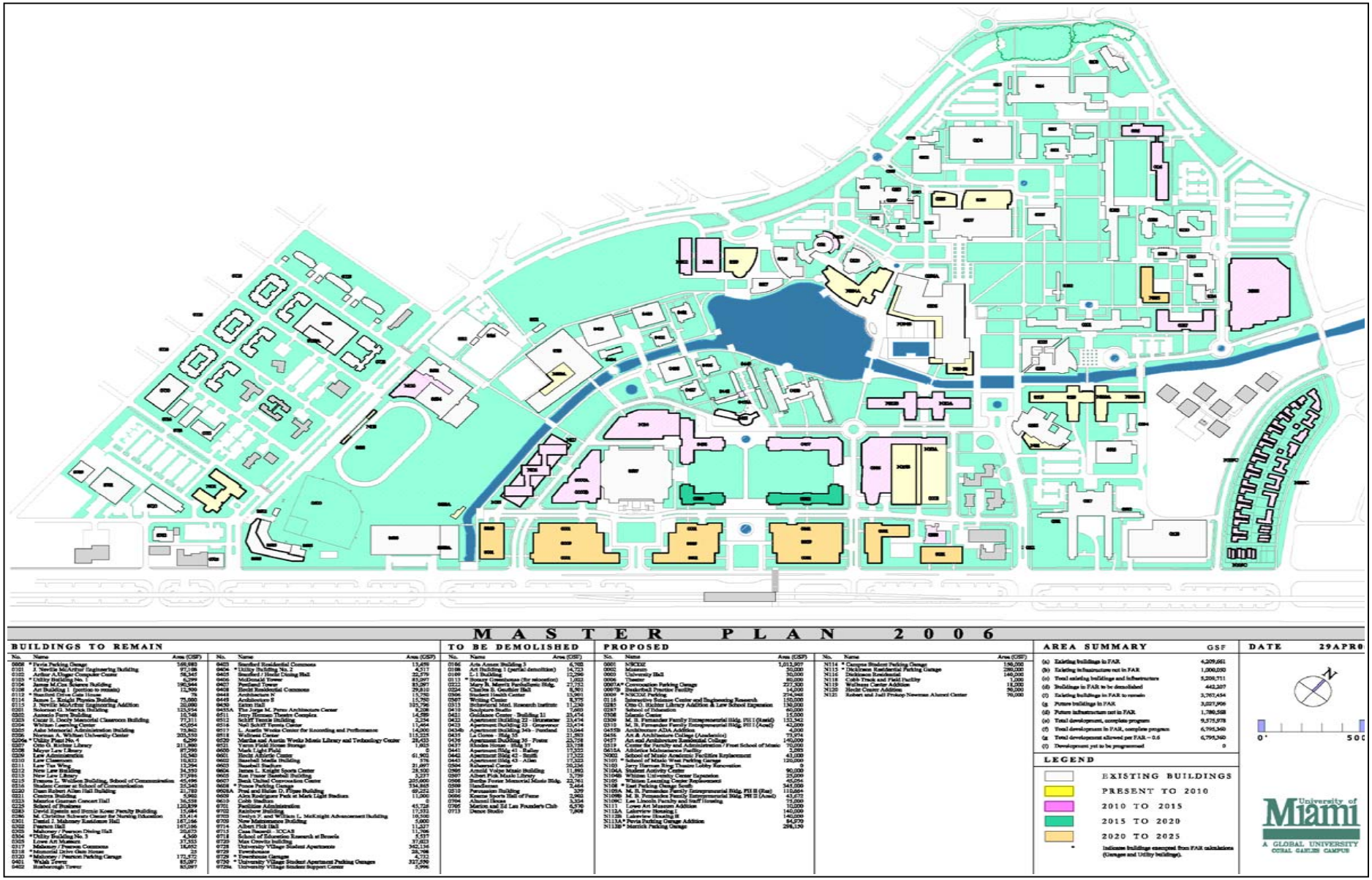
The University's Coral Gables Campus consists of approximately 230 acres and is located in the City of Coral Gables, north of Ponce de Leon Blvd, east of Red Road, west of Granada Blvd and Pisano Avenue and south of San Amaro Drive and Campo Sano Avenue. The general location of the Campus is shown in Figure 1.

The proposed UMCAD development program depicted in Table 1 includes 4,183,298 SF of new buildings of which 1,182,568 SF are additional parking structures not included in the campus FAR. About 415,031 SF will be replacing existing structures to be demolished resulting in net new future buildings of 2,585,699 SF in the campus FAR.

This report also examines concurrency consistent with the site specific concurrency method applied in previous UM-related concurrency studies.



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	Site Location Map	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 1 7/23/04



UNIVERSITY OF MIAMI 2006 UMCAD TRAFFIC STUDY	PROPOSED UMCAD PLAN	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 2 12/14/05

TABLE 1

UMCAD PROJECT TYPES AND TRIPS

June 1, 2007 (REVISED FEBRUARY 18, 2008)

No.	Project Name	Area GSF	Demolish GSF	UMCAD Phase	Building Category				Building Trip Generation [1]				
					Academic	Residential	Parking	Others	Type	Notes	Daily [5]	AM Peak	PM Peak
0001	NSCDZ I	501,173	39,452	2020				Research	2	[7]	3,665	549	427
0001	NSCDZ II	501,172		2025				Research	2	[7]	3,665	549	427
0002	Museum	50,000	51,966	2020				Museum	1-2	[2]*	0	0	0
0003	University Hall	30,000		2020	Academic				1	[3]	107	10	12
0006	Theater	80,000		2015				Theater	1-2	[2]	1,243	114	134
0007A	Bank United Convocation Center Parking Garage (700 space	227,500		2015			700 Spaces		1	[4]			
0007B	Basketball Practice Facility	30,000		2010				Courts	1-2	[2]	466	43	50
0009	NSCDZ Parking	274,948		2025			TBD		1	[5]			
0116	Interactive Science Center and Engineering Research Phase	54,000		2015	Academic				1	[3]	193	18	21
0204	Replacement of Whitten Learning Center	45,054	45,054	2025	Academic				1	[3]*	0	0	0
0285	Otto G. Richter Library and Law School Addition	140,000		2010	Academic				1	[3]	501	46	54
0287	School of Education	60,000		2015	Academic				1	[3]	215	20	23
0288	Interactive Science Center and Engineering Research Phase	96,000	12,290	2015	Academic				1	[3]*	299	28	32
0308	Islamic Center	15,000		2015				Students	1-2	[2]	233	21	25
0309	MBF School of Business Admin - Phase I (350 students)	150,400		2010		350 Students			1	[4]			
0310	MBF School of Business Admin - Phase I (Academic)	42,000		2010	Academic				1	[3]	150	14	16
0455B	School of Architecture ADA Addition	4,000		2015	Academic				1	[3]	14	1	2
0456	Art & Architecture College (Academics)	74,550	69,109	2015	Academic				1	[3]*	19	2	2
0457	Art and Architecture Residential College (120 students)	42,248		2015		120 Students			1	[4]			
0519	Center for Music Learning and Leadership	70,000	18,095	2010	Academic				1	[3]*	186	17	20
0610A	Athletics Maintenance Facility	2,093		2010				Service	1				
N002	School of Music Academic Facilities Replacement	94,000	43,336	2015	Academic				1	[3]*	181	17	20
N104A	Student Activities Center	108,000	8,501	2010				Students	1-2	[2]*	1,546	142	167
N104B	Whitten University Center Addition	31,000		2010				Students	1-2	[2]	482	44	52
N109A	MBF School of Business Admin - Phase II (350 students)	110,664		2010		350 Students			1	[4]			
N109B	MBF School of Business Admin - Phase II (Academic)	43,672	11,230	2010	Academic				1	[3]*	116	11	13
N111/112	Lowe Art Museum Additions	10,000		2010				Museum	1-2	[2]	155	14	17
N112A/B	Lakeview Housing Phase I (800 students)	320,000		2010		800 Students			1	[4]			
N113A	Pavia Parking Garage Addition (304 new spaces for commut	84,970		2010			304 Spaces		1	[5]			
N113B	Merrick Garage (871 new spaces for resident students)	298,150	46,948	2010			871 Spaces		1	[5]			
N114	Convocation / Student Parking Garage (500 spaces)	150,000	13,044	2015			500 Spaces		1	[5]			
N115	Dickinson Residential Parking Garage (490 spaces for reside	147,000		2010			490 Spaces		1	[5]			
N116	Dickinson Student Housing (400 students)	160,000		2010		400 Students			1	[4]			
N118	Cobb Track and Field Facility	1,000		2010				Other	1				
N119	Wellness Center Addition	18,704		2010				Gym	1-2	[2]	291	27	31
N120	Hecht Center Addition	50,000	2,902	2015	Academic				1	[3]*	168	16	18
N121	Robert and Judi Prokop Newman Alumni Center	66,000	17,702	2010			224 Spaces	Alumni	1-2	[2]	750	69	81
	Other Demolitions (Residentials)		35,402										
	TOTAL NEW BUILDINGS	**4,183,298**			**803,276**	**783,312**	**1,182,568**	**1,414,142**		**YEAR**	**Daily**	**AM Peak**	**PM Peak**
	FUTURE NON FAR	**1,182,568**					**1,182,568**			**2010 =>**	**4643**	**427**	**501**
	FUTURE IN FAR	**3,000,730**			**803,276**	**783,312**		**1,414,142**		**2015 =>**	**2565**	**237**	**277**
	DEMOLITION		**415,031**		**202,016**	**35,402**	**59,992**	**117,621**		**2020 =>**	**3772**	**559**	**439**
	NET FUTURE IN FAR (LESS DEMOLITION)	**2,585,699**			**601,260**	**747,910**	**1,122,576**	**1,296,521**		**2025 =>**	**3665**	**549**	**427**
	ADDITIONAL TRIPS FOR ACADEMIC TYPE 1	**25%**	**OF STAFF TRIPS**								**2,150**	**198**	**232**
	ADDITIONAL TRIPS FOR ALL TYPES 1-2	**15%**	**OF STUDENT TRIPS**								**5,165**	**475**	**558**
	ADDITIONAL TRIPS FOR NSCDZ TYPE 2	**100%**	**ITE TRIP RATES**								**7,330**	**1,097**	**854**
	TOTAL NEW TRIPS										**14,645**	**1,771**	**1,644**
	TRIP REDUCTION - COMMUTER TO RESIDENT										**-3,145**	**-329**	**-300**
	NET TOTAL NEW TRIPS FOR THE UMCAD										**11,500**	**1,442**	**1,344**

NOTES:

(*) NET ADDITIONAL SPACE WAS ADJUSTED FOR DEMOLISHED SPACE

[1] TRIPS GENERATED BY TYPE 1 (ACADEMIC) AND TYPE 1-2 (MIXED) BUILDINGS WERE DISTRIBUTED AMONG BUILDINGS IN PROPORTION TO NET SQUARE FOOTAGE.

[2] NEW TRIPS FROM TYPE 1-2 FACILITIES (MUSEUM, THEATER, STUDENT ACTIVITY CENTERS, WELLNESS EXPANSION) WERE ESTIMATED AT 10% OF EXISTING STUDENT TRIPS.

[3] NEW TRIPS FROM TYPE 1 ACADEMIC FACILITIES WERE ESTMATED AT 15% OF EXISTING STAFF TRIPS.

[4] TRIPS FROM NEW RESIDENTIAL HALLS ARE ACCOUNTED FOR IN THE UPDATED TRIP RATE PER RESIDENTIAL STUDENT.

[5] NO ADDITIONAL TRIPS WERE GENERATED BY PARKING FACILITIES, HOWEVER THEY IMPACTED TRIP PATTERNS AT UNIVERSITY ACCESS DRIVEWAYS.

[6] DAILY TRIPS FOR TYPE 1 AND TYPE 1-2 FACILITIES WERE ESTIMATED AS TEN TIMES THE AVERAGE AM AND PM PEAK HOUR TRIPS.

[7] THE NSCDZ IS CONSIDERED AS A TYPE 2 FACILITY AND ITS TRIP GENERATION WAS ESTIMATED USING ITE TRIP RATES.

2. METHODOLOGY AND ASSUMPTIONS

2.1 Methodology Overview

The methodology and assumptions used in this traffic study are based on the approved Methodology Letter of Understanding (MLOU) revised on March 5, 2007, and provided in Attachment 1. The MLOU document and most of its exhibits have been approved by the City of Coral Gables' traffic consultant, David Plummer & Associates (DPA). This revised study was performed consistent with all DPA review comments.

This study also adheres to the guidelines and standards provided in the 2006 FDOT's *Project Traffic Forecasting Handbook*, the FDOT's *2002-2007 Quality/Level of Service (QLOS) Handbook*, the *2000 Highway Capacity Manual* (HCM), the *City of Coral Gables Comprehensive Plan*, adopted March 1998, and the July 2006 *Comprehensive Plan: Goals, Objectives and Policies*. The operational analysis was performed using the highway capacity module (HCM) of the SYNCHRO software.

The analysis steps consisted of (1) defining the study area boundaries, (2) identifying base year peak season traffic conditions, (3) calculating a regional traffic growth rate based on historical trends and the regional transportation model, (4) estimating AM and PM peak hour trip rates per resident and commuter student, (5) estimating trips from committed developments, (6) estimating the trips generated by the various UMCAD facilities, (7) distributing UMCAD and committed development trips over the roadway network and study intersections, (8) accounting for traffic shift resulting from the construction of the internal roadway and the construction of new parking facilities near Ponce de Leon Blvd and (9) calculating background and total traffic conditions for each phase of development, as well as, performing an operational analysis to identify needed improvements.

2.2 Building Classification

Consistent with the MLOU and previous UMCAD updates, the proposed UMCAD facilities were classified as Type 1 (entirely academic use), Type 2 (non-academic use), or Type 1-2 (mixed academic and non-academic activities). Trips generated from Type 1 (academic) facilities were estimated using a trip rate per student and additional staff instead of building area. These trip rates were established using an extensive traffic count program that covered all campus access points, and account for all trips made by students, staff, faculty and visitors.

2.3 Trips Generated by UMCAD Building Type

A procedure was developed to estimate trips generated by Type 1 and Type 1-2 facilities based on the expected increase in student population and supporting staff. The analysis procedure is detailed in technical memoranda provided as attachments to this UMRTS report.

Trips generated by non-academic (Type 2) facilities were estimated using the Institute of Transportation Engineers (ITE) 7th Edition trip rates. Only one UMCAD project, the North South Center Development Zone (NSCDZ), qualified as a Type 2 facility. The NSCDZ only impacts the 2020 and 2025 development periods.

The NSCDZ trips were adjusted to account for internalization among its mixed uses, and between the NSCDZ and the campus.

The Miami-Dade FSUTMS regional transportation model was used to estimate the regional growth rate and to distribute UMCAD new trips over the roadway network. Project trip distribution was performed separately for academic and non-academic facilities using two distinct select zone analyses. Trip distribution manual adjustments were performed to assign UMCAD and committed development trips onto roadways not included in the FSUTMS regional transportation system. Other adjustments were performed for future UMCAD phases to account for the internal roadway and the shift in parking supply and location.

Total future traffic volumes were compared to roadway adopted levels of service (LOS) as identified in the City of Coral Gables Comprehensive Plan. LOS E, a standard LOS in most of eastern Miami-Dade County, was assumed to be the adopted LOS for roadways and intersections not explicitly covered in the Comprehensive Plan. Consistent with the MLOU, the operational analysis at selected intersections was performed using the HCM module of the SYNCHRO software. SYNCHRO was also used to optimize signal timing splits for future conditions.

In addition to the traffic operational analysis of the proposed UMCAD development plan, concurrency was also examined using a procedure consistent with the site specific concurrency methodology used in previous UMCAD studies. This procedure is based on net external trips instead of square feet of additional buildings.

3. EXISTING TRAFFIC CONDITIONS

3.1 Study Area

The study area boundaries as specified in the MLOU include the areas surrounding the University of Miami Coral Gables Campus, with boundaries formed by regional arterials consisting of Bird Road (SW 40th Street) to the north, Sunset Drive (SW 72nd Street) to the south, LeJeune Road (SW 42nd Avenue) to the east, and Red Road (SW 57th Avenue) to the west. The study area contains an approximate 3.5 square miles of area bordering the Cities of Miami, South Miami, and unincorporated Miami-Dade County. The analysis examined the traffic conditions of regional roadways located within the study area and significantly impacted local roadways and intersections. A series of local residential streets located between Miller Road and Blue Road were also examined. The Study Area is depicted in Figure 3. The main roadways within the study area are listed below:

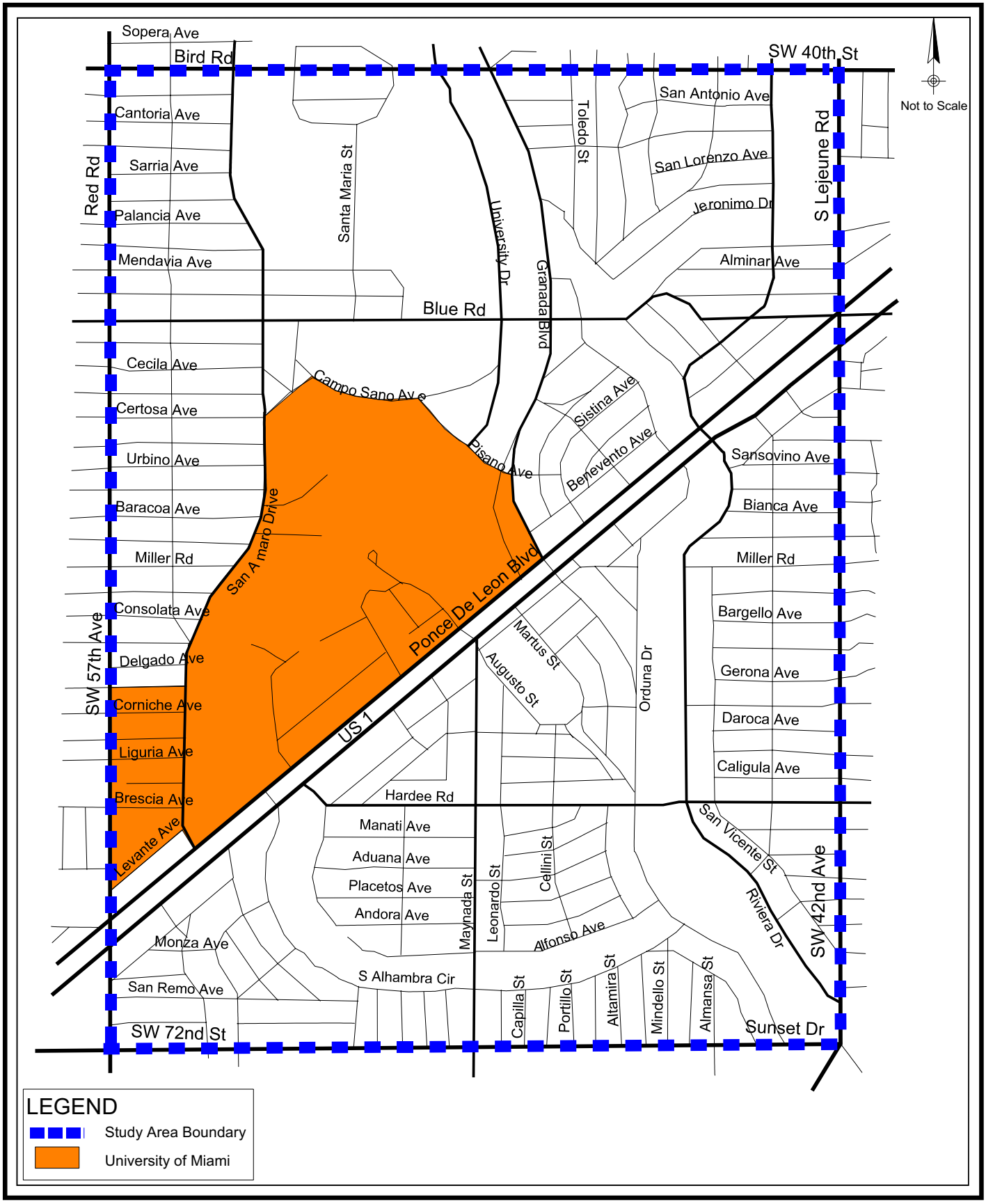
US 1/South Dixie Highway: from LeJeune Road to Kendall Drive.
Red Road (SW 57th Avenue): from Bird Road to Sunset Drive (SW 72nd St).
Ponce de Leon Blvd: from Granada Blvd to Red Road.
Hurricane Dr./San Amaro Drive: from Alhambra Circle to Ponce de Leon Blvd.
Maynada Street: from South Dixie Highway to Sunset Drive.
Granada Blvd: from Bird Road to San Amaro Drive.
Blue Road (SW 48th Street): from Red Road to Ponce de Leon Blvd.
Alhambra Circle: from Bird Road to San Amaro Drive.
Alhambra Circle: from South Dixie Highway to Granada Blvd.
Sunset Drive: from Cartegena Circle to Ludlam Road.
Miller Road (SW 56th Street): from San Amaro Drive to Ludlam Road.
University Drive: from Bird Road to Pisano Avenue.

3.2 Adopted Levels of Service

The UMRTS analysis is consistent with the adopted levels of service (LOS) identified in the City of Coral Gables Comprehensive Plan. The City of Coral Gables Comprehensive Plan (the "Comprehensive Plan") defines the adopted level of service (LOS) for each roadway within the study area. The roadway capacity was based on the generalized LOS tables updated by the FDOT in 2007. The MLOU has a provision to calculate when appropriate a more specific roadway capacity for established LOS using operational software such as ART-PLAN or SYNCHRO consistent with the guidance provided in the FDOT Handbook. This provision, however, was not used in the UMRTS.

The Traffic Circulation Element of the Comprehensive Plan Policy 2-1.1.1, Minimum Roadway Level of Service Standards, states the following:

The minimum or lowest quality acceptable peak-period (average of the two highest consecutive hours of traffic volume during a weekday) *operating Level of Service (LOS) standards for State Principal Arterial, Minor Arterial, County Minor Arterial and County Collector roads within the City of Coral Gables shall be as herein established:*



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	**STUDY AREA LIMIT**	KEITH and SCHNARS, P.A. *ENGINEERS, PLANNERS, SURVEYORS*	FIGURE 3 2/05/07

Beginning January 1, 1995, the minimum acceptable peak-period LOS standard shall be the following:

- *Where no public mass transit service exists, roadways shall operate at or above LOS E; In STA's 20 percent of non-State roads may operate below LOS E.*

- *Where mass transit service having headways of 20 minutes or less is provided within2 mile distance, roadways shall operate at no greater than 120 percent of their capacity;*

- *Where extraordinary transit service such as commuter rail or express bus service exists, generally parallel roads within 2 miles shall operate at no greater than 150 percent of their capacity.*

Policy 2-1.1.8 of the Comprehensive Plan lists the collector and arterial roadways where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, and the collector and arterial roadways where extraordinary transit services such as commuter rail or express bus exists and where mass transit service having headways of 20 minutes or less is provided within 2 mile distance. The adopted LOS standards used in this study are based on this policy.

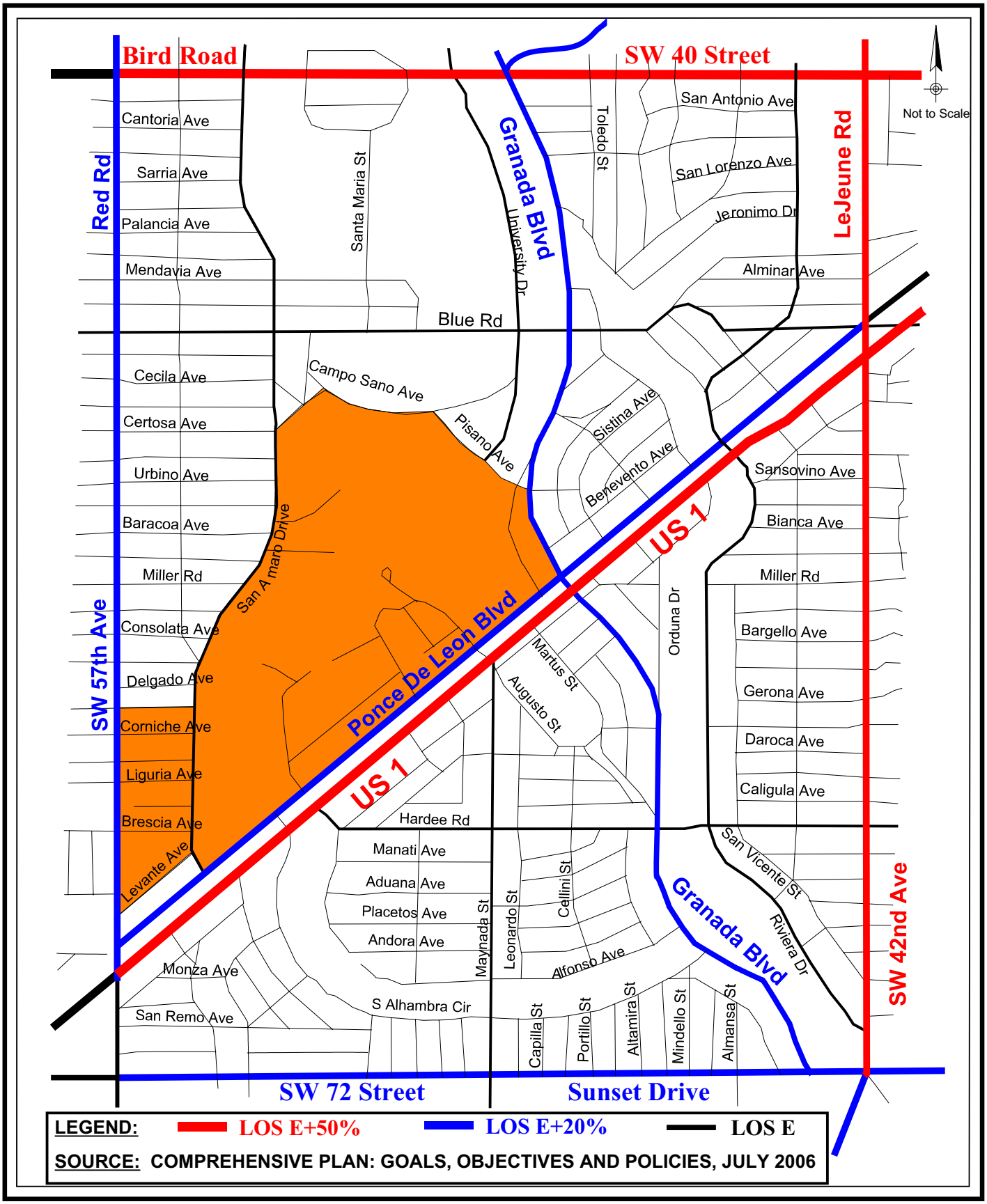
The LOS standards for the roadways and intersections within the study area are depicted in Figure 4. The MLOU establishes the LOS standards for residential streets based on peak hour volumes not exceeding 120 vehicles, or daily traffic volumes not exceeding 1,200 vehicles for both directions of travel. The MLOU requires that all residential streets between Miller Road and Blue Road that exceed these thresholds for existing as well as future conditions should be mitigated by the University with traffic calming measures subject to neighborhood acceptance and city approval of those measures.

3.3 Existing Site Access and Circulation

The Campus is bounded by Ponce de Leon Blvd, Red Road, San Amaro Drive, Campo Sano Avenue, Pisano Street and Granada Avenue. Along Ponce de Leon Blvd, the Campus may be accessed through Stanford Drive, Merrick Street, Dauer Drive, Dickinson Drive, and Sagua Avenue. The main driveways along the other access roadways are Brescia Avenue, Liguria Avenue, Albenga Avenue, Corniche Avenue, Miller Road, Memorial Drive, University Drive and Carrillo Street. A number of other secondary driveways provide access to the Campus from the boundary roadways.

Traffic circulation on City streets in the immediate vicinity of the Campus is affected by both the location of parking facilities and applicable parking permit policies. Parking permits provided to students residing on Campus restrict their access until 4:00 PM to only the parking facilities located near the residential colleges.

The Ponce, Mahoney-Pearson and Pavia parking garages are located in close proximity to Ponce de Leon Blvd and US-1 for the purpose of diverting commuter traffic away from the residential areas and toward major arterials. The traffic calming measures implemented on segments of San Amaro Drive/Campo Sano Avenue that include street narrowing, curbside improvement and roundabouts also serve to divert commuter traffic away from the residential areas. They resulted in a reduction in traffic especially during the AM peak period.



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	STUDY AREA LEVELS OF SERVICE (COMPREHENSIVE PLAN)	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 4 5/1/07

3.4 Metrorail and Shuttle Buses

The Metrorail University Station is located on Ponce de Leon Blvd directly across from the Campus. A pedestrian traffic light connects Metrorail Station to the Campus pedestrian pathway. The station also serves the Metro Dade Transit bus system and the University shuttle bus. The shuttle stop at this location serves as a high-quality feeder system to Metrorail linking the mass transit and bus transit to the academic and administrative sections of the Campus.

The Campus is served with a shuttle bus service operated by the University that runs continuously between the hours of 7:30 AM and 6:00 PM with approximate headways of four (4) to seven (7) minutes. Service continues from 6:00 PM to Midnight with longer headways. The shuttle system has 23 buses with up to 17 buses operating during peak time. It currently serves over 850,000 riders per year. Shuttle buses connect major parking lots, academic buildings, University Village and the Metrorail Station for the purpose of reducing intracampus traffic. The shuttle routes provide access throughout the campus from key access roadways, such as Hurricane Drive/San Amaro Drive, Memorial Drive, Ponce De Leon Blvd, Dickinson Drive West, and Stanford Drive. Shuttle buses will be diverted to the internal roadway when completed thereby reducing travel time, increasing convenience and greatly enhancing the shuttle system attractiveness to students.

3.5 Traffic Counts

Existing conditions were based on an extensive traffic count program conducted during the peak season of March 2007. The count program included forty-three (43) intersections and thirty (30) bi-directional machine counts consistent with Exhibit 4 of the MLOU. The intersections were counted from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM. Additional traffic counts were collected to estimate the trip rate per student campus-wide and for residential students. Traffic counts were also performed on the residential streets between Miller Road and Blue Road and were compared to previous counts collected in 2003. New counts were collected in January 2008 at University Village and Mahoney-Pearson to recalculate the resident student trip rates. The count locations used in this study are listed in Table 2 and depicted in Figure 5. The technical memorandum summarizing the traffic counts reviewed by DPA is provided in Attachment 2. The raw traffic count data printouts are provided in a separate document.

3.6 Campus Wide Student Trip Rates

The UM student peak hour trip rates were updated in this study using 2007 traffic count data. The count locations used to estimate a campus wide trip rate are depicted in Figure 6. The AM and PM peak hour student trip rates were calculated in Table 3 by first expanding the campus traffic trips to account for parking areas not included in the counts, and then dividing the highest AM and PM peak hour counts by the number of students. The parking spaces not included in the March 2007 counts consisted of some of the smaller parking lots located west of San Amaro Drive, the on street parking areas along San Amaro Drive, the UM parking lots between Ponce de Leon Blvd and US-1, and the fraternity parking lots. These parking areas accounted for approximately 1,291 spaces out of the University's 9,155 spaces or about 14.1%. This resulted in 16.4% expansion factor that was applied to counted locations.

Consistent with the city consultant's recommendation, the number of FTE (Full Time Equivalent) students was used to derive the campus wide peak hour trip rates. As a result, the 2007 AM peak hour overall

student trip rate occurred from 9:00 AM to 10:00 AM and is 0.331 trips per student based on FTE student population. The 2007 PM peak hour student trip rate occurred from 5:00 PM to 6:00 PM and is 0.389 trips based on FTE student population. Detailed information on calculating the campus wide student trip rates is provided in Attachment 3.

3.7 Resident Student Trip Rates

Updated traffic counts were collected on Wednesday, January 16, 2008 and Thursday, January 17, 2008 at the University Village two parking garages and the Mahoney-Pearson parking facilities to estimate a trip rate per resident student for the AM and PM peak hours.

University Village parking is restricted to two parking structures located within the Village. University Village residents are not allowed to park elsewhere on campus on weekdays until parking restrictions are lifted at 4:00 PM. The parking facilities serving the Mahoney-Pearson residential hall are accessed from two one-way driveways off Stanford Avenue. These driveways also provide access to a commuter lot near the dining hall and smaller parking lots serving the Behavioral Medicine building. All vehicles entering and exiting Mahoney-Pearson parking facilities were counted during peak hours. Resident student vehicles were identified from the parking decal.

Per methodology agreement, peak hour blended resident student trip rates were calculated by averaging the University Village and Mahoney-Pearson rates. Peak hour commuter student trip rates were then calculated based on the campus wide rates that consist of resident, commuter and non-student trips. About 20% of campus trips were assumed as non-student trips generated by staff, faculty and visitors.

During the Spring 2008 Semester, approximately 1,324 students resided at Mahoney-Pearson residential hall and 747 students at University Village, out of a total resident population of 4,582 students. The AM and PM peak hour trip rates were calculated by dividing the number of inbound and outbound resident trips for that hour by the number of resident students. Resident student blended peak hour trip rates were estimated by averaging University Village and Mahoney-Pearson trip rates.

The student trip rates calculations specific to the University of Miami are summarized in Table 4. The peak hour trip rates per resident student were measured at 0.035 trips per resident student during the AM peak hour and 0.100 trips per resident student during the PM peak hour. Campus wide trip rates based on full-time equivalent (FTE) students were obtained from Table 3 and were calculated at 0.331 trips during the AM peak hour and 0.389 trips during the PM peak hour. Assuming campus wide trips are composed of resident, commuter and 20% non-student trips, commuter student trip rates were calculated as 0.449 trips per commuter student during the AM peak hour and 0.504 trips per commuter student during the PM peak hour.

The technical memorandum dealing with resident student trip rates, including related tables, figures and traffic count raw data, is provided in Attachment 4.

TABLE 2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2007 TRAFFIC COUNT PROGRAM

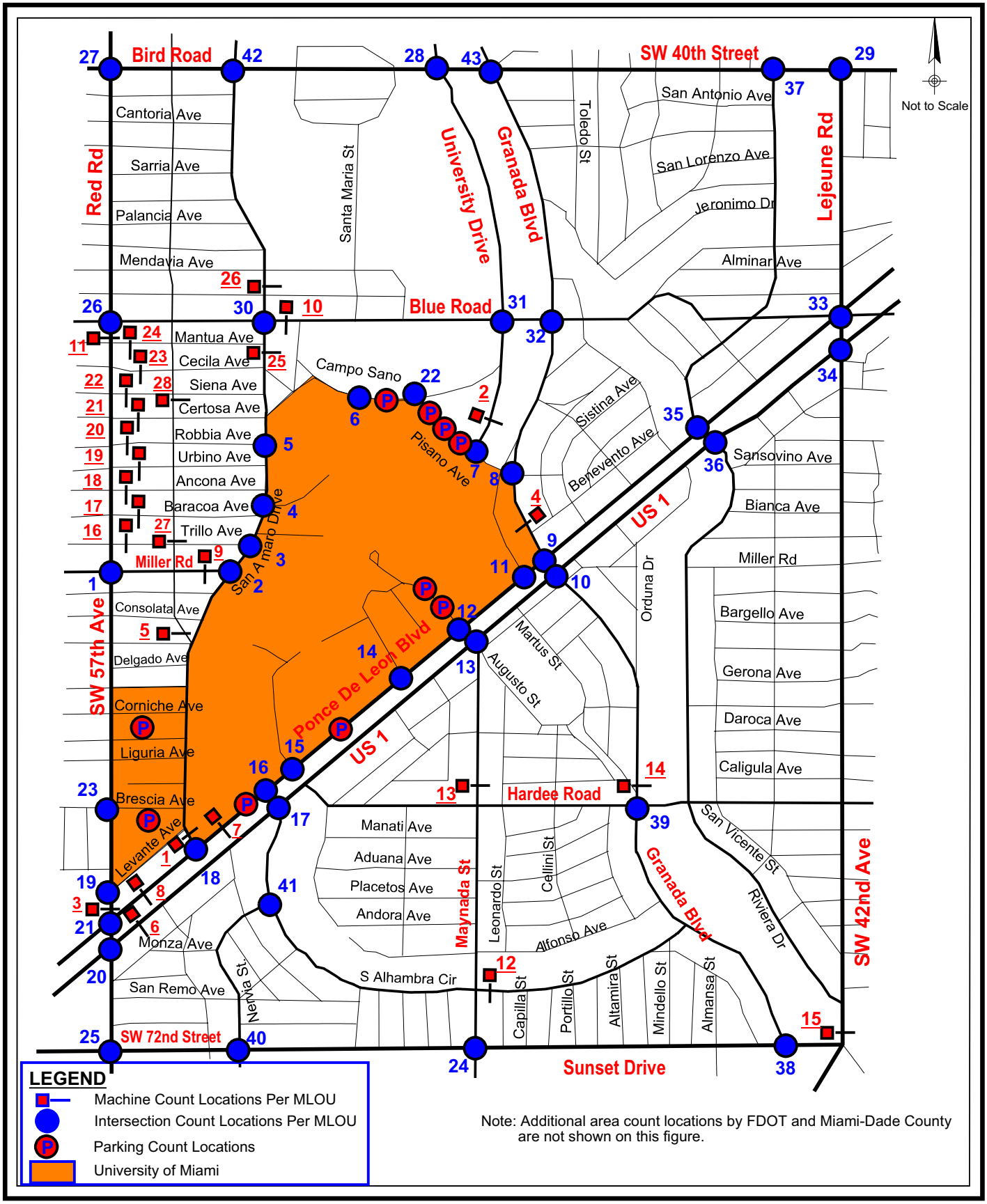
3/5/2008

NO.	INTERSECTION	COUNT DATE
1	Red Road / Miller Road	3/7/2007
2	San Amaro Dr / Miller Road	3/7/2007
3	San Amaro Dr / Trillo Ave	3/7/2007
4	San Amaro Dr / Memorial Dr	3/7/2007
5	San Amaro Dr / Robbia Ave	3/7/2007
6	Campo Sano / Brunsen Dr	3/8/2007
7	Pisano Ave / University Dr	3/8/2007
8	Pisano Ave / Carillo Street	3/8/2007
9	Granada Blvd / Ponce De Leon Blvd	3/6/2007
10	Granada Blvd / US 1 (Dixie Highway)	3/6/2007
11	Carillo Street / Ponce De Leon Blvd	3/6/2007
12	Stanford Dr / Ponce De Leon Blvd	3/6/2007
13	Stanford Dr / US 1 (Dixie Highway)	3/6/2007
14	Merrick Dr / Ponce De Leon Blvd	3/22/2007
15	Dickinson Dr / Ponce De Leon Blvd	3/6/2007
16	South Alhambra Cir. / Ponce De Leon Blvd	3/6/2007
17	South Alhambra Cir. / US 1 (Dixie Hwy)	3/6/2007
18	Hurricane Dr / Ponce De Leon Blvd	3/6/2007
19	Red Road / Levante Ave	4/12/2007
20	Red Road / US 1 (Dixie Hwy)	3/22/2007
21	Red Road/Ponce de Leon Blvd	3/7/2007
22	Campo Sano Ave / Pisano Ave	3/7/2007
23	Red Road / Brescia	4/12/2007
24	Sunset Dr / Maynada Street	3/7/2007
25	Sunset Dr / Red Road	3/7/2007
26	Red Road / Blue Road	3/7/2007
27	Red Road / Bird Road	4/12/2007
28	Bird Road / University Dr	4/12/2007
29	Bird Road / LeJeune Road	3/8/2007
30	Blue Road / San Amaro	3/7/2007
31	Blue Road / University Dr	3/7/2007
32	Blue Road / Granada Blvd	3/8/2007
33	Blue Road / Ponce de Leon (5-leg)	10/30/2007
34	US 1 (Dixie) / LeJeune Road	3/6/2007
35	Riviera Dr / Ponce de Leon	3/7/2007
36	Riviera Dr / US 1 (Dixie)	3/6/2007
37	Riviera Dr / Bird Road	3/8/2007
38	Granada Blvd / Sunset Dr	3/8/2007
39	Granada Blvd / Hardee Road	3/7/2007
40	Sunset Dr / Nervia Street	3/7/2007
41	South Alhambra / Nervia Street	3/7/2007
42	San Amaro Dr / Bird Road	3/7/2007
43	Granada Blvd / Bird Road (5-leg)	3/7/2007

NO.	MACHINE COUNT (48 HRS)	COUNT DATE
1	San Amaro Dr North of Ponce De Leon	3/6/07 & 3/7/07
2	University Dr East of Granada Blvd.	3/6/07 & 3/7/07
3	Red Road North of Ponce De Leon	3/6/07 & 3/7/07
4	Granada Blvd. North of Ponce De Leon	3/6/07 & 3/7/07
5	Alhambra Cir. North of San Amaro Dr	3/6/07 & 3/7/07
6	US 1 / Dixie Hwy. East of Red Road	3/6/07 & 3/7/07
7	Ponce De Leon East of San Amaro Dr	3/6/07 & 3/7/07
8	Ponce De Leon East of Red Road	3/6/07 & 3/7/07
9	Miller Road West of San Amaro Dr	3/6/07 & 3/7/07
10	Blue Road East of San Amaro Dr	3/6/07 & 3/7/07
11	Red Road south of Blue Road (New)	3/6/07 & 3/7/07
12	Alhambra Cir. East of Maynada Street	3/6/07 & 3/7/07
13	Maynada Street North of Hardee Road	3/6/07 & 3/7/07
14	Granada Blvd. North of Hardee Road	3/6/07 & 3/7/07
15	LeJeune Road North of Sunset Dr	3/6/07 & 3/7/07
16	Trillo Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
17	Baracoa Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
18	Ancona Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
19	Urbino Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
20	Robbia Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
21	Certosa Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
22	Siena Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
23	Cecillia Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
24	Mantua Ave Between Red Rd&Alhambra	3/6/07 & 3/7/07
25	San Amaro Dr South of Mantua Ave	3/6/07 & 3/7/07
26	San Amaro Dr North of Alegriano Ave	3/6/07 & 3/7/07
27	Alhambra Cir. North of Trillo Ave	3/6/07 & 3/7/07
28	Alhambra Cir. North of Certosa Ave	3/6/07 & 3/7/07

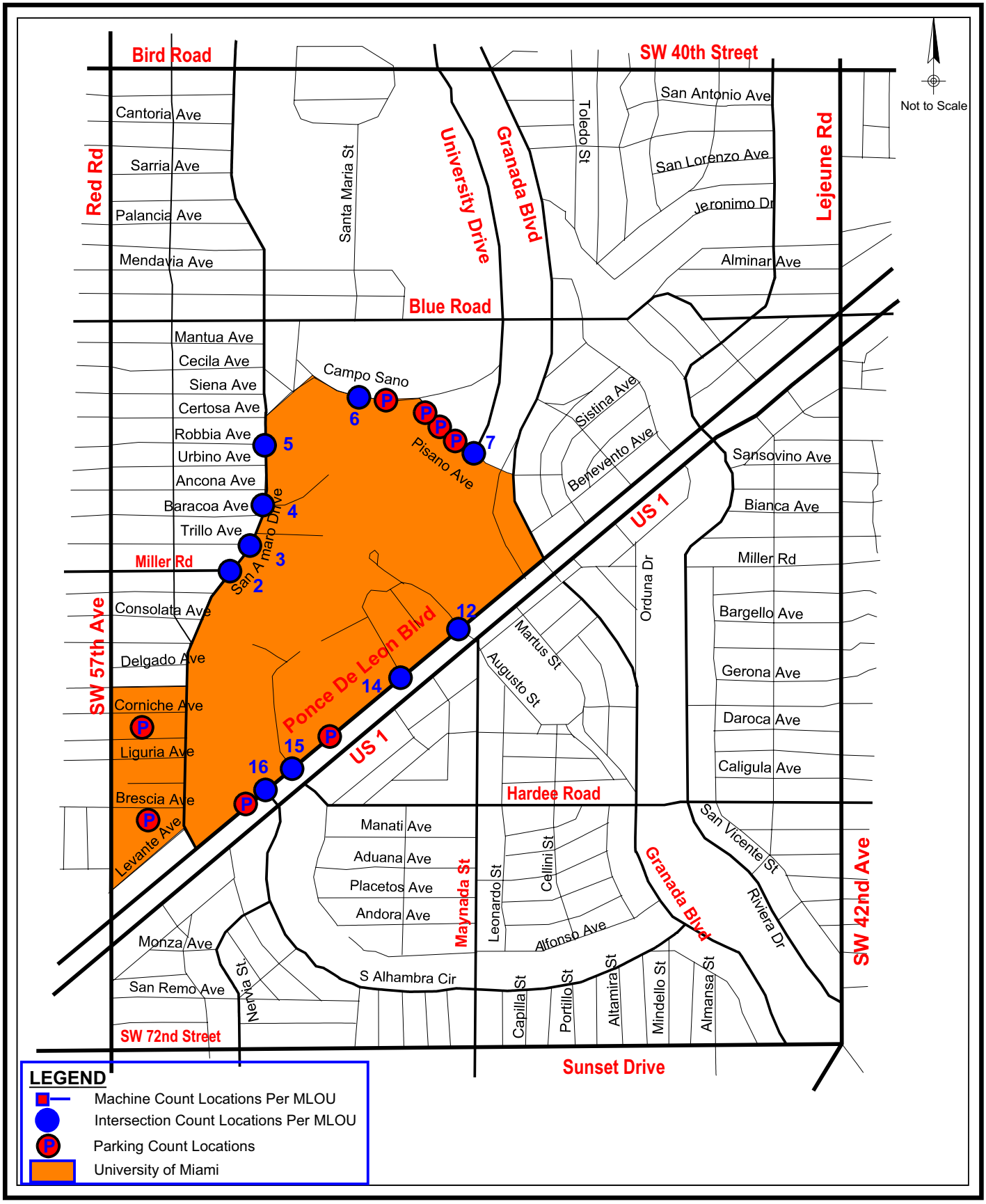
NO.	RESIDENTIAL STUDENT TRIP RATES	COUNT DATE
29	Mahoney Pearson ResidentialFacility	3/28/07-3/29/07
30	University Village Residential Facility	3/28/07-3/29/07
31	Trillo Ave East of Red Rd	3/6/07 & 3/7/07
32	Baracoa Ave East of Red Rd	3/6/07 & 3/7/07
33	Ancona Ave East of Red Rd	3/6/07 & 3/7/07
34	Urbino Ave East of Red Rd	3/6/07 & 3/7/07
35	Robbia Ave East of Red Rd	3/6/07 & 3/7/07
36	Certosa Ave East of Red Rd	3/6/07 & 3/7/07
37	Siena Ave East of Red Rd	3/6/07 & 3/7/07
38	Cecillia Ave East of Red Rd	3/6/07 & 3/7/07
39	Mantua Ave East of Red Rd	3/6/07 & 3/7/07
40	Alhambra Cir. North of Miller Rd	3/6/07 & 3/7/07

Note:
New residential counts at University Village and Mahoney-Pearson parking facilities were collected in January 2008.



Note: Additional area count locations by FDOT and Miami-Dade County are not shown on this figure.

UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	COUNT LOCATIONS	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 5 7/13/2007



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	**COUNT LOCATIONS USED FOR OVERALL STUDENT TRIP RATE**	KEITH and SCHNARS, P.A. *ENGINEERS, PLANNERS, SURVEYORS*	FIGURE 6 7/09/07

TABLE 3
UNIVERSITY OF MIAMI CORAL GABLES CAMPUS
PEAK PERIOD TRIP RATES PER STUDENT
MARCH & APRIL 2007

Rev 03-Mar-08

	7:00-8:00 AM TOTAL	8:00-9:00 AM TOTAL	9:00-10:00 AM TOTAL	3:00-4:00 PM TOTAL	4:00-5:00 PM TOTAL	5:00-6:00 PM TOTAL
TOTAL INBOUND	1710	2154	2316	1604	1739	1699
TOTAL OUTBOUND	578	830	1076	1964	2032	2285
TOTAL IN/OUT	2288	2984	3392 *AM PEAK PERIOD*	3568	3771	3984 *PM PEAK PERIOD*
ADJUSTMENT FACTORS [1]:						
PARKING LOTS NOT COUNTED [2]: 14.1% (On street, W. of San Amaro & between Ponce & US-1)						
TOTAL ADJUSTMENT FACTOR: 16.4%	1.164	1.164	1.164	1.164	1.164	1.164
ADJUSTED TOTAL INBOUND	1990	2507	2696	1867	2024	1978
ADJUSTED TOTAL OUTBOUND	673	966	1252	2286	2365	2660
ADJUSTED TOTAL IN/OUT	2663	3473	3948 *AM PEAK PERIOD*	4153	4389	4638 *PM PEAK PERIOD*

TOTAL STUDENTS [3]:	Headcount	FTE
	13,377	11,917

UPDATED TRIP RATE PER STUDENT (2007)

	Headcount	FTE			
AM PEAK PERIOD (9:00-10:00 AM)					
PEAK INBOUND RATE	0.202	0.226	trip ends per student	IN:	68%
PEAK OUTBOUND RATE	0.094	0.105	trip ends per student	OUT:	32%
PEAK IN/OUT RATE	0.295	0.331	trip ends per student	AM TRIP RATE	
PM PEAK PERIOD (5:00-6:00 PM)					
PEAK INBOUND RATE	0.148	0.166	trip ends per student	IN:	43%
PEAK OUTBOUND RATE	0.199	0.223	trip ends per student	OUT:	57%
PEAK IN/OUT RATE	0.347	0.389	trip ends per student	PM TRIP RATE	

OLD TRIP RATE PER STUDENT - UMCAD 2000

	Headcount			
AM PEAK PERIOD (9:00-10:00 AM)				
PEAK INBOUND RATE	0.196	trip ends per student	IN:	70%
PEAK OUTBOUND RATE	0.085	trip ends per student	OUT:	30%
PEAK IN/OUT RATE	0.281	trip ends per student	AM TRIP RATE	
PM PEAK PERIOD (5:00-6:00 PM)				
PEAK INBOUND RATE	0.155	trip ends per student	IN:	44%
PEAK OUTBOUND RATE	0.198	trip ends per student	OUT:	56%
PEAK IN/OUT RATE	0.353	trip ends per student	PM TRIP RATE	

[1] The adjustment factor is different from previous years due to new parking structures and the construction of University Village garage.
[2] The parking lots not included in the counts are those west of San Amaro Drive, parking along San Amaro Drive, and the Metrorail parking areas between Ponce and US-1.
[3] Student enrollements are provided by UM Office of Planning and Institutional Research. Per methodology agreement, student enrollment was assumed to be 5% lower in the Spring Semester compared to the Fall Semester.

TABLE 4
UNIVERSITY OF MIAMI RESIDENT STUDENT TRIP RATES

Rev 6-Mar-08

MAHONEY-PEARSON RESIDENTS (SPRING 2007):	1,324	students	ADJUSTED MAHONEY-PEARSON RATES [1]	
UNIVERSITY VILLAGE RESIDENTS (SPRING 2007):	747	students	EVENING (7:00 PM-6:00 AM):	95%
			OFF PEAK (10:00 AM-4:00 PM):	25%

ADJUSTED UV RATE [3]: 100%

SPRING BREAK: MARCH 12-16, 2007

TIME PERIOD	MAHONEY-PEARSON RESIDENTIAL COLLEGE [2]									UNIVERSITY VILLAGE GARAGE [3]								
	INBOUND		OUTBOUND					GROSS	ADJ	INBOUND		OUTBOUND					UV	AVERAGE
	3/28/07 IN	3/29/07 IN	3/28/07 OUT	3/29/07 OUT	AVG IN	AVG OUT	AVG IN/OUT	TRIP RATE	TRIP RATE	1/16/08 IN	1/17/08 IN	1/16/08 OUT	1/17/08 OUT	AVG IN	AVG OUT	AVG IN/OUT	TRIP RATE	TRIP RATE
12:00-01:00 AM	69	65	59	57	67	58	125	0.094	0.089	19	13	24	25	16	25	41	0.055	0.072
01:00-02:00 AM	47	34	33	32	41	33	74	0.056	0.053	11	9	19	22	10	21	31	0.041	0.047
02:00-03:00 AM	31	32	28	18	32	23	55	0.042	0.040	10	10	15	8	10	12	22	0.029	0.035
03:00-04:00 AM	17	17	14	8	17	11	28	0.021	0.020	1	4	2	5	3	4	7	0.009	0.015
04:00-05:00 AM	10	13	10	9	12	10	22	0.017	0.016	1	2	0	3	2	2	4	0.005	0.011
05:00-06:00 AM	6	10	6	14	8	10	18	0.014	0.013	1	0	4	4	1	4	5	0.007	0.010
06:00-07:00 AM	18	23	14	13	21	14	35	0.026	0.025	4	5	6	4	5	5	10	0.013	0.019
07:00-08:00 AM	47	70	31	22	19	16	35	0.026	0.026	15	24	10	16	20	13	33	0.044	**0.035**
08:00-09:00 AM	100	81	39	29	**19**	**16**	**35**	**0.026**	**0.026**	17	18	12	15	18	14	32	0.043	**0.035**
09:00-10:00 AM	96	123	39	63	19	16	35	0.026	0.026	27	17	11	23	22	17	39	0.052	0.039
10:00-11:00 AM	119	119	60	67	119	64	183	0.138	0.035	33	22	21	22	28	22	50	0.067	0.051
11:00-12:00 AM	96	92	81	83	94	82	176	0.133	0.033	27	28	32	19	28	26	54	0.072	0.053
12:00-01:00 PM	108	153	119	124	**30**	**29**	**59**	**0.045**	**0.045**	28	60	29	33	44	31	75	**0.100**	**0.073**
01:00-02:00 PM	100	140	123	148	120	136	256	0.193	0.048	37	26	32	38	32	35	67	0.090	0.069
02:00-03:00 PM	88	97	106	109	93	108	201	0.152	0.038	45	34	37	29	40	33	73	0.098	0.068
03:00-04:00 PM	107	112	103	153	110	128	238	0.180	0.045	46	55	37	35	51	36	87	0.116	0.081
04:00-05:00 PM	110	103	102	115	**42**	**47**	**89**	**0.067**	**0.067**	60	66	26	45	63	36	99	**0.133**	**0.100**
05:00-06:00 PM	85	91	100	119	47	40	87	0.066	0.066	53	50	36	40	52	38	90	0.120	0.093
06:00-07:00 PM	125	126	132	164	126	148	274	0.207	0.197	66	64	44	49	65	47	112	0.150	0.174
07:00-08:00 PM	95	114	144	127	105	136	241	0.182	0.173	65	54	45	51	60	48	108	0.145	0.159
08:00-09:00 PM	120	118	156	140	119	148	267	0.202	0.192	48	55	39	50	52	45	97	0.130	0.161
09:00-10:00 PM	132	129	131	108	131	120	251	0.190	0.181	56	50	58	55	53	57	110	0.147	0.164
10:00-11:00 PM	105	120	96	112	113	104	217	0.164	0.156	37	52	50	34	45	42	87	0.116	0.136
11:00-12:00 PM	74	95	73	100	85	87	172	0.130	0.124	33	24	39	30	29	35	64	0.086	0.105
TOTAL	**1,905**	**2,077**	**1,799**	**1,934**	**1,589**	**1,584**	**3,173**			**740**	**742**	**628**	**655**	**749**	**648**	**1,397**		

Notes:

[1] No adjustment factor was needed for revised peak hour rates at Mahoney-Pearson because resident students were identified by car decals. The trip rate from 7:00-8:00 AM was assumed similar to 8:00-9:00 AM. The off-peak hour adjusment factor is based on the updated January 2008 counts. Evening adjustments are based on University Village survey and mainly account for intercampus trips.

[2] Mahoney-Pearson traffic counts covered the inbound and outbound driveways east of Stanford Drive. These are the only non-service driveways leading to the Mahoney-Pearson garage and student parking lots.

[3] No trip rate adjustment was needed for University Village since the construction of the South garage was completed and all University Village's 800 planned parking spaces were available for students.

[4] The residential student blended peak hour trip rate was calculated by combining the University Village trips rates with the Mahoney-Pearson trip rates that represented all remaining resident students.

[5] The calculated commuter trip rates are based on FTE rates and take into account that about 20% of campus trips are made by non-students (faculty, staff and visitors).

AM TRIP RATES

	2007-MP	2007-UV	RATE [4]
AM PEAK HOUR RESIDENT TRIP RATE (7:00 AM - 10:00 AM):	0.026	0.044	0.035
AM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS):			**0.331**
AM PEAK HOUR TRIP RATE FOR COMMUTERS (7:00 AM - 9:00 AM) [5]:			0.449

PM TRIP RATES

	2007-MP	2007-UV	RATE [4]
PM PEAK HOUR RESIDENT TRIP RATE (4:00 PM - 6:00 PM):	0.067	0.133	0.100
PM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS):			**0.389**
PM PEAK HOUR TRIP RATE FOR COMMUTERS (4:00 PM-6:00 PM) [5]:			0.504

3.8 Existing Roadway Levels of Service

The roadway link analysis was performed for the following roadway segments within the Study Area:

1. US-1 from LeJeune Road to Red Road
2. Bird Road from LeJeune Road to Red Road
3. LeJeune Road from Bird Road to Sunset Road
4. Red Road from Bird Road to Sunset Road
5. Miller Road from San Amaro Drive to Red Road
6. Sunset Road from LeJeune Road to Red Road
7. Ponce de Leon Blvd. from LeJeune Road to Red Road
8. Granada Blvd. from Bird Road to Sunset Road
9. Maynada Street from US-1 to Sunset Road
10. San Amaro Drive from Bird Road to Ponce de Leon Blvd.
11. Blue Road from LeJeune Road to Red Road
12. University Drive from Bird Road to Pisano Avenue
13. Riviera Drive from Bird Road to LeJeune Road
14. Alhambra Circle from Bird Road to Miller Road
15. South Alhambra Circle from US-1 to Sunset Drive
16. Campo Sano Avenue from San Amaro Drive to Pisano Avenue
17. Pisano Avenue from Campo Sano Drive to University Drive
18. Brescia Avenue from San Amaro Drive to Red Road
19. Levante Avenue from San Amaro Drive to Red Road
20. Hardee Road from US-1 to Granada Blvd.
21. Nervia Street from South Alhambra Blvd. to LeJeune Road.

Policy 2-1.1.1 of the comprehensive plan defines the peak period as the average of the two highest consecutive hours of traffic volume during a weekday. In order to perform separate AM and PM analyses, the traffic analysis was based on the AM and PM peak hours instead of the peak period. This results in a more conservative analysis since the peak hour volume is equal or higher than the peak period volume.

The AM and PM peak hour analyses were performed using the HCM module of the SYNCHRO software. The field traffic counts indicated that the majority of the AM and PM highest hours occurred from 8:00 AM to 9:00 AM during the AM peak period and from 5:00 PM to 6:00 PM during the PM peak period. Traffic counts corresponding to these peak hours were used in the SYNCHRO analyses.

The existing peak hour directional link volumes were based on intersection approach counts that were collected during the peak season month of March. The peak hour counts generally provide a higher level of accuracy compared to daily counts converted to peak hour volumes using default K and D factors. Where a link segment had multiple intersection counts, the highest directional volume was used in the analysis. The maximum service volumes (MSV) for roadway segments were based on the roadway characteristics and the corresponding LOS E volume as provided in FDOT's *2002 Quality/Level of Service (QLOS) Handbook (including 2007 updates)*.

The City of Coral Gables, like many other cities in South Florida, acknowledges that certain roadways are constrained with current volumes exceeding LOS E thresholds. Since constrained roadways cannot be widened, volumes in excess of LOS E have been allowed based on the availability of transit systems in order not to negatively impact urban infill and economic growth objectives. The roadway maximum allowable volumes (MAV) are defined in Policy 2-1.1.1 of the Comprehensive Plan and the benefiting roadways are listed in Policy 2-1.1.8 of the City's Comprehensive Plan.

The peak hour roadway link analysis for existing conditions is summarized in Table 5 for the AM and PM peak hours. The following roadway links did not meet the City's adopted LOS during the AM peak hour:

1. Miller Road from San Amaro Drive to Red Road.
2. San Amaro Drive from Blue Road to Levante Avenue.
3. Blue Road from Granada Blvd. to San Amaro Drive.
4. Campo Sano Avenue from San Amaro Drive to Pisano Avenue.
5. Hardee Road from Granada Blvd to LeJeune Road.

The following roadway links did not meet the City's adopted LOS during the PM peak hour:

1. San Amaro Drive from Blue Road to Miller Road
2. Blue Road from Granada Blvd to University Drive
3. Campo Sano Avenue from San Amaro Drive to Pisano Avenue.

TABLE 5
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING ROADWAY LINK ANALYSIS FOR AM & PM PEAK HOURS

8/5/2008

LOCATION	ROAD TYPE [1]	AM PEAK HOUR DIR	AM LANE PER DIR	AM EXISTING AM DIR VOL [2]	AM FDOT LOS E MSV [3]	AM MAX ALLOW V/C [3]	AM MAX ALLOW VOL (MAV)	AM MEETS ADOPTED LOS STD	PM PEAK HOUR DIR	PM LANE PER DIR	PM EXISTING PM DIR VOL [2]	PM FDOT LOS E MSV [3]	PM MAX ALLOW V/C [3]	PM MAX ALLOW VOL (MAV)	PM MEETS ADOPTED LOS STD
BIRD ROAD															
LeJeune to Granada Blvd	4LD/SR3	EB	2	2,082	1,720	1.20	2,060	NO	EB	2	1,329	1,720	1.20	2,060	YES
		WB	2	1,052	1,720	1.20	2,060	YES	WB	2	2,046	1,720	1.20	2,060	YES
Granada Blvd to University	4LD/SR3	EB	2	2,021	1,720	1.20	2,060	YES	EB	2	1,299	1,720	1.20	2,060	YES
		WB	2	1,050	1,720	1.20	2,060	YES	WB	2	1,811	1,720	1.20	2,060	YES
University to San Amaro	4LD/SR3	EB	2	1,863	1,720	1.20	2,060	YES	EB	2	1,287	1,720	1.20	2,060	YES
		WB	2	1,026	1,720	1.20	2,060	YES	WB	2	1,693	1,720	1.20	2,060	YES
San Amaro to Red Road	4LD/SR3	EB	2	1,905	1,720	1.20	2,060	YES	EB	2	1,373	1,720	1.20	2,060	YES
		WB	2	1,008	1,720	1.20	2,060	YES	WB	2	1,938	1,720	1.20	2,060	YES
BLUE ROAD															
LeJeune to Granada Blvd	2LU/NS	EB	1	538	810	1.00	810	YES	EB	1	552	810	1.00	810	YES
		WB	1	427	810	1.00	810	YES	WB	1	677	810	1.00	810	YES
Granada to University Dr	2LU/NS	EB	1	1,021	810	1.00	810	NO	EB	1	332	810	1.00	810	YES
		WB	1	252	810	1.00	810	YES	WB	1	1,071	810	1.00	810	NO
University to San Amaro	2LU/NS	EB	1	862	810	1.00	810	NO	EB	1	193	810	1.00	810	YES
		WB	1	186	810	1.00	810	YES	WB	1	699	810	1.00	810	YES
San Amaro to Red Road	2LU/NS	EB	1	643	810	1.00	810	YES	EB	1	176	810	1.00	810	YES
		WB	1	131	810	1.00	810	YES	WB	1	575	810	1.00	810	YES
MILLER ROAD															
San Amaro to Red Road	2LU/NS	EB	1	830	810	1.00	810	NO	EB	1	325	810	1.00	810	YES
		WB	1	254	810	1.00	810	YES	WB	1	672	810	1.00	810	YES
PONCE DE LEON BLVD															
LeJeune to Granada Blvd	4LD/NS	NE	2	1,071	1,720	1.20	2,060	YES	NE	2	556	1,720	1.20	2,060	YES
		SW	2	515	1,720	1.20	2,060	YES	SW	2	1,239	1,720	1.20	2,060	YES
Granada Blvd to Stanford	4LD/NS	NE	2	1,294	1,720	1.20	2,060	YES	NE	2	639	1,720	1.20	2,060	YES
		SW	2	616	1,720	1.20	2,060	YES	SW	2	1,067	1,720	1.20	2,060	YES
Stanford to Hurricane Dr.	4LD/NS	NE	2	1,309	1,720	1.20	2,060	YES	NE	2	776	1,720	1.20	2,060	YES
		SW	2	565	1,720	1.20	2,060	YES	SW	2	1,575	1,720	1.20	2,060	YES
Hurricane Dr. to Red Road	4LD/NS	NE	2	955	1,720	1.20	2,060	YES	NE	2	376	1,720	1.20	2,060	YES
		SW	2	274	1,720	1.20	2,060	YES	SW	2	1,004	1,720	1.20	2,060	YES
US1															
LeJeune to Granada Blvd	6LD/SR2	NE	3	3,087	2,710	1.50	4,070	YES	NE	3	2,593	2,710	1.50	4,070	YES
		SW	3	2,760	2,710	1.50	4,070	YES	SW	3	2,383	2,710	1.50	4,070	YES
Granada Blvd to Maynada	6LD/SR2	NE	3	3,082	2,710	1.50	4,070	YES	NE	3	2,816	2,710	1.50	4,070	YES
		SW	3	2,783	2,710	1.50	4,070	YES	SW	3	2,257	2,710	1.50	4,070	YES
Maynada to S. Alhambra	6LD/SR2	NE	3	3,314	2,710	1.50	4,070	YES	NE	3	2,863	2,710	1.50	4,070	YES
		SW	3	3,098	2,710	1.50	4,070	YES	SW	3	3,306	2,710	1.50	4,070	YES
S. Alhambra to Red Road	6LD/SR2	NE	3	3,357	2,710	1.50	4,070	YES	NE	3	2,579	2,710	1.50	4,070	YES
		SW	3	3,075	2,710	1.50	4,070	YES	SW	3	3,481	2,710	1.50	4,070	YES
SUNSET ROAD															
LeJeune Rd to Maynada	2LU/CC	EB	1	767	810	1.20	970	YES	EB	1	487	810	1.20	970	YES
		WB	1	350	810	1.20	970	YES	WB	1	495	810	1.20	970	YES
Maynada to Red Road	2LU/CC	EB	1	502	810	1.20	970	YES	EB	1	571	810	1.20	970	YES
		WB	1	384	810	1.20	970	YES	WB	1	661	810	1.20	970	YES
LEJEUNE ROAD															
Bird Road to Blue Road	4LD/SR3	NB	2	847	1,720	1.50	2,580	YES	NB	2	891	1,720	1.50	2,580	YES
		SB	2	778	1,720	1.50	2,580	YES	SB	2	1,102	1,720	1.50	2,580	YES
Blue Road to US-1	4LD/SR3	NB	2	849	1,720	1.50	2,580	YES	NB	2	559	1,720	1.50	2,580	YES
		SB	2	503	1,720	1.50	2,580	YES	SB	2	646	1,720	1.50	2,580	YES
US-1 to Sunset Drive	2LU/NS	NB	1	774	810	1.50	1,220	YES	NB	1	617	810	1.50	1,220	YES
		SB	1	455	810	1.50	1,220	YES	SB	1	698	810	1.50	1,220	YES
GRANADA BLVD															
Bird Rd to Blue Rd	2LU/NS	NB	1	605	660	1.20	790	YES	NB	1	392	660	1.20	790	YES
		SB	1	405	660	1.20	790	YES	SB	1	695	660	1.20	790	YES
Blue Rd to Ponce	2LU/NS	NB	1	645	660	1.20	790	YES	NB	1	510	660	1.20	790	YES
		SB	1	494	660	1.20	790	YES	SB	1	561	660	1.20	790	YES
Ponce de Leon to US 1	2LU/NS	NB	1	551	660	1.20	790	YES	NB	1	340	660	1.20	790	YES
		SB	1	396	660	1.20	790	YES	SB	1	457	660	1.20	790	YES
US 1 to Sunset Drive	2LU/NS	NB	1	380	660	1.20	790	YES	NB	1	224	660	1.20	790	YES
		SB	1	328	660	1.20	790	YES	SB	1	485	660	1.20	790	YES
MAYNADA STREET															
US 1 to Sunset Drive	2LU/NS	NB	1	541	660	1.00	660	YES	NB	1	203	660	1.00	660	YES
		SB	1	284	660	1.00	660	YES	SB	1	504	660	1.00	660	YES
SAN AMARO DRIVE															
Bird Rd to Blue Rd	2LU/LR	NB	1	94	660	1.00	660	YES	NB	1	121	660	1.00	660	YES
		SB	1	168	660	1.00	660	YES	SB	1	52	660	1.00	660	YES
Blue Rd to Miller Rd	2LU/LR	NB	1	1,362	660	1.00	660	NO	NB	1	606	660	1.00	660	YES
		SB	1	456	660	1.00	660	YES	SB	1	979	660	1.00	660	NO
Miller Rd to Levante	3LD/LR	NB	1	807	660	1.00	660	NO	NB	1	572	660	1.00	660	YES
		SB	2	490	1,320	1.00	1,320	YES	SB	2	664	1,320	1.00	1,320	YES
Levante Rd to Ponce	3LD/LR	NB	1	368	660	1.00	660	YES	NB	1	636	660	1.00	660	YES
		SB	2	462	1,320	1.00	1,320	YES	SB	2	488	1,320	1.00	1,320	YES

TABLE 5
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING ROADWAY LINK ANALYSIS FOR AM & PM PEAK HOURS

8/5/2008

LOCATION	ROAD TYPE [1]	AM PEAK HOUR							PM PEAK HOUR						
		DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	MEETS ADOPTED LOS STD	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	MEETS ADOPTED LOS STD
RED ROAD															
Bird Road to Blue Road	2LU/SR3	NB	1	633	810	1.20	970	YES	NB	1	569	810	1.20	970	YES
		SB	1	551	810	1.20	970	YES	SB	1	653	810	1.20	970	YES
Blue Road to Miller Road	2LU/SR3	NB	1	683	810	1.20	970	YES	NB	1	604	810	1.20	970	YES
		SB	1	551	810	1.20	970	YES	SB	1	694	810	1.20	970	YES
Miller Rd to Brescia Ave	2LU/SR3	NB	1	757	810	1.20	970	YES	NB	1	745	810	1.20	970	YES
		SB	1	765	810	1.20	970	YES	SB	1	768	810	1.20	970	YES
Brescia Ave to Ponce	4LU/SR3	NB	2	750	1,720	1.20	2,060	YES	NB	2	1,348	1,720	1.20	2,060	YES
		SB	2	1,240	1,720	1.20	2,060	YES	SB	2	1,004	1,720	1.20	2,060	YES
Ponce to US-1	4LU/SR3	NB	2	867	1,720	1.20	2,060	YES	NB	2	701	1,720	1.00	1,720	YES
		SB	2	637	1,720	1.20	2,060	YES	SB	2	811	1,720	1.00	1,720	YES
US 1 to Sunset Drive	4LU/CC	NB	2	761	1,720	1.00	1,720	YES	NB	2	551	1,720	1.00	1,720	YES
		SB	2	564	1,720	1.00	1,720	YES	SB	2	951	1,720	1.00	1,720	YES
UNIVERSITY DRIVE															
Bird Road to Blue Road	2LU/NS	NB	1	238	660	1.00	660	YES	NB	1	124	660	1.00	660	YES
		SB	1	153	660	1.00	660	YES	SB	1	211	660	1.00	660	YES
Blue Road to Pisano Ave	2LU/NS	NB	1	273	660	1.00	660	YES	NB	1	183	660	1.00	660	YES
		SB	1	205	660	1.00	660	YES	SB	1	281	660	1.00	660	YES
RIVIERA DRIVE															
Bird Road to Blue Road	2LU/NS	NB	1	526	660	1.00	660	YES	NB	1	192	660	1.00	660	YES
		SB	1	127	660	1.00	660	YES	SB	1	553	660	1.00	660	YES
Blue Road to Ponce	2LU/NS	NB	1	306	660	1.00	660	YES	NB	1	224	660	1.00	660	YES
		SB	1	407	660	1.00	660	YES	SB	1	292	660	1.00	660	YES
US-1 to LeJeune Road	2LU/NS	NB	1	333	660	1.00	660	YES	NB	1	202	660	1.00	660	YES
		SB	1	246	660	1.00	660	YES	SB	1	278	660	1.00	660	YES
ALHMABRA CIRCLE															
Bird Road to Blue Road	2LU/NS	NB	1	262	660	1.00	660	YES	NB	1	162	660	1.00	660	YES
		SB	1	216	660	1.00	660	YES	SB	1	244	660	1.00	660	YES
Blue Road to Miller Road	2LU/NS	NB	1	235	660	1.00	660	YES	NB	1	154	660	1.00	660	YES
		SB	1	188	660	1.00	660	YES	SB	1	213	660	1.00	660	YES
S. ALHMABRA CIRCLE															
US-1 to Nervia Street	2LU/NS	NB	1	273	660	1.00	660	YES	NB	1	244	660	1.00	660	YES
		SB	1	196	660	1.00	660	YES	SB	1	238	660	1.00	660	YES
Nervia Street to Sunset Dr.	2LU/NS	EB	1	172	660	1.00	660	YES	NB	1	118	660	1.00	660	YES
		WB	1	101	660	1.00	660	YES	SB	1	111	660	1.00	660	YES
CAMPO SANO															
San Amaro to Pisano	2LU/NS	EB	1	792	660	1.00	660	NO	NB	1	386	660	1.00	660	YES
		WB	1	191	660	1.00	660	YES	SB	1	795	660	1.00	660	NO
PISANO ANEVUE															
Campo Sano to University	2LU/NS	EB	1	287	660	1.00	660	YES	NB	1	322	660	1.00	660	YES
		WB	1	285	660	1.00	660	YES	SB	1	380	660	1.00	660	YES
BRESCIA AVENUE															
San Amaro to Red Road	2LU/NS	EB	1	349	660	1.00	660	YES	NB	1	79	660	1.00	660	YES
		WB	1	42	660	1.00	660	YES	SB	1	362	660	1.00	660	YES
LEVANTE AVENUE															
San Amaro to Red Road	2LU/NS	EB	1	202	660	1.00	660	YES	NB	1	36	660	1.00	660	YES
		WB	1	88	660	1.00	660	YES	SB	1	382	660	1.00	660	YES
HARDEE ROAD															
US-1 to Granada Blvd	2LU/NS	EB	1	590	660	1.00	660	YES	NB	1	457	660	1.00	660	YES
		WB	1	295	660	1.00	660	YES	SB	1	493	660	1.00	660	YES
Granada Blvd to LeJeune	2LU/NS	EB	1	813	660	1.00	660	NO	NB	1	498	660	1.00	660	YES
		WB	1	375	660	1.00	660	YES	SB	1	403	660	1.00	660	YES
NERVIA STREET															
S. Alhambra to Sunset Dr.	2LU/NS	NB	1	195	660	1.00	660	YES	NB	1	121	660	1.00	660	YES
		SB	1	134	660	1.00	660	YES	SB	1	165	660	1.00	660	YES

NOTES:
[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] 2007 link volumes are based on peak hour intersection turning movement counts performed during the peak season.
[3] Counts were collected during the peak month of March ad therefore no seasonal adjustment was necessary.
[4] The maximum service volume (MSV at LOS E) and the maximum allowable volumes (MAV) are consistent with the City's Comprehensive Plan.

3.9 Existing Intersection Levels of Service

Operational analysis was performed for all 43 intersections identified in Exhibit 4 of the MLOU and depicted in Figure 5. The analysis for the two 5-leg intersections was performed separately. Intersection numbering system provided in Exhibit 5 of the MLOU was maintained throughout the UMRTS document. The analysis was performed for each phase of the UMCAD Development and for both the AM and PM peak hours. The existing conditions analysis was performed using the highway capacity manual (HCM) module of SYNCHRO. The intersection layouts are illustrated in Figure 7. The existing peak season turning volumes for the AM and PM peak hours are shown in Figure 8. Tables 6 and 7 provide a summary of intersection turning movement volumes and operating LOS for the existing AM and PM peak hour conditions. The SYNCHRO outputs of the intersection analysis for existing conditions are provided in Attachment 10.

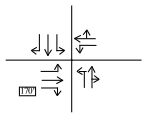
During the AM peak hour, the following three (3) intersections operated at LOS F:

1. San Amaro Drive and Trillo Avenue (#3)
2. Blue Road and San Amaro Drive (#30)
3. Granada Blvd and Hardee Road (#39).

During the PM peak hour, the following six (5) intersections operated at LOS F:

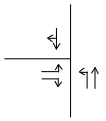
1. San Amaro Drive and Trillo Avenue (#3)
2. Ponce de Leon Blvd and Merrick Street (#14)
3. Ponce de Leon Blvd and Dickinson Drive (#15)
4. Red Road and Ponce de Leon Blvd (#21)
5. Granada Blvd and Hardee Road (#39)

1 Red Rd & Miller Rd

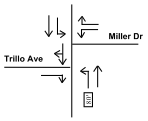


Notes: LT phases for EB/WB

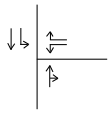
2 San Amaro Dr & Miller Rd



3 San Amaro Dr & Trillo Ave

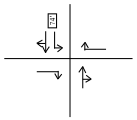


4 San Amaro Dr & Memorial Dr

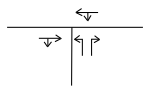


Notes: SBL storage contains two/three cars

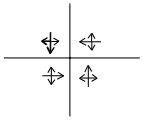
5 San Amaro Dr & Robbia Ave



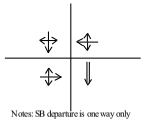
6 Campo Sano Ave & Brunsen Dr



7 University Dr & Pisano Ave

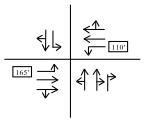


8 Pisano Ave & Carillo St

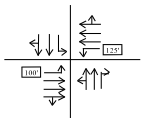


Notes: SB departure is one way only

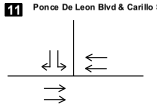
9 Ponce De Leon Blvd & Granada Blvd



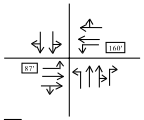
10 US-1 & Granada Blvd



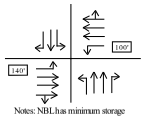
11 Ponce De Leon Blvd & Carillo St



12 Ponce De Leon Blvd & Stanford Dr

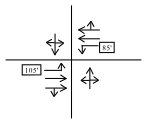


13 US-1 & Stanford Dr

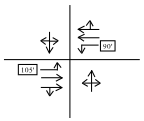


Notes: NBL has minimum storage

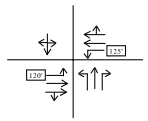
14 Ponce De Leon Blvd & Merrik Dr



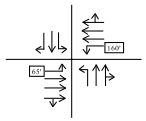
15 Ponce De Leon Blvd & Dickinson Dr



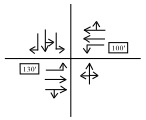
16 Ponce De Leon & S. Alhambra Cir



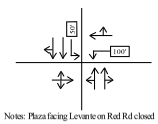
17 US-1 & S. Alhambra Cir



18 Ponce De Leon Blvd & San Amaro Dr

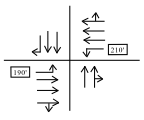


19 Levante Ave & Red Rd

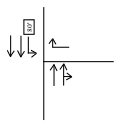


Notes: Plaza facing Levante on Red Rd closed

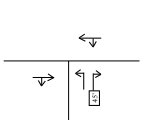
20 US-1 & Red Rd



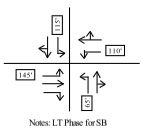
21 Ponce De Leon Blvd & Red Rd



22 Pisano Ave & Campo Sano Ave

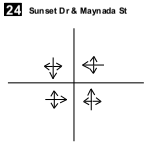


23 Red Rd & Brescia Ave

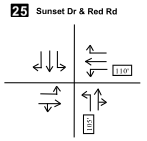


Notes: LT Phase for SB

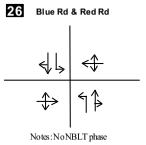
24 Sunset Dr & Maynada St



25 Sunset Dr & Red Rd

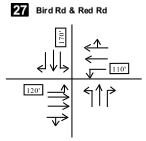


26 Blue Rd & Red Rd

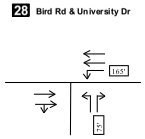


Notes: No NBLT phase

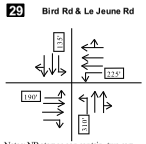
27 Bird Rd & Red Rd



28 Bird Rd & University Dr



29 Bird Rd & Le Jeune Rd



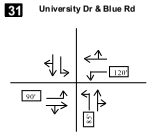
Notes: NB storage can contain two cars.

30 San Amaro Dr & Blue Rd



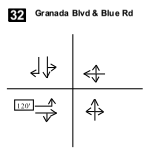
Notes: 4-Way Stop Control

31 University Dr & Blue Rd

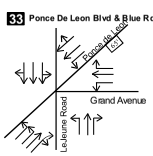


Notes: NBL/NBR are divided

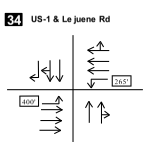
32 Granada Blvd & Blue Rd



33 Ponce De Leon Blvd & Blue Rd

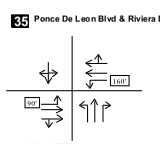


34 US-1 & Le juene Rd



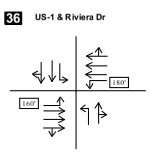
Notes: No WBR/NBL/SBL allowed

35 Ponce De Leon Blvd & Riviera Dr

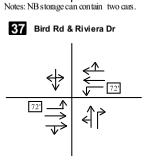


Notes: LT Phase goes west

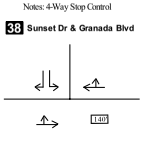
36 US-1 & Riviera Dr



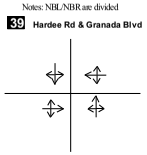
37 Bird Rd & Riviera Dr



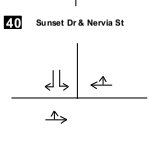
38 Sunset Dr & Granada Blvd



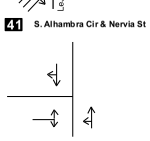
39 Hardee Rd & Granada Blvd



40 Sunset Dr & Nervia St

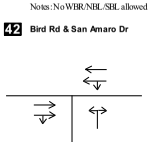


41 S. Alhambra Cir & Nervia St

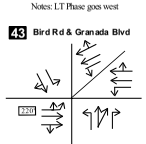


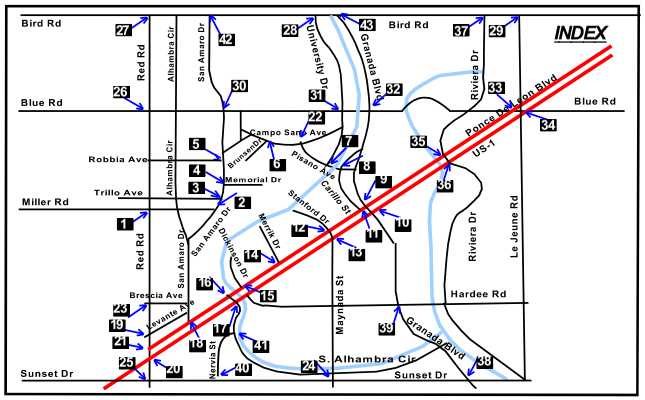
Notes: All Way Stop Control

42 Bird Rd & San Amaro Dr



43 Bird Rd & Granada Blvd





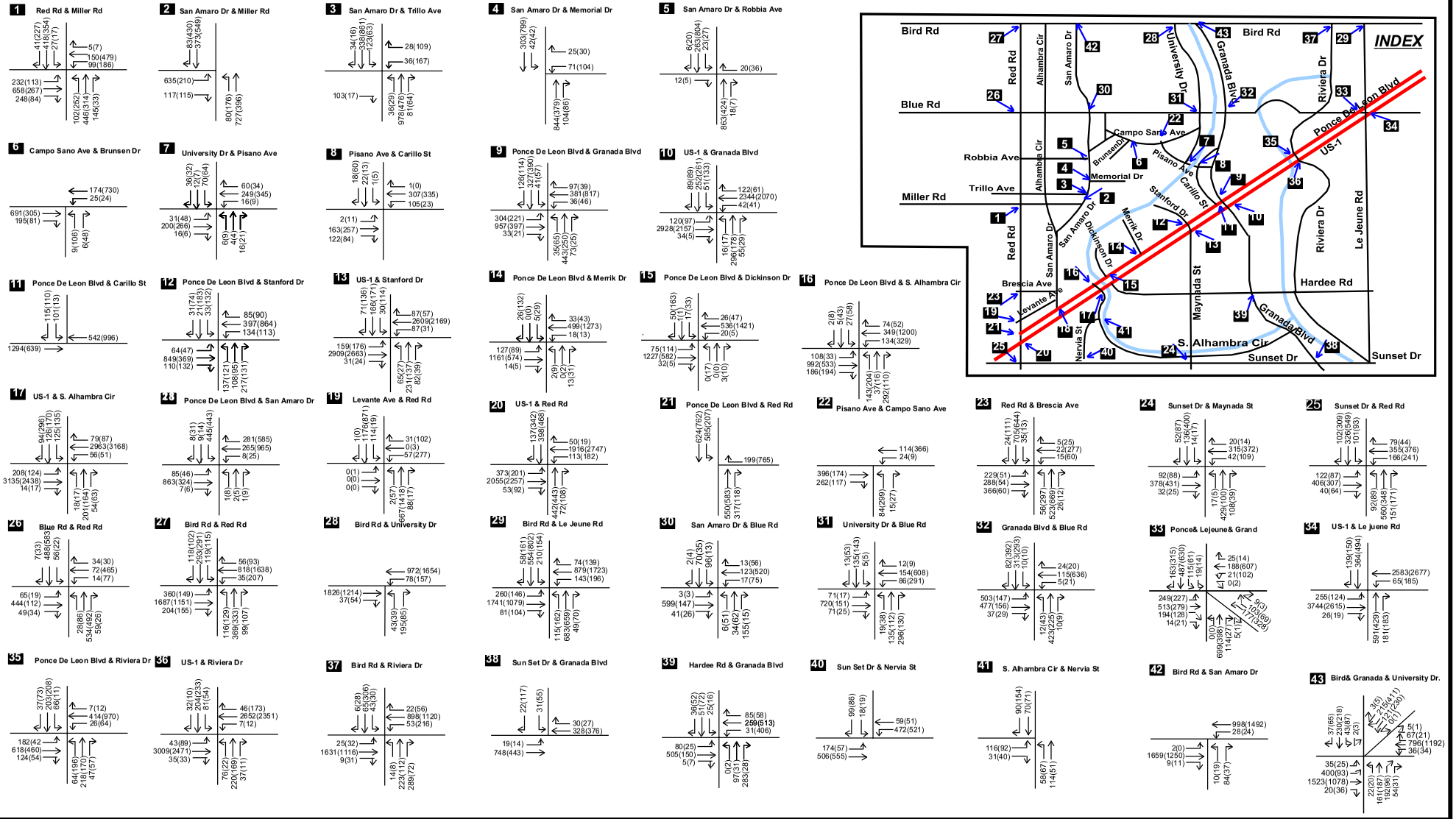
Notes: US1 & Ponce De Leon Blvd are assumed to bein the East/West Direction

UNIVERSITY OF MIAMI
REGIONAL TRAFFIC STUDY

LEGEND

- 43 — Intersection Number
- XXX — Storage Length (Feet)
- → — Intersection Turning Movements

UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS
Regional Transportation Impacts
Intersections Geometry
Figure 7



LEGEND

XXX(XXX) — PM Peak Hours / AM Peak Hours

xx — Intersection Number

UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY

Existing (2007) AM & PM Peak Hour Intersection Turning Movement Counts

FIGURE 8

TABLE 6
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING YEAR 2007 INTERSECTION TURNING VOLUMES - AM PEAK HOUR

8/5/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	102	446	145	27	418	41	232	658	248	99	150	5	**2571**	YES	D
2	SAN AMARO/MILLER	80	727	0	0	373	83	635	0	117	0	0	0	**2015**	YES	C
3	SAN AMARO/TRILLO	36	978	81	123	338	34	0	0	103	36	0	28	**1757**	NO	F
4	SAN AMARO/MEMORIAL	0	844	104	42	303	0	0	0	0	71	0	25	**1389**	NO	E
5	SAN AMARO/ROBBIA	0	863	18	23	263	6	0	0	12	0	0	20	**1205**	NO	C
6	CAMPO SANO/BRUNSON	9	0	10	0	0	0	0	691	195	25	174	0	**1104**	NO	C
7	PISANO/UNIVERSITY	6	4	16	70	12	36	31	200	20	20	249	60	**724**	NO	B
8	PISANO/CARILLO	0	0	0	1	22	18	2	163	122	105	307	1	**741**	NO	C
9	PONCE/GRANADA	35	443	73	41	327	126	304	957	33	36	381	97	**2853**	YES	B
10	US-1/GRANADA	16	296	55	51	252	89	120	2928	34	42	2344	122	**6349**	YES	B
11	PONCE/CARILLO	0	0	0	101	0	115	0	1294	0	0	542	0	**2052**	NO	C
12	PONCE/STANFORD	137	108	217	33	21	31	64	849	110	134	397	85	**2186**	YES	B
13	US-1/STANFORD	65	231	82	30	166	71	159	2909	31	87	2609	87	**6527**	YES	C
14	PONCE/MERRICK	2	0	13	5	0	26	127	1161	14	18	499	33	**1898**	NO	C
15	PONCE/DICKINSON	0	0	3	17	1	50	75	1227	32	20	536	26	**1987**	NO	C
16	PONCE/S.ALHAMBRA	143	37	292	27	5	2	108	992	186	134	349	74	**2349**	YES	B
17	US-1/S.ALHAMBRA	18	201	54	125	126	94	208	3135	14	56	2963	79	**7073**	YES	C
18	PONCE/SAN AMARO	1	2	1	445	9	8	85	863	7	8	265	281	**1975**	YES	B
19	RED/LEVANTE	2	667	88	114	1176	1	0	0	0	57	0	31	**2136**	YES	A
20	RED/US-1	0	442	72	0	398	137	373	2055	53	113	1916	50	**5609**	YES	C
21	RED/PONCE	0	550	317	585	624	31	0	0	13	0	0	199	**2319**	NO	B
22	CAMPO SANO/PISANO	84	0	15	0	0	0	0	396	262	24	114	0	**895**	NO	C
23	RED/BRESCIA	56	523	26	35	705	24	229	288	366	15	22	5	**2294**	YES	C
24	SUNSET/MAYNADA	17	429	108	14	136	52	92	378	32	42	315	20	**1635**	YES	C
25	RED/SUNSET	92	560	151	101	326	102	122	406	40	166	355	79	**2500**	YES	D
26	RED/BLUE	28	534	59	56	488	7	65	444	49	14	72	34	**1850**	YES	C
27	RED/BIRD	116	369	99	119	293	118	360	1687	204	35	818	56	**4274**	YES	C
28	BIRD/UNIVERSITY	43	0	195	0	0	0	0	1826	37	78	972	0	**3151**	YES	A
29	BIRD/LEJEUNE	115	683	49	210	554	58	260	1741	81	143	879	74	**4847**	YES	D
30	BLUE/SAN AMARO	6	34	155	96	70	2	3	599	41	17	123	13	**1159**	NO	E
31	BLUE/UNIVERSITY	19	135	296	5	135	13	71	720	71	86	154	12	**1717**	YES	C
32	BLUE/GRANADA	13	423	10	10	313	82	503	477	37	5	115	24	**2012**	YES	B
33	BIRD RD/GRANADA BLVD	22	161	54	43	230	37	35	1523	20	36	796	67	**3024**	YES	E
34	US-1/LE JEUNE RD	0	591	181	0	364	139	255	3744	26	65	2583	0	**7948**	YES	E
35	PONCE/RIVIERA DR	64	218	47	66	203	37	182	618	124	26	414	7	**2006**	YES	B
36	US1/RIVIERA DR	76	220	37	81	204	32	43	3009	35	7	2652	46	**6442**	YES	B
37	BIRD RD/RIVIERA DR	14	223	289	43	65	6	25	1631	9	53	898	22	**3278**	YES	B
38	SUNSET RD/GRANADA	0	0	0	31	0	22	19	748	0	0	328	30	**1178**	NO	C
39	GRANADA/HARDEE RD	0	97	283	25	51	36	80	505	5	31	259	85	**1457**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	18	0	99	174	506	0	0	472	59	**1328**	NO	C
41	S. ALHAMBRA CR/NERVIA	58	114	0	0	70	90	116	0	31	0	0	0	**479**	NO	A
42	BIRD RD/SAN AMARO DR	10	0	84	0	0	0	0	1659	9	28	998	0	**2788**	NO	D
43	BIRD RD/GRANADA BLVD	25	179	56	38	214	41	378	1541	15	44	800	80	**3411**	YES	E

NOTE [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 7
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING YEAR 2007 INTERSECTION TURNING VOLUMES - PM PEAK HOUR

8/5/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	252	314	33	17	354	227	113	267	84	186	479	7	**2333**	YES	D
2	SAN AMARO/MILLER	176	396	0	0	549	430	210	0	115	0	0	0	**1876**	YES	B
3	SAN AMARO/TRILLO	29	476	64	63	861	16	0	0	17	167	0	109	**1802**	NO	F
4	SAN AMARO/MEMORIAL	0	379	86	42	799	0	0	0	0	104	0	30	**1440**	NO	D
5	SAN AMARO/ROBBIA	0	424	7	27	804	20	0	0	5	0	0	36	**1323**	NO	C
6	CAMPO SANO/BRUNSON	106	0	48	0	0	0	0	305	81	24	730	0	**1294**	NO	D
7	PISANO/UNIVERSITY	20	4	21	64	7	32	48	266	20	9	345	34	**870**	NO	B
8	PISANO/CARILLO	0	0	0	5	13	60	11	257	84	23	335	0	**788**	NO	B
9	PONCE/GRANADA	65	250	25	57	390	114	221	397	21	46	817	39	**2442**	YES	C
10	US-1/GRANADA	17	178	29	133	261	89	97	2157	5	41	2070	61	**5138**	YES	B
11	PONCE/CARILLO	0	0	0	13	0	110	0	639	0	0	996	0	**1758**	NO	B
12	PONCE/STANFORD	121	95	131	132	183	74	47	369	132	113	864	90	**2351**	YES	B
13	US-1/STANFORD	27	137	39	114	171	136	176	2663	24	31	2169	57	**5744**	YES	B
14	PONCE/MERRICK	9	2	31	29	0	132	89	574	5	13	1273	43	**2200**	NO	F
15	PONCE/DICKINSON	17	0	10	33	1	163	114	582	5	5	1421	47	**2398**	NO	F
16	PONCE/S.ALHAMBRA	204	16	110	58	43	8	33	533	194	329	1200	52	**2780**	YES	C
17	US-1/S.ALHAMBRA	17	164	63	135	170	296	124	2438	17	51	3168	87	**6730**	YES	C
18	PONCE/SAN AMARO	8	5	9	443	14	31	46	324	6	25	965	585	**2461**	YES	B
19	RED/LEVANTE	57	1418	17	19	871	0	1	0	0	277	3	102	**2765**	YES	B
20	RED/US-1	0	443	108	0	468	342	201	2257	92	182	2747	19	**6859**	YES	C
21	RED/PONCE	0	583	118	207	762	35	0	0	9	0	0	765	**2479**	NO	F
22	CAMPO SANO/PISANO	299	0	27	0	0	0	0	174	117	9	366	0	**992**	NO	D
23	RED/BRESCIA	297	669	12	13	644	111	51	54	60	60	277	25	**2273**	YES	D
24	SUNSET/MAYNADA	5	100	39	17	400	87	88	431	25	109	372	14	**1687**	YES	C
25	RED/SUNSET	89	348	171	93	549	309	87	307	64	241	376	44	**2678**	YES	D
26	RED/BLUE	86	492	26	22	583	33	19	112	34	77	465	30	**1979**	YES	C
27	RED/BIRD	129	333	107	115	291	102	149	1151	155	207	1638	93	**4470**	YES	D
28	BIRD/UNIVERSITY	39	0	85	0	0	0	0	1214	54	157	1654	0	**3203**	YES	A
29	BIRD/LEJEUNE	162	659	70	154	802	161	146	1079	104	196	1723	139	**5395**	YES	D
30	BLUE/SAN AMARO	51	62	15	13	35	4	3	147	26	75	520	56	**1007**	NO	D
31	BLUE/UNIVERSITY	38	112	130	5	143	53	17	151	25	291	608	9	**1582**	YES	B
32	BLUE/GRANADA	43	225	9	10	293	392	147	156	29	21	636	20	**1981**	YES	C
33	BIRD RD/GRANADA BLVD	20	187	31	87	218	65	25	1078	36	34	1192	21	**2994**	YES	0
34	US-1/LE JEUNE RD	0	429	183	0	494	150	124	2615	19	185	2677	0	**6876**	YES	D
35	PONCE/RIVIERA	196	170	57	11	208	73	42	460	54	64	970	12	**2317**	YES	B
36	US1/RIVIERA DR	22	169	11	54	233	10	89	2471	33	12	2351	173	**5628**	YES	B
37	BIRD RD/RIVIERA DR	8	112	72	30	306	28	32	1116	31	216	1120	56	**3127**	YES	C
38	SUNSET RD/GRANADA	0	0	0	55	0	117	14	443	0	0	376	27	**1032**	NO	B
39	GRANADA/HARDEE RD	2	31	28	16	72	52	25	150	7	406	513	58	**1360**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	19	0	86	57	555	0	0	521	51	**1289**	NO	C
41	S. ALHAMBRA CR/NERVIA	67	51	0	2	71	154	92	0	40	0	0	0	**477**	NO	A
42	BIRD RD/SAN AMARO DR	19	0	37	0	0	0	0	1250	11	24	1492	0	**2833**	NO	D
43	BIRD RD/GRANADA BLVD	20	96	31	90	218	65	93	1078	36	34	1192	22	**2975**	YES	B

NOTE [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

4. FUTURE TRAFFIC CONDITIONS

4.1 Historical Growth

A regional growth rate was calculated using the annual average daily traffic (AADT) volumes from the past five years for FDOT traffic count data and Miami-Dade count stations located within the Study Area. The FDOT count stations resulted in a negative regional annual growth rate of -2.3% as depicted in Table 8. The Miami-Dade traffic count data resulted in a negative regional annual growth rate of -0.28% as depicted in Table 9. Per MLOU agreement, a minimum growth rate of 0.5% was used in the analysis for the first phase of development.

4.2 Model Derived Growth

A model derived regional growth rate for the study area was estimated by comparing traffic volumes from the 2000 Validated and 2030 Cost Feasible FSUTMS models. Minor adjustments to these models were performed such as adding the missing turn prohibitor at Ponce de Leon Blvd and Red Road. The calculated model-derived regional growth rate was 0.42% per year as depicted in Table 10.

Since both the historical and model-derived growth rates are less than 0.5% per year, a conservative background regional growth rate of 0.5% was assumed for all phases of the analysis. This corresponds to a traffic increase of about 10% between 2007 and 2025, which is a significant increase in background traffic considering the buildout of the area and the congestion experienced on major roadways and intersections.

A technical memorandum was prepared to address the various traffic growth rates calculations. It is provided in Attachment 5.

4.3 Committed Developments

The lists of committed developments were obtained from the City of Coral Gables, the City of Miami, and the City of South Miami. Committed developments located within a 2 mile distance from the edge of campus and generating peak hour trips in excess of 300 trips were included in the analysis. For projects located within a mile from campus, the trip threshold was lowered to 100 peak hour trips.

The daily, AM and PM peak hour external trips generated by each committed development using ITE 7th Edition trip rates are shown in Table 11. We were informed that the Byblos project from the list was abandoned. The technical document dealing with committed developments is provided in Attachment 6.

4.4 Programmed Roadway Improvements

The City's Traffic Improvement Program ("City TIP") includes predominantly road resurfacing and curb and drainage improvements. No significant roadway improvements are planned within the Study Area. Additional roadway improvements are related to development order commitments by projects such as Village of Merrick Park, Red Commons, Alhambra Grand Plaza, Starwood, Andalusia and others. All these improvements except for the Village of Merrick Park and Red Commons are in the vicinity of these developments outside the Study Area but within the expanded traffic impact area. Most of the Village of Merrick Park recommended improvements (MPO Project No. PS000004) have been implemented.

TABLE 8
UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY
REGIONAL GROWTH BASED ON HISTORICAL FDOT TRAFFIC COUNTS

06-Mar-08

ROADWAY	STATION NUMBER	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006	COMP. GROWTH RATE 2002-2006
RED ROAD							
N. OF US-1	FDOT-34	22,500	22,000	20,400	20,500	22,500	0.00%
S. OF BIRD [1]	FDOT-2552	18,700	19,300	19,900	18,700	17,000	-2.35%
S. OF CORAL WAY	FDOT-35	17,400	16,900	17,500	17,800	16,800	-0.87%
LEJEUNE ROAD							
N. OF PONCE DE LEON	FDOT-1053	25,500	25,500	28,000	29,000	27,000	1.44%
S. OF CORAL WAY	FDOT-24	39,000	37,500	41,000	48,000	34,000	-3.37%
BIRD ROAD							
E. OF RED ROAD	FDOT-1049	50,000	41,500	49,000	49,000	50,500	0.25%
W. OF RED ROAD	FDOT-80	53,500	49,500	51,500	55,500	38,500	-7.90%
W. OF LEJEUNE RD	FDOT-1048	45,000	40,000	43,500	51,000	41,500	-2.00%
E. OF LEJEUNE RD	FDOT-82	44,500	42,000	42,500	39,000	38,000	-3.87%
SUNSET DRIVE							
W. OF US-1	FDOT-70	33,000	27,000	31,000	29,500	30,000	-2.35%
US-1							
S. OF RED ROAD	FDOT-127	84,000	89,000	92,500	81,000	79,000	-1.52%
S. OF GRANADA BLVD	FDOT-178	91,000	93,000	86,343	85,550	86,325	-1.31%
S. OF GRAND AVENUE	FDOT-521	89,500	84,000	93,500	80,000	78,000	-3.38%
TOTAL VOL & AVG GROWTH RATE		**613,600**	**587,200**	**616,643**	**604,550**	**559,125**	**-2.30%**

TABLE 9
UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY
REGIONAL GROWTH BASED ON HISTORICAL COUNTY COUNTS

06-Mar-08

ROADWAY	COUNTY COUNT STATION NUMBER	SEASONAL FACTOR ADJUST.	YEAR 2002	YEAR 2003	YEAR 2004	YEAR 2005	YEAR 2006	COMP. GROWTH RATE 2002-2006
SR 27 - INGRAHAM HWY								
EAST OF 42 AVE	**194**	**COUNT**	***20,349***	20,349	17,948	21,203	18,514	
		S.F.	**1.01**	**1.01**	**1.01**	**0.99**	**0.99**	
		DATE		**9/16/03**	**6/3/04**	**12/12/05**	**11/29/06**	
		AADT	**20,552**	**20,552**	**18,127**	**20,991**	**18,329**	**-2.82%**
SW 42 AVENUE								
SOUTH OF US-1	**218**	**COUNT**	17,518	***18,979***	***18,979***	20,439	17,111	
		S.F.	**0.99**	**0.99**	**0.99**	**0.99**	**0.99**	
		DATE	**10/8/02**			**12/13/05**	**10/11/06**	
		AADT	**17,343**	**18,789**	**18,789**	**20,235**	**16,940**	**-0.59%**
MILLER ROAD								
WEST OF RED ROAD	**260**	**COUNT**	22,933	24,391	22,919	20,056	20,173	
		S.F.	**1.00**	**0.99**	**0.99**	**1.00**	**1.01**	
		DATE	**4/30/02**	**2/11/03**	**4/7/04**	**5/10/05**	**9/20/06**	
		AADT	**22,933**	**24,147**	**22,690**	**20,056**	**20,375**	**-2.91%**
PONCE DE LEON BLVD								
NORTH OF BIRD DRIVE	**624**	**COUNT**	17,852	18,671	19,952	20,296	19,474	
		S.F.	**1.00**	**1.01**	**1.01**	**0.99**	**1.00**	
		DATE	**4/30/02**	**9/15/03**	**5/27/04**	**12/13/05**	**10/5/06**	
		AADT	**17,852**	**18,858**	**20,152**	**20,093**	**19,474**	**2.20%**
RED ROAD								
SOUTH OF BIRD ROAD	**632**	**COUNT**	19,627	***21,301***	22,975	22,615	19,804	
		S.F.	**0.99**	**1.00**	**1.01**	**0.99**	**1.00**	
		DATE	**10/15/02**		**6/9/04**	**1/04/06**	**9/27/06**	
		AADT	**19,431**	**21,301**	**23,205**	**22,389**	**19,804**	**0.48%**
NORTH OF SUNSET DR	**634**	**COUNT**	22,666	21,687	22,406	23,203	21,914	
		S.F.	**1.00**	**0.99**	**1.01**	**0.99**	**1.00**	
		DATE	**5/2/02**	**2/11/03**	**6/9/04**	**12/13/05**	**9/27/06**	
		AADT	**22,666**	**21,470**	**22,630**	**22,971**	**21,914**	**-0.84%**
SUNSET DRIVE								
WEST OF COCOPLUM	**656**	**COUNT**	12,522	12,907	12,217	13,076	15,147	
		S.F.	**1.00**	**0.99**	**1.01**	**0.99**	**0.99**	
		DATE	**4/30/02**	**10/14/03**	**6/1/04**	**12/14/05**	**11/16/06**	
		AADT	**12,522**	**12,778**	**12,339**	**12,945**	**14,996**	**4.61%**
TOTAL VOL & AVG GROWTH RATE			**133,299**	**137,895**	**137,932**	**139,680**	**131,832**	**-0.28%**

NOTE:
[1] Italic and red values are an estimated average count.
[2] Seasonal factors were obtained from the 2006 Traffic Data CD Rom

TABLE 10
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
MODEL DERIVED REGIONAL GROWTH RATE USING MUATS 2000 AND 2030 MODELS

3/6/2008

ROAD SEGMENT	ROADWAY NUMBER OF LANES	2000 FSUTMS VOLUMES [1]	2030 FSUTMS VOLUMES [2]	ANNUAL GROWTH RATES [3]
US 1				
DOUGLAS RD TO LEJEUNE RD	6LD	69974	72589	0.12%
LEJEUNE RD RD TO GRANADA BLVD	6LD	62308	77374	0.72%
GRANADA BLVD TO RED ROAD	6LD	66485	75618	0.43%
RED ROAD				
BIRD ROAD TO BRESCIA AVE	2LU	16586	18881	0.43%
BRESCIA AVE TO US-1	4LU	26740	31527	0.55%
US-1 TO SUNSET DRIVE	4LU	33377	39357	0.55%
MILLER ROAD				
SAN AMARO DR TO RED ROAD	2LU	23600	26209	0.35%
WEST OF RED ROAD	2LU	19952	26340	0.93%
SUNSET DRIVE				
CARTEGENA CIRCLE TO MAYNADA	2LU	13343	17230	0.86%
MAYNADA TO RED ROAD	2LU	15733	18184	0.48%
PONCE DE LEON				
BIRD ROAD TO LEJEUNE ROAD	4LD	32455	45453	1.13%
LEJEUNE ROAD TO STANFORD DR	4LD	61298	60243	-0.06%
STANFORD DR TO RED ROAD	4LD	55934	54608	-0.08%
BIRD ROAD				
PONCE TO LEJEUNE RD	4LU	46081	47328	0.09%
LEJEUNE ROAD TO GRANADA BLVD	4LU	62049	67089	0.26%
GRANADA BLVD TO RED ROAD	4LU	55151	61596	0.37%
LEJEUNE ROAD				
CARTEGENA CIRCLE TO US-1	2LU	20456	25443	0.73%
US-1 TO BIRD ROAD	4LU	33180	43778	0.93%
GRANADA BLVD				
BIRD ROAD TO US-1	2LU	23316	22590	-0.11%
US-1 TO SUNSET DRIVE	2LU	12418	17553	1.16%
MAYNADA STREET				
US-1 TO SUNSET DRIVE	2LU	15977	17635	0.33%
ALHAMBRA CIRCLE / SAN AMARO DRIVE				
BIRD ROAD TO MILLER ROAD	2LU	10205	12220	0.60%
MILLER ROAD TO PONCE DE LEON	3LU	9424	11535	0.68%
TOTAL		**786042**	**890380**	**0.42%**

NOTES:

[1] THE ADJUSTMENTS TO THE VALIDATED 2000 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD

[2] THE ADJUSTMENTS TO THE COST FEASIBLE 2030 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD
- ADJUST ZONAL DATA TO INCLUDE AT A MINIMUM ALL USES OF ALL COMMITTED DEVELOPMENTS
- KEPT SAME ZONAL DATA FOR UM BECAUSE BACKGROUND GROWTH RATE SHOULD NOT INCLUDE NEW CAMPUS TRIPS

TABLE 11
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS TRIP GENERATION

3/6/2008

LAND USE	TAZ	UNITS	ITE LAND USE CODE	DAILY TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	DAILY TRIPS: GROSS DAILY TRIPS	DAILY TRIPS: PASS BY %	DAILY TRIPS: NET DAILY TRIPS	AM PEAK HOUR TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	AM PEAK HOUR TRIPS: IN %	AM PEAK HOUR TRIPS: IN TRIPS	AM PEAK HOUR TRIPS: OUT %	AM PEAK HOUR TRIPS: OUT TRIPS	AM PEAK HOUR TRIPS: AM PEAK TRIPS	AM PEAK HOUR TRIPS: PASS BY %	AM PEAK HOUR TRIPS: NET AM PK TRIPS	PM PEAK HOUR TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	PM PEAK HOUR TRIPS: IN %	PM PEAK HOUR TRIPS: IN TRIPS	PM PEAK HOUR TRIPS: OUT %	PM PEAK HOUR TRIPS: OUT TRIPS	PM PEAK HOUR TRIPS: PM PEAK TRIPS	PM PEAK HOUR TRIPS: PASS BY %	PM PEAK HOUR TRIPS: NET PM PK TRIPS
I. CORAL GABLES																							
1. MERRICK PLACE	1081																						
HIGH RISE		127 UNITS	222	Ln(T) = 0.83 Ln(X) + 2.50	679	0%	679	Ln(T) = 0.99 Ln(X) - 1.14	25%	10	75%	29	39	0%	39	T = 0.32 (X) + 12.30	61%	32	39%	21	53	0%	53
RETAIL		32,072 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	3243	25%	2432	Ln(T) = 0.60 Ln(X) + 2.29	61%	48	39%	31	79	25%	59	Ln(T) = 0.66 Ln(X) + 3.40	48%	142	52%	154	296	25%	222
NET EXTERNAL							**3111**		**47%**	**46**	**53%**	**52**			**98**		**51%**	**139**	**49%**	**137**			**275**
2. MERRICK VIEW																							
RETAIL	1080	100,000 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	6791	25%	5093	Ln(T) = 0.60 Ln(X) + 2.29	61%	96	39%	61	157	25%	118	Ln(T) = 0.66 Ln(X) + 3.40	48%	300	52%	326	626	25%	470
3. US1 OFFICE BLDG																							
(ROSARO & RIVIERA)	1083																						
OFFICE		61,751 SF	710	Ln(T) = 0.77 Ln(X) + 3.65	920	10%	828	Ln(T) = 0.80 Ln(X) + 1.55	88%	113	12%	15	128	10%	115	T = 1.12 (X) + 78.81	17%	25	83%	123	148	10%	133
4. 1430 S. DIXIE																							
RETAIL	1086	80,000 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	5874	25%	4406	Ln(T) = 0.60 Ln(X) + 2.29	61%	84	39%	53	137	25%	103	Ln(T) = 0.66 Ln(X) + 3.40	48%	259	52%	281	540	25%	405
5. SAN REMO PLAZA																							
RETAIL	1086	205,866 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	10858	25%	8144	Ln(T) = 0.60 Ln(X) + 2.29	61%	147	39%	94	241	25%	181	Ln(T) = 0.66 Ln(X) + 3.40	48%	484	52%	524	1008	25%	756
6. ST PHILLIP'S SCHOOL																							
SCHOOL	1064	110,000 SF		N/A				T = 3.54 (X)	63%	245	45%	144	389	25%	292	T = 5.5 (X)	28%	169	72%	436	605	25%	454
II. SOUTH MIAMI																							
1. RED ROAD COMMONS	1098																						
TRAFFIC STUDY										89		113			202			113		89			202
III. CITY OF MIAMI																							
1. 3760 BIRD ROAD	1067																						
OFFICE		319,607 SF	710	Ln(T) = 0.77 Ln(X) + 3.65	3264	10%	2938	Ln(T) = 0.80 Ln(X) + 1.55	88%	418	12%	57	475	10%	428	T = 1.12 (X) + 78.81	17%	74	83%	363	437	10%	393
RETAIL		23,283 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	2633	25%	1975	Ln(T) = 0.60 Ln(X) + 2.29	61%	40	39%	25	65	25%	49	Ln(T) = 0.66 Ln(X) + 3.40	48%	115	52%	124	239	25%	179
NET EXTERNAL							**4913**		**85%**	**406**	**15%**	**70**			**477**		**27%**	**153**	**73%**	**420**			**572**
2. MIAMI GREEN																							
OFFICE	1080	100,282 SF	710	Ln(T) = 0.77 Ln(X) + 3.65	1337		1337	Ln(T) = 0.80 Ln(X) + 1.55	88%	165	12%	23	188		188	T = 1.12 (X) + 78.81	17%	32	83%	159	191		191
3. VILLAGIO																							
HOME DEPOT	1070	160,450 SF	820	Ln(T) = 0.65 Ln(X) + 5.83	9234	25%	6926	Ln(T) = 0.60 Ln(X) + 2.29	61%	127	39%	81	208	25%	156	Ln(T) = 0.66 Ln(X) + 3.40	48%	410	52%	445	855	25%	641
TOTAL					**44833**		**34758**		**82%**	**1582**	**18%**	**726**	**2106**		**1930**		**53%**	**2155**	**47%**	**3045**	**4998**		**4099**

4.5 Project Trips

The Planned Development facilities were classified as Type 1, Type 2, or a mixed Type 1-2 as depicted in Table 1. To estimate the external trips generated by UMCAD facilities, these buildings were further grouped into 'Academic', 'Housing', 'Parking', Type 1-2 and Type 2 categories.

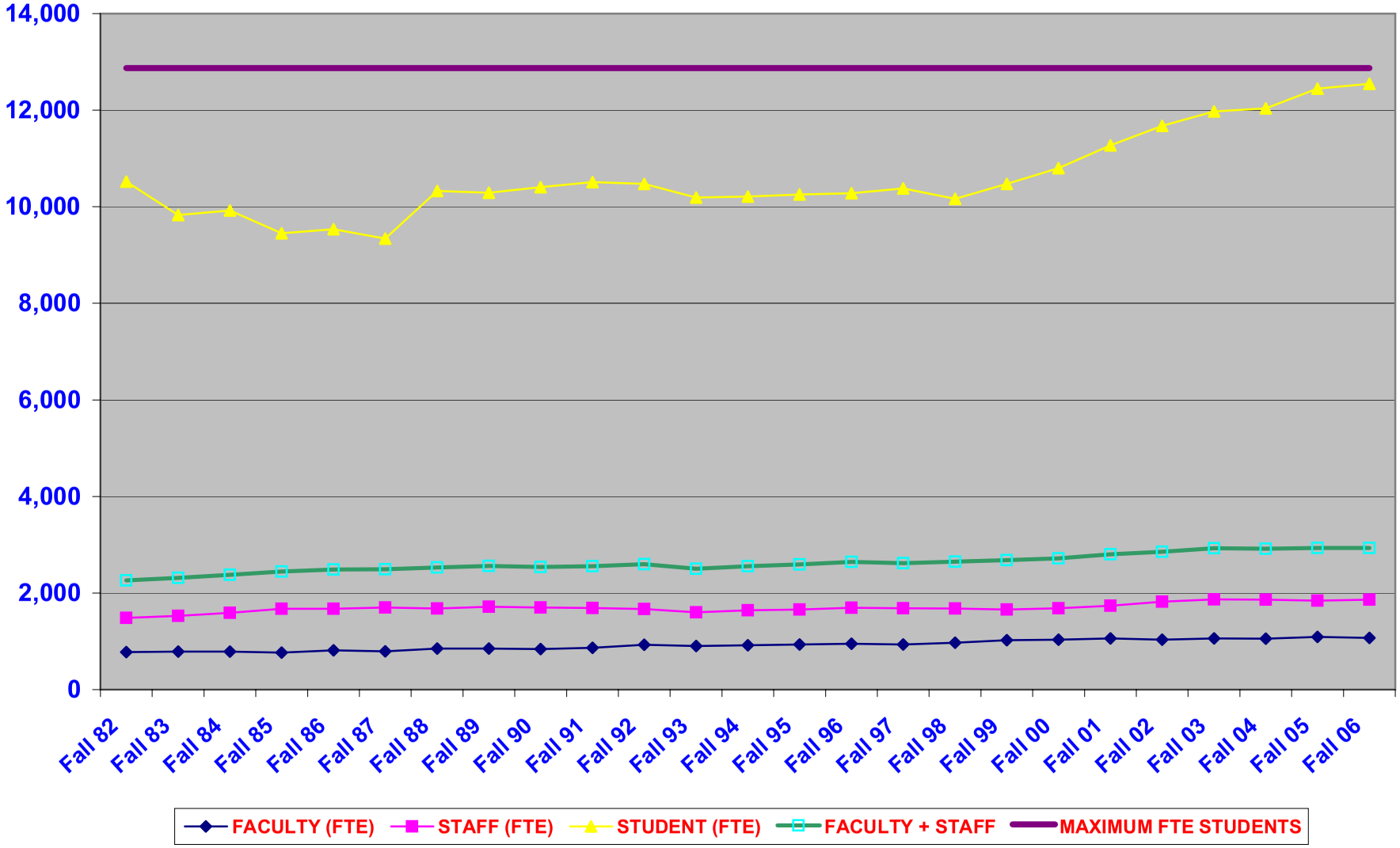
The 'Academic' space, after accounting for demolition, will increase by about 30% in 2025. In general, there is a strong correlation between the number of faculty and the number of students, and a correlation between staff and both students and building size. Figure 9 shows a relatively stable faculty plus staff population, representing an FTE ratio of about 4 students per faculty plus staff. Furthermore, the University position, as stated in an email, is the following:

> *The University position is that the increase in square footage projected through 2025 will not increase significantly the number of faculty and staff working on campus. The University will develop additional on-campus housing for students, improve and expand activity centers for an increasingly resident population (Wellness Center, Student Activity Center), and improve the quality of classroom, laboratory, and research space. These spaces are not populated in the same way that development for the free market is populated. Private development constructs new buildings with the purpose of filling them with new bodies. When the University constructs new buildings, they will be populated with bodies that already exist on campus.*
>
> *As an example, in the last several years, the University has added space to several schools. Their increase in square footage has not translated to a corresponding increase in faculty or staff. The new Nursing School, opened in 2006, provided new facilities for learning and research. The school's programs moved from a 10,556 square foot building that was demolished, into a new facility comprising 53,414 square feet of new space. Prior to the new building, their employment was (approx.) 25 full-Time, 25 part-time. After construction of the new building, their full-time employees increased to 29, but their part time employees decreased to 14. They were able to improve their space from 211sf/employee to 1,242sf/employee.*
>
> *Recently, the School of Architecture also built the 8,200 square foot Perez Center. This increased the School of Architecture's usable space from 31,500 square feet to 39,708 square feet. Their ratio of square foot per employee increased from 477 sf/employee to 661 sf/employee. We believe that our future development will mirror these trends, and help us to provide more comfortable, state-of-the-art facilities for our students and the faculty.*

Based on the foregoing information, and since the student population is projected to remain relatively constant, the UMRTS analysis initially assumed that the new 'Academic' space will result in a 5% increase in faculty trips and a 20% increase in staff trips considering the academic buildings will be "decompressed" and most cleaning staff trips occur off-peak hours. The resulting weighted combined average is a 15% increase in faculty plus staff trips. However, it was agreed with the City's consultant to use in the UMRTS analysis a more conservative 25% increase in faculty and staff trips to account for the impact of the academic buildings proposed in the UMCAD program.

FIGURE 9

UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS - FACULTY, STAFF & STUDENTS



The new 'Housing' trips are accounted for in the updated residential trip rates. No new trips will be generated by new 'Parking' facilities, however, changes in parking supply and location has an impact on traffic patterns and traffic volumes at University access driveways as discussed in a separate section of this document.

The trips generated by Type 1-2 facilities, representing a net additional space of less than 300,000 SF, and consisting of facilities such as additions to student activity centers, alumni center, Wellness Center, museum, theater, etc, were conservatively estimated as representing 15% of existing student trips. This is equally a conservative assumption because many trips generated by these facilities occur during off-peak hours or on weekends.

Table 1 provides a detailed summary of the AM and PM peak hour trips generated by each category of UMCAD buildings. The daily trips, used for concurrency purposes, were estimated as ten times the average AM and PM peak hour trips, or representing a reasonable K factor of about 10%.

A detailed description of the procedure used to classify UMCAD facility classification into Type 1, Type 2 and Type 1-2 facilities and estimate project trips for each facility type is provided in a technical memorandum included in Attachment 7. The net additional AM and PM peak hour trips generated by Type 1, Type 2 and Type 1-2 facilities for each phase of development, as well as the trip reduction resulting from the increase in the number of students living on Campus are summarized in Table 12.

The NSCDZ is the only Type 2 facility proposed in the UMCAD development plan. It is projected to be constructed in two equal phases in 2020 and 2025. Table 13 provides an estimate of the daily AM and PM peak hour external trips expected to be generated by this facility at buildout using ITE 7th Edition trip rates and appropriate internalization rates.

Without specific information regarding the nature of the retail space provided at the NSCDZ, a worst case condition was considered in the analysis. In case the retail was designed primarily to serve the NSCDZ offices and research facilities, it will have no pass-by trips, however, over 70% of its trips will be internalized within the site reducing an equivalent trip ends from office and research uses. A more conservative assumption that was used in the UMRTS analysis assumed traditional retail space with 10% internalization within the site and 25% pass-by trips applied only to the retail component of the NSCDZ. The traditional retail assumption resulted in higher external trips (7,330 daily, 1097 AM and 854 PM trips used in the RTS versus 5,159 daily, 773 AM and 765 PM trips if retail were assumed to serve primarily (70%) the NSCDZ with no pass-by reductions) and therefore represented a worst case condition.

The net external trips generated by the NSCDZ are presented in Table 13 are therefore based on the assumptions of 25% pass-by of commercial trips, 10% internalization between the NSCDZ mixed uses, and 20% internalization between the NSCDZ and the Campus. No additional trip reduction was applied to account for the high-quality transit service provided by the shuttle buses and Metrorail.

TABLE 12
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
NEW PROJECT TRIPS RELATED TO INCREASE IN STUDENTS AND STAFF AS WELL AS UMCAD FACILITIES

3/6/2008

				AM PEAK HOUR								PM PEAK HOUR							
							CUMULATIVE TRIPS								CUMULATIVE TRIPS				
YEAR	FUTURE FTE STUDENTS	FUTURE RESIDENT STUDENTS	FUTURE COMMUTER STUDENTS	RESIDENT STUDENT TRIPS	COMMUTER STUDENT TRIPS	TOTAL STUDENT TRIPS	TRIP REDUCTION FEWER COMMUTER	TYPE 1 TRIPS	TYPE 1-2 TRIPS	TYPE 2 NSCDZ TRIPS	TOTAL UMCAD TRIPS	RESIDENT STUDENT TRIPS	COMMUTER STUDENT TRIPS	TOTAL STUDENT TRIPS	TRIP REDUCTION FEWER COMMUTER	TYPE 1 TRIPS	TYPE 1-2 TRIPS	TYPE 2 NSCDZ TRIPS	TOTAL UMCAD TRIPS
2007	12544	4756	7788	166	3497	3663	0	0	0	0	**0**	476	3925	4401	0	0	0	0	**0**
2010	12571	5786	6785	203	3046	3249	-414	88	339	0	**13**	579	3420	3999	-402	103	398	0	**99**
2015	12671	5906	6765	207	3037	3244	-419	190	474	0	**245**	591	3410	4001	-400	221	557	0	**378**
2020	12771	5906	6865	207	3082	3289	-374	200	474	549	**849**	591	3460	4051	-350	233	557	427	**867**
2025	12871	5906	6965	207	3127	3334	-329	200	474	1,097	**1,442**	591	3510	4101	-300	233	557	854	**1,344**

NOTES:

TRIP REDUCTION IS DUE TO MORE RESIDENTIAL STUDENTS AND FEWER COMMUTER STUDENTS AS MORE RESIDENTIAL HALLS ARE CONSTRUCTED.
FUTURE STUDENT POPULATION AT THE CORAL GABLES CAMPUS IS LIMITED TO 12,871 FTE STUDENTS, OTHERWISE A NEW DRI ANALYSIS MUST BE PERFORMED.
RESIDENT STUDENT AND COMMUTER STUDENT TRIPS WERE ESTIMATED USING A CALCULATED RESIDENT AND COMMUTER TRIP RATES SPECIFIC TO UM CAMPUS.
TYPE 1 TRIPS ACCOUNT FOR INCREASED STAFF AT ACADEMIC FACILITIES. TYPE 1 TRIPS ARE ESTIMATED TO BE EQUAL TO 25% OF EXISTING STAFF TRIPS.
TYPE 1-2 TRIPS ACCOUNT FOR INCREASED STUDENT TRIPS GENERATED BY TYPE 1-2 FACILITIES. THEY ARE ESTIMATED TO BE EQUAL TO 15% OF EXISTING STUDENT TRIPS.
FOR THE PURPOSE OF THIS RTS STUDY, CAMPUS TRIPS ARE ASSUMED TO BE SPLIT INTO 80% STUDENTS AND 20% STAFF AND FACULTY.
TYPE 2 TRIPS ACCOUNT FOR THE NORTH SOUTH CENTER DEVELOPMENT ZONE (NSCDZ). TYPE 2 TRIPS ARE CALCULATED USING ITE TRIP RATES.
AM PEAK HOUR TRIP RATES ARE 0.035 TRIPS PER RESIDENT STUDENT AND 0.449 TRIPS PER COMMUTER STUDENT.
PM PEAK HOUR TRIP RATES ARE 0.1 TRIPS PER RESIDENT STUDENT AND 0.504 TRIPS PER COMMUTER STUDENT.

TABLE 13
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
NSCDZ TRIP GENERATION

3/6/2008

LAND USE	UNITS	ITE LAND USE CODE	DAILY TRIPS		AM PEAK HOUR TRIPS						PM PEAK HOUR TRIPS					
			ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	GROSS VEHICLE TRIPS	ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	IN		OUT		AM PEAK TRIPS	ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	IN		OUT		PM PEAK TRIPS
						%	TRIPS	%	TRIPS			%	TRIPS	%	TRIPS	
OFFICE	350 K.S.F.	710	Ln(T) = 0.77 Ln(X) + 3.65	3,500	Ln(T) = 0.80 Ln(X) + 1.55	88%	450	12%	61	511	T = 1.12 (X) + 78.81	17%	80	83%	391	471
SPECIALITY RETAIL	75 K.S.F.	814	T = 42.78 (X) + 37.66	3,246	T = 4.91 (X) +115.59	48%	232	52%	252	484	T = 2.40 (X) + 21.48	44%	88	56%	113	201
RESEARCH	577.4 K.S.F.	760	Ln(T) = 0.82 Ln(X) + 3.14	4,247	Ln(T) = 0.88 Ln(X) + 0.88	83%	539	17%	110	649	Ln(T) = 0.83 Ln(X) + 1.06	15%	85	85%	480	565
GROSS TRIPS	**1002.4 K.S.F.**			**10,993**			**1,221**		**423**	**1,644**			**253**		**984**	**1,237**
RETAIL PASS-BY [1], [2]	25%			812			58		63	121			22		28	50
SITE INTERNALIZATION	10%			1,018			116		36	152			23		96	119
SITE EXTERNAL TRIPS				**9,163**			**1,047**		**324**	**1,371**			**208**		**860**	**1,068**
INTERNALIZATION W/ UM	20%			1,833			209		65	274			42		172	214
NET EXTERNAL TRIPS				**7,330**			**838**		**259**	**1,097**			**166**		**688**	**854**
NET EXTERNAL TRIPS PER PHASE				**3,665**			**419**		**130**	**549**			**83**		**344**	**427**

NOTES:
[1] RETAIL PASS-BY INTERNALIZATION IS LIMITED TO 10% OF BACKGROUND TRAFFIC ON PONCE DE LEON BLVD
[2] IN CASE RETAIL IS DESIGNED TO SERVE THE NSCDZ, IT WILL HAVE NO PASS-BY BUT A MUCH HIGHER INTERNALIZATION RATE RESULTING IN LESS OVERALL EXTERNAL TRIPS

4.6 Project Trip Distribution

Peak hour project trip distributions and assignments to the roadway network and intersections were based on select zone analysis using the Miami-Dade FSUTMS regional transportation model. Two new zones were created to account for the Planned Development. One zone was assigned to the NSCDZ and the other to the remaining Planned Development facilities. The NSCDZ zone had driveway access to Ponce de Leon Blvd only.

The regional model distribution plots were checked for reasonableness and compared to the distribution of student zip codes. There was a relative consistency between the two distributions which confirmed the validity of the regional model trip assignment. Both distributions assigned from 36% to 38% of the trips to the southwest quadrant, 27% to 30% to the northeast quadrant, 27% to 28% to the northwest quadrant and the remaining 6% to 7% to the southwest quadrant as depicted on the plots provided in Attachment 8.

One important limitation of the FSUTMS regional model is that it does not include a number of local roadways serving the campus area such as University Drive, Campo Sano Avenue, Levante Avenue, Brescia Avenue, Alhambra Circle north of Delgado Avenue, South Alhambra Circle south of Ponce de Leon Blvd. The only east-west roads between San Amaro Drive and Red Road north of Ponce de Leon Blvd are Miller Road, Blue Road and Bird Road. This caused excessive loading of project trips onto Miller Road since it provided the only east-west link between Brescia Avenue and Blue Road. Similarly, Granada Blvd provided the only north-south roadway between San Amaro Drive and Ponce de Leon Blvd, and therefore also represented traffic assignment on University Drive and Riviera Drive.

Engineering judgment and volume ratios were used when necessary to distribute project trips between parallel roads such as Granada Blvd and University Drive or between Miller Road and Brescia Avenue and Levante Avenue. Also adjustment was made to the NSCDZ traffic assignment west on Ponce de Leon Blvd to increase assignment on US-1 considering the westbound left turn prohibitor at Ponce de Leon Blvd and Red Road. No adjustments were generally made to divert project trip assignment to roadways not included in our link analysis. Overall, the project trip assignments used in the UMRTS analysis remained conservative on critical roadways.

The trip distribution plots using the select zone analysis for the NSCDZ, the Planned Development, the committed developments and the zip code plots are provided in Attachment 8. The manual adjustments of project trip distribution plots to account for roadways included in our analysis that are not represented in the regional model and the committed development trip assignment tables showing committed trips at intersection turning movements are also provided in Attachment 8.

4.7 Traffic Adjustments Due to Internal Roadway

The University is in the process of preparing plans to construct in two phases an internal roadway to link the various areas of the campus. Currently, there is no roadway connection between the areas of the Campus located south and north of the canal, requiring drivers and shuttle buses to use the public streets surrounding the Campus. Since a final design plan has not been completed, for the purpose of the UMRTS, both phases of the internal roadway were assumed to impact the first phase of the UMCAD.

The internal roadway will be implemented concurrently with the realignment of Miller Road and Miller Drive. The latest design plans being considered indicate that existing Miller Drive will be closed as well as the campus entrance driveway facing Robbia Avenue and the driveway north of Brunson Drives. These are draft plans and will continue to be in development during the planning and design phases throughout 2008 in coordination with City staff. Traffic diversion was applied to first divert traffic from the driveways that will closed to nearby entrances, then reassign Miller Drive traffic to the realigned Miller Road, and finally divert 10% of the through traffic on San Amaro Drive between Miller Road and Campo Sano Avenue, and 5% of the through traffic on Campo Sano Avenue and Pisano Avenue to the internal roadway as agreed upon with City consultant. Figures depicting the existing and diverted traffic volumes as well as the draft internal road design plan and the latest service delivery draft plan are provided in Attachment 9.

4.8 Traffic Adjustments Due to New Parking

The UMCAD program includes the construction of parking facilities, mostly in the south area of the campus, and the loss of parking spaces, mostly in the north area of the campus to accommodate the internal roadway and UMCAD buildings. For the purpose of the UMRTS analysis, the campus was divided into two areas north and south of the canal. A more detailed traffic impact analysis dividing the campus into more zones can be performed in the future for specific building approvals when more information about these facilities will be available.

The changes in parking availability in the two campus areas north and south of the canal and per UMCAD phase are depicted in Table 14. The NSCDZ parking areas were excluded because trips to the NSCDZ could only access the campus via Ponce de Leon Blvd, and were assigned separately using a distinct trip distribution analysis.

The diversion analysis due to changes in parking is shown in Table 15. It is performed for 2010 and for all subsequent phases combined since by excluding the NSCDZ parking spaces, there is no significant change in campus parking between 2015 and 2025.

The diversion analysis was accomplished in 6 steps:

1. Identify from the new parking facilities those serving new residential students and apply resident student trip rates per parking space.

2. Develop AM and PM non-residential peak hour trip rates per parking space for the area south of the canal derived from the 2007 traffic counts performed for the Ponce de Leon parking garage. These rates are then applied to the non-residential trips gained in the campus area south of the canal.

3. Apply a campus wide parking trip rate to the changes in non-residential parking spaces north of the canal. The campus wide AM and PM peak hour trip rates per parking space are based on total adjusted campus trips calculated in Table 3 divided by total campus parking spaces which are about 9000 spaces.

4. Subtract the UMCAD trips already assigned for UMCAD Type I and Type 1-2 facilities (excluding the NSCDZ) onto the two campus areas north and south of the canal to avoid double counting of project trips.

TABLE 14
UNIVERSITY OF MIAMI
PARKING NET CHANGES PER UMCAD PHASE

3/6/2008

UMCAD PARKING CHANGES		SOUTH OF LAKE TOTAL SPACES	PERCENT	SOUTH OF LAKE IMPACT SPACES	UMCAD PARKING CHANGES		NORTH OF LAKE TOTAL SPACES	PERCENT	NORTH OF LAKE IMPACT SPACES
PHASE 2010					**PHASE 2010**				
	PARKING ADDITIONS					**PARKING ADDITIONS**			
N113A	PAVIA ADDITION	304	100%	304					
N113B	MERRICK GARAGE	871	100%	871					
N115	DICKINSON GARAGE	490	100%	490					
	SUBTOTAL			**1665**		**SUBTOTAL**			**0**
	PARKING LOSSES								
421A	SOUTH OF LAKE	30	100%	30					
421	SOUTH OF LAKE	27	50%	14					
422	SOUTH OF LAKE	25	100%	25					
423	SOUTH OF LAKE	34	100%	34					
413	SOUTH OF LAKE	290	60%	174					
433	SOUTH OF LAKE	100	50%	50		**PARKING LOSSES**			
446	SOUTH OF LAKE	77	50%	39		INTERNAL ROADWAY	150	100%	150
451	SOUTH OF LAKE	118	50%	59	202	NORTH OF LAKE	27	100%	27
452	SOUTH OF LAKE	89	50%	45	203	NORTH OF LAKE	37	100%	37
303	SOUTH OF LAKE	38	100%	38	213	NORTH OF LAKE	37	100%	37
	SUBTOTAL			**508**		**SUBTOTAL**			**251**
	NET ADDITION			**1157**		**NET LOSS**			**-251**
	PHASE 2015					**PHASE 2015**			
	PARKING ADDITIONS					**PARKING ADDITIONS**			
0007A	BANK UNITED CONVOCATION	700	100%	700					
N114	CONVOCATION/STUDENTS	500	100%	500					
	SUBTOTAL			**1200**		**SUBTOTAL**			**0**
	PARKING LOSSES					**PARKING LOSSES**			
431	SOUTH OF LAKE	97	100%	97					
434N	SOUTH OF LAKE	63	50%	32					
435	SOUTH OF LAKE	44	100%	44					
436	SOUTH OF LAKE	22	100%	22					
437	SOUTH OF LAKE	20	100%	20					
441	SOUTH OF LAKE	53	100%	53	604A	NORTH OF CANAL	18	100%	18
	SUBTOTAL			**268**		**SUBTOTAL**			**18**
	NET ADDITION			**932**		**NET LOSS**			**-18**
	PHASE 2020					**PHASE 2020**			
	PARKING LOSSES								
442	SOUTH OF LAKE	25	100%	25					
443	SOUTH OF LAKE	52	100%	52					
367	SOUTH OF LAKE	63	50%	32					
	SUBTOTAL			**109**		**SUBTOTAL**			**0**
	NET LOSS			**-109**		**NET GAIN/LOSS**			**0**
	PHASE 2025					**PHASE 2025**			
	PARKING ADDITION					**PARKING ADDITION**			
	NSCDZ	N/A							
	PARKING LOSSES					**PARKING LOSSES**			
425	SERPENTINE LOT (NSCDZ)	344			209	NORTH OF LAKE	245	50%	123
	SUBTOTAL			**N/A**		**SUBTOTAL**			**123**
	NET GAIN/LOSS					**NET LOSS**			**-123**
TOTAL NET GAIN IN PARKING SPACES				**1,980**	**TOTAL NET LOSS IN PARKING SPACES**				**-392**

NOTE:
THE NSCDZ PARKING AREAS ARE NOT INCLUDED IN PARKING TRIP DIVERSION BECAUSE THE NSCDZ TRIPS WERE ASSIGNED SEPARATELY ONTO THE ROADWAY NETWORK USING A NEW ZONE ACCESSED ONLY VIA PONCE DE LEON BLVD.

TABLE 15
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
TRAFFIC DIVERSION DUE TO CHANGES IN PARKING SPACES

8/5/2008

UMCAD PHASE I: 2010

SOUTH OF CANAL

NEW NET PARKING SPACES (MOSTLY RESIDENTS):		1157	SPACES		
NEW RESIDENT STUDENTS (VS. 2007):		1030	STUDENTS		
NEW UMCAD TRIPS EXCEPT NSCDZ:		13	AM TRIPS	99	PM TRIPS
TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II):	9%	1	AM TRIPS	9	PM TRIPS

SOUTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
RESIDENT TRIPS	1030	0.035	36	64%	23	13	0.100	103	56%	58	45
OTHER TRIPS	127	0.280	36	82%	29	7	0.313	40	40%	16	24
ALREADY ASSIGNED			-1	68%	-1	0		-9	43%	-4	-5
TOTAL ADDITIONAL TRIPS			**71**		**51**	**20**		**134**		**70**	**64**

NORTH OF CANAL

NET LOSS OF PARKING SPACES:		251	SPACES	
TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE:	8%	1	AM TRIPS	8 PM TRIPS

NORTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
MIXED TRIPS	251	0.439	110	68%	75	35	0.515	129	43%	56	73
ALREADY ASSIGNED			-1	68%	-1	0		-8	43%	-3	-5
TOTAL TRIP REDUCTION			**109**		**74**	**35**		**121**		**53**	**68**

BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL

AVERAGE TRIPS DIVERTED TO SOUTH	**90**		**63**	**28**		**128**		**62**	**66**
NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)	**15**		**11**	**5**		**21**		**10**	**11**
LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)	**-11**		**-8**	**-4**		**-16**		**-8**	**-8**

UMCAD PHASES II TO IV: 2015 TO 2025

SOUTH OF CANAL

NEW PARKING SPACES (VS. 2007):		1980	SPACES		
NEW RESIDENT STUDENTS (VS. 2007):		1150	STUDENTS		
NEW UMCAD TRIPS EXCEPT NSCDZ (2025):		345	AM TRIPS	490	PM TRIPS
TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II):	9%	31	AM TRIPS	44	PM TRIPS

SOUTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
RESIDENT TRIPS	1150	0.035	40	64%	26	14	0.100	115	56%	64	51
OTHER TRIPS	830	0.280	232	82%	191	41	0.313	260	40%	104	156
ALREADY ASSIGNED			-31	68%	-21	-10		-44	43%	-19	-25
TOTAL ADDITIONAL TRIPS			**241**		**196**	**45**		**331**		**149**	**182**

NORTH OF CANAL

NET LOSS OF PARKING SPACES (VS. 2007):		392	SPACES	
TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE:	8%	28	AM TRIPS	39 PM TRIPS

NORTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
MIXED TRIPS	392	0.439	172	68%	117	55	0.515	202	43%	87	115
ALREADY ASSIGNED			-28	68%	-19	-9		-39	43%	-17	-22
TOTAL TRIP REDUCTION			**144**		**98**	**46**		**163**		**70**	**93**

BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL

AVERAGE TRIPS DIVERTED TO SOUTH	**193**		**147**	**46**		**247**		**110**	**138**
NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)	**32**		**25**	**8**		**41**		**18**	**23**
LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)	**-24**		**-18**	**-6**		**-31**		**-14**	**-17**

NOTES:

THE AVERAGE RESIDENT STUDENT TRIP RATES ARE 0.035 TRIPS/STUDENT IN AM PEAK HOUR & 0.10 TRIPS/STUDENT IN PM PEAK HOUR.
THE AVERAGE CAMPUS WIDE TRIP RATE PER PARKING SPACE ARE 0.439 TRIPS/SPACE IN AM PEAK HOUR & 0.515 TRIPS/SPACE IN PM PEAK HOUR.
THE TWO DRIVEWAYS OF PONCE DE LEON GARAGE (1042 PARKING SPACES) CARRIED 292 AM & 326 PM PEAK HOUR VEHICLES (IN & OUT).
THE AVERAGE PONCE DE LEON PARKING TRIP RATES ARE 0.280 TRIPS/SPACE IN AM PEAK HOUR & 0.313 TRIPS/SPACE IN PM PEAK HOUR.
THE ADDITIONAL TRIPS ON PONCE DE LEON BLVD ARE DISTRIBUTED EQUALLY AMONG STANFORD, MERRICK AND DICKINSON DRIVEWAYS.
THE REDUCTION IN TRIPS ON SAN AMARO/CAMPO SANO AND PISANO DRIVES ARE DISTRIBUTED EQUALLY AMONG UM FOUR DRIVEWAYS.
TRIP DIVERSIONS IMPACT EAST AND WEST DIRECTIONS ON PONCE DRIVEWAYS, AND ONLY THE SOUTH DIRECTION ON THE NORTH DRIVEWAYS.

5. Average for the AM and PM peak periods the trip increase south of the canal with the trip reduction north of the canal to determine the total number of University trips diverted from the north area to the south area as a result of changes to parking availability. The trips diverted from the north campus area should be the same as the trips received in the south campus area to avoid double counting of project trips.

6. Distribute the total diverted inbound and outbound trips to campus driveways accounting for driveway closures. The additional trips south of the canal are split equally among Ponce De Leon Blvd three driveways located at Stanford, Merrick and Dickinson. The trip reduction in the north area is split among the four remaining driveways consisting of Miller and San Amaro (after realignment of Miller), San Amaro and Memorial Drive, Campo Sano and Brunson Drive, and Pisano Avenue and University Drive.

The justification for developing separate non-residential trip rates per parking space for the campus areas north and south of the canal is that the traffic count collected in 2007 clearly indicate a higher trip rate per parking space for the core academic area, located north of the canal, as compared the south campus area that is accessed from Ponce de Leon Blvd. While a separate trip rate could have been calculated for the south area by combining traffic from the three driveways along Ponce de Leon Blvd, this trip rate will include residential parking and therefore would not have been useful for non-residential trips. Ponce de Leon Garage is located south of the canal and serves exclusively non-residential trips. It provides a better measure of trip rates for the new parking garages proposed south of the canal. Further, averaging parking trip gained in the south area and lost in the north area results in effectively increasing the rates north of the canal which is appropriate considering it serves the core academic area and are expected to operate at higher rates than campus wide average.

In the first phase of development, the increase parking spaces south of the canal serves primarily the additional 1,030 students residing on campus in new residential halls located south of the canal. This corresponds to a net increase of 1157 parking spaces south of the canal and a loss of 251 spaces north of the canal. The AM and PM peak hour trips generated by resident students were estimated using resident student trip rates and equally split among Stanford Drive, Merrick Street and Dickinson Drive. The remaining parking gains south of the canal and parking losses north of the canal where translated into driveway trips using the campus wide trip rates. The same process was applied to the subsequent phases of the UMCAD which were grouped because they did not include any major changes in parking spaces or number of resident students.

Plots depicting the diverted trips at campus driveways due to parking relocation for the AM and PM peak hours and for the first and subsequent phases of the UMCAD are provided in Attachment 9.

4.9 Total Traffic Condition in 2010

Total traffic condition in 2010 was established by (1) applying the regional growth rate to base year 2007 peak hour turning volumes to account for background growth; (2) adjusting for the internal roadway, the realignment of Miller Road and Miller Drive, the driveway closures, and the construction of new parking facilities accessed only from Ponce de Leon Blvd; (3) adding the committed development trips, and finally (4) accounting for UMCAD trips including the changes in residential and commuter trips. The increase in trips generated by Type 1 and Type 1-2 facilities programmed for 2010 were mostly offset with the reduction in commuter student trips as the Campus will accommodate 1,030 new resident students. The UMCAD development program for 2010, as shown in Table 12, resulted in a minor increase of 13 AM and 99 PM peak hour net external trips compared to existing conditions.

It should be noted that applying the growth rate to peak season peak hour directional volumes results in a conservative analysis. This procedure assumes that the peak-to-daily ratio (K) and directional (D) factors will remain constant in the future whereas the HCM indicates that K and D factors tend to decrease as traffic volume increase on congested roadways causing a spreading of the peak hour traffic.

The results of the roadway link analysis are presented in Table 16 for the AM peak hour and in Table 18 for the PM peak hour. The committed development trips are summarized in Table 17 for the AM peak hour and Table 19 for the PM peak hour. The trips generated by this phase of the Planned Development do not exceed 5% of any roadway's maximum allowable volume (MAV) and therefore no roadway link mitigation is warranted.

The results of the 2010 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 20 for the background conditions and Table 21 for the total traffic conditions. The results of the 2010 intersection analyses for the PM peak hour are presented in Table 22 for the background conditions and Table 23 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover.

Since there were no significant and failing links in 2010, the 2010 UMCAD trips are not significant at any intersection and therefore no mitigation is required. Nonetheless, a number of improvements are being proposed to improve traffic flow at the intersections providing access to the campus. The intersection improvements and other improvements recommended for completion by 2010 are the following:

1. Construction of Phase 1 of the internal roadway that includes the closure of Miller Drive and realignment of Miller Road and Miller Drive.
2. Signalization of Campo Sano Avenue and Brunson Drive (#6) if warranted.
3. Adding a southbound right turn lane at Dickinson Drive and Ponce de Leon Blvd (#15) and installing a traffic signal when warranted.
4. Adding a southbound right turn lane at Merrick Drive and Ponce de Leon Blvd (#14) and installing a traffic signal when warranted.
5. Installing a signal interconnect on Red Road to provide more gaps and improve the traffic operation at the intersection of Ponce de Leon Blvd and Red Road.
6. Performing a traffic calming study at Alhambra Circle north of San Amaro Drive.

In addition to the UMRTS warranted improvements listed above, the University will implement a number of previously identified roadway improvements to enhance traffic circulation at the Campus. The status of these improvements is the following:

1. Internal Roadway: The University plans to construct the internal roadway in two phases, to be completed in 2010 and 2012. For the purpose of this UMRTS, both phases of the internal roadway were evaluated in Phase 1 in 2010.
2. Widening Brescia Avenue to three lanes: This improvement was recommended in the University Village traffic study completed in 2003. The UMRTS analysis based on updated 2007 traffic counts indicated that the current and projected traffic volumes remain below the road capacity and therefore this improvement is no longer warranted. The UMRTS, however, indicates that providing a westbound right turn lane at the intersection of Brescia Avenue and Red Road will be needed in 2025. The University may elect to construct this improvement at an earlier date.
3. Signalization of San Amaro Drive and Brescia Avenue: This improvement was recommended in the University Village traffic study. At present, the signal is not warranted. The University will conduct future warrant analyses and construct the signal when warranted and approved by FDOT.
4. Extending northeast bound left turn storage at the intersections of US-1 and Stanford (#13) and US-1 and South Alhambra Circle (#17). These improvements are currently under evaluation and design.
5. Removing the two parking meters on San Amaro Drive between Ponce de Leon Blvd and Levante Avenue: this improvement is still recommended for implementation.
6. Modify traffic signal heads to provide a southbound protected left turn phase at the intersections of Red Road and Miller Road (#1) and Red Road and Blue Road (#26): This improvement was recommended in the University Village traffic study. Both intersections were evaluated and the study results transmitted to FDOT. These improvements were denied by FDOT because the current and projected traffic volumes as well as the intersection operational analyses did not justify providing a southbound left turn protected phase at either intersection.
7. Construct a southbound left turn lane at the intersection of Red Road and Albenga Avenue: This improvement was recommended in the University Village traffic study. The intersection was evaluated and the study results transmitted to FDOT. This improvement was denied by FDOT because the current and projected traffic volumes as well as the intersection operational analysis did not justify constructing a southbound left turn lane.

The study-area intersections that will operate at a failing LOS in 2010, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
3. US-1 and LeJeune Road (#34) during the AM peak hour.
4. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
5. Bird Road and San Amaro Drive (#42) during the AM peak hour.

TABLE 16
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2010 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	NSCDZ [6] OUT 0 TRIPS	ACADEMIC [6] IN 9 %	I/O	ACADEMIC [6] OUT 4 TRIPS	DIV-ERTED TRIPS [7]	2010 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2010 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	2,082	2,060	NO	2,113	126	2,239	NO	2%	O	0	3%	O	0		0	0.0%	NO	2,239	NO
	WB	2	1,052	2,060	YES	1,068	59	1,127	YES		I	0		I	0		0	0.0%	NO	1,127	YES
Granada Blvd to University	EB	2	2,021	2,060	YES	2,051	90	2,141	NO	1%	I	0	5%	O	0		0	0.0%	NO	2,141	NO
	WB	2	1,050	2,060	YES	1,066	34	1,100	YES		O	0		I	0		0	0.0%	NO	1,100	YES
University to San Amaro	EB	2	1,863	2,060	YES	1,891	66	1,957	YES	1%	I	0	1%	I	0		0	0.0%	NO	1,957	YES
	WB	2	1,026	2,060	YES	1,041	24	1,065	YES		O	0		O	0		0	0.0%	NO	1,065	YES
San Amaro to Red Road	EB	2	1,905	2,060	YES	1,934	72	2,006	YES	1%	I	0	1%	I	0		0	0.0%	NO	2,006	YES
	WB	2	1,008	2,060	YES	1,023	29	1,052	YES		O	0		O	0		0	0.0%	NO	1,052	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	538	810	YES	546	5	551	YES	1%	O	0	1%	I	0		0	0.0%	NO	551	YES
	WB	1	427	810	YES	433	3	436	YES		I	0		O	0		0	0.0%	NO	436	YES
Granada to University Dr	EB	1	1,021	810	NO	1,036	17	1,053	NO	2%	O	0	1%	I	0		0	0.0%	NO	1,053	NO
	WB	1	252	810	YES	256	4	260	YES		I	0		O	0		0	0.0%	NO	260	YES
University to San Amaro	EB	1	862	810	NO	875	26	901	NO	2%	I	0	1%	O	0		0	0.0%	NO	901	NO
	WB	1	186	810	YES	189	10	199	YES		O	0		I	0		0	0.0%	NO	199	YES
San Amaro to Red Road	EB	1	643	810	YES	653	30	683	YES	4%	I	0	8%	O	0		0	0.0%	NO	683	YES
	WB	1	131	810	YES	133	13	146	YES		O	0		I	1		1	0.1%	NO	147	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	830	810	NO	843	28	871	NO	9%	I	0	25%	I	2		2	0.2%	NO	873	NO
	WB	1	254	810	YES	258	17	275	YES		O	0		O	1		1	0.1%	NO	276	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	1,071	2,060	YES	1,087	83	1,170	YES	20%	O	0	13%	O	1	5	6	0.3%	NO	1,176	YES
	SW	2	515	2,060	YES	523	50	573	YES		I	0		I	1	11	12	0.6%	NO	585	YES
Granada Blvd to Stanford	NE	2	1,294	2,060	YES	1,314	86	1,400	YES	33%	O	0	17%	O	1	5	6	0.3%	NO	1,406	YES
	SW	2	616	2,060	YES	625	45	670	YES		I	0		I	2	11	13	0.6%	NO	683	YES
Stanford to Hurricane Dr.	NE	2	1,309	2,060	YES	1,329	69	1,398	YES	38%	I	0	9%	I	1	5	6	0.3%	NO	1,404	YES
	SW	2	565	2,060	YES	574	31	605	YES		O	0		O	0	11	11	0.5%	NO	616	YES
Hurricane Dr. to Red Road	NE	2	955	2,060	YES	969	52	1,021	YES	20%	I	0	8%	I	1	11	12	0.6%	NO	1,033	YES
	SW	2	274	2,060	YES	278	24	302	YES		O	0		O	0	5	5	0.2%	NO	307	YES
US1																					
LeJeune to Granada Blvd	NE	3	3,087	4,070	YES	3,134	103	3,237	YES	8%	O	0	3%	O	0	5	5	0.1%	NO	3,242	YES
	SW	3	2,760	4,070	YES	2,802	89	2,891	YES		I	0		I	0	11	11	0.3%	NO	2,902	YES
Granada Blvd to Maynada	NE	3	3,082	4,070	YES	3,128	103	3,231	YES	7%	O	0	4%	O	0	5	5	0.1%	NO	3,236	YES
	SW	3	2,783	4,070	YES	2,825	62	2,887	YES		I	0		I	0	11	11	0.3%	NO	2,898	YES
Maynada to S. Alhambra	NE	3	3,314	4,070	YES	3,364	110	3,474	YES	17%	I	0	10%	I	1	5	6	0.1%	NO	3,480	YES
	SW	3	3,098	4,070	YES	3,145	78	3,223	YES		O	0		O	0	11	11	0.3%	NO	3,234	YES
S. Alhambra to Red Road	NE	3	3,357	4,070	YES	3,408	93	3,501	YES	16%	I	0	10%	I	1	11	12	0.3%	NO	3,513	YES
	SW	3	3,075	4,070	YES	3,121	56	3,177	YES		O	0		O	0	5	5	0.1%	NO	3,182	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	767	970	YES	779	14	793	YES	1%	O	0	1%	O	0		0	0.0%	NO	793	YES
	WB	1	350	970	YES	355	10	365	YES		I	0		I	0		0	0.0%	NO	365	YES
Maynada to Red Road	EB	1	502	970	YES	510	17	527	YES	1%	I	0	1%	O	0		0	0.0%	NO	527	YES
	WB	1	384	970	YES	390	15	405	YES		O	0		I	0		0	0.0%	NO	405	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	847	2,580	YES	860	46	906	YES	5%	O	0	2%	O	0		0	0.0%	NO	906	YES
	SB	2	778	2,580	YES	790	46	836	YES		I	0		I	0		0	0.0%	NO	836	YES
Blue Road to US-1	NB	2	849	2,580	YES	862	38	900	YES	7%	O	0	3%	O	0		0	0.0%	NO	900	YES
	SB	2	503	2,580	YES	511	43	554	YES		I	0		I	0		0	0.0%	NO	554	YES
US-1 to Sunset Drive	NB	1	774	1,220	YES	786	40	826	YES	1%	I	0	1%	I	0		0	0.0%	NO	826	YES
	SB	1	455	1,220	YES	462	13	475	YES		O	0		O	0		0	0.0%	NO	475	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	605	790	YES	614	13	627	YES	4%	O	0	6%	O	0		0	0.0%	NO	627	YES
	SB	1	405	790	YES	411	11	422	YES		I	0		I	1		1	0.1%	NO	423	YES
Blue Rd to Ponce	NB	1	645	790	YES	655	18	673	YES	6%	O	0	6%	O	0		0	0.0%	NO	673	YES
	SB	1	494	790	YES	501	18	519	YES		I	0		I	1		1	0.1%	NO	520	YES
Ponce de Leon to US 1	NB	1	551	790	YES	559	51	610	YES	7%	I	0	7%	I	1		1	0.1%	NO	611	YES
	SB	1	396	790	YES	402	44	446	YES		O	0		O	0		0	0.0%	NO	446	YES
US 1 to Sunset Drive	NB	1	380	790	YES	386	10	396	YES	2%	I	0	2%	I	0		0	0.0%	NO	396	YES
	SB	1	328	790	YES	333	5	338	YES		O	0		O	0		0	0.0%	NO	338	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	541	660	YES	549	10	559	YES	4%	I	0	5%	I	0		0	0.0%	NO	559	YES
	SB	1	284	660	YES	288	7	295	YES		O	0		O	0		0	0.0%	NO	295	YES
SAN AMARO DRIVE [8,9]																					
Bird Rd to Blue Rd	NB	1	94	660	YES	95	14	109	YES	1%	O	0	3%	O	0		0	0.0%	NO	109	YES
	SB	1	168	660	YES	171	11	182	YES		I	0		I	0		0	0.0%	NO	182	YES
Blue Rd to Miller Rd	NB	1	1,362	660	NO	1,383	5	1,388	NO	2%	O	0	8%	O	0	-140	-140	-21.2%	NO	1,248	NO
	SB	1	456	660	YES	463	5	468	YES		I	0		I	1	-54	-53	-8.0%	NO	415	YES
Miller Rd to Levante	NB	1	807	660	NO	819	16	835	NO	11%	O	0	2%	I	0	-8	-8	-1.2%	NO	827	NO
	SB	2	490	1,320	YES	497	13	510	YES		I	0		O	0	-4	-4	-0.3%	NO	506	YES
Levante Rd to Ponce	NB	1	368	660	YES	374	20	394	YES	19%	O	0	2%	I	0	-8	-8	-1.2%	NO	386	YES
	SB	2	462	1,320	YES	469	15	484	YES		I	0		O	0	-4	-4	-0.3%	NO	480	YES

TABLE 16
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2010 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	NSCDZ [6] I/O	NSCDZ [6] OUT 0 TRIPS	ACADEMIC [6] IN 9 %	ACADEMIC [6] I/O	ACADEMIC [6] OUT 4 TRIPS	DIV-ERTED TRIPS [7]	2010 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2010 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
RED ROAD																					
Bird Road to Blue Road	NB	1	633	970	YES	643	24	667	YES	3%	O	0	5%	O	0		0	0.0%	NO	667	YES
	SB	1	551	970	YES	559	22	581	YES		I	0		I	0		0	0.0%	NO	581	YES
Blue Road to Miller Road	NB	1	683	970	YES	693	34	727	YES	1%	O	0	4%	O	0		0	0.0%	NO	727	YES
	SB	1	551	970	YES	559	29	588	YES		I	0		I	0		0	0.0%	NO	588	YES
Miller Rd to Brescia Ave	NB	1	757	970	YES	768	28	796	YES	3%	O	0	3%	I	0		0	0.0%	NO	796	YES
	SB	1	765	970	YES	777	26	803	YES		I	0		O	0		0	0.0%	NO	803	YES
Brescia Ave to Ponce	NB	2	750	2,060	YES	761	50	811	YES	8%	O	0	5%	I	0		0	0.0%	NO	811	YES
	SB	2	1,240	2,060	YES	1,259	46	1,305	YES		I	0		O	0		0	0.0%	NO	1,305	YES
Ponce to US-1	NB	2	867	2,060	YES	880	45	925	YES	10%	O	0	9%	I	1		1	0.0%	NO	926	YES
	SB	2	637	2,060	YES	647	43	690	YES		I	0		O	0		0	0.0%	NO	690	YES
US 1 to Sunset Drive	NB	2	761	1,720	YES	772	58	830	YES	10%	I	0	4%	I	0		0	0.0%	NO	830	YES
	SB	2	564	1,720	YES	573	31	604	YES		O	0		O	0		0	0.0%	NO	604	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	238	660	YES	242	2	244	YES	2%	O	0	4%	O	0		0	0.0%	NO	244	YES
	SB	1	153	660	YES	155	2	157	YES		I	0		I	0		0	0.0%	NO	157	YES
Blue Road to Pisano Ave	NB	1	273	660	YES	277	0	277	YES	4%	O	0	4%	O	0		0	0.0%	NO	277	YES
	SB	1	205	660	YES	208	0	208	YES		I	0		I	0		0	0.0%	NO	208	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	526	660	YES	534	1	535	YES	1%	O	0	1%	O	0		0	0.0%	NO	535	YES
	SB	1	127	660	YES	129	6	135	YES		I	0		I	0		0	0.0%	NO	135	YES
Blue Road to Ponce	NB	1	306	660	YES	311	2	313	YES	1%	O	0	1%	O	0		0	0.0%	NO	313	YES
	SB	1	407	660	YES	413	7	420	YES		I	0		I	0		0	0.0%	NO	420	YES
US-1 to LeJeune Road	NB	1	333	660	YES	338	11	349	YES	1%	I	0	1%	I	0		0	0.0%	NO	349	YES
	SB	1	246	660	YES	250	71	321	YES		O	0		O	0		0	0.0%	NO	321	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	262	660	YES	266	8	274	YES	1%	O	0	1%	O	0		0	0.0%	NO	274	YES
	SB	1	216	660	YES	219	5	224	YES		I	0		I	0		0	0.0%	NO	224	YES
Blue Road to Miller Road	NB	1	235	660	YES	239	2	241	YES	1%	O	0	4%	O	0		0	0.0%	NO	241	YES
	SB	1	188	660	YES	191	2	193	YES		I	0		I	0		0	0.0%	NO	193	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	273	660	YES	277	87	364	YES	1%	I	0	1%	I	0		0	0.0%	NO	364	YES
	SB	1	196	660	YES	199	56	255	YES		O	0		O	0		0	0.0%	NO	255	YES
Nervia Street to Sunset Dr.	EB	1	172	660	YES	175	2	177	YES	1%	I	0	1%	I	0		0	0.0%	NO	177	YES
	WB	1	101	660	YES	103	3	106	YES		O	0		O	0		0	0.0%	NO	106	YES
CAMPO SANO [10]																					
San Amaro to Pisano	EB	1	792	660	NO	804	11	815	NO	2%	I	0	10%	I	1	-48	-47	-7.1%	NO	768	NO
	WB	1	191	660	YES	194	9	203	YES		O	0		O	0	-14	-14	-2.1%	NO	189	YES
PISANO ANEVUE [10]																					
Campo Sano to University	EB	1	287	660	YES	291	11	302	YES	1%	O	0	10%	O	0	-18	-18	-2.7%	NO	284	YES
	WB	1	285	660	YES	289	9	298	YES		I	0		I	1	-22	-21	-3.2%	NO	277	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	349	660	YES	354	1	355	YES	5%	I	0	6%	I	1		1	0.2%	NO	356	YES
	WB	1	42	660	YES	43	1	44	YES		O	0		O	0		0	0.0%	NO	44	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	202	660	YES	205	3	208	YES	3%	I	0	5%	I	0		0	0.0%	NO	208	YES
	WB	1	88	660	YES	89	2	91	YES		O	0		O	0		0	0.0%	NO	91	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	590	660	YES	599	0	599	YES	1%	I	0	2%	I	0		0	0.0%	NO	599	YES
	WB	1	295	660	YES	299	0	299	YES		O	0		O	0		0	0.0%	NO	299	YES
Granada Blvd to LeJeune	EB	1	813	660	NO	825	0	825	NO	1%	O	0	2%	O	0		0	0.0%	NO	825	NO
	WB	1	375	660	YES	381	0	381	YES		I	0		I	0		0	0.0%	NO	381	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	195	660	YES	198	14	212	YES	1%	I	0	1%	I	0		0	0.0%	NO	212	YES
	SB	1	134	660	YES	136	9	145	YES		O	0		O	0		0	0.0%	NO	145	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 17
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
AM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS

3/6/08

		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
		IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMMITTED
		46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
LOCATION	DIR	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
BIRD ROAD																										
LeJeune to Granada Blvd	EB	22.0%	I	10	13.0%	I	12	6.0%	O	6	0.0%	O	0	13.0%	I	53	17.0%	I	41	6.0%	O	1	3.0%	O	3	126
	WB		O	11		O	8		I	11		I	0		O	9		O	11		I	6		I	3	59
Granada Blvd to University	EB	12.0%	I	6	12.0%	I	11	1.0%	O	1	0.0%	O	0	9.0%	I	36	11.0%	I	26	2.0%	I	2	7.0%	O	8	90
	WB		O	6		O	7		I	2		I	0		O	6		O	7		O	0		I	6	34
University to San Amaro	EB	9.0%	I	4	6.0%	I	6	0.0%	O	0	0.0%	O	0	7.0%	I	28	9.0%	I	22	1.0%	I	1	4.0%	O	5	66
	WB		O	5		O	4		I	0		I	0		O	5		O	6		O	0		I	4	24
San Amaro to Red Road	EB	9.0%	I	4	6.0%	I	6	7.0%	I	13	0.0%	O	0	6.0%	I	24	9.0%	I	22	1.0%	I	1	2.0%	O	2	72
	WB		O	5		O	4		O	8		I	0		O	4		O	6		O	0		I	2	29
BLUE ROAD																										
LeJeune to Granada Blvd	EB	2.0%	I	1	0.0%	I	0	0.0%	O	0	0.0%	O	0	1.0%	I	4	0.0%	I	0	1.0%	O	0	0.0%	O	0	5
	WB		O	1		O	0		I	0		I	0		O	1		O	0		I	1		I	0	3
Granada to University Dr	EB	2.0%	I	1	0.0%	I	0	0.0%	O	0	0.0%	O	0	1.0%	I	4	2.0%	I	5	7.0%	I	7	0.0%	O	0	17
	WB		O	1		O	0		I	0		I	0		O	1		O	1		O	1		I	0	4
University to San Amaro	EB	2.0%	I	1	2.0%	I	2	0.0%	O	0	0.0%	O	0	1.0%	I	4	2.0%	I	5	7.0%	I	7	6.0%	O	7	26
	WB		O	1		O	1		I	0		I	0		O	1		O	1		O	1		I	5	10
San Amaro to Red Road	EB	2.0%	I	1	1.0%	I	1	3.0%	I	6	0.0%	O	0	1.0%	I	4	2.0%	I	5	6.0%	I	6	6.0%	O	7	30
	WB		O	1		O	1		O	3		I	0		O	1		O	1		O	1		I	5	13
MILLER ROAD																										
San Amaro to Red Road	EB	1.0%	I	0	1.0%	I	1	1.0%	I	2	1.0%	O	1	1.0%	I	4	2.0%	I	5	4.0%	I	4	10.0%	O	11	28
	WB		O	1		O	1		O	1		I	2		O	1		O	1		O	1		I	9	17
PONCE DE LEON BLVD																										
LeJeune to Granada Blvd	NE	12.0%	I	6	7.0%	I	7	0.0%	O	0	12.0%	O	13	6.0%	I	24	9.0%	I	22	0.0%	O	0	10.0%	O	11	83
	SW		O	6		O	4		I	0		I	21		O	4		O	6		I	0		I	9	50
Granada Blvd to Stanford	NE	10.0%	I	5	6.0%	I	6	0.0%	O	0	9.0%	O	10	6.0%	I	24	8.0%	I	19	10.0%	I	10	11.0%	O	12	86
	SW		O	5		O	4		I	0		I	16		O	4		O	5		O	1		I	10	45
Stanford to Hurricane Dr.	NE	7.0%	I	3	5.0%	I	5	0.0%	O	0	1.0%	O	1	4.0%	I	16	7.0%	I	17	10.0%	I	10	15.0%	O	17	69
	SW		O	4		O	3		I	0		I	2		O	3		O	5		O	1		I	13	31
Hurricane Dr. to Red Road	NE	6.0%	I	3	4.0%	I	4	1.0%	I	2	1.0%	O	1	3.0%	I	12	5.0%	I	12	6.0%	I	6	11.0%	O	12	52
	SW		O	3		O	2		O	1		I	2		O	2		O	3		O	1		I	10	24
US1																										
LeJeune to Granada Blvd	NE	11.0%	I	5	10.0%	I	10	0.0%	O	0	15.0%	O	17	8.0%	I	32	12.0%	I	29	33.0%	O	5	4.0%	O	5	103
	SW		O	6		O	6		I	0		I	26		O	6		O	8		I	33		I	4	89
Granada Blvd to Maynada	NE	11.0%	I	5	9.0%	I	9	0.0%	O	0	21.0%	O	23	6.0%	I	24	11.0%	I	26	14.0%	I	14	2.0%	O	2	103
	SW		O	6		O	5		I	0		I	36		O	4		O	7		O	2		I	2	62
Maynada to S. Alhambra	NE	12.0%	I	6	8.0%	I	8	0.0%	O	0	31.0%	O	34	6.0%	I	24	11.0%	I	26	12.0%	I	12	0.0%	O	0	110
	SW		O	6		O	5		I	0		I	54		O	4		O	7		O	2		I	0	78
S. Alhambra to Red Road	NE	11.0%	I	5	8.0%	I	8	0.0%	I	0	18.0%	O	20	6.0%	I	24	10.0%	I	24	11.0%	I	11	1.0%	O	1	93
	SW		O	6		O	5		O	0		I	31		O	4		O	7		O	2		I	1	56
SUNSET ROAD																										
LeJeune Rd to Maynada	EB	1.0%	I	0	2.0%	I	2	0.0%	I	0	3.0%	O	3	1.0%	I	4	1.0%	I	2	2.0%	I	2	1.0%	O	1	14
	WB		O	1		O	1		O	0		I	5		O	1		O	1		O	0		I	1	10
Maynada to Red Road	EB	1.0%	I	0	1.0%	I	1	0.0%	I	0	5.0%	O	6	1.0%	I	4	1.0%	I	2	2.0%	I	2	2.0%	O	2	17
	WB		O	1		O	1		O	0		I	9		O	1		O	1		O	0		I	2	15
LEJEUNE ROAD																										
Bird Road to Blue Road	NB	31.0%	O	16	2.0%	O	1	3.0%	I	6	6.0%	O	7	3.0%	I	12	1.0%	O	1	12.0%	O	2	1.0%	O	1	46
	SB		I	14		I	2		O	3		I	10		O	2		I	2		I	12		I	1	46
Blue Road to US-1	NB	21.0%	I	10	3.0%	I	3	2.0%	I	4	7.0%	O	8	2.0%	I	8	1.0%	I	2	13.0%	O	2	1.0%	O	1	38
	SB		O	11		O	2		O	2		I	12		O	1		O	1		I	13		I	1	43
US-1 to Sunset Drive	NB	3.0%	I	1	1.0%	I	1	0.0%	I	0	1.0%	O	1	1.0%	I	4	4.0%	I	10	22.0%	I	22	1.0%	O	1	40
	SB		O	2		O	1		O	0		I	2		O	1		O	3		O	3		I	1	13
GRANADA BLVD																										
Bird Rd to Blue Rd	NB	1.0%	I	0	0.0%	I	0	1.0%	I	2	2.0%	O	2	1.0%	I	4	1.0%	I	2	1.0%	O	0	3.0%	O	3	13
	SB		O	1		O	0		O	1		I	3		O	1		O	1		I	1		I	3	11
Blue Rd to Ponce	NB	2.0%	I	1	2.0%	I	2	1.0%	I	2	2.0%	O	2	1.0%	I	4	2.0%	I	5	9.0%	O	1	1.0%	O	1	18
	SB		O	1		O	1		O	1		I	3		O	1		O	1		I	9		I	1	18
Ponce de Leon to US 1	NB	6.0%	I	3	5.0%	I	5	1.0%	I	2	6.0%	O	7	4.0%	I	16	5.0%	I	12	18.0%	O	3	3.0%	O	3	51
	SB		O	3		O	3		O	1		I	10		O	3		O	3		I	18		I	3	44
US 1 to Sunset Drive	NB	1.0%	I	0	1.0%	I	1	1.0%	I	2	0.0%	O	0	1.0%	I	4	1.0%	I	2	1.0%	I	1	0.0%	O	0	10
	SB		O	1		O	1		O	1		I	0		O	1		O	1		O	0		I	0	5
MAYNADA STREET																										
US 1 to Sunset Drive	NB	1.0%	I	0	1.0%	I	1	0.0%	I	0	1.0%	O	1	1.0%	I	4	1.0%	I	2	1.0%	I	1	1.0%	O	1	10
	SB		O	1		O	1		O	0		I	2		O	1		O	1		O	0		I	1	7
SAN AMARO DRIVE																										
Bird Rd to Blue Rd	NB	0.0%	I	0	0.0%	I	0	4.0%	I	7	1.0%	O	1	0.0%	I	0	0.0%	I	0	1.0%	O	0	5.0%	O	6	14
	SB		O	0		O	0		O	4		I	2		O	0		O	0		I	1		I	4	11
Blue Rd to Miller Rd	NB	0.0%	I	0	0.0%	I	0	1.0%	I	2	1.0%	O	1	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	5
	SB		O	0		O	0		O	1		I	2		O	0		O	0		I	0		I	2	5
Miller Rd to Levante	NB	1.0%	I	0	1.0%	I	1	1.0%	I	2	1.0%	O	1	1.0%	I	4	2.0%	I	5	4.0%	O	1	2.0%	O	2	16
	SB		O	1		O	1		O	1		I	2		O	1		O	1		I	4		I	2	13
Levante Rd to Ponce	NB	2.0%	I	1	1.0%	I	1	1.0%	I	2	1.0%	O	1	1.0%	I	4	2.0%	I	5	4.0%	O	1	4.0%	O	5	20
	SB		O	1		O	1		O	1		I	2		O	1		O	1		I	4		I	4	15
RED ROAD **																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	6	3.0%	O	3	0.0%	I	0	0.0%	I	0	2.0%	O	0	13.0%	O	15	24
	SB		O	0		O	0		O	3		I	5		O	0		O	0		I	2		I	12	22
Blue Road to Miller Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	6	4.0%	O	4	0.0%	I	0	0.0%	I	0	0.0%	O	0	21.0%	O	24	34
	SB		O	0		O	0		O	3		I	7		O	0		O	0		I	0		I	19	29
Miller Rd to Brescia Ave	NB	0.0%	I	0	0.0%	I	0	4.0%	I	7	6.0%	O	7	0.0%	I	0	0.0%	I	0	1.0%	O	0	12.0%	O	14	28
	SB		O	0		O	0		O	4		I	10		O	0		O	0		I	1		I	11	26
Brescia Ave to Ponce	NB	2.0%	I	1	2.0%	I	2	3.0%	I	6	13.0%	O	14	1.0%	I	4	2.0%	I	5	3.0%	O	0	16.0%	O	18	50
	SB		O	1		O	1		O	3		I	22		O	1		O	1		I	3		I	14	46
Ponce to US-1	NB	2.0%	I	1	2.0%	I	2	3.0%	I	6	15.0%	O	17	2.0%	I	8	3.0%	I	7	3.0%	O	0	5.0%	I	4	45
	SB		O	1		O	1		O	3		I	26		O	1		O	2		I	3		O	6	43
US 1 to Sunset Drive	NB	2.0%	I	1	2.0%	I	2	2.0%	I	4	17.0%	I	29	2.0%	I	8	3.0%	I	7	3.0%	I	3	4.0%	I	4	58
	SB		O	1		O	1		O	2		O	19		O	1		O	2		O	0		O	5	31

TABLE 17
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
AM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS

3/6/08

		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
		IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMMITTED
		46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
LOCATION	DIR	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
UNIVERSITY DRIVE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	2
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		I	2	2
Blue Road to Pisano Ave	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		O	0	0
RIVIERA DRIVE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	6.0%	O	1	0.0%	O	0	1
	SB		O	0		I	0		O	0		I	0		O	0		O	0		I	6		I	0	6
Blue Road to Ponce	NB	2.0%	I	1	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	6.0%	O	1	0.0%	O	0	2
	SB		O	1		O	0		O	0		I	0		O	0		O	0		I	6		I	0	7
US-1 to LeJeune Road	NB	2.0%	I	1	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	69.0%	O	10	0.0%	I	0	11
	SB		O	1		O	0		O	0		I	0		O	0		O	0		I	70		O	0	71
ALHMABRA CIRCLE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	6	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	8
	SB		O	0		O	0		O	3		I	0		O	0		O	0		I	0		I	2	5
Blue Road to Miller Road	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	2
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		I	2	2
S. ALHMABRA CIRCLE																										
US-1 to Nervia Street	NB	0.0%	O	0	0.0%	O	0	0.0%	O	0	50.0%	I	87	0.0%	O	0	0.0%	O	0	0.0%	O	0	0.0%	I	0	87
	SB		I	0		I	0		I	0		O	56		I	0		I	0		I	0		O	0	56
Nervia Street to Sunset Dr.	EB	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2
	WB		O	0		O	0		I	0		I	3		O	0		O	0		O	0		I	0	3
CAMPO SANO																										
San Amaro to Pisano	EB	1.0%	I	0	1.0%	I	1	1.0%	O	1	1.0%	O	1	1.0%	I	4	1.0%	I	2	1.0%	I	1	1.0%	O	1	11
	WB		O	1		O	1		I	2		I	2		O	1		O	1		O	0		I	1	9
PISANO ANEVUE																										
Campo Sano to University	EB	1.0%	I	0	1.0%	I	1	1.0%	O	1	1.0%	O	1	1.0%	I	4	1.0%	I	2	1.0%	I	1	1.0%	O	1	11
	WB		O	1		O	1		I	2		I	2		O	1		O	1		O	0		I	1	9
BRESCIA AVENUE																										
San Amaro to Red Road	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	O	1	1
	WB		O	0		O	0		O	0		O	0		O	0		O	0		O	0		I	1	1
LEVANTE AVENUE																										
San Amaro to Red Road	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	I	2	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	O	1	3
	WB		O	0		O	0		O	0		O	1		O	0		O	0		O	0		I	1	2
HARDEE ROAD																										
US-1 to Granada Blvd	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0
	WB		O	0		O	0		O	0		I	0		O	0		O	0		O	0		I	0	0
Granada Blvd to LeJeune	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0
	WB		O	0		O	0		O	0		I	0		O	0		O	0		O	0		I	0	0
NERVIA STREET																										
S. Alhambra to Sunset Dr.	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	8.0%	I	14	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	14
	SB		O	0		O	0		O	0		O	9		O	0		O	0		O	0		O	0	9

TABLE 18
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2010 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	NSCDZ [6] OUT 0 TRIPS	ACADEMIC [6] IN 43 %	I/O	ACADEMIC [6] OUT 56 TRIPS	DIV-ERTED TRIPS [7]	2010 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2010 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	1,329	2,060	YES	1,349	165	1,514	YES	2%	O	0	3%	O	2		2	0.1%	NO	1,351	YES
	WB	2	2,046	2,060	YES	2,077	208	2,285	NO		I	0		I	1		1	0.0%	NO	2,078	NO
Granada Blvd to University	EB	2	1,299	2,060	YES	1,319	105	1,424	YES	1%	I	0	5%	O	3		3	0.1%	NO	1,322	YES
	WB	2	1,811	2,060	YES	1,838	149	1,987	YES		O	0		I	2		2	0.1%	NO	1,840	YES
University to San Amaro	EB	2	1,287	2,060	YES	1,306	69	1,375	YES	1%	I	0	1%	I	0		0	0.0%	NO	1,306	YES
	WB	2	1,693	2,060	YES	1,719	103	1,822	YES		O	0		O	1		1	0.0%	NO	1,720	YES
San Amaro to Red Road	EB	2	1,373	2,060	YES	1,394	74	1,468	YES	1%	I	0	1%	I	0		0	0.0%	NO	1,394	YES
	WB	2	1,938	2,060	YES	1,967	119	2,086	NO		O	0		O	1		1	0.0%	NO	1,968	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	552	810	YES	560	6	566	YES	1%	O	0	1%	I	0		0	0.0%	NO	560	YES
	WB	1	677	810	YES	687	7	694	YES		I	0		O	1		1	0.1%	NO	688	YES
Granada to University Dr	EB	1	332	810	YES	337	12	349	YES	2%	O	0	1%	I	0		0	0.0%	NO	337	YES
	WB	1	1,071	810	NO	1,087	23	1,110	NO		I	0		O	1		1	0.1%	NO	1,088	NO
University to San Amaro	EB	1	193	810	YES	196	23	219	YES	2%	I	0	1%	O	1		1	0.1%	NO	197	YES
	WB	1	699	810	YES	710	37	747	YES		O	0		I	0		0	0.0%	NO	710	YES
San Amaro to Red Road	EB	1	176	810	YES	179	23	202	YES	4%	I	0	8%	O	4		4	0.5%	NO	183	YES
	WB	1	575	810	YES	584	42	626	YES		O	0		I	3		3	0.4%	NO	587	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	325	810	YES	330	28	358	YES	9%	I	0	25%	I	11		11	1.4%	NO	341	YES
	WB	1	672	810	YES	682	40	722	YES		O	0		O	14		14	1.7%	NO	696	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	556	2,060	YES	564	152	716	YES	20%	O	0	13%	O	7	11	18	0.9%	NO	582	YES
	SW	2	1,239	2,060	YES	1,258	178	1,436	YES		I	0		I	6	10	16	0.8%	NO	1,274	YES
Granada Blvd to Stanford	NE	2	639	2,060	YES	649	128	777	YES	33%	O	0	17%	O	10	11	21	1.0%	NO	670	YES
	SW	2	1,067	2,060	YES	1,083	164	1,247	YES		I	0		I	7	10	17	0.8%	NO	1,100	YES
Stanford to Hurricane Dr.	NE	2	776	2,060	YES	788	70	858	YES	38%	I	0	9%	I	4	11	15	0.7%	NO	803	YES
	SW	2	1,575	2,060	YES	1,599	105	1,704	YES		O	0		O	5	10	15	0.7%	NO	1,614	YES
Hurricane Dr. to Red Road	NE	2	376	2,060	YES	382	56	438	YES	20%	I	0	8%	I	3	10	13	0.6%	NO	395	YES
	SW	2	1,004	2,060	YES	1,019	82	1,101	YES		O	0		O	4	11	15	0.7%	NO	1,034	YES
US1																					
LeJeune to Granada Blvd	NE	3	2,593	4,070	YES	2,632	220	2,852	YES	8%	O	0	3%	O	2	11	13	0.3%	NO	2,645	YES
	SW	3	2,383	4,070	YES	2,419	226	2,645	YES		I	0		I	1	10	11	0.3%	NO	2,430	YES
Granada Blvd to Maynada	NE	3	2,816	4,070	YES	2,858	212	3,070	YES	7%	O	0	4%	O	2	11	13	0.3%	NO	2,871	YES
	SW	3	2,257	4,070	YES	2,291	248	2,539	YES		I	0		I	2	10	12	0.3%	NO	2,303	YES
Maynada to S. Alhambra	NE	3	2,863	4,070	YES	2,906	269	3,175	YES	17%	I	0	10%	I	4	11	15	0.4%	NO	2,921	YES
	SW	3	3,306	4,070	YES	3,356	298	3,654	YES		O	0		O	6	10	16	0.4%	NO	3,372	YES
S. Alhambra to Red Road	NE	3	2,579	4,070	YES	2,618	188	2,806	YES	16%	I	0	10%	I	4	10	14	0.3%	NO	2,632	YES
	SW	3	3,481	4,070	YES	3,533	220	3,753	YES		O	0		O	6	11	17	0.4%	NO	3,550	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	487	970	YES	494	31	525	YES	1%	O	0	1%	O	1		1	0.1%	NO	495	YES
	WB	1	495	970	YES	502	36	538	YES		I	0		I	0		0	0.0%	NO	502	YES
Maynada to Red Road	EB	1	571	970	YES	580	41	621	YES	1%	I	0	1%	O	1		1	0.1%	NO	581	YES
	WB	1	661	970	YES	671	44	715	YES		O	0		I	0		0	0.0%	NO	671	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	891	2,580	YES	904	112	1,016	YES	5%	O	0	2%	O	1		1	0.0%	NO	905	YES
	SB	2	1,102	2,580	YES	1,119	112	1,231	YES		I	0		I	1		1	0.0%	NO	1,120	YES
Blue Road to US-1	NB	2	559	2,580	YES	567	104	671	YES	7%	O	0	3%	O	2		2	0.1%	NO	569	YES
	SB	2	646	2,580	YES	656	100	756	YES		I	0		I	1		1	0.0%	NO	657	YES
US-1 to Sunset Drive	NB	1	617	1,220	YES	626	31	657	YES	1%	I	0	1%	I	0		0	0.0%	NO	626	YES
	SB	1	698	1,220	YES	709	58	767	YES		O	0		O	1		1	0.1%	NO	710	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	392	790	YES	398	23	421	YES	4%	O	0	6%	O	3		3	0.4%	NO	401	YES
	SB	1	695	790	YES	705	26	731	YES		I	0		I	3		3	0.4%	NO	708	YES
Blue Rd to Ponce	NB	1	510	790	YES	518	40	558	YES	6%	O	0	6%	O	3		3	0.4%	NO	521	YES
	SB	1	561	790	YES	569	39	608	YES		I	0		I	3		3	0.4%	NO	572	YES
Ponce de Leon to US 1	NB	1	340	790	YES	345	102	447	YES	7%	I	0	7%	I	3		3	0.4%	NO	348	YES
	SB	1	457	790	YES	464	105	569	YES		O	0		O	4		4	0.5%	NO	468	YES
US 1 to Sunset Drive	NB	1	224	790	YES	227	10	237	YES	2%	I	0	2%	I	1		1	0.1%	NO	228	YES
	SB	1	485	790	YES	492	16	508	YES		O	0		O	1		1	0.1%	NO	493	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	203	660	YES	206	16	222	YES	4%	I	0	5%	I	2		2	0.3%	NO	208	YES
	SB	1	504	660	YES	512	20	532	YES		O	0		O	3		3	0.5%	NO	515	YES
SAN AMARO DRIVE [7,8]																					
Bird Rd to Blue Rd	NB	1	121	660	YES	123	16	139	YES	1%	O	0	3%	O	2		2	0.3%	NO	125	YES
	SB	1	52	660	YES	53	25	78	YES		I	0		I	1		1	0.2%	NO	54	YES
Blue Rd to Miller Rd	NB	1	606	660	YES	615	9	624	YES	2%	O	0	8%	O	4	-69	-65	-9.8%	NO	550	YES
	SB	1	979	660	NO	994	11	1,005	NO		I	0		I	3	-106	-103	-15.6%	NO	891	NO
Miller Rd to Levante	NB	1	572	660	YES	581	24	605	YES	11%	O	0	2%	I	1	-8	-7	-1.1%	NO	574	YES
	SB	2	664	1,320	YES	674	28	702	YES		I	0		O	1	-8	-7	-0.5%	NO	667	YES
Levante Rd to Ponce	NB	1	636	660	YES	646	28	674	NO	19%	O	0	2%	I	1	-8	-7	-1.1%	NO	639	YES
	SB	2	488	1,320	YES	495	33	528	YES		I	0		O	1	-8	-7	-0.5%	NO	488	YES

TABLE 18
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2010 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	NSCDZ [6] I/O	NSCDZ [6] OUT 0 TRIPS	ACADEMIC [6] IN 43 %	ACADEMIC [6] I/O	ACADEMIC [6] OUT 56 TRIPS	DIV-ERTED TRIPS [7]	2010 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2010 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
RED ROAD																					
Bird Road to Blue Road	NB	1	569	970	YES	578	36	614	YES	3%	O	0	5%	O	3		3	0.3%	NO	581	YES
	SB	1	653	970	YES	663	42	705	YES		I	0		I	2		2	0.2%	NO	665	YES
Blue Road to Miller Road	NB	1	604	970	YES	613	47	660	YES	1%	O	0	4%	O	2		2	0.2%	NO	615	YES
	SB	1	694	970	YES	704	56	760	YES		I	0		I	2		2	0.2%	NO	706	YES
Miller Rd to Brescia Ave	NB	1	745	970	YES	756	53	809	YES	3%	O	0	3%	I	1		1	0.1%	NO	757	YES
	SB	1	768	970	YES	780	60	840	YES		I	0		O	2		2	0.2%	NO	782	YES
Brescia Ave to Ponce	NB	2	1,348	2,060	YES	1,368	116	1,484	YES	8%	O	0	5%	I	2		2	0.1%	NO	1,370	YES
	SB	2	1,004	2,060	YES	1,019	123	1,142	YES		I	0		O	3		3	0.1%	NO	1,022	YES
Ponce to US-1	NB	2	701	2,060	YES	712	124	836	YES	10%	O	0	9%	I	4		4	0.2%	NO	716	YES
	SB	2	811	2,060	YES	823	129	952	YES		I	0		O	5		5	0.2%	NO	828	YES
US 1 to Sunset Drive	NB	2	551	1,720	YES	559	124	683	YES	10%	I	0	4%	I	2		2	0.1%	NO	561	YES
	SB	2	951	1,720	YES	965	147	1,112	YES		O	0		O	2		2	0.1%	NO	967	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	124	660	YES	126	2	128	YES	2%	O	0	4%	O	2		2	0.3%	NO	128	YES
	SB	1	211	660	YES	214	2	216	YES		I	0		I	2		2	0.3%	NO	216	YES
Blue Road to Pisano Ave	NB	1	183	660	YES	186	0	186	YES	4%	O	0	4%	O	2		2	0.3%	NO	188	YES
	SB	1	281	660	YES	285	0	285	YES		I	0		I	2		2	0.3%	NO	287	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	192	660	YES	195	7	202	YES	1%	O	0	1%	O	1		1	0.2%	NO	196	YES
	SB	1	553	660	YES	561	1	562	YES		I	0		I	0		0	0.0%	NO	561	YES
Blue Road to Ponce	NB	1	224	660	YES	227	10	237	YES	1%	O	0	1%	O	1		1	0.2%	NO	228	YES
	SB	1	292	660	YES	296	4	300	YES		I	0		I	0		0	0.0%	NO	296	YES
US-1 to LeJeune Road	NB	1	202	660	YES	205	79	284	YES	1%	I	0	1%	I	0		0	0.0%	NO	205	YES
	SB	1	278	660	YES	282	19	301	YES		O	0		O	1		1	0.2%	NO	283	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	162	660	YES	164	6	170	YES	1%	O	0	1%	O	1		1	0.2%	NO	165	YES
	SB	1	244	660	YES	248	12	260	YES		I	0		I	0		0	0.0%	NO	248	YES
Blue Road to Miller Road	NB	1	154	660	YES	156	2	158	YES	1%	O	0	4%	O	2		2	0.3%	NO	158	YES
	SB	1	213	660	YES	216	2	218	YES		I	0		I	2		2	0.3%	NO	218	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	244	660	YES	248	279	527	YES	1%	I	0	1%	I	0		0	0.0%	NO	248	YES
	SB	1	238	660	YES	242	302	544	YES		O	0		O	1		1	0.2%	NO	243	YES
Nervia Street to Sunset Dr.	EB	1	118	660	YES	120	12	132	YES	1%	I	0	1%	I	0		0	0.0%	NO	120	YES
	WB	1	111	660	YES	113	11	124	YES		O	0		O	1		1	0.2%	NO	114	YES
CAMPO SANO																					
San Amaro to Pisano	EB	1	386	660	YES	392	19	411	YES	2%	I	0	10%	I	4	-27	-23	-3.5%	NO	369	YES
	WB	1	795	660	NO	807	21	828	NO		O	0		O	6	-48	-42	-6.4%	NO	765	NO
PISANO ANEVUE																					
Campo Sano to University	EB	1	322	660	YES	327	19	346	YES	1%	O	0	10%	O	6	-24	-18	-2.7%	NO	309	YES
	WB	1	380	660	YES	386	21	407	YES		I	0		I	4	-27	-23	-3.5%	NO	363	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	79	660	YES	80	1	81	YES	5%	I	0	6%	I	3		3	0.5%	NO	83	YES
	WB	1	362	660	YES	367	1	368	YES		O	0		O	3		3	0.5%	NO	370	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	36	660	YES	37	7	44	YES	3%	I	0	5%	I	2		2	0.3%	NO	39	YES
	WB	1	382	660	YES	388	7	395	YES		O	0		O	3		3	0.5%	NO	391	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	457	660	YES	464	0	464	YES	1%	I	0	2%	I	1		1	0.2%	NO	465	YES
	WB	1	493	660	YES	500	0	500	YES		O	0		O	1		1	0.2%	NO	501	YES
Granada Blvd to LeJeune	EB	1	498	660	YES	506	0	506	YES	1%	O	0	2%	O	1		1	0.2%	NO	507	YES
	WB	1	403	660	YES	409	0	409	YES		I	0		I	1		1	0.2%	NO	410	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	121	660	YES	123	45	168	YES	1%	I	0	1%	I	0		0	0.0%	NO	123	YES
	SB	1	165	660	YES	167	48	215	YES		O	0		O	1		1	0.2%	NO	168	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 19
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
PM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS

3/6/08

		MERRICK PLACE			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
		IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMMITTED
		140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
LOCATION	DIR	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
BIRD ROAD																										
LeJeune to Granada Blvd	EB	22.0%	I	31	13.0%	I	40	6.0%	O	20	0.0%	O	0	13.0%	I	20	17.0%	I	44	6.0%	O	7	3.0%	O	3	165
	WB		O	30		O	43		I	8		I	0		O	54		O	69		I	1		I	3	208
Granada Blvd to University	EB	12.0%	I	17	12.0%	I	37	1.0%	O	3	0.0%	O	0	9.0%	I	14	11.0%	I	28	2.0%	I	0	7.0%	O	6	105
	WB		O	16		O	40		I	1		I	0		O	38		O	44		O	2		I	8	149
University to San Amaro	EB	9.0%	I	13	6.0%	I	18	0.0%	O	0	0.0%	O	0	7.0%	I	11	9.0%	I	23	1.0%	I	0	4.0%	O	4	69
	WB		O	12		O	20		I	0		I	0		O	29		O	36		O	1		I	5	103
San Amaro to Red Road	EB	9.0%	I	13	6.0%	I	18	7.0%	I	9	0.0%	O	0	6.0%	I	9	9.0%	I	23	1.0%	I	0	2.0%	O	2	74
	WB		O	12		O	20		O	23		I	0		O	25		O	36		O	1		I	2	119
BLUE ROAD																										
LeJeune to Granada Blvd	EB	2.0%	I	3	0.0%	I	0	0.0%	O	0	0.0%	O	0	1.0%	I	2	0.0%	I	0	1.0%	O	1	0.0%	O	0	6
	WB		O	3		O	0		I	0		I	0		O	4		O	0		I	0		I	0	7
Granada to University Dr	EB	2.0%	I	3	0.0%	I	0	0.0%	O	0	0.0%	O	0	1.0%	I	2	2.0%	I	5	7.0%	I	2	0.0%	O	0	12
	WB		O	3		O	0		I	0		I	0		O	4		O	8		O	8		I	0	23
University to San Amaro	EB	2.0%	I	3	2.0%	I	6	0.0%	O	0	0.0%	O	0	1.0%	I	2	2.0%	I	5	7.0%	I	2	6.0%	O	5	23
	WB		O	3		O	7		I	0		I	0		O	4		O	8		O	8		I	7	37
San Amaro to Red Road	EB	2.0%	I	3	1.0%	I	3	3.0%	I	4	0.0%	O	0	1.0%	I	2	2.0%	I	5	6.0%	I	1	6.0%	O	5	23
	WB		O	3		O	3		O	10		I	0		O	4		O	8		O	7		I	7	42
MILLER ROAD																										
San Amaro to Red Road	EB	1.0%	I	1	1.0%	I	3	1.0%	I	1	1.0%	O	6	1.0%	I	2	2.0%	I	5	4.0%	I	1	10.0%	O	9	28
	WB		O	1		O	3		O	3		I	6		O	4		O	8		O	4		I	11	40
PONCE DE LEON BLVD																										
LeJeune to Granada Blvd	NE	12.0%	I	17	7.0%	I	22	0.0%	O	0	12.0%	O	72	6.0%	I	9	9.0%	I	23	0.0%	O	0	10.0%	O	9	152
	SW		O	16		O	23		I	0		I	67		O	25		O	36		I	0		I	11	178
Granada Blvd to Stanford	NE	10.0%	I	14	6.0%	I	18	0.0%	O	0	9.0%	O	54	6.0%	I	9	8.0%	I	21	10.0%	I	2	11.0%	O	10	128
	SW		O	14		O	20		I	0		I	50		O	25		O	32		O	11		I	12	164
Stanford to Hurricane Dr.	NE	7.0%	I	10	5.0%	I	15	0.0%	O	0	1.0%	O	6	4.0%	I	6	7.0%	I	18	10.0%	I	2	15.0%	O	13	70
	SW		O	9		O	17		I	0		I	6		O	17		O	28		O	11		I	17	105
Hurricane Dr. to Red Road	NE	6.0%	I	8	4.0%	I	12	1.0%	I	1	1.0%	O	6	3.0%	I	5	5.0%	I	13	6.0%	I	1	11.0%	O	10	56
	SW		O	8		O	13		O	3		I	6		O	13		O	20		O	7		I	12	82
US1																										
LeJeune to Granada Blvd	NE	11.0%	I	15	10.0%	I	31	0.0%	O	0	15.0%	O	91	8.0%	I	12	12.0%	I	31	33.0%	O	36	4.0%	O	4	220
	SW		O	15		O	33		I	0		I	84		O	33		O	48		I	8		I	5	226
Granada Blvd to Maynada	NE	11.0%	I	15	9.0%	I	28	0.0%	O	0	21.0%	O	127	6.0%	I	9	11.0%	I	28	14.0%	I	3	2.0%	O	2	212
	SW		O	15		O	30		I	0		I	117		O	25		O	44		O	15		I	2	248
Maynada to S. Alhambra	NE	12.0%	I	17	8.0%	I	25	0.0%	O	0	31.0%	O	187	6.0%	I	9	11.0%	I	28	12.0%	I	3	0.0%	O	0	269
	SW		O	16		O	27		I	0		I	173		O	25		O	44		O	13		I	0	298
S. Alhambra to Red Road	NE	11.0%	I	15	8.0%	I	25	0.0%	I	0	18.0%	O	109	6.0%	I	9	10.0%	I	26	11.0%	I	3	1.0%	O	1	188
	SW		O	15		O	27		O	0		I	100		O	25		O	40		O	12		I	1	220
SUNSET ROAD																										
LeJeune Rd to Maynada	EB	1.0%	I	1	2.0%	I	6	0.0%	I	0	3.0%	O	18	1.0%	I	2	1.0%	I	3	2.0%	I	0	1.0%	O	1	31
	WB		O	1		O	7		O	0		I	17		O	4		O	4		O	2		I	1	36
Maynada to Red Road	EB	1.0%	I	1	1.0%	I	3	0.0%	I	0	5.0%	O	30	1.0%	I	2	1.0%	I	3	2.0%	I	0	2.0%	O	2	41
	WB		O	1		O	3		O	0		I	28		O	4		O	4		O	2		I	2	44
LEJEUNE ROAD																										
Bird Road to Blue Road	NB	31.0%	O	42	2.0%	O	7	3.0%	I	4	6.0%	O	36	3.0%	I	5	1.0%	O	4	12.0%	O	13	1.0%	O	1	112
	SB		I	43		I	6		O	10		I	33		O	13		I	3		I	3		I	1	112
Blue Road to US-1	NB	21.0%	I	29	3.0%	I	9	2.0%	I	3	7.0%	O	42	2.0%	I	3	1.0%	I	3	13.0%	O	14	1.0%	O	1	104
	SB		O	28		O	10		O	7		I	39		O	8		O	4		I	3		I	1	100
US-1 to Sunset Drive	NB	3.0%	I	4	1.0%	I	3	0.0%	I	0	1.0%	O	6	1.0%	I	2	4.0%	I	10	22.0%	I	5	1.0%	O	1	31
	SB		O	4		O	3		O	0		I	6		O	4		O	16		O	24		I	1	58
GRANADA BLVD																										
Bird Rd to Blue Rd	NB	1.0%	I	1	0.0%	I	0	1.0%	I	1	2.0%	O	12	1.0%	I	2	1.0%	I	3	1.0%	O	1	3.0%	O	3	23
	SB		O	1		O	0		O	3		I	11		O	4		O	4		I	0		I	3	26
Blue Rd to Ponce	NB	2.0%	I	3	2.0%	I	6	1.0%	I	1	2.0%	O	12	1.0%	I	2	2.0%	I	5	9.0%	O	10	1.0%	O	1	40
	SB		O	3		O	7		O	3		I	11		O	4		O	8		I	2		I	1	39
Ponce de Leon to US 1	NB	6.0%	I	8	5.0%	I	15	1.0%	I	1	6.0%	O	36	4.0%	I	6	5.0%	I	13	18.0%	O	20	3.0%	O	3	102
	SB		O	8		O	17		O	3		I	33		O	17		O	20		I	4		I	3	105
US 1 to Sunset Drive	NB	1.0%	I	1	1.0%	I	3	1.0%	I	1	0.0%	O	0	1.0%	I	2	1.0%	I	3	1.0%	I	0	0.0%	O	0	10
	SB		O	1		O	3		O	3		I	0		O	4		O	4		O	1		I	0	16
MAYNADA STREET																										
US 1 to Sunset Drive	NB	1.0%	I	1	1.0%	I	3	0.0%	I	0	1.0%	O	6	1.0%	I	2	1.0%	I	3	1.0%	I	0	1.0%	O	1	16
	SB		O	1		O	3		O	0		I	6		O	4		O	4		O	1		I	1	20
SAN AMARO DRIVE																										
Bird Rd to Blue Rd	NB	0.0%	I	0	0.0%	I	0	4.0%	I	5	1.0%	O	6	0.0%	I	0	0.0%	I	0	1.0%	O	1	5.0%	O	4	16
	SB		O	0		O	0		O	13		I	6		O	0		O	0		I	0		I	6	25
Blue Rd to Miller Rd	NB	0.0%	I	0	0.0%	I	0	1.0%	I	1	1.0%	O	6	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	9
	SB		O	0		O	0		O	3		I	6		O	0		O	0		I	0		I	2	11
Miller Rd to Levante	NB	1.0%	I	1	1.0%	I	3	1.0%	I	1	1.0%	O	6	1.0%	I	2	2.0%	I	5	4.0%	O	4	2.0%	O	2	24
	SB		O	1		O	3		O	3		I	6		O	4		O	8		I	1		I	2	28
Levante Rd to Ponce	NB	2.0%	I	3	1.0%	I	3	1.0%	I	1	1.0%	O	6	1.0%	I	2	2.0%	I	5	4.0%	O	4	4.0%	O	4	28
	SB		O	3		O	3		O	3		I	6		O	4		O	8		I	1		I	5	33
RED ROAD **																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	4	3.0%	O	18	0.0%	I	0	0.0%	I	0	2.0%	O	2	13.0%	O	12	36
	SB		O	0		O	0		O	10		I	17		O	0		O	0		I	0		I	15	42
Blue Road to Miller Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	4	4.0%	O	24	0.0%	I	0	0.0%	I	0	0.0%	O	0	21.0%	O	19	47
	SB		O	0		O	0		O	10		I	22		O	0		O	0		I	0		I	24	56
Miller Rd to Brescia Ave	NB	0.0%	I	0	0.0%	I	0	4.0%	I	5	6.0%	O	36	0.0%	I	0	0.0%	I	0	1.0%	O	1	12.0%	O	11	53
	SB		O	0		O	0		O	13		I	33		O	0		O	0		I	0		I	14	60
Brescia Ave to Ponce	NB	2.0%	I	3	2.0%	I	6	3.0%	I	4	13.0%	O	79	1.0%	I	2	2.0%	I	5	3.0%	O	3	16.0%	O	14	116
	SB		O	3		O	7		O	10		I	72		O	4		O	8		I	1		I	18	123
Ponce to US-1	NB	2.0%	I	3	2.0%	I	6	3.0%	I	4	15.0%	O	91	2.0%	I	3	3.0%	I	8	3.0%	O	3	5.0%	I	6	124
	SB		O	3		O	7		O	10		I	84		O	8		O	12		I	1		O	4	129
US 1 to Sunset Drive	NB	2.0%	I	3	2.0%	I	6	2.0%	I	3	17.0%	I	95	2.0%	I	3	3.0%	I	8	3.0%	I	1	4.0%	I	5	124
	SB		O	3		O	7		O	7		O	103		O	8		O	12		O	3		O	4	147

TABLE 19
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
PM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS

3/6/08

		MERRICK PLACE			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
		IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMMITTED
		140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
LOCATION	DIR	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
UNIVERSITY DRIVE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	2
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		I	2	2
Blue Road to Pisano Ave	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		O	0	0
RIVIERA DRIVE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	6.0%	O	7	0.0%	O	0	7
	SB		O	0		I	0		O	0		I	0		O	0		O	0		I	1		I	0	1
Blue Road to Ponce	NB	2.0%	I	3	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	6.0%	O	7	0.0%	O	0	10
	SB		O	3		O	0		O	0		I	0		O	0		O	0		I	1		I	0	4
US-1 to LeJeune Road	NB	2.0%	I	3	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	69.0%	O	76	0.0%	I	0	79
	SB		O	3		O	0		O	0		I	0		O	0		O	0		I	16		O	0	19
ALHMABRA CIRCLE																										
Bird Road to Blue Road	NB	0.0%	I	0	0.0%	I	0	3.0%	I	4	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	6
	SB		O	0		O	0		O	10		I	0		O	0		O	0		I	0		I	2	12
Blue Road to Miller Road	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	2	2
	SB		O	0		O	0		O	0		I	0		O	0		O	0		I	0		I	2	2
S. ALHMABRA CIRCLE																										
US-1 to Nervia Street	NB	0.0%	O	0	0.0%	O	0	0.0%	O	0	50.0%	I	279	0.0%	O	0	0.0%	O	0	0.0%	O	0	0.0%	I	0	279
	SB		I	0		I	0		I	0		O	302		I	0		I	0		I	0		O	0	302
Nervia Street to Sunset Dr.	EB	0.0%	I	0	0.0%	I	0	0.0%	O	0	2.0%	O	12	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	12
	WB		O	0		O	0		I	0		I	11		O	0		O	0		O	0		I	0	11
CAMPO SANO																										
San Amaro to Pisano	EB	1.0%	I	1	1.0%	I	3	1.0%	O	3	1.0%	O	6	1.0%	I	2	1.0%	I	3	1.0%	I	0	1.0%	O	1	19
	WB		O	1		O	3		I	1		I	6		O	4		O	4		O	1		I	1	21
PISANO ANEVUE																										
Campo Sano to University	EB	1.0%	I	1	1.0%	I	3	1.0%	O	3	1.0%	O	6	1.0%	I	2	1.0%	I	3	1.0%	I	0	1.0%	O	1	19
	WB		O	1		O	3		I	1		I	6		O	4		O	4		O	1		I	1	21
BRESCIA AVENUE																										
San Amaro to Red Road	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	O	1	1
	WB		O	0		O	0		O	0		O	0		O	0		O	0		O	0		I	1	1
LEVANTE AVENUE																										
San Amaro to Red Road	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	I	6	0.0%	I	0	0.0%	I	0	0.0%	I	0	1.0%	O	1	7
	WB		O	0		O	0		O	0		O	6		O	0		O	0		O	0		I	1	7
HARDEE ROAD																										
US-1 to Granada Blvd	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0
	WB		O	0		O	0		O	0		I	0		O	0		O	0		O	0		I	0	0
Granada Blvd to LeJeune	EB	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	O	0	0
	WB		O	0		O	0		O	0		I	0		O	0		O	0		O	0		I	0	0
NERVIA STREET																										
S. Alhambra to Sunset Dr.	NB	0.0%	I	0	0.0%	I	0	0.0%	I	0	8.0%	I	45	0.0%	I	0	0.0%	I	0	0.0%	I	0	0.0%	I	0	45
	SB		O	0		O	0		O	0		O	48		O	0		O	0		O	0		O	0	48

TABLE 20
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2010 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	106	488	153	27	454	42	235	690	256	106	162	5	**2724**	YES	D
2	SAN AMARO/MILLER	88	667	66	54	307	76	417	238	135	19	15	8	**2090**	YES	C
3	SAN AMARO/TRILLO	37	768	0	0	386	35	0	0	105	0	0	0	**1331**	NO	B
4	SAN AMARO/MEMORIAL	0	632	75	121	202	0	0	0	0	68	0	58	**1156**	NO	C
5	SAN AMARO/ROBBIA	0	652	0	0	271	6	0	0	12	0	0	0	**941**	NO	A
6	CAMPO SANO/BRUNSON	9	0	20	0	0	0	0	635	330	54	166	0	**1214**	NO	C
7	PISANO/UNIVERSITY	2	7	32	71	16	32	28	191	12	38	231	61	**721**	NO	B
8	PISANO/CARILLO	0	0	0	1	22	18	2	173	124	107	316	1	**764**	NO	C
9	PONCE/GRANADA	38	467	102	42	350	132	315	1047	45	49	422	98	**3107**	YES	B
10	US-1/GRANADA	16	335	57	71	270	103	132	3086	35	43	2441	128	**6717**	YES	C
11	PONCE/CARILLO	0	0	0	103	0	117	0	1400	0	0	595	0	**2215**	NO	C
12	PONCE/STANFORD	139	110	246	39	21	37	76	933	115	157	432	97	**2402**	YES	B
13	US-1/STANFORD	68	249	83	32	173	90	172	3056	32	89	2711	88	**6843**	YES	C
14	PONCE/MERRICK	2	0	13	10	0	31	140	1248	14	18	537	45	**2058**	NO	C
15	PONCE/DICKINSON	0	0	3	22	1	56	87	1308	32	20	574	38	**2141**	NO	C
16	PONCE/S.ALHAMBRA	145	38	296	27	5	2	110	1070	189	136	384	75	**2477**	YES	B
17	US-1/S.ALHAMBRA	39	204	97	127	128	95	211	3259	47	115	3036	80	**7438**	YES	D
18	PONCE/SAN AMARO	1	2	1	472	9	11	89	925	7	8	290	294	**2109**	YES	B
19	RED/LEVANTE	11	715	90	116	1252	10	11	1	17	60	1	32	**2316**	YES	A
20	RED/US-1	0	497	73	0	447	140	380	2189	54	116	1988	52	**5936**	YES	D
21	RED/PONCE	0	586	322	631	676	31	0	0	13	0	0	221	**2480**	NO	B
22	CAMPO SANO/PISANO	90	0	23	0	0	0	0	402	269	28	116	0	**928**	NO	C
23	RED/BRESCIA	73	555	26	36	739	29	240	298	378	15	26	31	**2446**	YES	C
24	SUNSET/MAYNADA	19	442	110	15	141	53	93	396	33	43	328	21	**1694**	YES	C
25	RED/SUNSET	93	601	156	107	348	127	167	422	41	170	368	87	**2687**	YES	D
26	RED/BLUE	29	566	69	60	515	7	66	472	52	21	81	35	**1973**	YES	C
27	RED/BIRD	118	395	102	121	315	121	367	1784	208	38	858	57	**4484**	YES	C
28	BIRD/UNIVERSITY	46	0	198	0	0	0	0	1920	38	81	1011	0	**3294**	YES	B
29	BIRD/LEJEUNE	134	712	60	220	593	59	264	1881	84	148	925	90	**5170**	YES	E
30	BLUE/SAN AMARO	6	45	157	98	79	15	23	633	42	17	135	13	**1263**	NO	F
31	BLUE/UNIVERSITY	19	137	300	5	137	15	74	755	72	87	165	12	**1778**	YES	C
32	BLUE/GRANADA	18	438	10	10	326	88	518	484	53	5	117	24	**2091**	YES	B
33	PONCE/LEJEUNE/GRAND	22	171	62	55	240	38	36	1613	20	41	875	75	**3248**	YES	E
34	US-1/LE JEUNE RD	0	615	190	0	408	168	292	3834	36	84	2666	5	**8298**	YES	F
35	PONCE/RIVIERA DR	65	223	48	67	213	38	185	726	126	26	476	7	**2200**	YES	B
36	US1/RIVIERA DR	82	225	42	82	214	32	44	3130	69	37	2737	47	**6741**	YES	B
37	BIRD RD/RIVIERA DR	14	226	293	44	69	6	25	1780	12	54	964	22	**3509**	YES	B
38	SUNSET RD/GRANADA	0	0	0	31	0	22	19	769	0	0	342	30	**1213**	NO	C
39	GRANADA/HARDEE RD	0	100	287	25	55	37	81	515	5	31	266	86	**1488**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	20	0	107	187	524	0	0	485	63	**1386**	NO	C
41	S. ALHAMBRA CR/NERVIA	76	124	0	0	75	178	174	0	42	0	0	0	**669**	NO	A
42	BIRD RD/SAN AMARO DR	23	6	86	0	0	0	0	1747	18	29	1036	0	**2945**	NO	F
43	BIRD RD/GRANADA BLVD	25	190	64	50	224	42	384	1631	15	49	837	88	**3599**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 21
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2010 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	106	488	154	27	454	42	235	693	256	106	163	5	**2729**	YES	D
2	SAN AMARO/MILLER	88	667	66	54	307	77	418	238	136	19	15	8	**2093**	YES	C
3	SAN AMARO/TRILLO	37	769	0	0	387	35	0	0	105	0	0	0	**1333**	NO	B
4	SAN AMARO/MEMORIAL	0	633	75	121	203	0	0	0	0	68	0	58	**1158**	NO	C
5	SAN AMARO/ROBBIA	0	652	0	0	271	6	0	0	12	0	0	0	**941**	NO	A
6	CAMPO SANO/BRUNSON	9	0	20	0	0	0	0	635	330	54	166	0	**1214**	YES	C/A
7	PISANO/UNIVERSITY	2	7	32	71	16	32	28	191	12	38	231	61	**721**	NO	B
8	PISANO/CARILLO	0	0	0	1	22	18	2	173	124	107	316	1	**764**	NO	C
9	PONCE/GRANADA	38	468	102	42	350	132	315	1047	45	49	422	99	**3109**	YES	B
10	US-1/GRANADA	16	335	57	71	270	103	132	3086	35	43	2441	128	**6717**	YES	C
11	PONCE/CARILLO	0	0	0	103	0	117	0	1400	0	0	595	0	**2215**	NO	C
12	PONCE/STANFORD	139	110	246	39	21	37	76	933	115	157	432	97	**2402**	YES	B
13	US-1/STANFORD	68	249	83	32	173	90	172	3056	32	89	2711	88	**6843**	YES	C
14	PONCE/MERRICK	2	0	13	10	0	31	140	1248	14	18	537	45	**2058**	YES	C/A
15	PONCE/DICKINSON	0	0	3	22	1	56	87	1308	32	20	574	38	**2141**	YES	C/A
16	PONCE/S.ALHAMBRA	145	38	296	27	5	2	110	1070	189	136	384	75	**2477**	YES	B
17	US-1/S.ALHAMBRA	39	204	97	127	128	95	211	3259	47	115	3036	80	**7438**	YES	D
18	PONCE/SAN AMARO	1	2	1	472	9	11	89	925	7	8	290	294	**2109**	YES	B
19	RED/LEVANTE	11	716	90	116	1252	10	11	1	17	60	1	32	**2317**	YES	A
20	RED/US-1	0	497	73	0	447	140	380	2189	54	116	1988	52	**5936**	YES	D
21	RED/PONCE	0	586	322	631	676	31	0	0	14	0	0	221	**2481**	NO	B
22	CAMPO SANO/PISANO	90	0	23	0	0	0	0	402	269	28	116	0	**928**	NO	C
23	RED/BRESCIA	73	555	26	36	739	29	240	298	378	15	26	31	**2446**	NO	C
24	SUNSET/MAYNADA	19	442	110	15	141	53	93	396	33	43	328	21	**1694**	YES	C
25	RED/SUNSET	93	601	156	107	348	127	167	422	41	170	368	87	**2687**	YES	D
26	RED/BLUE	29	566	69	60	515	7	66	473	52	21	81	35	**1974**	YES	C
27	RED/BIRD	118	395	102	121	315	121	367	1784	208	38	858	57	**4484**	YES	C
28	BIRD/UNIVERSITY	46	0	198	0	0	0	0	1920	38	81	1011	0	**3294**	YES	B
29	BIRD/LEJEUNE	134	712	60	220	593	59	264	1881	84	148	925	90	**5170**	YES	E
30	BLUE/SAN AMARO	6	45	157	98	80	15	23	633	43	17	135	13	**1265**	NO	F
31	BLUE/UNIVERSITY	19	137	300	5	137	15	74	755	72	87	165	12	**1778**	YES	C
32	BLUE/GRANADA	18	439	10	10	327	88	518	484	53	5	117	24	**2093**	YES	B
33	PONCE/LEJEUNE/GRAND	22	171	62	55	240	38	36	1613	20	41	875	75	**8298**	YES	E
34	US-1/LE JEUNE RD	0	615	190	0	408	168	292	3834	36	84	2666	5	**8298**	YES	F
35	PONCE/RIVIERA DR	65	223	48	67	213	38	185	727	126	26	477	7	**2202**	YES	B
36	US1/RIVIERA DR	82	225	42	82	214	32	44	3130	69	37	2737	47	**6741**	YES	B
37	BIRD RD/RIVIERA DR	14	226	293	44	69	6	25	1780	12	54	964	22	**3509**	YES	B
38	SUNSET RD/GRANADA	0	0	0	31	0	22	19	769	0	0	342	30	**1213**	NO	C
39	GRANADA/HARDEE RD	0	100	287	25	55	37	81	515	5	31	266	86	**1488**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	20	0	107	187	524	0	0	485	63	**1386**	NO	C
41	S. ALHAMBRA CR/NERVIA	76	124	0	0	75	178	174	0	42	0	0	0	**669**	NO	A
42	BIRD RD/SAN AMARO DR	23	6	86	0	0	0	0	1747	18	29	1036	0	**2945**	NO	F
43	BIRD RD/GRANADA BLVD	25	190	64	50	224	42	384	1631	15	49	837	88	**3599**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 22
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2010 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	269	367	43	17	418	230	115	290	96	200	516	7	**2568**	YES	C
2	SAN AMARO/MILLER	201	368	32	23	517	386	136	90	131	98	70	37	**2089**	YES	B
3	SAN AMARO/TRILLO	29	413	0	0	845	16	0	0	17	0	0	0	**1320**	NO	C
4	SAN AMARO/MEMORIAL	0	314	62	93	751	0	0	0	0	97	0	125	**1442**	NO	C
5	SAN AMARO/ROBBIA	0	360	0	0	783	20	0	0	5	0	0	0	**1168**	NO	B
6	CAMPO SANO/BRUNSON	160	0	59	0	0	0	0	292	120	94	679	0	**1404**	NO	F
7	PISANO/UNIVERSITY	12	9	41	65	10	29	44	252	12	37	328	35	**874**	NO	B
8	PISANO/CARILLO	0	0	0	5	13	61	11	270	85	23	353	0	**821**	NO	B
9	PONCE/GRANADA	84	289	72	58	430	135	242	511	29	108	971	40	**2969**	YES	D
10	US-1/GRANADA	17	222	29	142	325	126	137	2379	5	43	2334	85	**5844**	YES	B
11	PONCE/CARILLO	0	0	0	13	0	112	0	777	0	0	1175	0	**2077**	NO	B
12	PONCE/STANFORD	126	96	205	145	186	86	58	440	135	192	979	102	**2750**	YES	B
13	US-1/STANFORD	33	154	41	116	197	192	237	2913	30	34	2447	58	**6452**	YES	B
14	PONCE/MERRICK	9	2	31	41	0	145	100	651	5	13	1394	54	**2445**	NO	F
15	PONCE/DICKINSON	17	0	10	45	1	177	126	658	5	5	1537	58	**2639**	NO	F
16	PONCE/S.ALHAMBRA	207	16	112	59	44	8	33	608	197	334	1313	53	**2984**	YES	B
17	US-1/S.ALHAMBRA	132	166	260	137	173	300	126	2557	123	238	3340	88	**7640**	YES	F
18	PONCE/SAN AMARO	8	5	9	468	14	40	54	378	6	25	1053	621	**2681**	YES	B
19	RED/LEVANTE	69	1565	17	19	997	11	10	1	13	281	4	105	**3092**	YES	C
20	RED/US-1	0	584	111	0	615	348	205	2468	93	186	3015	20	**7645**	YES	D
21	RED/PONCE	0	701	120	254	874	36	0	0	9	0	0	837	**2831**	NO	F
22	CAMPO SANO/PISANO	312	0	36	0	0	0	0	177	129	22	372	0	**1048**	NO	E
23	RED/BRESCIA	373	729	12	13	708	122	57	59	65	61	287	80	**2566**	YES	E
24	SUNSET/MAYNADA	11	108	40	20	416	88	89	454	31	111	400	17	**1785**	YES	C
25	RED/SUNSET	90	423	180	102	641	432	194	345	65	248	422	50	**3192**	YES	D
26	RED/BLUE	93	533	33	23	634	33	19	133	41	87	506	33	**2168**	YES	C
27	RED/BIRD	133	369	111	117	333	107	152	1241	157	212	1783	96	**4811**	YES	D
28	BIRD/UNIVERSITY	42	0	86	0	0	0	0	1301	55	161	1782	0	**3427**	YES	A
29	BIRD/LEJEUNE	198	741	78	164	877	163	148	1203	107	211	1925	194	**6009**	YES	E
30	BLUE/SAN AMARO	52	76	15	13	57	39	18	171	26	76	564	58	**1165**	NO	F
31	BLUE/UNIVERSITY	39	114	132	5	145	56	19	175	25	295	652	9	**1666**	YES	B
32	BLUE/GRANADA	69	248	9	10	318	406	155	158	45	21	646	20	**2105**	YES	C
33	PONCE/LEJEUNE/GRAND	21	207	38	102	241	66	25	1164	39	45	1280	36	**3264**	YES	E
34	US-1/LE JEUNE RD	0	480	194	0	548	247	190	2748	29	220	2796	6	**7458**	YES	D
35	PONCE/RIVIERA DR	199	183	58	11	215	74	43	653	55	65	1204	12	**2772**	YES	B
36	US1/RIVIERA DR	58	182	44	55	241	10	90	2653	41	19	2557	176	**6126**	YES	B
37	BIRD RD/RIVIERA DR	11	117	73	30	312	28	32	1288	32	219	1341	57	**3540**	YES	C
38	SUNSET RD/GRANADA	0	0	0	56	0	119	14	471	0	0	405	27	**1092**	NO	C
39	GRANADA/HARDEE RD	2	43	28	16	84	53	25	164	7	412	532	59	**1425**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	31	0	123	91	574	0	0	545	63	**1427**	NO	C
41	S. ALHAMBRA CR/NERVIA	124	61	0	2	85	435	395	0	101	0	0	0	**1203**	NO	D
42	BIRD RD/SAN AMARO DR	29	10	39	0	0	0	0	1337	34	25	1614	0	**3088**	NO	D
43	BIRD RD/GRANADA BLVD	21	114	38	105	241	66	94	1164	39	45	1314	37	**3278**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
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TABLE 23
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2010 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	269	367	46	18	418	230	115	303	96	204	533	8	**2607**	YES	C
2	SAN AMARO/MILLER	208	368	32	23	517	394	142	90	136	98	70	37	**2115**	YES	B
3	SAN AMARO/TRILLO	29	421	0	0	851	16	0	0	17	0	0	0	**1334**	NO	C
4	SAN AMARO/MEMORIAL	0	322	62	93	757	0	0	0	0	97	0	125	**1456**	NO	D
5	SAN AMARO/ROBBIA	0	361	0	0	784	20	0	0	5	0	0	0	**1170**	NO	B
6	CAMPO SANO/BRUNSON	160	0	59	0	0	0	0	295	120	94	681	0	**1409**	YES	F/B
7	PISANO/UNIVERSITY	12	9	41	65	10	29	44	255	12	37	330	35	**879**	NO	B
8	PISANO/CARILLO	0	0	0	5	13	61	11	270	88	23	353	0	**824**	NO	B
9	PONCE/GRANADA	84	292	72	64	434	136	242	511	29	108	971	45	**2988**	YES	D
10	US-1/GRANADA	17	223	29	144	327	126	137	2379	5	43	2334	87	**5851**	YES	B
11	PONCE/CARILLO	0	0	0	13	0	112	0	777	0	0	1176	0	**2078**	NO	B
12	PONCE/STANFORD	126	96	205	146	186	86	58	440	135	192	979	102	**2751**	YES	B
13	US-1/STANFORD	33	154	41	116	198	192	237	2913	30	34	2447	58	**6453**	YES	B
14	PONCE/MERRICK	9	2	31	41	0	145	100	651	5	13	1395	54	**2446**	YES	F/A
15	PONCE/DICKINSON	17	0	10	45	1	177	126	658	5	5	1538	58	**2640**	YES	F/B
16	PONCE/S.ALHAMBRA	207	16	112	59	44	8	33	608	197	334	1314	53	**2985**	YES	B
17	US-1/S.ALHAMBRA	132	166	260	137	173	300	126	2557	123	238	3341	88	**7641**	YES	F
18	PONCE/SAN AMARO	8	5	9	468	14	42	55	378	6	25	1053	621	**2684**	YES	B
19	RED/LEVANTE	69	1568	17	19	1001	11	10	1	13	281	4	105	**3099**	YES	C
20	RED/US-1	0	584	111	0	615	348	205	2468	93	186	3015	20	**7645**	YES	D
21	RED/PONCE	0	703	120	254	876	40	0	0	12	0	0	837	**2842**	NO	F
22	CAMPO SANO/PISANO	312	0	36	0	0	0	0	178	129	22	373	0	**1050**	NO	E
23	RED/BRESCIA	373	731	14	13	710	124	59	61	65	63	289	80	**2582**	NO	E
24	SUNSET/MAYNADA	11	108	40	20	417	88	89	454	31	111	400	17	**1786**	YES	C
25	RED/SUNSET	90	425	180	102	643	432	194	345	65	248	422	50	**3196**	YES	D
26	RED/BLUE	93	534	33	24	635	33	19	136	41	87	510	34	**2179**	YES	C
27	RED/BIRD	134	370	111	117	334	107	152	1242	158	212	1784	96	**4817**	YES	D
28	BIRD/UNIVERSITY	44	0	88	0	0	0	0	1301	56	162	1782	0	**3433**	YES	A
29	BIRD/LEJEUNE	198	742	78	164	878	163	148	1204	107	211	1926	194	**6013**	YES	E
30	BLUE/SAN AMARO	57	79	15	13	60	39	18	171	30	76	564	58	**1180**	NO	F
31	BLUE/UNIVERSITY	39	114	132	5	145	56	19	175	25	295	653	9	**1667**	YES	B
32	BLUE/GRANADA	70	255	9	10	324	406	155	158	45	21	646	20	**2119**	YES	C
33	PONCE/LEJEUNE/GRAND	21	209	40	102	242	67	26	1164	39	46	1280	36	**3272**	YES	E
34	US-1/LE JEUNE RD	0	480	194	0	548	248	191	2749	30	220	2797	6	**7463**	YES	D
35	PONCE/RIVIERA DR	199	183	58	11	215	74	43	660	55	65	1210	12	**2785**	YES	B
36	US1/RIVIERA DR	58	182	44	55	241	10	90	2655	41	19	2558	176	**6129**	YES	B
37	BIRD RD/RIVIERA DR	11	117	73	30	312	28	32	1290	32	219	1342	57	**3543**	YES	C
38	SUNSET RD/GRANADA	0	0	0	56	0	120	14	471	0	0	405	27	**1093**	NO	C
39	GRANADA/HARDEE RD	2	43	28	16	85	53	25	164	7	412	532	59	**1426**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	31	0	123	91	574	0	0	545	63	**1427**	NO	C
41	S. ALHAMBRA CR/NERVIA	124	61	0	2	85	436	395	0	101	0	0	0	**1204**	NO	D
42	BIRD RD/SAN AMARO DR	31	10	40	0	0	0	0	1337	35	25	1614	0	**3092**	NO	D
43	BIRD RD/GRANADA BLVD	21	116	40	105	242	67	95	1164	39	46	1314	37	**3286**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

4.10 Total Traffic Condition in 2015

Total traffic in 2015 was calculated by first applying the regional growth rate from 2007 to 2015 to existing peak hour turning volumes to account for background growth, then adding committed development trips, and finally adding project trips generated by Type 1 and Type 1-2 facilities. A trip adjustment was made to account for the small increase in the number of resident students, and divert traffic to account for the internal roadway and the new parking structures. There are no Type 2 facilities proposed to be constructed by 2015.

The combined UMCAD trips for Phase 2015 result in an increase of Campus external trips by 245 AM and 378 PM peak hour trips compared to existing conditions as depicted in Table 12.

The results of the 2015 roadway link analysis are presented in Table 24 for the AM peak hour and in Table 25 for the PM peak hour. The 2015 Planned Development trips are significant and failing on the following roadway segment:

1. Miller Road between San Amaro Drive and Red Road.

The results of the 2015 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 26 for the background conditions and Table 27 for the total traffic conditions. The results of the 2015 intersection analyses for the PM peak hour are presented in Table 28 for the background conditions and Table 29 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover.

In addition to paying the proportionate share for improving the significant and failing road segment, the following intersection improvement is warranted for this phase:

1. Signalization of Campo Sano Avenue and Pisano Avenue (#22) if warranted.

The analyzed intersections that will operate at a failing LOS in 2015, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
3. LeJeune Road, Ponce de Leon Blvd and Grand Ave (5-leg #33) during the AM peak hour.
4. US-1 and LeJeune Road (#34) during the AM peak hour.
5. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
6. Bird Road and San Amaro Drive (#42) during the AM peak hour.

TABLE 24
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2015 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	NSCDZ [6] OUT 0 TRIPS	ACADEMIC [6] IN 167 %	I/O	ACADEMIC [6] OUT 78 TRIPS	DIV-ERTED TRIPS [7]	2015 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2015 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
BIRD ROAD																						
LeJeune to Granada Blvd	EB	2	2,082	2,060	NO	2,167	126	2,293	NO	2%	O	0	3%	O	2		2	0.1%	NO	2,295	NO
	WB	2	1,052	2,060	YES	1,095	59	1,154	YES		I	0		I	5		5	0.2%	NO	1,159	YES
Granada Blvd to University	EB	2	2,021	2,060	YES	2,103	90	2,193	NO	1%	I	0	5%	O	4		4	0.2%	NO	2,197	NO
	WB	2	1,050	2,060	YES	1,093	34	1,127	YES		O	0		I	8		8	0.4%	NO	1,135	YES
University to San Amaro	EB	2	1,863	2,060	YES	1,939	66	2,005	YES	1%	I	0	1%	I	2		2	0.1%	NO	2,007	YES
	WB	2	1,026	2,060	YES	1,068	24	1,092	YES		O	0		O	1		1	0.0%	NO	1,093	YES
San Amaro to Red Road	EB	2	1,905	2,060	YES	1,983	72	2,055	YES	1%	I	0	1%	I	2		2	0.1%	NO	2,057	YES
	WB	2	1,008	2,060	YES	1,049	29	1,078	YES		O	0		O	1		1	0.0%	NO	1,079	YES
BLUE ROAD																						
LeJeune to Granada Blvd	EB	1	538	810	YES	560	5	565	YES	1%	O	0	1%	I	2		2	0.2%	NO	567	YES
	WB	1	427	810	YES	444	3	447	YES		I	0		O	1		1	0.1%	NO	448	YES
Granada to University Dr	EB	1	1,021	810	NO	1,063	17	1,080	NO	2%	O	0	1%	I	2		2	0.2%	NO	1,082	NO
	WB	1	252	810	YES	262	4	266	YES		I	0		O	1		1	0.1%	NO	267	YES
University to San Amaro	EB	1	862	810	NO	897	26	923	NO	2%	I	0	1%	O	1		1	0.1%	NO	924	NO
	WB	1	186	810	YES	194	10	204	YES		O	0		I	2		2	0.2%	NO	206	YES
San Amaro to Red Road	EB	1	643	810	YES	669	30	699	YES	4%	I	0	8%	O	6		6	0.7%	NO	705	YES
	WB	1	131	810	YES	136	13	149	YES		O	0		I	13		13	1.6%	NO	162	YES
MILLER ROAD																						
San Amaro to Red Road	EB	1	830	810	NO	864	28	892	NO	9%	I	0	25%	I	42		42	5.2%	YES	934	NO & F
	WB	1	254	810	YES	264	17	281	YES		O	0		O	20		20	2.5%	NO	301	YES
PONCE DE LEON BLVD																						
LeJeune to Granada Blvd	NE	2	1,071	2,060	YES	1,115	83	1,198	YES	20%	O	0	13%	O	10	8	18	0.9%	NO	1,216	YES
	SW	2	515	2,060	YES	536	50	586	YES		I	0		I	22	25	47	2.3%	NO	633	YES
Granada Blvd to Stanford	NE	2	1,294	2,060	YES	1,347	86	1,433	YES	33%	O	0	17%	O	13	8	21	1.0%	NO	1,454	YES
	SW	2	616	2,060	YES	641	45	686	YES		I	0		I	28	25	53	2.6%	NO	739	YES
Stanford to Hurricane Dr.	NE	2	1,309	2,060	YES	1,362	69	1,431	YES	38%	I	0	9%	I	15	8	23	1.1%	NO	1,454	YES
	SW	2	565	2,060	YES	588	31	619	YES		O	0		O	7	25	32	1.6%	NO	651	YES
Hurricane Dr. to Red Road	NE	2	955	2,060	YES	994	52	1,046	YES	20%	I	0	8%	I	13	25	38	1.8%	NO	1,084	YES
	SW	2	274	2,060	YES	285	24	309	YES		O	0		O	6	8	14	0.7%	NO	323	YES
US1																						
LeJeune to Granada Blvd	NE	3	3,087	4,070	YES	3,213	103	3,316	YES	8%	O	0	3%	O	2	8	10	0.2%	NO	3,326	YES
	SW	3	2,760	4,070	YES	2,872	89	2,961	YES		I	0		I	5	25	30	0.7%	NO	2,991	YES
Granada Blvd to Maynada	NE	3	3,082	4,070	YES	3,207	103	3,310	YES	7%	O	0	4%	O	3	8	11	0.3%	NO	3,321	YES
	SW	3	2,783	4,070	YES	2,896	62	2,958	YES		I	0		I	7	25	32	0.8%	NO	2,990	YES
Maynada to S. Alhambra	NE	3	3,314	4,070	YES	3,449	110	3,559	YES	17%	I	0	10%	I	17	8	25	0.6%	NO	3,584	YES
	SW	3	3,098	4,070	YES	3,224	78	3,302	YES		O	0		O	8	25	33	0.8%	NO	3,335	YES
S. Alhambra to Red Road	NE	3	3,357	4,070	YES	3,494	93	3,587	YES	16%	I	0	10%	I	17	25	42	1.0%	NO	3,629	YES
	SW	3	3,075	4,070	YES	3,200	56	3,256	YES		O	0		O	8	8	16	0.4%	NO	3,272	YES
SUNSET ROAD																						
LeJeune Rd to Maynada	EB	1	767	970	YES	798	14	812	YES	1%	O	0	1%	O	1		1	0.1%	NO	813	YES
	WB	1	350	970	YES	364	10	374	YES		I	0		I	2		2	0.2%	NO	376	YES
Maynada to Red Road	EB	1	502	970	YES	522	17	539	YES	1%	I	0	1%	O	1		1	0.1%	NO	540	YES
	WB	1	384	970	YES	400	15	415	YES		O	0		I	2		2	0.2%	NO	417	YES
LEJEUNE ROAD																						
Bird Road to Blue Road	NB	2	847	2,580	YES	881	46	927	YES	5%	O	0	2%	O	2		2	0.1%	NO	929	YES
	SB	2	778	2,580	YES	810	46	856	YES		I	0		I	3		3	0.1%	NO	859	YES
Blue Road to US-1	NB	2	849	2,580	YES	884	38	922	YES	7%	O	0	3%	O	2		2	0.1%	NO	924	YES
	SB	2	503	2,580	YES	523	43	566	YES		I	0		I	5		5	0.2%	NO	571	YES
US-1 to Sunset Drive	NB	1	774	1,220	YES	806	40	846	YES	1%	I	0	1%	I	2		2	0.2%	NO	848	YES
	SB	1	455	1,220	YES	474	13	487	YES		O	0		O	1		1	0.1%	NO	488	YES
GRANADA BLVD																						
Bird Rd to Blue Rd	NB	1	605	790	YES	630	13	643	YES	4%	O	0	6%	O	5		5	0.6%	NO	648	YES
	SB	1	405	790	YES	421	11	432	YES		I	0		I	10		10	1.3%	NO	442	YES
Blue Rd to Ponce	NB	1	645	790	YES	671	18	689	YES	6%	O	0	6%	O	5		5	0.6%	NO	694	YES
	SB	1	494	790	YES	514	18	532	YES		I	0		I	10		10	1.3%	NO	542	YES
Ponce de Leon to US 1	NB	1	551	790	YES	573	51	624	YES	7%	I	0	7%	I	12		12	1.5%	NO	636	YES
	SB	1	396	790	YES	412	44	456	YES		O	0		O	5		5	0.6%	NO	461	YES
US 1 to Sunset Drive	NB	1	380	790	YES	395	10	405	YES	2%	I	0	2%	I	3		3	0.4%	NO	408	YES
	SB	1	328	790	YES	341	5	346	YES		O	0		O	2		2	0.3%	NO	348	YES
MAYNADA STREET																						
US 1 to Sunset Drive	NB	1	541	660	YES	563	10	573	YES	4%	I	0	5%	I	8		8	1.2%	NO	581	YES
	SB	1	284	660	YES	296	7	303	YES		O	0		O	4		4	0.6%	NO	307	YES
SAN AMARO DRIVE [8,9]																						
Bird Rd to Blue Rd	NB	1	94	660	YES	98	14	112	YES	1%	O	0	3%	O	2		2	0.3%	NO	114	YES
	SB	1	168	660	YES	175	11	186	YES		I	0		I	5		5	0.8%	NO	191	YES
Blue Rd to Miller Rd	NB	1	1,362	660	NO	1,417	5	1,422	NO	2%	O	0	8%	O	6	-142	-136	-20.6%	NO	1,286	NO
	SB	1	456	660	YES	475	5	480	YES		I	0		I	13	-64	-51	-7.7%	NO	429	YES
Miller Rd to Levante	NB	1	807	660	NO	840	16	856	NO	11%	O	0	2%	I	3	-18	-15	-2.3%	NO	841	NO
	SB	2	490	1,320	YES	510	13	523	YES		I	0		O	2	-6	-4	-0.3%	NO	519	YES
Levante Rd to Ponce	NB	1	368	660	YES	383	20	403	YES	19%	O	0	2%	I	3	-18	-15	-2.3%	NO	388	YES
	SB	2	462	1,320	YES	481	15	496	YES		I	0		O	2	-6	-4	-0.3%	NO	492	YES

TABLE 24
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2015 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	NSCDZ [6] I/O	NSCDZ [6] OUT 0 TRIPS	ACADEMIC [6] IN 167 %	ACADEMIC [6] I/O	ACADEMIC [6] OUT 78 TRIPS	DIV-ERTED TRIPS [7]	2015 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2015 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
RED ROAD																					
Bird Road to Blue Road	NB	1	633	970	YES	659	24	683	YES	3%	O	0	5%	O	4		4	0.4%	NO	687	YES
	SB	1	551	970	YES	573	22	595	YES		I	0		I	8		8	0.8%	NO	603	YES
Blue Road to Miller Road	NB	1	683	970	YES	711	34	745	YES	1%	O	0	4%	O	3		3	0.3%	NO	748	YES
	SB	1	551	970	YES	573	29	602	YES		I	0		I	7		7	0.7%	NO	609	YES
Miller Rd to Brescia Ave	NB	1	757	970	YES	788	28	816	YES	3%	O	0	3%	I	5		5	0.5%	NO	821	YES
	SB	1	765	970	YES	796	26	822	YES		I	0		O	2		2	0.2%	NO	824	YES
Brescia Ave to Ponce	NB	2	750	2,060	YES	781	50	831	YES	8%	O	0	5%	I	8		8	0.4%	NO	839	YES
	SB	2	1,240	2,060	YES	1,290	46	1,336	YES		I	0		O	4		4	0.2%	NO	1,340	YES
Ponce to US-1	NB	2	867	2,060	YES	902	45	947	YES	10%	O	0	9%	I	15		15	0.7%	NO	962	YES
	SB	2	637	2,060	YES	663	43	706	YES		I	0		O	7		7	0.3%	NO	713	YES
US 1 to Sunset Drive	NB	2	761	1,720	YES	792	58	850	YES	10%	I	0	4%	I	7		7	0.4%	NO	857	YES
	SB	2	564	1,720	YES	587	31	618	YES		O	0		O	3		3	0.2%	NO	621	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	238	660	YES	248	2	250	YES	2%	O	0	4%	O	3		3	0.5%	NO	253	YES
	SB	1	153	660	YES	159	2	161	YES		I	0		I	7		7	1.1%	NO	168	YES
Blue Road to Pisano Ave	NB	1	273	660	YES	284	0	284	YES	4%	O	0	4%	O	3		3	0.5%	NO	287	YES
	SB	1	205	660	YES	213	0	213	YES		I	0		I	7		7	1.1%	NO	220	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	526	660	YES	547	1	548	YES	1%	O	0	1%	O	1		1	0.2%	NO	549	YES
	SB	1	127	660	YES	132	6	138	YES		I	0		I	2		2	0.3%	NO	140	YES
Blue Road to Ponce	NB	1	306	660	YES	318	2	320	YES	1%	O	0	1%	O	1		1	0.2%	NO	321	YES
	SB	1	407	660	YES	424	7	431	YES		I	0		I	2		2	0.3%	NO	433	YES
US-1 to LeJeune Road	NB	1	333	660	YES	347	11	358	YES	1%	I	0	1%	I	2		2	0.3%	NO	360	YES
	SB	1	246	660	YES	256	71	327	YES		O	0		O	1		1	0.2%	NO	328	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	262	660	YES	273	8	281	YES	1%	O	0	1%	O	1		1	0.2%	NO	282	YES
	SB	1	216	660	YES	225	5	230	YES		I	0		I	2		2	0.3%	NO	232	YES
Blue Road to Miller Road	NB	1	235	660	YES	245	2	247	YES	1%	O	0	4%	O	3		3	0.5%	NO	250	YES
	SB	1	188	660	YES	196	2	198	YES		I	0		I	7		7	1.1%	NO	205	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	273	660	YES	284	87	371	YES	1%	I	0	1%	I	2		2	0.3%	NO	373	YES
	SB	1	196	660	YES	204	56	260	YES		O	0		O	1		1	0.2%	NO	261	YES
Nervia Street to Sunset Dr.	EB	1	172	660	YES	179	2	181	YES	1%	I	0	1%	I	2		2	0.3%	NO	183	YES
	WB	1	101	660	YES	105	3	108	YES		O	0		O	1		1	0.2%	NO	109	YES
CAMPO SANO [10]																					
San Amaro to Pisano	EB	1	792	660	NO	824	11	835	NO	2%	I	0	10%	I	17	-58	-41	-6.2%	NO	794	NO
	WB	1	191	660	YES	199	9	208	YES		O	0		O	8	-16	-8	-1.2%	NO	200	YES
PISANO ANEVUE [10]																					
Campo Sano to University	EB	1	287	660	YES	299	11	310	YES	1%	O	0	10%	O	8	-20	-12	-1.8%	NO	298	YES
	WB	1	285	660	YES	297	9	306	YES		I	0		I	17	-32	-15	-2.3%	NO	291	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	349	660	YES	363	1	364	YES	5%	I	0	6%	I	10		10	1.5%	NO	374	YES
	WB	1	42	660	YES	44	1	45	YES		O	0		O	5		5	0.8%	NO	50	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	202	660	YES	210	3	213	YES	3%	I	0	5%	I	8		8	1.2%	NO	221	YES
	WB	1	88	660	YES	92	2	94	YES		O	0		O	4		4	0.6%	NO	98	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	590	660	YES	614	0	614	YES	1%	I	0	2%	I	3		3	0.5%	NO	617	YES
	WB	1	295	660	YES	307	0	307	YES		O	0		O	2		2	0.3%	NO	309	YES
Granada Blvd to LeJeune	EB	1	813	660	NO	846	0	846	NO	1%	O	0	2%	O	2		2	0.3%	NO	848	NO
	WB	1	375	660	YES	390	0	390	YES		I	0		I	3		3	0.5%	NO	393	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	195	660	YES	203	14	217	YES	1%	I	0	1%	I	2		2	0.3%	NO	219	YES
	SB	1	134	660	YES	139	9	148	YES		O	0		O	1		1	0.2%	NO	149	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 25
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2015 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	NSCDZ [6] OUT 0 TRIPS	ACADEMIC [6] IN 163 %	I/O	ACADEMIC [6] OUT 215 TRIPS	DIV-ERTED TRIPS [7]	2015 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2015 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	1,329	2,060	YES	1,383	165	1,548	YES	2%	O	0	3%	O	6		6	0.3%	NO	1,389	YES
	WB	2	2,046	2,060	YES	2,129	208	2,337	NO		I	0		I	5		5	0.2%	NO	2,134	NO
Granada Blvd to University	EB	2	1,299	2,060	YES	1,352	105	1,457	YES	1%	I	0	5%	O	11		11	0.5%	NO	1,363	YES
	WB	2	1,811	2,060	YES	1,885	149	2,034	YES		O	0		I	8		8	0.4%	NO	1,893	YES
University to San Amaro	EB	2	1,287	2,060	YES	1,339	69	1,408	YES	1%	I	0	1%	I	2		2	0.1%	NO	1,341	YES
	WB	2	1,693	2,060	YES	1,762	103	1,865	YES		O	0		O	2		2	0.1%	NO	1,764	YES
San Amaro to Red Road	EB	2	1,373	2,060	YES	1,429	74	1,503	YES	1%	I	0	1%	I	2		2	0.1%	NO	1,431	YES
	WB	2	1,938	2,060	YES	2,017	119	2,136	NO		O	0		O	2		2	0.1%	NO	2,019	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	552	810	YES	574	6	580	YES	1%	O	0	1%	I	2		2	0.2%	NO	576	YES
	WB	1	677	810	YES	705	7	712	YES		I	0		O	2		2	0.2%	NO	707	YES
Granada to University Dr	EB	1	332	810	YES	346	12	358	YES	2%	O	0	1%	I	2		2	0.2%	NO	348	YES
	WB	1	1,071	810	NO	1,115	23	1,138	NO		I	0		O	2		2	0.2%	NO	1,117	NO
University to San Amaro	EB	1	193	810	YES	201	23	224	YES	2%	I	0	1%	O	2		2	0.2%	NO	203	YES
	WB	1	699	810	YES	727	37	764	YES		O	0		I	2		2	0.2%	NO	729	YES
San Amaro to Red Road	EB	1	176	810	YES	183	23	206	YES	4%	I	0	8%	O	17		17	2.1%	NO	200	YES
	WB	1	575	810	YES	598	42	640	YES		O	0		I	13		13	1.6%	NO	611	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	325	810	YES	338	28	366	YES	9%	I	0	25%	I	41		41	5.1%	YES	379	YES
	WB	1	672	810	YES	699	40	739	YES		O	0		O	54		54	6.7%	YES	753	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	556	2,060	YES	579	152	731	YES	20%	O	0	13%	O	28	23	51	2.5%	NO	630	YES
	SW	2	1,239	2,060	YES	1,289	178	1,467	YES		I	0		I	21	18	39	1.9%	NO	1,328	YES
Granada Blvd to Stanford	NE	2	639	2,060	YES	665	128	793	YES	33%	O	0	17%	O	37	23	60	2.9%	NO	725	YES
	SW	2	1,067	2,060	YES	1,110	164	1,274	YES		I	0		I	28	18	46	2.2%	NO	1,156	YES
Stanford to Hurricane Dr.	NE	2	776	2,060	YES	808	70	878	YES	38%	I	0	9%	I	15	23	38	1.8%	NO	846	YES
	SW	2	1,575	2,060	YES	1,639	105	1,744	YES		O	0		O	19	18	37	1.8%	NO	1,676	YES
Hurricane Dr. to Red Road	NE	2	376	2,060	YES	391	56	447	YES	20%	I	0	8%	I	13	18	31	1.5%	NO	422	YES
	SW	2	1,004	2,060	YES	1,045	82	1,127	YES		O	0		O	17	23	40	1.9%	NO	1,085	YES
US1																					
LeJeune to Granada Blvd	NE	3	2,593	4,070	YES	2,699	220	2,919	YES	8%	O	0	3%	O	6	23	29	0.7%	NO	2,728	YES
	SW	3	2,383	4,070	YES	2,480	226	2,706	YES		I	0		I	5	18	23	0.6%	NO	2,503	YES
Granada Blvd to Maynada	NE	3	2,816	4,070	YES	2,931	212	3,143	YES	7%	O	0	4%	O	9	23	32	0.8%	NO	2,963	YES
	SW	3	2,257	4,070	YES	2,349	248	2,597	YES		I	0		I	7	18	25	0.6%	NO	2,374	YES
Maynada to S. Alhambra	NE	3	2,863	4,070	YES	2,980	269	3,249	YES	17%	I	0	10%	I	16	23	39	1.0%	NO	3,019	YES
	SW	3	3,306	4,070	YES	3,441	298	3,739	YES		O	0		O	22	18	40	1.0%	NO	3,481	YES
S. Alhambra to Red Road	NE	3	2,579	4,070	YES	2,684	188	2,872	YES	16%	I	0	10%	I	16	18	34	0.8%	NO	2,718	YES
	SW	3	3,481	4,070	YES	3,623	220	3,843	YES		O	0		O	22	23	45	1.1%	NO	3,668	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	487	970	YES	507	31	538	YES	1%	O	0	1%	O	2		2	0.2%	NO	509	YES
	WB	1	495	970	YES	515	36	551	YES		I	0		I	2		2	0.2%	NO	517	YES
Maynada to Red Road	EB	1	571	970	YES	594	41	635	YES	1%	I	0	1%	O	2		2	0.2%	NO	596	YES
	WB	1	661	970	YES	688	44	732	YES		O	0		I	2		2	0.2%	NO	690	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	891	2,580	YES	927	112	1,039	YES	5%	O	0	2%	O	4		4	0.2%	NO	931	YES
	SB	2	1,102	2,580	YES	1,147	112	1,259	YES		I	0		I	3		3	0.1%	NO	1,150	YES
Blue Road to US-1	NB	2	559	2,580	YES	582	104	686	YES	7%	O	0	3%	O	6		6	0.2%	NO	588	YES
	SB	2	646	2,580	YES	672	100	772	YES		I	0		I	5		5	0.2%	NO	677	YES
US-1 to Sunset Drive	NB	1	617	1,220	YES	642	31	673	YES	1%	I	0	1%	I	2		2	0.2%	NO	644	YES
	SB	1	698	1,220	YES	726	58	784	YES		O	0		O	2		2	0.2%	NO	728	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	392	790	YES	408	23	431	YES	4%	O	0	6%	O	13		13	1.6%	NO	421	YES
	SB	1	695	790	YES	723	26	749	YES		I	0		I	10		10	1.3%	NO	733	YES
Blue Rd to Ponce	NB	1	510	790	YES	531	40	571	YES	6%	O	0	6%	O	13		13	1.6%	NO	544	YES
	SB	1	561	790	YES	584	39	623	YES		I	0		I	10		10	1.3%	NO	594	YES
Ponce de Leon to US 1	NB	1	340	790	YES	354	102	456	YES	7%	I	0	7%	I	11		11	1.4%	NO	365	YES
	SB	1	457	790	YES	476	105	581	YES		O	0		O	15		15	1.9%	NO	491	YES
US 1 to Sunset Drive	NB	1	224	790	YES	233	10	243	YES	2%	I	0	2%	I	3		3	0.4%	NO	236	YES
	SB	1	485	790	YES	505	16	521	YES		O	0		O	4		4	0.5%	NO	509	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	203	660	YES	211	16	227	YES	4%	I	0	5%	I	8		8	1.2%	NO	219	YES
	SB	1	504	660	YES	525	20	545	YES		O	0		O	11		11	1.7%	NO	536	YES
SAN AMARO DRIVE [7,8]																					
Bird Rd to Blue Rd	NB	1	121	660	YES	126	16	142	YES	1%	O	0	3%	O	6		6	0.9%	NO	132	YES
	SB	1	52	660	YES	54	25	79	YES		I	0		I	5		5	0.8%	NO	59	YES
Blue Rd to Miller Rd	NB	1	606	660	YES	631	9	640	YES	2%	O	0	8%	O	17	-78	-61	-9.2%	NO	570	YES
	SB	1	979	660	NO	1,019	11	1,030	NO		I	0		I	13	-112	-99	-15.0%	NO	920	NO
Miller Rd to Levante	NB	1	572	660	YES	595	24	619	YES	11%	O	0	2%	I	3	-14	-11	-1.7%	NO	584	YES
	SB	2	664	1,320	YES	691	28	719	YES		I	0		O	4	-17	-13	-1.0%	NO	678	YES
Levante Rd to Ponce	NB	1	636	660	YES	662	28	690	NO	19%	O	0	2%	I	3	-14	-11	-1.7%	NO	651	YES
	SB	2	488	1,320	YES	508	33	541	YES		I	0		O	4	-17	-13	-1.0%	NO	495	YES

TABLE 25
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2015 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 0 %	I/O	NSCDZ [6] OUT 0 TRIPS	ACADEMIC [6] IN 163 %	I/O	ACADEMIC [6] OUT 215 TRIPS	DIV-ERTED TRIPS [7]	2015 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2015 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
RED ROAD																					
Bird Road to Blue Road	NB	1	569	970	YES	592	36	628	YES	3%	O	0	5%	O	11		11	1.1%	NO	603	YES
	SB	1	653	970	YES	680	42	722	YES		I	0		I	8		8	0.8%	NO	688	YES
Blue Road to Miller Road	NB	1	604	970	YES	629	47	676	YES	1%	O	0	4%	O	9		9	0.9%	NO	638	YES
	SB	1	694	970	YES	722	56	778	YES		I	0		I	7		7	0.7%	NO	729	YES
Miller Rd to Brescia Ave	NB	1	745	970	YES	775	53	828	YES	3%	O	0	3%	I	5		5	0.5%	NO	780	YES
	SB	1	768	970	YES	799	60	859	YES		I	0		O	6		6	0.6%	NO	805	YES
Brescia Ave to Ponce	NB	2	1,348	2,060	YES	1,403	116	1,519	YES	8%	O	0	5%	I	8		8	0.4%	NO	1,411	YES
	SB	2	1,004	2,060	YES	1,045	123	1,168	YES		I	0		O	11		11	0.5%	NO	1,056	YES
Ponce to US-1	NB	2	701	2,060	YES	730	124	854	YES	10%	O	0	9%	I	15		15	0.7%	NO	745	YES
	SB	2	811	2,060	YES	844	129	973	YES		I	0		O	19		19	0.9%	NO	863	YES
US 1 to Sunset Drive	NB	2	551	1,720	YES	573	124	697	YES	10%	I	0	4%	I	7		7	0.4%	NO	580	YES
	SB	2	951	1,720	YES	990	147	1,137	YES		O	0		O	9		9	0.5%	NO	999	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	124	660	YES	129	2	131	YES	2%	O	0	4%	O	9		9	1.4%	NO	138	YES
	SB	1	211	660	YES	220	2	222	YES		I	0		I	7		7	1.1%	NO	227	YES
Blue Road to Pisano Ave	NB	1	183	660	YES	190	0	190	YES	4%	O	0	4%	O	9		9	1.4%	NO	199	YES
	SB	1	281	660	YES	292	0	292	YES		I	0		I	7		7	1.1%	NO	299	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	192	660	YES	200	7	207	YES	1%	O	0	1%	O	2		2	0.3%	NO	202	YES
	SB	1	553	660	YES	576	1	577	YES		I	0		I	2		2	0.3%	NO	578	YES
Blue Road to Ponce	NB	1	224	660	YES	233	10	243	YES	1%	O	0	1%	O	2		2	0.3%	NO	235	YES
	SB	1	292	660	YES	304	4	308	YES		I	0		I	2		2	0.3%	NO	306	YES
US-1 to LeJeune Road	NB	1	202	660	YES	210	79	289	YES	1%	I	0	1%	I	2		2	0.3%	NO	212	YES
	SB	1	278	660	YES	289	19	308	YES		O	0		O	2		2	0.3%	NO	291	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	162	660	YES	169	6	175	YES	1%	O	0	1%	O	2		2	0.3%	NO	171	YES
	SB	1	244	660	YES	254	12	266	YES		I	0		I	2		2	0.3%	NO	256	YES
Blue Road to Miller Road	NB	1	154	660	YES	160	2	162	YES	1%	O	0	4%	O	9		9	1.4%	NO	169	YES
	SB	1	213	660	YES	222	2	224	YES		I	0		I	7		7	1.1%	NO	229	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	244	660	YES	254	279	533	YES	1%	I	0	1%	I	2		2	0.3%	NO	256	YES
	SB	1	238	660	YES	248	302	550	YES		O	0		O	2		2	0.3%	NO	250	YES
Nervia Street to Sunset Dr.	EB	1	118	660	YES	123	12	135	YES	1%	I	0	1%	I	2		2	0.3%	NO	125	YES
	WB	1	111	660	YES	116	11	127	YES		O	0		O	2		2	0.3%	NO	118	YES
CAMPO SANO																					
San Amaro to Pisano	EB	1	386	660	YES	402	19	421	YES	2%	I	0	10%	I	16	-33	-17	-2.6%	NO	385	YES
	WB	1	795	660	NO	827	21	848	NO		O	0		O	22	-57	-35	-5.3%	NO	792	NO
PISANO ANEVUE																					
Campo Sano to University	EB	1	322	660	YES	335	19	354	YES	1%	O	0	10%	O	22	-30	-8	-1.2%	NO	327	YES
	WB	1	380	660	YES	395	21	416	YES		I	0		I	16	-36	-20	-3.0%	NO	375	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	79	660	YES	82	1	83	YES	5%	I	0	6%	I	10		10	1.5%	NO	92	YES
	WB	1	362	660	YES	377	1	378	YES		O	0		O	13		13	2.0%	NO	390	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	36	660	YES	37	7	44	YES	3%	I	0	5%	I	8		8	1.2%	NO	45	YES
	WB	1	382	660	YES	398	7	405	YES		O	0		O	11		11	1.7%	NO	409	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	457	660	YES	476	0	476	YES	1%	I	0	2%	I	3		3	0.5%	NO	479	YES
	WB	1	493	660	YES	513	0	513	YES		O	0		O	4		4	0.6%	NO	517	YES
Granada Blvd to LeJeune	EB	1	498	660	YES	518	0	518	YES	1%	O	0	2%	O	4		4	0.6%	NO	522	YES
	WB	1	403	660	YES	419	0	419	YES		I	0		I	3		3	0.5%	NO	422	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	121	660	YES	126	45	171	YES	1%	I	0	1%	I	2		2	0.3%	NO	128	YES
	SB	1	165	660	YES	172	48	220	YES		O	0		O	2		2	0.3%	NO	174	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 26
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	108	499	157	28	465	43	241	707	262	109	166	5	**2790**	YES	D
2	SAN AMARO/MILLER	90	684	57	45	314	78	427	244	138	18	16	6	**2117**	YES	C
3	SAN AMARO/TRILLO	37	787	0	0	395	35	0	0	107	0	0	0	**1361**	NO	B
4	SAN AMARO/MEMORIAL	0	648	67	113	207	0	0	0	0	68	0	57	**1160**	NO	C
5	SAN AMARO/ROBBIA	0	668	0	0	278	6	0	0	12	0	0	0	**964**	NO	A
6	CAMPO SANO/BRUNSON	7	0	19	0	0	0	0	651	328	45	170	0	**1220**	YES	A
7	PISANO/UNIVERSITY	0	7	31	73	17	33	29	195	2	28	237	62	**714**	NO	B
8	PISANO/CARILLO	0	0	0	1	23	19	2	178	127	109	323	1	**783**	NO	C
9	PONCE/GRANADA	38	478	104	43	358	135	322	1072	46	49	432	101	**3178**	YES	B
10	US-1/GRANADA	17	343	58	72	276	106	135	3161	35	44	2501	131	**6879**	YES	C
11	PONCE/CARILLO	0	0	0	105	0	120	0	1433	0	0	609	0	**2267**	NO	C
12	PONCE/STANFORD	143	112	252	43	22	41	93	955	117	160	442	114	**2494**	YES	B
13	US-1/STANFORD	70	255	85	33	177	92	176	3130	33	92	2778	91	**7012**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	35	158	1277	15	19	549	60	**2143**	YES	A
15	PONCE/DICKINSON	0	0	3	26	1	60	104	1340	33	21	588	53	**2229**	YES	A
16	PONCE/S.ALHAMBRA	149	39	304	28	5	2	112	1095	194	139	393	77	**2537**	YES	C
17	US-1/S.ALHAMBRA	40	209	98	130	131	98	216	3340	48	116	3112	82	**7620**	YES	D
18	PONCE/SAN AMARO	1	2	1	483	9	11	91	947	7	8	297	301	**2158**	YES	B
19	RED/LEVANTE	11	732	93	119	1282	10	11	1	17	61	1	33	**2371**	YES	A
20	RED/US-1	0	508	75	0	457	144	389	2242	55	119	2037	53	**6079**	YES	D
21	RED/PONCE	0	600	330	646	692	32	0	0	14	0	0	226	**2540**	NO	B
22	CAMPO SANO/PISANO	92	0	24	0	0	0	0	412	276	29	119	0	**952**	NO	C
23	RED/BRESCIA	74	568	27	36	757	30	246	306	387	16	27	31	**2505**	YES	C
24	SUNSET/MAYNADA	20	453	112	16	145	54	96	405	34	44	336	22	**1737**	YES	C
25	RED/SUNSET	96	616	160	109	356	129	170	433	42	174	377	89	**2751**	YES	D
26	RED/BLUE	30	580	70	61	528	7	68	483	53	22	83	35	**2020**	YES	C
27	RED/BIRD	121	404	105	124	323	124	377	1828	213	38	879	58	**4594**	YES	C
28	BIRD/UNIVERSITY	47	0	203	0	0	0	0	1966	39	83	1036	0	**3374**	YES	A
29	BIRD/LEJEUNE	137	730	61	226	608	60	271	1926	86	152	948	92	**5297**	YES	E
30	BLUE/SAN AMARO	6	45	161	101	81	15	23	648	43	18	138	14	**1293**	NO	F
31	BLUE/UNIVERSITY	20	140	308	5	140	16	76	773	74	90	169	12	**1823**	YES	C
32	BLUE/GRANADA	19	449	10	10	334	90	530	496	54	5	120	25	**2142**	YES	B
33	PONCE/LEJEUNE/GRAND	23	176	63	56	246	39	36	1652	21	41	895	77	**3325**	YES	F
34	US-1/LE JEUNE RD	0	630	194	0	418	172	298	3930	37	86	2732	5	**8502**	YES	F
35	PONCE/RIVIERA DR	67	229	49	69	218	39	189	742	129	27	487	7	**2252**	YES	B
36	US1/RIVIERA DR	84	231	43	84	219	33	45	3207	69	37	2805	48	**6905**	YES	B
37	BIRD RD/RIVIERA DR	15	232	301	45	71	6	26	1821	12	55	987	23	**3594**	YES	B
38	SUNSET RD/GRANADA	0	0	0	32	0	23	20	788	0	0	350	31	**1244**	NO	C
39	GRANADA/HARDEE RD	0	103	295	26	56	37	83	528	5	32	273	88	**1526**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	21	0	110	191	537	0	0	497	64	**1420**	NO	D
41	S. ALHAMBRA CR/NERVIA	77	127	0	0	77	181	177	0	43	0	0	0	**682**	NO	B
42	BIRD RD/SAN AMARO DR	23	6	88	0	0	0	0	1790	18	30	1062	0	**3017**	NO	F
43	BIRD RD/GRANADA BLVD	26	194	65	51	230	43	393	1671	16	50	858	90	**3687**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 27
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	108	499	170	31	465	43	241	759	262	115	190	7	**2890**	YES	D
2	SAN AMARO/MILLER	99	684	57	45	314	90	452	244	158	18	16	6	**2183**	YES	C
3	SAN AMARO/TRILLO	37	799	0	0	420	35	0	0	107	0	0	0	**1398**	NO	B
4	SAN AMARO/MEMORIAL	0	660	67	113	232	0	0	0	0	68	0	57	**1197**	NO	C
5	SAN AMARO/ROBBIA	0	670	0	0	281	6	0	0	12	0	0	0	**969**	NO	A
6	CAMPO SANO/BRUNSON	7	0	19	0	0	0	0	655	328	45	178	0	**1232**	YES	A
7	PISANO/UNIVERSITY	0	7	31	73	17	33	29	199	2	28	245	62	**726**	NO	B
8	PISANO/CARILLO	0	0	0	1	23	19	2	178	131	109	323	1	**787**	NO	C
9	PONCE/GRANADA	38	490	104	52	363	136	324	1072	46	49	432	119	**3225**	YES	B
10	US-1/GRANADA	17	348	58	75	278	106	135	3161	35	44	2501	138	**6896**	YES	C
11	PONCE/CARILLO	0	0	0	105	0	120	0	1435	0	0	610	0	**2270**	NO	C
12	PONCE/STANFORD	143	112	252	44	22	41	93	955	117	160	442	116	**2497**	YES	B
13	US-1/STANFORD	70	257	85	33	178	92	176	3130	33	92	2778	91	**7015**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	35	158	1279	15	19	550	60	**2146**	YES	A
15	PONCE/DICKINSON	0	0	3	26	1	60	104	1342	33	21	589	53	**2232**	YES	A
16	PONCE/S.ALHAMBRA	149	39	304	28	5	2	112	1097	194	139	394	77	**2540**	YES	C
17	US-1/S.ALHAMBRA	40	209	98	130	131	98	216	3342	48	116	3113	82	**7623**	YES	D
18	PONCE/SAN AMARO	1	2	1	483	9	13	96	947	7	8	297	301	**2165**	YES	B
19	RED/LEVANTE	11	745	93	119	1288	10	11	1	17	61	1	33	**2390**	YES	A
20	RED/US-1	0	508	75	0	457	144	389	2242	55	119	2037	53	**6079**	YES	D
21	RED/PONCE	0	607	330	646	695	37	0	0	26	0	0	226	**2567**	NO	B
22	CAMPO SANO/PISANO	92	0	24	0	0	0	0	414	276	29	122	0	**957**	YES	C/A
23	RED/BRESCIA	74	575	34	36	760	33	253	313	387	19	30	31	**2545**	NO	C
24	SUNSET/MAYNADA	20	455	112	16	146	54	96	405	34	44	336	22	**1740**	YES	C
25	RED/SUNSET	96	623	160	109	359	129	170	433	42	174	377	89	**2761**	YES	D
26	RED/BLUE	30	582	70	64	531	7	68	495	53	22	88	37	**2047**	YES	C
27	RED/BIRD	123	406	105	124	326	124	377	1831	216	38	881	58	**4609**	YES	C
28	BIRD/UNIVERSITY	49	0	205	0	0	0	0	1966	44	88	1036	0	**3388**	YES	B
29	BIRD/LEJEUNE	137	732	61	226	611	60	271	1928	86	152	951	92	**5307**	YES	E
30	BLUE/SAN AMARO	13	50	161	101	91	15	23	648	58	18	138	14	**1330**	NO	F
31	BLUE/UNIVERSITY	20	140	308	5	140	16	76	775	74	90	170	12	**1826**	YES	C
32	BLUE/GRANADA	20	459	10	10	356	90	530	496	56	5	120	25	**2177**	YES	B
33	PONCE/LEJEUNE/GRAND	23	178	65	56	251	42	38	1652	21	46	895	77	**8513**	YES	F
34	US-1/LE JEUNE RD	0	630	194	0	418	175	300	3932	38	86	2735	5	**8513**	YES	F
35	PONCE/RIVIERA DR	67	229	49	69	218	39	189	752	129	27	509	7	**2284**	YES	B
36	US1/RIVIERA DR	84	231	43	84	219	33	45	3209	69	37	2810	48	**6912**	YES	B
37	BIRD RD/RIVIERA DR	15	232	301	45	71	6	26	1823	12	55	992	23	**3601**	YES	B
38	SUNSET RD/GRANADA	0	0	0	32	0	24	22	788	0	0	350	31	**1247**	NO	C
39	GRANADA/HARDEE RD	0	105	295	26	57	37	83	528	5	32	273	88	**1529**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	21	0	110	191	537	0	0	497	64	**1420**	NO	D
41	S. ALHAMBRA CR/NERVIA	77	127	0	0	77	182	179	0	43	0	0	0	**685**	NO	B
42	BIRD RD/SAN AMARO DR	25	6	89	0	0	0	0	1790	23	32	1062	0	**3027**	NO	F
43	BIRD RD/GRANADA BLVD	26	196	67	51	235	46	395	1671	16	55	858	90	**3706**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 28
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	275	375	44	18	427	236	118	297	98	205	528	7	**2628**	YES	C
2	SAN AMARO/MILLER	205	377	27	18	529	395	139	92	134	92	72	28	**2108**	YES	B
3	SAN AMARO/TRILLO	30	423	0	0	866	17	0	0	18	0	0	0	**1354**	NO	C
4	SAN AMARO/MEMORIAL	0	322	57	90	769	0	0	0	0	91	0	119	**1448**	NO	C
5	SAN AMARO/ROBBIA	0	369	0	0	803	21	0	0	5	0	0	0	**1198**	NO	C
6	CAMPO SANO/BRUNSON	155	0	51	0	0	0	0	299	117	91	696	0	**1409**	YES	B
7	PISANO/UNIVERSITY	3	9	32	67	10	30	45	258	6	31	336	35	**862**	NO	B
8	PISANO/CARILLO	0	0	0	5	14	62	11	276	87	24	362	0	**841**	NO	B
9	PONCE/GRANADA	86	295	73	59	440	138	248	521	30	109	992	41	**3032**	YES	D
10	US-1/GRANADA	18	226	30	145	332	129	140	2434	5	44	2387	86	**5976**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	114	0	793	0	0	1201	0	**2122**	NO	B
12	PONCE/STANFORD	129	99	208	161	190	101	68	449	138	195	1001	112	**2851**	YES	C
13	US-1/STANFORD	34	158	42	119	201	196	241	2981	31	35	2502	59	**6599**	YES	B
14	PONCE/MERRICK	9	2	32	54	0	161	111	665	5	14	1427	63	**2543**	YES	A
15	PONCE/DICKINSON	18	0	10	58	1	194	137	673	5	5	1574	68	**2743**	YES	B
16	PONCE/S.ALHAMBRA	212	17	114	60	45	8	34	622	202	342	1344	54	**3054**	YES	C
17	US-1/S.ALHAMBRA	133	171	262	140	177	308	129	2619	124	239	3421	91	**7814**	YES	F
18	PONCE/SAN AMARO	8	5	9	479	15	41	55	386	6	26	1077	636	**2743**	YES	B
19	RED/LEVANTE	70	1602	18	20	1019	11	10	1	13	288	4	107	**3163**	YES	C
20	RED/US-1	0	595	113	0	627	357	210	2526	96	190	3086	21	**7821**	YES	D
21	RED/PONCE	0	716	123	259	894	36	0	0	9	0	0	856	**2893**	NO	F
22	CAMPO SANO/PISANO	319	0	37	0	0	0	0	181	132	22	381	0	**1072**	NO	F
23	RED/BRESCIA	381	746	12	14	724	125	58	60	66	62	294	81	**2623**	YES	E
24	SUNSET/MAYNADA	11	110	41	21	426	91	92	466	32	113	409	18	**1830**	YES	C
25	RED/SUNSET	93	432	184	105	655	440	197	352	67	254	431	51	**3261**	YES	D
26	RED/BLUE	96	546	34	24	649	34	20	136	41	89	518	34	**2221**	YES	C
27	RED/BIRD	136	378	113	120	341	109	156	1271	161	217	1825	99	**4926**	YES	D
28	BIRD/UNIVERSITY	43	0	88	0	0	0	0	1332	56	165	1824	0	**3508**	YES	A
29	BIRD/LEJEUNE	203	758	80	168	898	168	152	1231	109	216	1969	198	**6150**	YES	E
30	BLUE/SAN AMARO	53	78	16	14	57	39	18	175	27	78	577	59	**1191**	NO	F
31	BLUE/UNIVERSITY	40	117	135	5	149	57	20	179	26	303	668	9	**1708**	YES	B
32	BLUE/GRANADA	70	254	9	10	326	416	159	162	46	22	662	21	**2157**	YES	C
33	PONCE/LEJEUNE/GRAND	22	212	39	105	247	68	26	1192	39	45	1311	37	**3343**	YES	E
34	US-1/LE JEUNE RD	0	491	198	0	561	251	193	2815	30	225	2865	6	**7635**	YES	D
35	PONCE/RIVIERA DR	204	187	59	11	220	76	44	665	56	67	1228	12	**2829**	YES	B
36	US1/RIVIERA DR	59	186	44	56	246	10	93	2717	42	19	2618	180	**6270**	YES	B
37	BIRD RD/RIVIERA DR	11	120	75	31	319	29	33	1316	33	225	1370	58	**3620**	YES	C
38	SUNSET RD/GRANADA	0	0	0	57	0	122	15	482	0	0	414	28	**1118**	NO	C
39	GRANADA/HARDEE RD	2	44	29	17	86	54	26	168	7	423	545	60	**1461**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	32	0	126	92	589	0	0	558	64	**1461**	NO	C
41	S. ALHAMBRA CR/NERVIA	126	62	0	2	87	439	398	0	102	0	0	0	**1216**	NO	D
42	BIRD RD/SAN AMARO DR	30	10	40	0	0	0	0	1369	34	26	1653	0	**3162**	NO	E
43	BIRD RD/GRANADA BLVD	22	117	39	108	247	68	97	1192	39	45	1345	38	**3357**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 29
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	275	375	57	21	427	236	118	348	98	222	595	11	**2783**	YES	D
2	SAN AMARO/MILLER	231	377	27	18	529	427	163	92	154	92	72	28	**2210**	YES	C
3	SAN AMARO/TRILLO	30	455	0	0	890	17	0	0	18	0	0	0	**1410**	NO	C
4	SAN AMARO/MEMORIAL	0	354	57	90	793	0	0	0	0	91	0	119	**1504**	NO	D
5	SAN AMARO/ROBBIA	0	373	0	0	806	21	0	0	5	0	0	0	**1205**	NO	C
6	CAMPO SANO/BRUNSON	155	0	51	0	0	0	0	310	117	91	704	0	**1428**	YES	B
7	PISANO/UNIVERSITY	3	9	32	67	10	30	45	269	6	31	344	35	**881**	NO	B
8	PISANO/CARILLO	0	0	0	5	14	62	11	276	98	24	362	0	**852**	NO	B
9	PONCE/GRANADA	86	306	73	83	455	140	250	521	30	109	992	59	**3104**	YES	D
10	US-1/GRANADA	18	231	30	154	338	129	140	2434	5	44	2387	93	**6003**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	114	0	795	0	0	1203	0	**2126**	NO	B
12	PONCE/STANFORD	129	99	208	163	190	101	68	449	138	195	1001	114	**2855**	YES	B
13	US-1/STANFORD	34	160	42	119	203	196	241	2981	31	35	2502	59	**6603**	YES	B
14	PONCE/MERRICK	9	2	32	54	0	161	111	667	5	14	1429	63	**2547**	YES	A
15	PONCE/DICKINSON	18	0	10	58	1	194	137	675	5	5	1576	68	**2747**	YES	B
16	PONCE/S.ALHAMBRA	212	17	114	60	45	8	34	624	202	342	1346	54	**3058**	YES	B
17	US-1/S.ALHAMBRA	133	171	262	140	177	308	129	2621	124	239	3423	91	**7818**	YES	F
18	PONCE/SAN AMARO	8	5	9	479	15	47	60	386	6	26	1077	636	**2754**	YES	B
19	RED/LEVANTE	70	1615	18	20	1036	11	10	1	13	288	4	107	**3193**	YES	C
20	RED/US-1	0	595	113	0	627	357	210	2526	96	190	3086	21	**7821**	YES	D
21	RED/PONCE	0	723	123	259	903	51	0	0	20	0	0	856	**2935**	NO	F
22	CAMPO SANO/PISANO	319	0	37	0	0	0	0	185	132	22	384	0	**1079**	YES	F/A
23	RED/BRESCIA	381	753	19	14	733	134	65	67	66	71	303	81	**2687**	NO	E
24	SUNSET/MAYNADA	11	112	41	21	428	91	92	466	32	113	409	18	**1834**	YES	C
25	RED/SUNSET	93	439	184	105	664	440	197	352	67	254	431	51	**3277**	YES	D
26	RED/BLUE	96	550	34	27	652	34	20	147	41	89	533	38	**2261**	YES	D
27	RED/BIRD	140	382	113	120	344	109	156	1274	164	217	1829	99	**4947**	YES	D
28	BIRD/UNIVERSITY	49	0	94	0	0	0	0	1332	61	170	1824	0	**3530**	YES	A
29	BIRD/LEJEUNE	203	762	80	168	901	168	152	1235	109	216	1972	198	**6164**	YES	E
30	BLUE/SAN AMARO	72	91	16	14	67	39	18	175	42	78	577	59	**1248**	NO	F
31	BLUE/UNIVERSITY	40	117	135	5	149	57	20	181	26	303	670	9	**1712**	YES	B
32	BLUE/GRANADA	72	282	9	10	347	416	159	162	48	22	662	21	**2210**	YES	C
33	PONCE/LEJEUNE/GRAND	22	218	45	105	252	71	30	1192	39	50	1311	37	**3372**	YES	E
34	US-1/LE JEUNE RD	0	491	198	0	561	254	197	2819	32	225	2868	6	**7651**	YES	D
35	PONCE/RIVIERA DR	204	187	59	11	220	76	44	693	56	67	1249	12	**2878**	YES	B
36	US1/RIVIERA DR	59	186	44	56	246	10	93	2723	42	19	2623	180	**6281**	YES	B
37	BIRD RD/RIVIERA DR	11	120	75	31	319	29	33	1322	33	225	1375	58	**3631**	YES	C
38	SUNSET RD/GRANADA	0	0	0	57	0	124	17	482	0	0	414	28	**1122**	NO	C
39	GRANADA/HARDEE RD	2	46	29	17	88	54	26	168	7	423	545	60	**1465**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	32	0	126	92	589	0	0	558	64	**1461**	NO	C
41	S. ALHAMBRA CR/NERVIA	126	62	0	2	87	441	400	0	102	0	0	0	**1220**	NO	D
42	BIRD RD/SAN AMARO DR	36	10	42	0	0	0	0	1369	39	28	1653	0	**3177**	NO	E
43	BIRD RD/GRANADA BLVD	22	123	45	108	252	71	101	1192	39	50	1345	38	**3386**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

4.11 Total Traffic Condition in 2020

The 2020 phase of the Planned Development includes the first phase of the NSCDZ in addition to Type 1 and Type 1-2 facilities. No changes in the number of resident students are anticipated between 2015 and 2020.

The UMCAD development program for Phase 2020 results in an increase of Campus external trips by 849 AM and 867 PM peak hour trips compared to existing conditions as depicted in Table 12. Most of the additional net external trips are generated by the construction of the first phase of the NSCDZ.

The results of the 2020 roadway link analysis are presented in Table 30 for the AM peak hour and in Table 31 for the PM peak hour. Two roadway links are significant and failing in 2020:

1. Miller Road between San Amaro Drive and Red Road.
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.

The results of the 2020 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 32 for the background conditions and Table 33 for the total traffic conditions. The results of the 2020 intersection analyses for the PM peak hour are presented in Table 34 for the background conditions and Table 35 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover. No intersection improvements are warranted for this phase.

The study-area intersections that will operate at a failing LOS in 2020, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Bird Road and LeJeune Road (#29) in the AM and PM peak hours.
3. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
4. LeJeune Road, Ponce de Leon Blvd and Grand Ave (5-leg #33) during the AM and PM peak hours.
5. US-1 and LeJeune Road (#34) during the AM peak hour.
6. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
7. Bird Road and San Amaro Drive (#42) during the AM peak hour.
8. Bird Road, Granada Blvd and University Drive (5-leg #43) during the PM peak hour.

TABLE 30
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2020 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 419 %	I/O	NSCDZ [6] OUT 130 TRIPS	ACADEMIC [6] IN 204 %	I/O	ACADEMIC [6] OUT 96 TRIPS	DIV-ERTED TRIPS [7]	2020 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2020 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	2,082	2,060	NO	2,221	126	2,347	NO	2%	O	3	3%	O	3		6	0.3%	NO	2,353	NO
	WB	2	1,052	2,060	YES	1,122	59	1,181	YES		I	8		I	6		14	0.7%	NO	1,195	YES
Granada Blvd to University	EB	2	2,021	2,060	YES	2,156	90	2,246	NO	1%	I	4	5%	O	5		9	0.4%	NO	2,255	NO
	WB	2	1,050	2,060	YES	1,120	34	1,154	YES		O	1		I	10		11	0.5%	NO	1,165	YES
University to San Amaro	EB	2	1,863	2,060	YES	1,988	66	2,054	YES	1%	I	4	1%	I	2		6	0.3%	NO	2,060	YES
	WB	2	1,026	2,060	YES	1,095	24	1,119	YES		O	1		O	1		2	0.1%	NO	1,121	YES
San Amaro to Red Road	EB	2	1,905	2,060	YES	2,033	72	2,105	NO	1%	I	4	1%	I	2		6	0.3%	NO	2,111	NO
	WB	2	1,008	2,060	YES	1,076	29	1,105	YES		O	1		O	1		2	0.1%	NO	1,107	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	538	810	YES	574	5	579	YES	1%	O	1	1%	I	2		3	0.4%	NO	582	YES
	WB	1	427	810	YES	456	3	459	YES		I	4		O	1		5	0.6%	NO	464	YES
Granada to University Dr	EB	1	1,021	810	NO	1,089	17	1,106	NO	2%	O	3	1%	I	2		5	0.6%	NO	1,111	NO
	WB	1	252	810	YES	269	4	273	YES		I	8		O	1		9	1.1%	NO	282	YES
University to San Amaro	EB	1	862	810	NO	920	26	946	NO	2%	I	8	1%	O	1		9	1.1%	NO	955	NO
	WB	1	186	810	YES	198	10	208	YES		O	3		I	2		5	0.6%	NO	213	YES
San Amaro to Red Road	EB	1	643	810	YES	686	30	716	YES	4%	I	17	8%	O	8		25	3.1%	NO	741	YES
	WB	1	131	810	YES	140	13	153	YES		O	5		I	16		21	2.6%	NO	174	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	830	810	NO	886	28	914	NO	9%	I	38	25%	I	51		89	11.0%	YES	1,003	NO & F
	WB	1	254	810	YES	271	17	288	YES		O	12		O	24		36	4.4%	NO	324	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	1,071	2,060	YES	1,143	83	1,226	YES	20%	O	26	13%	O	12	8	46	2.2%	NO	1,272	YES
	SW	2	515	2,060	YES	549	50	599	YES		I	84		I	27	25	136	6.6%	YES	735	YES
Granada Blvd to Stanford	NE	2	1,294	2,060	YES	1,381	86	1,467	YES	33%	O	43	17%	O	16	8	67	3.3%	NO	1,534	YES
	SW	2	616	2,060	YES	657	45	702	YES		I	138		I	35	25	198	9.6%	YES	900	YES
Stanford to Hurricane Dr.	NE	2	1,309	2,060	YES	1,397	69	1,466	YES	38%	I	159	9%	I	18	8	185	9.0%	YES	1,651	YES
	SW	2	565	2,060	YES	603	31	634	YES		O	49		O	9	25	83	4.0%	NO	717	YES
Hurricane Dr. to Red Road	NE	2	955	2,060	YES	1,019	52	1,071	YES	20%	I	84	8%	I	16	25	125	6.1%	YES	1,196	YES
	SW	2	274	2,060	YES	292	24	316	YES		O	26		O	8	8	42	2.0%	NO	358	YES
US1																					
LeJeune to Granada Blvd	NE	3	3,087	4,070	YES	3,294	103	3,397	YES	8%	O	10	3%	O	3	8	21	0.5%	NO	3,418	YES
	SW	3	2,760	4,070	YES	2,945	89	3,034	YES		I	34		I	6	25	65	1.6%	NO	3,099	YES
Granada Blvd to Maynada	NE	3	3,082	4,070	YES	3,288	103	3,391	YES	7%	O	9	4%	O	4	8	21	0.5%	NO	3,412	YES
	SW	3	2,783	4,070	YES	2,969	62	3,031	YES		I	29		I	8	25	62	1.5%	NO	3,093	YES
Maynada to S. Alhambra	NE	3	3,314	4,070	YES	3,536	110	3,646	YES	17%	I	71	10%	I	20	8	99	2.4%	NO	3,745	YES
	SW	3	3,098	4,070	YES	3,306	78	3,384	YES		O	22		O	10	25	57	1.4%	NO	3,441	YES
S. Alhambra to Red Road	NE	3	3,357	4,070	YES	3,582	93	3,675	YES	16%	I	67	10%	I	20	25	112	2.8%	NO	3,787	YES
	SW	3	3,075	4,070	YES	3,281	56	3,337	YES		O	21		O	10	8	39	1.0%	NO	3,376	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	767	970	YES	818	14	832	YES	1%	O	1	1%	O	1		2	0.2%	NO	834	YES
	WB	1	350	970	YES	373	10	383	YES		I	4		I	2		6	0.6%	NO	389	YES
Maynada to Red Road	EB	1	502	970	YES	536	17	553	YES	1%	I	4	1%	O	1		5	0.5%	NO	558	YES
	WB	1	384	970	YES	410	15	425	YES		O	1		I	2		3	0.3%	NO	428	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	847	2,580	YES	904	46	950	YES	5%	O	7	2%	O	2		9	0.3%	NO	959	YES
	SB	2	778	2,580	YES	830	46	876	YES		I	21		I	4		25	1.0%	NO	901	YES
Blue Road to US-1	NB	2	849	2,580	YES	906	38	944	YES	7%	O	9	3%	O	3		12	0.5%	NO	956	YES
	SB	2	503	2,580	YES	537	43	580	YES		I	29		I	6		35	1.4%	NO	615	YES
US-1 to Sunset Drive	NB	1	774	1,220	YES	826	40	866	YES	1%	I	4	1%	I	2		6	0.5%	NO	872	YES
	SB	1	455	1,220	YES	485	13	498	YES		O	1		O	1		2	0.2%	NO	500	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	605	790	YES	646	13	659	YES	4%	O	5	6%	O	6		11	1.4%	NO	670	YES
	SB	1	405	790	YES	432	11	443	YES		I	17		I	12		29	3.7%	NO	472	YES
Blue Rd to Ponce	NB	1	645	790	YES	688	18	706	YES	6%	O	8	6%	O	6		14	1.8%	NO	720	YES
	SB	1	494	790	YES	527	18	545	YES		I	25		I	12		37	4.7%	NO	582	YES
Ponce de Leon to US 1	NB	1	551	790	YES	588	51	639	YES	7%	I	29	7%	I	14		43	5.4%	YES	682	YES
	SB	1	396	790	YES	423	44	467	YES		O	9		O	7		16	2.0%	NO	483	YES
US 1 to Sunset Drive	NB	1	380	790	YES	405	10	415	YES	2%	I	8	2%	I	4		12	1.5%	NO	427	YES
	SB	1	328	790	YES	350	5	355	YES		O	3		O	2		5	0.6%	NO	360	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	541	660	YES	577	10	587	YES	4%	I	17	5%	I	10		27	4.1%	NO	614	YES
	SB	1	284	660	YES	303	7	310	YES		O	5		O	5		10	1.5%	NO	320	YES
SAN AMARO DRIVE [8,9]																					
Bird Rd to Blue Rd	NB	1	94	660	YES	100	14	114	YES	1%	O	1	3%	O	3		4	0.6%	NO	118	YES
	SB	1	168	660	YES	179	11	190	YES		I	4		I	6		10	1.5%	NO	200	YES
Blue Rd to Miller Rd	NB	1	1,362	660	NO	1,453	5	1,458	NO	2%	O	3	8%	O	8	-142	-131	-19.8%	NO	1,327	NO
	SB	1	456	660	YES	487	5	492	YES		I	8		I	16	-64	-40	-6.1%	NO	452	YES
Miller Rd to Levante	NB	1	807	660	NO	861	16	877	NO	11%	O	14	2%	I	4	-18	0	0.0%	NO	877	NO
	SB	2	490	1,320	YES	523	13	536	YES		I	46		O	2	-6	42	3.2%	NO	578	YES
Levante Rd to Ponce	NB	1	368	660	YES	393	20	413	YES	19%	O	25	2%	I	4	-18	11	1.7%	NO	424	YES
	SB	2	462	1,320	YES	493	15	508	YES		I	80		O	2	-6	76	5.8%	YES	584	YES

TABLE 30
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2020 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN %	NSCDZ I/O	NSCDZ OUT TRIPS	ACADEMIC [6] IN %	ACADEMIC I/O	ACADEMIC OUT TRIPS	DIV-ERTED TRIPS [7]	2020 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2020 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
RED ROAD										419		130	204		96						
Bird Road to Blue Road	NB	1	633	970	YES	675	24	699	YES	3%	O	4	5%	O	5		9	0.9%	NO	708	YES
	SB	1	551	970	YES	588	22	610	YES		I	13		I	10		23	2.4%	NO	633	YES
Blue Road to Miller Road	NB	1	683	970	YES	729	34	763	YES	1%	O	1	4%	O	4		5	0.5%	NO	768	YES
	SB	1	551	970	YES	588	29	617	YES		I	4		I	8		12	1.2%	NO	629	YES
Miller Rd to Brescia Ave	NB	1	757	970	YES	808	28	836	YES	3%	O	4	3%	I	6		10	1.0%	NO	846	YES
	SB	1	765	970	YES	816	26	842	YES		I	13		O	3		16	1.6%	NO	858	YES
Brescia Ave to Ponce	NB	2	750	2,060	YES	800	50	850	YES	8%	O	10	5%	I	10		20	1.0%	NO	870	YES
	SB	2	1,240	2,060	YES	1,323	46	1,369	YES		I	34		O	5		39	1.9%	NO	1,408	YES
Ponce to US-1	NB	2	867	2,060	YES	925	45	970	YES	10%	O	13	9%	I	18		31	1.5%	NO	1,001	YES
	SB	2	637	2,060	YES	680	43	723	YES		I	42		O	9		51	2.5%	NO	774	YES
US 1 to Sunset Drive	NB	2	761	1,720	YES	812	58	870	YES	10%	I	42	4%	I	8		50	2.9%	NO	920	YES
	SB	2	564	1,720	YES	602	31	633	YES		O	13		O	4		17	1.0%	NO	650	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	238	660	YES	254	2	256	YES	2%	O	3	4%	O	4		7	1.1%	NO	263	YES
	SB	1	153	660	YES	163	2	165	YES		I	8		I	8		16	2.4%	NO	181	YES
Blue Road to Pisano Ave	NB	1	273	660	YES	291	0	291	YES	4%	O	5	4%	O	4		9	1.4%	NO	300	YES
	SB	1	205	660	YES	219	0	219	YES		I	17		I	8		25	3.8%	NO	244	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	526	660	YES	561	1	562	YES	1%	O	1	1%	O	1		2	0.3%	NO	564	YES
	SB	1	127	660	YES	136	6	142	YES		I	4		I	2		6	0.9%	NO	148	YES
Blue Road to Ponce	NB	1	306	660	YES	326	2	328	YES	1%	O	1	1%	O	1		2	0.3%	NO	330	YES
	SB	1	407	660	YES	434	7	441	YES		I	4		I	2		6	0.9%	NO	447	YES
US-1 to LeJeune Road	NB	1	333	660	YES	355	11	366	YES	1%	I	4	1%	I	2		6	0.9%	NO	372	YES
	SB	1	246	660	YES	262	71	333	YES		O	1		O	1		2	0.3%	NO	335	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	262	660	YES	280	8	288	YES	1%	O	1	1%	O	1		2	0.3%	NO	290	YES
	SB	1	216	660	YES	230	5	235	YES		I	4		I	2		6	0.9%	NO	241	YES
Blue Road to Miller Road	NB	1	235	660	YES	251	2	253	YES	1%	O	1	4%	O	4		5	0.8%	NO	258	YES
	SB	1	188	660	YES	201	2	203	YES		I	4		I	8		12	1.8%	NO	215	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	273	660	YES	291	87	378	YES	1%	I	4	1%	I	2		6	0.9%	NO	384	YES
	SB	1	196	660	YES	209	56	265	YES		O	1		O	1		2	0.3%	NO	267	YES
Nervia Street to Sunset Dr.	EB	1	172	660	YES	184	2	186	YES	1%	I	4	1%	I	2		6	0.9%	NO	192	YES
	WB	1	101	660	YES	108	3	111	YES		O	1		O	1		2	0.3%	NO	113	YES
CAMPO SANO [10]																					
San Amaro to Pisano	EB	1	792	660	NO	845	11	856	NO	2%	I	8	10%	I	20	-58	-30	-4.5%	NO	826	NO
	WB	1	191	660	YES	204	9	213	YES		O	3		O	10	-16	-3	-0.5%	NO	210	YES
PISANO ANEVUE [10]																					
Campo Sano to University	EB	1	287	660	YES	306	11	317	YES	1%	O	1	10%	O	10	-20	-9	-1.4%	NO	308	YES
	WB	1	285	660	YES	304	9	313	YES		I	4		I	20	-32	-8	-1.2%	NO	305	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	349	660	YES	372	1	373	YES	5%	I	21	6%	I	12		33	5.0%	YES	406	YES
	WB	1	42	660	YES	45	1	46	YES		O	7		O	6		13	2.0%	NO	59	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	202	660	YES	216	3	219	YES	3%	I	13	5%	I	10		23	3.5%	NO	242	YES
	WB	1	88	660	YES	94	2	96	YES		O	4		O	5		9	1.4%	NO	105	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	590	660	YES	630	0	630	YES	1%	I	4	2%	I	4		8	1.2%	NO	638	YES
	WB	1	295	660	YES	315	0	315	YES		O	1		O	2		3	0.5%	NO	318	YES
Granada Blvd to LeJeune	EB	1	813	660	NO	867	0	867	NO	1%	O	1	2%	O	2		3	0.5%	NO	870	NO
	WB	1	375	660	YES	400	0	400	YES		I	4		I	4		8	1.2%	NO	408	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	195	660	YES	208	14	222	YES	1%	I	4	1%	I	2		6	0.9%	NO	228	YES
	SB	1	134	660	YES	143	9	152	YES		O	1		O	1		2	0.3%	NO	154	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road

[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season

[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.

[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.

[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.

[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.

[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.

[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.

[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.

[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.

[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 31
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2020 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 83 %	I/O	NSCDZ [6] OUT 344 TRIPS	ACADEMIC [6] IN 189 %	I/O	ACADEMIC [6] OUT 251 TRIPS	DIV-ERTED TRIPS [7]	2020 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2020 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	1,329	2,060	YES	1,418	165	1,583	YES	2%	O	7	3%	O	8		15	0.7%	NO	1,433	YES
	WB	2	2,046	2,060	YES	2,183	208	2,391	NO		I	2		I	6		8	0.4%	NO	2,191	NO
Granada Blvd to University	EB	2	1,299	2,060	YES	1,386	105	1,491	YES	1%	I	1	5%	O	13		14	0.7%	NO	1,400	YES
	WB	2	1,811	2,060	YES	1,932	149	2,081	NO		O	3		I	9		12	0.6%	NO	1,944	YES
University to San Amaro	EB	2	1,287	2,060	YES	1,373	69	1,442	YES	1%	I	1	1%	I	2		3	0.1%	NO	1,376	YES
	WB	2	1,693	2,060	YES	1,806	103	1,909	YES		O	3		O	3		6	0.3%	NO	1,812	YES
San Amaro to Red Road	EB	2	1,373	2,060	YES	1,465	74	1,539	YES	1%	I	1	1%	I	2		3	0.1%	NO	1,468	YES
	WB	2	1,938	2,060	YES	2,068	119	2,187	NO		O	3		O	3		6	0.3%	NO	2,074	NO
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	552	810	YES	589	6	595	YES	1%	O	3	1%	I	2		5	0.6%	NO	594	YES
	WB	1	677	810	YES	722	7	729	YES		I	1		O	3		4	0.5%	NO	726	YES
Granada to University Dr	EB	1	332	810	YES	354	12	366	YES	2%	O	7	1%	I	2		9	1.1%	NO	363	YES
	WB	1	1,071	810	NO	1,143	23	1,166	NO		I	2		O	3		5	0.6%	NO	1,148	NO
University to San Amaro	EB	1	193	810	YES	206	23	229	YES	2%	I	2	1%	O	3		5	0.6%	NO	211	YES
	WB	1	699	810	YES	746	37	783	YES		O	7		I	2		9	1.1%	NO	755	YES
San Amaro to Red Road	EB	1	176	810	YES	188	23	211	YES	4%	I	3	8%	O	20		23	2.8%	NO	211	YES
	WB	1	575	810	YES	614	42	656	YES		O	14		I	15		29	3.6%	NO	643	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	325	810	YES	347	28	375	YES	9%	I	7	25%	I	47		54	6.7%	YES	401	YES
	WB	1	672	810	YES	717	40	757	YES		O	31		O	63		94	11.6%	YES	811	NO & F
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	556	2,060	YES	593	152	745	YES	20%	O	69	13%	O	33	23	125	6.1%	YES	718	YES
	SW	2	1,239	2,060	YES	1,322	178	1,500	YES		I	17		I	25	18	60	2.9%	NO	1,382	YES
Granada Blvd to Stanford	NE	2	639	2,060	YES	682	128	810	YES	33%	O	114	17%	O	43	23	180	8.7%	YES	862	YES
	SW	2	1,067	2,060	YES	1,138	164	1,302	YES		I	27		I	32	18	77	3.7%	NO	1,215	YES
Stanford to Hurricane Dr.	NE	2	776	2,060	YES	828	70	898	YES	38%	I	32	9%	I	17	23	72	3.5%	NO	900	YES
	SW	2	1,575	2,060	YES	1,681	105	1,786	YES		O	131		O	23	18	172	8.3%	YES	1,853	YES
Hurricane Dr. to Red Road	NE	2	376	2,060	YES	401	56	457	YES	20%	I	17	8%	I	15	18	50	2.4%	NO	451	YES
	SW	2	1,004	2,060	YES	1,071	82	1,153	YES		O	69		O	20	23	112	5.4%	YES	1,183	YES
US1																					
LeJeune to Granada Blvd	NE	3	2,593	4,070	YES	2,767	220	2,987	YES	8%	O	28	3%	O	8	23	59	1.4%	NO	2,826	YES
	SW	3	2,383	4,070	YES	2,543	226	2,769	YES		I	7		I	6	18	31	0.8%	NO	2,574	YES
Granada Blvd to Maynada	NE	3	2,816	4,070	YES	3,005	212	3,217	YES	7%	O	24	4%	O	10	23	57	1.4%	NO	3,062	YES
	SW	3	2,257	4,070	YES	2,408	248	2,656	YES		I	6		I	8	18	32	0.8%	NO	2,440	YES
Maynada to S. Alhambra	NE	3	2,863	4,070	YES	3,055	269	3,324	YES	17%	I	14	10%	I	19	23	56	1.4%	NO	3,111	YES
	SW	3	3,306	4,070	YES	3,527	298	3,825	YES		O	58		O	25	18	101	2.5%	NO	3,628	YES
S. Alhambra to Red Road	NE	3	2,579	4,070	YES	2,752	188	2,940	YES	16%	I	13	10%	I	19	18	50	1.2%	NO	2,802	YES
	SW	3	3,481	4,070	YES	3,714	220	3,934	YES		O	55		O	25	23	103	2.5%	NO	3,817	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	487	970	YES	520	31	551	YES	1%	O	3	1%	O	3		6	0.6%	NO	526	YES
	WB	1	495	970	YES	528	36	564	YES		I	1		I	2		3	0.3%	NO	531	YES
Maynada to Red Road	EB	1	571	970	YES	609	41	650	YES	1%	I	1	1%	O	3		4	0.4%	NO	613	YES
	WB	1	661	970	YES	705	44	749	YES		O	3		I	2		5	0.5%	NO	710	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	891	2,580	YES	951	112	1,063	YES	5%	O	17	2%	O	5		22	0.9%	NO	973	YES
	SB	2	1,102	2,580	YES	1,176	112	1,288	YES		I	4		I	4		8	0.3%	NO	1,184	YES
Blue Road to US-1	NB	2	559	2,580	YES	596	104	700	YES	7%	O	24	3%	O	8		32	1.2%	NO	628	YES
	SB	2	646	2,580	YES	689	100	789	YES		I	6		I	6		12	0.5%	NO	701	YES
US-1 to Sunset Drive	NB	1	617	1,220	YES	658	31	689	YES	1%	I	1	1%	I	2		3	0.2%	NO	661	YES
	SB	1	698	1,220	YES	745	58	803	YES		O	3		O	3		6	0.5%	NO	751	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	392	790	YES	418	23	441	YES	4%	O	14	6%	O	15		29	3.7%	NO	447	YES
	SB	1	695	790	YES	742	26	768	YES		I	3		I	11		14	1.8%	NO	756	YES
Blue Rd to Ponce	NB	1	510	790	YES	544	40	584	YES	6%	O	21	6%	O	15		36	4.6%	NO	580	YES
	SB	1	561	790	YES	599	39	638	YES		I	5		I	11		16	2.0%	NO	615	YES
Ponce de Leon to US 1	NB	1	340	790	YES	363	102	465	YES	7%	I	6	7%	I	13		19	2.4%	NO	382	YES
	SB	1	457	790	YES	488	105	593	YES		O	24		O	18		42	5.3%	YES	530	YES
US 1 to Sunset Drive	NB	1	224	790	YES	239	10	249	YES	2%	I	2	2%	I	4		6	0.8%	NO	245	YES
	SB	1	485	790	YES	517	16	533	YES		O	7		O	5		12	1.5%	NO	529	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	203	660	YES	217	16	233	YES	4%	I	3	5%	I	9		12	1.8%	NO	229	YES
	SB	1	504	660	YES	538	20	558	YES		O	14		O	13		27	4.1%	NO	565	YES
SAN AMARO DRIVE [7,8]																					
Bird Rd to Blue Rd	NB	1	121	660	YES	129	16	145	YES	1%	O	3	3%	O	8		11	1.7%	NO	140	YES
	SB	1	52	660	YES	55	25	80	YES		I	1		I	6		7	1.1%	NO	62	YES
Blue Rd to Miller Rd	NB	1	606	660	YES	647	9	656	YES	2%	O	7	8%	O	20	-78	-51	-7.7%	NO	596	YES
	SB	1	979	660	NO	1,045	11	1,056	NO		I	2		I	15	-112	-95	-14.4%	NO	950	NO
Miller Rd to Levante	NB	1	572	660	YES	610	24	634	YES	11%	O	38	2%	I	4	-14	28	4.2%	NO	638	YES
	SB	2	664	1,320	YES	708	28	736	YES		I	9		O	5	-17	-3	-0.2%	NO	705	YES
Levante Rd to Ponce	NB	1	636	660	YES	679	28	707	NO	19%	O	65	2%	I	4	-14	55	8.3%	YES	734	NO & F
	SB	2	488	1,320	YES	521	33	554	YES		I	16		O	5	-17	4	0.3%	NO	525	YES

TABLE 31
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2020 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 83 %	NSCDZ [6] I/O	NSCDZ [6] OUT 344 TRIPS	ACADEMIC [6] IN 189 %	ACADEMIC [6] I/O	ACADEMIC [6] OUT 251 TRIPS	DIV-ERTED TRIPS [7]	2020 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2020 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
RED ROAD																					
Bird Road to Blue Road	NB	1	569	970	YES	607	36	643	YES	3%	O	10	5%	O	13		23	2.4%	NO	630	YES
	SB	1	653	970	YES	697	42	739	YES		I	2		I	9		11	1.1%	NO	708	YES
Blue Road to Miller Road	NB	1	604	970	YES	644	47	691	YES	1%	O	3	4%	O	10		13	1.3%	NO	657	YES
	SB	1	694	970	YES	740	56	796	YES		I	1		I	8		9	0.9%	NO	749	YES
Miller Rd to Brescia Ave	NB	1	745	970	YES	795	53	848	YES	3%	O	10	3%	I	6		16	1.6%	NO	811	YES
	SB	1	768	970	YES	819	60	879	YES		I	2		O	8		10	1.0%	NO	829	YES
Brescia Ave to Ponce	NB	2	1,348	2,060	YES	1,438	116	1,554	YES	8%	O	28	5%	I	9		37	1.8%	NO	1,475	YES
	SB	2	1,004	2,060	YES	1,071	123	1,194	YES		I	7		O	13		20	1.0%	NO	1,091	YES
Ponce to US-1	NB	2	701	2,060	YES	748	124	872	YES	10%	O	34	9%	I	17		51	2.5%	NO	799	YES
	SB	2	811	2,060	YES	865	129	994	YES		I	8		O	23		31	1.5%	NO	896	YES
US 1 to Sunset Drive	NB	2	551	1,720	YES	588	124	712	YES	10%	I	8	4%	I	8		16	0.9%	NO	604	YES
	SB	2	951	1,720	YES	1,015	147	1,162	YES		O	34		O	10		44	2.6%	NO	1,059	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	124	660	YES	132	2	134	YES	2%	O	7	4%	O	10		17	2.6%	NO	149	YES
	SB	1	211	660	YES	225	2	227	YES		I	2		I	8		10	1.5%	NO	235	YES
Blue Road to Pisano Ave	NB	1	183	660	YES	195	0	195	YES	4%	O	14	4%	O	10		24	3.6%	NO	219	YES
	SB	1	281	660	YES	300	0	300	YES		I	3		I	8		11	1.7%	NO	311	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	192	660	YES	205	7	212	YES	1%	O	3	1%	O	3		6	0.9%	NO	211	YES
	SB	1	553	660	YES	590	1	591	YES		I	1		I	2		3	0.5%	NO	593	YES
Blue Road to Ponce	NB	1	224	660	YES	239	10	249	YES	1%	O	3	1%	O	3		6	0.9%	NO	245	YES
	SB	1	292	660	YES	312	4	316	YES		I	1		I	2		3	0.5%	NO	315	YES
US-1 to LeJeune Road	NB	1	202	660	YES	216	79	295	YES	1%	I	1	1%	I	2		3	0.5%	NO	219	YES
	SB	1	278	660	YES	297	19	316	YES		O	3		O	3		6	0.9%	NO	303	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	162	660	YES	173	6	179	YES	1%	O	3	1%	O	3		6	0.9%	NO	179	YES
	SB	1	244	660	YES	260	12	272	YES		I	1		I	2		3	0.5%	NO	263	YES
Blue Road to Miller Road	NB	1	154	660	YES	164	2	166	YES	1%	O	3	4%	O	10		13	2.0%	NO	177	YES
	SB	1	213	660	YES	227	2	229	YES		I	1		I	8		9	1.4%	NO	236	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	244	660	YES	260	279	539	YES	1%	I	1	1%	I	2		3	0.5%	NO	263	YES
	SB	1	238	660	YES	254	302	556	YES		O	3		O	3		6	0.9%	NO	260	YES
Nervia Street to Sunset Dr.	EB	1	118	660	YES	126	12	138	YES	1%	I	1	1%	I	2		3	0.5%	NO	129	YES
	WB	1	111	660	YES	118	11	129	YES		O	3		O	3		6	0.9%	NO	124	YES
CAMPO SANO																					
San Amaro to Pisano	EB	1	386	660	YES	412	19	431	YES	2%	I	2	10%	I	19	-33	-12	-1.8%	NO	400	YES
	WB	1	795	660	NO	848	21	869	NO		O	7		O	25	-57	-25	-3.8%	NO	823	NO
PISANO ANEVUE																					
Campo Sano to University	EB	1	322	660	YES	344	19	363	YES	1%	O	3	10%	O	25	-30	-2	-0.3%	NO	342	YES
	WB	1	380	660	YES	405	21	426	YES		I	1		I	19	-36	-16	-2.4%	NO	389	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	79	660	YES	84	1	85	YES	5%	I	4	6%	I	11		15	2.3%	NO	99	YES
	WB	1	362	660	YES	386	1	387	YES		O	17		O	15		32	4.8%	NO	418	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	36	660	YES	38	7	45	YES	3%	I	2	5%	I	9		11	1.7%	NO	49	YES
	WB	1	382	660	YES	408	7	415	YES		O	10		O	13		23	3.5%	NO	431	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	457	660	YES	488	0	488	YES	1%	I	1	2%	I	4		5	0.8%	NO	493	YES
	WB	1	493	660	YES	526	0	526	YES		O	3		O	5		8	1.2%	NO	534	YES
Granada Blvd to LeJeune	EB	1	498	660	YES	531	0	531	YES	1%	O	3	2%	O	5		8	1.2%	NO	539	YES
	WB	1	403	660	YES	430	0	430	YES		I	1		I	4		5	0.8%	NO	435	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	121	660	YES	129	45	174	YES	1%	I	1	1%	I	2		3	0.5%	NO	132	YES
	SB	1	165	660	YES	176	48	224	YES		O	3		O	3		6	0.9%	NO	182	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 32
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	111	511	161	29	476	44	248	724	269	112	170	5	**2860**	YES	D
2	SAN AMARO/MILLER	92	701	59	46	322	80	438	251	141	18	16	6	**2170**	YES	C
3	SAN AMARO/TRILLO	38	807	0	0	405	36	0	0	110	0	0	0	**1396**	NO	B
4	SAN AMARO/MEMORIAL	0	664	68	116	212	0	0	0	0	69	0	59	**1188**	NO	C
5	SAN AMARO/ROBBIA	0	684	0	0	284	6	0	0	13	0	0	0	**987**	NO	A
6	CAMPO SANO/BRUNSON	7	0	19	0	0	0	0	668	336	46	175	0	**1251**	YES	A
7	PISANO/UNIVERSITY	0	7	32	75	17	34	30	200	2	29	243	64	**733**	NO	B
8	PISANO/CARILLO	0	0	0	1	23	19	2	182	130	112	332	1	**802**	NO	C
9	PONCE/GRANADA	39	490	106	44	367	138	330	1097	47	50	442	103	**3253**	YES	B
10	US-1/GRANADA	17	351	60	73	283	108	138	3238	36	45	2563	134	**7046**	YES	C
11	PONCE/CARILLO	0	0	0	108	0	123	0	1467	0	0	623	0	**2321**	NO	C
12	PONCE/STANFORD	146	115	258	44	22	42	95	977	120	164	453	117	**2553**	YES	B
13	US-1/STANFORD	71	261	87	34	181	94	181	3207	34	94	2847	93	**7184**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	36	162	1308	15	19	562	62	**2194**	YES	A
15	PONCE/DICKINSON	0	0	3	27	1	62	107	1372	34	21	602	54	**2283**	YES	A
16	PONCE/S.ALHAMBRA	153	39	312	29	5	2	115	1121	198	143	402	79	**2598**	YES	C
17	US-1/S.ALHAMBRA	40	214	100	133	134	100	222	3422	48	118	3189	84	**7804**	YES	E
18	PONCE/SAN AMARO	1	2	1	495	10	12	94	970	7	9	304	309	**2214**	YES	B
19	RED/LEVANTE	11	750	95	122	1313	10	11	1	17	63	1	34	**2428**	YES	A
20	RED/US-1	0	520	77	0	468	147	399	2296	57	122	2087	54	**6227**	YES	D
21	RED/PONCE	0	615	338	661	709	33	0	0	14	0	0	231	**2601**	NO	B
22	CAMPO SANO/PISANO	95	0	24	0	0	0	0	423	283	30	122	0	**977**	YES	A
23	RED/BRESCIA	76	582	28	37	775	31	252	313	397	16	27	31	**2565**	YES	C
24	SUNSET/MAYNADA	20	465	115	16	148	55	98	415	35	45	344	22	**1778**	YES	C
25	RED/SUNSET	98	631	164	112	365	132	173	443	43	178	387	91	**2817**	YES	E
26	RED/BLUE	31	594	72	63	541	7	69	495	54	22	85	36	**2069**	YES	C
27	RED/BIRD	124	414	108	127	331	127	386	1872	219	39	901	60	**4708**	YES	D
28	BIRD/UNIVERSITY	48	0	208	0	0	0	0	2014	39	85	1061	0	**3455**	YES	B
29	BIRD/LEJEUNE	140	748	62	231	622	62	277	1972	88	156	971	94	**5423**	YES	E
30	BLUE/SAN AMARO	6	46	165	103	83	15	23	664	44	18	141	14	**1322**	NO	F
31	BLUE/UNIVERSITY	20	144	316	5	144	16	78	792	76	92	173	13	**1869**	YES	C
32	BLUE/GRANADA	19	460	11	11	342	92	544	509	54	5	123	26	**2196**	YES	B
33	PONCE/LEJEUNE/GRAND	23	180	65	57	252	39	37	1692	21	42	916	78	**3402**	YES	F
34	US-1/LE JEUNE RD	0	646	199	0	427	175	305	4029	38	87	2800	5	**8711**	YES	F
35	PONCE/RIVIERA DR	68	235	50	70	224	39	194	758	132	28	498	7	**2303**	YES	B
36	US1/RIVIERA DR	86	237	43	86	225	34	46	3287	70	37	2875	49	**7075**	YES	B
37	BIRD RD/RIVIERA DR	15	238	308	46	72	6	27	1864	13	57	1010	23	**3679**	YES	B
38	SUNSET RD/GRANADA	0	0	0	33	0	23	20	808	0	0	359	32	**1275**	NO	C
39	GRANADA/HARDEE RD	0	105	302	27	57	38	85	541	5	33	279	91	**1563**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	21	0	113	196	550	0	0	510	66	**1456**	NO	D
41	S. ALHAMBRA CR/NERVIA	79	130	0	0	79	183	180	0	44	0	0	0	**695**	NO	B
42	BIRD RD/SAN AMARO DR	24	6	91	0	0	0	0	1833	19	31	1088	0	**3092**	NO	F
43	BIRD RD/GRANADA BLVD	27	199	67	52	235	44	403	1711	16	51	879	92	**3776**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 33
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	114	512	177	33	480	44	248	825	277	120	212	7	**3049**	YES	D
2	SAN AMARO/MILLER	116	704	59	46	330	94	469	251	203	18	16	6	**2312**	YES	C
3	SAN AMARO/TRILLO	38	824	0	0	444	36	0	0	110	0	0	0	**1452**	NO	B
4	SAN AMARO/MEMORIAL	0	681	68	116	251	0	0	0	0	69	0	59	**1244**	NO	D
5	SAN AMARO/ROBBIA	0	687	0	0	292	6	0	0	13	0	0	0	**998**	NO	B
6	CAMPO SANO/BRUNSON	7	0	19	0	0	0	0	674	336	46	189	0	**1271**	YES	A
7	PISANO/UNIVERSITY	0	7	32	75	17	34	30	206	2	29	257	64	**753**	NO	B
8	PISANO/CARILLO	0	0	0	1	27	19	2	183	135	112	332	1	**812**	NO	C
9	PONCE/GRANADA	47	504	106	55	374	185	346	1123	50	50	526	125	**3491**	YES	C
10	US-1/GRANADA	17	365	60	78	289	108	138	3247	36	45	2592	146	**7121**	YES	C
11	PONCE/CARILLO	0	0	0	108	0	123	0	1512	0	0	762	0	**2505**	NO	C
12	PONCE/STANFORD	221	115	258	45	22	42	95	1020	143	164	591	119	**2835**	YES	B
13	US-1/STANFORD	71	280	87	43	187	103	210	3207	34	94	2847	122	**7285**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	36	162	1511	15	19	625	62	**2460**	YES	A
15	PONCE/DICKINSON	0	0	3	27	1	62	107	1575	34	21	665	54	**2549**	YES	A
16	PONCE/S.ALHAMBRA	153	39	312	29	5	2	115	1324	198	143	465	79	**2864**	YES	D
17	US-1/S.ALHAMBRA	40	214	104	133	134	100	222	3449	48	119	3198	84	**7845**	YES	E
18	PONCE/SAN AMARO	1	2	1	617	10	15	100	1054	7	9	330	347	**2493**	YES	B
19	RED/LEVANTE	11	789	95	122	1396	10	11	1	17	63	1	34	**2550**	YES	A
20	RED/US-1	0	562	77	0	468	147	424	2338	57	122	2108	67	**6370**	YES	D
21	RED/PONCE	0	665	338	687	713	40	0	0	28	0	0	273	**2744**	NO	C
22	CAMPO SANO/PISANO	95	0	24	0	0	0	0	425	283	30	126	0	**983**	YES	A
23	RED/BRESCIA	76	590	36	37	779	35	260	321	397	20	31	31	**2613**	NO	C
24	SUNSET/MAYNADA	20	475	115	17	152	56	102	415	35	45	344	26	**1802**	YES	C
25	RED/SUNSET	98	656	164	113	374	140	198	443	43	178	387	95	**2889**	YES	E
26	RED/BLUE	31	597	72	75	549	7	69	517	54	22	95	41	**2129**	YES	D
27	RED/BIRD	126	419	108	127	343	127	386	1884	223	39	906	60	**4748**	YES	D
28	BIRD/UNIVERSITY	55	0	216	0	0	0	0	2014	58	108	1061	0	**3512**	YES	B
29	BIRD/LEJEUNE	141	757	62	231	647	62	277	1974	92	156	975	94	**5468**	YES	E
30	BLUE/SAN AMARO	18	53	165	103	99	15	23	672	70	18	144	14	**1394**	NO	F
31	BLUE/UNIVERSITY	20	144	316	5	144	16	78	795	76	92	178	13	**1877**	YES	C
32	BLUE/GRANADA	23	481	12	11	398	92	544	509	64	9	123	26	**2292**	YES	C
33	PONCE/LEJEUNE/GRAND	23	186	68	57	266	47	40	1693	21	48	920	78	**8769**	YES	F
34	US-1/LE JEUNE RD	0	646	199	0	427	200	307	4044	39	94	2808	5	**8769**	YES	F
35	PONCE/RIVIERA DR	68	235	50	70	224	39	194	796	132	28	609	7	**2452**	YES	B
36	US1/RIVIERA DR	86	237	43	86	225	34	46	3300	70	37	2915	49	**7128**	YES	B
37	BIRD RD/RIVIERA DR	15	238	308	46	72	6	27	1868	13	57	1020	23	**3693**	YES	B
38	SUNSET RD/GRANADA	0	0	0	33	0	24	22	809	0	0	363	32	**1283**	NO	C
39	GRANADA/HARDEE RD	0	111	302	27	59	38	85	542	5	33	283	91	**1576**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	21	0	113	196	554	0	0	511	66	**1461**	NO	D
41	S. ALHAMBRA CR/NERVIA	79	134	0	0	80	185	186	0	44	0	0	0	**708**	NO	B
42	BIRD RD/SAN AMARO DR	28	6	92	0	0	0	0	1834	25	33	1092	0	**3110**	NO	F
43	BIRD RD/GRANADA BLVD	27	205	70	52	249	52	406	1712	16	57	883	92	**3821**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 34
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	282	383	45	18	437	242	121	304	101	209	541	7	**2690**	YES	D
2	SAN AMARO/MILLER	210	387	28	18	542	405	143	94	137	94	73	29	**2160**	YES	B
3	SAN AMARO/TRILLO	31	433	0	0	887	17	0	0	18	0	0	0	**1386**	NO	C
4	SAN AMARO/MEMORIAL	0	330	59	92	788	0	0	0	0	93	0	122	**1484**	NO	D
5	SAN AMARO/ROBBIA	0	378	0	0	822	21	0	0	5	0	0	0	**1226**	NO	C
6	CAMPO SANO/BRUNSON	159	0	52	0	0	0	0	306	120	93	713	0	**1443**	YES	B
7	PISANO/UNIVERSITY	3	10	33	68	11	31	46	264	6	32	344	36	**884**	NO	B
8	PISANO/CARILLO	0	0	0	5	14	64	12	283	90	25	370	0	**863**	NO	B
9	PONCE/GRANADA	87	302	74	61	450	141	254	532	30	110	1014	42	**3097**	YES	D
10	US-1/GRANADA	18	231	31	149	338	131	142	2490	5	45	2442	88	**6110**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	117	0	810	0	0	1227	0	**2168**	NO	B
12	PONCE/STANFORD	132	101	212	165	195	103	69	459	142	198	1024	115	**2915**	YES	B
13	US-1/STANFORD	35	161	43	122	205	199	246	3051	32	36	2559	61	**6750**	YES	B
14	PONCE/MERRICK	10	2	33	55	0	165	114	680	5	14	1460	65	**2603**	YES	A
15	PONCE/DICKINSON	18	0	11	60	1	198	141	688	5	5	1611	69	**2807**	YES	B
16	PONCE/S.ALHAMBRA	218	17	117	62	46	9	35	636	207	351	1375	55	**3128**	YES	B
17	US-1/S.ALHAMBRA	133	175	263	144	181	316	132	2683	124	240	3504	93	**7988**	YES	F
18	PONCE/SAN AMARO	9	5	10	491	15	42	56	395	6	27	1103	651	**2810**	YES	B
19	RED/LEVANTE	72	1639	18	20	1042	11	10	1	13	296	4	110	**3236**	YES	C
20	RED/US-1	0	607	116	0	639	366	215	2585	98	195	3158	21	**8000**	YES	D
21	RED/PONCE	0	731	126	265	914	37	0	0	10	0	0	876	**2959**	NO	F
22	CAMPO SANO/PISANO	327	0	38	0	0	0	0	186	135	23	391	0	**1100**	YES	A
23	RED/BRESCIA	389	764	13	14	741	127	59	62	68	64	302	82	**2685**	YES	E
24	SUNSET/MAYNADA	11	113	42	21	437	93	94	477	33	116	419	18	**1874**	YES	C
25	RED/SUNSET	95	441	188	107	670	448	199	361	68	260	441	52	**3330**	YES	D
26	RED/BLUE	98	559	35	24	664	35	20	139	42	91	530	35	**2272**	YES	D
27	RED/BIRD	140	386	116	123	348	112	160	1301	165	223	1868	101	**5043**	YES	D
28	BIRD/UNIVERSITY	44	0	91	0	0	0	0	1364	58	170	1868	0	**3595**	YES	A
29	BIRD/LEJEUNE	207	775	82	172	919	172	156	1259	112	221	2014	201	**6290**	YES	E
30	BLUE/SAN AMARO	54	79	16	14	58	39	18	179	28	80	591	61	**1217**	NO	F
31	BLUE/UNIVERSITY	41	120	139	5	153	59	20	183	27	310	684	10	**1751**	YES	B
32	BLUE/GRANADA	71	260	10	11	334	426	163	166	47	22	679	21	**2210**	YES	C
33	PONCE/LEJEUNE/GRAND	22	217	40	107	253	69	27	1220	40	46	1342	37	**3420**	YES	F
34	US-1/LE JEUNE RD	0	503	203	0	574	255	196	2884	30	229	2935	6	**7815**	YES	D
35	PONCE/RIVIERA DR	209	191	61	12	226	78	45	677	58	68	1254	13	**2892**	YES	B
36	US1/RIVIERA DR	59	190	45	58	253	11	95	2782	43	20	2679	185	**6420**	YES	C
37	BIRD RD/RIVIERA DR	12	123	77	32	327	30	34	1346	34	230	1399	60	**3704**	YES	C
38	SUNSET RD/GRANADA	0	0	0	59	0	125	15	494	0	0	424	29	**1146**	NO	C
39	GRANADA/HARDEE RD	2	45	30	17	88	55	27	172	7	433	558	62	**1496**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	32	0	128	94	603	0	0	572	65	**1494**	NO	D
41	S. ALHAMBRA CR/NERVIA	127	63	0	2	89	443	400	0	103	0	0	0	**1227**	NO	E
42	BIRD RD/SAN AMARO DR	30	10	40	0	0	0	0	1402	35	27	1692	0	**3236**	NO	E
43	BIRD RD/GRANADA BLVD	22	119	40	110	253	69	99	1220	40	46	1376	38	**3432**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 35
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	289	386	60	22	438	242	121	370	103	229	650	12	**2922**	YES	D
2	SAN AMARO/MILLER	271	394	28	18	544	443	171	94	167	94	73	29	**2326**	YES	C
3	SAN AMARO/TRILLO	31	478	0	0	917	17	0	0	18	0	0	0	**1461**	NO	C
4	SAN AMARO/MEMORIAL	0	375	59	92	818	0	0	0	0	93	0	122	**1559**	NO	D
5	SAN AMARO/ROBBIA	0	386	0	0	827	21	0	0	5	0	0	0	**1239**	NO	C
6	CAMPO SANO/BRUNSON	159	0	52	0	0	0	0	322	120	93	723	0	**1469**	YES	B
7	PISANO/UNIVERSITY	3	10	33	68	11	31	46	280	6	32	354	36	**910**	NO	B
8	PISANO/CARILLO	0	0	0	5	15	64	12	286	103	25	370	0	**880**	NO	B
9	PONCE/GRANADA	89	315	74	89	468	153	294	601	37	110	1031	63	**3324**	YES	D
10	US-1/GRANADA	18	239	31	162	353	131	142	2514	5	45	2448	97	**6185**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	117	0	926	0	0	1257	0	**2314**	NO	B
12	PONCE/STANFORD	147	101	212	168	195	103	69	573	204	198	1051	117	**3138**	YES	B
13	US-1/STANFORD	35	166	43	146	222	223	252	3051	32	36	2559	67	**6832**	YES	B
14	PONCE/MERRICK	10	2	33	55	0	165	114	722	5	14	1628	65	**2813**	YES	B
15	PONCE/DICKINSON	18	0	11	60	1	198	141	730	5	5	1779	69	**3017**	YES	C
16	PONCE/S.ALHAMBRA	218	17	117	62	46	9	35	678	207	351	1543	55	**3338**	YES	B
17	US-1/S.ALHAMBRA	133	175	264	144	181	316	132	2690	124	243	3528	93	**8023**	YES	F
18	PONCE/SAN AMARO	9	5	10	515	15	50	62	412	6	27	1172	751	**3034**	YES	D
19	RED/LEVANTE	72	1716	18	20	1077	11	10	1	13	296	4	110	**3348**	YES	C
20	RED/US-1	0	615	116	0	639	366	220	2593	98	195	3213	55	**8110**	YES	E
21	RED/PONCE	0	747	126	334	924	55	0	0	23	0	0	884	**3093**	NO	F
22	CAMPO SANO/PISANO	327	0	38	0	0	0	0	191	135	23	395	0	**1109**	YES	A
23	RED/BRESCIA	389	772	21	14	751	137	67	70	68	74	312	82	**2757**	NO	E
24	SUNSET/MAYNADA	11	117	42	24	447	96	95	477	33	116	419	19	**1896**	YES	C
25	RED/SUNSET	95	452	188	110	694	469	204	361	68	260	441	53	**3395**	YES	D
26	RED/BLUE	98	567	35	30	669	35	20	154	42	91	555	47	**2343**	YES	D
27	RED/BIRD	145	398	116	123	354	112	160	1307	169	223	1880	101	**5088**	YES	E
28	BIRD/UNIVERSITY	62	0	113	0	0	0	0	1364	66	179	1868	0	**3652**	YES	A
29	BIRD/LEJEUNE	210	797	82	172	927	172	156	1264	113	221	2018	201	**6333**	YES	F
30	BLUE/SAN AMARO	84	97	16	14	70	39	18	181	47	80	598	61	**1305**	NO	F
31	BLUE/UNIVERSITY	41	120	139	5	153	59	20	188	27	310	688	10	**1760**	YES	B
32	BLUE/GRANADA	81	317	13	11	365	426	163	166	51	23	679	21	**2316**	YES	D
33	PONCE/LEJEUNE/GRAND	22	232	48	107	261	74	35	1223	40	52	1343	37	**3474**	YES	F
34	US-1/LE JEUNE RD	0	503	203	0	574	263	201	2891	33	246	2949	6	**7869**	YES	D
35	PONCE/RIVIERA DR	209	191	61	12	226	78	45	779	58	68	1296	13	**3036**	YES	B
36	US1/RIVIERA DR	59	190	45	58	253	11	95	2818	43	20	2692	185	**6469**	YES	C
37	BIRD RD/RIVIERA DR	12	123	77	32	327	30	34	1357	34	230	1406	60	**3722**	YES	C
38	SUNSET RD/GRANADA	0	0	0	59	0	128	17	497	0	0	425	29	**1155**	NO	C
39	GRANADA/HARDEE RD	2	48	30	17	94	55	27	175	7	433	559	62	**1509**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	32	0	128	94	604	0	0	575	65	**1498**	NO	D
41	S. ALHAMBRA CR/NERVIA	127	64	0	2	92	449	403	0	103	0	0	0	**1240**	NO	E
42	BIRD RD/SAN AMARO DR	41	10	43	0	0	0	0	1405	41	29	1693	0	**3262**	NO	E
43	BIRD RD/GRANADA BLVD	22	134	48	110	261	74	107	1223	40	52	1377	38	**3486**	YES	F

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

4.12 Total Traffic Condition in 2025

The 2025 phase of the Planned Development includes the Phase II of the NSCDZ. No changes in the number of resident students are anticipated between 2020 and 2025.

The UMCAD development program for Phase 2025 results in an increase of Campus external trips by 1,442 AM and 1,344 PM peak hour trips compared to 2007 conditions as depicted in Table 12. The additional new trips are generated by the construction of the NSCDZ.

The results of the 2025 roadway link analysis are presented in Table 36 for the AM peak hour and in Table 37 for the PM peak hour. Three roadway links are significant and failing in 2025:

1. Miller Road between San Amaro Drive and Red Road.
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.
3. San Amaro Drive between Miller Road and Levante Avenue.

The results of the 2025 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 38 for the background conditions and Table 39 for the total traffic conditions. The results of the 2025 intersection analyses for the PM peak hour are presented in Table 40 for the background conditions and Table 41 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover.

In addition to paying the proportionate share for improving the road segment on Miller Road and full cost of the failing segments on San Amaro Drive, the following intersection improvement is recommended for this phase:

1. Providing an exclusive westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23) to improve the intersection operation to an acceptable LOS E.

The analyzed intersections that will operate at a failing LOS in 2025, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Bird Road and LeJeune Road (#29) in the AM and PM peak hours.
3. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
4. LeJeune Road, Ponce de Leon Blvd and Grand Ave (5-leg #33) during the AM and PM peak hours.
5. US-1 and LeJeune Road (#34) during the AM peak hour.
6. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
7. Bird Road and San Amaro Drive (#42) during the AM peak hour.
8. Bird Road, Granada Blvd and University Drive (5-leg #43) during the PM peak hour.

The 2025 intersection volumes are depicted in Figure 10. The intersection operating levels of service and the significant roadway segment are depicted in Figure 11.

Table 42 provides a summary of intersection LOS for existing, 2010, 2015, 2020 and 2025 phases. The SYNCHRO network and volume plots for all phases are provided in Attachment 10. The location maps of the UMRTS and previously recommended improvements are provided in Attachment 11.

TABLE 36
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2025 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 838 %	I/O	NSCDZ [6] OUT 259 TRIPS	ACADEMIC [6] IN 235 %	I/O	ACADEMIC [6] OUT 110 TRIPS	DIV-ERTED TRIPS [7]	2025 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2025 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	2,082	2,060	NO	2,278	126	2,404	NO	2%	O	5	3%	O	3		8	0.4%	NO	2,412	NO
	WB	2	1,052	2,060	YES	1,151	59	1,210	YES		I	17		I	7		24	1.2%	NO	1,234	YES
Granada Blvd to University	EB	2	2,021	2,060	YES	2,211	90	2,301	NO	1%	I	8	5%	O	6		14	0.7%	NO	2,315	NO
	WB	2	1,050	2,060	YES	1,149	34	1,183	YES		O	3		I	12		15	0.7%	NO	1,198	YES
University to San Amaro	EB	2	1,863	2,060	YES	2,038	66	2,104	NO	1%	I	8	1%	I	2		10	0.5%	NO	2,114	NO
	WB	2	1,026	2,060	YES	1,122	24	1,146	YES		O	3		O	1		4	0.2%	NO	1,150	YES
San Amaro to Red Road	EB	2	1,905	2,060	YES	2,084	72	2,156	NO	1%	I	8	1%	I	2		10	0.5%	NO	2,166	NO
	WB	2	1,008	2,060	YES	1,103	29	1,132	YES		O	3		O	1		4	0.2%	NO	1,136	YES
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	538	810	YES	589	5	594	YES	1%	O	3	1%	I	2		5	0.6%	NO	599	YES
	WB	1	427	810	YES	467	3	470	YES		I	8		O	1		9	1.1%	NO	479	YES
Granada to University Dr	EB	1	1,021	810	NO	1,117	17	1,134	NO	2%	O	5	1%	I	2		7	0.9%	NO	1,141	NO
	WB	1	252	810	YES	276	4	280	YES		I	17		O	1		18	2.2%	NO	298	YES
University to San Amaro	EB	1	862	810	NO	943	26	969	NO	2%	I	17	1%	O	1		18	2.2%	NO	987	NO
	WB	1	186	810	YES	203	10	213	YES		O	5		I	2		7	0.9%	NO	220	YES
San Amaro to Red Road	EB	1	643	810	YES	703	30	733	YES	4%	I	34	8%	O	9		43	5.3%	YES	776	YES
	WB	1	131	810	YES	143	13	156	YES		O	10		I	19		29	3.6%	NO	185	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	830	810	NO	908	28	936	NO	9%	I	75	25%	I	59		134	16.5%	YES	1,070	NO & F
	WB	1	254	810	YES	278	17	295	YES		O	23		O	28		51	6.3%	YES	346	YES
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	1,071	2,060	YES	1,172	83	1,255	YES	20%	O	52	13%	O	14	8	74	3.6%	NO	1,329	YES
	SW	2	515	2,060	YES	563	50	613	YES		I	168		I	31	25	224	10.9%	YES	837	YES
Granada Blvd to Stanford	NE	2	1,294	2,060	YES	1,416	86	1,502	YES	33%	O	85	17%	O	19	8	112	5.4%	YES	1,614	YES
	SW	2	616	2,060	YES	674	45	719	YES		I	277		I	40	25	342	16.6%	YES	1,061	YES
Stanford to Hurricane Dr.	NE	2	1,309	2,060	YES	1,432	69	1,501	YES	38%	I	318	9%	I	21	8	347	16.8%	YES	1,848	YES
	SW	2	565	2,060	YES	618	31	649	YES		O	98		O	10	25	133	6.5%	YES	782	YES
Hurricane Dr. to Red Road	NE	2	955	2,060	YES	1,045	52	1,097	YES	20%	I	168	8%	I	19	25	212	10.3%	YES	1,309	YES
	SW	2	274	2,060	YES	300	24	324	YES		O	52		O	9	8	69	3.3%	NO	393	YES
US1																					
LeJeune to Granada Blvd	NE	3	3,087	4,070	YES	3,377	103	3,480	YES	8%	O	21	3%	O	3	8	32	0.8%	NO	3,512	YES
	SW	3	2,760	4,070	YES	3,019	89	3,108	YES		I	67		I	7	25	99	2.4%	NO	3,207	YES
Granada Blvd to Maynada	NE	3	3,082	4,070	YES	3,371	103	3,474	YES	7%	O	18	4%	O	4	8	30	0.7%	NO	3,504	YES
	SW	3	2,783	4,070	YES	3,044	62	3,106	YES		I	59		I	9	25	93	2.3%	NO	3,199	YES
Maynada to S. Alhambra	NE	3	3,314	4,070	YES	3,625	110	3,735	YES	17%	I	142	10%	I	24	8	174	4.3%	NO	3,909	YES
	SW	3	3,098	4,070	YES	3,389	78	3,467	YES		O	44		O	11	25	80	2.0%	NO	3,547	YES
S. Alhambra to Red Road	NE	3	3,357	4,070	YES	3,672	93	3,765	YES	16%	I	134	10%	I	24	25	183	4.5%	NO	3,948	YES
	SW	3	3,075	4,070	YES	3,364	56	3,420	YES		O	41		O	11	8	60	1.5%	NO	3,480	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	767	970	YES	839	14	853	YES	1%	O	3	1%	O	1		4	0.4%	NO	857	YES
	WB	1	350	970	YES	383	10	393	YES		I	8		I	2		10	1.0%	NO	403	YES
Maynada to Red Road	EB	1	502	970	YES	549	17	566	YES	1%	I	8	1%	O	1		9	0.9%	NO	575	YES
	WB	1	384	970	YES	420	15	435	YES		O	3		I	2		5	0.5%	NO	440	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	847	2,580	YES	927	46	973	YES	5%	O	13	2%	O	2		15	0.6%	NO	988	YES
	SB	2	778	2,580	YES	851	46	897	YES		I	42		I	5		47	1.8%	NO	944	YES
Blue Road to US-1	NB	2	849	2,580	YES	929	38	967	YES	7%	O	18	3%	O	3		21	0.8%	NO	988	YES
	SB	2	503	2,580	YES	550	43	593	YES		I	59		I	7		66	2.6%	NO	659	YES
US-1 to Sunset Drive	NB	1	774	1,220	YES	847	40	887	YES	1%	I	8	1%	I	2		10	0.8%	NO	897	YES
	SB	1	455	1,220	YES	498	13	511	YES		O	3		O	1		4	0.3%	NO	515	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	605	790	YES	662	13	675	YES	4%	O	10	6%	O	7		17	2.2%	NO	692	YES
	SB	1	405	790	YES	443	11	454	YES		I	34		I	14		48	6.1%	YES	502	YES
Blue Rd to Ponce	NB	1	645	790	YES	706	18	724	YES	6%	O	16	6%	O	7		23	2.9%	NO	747	YES
	SB	1	494	790	YES	540	18	558	YES		I	50		I	14		64	8.1%	YES	622	YES
Ponce de Leon to US 1	NB	1	551	790	YES	603	51	654	YES	7%	I	59	7%	I	16		75	9.5%	YES	729	YES
	SB	1	396	790	YES	433	44	477	YES		O	18		O	8		26	3.3%	NO	503	YES
US 1 to Sunset Drive	NB	1	380	790	YES	416	10	426	YES	2%	I	17	2%	I	5		22	2.8%	NO	448	YES
	SB	1	328	790	YES	359	5	364	YES		O	5		O	2		7	0.9%	NO	371	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	541	660	YES	592	10	602	YES	4%	I	34	5%	I	12		46	7.0%	YES	648	YES
	SB	1	284	660	YES	311	7	318	YES		O	10		O	6		16	2.4%	NO	334	YES
SAN AMARO DRIVE [8,9]																					
Bird Rd to Blue Rd	NB	1	94	660	YES	103	14	117	YES	1%	O	3	3%	O	3		6	0.9%	NO	123	YES
	SB	1	168	660	YES	184	11	195	YES		I	8		I	7		15	2.3%	NO	210	YES
Blue Rd to Miller Rd	NB	1	1,362	660	NO	1,490	5	1,495	NO	2%	O	5	8%	O	9	-142	-128	-19.4%	NO	1,367	NO
	SB	1	456	660	YES	499	5	504	YES		I	17		I	19	-64	-28	-4.2%	NO	476	YES
Miller Rd to Levante	NB	1	807	660	NO	883	16	899	NO	11%	O	28	2%	I	5	-18	15	2.3%	NO	914	NO
	SB	2	490	1,320	YES	536	13	549	YES		I	92		O	2	-6	88	6.7%	YES	637	YES
Levante Rd to Ponce	NB	1	368	660	YES	403	20	423	YES	19%	O	49	2%	I	5	-18	36	5.5%	YES	459	YES
	SB	2	462	1,320	YES	505	15	520	YES		I	159		O	2	-6	155	11.7%	YES	675	YES

TABLE 36
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING AM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD ?	2025 BKGD VOL [4]	COMMITTED PROJECT AM TRIPS [5]	TOTAL BACK-GROUND AM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 838 %	NSCDZ [6] I/O	NSCDZ [6] OUT 259 TRIPS	ACADEMIC [6] IN 235 %	ACADEMIC [6] I/O	ACADEMIC [6] OUT 110 TRIPS	DIV-ERTED TRIPS [7]	2025 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2025 AM TOTAL TRIPS	MEETS ADOPTED LOS STD ?
RED ROAD																					
Bird Road to Blue Road	NB	1	633	970	YES	692	24	716	YES	3%	O	8	5%	O	6		14	1.4%	NO	730	YES
	SB	1	551	970	YES	603	22	625	YES		I	25		I	12		37	3.8%	NO	662	YES
Blue Road to Miller Road	NB	1	683	970	YES	747	34	781	YES	1%	O	3	4%	O	4		7	0.7%	NO	788	YES
	SB	1	551	970	YES	603	29	632	YES		I	8		I	9		17	1.8%	NO	649	YES
Miller Rd to Brescia Ave	NB	1	757	970	YES	828	28	856	YES	3%	O	8	3%	I	7		15	1.5%	NO	871	YES
	SB	1	765	970	YES	837	26	863	YES		I	25		O	3		28	2.9%	NO	891	YES
Brescia Ave to Ponce	NB	2	750	2,060	YES	820	50	870	YES	8%	O	21	5%	I	12		33	1.6%	NO	903	YES
	SB	2	1,240	2,060	YES	1,356	46	1,402	YES		I	67		O	6		73	3.5%	NO	1,475	YES
Ponce to US-1	NB	2	867	2,060	YES	948	45	993	YES	10%	O	26	9%	I	21		47	2.3%	NO	1,040	YES
	SB	2	637	2,060	YES	697	43	740	YES		I	84		O	10		94	4.6%	NO	834	YES
US 1 to Sunset Drive	NB	2	761	1,720	YES	832	58	890	YES	10%	I	84	4%	I	9		93	5.4%	YES	983	YES
	SB	2	564	1,720	YES	617	31	648	YES		O	26		O	4		30	1.7%	NO	678	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	238	660	YES	260	2	262	YES	2%	O	5	4%	O	4		9	1.4%	NO	271	YES
	SB	1	153	660	YES	167	2	169	YES		I	17		I	9		26	3.9%	NO	195	YES
Blue Road to Pisano Ave	NB	1	273	660	YES	299	0	299	YES	4%	O	10	4%	O	4		14	2.1%	NO	313	YES
	SB	1	205	660	YES	224	0	224	YES		I	34		I	9		43	6.5%	YES	267	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	526	660	YES	575	1	576	YES	1%	O	3	1%	O	1		4	0.6%	NO	580	YES
	SB	1	127	660	YES	139	6	145	YES		I	8		I	2		10	1.5%	NO	155	YES
Blue Road to Ponce	NB	1	306	660	YES	335	2	337	YES	1%	O	3	1%	O	1		4	0.6%	NO	341	YES
	SB	1	407	660	YES	445	7	452	YES		I	8		I	2		10	1.5%	NO	462	YES
US-1 to LeJeune Road	NB	1	333	660	YES	364	11	375	YES	1%	I	8	1%	I	2		10	1.5%	NO	385	YES
	SB	1	246	660	YES	269	71	340	YES		O	3		O	1		4	0.6%	NO	344	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	262	660	YES	287	8	295	YES	1%	O	3	1%	O	1		4	0.6%	NO	299	YES
	SB	1	216	660	YES	236	5	241	YES		I	8		I	2		10	1.5%	NO	251	YES
Blue Road to Miller Road	NB	1	235	660	YES	257	2	259	YES	1%	O	3	4%	O	4		7	1.1%	NO	266	YES
	SB	1	188	660	YES	206	2	208	YES		I	8		I	9		17	2.6%	NO	225	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	273	660	YES	299	87	386	YES	1%	I	8	1%	I	2		10	1.5%	NO	396	YES
	SB	1	196	660	YES	214	56	270	YES		O	3		O	1		4	0.6%	NO	274	YES
Nervia Street to Sunset Dr.	EB	1	172	660	YES	188	2	190	YES	1%	I	8	1%	I	2		10	1.5%	NO	200	YES
	WB	1	101	660	YES	110	3	113	YES		O	3		O	1		4	0.6%	NO	117	YES
CAMPO SANO [10]																					
San Amaro to Pisano	EB	1	792	660	NO	866	11	877	NO	2%	I	17	10%	I	24	-58	-17	-2.6%	NO	860	NO
	WB	1	191	660	YES	209	9	218	YES		O	5		O	11	-16	0	0.0%	NO	218	YES
PISANO ANEVUE [10]																					
Campo Sano to University	EB	1	287	660	YES	314	11	325	YES	1%	O	3	10%	O	11	-20	-6	-0.9%	NO	319	YES
	WB	1	285	660	YES	312	9	321	YES		I	8		I	24	-32	0	0.0%	NO	321	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	349	660	YES	382	1	383	YES	5%	I	42	6%	I	14		56	8.5%	YES	439	YES
	WB	1	42	660	YES	46	1	47	YES		O	13		O	7		20	3.0%	NO	67	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	202	660	YES	221	3	224	YES	3%	I	25	5%	I	12		37	5.6%	YES	261	YES
	WB	1	88	660	YES	96	2	98	YES		O	8		O	6		14	2.1%	NO	112	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	590	660	YES	645	0	645	YES	1%	I	8	2%	I	5		13	2.0%	NO	658	YES
	WB	1	295	660	YES	323	0	323	YES		O	3		O	2		5	0.8%	NO	328	YES
Granada Blvd to LeJeune	EB	1	813	660	NO	889	0	889	NO	1%	O	3	2%	O	2		5	0.8%	NO	894	NO
	WB	1	375	660	YES	410	0	410	YES		I	8		I	5		13	2.0%	NO	423	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	195	660	YES	213	14	227	YES	1%	I	8	1%	I	2		10	1.5%	NO	237	YES
	SB	1	134	660	YES	147	9	156	YES		O	3		O	1		4	0.6%	NO	160	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

TABLE 37
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2025 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 166 %	I/O	NSCDZ [6] OUT 688 TRIPS	ACADEMIC [6] IN 211 %	I/O	ACADEMIC [6] OUT 279 TRIPS	DIV-ERTED TRIPS [7]	2025 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2025 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
BIRD ROAD																					
LeJeune to Granada Blvd	EB	2	1,329	2,060	YES	1,454	165	1,619	YES	2%	O	14	3%	O	8		22	1.1%	NO	1,476	YES
	WB	2	2,046	2,060	YES	2,238	208	2,446	NO		I	3		I	6		9	0.4%	NO	2,247	NO
Granada Blvd to University	EB	2	1,299	2,060	YES	1,421	105	1,526	YES	1%	I	2	5%	O	14		16	0.8%	NO	1,437	YES
	WB	2	1,811	2,060	YES	1,981	149	2,130	NO		O	7		I	11		18	0.9%	NO	1,999	YES
University to San Amaro	EB	2	1,287	2,060	YES	1,408	69	1,477	YES	1%	I	2	1%	I	2		4	0.2%	NO	1,412	YES
	WB	2	1,693	2,060	YES	1,852	103	1,955	YES		O	7		O	3		10	0.5%	NO	1,862	YES
San Amaro to Red Road	EB	2	1,373	2,060	YES	1,502	74	1,576	YES	1%	I	2	1%	I	2		4	0.2%	NO	1,506	YES
	WB	2	1,938	2,060	YES	2,120	119	2,239	NO		O	7		O	3		10	0.5%	NO	2,130	NO
BLUE ROAD																					
LeJeune to Granada Blvd	EB	1	552	810	YES	604	6	610	YES	1%	O	7	1%	I	2		9	1.1%	NO	613	YES
	WB	1	677	810	YES	741	7	748	YES		I	2		O	3		5	0.6%	NO	746	YES
Granada to University Dr	EB	1	332	810	YES	363	12	375	YES	2%	O	14	1%	I	2		16	2.0%	NO	379	YES
	WB	1	1,071	810	NO	1,172	23	1,195	NO		I	3		O	3		6	0.7%	NO	1,178	NO
University to San Amaro	EB	1	193	810	YES	211	23	234	YES	2%	I	3	1%	O	3		6	0.7%	NO	217	YES
	WB	1	699	810	YES	765	37	802	YES		O	14		I	2		16	2.0%	NO	781	YES
San Amaro to Red Road	EB	1	176	810	YES	193	23	216	YES	4%	I	7	8%	O	22		29	3.6%	NO	222	YES
	WB	1	575	810	YES	629	42	671	YES		O	28		I	17		45	5.6%	YES	674	YES
MILLER ROAD																					
San Amaro to Red Road	EB	1	325	810	YES	356	28	384	YES	9%	I	15	25%	I	53		68	8.4%	YES	424	YES
	WB	1	672	810	YES	735	40	775	YES		O	62		O	70		132	16.3%	YES	867	NO & F
PONCE DE LEON BLVD																					
LeJeune to Granada Blvd	NE	2	556	2,060	YES	608	152	760	YES	20%	O	138	13%	O	36	23	197	9.6%	YES	805	YES
	SW	2	1,239	2,060	YES	1,355	178	1,533	YES		I	33		I	27	18	78	3.8%	NO	1,433	YES
Granada Blvd to Stanford	NE	2	639	2,060	YES	699	128	827	YES	33%	O	227	17%	O	47	23	297	14.4%	YES	996	YES
	SW	2	1,067	2,060	YES	1,167	164	1,331	YES		I	55		I	36	18	109	5.3%	YES	1,276	YES
Stanford to Hurricane Dr.	NE	2	776	2,060	YES	849	70	919	YES	38%	I	63	9%	I	19	23	105	5.1%	YES	954	YES
	SW	2	1,575	2,060	YES	1,723	105	1,828	YES		O	261		O	25	18	304	14.8%	YES	2,027	YES
Hurricane Dr. to Red Road	NE	2	376	2,060	YES	411	56	467	YES	20%	I	33	8%	I	17	18	68	3.3%	NO	479	YES
	SW	2	1,004	2,060	YES	1,098	82	1,180	YES		O	138		O	22	23	183	8.9%	YES	1,281	YES
US1																					
LeJeune to Granada Blvd	NE	3	2,593	4,070	YES	2,837	220	3,057	YES	8%	O	55	3%	O	8	23	86	2.1%	NO	2,923	YES
	SW	3	2,383	4,070	YES	2,607	226	2,833	YES		I	13		I	6	18	37	0.9%	NO	2,644	YES
Granada Blvd to Maynada	NE	3	2,816	4,070	YES	3,081	212	3,293	YES	7%	O	48	4%	O	11	23	82	2.0%	NO	3,163	YES
	SW	3	2,257	4,070	YES	2,469	248	2,717	YES		I	12		I	8	18	38	0.9%	NO	2,507	YES
Maynada to S. Alhambra	NE	3	2,863	4,070	YES	3,132	269	3,401	YES	17%	I	28	10%	I	21	23	72	1.8%	NO	3,204	YES
	SW	3	3,306	4,070	YES	3,617	298	3,915	YES		O	117		O	28	18	163	4.0%	NO	3,780	YES
S. Alhambra to Red Road	NE	3	2,579	4,070	YES	2,821	188	3,009	YES	16%	I	27	10%	I	21	18	66	1.6%	NO	2,887	YES
	SW	3	3,481	4,070	YES	3,808	220	4,028	YES		O	110		O	28	23	161	4.0%	NO	3,969	YES
SUNSET ROAD																					
LeJeune Rd to Maynada	EB	1	487	970	YES	533	31	564	YES	1%	O	7	1%	O	3		10	1.0%	NO	543	YES
	WB	1	495	970	YES	541	36	577	YES		I	2		I	2		4	0.4%	NO	545	YES
Maynada to Red Road	EB	1	571	970	YES	625	41	666	YES	1%	I	2	1%	O	3		5	0.5%	NO	630	YES
	WB	1	661	970	YES	723	44	767	YES		O	7		I	2		9	0.9%	NO	732	YES
LEJEUNE ROAD																					
Bird Road to Blue Road	NB	2	891	2,580	YES	975	112	1,087	YES	5%	O	34	2%	O	6		40	1.6%	NO	1,015	YES
	SB	2	1,102	2,580	YES	1,206	112	1,318	YES		I	8		I	4		12	0.5%	NO	1,218	YES
Blue Road to US-1	NB	2	559	2,580	YES	612	104	716	YES	7%	O	48	3%	O	8		56	2.2%	NO	668	YES
	SB	2	646	2,580	YES	707	100	807	YES		I	12		I	6		18	0.7%	NO	725	YES
US-1 to Sunset Drive	NB	1	617	1,220	YES	675	31	706	YES	1%	I	2	1%	I	2		4	0.3%	NO	679	YES
	SB	1	698	1,220	YES	764	58	822	YES		O	7		O	3		10	0.8%	NO	774	YES
GRANADA BLVD																					
Bird Rd to Blue Rd	NB	1	392	790	YES	429	23	452	YES	4%	O	28	6%	O	17		45	5.7%	YES	474	YES
	SB	1	695	790	YES	760	26	786	YES		I	7		I	13		20	2.5%	NO	780	YES
Blue Rd to Ponce	NB	1	510	790	YES	558	40	598	YES	6%	O	41	6%	O	17		58	7.3%	YES	616	YES
	SB	1	561	790	YES	614	39	653	YES		I	10		I	13		23	2.9%	NO	637	YES
Ponce de Leon to US 1	NB	1	340	790	YES	372	102	474	YES	7%	I	12	7%	I	15		27	3.4%	NO	399	YES
	SB	1	457	790	YES	500	105	605	YES		O	48		O	20		68	8.6%	YES	568	YES
US 1 to Sunset Drive	NB	1	224	790	YES	245	10	255	YES	2%	I	3	2%	I	4		7	0.9%	NO	252	YES
	SB	1	485	790	YES	531	16	547	YES		O	14		O	6		20	2.5%	NO	551	YES
MAYNADA STREET																					
US 1 to Sunset Drive	NB	1	203	660	YES	222	16	238	YES	4%	I	7	5%	I	11		18	2.7%	NO	240	YES
	SB	1	504	660	YES	551	20	571	YES		O	28		O	14		42	6.4%	YES	593	YES
SAN AMARO DRIVE [7,8]																					
Bird Rd to Blue Rd	NB	1	121	660	YES	132	16	148	YES	1%	O	7	3%	O	8		15	2.3%	NO	147	YES
	SB	1	52	660	YES	57	25	82	YES		I	2		I	6		8	1.2%	NO	65	YES
Blue Rd to Miller Rd	NB	1	606	660	YES	663	9	672	NO	2%	O	14	8%	O	22	-78	-42	-6.4%	NO	621	YES
	SB	1	979	660	NO	1,071	11	1,082	NO		I	3		I	17	-112	-92	-13.9%	NO	979	NO
Miller Rd to Levante	NB	1	572	660	YES	626	24	650	YES	11%	O	76	2%	I	4	-14	66	10.0%	YES	692	NO & F
	SB	2	664	1,320	YES	726	28	754	YES		I	18		O	6	-17	7	0.5%	NO	733	YES
Levante Rd to Ponce	NB	1	636	660	YES	696	28	724	NO	19%	O	131	2%	I	4	-14	121	18.3%	YES	817	NO & F
	SB	2	488	1,320	YES	534	33	567	YES		I	32		O	6	-17	21	1.6%	NO	555	YES

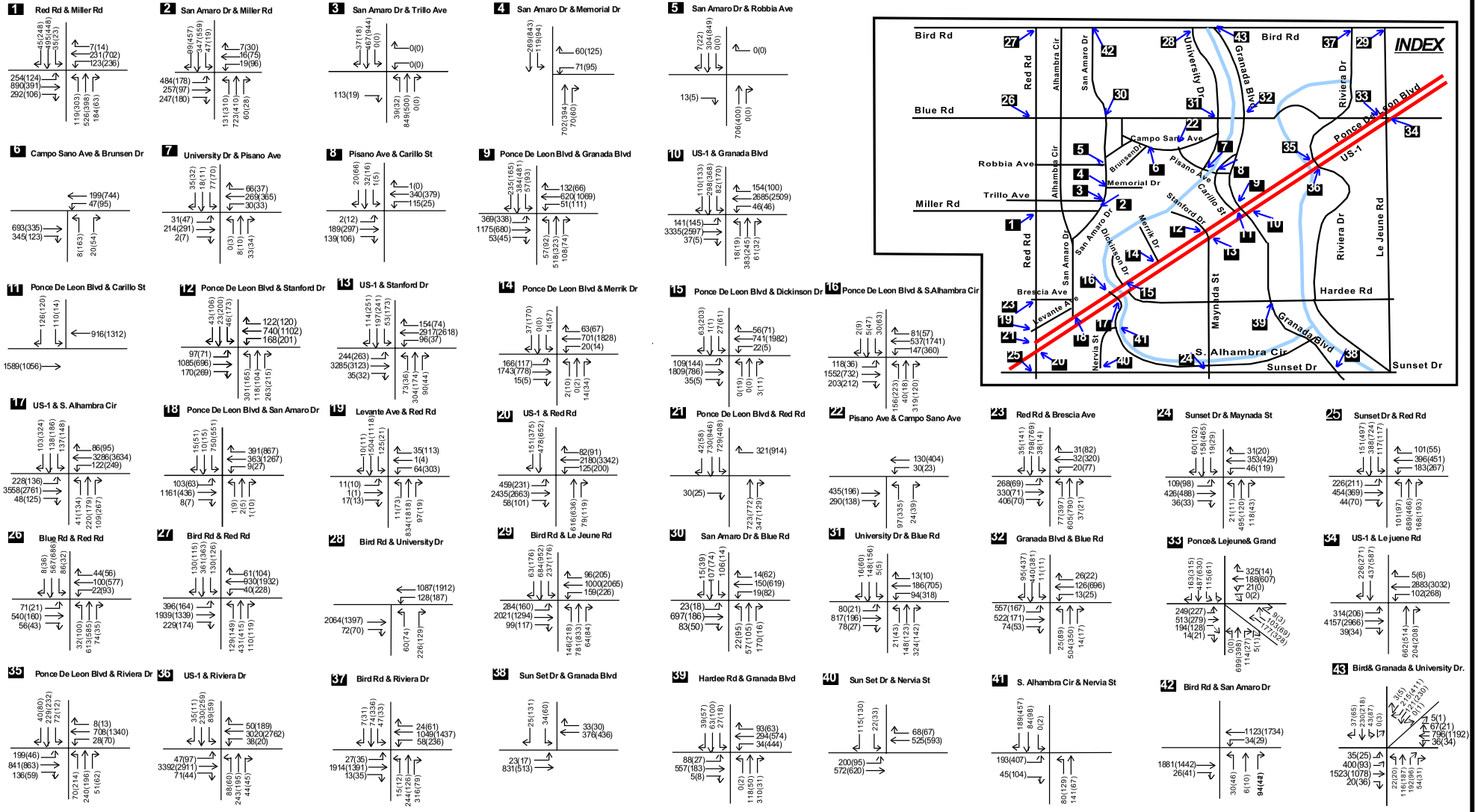
TABLE 37
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR

8/5/2008

LOCATION	DIR	LANE PER DIR	EXISTING PM DIR VOL [2]	MAX ALLOW VOL [3]	MEETS ADOPTED LOS STD	2025 BKGD VOL [4]	COMMITTED PROJECT PM TRIPS [5]	TOTAL BACK-GROUND PM	MEETS ADOPTED LOS STD ?	NSCDZ [6] IN 166 %	I/O	NSCDZ [6] OUT 688 TRIPS	ACADEMIC [6] IN 211 %	I/O	ACADEMIC [6] OUT 279 TRIPS	DIV-ERTED TRIPS [7]	2025 TOTAL PROJ TRIPS	PROJ TRIPS % OF MAV	PROJ > 5% MAV Y/N?	2025 PM TOTAL TRIPS	MEETS ADOPTED LOS STD
RED ROAD																					
Bird Road to Blue Road	NB	1	569	970	YES	622	36	658	YES	3%	O	21	5%	O	14		35	3.6%	NO	657	YES
	SB	1	653	970	YES	714	42	756	YES		I	5		I	11		16	1.6%	NO	730	YES
Blue Road to Miller Road	NB	1	604	970	YES	661	47	708	YES	1%	O	7	4%	O	11		18	1.9%	NO	679	YES
	SB	1	694	970	YES	759	56	815	YES		I	2		I	8		10	1.0%	NO	769	YES
Miller Rd to Brescia Ave	NB	1	745	970	YES	815	53	868	YES	3%	O	21	3%	I	6		27	2.8%	NO	842	YES
	SB	1	768	970	YES	840	60	900	YES		I	5		O	8		13	1.3%	NO	853	YES
Brescia Ave to Ponce	NB	2	1,348	2,060	YES	1,475	116	1,591	YES	8%	O	55	5%	I	11		66	3.2%	NO	1,541	YES
	SB	2	1,004	2,060	YES	1,098	123	1,221	YES		I	13		O	14		27	1.3%	NO	1,125	YES
Ponce to US-1	NB	2	701	2,060	YES	767	124	891	YES	10%	O	69	9%	I	19		88	4.3%	NO	855	YES
	SB	2	811	2,060	YES	887	129	1,016	YES		I	17		O	25		42	2.0%	NO	929	YES
US 1 to Sunset Drive	NB	2	551	1,720	YES	603	124	727	YES	10%	I	17	4%	I	8		25	1.5%	NO	628	YES
	SB	2	951	1,720	YES	1,040	147	1,187	YES		O	69		O	11		80	4.7%	NO	1,120	YES
UNIVERSITY DRIVE																					
Bird Road to Blue Road	NB	1	124	660	YES	136	2	138	YES	2%	O	14	4%	O	11		25	3.8%	NO	161	YES
	SB	1	211	660	YES	231	2	233	YES		I	3		I	8		11	1.7%	NO	242	YES
Blue Road to Pisano Ave	NB	1	183	660	YES	200	0	200	YES	4%	O	28	4%	O	11		39	5.9%	YES	239	YES
	SB	1	281	660	YES	307	0	307	YES		I	7		I	8		15	2.3%	NO	322	YES
RIVIERA DRIVE																					
Bird Road to Blue Road	NB	1	192	660	YES	210	7	217	YES	1%	O	7	1%	O	3		10	1.5%	NO	220	YES
	SB	1	553	660	YES	605	1	606	YES		I	2		I	2		4	0.6%	NO	609	YES
Blue Road to Ponce	NB	1	224	660	YES	245	10	255	YES	1%	O	7	1%	O	3		10	1.5%	NO	255	YES
	SB	1	292	660	YES	319	4	323	YES		I	2		I	2		4	0.6%	NO	323	YES
US-1 to LeJeune Road	NB	1	202	660	YES	221	79	300	YES	1%	I	2	1%	I	2		4	0.6%	NO	225	YES
	SB	1	278	660	YES	304	19	323	YES		O	7		O	3		10	1.5%	NO	314	YES
ALHMABRA CIRCLE																					
Bird Road to Blue Road	NB	1	162	660	YES	177	6	183	YES	1%	O	7	1%	O	3		10	1.5%	NO	187	YES
	SB	1	244	660	YES	267	12	279	YES		I	2		I	2		4	0.6%	NO	271	YES
Blue Road to Miller Road	NB	1	154	660	YES	168	2	170	YES	1%	O	7	4%	O	11		18	2.7%	NO	186	YES
	SB	1	213	660	YES	233	2	235	YES		I	2		I	8		10	1.5%	NO	243	YES
S. ALHMABRA CIRCLE																					
US-1 to Nervia Street	NB	1	244	660	YES	267	279	546	YES	1%	I	2	1%	I	2		4	0.6%	NO	271	YES
	SB	1	238	660	YES	260	302	562	YES		O	7		O	3		10	1.5%	NO	270	YES
Nervia Street to Sunset Dr.	EB	1	118	660	YES	129	12	141	YES	1%	I	2	1%	I	2		4	0.6%	NO	133	YES
	WB	1	111	660	YES	121	11	132	YES		O	7		O	3		10	1.5%	NO	131	YES
CAMPO SANO																					
San Amaro to Pisano	EB	1	386	660	YES	422	19	441	YES	2%	I	3	10%	I	21	-33	-9	-1.4%	NO	413	YES
	WB	1	795	660	NO	870	21	891	NO		O	14		O	28	-57	-15	-2.3%	NO	855	NO
PISANO ANEVUE																					
Campo Sano to University	EB	1	322	660	YES	352	19	371	YES	1%	O	7	10%	O	28	-30	5	0.8%	NO	357	YES
	WB	1	380	660	YES	416	21	437	YES		I	2		I	21	-36	-13	-2.0%	NO	403	YES
BRESCIA AVENUE																					
San Amaro to Red Road	EB	1	79	660	YES	86	1	87	YES	5%	I	8	6%	I	13		21	3.2%	NO	107	YES
	WB	1	362	660	YES	396	1	397	YES		O	34		O	17		51	7.7%	YES	447	YES
LEVANTE AVENUE																					
San Amaro to Red Road	EB	1	36	660	YES	39	7	46	YES	3%	I	5	5%	I	11		16	2.4%	NO	55	YES
	WB	1	382	660	YES	418	7	425	YES		O	21		O	14		35	5.3%	YES	453	YES
HARDEE ROAD																					
US-1 to Granada Blvd	EB	1	457	660	YES	500	0	500	YES	1%	I	2	2%	I	4		6	0.9%	NO	506	YES
	WB	1	493	660	YES	539	0	539	YES		O	7		O	6		13	2.0%	NO	552	YES
Granada Blvd to LeJeune	EB	1	498	660	YES	545	0	545	YES	1%	O	7	2%	O	6		13	2.0%	NO	558	YES
	WB	1	403	660	YES	441	0	441	YES		I	2		I	4		6	0.9%	NO	447	YES
NERVIA STREET																					
S. Alhambra to Sunset Dr.	NB	1	121	660	YES	132	45	177	YES	1%	I	2	1%	I	2		4	0.6%	NO	136	YES
	SB	1	165	660	YES	180	48	228	YES		O	7		O	3		10	1.5%	NO	190	YES

NOTES:

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
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[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY

LEGEND
XXX(XXX)
PM Peak Hours
AM Peak Hours
XX Intersection Number

2025 AM & PM Peak Hour Intersection Turning Movement Counts

FIGURE 10

TABLE 38
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	114	523	165	30	487	45	254	742	275	114	174	5	**2928**	YES	D
2	SAN AMARO/MILLER	95	718	60	47	330	82	449	257	144	19	16	7	**2224**	YES	C
3	SAN AMARO/TRILLO	39	827	0	0	415	37	0	0	113	0	0	0	**1431**	NO	B
4	SAN AMARO/MEMORIAL	0	680	70	119	217	0	0	0	0	71	0	60	**1217**	NO	D
5	SAN AMARO/ROBBIA	0	701	0	0	291	7	0	0	13	0	0	0	**1012**	NO	B
6	CAMPO SANO/BRUNSON	8	0	20	0	0	0	0	684	345	47	179	0	**1283**	YES	A
7	PISANO/UNIVERSITY	0	8	33	77	18	35	31	205	2	30	249	66	**754**	NO	B
8	PISANO/CARILLO	0	0	0	1	24	20	2	186	133	115	340	1	**822**	NO	C
9	PONCE/GRANADA	40	502	108	45	376	142	339	1123	48	51	452	106	**3332**	YES	C
10	US-1/GRANADA	18	359	61	75	290	110	141	3317	37	46	2626	137	**7217**	YES	C
11	PONCE/CARILLO	0	0	0	110	0	126	0	1502	0	0	638	0	**2376**	NO	C
12	PONCE/STANFORD	150	118	263	45	23	43	97	1000	123	168	463	120	**2613**	YES	B
13	US-1/STANFORD	73	268	90	35	186	96	185	3285	35	96	2917	95	**7361**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	37	166	1339	15	20	576	63	**2246**	YES	A
15	PONCE/DICKINSON	0	0	3	27	1	63	109	1405	35	22	616	56	**2337**	YES	A
16	PONCE/S.ALHAMBRA	156	40	319	30	5	2	118	1148	203	147	412	81	**2661**	YES	C
17	US-1/S.ALHAMBRA	41	220	101	137	138	103	228	3506	48	119	3269	86	**7996**	YES	E
18	PONCE/SAN AMARO	1	2	1	507	10	12	96	993	8	9	311	316	**2266**	YES	B
19	RED/LEVANTE	11	768	97	125	1344	10	11	1	17	64	1	35	**2484**	YES	A
20	RED/US-1	0	532	79	0	478	151	409	2351	58	125	2139	56	**6378**	YES	D
21	RED/PONCE	0	630	347	677	726	34	0	0	14	0	0	237	**2665**	NO	B
22	CAMPO SANO/PISANO	97	0	24	0	0	0	0	433	290	30	125	0	**999**	YES	A
23	RED/BRESCIA	77	596	28	38	794	31	259	321	406	16	28	31	**2625**	YES	C
24	SUNSET/MAYNADA	21	476	118	16	152	57	101	426	36	46	353	23	**1825**	YES	C
25	RED/SUNSET	101	646	168	114	374	135	176	454	44	183	396	93	**2884**	YES	E
26	RED/BLUE	32	608	74	64	554	8	71	507	56	22	87	37	**2120**	YES	D
27	RED/BIRD	127	424	110	130	339	130	396	1917	224	40	923	61	**4821**	YES	D
28	BIRD/UNIVERSITY	49	0	213	0	0	0	0	2064	40	87	1087	0	**3540**	YES	B
29	BIRD/LEJEUNE	143	766	64	237	637	63	284	2019	91	159	995	96	**5554**	YES	F
30	BLUE/SAN AMARO	7	47	170	106	85	15	23	680	45	19	145	14	**1356**	NO	F
31	BLUE/UNIVERSITY	21	148	324	5	148	16	80	812	78	94	177	13	**1916**	YES	C
32	BLUE/GRANADA	19	472	11	11	350	95	557	522	55	5	126	26	**2249**	YES	B
33	PONCE/LEJEUNE/GRAND	24	184	66	58	259	40	38	1733	22	43	938	80	**3485**	YES	F
34	US-1/LE JEUNE RD	0	662	204	0	437	179	312	4130	38	89	2870	5	**8926**	YES	F
35	PONCE/RIVIERA DR	70	240	51	72	229	40	199	775	136	28	509	8	**2357**	YES	B
36	US1/RIVIERA DR	88	243	44	89	230	35	47	3368	71	38	2946	50	**7249**	YES	B
37	BIRD RD/RIVIERA DR	15	244	316	47	74	7	27	1908	13	58	1034	24	**3767**	YES	B
38	SUNSET RD/GRANADA	0	0	0	34	0	24	21	828	0	0	368	33	**1308**	NO	C
39	GRANADA/HARDEE RD	0	108	310	27	59	39	88	554	5	34	286	93	**1603**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	22	0	115	200	564	0	0	522	68	**1491**	NO	D
41	S. ALHAMBRA CR/NERVIA	80	133	0	0	81	185	183	0	45	0	0	0	**707**	NO	B
42	BIRD RD/SAN AMARO DR	24	6	93	0	0	0	0	1878	19	32	1115	0	**3167**	NO	F
43	BIRD RD/GRANADA BLVD	27	204	68	53	241	45	414	1753	16	52	900	95	**3868**	YES	E

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 39
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	119	526	184	35	495	45	254	890	292	123	231	7	**3201**	YES	E
2	SAN AMARO/MILLER	131	723	60	47	347	99	484	257	247	19	16	7	**2437**	YES	D
3	SAN AMARO/TRILLO	39	849	0	0	467	37	0	0	113	0	0	0	**1505**	NO	B
4	SAN AMARO/MEMORIAL	0	702	70	119	269	0	0	0	0	71	0	60	**1291**	NO	D
5	SAN AMARO/ROBBIA	0	706	0	0	304	7	0	0	13	0	0	0	**1030**	NO	B
6	CAMPO SANO/BRUNSON	8	0	20	0	0	0	0	693	345	47	199	0	**1312**	YES	A
7	PISANO/UNIVERSITY	0	8	33	77	18	35	31	214	2	30	269	66	**783**	NO	B
8	PISANO/CARILLO	0	0	0	1	32	20	2	189	139	115	340	1	**839**	NO	C
9	PONCE/GRANADA	57	518	108	57	384	235	369	1175	53	51	620	132	**3759**	YES	D
10	US-1/GRANADA	18	383	61	82	298	110	141	3335	37	46	2685	154	**7350**	YES	C
11	PONCE/CARILLO	0	0	0	110	0	126	0	1589	0	0	916	0	**2741**	NO	D
12	PONCE/STANFORD	301	118	263	46	23	43	97	1085	170	168	740	122	**3176**	YES	B
13	US-1/STANFORD	73	304	90	53	197	114	244	3285	35	96	2917	154	**7562**	YES	C
14	PONCE/MERRICK	2	0	14	14	0	37	166	1743	15	20	701	63	**2775**	YES	A
15	PONCE/DICKINSON	0	0	3	27	1	63	109	1809	35	22	741	56	**2866**	YES	A
16	PONCE/S.ALHAMBRA	156	40	319	30	5	2	118	1552	203	147	537	81	**3190**	YES	E
17	US-1/S.ALHAMBRA	41	220	109	137	138	103	228	3558	48	122	3286	86	**8076**	YES	E
18	PONCE/SAN AMARO	1	2	1	750	10	15	103	1161	8	9	363	391	**2814**	YES	B
19	RED/LEVANTE	11	834	97	125	1504	10	11	1	17	64	1	35	**2710**	YES	A
20	RED/US-1	0	616	79	0	478	151	459	2435	58	125	2180	82	**6663**	YES	E
21	RED/PONCE	0	723	347	729	730	42	0	0	30	0	0	321	**2922**	NO	C
22	CAMPO SANO/PISANO	97	0	24	0	0	0	0	435	290	30	130	0	**1006**	YES	A
23	RED/BRESCIA	77	605	37	38	798	35	268	330	406	20	32	31	**2677**	YES	C/C
24	SUNSET/MAYNADA	21	495	118	19	158	60	109	426	36	46	353	31	**1872**	YES	C
25	RED/SUNSET	101	689	168	117	388	151	226	454	44	183	396	101	**3018**	YES	E
26	RED/BLUE	32	613	74	86	567	8	71	540	56	22	100	44	**2213**	YES	D
27	RED/BIRD	129	431	110	130	361	130	396	1939	229	40	930	61	**4886**	YES	D
28	BIRD/UNIVERSITY	60	0	226	0	0	0	0	2064	72	128	1087	0	**3637**	YES	B
29	BIRD/LEJEUNE	146	781	64	237	684	63	284	2021	99	159	1000	96	**5634**	YES	F
30	BLUE/SAN AMARO	22	57	170	106	107	15	23	697	83	19	150	14	**1463**	NO	F
31	BLUE/UNIVERSITY	21	148	324	5	148	16	80	817	78	94	186	13	**1930**	YES	C
32	BLUE/GRANADA	25	504	14	11	440	95	557	522	74	13	126	26	**2407**	YES	B
33	PONCE/LEJEUNE/GRAND	24	192	69	58	283	53	43	1736	22	50	946	80	**9029**	YES	F
34	US-1/LE JEUNE RD	0	662	204	0	437	226	314	4157	39	102	2883	5	**9029**	YES	F
35	PONCE/RIVIERA DR	70	240	51	72	229	40	199	841	136	28	708	8	**2622**	YES	B
36	US1/RIVIERA DR	88	243	44	89	230	35	47	3392	71	38	3020	50	**7347**	YES	B
37	BIRD RD/RIVIERA DR	15	244	316	47	74	7	27	1914	13	58	1049	24	**3788**	YES	B
38	SUNSET RD/GRANADA	0	0	0	34	0	25	23	831	0	0	376	33	**1322**	NO	C
39	GRANADA/HARDEE RD	0	118	310	27	63	39	88	557	5	34	294	93	**1628**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	22	0	115	200	572	0	0	525	68	**1502**	NO	D
41	S. ALHAMBRA CR/NERVIA	80	141	0	0	84	189	193	0	45	0	0	0	**732**	NO	B
42	BIRD RD/SAN AMARO DR	30	6	94	0	0	0	0	1881	26	34	1123	0	**3194**	NO	F
43	BIRD RD/GRANADA BLVD	27	212	71	53	265	58	419	1756	16	59	908	95	**3939**	YES	E

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TABLE 40
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	289	391	46	19	446	248	124	311	103	214	554	8	**2753**	YES	D
2	SAN AMARO/MILLER	215	396	28	19	556	415	146	97	140	96	75	30	**2213**	YES	B
3	SAN AMARO/TRILLO	32	444	0	0	909	18	0	0	19	0	0	0	**1422**	NO	C
4	SAN AMARO/MEMORIAL	0	338	60	94	808	0	0	0	0	95	0	125	**1520**	NO	D
5	SAN AMARO/ROBBIA	0	387	0	0	843	22	0	0	5	0	0	0	**1257**	NO	C
6	CAMPO SANO/BRUNSON	163	0	54	0	0	0	0	314	123	95	731	0	**1480**	YES	B
7	PISANO/UNIVERSITY	3	10	34	70	11	32	47	270	7	33	352	37	**906**	NO	B
8	PISANO/CARILLO	0	0	0	5	14	66	12	290	92	25	379	0	**883**	NO	B
9	PONCE/GRANADA	89	308	74	62	461	144	260	542	31	111	1036	43	**3161**	YES	D
10	US-1/GRANADA	19	236	32	152	346	133	145	2549	5	46	2497	90	**6250**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	120	0	827	0	0	1254	0	**2215**	NO	B
12	PONCE/STANFORD	135	104	215	170	200	106	71	469	145	201	1047	118	**2981**	YES	C
13	US-1/STANFORD	36	165	44	125	210	203	251	3123	32	37	2618	62	**6906**	YES	B
14	PONCE/MERRICK	10	2	34	57	0	170	117	696	5	14	1495	67	**2667**	YES	A
15	PONCE/DICKINSON	19	0	11	61	1	203	144	704	5	5	1649	71	**2873**	YES	B
16	PONCE/S.ALHAMBRA	223	18	120	63	47	9	36	650	212	360	1408	57	**3203**	YES	B
17	US-1/S.ALHAMBRA	134	179	265	148	186	324	136	2749	125	242	3590	95	**8173**	YES	F
18	PONCE/SAN AMARO	9	5	10	503	15	43	57	403	7	27	1129	667	**2875**	YES	C
19	RED/LEVANTE	73	1677	19	21	1066	11	10	1	13	303	4	113	**3311**	YES	C
20	RED/US-1	0	619	119	0	652	375	221	2646	101	200	3232	22	**8187**	YES	E
21	RED/PONCE	0	747	129	270	935	38	0	0	10	0	0	897	**3026**	NO	F
22	CAMPO SANO/PISANO	335	0	39	0	0	0	0	190	138	23	400	0	**1125**	YES	A
23	RED/BRESCIA	397	782	13	14	758	130	61	63	70	66	309	82	**2745**	YES	E
24	SUNSET/MAYNADA	11	115	43	22	448	95	96	488	33	119	429	18	**1917**	YES	C
25	RED/SUNSET	97	451	193	110	685	456	201	369	70	267	451	53	**3403**	YES	D
26	RED/BLUE	100	572	35	25	680	36	21	142	43	93	543	36	**2326**	YES	D
27	RED/BIRD	143	395	119	126	356	115	164	1332	170	228	1912	104	**5164**	YES	E
28	BIRD/UNIVERSITY	45	0	93	0	0	0	0	1397	59	174	1912	0	**3680**	YES	A
29	BIRD/LEJEUNE	211	793	84	176	940	176	160	1288	115	226	2061	205	**6435**	YES	F
30	BLUE/SAN AMARO	56	81	16	14	59	39	18	183	28	82	605	62	**1243**	NO	F
31	BLUE/UNIVERSITY	42	123	142	5	156	60	21	187	27	318	700	10	**1791**	YES	B
32	BLUE/GRANADA	72	266	10	11	342	437	167	171	48	23	696	22	**2265**	YES	C
33	PONCE/LEJEUNE/GRAND	23	222	41	109	258	71	27	1249	41	47	1374	38	**3500**	YES	F
34	US-1/LE JEUNE RD	0	514	208	0	587	259	200	2955	31	234	3007	6	**8001**	YES	E
35	PONCE/RIVIERA DR	214	196	62	12	232	80	46	689	59	70	1280	13	**2953**	YES	B
36	US1/RIVIERA DR	60	195	45	59	259	11	97	2848	44	20	2743	189	**6570**	YES	C
37	BIRD RD/RIVIERA DR	12	126	79	33	336	31	35	1376	35	236	1429	61	**3789**	YES	C
38	SUNSET RD/GRANADA	0	0	0	60	0	128	15	506	0	0	434	30	**1173**	NO	C
39	GRANADA/HARDEE RD	2	46	31	18	90	57	27	176	8	444	572	63	**1534**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	33	0	130	95	618	0	0	586	67	**1529**	NO	D
41	S. ALHAMBRA CR/NERVIA	129	65	0	2	91	447	403	0	104	0	0	0	**1241**	NO	E
42	BIRD RD/SAN AMARO DR	31	10	41	0	0	0	0	1435	35	27	1732	0	**3311**	NO	E
43	BIRD RD/GRANADA BLVD	23	122	41	112	258	71	102	1249	41	47	1408	39	**3513**	YES	F

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TABLE 41
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR

3/12/2008

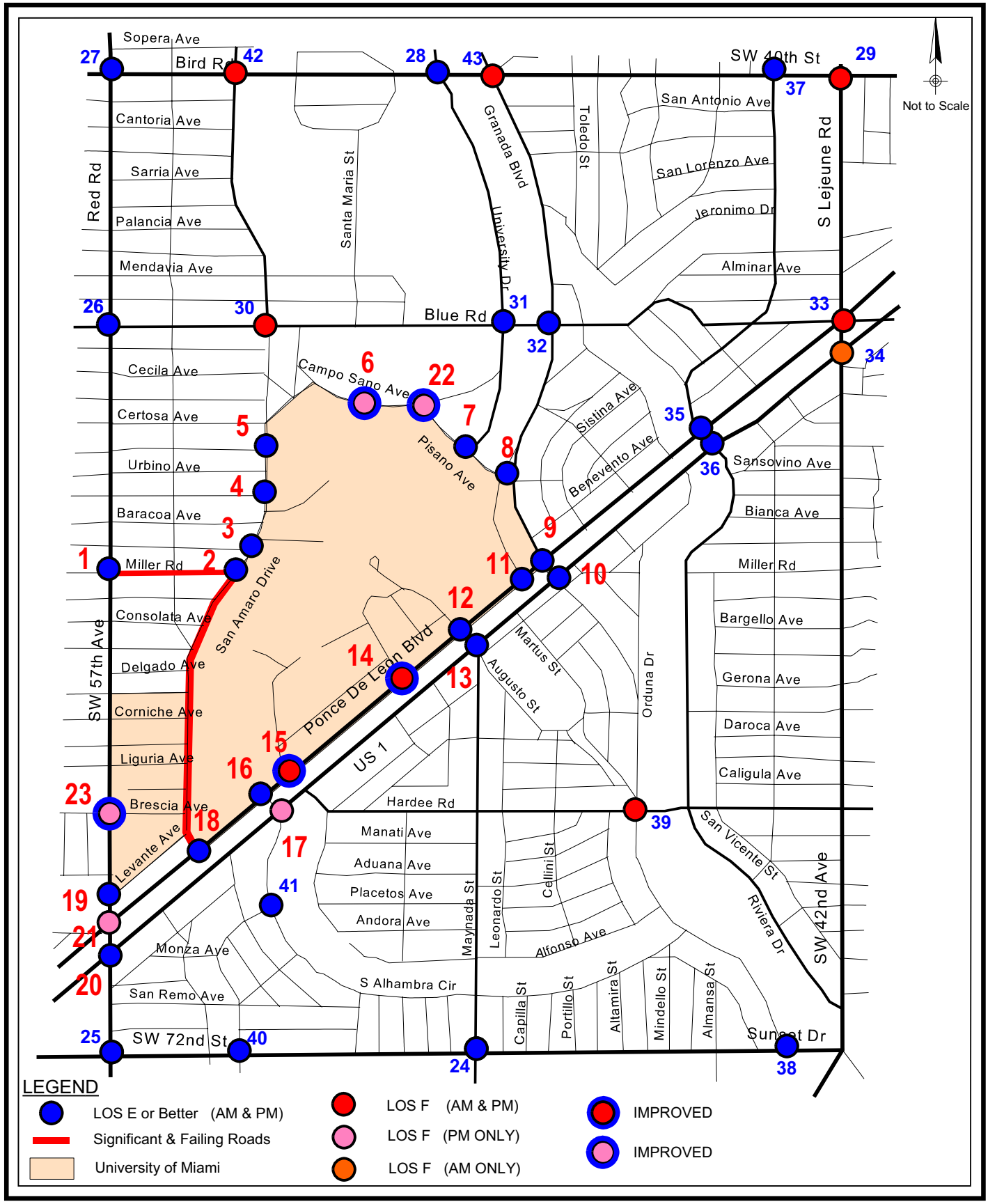
NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	303	398	63	23	448	248	124	391	106	236	702	14	**3056**	YES	E
2	SAN AMARO/MILLER	310	410	28	19	559	457	178	97	180	96	75	30	**2439**	YES	D
3	SAN AMARO/TRILLO	32	500	0	0	944	18	0	0	19	0	0	0	**1513**	NO	C
4	SAN AMARO/MEMORIAL	0	394	60	94	843	0	0	0	0	95	0	125	**1611**	NO	D
5	SAN AMARO/ROBBIA	0	400	0	0	849	22	0	0	5	0	0	0	**1276**	NO	C
6	CAMPO SANO/BRUNSON	163	0	54	0	0	0	0	335	123	95	744	0	**1514**	YES	B
7	PISANO/UNIVERSITY	3	10	34	70	11	32	47	291	7	33	365	37	**940**	NO	B
8	PISANO/CARILLO	0	0	0	5	16	66	12	297	106	25	379	0	**906**	NO	B
9	PONCE/GRANADA	92	323	74	93	481	165	338	680	45	111	1069	66	**3537**	YES	E
10	US-1/GRANADA	19	245	32	170	368	133	145	2597	5	46	2509	100	**6369**	YES	B
11	PONCE/CARILLO	0	0	0	14	0	120	0	1056	0	0	1312	0	**2502**	NO	B
12	PONCE/STANFORD	165	104	215	173	200	106	71	696	269	201	1102	120	**3422**	YES	C
13	US-1/STANFORD	36	174	44	173	241	251	263	3123	32	37	2618	74	**7066**	YES	C
14	PONCE/MERRICK	10	2	34	57	0	170	117	778	5	14	1828	67	**3082**	YES	B
15	PONCE/DICKINSON	19	0	11	61	1	203	144	786	5	5	1982	71	**3288**	YES	D
16	PONCE/S.ALHAMBRA	223	18	120	63	47	9	36	732	212	360	1741	57	**3618**	YES	C
17	US-1/S.ALHAMBRA	134	179	267	148	186	324	136	2761	125	249	3634	95	**8238**	YES	F
18	PONCE/SAN AMARO	9	5	10	551	15	51	63	436	7	27	1267	867	**3308**	YES	E
19	RED/LEVANTE	73	1818	19	21	1118	11	10	1	13	303	4	113	**3504**	YES	D
20	RED/US-1	0	636	119	0	652	375	231	2663	101	200	3342	91	**8410**	YES	E
21	RED/PONCE	0	772	129	408	946	58	0	0	25	0	0	914	**3252**	NO	F
22	CAMPO SANO/PISANO	335	0	39	0	0	0	0	196	138	23	404	0	**1135**	YES	A
23	RED/BRESCIA	397	790	21	14	769	141	69	71	70	77	320	82	**2821**	YES	F/E
24	SUNSET/MAYNADA	11	120	43	29	465	102	98	488	33	119	429	20	**1957**	YES	C
25	RED/SUNSET	97	466	193	117	724	497	211	369	70	267	451	55	**3517**	YES	E
26	RED/BLUE	100	585	35	32	686	36	21	160	43	93	577	56	**2424**	YES	D
27	RED/BIRD	149	415	119	126	363	115	164	1339	174	228	1932	104	**5228**	YES	E
28	BIRD/UNIVERSITY	74	0	129	0	0	0	0	1397	70	187	1912	0	**3769**	YES	A
29	BIRD/LEJEUNE	218	833	84	176	952	176	160	1294	117	226	2065	205	**6506**	YES	F
30	BLUE/SAN AMARO	95	105	16	14	74	39	18	186	50	82	619	62	**1360**	NO	F
31	BLUE/UNIVERSITY	42	123	142	5	156	60	21	196	27	318	705	10	**1805**	YES	B
32	BLUE/GRANADA	89	350	17	11	381	437	167	171	53	25	696	22	**2419**	YES	D
33	PONCE/LEJEUNE/GRAND	23	244	49	109	267	77	40	1256	41	53	1376	38	**3573**	YES	F
34	US-1/LE JEUNE RD	0	514	208	0	587	271	206	2966	34	268	3032	6	**8092**	YES	E
35	PONCE/RIVIERA DR	214	196	62	12	232	80	46	863	59	70	1340	13	**3187**	YES	B
36	US1/RIVIERA DR	60	195	45	59	259	11	97	2911	44	20	2762	189	**6652**	YES	C
37	BIRD RD/RIVIERA DR	12	126	79	33	336	31	35	1391	35	236	1437	61	**3812**	YES	C
38	SUNSET RD/GRANADA	0	0	0	60	0	131	17	513	0	0	436	30	**1187**	NO	C
39	GRANADA/HARDEE RD	2	50	31	18	100	57	27	183	8	444	574	63	**1557**	NO	F
40	SUNSET RD/NERVIA ST	0	0	0	33	0	130	95	620	0	0	593	67	**1538**	NO	D
41	S. ALHAMBRA CR/NERVIA	129	67	0	2	98	457	407	0	104	0	0	0	**1264**	NO	E
42	BIRD RD/SAN AMARO DR	46	10	44	0	0	0	0	1442	41	29	1734	0	**3346**	NO	F
43	BIRD RD/GRANADA BLVD	23	144	49	112	267	77	115	1256	41	53	1410	39	**3586**	YES	F

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.

TABLE 42
UNIVERSITY OF MIAMI - REGIONAL TRANSPORTATION STUDY
INTERSECTION ANALYSIS SUMMARY RESULTS

8/5/2008

	INTERSECTION	AM LOS EXIST	AM LOS 2010	AM LOS 2015	AM LOS 2020	AM LOS 2025	AM YEAR 2025	SIGNA-LIZED	SIGNI-FICANT	INTERSECTION IMPROVEMENT		PM YEAR 2025	PM LOS EXIST	PM LOS 2010	PM LOS 2015	PM LOS 2020	PM LOS 2025
										IMPROV. TYPE	LOS						
1	RED/MILLER	D	D	D	D	E	OK	YES				OK	C	C	D	D	E
2	SAN AMARO/MILLER	C	C	C	C	D	OK	YES				OK	B	B	C	C	D
3	SAN AMARO/TRILLO	F	B	B	B	B	OK	NO				OK	F	C	C	C	C
4	SAN AMARO/MEMORIAL	E	C	C	D	D	OK	NO				OK	D	D	D	D	D
5	SAN AMARO/ROBBIA	C	A	A	B	B	OK	NO				OK	C	B	C	C	C
6	CAMPO SANO/BRUNSON	C	C/A	A	A	A	OK	NO	YES	SIGNALIZE-2010	B	OK	D	F/B	B	B	B
7	PISANO/UNIVERSITY	B	B	B	B	B	OK	NO				OK	B	B	B	B	B
8	PISANO/CARILLO	C	C	C	C	C	OK	NO				OK	B	B	B	B	B
9	PONCE/GRANADA	B	B	B	C	D	OK	YES				OK	C	D	D	D	E
10	US-1/GRANADA	B	C	C	C	C	OK	YES				OK	B	B	B	B	B
11	PONCE/CARILLO	C	C	C	C	D	OK	NO				OK	B	B	B	B	B
12	PONCE/STANFORD	B	B	B	B	B	OK	YES				OK	B	B	B	B	C
13	US-1/STANFORD	C	C	C	C	C	OK	YES				OK	B	B	B	B	C
14	PONCE/MERRICK	C	C/A	A	A	A	OK	NO	YES	SBR+SIGNAL-2010	B	OK	F	F/A	A	B	B
15	PONCE/DICKINSON	C	C/A	A	A	A	OK	NO	YES	SBR+SIGNAL-2010	D	OK	F	F/B	B	C	D
16	PONCE/S.ALHAMBRA	B	B	C	D	E	OK	YES				OK	B	B	B	B	C
17	US-1/S.ALHAMBRA	C	D	D	E	E	OK	YES	NO	N/A		FAIL	C	F	F	F	F
18	PONCE/SAN AMARO	B	B	B	B	B	OK	YES				OK	B	B	B	D	E
19	RED/LEVANTE	A	A	A	A	A	OK	YES				OK	B	C	C	C	D
20	RED/US-1	C	D	D	D	E	OK	YES				OK	C	D	D	E	E
21	RED/PONCE	B	B	B	C	C	OK	NO	YES	SIG INTERCONECT	N/A	FAIL	E	F	F	F	F
22	CAMPO SANO/PISANO	C	C	C/A	A	A	OK	NO	YES	SIGNALIZE-2015	A	OK	D	E	F/A	A	A
23	RED/BRESCIA	C	C	C	C	C/C	OK	YES	YES	ADD WBR - 2025	E	OK	D	E	E	E	F/E
24	SUNSET/MAYNADA	C	C	C	C	C	OK	YES				OK	C	C	C	C	C
25	RED/SUNSET	D	D	D	E	E	OK	YES				OK	D	D	D	D	E
26	RED/BLUE	C	C	C	D	D	OK	YES				OK	C	C	D	D	D
27	RED/BIRD	C	C	C	D	D	OK	YES				OK	C	D	D	E	E
28	BIRD/UNIVERSITY	A	B	B	B	B	OK	YES				OK	A	A	A	A	A
29	BIRD/LEJEUNE	D	E	E	E	F	FAIL	YES	NO	N/A		FAIL	D	E	E	F	F
30	BLUE/SAN AMARO	E	F	F	F	F	FAIL	NO	NO	N/A		FAIL	E	F	F	F	F
31	BLUE/UNIVERSITY	C	C	C	C	C	OK	YES				OK	B	B	B	B	B
32	BLUE/GRANADA	B	B	B	C	B	OK	YES				OK	C	C	C	D	D
33	LEJEUNE/PONCE/GRAND	E	E	F	F	F	FAIL	YES	NO	N/A		FAIL	E	E	E	F	F
34	US-1/LE JEUNE RD	E	F	F	F	F	FAIL	YES	NO	N/A		OK	E	D	D	D	E
35	PONCE/RIVIERA DR	B	B	B	B	B	OK	YES				OK	B	B	B	B	B
36	US1/RIVIERA DR	B	B	B	B	B	OK	YES				OK	B	B	B	C	C
37	BIRD RD/RIVIERA DR	B	B	B	B	B	OK	YES				OK	B	C	C	C	C
38	SUNSET RD/GRANADA	C	C	C	C	C	OK	NO				OK	B	C	C	C	C
39	GRANADA/HARDEE RD	F	F	F	F	F	FAIL	NO	NO	N/A		FAIL	F	F	F	F	F
40	SUNSET RD/NERVIA ST	C	C	D	D	D	OK	NO				OK	C	C	C	D	D
41	S. ALHAMBRA CR/NERVIA	A	A	B	B	B	OK	NO				OK	A	D	D	E	E
42	BIRD RD/SAN AMARO DR	D	F	F	F	F	FAIL	NO	NO	N/A		FAIL	C	D	E	E	F
43	BIRD RD/GRANADA BLVD	E	E	E	E	E	OK	YES	NO	N/A		FAIL	D	E	E	F	F
							FAIL=6					FAIL=8					



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	2025 INTERSECTION LOS AND FAILING & SIGNIFICANT ROADS	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE 11 10/23/03

5. RESIDENTIAL STREETS

Traffic counts were collected on residential streets located between Miller Road and Blue Road. A similar count program was conducted in 2003 for the University Village traffic study. The MLOU establishes a maximum threshold for residential streets of 1,200 vehicles per day and 120 two-way vehicles per peak hour. The MLOU states that any residential streets between Miller Road and Blue Road that exceed these thresholds for existing as well as future conditions will be mitigated by UM with traffic calming measures subject to neighborhood acceptance and city approval of those measures.

Table 43 and Figure 12 provide a comparison of the 2003 and 2007 traffic volumes on the residential streets for AM and PM peak hour periods and indicate a noticeable decrease in traffic. It appears that the traffic calming improvements along San Amaro Drive and Campo Sano Avenue have had a positive impact on reducing speed and minimizing cut through traffic into residential neighborhoods.

Future traffic volumes were estimated by doubling the UMRTS regional growth rate to account for both background growth and committed developments, and assuming a conservative 5% project trip assignment distributed equally among the nine east-west residential roads. This is a conservative assumption because the majority of new UMCAD trips are related to the NSCDZ, and the NSCDZ facility is accessed only from Ponce de Leon Blvd. It is not anticipated that NSCDZ trips will use these local roads unless they originate from this area. For the remaining UMCAD trips, a distribution is not provided by the FSUTMS model because local roads are not included in the model's network. However, considering the overall model distribution and student zip code plots provided in Attachment 8, assigning 5% of UMCAD trips to these residential streets represents a conservative assumption designed to examine the worst case scenario. It should be noted that these 5% project trips were not subtracted from trip assignment on other roadways.

The 2007 traffic counts summarized in Table 43 indicate that the two-way traffic volume on Alhambra Circle was 3,965 daily trips, 419 AM and 366 PM peak hour trips. The 2007 peak hour traffic volumes are 20% to 30% lower than the traffic volumes measured in 2003. In 2025, traffic on Alhambra Circle is projected to increase to 508 AM and 444 PM peak hour trips. Alhambra Circle is classified as a residential collector. According to the City consultant, its livability threshold is 2400 daily vehicles and 240 vph. The projected daily and peak hour volumes, though much lower than the 2003 volumes, exceed the livability threshold of the road. A traffic calming study should be conducted by the University to identify appropriate and feasible traffic mitigation strategies to reduce traffic on Alhambra Circle.

From the nine local streets, only one street, Mantua Avenue, is projected in 2025 to have future traffic volumes in excess of 120 vph. Traffic on Mantua Avenue should be monitored to determine if any traffic calming measure will be needed in the future.

In conclusion, residential streets except Alhambra Circle and Mantua Avenue are expected to operate at acceptable levels of service as defined by the City. Background growth, committed development and project trips will add very few trips on these residential streets. Traffic counts performed in 2003 and 2007 indicated a noticeable decrease in daily and peak hour traffic volumes. Furthermore, roadway

improvements such as the internal roadway, realignment of Miller Road and Miller Drive, the proposed intersection improvements, and the relocation of new parking spaces to south of the canal will help further reduce campus traffic on residential streets.

TABLE 43
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
EXISTING DAILY, AM AND PM PEAK HOUR ROADWAY VOLUME, CAPACITY AND LEVEL OF SERVICE

5-Aug-08

				DAILY				TWO-WAY AM PEAK HOUR						TWO-WAY PM PEAK HOUR					
ROADWAY	LOCATION	LANE	2003 TRAFFIC VOLUME	2007 TRAFFIC VOLUME	[1],[2] DAILY L.T.	2025 MEET LOS?	PEAK HOUR L.T.	2003 AM PEAK HOUR	2007 AM PEAK HOUR	[3] BACK-GROUND GROWTH	2025 PROJECT TRIPS [4]	2025 TOTAL TRIPS	2025 MEET LOS?	2003 PM PEAK HOUR	2007 PM PEAK HOUR	[2] BACK-GROUND GROWTH	2025 PROJECT TRIPS [3]	2025 TOTAL TRIPS	2025 MEET LOS?
Trillio Avenue	East of Red Road	2LU	341	266	1200	YES	120	23	21	4	8	33	YES	46	28	5	7	40	YES
Baracoa Avenue	East of Red Road	2LU	444	361	1200	YES	120	38	30	6	8	44	YES	47	40	8	7	55	YES
Ancona Avenue	East of Red Road	2LU	482	271	1200	YES	120	62	37	7	8	52	YES	37	21	4	7	32	YES
Urbino Avenue	East of Red Road	2LU	357	280	1200	YES	120	35	34	7	8	49	YES	42	27	5	7	39	YES
Robbia Avenue	East of Red Road	2LU	440	282	1200	YES	120	41	28	5	8	41	YES	60	29	6	7	42	YES
Certosa Avenue	East of Red Road	2LU	320	322	1200	YES	120	48	54	11	8	73	YES	28	17	3	7	27	YES
Sena Avenue	East of Red Road	2LU	481	304	1200	YES	120	59	36	7	8	51	YES	48	32	6	7	45	YES
Cecellia Avenue	East of Red Road	2LU	582	342	1200	YES	120	93	54	11	8	73	YES	63	30	6	7	43	YES
Mantua Avenue	East of Red Road	2LU	839	560	1200	YES	120	222	111	22	8	141	NO	78	70	14	7	91	YES
Alhambra Circle	North of San Amaro	2LU	N/A	711	2400	YES	240	N/A	69	14	8	91	YES	N/A	62	12	7	81	YES
Alhambra Circle	North of Miller Rd	2LU	5226	3,965	2400	NO	240	515	419	82	8	509	NO	502	366	72	7	445	NO

Notes

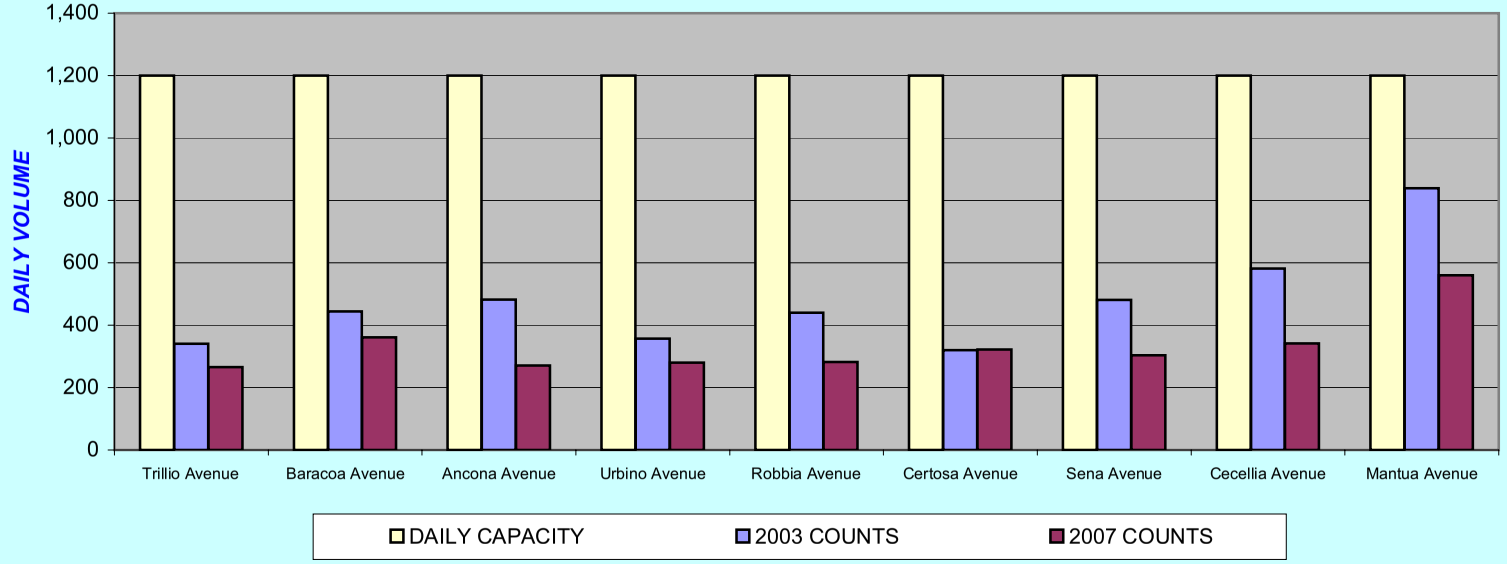
[1] Daily and Peak Hour Livability Threshold (L.T.) for residential streets based on the MLOU (1200 daily trips and 120 two-way peak hour trips).

[2] Daily and Peak Hour Livability Threshold for Alhambra Circle, a residential collector street, is 2400 daily trips and 240 two-way peak hour trips.

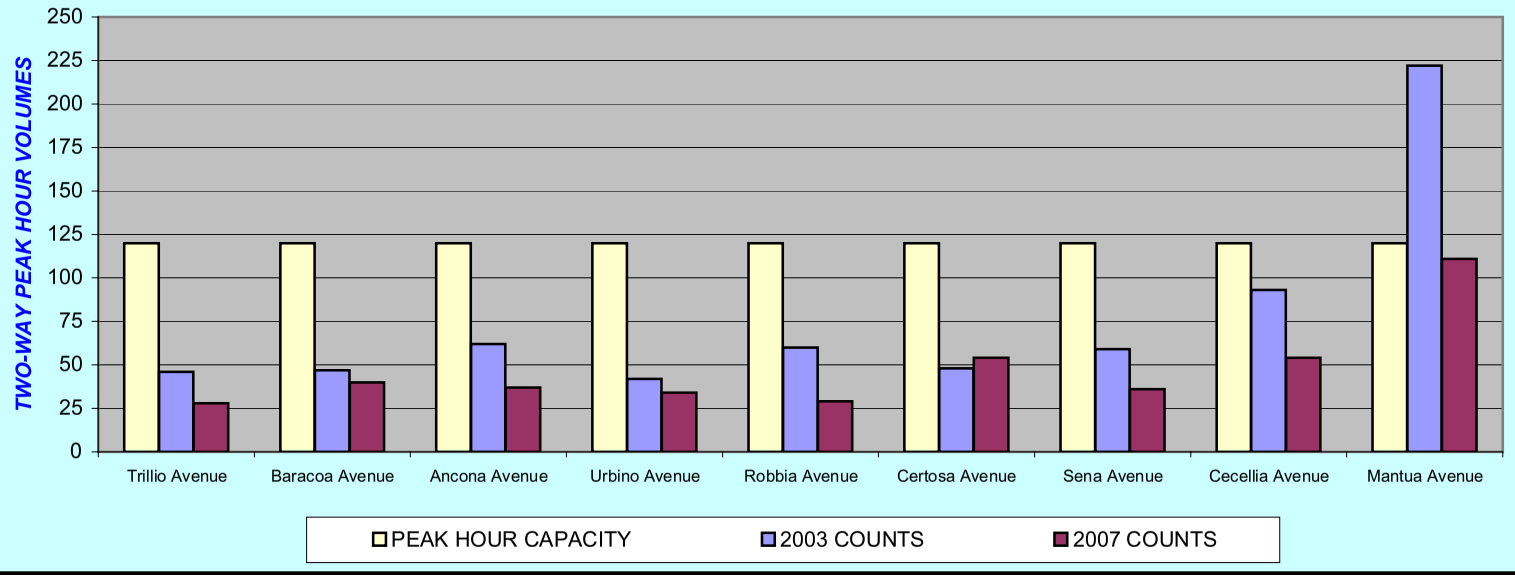
[3] Background growth rate is assumed as double of the regional growth rate to account for committed developments.

[4] A conservative 5% of UMCAD trips were assumed to impact residential streets. UMCAD trips were distributed equally between parallel residential streets.

FIGURE 12
2007 TRAFFIC VOLUMES ON RESIDENTIAL STREETS



2007 TWO-WAY PEAK HOUR TRAFFIC VOLUMES



6. RECOMMENDED IMPROVEMENTS

6.1 RTS Recommended Improvements

The traffic analysis indicates that the implementation of the University proposed Development Plan will slightly increase traffic in 2010 and 2015 due to balancing trip reduction from fewer commuter students. Campus traffic will increase in 2020 and 2025 as Phases I and II of the NSCDZ are completed.

In 2010, though the UMRTS indicated there are no significant roadways operating below adopted LOS, the University has decided to implement the following improvements by 2010:

1. Construction of the internal roadway that includes the closure of Miller Drive and realignment of Miller Road and Miller Drive. Phase I of the internal roadway including the realignment of Miller Road will be completed by 2010. Phase II of the internal road may be completed by 2012.
2. Adding a southbound right turn lane at Dickinson Drive and Ponce de Leon Blvd and installing a traffic signal when warranted.
3. Adding a southbound right turn lane at Merrick Drive and Ponce de Leon Blvd and installing a traffic signal when warranted.
4. Installing a traffic signal at Campo Sano Avenue and Brunson Avenue when warranted.
5. Signal interconnection to improve operation and gaps on Ponce de Leon Blvd and Red Road.
6. Perform a traffic calming study to identify measures appropriate to reduce traffic on Alhambra Circle north of San Amaro Drive and Mantua Avenue west of San Amaro Drive.

In 2015, the following roadway segment becomes significant and operates below adopted LOS and therefore requires mitigation based on the proportionate share contribution as contained in Chapter 9J-2.045 Florida Administrative Code:

1. Miller Road between San Amaro Drive and Red Road

In addition, the UMRTS recommends performing the following intersection improvement:

1. Installing a traffic signal at Campo Sano Avenue and Pisano Avenue when warranted (#22).

In 2020, the following two roadway segments become significant and operate below adopted LOS, and therefore require mitigation:

1. Miller Road between San Amaro Drive and Red Road; and
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.

In 2025, The following roadway segments are significant and operate below adopted LOS in 2025 and therefore require mitigation:

1. Miller Road between San Amaro Drive and Red Road;
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.
3. San Amaro Drive between Miller Road and Levante Avenue.

In addition, the UMRTS recommends performing the following intersection improvement:

1. Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23).

San Amaro Drive is currently a three lane divided road. It will require widening to a four lane cross section. The feasibility of widening Miller Road should be examined.

6.2 Status of Previously Programmed Improvements

The status of previously recommended improvements listed in *Attachment A* of the MLOU has been updated and the document is included in Attachment 12. The UMRTS study results have indicated that a number of these programmed improvements most notably Brescia Avenue widening, left turn phases at Miller Road and Blue Road, and median closures at residential streets may be revisited due to the updated forecasts which reduce the importance of some of these improvements.

Brescia Avenue: The recommended widening of Brescia Avenue resulted from forecasts prepared in connection with the University Village Traffic Study prepared in late 2002. The UMRTS has revealed that some of the forecasted volumes projected in the University Village Traffic Study are higher than have materialized after completion and full occupation of University Village. The recommended improvements were a combination of increasing capacity and improving access management. The final improvement of Brescia Avenue may reflect a compromise plan where sufficient capacity is still provided at intersections, but overall corridor impacts (e.g. to trees) are minimized.

Left Turn Exclusive Phases: Exclusive protected left turn phases were recommended in the UMCAD traffic reports dating back to 1992. These protected phases intended to provide increased intersection capacity and discourage use of residential streets to circumvent intersection delays. The UMRTS indicates that existing and forecasted traffic volumes do not exhibit left turn demands that warrant protected phases solely based on volume. Based on current and projected traffic volumes, FDOT has indicated it will not approve nor permit these proposed improvements.

Median Closures Near Residential Streets: As stated in the foregoing sections, the UMRTS has revealed lower traffic volumes than expected on both collector as well as residential streets as illustrated in Figure 12. The recommendation to close medians that provide access to residential streets also originates from the UMCAD traffic report of 1992 when use of residential streets by university traffic was an acute problem. In general, the residential street closures along Red Road combined with better parking policies and parking distribution has reduced volumes on key residential streets. The current programmed construction of an internal roadway through the campus linked with a direct connection into the campus at Miller Road suggests that no further median closures are warranted. However, a traffic calming study will be performed by the University to evaluate measures to reduce traffic on Alhambra Circle and Mantua Avenue.

The status of other minor previously recommended improvements is provided in Attachment 12. Some improvements related to street closure as recommended by the original University Village plans are no longer required since the University Village design was completely changed to maintain existing streets.

6.3 Cost of Recommended Improvements

The estimated cost for intersection improvements were based on preliminary design estimates when available. The cost of signalizing an intersection was updated to $350,000 as recommended by the City consultant. Other costs, including roadway widening, were based on FDOT published costs dated March 16, 2007. The cost to widen an urban road from 2 to 4 lanes is $5,765,000 plus an additional 25% for design and permitting. These roadway improvement costs do not include the expenses to acquire right of way.

The University's proportionate share to implement the suggested intersection improvements along Ponce de Leon Blvd and San Amaro Drive is 100% since these intersections provide direct access to the campus.

The University proportionate share cost for roadway link improvements for 2015, 2020 and 2025 are provided in Table 44, Table 45 and Table 46, respectively. Table 47 provides a preliminary estimate for all proposed improvements. Consistent with the MLOU, required improvements within the UMCAD limits will be designed, permitted and constructed by the University. This includes the cost of improving San Amaro Drive failing segments because they are located within the UMCAD limits.

The City consultant review comments, that had an important role in developing and refining the procedure for this study, are provided in Attachment 13. All the review comments were incorporated into this revised document. Attachment 13 includes responses to explain how these comments were addressed.

TABLE 44
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 - PROPORTIONATE SHARE COST CONTRIBUTION FOR FAILING AND SIGNIFICANT ROADWAYS

9/26/2008 9/26/2008

LOCATION	EXIST ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [1]	MAX ALLOW V/C [2]	MAX ALLOW VOL (MAV)	NEW ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	INCREASE IN MAX ALLOW VOLUME	2020 TOTAL PROJECT AM	2020 TOTAL PROJECT PM	HIGHEST PROJECT TRIPS AM/PM	PERCENT OF ADDED SERVICE VOLUME	SEGMENT LENGTH	2-WAY ROAD COST PER MILE [3]	DESIGN AND PERMITTING 25%	TOTAL ROADWAY COST [3]	PROP-PORTIONATE SHARE OF COST
MILLER ROAD																						
San Amaro to Red Rd	2LU/NS	EB	1	810	1.00	810	4LD/NS	EB	2	1,720	1.00	1,720	910	42	N/A	42	4.6%	0.25	$5,764,900	$1,441,200	$1,801,525	**$83,147**
		WB	1	810	1.00	810		WB	2	1,720	1.00	1,720	910	N/A	N/A							
TOTAL COST																						**$83,147**

NOTES:
[1] MSV BASED ON FDOT'S 2007 QUALITY/LEVEL OF SERVICE (QLOS) HANDBOOK
[2] V/C RATIO IS BASED ON THE CITY OF CORAL GABLES COMPREHENSIVE PLAN
[3] CONSTRUCTION COSTS ARE BASED ON LATEST FDOT'S TRANSPORTATION COSTS, AS UPDATED ON MARCH 16, 2007.

TABLE 45
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2020 - PROPORTIONATE SHARE COST CONTRIBUTION FOR FAILING AND SIGNIFICANT ROADWAYS

9/26/2008 9/26/2008

LOCATION	EXIST ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [1]	MAX ALLOW V/C [2]	MAX ALLOW VOL (MAV)	NEW ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	INCREASE IN MAX ALLOW VOLUME	2020 TOTAL PROJECT AM	2020 TOTAL PROJECT PM	HIGHEST PROJECT TRIPS AM/PM	PERCENT OF ADDED SERVICE VOLUME	SEGMENT LENGTH	2-WAY ROAD COST PER MILE [3]	DESIGN AND PERMITTING 25%	TOTAL ROADWAY COST [3]	PROP-PORTIONATE SHARE OF COST
MILLER ROAD																						
San Amaro to Red Rd	2LU/NS	EB	1	810	1.00	810	4LD/NS	EB	2	1,720	1.00	1,720	910	89	N/A	94	10.3%	0.25	$5,764,900	$1,441,200	$1,801,525	**$186,092**
		WB	1	810	1.00	810		WB	2	1,720	1.00	1,720	910	N/A	94							
SAN AMARO DRIVE [4]																						
Levante Rd to Ponce	3LD/LR	NB	1	660	1.00	660	4LD/LR	NB	2	1,320	1.00	1,320	660	N/A	55	55	100.0%	0.10	$5,764,900	$1,441,200	$360,305	**$360,305**
		SB	2	1320	1.00	1,320		SB	2	1,320	1.00	1,320		N/A	N/A		[5]					
TOTAL COST																						**$546,397**

NOTES:

[1] MSV BASED ON FDOT'S 2007 QUALITY/LEVEL OF SERVICE (QLOS) HANDBOOK

[2] V/C RATIO IS BASED ON THE CITY OF CORAL GABLES COMPREHENSIVE PLAN

[3] CONSTRUCTION COSTS ARE BASED ON LATEST FDOT'S TRANSPORTATION COSTS, AS UPDATED ON MARCH 16, 2007.

[4] SAN AMARO DRIVE ROADWAY IMPROVEMENTS ARE ONLY IN THE NORTHBOUND DIRECTION (SOUTHBOUND HAS ALREADY TWO LANES)

[5] PER MLOU THE PROPORTIONATE SHARE CALCULATIONS DO NOT APPLY TO SAN AMARO DRIVE BECAUSE IT IS LOCATED WITHIN UMCAD LIMITS.

TABLE 46
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 - PROPORTIONATE SHARE COST CONTRIBUTION FOR FAILING AND SIGNIFICANT ROADWAYS

9/26/2008 9/26/2008

LOCATION	EXIST ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [1]	MAX ALLOW V/C [2]	MAX ALLOW VOL (MAV)	NEW ROAD TYPE	DIR	LANE PER DIR	FDOT LOS E MSV [3]	MAX ALLOW V/C [3]	MAX ALLOW VOL (MAV)	INCREASE IN MAX ALLOW VOLUME	2025 TOTAL PROJECT AM	2025 TOTAL PROJECT PM	HIGHEST PROJECT TRIPS AM/PM	PERCENT OF ADDED SERVICE VOLUME	SEGMENT LENGTH (MILES)	2-WAY ROAD COST PER MILE [3]	DESIGN AND PERMITTING 25%	TOTAL ROADWAY COST [3]	PROP-PORTIONATE SHARE OF COST
MILLER ROAD																						
San Amaro to Red Rd	2LU/NS	EB	1	810	1.00	810	4LD/NS	EB	2	1,720	1.00	1,720	910	134	N/A	134	14.7%	0.25	$5,764,939	$1,441,200	$1,801,535	**$265,281**
		WB	1	810	1.00	810		WB	2	1,720	1.00	1,720	910	N/A	132							
SAN AMARO DRIVE [4]																						
Miller Rd to Levante	3LU/LR	NB	1	660	1.00	660	4LU/LR	NB	2	1,320	1.00	1,320	660	N/A	66	66	100.0%	0.57	$5,764,939	$1,441,200	$2,053,750	**$2,053,750**
		SB	2	1,320	1.00	1,320		SB	2	1,320	1.00	1,320	N/A	N/A	N/A		[5]					
Levante Rd to Ponce	3LU/LR	NB	1	660	1.00	660	4LU/LR	NB	2	1,320	1.00	1,320	660	N/A	121	121	100.0%	0.10	$5,764,939	$1,441,200	$360,307	**$360,307**
		SB	2	1,320	1.00	1,320		SB	2	1,320	1.00	1,320	N/A	N/A	N/A		[5]					
TOTAL COST																						**$2,679,338**

NOTES:

[1] MSV BASED ON FDOT'S 2007 QUALITY/LEVEL OF SERVICE (QLOS) HANDBOOK

[2] V/C RATIO IS BASED ON THE CITY OF CORAL GABLES COMPREHENSIVE PLAN

[3] CONSTRUCTION COSTS ARE BASED ON FDOT'S 2006 TRANSPORTATION COSTS

[4] SAN AMARO DRIVE ROADWAY IMPROVEMENTS ARE ONLY IN THE NORTHBOUND DIRECTION (SOUTHBOUND HAS ALREADY TWO LANES)

[5] PER MLOU THE PROPORTIONATE SHARE CALCULATIONS DO NOT APPLY TO SAN AMARO DRIVE BECAUSE IT IS LOCATED WITHIN UMCAD LIMITS.

TABLE 47
UNIVERSITY OF MIAMI REGIONAL TRANSPORTATION STUDY
PRELIMINARY IMPROVEMENT COST SUMMARY PER UMCAD PHASE

9/26/2008

PHASE	IMPROVEMENT	TYPE	TOTAL PRELIMINARY COST [1]	PROPOR-TIONATE SHARE	UM PRELIMINARY COST [2]
2010	**2007 REGIONAL TRAFFIC STUDY REQUIREMENTS**				
	ROADWAY INPROVEMENTS				
	None		$0	0%	$0
	INTERSECTION AND OTHER IMPROVEMENTS				
	Dickinson Drive & Ponce de Leon Blvd	Add SB Right Turn Lane + Signalization if warranted	$550,000	100%	$550,000
	Merrick Drive & Ponce de Leon Blvd	Add SB Right Turn Lane + Signalization if warranted	$550,000	100%	$550,000
	Campo Sano Avenue and Brunson Avenue	Signalization if warranted	$350,000	100%	$350,000
	Align Miller Road and Miller Drive [3]	Reconstruction & Intersection Improvement w/o WB	$1,755,000	100%	$1,755,000
	Improve westbound right turn at Ponce & Red	Signal interconnect for improving gaps & operation	$100,000	100%	$100,000
	Neighborhood traffic calming	Traffic calming on Alhambra Circle/Mantura Avenue	$150,000	100%	$100,000
	SUBTOTAL RTS IMPROVEMENT COST				**$3,405,000**
	PREVIOUS UMCAD REQUIREMENTS				
	San Amaro Drive & Brescia Ave	Signalization if warranted	$350,000	100%	$275,000
	US-1 / Stanford Drive	Adding northeastbound left turn storage	$300,000	100%	$300,000
	US-1 / S. Alhambra Circle	Adding northeastbound left turn storage	$300,000	100%	$300,000
	Remove 2 parking meters on San Amaro Dr. [4]	Remove 2 parking meters and stripe lanes	$100,000	100%	$100,000
	Protected LT Phase at Red/Blue & Red/Miller	Both improvements denied by FDOT	$150,000	0%	$0
	Protected LT Phase at Red Rd & Albenga Ave	Improvement denied by FDOT	$350,000	0%	$0
	Neighborhood Safety / Median Closures	RTS => Closures not needed, Monitor Mantura Ave	$350,000	0%	$0
	Widening Brescia Avenue [5]	RTS => Widening not needed	$800,000	0%	$0
	SUBTOTAL PREVIOUS UMCAD REQ. COST				**$975,000**
	TOTAL IMPROVEMENT COSTS FOR 2010				**$4,380,000**
2015	**2007 REGIONAL TRAFFIC STUDY REQUIREMENTS**				
	ROADWAY INPROVEMENTS				
	Miller Road: San Amaro to Red Road	Widen from 2 Lanes to 4 Lanes	$1,801,525	4.62%	$83,147
	TOTAL ROADWAY COST				**$83,147**
	INTERSECTION IMPROVEMENTS				
	Campo Sano Avenue and Pisano Avenue	Signalization if warranted	$350,000	100%	$350,000
	SUBTOTAL RTS IMPROVEMENT COST				**$433,147**
	TOTAL IMPROVEMENT COSTS FOR 2015				**$433,147**
2020	**2007 REGIONAL TRAFFIC STUDY REQUIREMENTS**				
	ROADWAY INPROVEMENTS				
	Miller Road: San Amaro to Red Road	Widen from 2 Lanes to 4 Lanes	$1,801,525	10.33%	$186,092
	San Amaro Drive: from Levante to Ponce	Widen northbound from 1 to 2 Lanes	$360,305	100.00%	$360,305
	TOTAL CUMULATIVE ROADWAY COST				**$546,397**
	TOTAL NET ROADWAY COST	Less 2015 Miller Road Improvement Costs			**$463,249**
	INTERSECTION IMPROVEMENTS				
	none		$0	0%	$0
	SUBTOTAL RTS IMPROVEMENT COST				**$463,249**
	TOTAL IMPROVEMENT COSTS FOR 2020				**$463,249**
2025	**2007 REGIONAL TRAFFIC STUDY REQUIREMENTS**				
	ROADWAY INPROVEMENTS				
	Miller Road: San Amaro to Red Road	Widen from 2 Lanes to 4 Lanes	$1,801,535	14.73%	$265,281
	San Amaro Drive: from Miller to Levante	Widen northbound from 1 to 2 Lanes	$2,053,750	100.00%	$2,053,750
	San Amaro Drive: from Levante to Ponce	Widen northbound from 1 to 2 Lanes	$360,307	100.00%	$360,307
	TOTAL CUMULATIVE ROADWAY COST				**$2,679,338**
	TOTAL NET ROADWAY COST	Less 2015 & 2020 Miller & San Amaro Improv. Costs			**$2,132,941**
	INTERSECTION IMPROVEMENTS				
	Brescia Avenue and Red Road	Adding WB right turn lane and relocating utilities	$350,000	100%	**$350,000**
	SUBTOTAL RTS IMPROVEMENT COST				**$2,482,941**
	TOTAL IMPROVEMENT COSTS FOR 2025				**$2,482,941**
TOTAL IMPROVEMENT COST FROM 2010 TO 2025					**$7,759,338**

NOTES:

[1] All costs are preliminary and based on pre-design costs or statewide averages. Detailed costs should be estimated for each proposed imporvement.

[2] Roadway construction costs are in 2007 dollars. Intersection construction cost as well as traffic calming and signalization costs are in 2008 dollars.

[3] The realignment and improvement costs of Miller Road do not include the cost incured on the east approach within the University Campus.

[4] The City and University are currently negociating the payment amount for lost revenues from the parking meters.

[5] Widening of Brescia Avenue no longer needed based on updated traffic projections, it is subject to City of Coral Gables scope verification.

7. CONCURRENCY

Concurrency for the Nursing School, Communication School, Lowe Art Museum and residential units was addressed in a study presented to the City of Coral Gables on August 25, 2004. A letter submitted on October 3, 2005 addressed concurrency for the School of Business Residential College. The analysis method used in both studies was consistent with the agreement reached on August 21, 2003 regarding the Convocation Center, when it was agreed that concurrency can be based on actual peak hour traffic impact of the facility rather than a default trip rate from the Concurrency Management System (CMS) database.

The City of Coral Gables has updated its concurrency system and new capacities were estimated for all the traffic zones within the City. Concurrency has been evaluated for the proposed UMCAD Development Plan using a methodology consistent with the latest concurrency studies performed for UM facilities and approved by the City in 2004. The concurrency analysis is based on actual peak hour traffic impact of the proposed facilities, instead of using a default trip rate per square feet of development from the old Concurrency Management System (CMS) database. This approach was consistent with the classification of UMCAD buildings into academic (Type 1) versus non-academic (Type 2) to distinguish between their impact on traffic. Type 1 trips are linked to the student and staff population, whereas Type 2 buildings generate new trips independent from the student population. ITE trip rates were used to estimate daily and peak hour new trips generated by Type 2 buildings

Concurrency was evaluated based on the net change in Campus trips generated by each phase of the proposed Development Plan. The regional study indicated that the net external peak hour trips generated by the UMCAD development program are 99 trips in 2010, 378 trips in 2015, 867 trips in 2020 and 1,442 trips in 2025 as depicted in Table 12. In 2025, at full development of the NSCDZ and all UMCAD facilities, the net increase in campus traffic, after accounting for trip reduction due to fewer commuter students, is 11,500 daily trips as shown in Table 1. Therefore, the maximum reserve capacity requirement to accommodate the UMCAD projects is 11,500 daily trips as depicted in Table 1. The three zones that comprise the University campus have for the purpose of concurrency been evaluated collectively. The latest Concurrency Information Statements obtained from the City on December 4, 2007 and provided in Attachment 14, indicates that the residual capacities in University Zones 46, 47 and 50 were 9,122; 12,617 and 3647 daily trips, respectively, for a combined residual capacity of 25,413 daily trips, well in excess of the UMCAD 11,500 daily trips. Therefore there are sufficient remaining trips in the University zones to satisfy concurrency for the buildout of the proposed UMCAD Development Plan.

8. FURTHER CONSIDERATIONS

INTERNAL ROADWAY CONNECTOR, PHASE-I AND PHASE-II

8.1 Introduction

Two important things are occurring at the same time: (a) the conceptual development of the internal roadway is underway as (b) the preparation of the 2007 UMRTS proceeds. The conceptual and design plans for the internal roadway are divided in two phases with construction dates two years apart; Phase I in 2010, and Phase II in 2012. The design plans will continue to evolve between the submittal of this 2007 UMRTS and the Phase I plan submittal (December 2008). The 2007 UMRTS includes both phases of the internal road.

The dual processes described above revealed numerous important observations relative to the internal road. These observations are set forth in this section. All page references in this section refer to the 1992 traffic and parking report prepared for the University of Miami in support of the UMCAD ordinance as explained in Section 8.2.

8.2 Evolution of the Concept

The University of Miami Campus Area Development District (UMCAD) was supported by a traffic and parking study authored by Ralph Burke Associates of Park Ridge Illinois, and Joseph F. Rice, P.E, Miami, Florida ("1992 report"). This study began in 1989 and resulted in a final report in 1992. The 1992 report contained a number of recommended traffic mitigations. These mitigations were intended to improve traffic impacts on surrounding residential neighborhoods and on arterial approach roads to the campus. During that time, (1989-1992) there was a perception among the neighbors surrounding the campus that traffic on local neighborhood streets during rush hours was predominantly generated by university commuter students and staff. The completion of the 1992 traffic and parking study resulted in an opinion from the authors that a percentage of this traffic was taking short cuts from Red Road and areas to the west to get to downtown Coral Gables, and actual university traffic was relatively low (pages 34, 45).

The 1992 report discusses the concept of internal connectivity within the campus so that student vehicles could access various parking lots without having to first exit onto the peripheral roadways. Two principal connections were discussed: (1) connecting Lot 102 with Lot 1-109 at the northeast corner of the campus and (2) connecting Lot 1-109 with Lot 2-109 (Appendix; pages 11- 12). The objectives were to increase access to parking and to reduce traffic. These prospective "connections" are discussed in detail on page 43 of the 1992 report and the merits of a formal internal roadway are dismissed due to the negative impacts on potential vehicle speeds, vehicle/pedestrian interactions, and the severe loss of parking. A more modest connection between these lots was recommended by the authors to primarily increase accessibility to parking and prevent the need to exit and re-enter campus as part of parking search patterns (page 43).

8.3 Relevance of 1992 to 2007 Conditions

All of the recommendations contained in the 1992 report were based on conditions and assumptions that are no longer current due to subsequent changes which include, by way of example, the following:

- Since 1992 a number of these residential streets south of Miller Road have in fact been closed at Red Road including Mataro Avenue, Delgado Avenue, Zoreta Avenue, Consolata Avenue, and Zuleta Avenue.

- Traffic calming and realignments of streets intersecting Campo Sano was suggested to improve operations and safety (page 48). A traffic calming project in this area funded by the University was completed in the early 2000s and includes a median on San Amaro Drive and Campo Sano, modified intersection alignments, and a modern roundabout at San Amaro Drive and Certosa Avenue.

- Student traffic has also reduced as a result of higher ridership on the shuttles. In 1989-1990 the shuttle ridership was 500,000 annually on six buses. Presently, with nearly the same student population the ridership is over 900,000 annually with 17 shuttle buses operating during peak hours. Such use of the shuttle buses translates directly to less vehicle trips on local and peripheral streets by university students. These trip reductions through the use of shuttles were achieved prior to the implementation of internal roadway connections on campus.

- The completion of University Village between Red Road and San Amaro Drive has provided additional campus housing for 800 students who are restricted from parking anywhere other than in the designated areas at University Village between the hours of 8 a.m. and 4 p.m., Monday through Friday, thereby further reducing student vehicles during peak hours. These students rely on shuttles buses for transportation during these restricted hours.

- Additional residential colleges are proposed in future development phases converting commuter students to resident students thereby further reducing peak hour traffic. Parking structures have been built along Ponce de Leon Boulevard which has shifted the commuter parking patterns away from the residential neighborhoods that surround the academic core.

- During the 1996 UMCAD Parking and Traffic update, it was observed that high volumes of traffic entering at Miller Drive and San Amaro Drive did not find parking and exited shortly after entering to search for available parking. That pattern has been reduced by the parking structures at Ponce de Leon and the connecting shuttles with five minute headways.

The combined effect of the street closures, parking garages with shuttles, and more student housing on campus has held the annual peak hour vehicular growth rate on San Amaro Drive in the northern quadrant of the campus to 0.4% in the AM and 0.5% per year in the PM for the last 17 years. This reflects a very stable traffic pattern and a very low annual growth rate which is not expected to change in the future. Clearly, traffic volumes and patterns pertaining to university impacts on adjoining neighborhood streets have reduced significantly since 1992.

8.4 Phase-I Internal Roadway Connection

The benefits from the enhanced internal connections of the campus are intended to provide access to parking, reduce use of the external streets to search for parking, and accommodate as much of the shuttle route within the campus as is feasible. The Phase I section of the internal roadway achieves this goal. According to the 2007 UMRTS forecasts by year 2025 the university traffic entering and exiting the campus at Miller Road that would otherwise travel on San Amaro Drive to driveways between Miller Road and Memorial Drive totals 350 vehicles in the AM peak hour and 300 vehicles in the PM peak hour. That is a significant diversion of university traffic off San Amaro Drive. It also allows the main access to the university campus on the west side to be at a signalized intersection. The Phase I internal roadway connection extends from the extension of Miller Road north to the Arboretum.

8.5 Phase-II Internal Roadway Connection

Unlike Phase I, Phase II of the internal road is not forecasted to divert significant traffic volumes from the peripheral roadways (Campo Sano Avenue, Pisano Avenue) because it does not introduce a new access point opposite a signalized arterial roadway in a way that directs significant commuter traffic from the peripheral roads into the campus. Commonly accepted traffic principles suggest that university traffic approaching from the west with destinations on the east side of the campus will stay on external approach roads until they reach a convenient access point to that area. The same applies to university traffic approaching from the east. Once students are located on the campus, an internal connection to look for parking may be desirable. However, because the internal road will be utilized by shuttle buses, and the posted speed limit will be less than for external streets, it is likely that if the student or staff desired to travel to the opposite side of the campus to exit the area, they would most likely exit at the nearest driveway and travel around the campus on external streets. As such, the use of the Phase II internal connector will be limited to a small segment of the commuter population.

The principal benefit derived from Phase II is the connection of isolated parking lots and a pathway for future shuttle connections. For the purpose of the 2007 UMRTS, Phase II diversion from Campo Sano Avenue was forecasted at only 5%. Thus the goal behind the recommended connection contained in the 1992 report is achieved by simply connecting the parking lots in Phase II but does not necessitate a formal roadway. The results of the 2007 UMRTS suggest that the Phase II connection results in minimal benefit, if any, to the northeastern neighborhoods between San Amaro Drive and Red Road.

ATTACHMENT 1
METHODOLOGY LETTER OF UNDERSTANDING

University of Miami

Final Study Methodology Traffic Updates for the

University of Miami
Campus Area Development District
(UMCAD)

Coral Gables Campus

February 5, 2007

Revised March 5, 2007

Keith and Schnars, P.A. Project #15121.01

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FINAL STUDY METHODOLOGY

TRAFFIC UPDATES

FOR THE

UNIVERSITY OF MIAMI CAMPUS AREA DEVELOPMENT DISTRICT ("UMCAD")
CORAL GABLES CAMPUS

March 5, 2007

I. GENERAL STUDY OBJECTIVES

Article 4 of the City of Coral Gables zoning codes contains Section 4-202 University of Miami Campus Area Development (UMCAD) district, wherein applicable standards, regulations, and requirements are set forth by which the university's growth and development are governed and reviewed. Among other requirements, Section 4-202 (E) "Supplementary reports" requires supplementary reports to be submitted including those addressing traffic and parking. More specifically, Section 4-202 (H) "Vehicular access and circulation" sets forth the requirement that a Traffic Impact Analysis Report shall accompany the Annual Report whenever the development or redevelopment projects individually or collectively constitute a net increase to the campus gross floor area of two-hundred thousand (200,000) square feet. The report is generally described within that section to assess existing and projected roadway conditions, levels of service, traffic volumes and capacities, impacts on neighboring residential streets, mitigations and safety enhancements as warranted by the impact of the proposed development within the UMCAD district.

To date, several UMCAD traffic impact analysis reports for developments within the UMCAD district have been submitted consistent with the requirements of Section 4-202 as triggered by the 200,000 square feet threshold. These submittals included impacts within the UMCAD area as well as areas immediately surrounding the UMCAD boundaries consistent with the scope and boundaries of traffic studies originally submitted for the approval and adoption of the UMCAD district. The city staff has expressed a desire to expand the study area to SW 40th Street (Bird Road) to the north, SW 72nd Street (Sunset Drive) to the south, Le Jeune Road to the east and SW 57th Avenue (Red Road) to the west. The purpose of studying the expanded areas is to understand the extent of university related traffic in neighborhoods surrounding the university. Because such broad studies are most practical for long range applications rather than annual monitoring, this methodology sets forth a balance between the localized UMCAD impacts and broader regional impacts while remaining consistent with the requirements of Section 4-202 of the city ordinances.

A. UMCAD Regional Traffic Study (UMRTS) report is generally defined herein as a traffic impact assessment that measures traffic impacts within a broad study area well beyond what has historically been submitted for UMCAD submittals and extends to SW 40th Street (Bird Road) to the north, SW 72nd Street (Sunset Drive) to the south, Le Jeune Road to the east and SW 57th Avenue (Red Road) to the west as detailed in Exhibit 1. These UMRTS reports will be

submitted when the individual; or cumulative campus developments have reached or exceeded 200,000 gross square feet of net new building area and the developments have the ability to generate a significant traffic impact that could change the levels of service throughout the regional roadway system within the UMRTS study area. Consistent with DRI terminology, a significant impact is defined when the project (UMCAD) trips from new development equal or exceed five percent (5%) of the directional maximum service volume of an arterial or local collector roadway within the study area. In this context, significance is not affected by the existing or projected failure of the roadway level of service. Because the UMRTS is a substantial study in terms of scope and study area, the UMRTS reports will not be prepared more frequently than once every five (5) years unless a significant traffic impact as described above is anticipated from one or more UMCAD facilities that also meet the prescribed 200,000 square feet threshold. The UMRTS is intended to provide a detailed, overview of impacts, over a broader area, mitigations, and update university specific trip rates for resident and commuter students as will be needed for the UMRTS as well as the local traffic impact analyses of UMCAD facilities studied under the UMTIA definition below (B). The UMRTS forms the baseline for future analyses and updates and provides a benchmark for future traffic related determinations and mitigations.

B. UMCAD Traffic Impact Analysis (UMTIA) report is generally defined herein as a traffic impact assessment that is submitted in support of an UMCAD amendment or facility where either the 200,000 square feet threshold does not result in significant net new traffic impacts as generally described in section I-A above or where a site specific traffic analysis for the area immediately surrounding the development site is deemed appropriate to address immediate access, traffic control, safety and general circulation issues including shuttles and pedestrians. Because the UMTIA will depend on the individual characteristics of each UMCAD facility the study area for a UMTIA will be defined and agreed upon based on each specific development being proposed but not extend throughout the UMCAD district or generally beyond the UMCAD boundaries as they exist at the time the UMTIA is initiated, presently formed by Red Road, Mataro Ave, San Amaro Drive, Campo Sano Ave, Pisano Avenue, Granada Blvd, Ponce De Leon Blvd. and Levante Avenue as detailed on Exhibit 2. The facility types and programmed campus improvements as well as roadway improvements within the limited study area will be reviewed and incorporated into the UMTIA using the same process and methodology as is used in the UMRTS at a more local and limited scale.

II. UMCAD REGIONAL TRAFFIC STUDY (UMRTS)

A. The objective of this Regional Traffic Study is to identify the long-term regional transportation impacts associated with the expansion, redevelopment, and development of planned facilities on the Coral Gables Campus of the University of Miami (UM). These facilities are identified in the University of Miami Campus Area Development District (UMCAD) documents and amendments The UMRTS is intended to identify the regional impacts and appropriate mitigation to accommodate the remainder of the UMCAD facilities, namely those that have not already been addressed or mitigated. There are numerous exhibits to this methodology many of which are temporal in nature and will need to be completed and agreed upon with signature blocks each time the UMRTS is initiated. Exhibits 1, 2, 4 and 4B are not anticipated to change

throughout the UMRTS studies unless modifications are mutually agreed upon by UM and the city or as may be further described in the body of this study methodology. Exhibits 3 and 5 through 8B will be submitted for review and approval each time the UMRTS is initiated. An updated draft of Exhibit 9 will be submitted at initiation of a UMRTS and resubmitted with the completed UMRTS report including any new recommended improvements and corresponding implementation schedules.

B. Framework

The UMRTS by its design is a regional study with boundaries extending well beyond the Campus itself. As such, the scope of study has been structured in a framework similar to that for a Development of Regional Impact (DRI) as set forth in Chapter 380 of the Florida Statutes and in the Site Impact Handbook by the Florida Department of Transportation date April 1997. However, since this UMRTS is not intended to be a DRI, most of the regulatory procedures set forth for a DRI will not apply. However, the basic scope elements for the traffic portion of a DRI (Question 21) will be used such as measures for project significance and proportionate share calculations for appropriate transportation mitigations where facilities operate below the adopted level of service. Any mitigation that is needed within the study area defined by Exhibit 2 or any of the residential streets included in the UMRTS will be designed, permitted and constructed by UM and not be mitigated under the mechanism of proportionate share costs. Proportionate share calculations will de applied as defined by the Department of Community Affairs. The general formula is as follows: [project trips / (service volume increase) x cost]. As applied to this UMRTS the project trips are defined as the trips resulting from new UMCAD facilities on a regional road segment or intersection. The servive volume increase will be the increase in peak hour service volume resulting from an improvement. The cost is the construction cost of the roadway or intersection improvement. Simply stated UM is only responsible for the proportion of the cost that equates to the proportion of the new capacity created by the improvement that is being used by the new UMCAD trips. For purposes of establishing approved and mitigated development, all UMCAD facilities built or approved for construction or that were part of a prior UMCAD update traffic study based on the 200,000 SF thresholds contained in Section 4-202 of the City of Coral Gables zoning codes shall be considered previously mitigated and treated as existing or background traffic relative to mitigation and impacts. However, any changes in the previously approved portions of the project will be subject to additional analysis, review and/or mitigation as appropriate. A list of previously approved and mitigated facilities as of the date of this MLOU is attached as Exhibit 3.

C. UMRTS Study Area

The study area boundaries include the areas surrounding the University of Miami Coral Gables Campus, with boundaries formed by regional arterials consisting of Bird Road (SW 40th Street) to the north, Sunset Drive (SW 72nd Street) to the south, Le Jeune Road (SW 42nd Avenue) to the east, and Red Road (SW 57th Avenue) to the west. The study area contains an approximate 3.5 square miles of area bordering the Cities of Miami, South Miami, and unincorporated Miami-Dade County. It is within this study area that regional roadways and

significantly impacted local roadways and intersections will be addressed. A series of local residential streets are also included generally located between Miller Road and Blue Road. The study area is depicted in Exhibit 1.

D. Existing Conditions

1. Traffic Counts: The base or existing conditions upon which the impact of the new facilities will be based consists of the AM and PM peak hours and daily conditions during the most current month of peak campus activity. For the UM campus, that month has historically been either March or October through early November. The existing and background traffic conditions for the first UMRTS will therefore be recorded during March 2007. Future updates of the UMRTS may be based on either March or October/November based upon the time of year during which the study is initiated. The comprehensive count program will include forty-three (43) intersections and twenty six (26) bi-directional machine counts. The intersections will be counted on one typical weekday (Tuesday, Wednesday or Thursday) from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM recorded in 15-minute increments to capture the peak arrival and departure periods for the students. The bi-directional machine counts (road tubes) will be installed for forty eight (48) hours (Tuesday through Thursday) yielding daily and peak hour traffic volumes also in 15-minute increments. The first regional traffic study will include bi-directional machine counts on the residential streets between Miller Road and Blue Road as well as at the residential towers at Mahoney Pearson and University Village. These counts will be repeated with each update of the UMRTS. The count locations are listed in Exhibit 4. The count locations may be substituted or amended as mutually agreed upon with the city at the initiation of each UMRTS agreement. The total number of intersections will not exceed 43 locations.

2. Level of Service: Existing levels of service (LOS) will be calculated for each roadway consistent with the LOS standard as identified in the City of Coral Gables Comprehensive Plan. LOS E shall be the minimum standard for any and all locations/transportation facilities including intersections, not explicitly covered by the subject Plan. To be consistent with current level of service criteria as established by the Florida Department of Community Affairs (DCA) for Comprehensive Plans and Transportation Concurrency, the LOS for roadway segments shall be measured on a peak directional basis. Intersections shall be evaluated using the latest update of the Highway Capacity Manual's software. Where appropriate, a roadway level of service may be evaluated using operational software such as ART-PLAN, SYNCHRO or CORSIM at the option of UM. The LOS standards for the roadways and intersections within the study area are set forth in Exhibit 5. Standards for residential streets shall generally be established based peak hours not exceeding 120 vehicles, or daily traffic volumes not exceeding 1,200 vehicles for both directions of travel. Any residential streets between Miller Road and Blue Road that exceed these thresholds for existing as well as future conditions will be mitigated by UM with traffic calming measures subject to neighborhood acceptance and city approval of those measures.

E. Programmed Improvements

1. Public Programs: Intersection or roadway improvements that are under construction shall be considered as existing for the purpose of the study. Intersection or roadway improvements that are funded, or scheduled for construction within three (3) years of approval of the MLOU and upon the start of any new UMRTS shall for the purpose of traffic evaluations be included in the study as assured construction by others. A list of those improvements will be provided to the City for verification prior to their inclusion into the UMRTS and set forth in Exhibit 6A.

2. Private Programs: Private improvements of roadways and intersections that are funded or assured through the posting of a bond shall also be included in the analysis. Improvements that are contained in a Development Order (DO) for a Development of Regional Impact (DRI) shall be included if the trips associated with a development entitlement resulting from that improvement are included within the UMRTS as committed development. A list of those improvements will be provided to the City for verification prior to their inclusion into the UMRTS and set forth in Exhibit 6B.

F. Background Conditions

1. Historic Growth Rate: The historic traffic growth rate will be calculated for all the regional and sub-regional roadways within the study area and within two (2) miles of the area surrounding the study area for which historical traffic count station data is available. The data used will be the published Average Annual Daily Traffic (AADT) for the past five years if available from the FDOT and Miami-Dade County. Background traffic will be projected to the first five-year phase of development using that procedure. Any negative values or values below 0.5% will be replaced with 0.5% per year positive growth as a minimum annual rate subject to review by city staff. Background traffic beyond the first five year phase of development will be forecasted based on the growth rate derived from the current Miami-Dade County MPO's Long Range Cost Feasible Model. The growth rates calculated for the first phase of UMCAD development or subsequent five year phases will be calculated and applied on an area wide basis based on the overall weighted average growth rate. Future background traffic volumes for future development phases may not be lower than the background volume calculated for the first phase of development within the update of the UMRTS. All growth rates to be used in the UMRTS will be submitted to the city for review and comment prior to being incorporated into the analysis.

2. Committed Developments: Committed developments will be included in the analysis and their traffic will be assigned throughout the UMCAD study area. Committed developments are those projects that have received approval in some form of legal entitlement but have not yet initiated or completed development. Those developments shall be considered a "committed" development if the entitlement occurred before the date the UMRTS is initiated and the committed development inventory is requested from the local governments. The committed developments shall be obtained and confirmed in writing

from each local government within or surrounding the study area. If site specific traffic studies were performed for these developments, the approved distribution and trip generation shall be applied in the analysis. If there are no site specific traffic studies available, the traffic distribution shall be derived with the uses of the MPO's model, and trip generation shall be calculated using the 7th Edition of *Trip Generation* by the Institute of Transportation Engineers. The committed developments obtained and used in the analysis will be set forth in Exhibit 7 and submitted to the City for review and comment before they are applied in the analysis. City comments of Exhibit 7 will include the deletion of committed developments that are considered to be insignificant in scale and included in the study as part of background growth rates.

G. Project (U.M.) Trip Generation

1. Student Trip Rates: A UM specific student trip rate shall be measured and applied in the UMRTS update studies. Key portal intersections to the campus area where AM and PM peak hour traffic counts have been conducted shall be used to measure the blended student, faculty and staff trip rate by dividing the student population by the adjusted total inbound and outbound traffic volume to the campus area. The development of the trip rates will include separation of student population into commuters as well as resident students. The specific trip rate for resident students previously documented from studies of the Mahoney-Pearson Residential College in September of 2002 as part of the University Village Traffic Study will be updated and include resident student trip rates measured at the completed portion of University Village. This trip rate update will be part of the first UMRTS and future updates of the UMRTS but the locations may be substituted to measure new on-campus residential developments that may have been built between updates of the UMRTS as agreed upon with city staff. These trip rates for all applicable peak hours will be used to calculate the changing trip generation patterns for future development phases when the resident students will increase in proportion to the total student population. Additional consideration will be given to the anticipated changes in faculty and staff since they also impact the total trip rate. Each UMRTS will include a table or exhibit that provides the historic and current student, faculty and staff populations by year including the forecasted changes for the study phase years 2010, 2015, 2020 and 2025. This will be fully documented on a phase-by-phase basis throughout the traffic analysis.

2. Facility Trip Rates: In addition to Campus trips being generated by students, faculty and staff, additional external trips are anticipated from special facilities approved in the original or amended UMCAD plan that are less student oriented. To distinguish between Campus facilities accounted for in the calculated trip rates per student and those, which would generate additional external trips, a classification system was established for each facility type proposed in the UMCAD plan. This approach was applied in the previous UMCAD amendments and update traffic and concurrency studies in October 1999 and June 2000 both of which were reviewed by City consultants and staff.

The facilities proposed in the UMCAD were classified as Type 1, Type 2, or a combination of both types (i.e. Type 1 - 2). The facilities currently proposed and their designations (Type) are depicted in Exhibit 8A. The predominant use of most UMCAD facilities is to directly serve and support the student population, staff and faculty. Such facilities are classified as Type 1 because the external trips are generated by the student population and the trips are accounted for in the student trip rates. However, a small number of facilities generate external trips not directly related to the student population; these are classified as Type 2. Since the student population will remain fairly constant over the future years, it is the Type 2 facilities that will generate the majority of new trips in the future. Those, which are a combination, such as research facilities attended by students as well as outside work forces, are classified as Type 1 - 2. For the Type 2, the trip generation rates applied will be from the latest edition of the Institute of Transportation Engineers *Trip Generation*, currently the 7th Edition. The Type 1 - 2 will be a combination of rates as may be applicable to the specific facility and use being evaluated. The facility types for the proposed facilities and their corresponding trip generation will be listed in Exhibit 8B and will be submitted and reviewed with city staff and consultants prior to being incorporated into the traffic analysis.

H. Trip Distribution

Trip distribution for the additional trip generation will be assigned onto the study area roadways and intersections based upon three evaluations. The first is the use of the MPO model with assignments (%) being identified from a select zone analysis, which is then applied to the trip generation. This will mostly apply to the Type 2 facilities as previously described. The second is identifying the home location of the commuter students by zip codes to estimate the logical travel path to and from the University Campus. The third is a review of the existing travel patterns to and from the Campus as derived from the existing peak hour turning movement counts at the portal locations to the campus, and any shift as may be anticipated from the future UMCAD development patterns as well as the re-routing of student trips resulting from the conversion of commuter trips to resident trips. Any approach or combination of approaches used in the analysis will be reported and applied separately for each trip type before combining the trips to estimate the assignment of project trips onto the study area roadways and fully supported in text or illustrative diagrams. Assignment of project trips through the residential streets is directly related to the location and type of projects being considered within each update and will therefore be reviewed city staff prior to starting each study. One example approach would be the re-assignment of new UMCAD trips destined for Red Road that can not use Miller Road due to capacity constraints. Those trips would be assigned onto alternative roads including the residential streets between Miller Road and Blue Road in the same proportion as each street's volume compared to the total volume carried by all the streets collectively.

I. Total Traffic Conditions

At the completion of the forgoing steps A through F, the total traffic conditions will be identified for each five year development phase including background, committed developments and

project (UMCAD) traffic. The total traffic volumes for roadway segments, corridors or intersections will be calculated using the applicable standards and procedures. The background levels of service will be identified as well as the level of service under total conditions, created by adding the UMCAD trips from proposed development to background conditions for each UMCAD phase.

J. Mitigation

The original 1992 UMCAD contains a set of improvements that were recommended as part of UMCAD implementation. Some of these improvements have already been completed as part of prior updates and development phases. Several of these recommendations have been modified or deleted as a result of neighborhood or city requests. All the remaining recommended improvements contained in the 1992 UMCAD update and listed in subsequent UMCAD updates will be carried forward in the UMRTS. These improvements will be listed, referenced and fully evaluated and addressed, and those, which remain appropriate (with the City's concurrence), will be incorporated into the overall mitigation phasing plan. The UMCAD improvements that resulted in specific development order conditions or ordinances will be listed and their status will be carried forward through each UMRTS in Exhibit 9 along with the remainder of the recommended improvements, their status and dates or phases during which they are programmed for implementation. Exhibit 9 will also include additional committed improvements resulting from prior projects and studies such as University Village. The subject list may be revisited in cases where the improvements are no longer feasible and/or additional improvements are deemed necessary by UM and the City. Exhibit 9 attached hereto lists the traffic and circulation improvements and their status required by ordinance(s) as of the 1992 UMCAD. The improvements that were "recommended" or "suggested" in various updates, some of which are included in Exhibit 9 are listed in Attachment A. The improvements listed in Attachment A will be re-evaluated in the UMRTS and carried forward if they remain of value based on current roadway and traffic conditions and if they remain consistent with city and neighborhood goals. The recommendations in Attachment A will be reviewed with city staff during the preparation of the UMRTS prior to being either included or deleted from the mitigation program.

At each development phase, if a roadway segment or intersection falls below the adopted and/or agreed-upon level of service, appropriate mitigation will be recommended. UM shall not be responsible for mitigating a roadway segment within the study area if the peak directional project (proposed new UMCAD trips) are less than 5 percent of the peak directional service volume of that facility. By DRI definition those impacts would be considered insignificant. In the event that an impacted facility is constrained (such as Red Road), the mitigation will be calculated as a proportionate share cost of a theoretical improvement. The proportionate share contribution as contained in Chapter 9J-2.045 Florida Administrative Code (and as required by the South Florida Regional Planning Council for DRI applications) will be used in this analysis and calculated for all mitigations identified. The study will be phased to include analyses and proportionate share calculations for 2010, 2015, 2020 and 2025. Mitigations will be identified by trip thresholds, and a trip table will be prepared to facilitate monitoring and tracking of UMCAD facilities. All mitigating measures will be considered in addition to

traditional roadway and intersection expansion inclusive of transit and shuttle use, travel demand management plans, reductions in commuter students, traffic calming and streetscape improvements. Any mitigation that is needed within the study area defined by Exhibit 2 or any of the residential streets included in the UMRTS will be designed, permitted and constructed by UM and not be mitigated under the mechanism of proportionate share costs. The applicant will submit a fully updated, consolidated study report reflecting any and all adjustments, supporting documentation and/or additional analyses prepared during the study review period as needed for final acceptance of the study by the City.

III. UMCAD TRAFFIC IMPACT ANALYSIS (UMTIA)

The UMTIA will be a site specific traffic study measuring the traffic impacts of specific UMCAD facilities that do not generate significant traffic volumes throughout the UMCAD district or the regional area. The UMCAD facility may however require some localized evaluations resulting from shifts in driveway or local road traffic, operational improvements such as but not limited to driveway modifications, traffic signals, pedestrian and shuttle accommodations. The scope of each UMTIA will be determined with city staff and generally rely to the greatest extent possible upon student trip rates, regional growth rates, external trip impacts based on facility types, and cardinal approach and distribution models as developed during the latest UMRTS report. Prior to initiating the traffic study, a Traffic Impact Statement (TIS) will be submitted to the city identifying trip generation impacts, proposed use and pertinent traffic impact characteristics along with a city concurrency statement. The TIS will be the basis for determining if a UMTIA is warranted and if so, what the scope of study should include.

List of Exhibits

Exhibit 1. Regional Study Area Limits
Attached

Exhibit 2. UMTIA Study Area Limits
Attached

Exhibit 3. Approved and Previously Mitigated UMCAD Facilities
To be submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 4A. UMRTS Traffic Count Location List
Attached

Exhibit 4B UMRTS Traffic Count Locations Map
Attached

Exhibit 5. Study Area Levels of Service
To be obtained from local governments and submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 6A. Programmed (Public) Roadway and Intersection Improvements
To be obtained from local government and submitted by UM and agreed upon before initiating a Regional Study.

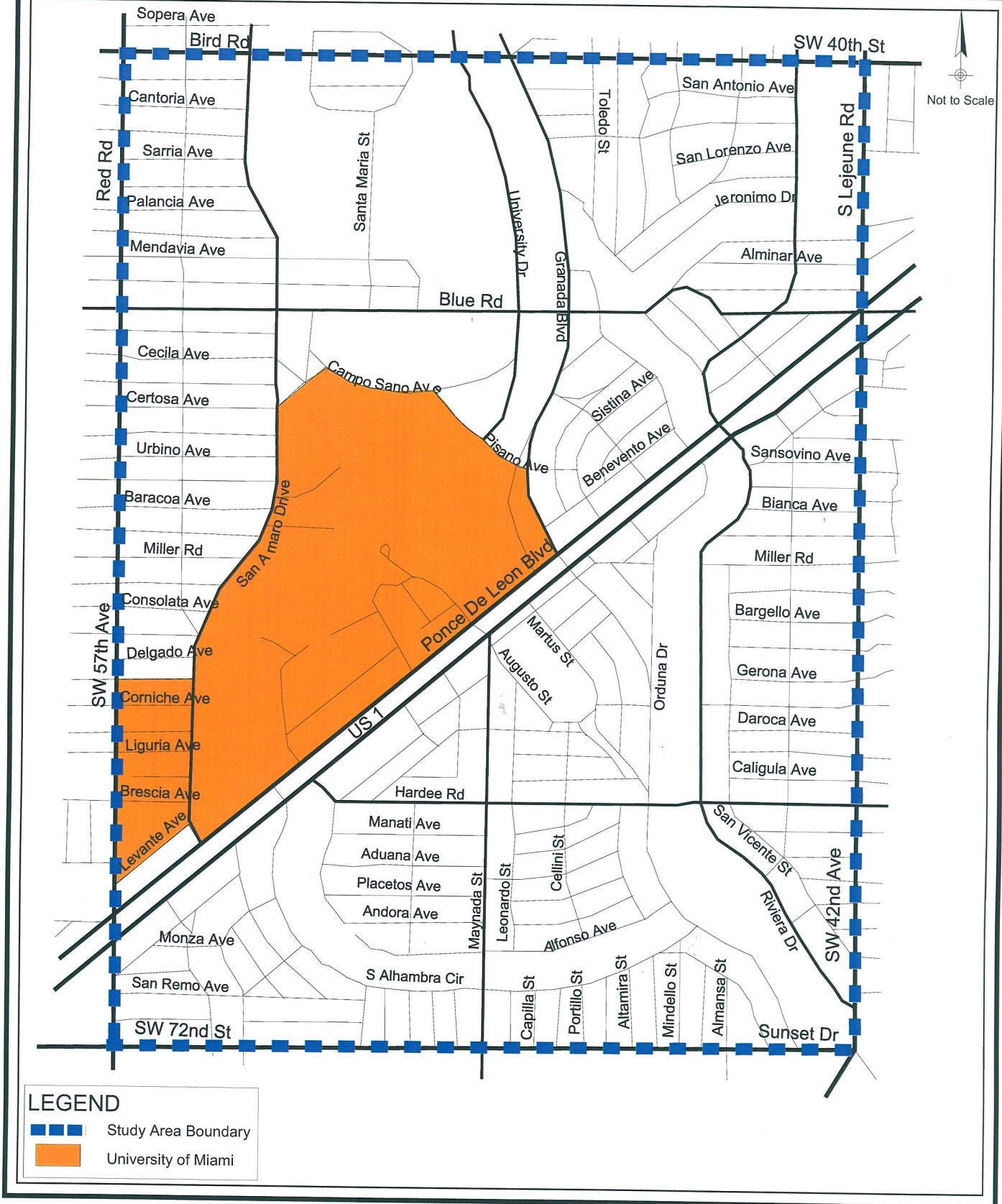
Exhibit 6B. Programmed (Private) Roadway and Intersection Improvements
To be obtained from local government and submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 7. Committed Developments
To be obtained from local government and submitted by UM and agreed upon before initiating a Regional Study.

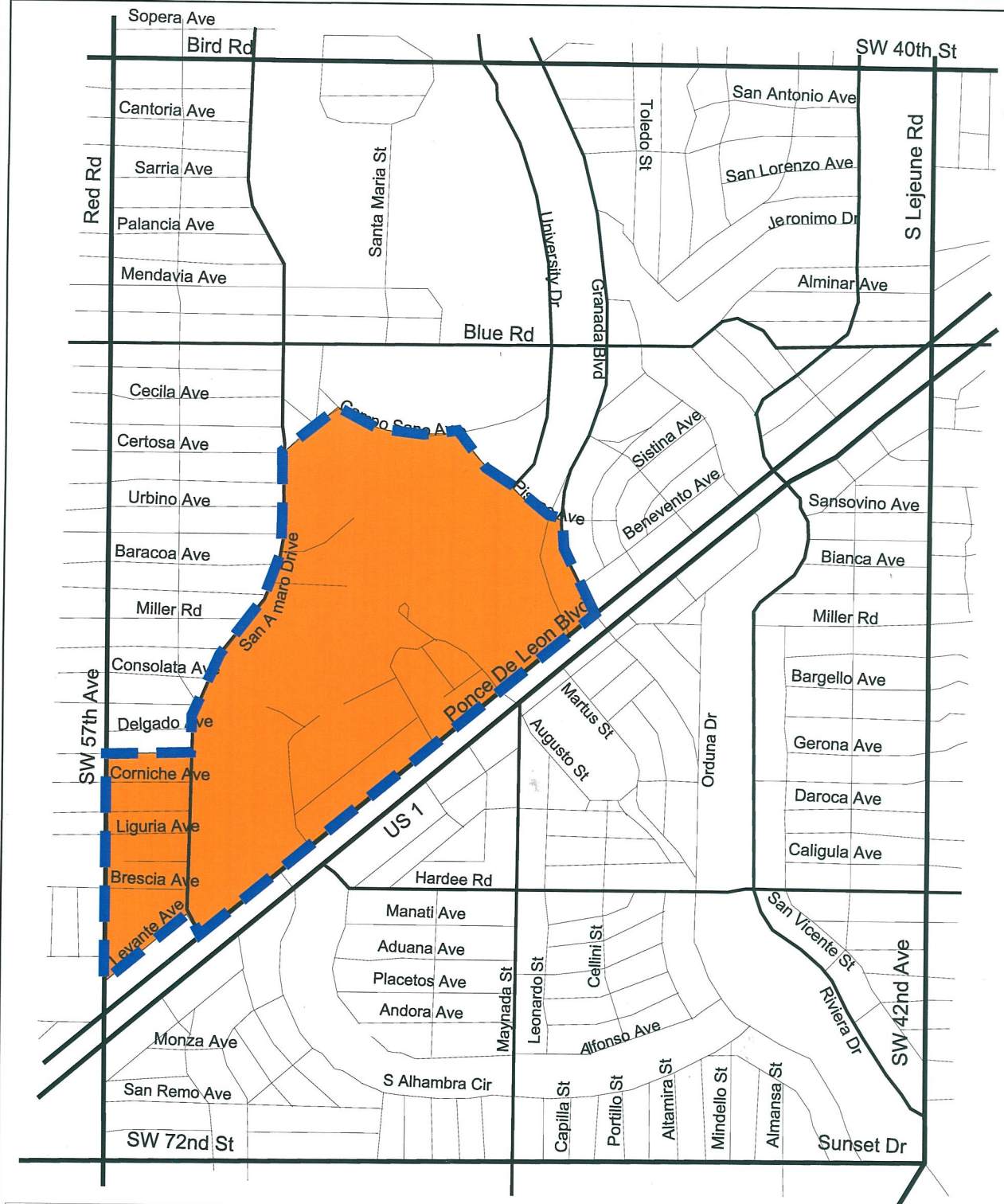
Exhibit 8A. Proposed UMCAD Facilities and Facility Type
To be submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 8B. Proposed UMCAD Facilities and Trip Generation
To be submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 9. Status of UMCAD Improvements
To be submitted by UM and agreed upon before initiating a Regional Study. (Initial listing attached).



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	STUDY AREA LIMIT	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	EXHIBIT 1 2/05/07



UNIVERSITY OF MIAMI LOCAL TRAFFIC STUDY	UMTIA STUDY AREA LIMIT	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	EXHIBIT 2 2/05/07

EXHIBIT 3

APPROVED AND PRE MITIGATED UNIVERSITY OF MIAMI FACILITIES / 2007

February 9, 2007

existing facilities and facilities under construction

	No.	Facility	area GSF FAR	Use									Notes
				academic	Student Housing	faculty / staff housing	campus life	athletics / recreation	cultural / perform	NSCDZ	admini / support	Parking	
	0101	J. Neville McArthur Engineering Building	97,108	97,108									
	0102	Arthur A. Ungar Computer Center	58,345	58,345									
	0104	James M. Cox Science Building	190,944	190,944									
	0106	Arts Annex Building 3	6,702	6,702									
	0108	Art Building 1	26,723	26,723									
	0109	L-1 Building	12,290	12,290									
	0114	James L. Knight Physics Building	73,000	73,000									
	0115	J. Neville McArthur Engineering Addition	20,000	20,000									
	0201	Solomon G. Merrick Building	123,954	123,954									
	0202	Antonio Ferré Building	10,748	10,748									
	0203	Oscar E. Dooly Memorial Classroom Building	77,311	77,311									
	0204	Whitten Learning Center	45,054	45,054									
	0205	Ashe Memorial Administration Building	75,862	75,862									
	0206	Norman A. Whitten University Center	203,550				203,550						
	0207	Otto G. Richter Library	211,800	211,800									
	0208	Meyer Law Library (Bldgs D / G)	87,290	87,290									
	0209	Law Administration (Bldg C)	10,540	10,540									
	0210	Law Classroom (Bldg A)	10,832	10,832									
	0211	Law Tax Wing (Bldg E)	12,294	12,294									
	0212	New Law Building (Bldg F)	34,550	34,550									
	0213	New Law Library (Bldg B)	37,986	37,986									
	0214	Dynamic Cablevision Building	0								0		Does not exist.
	0215	Frances L. Wolfson Building, School of Communication	45,496	45,496									
	0216	Student Center at School of Communication	25,240	25,240									
	0220	Dean Robert Allen Hall Building	21,780	21,780									
	0221	Centrex Building	5,902								5,902		
	0222	Mary B. Merritt Panhellenic Building	27,752	27,752									
	0223	Maurice Gusman Concert Hall	36,558						36,558				
	0224	Charles H. Gauthier Hall	8,501				8,501						
	0225	School of Business	120,859	120,859									
	0228	David Epstein and Bernie Kosar Faculty Building	15,684	15,684									
	0286	M. Christine Schwarz Center for Nursing Education	53,414	53,414									
	0301	Daniel J. Mahoney Residence Hall	167,166		167,166								
	0302	Pearson Hall	167,166		167,166								
	0303	Mahoney / Pearson Dining Hall	20,673				20,673						
	0305	Lowe Art Museum	37,555						37,555				
	0306	Student Health Center	13,901				13,901						
	0307	Writing Center	8,375	8,375									
	0313	Behavioral Medicine Research Institute	11,230	11,230									
	0317	Mahoney/Pearson Commons	18,652		18,652								
	0401	Walsh Tower	85,097		85,097								
	0402	Rosborough Tower	85,097		85,097								
	0403	Stanford Residential Commons	13,459		13,459								
	0405	Stanford/Hecht Dining Hall	22,579				22,579						
	0406	McDonald Tower	85,097		85,097								
	0407	Pentland Tower	85,097		85,097								
	0408	Hecht Residential Commons	29,810		29,810								
	0410	Sculpture Studio	7,603	7,603									
	0421	Guidance Center - Building 21	23,474	23,474									
	0422	Apartment Building 22 (Brunstetter)	23,474		23,474								
	0423	Apartment Building 23 (Grosvenor)	23,474		23,474								
	0434B	Apartment Building 34b (Pentland)	13,044		13,044								
	0435	LaGorce - Building 35	21,593	21,593									
	0436	Apartment Building 36 (Foster)	23,758		23,758								
	0437	Rhodes House - Building 37	23,758		23,758								
	0441	Apartment Building 41 (Railey)	17,322		17,322								
	0442	Apartment Building 42 (Smith)	17,322		17,322								
	0443	Apartment Building 43 (Allen)	17,322		17,322								
	0448	Architecture N	15,750	15,750									
	0449	Architecture S	15,750	15,750									
	0450	Eaton Hall	105,796		105,796								
	0455A	Jorge M. Perez Architecture Center	8,208	8,208									
	0470	University Village Student Apartments	362,136		362,136								
	0471	Townhouses	8,941			8,941							
	0472	Townhouses	10,826			10,826							
	0473	Townhouses	8,941			8,941							
	0474A	U.V. Student Support Center	5,996				5,996						
	0504	Rehearsal Center	20,236	20,236									
	0505	Arnold Volpe Music Building	11,892	11,892									
	0507	Albert Pick Music Library	3,739	3,739									
	0508	Bertha Foster Memorial Music Building	22,761	22,761									
	0509	Handleman	2,464	2,464									
	0510	Percussion Building	339	339									
	0511	Jerry Herman Theatre Complex	14,589						14,589				
	0512	Schiff Tennis Building	2,254					2,254					
	0516	Neil Schiff Tennis Center	11,464					11,464					
	0517	L. Austin Weeks Center for Recording and Performance	14,000	14,000									
	0518	Wellness Center	115,225					115,225					
	0520	Marta and Austin Weeks Music Library and Technology Center	28,433	28,433									
	0521	Yaron Field House Storage	1,025					1,025					
	0601	Hecht Athletic Center	61,902					61,902					
	0602	Baseball Media Building	576					576					
	0603	Baseball Stadium	21,097					21,097					
	0604	James L. Knight Sports Center	28,500					28,500					
	0605	Ron Fraser Baseball Building	5,237					5,237					
	0606	Kearns Sports Hall of Fame	2,902				2,902						
	0607	Bank United Convocation Center	205,000					205,000					
	0609	Alex Rodriguez Park	11,000					11,000					
	0612	Fred C. and Helen D. Flipse Building	69,252	69,252									
	0701	Facilities Administration	45,726								45,726		
	0702	Rainbow Building	17,532	17,532									
	0703	Evelyn F. and William L. McNight Advancement Building	10,500								10,500		
	0704	Alumni House	3,324				3,324						
	0705	Marion and Ed Lau Founder's Club	6,570								6,570		
	0709	New Maintenance Building	5,000								5,000		
	0713	Dance Studio / Theatre Arts Building	7,808	7,808									
	0714	Albert Pick Hall	11,537	11,537									
	0715	Casa Bacardi - ICCAS	11,706						11,706				
	0718	School of Education Research at Brescia	5,537	5,537									
	0720	Max Orovitz Administration Center	37,023								37,023		
**	0112	Memorial Drive Gate House	25								25		
**	0113	Botany Greenhouse	1,022	1,022									
**	0103	Utility Building No. 1	6,299								6,299		
**	0206A	Utility Plant No. 4	6,299								6,299		
**	0304	Utility Building No. 3	4,360								4,360		
**	0318	Stanford Drive Gate House	78								78		
**	0320	Pearson Parking Garage	172,572									172,572	
**	0321	Pavia Parking Garage	169,980									169,980	
**	0404	Utility Building No. 2	4,517								4,517		
**		Townhouse Garages	4,746									4,746	
**	0474	University Village North Garage (631 spaces)	232,770									232,770	
**	0475	University Village South Garage (169 spaces)	62,517									62,517	
**	0608	Ponce de Leon Parking Garage	334,865									334,865	
		TOTAL EXISTING FACILITIES	**5,209,711**	**1,862,093**	**1,364,047**	**28,708**	**281,426**	**463,280**	**100,408**	**0**	**132,299**	**977,450**	
	**	**TOTAL EXISTING FACILITIES NON FAR**	**1,000,050**	**1,022**	**0**	**0**	**0**	**0**	**0**	**0**	**21,578**	**977,450**	
		TOTAL EXISTING FACILITIES IN FAR	**4,209,661**	**1,861,071**	**1,364,047**	**28,708**	**281,426**	**463,280**	**100,408**	**0**	**110,721**	**0**	

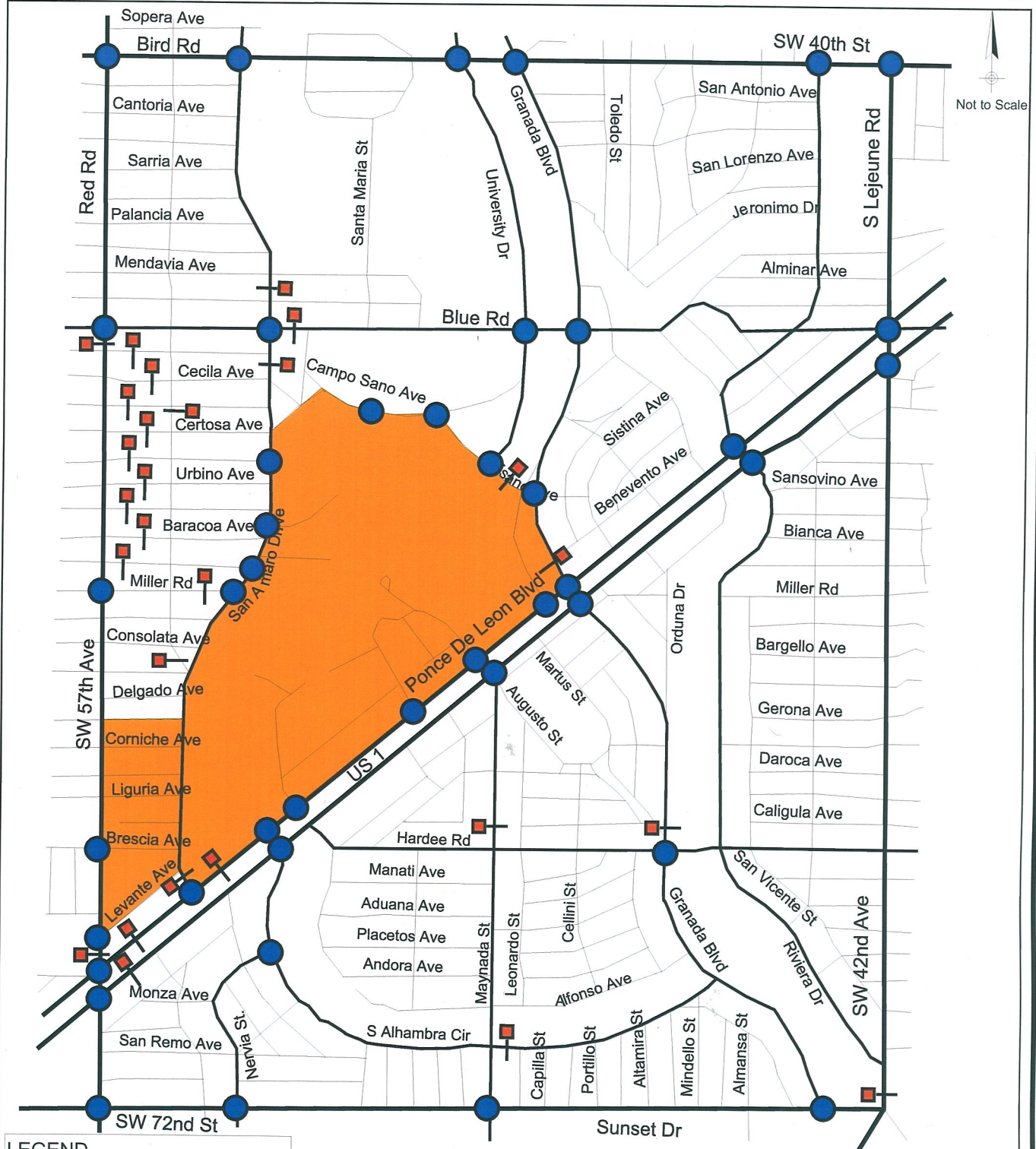
** Utility / Support

Exhibit 4
Count Locations

Location	Intersections
1	Red Road / Miller Road
2	San Amaro Drive / Miller Road
3	San Amaro Drive / Trillo Avenue / Miller Drive
4	San Amaro Drive / University Entrance (Memorial Drive)
5	San Amaro Drive / Robbia Avenue
6	Campo Sano / Brunsen Drive
7	Pisano Avenue / University Drive
8	Pisano Avenue / Carillo Street
9	Granada Boulevard / Ponce De Leon Boulevard
10	Granada Boulevard / US 1 (Dixie Highway)
11	Carillo Street / Ponce De Leon Boulevard
12	Stanford Drive / Ponce De Leon Boulevard
13	Stanford Drive / US 1 (Dixie Highway)
14	Merrick Drive / Ponce De Leon Boulevard
15	Dickinson Drive / Ponce De Leon Boulevard
16	South Alhambra Circle / Ponce De Leon Boulevard
17	South Alhambra Circle / US 1 (Dixie Highway)
18	Hurricane Drive / Ponce De Leon Boulevard
19	Red Road / Levante Avenue
20	Red Road / US 1 (Dixie Highway)
21	Red Road/Ponce de Leon Boulevard (New)
22	Campo Sano Avenue / Pisano Avenue (New)
23	Red Road / Brescia
24	Sunset Drive / Maynada Street
25	Sunset Drive / Red Road
26	Red Road / Blue Road
27	Red Road / Bird Road
28	Bird Road / University Drive
29	Bird Road / LeJeune Road
30	Blue Road / San Amaro
31	Blue Road / University Drive
32	Blue Road / Granada Blvd
33	Blue Road / Ponce de Leon
34	US 1 (Dixie) / LeJeune Road
35	Riviera Drive/Ponce de Leon Boulevard
36	Rivera Drive/US 1 (Dixie Highway)
37	Rivera Drive/Bird Road
38	Granada Boulevard/Sunset Drive
39	Granada Boulevard/Hardee Road
40	Sunset Drive/Nervia Street
41	South Alhambra Circle/Nervia Street
42	San Amaro Drive/Bird Road
43	Granada Boulevard/Bird Road

Exhibit 4 (continued)

Location	Machine Counts (48 Hour)
1	San Amaro Drive North of Ponce De Leon
2	University Drive North of Granada Blvd.
3	Red Road North of Ponce De Leon
4	Granada Blvd. North of Ponce De Leon
5	Alhambra Circle North of San Amaro Drive
6	US 1 / Dixie Hwy. East of Red Road
7	Ponce De Leon East of San Amaro Drive
8	Ponce De Leon East of Red Road
9	Miller Road West of San Amaro Drive
10	Blue Road East of San Amaro Drive
11	Red Road south of Blue Road (New)
12	South Alhambra Circle east of Maynada Street
13	Maynada Street north of Hardee Road
14	Granada Boulevard north of Hardee Road
15	South LeJuene Road north of Sunset Drive
16	Trillio Avenue between Red Road and Alhambra Circle
17	Baracoa Avenue between Red Road and Alhambra Circle
18	Ancona Avenue between Red Road and Alhambra Circle
19	Urbino Avenue between Red Road and Alhambra Circle
20	Robbia Avenue between Red Road and Alhambra Circle
21	Certosa Avenue between Red Road and Alhambra Circle
22	Sena Avenue between Red Road and Alhambra Circle
23	Cecillia Avenue between Red Road and Alhambra Circle
24	Mantua Avenue between Red Road and Alhambra Circle
25	San Amaro Drive south of Mantua Avenue
26	San Amaro Drive north of Alegriano Avenue
27	Alhambra Circle north of Trillo Avenue
28	Alhambra Circle north of Certosa Avenue
	Machine and/or manual counts for updating residential student trip rates
29	Mahoney Pearson residential facility
30	University Village residential facility



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	COUNT LOCATIONS	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	EXHIBIT 4B 2/05/07

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

A. Ordinance No. 2964

Condition	Status	Comments
Improvements related to Campus Access and Circulation		
The University shall assess anticipated traffic impacts on Miller Road to determine if additional through lanes, turn lanes, or other improvements should be made between Red Road and San Amaro Drive. All needed improvements for this roadway link shall be made in conjunction with the University Village project.	Completed	The traffic study for University Village addressed all matters relating to this condition. This particular condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable.
The University shall commit to signal warrant studies and signalization funding at the following intersections as they become necessary:		This item may be re-evaluated in future studies based on future development.
Dickinson and Ponce	Warrant completed 12/2000	The signal was not recommended. Condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable.
Merrick and Ponce	Warrant completed 12/2000	The signal was not recommended. University will provide the City with a copy of the Warrant Report. Condition will be monitored during the current Regional Transportation Study that will be completed in August, 2007.
Granada and Pisano	Completed	A traffic/pedestrian signal is in place immediately south of Pisano and Granada.
The University shall effectuate necessary roadway improvements as noted on pages 8 and 9 of the Planning Department Staff Report entitled "Review of the University of Miami Campus Area Development Plan" dated 7/5/91 in conjunction with Phase I of the University Village project in order to minimize potential negative traffic impacts to adjacent roadways resulting from street closings.	Completed	The traffic study for University Village addressed all matter relating to this condition.

The University shall establish, and the City shall approve, a schedule which ties roadway and parking improvements to key projects prior to the issuance of any permits.	In progress	
The University shall commit to making certain improvements called out as "suggestions" by the University's Traffic Consultant, (tab 4 of the UMCAD document), such as improvements to the intersection of Granada and Ponce, in conjunction with the first phase of the Master plan development as follows:		The current Regional Traffic Study to be completed by August 2007, will review and update conditions described in this previous traffic study. The conditions from the study referenced in this Ordinance are found at: US1/Alhambra: See # 27 Granada/Ponce: See # 30 Ponce / Merrick and Ponce/Dickinson: See Improvements related to NSCDZ (LRDZ) Implementation will be in accordance w the Regional Traffic Study recommendations/timetable.
Stanford Drive / Ponce de Leon widening.	Completed.	
Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road.	Not completed.	Submit signal phasing plans for permitting to Miami-Dade County and FDOT by December 31, 2007.
Realignment of Miller Road	Not completed.	Was to be completed as part of the Law School expansion, but Law School expansion has not been implemented. Will be completed by December 31, 2010.
Right in and right out channelization at Robbia Avenue access drive.	Completed.	
Closure of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.	Completed.	
Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow.	Not completed.	Was to be completed as part of the Law School expansion, but Law School expansion has not been implemented. Will be completed by December 31, 2010.
Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue.	Not completed.	The streets have been closed at Red Road at the petition of the neighbors.
Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue.	Completed.	Traffic circle completed for traffic calming.

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

Closure of San Amaro Court at Camp Sano Avenue.	Completed.	
Closure of Alhambra Circle at San Amaro Drive.	Not completed.	This particular condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable and will be coordinated with area residents as needed.
Improvements related to the Convocation Center		
Lengthening of the left turn lane on northbound US 1 at Alhambra Circle.	Not completed.	Plans for permitting will be submitted to FDOT by December 31, 2007.
Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard	Not completed.	Removal of parking meters will be requested by the university to the city for removal by August 2007.
Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on northbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road.	Completed	
Realignment of Dickinson Road West of Ponce de Leon Boulevard. Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive.	Under design for two lanes in, two lanes out.	Plans will be submitted to the City of Coral Gables by December 31, 2007.
Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium.	Completed	
Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.	Not completed.	These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020.
Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events.	Completed.	

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

Improvements Related to the New Campus Area and the NSCDZ (LRDZ)		
The University shall commit to funding and/or constructing any of the improvements listed on page 55, tab 4 of the UMCAD document, as may be deemed necessary or desirable by the City. As follows:		
Northbound on US-1 left to westbound Alhambra Circle should be lengthened to provide 150'-200' of storage.	Not completed.	This particular condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable.
Southbound Ponce de Leon to eastbound Alhambra left turn lane should be extended.	Completed.	Will be reviewed as part of further development in the area in 2015-2020.
Existing northbound Ponce to westbound Merrick left turn lane should be extended and signalized.	Partially completed.	Will be reviewed as part of further development in the area in 2015-2020.
Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.	Not completed.	These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020.
No on-street parking should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue.	Completed.	
No driveways should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue	Completed.	
No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue.	Completed.	
Access to parking structure G831 should be aligned with Walsh Avenue.	Not applicable.	This parking structure was not built.
Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue	Under design for two lanes in, two lanes out.	Status and schedule addressed under "Improvements related to the Convocation Center".
Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue.	Not completed.	These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020.
Traffic improvements identified for the Ryder Convocation Center will also help support the LRDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive.	Not completed.	Submit plans for permitting to FDOT by December 31, 2007 .

The University shall review vehicular access and circulation in the area of Campo Sano and Pisano in order to minimize vehicular impacts through signage, routing, scheduling, etc.	Not completed.	These improvements will be reviewed and completed as required by updated traffic studies when the NSCDZ is being developed. The project is scheduled for years 2015-2020.

B. Ordinance 2004-20

Condition	Status	Comments
Improvements Related to the University Village		
The following transportation improvements will be completed by the applicant prior to receiving final CO for University Village student apartments.		The University Village includes apartment housing and townhouses as one project to be completed by December 31, 2009.
Provide a northbound left turn lane on San Amaro Drive at Brescia Avenue.	Completed	
Provide a northbound left turn lane on San Amaro Drive at Albenga Avenue.	Completed	
Provide a westbound left turn lane on Brescia Avenue at Red Road.	Completed	
Provide an eastbound left turn lane on Brescia Avenue at San Amaro Drive.	Completed	
Provide a southbound left turn lane on Red Road at Albenga Avenue subject to permitting by the Florida Department of Transportation and/or Miami-Dade County.	Not completed.	To be constructed prior to project completion on December 31, 2009.
Provide a southbound left turn lane on Red Road at Brescia Avenue subject to permitting by the Florida Department of Transportation and/or Miami-Dade County.	Not completed.	To be constructed prior to project completion on December 31, 2009.
Widen Brescia Avenue to three lanes between Red Road and San Amaro Drive as determined by the City Public Works and Planning Departments.	Not completed.	To be constructed prior to project completion on December 31, 2009, as required by City Public Works and Planning Departments.
Provide shuttle bus service and shelters or other adequate weather protection within University Village where shuttle stops are located as determined by the City Public Works and Planning Departments.	Partially completed.	Project under construction to be finished by project completion on December 31, 2009
Provide optimized signal timing information from the February 2003 Traffic Study for all intersections analyzed to Miami-Dade County to determine the need for resignalization.	Not completed.	To be completed prior to project completion on December 30, 2009

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

A traffic signal warrant study based on future traffic projections shall be completed for the intersection of San Amaro Drive / Brescia Avenue. The University, its successors or assigns shall submit the study for review to the City and other appropriate agencies. If the signal is warranted and approved by the agencies, the University shall install the signal. If the signal is not warranted based on projections, then the University shall complete a traffic signal warrant study within six months after issuance of final CO and when the University Village has full occupancy. If the signal is warranted and approved by the agencies at that time, the University shall install the signal.	Not completed.	To be completed prior to project completion on December 30, 2009
Provide two or more pedestrian crossings on San Amaro Drive abutting the property.	Completed	
Provide / construct all parking in accordance with the approved site plan.	Partially completed. Project under construction	To be completed prior to project completion on December 30, 2009
University Village Drive shall remain open for public vehicular use from 8am to 6pm daily during the academic year.	Completed	
No vehicular access, gates or curb cuts shall be permitted onto or through the 75' wide landscape buffer along Mataro Avenue.	To be completed prior to final CO, December 31, 2009	University will comply.
Provide a plan for the convenient location of pedestrian and public realm amenities within public rights-of-way, private drives and common University Village areas.	In compliance.	
Provide a plan for on street visitor parking/delivery/unloading areas.	Student and visitor parking is indicated in approved plans. Delivery / unloading occurs within the parking garages.	
Must maintain a minimum 40 foot wide access way for all proposed private drives that contains all the physical features contained in the typical section drawings submitted within the referenced application package.	In compliance.	

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

C. Ordinance No. O-2004-21

Improvements related to the University Village		
Condition	Status	Comments
The required traffic signal at San Amaro Drive and Miller Drive will proceed to completion according to the schedule submitted by the University with progress reports to be submitted quarterly.	Warrant completed 12/2002.	Signal warranted, neighbors objected to traffic signal, options to close Miller Drive under consideration.
Submission of the area wide traffic study by June 2004 as required per the opening of the Convocation Center.	Traffic counts conducted in 2004. Traffic Study submitted Sept 2006.	

Attachment A
Summary of Recommended or
Suggested Improvements Contained
In UMCAD Updates Since 1992

A. Improvements Related to the University Village

		Status
1	Provide a northbound left turn on San Amaro Drive at Albenga Avenue.	
2	Provide a northbound left turn on San Amaro Drive at Brescia Avenue.	
3	Provide a westbound left turn on Brescia Avenue at Red Road	
4	Provide an eastbound left turn on Brescia Avenue at San Amaro Drive.	
5	Provide a southbound left turn on Red Road at Brescia Avenue	
6	Provide a southbound left turn on Red Road at Brescia Avenue	
7	Closure of Liguira Avenue and Corniche Avenue east of Red Road.	

B. Improvements Related to the Convocation Center

		Status
1	Lengthening of the left turn lane on northbound US 1 at Alhambra Circle.	
2	Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard	
3	Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on northbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road.	
4	Realignment of Dickinson Road West of Ponce de Leon Boulevard. Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive.	
5	Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium.	
6	Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.	
7	Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events.	

C. Improvements Related to the New Campus Area and the LRDZ (NSCDZ)

		Status
1	No on-street parking should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue.	
2	No driveways should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue	
3	No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue.	
4	Access to parking structure G831 should be aligned with Walsh Avenue.	
5	Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue	
6	Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue.	
7	Traffic improvements identified for the Ryder Convocation Center will also help support the LRDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive.	

D. Improvements Related to Campus Circulation and Access

		Status
1	Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road.	
2	Realignment of Miller Road	
3	Right in and right out channelization at Robbia Avenue access drive.	
4	Closure of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.	
5	Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow.	
6	Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue.	
7	Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue.	
8	Closure of San Amaro Court at Camp Sano Avenue.	

9	Closure of Alhambra Circle at San Amaro Drive.	
10	Closure of Consolata Avenue at San Amaro Drive.	
11	Closure of Mataro Avenue and Delgado Avenue at Red Road.	

E. Improvements Related to Enhancing Neighborhood Safety

		Status
1	Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road, and Red Road and Blue Road	
2	Modify the entrance to Lot 102 from San Amaro Drive to provide for right turn in and right turn out movements only.	
3	Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.	
4	Street closures of Mataro Avenue and Delgado Avenue at Red Road.	
5	With the planned expansion of the Law School, the access on Miller Drive at San Amaro Drive would be eliminated. As a result, the intersection of Miller Road and San Amaro Drive would be extensively modified (additional turn lanes) and the existing driveways to Lots 503 and 501 would be closed.	

N:\TRANPLAN\Projects\2004\15121.01 UMRTS\RTS-METH 2007\Revised March 2007\SCOPE-3-7-07.doc

ATTACHMENT 2
TECHNICAL MEMORANDUM: TRAFFIC COUNTS AND GROWTH RATES

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MEMORANDUM

TO: Ramon Alvarez, P.E.

COPIES TO: Andre Groenhoff and John Krane, P.E.

FROM: Fadi Emil Nassar, P.E.

DATE: May 25, 2007
Revised June 6, 2007
Revised July 9, 2007
Revised July 17, 2007

SUBJECT: University of Miami – UMCAD – Traffic Counts and Growth
Keith and Schnars Project 15121.01.09010

This memorandum was revised to incorporate the July 16, 2007 review comments. It contains revised information related to traffic counts and the background traffic growth based on FDOT and County count stations. The traffic count locations are shown in **Figure 1**. Mahoney-Pearson count locations are depicted in **Figure 2**. All traffic counts were successfully completed by Traffic Survey Specialists, Inc. The UM spring break was from March 12 to March 16, 2007.

Appendix A includes average daily traffic count plots for the 48-hour machine counts conducted at 28 locations. Only counts performed on Tuesday, Wednesday or Thursday were used in this analysis. The traffic counts between intersections were reviewed for consistency.

Appendix B includes a comparison plot of three day counts for the 72-hour machine counts conducted at 28 locations. Though the plots are for three day counts, only counts performed between Tuesday and Thursday were averaged for use in the analysis. The daily variation in traffic counts was reviewed for consistency.

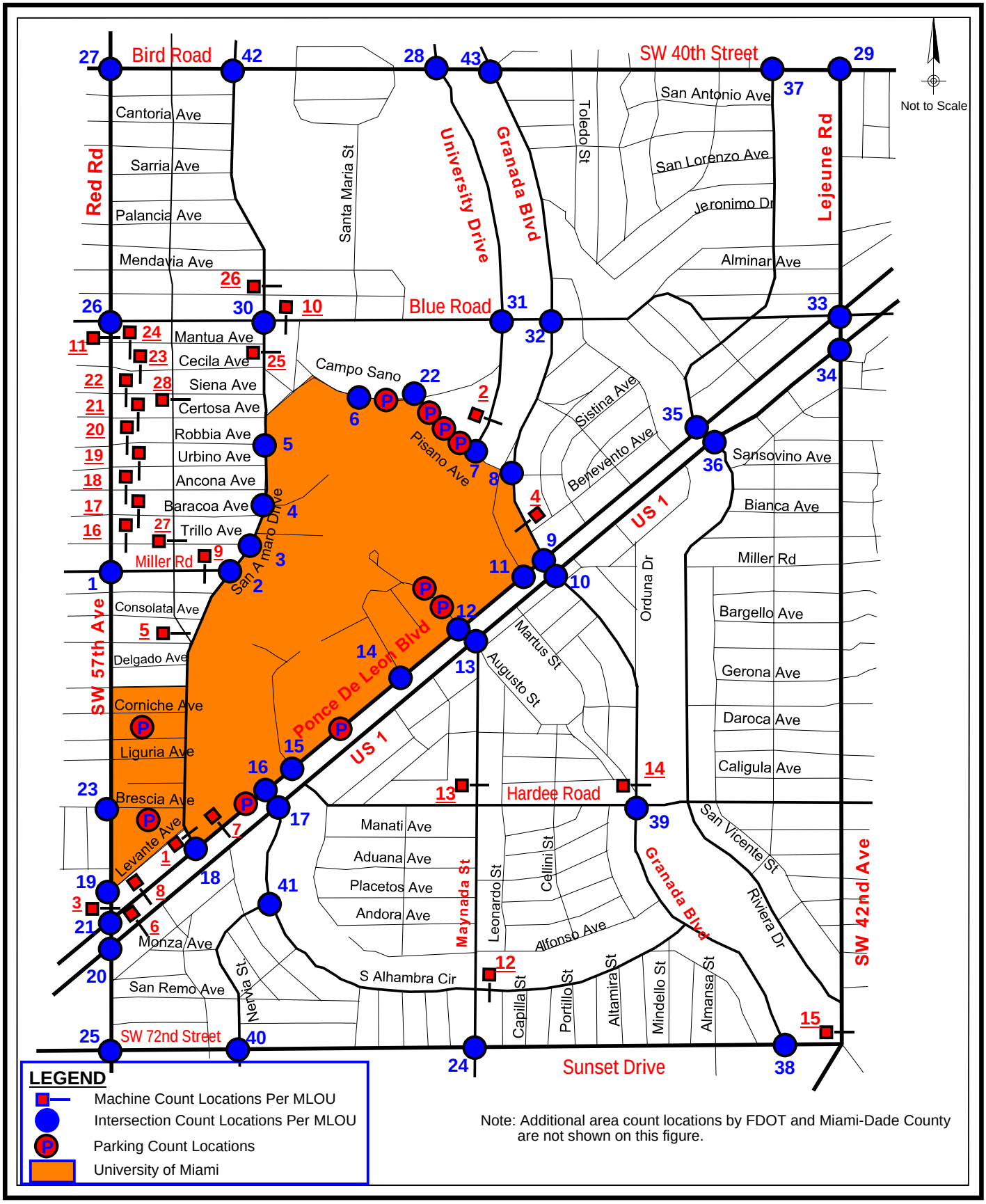
Appendix C includes the traffic count plots at both University Village garage and the Mahoney Pearson exit and entrance driveways.

Appendix D: As agreed at the May 30, 2007 meeting, the historical background traffic counts were expanded to included county count stations. **Table D-1** estimates the study area historical regional growth rate based on FDOT count stations using the latest info from FDOT's 2006 Traffic Data CD-ROM. **Table D-2** estimates the historical growth rate based on Miami-Dade County count stations, adjusted to AADT using FDOT's weekly seasonal factors.

Traffic counts from both FDOT and County count stations indicate that the study area on average experienced a negative growth rate in the past five years.

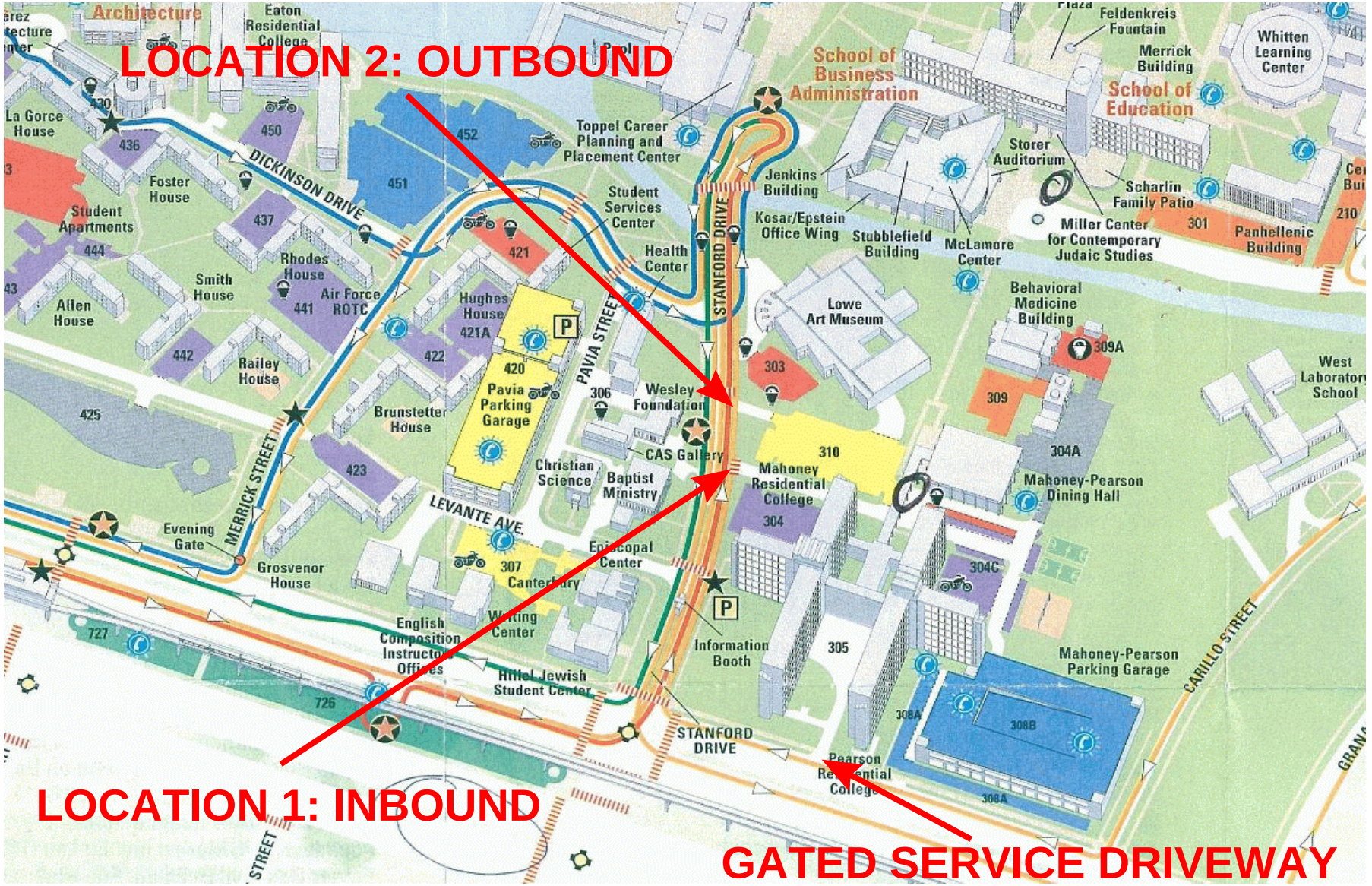
Appendix E includes an estimate of the regional growth rate for the study area based on the Miami-Dade County regional transportation model by comparing the 2000 Validated and 2030 Cost Feasible models. **Table E-1** indicates an annual regional growth rate of 0.42%.

A printed copy of the traffic counts was provided at the May 30th meeting. Count files in PDF format were provided through the K&S FTP site. The County's traffic count printout sheets in PDF format were provided with the July 9, 2007 revised memorandum. Alhambra count is attached.



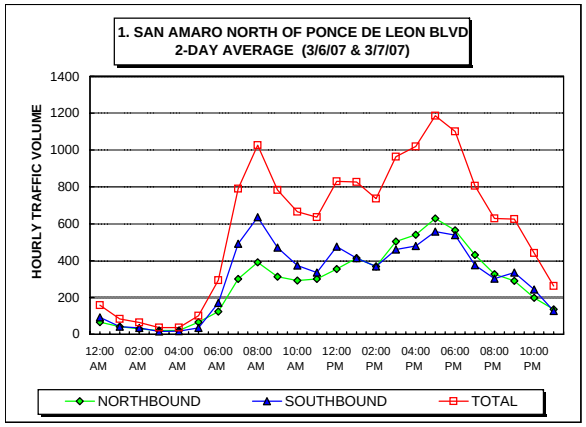
Note: Additional area count locations by FDOT and Miami-Dade County are not shown on this figure.

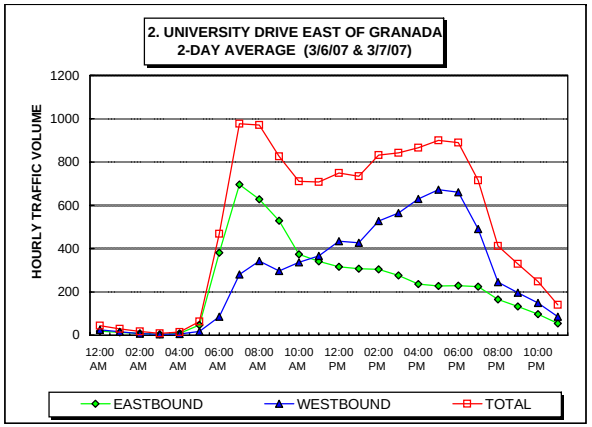
UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	**COUNT LOCATIONS**	KEITH and SCHNARS, P.A. *ENGINEERS, PLANNERS, SURVEYORS*	FIGURE 1 7/13/2007

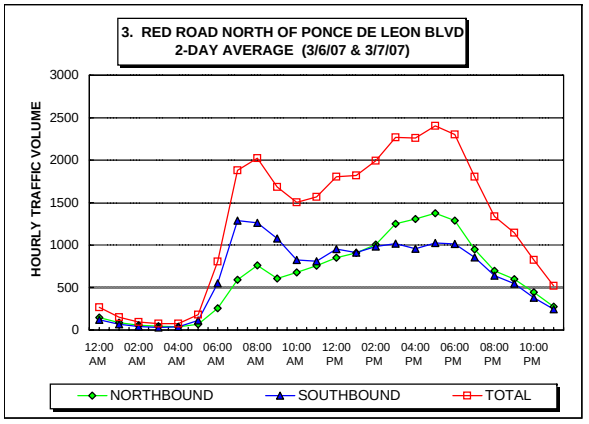


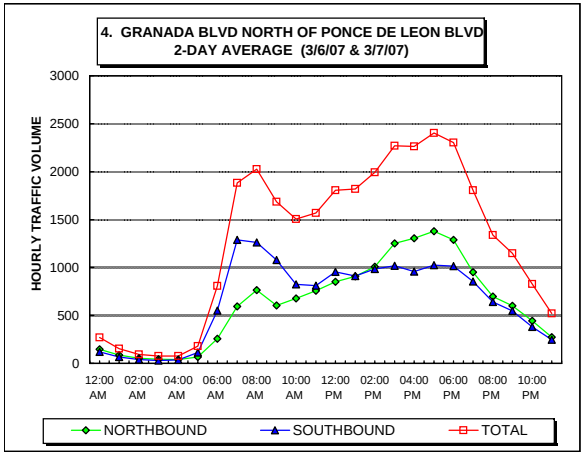
UNIVERSITY OF MIAMI **REGIONAL TRAFFIC STUDY**	**MAHONEY-PEARSON** **TRAFFIC COUNT LOCATIONS**	**KEITH and SCHNARS, P.A.** *ENGINEERS, PLANNERS, SURVEYORS*	**FIGURE** **2** 07/17/2007

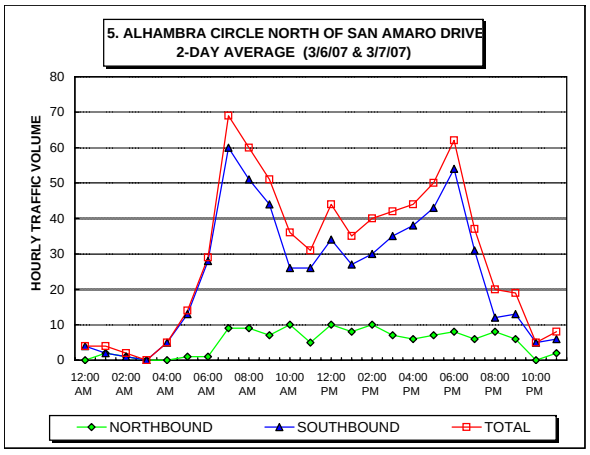
APPENDIX A
AVERAGE DAILY TRAFFIC COUNT PLOTS
MARCH 2007
UM SPRING BREAK MARCH 12-16, 2007

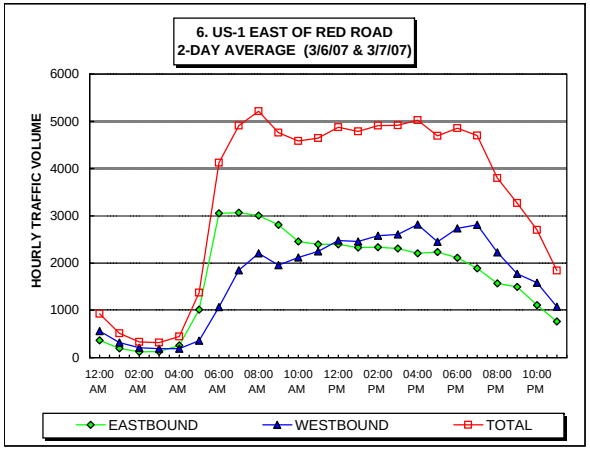

1. SAN AMARO NORTH OF PONCE DE LEON BLVD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

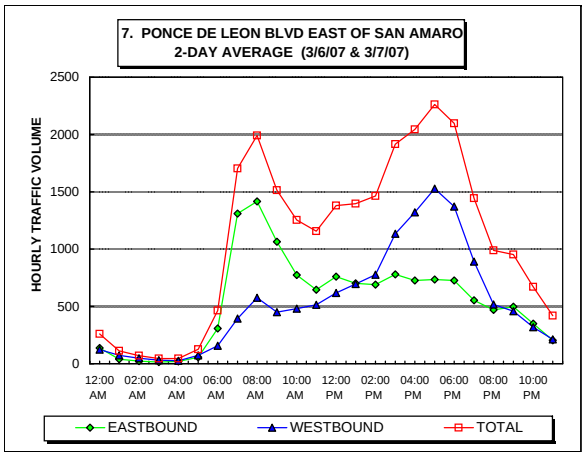

2. UNIVERSITY DRIVE EAST OF GRANADA
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

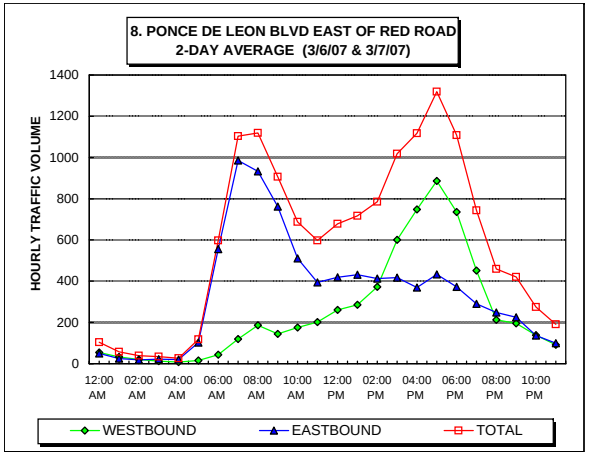

3. RED ROAD NORTH OF PONCE DE LEON BLVD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

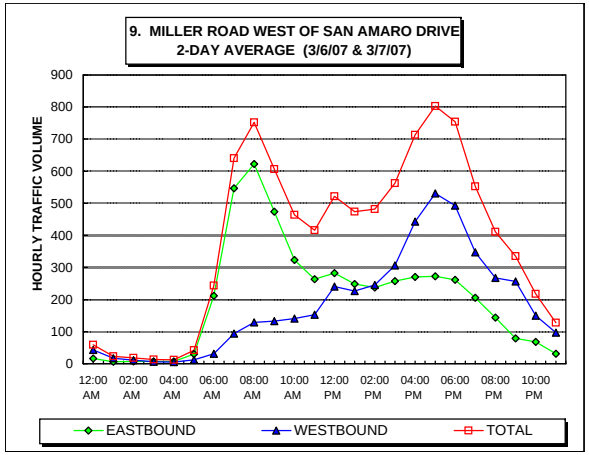

4. GRANADA BLVD NORTH OF PONCE DE LEON BLVD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

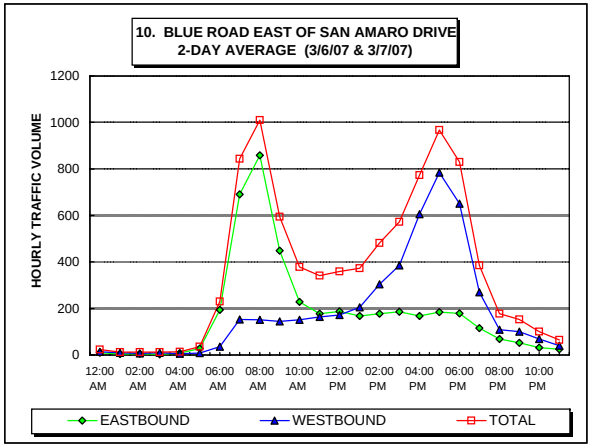

5. ALHAMBRA CIRCLE NORTH OF SAN AMARO DRIVE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

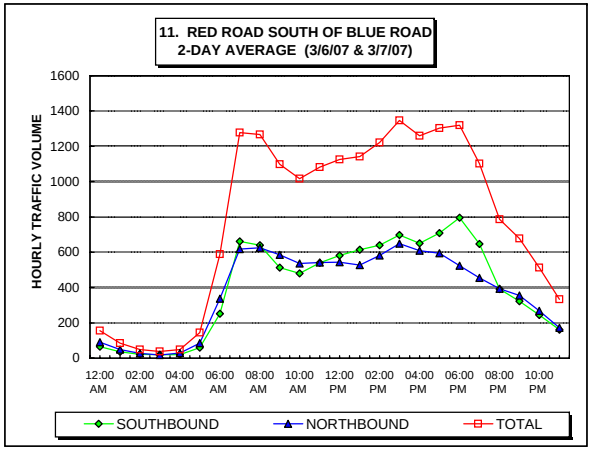

6. US-1 EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

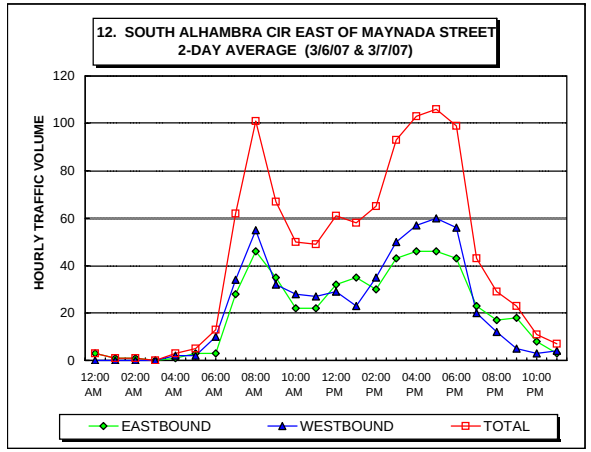

7. PONCE DE LEON BLVD EAST OF SAN AMARO
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

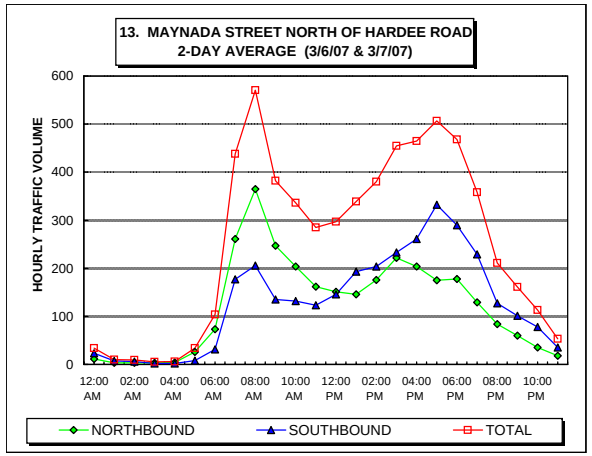

8. PONCE DE LEON BLVD EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
WESTBOUND
EASTBOUND
TOTAL

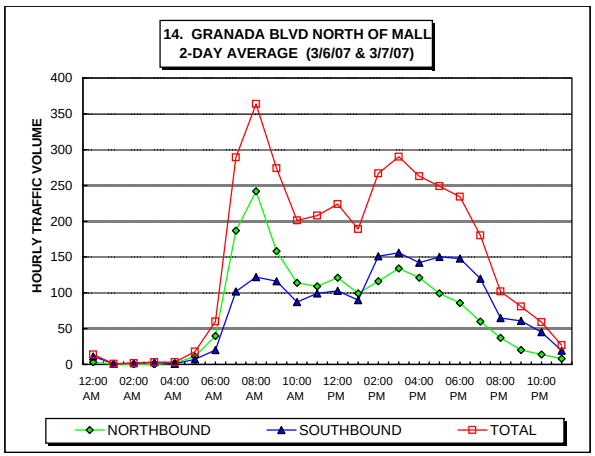

9. MILLER ROAD WEST OF SAN AMARO DRIVE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

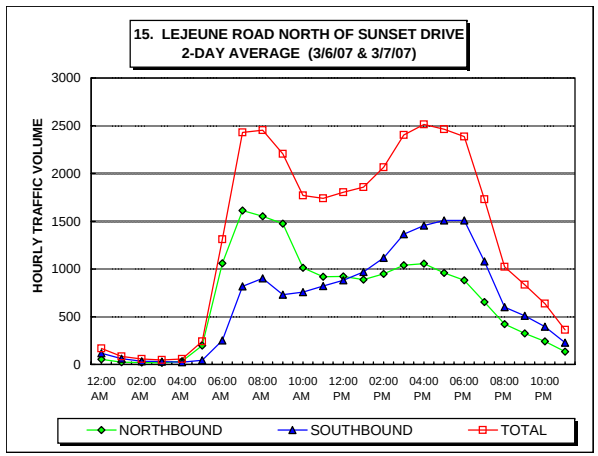

10. BLUE ROAD EAST OF SAN AMARO DRIVE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

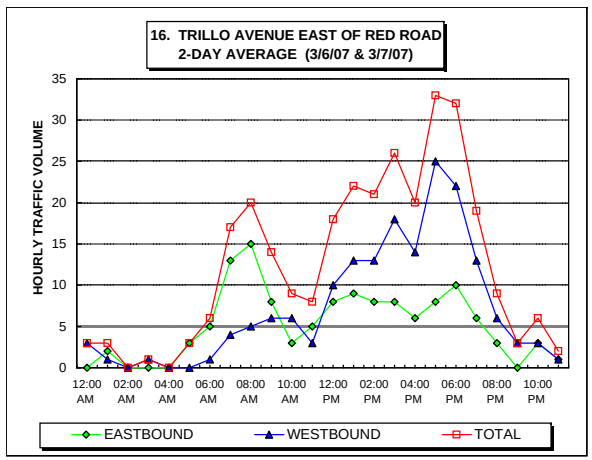

11. RED ROAD SOUTH OF BLUE ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
SOUTHBOUND
NORTHBOUND
TOTAL

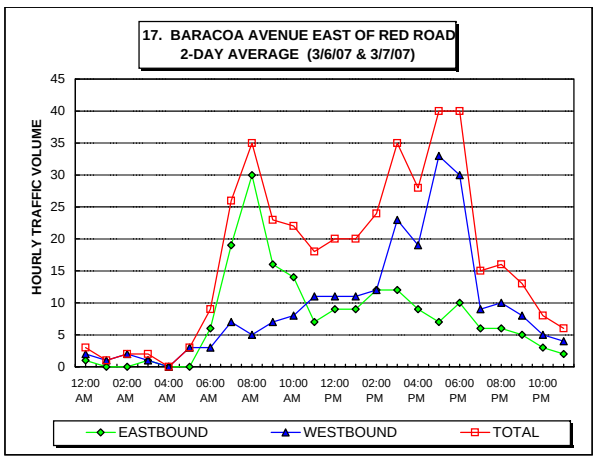

12. SOUTH ALHAMBRA CIR EAST OF MAYNADA STREET
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

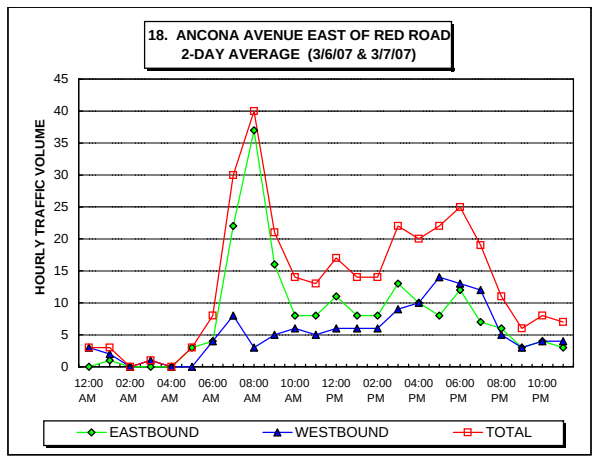

13. MAYNADA STREET NORTH OF HARDEE ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

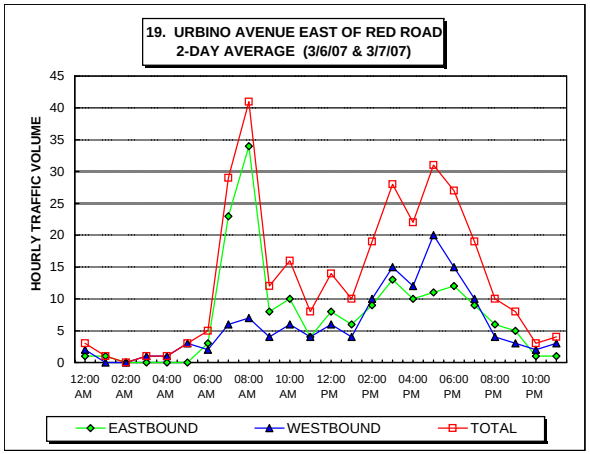

14. GRANADA BLVD NORTH OF MALL
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

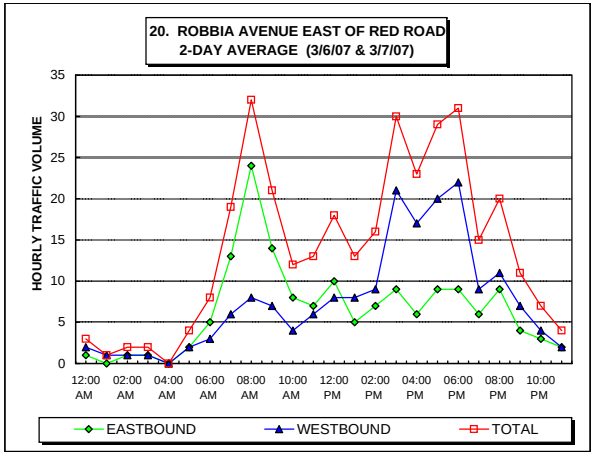

15. LEJEUNE ROAD NORTH OF SUNSET DRIVE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

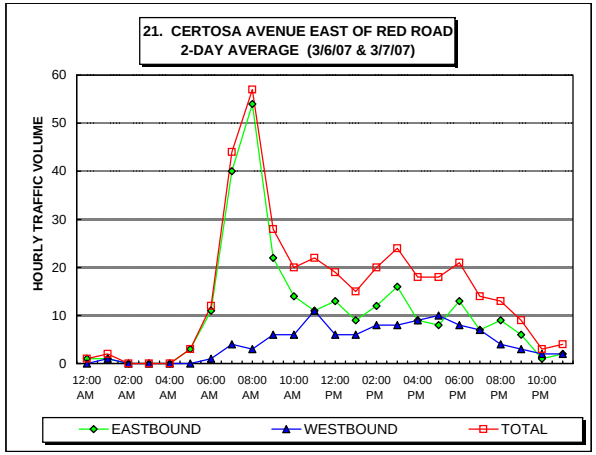

16. TRILLO AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

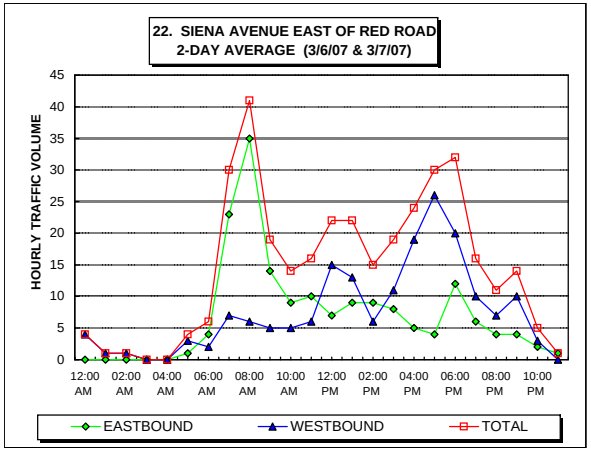

17. BARACOA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

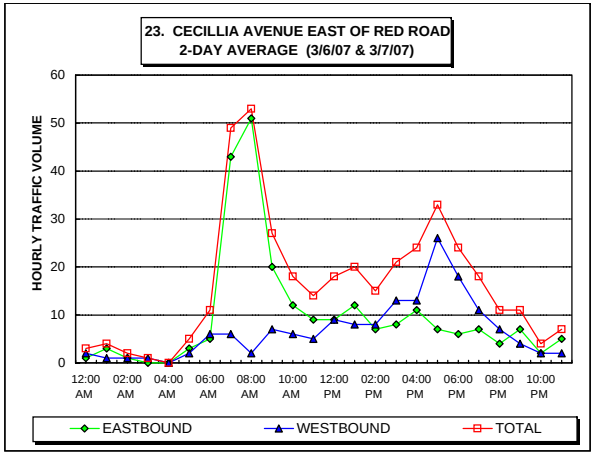

18. ANCONA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

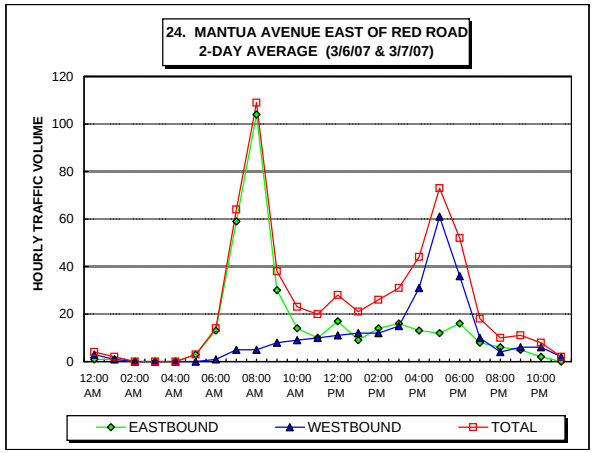

19. URBINO AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

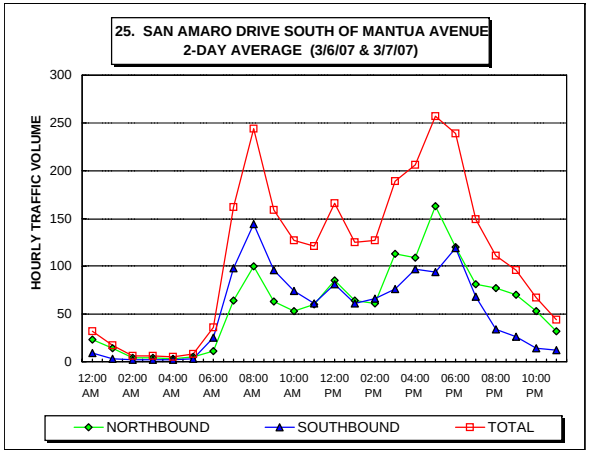

20. ROBBIA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

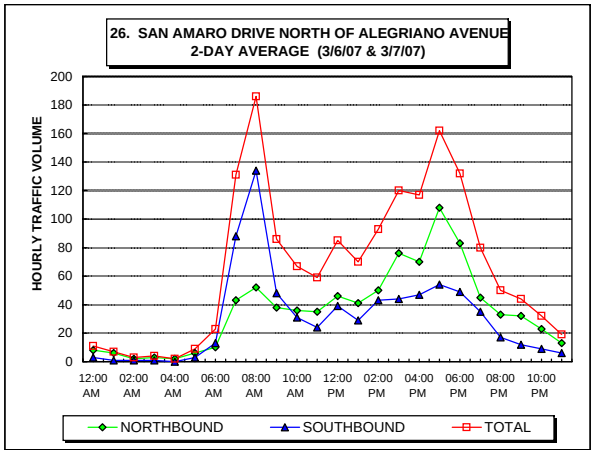

21. CERTOSA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

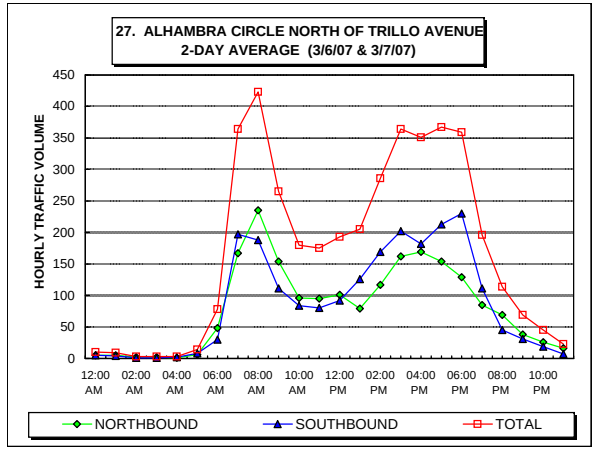

22. SIENA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

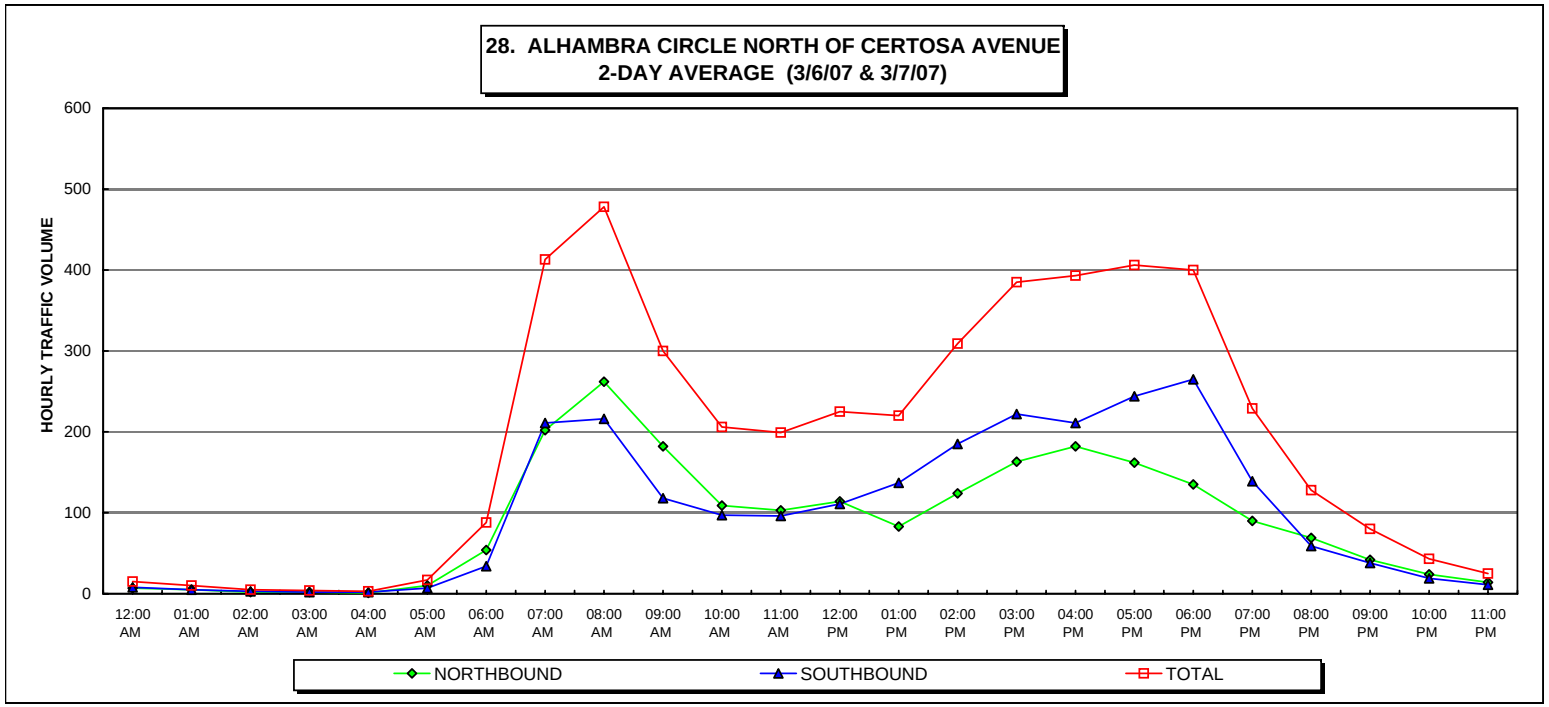

23. CECILLIA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

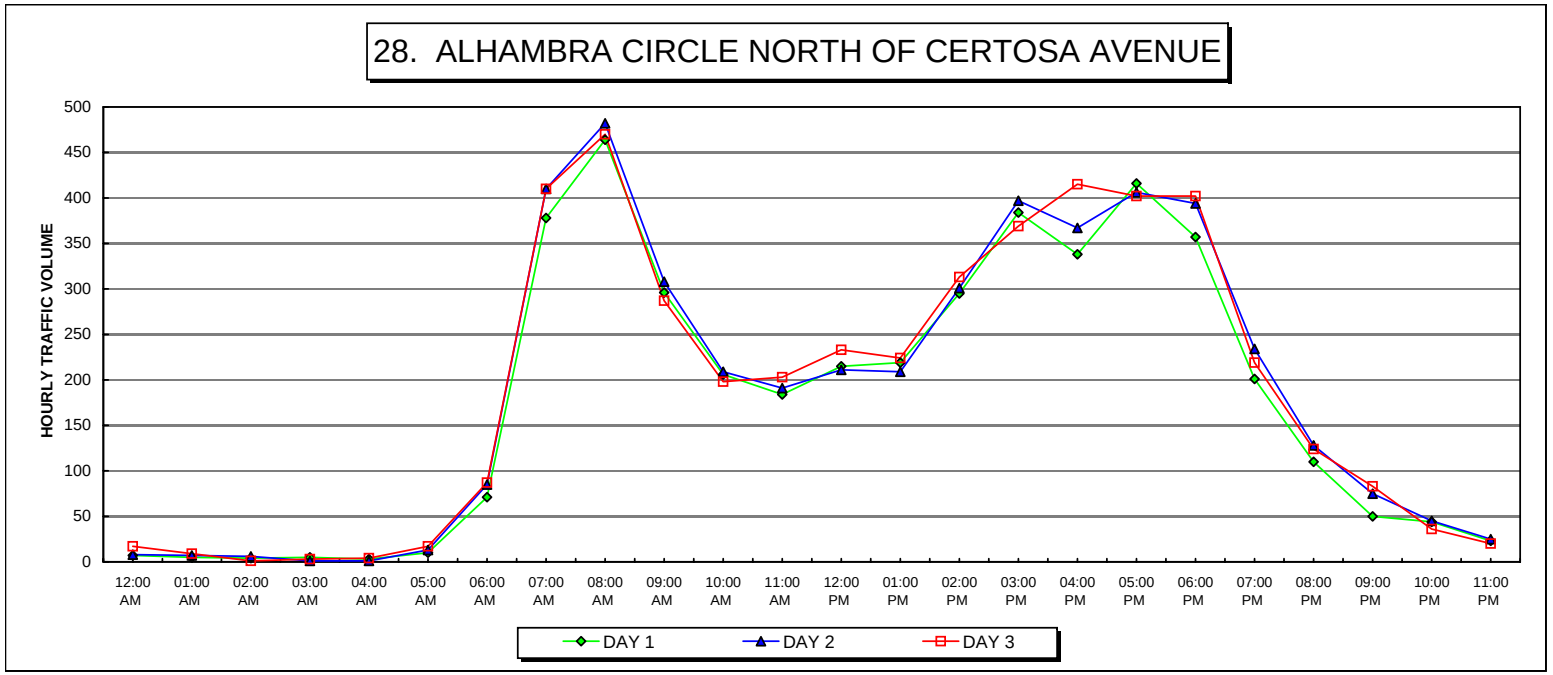

24. MANTUA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL


25. SAN AMARO DRIVE SOUTH OF MANTUA AVENUE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

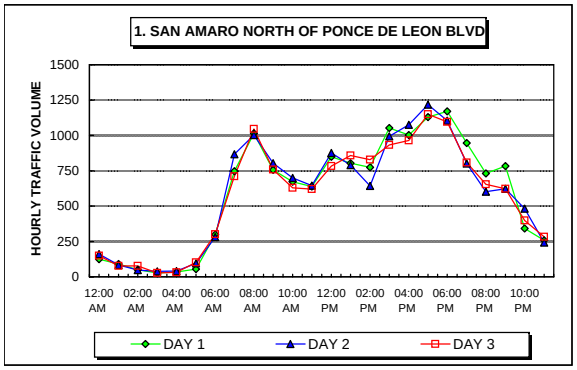

26. SAN AMARO DRIVE NORTH OF ALEGRIANO AVENUE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

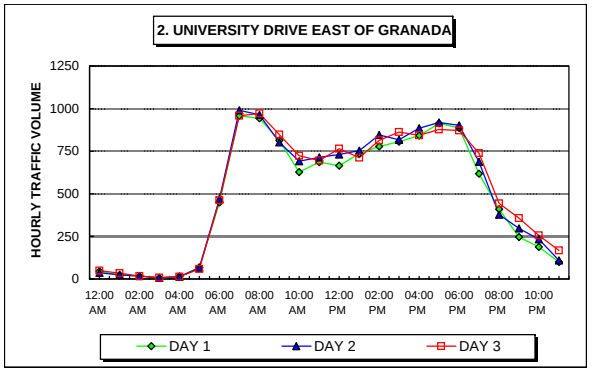

27. ALHAMBRA CIRCLE NORTH OF TRILLO AVENUE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

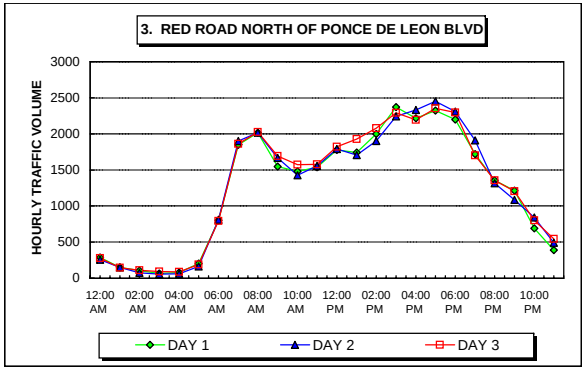

28. ALHAMBRA CIRCLE NORTH OF CERTOSA AVENUE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
600
500
400
300
200
100
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
NORTHBOUND
SOUTHBOUND
TOTAL

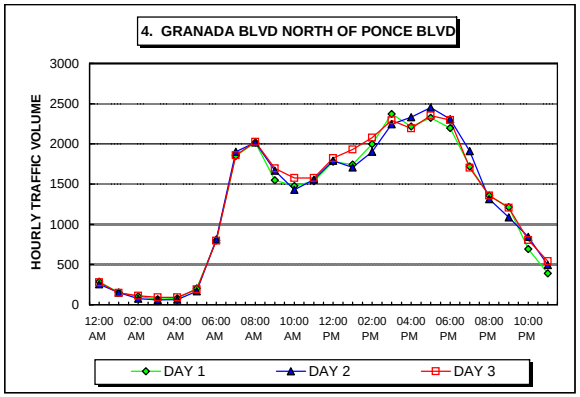

28. ALHAMBRA CIRCLE NORTH OF CERTOSA AVENUE
HOURLY TRAFFIC VOLUME
500
450
400
350
300
250
200
150
100
50
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
DAY 1
DAY 2
DAY 3

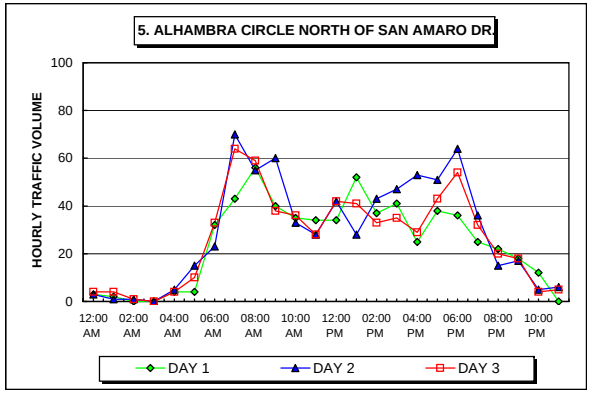
APPENDIX B
DAILY TRAFFIC COUNT PLOTS
MARCH 2007
UM SPRING BREAK MARCH 12-16, 2007

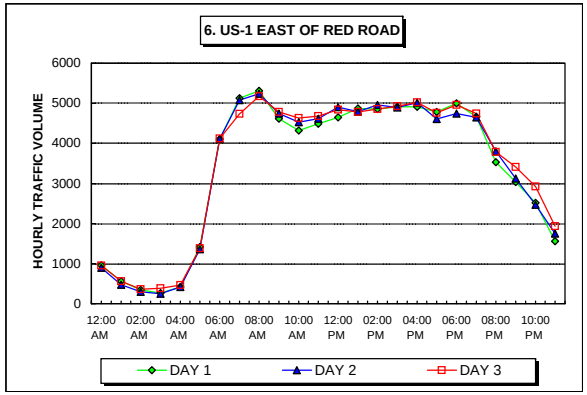

1. SAN AMARO NORTH OF PONCE DE LEON BLVD
HOURLY TRAFFIC VOLUME
1500
1250
1000
750
500
250
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

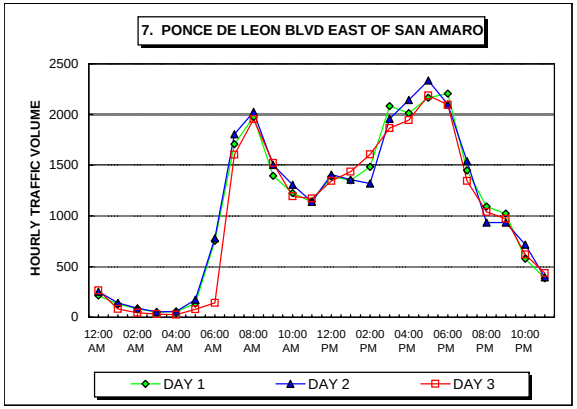

2. UNIVERSITY DRIVE EAST OF GRANADA
HOURLY TRAFFIC VOLUME
1250
1000
750
500
250
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

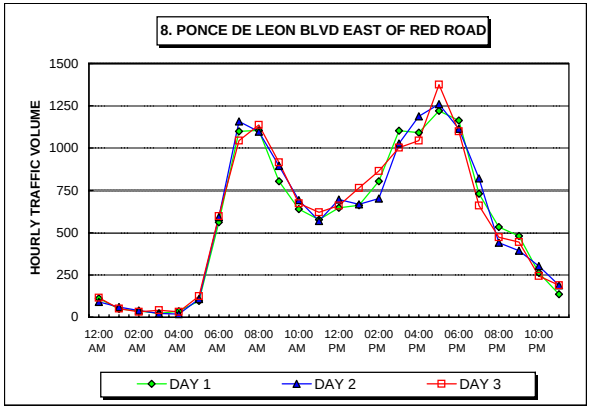

3. RED ROAD NORTH OF PONCE DE LEON BLVD
HOURLY TRAFFIC VOLUME
3000
2500
2000
1500
1000
500
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

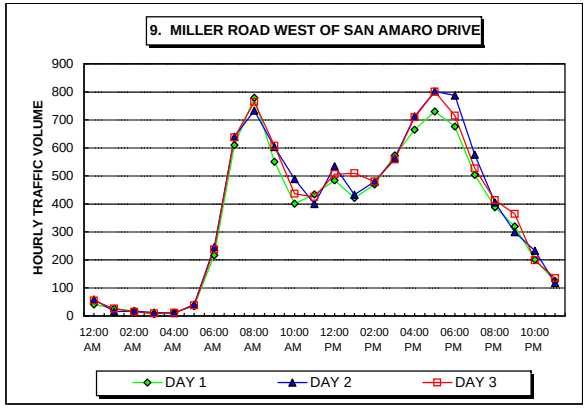

4. GRANADA BLVD NORTH OF PONCE BLVD
HOURLY TRAFFIC VOLUME
3000
2500
2000
1500
1000
500
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

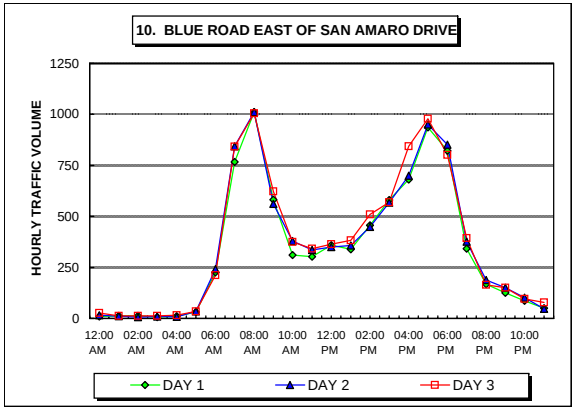

5. ALHAMBRA CIRCLE NORTH OF SAN AMARO DR.
HOURLY TRAFFIC VOLUME
100
80
60
40
20
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

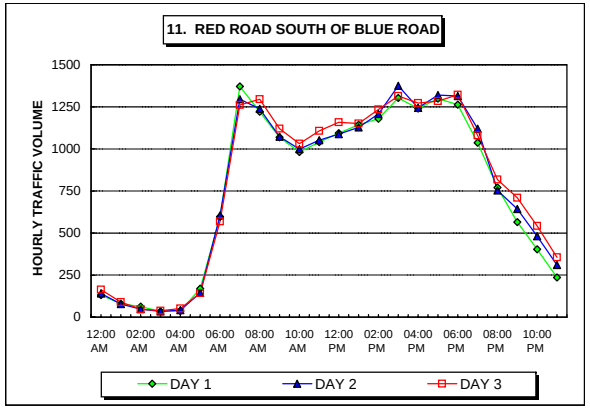

6. US-1 EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
6000
5000
4000
3000
2000
1000
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

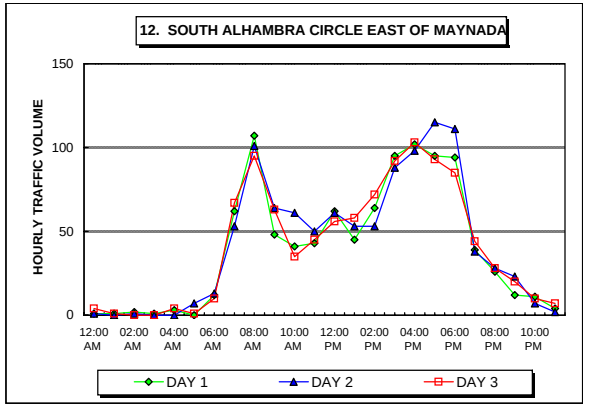

7. PONCE DE LEON BLVD EAST OF SAN AMARO
HOURLY TRAFFIC VOLUME
2500
2000
1500
1000
500
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

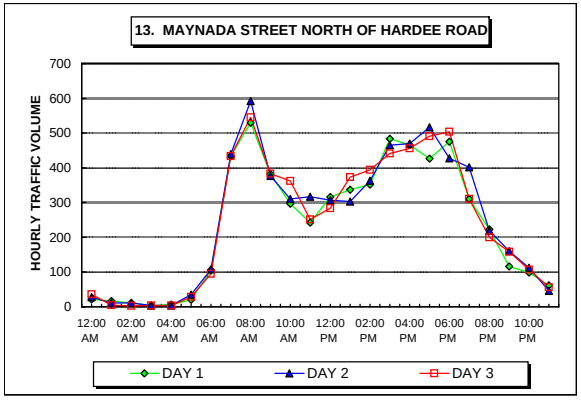

8. PONCE DE LEON BLVD EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
1500
1250
1000
750
500
250
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

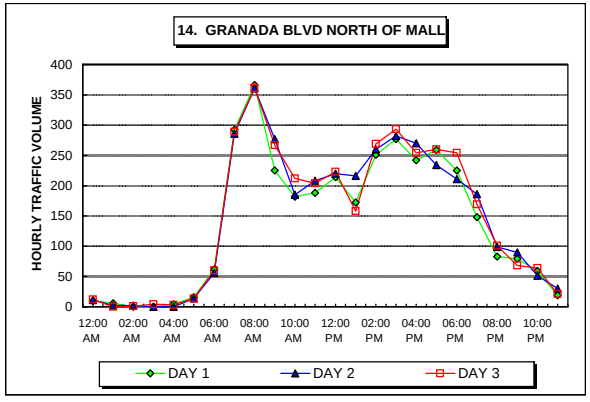

9. MILLER ROAD WEST OF SAN AMARO DRIVE
HOURLY TRAFFIC VOLUME
900
800
700
600
500
400
300
200
100
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

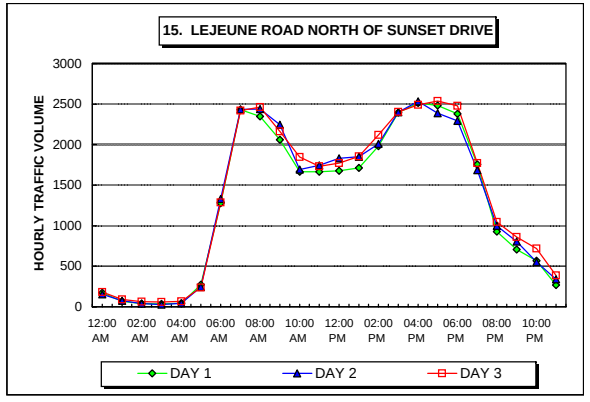

10. BLUE ROAD EAST OF SAN AMARO DRIVE
HOURLY TRAFFIC VOLUME
1250
1000
750
500
250
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

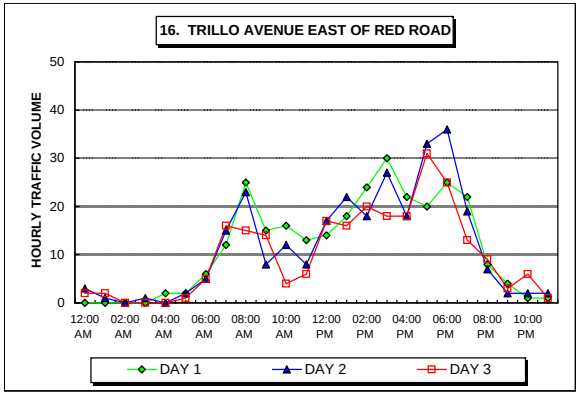

11. RED ROAD SOUTH OF BLUE ROAD
HOURLY TRAFFIC VOLUME
1500
1250
1000
750
500
250
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

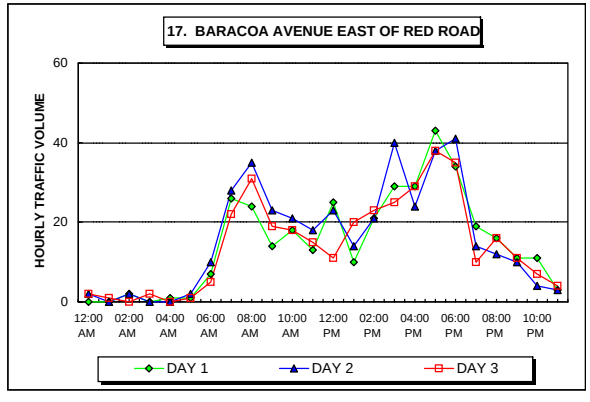

12. SOUTH ALHAMBRA CIRCLE EAST OF MAYNADA
HOURLY TRAFFIC VOLUME
150
100
50
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

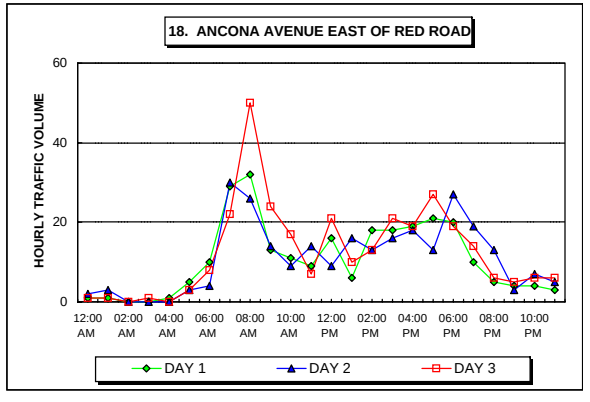

13. MAYNADA STREET NORTH OF HARDEE ROAD
HOURLY TRAFFIC VOLUME
700
600
500
400
300
200
100
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

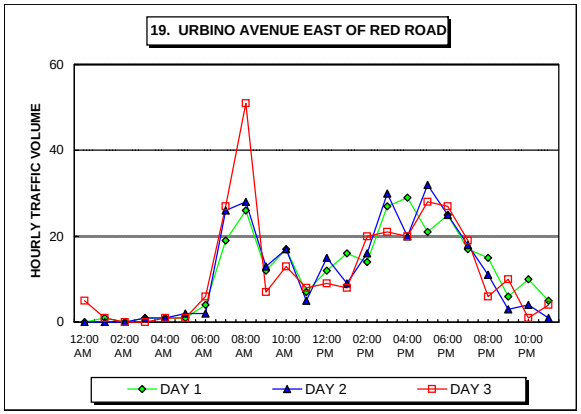

14. GRANADA BLVD NORTH OF MALL
HOURLY TRAFFIC VOLUME
400
350
300
250
200
150
100
50
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

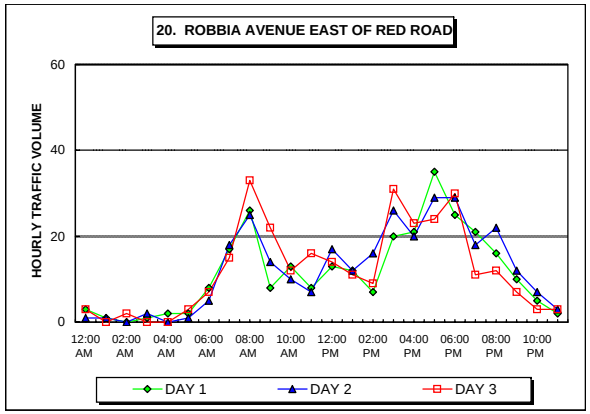

15. LEJEUNE ROAD NORTH OF SUNSET DRIVE
HOURLY TRAFFIC VOLUME
3000
2500
2000
1500
1000
500
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

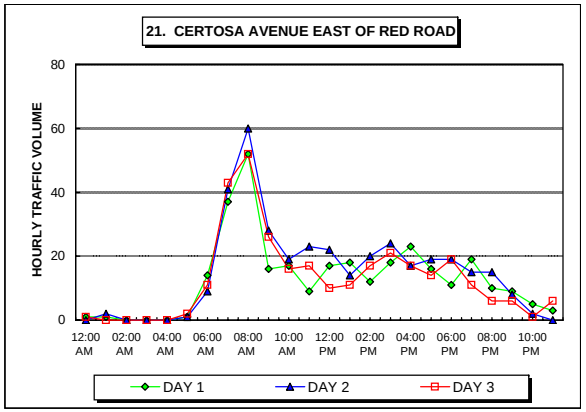

16. TRILLO AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
50
40
30
20
10
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

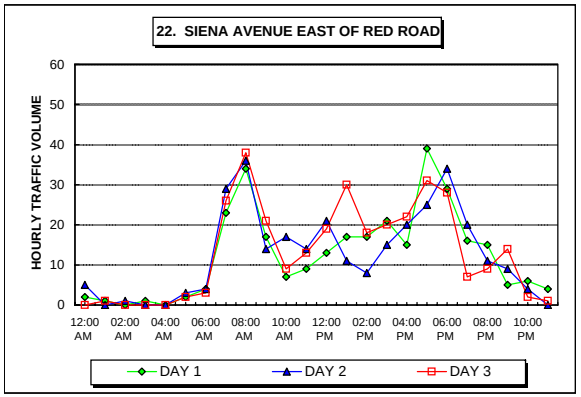

17. BARACOA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
60
40
20
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

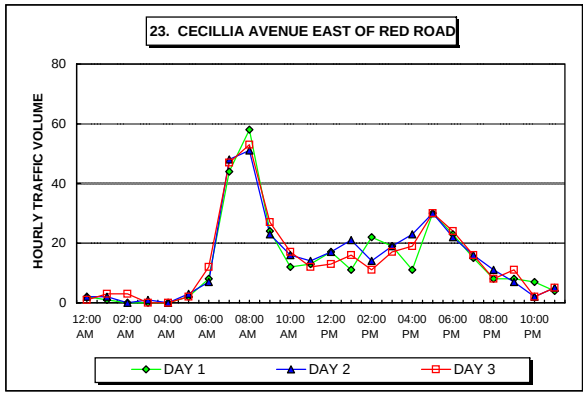

18. ANCONA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
60
40
20
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

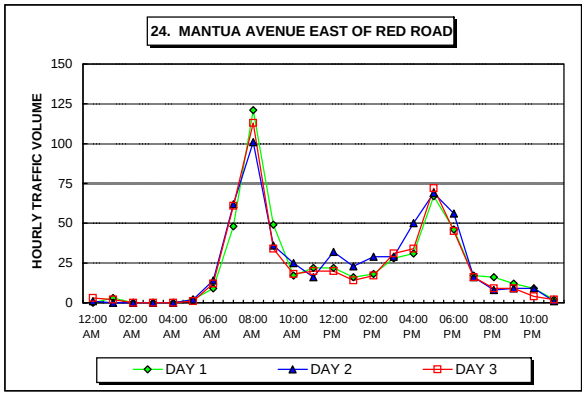

19. URBINO AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
60
40
20
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

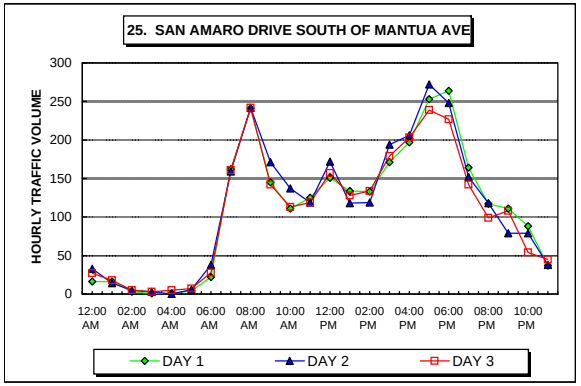

20. ROBBIA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
60
40
20
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

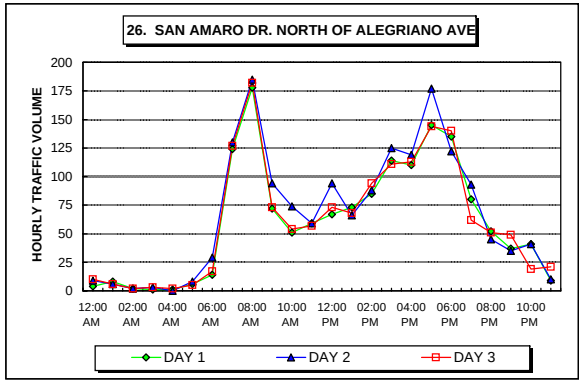

21. CERTOSA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
80
60
40
20
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

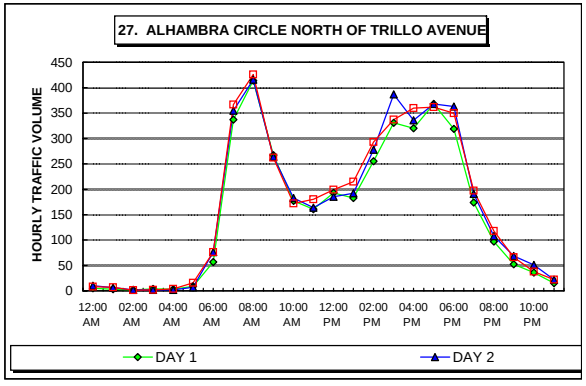

22. SIENA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
60
50
40
30
20
10
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3


23. CECILLIA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
80
60
40
20
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3


24. MANTUA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
150
125
100
75
50
25
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

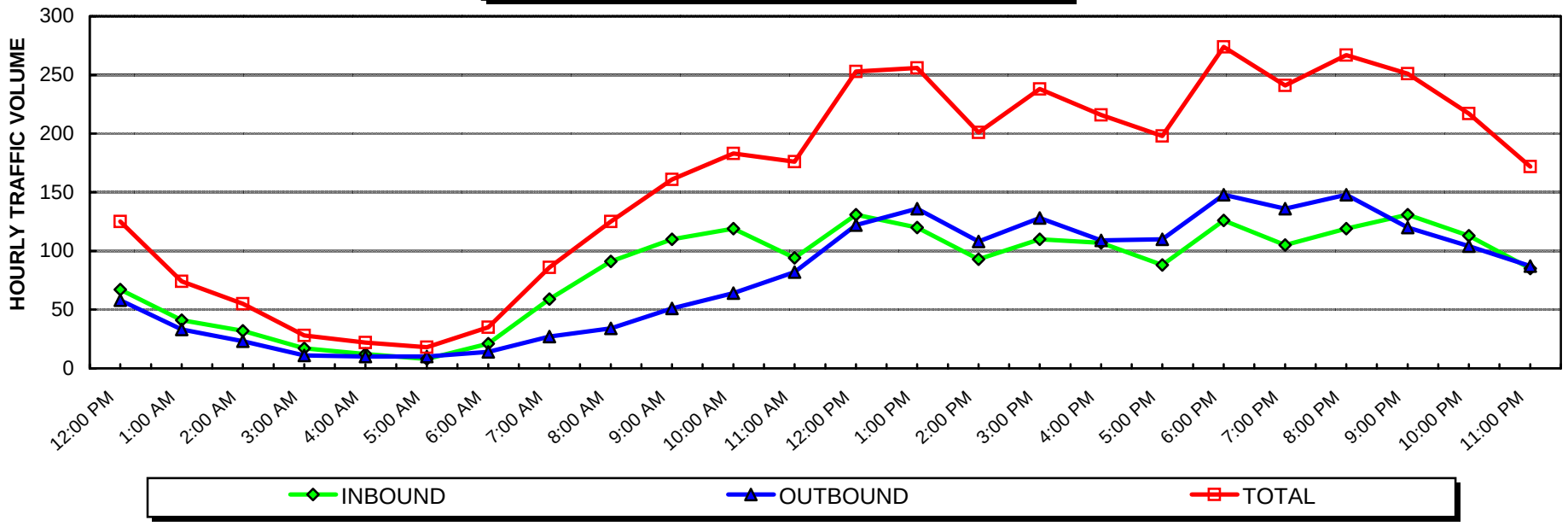

25. SAN AMARO DRIVE SOUTH OF MANTUA AVE
HOURLY TRAFFIC VOLUME
300
250
200
150
100
50
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3


26. SAN AMARO DR. NORTH OF ALEGRIANO AVE
HOURLY TRAFFIC VOLUME
200
175
150
125
100
75
50
25
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

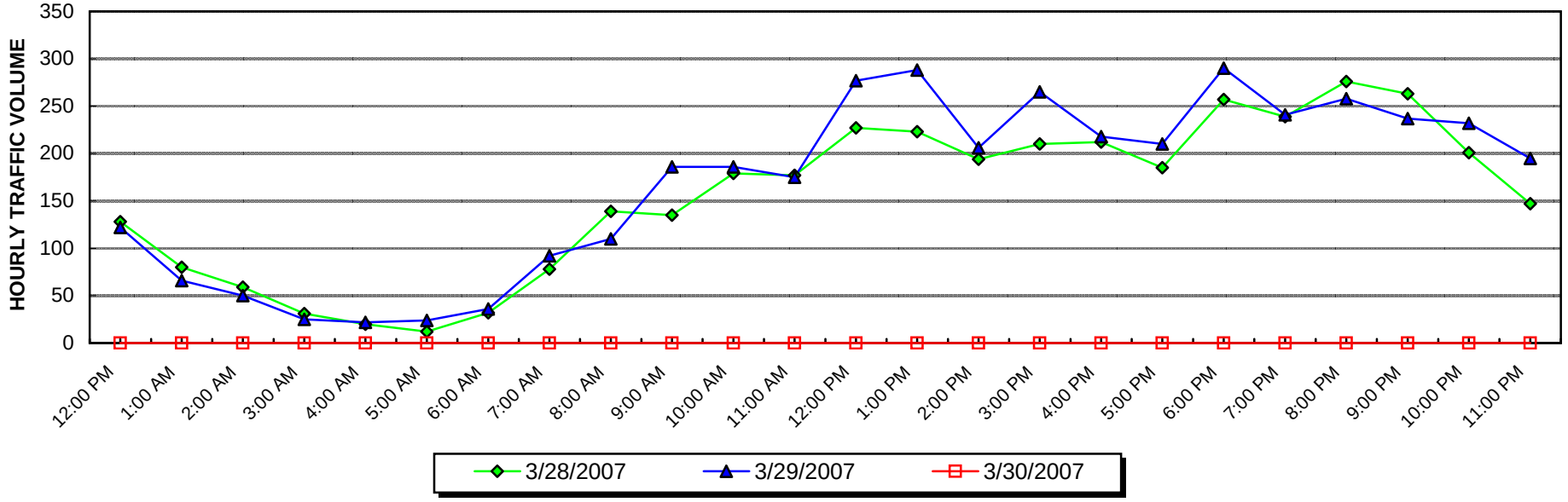

27. ALHAMBRA CIRCLE NORTH OF TRILLO AVENUE
HOURLY TRAFFIC VOLUME
450
400
350
300
250
200
150
100
50
0
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2

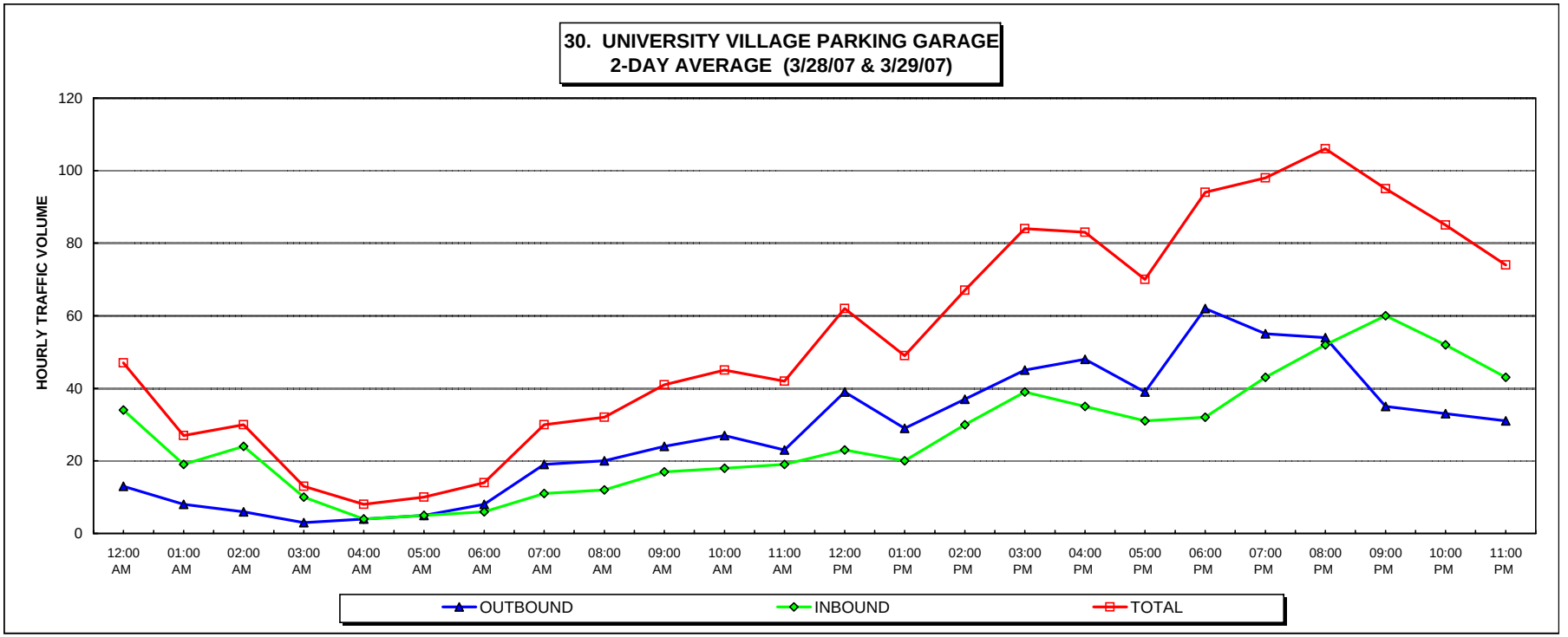
APPENDIX C
TRAFFIC COUNT PLOTS
AT MAHONEY-PEARSON AND UNIVERSITY VILLAGE
MARCH 2007
UM SPRING BREAK MARCH 12-16, 2007

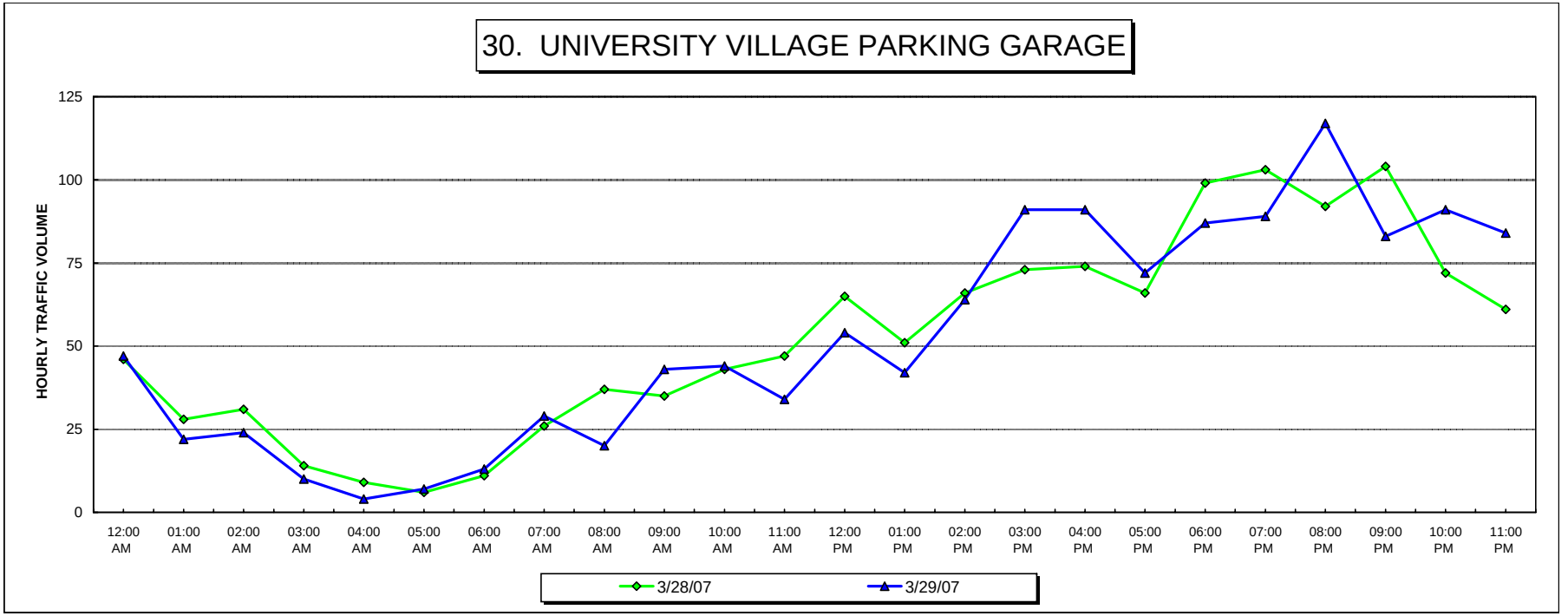
MAHONEY-PEARSON PARKING FACILITIES
2-DAY AVERAGE (3/28/07 - 3/29/07)



MAHONEY-PEARSON PARKING FACILITIES




30. UNIVERSITY VILLAGE PARKING GARAGE
2-DAY AVERAGE (3/28/07 & 3/29/07)
HOURLY TRAFFIC VOLUME
120
100
80
60
40
20
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
OUTBOUND
INBOUND
TOTAL


30. UNIVERSITY VILLAGE PARKING GARAGE
HOURLY TRAFFIC VOLUME
125
100
75
50
25
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
3/28/07
3/29/07

APPENDIX D
HISTORICALGROWTH RATES BASED ON FDOT AND COUNTY COUNT STATIONS

TABLE D-1
UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY
REGIONAL GROWTH BASED ON HISTORICAL FDOT TRAFFIC COUNTS

09-Jul-07

ROADWAY	STATION NUMBER	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006	COMP. GROWTH RATE 2002-2006
RED ROAD							
N. OF US-1	FDOT-34	22,500	22,000	20,400	20,500	22,500	0.00%
S. OF BIRD [1]	FDOT-2552	18,700	19,300	19,900	18,700	17,000	-2.35%
S. OF CORAL WAY	FDOT-35	17,400	16,900	17,500	17,800	16,800	-0.87%
LEJEUNE ROAD							
N. OF PONCE DE LEON	FDOT-1053	25,500	25,500	28,000	29,000	27,000	1.44%
S. OF CORAL WAY	FDOT-24	39,000	37,500	41,000	48,000	34,000	-3.37%
BIRD ROAD							
E. OF RED ROAD	FDOT-1049	50,000	41,500	49,000	49,000	50,500	0.25%
W. OF RED ROAD	FDOT-80	53,500	49,500	51,500	55,500	38,500	-7.90%
W. OF LEJEUNE RD	FDOT-1048	45,000	40,000	43,500	51,000	41,500	-2.00%
E. OF LEJEUNE RD	FDOT-82	44,500	42,000	42,500	39,000	38,000	-3.87%
SUNSET DRIVE							
W. OF US-1	FDOT-70	33,000	27,000	31,000	29,500	30,000	-2.35%
US-1							
S. OF RED ROAD	FDOT-127	84,000	89,000	92,500	81,000	79,000	-1.52%
S. OF GRANADA BLVD	FDOT-178	91,000	93,000	86,343	85,550	86,325	-1.31%
S. OF GRAND AVENUE	FDOT-521	89,500	84,000	93,500	80,000	78,000	-3.38%
TOTAL VOL & AVG GROWTH RATE		**613,600**	**587,200**	**616,643**	**604,550**	**559,125**	**-2.30%**

TABLE D-2
UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY
REGIONAL GROWTH BASED ON HISTORICAL COUNTY COUNTS

09-Jul-07

ROADWAY	COUNTY COUNT STATION NUMBER	SEASONAL FACTOR ADJUST.	YEAR 2002	YEAR 2003	YEAR 2004	YEAR 2005	YEAR 2006	COMP. GROWTH RATE 2002-2006
SR 27 - INGRAHAM HWY								
EAST OF 42 AVE	**194**	**COUNT**	***20,349***	20,349	17,948	21,203	18,514	
		S.F.	**1.01**	**1.01**	**1.01**	**0.99**	**0.99**	
		DATE		**9/16/03**	**6/3/04**	**12/12/05**	**11/29/06**	
		AADT	**20,552**	**20,552**	**18,127**	**20,991**	**18,329**	**-2.82%**
SW 42 AVENUE								
SOUTH OF US-1	**218**	**COUNT**	17,518	***18,979***	***18,979***	20,439	17,111	
		S.F.	**0.99**	**0.99**	**0.99**	**0.99**	**0.99**	
		DATE	**10/8/02**			**12/13/05**	**10/11/06**	
		AADT	**17,343**	**18,789**	**18,789**	**20,235**	**16,940**	**-0.59%**
MILLER ROAD								
WEST OF RED ROAD	**260**	**COUNT**	22,933	24,391	22,919	20,056	20,173	
		S.F.	**1.00**	**0.99**	**0.99**	**1.00**	**1.01**	
		DATE	**4/30/02**	**2/11/03**	**4/7/04**	**5/10/05**	**9/20/06**	
		AADT	**22,933**	**24,147**	**22,690**	**20,056**	**20,375**	**-2.91%**
PONCE DE LEON BLVD								
NORTH OF BIRD DRIVE	**624**	**COUNT**	17,852	18,671	19,952	20,296	19,474	
		S.F.	**1.00**	**1.01**	**1.01**	**0.99**	**1.00**	
		DATE	**4/30/02**	**9/15/03**	**5/27/04**	**12/13/05**	**10/5/06**	
		AADT	**17,852**	**18,858**	**20,152**	**20,093**	**19,474**	**2.20%**
RED ROAD								
SOUTH OF BIRD ROAD	**632**	**COUNT**	19,627	***21,301***	22,975	22,615	19,804	
		S.F.	**0.99**	**1.00**	**1.01**	**0.99**	**1.00**	
		DATE	**10/15/02**		**6/9/04**	**1/04/06**	**9/27/06**	
		AADT	**19,431**	**21,301**	**23,205**	**22,389**	**19,804**	**0.48%**
NORTH OF SUNSET DR	**634**	**COUNT**	22,666	21,687	22,406	23,203	21,914	
		S.F.	**1.00**	**0.99**	**1.01**	**0.99**	**1.00**	
		DATE	**5/2/02**	**2/11/03**	**6/9/04**	**12/13/05**	**9/27/06**	
		AADT	**22,666**	**21,470**	**22,630**	**22,971**	**21,914**	**-0.84%**
SUNSET DRIVE								
WEST OF COCOPLUM	**656**	**COUNT**	12,522	12,907	12,217	13,076	15,147	
		S.F.	**1.00**	**0.99**	**1.01**	**0.99**	**0.99**	
		DATE	**4/30/02**	**10/14/03**	**6/1/04**	**12/14/05**	**11/16/06**	
		AADT	**12,522**	**12,778**	**12,339**	**12,945**	**14,996**	**4.61%**
TOTAL VOL & AVG GROWTH RATE			**133,299**	**137,895**	**137,932**	**139,680**	**131,832**	**-0.28%**

NOTE:
[1] Italic and red values are an estimated average count.
[2] Seasonal factors were obtained from the 2006 Traffic Data CD Rom

APPENDIX E
GROWTH RATES BASED ON FDOT AND COUNTY COUNT STATIONS

TABLE E-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
MODEL DERIVED REGIONAL GROWTH RATE USING MUATS 2000 AND 2030 MODELS

7/9/2007

ROAD SEGMENT	ROADWAY NUMBER OF LANES	2000 FSUTMS VOLUMES [1]	2030 FSUTMS VOLUMES [2]	ANNUAL GROWTH RATES [3]
US 1				
DOUGLAS RD TO LEJEUNE RD	6LD	69974	72589	0.12%
LEJEUNE RD RD TO GRANADA BLVD	6LD	62308	77374	0.72%
GRANADA BLVD TO RED ROAD	6LD	66485	75618	0.43%
RED ROAD				
BIRD ROAD TO BRESCIA AVE	2LU	16586	18881	0.43%
BRESCIA AVE TO US-1	4LU	26740	31527	0.55%
US-1 TO SUNSET DRIVE	4LU	33377	39357	0.55%
MILLER ROAD				
SAN AMARO DR TO RED ROAD	2LU	23600	26209	0.35%
WEST OF RED ROAD	2LU	19952	26340	0.93%
SUNSET DRIVE				
CARTEGENA CIRCLE TO MAYNADA	2LU	13343	17230	0.86%
MAYNADA TO RED ROAD	2LU	15733	18184	0.48%
PONCE DE LEON				
BIRD ROAD TO LEJEUNE ROAD	4LD	32455	45453	1.13%
LEJEUNE ROAD TO STANFORD DR	4LD	61298	60243	-0.06%
STANFORD DR TO RED ROAD	4LD	55934	54608	-0.08%
BIRD ROAD				
PONCE TO LEJEUNE RD	4LU	46081	47328	0.09%
LEJEUNE ROAD TO GRANADA BLVD	4LU	62049	67089	0.26%
GRANADA BLVD TO RED ROAD	4LU	55151	61596	0.37%
LEJEUNE ROAD				
CARTEGENA CIRCLE TO US-1	2LU	20456	25443	0.73%
US-1 TO BIRD ROAD	4LU	33180	43778	0.93%
GRANADA BLVD				
BIRD ROAD TO US-1	2LU	23316	22590	-0.11%
US-1 TO SUNSET DRIVE	2LU	12418	17553	1.16%
MAYNADA STREET				
US-1 TO SUNSET DRIVE	2LU	15977	17635	0.33%
ALHAMBRA CIRCLE / SAN AMARO DRIVE				
BIRD ROAD TO MILLER ROAD	2LU	10205	12220	0.60%
MILLER ROAD TO PONCE DE LEON	3LU	9424	11535	0.68%
TOTAL		**786042**	**890380**	**0.42%**

NOTES:

[1] THE ADJUSTMENTS TO THE VALIDATED 2000 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD

[2] THE ADJUSTMENTS TO THE COST FEASIBLE 2030 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD
- ADJUST ZONAL DATA TO INCLUDE AT A MINIMUM ALL USES OF ALL COMMITTED DEVELOPMENTS
- KEPT SAME ZONAL DATA FOR UM BECAUSE BACKGROUND GROWTH RATE SHOULD NOT INCLUDE NEW CAMPUS TRIPS

ATTACHMENT 3
TECHNICAL MEMORANDUM: CAMPUS WIDE STUDENT PEAK HOUR TRIP RATES

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MEMORANDUM

TO: Ramon Alvarez, P.E.

COPIES TO: Andre Groenhoff and John Krane, P.E.

FROM: Fadi Emil Nassar, P.E.

DATE: June 6, 2007
Revised July 10, 2007
Revised July 17, 2007

SUBJECT: University of Miami – UMCAD – RTS – Campus Wide Peak Hour Student Trip Rates
Keith and Schnars Project 15121.01.09010

This memo's figures and tables have been revised based on review comments dated July 16, 2007. Further, West Laboratory School is owned and operated by Miami-Dade County Public Schools.

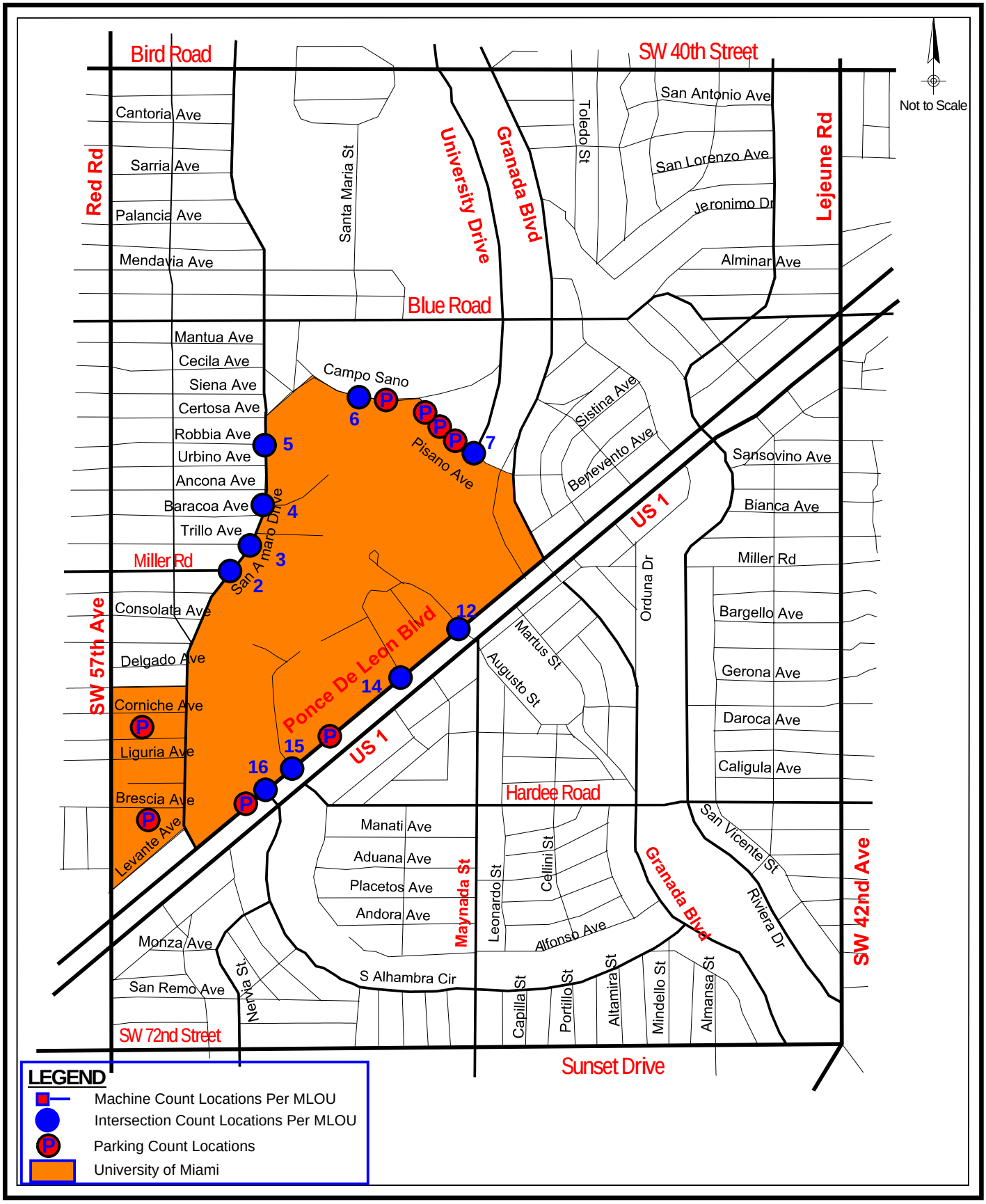
The turning movement counts collected in the Spring 2007 semester were used to update the campus wide student trip rates for the AM and PM peak hours. The count locations used in estimating the student trip rate are shown in Figure 1. UM parking map is depicted in Figure 2. The procedure used in estimating the student trip rate is generally consistent with the procedure used in the 1999 UMCAD traffic study update.

The 2007 turning movement counts were collected from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM. The inbound, outbound and two-way traffic to and from the campus are summarized for each hour of the peak periods in Tables 1, 2 and 3, respectively.

The AM and PM peak hour student trip rates are calculated in Table 4 by first expanding the campus traffic trips to account for parking areas not included in the counts, and then dividing the highest AM and PM peak hour counts by the number of students. Table 5 provides an updated list of parking spaces available for students in Spring 2007. The parking spaces not included in the March 2007 counts are listed in Table 6. They consist of some of the smaller parking lots located west of San Amaro Drive, the on street parking areas along San Amaro Drive, the UM parking lots between Ponce de Leon Blvd and US-1, and the fraternity parking lots. These parking areas account for approximately 1,291 spaces out of the University's 9,155 spaces or about 14.1%. The expansion factor to be applied to the counted spaces is therefore 16.4%.

Two sets of rates were derived using headcount and full-time equivalent (FTE) students. Per city consultant's recommendation, the FTE-based student rate will be used in the RTS analysis and a 5% adjustment factor was applied to convert Fall to Spring enrollment assuming fewer students during the Spring Semester. The historical student FTE and headcounts for the Fall semesters from 1986 to 2006 are provided in Table 7.

In conclusion, the 2007 AM peak hour overall student trip rate occurs from 9:00 AM to 10:00 AM and is 0.331 trips per student based on FTE student population. The 2007 PM peak hour student trip rate occurs from 5:00 PM to 6:00 PM and is 0.389 trips based on FTE student population.



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	**COUNT LOCATIONS USED FOR OVERALL STUDENT TRIP RATE**	KEITH and SCHNARS, P.A. *ENGINEERS, PLANNERS, SURVEYORS*	FIGURE 1 7/09/07

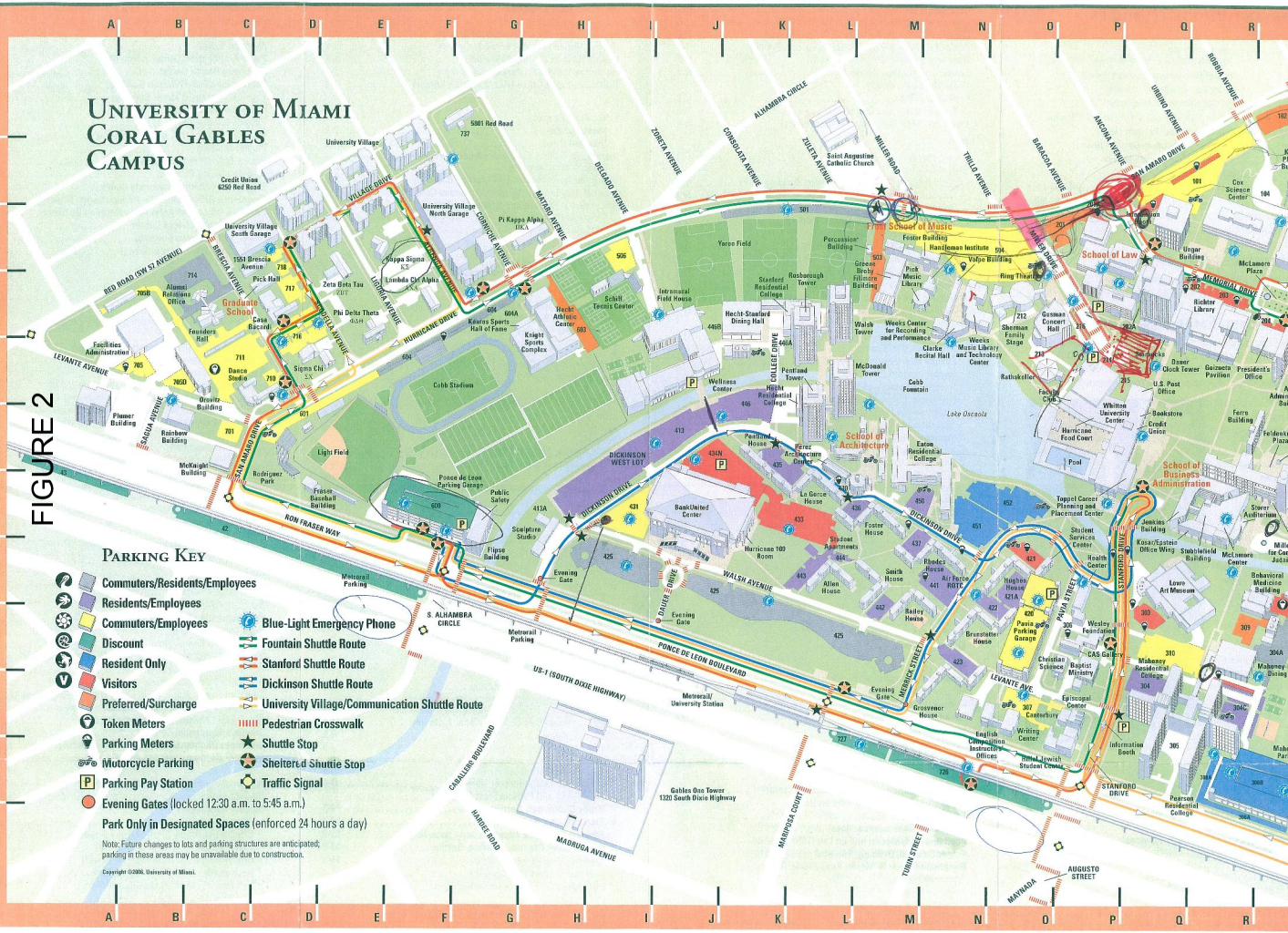

University of Miami
Coral Gables
Campus
Parking Key
Commuters/Residents/Employees
Residents/Employees
Commuters/Employees
Discount
Resident Only
Visitors
Preferred/Surcharge
Token Meters
Parking Meters
Motorcycle Parking
Parking Pay Station
Evening Gates (locked 12:30 a.m. to 5:45 a.m.)
Park Only in Designated Spaces (enforced 24 hours a day)
Blue-Light Emergency Phone
Fountain Shuttle Route
Stanford Shuttle Route
Dickinson Shuttle Route
University Village/Communication Shuttle Route
Pedestrian Crosswalk
Shuttle Stop
Sheltered Shuttle Stop
Traffic Signal
Note: Future changes to lots and parking structures are anticipated; parking in these areas may be unavailable due to construction.
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Graduate School
School of Music
School of Law
School of Architecture
School of Business Administration
Cobb Stadium
Light Field
Lake Osceola
Wellness Center
Knight Sports Complex
Hecht Athletic Center
Intramural Field House
Yarco Field
Ponce de Leon Parking Garage
Public Safety
Evening Gate
Metrorail Parking
Metrorail/University Station
Gables One Tower
1320 South Dixie Highway
Ponce de Leon Boulevard
Ron Fraser Way
Dickinson West Lot
Dickinson Drive
Walsh Avenue
Stanford Drive
Levante Ave
Memorial Drive
San Amaro Drive
Hurricane Drive
College Drive
Village Drive
Red Road (SW 57 Avenue)
US-1 (South Dixie Highway)
S. Alhambra Circle
Cavalier Boulevard
Harbor Road
Madruga Avenue
Mariposa Court
Turin Street
Maynada
Augusto Street
Pavia Street
Americk Street
Dauer Drive
Stanford Drive
Alhambra Circle
Zoreta Avenue
Consulata Avenue
Zoleta Avenue
Miller Road
Trillo Avenue
Baraona Avenue
Ancona Avenue
Ribbia Avenue
Ubiano Avenue
Mataro Avenue
Delgado Avenue
Corniglia Avenue
Ferdinand Avenue
Brescia Avenue
Bresca Avenue
Sevilla Avenue
Levante Avenue
Saint Augustine Catholic Church
Information Booth
Whitten University Center
Hurricane Food Court
Bookstore
Credit Union
Pool
U.S. Post Office
Ferre Building
Jenkins Building
Kosar/Epstein Office Wing
Stubblefield Building
McLamore Center
Lowe Art Museum
Behavioral Medicine Building
Mahoney Residential College
Mahoney Dining
Wesley Foundation
CAS Gallery
Christian Science
Baptist Ministry
Episcopal Center
Canterbury
Hillel Jewish Student Center
Writing Center
English Composition Instructors' Offices
Grosvenor House
Brunstetter House
Radley House
Foster House
Smith House
Allen House
Rhodes House
Air Force ROTC
Highers House
Pavia Parking Garage
Student Apartments
Hurricane 100 Room
BankUnited Center
La Gorce House
Pentland House
Perez Architecture Center
Eaton Residential College
McDonald Tower
Cobb Fountain
Weeks Center for Recording and Performance
Weeks Music Library and Technology Center
Clarke Recital Hall
Rathskeller
Faculty Club
Sherman Family Stage
Gusman Concert Hall
Ring Theatre
Volpe Building
Handleman Institute
Foster Building
Percussion Building
Greene Bixby Filmmore Building
Pick Music Library
Ungar Building
Cox Science Center
McLamore Plaza
Richter Library
Gazebo
Presidents Office
Donor Clock Tower
Hecht-Stanford Dining Hall
Stanford Residential College
Rosborough Tower
Schlitt Tennis Center
Knight Sports Complex
Hecht Athletic Center
Cobb Stadium
Light Field
Ponce de Leon Parking Garage
Public Safety
Evening Gate
Metrorail Parking
Metrorail/University Station
Gables One Tower
1320 South Dixie Highway
Ponce de Leon Boulevard
Ron Fraser Way
Dickinson West Lot
Dickinson Drive
Walsh Avenue
Stanford Drive
Levante Ave
Memorial Drive
San Amaro Drive
Hurricane Drive
College Drive
Village Drive
Red Road (SW 57 Avenue)
US-1 (South Dixie Highway)
S. Alhambra Circle
Cavalier Boulevard
Harbor Road
Madruga Avenue
Mariposa Court
Turin Street
Maynada
Augusto Street
Pavia Street
Americk Street
Dauer Drive
Stanford Drive
Alhambra Circle
Zoreta Avenue
Consulata Avenue
Zoleta Avenue
Miller Road
Trillo Avenue
Baraona Avenue
Ancona Avenue
Ribbia Avenue
Ubiano Avenue
Mataro Avenue
Delgado Avenue
Corniglia Avenue
Ferdinand Avenue
Brescia Avenue
Bresca Avenue
Sevilla Avenue
Levante Avenue
Saint Augustine Catholic Church
Information Booth
Whitten University Center
Hurricane Food Court
Bookstore
Credit Union
Pool
U.S. Post Office
Ferre Building
Jenkins Building
Kosar/Epstein Office Wing
Stubblefield Building
McLamore Center
Lowe Art Museum
Behavioral Medicine Building
Mahoney Residential College
Mahoney Dining
Wesley Foundation
CAS Gallery
Christian Science
Baptist Ministry
Episcopal Center
Canterbury
Hillel Jewish Student Center
Writing Center
English Composition Instructors' Offices
Grosvenor House
Brunstetter House
Radley House
Foster House
Smith House
Allen House
Rhodes House
Air Force ROTC
Highers House
Pavia Parking Garage
Student Apartments
Hurricane 100 Room
BankUnited Center
La Gorce House
Pentland House
Perez Architecture Center
Eaton Residential College
McDonald Tower
Cobb Fountain
Weeks Center for Recording and Performance
Weeks Music Library and Technology Center
Clarke Recital Hall
Rathskeller
Faculty Club
Sherman Family Stage
Gusman Concert Hall
Ring Theatre
Volpe Building
Handleman Institute
Foster Building
Percussion Building
Greene Bixby Filmmore Building
Pick Music Library
Ungar Building
Cox Science Center
McLamore Plaza
Richter Library
Gazebo
Presidents Office
Donor Clock Tower
Hecht-Stanford Dining Hall
Stanford Residential College
Rosborough Tower
Schlitt Tennis Center
Knight Sports Complex
Hecht Athletic Center
Intramural Field House
Yarco Field
Ponce de Leon Parking Garage
Public Safety
Evening Gate
Metrorail Parking
Metrorail/University Station
Gables One Tower
1320 South Dixie Highway
Ponce de Leon Boulevard
Ron Fraser Way
Dickinson West Lot
Dickinson Drive
Walsh Avenue
Stanford Drive
Levante Ave
Memorial Drive
San Amaro Drive
Hurricane Drive
College Drive
Village Drive
Red Road (SW 57 Avenue)
US-1 (South Dixie Highway)
S. Alhambra Circle
Cavalier Boulevard
Harbor Road
Madruga Avenue
Mariposa Court
Turin Street
Maynada
Augusto Street
Pavia Street
Americk Street
Dauer Drive
Stanford Drive
Alhambra Circle
Zoreta Avenue
Consulata Avenue
Zoleta Avenue
Miller Road
Trillo Avenue
Baraona Avenue
Ancona Avenue
Ribbia Avenue
Ubiano Avenue
Mataro Avenue
Delgado Avenue
Corniglia Avenue
Ferdinand Avenue
Brescia Avenue
Bresca Avenue
Sevilla Avenue
Levante Avenue
Saint Augustine Catholic Church
Information Booth
Whitten University Center
Hurricane Food Court
Bookstore
Credit Union
Pool
U.S. Post Office
Ferre Building
Jenkins Building
Kosar/Epstein Office Wing
Stubblefield Building
McLamore Center
Lowe Art Museum
Behavioral Medicine Building
Mahoney Residential College
Mahoney Dining
Wesley Foundation
CAS Gallery
Christian Science
Baptist Ministry
Episcopal Center
Canterbury
Hillel Jewish Student Center
Writing Center
English Composition Instructors' Offices
Grosvenor House
Brunstetter House
Radley House
Foster House
Smith House
Allen House
Rhodes House
Air Force ROTC
Highers House
Pavia Parking Garage
Student Apartments
Hurricane 100 Room
BankUnited Center
La Gorce House
Pentland House
Perez Architecture Center
Eaton Residential College
McDonald Tower
Cobb Fountain
Weeks Center for Recording and Performance
Weeks Music Library and Technology Center
Clarke Recital Hall
Rathskeller
Faculty Club
Sherman Family Stage
Gusman Concert Hall
Ring Theatre
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Pick Music Library
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Cox Science Center
McLamore Plaza
Richter Library
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Presidents Office
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Hecht-Stanford Dining Hall
Stanford Residential College
Rosborough Tower
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Knight Sports Complex
Hecht Athletic Center
Intramural Field House
Yarco Field
Ponce de Leon Parking Garage
Public Safety
Evening Gate
Metrorail Parking
Metrorail/University Station
Gables One Tower
1320 South Dixie Highway
Ponce de Leon Boulevard
Ron Fraser Way
Dickinson West Lot
Dickinson Drive
Walsh Avenue
Stanford Drive
Levante Ave
Memorial Drive
San Amaro Drive
Hurricane Drive
College Drive
Village Drive
Red Road (SW 57 Avenue)
US-1 (South Dixie Highway)
S. Alhambra Circle
Cavalier Boulevard
Harbor Road
Madruga Avenue
Mariposa Court
Turin Street
Maynada
Augusto Street
Pavia Street
Americk Street
Dauer Drive
Stanford Drive
Alhambra Circle
Zoreta Avenue
Consulata Avenue
Zoleta Avenue
Miller Road
Trillo Avenue
Baraona Avenue
Ancona Avenue
Ribbia Avenue
Ubiano Avenue
Mataro Avenue
Delgado Avenue
Corniglia Avenue
Ferdinand Avenue
Brescia Avenue
Bresca Avenue
Sevilla Avenue
Levante Avenue
Saint Augustine Catholic Church
Information Booth
Whitten University Center
Hurricane Food Court
Bookstore
Credit Union
Pool
U.S. Post Office
Ferre Building
Jenkins Building
Kosar/Epstein Office Wing
Stubblefield Building
McLamore Center
Lowe Art Museum
Behavioral Medicine Building
Mahoney Residential College
Mahoney Dining
Wesley Foundation
CAS Gallery
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Baptist Ministry
Episcopal Center
Canterbury
Hillel Jewish Student Center
Writing Center
English Composition Instructors' Offices
Grosvenor House
Brunstetter House
Radley House
Foster House
Smith House
Allen House
Rhodes House
Air Force ROTC
Highers House
Pavia Parking Garage
Student Apartments
Hurricane 100 Room
BankUnited Center
La Gorce House
Pentland House
Perez Architecture Center
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McDonald Tower
Cobb Fountain
Weeks Center for Recording and Performance
Weeks Music Library and Technology Center
Clarke Recital Hall
Rathskeller
Faculty Club
Sherman Family Stage
Gusman Concert Hall
Ring Theatre
Volpe Building
Handleman Institute
Foster Building
Percussion Building
Greene Bixby Filmmore Building
Pick Music Library
Ungar Building
Cox Science Center
McLamore Plaza
Richter Library
Gazebo
Presidents Office
Donor Clock Tower

FIGURE 2

TABLE 1
UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS - REGIONAL TRAFFIC STUDY
SUMMARY OF CAMPUS INBOUND TRAFFIC
MARCH & APRIL 2007

17-Jul-07

	INBOUND COUNT LOCATIONS	COUNT DATE	LT IN	TH IN	RT IN	7:00-8:00 AM				8:00-9:00 AM				9:00-10:00 AM				3:00-4:00 PM				4:00-5:00 PM				5:00-6:00 PM			
						LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT
1	RED / MILLER	03/07/07																											
2	SAN AMARO / MILLER RD	04/19/07	--	--	NB			126	**126**			66	**66**			54	**54**			59	**59**			73	**73**			70	**70**
3	SAN AMARO / TRILLO/MILLER DR	03/07/07	SB	--	NB	100		79	**179**	123		81	**204**	52		58	**110**	34		34	**68**	37		36	**73**	63		64	**127**
4	SAN AMARO / MEMORIAL DR	03/07/07	SB	--	NB	35		114	**149**	42		104	**146**	26		108	**134**	28		80	**108**	31		93	**124**	41		86	**127**
5	SAN AMARO / ROBBIA DR	03/07/07	SB	EB	NB	38	0	20	**58**	23	0	18	**41**	18	0	17	**35**	19	0	11	**30**	21	0	7	**28**	27	0	7	**34**
6	CAMPO SANO / BRUNSEN	03/08/07	WB	--	EB	25		106	**131**	25		195	**220**	24		161	**185**	20		91	**111**	27		91	**118**	24		81	**105**
7	PISANO / UNIVERSITY	03/08/07	NB	WB	SB	3	235	51	**289**	6	249	36	**291**	7	334	65	**406**	8	205	53	**266**	9	311	45	**365**	9	345	32	**386**
8	PISANO / CARILLO	03/06/07																											
9	GRANADA / PONCE DE LEON	03/08/07																											
10	GRANADA / US 1 (DIXIE)	03/06/07																											
11	CARILLO / PONCE	03/06/07																											
12	STANFORD / PONCE DE LEON	03/06/07	EB	NB	WB	52	54	61	**167**	64	108	85	**257**	88	108	122	**318**	51	117	100	**268**	68	124	97	**289**	47	95	90	**232**
13	STANFORD / US 1	03/06/07																											
14	MERRICK / PONCE DE LEON	03/22/07	EB	NB	WB	77	0	14	**91**	127	0	33	**160**	167	0	28	**195**	73	0	28	**101**	101	1	25	**127**	89	2	43	**134**
15	DICKINSON / PONCE DE LEON	03/06/07	EB	NB	WB	52	0	29	**81**	75	0	26	**101**	119	1	49	**169**	98	0	45	**143**	95	0	45	**140**	114	0	47	**161**
16	S. ALHAMBRA C./PONCE (Garage)	03/06/07	EB	NB	WB	102	33	47	**182**	108	37	74	**219**	120	41	77	**238**	68	17	64	**149**	60	15	51	**126**	33	16	52	**101**
17	S. ALHAMBRA C. / US 1	03/06/07																											
18	HURRICANE / PONCE	03/06/07																											
19	RED / LEVANTE	04/12/07																											
20	RED / US 1 (DIXIE)	03/22/07																											
P-1	PISANO / LOT A	04/19/07	NB	--	SB	37		19	**56**	37		27	**64**	66		38	**104**	24		21	**45**	32		25	**57**	16		6	**22**
P-2	PISANO / LOT B	04/19/07	NB	--	SB	19		9	**28**	29		10	**39**	62		32	**94**	30		20	**50**	37		15	**52**	42		11	**53**
P-3	PISANO / LOT C	04/19/07	NB	--	SB	28		13	**41**	55		21	**76**	58		25	**83**	33		13	**46**	24		10	**34**	21		16	**37**
P-4	CAMPO SANO / LOT 109	04/19/07	NB	--	SB	13		12	**25**	39		39	**78**	42		41	**83**	19		18	**37**	16		15	**31**	9		9	**18**
P-5	LEVANTE / BRESCIA LOTS	04/19/07		IN	--		76		**76**		160		**160**		71		**71**		64		**64**		47		**47**		41		**41**
P-6	UNIVERSITY VILLAGE GARAGE	03/28/07	--	IN	--		11		**11**		12		**12**		17		**17**		39		**39**		35		**35**		31		**31**
P-7	PONCE GARAGE SOUTH DRIVE	N/A							**0**				**0**				**0**				**0**				**0**				**0**
P-8	DAUER DRI / PONCE DE LEON [2]	04/19/07			EB			20	**20**			20	**20**			20	**20**			20	**20**			20	**20**			20	**20**
	TOTAL INBOUND	**YR 2007**							**1710**				**2154**				**2316**				**1604**				**1739**				**1699**

[1] The orientation of Ponce de Leon Blvd and US 1/Dixie Highway, and Pisano Avenue is assumed in the east-west direction
[2] Dauer Drive trips in and out were conservatively estimated based on observation
[3] UM 2007 Spring Break was from March 12th to 16th

TABLE 2
UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS - REGIONAL TRAFFIC STUDY
SUMMARY OF CAMPUS OUTBOUND TRAFFIC
MARCH & APRIL 2007

17-Jul-07

OUTBOUND COUNT LOCATIONS	COUNT DATE	LT OUT	TH OUT	RT OUT	7:00-8:00 AM				8:00-9:00 AM				9:00-10:00 AM				3:00-4:00 PM				4:00-5:00 PM				5:00-6:00 PM			
					LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT
1 RED / MILLER	03/07/07																											
2 SAN AMARO / MILLER RD	04/19/07	--	--	WB				**0**				**0**				**0**				**0**				**0**				**0**
3 SAN AMARO / TRILLO/MILLER DR	03/07/07	WB	WB	WB	12	0	12	**24**	36	0	28	**64**	70	0	42	**112**	98	0	56	**154**	116	0	60	**176**	167	0	109	**276**
4 SAN AMARO / MEMORIAL DR	03/07/07	WB	--	WB	32	0	15	**47**	71	0	25	**96**	79	0	26	**105**	112	0	35	**147**	97	0	29	**126**	104	0	30	**134**
5 SAN AMARO / ROBBIA DR	03/07/07	WB	WB	WB	0	0	5	**5**	0	0	20	**20**	0	0	20	**20**	0	0	27	**27**	0	0	28	**28**	0	0	36	**36**
6 CAMPO SANO / BRUNSEN	03/08/07	NB	--	NB	7	0	4	**11**	9	0	6	**15**	28	0	21	**49**	95	0	34	**129**	124	0	34	**158**	106	0	48	**154**
7 PISANO / UNIVERSITY	03/08/07	EB	EB	EB	18	118	17	**153**	31	200	16	**247**	34	149	10	**193**	49	277	8	**334**	40	278	2	**320**	48	266	6	**320**
8 PISANO / CARILLO	03/06/07																											
9 GRANADA / PONCE DE LEON	03/08/07																											
10 GRANADA / US 1 (DIXIE)	03/06/07																											
11 CARILLO / PONCE	03/06/07																											
12 STANFORD / PONCE DE LEON	03/06/07	SB	SB	SB	20	18	15	**53**	33	21	31	**85**	39	46	39	**124**	80	135	72	**287**	115	130	88	**333**	132	183	74	**389**
13 STANFORD / US 1	03/06/07																											
14 MERRICK / PONCE DE LEON	03/22/07	SB	SB	SB	8	1	16	**25**	5	0	26	**31**	19	0	43	**62**	26	0	108	**134**	31	0	88	**119**	29	0	132	**161**
15 DICKINSON / PONCE DE LEON	03/06/07	SB	SB	SB	22	0	43	**65**	17	1	50	**68**	26	0	61	**87**	21	0	119	**140**	19	0	129	**148**	33	1	163	**197**
16 S. ALHAMBRA C./PONCE (Garage)	03/06/07	SB	SB	SB	26	9	13	**48**	29	5	12	**46**	53	13	26	**92**	74	31	62	**167**	69	23	58	**150**	68	43	58	**169**
17 S. ALHAMBRA C. / US 1	03/06/07																											
18 HURRICANE / PONCE	03/06/07																											
19 RED / LEVANTE	04/12/07																											
20 RED / US 1 (DIXIE)	03/22/07																											
P-1 PISANO / LOT A	04/19/07	NB	--	NB	7		4	**11**	3		7	**10**	12		23	**35**	23		60	**83**	34		51	**85**	26		27	**53**
P-2 PISANO / LOT B	04/19/07	NB	NB	NB	1		7	**8**	1		13	**14**	6		25	**31**	24		57	**81**	20		38	**58**	14		40	**54**
P-3 PISANO / LOT C	04/19/07	NB	--	NB	2		3	**5**	2	1	8	**11**	6		10	**16**	6		24	**30**	9		21	**30**	10		24	**34**
P-4 CAMPO SANO / LOT 109	04/19/07	EB		EB	5		5	**10**	9		9	**18**	13		12	**25**	26		26	**52**	35		34	**69**	39		39	**78**
P-5 LEVANTE / BRESCIA LOTS	04/19/07	--	OUT	--		54		**54**		53		**53**		48		**48**		56		**56**		86		**86**		103		**103**
P-6 UNIVERSITY VILLAGE GARAGE	03/28/07	--	OUT	--		19		**19**		20		**20**		24		**24**		45		**45**		48		**48**		39		**39**
P-7 PONCE GARAGE SOUTH DRIVE	N/A			SB			20	**20**			12	**12**			33	**33**			78	**78**			78	**78**			68	**68**
P-8 DAUER DRI / PONCE DE LEON [2]	04/19/07			SB			20	**20**			20	**20**			20	**20**			20	**20**			20	**20**			20	**20**
TOTAL OUTBOUND	**YR 2007**							**578**				**830**				**1076**				**1964**				**2032**				**2285**

[1] The orientation of Ponce de Leon Blvd and US 1/Dixie Highway, and Pisano Avenue is assumed in the east-west direction
[2] Dauer Drive trips in and out were conservatively estimated based on observation
[3] UM 2007 Spring Break was from March 12th to 16th

TABLE 3
UNIVERSITY OF MIAMI CORAL GABLES CAMPUS
SUMMARY OF TOTAL CAMPUS INBOUND & OUTBOUND TRAFFIC
MARCH & APRIL 2007

17-Jul-07

INBOUND AND OUTBOUND COUNT LOCATIONS	COUNT DATE	7:00-8:00 AM				8:00-9:00 AM				9:00-10:00 AM				3:00-4:00 PM				4:00-5:00 PM				5:00-6:00 PM			
		LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT
1 RED / MILLER	03/07/07																								
2 SAN AMARO / MILLER RD	04/19/07			126	**126**			66	**66**			54	**54**			59	**59**			73	**73**			70	**70**
3 SAN AMARO / TRILLO/MILLER DR	03/07/07	112		91	**203**	159		109	**268**	122		100	**222**	132		90	**222**	153		96	**249**	230		173	**403**
4 SAN AMARO / MEMORIAL DR	03/07/07	67		129	**196**	113		129	**242**	105		134	**239**	140		115	**255**	128		122	**250**	145		116	**261**
5 SAN AMARO / ROBBIA DR	03/07/07	38		25	**63**	23		38	**61**	18		37	**55**	19		38	**57**	21		35	**56**	27		43	**70**
6 CAMPO SANO / BRUNSEN	03/08/07	32		110	**142**	34		201	**235**	52		182	**234**	115		125	**240**	151		125	**276**	130		129	**259**
7 PISANO / UNIVERSITY	03/08/07	21	353	68	**442**	37	449	52	**538**	41	483	75	**599**	57	482	61	**600**	49	589	47	**685**	57	611	38	**706**
8 PISANO / CARILLO	03/06/07																								
9 GRANADA / PONCE DE LEON	03/08/07																								
10 GRANADA / US 1 (DIXIE)	03/06/07																								
11 CARILLO / PONCE	03/06/07																								
12 STANFORD / PONCE DE LEON	03/06/07	72	72	76	**220**	97	129	116	**342**	127	154	161	**442**	131	252	172	**555**	183	254	185	**622**	179	278	164	**621**
13 STANFORD / US 1	03/06/07																								
14 MERRICK / PONCE DE LEON	03/22/07	85	1	30	**116**	132		59	**191**	186		71	**257**	99		136	**235**	132	1	113	**246**	118	2	175	**295**
15 DICKINSON / PONCE DE LEON	03/06/07	74		72	**146**	92	1	76	**169**	145	1	110	**256**	119		164	**283**	114		174	**288**	147	1	210	**358**
16 S. ALHAMBRA C./PONCE (Garage)	03/06/07	128	42	60	**230**	137	42	86	**265**	173	54	103	**330**	142	48	126	**316**	129	38	109	**276**	101	59	110	**270**
17 S. ALHAMBRA C. / US 1	03/06/07																								
18 HURRICANE / PONCE	03/06/07																								
19 RED / LEVANTE	04/12/07																								
20 RED / US 1 (DIXIE)	03/22/07																								
P-1 PISANO / LOT A	04/19/07	44		23	**67**	40		34	**74**	78		61	**139**	47		81	**128**	66		76	**142**	42		33	**75**
P-2 PISANO / LOT B	04/19/07	20		16	**36**	30		23	**53**	68		57	**125**	54		77	**131**	57		53	**110**	56		51	**107**
P-3 PISANO / LOT C	04/19/07	30		16	**46**	57	1	29	**87**	64		35	**99**	39		37	**76**	33		31	**64**	31		40	**71**
P-4 CAMPO SANO / LOT 109	04/19/07	18		17	**35**	48		48	**96**	55		53	**108**	45		44	**89**	51		49	**100**	48		48	**96**
P-5 LEVANTE / BRESCIA LOTS	04/19/07		130		**130**		213		**213**		119		**119**		120		**120**		133		**133**		144		**144**
P-6 UNIVERSITY VILLAGE GARAGE	03/28/07		30		**30**		32		**32**		41		**41**		84		**84**		83		**83**		70		**70**
P-7 PONCE GARAGE SOUTH DRIVE				20	**20**			12	**12**			33	**33**			78	**78**			78	**78**			68	**68**
P-8 DAUER DRI / PONCE DE LEON [2]				40	**40**			40	**40**			40	**40**			40	**40**			40	**40**			40	**40**
TOTAL IN/OUT	**19987**				**2288**				**2984**				**3392**				**3568**				**3771**				**3984**

[1] The orientation of Ponce de Leon Blvd and US 1/Dixie Highway, and Pisano Avenue is assumed in the east-west direction
[2] Dauer Drive trips in and out were conservatively estimated based on observation
[3] UM 2007 Spring Break was from March 12th to 16th

TABLE 4
UNIVERSITY OF MIAMI CORAL GABLES CAMPUS
PEAK PERIOD TRIP RATES PER STUDENT
MARCH & APRIL 2007

Rev 17-Jul-07

	7:00-8:00 AM	8:00-9:00 AM	9:00-10:00 AM	3:00-4:00 PM	4:00-5:00 PM	5:00-6:00 PM
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
TOTAL INBOUND	1710	2154	2316	1604	1739	1699
TOTAL OUTBOUND	578	830	1076	1964	2032	2285
TOTAL IN/OUT	2288	2984	3392	3568	3771	3984
			AM PEAK PERIOD			*PM PEAK PERIOD*
ADJUSTMENT FACTORS [1]:						
PARKING LOTS NOT COUNTED [2]: 14.1% (On street, West of San Amaro & between Ponce & US-1)						
TOTAL ADJUSTMENT FACTOR: 16.4%	1.164	1.164	1.164	1.164	1.164	1.164
ADJUSTED TOTAL INBOUND	1990	2507	2696	1867	2024	1978
ADJUSTED TOTAL OUTBOUND	673	966	1252	2286	2365	2660
ADJUSTED TOTAL IN/OUT	2663	3473	3948	4153	4389	4638
			AM PEAK PERIOD			*PM PEAK PERIOD*

TOTAL STUDENTS [3]:	Headcount	FTE	UPDATED TRIP RATE PER STUDENT (2007)			OLD TRIP RATE PER STUDENT - UMCAD 2000		
	13,377	11,917						
AM PEAK PERIOD (9:00-10:00 AM)	Headcount	FTE				Headcount		
PEAK INBOUND RATE	0.202	0.226	trip ends per student	IN:	68%	0.196	trip ends per student	IN: 70%
PEAK OUTBOUND RATE	0.094	0.105	trip ends per student	OUT:	32%	0.085	trip ends per student	OUT: 30%
PEAK IN/OUT RATE	0.295	0.331	trip ends per student	AM TRIP RATE		0.281	trip ends per student	AM TRIP RATE
PM PEAK PERIOD (5:00-6:00 PM)								
PEAK INBOUND RATE	0.148	0.166	trip ends per student	IN:	43%	0.155	trip ends per student	IN: 44%
PEAK OUTBOUND RATE	0.199	0.223	trip ends per student	OUT:	57%	0.198	trip ends per student	OUT: 56%
PEAK IN/OUT RATE	0.347	0.389	trip ends per student	PM TRIP RATE		0.353	trip ends per student	PM TRIP RATE

[1] The adjustment factor is different from previous years due to new parking structures and the construction of University Village garage.
[2] The parking lots not included in the counts are those west of San Amaro Drive, parking along San Amaro Drive, and the Metrorail parking areas between Ponce and US-1.
[3] Student enrollements are provided by UM Office of Planning and Institutional Research. Student enrollment was assumed to be 5% lower in the Spring Semester compared to the Fall Semester.

TABLE 5
UM Parking Lots

Lot#	Available Parking/Coral Gables Campus Lot Name	Street Address	Disbld Space	Tkn	Mtr	Reg Space	Res Mstr	Misc	Svc	Mtr cycle	Rsrv	Total	Type	Hours
42	CG Municipal Lot 42	Ponce De Leon Blvd				210						**210**	SHELL	8-4
43	CG Municipal Lot 43	Ponce De Leon Blvd	2			51						**53**	SHELL	8-4
1-109	Art Department Wilder Auditorium	1300 Campo Sano Ave.	3			133						**136**	SUN	8-4
1-109A	Art Department Wilder Auditorium	1290 Campo Sano Ave.				107					7	**114**	GATE	24
101	Ungar Computer/Cox Science	5000 San Amaro Drive	6		27	174			5	1	8	**221**	SUN	8-4
102	Gifford Arboretum	4900 San Amaro Dr.				49						**49**	GATE	8-4
104	Cox Science	1253 Memorial Dr.	3						3			**6**	SERVICE	8-6
105	McArthur Engineering	1253 Memorial Dr.							9		2	**11**	GATE	24
106	Physics	1253 Memorial Dr.							6			**6**	SERVICE	24
107	Art Department Wilder Auditorium	1310 Campo Sano Ave	1			10						**11**	SUN	8-4
2-109	Memorial Classroom/ Cosford Cinema	5050 Pisano Ave.	8		9	363			2	1	1	**384**	SUN	8-4
201	Law Library	5200 San Amaro Dr.				50						**50**	GATE	24
201A	Law Library	5200 San Amaro Dr.			3				3		2	**8**	METER	24
202	Richter Library	1304 Memorial Dr.	2		16					1	1	**20**	METER	8-6
202A	Richter Library	1304 Memorial Dr.						2	5			**7**	SERVICE	24
203	Richter Library	1302 MemorialDr.	3		33				1			**37**	METER	8-6
204	Ashe	1252 Memorial Dr.	1			7					2	**10**	GATE	24
209A	Allen Hall/ Whitten Learning Center(SOUTH)	5101 Pisano Ave.	2			238			5			**245**	SUN	8-4
209B	Allen Hall/ Whitten Learning Center(CENTER)	5101 Pisano Ave.	2		5	438		1				**446**	SUN	8-4
209C	Allen Hall/ Whitten Learning Center(NORTH)	5101 Pisano Ave.	2			306					2	**310**	SUN	8-4
210	Panhelenic/Merrick	5198 University Dr.	2			30					1	**33**	GATE	8-4
212	Ring Theater	1312 Miller Dr.					2		2		4	**8**	SERVICE	24
213	Gusman/ Rathskeller	1330 Miller Dr.							6		3	**9**	SERVICE	24
214	Post Office	1311 Miller Dr.			10							**10**	METER	8-6
215	Whitten University Center	1334 Miller Dr.							4			**4**	SERVICE	24
216	Miller Drive	1311 Miller Dr.	7		26							**33**	METER	8-6
301	Merrick/ School of Buisness	5204 University Dr.	3			51			2		3	**59**	GATE	24
301A	Merrick/ School of Buisness	5204 University Dr.							2			**2**	SERVICE	8-4
302	Panhelenic	5194 University Dr.				21						**21**	SUN	8-4
303	Lowe Art Museum	1303 Stanford Dr.	2		34				2			**38**	METER	8-4
304	Mohoney Pearson Residential College	1201 Stanford Dr.	4			26	8	1				**39**	RESIDENT	24
304A	Mohoney Pearson Residential College	1103 Stanford Dr.				28						**28**	IBIS	8-6
304C	Mahoney Pearson Residential College	1103 Stanfrod Dr.	3		9	70	6	4		1	1	**94**	RESIDENT	24
305	Mohoney Pearson Residential College	5195 Ponce De Leon							12			**12**	SERVICE	24
306	Health Center	1220 Pavia Street	2		9				1			**12**	METER	8-6
307	Canterbury Day Care/ Writing Center	1118 Levante Ave	3			61		**6**				**70**	SUN	8-4
308A	Mahoney Pearson Residential College	5183 Ponce De Leon	2			89						**91**	RESIDENT	24
308B	Mohoney Pearson Residential College	5183 Ponce De Leon	11			532			2	1		**546**	RESIDENT	24
309	Behavioral Medicine	1103 Stanford Dr.	2			47					1	**50**	GATE	24
309A	Behavioral Medicine	1103 Stanford Dr.		4								**4**	METER	8-6
310	Stanford Drive Lot	1103 Stanford Dr.				84						**84**	SUN	8-4
413	Smathers Wellness Center	1245 Dickenson Dr.	1		14	274		1				**290**	RESIDENT	24
420	Pavia Garage	5600 Merrick Dr.	11		4	543		2	5		2	**567**	SUN	8-4
421	Osceola	5590 Merrick Dr.	1		25				1			**27**	METER	8-6
421A	Student Service Center	5606 Merrick Dr.	1			28					1	**30**	RESIDENT	24
422	Hughes House	5612 Merrick Dr.	1			24						**25**	RESIDENT	24
423	Brunsetter/ Grosvernor House	5636 Merrick Dr.	3			30			1			**34**	RESIDENT	24
425	Serpentine	1200 Walsh Ave.	8			336						**344**	IBIS	8-4
431	BankUnited VIP Lot	1243 Walsh Ave.	5			92						**97**	VISITOR	24
433	Hurricane 100 Lot	1245 Dauer Dr.	4			96						**100**	VISITOR	24
434	BankUnited North Lot	1236 Dickenson Dr (W)	3			60						**63**	METER	24
435	Lagorce/ Pentland Houses	1234 Dickenson Dr (W	1			40	2				1	**44**	RESIDENT	24

TABLE 5
UM Parking Lots

	Available Parking/Coral Gables Campus		Disbld			Reg	Res			Mtr				
Lot#	Lot Name	Street Address	Space	Tkn	Mtr	Space	Mstr	Misc	Svc	cycle	Rsrv	Total	Type	Hours
436	Foster House/ Architecture	1218 Dickenson Dr (W)	1			20			1			**22**	RESIDENT	24
437	Foster House	1206 Dickenson Dr (W)	1			18			1			**20**	RESIDENT	24
441	Railey/ Rhode Houses	5615 Merrick Dr.	2		2	47		1	1			**53**	RESIDENT	24
442	Railey/ Smith Houses	1205 Walsh Ave.	1			23			1			**25**	RESIDENT	24
443	Allen/ Barker Houses	1225 Walsh Ave.	3			49						**52**	RESIDENT	24
444	Allen/ Barker Houses	1223 Walsh Ave.				18						**18**	RESIDENT	24
446A	Hecht/ Standford Residential College	1233 Dickensen Dr (W)	1				3		6			**10**	SERVICE	24
446	Smathers Wellness Center	1241 Dickenson Dr (W)	7		10	49	8	1	2			**77**	RESIDENT	24
450	Eaton Residential College	1209 Dickenson Dr (W)	2				15		2			**19**	RESIDENT	24
451	Eaton Residential College	120 Dickenson Dr (E)	2			116						**118**	RESIDENT	24
452	Eaton Residential College	1205 Dickenson Dr(E)	2			85			1	1		**89**	RESIDENT	24
501	Intramural Field	5500 San Amaro Dr.	4			84						**88**	SUN	8-4
503	Music School	5400 San Amaro Dr.				51						**51**	GATE	24
504	Gusman Hall/ Ring Theater/ Law	5300 San Amaro Dr.	6		2	465				1		**474**	SUN	8-4
506	Schiff Tennis Center	5781 San Amaro Dr.	2			41			1			**44**	SUN	8-4
600	Ponce De Leon Garage	5625 Ponce De Leon	19		10	980		21	10	1		**1041**	SHELL	8-4
601	Fraser Building/ Mark Light Stadium	5851 San Amaro Dr.	2		5	22						**29**	SUN	8-4
603	Hecht Athletic	5811 San Amaro Dr				43					3	**46**	GATE	24
604	Sports Complex	5841 San Amaro Dr.	6		4	87		2	2			**101**	SUN	8-4
604A	Kearns Hall of Fame	5841 San Amaro Dr.	2			16						**18**	IBIS	24
701	Advancement	1510 Levante Ave.	3			29			1		1	**34**	SUN	8-4
705	Facility Planning	1533 Levante Ave.	1		7				3		1	**12**	METER	8-4
705B	Physical Plant	1533 Levante Ave.							77			**77**	SERVICE	24
705D	Orovitz South	1505 Levante Ave.				22						**22**	SUN	8-4
710	Dance Studio	6000 San Amaro Dr.	1		2	11						**14**	SUN	8-4
711	Orovitz North	1520 Brescia Ave.	3	10		119			2			**134**	SUN	8-4
714	Founders Club	1560 Brescia Ave.	2	3		60						**65**	SUN	8-4
716	Brescia	1519 Brescia Ave.				31						**31**	SUN	8-4
717	Cuban American Studies	1520 Scodella Ave.	2			23						**25**	SUN	8-4
718	Cuban American Studies	1540 Scodella Ave.				21					1	**22**	SUN	8-4
721	Ligburia Lot		4			80						**84**	SUN	8-4
726	Metro North	Ponce De Leon Blvd				130						**130**	SHELL	8-4
727	Metro South	Ponce De Leon Blvd				34						**34**	SHELL	8-4
737	School of Nursing	1541 Corniche Ave.	1			24					1	**26**	SUN	8-4
TOTAL			195	17	266	7496	44	42	190	8	49	**8307**		
4	Chapel Spaces For Atending Service @ Canterbury				**TOTAL LOTS**	**84**				(BC) Stands for Baby Carrige Space				
	Police Spaces located in the Ponce Parking Garage				**TOTAL SPACES**	**8307**								
	Temporary Lots													
	Day Star Health Center					40		**University Village**						
	Lowe Art					75		Albenga Garage				631		
	Behavoral Medicine					35		Scodella Garage				169		
	Building 21					25						**801**		
	Building 42					30								
	FPL					12								
						217								

TABLE 6
UNIVERSITY OF MIAMI CORAL GABLES CAMPUS
ADJUSTMENT FACTOR FOR PARKING LOTS NOT COUNTED IN MARCH 2007

7/17/2007

PARKING AREAS NOT COUNTED	PARKING LOTS	SPACES
1. WEST OF SAN AMARO	701,705,705B,705D,714, 716,717,718:	288
2. ON STREET PARKING ALONG SAN AMARO	501,506,601,603,604,604A	326
3. METRO AREA BETWEEN PONCE AND US-1	42, 43, 726, 727	427
4. FRATERNITIES [1]	(ESTIMATED)	250
TOTAL PARKING SPACES NOT COUNTED		**1,291**
TOTAL UM PARKING SPACES AVAILABLE IN SPRING 2007 [2]		**9,155**
PERCENT SPACES NOT COUNTED		**14.1%**
EXPANSION FACTOR		**16.4%**

NOTES:
[1] FRATERNITY PARKING LOTS ARE NOT INCLUDED IN UNIVERSITY PARKING INVENTORY
[2] PARKING SPACES AVAILABLE IN SPRING 2007 INCLUDED TEMPORARY PARKING AND UNIVERSITY VILLAGE ALBENGA GARAGE

TABLE 7

FULL-TIME EQUIVALENCE OF EMPLOYEES
AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

		Fall 86	Fall 87*	Fall 88	Fall 89**	Fall 90	Fall 91***	Fall 92	Fall 93	Fall 94	Fall 95	Fall 96	Fall 97	Fall 98	Fall 99	Fall 00	Fall 01	Fall 02	Fall 03	Fall 04	Fall 05	Fall 06
Faculty	Headcount	1,079	1,033	1,088	1,077	1,040	1,069	1,127	1,125	1,124	1,173	1,174	1,160	1,159	1,205	1,228	1,247	1,232	1,269	1,283	1,346	1,344
	FTE	812.3	791.7	848.0	847.5	839.0	866.0	926.6	903.9	916.8	933.9	950.4	935.2	971.4	1024.4	1031.9	1060.5	1032.3	1060.9	1054.0	1092.6	1069.0
Staff****	Headcount	1,845	1,863	1,713	1,745	1,728	1,713	1,687	1,617	1,658	1,673	1,677	1,704	1,699	1,672	1,697	1,754	1,835	1,882	1,875	1,855	1,879
	FTE	1676.3	1699.7	1679.2	1713.7	1699.0	1689.1	1669.2	1601.7	1641.1	1656.9	1695.2	1684.6	1679.1	1657.5	1684.0	1739.5	1820.6	1866.7	1863.2	1839.4	1863.2
Total	Headcount	2,924	2,896	2,801	2,822	2,768	2,782	2,814	2,742	2,782	2,846	2,851	2,864	2,858	2,877	2,925	3,001	3,067	3,151	3,158	3,201	3,223
	FTE	2488.7	2491.3	2527.2	2561.2	2538.0	2555.1	2595.8	2505.6	2557.9	2590.8	2645.6	2619.8	2650.5	2681.9	2715.9	2800.0	2852.9	2927.6	2917.2	2932.0	2932.2

*Prior to fall 1988, FTE for each part-time employee is 1/3. Nursing included on Medical Campus from fall 1987 to Spring 1994; included in Coral Gables campus otherwise.
**Starting in fall 1989 data are for employees who were employed as of September 30th. Before 1989 data are for employees who were employed as of October 31st.
*** General Counsel not included in Coral Gables Campus after spring 1991 but included in Coral Gables Campus before then.
**** Includes administrative/professional, research/training, staff, and physical plant.

FULL-TIME EQUIVALENCE OF ENROLLED STUDENTS
AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

		Fall 86	Fall 87**	Fall 88	Fall 89	Fall 90	Fall 91	Fall 92	Fall 93	Fall 94	Fall 95	Fall 96	Fall 97	Fall 98	Fall 99	Fall 00	Fall 01	Fall 02	Fall 03	Fall 04	Fall 05	Fall 06
Student	Headcount	11,280	11,134	12,213	12,154	12,347	12,522	12,345	12,142	12,330	12,185	12,350	12,320	11,953	12,300	12,569	13,023	13,617	13,792	13,711	14,094	14,081
	FTE*	9,533	9,342	10,329	10,291	10,404	10,510	10,475	10,192	10,211	10,252	10,280	10,379	10,162	10,473	10,801	11,270	11,678	11,973	12,038	12,446	12,544

*Total credit load divided by 15, and students taking research course only with zero credit were increased from zero to one
** Nursing included on the Medical Campus from fall 1987 to spring 1994; included on the Coral Gables campus otherwise.

TOTAL FULL-TIME EQUIVALENCE OF EMPLOYEES AND ENROLLED STUDENTS
AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

		Fall 86	Fall 87**	Fall 88	Fall 89	Fall 90	Fall 91	Fall 92	Fall 93	Fall 94	Fall 95	Fall 96	Fall 97	Fall 98	Fall 99	Fall 00	Fall 01	Fall 02	Fall 03	Fall 04	Fall 05	Fall 06
Total	Headcount	14,204	14,030	15,014	14,976	15,115	15,304	15,159	14,884	15,112	15,031	15,201	15,184	14,811	15,177	15,494	16,024	16,684	16,943	16,869	17,295	17,304
	FTE	12,022	11,833	12,856	12,852	12,942	13,065	13,071	12,698	12,769	12,843	12,926	12,999	12,813	13,155	13,517	14,070	14,531	14,901	14,955	15,378	15,476

Source: The University of Miami Office of Planning and Institutional Research Information Technology.

ATTACHMENT 4
TECHNICAL MEMORANDUM: RESIDENT STUDENT PEAK HOUR TRIP RATES

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MEMORANDUM

TO: Ramon Alvarez, P.E., PTOE

COPIES TO: Andre Groenhoff and John Krane, P.E. (K&S)
Janet Gavarette and Alicia Corral (UM)

FROM: Fadi Emil Nassar, P.E., PTOE

DATE: June 6, 2007
Revised July 17, 2007
Revised February 19, 2008

SUBJECT: University of Miami – UMRTS – Revised Resident Student Peak Hour Trip Rates
Keith and Schnars Project 15121.01.09010

Pursuant to your review comments and the issues with the previous resident student traffic counts, new traffic counts were collected to estimate the hourly residential trip rates at University Village and the peak hour residential trip rates at the Mahoney-Pearson residential hall. The previous counts performed in March 2007 did not include the smaller University Village garage which was under construction, and the counts at Mahoney-Pearson were impacted by the use of temporary unpaved lots accessed from the same driveways as the residential hall.

University Village

Parking at University Village is restricted to two parking garages: the North (Albenga) parking garage with a capacity of 631 spaces, and the recently completed South parking garage with a capacity of 169 spaces for a total of 800 parking spaces. The locations of both garages are depicted in Figure 1.

A field visit conducted on Wednesday, January 16, 2008 at 7:45 AM indicated that the smaller South garage was almost fully occupied, whereas the upper level of the larger North (Albenga) garage had most parking places empty. University Village residents are not allowed to park elsewhere on campus on weekdays until parking restrictions are lifted at 4:00 PM. A high quality shuttle bus system operating at high frequency connects University Village to the rest of the campus.

Traffic counts were collected for 48 hours at the two University Village garages. The counts were performed on Wednesday 1/16/08 and Thursday 1/17/08 by Traffic Survey Specialists (TSS). Machine counts were placed at the entrance and exit of both garages serving University Village. The hourly volume plots are presented in Figure 2. The raw data count printouts are provided in Attachment A. Kevin McNally of TSS indicated that due to the configuration of the South garage driveway, vehicles entering and exiting the garage were often at an angle to the hose. He reconfigured the hose placements to minimize double counting of vehicles. There were no reported issues with the counts at the larger North Albenga garage.

AM and PM peak hour trip rates for University Village resident students were calculated based on University Village population of 747 resident students registered in the Spring 2008 Semester. The revised peak hour trip rates for University Village resident students were generally similar to the previous rates used in the November RTS study that were adjusted to account for the unfinished parking garage. The new volumes and hourly trip rates are shown in Table 1.

Mahoney-Pearson Residential Hall

The new peak hour traffic surveys were collected on Wednesday 1/16/08 and Thursday 1/17/08. The traffic generated by the Mahoney-Pearson hall must use the inbound and outbound driveways located on the east side of Stanford Drive as depicted in Figure 3. These driveways provide the only student access to the Mahoney-Pearson parking garage and the student parking lots near the residential hall. All vehicles entering and exiting Mahoney-Pearson parking facilities were counted during peak hours. Resident student vehicles were identified from the parking decal. Two decal types are used by resident students: Resident decals and Reserve decals (typically provided for faculty or staff living in residential halls.)

The collected data is summarized in Table 2. Midday counts were performed on Thursday 1/17/08. Non-peak trip counts shown in Table 1 remain from the March 2007 counts and are provided for informational purposes only.

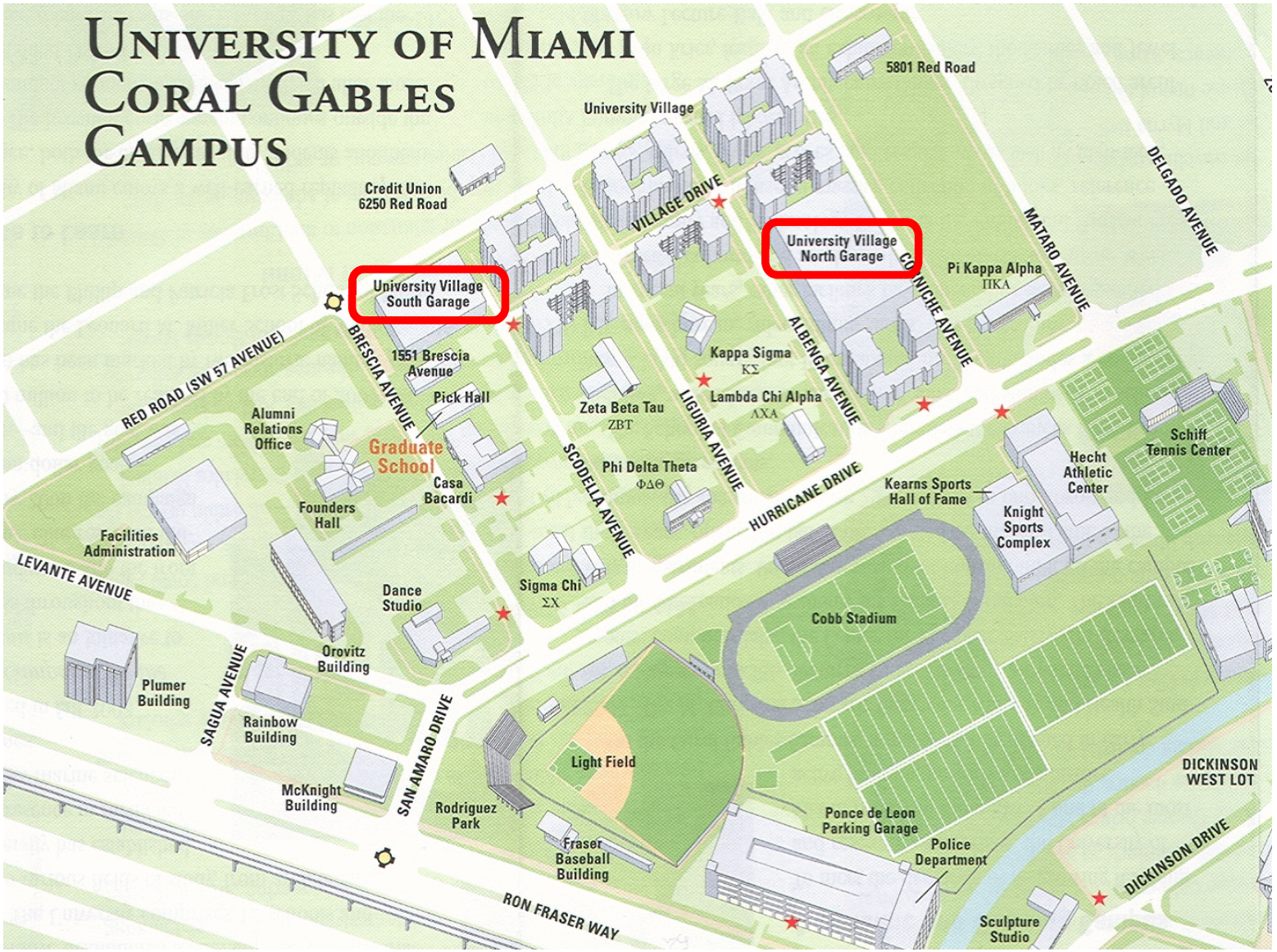
It should be noted that these updated January 2008 peak hour counts are more accurate than the previous March 2007 counts because they were performed manually by engineering staff instead of machine hoses, no adjustment factors were used, and there were no temporary parking lots near the Lowe Museum as during the March 2007 counts. Furthermore, the residential parking lots and lower levels of the Mahoney-Pearson Parking garage were fully occupied which discouraged resident students from other halls to drive to the Mahoney-Pearson dining facility.

Blended Student Peak Hour Trip Rates

Per methodology agreement, peak hour blended resident student trip rates were calculated by averaging the University Village and Mahoney-Pearson rates. Peak hour commuter student trip rates were then calculated based on the campus wide rates that consist of resident, commuter and non-student trips. About 20% of campus trips were assumed as non-student trips generated by staff, faculty and visitors.

During the Spring 2008 Semester, approximately 1,324 students resided at Mahoney-Pearson residential hall and 747 students at University Village, out of a total resident population of 4,582 students. The AM and PM peak hour trip rates were calculated by dividing the number of resident trips for that hour by the number of resident students. Resident student blended peak hour trip rates were estimated by averaging University Village and Mahoney-Pearson trip rates.

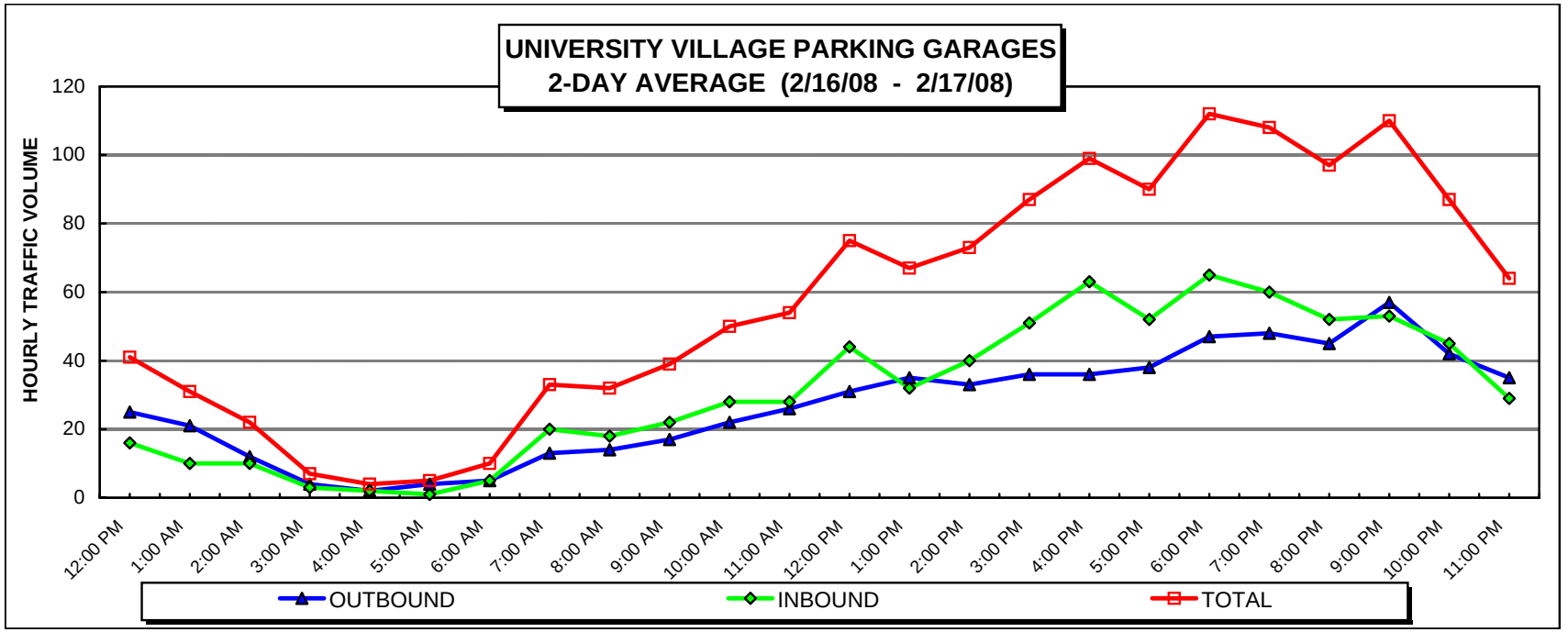
As shown in Table 1, Resident student trip rates are 0.035 trips per resident student during the AM peak hour and 0.10 trips per resident student during the PM peak hour. Campus wide trip rates based on full-time equivalent (FTE) students were obtained from Table 3 and are 0.331 trips during the AM peak hour and 0.389 trips during the PM peak hour. Assuming campus wide trips are composed of resident, commuter and 20% non-student trips, commuter student trip rates were calculated as 0.449 trips per commuter student during the AM peak hour and 0.504 trips per commuter student during the PM peak hour.

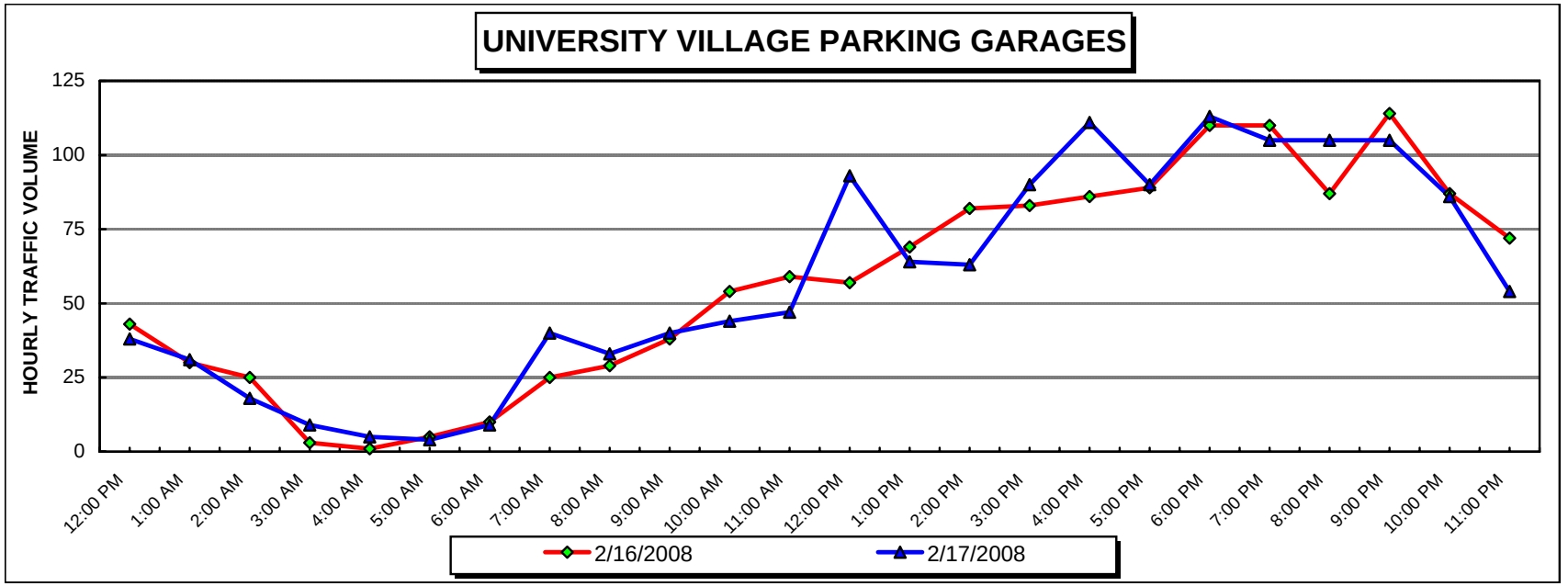


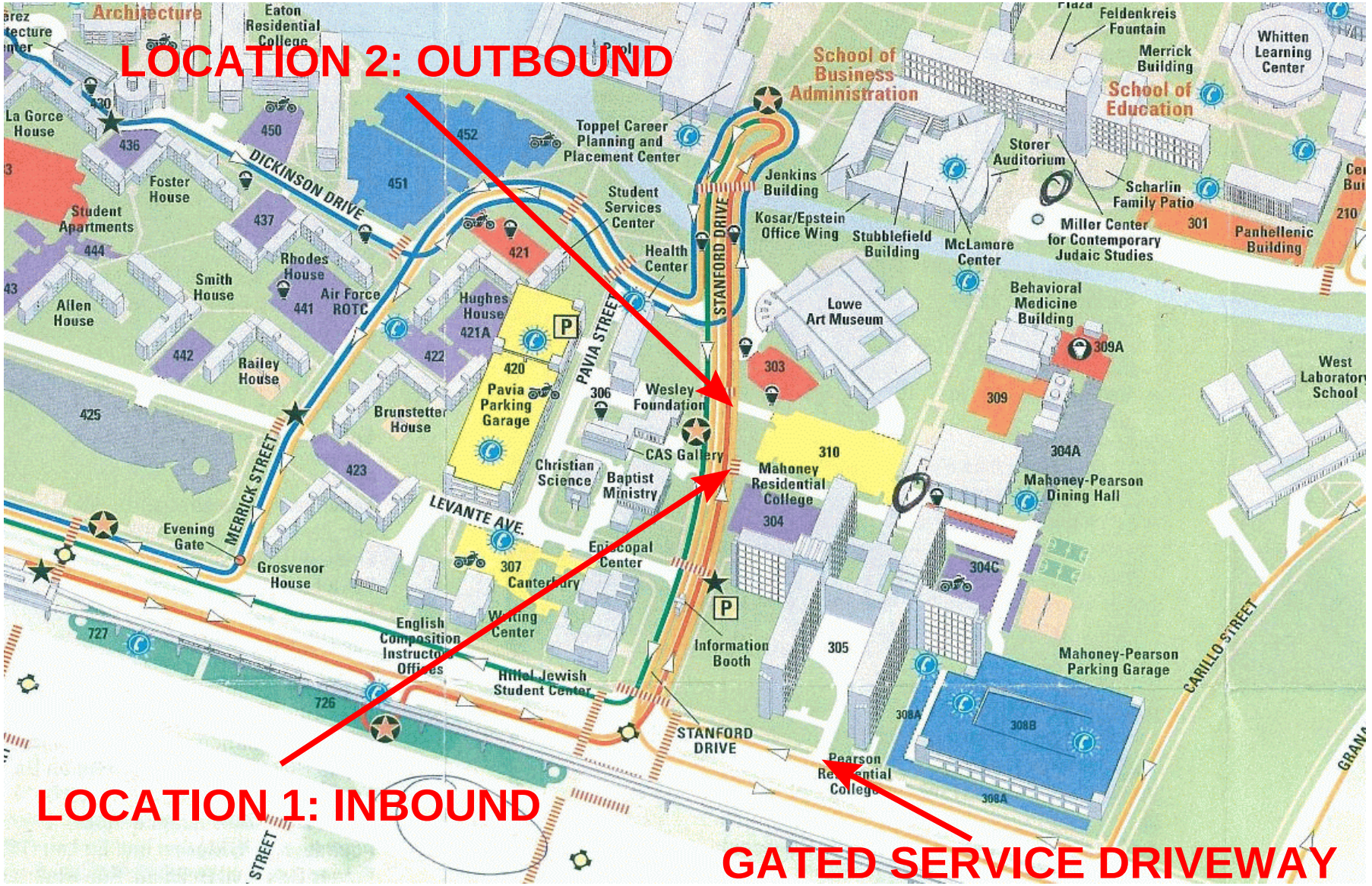
Not to Scale

UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	LOCATION OF UNIVERSITY VILLAGE PARKING GARAGES	**KEITH and SCHNARS, P.A.** ENGINEERS, PLANNERS, SURVEYORS	FIGURE 1 2/14/08

FIGURE 2
UNIVERSITY VILLAGE GARAGES - 2008 TRAFFIC COUNTS







UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	**MAHONEY-PEARSON TRAFFIC COUNT LOCATIONS**	KEITH and SCHNARS, P.A. *ENGINEERS, PLANNERS, SURVEYORS*	**FIGURE 3** 07/17/2007

TABLE 1
UNIVERSITY OF MIAMI RESIDENT STUDENT TRIP RATES

Rev 19-Feb-08

MAHONEY-PEARSON RESIDENTS (SPRING 2007):	1,324	students	ADJUSTED MAHONEY-PEARSON RATES [1]	
UNIVERSITY VILLAGE RESIDENTS (SPRING 2007):	747	students	EVENING (7:00 PM-6:00 AM):	95%
			OFF PEAK (10:00 AM-4:00 PM):	25%

ADJUSTED UV RATE [3]: 100%

SPRING BREAK: MARCH 12-16, 2007

TIME PERIOD	MAHONEY-PEARSON RESIDENTIAL COLLEGE [2]									UNIVERSITY VILLAGE GARAGE [3]								
	INBOUND		OUTBOUND					GROSS	ADJ	INBOUND		OUTBOUND					UV	AVERAGE
	3/28/07 IN	3/29/07 IN	3/28/07 OUT	3/29/07 OUT	AVG IN	AVG OUT	AVG IN/OUT	TRIP RATE	TRIP RATE	1/16/08 IN	1/17/08 IN	1/16/08 OUT	1/17/08 OUT	AVG IN	AVG OUT	AVG IN/OUT	TRIP RATE	TRIP RATE
12:00-01:00 AM	69	65	59	57	67	58	125	0.094	0.089	19	13	24	25	16	25	41	0.055	0.072
01:00-02:00 AM	47	34	33	32	41	33	74	0.056	0.053	11	9	19	22	10	21	31	0.041	0.047
02:00-03:00 AM	31	32	28	18	32	23	55	0.042	0.040	10	10	15	8	10	12	22	0.029	0.035
03:00-04:00 AM	17	17	14	8	17	11	28	0.021	0.020	1	4	2	5	3	4	7	0.009	0.015
04:00-05:00 AM	10	13	10	9	12	10	22	0.017	0.016	1	2	0	3	2	2	4	0.005	0.011
05:00-06:00 AM	6	10	6	14	8	10	18	0.014	0.013	1	0	4	4	1	4	5	0.007	0.010
06:00-07:00 AM	18	23	14	13	21	14	35	0.026	0.025	4	5	6	4	5	5	10	0.013	0.019
07:00-08:00 AM	47	70	31	22	19	16	35	0.026	0.026	15	24	10	16	20	13	33	0.044	**0.035**
08:00-09:00 AM	100	81	39	29	**19**	**16**	**35**	**0.026**	**0.026**	17	18	12	15	18	14	32	0.043	**0.035**
09:00-10:00 AM	96	123	39	63	19	16	35	0.026	0.026	27	17	11	23	22	17	39	0.052	0.039
10:00-11:00 AM	119	119	60	67	119	64	183	0.138	0.035	33	22	21	22	28	22	50	0.067	0.051
11:00-12:00 AM	96	92	81	83	94	82	176	0.133	0.033	27	28	32	19	28	26	54	0.072	0.053
12:00-01:00 PM	108	153	119	124	**30**	**29**	**59**	**0.045**	**0.045**	28	60	29	33	44	31	75	**0.100**	**0.073**
01:00-02:00 PM	100	140	123	148	120	136	256	0.193	0.048	37	26	32	38	32	35	67	0.090	0.069
02:00-03:00 PM	88	97	106	109	93	108	201	0.152	0.038	45	34	37	29	40	33	73	0.098	0.068
03:00-04:00 PM	107	112	103	153	110	128	238	0.180	0.045	46	55	37	35	51	36	87	0.116	0.081
04:00-05:00 PM	110	103	102	115	**42**	**47**	**89**	**0.067**	**0.067**	60	66	26	45	63	36	99	**0.133**	**0.100**
05:00-06:00 PM	85	91	100	119	47	40	87	0.066	0.066	53	50	36	40	52	38	90	0.120	0.093
06:00-07:00 PM	125	126	132	164	126	148	274	0.207	0.197	66	64	44	49	65	47	112	0.150	0.174
07:00-08:00 PM	95	114	144	127	105	136	241	0.182	0.173	65	54	45	51	60	48	108	0.145	0.159
08:00-09:00 PM	120	118	156	140	119	148	267	0.202	0.192	48	55	39	50	52	45	97	0.130	0.161
09:00-10:00 PM	132	129	131	108	131	120	251	0.190	0.181	56	50	58	55	53	57	110	0.147	0.164
10:00-11:00 PM	105	120	96	112	113	104	217	0.164	0.156	37	52	50	34	45	42	87	0.116	0.136
11:00-12:00 PM	74	95	73	100	85	87	172	0.130	0.124	33	24	39	30	29	35	64	0.086	0.105
TOTAL	**1,905**	**2,077**	**1,799**	**1,934**	**1,589**	**1,584**	**3,173**			**740**	**742**	**628**	**655**	**749**	**648**	**1,397**		

Notes:

[1] No adjustment factor was needed for revised peak hour rates at Mahoney-Pearson because resident students were identified by car decals. The trip rate from 7:00-8:00 AM was assumed similar to 8:00-9:00 AM. The off-peak hour adjusment factor is based on the updated January 2008 counts. Evening adjustments are based on University Village survey and mainly account for intercampus trips.

[2] Mahoney-Pearson traffic counts covered the inbound and outbound driveways east of Stanford Drive. These are the only non-service driveways leading to the Mahoney-Pearson garage and student parking lots.

[3] No trip rate adjustment was needed for University Village since the construction of the South garage was completed and all University Village's 800 planned parking spaces were available for students.

[4] The residential student blended peak hour trip rate was calculated by combining the University Village trips rates with the Mahoney-Pearson trip rates that represented all remaining resident students.

[5] The calculated commuter trip rates are based on FTE rates and take into account that about 20% of campus trips are made by non-students (faculty, staff and visitors).

AM TRIP RATES

	2007-MP	2007-UV	RATE [4]
AM PEAK HOUR RESIDENT TRIP RATE (7:00 AM - 10:00 AM):	0.026	0.044	0.035
AM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS):			**0.331**
AM PEAK HOUR TRIP RATE FOR COMMUTERS (7:00 AM - 9:00 AM) [5]:			0.449

PM TRIP RATES

	2007-MP	2007-UV	RATE [4]
PM PEAK HOUR RESIDENT TRIP RATE (4:00 PM - 6:00 PM):	0.067	0.133	0.100
PM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS):			**0.389**
PM PEAK HOUR TRIP RATE FOR COMMUTERS (4:00 PM-6:00 PM) [5]:			0.504

TABLE 2
UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY
TRAFFIC COUNTS AT MAHONEY-PEARSON PARKING AREAS - Wed 1/16/2008 & Th 1/17/2008

	01/16/2008 WEDNESDAY						01/17/2008 THURSDAY						AVERAGE COUNT			
	INBOUND			OUTBOUND			INBOUND			OUTBOUND			INBOUND		OUTBOUND	
TIME	RESIDENT	RESERVED	OTHER	RESIDENT	RESERVED	OTHER	RESIDENT	RESERVED	OTHER	RESIDENT	RESERVED	OTHER	RESIDENT	OTHER	RESIDENT	OTHER
AM PEAK																
8:00 - 8:15	5		6	n/a		n/a	6		22	2		19	6	14	2	19
8:15 - 8:30	5		17	n/a		n/a	4		22	4		13	5	20	4	13
8:30 - 8:45	4		21	4		4	3		12	5		16	4	17	5	10
8:45 - 9:00	5		32	5		7	2		19	4		9	4	26	5	8
9:00 - 9:15	6		14	2		6	7		45	7		38	7	30	5	22
9:15 - 9:30	5		20	1		16	2		60	7		53	4	40	4	35
9:30 - 9:45	3		26	1		5	5		31	4		30	4	29	3	18
9:45 - 10:00	3		27	6		14	4		20	2		13	4	24	4	14
NOON																
11:45 - 12:00	---		---	---		---	6		32	4		32	6	32	4	32
12:00 - 12:15	---		---	---		---	10		42	6		31	10	42	6	31
12:15 - 12:30	---		---	---		---	13		47	12		48	13	47	12	48
12:30 - 12:45	---		---	---		---	5		27	6		29	5	27	6	29
12:45 - 1:00	---		---	---		---	2		22	5		21	2	22	5	21
1:00 - 1:15	---		---	---		---	2		17	6		19	2	17	6	19
PM PEAK																
4:00 - 4:15	6	1	11	10		10	10		16	10		16	9	14	10	13
4:15 - 4:30	16		20	2		15	14		15	12		13	15	18	7	14
4:30 - 4:45	11		31	10		22	4		31	12	1	22	8	31	12	22
4:45 - 5:00	12		34	16		36	7		25	18	1	35	10	30	18	36
5:00 - 5:15	11		10	9		25	17		19	11		23	14	15	10	24
5:15 - 5:30	11		18	8		21	16		15	9		18	14	17	9	20
4:30 - 4:45	7		21	9		24	9		14	8		23	8	18	9	24
4:45 - 5:00	9		31	12		19	12		23	12		22	11	27	12	21

	01/16/2008 WEDNESDAY						01/17/2008 THURSDAY						AVERAGE COUNT			
	INBOUND			OUTBOUND			INBOUND			OUTBOUND			INBOUND		OUTBOUND	
TIME	RESIDENT	RESERVED	OTHER	RESIDENT	RESERVED	OTHER	RESIDENT	RESERVED	OTHER	RESIDENT	RESERVED	OTHER	RESIDENT	OTHER	RESIDENT	OTHER
AM PEAK																
8:00 - 9:00	19	0	76	9	0	11	15	0	75	15	0	57	19	77	16	50
9:00 - 10:00	17	0	87	10	0	41	18	0	156	20	0	134	19	123	16	89
NOON																
12:00 - 1:00	0	0	0	0	0	0	30	0	138	29	0	129	30	138	29	129
PM PEAK																
4:00 - 5:00	45	1	96	38	0	83	35	0	87	52	2	86	42	93	47	85
5:00 - 6:00	38	0	80	38	0	89	54	0	71	40	0	86	47	77	40	89

TABLE 3
UNIVERSITY OF MIAMI CORAL GABLES CAMPUS
PEAK PERIOD TRIP RATES PER STUDENT
MARCH & APRIL 2007

Rev 19-Feb-08

	7:00-8:00 AM	8:00-9:00 AM	9:00-10:00 AM	3:00-4:00 PM	4:00-5:00 PM	5:00-6:00 PM
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
TOTAL INBOUND	1710	2154	2316	1604	1739	1699
TOTAL OUTBOUND	578	830	1076	1964	2032	2285
TOTAL IN/OUT	2288	2984	3392	3568	3771	3984
			AM PEAK PERIOD			*PM PEAK PERIOD*
ADJUSTMENT FACTORS [1]:						
PARKING LOTS NOT COUNTED [2]: 14.1% (On street, West of San Amaro & between Ponce & US-1)						
TOTAL ADJUSTMENT FACTOR: 16.4%	1.164	1.164	1.164	1.164	1.164	1.164
ADJUSTED TOTAL INBOUND	1990	2507	2696	1867	2024	1978
ADJUSTED TOTAL OUTBOUND	673	966	1252	2286	2365	2660
ADJUSTED TOTAL IN/OUT	2663	3473	3948	4153	4389	4638
			AM PEAK PERIOD			*PM PEAK PERIOD*

TOTAL STUDENTS [3]:	Headcount	FTE
	13,377	11,917

UPDATED TRIP RATE PER STUDENT (2007)

	Headcount	FTE		
AM PEAK PERIOD (9:00-10:00 AM)				
PEAK INBOUND RATE	0.202	0.226 trip ends per student	IN:	68%
PEAK OUTBOUND RATE	0.094	0.105 trip ends per student	OUT:	32%
PEAK IN/OUT RATE	0.295	0.331 trip ends per student	AM TRIP RATE	
PM PEAK PERIOD (5:00-6:00 PM)				
PEAK INBOUND RATE	0.148	0.166 trip ends per student	IN:	43%
PEAK OUTBOUND RATE	0.199	0.223 trip ends per student	OUT:	57%
PEAK IN/OUT RATE	0.347	0.389 trip ends per student	PM TRIP RATE	

OLD TRIP RATE PER STUDENT - UMCAD 2000

	Headcount		
PEAK INBOUND RATE	0.196 trip ends per student	IN:	70%
PEAK OUTBOUND RATE	0.085 trip ends per student	OUT:	30%
PEAK IN/OUT RATE	0.281 trip ends per student	AM TRIP RATE	
PEAK INBOUND RATE	0.155 trip ends per student	IN:	44%
PEAK OUTBOUND RATE	0.198 trip ends per student	OUT:	56%
PEAK IN/OUT RATE	0.353 trip ends per student	PM TRIP RATE	

[1] The adjustment factor is different from previous years due to new parking structures and the construction of University Village garage.
[2] The parking lots not included in the counts are those west of San Amaro Drive, parking along San Amaro Drive, and the Metrorail parking areas between Ponce and US-1.
[3] Student enrollements are provided by UM Office of Planning and Institutional Research. Per methodology agreement, student enrollment was assumed to be 5% lower in the Spring Semester compared to the Fall Semester.

ATTACHMENT A
48-HOUR TRAFFIC COUNTS AT UNIVERSITY VILLAGE

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

Data File : D0116004.PRN
Station : 000000011502
Identification : 000110252093 Interval : 15 minutes
Start date : Jan 16, 08 Start time : 00:00
Stop date : Jan 16, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg N Garage N of Albenga Ave

Jan 16 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	5	1	0	1	0	1	3	4	6	4
30	4	3	3	1	0	1	1	3	2	1	1	5
45	7	4	1	0	0	0	0	0	0	1	5	8
00	3	4	4	0	0	0	4	3	1	1	3	7
Hr Total	17	15	13	2	0	2	5	7	6	7	15	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	7	8	7	9	7	8	8	12	15	21	9
30	4	6	5	5	6	7	9	9	8	10	10	6
45	5	3	8	4	6	7	3	5	8	8	7	5
00	3	6	7	8	4	3	9	9	5	10	6	12
Hr Total	19	22	28	24	25	24	29	31	33	43	44	32

24 Hour Total : 467
AM peak hour begins : 11:15 AM peak volume : 27 Peak hour factor : 0.84
PM peak hour begins : 21:15 PM peak volume : 49 Peak hour factor : 0.58

Jan 16 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	0	1	3	1	2	7	3
30	4	0	1	0	0	0	1	5	5	8	7	4
45	2	1	3	0	1	0	0	3	4	3	11	9
00	1	1	2	0	0	1	0	2	1	10	3	4
Hr Total	7	2	7	0	1	1	2	13	11	23	28	20

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	5	8	3	9	9	16	12	8	8	5	4
30	7	7	7	10	10	9	14	9	5	6	3	3
45	7	7	7	11	9	10	8	15	4	12	2	5
00	5	4	5	5	10	12	7	15	11	8	5	2
Hr Total	21	23	27	29	38	40	45	51	28	34	15	14

24 Hour Total : 480
AM peak hour begins : 09:45 AM peak volume : 35 Peak hour factor : 0.80
PM peak hour begins : 17:30 PM peak volume : 52 Peak hour factor : 0.81

Data File : D0116004.PRN
Station : 000000011502
Identification : 000110252093 Interval : 15 minutes
Start date : Jan 16, 08 Start time : 00:00
Stop date : Jan 16, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg N Garage N of Albenga Ave

Jan 16 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	6	1	0	1	1	4	4	6	13	7
30	8	3	4	1	0	1	2	8	7	9	8	9
45	9	5	4	0	1	0	0	3	4	4	16	17
00	4	5	6	0	0	1	4	5	2	11	6	11
Hr Total	24	17	20	2	1	3	7	20	17	30	43	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	12	16	10	18	16	24	20	20	23	26	13
30	11	13	12	15	16	16	23	18	13	16	13	9
45	12	10	15	15	15	17	11	20	12	20	9	10
00	8	10	12	13	14	15	16	24	16	18	11	14
Hr Total	40	45	55	53	63	64	74	82	61	77	59	46

24 Hour Total : 947
AM peak hour begins : 09:45 AM peak volume : 48 Peak hour factor : 0.75
PM peak hour begins : 19:00 PM peak volume : 82 Peak hour factor : 0.85

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File : D0117007.PRN
Station : 000000011502
Identification : 000110252093
Start date : Jan 17, 08
Stop date : Jan 17, 08
City/Town : Miami, Florida
Location : University Vlg N Garage N of Albenga Ave
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

Jan 17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	9	4	2	1	0	0	2	4	4	0	5
30	4	5	2	2	0	0	0	3	0	7	6	3
45	6	2	0	0	2	0	0	4	3	4	6	2
00	6	3	1	1	0	2	4	4	4	5	4	4
Hr Total	21	19	7	5	3	2	4	13	11	20	16	14

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	7	9	5	8	6	13	9	7	14	5	8
30	6	10	8	10	9	6	7	7	7	15	11	4
45	7	7	5	4	8	12	5	7	13	9	6	4
00	4	4	2	4	5	6	7	15	10	6	5	4
Hr Total	22	28	24	23	30	30	32	38	37	44	27	20

24 Hour Total : 490
AM peak hour begins : 00:30 AM peak volume : 26 Peak hour factor : 0.72
PM peak hour begins : 20:30 PM peak volume : 52 Peak hour factor : 0.87

Jan 17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	0	1	3	4	1	2	4
30	2	1	2	2	1	0	1	3	4	7	4	7
45	1	0	0	0	0	0	1	8	4	3	2	6
00	2	1	0	0	0	0	0	4	4	3	6	7
Hr Total	6	2	2	2	2	0	3	18	16	14	14	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	4	5	11	6	7	16	10	7	6	8	5
30	7	2	12	5	8	6	14	10	9	7	7	5
45	13	3	5	17	12	11	10	8	8	4	7	3
00	14	11	5	6	18	9	16	10	11	12	7	5
Hr Total	48	20	27	39	44	33	56	38	35	29	29	18

24 Hour Total : 519
AM peak hour begins : 11:15 AM peak volume : 34 Peak hour factor : 0.61
PM peak hour begins : 18:00 PM peak volume : 56 Peak hour factor : 0.88

Data File : D0117007.PRN
Station : 000000011502
Identification : 000110252093 Interval : 15 minutes
Start date : Jan 17, 08 Start time : 00:00
Stop date : Jan 17, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg N Garage N of Albenga Ave

Jan 17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	9	4	2	2	0	1	5	8	5	2	9
30	6	6	4	4	1	0	1	6	4	14	10	10
45	7	2	0	0	2	0	1	12	7	7	8	8
00	8	4	1	1	0	2	4	8	8	8	10	11
Hr Total	27	21	9	7	5	2	7	31	27	34	30	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	11	14	16	14	13	29	19	14	20	13	13
30	13	12	20	15	17	12	21	17	16	22	18	9
45	20	10	10	21	20	23	15	15	21	13	13	7
00	18	15	7	10	23	15	23	25	21	18	12	9
Hr Total	70	48	51	62	74	63	88	76	72	73	56	38

24 Hour Total : 1009
AM peak hour begins : 11:30 AM peak volume : 51 Peak hour factor : 0.64
PM peak hour begins : 17:30 PM peak volume : 88 Peak hour factor : 0.76

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File : D0117008.PRN
Station : 000000011504
Identification : 009845970017 Interval : 15 minutes
Start date : Jan 17, 08 Start time : 00:00
Stop date : Jan 17, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg S Garage S of Scodella Av

Jan 17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	0	0	0	0	0	1	2	2	3
30	0	1	0	0	0	1	0	0	0	0	0	1
45	1	0	0	0	0	1	0	1	3	0	2	0
00	2	0	0	0	0	0	0	2	0	1	2	1
Hr Total	4	3	1	0	0	2	0	3	4	3	6	5

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	4	2	3	3	2	4	3	2	3	2	0
30	5	3	0	3	6	4	3	3	4	5	1	6
45	4	2	2	3	4	2	6	2	3	2	3	2
00	2	1	1	3	2	2	4	5	4	1	1	2
Hr Total	11	10	5	12	15	10	17	13	13	11	7	10

24 Hour Total : 165
AM peak hour begins : 10:30 AM peak volume : 8 Peak hour factor : 0.67
PM peak hour begins : 18:00 PM peak volume : 17 Peak hour factor : 0.71

Jan 17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	4	3	2	0	0	0	1	0	1	1	0
30	1	1	5	0	0	0	1	1	1	1	0	2
45	5	2	0	0	0	0	0	2	0	0	3	1
00	1	0	0	0	0	0	1	2	1	1	4	1
Hr Total	7	7	8	2	0	0	2	6	2	3	8	4

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	1	3	5	3	7	3	0	3	7	8	0
30	2	3	0	5	8	5	0	4	5	5	3	2
45	7	1	1	2	3	2	2	6	7	5	5	2
00	1	1	3	4	8	3	3	6	5	4	7	2
Hr Total	12	6	7	16	22	17	8	16	20	21	23	6

24 Hour Total : 223
AM peak hour begins : 00:15 AM peak volume : 11 Peak hour factor : 0.55
PM peak hour begins : 16:15 PM peak volume : 26 Peak hour factor : 0.81

Data File : D0117008.PRN
Station : 000000011504
Identification : 009845970017 Interval : 15 minutes
Start date : Jan 17, 08 Start time : 00:00
Stop date : Jan 17, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg S Garage S of Scodella Av

Jan 17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	6	4	2	0	0	0	1	1	3	3	3
30	1	2	5	0	0	1	1	1	1	1	0	3
45	6	2	0	0	0	1	0	3	3	0	5	1
00	3	0	0	0	0	0	1	4	1	2	6	2
Hr Total	11	10	9	2	0	2	2	9	6	6	14	9

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	5	5	8	6	9	7	3	5	10	10	0
30	7	6	0	8	14	9	3	7	9	10	4	8
45	11	3	3	5	7	4	8	8	10	7	8	4
00	3	2	4	7	10	5	7	11	9	5	8	4
Hr Total	23	16	12	28	37	27	25	29	33	32	30	16

24 Hour Total : 388
AM peak hour begins : 00:30 AM peak volume : 17 Peak hour factor : 0.71
PM peak hour begins : 16:15 PM peak volume : 40 Peak hour factor : 0.71

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File : D0116005.PRN
Station : 000000011504
Identification : 009845970017 Interval : 15 minutes
Start date : Jan 16, 08 Start time : 00:00
Stop date : Jan 16, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg S Garage S of Scodella Av

Jan 16 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	0	0	0	1	1	1	1	1
30	2	1	1	0	0	0	1	0	3	0	0	1
45	3	0	0	0	0	2	0	1	2	1	1	3
00	2	2	0	0	0	0	0	1	0	2	4	3
Hr Total	7	4	2	0	0	2	1	3	6	4	6	8

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	6	1	2	0	2	5	4	2	3	2	1
30	3	0	2	6	1	0	3	3	2	5	1	2
45	5	4	2	0	0	5	5	2	2	4	3	0
00	1	0	4	5	0	5	2	5	0	3	0	4
Hr Total	10	10	9	13	1	12	15	14	6	15	6	7

24 Hour Total : 161
AM peak hour begins : 11:30 AM peak volume : 10 Peak hour factor : 0.50
PM peak hour begins : 17:30 PM peak volume : 18 Peak hour factor : 0.90

Jan 16 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	0	0	0	0	0	3	1	1	2
30	2	4	1	0	0	0	0	0	2	1	3	4
45	7	2	0	0	0	0	1	0	0	1	0	0
00	1	2	0	1	0	0	1	2	1	1	1	1
Hr Total	12	9	3	1	0	0	2	2	6	4	5	7

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	0	2	5	3	5	4	4	4	2	8	9
30	3	4	5	6	6	5	6	2	4	10	4	4
45	1	7	7	0	6	1	6	6	4	6	8	2
00	0	3	4	6	7	2	5	2	8	4	2	4
Hr Total	7	14	18	17	22	13	21	14	20	22	22	19

24 Hour Total : 260
AM peak hour begins : 00:30 AM peak volume : 13 Peak hour factor : 0.46
PM peak hour begins : 21:15 PM peak volume : 28 Peak hour factor : 0.70

Data File : D0116005.PRN
Station : 000000011504
Identification : 009845970017 Interval : 15 minutes
Start date : Jan 16, 08 Start time : 00:00
Stop date : Jan 16, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg S Garage S of Scodella Av

Jan 16 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	3	0	0	0	0	1	4	2	2	3
30	4	5	2	0	0	0	1	0	5	1	3	5
45	10	2	0	0	0	2	1	1	2	2	1	3
00	3	4	0	1	0	0	1	3	1	3	5	4
Hr Total	19	13	5	1	0	2	3	5	12	8	11	15

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	6	3	7	3	7	9	8	6	5	10	10
30	6	4	7	12	7	5	9	5	6	15	5	6
45	6	11	9	0	6	6	11	8	6	10	11	2
00	1	3	8	11	7	7	7	7	8	7	2	8
Hr Total	17	24	27	30	23	25	36	28	26	37	28	26

24 Hour Total : 421
AM peak hour begins : 00:30 AM peak volume : 20 Peak hour factor : 0.50
PM peak hour begins : 21:15 PM peak volume : 42 Peak hour factor : 0.70

ATTACHMENT 5
TRAFFIC COUNT STATIONS USED IN GROWTH RATE CALCULATIONS

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 11/29/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 4430-8

LOCATION: INGRAHAM HWY EAST OF LEJEUNE RD, CORAL STATION: 194

TIME	EASTBOUND QUARTER HOURS 1st	2nd	3rd	4th	TOTAL	TIME	WESTBOUND QUARTER HOURS 1st	2nd	3rd	4th	TOTAL	TWO-WAY TOTAL
12 AM	13	12	3	2	30	12 AM	14	12	11	8	45	75
01 AM	2	2	3	2	9	01 AM	6	8	2	4	20	29
02 AM	5	4	6	5	20	02 AM	5	2	3	1	11	31
03 AM	4	5	4	2	15	03 AM	2	3	4	3	12	27
04 AM	3	2	5	6	16	04 AM	2	2	2	5	11	27
05 AM	9	28	26	36	99	05 AM	2	2	5	14	23	122
06 AM	123	132	155	247	657	06 AM	11	23	48	58	140	797
07 AM	224	238	187	175	824	07 AM	114	104	114	116	448	1272
08 AM	226	255	242	263	986	08 AM	117	119	123	138	497	1483
09 AM	259	228	237	194	918	09 AM	105	89	125	113	432	1350
10 AM	132	142	134	136	544	10 AM	117	95	111	127	450	994
11 AM	101	146	131	111	489	11 AM	131	104	135	126	496	985
12 PM	150	125	98	89	462	12 PM	133	131	114	156	534	996
01 PM	115	95	108	126	444	01 PM	154	168	146	182	650	1094
02 PM	123	139	183	140	585	02 PM	172	171	152	171	666	1251
03 PM	149	160	129	145	583	03 PM	176	192	204	203	775	1358
04 PM	167	152	143	144	606	04 PM	189	210	210	209	818	1424
05 PM	130	135	134	136	535	05 PM	216	214	200	202	832	1367
06 PM	132	134	146	127	539	06 PM	196	201	211	171	779	1318
07 PM	119	116	94	76	405	07 PM	184	176	129	135	624	1029
08 PM	90	63	62	45	260	08 PM	122	82	71	67	342	602
09 PM	46	45	48	47	186	09 PM	63	65	71	73	272	458
10 PM	24	28	25	26	103	10 PM	39	41	29	50	159	262
11 PM	15	18	19	18	70	11 PM	28	27	16	22	93	163
Total:					9385						9129	18514

P.H.P. --> [(1483 + 1350) / 2] * 0.99 * 1.010 = 1416 vph

A.W.D.T. --> 18514 * 0.99 * 1.010 = 18510 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.937	0.900	0.925
K:	8-9 AM	0.105	0.054	0.080
D:		0.665	0.335	1.000
PHF:		0.907	0.974	0.983
K:	4-6 PM	0.065	0.090	0.077
D:		0.426	0.574	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 10/11/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 4431-8

LOCATION: LEJEUNE RD (SW 42 AV) SOUTH OF US 1, CORAL STATION: 218

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	12	5	9	0	26	12 AM	14	18	13	8	53	79
01 AM	6	3	5	2	16	01 AM	7	10	8	4	29	45
02 AM	7	2	7	5	21	02 AM	2	4	5	3	14	35
03 AM	2	3	2	4	11	03 AM	1	3	1	0	5	16
04 AM	2	1	7	10	20	04 AM	3	0	5	3	11	31
05 AM	18	19	50	59	146	05 AM	6	5	9	7	27	173
06 AM	75	108	126	140	449	06 AM	26	25	40	65	156	605
07 AM	135	161	166	143	605	07 AM	93	92	110	133	428	1033
08 AM	107	115	111	114	447	08 AM	117	125	150	150	542	989
09 AM	141	160	169	178	648	09 AM	131	115	141	143	530	1178
10 AM	142	148	160	136	586	10 AM	123	137	145	111	516	1102
11 AM	125	123	171	159	578	11 AM	134	141	115	141	531	1109
12 PM	148	145	117	128	538	12 PM	131	137	126	154	548	1086
01 PM	152	156	140	157	605	01 PM	134	135	120	158	547	1152
02 PM	129	123	141	141	534	02 PM	148	147	134	167	596	1130
03 PM	152	125	141	132	550	03 PM	147	157	151	135	590	1140
04 PM	134	118	135	137	524	04 PM	157	152	146	152	607	1131
05 PM	120	107	115	113	455	05 PM	164	198	200	216	778	1233
06 PM	97	82	98	96	373	06 PM	192	201	169	163	725	1098
07 PM	111	77	82	71	341	07 PM	171	141	155	125	592	933
08 PM	78	61	71	67	277	08 PM	113	139	86	96	434	711
09 PM	51	47	43	43	184	09 PM	85	96	74	83	338	522
10 PM	37	36	33	29	135	10 PM	71	59	44	55	229	364
11 PM	24	24	20	19	87	11 PM	38	45	17	29	129	216
Total:					8156						8955	17111

P.H.P. --> [(1131 + 1233) / 2] * 1.01 * 1.010 = 1206 vph

A.W.D.T. --> 17111 * 1.01 * 1.010 = 17450 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.948	0.900	0.937
K:	5-6 PM	0.056	0.087	0.072
D:		0.369	0.631	1.000
PHF:		0.948	0.900	0.937
K:	4-6 PM	0.056	0.087	0.072
D:		0.369	0.631	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 09/20/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 4433-7

LOCATION: MILLER DR (SW 56 ST) WEST OF RED ROAD STATION: 260

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	12	11	11	4	38	12 AM	38	25	16	15	94	132
01 AM	4	6	2	8	20	01 AM	12	19	8	2	41	61
02 AM	3	2	4	11	20	02 AM	13	7	3	2	25	45
03 AM	3	9	6	2	20	03 AM	5	4	6	5	20	40
04 AM	2	3	5	4	14	04 AM	8	7	5	8	28	42
05 AM	18	18	54	50	140	05 AM	7	4	8	5	24	164
06 AM	85	133	228	250	696	06 AM	26	18	19	38	101	797
07 AM	260	283	279	253	1075	07 AM	55	66	69	84	274	1349
08 AM	265	307	303	250	1125	08 AM	99	108	85	82	374	1499
09 AM	281	217	202	188	888	09 AM	77	104	91	65	337	1225
10 AM	173	187	157	123	640	10 AM	96	95	88	109	388	1028
11 AM	140	115	127	146	528	11 AM	108	95	106	108	417	945
12 PM	112	138	122	147	519	12 PM	139	129	135	126	529	1048
01 PM	175	119	121	163	578	01 PM	106	157	146	135	544	1122
02 PM	124	139	138	133	534	02 PM	162	163	136	165	626	1160
03 PM	201	192	160	141	694	03 PM	198	227	235	215	875	1569
04 PM	138	160	130	149	577	04 PM	237	239	234	258	968	1545
05 PM	251	260	170	155	836	05 PM	276	275	268	259	1078	1914
06 PM	158	106	98	89	451	06 PM	268	255	246	227	996	1447
07 PM	109	100	68	71	348	07 PM	187	176	155	158	676	1024
08 PM	67	56	43	48	214	08 PM	157	135	108	109	509	723
09 PM	30	52	42	46	170	09 PM	98	95	96	85	374	544
10 PM	29	47	51	38	165	10 PM	78	89	58	65	290	455
11 PM	26	25	14	35	100	11 PM	56	58	45	36	195	295
Total:					10390						9783	20173

P.H.P. --> [(1545 + 1914) / 2] * 1.02 * 1.010 = 1781 vph

A.W.D.T. --> 20173 * 1.02 * 1.010 = 20780 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.804	0.976	0.894
K:	5-6 PM	0.080	0.110	0.095
D:		0.437	0.563	1.000
PHF:		0.804	0.976	0.894
K:	4-6 PM	0.080	0.110	0.095
D:		0.437	0.563	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 10/05/2006 - Thursday TIME BEGUN: 0:0 AM PAGE: 4444-3

LOCATION: PONCE DE LEON BLVD NORTH OF BIRD DR, CG STATION: 624

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	29	23	20	13	85	12 AM	24	14	22	17	77	162
01 AM	10	10	7	5	32	01 AM	11	8	12	11	42	74
02 AM	5	7	8	6	26	02 AM	6	7	9	4	26	52
03 AM	5	4	3	9	21	03 AM	7	12	8	3	30	51
04 AM	2	4	2	4	12	04 AM	0	4	2	1	7	19
05 AM	4	8	10	12	34	05 AM	7	7	3	8	25	59
06 AM	13	31	36	66	146	06 AM	12	16	33	51	112	258
07 AM	99	143	133	165	540	07 AM	89	188	125	94	496	1036
08 AM	192	224	206	238	860	08 AM	146	147	124	150	567	1427
09 AM	233	230	214	230	907	09 AM	142	114	116	129	501	1408
10 AM	166	164	138	170	638	10 AM	96	117	118	117	448	1086
11 AM	156	149	157	176	638	11 AM	126	132	119	161	538	1176
12 PM	172	183	183	171	709	12 PM	175	163	179	184	701	1410
01 PM	196	182	166	169	713	01 PM	174	177	186	156	693	1406
02 PM	167	151	163	183	664	02 PM	181	159	188	206	734	1398
03 PM	151	148	146	146	591	03 PM	179	176	189	147	691	1282
04 PM	151	159	152	151	613	04 PM	197	175	198	189	759	1372
05 PM	180	172	199	171	722	05 PM	204	247	227	226	904	1626
06 PM	147	172	147	132	598	06 PM	211	231	152	157	751	1349
07 PM	145	131	113	107	496	07 PM	142	135	128	103	508	1004
08 PM	93	78	79	81	331	08 PM	81	95	79	80	335	666
09 PM	68	68	49	53	238	09 PM	70	68	65	64	267	505
10 PM	39	53	51	35	178	10 PM	63	52	54	42	211	389
11 PM	26	40	35	23	124	11 PM	42	38	28	27	135	259
Total:					9916						9558	19474

P.H.P. --> [(1372 + 1626) / 2] * 1.01 * 1.005 = 1522 vph

A.W.D.T. --> 19474 * 1.01 * 1.005 = 19770 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.907	0.915	0.954
K:	5-6 PM	0.073	0.095	0.083
D:		0.444	0.556	1.000
PHF:		0.907	0.915	0.954
K:	4-6 PM	0.073	0.095	0.083
D:		0.444	0.556	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 09/27/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 4444-8

LOCATION: RED ROAD (SW 57 AV) SOUTH OF BIRD DR STATION: 632

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	27	36	27	23	113	12 AM	30	29	23	12	94	207
01 AM	23	13	15	13	64	01 AM	21	14	8	16	59	123
02 AM	20	11	14	7	52	02 AM	5	8	7	2	22	74
03 AM	8	10	7	2	27	03 AM	1	4	1	7	13	40
04 AM	8	4	8	12	32	04 AM	1	5	4	3	13	45
05 AM	8	18	22	35	83	05 AM	10	9	10	20	49	132
06 AM	52	70	81	128	331	06 AM	29	53	69	130	281	612
07 AM	142	148	154	126	570	07 AM	128	176	207	204	715	1285
08 AM	155	128	167	173	623	08 AM	222	209	161	145	737	1360
09 AM	169	163	194	149	675	09 AM	136	118	124	168	546	1221
10 AM	183	170	151	157	661	10 AM	140	132	133	143	548	1209
11 AM	129	162	142	163	596	11 AM	151	145	163	157	616	1212
12 PM	145	152	135	160	592	12 PM	146	125	156	165	592	1184
01 PM	122	131	141	146	540	01 PM	176	160	180	173	689	1229
02 PM	143	164	166	154	627	02 PM	187	136	140	187	650	1277
03 PM	165	176	171	195	707	03 PM	174	151	174	188	687	1394
04 PM	180	158	133	121	592	04 PM	158	183	169	188	698	1290
05 PM	172	152	140	145	609	05 PM	185	196	191	202	774	1383
06 PM	138	130	127	143	538	06 PM	184	180	180	154	698	1236
07 PM	133	130	113	110	486	07 PM	167	158	135	114	574	1060
08 PM	116	96	85	86	383	08 PM	109	104	99	91	403	786
09 PM	93	72	87	84	336	09 PM	89	82	75	73	319	655
10 PM	77	74	64	49	264	10 PM	66	62	50	42	220	484
11 PM	43	41	39	22	145	11 PM	62	38	28	33	161	306
Total:					9646						10158	19804

P.H.P. --> [(1394 + 1290) / 2] * 1.02 * 1.010 = 1383 vph

A.W.D.T. --> 19804 * 1.02 * 1.010 = 20400 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.906	0.914	0.910
K:	3-4 PM	0.073	0.068	0.070
D:		0.507	0.493	1.000
PHF:		0.885	0.958	0.968
K:	4-6 PM	0.063	0.076	0.070
D:		0.440	0.560	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 09/27/2006 - Wednesday **TIME BEGUN:** 0:0 AM **PAGE:** 4444-9

LOCATION: RED ROAD (SW 57 AV) NORTH OF SUNSET DR **STATION:** 634

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	34	22	28	22	106	12 AM	64	29	37	26	156	262
01 AM	27	19	28	15	89	01 AM	11	19	20	9	59	148
02 AM	21	11	20	12	64	02 AM	22	17	14	12	65	129
03 AM	12	15	4	10	41	03 AM	9	5	4	9	27	68
04 AM	6	8	8	12	34	04 AM	4	8	5	4	21	55
05 AM	12	17	23	37	89	05 AM	12	8	11	25	56	145
06 AM	52	81	98	132	363	06 AM	27	45	65	97	234	597
07 AM	154	152	184	189	679	07 AM	105	136	113	144	498	1177
08 AM	173	208	189	208	778	08 AM	111	127	127	137	502	1280
09 AM	186	193	144	142	665	09 AM	127	149	132	157	565	1230
10 AM	205	155	155	153	668	10 AM	188	145	147	166	646	1314
11 AM	145	159	174	172	650	11 AM	168	182	178	210	738	1388
12 PM	186	162	162	166	676	12 PM	172	219	206	221	818	1494
01 PM	183	176	158	161	678	01 PM	209	199	214	208	830	1508
02 PM	167	160	165	167	659	02 PM	198	191	203	212	804	1463
03 PM	177	162	163	176	678	03 PM	190	221	203	227	841	1519
04 PM	172	153	166	142	633	04 PM	213	222	211	215	861	1494
05 PM	148	123	129	142	542	05 PM	235	192	206	219	852	1394
06 PM	138	139	126	138	541	06 PM	215	226	202	221	864	1405
07 PM	146	123	111	101	481	07 PM	216	190	162	172	740	1221
08 PM	80	84	75	71	310	08 PM	149	147	137	117	550	860
09 PM	80	88	78	58	304	09 PM	117	117	123	134	491	795
10 PM	64	50	54	33	201	10 PM	100	108	92	83	383	584
11 PM	40	37	29	23	129	11 PM	78	65	54	58	255	384
Total:					10058						11856	21914

P.H.P. --> [(1519 + 1494) / 2] * 1.02 * 1.010 = 1552 vph

A.W.D.T. --> 21914 * 1.02 * 1.010 = 22580 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.958	0.926	0.942
K:	3-4 PM	0.067	0.071	0.069
D:		0.446	0.554	1.000
PHF:		0.920	0.970	0.970
K:	4-6 PM	0.063	0.073	0.068
D:		0.424	0.576	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 11/16/2006 - Thursday TIME BEGUN: 0:0 AM PAGE: 4445-8

LOCATION: SUNSET DR (SW 72 ST) WEST OF COCOPLUM STATION: 656

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	8	20	9	5	42	12 AM	19	14	19	10	62	104
01 AM	12	5	6	11	34	01 AM	9	8	15	9	41	75
02 AM	5	3	3	1	12	02 AM	9	2	11	6	28	40
03 AM	7	4	3	3	17	03 AM	11	3	10	15	39	56
04 AM	2	2	2	5	11	04 AM	5	1	3	1	10	21
05 AM	6	6	10	21	43	05 AM	5	4	2	12	23	66
06 AM	12	34	74	76	196	06 AM	10	23	27	32	92	288
07 AM	179	232	309	267	987	07 AM	51	70	65	90	276	1263
08 AM	198	176	290	269	933	08 AM	103	105	107	90	405	1338
09 AM	195	150	150	187	682	09 AM	123	119	123	143	508	1190
10 AM	120	126	85	97	428	10 AM	118	95	77	107	397	825
11 AM	102	91	94	107	394	11 AM	119	84	111	125	439	833
12 PM	96	122	108	116	442	12 PM	116	121	129	140	506	948
01 PM	81	109	103	107	400	01 PM	121	123	120	136	500	900
02 PM	130	120	89	133	472	02 PM	111	133	132	133	509	981
03 PM	130	208	115	94	547	03 PM	117	125	120	105	467	1014
04 PM	121	204	145	107	577	04 PM	120	107	101	111	439	1016
05 PM	181	189	143	190	703	05 PM	105	104	104	96	409	1112
06 PM	154	209	204	174	741	06 PM	98	99	89	104	390	1131
07 PM	101	92	80	82	355	07 PM	83	83	60	60	286	641
08 PM	64	58	50	66	238	08 PM	75	52	53	56	236	474
09 PM	58	54	37	35	184	09 PM	53	52	38	41	184	368
10 PM	43	44	31	27	145	10 PM	39	31	35	29	134	279
11 PM	31	40	21	28	120	11 PM	21	19	6	18	64	184
Total:					8703						6444	15147

P.H.P. --> [(1263 + 1338) / 2] * 0.99 * 1.005 = 1293 vph

A.W.D.T. --> 15147 * 0.99 * 1.005 = 15070 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.804	0.946	0.843
K:	8-9 AM	0.107	0.063	0.088
D:		0.697	0.303	1.000
PHF:		0.925	0.974	0.949
K:	4-6 PM	0.081	0.063	0.073
D:		0.632	0.368	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 12/12/2005 - Monday TIME BEGUN: 0:0 AM PAGE: 2004-825

LOCATION: SW 42 AVE & INGRAHAM HWY ST RD 27 E/O 42 AV 194 STATION: 194
CORAL GABLES

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	28	24	17	20	89	12 AM	37	34	27	31	129	218
01 AM	11	10	10	5	36	01 AM	30	15	36	11	92	128
02 AM	6	3	2	5	16	02 AM	12	12	10	8	42	58
03 AM	3	2	2	2	9	03 AM	4	3	5	4	16	25
04 AM	3	2	1	2	8	04 AM	4	3	3	2	12	20
05 AM	2	1	2	2	7	05 AM	7	4	2	2	15	22
06 AM	8	4	9	16	37	06 AM	7	3	9	10	29	66
07 AM	47	50	116	103	316	07 AM	9	13	25	31	78	394
08 AM	144	95	132	90	461	08 AM	80	84	117	151	432	893
09 AM	162	91	98	134	485	09 AM	155	143	131	141	570	1055
10 AM	162	142	116	111	531	10 AM	124	148	129	98	499	1030
11 AM	310	325	342	337	1314	11 AM	136	226	144	114	620	1934
12 PM	310	312	312	336	1270	12 PM	122	158	153	177	610	1880
01 PM	249	144	161	146	700	01 PM	206	199	181	139	725	1425
02 PM	114	147	109	91	461	02 PM	249	186	177	162	774	1235
03 PM	159	136	154	156	605	03 PM	209	193	237	235	874	1479
04 PM	212	221	213	187	833	04 PM	214	255	269	295	1033	1866
05 PM	180	366	162	142	850	05 PM	299	182	171	190	842	1692
06 PM	152	144	150	146	592	06 PM	153	201	206	228	788	1380
07 PM	131	133	146	133	543	07 PM	208	213	201	230	852	1395
08 PM	114	101	99	87	401	08 PM	228	204	201	201	834	1235
09 PM	92	75	67	71	305	09 PM	136	114	89	72	411	716
10 PM	64	67	71	58	260	10 PM	66	95	77	68	306	566
11 PM	48	41	46	43	178	11 PM	84	72	88	69	313	491
Total:					10307						10896	21203

P.H.P. --> [(1934 + 1880) / 2] * 0.97 * 1.030 = 1905 vph

A.W.D.T. --> 21203 * 0.97 * 1.030 = 21180 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.961	0.686	0.877
K:	11-Noon	0.127	0.057	0.091
D:		0.679	0.321	1.000
PHF:		0.942	0.875	0.968
K:	4-6 PM	0.081	0.095	0.088
D:		0.446	0.554	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 12/13/2005 - Tuesday TIME BEGUN: 0:0 AM PAGE: 2004-837

LOCATION: SW 42 AVE & US 1 S/O US-1 218 STATION: 218

CORAL GABLES

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	26	16	17	13	72	12 AM	2	37	22	13	74	146
01 AM	10	10	8	4	32	01 AM	27	10	13	22	72	104
02 AM	7	5	3	3	18	02 AM	11	7	10	21	49	67
03 AM	6	4	3	1	14	03 AM	13	11	11	27	62	76
04 AM	3	4	6	3	16	04 AM	17	21	16	30	84	100
05 AM	13	19	18	28	78	05 AM	30	24	41	67	162	240
06 AM	35	54	67	98	254	06 AM	80	92	115	125	412	666
07 AM	124	159	176	118	577	07 AM	137	125	194	165	621	1198
08 AM	127	171	154	161	613	08 AM	171	168	171	180	690	1303
09 AM	167	158	151	153	629	09 AM	174	158	164	155	651	1280
10 AM	189	180	172	171	712	10 AM	137	155	192	157	641	1353
11 AM	175	152	164	165	656	11 AM	209	177	199	197	782	1438
12 PM	177	152	153	197	679	12 PM	195	177	171	205	748	1427
01 PM	155	152	160	147	614	01 PM	185	166	265	167	783	1397
02 PM	152	166	185	176	679	02 PM	167	203	170	204	744	1423
03 PM	183	164	187	190	724	03 PM	167	208	221	183	779	1503
04 PM	203	200	162	157	722	04 PM	171	186	181	164	702	1424
05 PM	168	172	151	127	618	05 PM	165	156	164	166	651	1269
06 PM	180	134	123	125	562	06 PM	165	124	155	132	576	1138
07 PM	128	128	115	103	474	07 PM	132	131	104	100	467	941
08 PM	110	95	106	80	391	08 PM	73	81	65	81	300	691
09 PM	65	62	53	48	228	09 PM	72	69	54	59	254	482
10 PM	40	54	47	53	194	10 PM	74	68	53	66	261	455
11 PM	36	42	43	25	146	11 PM	50	47	39	36	172	318
Total:					9702						10737	20439

P.H.P. --> [(1503 + 1424) / 2] * 0.97 * 1.015 = 1441 vph

A.W.D.T. --> 20439 * 0.97 * 1.015 = 20120 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.953	0.881	0.921
K:	3-4 PM	0.075	0.073	0.074
D:		0.482	0.518	1.000
PHF:		0.889	0.944	0.922
K:	4-6 PM	0.074	0.065	0.070
D:		0.507	0.493	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 05/10/2005 - Tuesday TIME BEGUN: 0:0 AM PAGE: 2004-861

LOCATION: SW 56 ST & RED ROAD W/O 57 AV 260 STATION: 260

UNINC. DADE COUNTY

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	15	15	15	7	52	12 AM	33	17	13	12	75	127
01 AM	4	7	10	6	27	01 AM	18	10	13	14	55	82
02 AM	6	3	4	1	14	02 AM	10	19	9	7	45	59
03 AM	3	3	5	4	15	03 AM	9	9	6	4	28	43
04 AM	1	9	4	5	19	04 AM	2	2	7	4	15	34
05 AM	6	9	26	39	80	05 AM	1	3	7	5	16	96
06 AM	48	71	102	150	371	06 AM	10	16	8	20	54	425
07 AM	206	273	240	267	986	07 AM	27	45	58	59	189	1175
08 AM	282	266	283	287	1118	08 AM	98	78	82	94	352	1470
09 AM	300	261	242	210	1013	09 AM	72	69	81	80	302	1315
10 AM	192	195	183	182	752	10 AM	99	99	73	86	357	1109
11 AM	177	148	170	139	634	11 AM	108	89	103	95	395	1029
12 PM	175	137	138	143	593	12 PM	125	138	124	130	517	1110
01 PM	163	148	159	166	636	01 PM	138	136	155	147	576	1212
02 PM	144	139	155	146	584	02 PM	166	171	179	153	669	1253
03 PM	167	166	172	176	681	03 PM	152	172	182	226	732	1413
04 PM	165	136	130	140	571	04 PM	231	240	256	259	986	1557
05 PM	154	153	133	152	592	05 PM	258	267	272	292	1089	1681
06 PM	136	119	102	111	468	06 PM	261	261	245	215	982	1450
07 PM	121	112	106	105	444	07 PM	222	191	165	134	712	1156
08 PM	95	96	84	61	336	08 PM	139	117	109	107	472	808
09 PM	80	73	63	67	283	09 PM	76	106	78	88	348	631
10 PM	62	55	44	42	203	10 PM	80	69	80	51	280	483
11 PM	54	40	27	34	155	11 PM	43	61	39	40	183	338
Total:					10627						9429	20056

P.H.P. --> [(1557 + 1681) / 2] * 0.99 * 1.015 = 1626 vph

A.W.D.T. --> 20056 * 0.99 * 1.015 = 20150 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.961	0.932	0.947
K:	5-6 PM	0.056	0.115	0.084
D:		0.352	0.648	1.000
PHF:		0.961	0.932	0.947
K:	4-6 PM	0.056	0.115	0.084
D:		0.352	0.648	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 12/13/2005 - Tuesday **TIME BEGUN:** 0:0 AM **PAGE:** 2004-1059

LOCATION: SW PONCE DE LEON BLVD & BIRD RD N/O 40 ST 624 **STATION:** 624
CORAL GABLES

	NORTHBOUND QUARTER HOURS						SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	21	12	11	8	52	12 AM	24	15	8	10	57	109
01 AM	10	7	8	8	33	01 AM	15	5	8	3	31	64
02 AM	4	3	4	6	17	02 AM	2	6	3	4	15	32
03 AM	5	3	5	6	19	03 AM	3	3	1	1	8	27
04 AM	4	3	4	5	16	04 AM	0	1	4	4	9	25
05 AM	5	7	5	17	34	05 AM	2	5	1	4	12	46
06 AM	15	33	24	67	139	06 AM	9	14	15	29	67	206
07 AM	64	119	133	147	463	07 AM	60	82	130	108	380	843
08 AM	168	169	201	227	765	08 AM	117	131	143	137	528	1293
09 AM	253	218	205	187	863	09 AM	138	116	121	127	502	1365
10 AM	195	179	179	181	734	10 AM	120	111	106	111	448	1182
11 AM	172	169	163	199	703	11 AM	145	150	148	161	604	1307
12 PM	194	201	172	186	753	12 PM	149	195	187	194	725	1478
01 PM	181	173	170	166	690	01 PM	151	189	188	181	709	1399
02 PM	164	168	179	174	685	02 PM	164	156	163	221	704	1389
03 PM	212	175	173	178	738	03 PM	192	176	197	200	765	1503
04 PM	155	161	180	162	658	04 PM	156	213	184	184	737	1395
05 PM	173	194	190	182	739	05 PM	217	267	216	231	931	1670
06 PM	181	167	135	179	662	06 PM	228	215	208	222	873	1535
07 PM	136	118	118	124	496	07 PM	200	152	150	118	620	1116
08 PM	130	101	100	116	447	08 PM	109	108	86	81	384	831
09 PM	79	82	72	66	299	09 PM	78	72	70	70	290	589
10 PM	83	64	63	53	263	10 PM	96	70	63	53	282	545
11 PM	49	37	41	22	149	11 PM	56	40	61	41	198	347
Total:					10417						9879	20296

P.H.P. --> [(1670 + 1535) / 2] * 0.97 * 1.015 = 1578 vph

A.W.D.T. --> 20296 * 0.97 * 1.015 = 19980 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.952	0.872	0.906
K:	5-6 PM	0.071	0.094	0.082
D:		0.443	0.557	1.000
PHF:		0.952	0.872	0.906
K:	4-6 PM	0.071	0.094	0.082
D:		0.443	0.557	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 01/04/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 2004-1064

LOCATION: SW 57 AVE & BIRD RD S/O 40 ST 632 STATION: 632

UNINC. DADE COUNTY

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	39	19	13	8	79	12 AM	29	29	13	28	99	178
01 AM	16	11	16	1	44	01 AM	15	7	5	5	32	76
02 AM	7	8	8	1	24	02 AM	5	5	4	4	18	42
03 AM	0	10	18	6	34	03 AM	6	9	3	8	26	60
04 AM	4	17	11	28	60	04 AM	7	6	19	14	46	106
05 AM	17	10	24	25	76	05 AM	3	16	18	22	59	135
06 AM	60	87	111	131	389	06 AM	30	42	69	98	239	628
07 AM	125	146	180	149	600	07 AM	112	165	319	188	784	1384
08 AM	124	135	189	146	594	08 AM	276	170	234	164	844	1438
09 AM	275	155	276	246	952	09 AM	268	161	146	154	729	1681
10 AM	117	174	266	144	701	10 AM	110	138	223	209	680	1381
11 AM	238	196	141	176	751	11 AM	171	188	158	234	751	1502
12 PM	135	169	202	137	643	12 PM	146	188	204	204	742	1385
01 PM	211	232	118	222	783	01 PM	186	245	160	143	734	1517
02 PM	214	222	191	135	762	02 PM	159	243	213	219	834	1596
03 PM	175	210	144	147	676	03 PM	220	242	312	145	919	1595
04 PM	145	122	158	170	595	04 PM	179	171	169	166	685	1280
05 PM	173	168	163	90	594	05 PM	168	265	342	196	971	1565
06 PM	110	158	130	195	593	06 PM	290	174	279	154	897	1490
07 PM	121	117	144	90	472	07 PM	244	243	117	238	842	1314
08 PM	118	153	91	96	458	08 PM	143	93	78	76	390	848
09 PM	153	112	84	45	394	09 PM	73	71	56	53	253	647
10 PM	82	75	42	54	253	10 PM	41	55	42	61	199	452
11 PM	47	29	40	58	174	11 PM	44	43	25	29	141	315
Total:					10701						11914	22615

P.H.P. --> [(1596 + 1595) / 2] * 0.99 * 1.010 = 1595 vph

A.W.D.T. --> 22615 * 0.99 * 1.010 = 22610 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.862	0.680	0.774
K:	9-10 AM	0.089	0.061	0.074
D:		0.566	0.434	1.000
PHF:		0.858	0.710	0.775
K:	4-6 PM	0.056	0.082	0.069
D:		0.380	0.620	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 12/13/2005 - Tuesday **TIME BEGUN:** 0:0 AM **PAGE:** 2004-1065

LOCATION: RED ROAD (SW 57 AV) NORTH OF SUNSET DR **STATION:** 634

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	97	90	61	49	297	12 AM	80	45	69	30	224	521
01 AM	42	66	36	35	179	01 AM	43	58	57	34	192	371
02 AM	35	32	22	21	110	02 AM	5	30	4	2	41	151
03 AM	16	13	8	7	44	03 AM	8	7	4	2	21	65
04 AM	11	18	3	7	39	04 AM	1	1	1	0	3	42
05 AM	12	3	13	6	34	05 AM	3	2	0	1	6	40
06 AM	1	5	7	8	21	06 AM	1	0	1	0	2	23
07 AM	4	8	10	18	40	07 AM	0	0	1	4	5	45
08 AM	33	42	78	117	270	08 AM	3	10	10	17	40	310
09 AM	157	185	167	221	730	09 AM	18	55	73	82	228	958
10 AM	218	195	216	211	840	10 AM	123	144	159	181	607	1447
11 AM	225	261	242	171	899	11 AM	139	155	151	169	614	1513
12 PM	173	180	162	72	587	12 PM	184	180	175	211	750	1337
01 PM	166	188	194	181	729	01 PM	191	190	190	179	750	1479
02 PM	194	173	211	172	750	02 PM	158	234	241	198	831	1581
03 PM	187	226	194	172	779	03 PM	204	222	223	223	872	1651
04 PM	167	199	204	179	749	04 PM	213	213	223	198	847	1596
05 PM	192	217	202	199	810	05 PM	218	202	220	229	869	1679
06 PM	181	204	191	176	752	06 PM	223	254	218	263	958	1710
07 PM	200	197	191	213	801	07 PM	245	296	279	212	1032	1833
08 PM	167	141	198	153	659	08 PM	231	205	208	222	866	1525
09 PM	126	106	121	112	465	09 PM	227	233	188	153	801	1266
10 PM	157	119	127	116	519	10 PM	198	218	209	129	754	1273
11 PM	105	111	95	97	408	11 PM	127	99	92	61	379	787
Total:					11511						11692	23203

P.H.P. --> [(1710 + 1833) / 2] * 0.97 * 1.015 = 1744 vph

A.W.D.T. --> 23203 * 0.97 * 1.015 = 22840 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.940	0.872	0.930
K:	7-8 PM	0.070	0.088	0.079
D:		0.437	0.563	1.000
PHF:		0.933	0.949	0.981
K:	4-6 PM	0.070	0.074	0.072
D:		0.482	0.518	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 12/14/2005 - Wednesday **TIME BEGUN:** 0:0 AM **PAGE:** 2004-1076

LOCATION: SW COCOPLUM ROAD & 72 ST W/O COCO PL 656 **STATION:** 656

CORAL GABLES

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	23	22	36	23	104	12 AM	29	40	27	24	120	224
01 AM	22	19	11	4	56	01 AM	30	11	10	9	60	116
02 AM	7	7	8	4	26	02 AM	5	11	8	12	36	62
03 AM	4	4	3	8	19	03 AM	2	5	3	5	15	34
04 AM	3	4	0	3	10	04 AM	4	6	3	1	14	24
05 AM	2	3	2	0	7	05 AM	2	0	3	0	5	12
06 AM	3	4	5	6	18	06 AM	0	1	5	7	13	31
07 AM	13	7	34	53	107	07 AM	8	11	16	14	49	156
08 AM	93	145	144	171	553	08 AM	37	37	61	51	186	739
09 AM	182	140	126	178	626	09 AM	66	93	97	96	352	978
10 AM	176	185	139	134	634	10 AM	86	83	100	111	380	1014
11 AM	125	119	119	103	466	11 AM	99	104	93	98	394	860
12 PM	96	79	101	121	397	12 PM	92	104	99	112	407	804
01 PM	113	119	96	125	453	01 PM	128	104	99	123	454	907
02 PM	108	100	102	109	419	02 PM	107	134	115	109	465	884
03 PM	92	110	121	109	432	03 PM	112	110	104	107	433	865
04 PM	94	129	122	107	452	04 PM	113	141	115	118	487	939
05 PM	119	120	117	110	466	05 PM	126	131	126	110	493	959
06 PM	106	118	105	96	425	06 PM	120	132	114	112	478	903
07 PM	79	108	110	83	380	07 PM	121	107	108	112	448	828
08 PM	72	83	77	91	323	08 PM	112	103	93	75	383	706
09 PM	57	61	62	71	251	09 PM	56	57	44	32	189	440
10 PM	62	49	52	42	205	10 PM	38	50	42	24	154	359
11 PM	43	25	30	24	122	11 PM	30	36	28	16	110	232
Total:					6951						6125	13076

P.H.P. --> [(978 + 1014) / 2] * 0.97 * 1.010 = 975 vph

A.W.D.T. --> 13076 * 0.97 * 1.010 = 12810 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:	10-11 AM	0.857	0.856	0.946
K:		0.091	0.062	0.078
D:		0.625	0.375	1.000
PHF:	4-6 PM	0.971	0.941	0.955
K:		0.067	0.080	0.073
D:		0.486	0.514	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 06/03/2004 - Thursday **TIME BEGUN:** 0:0 AM **PAGE:** 4184-3

LOCATION: INGRAHAM HWY EAST OF LEJEUNE RD, CORAL GABLES **STATION:** 194

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	30	20	15	15	80	12 AM	44	28	22	14	108	188
01 AM	14	7	14	7	42	01 AM	15	14	15	15	59	101
02 AM	7	8	8	4	27	02 AM	10	4	9	8	31	58
03 AM	5	7	3	3	18	03 AM	13	7	6	4	30	48
04 AM	4	2	5	4	15	04 AM	6	4	5	2	17	32
05 AM	8	13	34	30	85	05 AM	12	6	9	14	41	126
06 AM	64	92	147	153	456	06 AM	18	27	45	71	161	617
07 AM	156	163	157	166	642	07 AM	81	97	132	123	433	1075
08 AM	137	128	137	109	511	08 AM	131	125	162	172	590	1101
09 AM	180	122	105	97	504	09 AM	153	150	129	180	612	1116
10 AM	127	121	117	131	496	10 AM	121	125	122	130	498	994
11 AM	97	103	91	94	385	11 AM	128	106	160	154	548	933
12 PM	109	109	104	97	419	12 PM	176	171	175	162	684	1103
01 PM	94	109	97	87	387	01 PM	147	148	151	172	618	1005
02 PM	80	94	126	132	432	02 PM	159	158	153	143	613	1045
03 PM	122	100	94	96	412	03 PM	137	169	198	175	679	1091
04 PM	102	96	112	105	415	04 PM	195	180	182	197	754	1169
05 PM	107	94	122	106	429	05 PM	181	186	180	181	728	1157
06 PM	128	116	92	109	445	06 PM	199	201	184	187	771	1216
07 PM	93	91	95	94	373	07 PM	175	197	172	177	721	1094
08 PM	91	83	88	82	344	08 PM	133	98	130	108	469	813
09 PM	71	79	65	85	300	09 PM	77	79	93	103	352	652
10 PM	65	86	76	76	303	10 PM	103	91	127	61	382	685
11 PM	101	67	75	59	302	11 PM	73	47	45	62	227	529
Total:					7822						10126	17948

P.H.P. --> [(1157 + 1216) / 2] * 1.01 * 1.005 = 1204 vph

A.W.D.T. --> 17948 * 1.01 * 1.005 = 18220 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.869	0.959	0.930
K:	6-7 PM	0.057	0.076	0.068
D:		0.366	0.634	1.000
PHF:		0.926	0.957	0.968
K:	4-6 PM	0.053	0.074	0.065
D:		0.355	0.645	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 04/07/2004 - Wednesday **TIME BEGUN:** 0:0 AM **PAGE:** 4168-5

LOCATION: MILLER DR (SW 56 ST) WEST OF RED ROAD **STATION:** 260

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	20	15	20	9	64	12 AM	30	21	23	10	84	148
01 AM	10	15	13	9	47	01 AM	16	14	15	8	53	100
02 AM	5	7	10	2	24	02 AM	6	10	6	9	31	55
03 AM	6	5	3	6	20	03 AM	11	7	7	12	37	57
04 AM	3	6	12	15	36	04 AM	5	4	4	3	16	52
05 AM	14	26	38	59	137	05 AM	5	4	6	15	30	167
06 AM	59	117	187	252	615	06 AM	20	21	33	52	126	741
07 AM	285	304	325	283	1197	07 AM	58	87	80	94	319	1516
08 AM	296	300	299	275	1170	08 AM	102	79	102	118	401	1571
09 AM	299	255	214	271	1039	09 AM	114	99	96	97	406	1445
10 AM	256	232	228	224	940	10 AM	102	102	113	110	427	1367
11 AM	198	179	205	200	782	11 AM	116	138	116	138	508	1290
12 PM	185	195	203	200	783	12 PM	159	146	158	173	636	1419
01 PM	178	210	201	216	805	01 PM	169	152	160	161	642	1447
02 PM	175	185	170	205	735	02 PM	158	180	182	203	723	1458
03 PM	192	214	207	172	785	03 PM	203	213	217	252	885	1670
04 PM	188	175	170	181	714	04 PM	256	245	260	256	1017	1731
05 PM	160	162	171	155	648	05 PM	294	315	251	258	1118	1766
06 PM	166	162	156	133	617	06 PM	266	237	237	230	970	1587
07 PM	116	108	114	87	425	07 PM	253	227	155	128	763	1188
08 PM	105	72	88	58	323	08 PM	116	117	118	70	421	744
09 PM	88	79	65	65	297	09 PM	100	72	88	100	360	657
10 PM	54	63	60	53	230	10 PM	70	66	56	49	241	471
11 PM	42	44	30	17	133	11 PM	38	43	31	27	139	272
Total:					12566						10353	22919

P.H.P. --> [(1731 + 1766) / 2] * 0.99 * 1.010 = 1748 vph

A.W.D.T. --> 22919 * 0.99 * 1.010 = 22920 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.947	0.887	0.926
K:	5-6 PM	0.052	0.108	0.077
D:		0.367	0.633	1.000
PHF:		0.947	0.887	0.926
K:	4-6 PM	0.052	0.108	0.077
D:		0.367	0.633	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 05/27/2004 - Thursday **TIME BEGUN:** 0:0 AM **PAGE:** 4188-6

LOCATION: PONCE DE LEON BLVD NORTH OF BIRD DR, CG **STATION:** 624

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	28	18	15	18	79	12 AM	20	16	15	12	63	142
01 AM	10	12	10	7	39	01 AM	10	9	22	10	51	90
02 AM	6	8	5	4	23	02 AM	7	5	6	8	26	49
03 AM	10	6	7	7	30	03 AM	3	7	1	5	16	46
04 AM	2	2	4	9	17	04 AM	2	4	5	8	19	36
05 AM	6	13	11	18	48	05 AM	7	2	8	8	25	73
06 AM	18	19	47	63	147	06 AM	11	12	27	44	94	241
07 AM	100	153	135	157	545	07 AM	96	111	97	123	427	972
08 AM	183	224	198	247	852	08 AM	135	153	156	129	573	1425
09 AM	216	214	185	203	818	09 AM	144	108	119	140	511	1329
10 AM	177	153	170	166	666	10 AM	108	102	131	128	469	1135
11 AM	153	161	185	179	678	11 AM	159	148	141	168	616	1294
12 PM	179	167	199	211	756	12 PM	168	193	199	180	740	1496
01 PM	224	198	207	186	815	01 PM	167	209	192	196	764	1579
02 PM	173	184	170	171	698	02 PM	215	194	208	207	824	1522
03 PM	194	195	142	159	690	03 PM	209	216	212	192	829	1519
04 PM	186	143	163	144	636	04 PM	219	214	215	208	856	1492
05 PM	156	166	155	155	632	05 PM	211	191	247	203	852	1484
06 PM	149	160	132	110	551	06 PM	226	194	193	154	767	1318
07 PM	113	106	97	97	413	07 PM	133	129	107	93	462	875
08 PM	80	76	77	66	299	08 PM	114	82	71	62	329	628
09 PM	84	77	54	61	276	09 PM	76	60	60	66	262	538
10 PM	49	47	38	36	170	10 PM	54	85	48	53	240	410
11 PM	41	24	27	25	117	11 PM	47	46	34	15	142	259
Total:					9995						9957	19952

P.H.P. --> [(1579 + 1522) / 2] * 1.00 * 1.005 = 1558 vph

A.W.D.T. --> 19952 * 1.00 * 1.005 = 20050 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.910	0.914	0.970
K:	1-2 PM	0.082	0.077	0.079
D:		0.516	0.484	1.000
PHF:		0.855	0.977	0.921
K:	4-6 PM	0.064	0.086	0.075
D:		0.426	0.574	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 06/09/2004 - Wednesday **TIME BEGUN:** 0:0 AM **PAGE:** 4195-1

LOCATION: RED ROAD (SW 57 AV) SOUTH OF BIRD DR **STATION:** 632

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	22	19	18	16	75	12 AM	26	14	21	24	85	160
01 AM	16	13	10	11	50	01 AM	14	18	10	11	53	103
02 AM	6	4	10	4	24	02 AM	9	5	10	6	30	54
03 AM	6	9	1	6	22	03 AM	4	2	5	3	14	36
04 AM	2	5	7	9	23	04 AM	4	3	7	10	24	47
05 AM	14	18	20	36	88	05 AM	11	9	19	19	58	146
06 AM	56	70	76	98	300	06 AM	42	62	79	93	276	576
07 AM	141	145	129	188	603	07 AM	133	139	174	227	673	1276
08 AM	191	163	211	202	767	08 AM	239	235	218	260	952	1719
09 AM	203	181	181	178	743	09 AM	240	215	204	214	873	1616
10 AM	145	170	166	123	604	10 AM	195	175	186	163	719	1323
11 AM	157	134	144	191	626	11 AM	197	182	168	224	771	1397
12 PM	189	181	186	177	733	12 PM	208	193	232	244	877	1610
01 PM	184	190	154	179	707	01 PM	219	236	242	225	922	1629
02 PM	157	147	194	185	683	02 PM	228	204	201	234	867	1550
03 PM	184	197	172	162	715	03 PM	231	215	253	213	912	1627
04 PM	170	156	145	187	658	04 PM	219	210	194	242	865	1523
05 PM	160	157	158	177	652	05 PM	211	209	243	200	863	1515
06 PM	120	128	142	139	529	06 PM	192	200	232	201	825	1354
07 PM	126	125	89	116	456	07 PM	175	175	136	155	641	1097
08 PM	107	104	94	98	403	08 PM	156	150	129	111	546	949
09 PM	100	81	111	74	366	09 PM	118	100	99	86	403	769
10 PM	80	72	85	63	300	10 PM	69	65	76	54	264	564
11 PM	65	51	36	29	181	11 PM	50	40	39	25	154	335
Total:					10308						12667	22975

P.H.P. --> [(1719 + 1616) / 2] * 1.01 * 1.010 = 1701 vph

A.W.D.T. --> 22975 * 1.01 * 1.010 = 23440 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.909	0.915	0.930
K:	8-9 AM	0.074	0.075	0.075
D:		0.446	0.554	1.000
PHF:		0.880	0.894	0.888
K:	4-6 PM	0.064	0.068	0.066
D:		0.432	0.568	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 06/09/2004 - Wednesday **TIME BEGUN:** 0:0 AM **PAGE:** 4195-2

LOCATION: RED ROAD (SW 57 AV) NORTH OF SUNSET DR **STATION:** 634

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	21	23	21	16	81	12 AM	31	31	21	17	100	181
01 AM	21	20	6	7	54	01 AM	20	15	9	4	48	102
02 AM	8	3	5	1	17	02 AM	19	2	5	1	27	44
03 AM	3	0	3	5	11	03 AM	5	1	4	8	18	29
04 AM	3	6	0	10	19	04 AM	4	3	2	5	14	33
05 AM	13	7	13	20	53	05 AM	5	4	7	17	33	86
06 AM	26	47	63	90	226	06 AM	12	32	62	74	180	406
07 AM	114	99	111	168	492	07 AM	53	80	105	140	378	870
08 AM	166	204	201	202	773	08 AM	124	113	112	131	480	1253
09 AM	197	208	171	183	759	09 AM	146	138	159	166	609	1368
10 AM	158	168	173	157	656	10 AM	167	144	150	166	627	1283
11 AM	147	144	208	222	721	11 AM	182	200	177	196	755	1476
12 PM	191	254	197	217	859	12 PM	210	206	222	223	861	1720
01 PM	227	220	198	187	832	01 PM	237	225	233	217	912	1744
02 PM	199	203	220	180	802	02 PM	214	230	206	210	860	1662
03 PM	175	195	226	184	780	03 PM	212	212	225	253	902	1682
04 PM	172	203	246	147	768	04 PM	237	236	258	241	972	1740
05 PM	136	111	129	121	497	05 PM	240	205	234	196	875	1372
06 PM	110	115	102	110	437	06 PM	206	216	190	199	811	1248
07 PM	154	125	114	92	485	07 PM	207	176	156	161	700	1185
08 PM	120	118	103	105	446	08 PM	184	144	169	145	642	1088
09 PM	68	82	96	70	316	09 PM	131	122	101	127	481	797
10 PM	67	63	38	45	213	10 PM	113	93	104	71	381	594
11 PM	48	42	31	25	146	11 PM	65	84	84	64	297	443
Total:					10443						11963	22406

P.H.P. --> [(1720 + 1744) / 2] * 1.01 * 1.010 = 1767 vph

A.W.D.T. --> 22406 * 1.01 * 1.010 = 22860 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.916	0.962	0.940
K:	1-2 PM	0.080	0.076	0.078
D:		0.477	0.523	1.000
PHF:		0.780	0.942	0.863
K:	4-6 PM	0.074	0.081	0.078
D:		0.441	0.559	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 06/01/2004 - Tuesday **TIME BEGUN:** 0:0 AM **PAGE:** 4189-0

LOCATION: SUNSET DR (SW 72 ST) WEST OF COCOPLUM PLAZA, CG **STATION:** 656

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	7	9	13	3	32	12 AM	14	13	10	6	43	75
01 AM	9	9	6	4	28	01 AM	20	9	5	5	39	67
02 AM	1	5	1	2	9	02 AM	3	7	1	3	14	23
03 AM	2	2	0	3	7	03 AM	5	2	1	3	11	18
04 AM	2	0	1	4	7	04 AM	10	2	1	5	18	25
05 AM	4	8	5	13	30	05 AM	5	3	7	4	19	49
06 AM	23	39	47	84	193	06 AM	14	13	13	26	66	259
07 AM	94	131	145	150	520	07 AM	38	55	67	65	225	745
08 AM	165	171	197	187	720	08 AM	81	69	78	73	301	1021
09 AM	165	121	113	93	492	09 AM	80	74	82	84	320	812
10 AM	97	103	77	96	373	10 AM	81	74	79	93	327	700
11 AM	82	94	105	103	384	11 AM	89	111	105	95	400	784
12 PM	104	108	102	95	409	12 PM	82	91	101	97	371	780
01 PM	106	89	111	89	395	01 PM	101	112	99	114	426	821
02 PM	81	95	107	88	371	02 PM	96	95	97	128	416	787
03 PM	109	92	90	83	374	03 PM	88	95	97	132	412	786
04 PM	130	108	91	79	408	04 PM	107	118	101	113	439	847
05 PM	116	101	109	97	423	05 PM	104	105	108	119	436	859
06 PM	84	88	95	84	351	06 PM	117	105	118	83	423	774
07 PM	89	91	71	79	330	07 PM	86	69	86	74	315	645
08 PM	74	62	67	52	255	08 PM	92	65	67	49	273	528
09 PM	61	56	51	46	214	09 PM	53	49	50	41	193	407
10 PM	58	31	26	23	138	10 PM	37	23	24	23	107	245
11 PM	38	20	20	16	94	11 PM	20	17	13	16	66	160
Total:					6557						5660	12217

P.H.P. --> [(1021 + 812) / 2] * 1.00 * 1.015 = 930 vph

A.W.D.T. --> 12217 * 1.00 * 1.015 = 12400 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.914	0.929	0.928
K:	8-9 AM	0.110	0.053	0.084
D:		0.705	0.295	1.000
PHF:		0.912	0.916	0.976
K:	4-6 PM	0.065	0.077	0.070
D:		0.492	0.508	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 09/16/2003 - Tuesday **TIME BEGUN:** 0:0 AM **PAGE:** 4148-8

LOCATION: INGRAHAM HWY EAST OF LEJEUNE RD, CORAL GABLES **STATION:** 194

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	10	19	13	9	51	12 AM	21	14	11	6	52	103
01 AM	9	3	3	3	18	01 AM	4	8	9	0	21	39
02 AM	6	3	3	0	12	02 AM	1	8	3	4	16	28
03 AM	1	1	1	5	8	03 AM	4	3	4	4	15	23
04 AM	1	2	2	8	13	04 AM	3	0	4	7	14	27
05 AM	3	18	27	38	86	05 AM	0	5	3	14	22	108
06 AM	67	133	173	198	571	06 AM	21	29	56	62	168	739
07 AM	305	291	293	282	1171	07 AM	73	115	125	118	431	1602
08 AM	240	260	282	311	1093	08 AM	115	103	111	135	464	1557
09 AM	277	278	268	192	1015	09 AM	126	103	100	113	442	1457
10 AM	165	145	155	154	619	10 AM	115	113	116	149	493	1112
11 AM	159	153	166	161	639	11 AM	141	126	113	142	522	1161
12 PM	160	151	134	117	562	12 PM	148	162	158	145	613	1175
01 PM	152	117	128	141	538	01 PM	145	170	167	145	627	1165
02 PM	146	148	181	161	636	02 PM	129	150	135	198	612	1248
03 PM	151	167	156	198	672	03 PM	165	234	241	236	876	1548
04 PM	182	216	159	158	715	04 PM	235	235	210	198	878	1593
05 PM	189	160	167	157	673	05 PM	185	214	223	212	834	1507
06 PM	163	149	157	171	640	06 PM	232	221	167	154	774	1414
07 PM	146	137	98	109	490	07 PM	143	152	105	89	489	979
08 PM	90	91	85	66	332	08 PM	85	87	87	86	345	677
09 PM	74	66	55	62	257	09 PM	67	67	65	54	253	510
10 PM	53	47	43	30	173	10 PM	43	43	55	43	184	357
11 PM	39	19	16	28	102	11 PM	34	32	26	26	118	220
Total:					11086						9263	20349

P.H.P. --> [(1602 + 1557) / 2] * 1.02 * 1.015 = 1635 vph

A.W.D.T. --> 20349 * 1.02 * 1.015 = 21070 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.960	0.862	0.958
K:	7-8 AM	0.106	0.047	0.079
D:		0.731	0.269	1.000
PHF:		0.828	0.934	0.883
K:	4-6 PM	0.064	0.095	0.078
D:		0.449	0.551	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 09/15/2003 - Monday **TIME BEGUN:** 0:0 AM **PAGE:** 4143-1

LOCATION: PONCE DE LEON BLVD NORTH O F BIRD DR, CG **STATION:** 624

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	7	12	4	7	30	12 AM	7	9	4	4	24	54
01 AM	5	3	7	4	19	01 AM	5	4	2	3	14	33
02 AM	1	2	6	4	13	02 AM	0	0	2	7	9	22
03 AM	1	6	2	2	11	03 AM	0	3	2	2	7	18
04 AM	3	3	0	4	10	04 AM	2	5	0	2	9	19
05 AM	5	6	12	11	34	05 AM	4	1	4	10	19	53
06 AM	27	29	50	96	202	06 AM	11	24	46	110	191	393
07 AM	134	140	142	176	592	07 AM	181	114	111	126	532	1124
08 AM	210	226	266	295	997	08 AM	145	141	122	109	517	1514
09 AM	204	223	202	186	815	09 AM	116	111	124	122	473	1288
10 AM	182	184	153	160	679	10 AM	125	117	115	136	493	1172
11 AM	157	137	168	205	667	11 AM	128	140	132	142	542	1209
12 PM	191	208	203	208	810	12 PM	182	169	176	207	734	1544
01 PM	186	195	169	168	718	01 PM	185	163	175	167	690	1408
02 PM	171	163	193	159	686	02 PM	185	192	184	163	724	1410
03 PM	178	161	189	166	694	03 PM	174	195	173	172	714	1408
04 PM	133	146	135	160	574	04 PM	192	199	175	248	814	1388
05 PM	168	140	169	139	616	05 PM	246	216	223	189	874	1490
06 PM	128	111	105	93	437	06 PM	240	181	162	124	707	1144
07 PM	97	70	67	88	322	07 PM	123	86	83	94	386	708
08 PM	80	52	72	65	269	08 PM	69	71	53	55	248	517
09 PM	58	57	44	36	195	09 PM	61	58	54	25	198	393
10 PM	28	34	24	19	105	10 PM	30	32	23	33	118	223
11 PM	20	15	11	13	59	11 PM	24	21	20	15	80	139
Total:					9554						9117	18671

P.H.P. --> [(1544 + 1408) / 2] * 1.01 * 1.030 = 1535 vph

A.W.D.T. --> 18671 * 1.01 * 1.030 = 19420 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.974	0.886	0.930
K:	12-1 PM	0.085	0.081	0.083
D:		0.525	0.475	1.000
PHF:		0.911	0.888	0.900
K:	4-6 PM	0.064	0.096	0.080
D:		0.413	0.587	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 10/14/2003 - Tuesday **TIME BEGUN:** 0:0 AM **PAGE:** 4154-8

LOCATION: SUNSET DR (SW 72 ST) WEST OF COCOPLUM PLAZA, CG **STATION:** 656

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	27	15	6	9	57	12 AM	21	18	15	11	65	122
01 AM	7	1	8	5	21	01 AM	9	8	6	5	28	49
02 AM	2	2	1	2	7	02 AM	4	2	2	2	10	17
03 AM	5	6	2	3	16	03 AM	3	4	2	3	12	28
04 AM	3	2	3	4	12	04 AM	2	1	3	2	8	20
05 AM	3	4	9	8	24	05 AM	5	3	5	8	21	45
06 AM	11	19	53	80	163	06 AM	19	11	18	39	87	250
07 AM	137	153	142	160	592	07 AM	38	68	57	69	232	824
08 AM	118	144	188	206	656	08 AM	88	117	109	108	422	1078
09 AM	198	207	207	195	807	09 AM	111	88	76	85	360	1167
10 AM	120	108	111	117	456	10 AM	74	117	88	75	354	810
11 AM	122	85	110	104	421	11 AM	76	95	122	123	416	837
12 PM	88	89	99	82	358	12 PM	111	104	115	112	442	800
01 PM	81	78	86	93	338	01 PM	128	134	146	132	540	878
02 PM	90	80	83	126	379	02 PM	96	95	122	123	436	815
03 PM	102	108	110	95	415	03 PM	108	105	121	135	469	884
04 PM	109	124	105	95	433	04 PM	111	134	120	116	481	914
05 PM	113	134	85	77	409	05 PM	107	122	110	115	454	863
06 PM	100	105	96	89	390	06 PM	117	120	102	104	443	833
07 PM	89	65	65	77	296	07 PM	94	98	86	65	343	639
08 PM	67	61	58	49	235	08 PM	69	51	55	41	216	451
09 PM	42	38	41	43	164	09 PM	39	29	29	32	129	293
10 PM	24	22	18	14	78	10 PM	34	17	19	15	85	163
11 PM	18	26	19	7	70	11 PM	21	12	16	8	57	127
Total:					6797						6110	12907

P.H.P. --> [(1078 + 1167) / 2] * 1.01 * 1.015 = 1150 vph

A.W.D.T. --> 12907 * 1.01 * 1.015 = 13230 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:	9-10 AM	0.975	0.811	0.944
K:		0.119	0.059	0.090
D:		0.692	0.308	1.000
PHF:	4-6 PM	0.873	0.897	0.886
K:		0.064	0.079	0.071
D:		0.474	0.526	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 02/11/2003 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3802-3

LOCATION:MILLER DR (SW 56 ST) WEST OF RED ROAD STATION: 260

	EASTBOUND QUARTER HOURS						WESTBOUND QUARTER HOURS					TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	12	11	8	7	38	12 AM	37	17	21	15	90	128
01 AM	11	6	7	3	27	01 AM	9	7	7	5	28	55
02 AM	3	2	5	6	16	02 AM	5	4	7	9	25	41
03 AM	2	3	4	3	12	03 AM	7	2	3	7	19	31
04 AM	2	4	8	11	25	04 AM	6	4	6	5	21	46
05 AM	11	19	27	46	103	05 AM	9	13	10	25	57	160
06 AM	77	132	221	253	683	06 AM	24	36	93	92	245	928
07 AM	294	315	307	306	1222	07 AM	135	152	166	149	602	1824
08 AM	296	315	301	288	1200	08 AM	167	154	184	156	661	1861
09 AM	306	300	249	226	1081	09 AM	173	179	137	137	626	1707
10 AM	215	223	198	164	800	10 AM	126	138	147	141	552	1352
11 AM	168	162	183	181	694	11 AM	135	130	130	162	557	1251
12 PM	169	146	158	157	630	12 PM	159	156	186	162	663	1293
01 PM	158	160	161	189	668	01 PM	157	161	200	193	711	1379
02 PM	153	179	152	212	696	02 PM	175	205	203	246	829	1525
03 PM	175	161	158	172	666	03 PM	242	242	221	265	970	1636
04 PM	157	139	185	160	641	04 PM	298	297	291	314	1200	1841
05 PM	157	160	158	189	664	05 PM	249	261	261	303	1074	1738
06 PM	172	161	154	148	635	06 PM	264	299	266	234	1063	1698
07 PM	144	152	137	95	528	07 PM	222	222	217	184	845	1373
08 PM	89	85	70	77	321	08 PM	150	122	111	141	524	845
09 PM	79	89	68	45	281	09 PM	147	160	214	98	619	900
10 PM	54	54	36	37	181	10 PM	113	89	73	59	334	515
11 PM	26	27	21	17	91	11 PM	56	46	39	32	173	264
Total:					11903						12488	24391

P.H.P. --> [(1824 + 1861) / 2] * 0.96 * 1.015 = 1795 vph

A.W.D.T. --> 24391 * 0.96 * 1.015 = 23770 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.952	0.898	0.959
K:	8-9 AM	0.101	0.053	0.076
D:		0.645	0.355	1.000
PHF:		0.866	0.955	0.967
K:	4-6 PM	0.054	0.096	0.075
D:		0.348	0.652	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 02/11/2003 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3804-8

LOCATION: RED ROAD (SW 57 AV) NORTH OF SUNSET DR STATION: 634

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	9	9	19	4	41	12 AM	33	18	15	15	81	122
01 AM	6	8	4	7	25	01 AM	14	7	7	0	28	53
02 AM	1	8	2	1	12	02 AM	2	3	7	5	17	29
03 AM	1	0	1	1	3	03 AM	7	4	4	2	17	20
04 AM	5	3	4	13	25	04 AM	2	4	7	9	22	47
05 AM	14	12	26	29	81	05 AM	6	5	14	22	47	128
06 AM	45	67	85	138	335	06 AM	21	48	60	88	217	552
07 AM	166	160	190	194	710	07 AM	82	112	164	133	491	1201
08 AM	211	203	206	193	813	08 AM	134	117	127	131	509	1322
09 AM	199	141	183	164	687	09 AM	119	161	142	135	557	1244
10 AM	139	148	140	152	579	10 AM	104	176	150	159	589	1168
11 AM	181	170	176	175	702	11 AM	169	190	169	205	733	1435
12 PM	162	208	169	181	720	12 PM	209	226	247	228	910	1630
01 PM	154	181	161	153	649	01 PM	222	192	219	234	867	1516
02 PM	154	189	160	166	669	02 PM	177	218	231	225	851	1520
03 PM	162	177	173	175	687	03 PM	228	229	204	210	871	1558
04 PM	130	175	156	132	593	04 PM	236	217	226	233	912	1505
05 PM	149	124	148	143	564	05 PM	255	195	218	210	878	1442
06 PM	132	132	141	141	546	06 PM	222	190	228	225	865	1411
07 PM	136	123	107	110	476	07 PM	219	201	177	157	754	1230
08 PM	82	74	100	68	324	08 PM	129	134	132	131	526	850
09 PM	73	90	123	91	377	09 PM	148	162	149	113	572	949
10 PM	49	56	59	46	210	10 PM	95	64	66	59	284	494
11 PM	38	23	25	24	110	11 PM	49	37	39	26	151	261
Total:					9938						11749	21687

P.H.P. --> [(1630 + 1516) / 2] * 0.96 * 1.015 = 1533 vph

A.W.D.T. --> 21687 * 0.96 * 1.015 = 21130 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.865	0.921	0.939
K:	12-1 PM	0.072	0.077	0.075
D:		0.442	0.558	1.000
PHF:		0.847	0.966	0.960
K:	4-6 PM	0.060	0.078	0.069
D:		0.394	0.606	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 10/08/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3700-8

LOCATION: LEJEUNE RD (SW 42 AV) SOUTH OF US 1, CORAL STATION: 218

	NORTHBOUND QUARTER HOURS						SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	11	9	9	4	33	12 AM	17	12	21	19	69	102
01 AM	5	4	9	2	20	01 AM	3	2	2	6	13	33
02 AM	5	3	1	2	11	02 AM	6	4	4	1	15	26
03 AM	1	4	2	1	8	03 AM	0	5	3	1	9	17
04 AM	1	5	3	11	20	04 AM	1	3	6	1	11	31
05 AM	14	14	30	35	93	05 AM	8	9	21	22	60	153
06 AM	61	58	111	94	324	06 AM	20	38	49	67	174	498
07 AM	149	153	182	179	663	07 AM	92	105	141	141	479	1142
08 AM	151	150	120	116	537	08 AM	155	139	185	133	612	1149
09 AM	119	132	153	153	557	09 AM	116	134	133	114	497	1054
10 AM	126	133	115	141	515	10 AM	108	121	117	109	455	970
11 AM	157	149	116	156	578	11 AM	151	104	119	129	503	1081
12 PM	157	139	126	122	544	12 PM	131	112	100	137	480	1024
01 PM	133	135	134	124	526	01 PM	131	122	114	151	518	1044
02 PM	138	125	137	122	522	02 PM	164	172	192	193	721	1243
03 PM	153	158	156	147	614	03 PM	183	156	179	186	704	1318
04 PM	137	138	150	140	565	04 PM	186	176	178	186	726	1291
05 PM	122	136	100	130	488	05 PM	197	211	184	199	791	1279
06 PM	120	105	108	105	438	06 PM	179	227	182	172	760	1198
07 PM	104	125	85	75	389	07 PM	178	147	137	141	603	992
08 PM	75	74	67	68	284	08 PM	131	121	96	96	444	728
09 PM	50	53	44	37	184	09 PM	81	78	86	88	333	517
10 PM	25	32	43	33	133	10 PM	78	67	58	67	270	403
11 PM	22	29	17	17	85	11 PM	39	31	28	42	140	225
Total:					8131						9387	17518

P.H.P. --> [(1318 + 1291) / 2] * 1.01 * 1.015 = 1337 vph

A.W.D.T. --> 17518 * 1.01 * 1.015 = 17960 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.972	0.946	0.981
K:	3-4 PM	0.076	0.075	0.075
D:		0.466	0.534	1.000
PHF:		0.942	0.976	0.984
K:	4-6 PM	0.069	0.077	0.074
D:		0.438	0.562	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 10/15/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3703-2

LOCATION: RED ROAD (SW 57 AV) SOUTH OF BIRD DR STATION: 632

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	18	24	20	6	68	12 AM	21	15	13	8	57	125
01 AM	7	4	17	4	32	01 AM	8	0	4	5	17	49
02 AM	0	6	1	5	12	02 AM	6	3	4	4	17	29
03 AM	4	11	3	2	20	03 AM	7	4	1	6	18	38
04 AM	3	4	5	4	16	04 AM	6	8	9	5	28	44
05 AM	12	19	20	46	97	05 AM	9	11	16	21	57	154
06 AM	55	70	92	113	330	06 AM	47	71	81	126	325	655
07 AM	149	167	201	167	684	07 AM	170	186	206	203	765	1449
08 AM	162	178	206	181	727	08 AM	206	171	170	135	682	1409
09 AM	178	177	171	161	687	09 AM	134	125	139	122	520	1207
10 AM	159	161	154	162	636	10 AM	125	164	141	133	563	1199
11 AM	185	190	171	164	710	11 AM	164	146	156	142	608	1318
12 PM	160	155	181	145	641	12 PM	155	142	175	163	635	1276
01 PM	146	146	166	141	599	01 PM	160	176	166	167	669	1268
02 PM	188	164	156	169	677	02 PM	163	180	176	166	685	1362
03 PM	204	190	180	185	759	03 PM	163	174	145	164	646	1405
04 PM	159	136	158	152	605	04 PM	138	144	165	182	629	1234
05 PM	153	143	117	141	554	05 PM	167	169	186	185	707	1261
06 PM	138	132	123	110	503	06 PM	181	206	175	164	726	1229
07 PM	134	107	96	131	468	07 PM	155	134	128	81	498	966
08 PM	102	81	98	85	366	08 PM	101	82	87	82	352	718
09 PM	57	80	101	68	306	09 PM	63	81	69	61	274	580
10 PM	73	65	63	51	252	10 PM	38	46	46	24	154	406
11 PM	44	33	26	31	134	11 PM	28	34	14	36	112	246
Total:					9883						9744	19627

P.H.P. --> [(1449 + 1409) / 2] * 1.01 * 1.015 = 1465 vph

A.W.D.T. --> 19627 * 1.01 * 1.015 = 20120 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.851	0.928	0.890
K:	7-8 AM	0.069	0.079	0.074
D:		0.472	0.528	1.000
PHF:		0.905	0.950	0.967
K:	4-6 PM	0.056	0.073	0.064
D:		0.439	0.561	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 04/30/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3633-4

LOCATION: PONCE DE LEON BLVD NORTH OF BIRD DR, CG STATION: 624

	NORTHBOUND QUARTER HOURS						SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	13	12	9	2	36	12 AM	9	10	7	3	29	65
01 AM	4	1	6	1	12	01 AM	4	3	5	3	15	27
02 AM	3	6	0	3	12	02 AM	1	3	5	0	9	21
03 AM	0	0	0	2	2	03 AM	1	2	0	4	7	9
04 AM	1	1	2	3	7	04 AM	2	0	0	0	2	9
05 AM	1	3	3	11	18	05 AM	4	2	1	5	12	30
06 AM	16	35	52	58	161	06 AM	10	11	38	56	115	276
07 AM	90	109	134	160	493	07 AM	99	104	91	97	391	884
08 AM	199	184	205	266	854	08 AM	110	122	122	99	453	1307
09 AM	265	214	201	216	896	09 AM	83	97	89	105	374	1270
10 AM	172	190	182	160	704	10 AM	116	115	127	111	469	1173
11 AM	163	169	162	178	672	11 AM	117	136	135	134	522	1194
12 PM	199	175	185	168	727	12 PM	167	162	154	158	641	1368
01 PM	168	161	149	176	654	01 PM	160	147	173	190	670	1324
02 PM	154	177	158	174	663	02 PM	147	166	205	171	689	1352
03 PM	176	183	176	170	705	03 PM	171	185	162	148	666	1371
04 PM	173	183	178	138	672	04 PM	178	154	211	196	739	1411
05 PM	150	168	167	163	648	05 PM	230	197	241	202	870	1518
06 PM	129	128	103	95	455	06 PM	221	200	163	138	722	1177
07 PM	94	94	76	62	326	07 PM	118	96	89	78	381	707
08 PM	77	72	55	52	256	08 PM	93	53	75	58	279	535
09 PM	39	51	45	47	182	09 PM	48	49	61	53	211	393
10 PM	27	34	36	17	114	10 PM	42	38	38	34	152	266
11 PM	22	15	14	16	67	11 PM	28	25	20	25	98	165
Total:					9336						8516	17852

P.H.P. --> [(1411 + 1518) / 2] * 1.00 * 1.015 = 1486 vph

A.W.D.T. --> 17852 * 1.00 * 1.015 = 18120 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.964	0.902	0.930
K:	5-6 PM	0.069	0.102	0.085
D:		0.427	0.573	1.000
PHF:		0.964	0.902	0.930
K:	4-6 PM	0.069	0.102	0.085
D:		0.427	0.573	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 04/30/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3603-4

LOCATION: MILLER DR (SW 56 ST) WEST OF RED ROAD STATION: 260

	EASTBOUND QUARTER HOURS						WESTBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	18	18	5	6	47	12 AM	29	20	23	18	90	137
01 AM	14	16	4	8	42	01 AM	13	15	11	19	58	100
02 AM	7	7	10	8	32	02 AM	14	9	7	9	39	71
03 AM	2	5	8	3	18	03 AM	6	6	2	6	20	38
04 AM	0	1	8	11	20	04 AM	8	4	1	3	16	36
05 AM	8	23	33	44	108	05 AM	4	8	15	23	50	158
06 AM	88	157	204	252	701	06 AM	28	38	71	88	225	926
07 AM	252	263	280	267	1062	07 AM	146	112	185	159	602	1664
08 AM	292	289	295	293	1169	08 AM	120	171	148	174	613	1782
09 AM	284	295	259	182	1020	09 AM	146	172	147	118	583	1603
10 AM	183	170	202	171	726	10 AM	123	106	125	112	466	1192
11 AM	164	184	166	173	687	11 AM	122	167	138	156	583	1270
12 PM	149	143	150	147	589	12 PM	139	142	142	155	578	1167
01 PM	158	152	160	148	618	01 PM	163	158	173	195	689	1307
02 PM	132	156	171	170	629	02 PM	191	198	221	235	845	1474
03 PM	183	174	144	162	663	03 PM	266	238	249	268	1021	1684
04 PM	169	161	146	127	603	04 PM	294	255	263	277	1089	1692
05 PM	174	152	171	158	655	05 PM	342	297	293	274	1206	1861
06 PM	145	111	118	138	512	06 PM	247	233	236	202	918	1430
07 PM	148	118	102	121	489	07 PM	212	186	160	145	703	1192
08 PM	84	105	82	80	351	08 PM	136	115	121	94	466	817
09 PM	81	59	59	66	265	09 PM	92	87	86	94	359	624
10 PM	49	39	46	27	161	10 PM	92	81	60	45	278	439
11 PM	40	24	29	18	111	11 PM	46	39	32	41	158	269
Total:					11278						11655	22933

P.H.P. --> [(1692 + 1861) / 2] * 1.00 * 1.015 = 1803 vph

A.W.D.T. --> 22933 * 1.00 * 1.015 = 23280 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.941	0.882	0.902
K:	5-6 PM	0.058	0.103	0.081
D:		0.352	0.648	1.000
PHF:		0.941	0.882	0.902
K:	4-6 PM	0.058	0.103	0.081
D:		0.352	0.648	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 05/02/2002 - Thursday TIME BEGUN: 0:0 AM PAGE: 3613-1

LOCATION: RED ROAD (SW 57 AV) NORTH OF SUNSET DR STATION: 634

	NORTHBOUND QUARTER HOURS					SOUTHBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	31	18	16	6	71	12 AM	38	19	15	20	92	163
01 AM	13	5	2	9	29	01 AM	17	11	13	8	49	78
02 AM	4	4	8	9	25	02 AM	11	9	10	3	33	58
03 AM	6	2	1	3	12	03 AM	8	5	4	9	26	38
04 AM	3	10	8	3	24	04 AM	4	7	5	9	25	49
05 AM	12	13	13	34	72	05 AM	8	8	13	14	43	115
06 AM	34	57	107	127	325	06 AM	29	36	73	80	218	543
07 AM	181	167	185	209	742	07 AM	106	132	120	144	502	1244
08 AM	159	219	197	212	787	08 AM	151	132	152	141	576	1363
09 AM	206	174	167	172	719	09 AM	149	154	152	157	612	1331
10 AM	189	155	166	185	695	10 AM	144	150	174	187	655	1350
11 AM	172	163	193	201	729	11 AM	167	186	199	212	764	1493
12 PM	196	172	202	206	776	12 PM	227	216	232	249	924	1700
01 PM	238	180	190	187	795	01 PM	179	200	200	201	780	1575
02 PM	165	165	163	193	686	02 PM	216	184	215	203	818	1504
03 PM	182	201	176	160	719	03 PM	228	206	200	245	879	1598
04 PM	165	175	167	162	669	04 PM	226	200	213	186	825	1494
05 PM	178	147	150	131	606	05 PM	246	215	221	201	883	1489
06 PM	147	152	151	144	594	06 PM	187	189	190	195	761	1355
07 PM	121	123	133	111	488	07 PM	172	190	164	150	676	1164
08 PM	92	101	108	89	390	08 PM	150	152	137	143	582	972
09 PM	83	103	95	71	352	09 PM	131	154	134	130	549	901
10 PM	96	76	48	60	280	10 PM	118	102	85	85	390	670
11 PM	56	63	42	46	207	11 PM	58	64	42	48	212	419
Total:					10792						11874	22666

P.H.P. --> [(1700 + 1575) / 2] * 0.99 * 1.005 = 1629 vph

A.W.D.T. --> 22666 * 0.99 * 1.005 = 22550 vpd

FACTORS		NORTHBOUND	SOUTHBOUND	TWO-WAY
PHF:		0.942	0.928	0.934
K:	12-1 PM	0.072	0.078	0.075
D:		0.456	0.544	1.000
PHF:		0.956	0.913	0.955
K:	4-6 PM	0.062	0.069	0.066
D:		0.448	0.552	1.000

TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 04/30/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3614-0

LOCATION: SUNSET DR (SW 72 ST) WEST OF COCOPLUM STATION: 656

	EASTBOUND QUARTER HOURS					WESTBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	18	5	6	9	38	12 AM	9	9	9	7	34	72
01 AM	4	8	4	1	17	01 AM	9	4	5	5	23	40
02 AM	2	3	2	3	10	02 AM	4	6	2	3	15	25
03 AM	0	2	2	1	5	03 AM	0	4	0	3	7	12
04 AM	2	1	1	5	9	04 AM	2	3	1	7	13	22
05 AM	6	6	8	18	38	05 AM	3	6	3	10	22	60
06 AM	21	33	44	93	191	06 AM	10	12	17	32	71	262
07 AM	145	197	172	173	687	07 AM	37	56	62	62	217	904
08 AM	123	164	212	207	706	08 AM	64	77	72	72	285	991
09 AM	207	167	143	139	656	09 AM	106	76	85	87	354	1010
10 AM	105	99	89	77	370	10 AM	81	86	89	111	367	737
11 AM	81	94	87	87	349	11 AM	77	94	82	114	367	716
12 PM	75	76	104	97	352	12 PM	101	107	97	71	376	728
01 PM	82	89	75	103	349	01 PM	89	92	100	101	382	731
02 PM	102	90	102	107	401	02 PM	86	91	88	109	374	775
03 PM	105	108	104	88	405	03 PM	105	98	112	110	425	830
04 PM	116	124	104	117	461	04 PM	118	103	111	106	438	899
05 PM	111	94	99	109	413	05 PM	125	138	124	101	488	901
06 PM	95	95	88	75	353	06 PM	119	108	120	95	442	795
07 PM	96	90	86	77	349	07 PM	85	91	87	84	347	696
08 PM	64	63	58	61	246	08 PM	71	60	72	58	261	507
09 PM	59	42	48	47	196	09 PM	49	52	37	44	182	378
10 PM	54	49	28	33	164	10 PM	54	27	27	26	134	298
11 PM	19	22	18	15	74	11 PM	24	13	13	9	59	133
Total:					6839						5683	12522

P.H.P. --> [(991 + 1010) / 2] * 1.00 * 1.015 = 1015 vph

A.W.D.T. --> 12522 * 1.00 * 1.015 = 12710 vpd

FACTORS		EASTBOUND	WESTBOUND	TWO-WAY
PHF:		0.792	0.835	0.807
K:	9-10 AM	0.096	0.062	0.081
D:		0.650	0.350	1.000
PHF:		0.930	0.884	0.954
K:	4-6 PM	0.060	0.086	0.072
D:		0.458	0.542	1.000

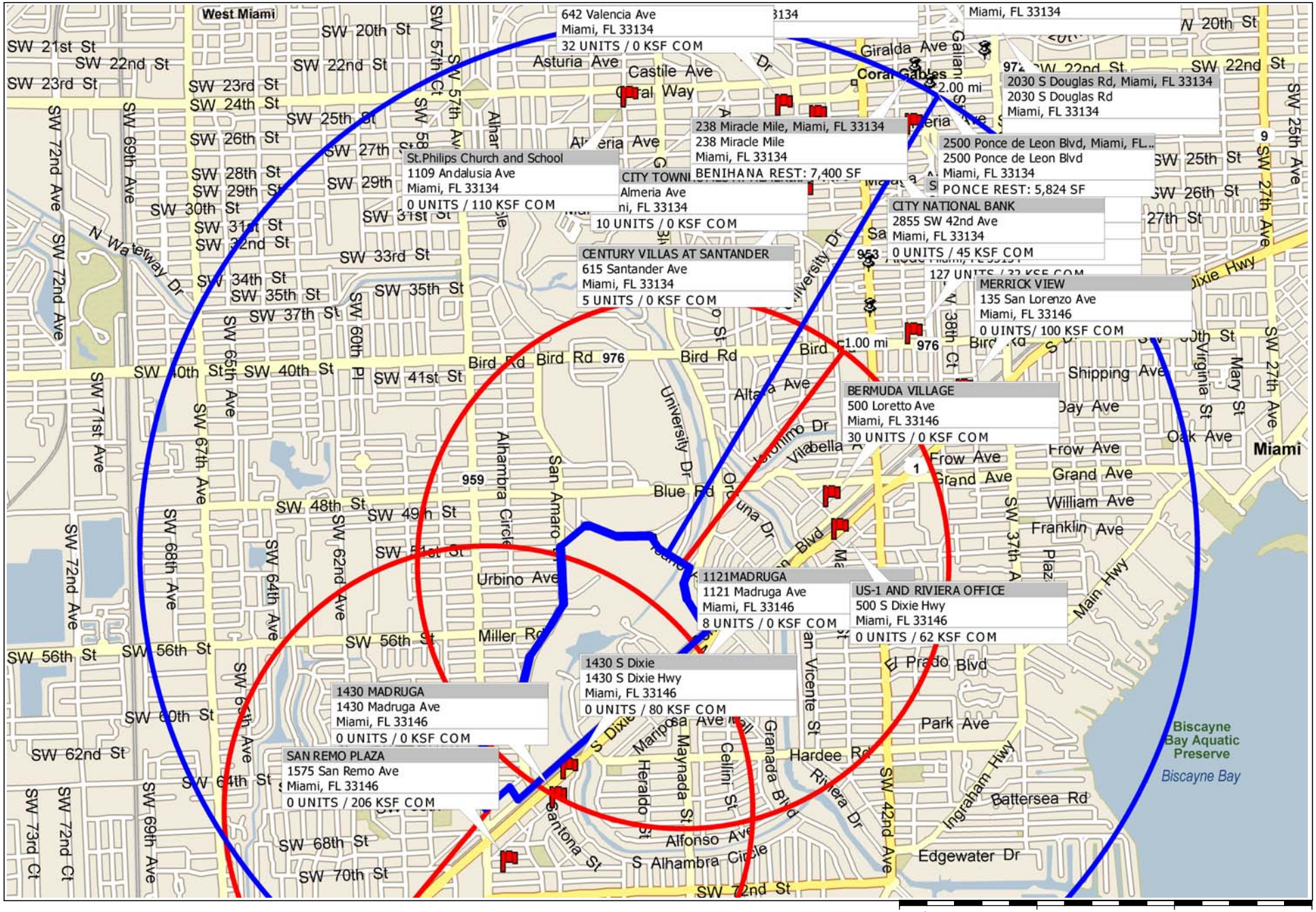
ATTACHMENT 6
COMMITTED DEVELOPMENT LISTS

EXHIBIT 7A
CITY OF CORAL GABLES - LIST OF COMMITTED DEVELOPMENTS

7/16/2007

Project	Address	Type	Owner	Fin. Zone	Com. Sq. Ft.	No. Units	No. Stories	Notes	Status	PERMIT	STUDY AREA	TRIPS (PM)	SCALE (PM)	TAZ	ANALYZE?
Villa Alhambra	50 Alhambra Circle	A	Weitzer Development	No	0	36	4	Med. Style Old Code	B.P.	YES	NO	37	NO		
The City Townhomes at Almeria R.O.W.	635, 643 Almeria Ave. & 2617 Cardena St.	A	Fernando E. Menoya, Hernan Galindo	No	0	10	2	Townhouses	B.P.	YES	< 2 MILES	23	NO		
St. Phillip's Church and School	1109 & 1143 Andalusia Ave. and 1140 Coral Way	S	St. Phillip's Episcopal Church	Yes	110,483	0	N/A		B.P.	YES	< 2 MILES	669	YES	1064	YES
University of Miami - School of Nursing	5030 Brunson Dr.	UMCAD	University of Miami	Yes	54,234	0	4		B.P.	YES	UMCAD				
University of Miami - School of Communication	5100 Brunson Dr.	UMCAD	University of Miami	Yes	31,654	0	5		B.P.	YES	UMCAD				
City National Bank	2855 Le Jeune Rd.	C	City National Bank of Miami	Yes	45,089	0	4	Med. Style New Code	B.P.	YES	< 2 MILES	129	NO		
Bermuda Village	500-590 Loretto Ave.	D	Ponce Riviera, LLC	Yes	0	30	2		B.P.	YES	< 1 MILE	34	NO		
1121 Madruga	1121 Madruga Ave.	A	Shear Construction & Development	Yes	0	8	4		B.P.	YES	< 1 MILE	22	NO		
1430 Madruga	1430 Madruga Ave.	C	Gables Court Professional Cent.	Yes	0	0		parking spaces	B.P.	YES	< 1 MILE	N/A	NO		
Benihana Restaurant	238-242 Miracle Mile	C	Benihana Restaurant	Yes	7,400	0	2	No parking required with maximum FAR of 1.25	B.P.	YES	< 2 MILES	55	NO		
2500 Ponce	2500 Ponce de Leon Blvd.	C	Ponce Restaurant, Inc.	Yes	5,824	0	2		B.P.	YES	< 2 MILES	44	NO		
Merrick Place	4000-4100 Salzedo St.	MXD3	Grove Properties, LTD	Yes	32,072	127	10	First MXD3 Project; 100 parking spaces above required amount	B.P.	YES	< 2 MILES	384	YES	1081	YES
Alex Rodriguez Park/Baseball Stadium	6201 San Amaro Dr.	UMCAD	University of Miami	Yes	11,528	0	3		B.P.	YES	UMCAD				
Merrick View	135 San Lorenzo Ave.	C	Merrick View Holdings, LLC	Yes	99,798	0	8	Med. Style New Code	B.P.	YES	< 2 MILES	625	YES	1080	YES
San Remo Plaza	1575 San Remo Ave	C	Ford Gibson	Yes	205,866	0	7		B.P.	YES	< 1 MILE	1008	YES	1086	YES
Century Villas at Santander	615 Santander Ave.	A	Century Villas at Santander	Yes	0	5	3	Med. Style Old Code	B.P.	YES	< 2 MILES	20	NO		
Sevilla Professional Center	320 Sevilla Ave.	C	Ignacio Borbolla	No	4,309	0	2	Outside CBD parking provided	B.P.	YES	< 2 MILES	79	NO		
US-1 and Rosario Office	500 South Dixie Hwy.	C	Arthur McBride Trust	Yes	29,960	0	3		B.P.	YES	< 1 MILE	112	YES	1083	YES
US-1 and Riviera Office	550 South Dixie Hwy.	C	Arthur McBride Trust	No	31,791	0	3		B.P.	YES	< 1 MILE	114	YES	1083	YES
1430 S. Dixie	1430 South Dixie Hwy.	C	Gables Court Professional Cent.	Yes	80,024	0	3		B.P.	YES	< 1 MILE	168	NO	1086	YES
Lowe Art Museum Addition	1301 Stanford Dr.	UMCAD	University of Miami	No	3,500	0	1		PRE	YES	UMCAD				
University Village at University of Miami	University of Miami	UMCAD	University of Miami	Yes	6,000	213	4		B.P.	YES	UMCAD				
Valencia Grande	642-650 Valencia Ave.	A	Weitzer Development	No	0	32	5	Med. Style Old Code	B.P.	YES	< 2 MILES	35	NO		

UMCAD-RTS-COMMITTED-CORAL GABLES



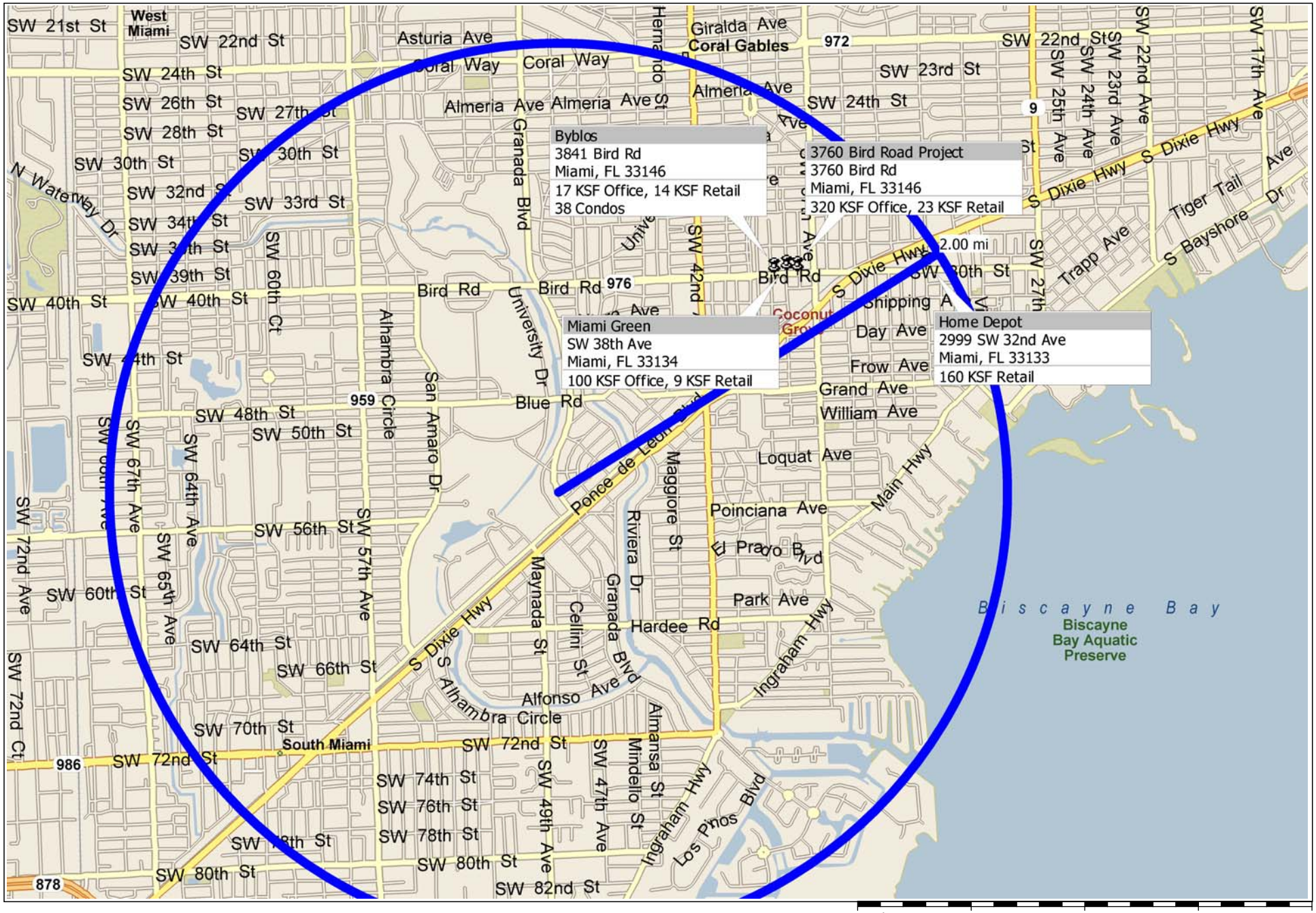
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EXHIBIT 7B
CITY OF MIAMI LARGE SCALE DEVELOPMENT REPORT
(Status: A-Completed; B-Under Construction; C-Approved; D-Application; E-Preliminary; F-Withdrawn)

7/16/2007

Ref #	As of September 30, 2006 Name	Locational Information: Type of Permit	Address	Description	Net Area	Units: Res/Condo	Units: Hotel	Sq. Ft.: Office	Sq. Ft.: Retail	Parking Spaces	Review: Approval Date	Review: Status	Contact Information: Name	ESTIMATED: PM PEAK HR TRIPS	DISTANCE TO UM	SCALE (>300 TRIPS)	TAZ
WITHIN TWO MILES OF UM CAMPUS																	
5	3760 Bird Road (fka Bird Road Project)	MU-2005-032	3760 Bird Road	Mixed Use: Office & Retail	CORAL WAY		0	319,607	23,283	1,085	23-Mar-06	C	HH Development	676	> 1 MILE	YES	1067
14	Byblos (Bird Road Khalil Condo)	MU-2005-011	3841 Bird Road	Mixed Use: Residential, Retail & Office	CORAL WAY	38	0	17,112	13,984	215		D	Borges & Associates	308	> 1 MILE	YES	Abandoned
20	Coral Sea View	2002-0249	1401 Coral Way	Mixed-use project w/ accessory recreational uses	CORAL WAY	62	0	0	0	93	13-Nov-02	A		52	> 1 MILE		
22	Da Vinci		2501 SW 37th Avenue	Residential	CORAL WAY	39						A	V&P Partners	39	> 1 MILE		
35	Lumiere	Class II	1273 Coral Way	Mixed Use: Residential & Retail	CORAL WAY	66	0	0	2,548	122		E	Behar Font & Partners	110	> 1 MILE		
39	Miami Green (fka Domain at Douglas Station)		3150-3198 SW 38th Avenue	Mixed Use: Office & Retail	CORAL WAY			100,282	8,642	147		C	Behar Font & Partners	315	> 1 MILE	YES	1080
40	Miami-Dade Water & Sewer Department (WASD) Headqua	MDT	3071 SW 38 Avenue (Metrorail - Douglas Road Station)	Commercial: Joint Development with Metrorail Station for County offices with 11-story parking garage for Douglas Road Metrorail Station	CORAL WAY	0	0	150,000	0	750		A		247	> 1 MILE		
47	Residences at Douglas	MUSP	2263 SW 37 Avenue	Residential	CORAL WAY	156	0	0	0	237		E		103	> 1 MILE		
59	Cloisters on the Bay	MUSP	3471-3571 Main Highway	Residential: Single Family Homes	NORTH/EAST COCONUT GROVE	41	0	0	0	98	8-Dec-98	A		40	> 1 MILE		
67	Home Depot, The	2005-0272	2999 SW 32 Avenue	Retail: Replace existing shopping center with Home Depot (120,000 sf) and new Milam's (25,000 sf) and Walgreens (15,000 sf)	NORTH/EAST COCONUT GROVE	0	0	0	160,450	499		C	Ben Fernandez	855	> 1 MILE	YES	1070
78	Cocostyle II		3280 Grand Avenue	Mixed Use: Hotel & Retail	SOUTH/WEST COCONUT GROVE		72		1,528	47		E	Kobi Karp	100	> 1 MILE		
79	Grand Bahamas		3432-3495 Grand Avenue; 3401-3447 Hibiscus Street	Mixed Use: Residential & Retail (2 buildings)	SOUTH/WEST COCONUT GROVE							E	Julio C. Marrero		> 1 MILE		
80	Grove Garden (The Taurus)	MUSP	3540 Main Highway	Mixed-Use Project, ground floor restaurant and and retail. Utilizing Taurus historic structure.	SOUTH/WEST COCONUT GROVE	42	0	0	9,217	106	23-Jan-03	B		171	> 1 MILE		
81	Grove Lofts	Exempt	3250 Grand Avenue	Mixed Use: Residential + Retail	SOUTH/WEST COCONUT GROVE	30	0	0	1,000	30		B		64	> 1 MILE		
82	Grove Villas in the Grove		3204 Bird Avenue	Residential (22 townhomes)	SOUTH/WEST COCONUT GROVE	22	0	0	0		13-Sep-04	B		30	> 1 MILE		

UMCAD-RTS-COMMITTED-CITY OF MIAMI



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ATTACHMENT 7
TECHNICAL MEMORANDUM: UMCAD FACILITIES CLASSIFICATION AND TRIP GENERATION

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MEMORANDUM

TO: Ramon Alvarez, P.E., PTOE

COPIES TO: Andre Groenhoff and John Krane, P.E.

FROM: Fadi Emil Nassar, P.E., PTOE

DATE: June 19, 2007
Revised July 17, 2007
Revised March 5, 2008

SUBJECT: University of Miami – UMCAD – Building Facility Trip Generation
Keith and Schnars Project 15121.01.09010

This memorandum has been revised in accordance with the Regional Traffic Study MLOU, and pursuant to the review comments and the meeting held on January 7, 2008 to discuss the parameters used in the trip generation of UMCAD facilities. The January 7th meeting minutes are provided in Attachment 1.

The building type and trip information for each UMCAD building are summarized in Table 1.

UMCAD Building Classification:

Proposed UMCAD buildings were classified into Type 1 (academic related), Type 2 (not related to academic use) and Type 1-2 (mixed).

Type 1 facilities were divided into three categories consisting of (1) academic such as lecture halls and offices for faculty and staff, (2) residential dormitories and (3) parking facilities. Proposed academic buildings have a total area of 803 KSF, representing 19.2% of total UMCAD Floor Area Ratio (FAR). Proposed residential halls have a total area of 783 KSF representing 18.7% of total UMCAD FAR. Proposed parking facilities have a total area of 1,183 KSF representing 28.3% of total UMCAD FAR. In total, all Type 1 facilities, excluding demolitions, represent 2,769 KSF or about 66% of total UMCAD FAR.

Type 2 facilities consist of only one project, the North South Center Development Zone (NSCDZ). The NSCDZ includes a research facility, office and small retail for a total of 1,002 KSF or about 24% of total UMCAD FAR.

Type 1-2 facilities include museums, a live theater, sport courts, an addition to the Wellness Center, an alumni center and various student activity centers. Type 1-2 facilities represent 412 KSF or about 10% of proposed UMCAD FAR. The net additional FAR is only 360 KSF considering an existing museum (52 KSF) will be demolished and replaced with a new structure.

UMCAD Building Trip Generation:

The new trips generated by Type 1 facilities were estimated separately for each Type 1 group identified above. For academic facilities, as agreed at the January 7th meeting, new trips were estimated based on a 25% increase in staff to serve these facilities. Table 2 indicates that staff represents about 20% of campus population and approximately 20% of traffic. Total campus traffic was estimated at 3,948 AM peak hour trips and 4,638 PM peak hour trips (see Table 3). Therefore, increasing staff trips by 25% for Type 1 facilities adds about 198 AM and 232 PM peak hour trips. The daily trips are estimated as ten times the average AM and PM peak hour trips or approximately 2,150 daily trips.

Trips from Residential facilities were estimated using the updated AM and PM peak hour trip rates per resident student. Regarding Parking facilities, they were not considered by themselves to be a generator of new traffic to the campus.

The new trips generated by Type 1-2 facilities were estimated using an overall approach since it is very difficult to develop accurate external trip rates for museums, live theaters and student activity centers. ITE manuals do not provide trip rates for similar facilities. Furthermore, the use of some of these facilities is infrequent and may be greater on evenings or weekends. Since it is unlikely for activity at all Type 1-2 facilities to peak at the same time, a global approach is proposed for the RTS. As agreed at the January 7th meeting, a conservative approach consisted of assuming that these Type 1-2 facilities, that represent 10% of proposed UMCAD FAR, will generate new trips equivalent to 15% of existing student trips that were measured at all campus driveways. Since students represent 80% of the campus population, a net increase in trips generated by Type 1-2 facilities are estimated at 475 AM and 558 PM peak hour trips. The daily trips are estimated as ten times the average AM and PM peak hour trips or approximately 5,165 daily trips.

The new trips generated by Type 2 facilities were estimated using ITE trip rates consistent with the MLOU. The gross and net external trips generated by the NSCDZ are provided in Table 4. The net external trips generated by the NSCDZ using ITE 7th Edition trip rates are estimated at 7,330 daily trips, 1,097 AM peak hour trips and 854 PM peak hour trips. The daily trips based on ITE equations are only equivalent to 7.5 times the average AM and PM peak hour trips.

The overall trips generated by Type 1 academic use and Type 1-2 facilities are distributed among buildings in proportion to square footage. Therefore, the net new trips per phase can be directly estimated based on the UMCAD phasing program presented in Table 1.

Conclusion:

This revised memorandum, based on reviewer's comments and the agreements reached at the January 7th meeting, presents a reasonable and technically justifiable procedure to estimate the traffic impact of the proposed UMCAD facilities. The UMCAD facilities were grouped into various categories and a method was developed to estimate the new trips generated by each category. A global approach was proposed for Type 1-2 facilities because no individual trip rates exist for these facilities. A more detailed traffic analysis will be performed during the permitting phase for these facilities.

Since most UMCAD trips are generated by Type 2 facilities (NSCDZ) and these trips were estimated using ITE trip rates, any inaccuracy in estimating trips from Type 1 and Type 1-2 facilities is within acceptable margins of error in the context of all UMCAD trips. A more detailed analysis of Type 1-2 facilities would have greatly increased the analysis complexity without measurably improving the analysis results since each Type 1-2 facility has unique peak hour trip characteristics not covered in ITE manuals or other national sources and these facilities.

The analysis indicates that at buildout the UMCAD facilities are estimated to generate 11,500 new daily trips; 1,442 new AM peak hour trips and 1,344 new PM peak hour trips.

TABLE 1

UMCAD PROJECT TYPES AND TRIPS

June 1, 2007 (REVISED FEBRUARY 18, 2008)

No.	Project Name	Area GSF	Demolish GSF	UMCAD Phase	Building Category				Building Trip Generation [1]				
					Academic	Residential	Parking	Others	Type	Notes	Daily [5]	AM Peak	PM Peak
0001	NSCDZ I	501,173	39,452	2020				Research	2	[7]	3,665	549	427
0001	NSCDZ II	501,172		2025				Research	2	[7]	3,665	549	427
0002	Museum	50,000	51,966	2020				Museum	1-2	[2]*	0	0	0
0003	University Hall	30,000		2020	Academic				1	[3]	107	10	12
0006	Theater	80,000		2015				Theater	1-2	[2]	1,243	114	134
0007A	Bank United Convocation Center Parking Garage (700 space	227,500		2015			700 Spaces		1	[4]			
0007B	Basketball Practice Facility	30,000		2010				Courts	1-2	[2]	466	43	50
0009	NSCDZ Parking	274,948		2025			TBD		1	[5]			
0116	Interactive Science Center and Engineering Research Phase	54,000		2015	Academic				1	[3]	193	18	21
0204	Replacement of Whitten Learning Center	45,054	45,054	2025	Academic				1	[3]*	0	0	0
0285	Otto G. Richter Library and Law School Addition	140,000		2010	Academic				1	[3]	501	46	54
0287	School of Education	60,000		2015	Academic				1	[3]	215	20	23
0288	Interactive Science Center and Engineering Research Phase	96,000	12,290	2015	Academic				1	[3]*	299	28	32
0308	Islamic Center	15,000		2015				Students	1-2	[2]	233	21	25
0309	MBF School of Business Admin - Phase I (350 students)	150,400		2010		350 Students			1	[4]			
0310	MBF School of Business Admin - Phase I (Academic)	42,000		2010	Academic				1	[3]	150	14	16
0455B	School of Architecture ADA Addition	4,000		2015	Academic				1	[3]	14	1	2
0456	Art & Architecture College (Academics)	74,550	69,109	2015	Academic				1	[3]*	19	2	2
0457	Art and Architecture Residential College (120 students)	42,248		2015		120 Students			1	[4]			
0519	Center for Music Learning and Leadership	70,000	18,095	2010	Academic				1	[3]*	186	17	20
0610A	Athletics Maintenance Facility	2,093		2010				Service	1				
N002	School of Music Academic Facilities Replacement	94,000	43,336	2015	Academic				1	[3]*	181	17	20
N104A	Student Activities Center	108,000	8,501	2010				Students	1-2	[2]*	1,546	142	167
N104B	Whitten University Center Addition	31,000		2010				Students	1-2	[2]	482	44	52
N109A	MBF School of Business Admin - Phase II (350 students)	110,664		2010		350 Students			1	[4]			
N109B	MBF School of Business Admin - Phase II (Academic)	43,672	11,230	2010	Academic				1	[3]*	116	11	13
N111/112	Lowe Art Museum Additions	10,000		2010				Museum	1-2	[2]	155	14	17
N112A/B	Lakeview Housing Phase I (800 students)	320,000		2010		800 Students			1	[4]			
N113A	Pavia Parking Garage Addition (304 new spaces for commut	84,970		2010			304 Spaces		1	[5]			
N113B	Merrick Garage (871 new spaces for resident students)	298,150	46,948	2010			871 Spaces		1	[5]			
N114	Convocation / Student Parking Garage (500 spaces)	150,000	13,044	2015			500 Spaces		1	[5]			
N115	Dickinson Residential Parking Garage (490 spaces for reside	147,000		2010			490 Spaces		1	[5]			
N116	Dickinson Student Housing (400 students)	160,000		2010		400 Students			1	[4]			
N118	Cobb Track and Field Facility	1,000		2010				Other	1				
N119	Wellness Center Addition	18,704		2010				Gym	1-2	[2]	291	27	31
N120	Hecht Center Addition	50,000	2,902	2015	Academic				1	[3]*	168	16	18
N121	Robert and Judi Prokop Newman Alumni Center	66,000	17,702	2010			224 Spaces	Alumni	1-2	[2]	750	69	81
	Other Demolitions (Residentials)		35,402										
	TOTAL NEW BUILDINGS	**4,183,298**			**803,276**	**783,312**	**1,182,568**	**1,414,142**		**YEAR**	**Daily**	**AM Peak**	**PM Peak**
	FUTURE NON FAR	**1,182,568**					**1,182,568**			**2010 =>**	**4643**	**427**	**501**
	FUTURE IN FAR	**3,000,730**			**803,276**	**783,312**		**1,414,142**		**2015 =>**	**2565**	**237**	**277**
	DEMOLITION		**415,031**		**202,016**	**35,402**	**59,992**	**117,621**		**2020 =>**	**3772**	**559**	**439**
	NET FUTURE IN FAR (LESS DEMOLITION)	**2,585,699**			**601,260**	**747,910**	**1,122,576**	**1,296,521**		**2025 =>**	**3665**	**549**	**427**
	ADDITIONAL TRIPS FOR ACADEMIC TYPE 1	**25%**	**OF STAFF TRIPS**								**2,150**	**198**	**232**
	ADDITIONAL TRIPS FOR ALL TYPES 1-2	**15%**	**OF STUDENT TRIPS**								**5,165**	**475**	**558**
	ADDITIONAL TRIPS FOR NSCDZ TYPE 2	**100%**	**ITE TRIP RATES**								**7,330**	**1,097**	**854**
	TOTAL NEW TRIPS										**14,645**	**1,771**	**1,644**
	TRIP REDUCTION - COMMUTER TO RESIDENT										**-3,145**	**-329**	**-300**
	NET TOTAL NEW TRIPS FOR THE UMCAD										**11,500**	**1,442**	**1,344**

NOTES:

(*) NET ADDITIONAL SPACE WAS ADJUSTED FOR DEMOLISHED SPACE

[1] TRIPS GENERATED BY TYPE 1 (ACADEMIC) AND TYPE 1-2 (MIXED) BUILDINGS WERE DISTRIBUTED AMONG BUILDINGS IN PROPORTION TO NET SQUARE FOOTAGE.

[2] NEW TRIPS FROM TYPE 1-2 FACILITIES (MUSEUM, THEATER, STUDENT ACTIVITY CENTERS, WELLNESS EXPANSION) WERE ESTIMATED AT 10% OF EXISTING STUDENT TRIPS.

[3] NEW TRIPS FROM TYPE 1 ACADEMIC FACILITIES WERE ESTMATED AT 15% OF EXISTING STAFF TRIPS.

[4] TRIPS FROM NEW RESIDENTIAL HALLS ARE ACCOUNTED FOR IN THE UPDATED TRIP RATE PER RESIDENTIAL STUDENT.

[5] NO ADDITIONAL TRIPS WERE GENERATED BY PARKING FACILITIES, HOWEVER THEY IMPACTED TRIP PATTERNS AT UNIVERSITY ACCESS DRIVEWAYS.

[6] DAILY TRIPS FOR TYPE 1 AND TYPE 1-2 FACILITIES WERE ESTIMATED AS TEN TIMES THE AVERAGE AM AND PM PEAK HOUR TRIPS.

[7] THE NSCDZ IS CONSIDERED AS A TYPE 2 FACILITY AND ITS TRIP GENERATION WAS ESTIMATED USING ITE TRIP RATES.

TABLE 2

FULL-TIME EQUIVALENCE OF EMPLOYEES
AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

		Fall 86	Fall 87*	Fall 88	Fall 89**	Fall 90	Fall 91***	Fall 92	Fall 93	Fall 94	Fall 95	Fall 96	Fall 97	Fall 98	Fall 99	Fall 00	Fall 01	Fall 02	Fall 03	Fall 04	Fall 05	Fall 06
Faculty	Headcount	1,079	1,033	1,088	1,077	1,040	1,069	1,127	1,125	1,124	1,173	1,174	1,160	1,159	1,205	1,228	1,247	1,232	1,269	1,283	1,346	1,344
	FTE	812.3	791.7	848.0	847.5	839.0	866.0	926.6	903.9	916.8	933.9	950.4	935.2	971.4	1024.4	1031.9	1060.5	1032.3	1060.9	1054.0	1092.6	1069.0
Staff****	Headcount	1,845	1,863	1,713	1,745	1,728	1,713	1,687	1,617	1,658	1,673	1,677	1,704	1,699	1,672	1,697	1,754	1,835	1,882	1,875	1,855	1,879
	FTE	1676.3	1699.7	1679.2	1713.7	1699.0	1689.1	1669.2	1601.7	1641.1	1656.9	1695.2	1684.6	1679.1	1657.5	1684.0	1739.5	1820.6	1866.7	1863.2	1839.4	1863.2
Total	Headcount	2,924	2,896	2,801	2,822	2,768	2,782	2,814	2,742	2,782	2,846	2,851	2,864	2,858	2,877	2,925	3,001	3,067	3,151	3,158	3,201	3,223
	FTE	2488.7	2491.3	2527.2	2561.2	2538.0	2555.1	2595.8	2505.6	2557.9	2590.8	2645.6	2619.8	2650.5	2681.9	2715.9	2800.0	2852.9	2927.6	2917.2	2932.0	2932.2

*Prior to fall 1988, FTE for each part-time employee is 1/3. Nursing included on Medical Campus from fall 1987 to Spring 1994; included in Coral Gables campus otherwise.
**Starting in fall 1989 data are for employees who were employed as of September 30th. Before 1989 data are for employees who were employed as of October 31st.
*** General Counsel not included in Coral Gables Campus after spring 1991 but included in Coral Gables Campus before then.
**** Includes administrative/professional, research/training, staff, and physical plant.

FULL-TIME EQUIVALENCE OF ENROLLED STUDENTS
AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

		Fall 86	Fall 87**	Fall 88	Fall 89	Fall 90	Fall 91	Fall 92	Fall 93	Fall 94	Fall 95	Fall 96	Fall 97	Fall 98	Fall 99	Fall 00	Fall 01	Fall 02	Fall 03	Fall 04	Fall 05	Fall 06
Student	Headcount	11,280	11,134	12,213	12,154	12,347	12,522	12,345	12,142	12,330	12,185	12,350	12,320	11,953	12,300	12,569	13,023	13,617	13,792	13,711	14,094	14,081
	FTE*	9,533	9,342	10,329	10,291	10,404	10,510	10,475	10,192	10,211	10,252	10,280	10,379	10,162	10,473	10,801	11,270	11,678	11,973	12,038	12,446	12,544

*Total credit load divided by 15, and students taking research course only with zero credit were increased from zero to one
** Nursing included on the Medical Campus from fall 1987 to spring 1994; included on the Coral Gables campus otherwise.

TOTAL FULL-TIME EQUIVALENCE OF EMPLOYEES AND ENROLLED STUDENTS
AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

		Fall 86	Fall 87**	Fall 88	Fall 89	Fall 90	Fall 91	Fall 92	Fall 93	Fall 94	Fall 95	Fall 96	Fall 97	Fall 98	Fall 99	Fall 00	Fall 01	Fall 02	Fall 03	Fall 04	Fall 05	Fall 06
Total	Headcount	14,204	14,030	15,014	14,976	15,115	15,304	15,159	14,884	15,112	15,031	15,201	15,184	14,811	15,177	15,494	16,024	16,684	16,943	16,869	17,295	17,304
	FTE	12,022	11,833	12,856	12,852	12,942	13,065	13,071	12,698	12,769	12,843	12,926	12,999	12,813	13,155	13,517	14,070	14,531	14,901	14,955	15,378	15,476

Source: The University of Miami Office of Planning and Institutional Research Information Technology.

TABLE 3
UNIVERSITY OF MIAMI CORAL GABLES CAMPUS
PEAK PERIOD TRIP RATES PER STUDENT
MARCH & APRIL 2007

Rev 17-Jul-07

	7:00-8:00 AM	8:00-9:00 AM	9:00-10:00 AM	3:00-4:00 PM	4:00-5:00 PM	5:00-6:00 PM
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
TOTAL INBOUND	1710	2154	2316	1604	1739	1699
TOTAL OUTBOUND	578	830	1076	1964	2032	2285
TOTAL IN/OUT	2288	2984	3392	3568	3771	3984
			AM PEAK PERIOD			*PM PEAK PERIOD*
ADJUSTMENT FACTORS [1]:						
PARKING LOTS NOT COUNTED [2]: 14.1% (On street, West of San Amaro & between Ponce & US-1)						
TOTAL ADJUSTMENT FACTOR: 16.4%	1.164	1.164	1.164	1.164	1.164	1.164
ADJUSTED TOTAL INBOUND	1990	2507	2696	1867	2024	1978
ADJUSTED TOTAL OUTBOUND	673	966	1252	2286	2365	2660
ADJUSTED TOTAL IN/OUT	2663	3473	3948	4153	4389	4638
			AM PEAK PERIOD			*PM PEAK PERIOD*

TOTAL STUDENTS [3]:	Headcount 13,377	FTE 11,917

	UPDATED TRIP RATE PER STUDENT (2007)			OLD TRIP RATE PER STUDENT - UMCAD 2000		
AM PEAK PERIOD (9:00-10:00 AM)	Headcount	FTE		Headcount		
PEAK INBOUND RATE	0.202	0.226 trip ends per student	IN: 68%	0.196 trip ends per student	IN:	70%
PEAK OUTBOUND RATE	0.094	0.105 trip ends per student	OUT: 32%	0.085 trip ends per student	OUT:	30%
PEAK IN/OUT RATE	0.295	0.331 trip ends per student	AM TRIP RATE	0.281 trip ends per student	AM TRIP RATE	
PM PEAK PERIOD (5:00-6:00 PM)						
PEAK INBOUND RATE	0.148	0.166 trip ends per student	IN: 43%	0.155 trip ends per student	IN:	44%
PEAK OUTBOUND RATE	0.199	0.223 trip ends per student	OUT: 57%	0.198 trip ends per student	OUT:	56%
PEAK IN/OUT RATE	0.347	0.389 trip ends per student	PM TRIP RATE	0.353 trip ends per student	PM TRIP RATE	

[1] The adjustment factor is different from previous years due to new parking structures and the construction of University Village garage.
[2] The parking lots not included in the counts are those west of San Amaro Drive, parking along San Amaro Drive, and the Metrorail parking areas between Ponce and US-1.
[3] Student enrollements are provided by UM Office of Planning and Institutional Research. Student enrollment was assumed to be 5% lower in the Spring Semester compared to the Fall Semester.

TABLE 4
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
NSCDZ TRIP GENERATION

7/17/2007

LAND USE	UNITS	ITE LAND USE CODE	DAILY TRIPS		AM PEAK HOUR TRIPS						PM PEAK HOUR TRIPS					
			ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	GROSS VEHICLE TRIPS	ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	IN		OUT		AM PEAK TRIPS	ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	IN		OUT		PM PEAK TRIPS
						%	TRIPS	%	TRIPS			%	TRIPS	%	TRIPS	
OFFICE	350 K.S.F.	710	Ln(T) = 0.77 Ln(X) + 3.65	3,500	Ln(T) = 0.80 Ln(X) + 1.55	88%	450	12%	61	511	T = 1.12 (X) + 78.81	17%	80	83%	391	471
SPECIALITY RETAIL	75 K.S.F.	814	T = 42.78 (X) + 37.66	3,246	T = 4.91 (X) +115.59	48%	232	52%	252	484	T = 2.40 (X) + 21.48	44%	88	56%	113	201
RESEARCH	577.4 K.S.F.	760	Ln(T) = 0.82 Ln(X) + 3.14	4,247	Ln(T) = 0.88 Ln(X) + 0.88	83%	539	17%	110	649	Ln(T) = 0.83 Ln(X) + 1.06	15%	85	85%	480	565
GROSS TRIPS	**1002.4 K.S.F.**			**10,993**			**1,221**		**423**	**1,644**			**253**		**984**	**1,237**
RETAIL PASS-BY [1]	25%			812			58		63	121			22		28	50
SITE INTERNALIZATION	10%			1,018			116		36	152			23		96	119
SITE EXTERNAL TRIPS				**9,163**			**1,047**		**324**	**1,371**			**208**		**860**	**1,068**
INTERNALIZATION W/ UM	20%			1,833			209		65	274			42		172	214
NET EXTERNAL TRIPS				**7,330**			**838**		**259**	**1,097**			**166**		**688**	**854**
NET EXTERNAL TRIPS PER PHASE				**3,665**			**419**		**130**	**549**			**83**		**344**	**427**

NOTES:
[1] RETAIL INTERNALIZATION IS LIMITED TO 10% OF BACKGROUND TRAFFIC ON PONCE DE LEON BLVD

ATTACHMENT 1

Meeting Minutes
Regional Traffic Study
Meeting at David Plummer and Associates
January 7, 2008

Tim Plummer
Ramon Alvarez
Andre Groenhoff
Fadi Nassar
Janet Gavarrete
Alicia Corral

Meeting was scheduled to discuss comments provided by DPA in their second review of the UM Regional Traffic Study. They were provided to the City on December 12, 2007.

It was agreed to revise the following as follows:

LT lanes on US-1 / Alhambra and US-1 / Stanford – UM consultants will provide queue length calculations that can be reviewed by the City staff, so that they can determine if an acceptable level of improvement can balance traffic needs with the removal of the existing palm trees. The queue length calculations, will be done both with the effects of the NSCDZ included, and without the development of the NSCDZ. The queuing analysis will be based on the 50th percentile queue and will maintain the same left turn phase green time for all scenarios in order to properly evaluate and compare the impact of storage length on queuing and delays.

Trips from Type 1 facilities estimated at 15% of existing staff trips – City consultants requested justification of this trip rate. UM consultants explained that because there would be no increase in students, and most academic space was simply decompression, there would not be a significant increase in trips associated with the additional development. University consultants believe that 10% is a very conservative estimate of the additional trips. Further discussions covered the difficulty that University consultants encountered trying to provide further support or methodology to substantiate the 15% since it was a conservative estimate based on sound engineering judgment. On that basis it was agreed that this trip rate would be increased to 25%, an extremely conservative rate. This rate will, of course, be reevaluated in future RTS, as required.

Trips from Type 1-2 facilities estimated at 10% of existing student trips – City consultants requested justification of these trip rates. UM consultants explained that these facilities would have a preponderance of student users. Further discussions covered the difficulty that University consultants encountered trying to provide further support or methodology to substantiate the 10% since it was a conservative estimate based on sound engineering judgment. On that basis and to expedite the review process, it was agreed that these facilities would use the more conservative estimate of 15% of existing student trips.

University Village garage trip rate – the rate used in the study was estimated for the smaller garage because at the time of the counts, the garage was not open. It was agreed that counts

would be taken at both University Village garages on January 16 and 17 both at AM and PM peak hours in order to have an accurate rate.

Mahoney Pearson trip rates – It was agreed that the adjustment percentage to account for cafeteria patrons will be based on new surveys that would be taken on January 16 and 17 both at AM and PM peak hours in order to have an accurate rate.

Traffic Volumes on Alhambra – DPA informed UM consultants that Alhambra is a residential collector with a maximum two-way daily threshold of 2,400 vehicles and 240 during peak hours before traffic calming is required. This number was determined by the City by using the County's thresholds of 3,000 daily cars / 300 peak hour cars and reducing them by 20%.

Five leg intersection at Bird Road and Granada – UM consultants will analyze this intersection as a five-leg intersection instead of using an all-red phase to account for the minor fifth leg. It was agreed that the volumes of the two five-leg intersections will be incorporated into the intersection summary tables by combining the volumes of the minor fifth leg with the adjoining approach and explaining it in a footnote.

It was agreed that as projects come to fruition, and additional Regional Traffic Studies are prepared, there will be a refinement of the assumptions included in this 2007 study. The University will keep track of additional space constructed and additional staff hired to validate or refine study assumptions regarding UMCAD Type 1 and Type 1-2 trips.

In addition, all other comments on the 12/12/07 memo will be addressed.

Please let us know if you have any questions or comments on these meeting notes.

ATTACHMENT 8
TRIP ASSIGNMENT TABLES, TRIP DISTRIBUTION PLOTS AND STUDENT ZIP CODE PLOTS

TABLE A8-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
1 RED RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	2.0%	I	1	1.0%	I	1	1.0%	I	2			0	1.0%	I	4	2.0%	I	5	4.0%	I	4	4.0%	O	5	22
MILLER RD		R			0			0			0	2.0%	I	3			0			0	1.0%	I	1			0	4
	WB	L			0			0			0	1.0%	I	2			0			0			0	4.0%	I	4	6
		T	2.0%	O	1	1.0%	O	1	1.0%	O	1			0	1.0%	O	1	2.0%	O	1	4.0%	O	1	4.0%	I	4	10
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0	2.0%	O	2			0			0	1.0%	O	0			0	2
		T			0			0	4.0%	I	7	4.0%	O	4			0			0			0	21.0%	O	24	35
		R			0			0			0	1.0%	O	1			0			0			0	4.0%	O	5	6
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	O	4	4.0%	I	7			0			0			0	21.0%	I	19	30
		R			0			0			0			0			0			0			0			0	0
2 SAN AMARO DR	EB	L			0			0	3.0%	I	6			0			0			0			0	2.0%	O	2	8
AND		T			0			0			0	1.0%	I	2			0			0			0	1.0%	O	1	3
MIILLER RD		R	1.0%	I	0	1.0%	I	1			0			0	1.0%	I	4	2.0%	I	5	4.0%	I	4	2.0%	O	2	16
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0	1.0%	O	1			0			0			0	1.0%	I	1	2
		R			0			0			0			0			0			0			0			0	0
	NB	L	1.0%	O	1	1.0%	O	1			0			0	1.0%	O	1	2.0%	O	1	4.0%	O	1	2.0%	I	2	7
		T			0			0	1.0%	I	2	1.0%	O	1			0			0			0			0	3
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	1.0%	O	1	1.0%	I	2			0			0			0			0	3
		R			0			0	3.0%	O	3			0			0			0			0	2.0%	I	2	5
3 SAN AMARO DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
TRILLO AVE/MILLER DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	I	7	1.0%	I	2			0			0			0	2.0%	O	2	11
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	O	4	1.0%	O	1			0			0			0	2.0%	I	2	7
		R			0			0			0			0			0			0			0			0	0
4 SAN AMARO DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
MEMORIAL DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	I	7	1.0%	I	2			0			0			0	2.0%	O	2	11
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	O	4	1.0%	O	1			0			0			0	2.0%	I	2	7
		R			0			0			0			0			0			0			0			0	0
5 SAN AMARO DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
ROBBIA AVE		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	I	7	1.0%	I	2			0			0			0	2.0%	O	2	11
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	O	4	1.0%	O	1			0			0			0	2.0%	I	2	7
		R			0			0			0			0			0			0			0			0	0
6 CAMPO SANO	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	0	1.0%	I	1	1.0%	O	1	1.0%	O	1			0			0			0	1.0%	O	1	4
BRUNSON DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	1	1.0%	I	2	1.0%	I	2			0			0			0	1.0%	I	1	7
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
(CAMPO IN E/W DIR)		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
7 PISANO AVE	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	0	1.0%	I	1			0			0	1.0%	I	4	1.0%	I	2	1.0%	I	1			0	8
UNIVERSITY DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	1			0			0	1.0%	O	1	1.0%	O	1	1.0%	O	0			0	4
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(UNIV DR IN N/S DIR)	SB	L			0			0			0			0			0			0			0			0	0
(PISANO IN E/W DIR)		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
8 PISANO AVE	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	0	1.0%	I	1			0			0	1.0%	I	4	1.0%	I	2	1.0%	I	1			0	8
CARILLO ST		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	1			0			0	1.0%	O	1	1.0%	O	1	1.0%	O	0			0	4
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(CARILLO IN N/S DIR)	SB	L			0			0			0			0			0			0			0			0	0
(PISANO IN E/W DIR)		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0

TABLE A8-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
9 GRANADA BLVD	EB	L			0			0			0	3.0%	I	5			0			0			0	1.0%	O	1	6
AND		T	10.0%	I	5	7.0%	I	7			0	6.0%	I	10	6.0%	I	24	8.0%	I	19			0	10.0%	O	11	76
PONCE DE LEON BLVD		R			0	2.0%	I	2			0			0			0			0	10.0%	I	10			0	12
	WB	L	3.0%	O	2			0			0	6.0%	O	7	3.0%	O	2	2.0%	O	1			0			0	12
		T	10.0%	O	5	7.0%	O	4			0	6.0%	O	7	6.0%	O	4	8.0%	O	5			0	11.0%	I	10	35
		R			0			0			0			0			0			0			0			0	0
	NB	L			0	2.0%	O	1			0			0			0			0	10.0%	O	1			0	2
		T	3.0%	I	1	3.0%	O	2	1.0%	I	2			0	1.0%	I	4	3.0%	I	7	9.0%	O	1			0	17
		R	3.0%	I	1			0			0	6.0%	I	10	3.0%	I	12	2.0%	I	5			0			0	28
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T	3.0%	O	2	3.0%	I	3	1.0%	O	1			0	1.0%	O	1	3.0%	O	2	9.0%	I	9			0	18
		R			0			0			0	3.0%	O	3			0			0			0	1.0%	I	1	4
10 GRANADA BLVD	EB	L			0			0			0	6.0%	O	7			0			0			0	3.0%	O	3	10
AND		T	11.0%	I	5	9.0%	I	9			0	15.0%	O	17	7.0%	I	28	12.0%	I	29	14.0%	I	14	11.0%	O	12	114
US-1(DIXIE HIGHWAY)		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0	1.0%	O	0			0	0
		T	11.0%	O	6	9.0%	O	5			0	15.0%	I	26	7.0%	O	5	12.0%	O	8	14.0%	O	2	11.0%	I	10	62
		R			0	1.0%	O	1			0			0			0			0	18.0%	O	3			0	4
	NB	L			0			0			0			0			0			0			0			0	0
		T	6.0%	I	3	4.0%	O	2	1.0%	I	2			0	4.0%	I	16	5.0%	I	12			0			0	35
		R			0			0			0			0			0			0	1.0%	I	1			0	1
(US-1 IN E/W DIR)	SB	L			0	1.0%	I	1			0			0			0			0	18.0%	I	18			0	19
		T	6.0%	O	3	4.0%	I	4	1.0%	O	1			0	4.0%	O	3	5.0%	O	3			0			0	14
		R			0			0			0	6.0%	I	10			0			0			0	3.0%	I	3	13
11 CARILLO ST	EB	L			0			0			0			0			0			0			0			0	0
AND		T	10.0%	I	5	6.0%	I	6			0	9.0%	O	10	6.0%	I	24	8.0%	I	19	10.0%	I	10	11.0%	O	12	86
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	10.0%	O	5	6.0%	O	4			0	9.0%	I	16	6.0%	O	4	8.0%	O	5	10.0%	O	1	11.0%	I	10	45
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
12 STANFORD DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T	7.0%	I	3	5.0%	I	5			0			0	5.0%	I	20	7.0%	I	17	10.0%	I	10	14.0%	O	16	71
PONCE DE LEON BLVD		R			0			0			0			0			0			0	3.0%	I	3			0	3
	WB	L	3.0%	O	2	2.0%	O	1			0	9.0%	I	16	2.0%	O	1	2.0%	O	1			0			0	21
		T	7.0%	O	4	5.0%	O	3			0			0	5.0%	O	4	7.0%	O	5	10.0%	O	1	14.0%	I	12	29
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0	3.0%	O	0			0	0
		T			0			0			0			0			0			0			0			0	0
		R	3.0%	I	1	2.0%	I	2			0	9.0%	O	10	2.0%	I	8	2.0%	I	5			0			0	26
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
13 STANFORD DR	EB	L	3.0%	I	1			0			0	9.0%	O	10			0			0			0			0	11
AND		T	10.0%	I	5	8.0%	I	8			0	21.0%	O	23	6.0%	I	24	11.0%	I	26	12.0%	I	12	4.0%	O	5	103
US-1 (DIXIE HIGHWAY)		R			0			0			0	1.0%	O	1			0			0			0			0	1
	WB	L	1.0%	O	1			0			0			0			0			0	2.0%	O	0			0	1
		T	10.0%	O	5	8.0%	O	5			0	21.0%	I	36	6.0%	O	4	11.0%	O	7	12.0%	O	2	4.0%	I	4	63
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0	1.0%	I	2			0			0			0			0	2
		T			0	2.0%	I	2			0			0	2.0%	I	8	2.0%	I	5	1.0%	O	0			0	15
		R	1.0%	I	0			0			0			0			0			0			0			0	0
(US-1 IN E/W DIR)	SB	L			0			0			0			0			0			0	2.0%	I	2			0	2
		T			0	2.0%	O	1			0			0	2.0%	O	1	2.0%	O	1	1.0%	I	1			0	4
		R	3.0%	O	2			0			0	9.0%	I	16			0			0			0			0	18
14 MERRICK STREET	EB	L			0			0			0			0			0			0			0			0	0
AND		T	7.0%	I	3	6.0%	I	6			0			0	5.0%	I	20	7.0%	I	17	7.0%	I	7	14.0%	O	16	69
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	7.0%	O	4	6.0%	O	4			0			0	5.0%	O	4	7.0%	O	5	7.0%	O	1	14.0%	I	12	30
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
15 DICKINSON DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T	7.0%	I	3	6.0%	I	6			0			0	5.0%	I	20	7.0%	I	17			0	15.0%	O	17	63
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	7.0%	O	4	6.0%	O	4			0			0	5.0%	O	4	7.0%	O	5			0	15.0%	I	13	30
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
16 SOUTH ALHAMBRA CI	EB	L			0			0			0			0			0			0			0			0	0
AND		T	7.0%	I	3	6.0%	I	6			0			0	5.0%	I	20	7.0%	I	17			0	15.0%	O	17	63
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	7.0%	O	4	6.0%	O	4			0			0	5.0%	O	4	7.0%	O	5			0	15.0%	I	13	30
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0

TABLE A8-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
17 SOUTH ALHAMBRA CI	EB	L			0			0			0			0			0			0			0			0	0
AND		T	11.0%	I	5	8.0%	I	8			0			0	6.0%	I	24	10.0%	I	24	11.0%	I	11	4.0%	O	5	77
US - 1 (DIXIE HIGHWAY)		R			0			0			0	19.0%	I	33			0			0			0			0	33
	WB	L	1.0%	O	1	1.0%	O	1			0	31.0%	I	54	1.0%	O	1	1.0%	O	1	1.0%	O	0			0	58
		T	11.0%	O	6	8.0%	O	5			0			0	6.0%	O	4	10.0%	O	7	11.0%	O	2	4.0%	I	4	28
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0	19.0%	O	21			0			0			0			0	21
		T			0			0			0			0			0			0			0			0	0
		R	1.0%	I	0	1.0%	I	1			0	31.0%	O	34	1.0%	I	4	1.0%	I	2	1.0%	I	1			0	42
(US-1 IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
18 HURRICANE DR	EB	L			0			0	1.0%	I	2	1.0%	O	1			0			0			0			0	3
AND		T	6.0%	I	3	4.0%	I	4			0			0	3.0%	I	12	5.0%	I	12	6.0%	I	6	11.0%	O	12	49
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	6.0%	O	3	4.0%	O	2			0			0	3.0%	O	2	5.0%	O	3	6.0%	O	1	11.0%	I	10	21
		R	2.0%	O	1	1.0%	O	1			0			0	1.0%	O	1	2.0%	O	1	4.0%	O	1	4.0%	I	4	9
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L	2.0%	I	1	1.0%	I	1			0			0	1.0%	I	4	2.0%	I	5	4.0%	I	4	4.0%	O	5	20
		T			0			0			0			0			0			0			0			0	0
		R			0			0	1.0%	O	1	1.0%	I	2			0			0			0			0	3
19 RED ROAD	EB	L			0			0			0			0			0			0			0	10.0%	O	11	11
AND		T			0			0			0			0			0			0			0	1.0%	O	1	1
LEVANTE AVE		R			0			0			0			0			0			0			0	15.0%	O	17	17
	WB	L			0			0			0	1.0%	I	2			0			0			0			0	2
		T			0			0			0			0			0			0			0	1.0%	I	1	1
		R			0			0			0			0			0			0			0	1.0%	I	1	1
	NB	L			0			0			0			0			0			0			0	10.0%	I	9	9
		T	2.0%	O	1	2.0%	O	1	3.0%	I	6	13.0%	O	14	1.0%	O	1	2.0%	O	1	3.0%	O	0	16.0%	I	14	38
		R			0			0			0	1.0%	O	1			0			0			0			0	1
	SB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	I	1	2.0%	I	2	3.0%	O	3	13.0%	I	22	1.0%	I	4	2.0%	I	5	3.0%	I	3	16.0%	O	18	58
		R			0			0			0			0			0			0			0	10.0%	I	9	9
20 RED RD	EB	L			0			0			0			0			0			0			0	1.0%	I	1	1
AND		T	10.0%	I	5	8.0%	I	8			0	18.0%	I	31	6.0%	I	24	10.0%	I	24	11.0%	I	11			0	103
US-1 (DIXIE HIGHWAY)		R			0			0			0			0			0			0			0			0	0
	WB	L	1.0%	O	1			0			0			0			0			0			0			0	1
		T	10.0%	O	5	8.0%	O	5			0	18.0%	O	20	6.0%	O	4	10.0%	O	7	11.0%	O	2			0	43
		R			0			0			0			0			0			0			0	1.0%	I	1	1
	NB	L			0			0			0			0			0			0			0			0	0
		T	3.0%	I	1	2.0%	I	2	2.0%	I	4	17.0%	O	19	2.0%	I	8	3.0%	I	7	3.0%	I	3	5.0%	I	4	48
		R	1.0%	I	0			0			0			0			0			0			0			0	0
(US-1 IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T	3.0%	O	2	2.0%	O	1	2.0%	O	2	17.0%	I	29	2.0%	O	1	3.0%	O	2	3.0%	O	0	5.0%	O	6	43
		R			0			0			0			0			0			0			0	1.0%	O	1	1
21 RED RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R	6.0%	O	3	4.0%	O	2			0			0			0	5.0%	O	3	6.0%	O	1	11.0%	I	10	19
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	3.0%	I	6	15.0%	O	17	2.0%	O	1			0			0	5.0%	I	4	28
		R			0			0			0			0			0			0			0			0	0
	SB	L	6.0%	I	3	4.0%	I	4			0			0			0	5.0%	I	12	6.0%	I	6	11.0%	O	12	37
		T			0			0	3.0%	O	3	15.0%	I	26	2.0%	I	8			0			0	5.0%	O	6	43
		R			0			0			0			0			0			0			0			0	0
22 CAMPO SANO AVE	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
PISANO AVE		R			0			0	1.0%	O	1	1.0%	O	1			0			0			0	1.0%	O	1	3
	WB	L	1.0%	O	1	1.0%	O	1			0			0	1.0%	O	1	1.0%	O	1	1.0%	O	0			0	4
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0	1.0%	I	2	1.0%	I	2			0			0			0	1.0%	I	1	5
		T			0			0			0			0			0			0			0			0	0
(PISANO IN N/S DIR !!!)		R	1.0%	I	0	1.0%	I	1			0			0	1.0%	I	4	1.0%	I	2	1.0%	I	1			0	8
(CAMPO SANO IN E/W	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
23 RED RD	EB	L			0			0	1.0%	I	2			0			0			0			0	5.0%	O	6	8
AND		T			0			0			0			0			0			0			0	5.0%	O	6	6
BRESCIA RD		R			0			0			0			0			0			0			0	5.0%	O	6	6
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0	5.0%	I	4	4
		R	2.0%	I	1	2.0%	I	2			0	7.0%	I	12	1.0%	I	4	2.0%	I	5	2.0%	I	2			0	26
	NB	L	2.0%	O	1	2.0%	O	1			0	7.0%	O	8	1.0%	O	1	2.0%	O	1	2.0%	O	0	5.0%	I	4	16
		T			0			0	3.0%	I	6	6.0%	O	7			0			0	1.0%	O	0	10.0%	O	11	24
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	3.0%	O	3	6.0%	I	10			0			0	1.0%	I	1	10.0%	I	9	23
		R			0			0	1.0%	O	1			0			0			0			0	5.0%	I	4	5
24 SUNSET ROAD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	0	1.0%	I	1			0	1.0%	O	1	1.0%	I	4	1.0%	I	2	2.0%	I	2	2.0%	O	2	12
MAYNADA ST		R			0			0			0	1.0%	O	1			0			0			0			0	1
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	1			0	1.0%	I	2	1.0%	O	1	1.0%	O	1	2.0%	O	0	2.0%	I	2	8
		R			0	1.0%	O	1			0			0			0			0			0			0	1
	NB	L			0			0			0	1.0%	I	2			0			0			0			0	2
		T	1.0%	I	0			0			0			0	1.0%	I	4	1.0%	I	2	1.0%	I	1			0	7
		R			0			0			0			0			0			0			0			0	0
	SB	L			0	1.0%	I	1			0			0			0			0			0			0	1
		T	1.0%	O	1			0			0			0	1.0%	O	1	1.0%	O	1	1.0%	O	0			0	3
		R			0			0			0			0			0			0			0			0	0

TABLE A8-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
25 SUNSET ROAD	EB	L	2.0%	I	1	2.0%	I	2			0	16.0%	I	28	1.0%	I	4	2.0%	I	5	2.0%	I	2	1.0%	I	1	43
AND		T			0			0			0	6.0%	I	10			0			0			0			0	10
RED RD		R			0			0			0			0			0			0			0			0	0
	WB	L			0	1.0%	O	1			0			0			0			0			0			0	1
		T			0			0			0	6.0%	O	7			0	1.0%	O	1			0			0	8
		R	1.0%	I	0			0			0			0	1.0%	I	4			0	1.0%	I	1	2.0%	I	2	7
	NB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	I	1			0	2.0%	I	4	10.0%	I	17	1.0%	I	4	2.0%	I	5	1.0%	I	1	1.0%	I	1	33
		R			0	1.0%	O	1			0			0			0	1.0%	I	2			0			0	3
	SB	L	1.0%	O	1			0			0			0	1.0%	O	1			0	1.0%	O	0	2.0%	O	2	4
		T	2.0%	O	1			0	2.0%	O	2	10.0%	O	11	1.0%	O	1	2.0%	O	1	1.0%	O	0	1.0%	O	1	17
		R	2.0%	O	1	2.0%	O	1			0	16.0%	O	18	1.0%	O	1	1.0%	O	1	2.0%	O	0	1.0%	O	1	23
26 RED RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	2.0%	I	1	1.0%	I	1	4.0%	I	7			0	1.0%	I	4	2.0%	I	5	3.0%	I	3			0	21
BLUE RD		R			0			0			0	1.0%	I	2			0			0			0			0	2
	WB	L			0			0			0			0			0			0			0	8.0%	I	7	7
		T	2.0%	O	1	1.0%	O	1	4.0%	O	4			0	1.0%	O	1	2.0%	O	1	3.0%	O	0			0	8
		R			0			0			0			0			0			0	3.0%	O	0			0	0
	NB	L			0			0			0	1.0%	O	1			0			0			0			0	1
		T			0			0	3.0%	I	6	3.0%	O	3			0			0			0	13.0%	O	15	24
		R			0			0			0			0			0			0			0	8.0%	O	9	9
	SB	L			0			0			0			0			0			0	3.0%	I	3			0	3
		T			0			0	3.0%	O	3	3.0%	I	5			0			0			0	13.0%	I	12	20
		R			0			0			0			0			0			0			0			0	0
27 RED RD	EB	L			0			0	1.0%	I	2			0			0			0			0			0	2
AND		T	9.0%	I	4	6.0%	I	6	8.0%	I	15			0	6.0%	I	24	9.0%	I	22	1.0%	I	1			0	72
BIRD RD		R			0			0			0			0			0			0	1.0%	I	1			0	1
	WB	L			0			0			0			0			0			0			0	2.0%	I	2	2
		T	9.0%	O	5	6.0%	O	4	8.0%	O	9			0	6.0%	O	4	9.0%	O	6	1.0%	O	0			0	28
		R			0			0			0			0			0			0	2.0%	O	0			0	0
	NB	L			0			0			0			0			0			0	2.0%	O	0			0	0
		T			0			0	3.0%	I	6	3.0%	O	3			0			0			0	10.0%	O	11	20
		R			0			0			0			0			0			0			0	2.0%	O	2	2
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	3.0%	O	3	3.0%	I	5			0			0	1.0%	I	1	10.0%	I	9	18
		R			0			0	1.0%	O	1			0			0			0			0			0	1
28 BIRD RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	9.0%	I	4	6.0%	I	6			0			0	7.0%	I	28	9.0%	I	22	1.0%	I	1	4.0%	O	5	66
UNIVERSITY DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0	**2.0%**	**I**	2	2
		T	9.0%	O	5	6.0%	O	4			0			0	7.0%	O	5	9.0%	O	6	1.0%	O	0	4.0%	I	4	24
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0	**2.0%**	**O**	2	2
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
29 BIRD RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0	12.0%	I	11	3.0%	I	6			0	13.0%	I	53	17.0%	I	41			0	3.0%	O	3	114
LEJEUNE RD		R			0			0	1.0%	I	2			0			0			0			0			0	2
	WB	L			0			0			0			0	2.0%	O	1	1.0%	O	1	1.0%	I	1			0	3
		T			0	12.0%	O	7	3.0%	O	3			0	13.0%	O	9	17.0%	O	11			0	3.0%	I	3	33
		R	22.0%	I	10			0	3.0%	O	3			0			0	3.0%	O	2			0			0	15
	NB	L	22.0%	O	11			0	3.0%	I	6			0			0			0			0			0	17
		T	10.0%	O	5	2.0%	O	1			0	6.0%	O	7	1.0%	I	4			0	12.0%	O	2			0	19
		R			0			0			0			0	2.0%	I	8	1.0%	I	2	1.0%	O	0			0	10
	SB	L			0			0			0			0			0	3.0%	I	7			0			0	7
		T	10.0%	I	5	2.0%	I	2	1.0%	O	1	6.0%	I	10	1.0%	O	1			0	12.0%	I	12			0	31
		R			0			0			0			0			0			0			0			0	0
30 BLUE RD	EB	L			0			0	**10.0%**	I	18			0			0			0			0	2.0%	O	2	20
AND		T	2.0%	I	1	2.0%	I	2			0			0	1.0%	I	4	2.0%	I	5	6.0%	I	6	6.0%	O	7	25
SAN AMARO DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	O	1	2.0%	O	1			0			0	1.0%	O	1	2.0%	O	1	6.0%	O	1	6.0%	I	5	10
		R			0			0			0			0			0			0	1.0%	O	0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	**4.0%**	I	7	1.0%	O	1			0			0			0	**2.0%**	O	2	10
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0	1.0%	I	1			0	1
		T			0			0	**4.0%**	O	4	1.0%	I	2			0			0			0	**2.0%**	I	2	8
		R			0			0	**10.0%**	O	11			0			0			0			0	2.0%	I	2	13
31 BLUE RD	EB	L			0			0			0			0			0			0			0	**2.0%**	**O**	2	2
AND		T	2.0%	I	1	2.0%	I	2			0			0	1.0%	I	4	2.0%	I	5	7.0%	I	7	**4.0%**	O	5	24
UNIVERSITY DR		R			0			0			0			0			0			0			0			0	0
10/14/2003	WB	L			0			0			0			0			0			0			0			0	0
8:00 - 9:00		T	2.0%	O	1	2.0%	O	1			0			0	1.0%	O	1	2.0%	O	1	7.0%	O	1	**4.0%**	I	4	9
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0	**2.0%**	**I**	2	2
32 BLUE RD	EB	L	1.0%	I	0			0			0			0	1.0%	I	4			0			0	**3.0%**	O	3	7
AND		T			0			0			0			0			0			0			0			0	0
GRANADA BLVD		R	1.0%	I	0	2.0%	O	1			0			0			0	2.0%	I	5	8.0%	I	8	**1.0%**	**O**	1	15
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L	1.0%	O	1	2.0%	O	1			0			0			0	2.0%	O	1	7.0%	O	1	**1.0%**	**I**	1	5
		T			0			0	1.0%	I	2	2.0%	O	2	1.0%	I	4	1.0%	O	1	1.0%	O	0			0	9
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	1.0%	O	1	2.0%	I	3	1.0%	O	1	1.0%	I	2	1.0%	I	1			0	8
		R	1.0%	O	1			0			0			0	1.0%	O	1			0			0	**3.0%**	I	3	5

TABLE A8-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
34 US - 1 (DIXIE HIGHWA	EB	L	12.0%	I	6			0			0	6.0%	O	7	5.0%	I	20			0	3.0%	O	0			0	33
AND		T			0	7.0%	I	7			0	6.0%	O	7	4.0%	I	16			0	27.0%	O	4			0	34
LEJEUNE RD		R			0			0			0			0			0	4.0%	I	10			0			0	10
	WB	L	2.0%	O	1	3.0%	O	2			0			0	1.0%	O	1	6.0%	I	14			0			0	18
		T			0	7.0%	O	4			0	6.0%	I	10	4.0%	O	3			0	27.0%	I	27			0	44
		R			0	1.0%	O	1	2.0%	I	4			0			0			0			0			0	5
	NB	L			0			0			0			0			0			0			0			0	0
		T	3.0%	I	1			0			0	1.0%	O	1			0	4.0%	I	10	23.0%	O	3			0	15
		R	2.0%	I	1	1.0%	I	1			0			0	1.0%	I	4			0			0			0	6
(LE JEUNE IN N/S DIR	SB	L			0			0			0			0			0			0			0			0	0
(US-1 IN E/W DIR)		T	3.0%	O	2	3.0%	I	3	2.0%	O	2	1.0%	I	2	1.0%	I	4	4.0%	O	3	23.0%	I	23			0	39
		R	12.0%	O	6			0			0	6.0%	I	10	5.0%	O	4	6.0%	O	4	3.0%	I	3			0	27
35 PONCE DE LEON BLV	EB	L			0			0			0			0			0			0			0			0	0
AND		T	12.0%	I	6	10.0%	I	10			0	15.0%	O	17	8.0%	I	32	12.0%	I	29			0	4.0%	O	5	99
RIVIERA DRIVE		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	12.0%	O	6	10.0%	O	6			0	15.0%	I	26	8.0%	O	6	12.0%	O	8			0	4.0%	I	4	56
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	I	1			0			0			0			0			0	6.0%	O	1			0	2
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	O	1			0			0			0			0			0	6.0%	I	6			0	7
		R			0			0			0			0			0			0			0			0	0
36 US-1 (DIXIE HIGHWAY	EB	L			0			0			0			0			0			0			0			0	0
AND		T	11.0%	I	5	7.0%	I	7			0	12.0%	O	13	6.0%	I	24	9.0%	I	22			0	4.0%	O	5	76
RIVIERA DRIVE		R			0			0			0			0			0			0	33.0%	I	33			0	33
	WB	L			0			0			0			0			0			0	30.0%	I	30			0	30
		T	11.0%	O	6	7.0%	O	4			0	12.0%	I	21	6.0%	O	4	9.0%	O	6			0	4.0%	I	4	45
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0	33.0%	O	5			0	5
		T	2.0%	I	1			0			0			0			0			0	6.0%	O	1			0	2
		R			0			0			0			0			0			0	30.0%	O	4			0	4
(US-1 IN E/W DIR !!!)	SB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	O	1			0			0			0			0			0	6.0%	I	6			0	7
		R			0			0			0			0			0			0			0			0	0
37 BIRD ROAD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	22.0%	I	10	12.0%	I	11	6.0%	O	6			0	13.0%	I	53	17.0%	I	41			0	3.0%	O	3	124
RIVIERA DR		R			0			0			0			0			0			0	3.0%	I	3			0	3
	WB	L			0			0			0			0			0			0			0			0	0
		T	22.0%	O	11	12.0%	O	7	6.0%	I	11			0	13.0%	O	9	17.0%	O	11			0	3.0%	I	3	52
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0	3.0%	O	0			0	0
		T			0			0			0			0			0			0	3.0%	O	0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0	3.0%	I	3			0	3
		R			0			0			0			0			0			0			0			0	0
38 SUNSET ROAD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	0	2.0%	I	2			0	1.0%	O	1	1.0%	I	4	1.0%	I	2	2.0%	O	0	1.0%	O	1	10
GRANADA BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	2.0%	O	1			0	1.0%	I	2	1.0%	O	1	1.0%	O	1	2.0%	I	2	1.0%	I	1	9
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
39 HARDEE RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0	2.0%	O	2			0			0			0			0	2
GRANADA BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0	2.0%	I	3			0			0			0			0	3
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0	2.0%	O	2			0			0			0			0	2
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0	2.0%	I	3			0			0			0			0	3
		R			0			0			0			0			0			0			0			0	0
40 SUNSET ROAD	EB	L			0			0			0	6.0%	I	10			0			0			0			0	10
AND		T	1.0%	I	0	1.0%	I	1			0			0	1.0%	I	4	1.0%	I	2	1.0%	I	1	2.0%	O	2	10
NERVIA ST		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	1			0			0	1.0%	O	1	1.0%	O	1	2.0%	O	0	2.0%	I	2	6
		R			0			0			0	2.0%	I	3			0			0			0			0	3
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0	2.0%	O	2			0			0			0			0	2
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0	6.0%	O	7			0			0			0			0	7
41 S. ALHAMBRA CIRCLE	EB	L			0			0			0	50.0%	O	56			0			0			0			0	56
AND		T			0			0			0			0			0			0			0			0	0
NERVIA ST		R			0			0			0	10.0%	O	11			0			0			0			0	11
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0	10.0%	I	17			0			0			0			0	17
		T	1.0%	I	0	1.0%	I	1			0			0	1.0%	I	4	1.0%	I	2	1.0%	I	1			0	8
		R			0			0			0			0			0			0			0			0	0
(NERVIA IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	1			0			0	1.0%	O	1	1.0%	O	1	1.0%	O	0			0	4
		R			0			0			0	50.0%	I	87			0			0			0			0	87

TABLE A8-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			46	1081	52	95	1070	61	184	1064	108	173	1086	111	405	1067	72	239	1080	67	101	1083	14	89	1098	113	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
42 BIRD ROAD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	9.0%	I	4	6.0%	I	6			0			0	7.0%	I	28	9.0%	I	22			0	3.0%	O	3	63
SAN AMARO DR		R			0			0	7.0%	O	8			0			0			0	1.0%	I	1			0	9
	WB	L			0			0			0			0			0			0			0	1.0%	I	1	1
		T	9.0%	O	5	6.0%	O	4			0			0	7.0%	O	5	9.0%	O	6			0	3.0%	I	3	23
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0	7.0%	I	13			0			0			0	1.0%	O	0			0	13
		T			0			0			0	1.0%	O	1			0			0			0	4.0%	O	5	6
		R			0			0			0			0			0			0			0	1.0%	O	1	1
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
43 BIRD ROAD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	9.0%	I	4	6.0%	I	6			0			0	7.0%	I	28	9.0%	I	22			0	6.0%	O	7	67
GRANADA BLVD		R			0			0			0			0			0			0	2.0%	O	0			0	0
(NOT USED !!!)	WB	L	1.0%	O	1			0			0			0	1.0%	O	1	1.0%	O	1			0	1.0%	I	1	4
		T	9.0%	O	5	6.0%	O	4			0			0	7.0%	O	5	9.0%	O	6			0	6.0%	I	5	25
		R	2.0%	O	1	1.0%	O	1	1.0%	I	2			0	1.0%	O	1	1.0%	O	1	1.0%	I	1			0	7
	NB	L			0			0			0			0			0			0	1.0%	O	0			0	0
		T			0			0	2.0%	I	4	2.0%	O	2			0			0			0	2.0%	O	2	8
		R	1.0%	I	0			0			0			0	1.0%	I	4	1.0%	I	2			0	1.0%	O	1	7
	SB	L	2.0%	I	1	1.0%	I	1	1.0%	O	1			0	1.0%	I	4	1.0%	I	2	2.0%	I	2			0	11
		T			0			0	2.0%	O	2	2.0%	I	3			0			0			0	2.0%	I	2	7
		R			0			0			0			0			0			0			0			0	0
33 LEJEUNE ROAD (N/S)	WB	L2			0			0			0			0			0			0			0			0	0
AND		L			0	8.0%	O	5			0			0			0			0			0	2.0%	I	2	7
PONCE DE LEON (E/W)		R			0	1.0%	O	1			0			0			0			0			0			0	1
AND		R2			0			0			0			0			0			0			0			0	0
GRAND AVE (NWB)	NB	L			0			0			0			0			0			0			0			0	0
		T	13.0%	I	6			0			0			0			0			0	17.0%	O	2			0	8
DATE: 10/30/07		R			0			0			0			0	1.0%	I	4	11.0%	I	26	15.0%	O	2			0	32
		R2			0			0			0			0			0			0			0			0	0
	SB	L2			0			0			0			0			0			0			0			0	0
		L			0	1.0%	I	1			0			0			0			0			0			0	1
		T	13.0%	O	7			0			0			0			0			0	17.0%	I	17			0	24
		R	10.0%	O	5			0			0	5.0%	I	9			0			0			0			0	14
	NE	L	10.0%	I	5			0			0	5.0%	O	6			0			0			0			0	11
		T			0			0			0	7.0%	O	8	8.0%	I	32	12.0%	I	29			0	2.0%	O	2	71
		R			0	8.0%	I	8			0			0			0			0			0	2.0%	O	2	10
		R2			0			0			0			0			0			0			0			0	0
	SW	L2			0			0			0			0			0			0			0			0	0
		L			0			0			0			0	1.0%	O	1	11.0%	O	7	15.0%	I	15	2.0%	I	2	25
		T			0			0			0	7.0%	I	12	8.0%	O	6	12.0%	O	8			0			0	26
		R			0			0			0			0			0			0			0			0	0
43 BIRD ROAD (E/W)	SB	R			0			0			0			0			0			0			0			0	0
AND		T			0			0	2.0%	O	2	2.0%	I	3			0			0			0	2.0%	I	2	7
GRANADA BLVD (N/S)		L	2.0%	I	1	1.0%	I	1	1.0%	O	1			0	1.0%	I	4	1.0%	I	2	2.0%	I	2			0	11
AND		L2-UNIV																									
UNIVERSITY DR (SWB	SW	R2-GRA																									
		R-BIRD																									
		T-GRA																									
		L-BIRD																									
	WB	R2-UNIV																									
		R	2.0%	O	1	1.0%	O	1	1.0%	I	2			0	1.0%	O	1	1.0%	O	1	1.0%	I	1			0	7
		T	9.0%	I	4	6.0%	I	6			0			0	7.0%	I	28	9.0%	I	22			0	6.0%	O	7	67
		L	1.0%	O	1			0			0			0	1.0%	O	1	1.0%	O	1			0	1.0%	I	1	4
	NB	R	1.0%	I	0			0			0			0	1.0%	I	4	1.0%	I	2			0	1.0%	O	1	7
		R2-UNIV																									
		T			0			0	2.0%	I	4	2.0%	O	2			0			0			0	2.0%	O	2	8
		L			0			0			0			0			0			0	1.0%	O	0			0	0
	EB	R			0			0			0			0			0			0	2.0%	O	0			0	0
		T	9.0%	I	4	6.0%	I	6			0			0	7.0%	I	28	9.0%	I	22			0	6.0%	O	7	67
		L2-UNIV																									
		L																									

TABLE A8-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
1 RED RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	2.0%	I	3	1.0%	I	3	1.0%	I	1			0	1.0%	I	2	2.0%	I	5	4.0%	I	1	4.0%	O	4	19
MILLER RD		R			0			0			0	2.0%	I	11			0			0	1.0%	I	0			0	11
	WB	L			0			0			0	1.0%	I	6			0			0			0	4.0%	I	5	11
		T	2.0%	O	3	1.0%	O	3	1.0%	O	3			0	1.0%	O	4	2.0%	O	8	4.0%	O	4	4.0%	I	5	30
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0	2.0%	O	12			0			0	1.0%	O	1			0	13
		T			0			0	4.0%	I	5	4.0%	O	24			0			0			0	21.0%	O	19	48
		R			0			0			0	1.0%	O	6			0			0			0	4.0%	O	4	10
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	O	13	4.0%	I	22			0			0			0	21.0%	I	24	59
		R			0			0			0			0			0			0			0			0	0
2 SAN AMARO DR	EB	L			0			0	3.0%	I	4			0			0			0			0	2.0%	O	2	6
AND		T			0			0			0	1.0%	I	6			0			0			0	1.0%	O	1	7
MIILLER RD		R	1.0%	I	1	1.0%	I	3			0			0	1.0%	I	2	2.0%	I	5	4.0%	I	1	2.0%	O	2	14
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0	1.0%	O	6			0			0			0	1.0%	I	1	7
		R			0			0			0			0			0			0			0			0	0
	NB	L	1.0%	O	1	1.0%	O	3			0			0	1.0%	O	4	2.0%	O	8	4.0%	O	4	2.0%	I	2	22
		T			0			0	1.0%	I	1	1.0%	O	6			0			0			0			0	7
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	1.0%	O	3	1.0%	I	6			0			0			0			0	9
		R			0			0	3.0%	O	10			0			0			0			0	2.0%	I	2	12
3 SAN AMARO DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
TRILLO AVE/MILLER DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	I	5	1.0%	I	6			0			0			0	2.0%	O	2	13
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	O	13	1.0%	O	6			0			0			0	2.0%	I	2	21
		R			0			0			0			0			0			0			0			0	0
4 SAN AMARO DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
MEMORIAL DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	I	5	1.0%	I	6			0			0			0	2.0%	O	2	13
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	O	13	1.0%	O	6			0			0			0	2.0%	I	2	21
		R			0			0			0			0			0			0			0			0	0
5 SAN AMARO DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
ROBBIA AVE		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	I	5	1.0%	I	6			0			0			0	2.0%	O	2	13
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	4.0%	O	13	1.0%	O	6			0			0			0	2.0%	I	2	21
		R			0			0			0			0			0			0			0			0	0
6 CAMPO SANO	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	1	1.0%	I	3	1.0%	O	3	1.0%	O	6			0			0			0	1.0%	O	1	14
BRUNSON DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	3	1.0%	I	1	1.0%	I	6			0			0			0	1.0%	I	1	12
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
7 PISANO AVE	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	1	1.0%	I	3			0			0	1.0%	I	2	1.0%	I	3	1.0%	I	0			0	9
UNIVERSITY DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	3			0			0	1.0%	O	4	1.0%	O	4	1.0%	O	1			0	13
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(UNIV DR IN N/S DIR)	SB	L			0			0			0			0			0			0			0			0	0
(PISANO IN E/W DIR)		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
8 PISANO AVE	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	1	1.0%	I	3			0			0	1.0%	I	2	1.0%	I	3	1.0%	I	0			0	9
CARILLO ST		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	3			0			0	1.0%	O	4	1.0%	O	4	1.0%	O	1			0	13
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(CARILLO IN N/S DIR)	SB	L			0			0			0			0			0			0			0			0	0
(PISANO IN E/W DIR)		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0

TABLE A8-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
9 GRANADA BLVD	EB	L			0			0			0	3.0%	I	17			0			0			0	1.0%	O	1	18
AND		T	10.0%	I	14	7.0%	I	22			0	6.0%	I	33	6.0%	I	9	8.0%	I	21			0	10.0%	O	9	108
PONCE DE LEON BLVD		R			0	2.0%	I	6			0			0			0			0	10.0%	I	2			0	8
	WB	L	3.0%	O	4			0			0	6.0%	O	36	3.0%	O	13	2.0%	O	8			0			0	61
		T	10.0%	O	14	7.0%	O	23			0	6.0%	O	36	6.0%	O	25	8.0%	O	32			0	11.0%	I	12	142
		R			0			0			0			0			0			0			0			0	0
	NB	L			0	2.0%	O	7			0			0			0			0	10.0%	O	11			0	18
		T	3.0%	I	4	3.0%	O	10	1.0%	I	1			0	1.0%	I	2	3.0%	I	8	9.0%	O	10			0	35
		R	3.0%	I	4			0			0	6.0%	I	33	3.0%	I	5	2.0%	I	5			0			0	47
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T	3.0%	O	4	3.0%	I	9	1.0%	O	3			0	1.0%	O	4	3.0%	O	12	9.0%	I	2			0	34
		R			0			0			0	3.0%	O	18			0			0			0	1.0%	I	1	19
10 GRANADA BLVD	EB	L			0			0			0	6.0%	O	36			0			0			0	3.0%	O	3	39
AND		T	11.0%	I	15	9.0%	I	28			0	15.0%	O	91	7.0%	I	11	12.0%	I	31	14.0%	I	3	11.0%	O	10	189
US-1(DIXIE HIGHWAY)		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0	1.0%	O	1			0	1
		T	11.0%	O	15	9.0%	O	30			0	15.0%	I	84	7.0%	O	29	12.0%	O	48	14.0%	O	15	11.0%	I	12	233
		R			0	1.0%	O	3			0			0			0			0	18.0%	O	20			0	23
	NB	L			0			0			0			0			0			0			0			0	0
		T	6.0%	I	8	4.0%	O	13	1.0%	I	1			0	4.0%	I	6	5.0%	I	13			0			0	41
		R			0			0			0			0			0			0	1.0%	I	0			0	0
(US-1 IN E/W DIR)	SB	L			0	1.0%	I	3			0			0			0			0	18.0%	I	4			0	7
		T	6.0%	O	8	4.0%	I	12	1.0%	O	3			0	4.0%	O	17	5.0%	O	20			0			0	60
		R			0			0			0	6.0%	I	33			0			0			0	3.0%	I	3	36
11 CARILLO ST	EB	L			0			0			0			0			0			0			0			0	0
AND		T	10.0%	I	14	6.0%	I	18			0	9.0%	O	54	6.0%	I	9	8.0%	I	21	10.0%	I	2	11.0%	O	10	128
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	10.0%	O	14	6.0%	O	20			0	9.0%	I	50	6.0%	O	25	8.0%	O	32	10.0%	O	11	11.0%	I	12	164
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
12 STANFORD DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T	7.0%	I	10	5.0%	I	15			0			0	5.0%	I	8	7.0%	I	18	10.0%	I	2	14.0%	O	12	65
PONCE DE LEON BLVD		R			0			0			0			0			0			0	3.0%	I	1			0	1
	WB	L	3.0%	O	4	2.0%	O	7			0	9.0%	I	50	2.0%	O	8	2.0%	O	8			0			0	77
		T	7.0%	O	9	5.0%	O	17			0			0	5.0%	O	21	7.0%	O	28	10.0%	O	11	14.0%	I	16	102
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0	3.0%	O	3			0	3
		T			0			0			0			0			0			0			0			0	0
		R	3.0%	I	4	2.0%	I	6			0	9.0%	O	54	2.0%	I	3	2.0%	I	5			0			0	72
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
13 STANFORD DR	EB	L	3.0%	I	4			0			0	9.0%	O	54			0			0			0			0	58
AND		T	10.0%	I	14	8.0%	I	25			0	21.0%	O	127	6.0%	I	9	11.0%	I	28	12.0%	I	3	4.0%	O	4	210
US-1 (DIXIE HIGHWAY)		R			0			0			0	1.0%	O	6			0			0			0			0	6
	WB	L	1.0%	O	1			0			0			0			0			0	2.0%	O	2			0	3
		T	10.0%	O	14	8.0%	O	27			0	21.0%	I	117	6.0%	O	25	11.0%	O	44	12.0%	O	13	4.0%	I	5	245
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0	1.0%	I	6			0			0			0			0	6
		T			0	2.0%	I	6			0			0	2.0%	I	3	2.0%	I	5	1.0%	O	1			0	15
		R	1.0%	I	1			0			0			0			0			0			0			0	1
(US-1 IN E/W DIR)	SB	L			0			0			0			0			0			0	2.0%	I	0			0	0
		T			0	2.0%	O	7			0			0	2.0%	O	8	2.0%	O	8	1.0%	I	0			0	23
		R	3.0%	O	4			0			0	9.0%	I	50			0			0			0			0	54
14 MERRICK STREET	EB	L			0			0			0			0			0			0			0			0	0
AND		T	7.0%	I	10	6.0%	I	18			0			0	5.0%	I	8	7.0%	I	18	7.0%	I	2	14.0%	O	12	68
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	7.0%	O	9	6.0%	O	20			0			0	5.0%	O	21	7.0%	O	28	7.0%	O	8	14.0%	I	16	102
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
15 DICKINSON DR	EB	L			0			0			0			0			0			0			0			0	0
AND		T	7.0%	I	10	6.0%	I	18			0			0	5.0%	I	8	7.0%	I	18			0	15.0%	O	13	67
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	7.0%	O	9	6.0%	O	20			0			0	5.0%	O	21	7.0%	O	28			0	15.0%	I	17	95
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
16 SOUTH ALHAMBRA CI	EB	L			0			0			0			0			0			0			0			0	0
AND		T	7.0%	I	10	6.0%	I	18			0			0	5.0%	I	8	7.0%	I	18			0	15.0%	O	13	67
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	7.0%	O	9	6.0%	O	20			0			0	5.0%	O	21	7.0%	O	28			0	15.0%	I	17	95
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0

TABLE A8-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
17 SOUTH ALHAMBRA CI	EB	L			0			0			0			0			0			0			0			0	0
AND		T	11.0%	I	15	8.0%	I	25			0			0	6.0%	I	9	10.0%	I	26	11.0%	I	3	4.0%	O	4	82
US - 1 (DIXIE HIGHWAY)		R			0			0			0	19.0%	I	106			0			0			0			0	106
	WB	L	1.0%	O	1	1.0%	O	3			0	31.0%	I	173	1.0%	O	4	1.0%	O	4	1.0%	O	1			0	186
		T	11.0%	O	15	8.0%	O	27			0			0	6.0%	O	25	10.0%	O	40	11.0%	O	12	4.0%	I	5	124
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0	19.0%	O	115			0			0			0			0	115
		T			0			0			0			0			0			0			0			0	0
		R	1.0%	I	1	1.0%	I	3			0	31.0%	O	187	1.0%	I	2	1.0%	I	3	1.0%	I	0			0	196
(US-1 IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
18 HURRICANE DR	EB	L			0			0	1.0%	I	1	1.0%	O	6			0			0			0			0	7
AND		T	6.0%	I	8	4.0%	I	12			0			0	3.0%	I	5	5.0%	I	13	6.0%	I	1	11.0%	O	10	49
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	6.0%	O	8	4.0%	O	13			0			0	3.0%	O	13	5.0%	O	20	6.0%	O	7	11.0%	I	12	73
		R	2.0%	O	3	1.0%	O	3			0			0	1.0%	O	4	2.0%	O	8	4.0%	O	4	4.0%	I	5	27
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
(PONCE IN E/W DIR)	SB	L	2.0%	I	3	1.0%	I	3			0			0	1.0%	I	2	2.0%	I	5	4.0%	I	1	4.0%	O	4	18
		T			0			0			0			0			0			0			0			0	0
		R			0			0	1.0%	O	3	1.0%	I	6			0			0			0			0	9
19 RED ROAD	EB	L			0			0			0			0			0			0			0	10.0%	O	9	9
AND		T			0			0			0			0			0			0			0	1.0%	O	1	1
LEVANTE AVE		R			0			0			0			0			0			0			0	15.0%	O	13	13
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0	1.0%	I	1	1
		R			0			0			0			0			0			0			0	1.0%	I	1	1
	NB	L			0			0			0			0			0			0			0	10.0%	I	11	11
		T	2.0%	O	3	2.0%	O	7	3.0%	I	4	13.0%	O	79	1.0%	O	4	2.0%	O	8	3.0%	O	3	16.0%	I	18	126
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	I	3	2.0%	I	6	3.0%	O	10	13.0%	I	72	1.0%	I	2	2.0%	I	5	3.0%	I	1	16.0%	O	14	113
		R			0			0			0			0			0			0			0	10.0%	I	11	11
20 RED RD	EB	L			0			0			0			0			0			0			0	1.0%	I	1	1
AND		T	10.0%	I	14	8.0%	I	25			0	18.0%	I	100	6.0%	I	9	10.0%	I	26	11.0%	I	3			0	177
US-1 (DIXIE HIGHWAY)		R			0			0			0			0			0			0			0			0	0
	WB	L	1.0%	O	1			0			0			0			0			0			0			0	1
		T	10.0%	O	14	8.0%	O	27			0	18.0%	O	109	6.0%	O	25	10.0%	O	40	11.0%	O	12			0	227
		R			0			0			0			0			0			0			0	1.0%	I	1	1
	NB	L			0			0			0			0			0			0			0			0	0
		T	3.0%	I	4	2.0%	I	6	2.0%	I	3	17.0%	O	103	2.0%	I	3	3.0%	I	8	3.0%	I	1	5.0%	I	6	134
		R	1.0%	I	1			0			0			0			0			0			0			0	1
(US-1 IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T	3.0%	O	4	2.0%	O	7	2.0%	O	7	17.0%	I	95	2.0%	O	8	3.0%	O	12	3.0%	O	3	5.0%	O	4	140
		R			0			0			0			0			0			0			0	1.0%	O	1	1
21 RED RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
PONCE DE LEON BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R	6.0%	O	8	4.0%	O	13			0			0			0	5.0%	O	20	6.0%	O	7	11.0%	I	12	60
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	3.0%	I	4	15.0%	O	91	2.0%	O	8			0			0	5.0%	I	6	109
		R			0			0			0			0			0			0			0			0	0
	SB	L	6.0%	I	8	4.0%	I	12			0			0			0	5.0%	I	13	6.0%	I	1	11.0%	O	10	44
		T			0			0	3.0%	O	10	15.0%	I	84	2.0%	I	3			0			0	5.0%	O	4	101
		R			0			0			0			0			0			0			0			0	0
22 CAMPO SANO AVE	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0			0			0			0			0			0	0
PISANO AVE		R			0			0	1.0%	O	3	1.0%	O	6			0			0			0	1.0%	O	1	10
	WB	L	1.0%	O	1	1.0%	O	3			0			0	1.0%	O	4	1.0%	O	4	1.0%	O	1			0	13
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0	1.0%	I	1	1.0%	I	6			0			0			0	1.0%	I	1	8
		T			0			0			0			0			0			0			0			0	0
(PISANO IN N/S DIR !!!)		R	1.0%	I	1	1.0%	I	3			0			0	1.0%	I	2	1.0%	I	3	1.0%	I	0			0	9
(CAMPO SANO IN E/W	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
23 RED RD	EB	L			0			0	1.0%	I	1			0			0			0			0	5.0%	O	4	5
AND		T			0			0			0			0			0			0			0	5.0%	O	4	4
BRESCIA RD		R			0			0			0			0			0			0			0	5.0%	O	4	4
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0	5.0%	I	6	6
		R	2.0%	I	3	2.0%	I	6			0	7.0%	I	39	1.0%	I	2	2.0%	I	5	2.0%	I	0			0	55
	NB	L	2.0%	O	3	2.0%	O	7			0	7.0%	O	42	1.0%	O	4	2.0%	O	8	2.0%	O	2	5.0%	I	6	72
		T			0			0	3.0%	I	4	6.0%	O	36			0			0	1.0%	O	1	10.0%	O	9	50
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	3.0%	O	10	6.0%	I	33			0			0	1.0%	I	0	10.0%	I	11	54
		R			0			0	1.0%	O	3			0			0			0			0	5.0%	I	6	9
24 SUNSET ROAD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	1	1.0%	I	3			0	1.0%	O	6	1.0%	I	2	1.0%	I	3	2.0%	I	0	2.0%	O	2	17
MAYNADA ST		R			0			0			0	1.0%	O	6			0			0			0			0	6
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	3			0	1.0%	I	6	1.0%	O	4	1.0%	O	4	2.0%	O	2	2.0%	I	2	22
		R			0	1.0%	O	3			0			0			0			0			0			0	3
	NB	L			0			0			0	1.0%	I	6			0			0			0			0	6
		T	1.0%	I	1			0			0			0	1.0%	I	2	1.0%	I	3	1.0%	I	0			0	6
		R			0			0			0			0			0			0			0			0	0
	SB	L			0	1.0%	I	3			0			0			0			0			0			0	3
		T	1.0%	O	1			0			0			0	1.0%	O	4	1.0%	O	4	1.0%	O	1			0	10
		R			0			0			0			0			0			0			0			0	0

TABLE A8-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
25 SUNSET ROAD	EB	L	2.0%	I	3	2.0%	I	6			0	16.0%	I	89	1.0%	I	2	2.0%	I	5	2.0%	I	0	1.0%	I	1	106
AND		T			0			0			0	6.0%	I	33			0			0			0			0	33
RED RD		R			0			0			0			0			0			0			0			0	0
	WB	L			0	1.0%	O	3			0			0			0			0			0			0	3
		T			0			0			0	6.0%	O	36			0	1.0%	O	4			0			0	40
		R	1.0%	I	1			0			0			0	1.0%	I	2			0	1.0%	I	0	2.0%	I	2	5
	NB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	I	3			0	2.0%	I	3	10.0%	I	56	1.0%	I	2	2.0%	I	5	1.0%	I	0	1.0%	I	1	70
		R			0	1.0%	O	3			0			0			0	1.0%	I	3			0			0	6
	SB	L	1.0%	O	1			0			0			0	1.0%	O	4			0	1.0%	O	1	2.0%	O	2	8
		T	2.0%	O	3			0	2.0%	O	7	10.0%	O	60	1.0%	O	4	2.0%	O	8	1.0%	O	1	1.0%	O	1	84
		R	2.0%	O	3	2.0%	O	7			0	16.0%	O	97	1.0%	O	4	1.0%	O	4	2.0%	O	2	1.0%	O	1	118
26 RED RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	2.0%	I	3	1.0%	I	3	4.0%	I	5			0	1.0%	I	2	2.0%	I	5	3.0%	I	1			0	19
BLUE RD		R			0			0			0	1.0%	I	6			0			0			0			0	6
	WB	L			0			0			0			0			0			0			0	8.0%	I	9	9
		T	2.0%	O	3	1.0%	O	3	4.0%	O	13			0	1.0%	O	4	2.0%	O	8	3.0%	O	3			0	34
		R			0			0			0			0			0			0	3.0%	O	3			0	3
	NB	L			0			0			0	1.0%	O	6			0			0			0			0	6
		T			0			0	3.0%	I	4	3.0%	O	18			0			0			0	13.0%	O	12	34
		R			0			0			0			0			0			0			0	8.0%	O	7	7
	SB	L			0			0			0			0			0			0	3.0%	I	1			0	1
		T			0			0	3.0%	O	10	3.0%	I	17			0			0			0	13.0%	I	15	42
		R			0			0			0			0			0			0			0			0	0
27 RED RD	EB	L			0			0	1.0%	I	1			0			0			0			0			0	1
AND		T	9.0%	I	13	6.0%	I	18	8.0%	I	10			0	6.0%	I	9	9.0%	I	23	1.0%	I	0			0	73
BIRD RD		R			0			0			0			0			0			0	1.0%	I	0			0	0
	WB	L			0			0			0			0			0			0			0	2.0%	I	2	2
		T	9.0%	O	12	6.0%	O	20	8.0%	O	26			0	6.0%	O	25	9.0%	O	36	1.0%	O	1			0	120
		R			0			0			0			0			0			0	2.0%	O	2			0	2
	NB	L			0			0			0			0			0			0	2.0%	O	2			0	2
		T			0			0	3.0%	I	4	3.0%	O	18			0			0			0	10.0%	O	9	31
		R			0			0			0			0			0			0			0	2.0%	O	2	2
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	3.0%	O	10	3.0%	I	17			0			0	1.0%	I	0	10.0%	I	11	38
		R			0			0	1.0%	O	3			0			0			0			0			0	3
28 BIRD RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	9.0%	I	13	6.0%	I	18			0			0	7.0%	I	11	9.0%	I	23	1.0%	I	0	4.0%	O	4	69
UNIVERSITY DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0	**2.0%**	**I**	2	2
		T	9.0%	O	12	6.0%	O	20			0			0	7.0%	O	29	9.0%	O	36	1.0%	O	1	4.0%	I	5	103
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0	**2.0%**	**O**	2	2
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
29 BIRD RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0	12.0%	I	37	3.0%	I	4			0	13.0%	I	20	17.0%	I	44			0	3.0%	O	3	108
LEJEUNE RD		R			0			0	1.0%	I	1			0			0			0			0			0	1
	WB	L			0			0			0			0	2.0%	O	8	1.0%	O	4	1.0%	I	0			0	12
		T			0	12.0%	O	40	3.0%	O	10			0	13.0%	O	54	17.0%	O	69			0	3.0%	I	3	176
		R	22.0%	I	31			0	3.0%	O	10			0			0	3.0%	O	12			0			0	53
	NB	L	22.0%	O	30			0	3.0%	I	4			0			0			0			0			0	34
		T	10.0%	O	14	2.0%	O	7			0	6.0%	O	36	1.0%	I	2			0	12.0%	O	13			0	72
		R			0			0			0			0	2.0%	I	3	1.0%	I	3	1.0%	O	1			0	7
	SB	L			0			0			0			0			0	3.0%	I	8			0			0	8
		T	10.0%	I	14	2.0%	I	6	1.0%	O	3	6.0%	I	33	1.0%	O	4			0	12.0%	I	3			0	63
		R			0			0			0			0			0			0			0			0	0
30 BLUE RD	EB	L			0			0	**10.0%**	I	13			0			0			0			0	2.0%	O	2	15
AND		T	2.0%	I	3	2.0%	I	6			0			0	1.0%	I	2	2.0%	I	5	6.0%	I	1	6.0%	O	5	22
SAN AMARO DR		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	O	3	2.0%	O	7			0			0	1.0%	O	4	2.0%	O	8	6.0%	O	7	6.0%	I	7	36
		R			0			0			0			0			0			0	1.0%	O	1			0	1
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0	**4.0%**	I	5	1.0%	O	6			0			0			0	**2.0%**	O	2	13
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0	1.0%	I	0			0	0
		T			0			0	**4.0%**	O	13	1.0%	I	6			0			0			0	**2.0%**	I	2	21
		R			0			0	**10.0%**	O	33			0			0			0			0	2.0%	I	2	35
31 BLUE RD	EB	L			0			0			0			0			0			0			0	**2.0%**	**O**	2	2
AND		T	2.0%	I	3	2.0%	I	6			0			0	1.0%	I	2	2.0%	I	5	7.0%	I	2	**4.0%**	O	4	22
UNIVERSITY DR		R			0			0			0			0			0			0			0			0	0
10/14/2003	WB	L			0			0			0			0			0			0			0			0	0
8:00 - 9:00		T	2.0%	O	3	2.0%	O	7			0			0	1.0%	O	4	2.0%	O	8	7.0%	O	8	**4.0%**	I	5	35
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0	**2.0%**	**I**	2	2
32 BLUE RD	EB	L	1.0%	I	1			0			0			0	1.0%	I	2			0			0	**3.0%**	O	3	6
AND		T			0			0			0			0			0			0			0			0	0
GRANADA BLVD		R	1.0%	I	1	2.0%	O	7			0			0			0	2.0%	I	5	8.0%	I	2	**1.0%**	**O**	1	16
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L	1.0%	O	1	2.0%	O	7			0			0			0	2.0%	O	8	7.0%	O	8	**1.0%**	**I**	1	25
		T			0			0	1.0%	I	1	2.0%	O	12	1.0%	I	2	1.0%	O	4	1.0%	O	1			0	20
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0	1.0%	O	3	2.0%	I	11	1.0%	O	4	1.0%	I	3	1.0%	I	0			0	21
		R	1.0%	O	1			0			0			0	1.0%	O	4			0			0	**3.0%**	I	3	8

TABLE A8-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
			IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
			140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
			%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
34 US - 1 (DIXIE HIGHWA	EB	L	12.0%	I	17			0			0	6.0%	O	36	5.0%	I	8			0	3.0%	O	3			0	64
AND		T			0	7.0%	I	22			0	6.0%	O	36	4.0%	I	6			0	27.0%	O	30			0	94
LEJEUNE RD		R			0			0			0			0			0	4.0%	I	10			0			0	10
	WB	L	2.0%	O	3	3.0%	O	10			0			0	1.0%	O	4	6.0%	I	15			0			0	32
		T			0	7.0%	O	23			0	6.0%	I	33	4.0%	O	17			0	27.0%	I	6			0	79
		R			0	1.0%	O	3	2.0%	I	3			0			0			0			0			0	6
	NB	L			0			0			0			0			0			0			0			0	0
		T	3.0%	I	4			0			0	1.0%	O	6			0	4.0%	I	10	23.0%	O	25			0	45
		R	2.0%	I	3	1.0%	I	3			0			0	1.0%	I	2			0			0			0	8
(LE JEUNE IN N/S DIR	SB	L			0			0			0			0			0						0			0	0
(US-1 IN E/W DIR)		T	3.0%	O	4	3.0%	I	9	2.0%	O	7	1.0%	I	6			0	4.0%	O	16	23.0%	I	5			0	47
		R	12.0%	O	16			0			0	6.0%	I	33	5.0%	O	21	6.0%	O	24	3.0%	I	1			0	95
35 PONCE DE LEON BLV	EB	L			0			0			0			0			0			0			0			0	0
AND		T	12.0%	I	17	10.0%	I	31			0	15.0%	O	91	8.0%	I	12	12.0%	I	31			0	4.0%	O	4	186
RIVIERA DRIVE		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	12.0%	O	16	10.0%	O	33			0	15.0%	I	84	8.0%	O	33	12.0%	O	48			0	4.0%	I	5	219
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	I	3			0			0			0			0			0	6.0%	O	7			0	10
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	O	3			0			0			0			0			0	6.0%	I	1			0	4
		R			0			0			0			0			0			0			0			0	0
36 US-1 (DIXIE HIGHWAY	EB	L			0			0			0			0			0			0			0			0	0
AND		T	11.0%	I	15	7.0%	I	22			0	12.0%	O	72	6.0%	I	9	9.0%	I	23			0	4.0%	O	4	145
RIVIERA DRIVE		R			0			0			0			0			0			0	33.0%	I	8			0	8
	WB	L			0			0			0			0			0			0	30.0%	I	7			0	7
		T	11.0%	O	15	7.0%	O	23			0	12.0%	I	67	6.0%	O	25	9.0%	O	36			0	4.0%	I	5	171
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0	33.0%	O	36			0	36
		T	2.0%	I	3			0			0			0			0			0	6.0%	O	7			0	10
		R			0			0			0			0			0			0	30.0%	O	33			0	33
(US-1 IN E/W DIR !!!)	SB	L			0			0			0			0			0			0			0			0	0
		T	2.0%	O	3			0			0			0			0			0	6.0%	I	1			0	4
		R			0			0			0			0			0			0			0			0	0
37 BIRD ROAD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	22.0%	I	31	12.0%	I	37	6.0%	O	20			0	13.0%	I	20	17.0%	I	44			0	3.0%	O	3	155
RIVIERA DR		R			0			0			0			0			0			0	3.0%	I	1			0	1
	WB	L			0			0			0			0			0			0			0			0	0
		T	22.0%	O	30	12.0%	O	40	6.0%	I	8			0	13.0%	O	54	17.0%	O	69			0	3.0%	I	3	204
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0	3.0%	O	3			0	3
		T			0			0			0			0			0			0	3.0%	O	3			0	3
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0	3.0%	I	1			0	1
		R			0			0			0			0			0			0			0			0	0
38 SUNSET ROAD	EB	L			0			0			0			0			0			0			0			0	0
AND		T	1.0%	I	1	2.0%	I	6			0	1.0%	O	6	1.0%	I	2	1.0%	I	3	2.0%	O	2	1.0%	O	1	21
GRANADA BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	2.0%	O	7			0	1.0%	I	6	1.0%	O	4	1.0%	O	4	2.0%	I	0	1.0%	I	1	23
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
39 HARDEE RD	EB	L			0			0			0			0			0			0			0			0	0
AND		T			0			0			0	2.0%	O	12			0			0			0			0	12
GRANADA BLVD		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0	2.0%	I	11			0			0			0			0	11
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0	2.0%	O	12			0			0			0			0	12
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0	2.0%	I	11			0			0			0			0	11
		R			0			0			0			0			0			0			0			0	0
40 SUNSET ROAD	EB	L			0			0			0	6.0%	I	33			0			0			0			0	33
AND		T	1.0%	I	1	1.0%	I	3			0			0	1.0%	I	2	1.0%	I	3	1.0%	I	0	2.0%	O	2	11
NERVIA ST		R			0			0			0			0			0			0			0			0	0
	WB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	3			0			0	1.0%	O	4	1.0%	O	4	2.0%	O	2	2.0%	I	2	16
		R			0			0			0	2.0%	I	11			0			0			0			0	11
	NB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	SB	L			0			0			0	2.0%	O	12			0			0			0			0	12
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0	6.0%	O	36			0			0			0			0	36
41 S. ALHAMBRA CIRCLE	EB	L			0			0			0	50.0%	O	302			0			0			0			0	302
AND		T			0			0			0			0			0			0			0			0	0
NERVIA ST		R			0			0			0	10.0%	O	60			0			0			0			0	60
	WB	L			0			0			0			0			0			0			0			0	0
		T			0			0			0			0			0			0			0			0	0
		R			0			0			0			0			0			0			0			0	0
	NB	L			0			0			0	10.0%	I	56			0			0			0			0	56
		T	1.0%	I	1	1.0%	I	3			0			0	1.0%	I	2	1.0%	I	3	1.0%	I	0			0	9
		R			0			0			0			0			0			0			0			0	0
(NERVIA IN E/W DIR)	SB	L			0			0			0			0			0			0			0			0	0
		T	1.0%	O	1	1.0%	O	3			0			0	1.0%	O	4	1.0%	O	4	1.0%	O	1			0	13
		R			0			0			0	50.0%	I	279			0			0			0			0	279

TABLE A8-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT	MERRICK			HOME DEPOT			CHURCH SCHOOL			SAN REMO/1430 DIXIE			3760 BIRD ROAD			MIAMI GREEN/M. VIEW			US1 OFFICE BLDG			RED RD COMMONS			TOTAL
		IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	IN	TAZ	OUT	COMM
		140	1081	135	308	1070	333	127	1064	327	557	1086	604	154	1067	418	258	1080	403	23	1083	110	113	1098	89	TRIPS
		%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	%	I/O	TRIPS	AM PEAK
42 BIRD ROAD	EB L			0			0			0			0			0			0			0			0	0
AND	T	9.0%	I	13	6.0%	I	18			0			0	7.0%	I	11	9.0%	I	23			0	3.0%	O	3	68
SAN AMARO DR	R			0			0	7.0%	O	23			0			0			0	1.0%	I	0			0	23
	WB L			0			0			0			0			0			0			0	1.0%	I	1	1
	T	9.0%	O	12	6.0%	O	20			0			0	7.0%	O	29	9.0%	O	36			0	3.0%	I	3	100
	R			0			0			0			0			0			0			0			0	0
	NB L			0			0	7.0%	I	9			0			0			0	1.0%	O	1			0	10
	T			0			0			0	1.0%	O	6			0			0			0	4.0%	O	4	10
	R			0			0			0			0			0			0			0	1.0%	O	1	1
	SB L			0			0			0			0			0			0			0			0	0
	T			0			0			0			0			0			0			0			0	0
	R			0			0			0			0			0			0			0			0	0
43 BIRD ROAD	EB L			0			0			0			0			0			0			0			0	0
AND	T	9.0%	I	13	6.0%	I	18			0			0	7.0%	I	11	9.0%	I	23			0	6.0%	O	5	70
GRANADA BLVD	R			0			0			0			0			0			0	2.0%	O	2			0	2
(NOT USED)	WB L	1.0%	O	1			0			0			0	1.0%	O	4	1.0%	O	4			0	1.0%	I	1	10
	T	9.0%	O	12	6.0%	O	20			0			0	7.0%	O	29	9.0%	O	36			0	6.0%	I	7	104
	R	2.0%	O	3	1.0%	O	3	1.0%	I	1			0	1.0%	O	4	1.0%	O	4	1.0%	I	0			0	15
	NB L			0			0			0			0			0			0	1.0%	O	1			0	1
	T			0			0	2.0%	I	3	2.0%	O	12			0			0			0	2.0%	O	2	17
	R	1.0%	I	1			0			0			0	1.0%	I	2	1.0%	I	3			0	1.0%	O	1	7
	SB L	2.0%	I	3	1.0%	I	3	1.0%	O	3			0	1.0%	I	2	1.0%	I	3	2.0%	I	0			0	14
	T			0			0	2.0%	O	7	2.0%	I	11			0			0			0	2.0%	I	2	20
	R			0			0			0			0			0			0			0			0	0
33 LEJEUNE ROAD (N/S)	WB L2			0			0			0			0			0			0			0			0	0
AND	L			0	8.0%	O	27			0			0			0			0			0	2.0%	I	2	29
PONCE DE LEON (E/W)	R			0	1.0%	O	3			0			0			0			0			0			0	3
AND	R2			0			0			0			0			0			0			0			0	0
GRAND AVE (NWB)	NB L			0			0			0			0			0			0			0			0	0
	T	13.0%	I	18			0			0			0			0			0	17.0%	O	19			0	37
DATE: 10/30/07	R			0			0			0			0	1.0%	I	2	11.0%	I	28	15.0%	O	17			0	47
	R2			0			0			0			0			0			0			0			0	0
	SB L2			0			0			0			0			0			0			0			0	0
	L			0	1.0%	I	3			0			0			0			0			0			0	3
	T	13.0%	O	18			0			0			0			0			0	17.0%	I	4			0	22
	R	10.0%	O	14			0			0	5.0%	I	28			0			0			0			0	42
	NE L	10.0%	I	14			0			0	5.0%	O	30			0			0			0			0	44
	T			0			0			0	7.0%	O	42	8.0%	I	12	12.0%	I	31			0	2.0%	O	2	87
	R			0	8.0%	I	25			0			0			0			0			0	2.0%	O	2	27
	R2			0			0			0			0			0			0			0			0	0
	SW L2			0			0			0			0			0			0			0			0	0
	L			0			0			0			0	1.0%	O	4	11.0%	O	44	15.0%	I	3	2.0%	I	2	53
	T			0			0			0	7.0%	I	39	8.0%	O	33	12.0%	O	48			0			0	120
	R			0			0			0			0			0			0			0			0	0
43 BIRD ROAD (E/W)	SB R			0			0			0			0			0			0			0			0	0
AND	T			0			0	2.0%	O	7	2.0%	I	11			0			0			0	2.0%	I	2	20
GRANADA BLVD (N/S)	L	2.0%	I	3	1.0%	I	3	1.0%	O	3			0	1.0%	I	2	1.0%	I	3	2.0%	I	0			0	14
AND	L2-UNIV																									
UNIVERSITY DR (SWB	SW R2-GRA																									
	R-BIRD																									
	T-GRA																									
	L-BIRD																									
	WB R2-UNIV																									
	R	2.0%	O	3	1.0%	O	3	1.0%	I	1			0	1.0%	O	4	1.0%	O	4	1.0%	I	0			0	15
	T	9.0%	I	13	6.0%	I	18			0			0	7.0%	I	11	9.0%	I	23			0	6.0%	O	5	70
	L	1.0%	O	1			0			0			0	1.0%	O	4	1.0%	O	4			0	1.0%	I	1	10
	NB R	1.0%	I	1			0			0			0	1.0%	I	2	1.0%	I	3			0	1.0%	O	1	7
	R2-UNIV																									
	T			0			0	2.0%	I	3	2.0%	O	12			0			0			0	2.0%	O	2	17
	L			0			0			0			0			0			0	1.0%	O	1			0	1
	EB R			0			0			0			0			0			0	2.0%	O	2			0	2
	T	9.0%	I	13	6.0%	I	18			0			0	7.0%	I	11	9.0%	I	23			0	6.0%	O	5	70
	L2-UNIV																									
	L																									

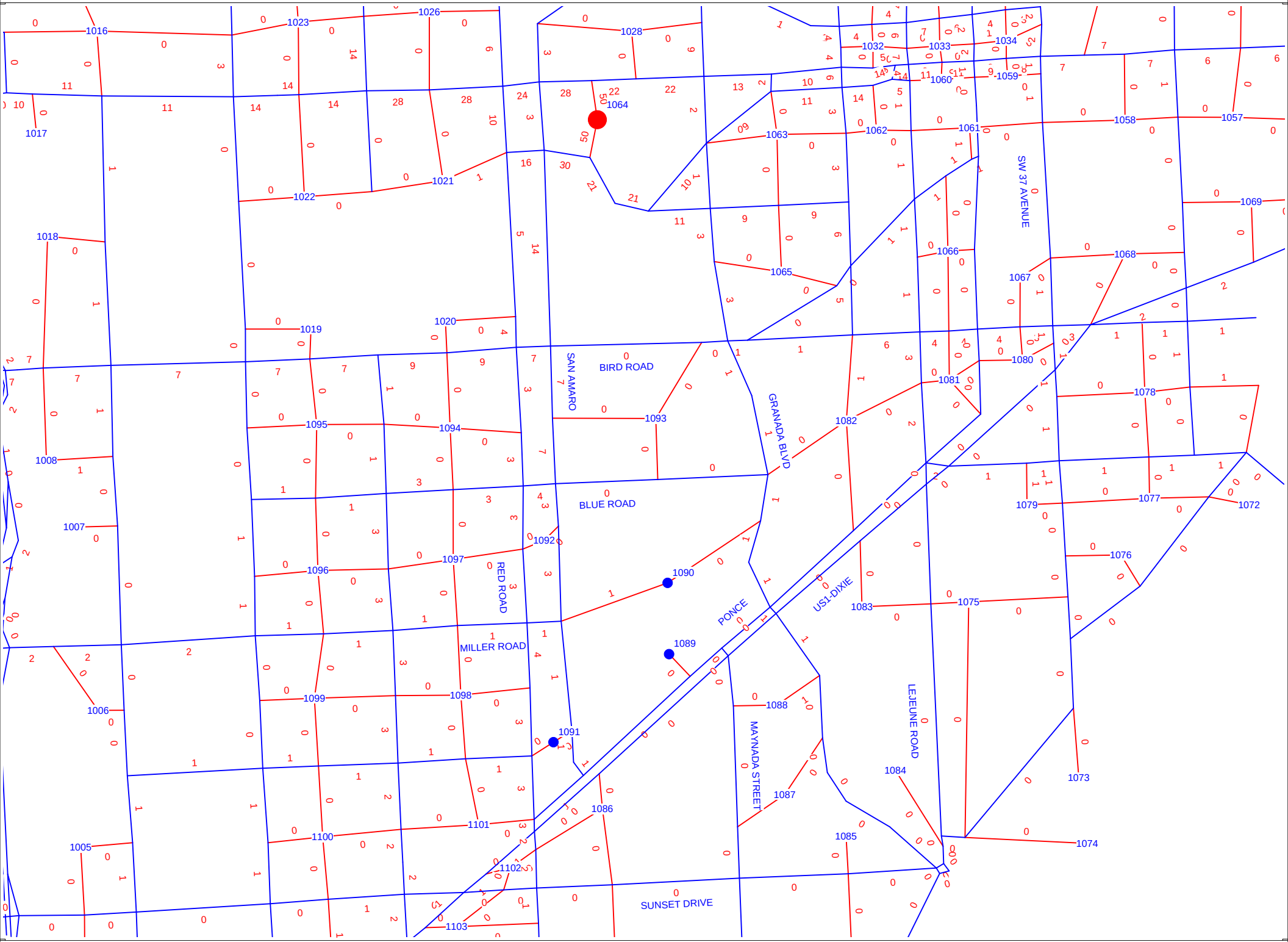


MIAMI MIAMI 25 COST FEASIBLE - ADJ TAZ - UM NEW ZONES
UM 2006 UMCAD UPDATE - TRIP DISTRIBUTION PERCENTAGES



MIAMI MIAMI 25 COST FEASIBLE - ADJ TAZ - UM NEW ZONES
2006 UMCAD UPDATE TRIP DISTRIBUTION PERCENTAGES

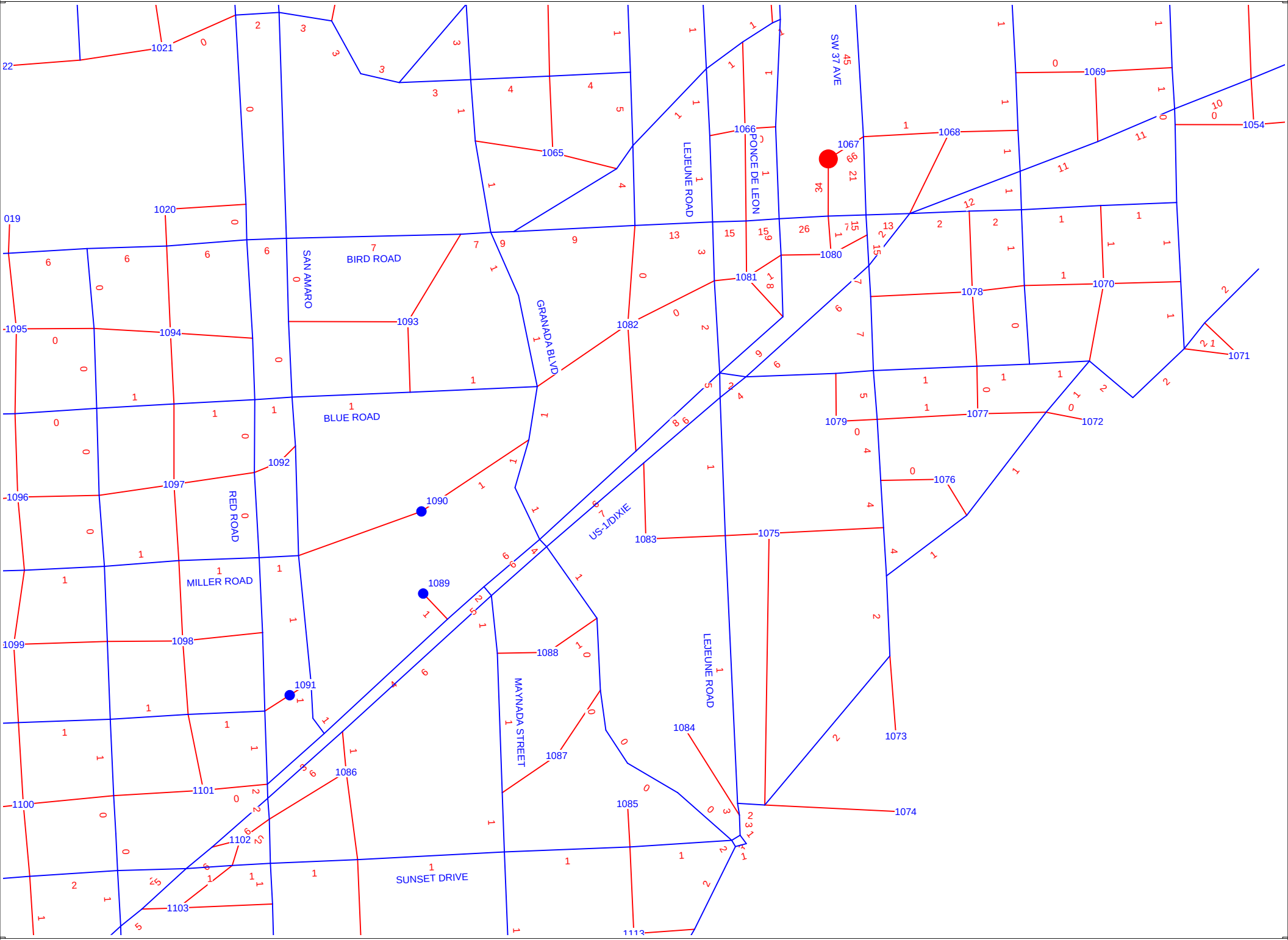
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1064 - EPISCOPAL CHURCH



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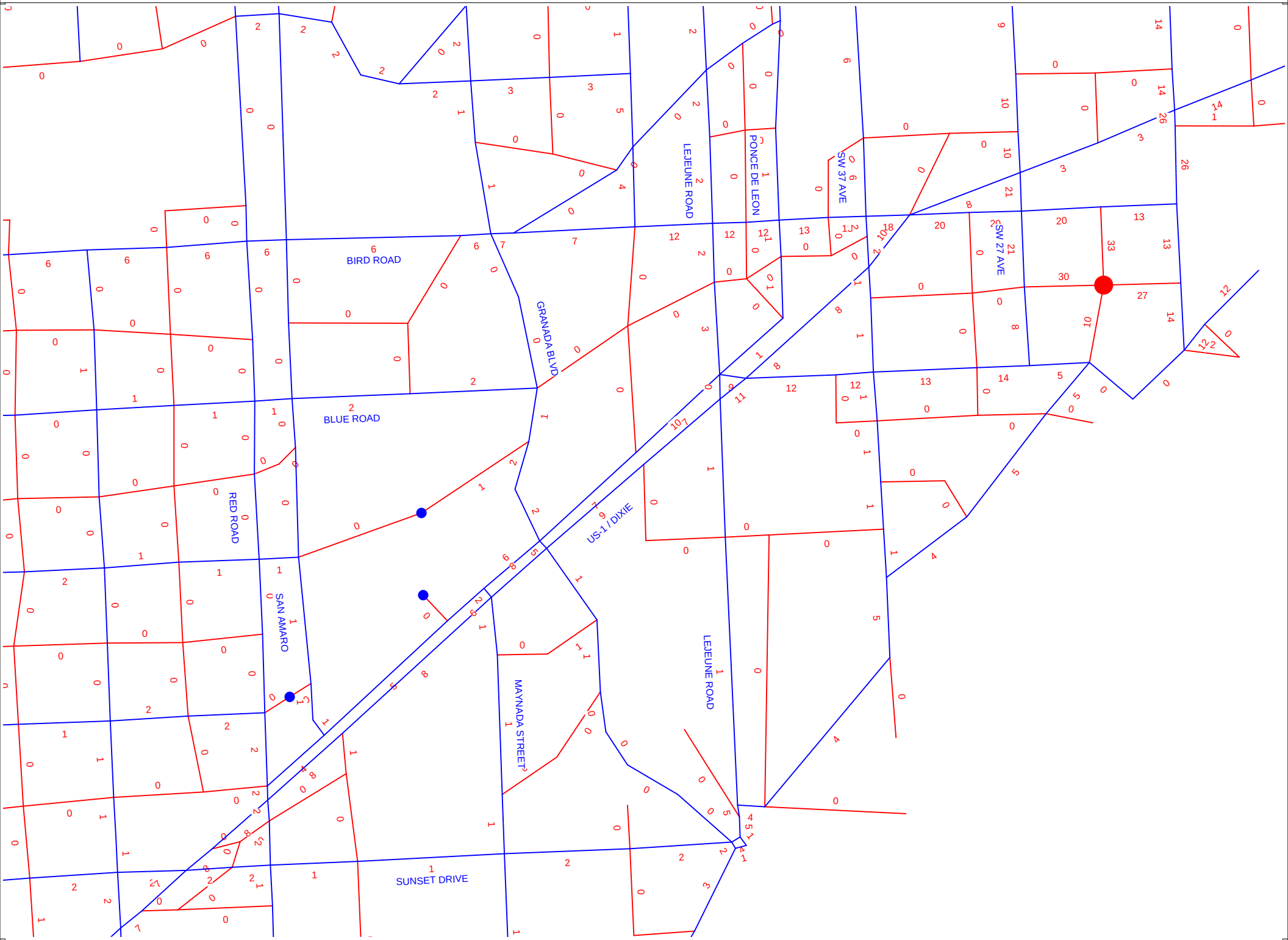
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1067



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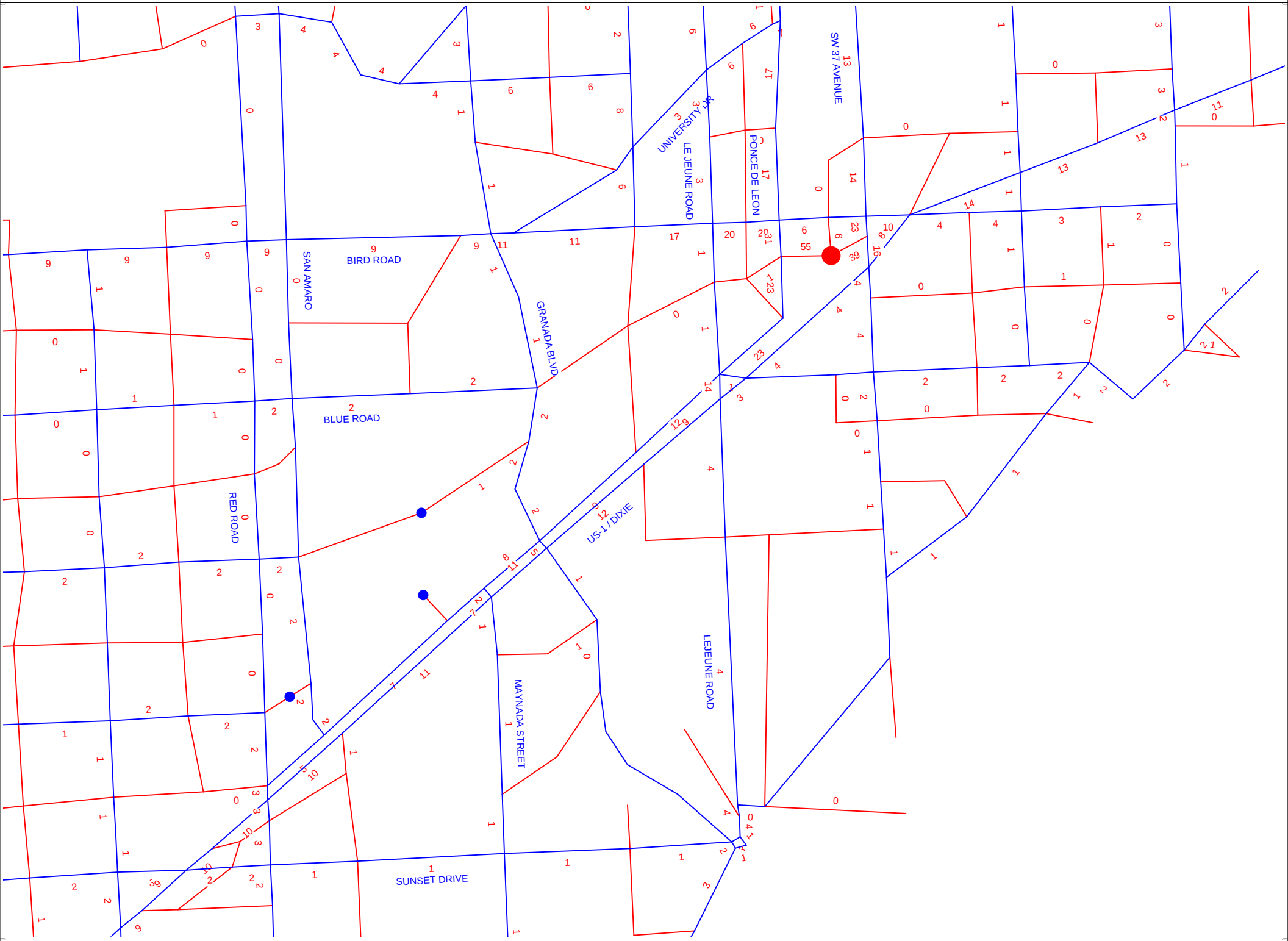
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1070 - HOME DEPOT



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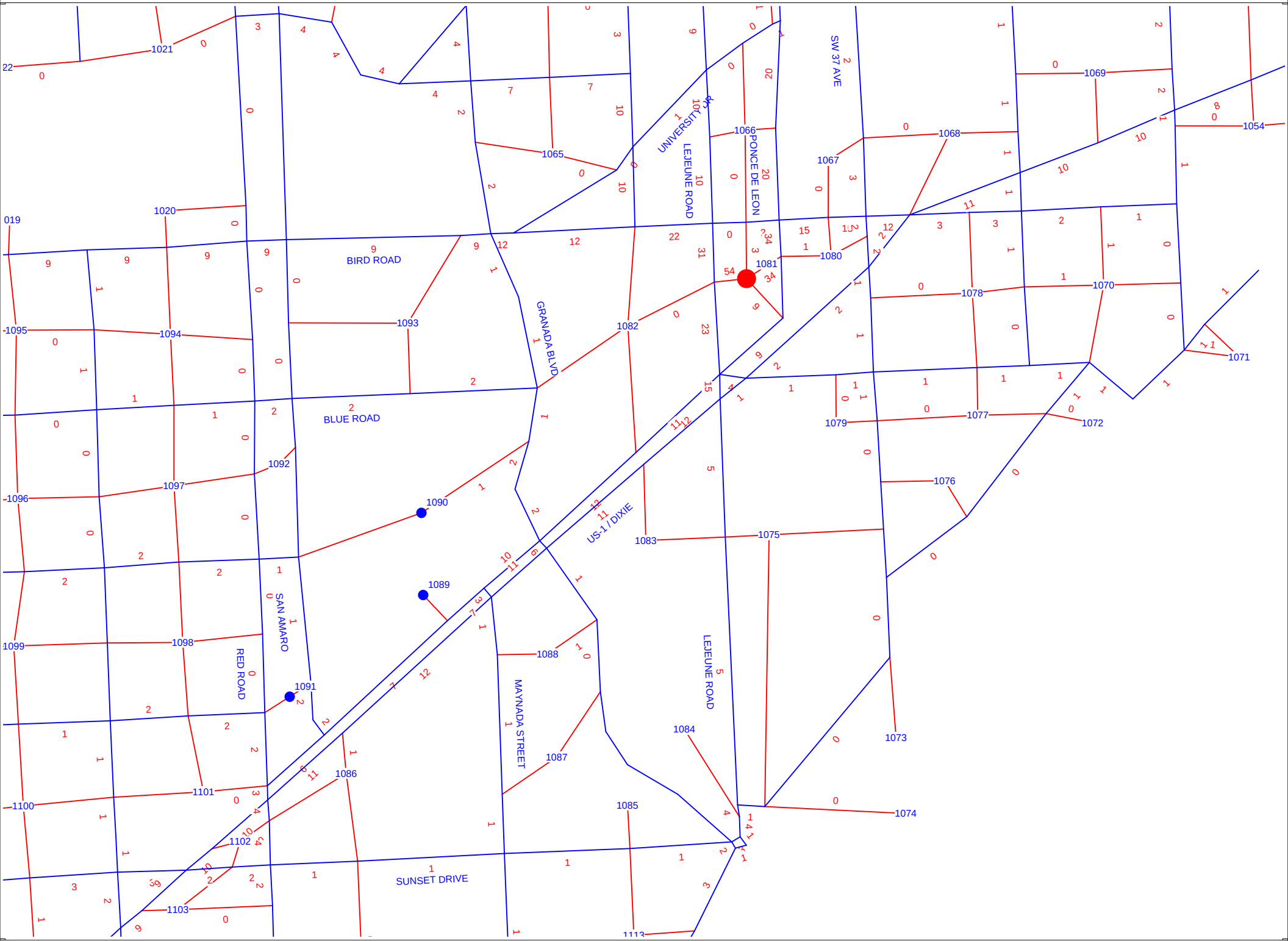
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1080 - EAST OF MERRICK PARK



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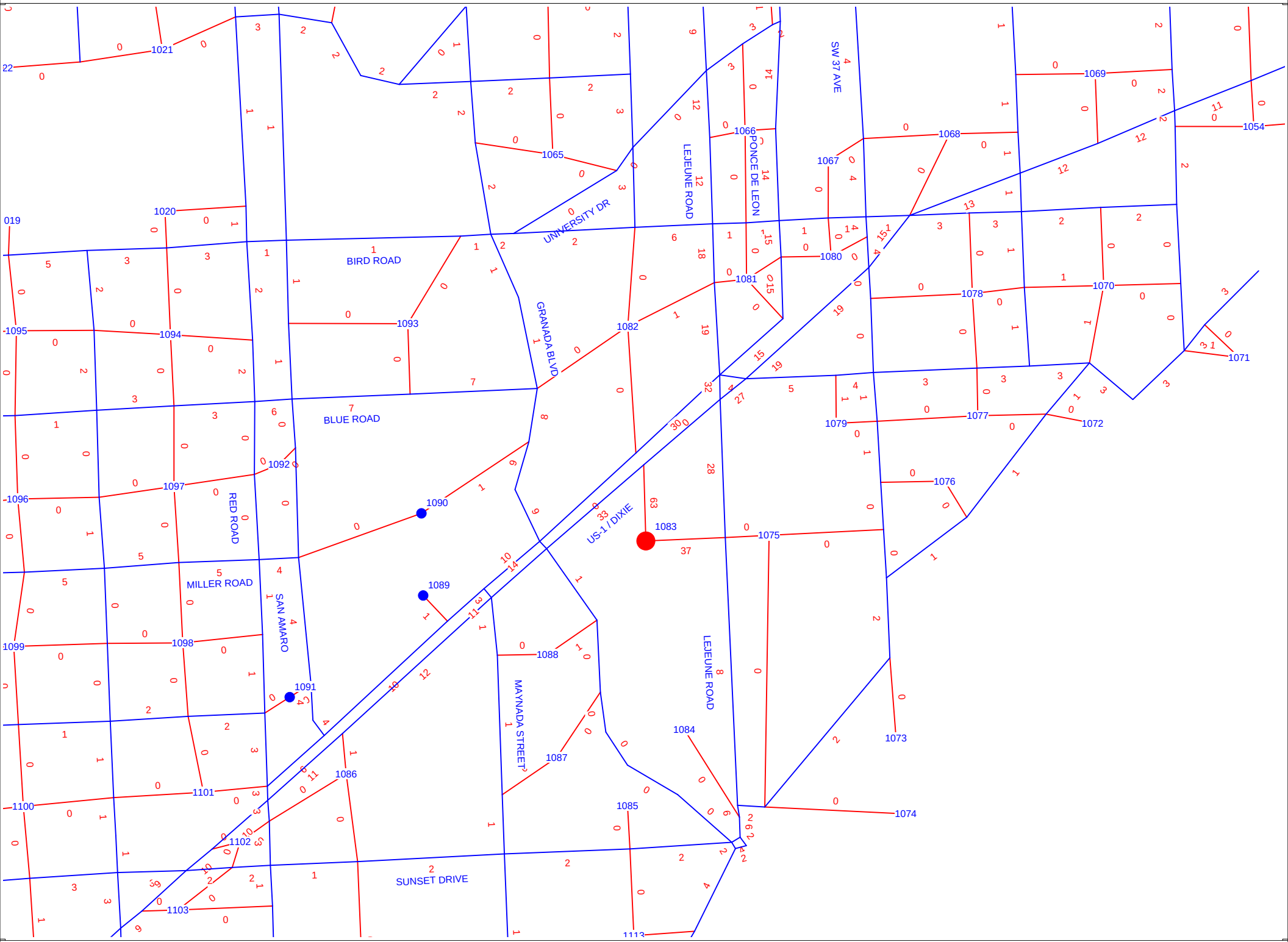
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1081 - MERRICK PARK



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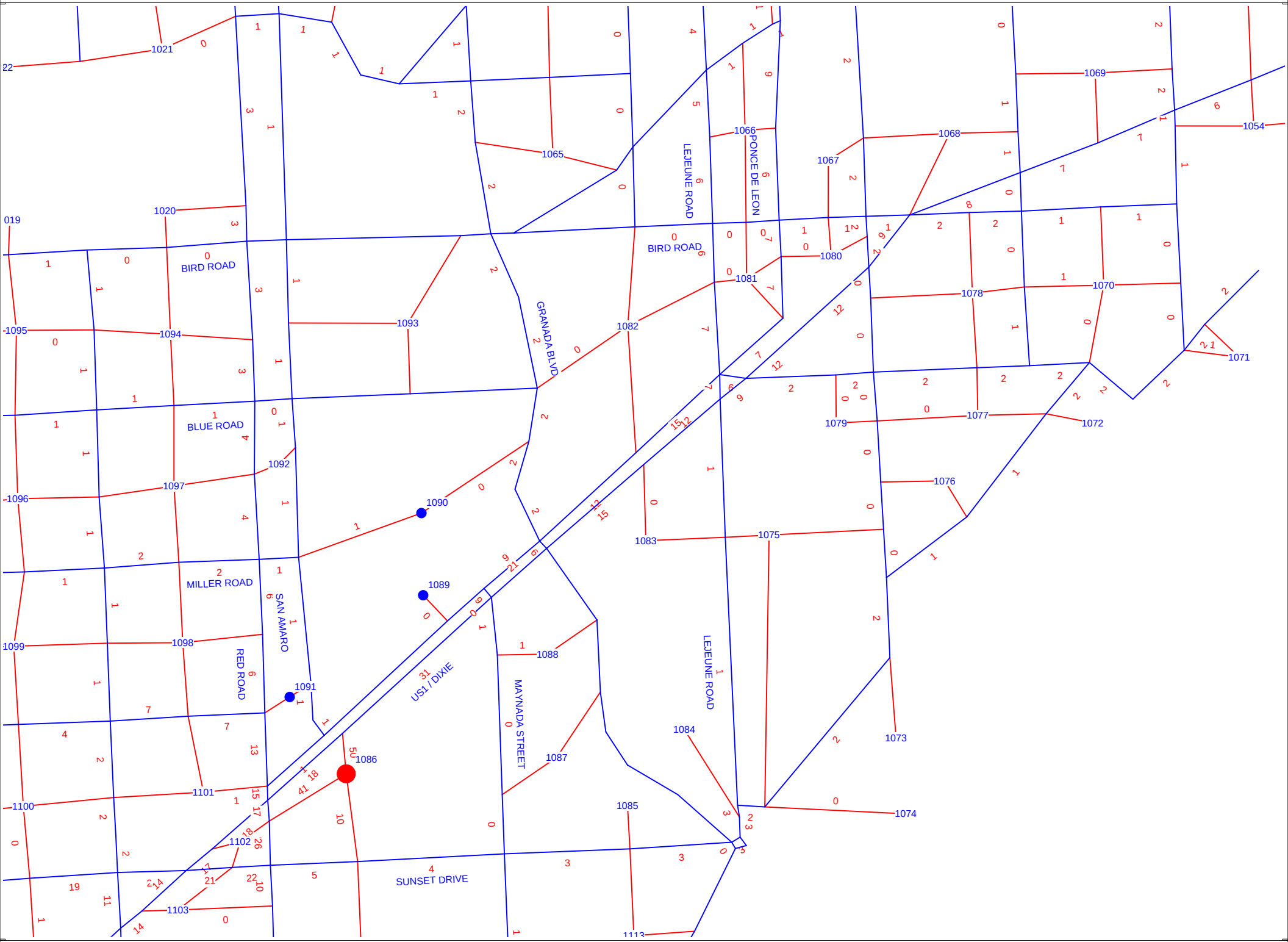
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1083 - SOUTH OF DIXIE ROSARIO AND RIVIERA OFFICES



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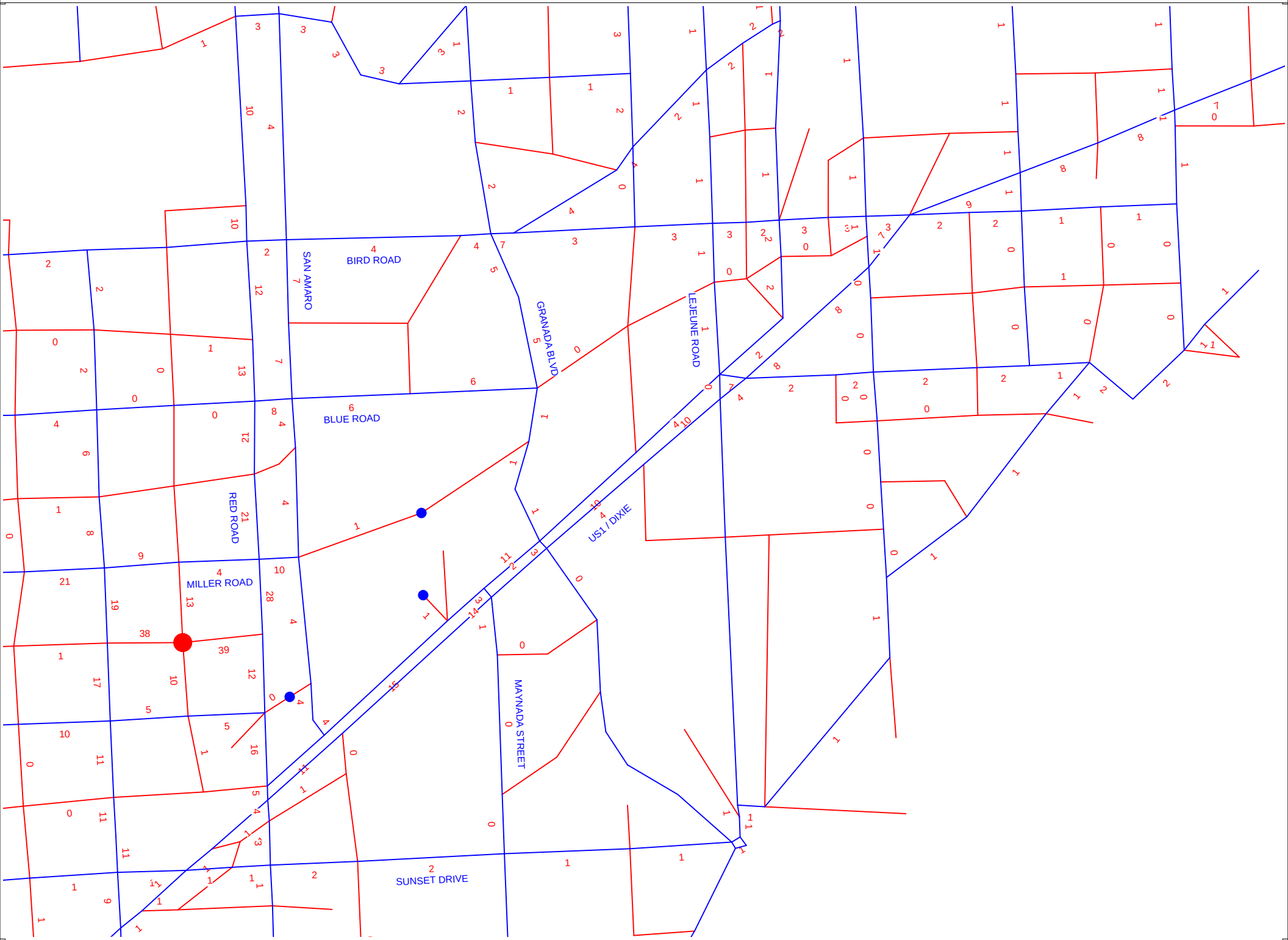
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1086 - SAN REMO PLAZA



cube

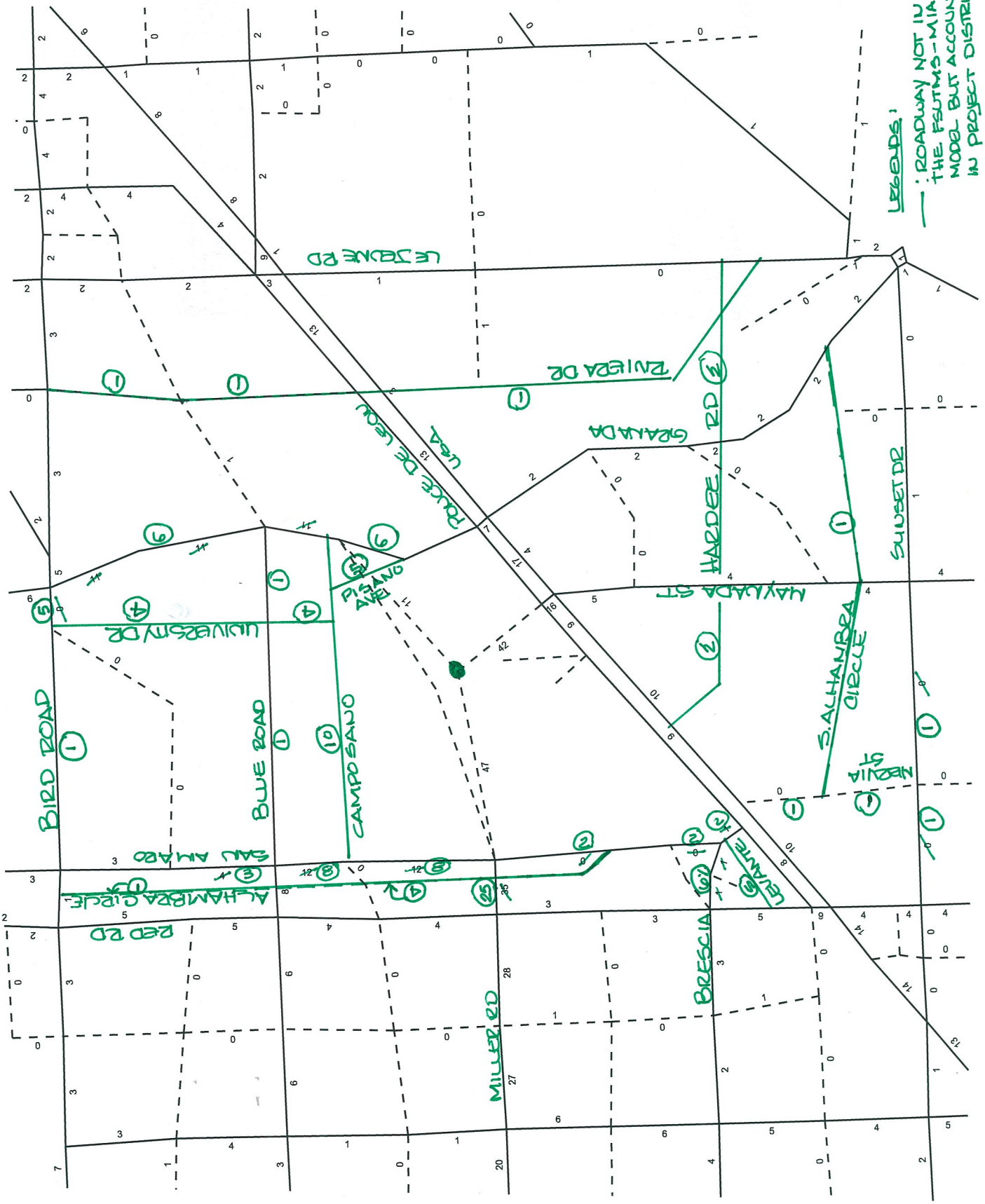
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MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1098 - RED ROAD COMMONS



cube

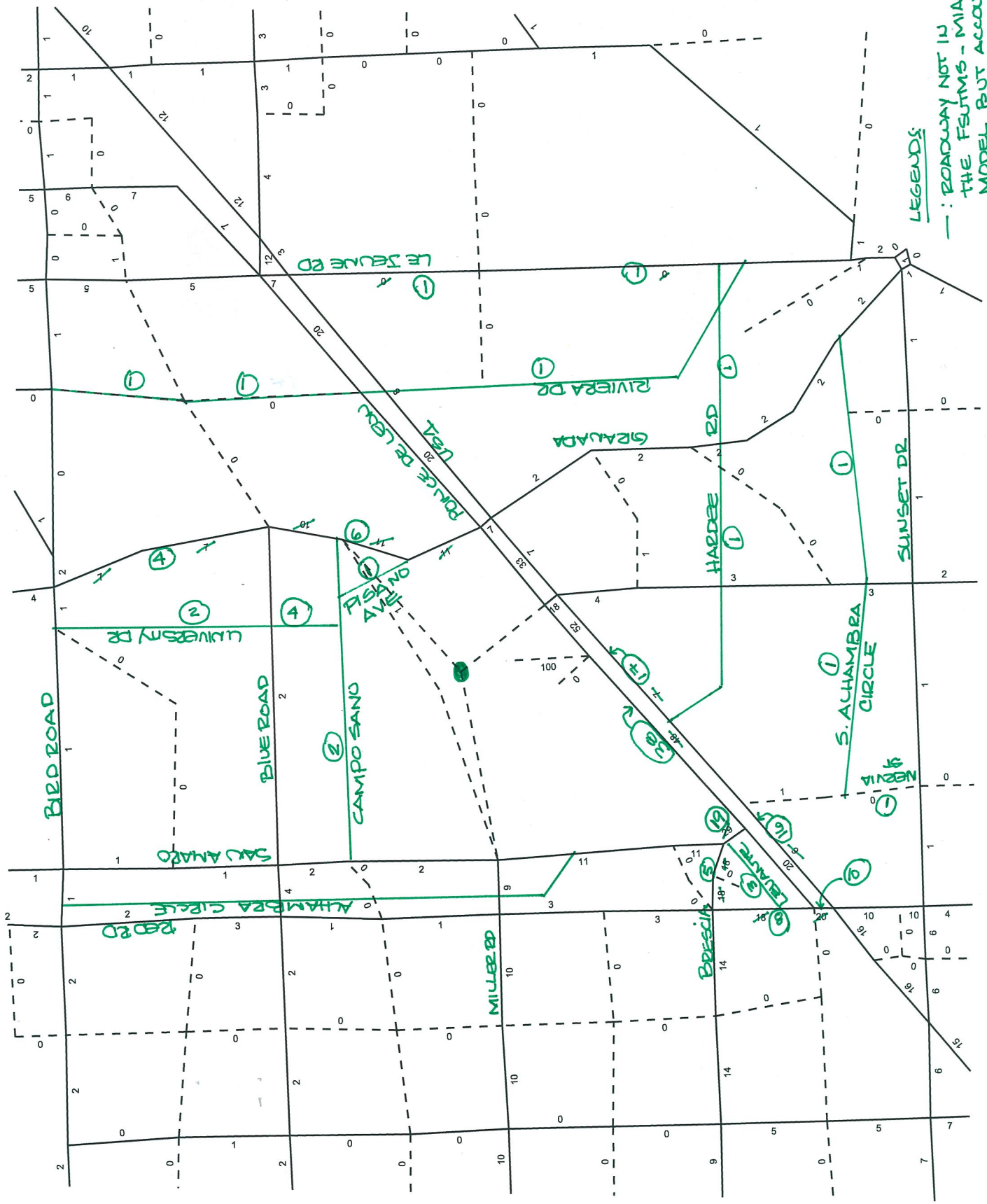
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PROJECT DISTRIBUTION _ ACADEMIC

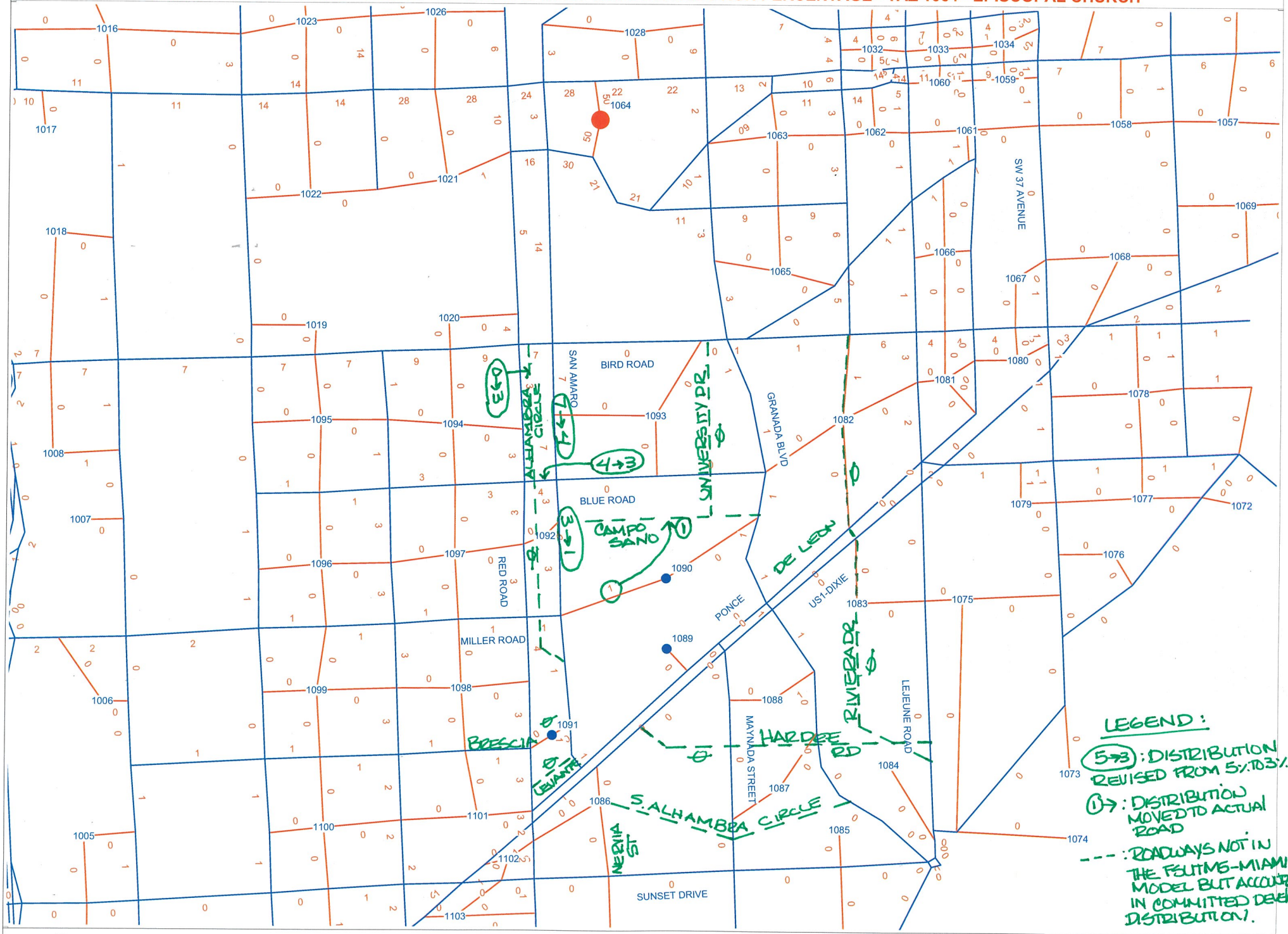
MIAMI MIAMI 25 COST FEASIBLE - ADJ TAZ - UM NEW ZONES
UM 2006 UMCAD UPDATE - TRIP DISTRIBUTION PERCENTAGES

(ACADEMIC)



MIAMI MIAMI 25 COST FEASIBLE - ADJ TAZ - UM NEW ZONES
2006 UMCAD UPDATE TRIP DISTRIBUTION PERCENTAGES (NSCDZ)

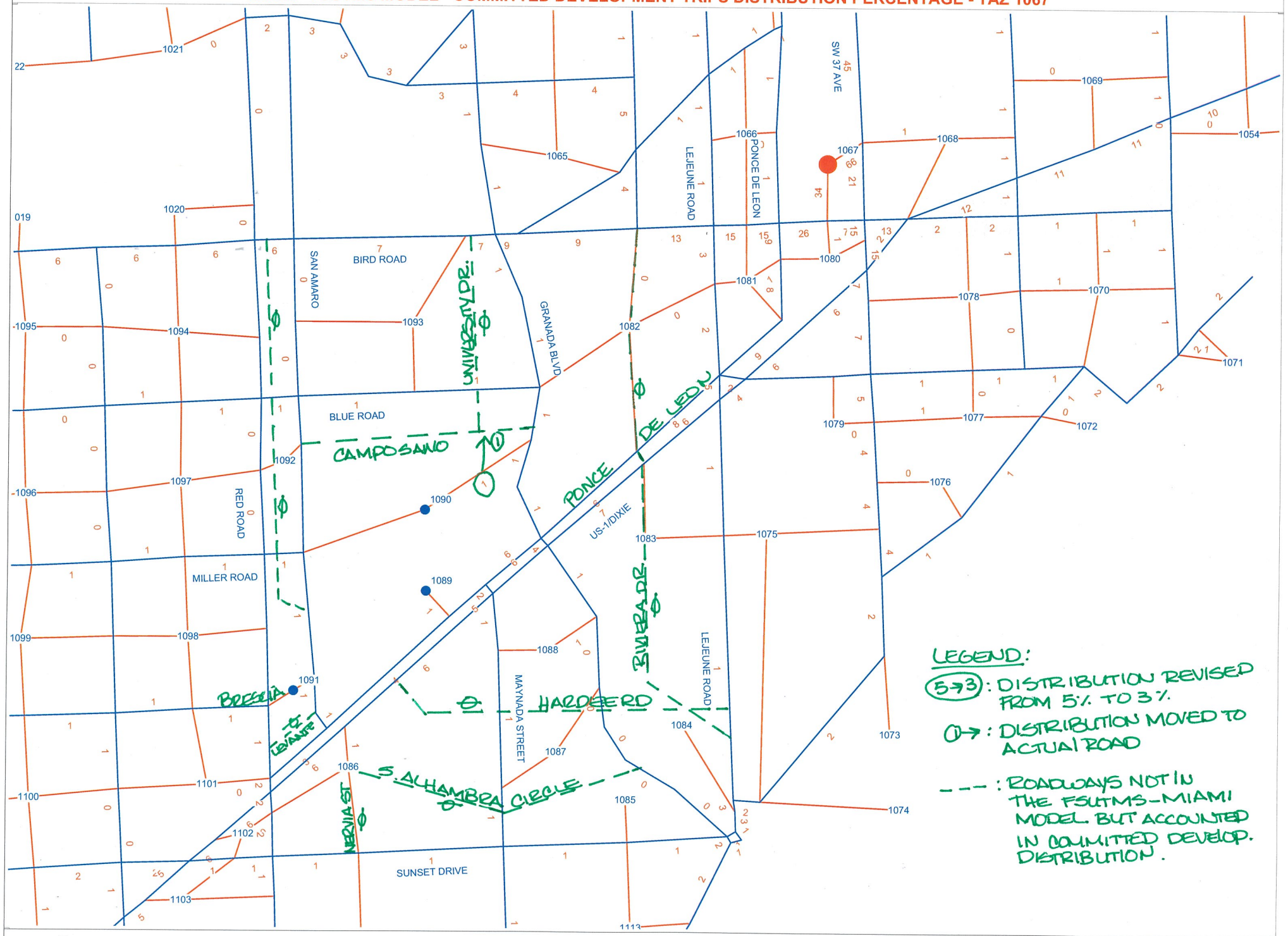
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1064 - EPISCOPAL CHURCH



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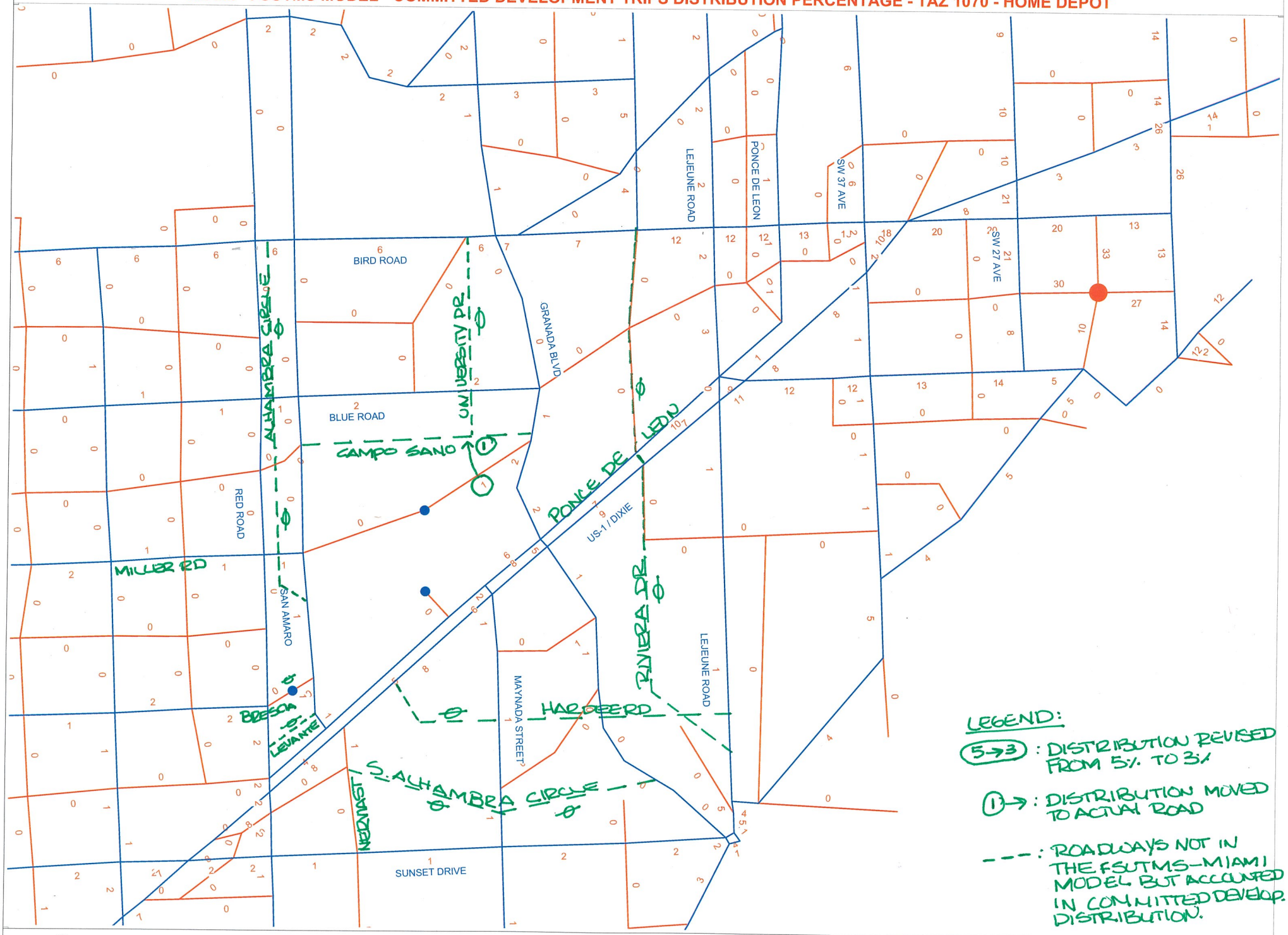
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1067



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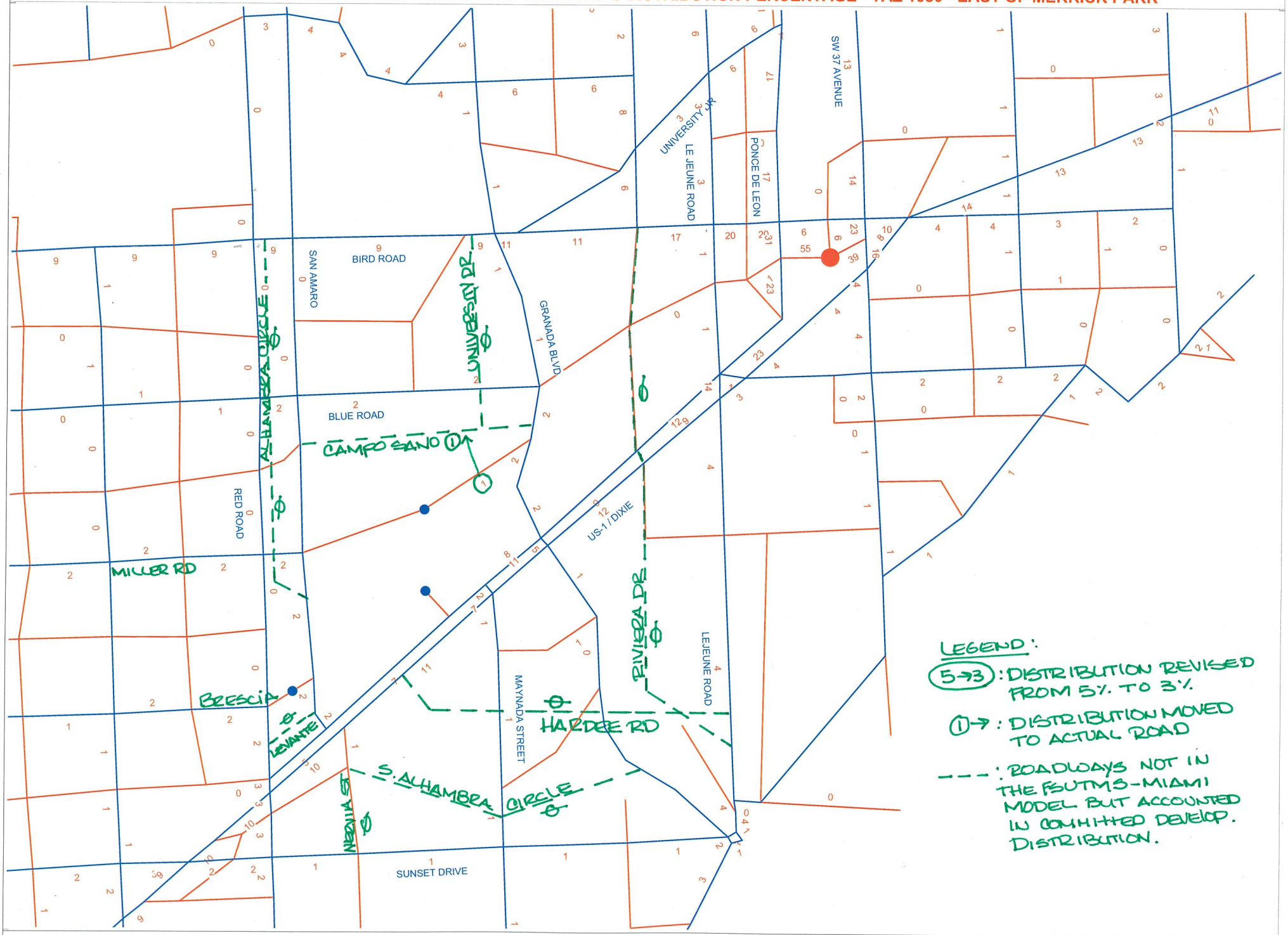
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1070 - HOME DEPOT



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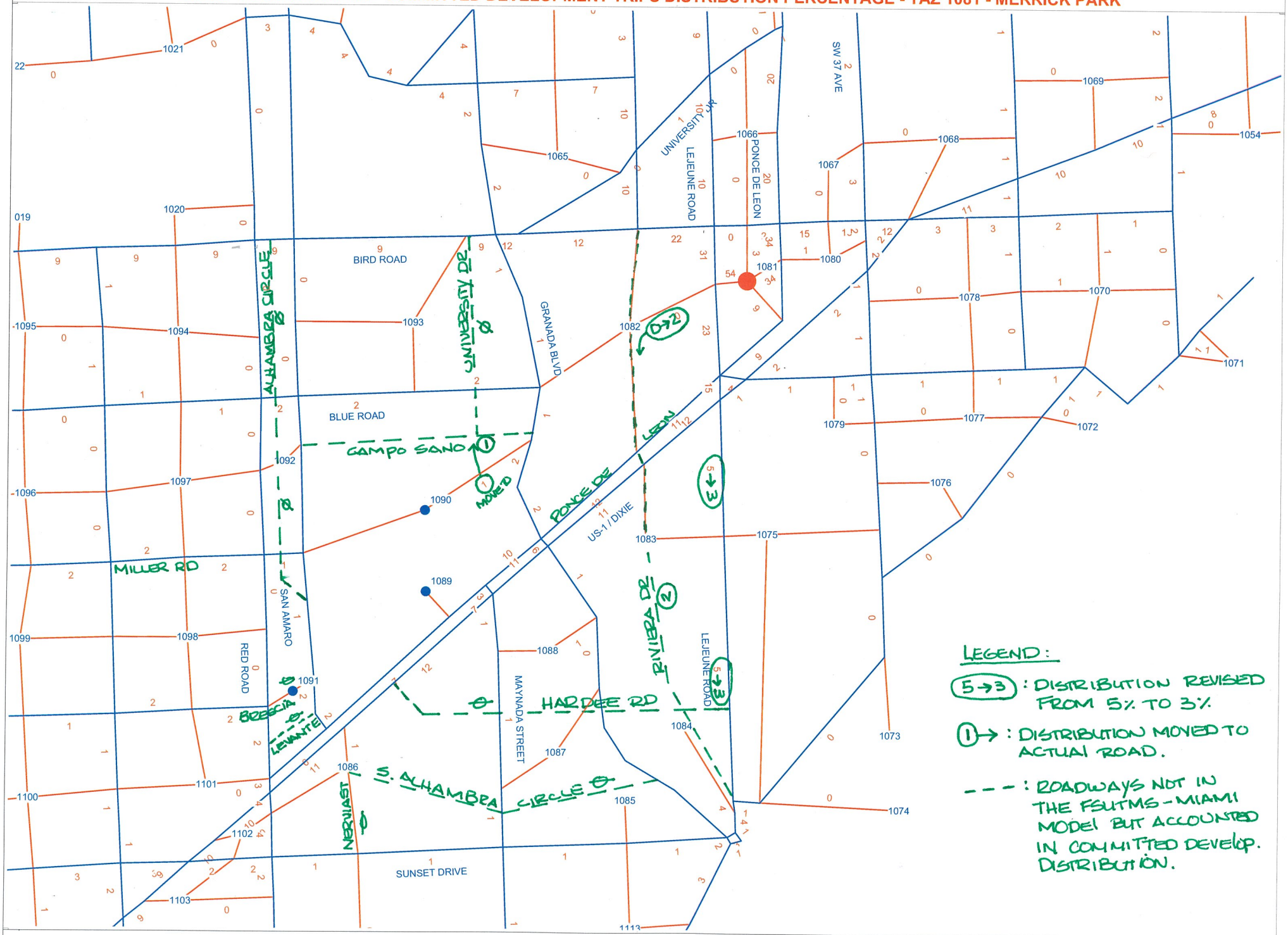
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1080 - EAST OF MERRICK PARK



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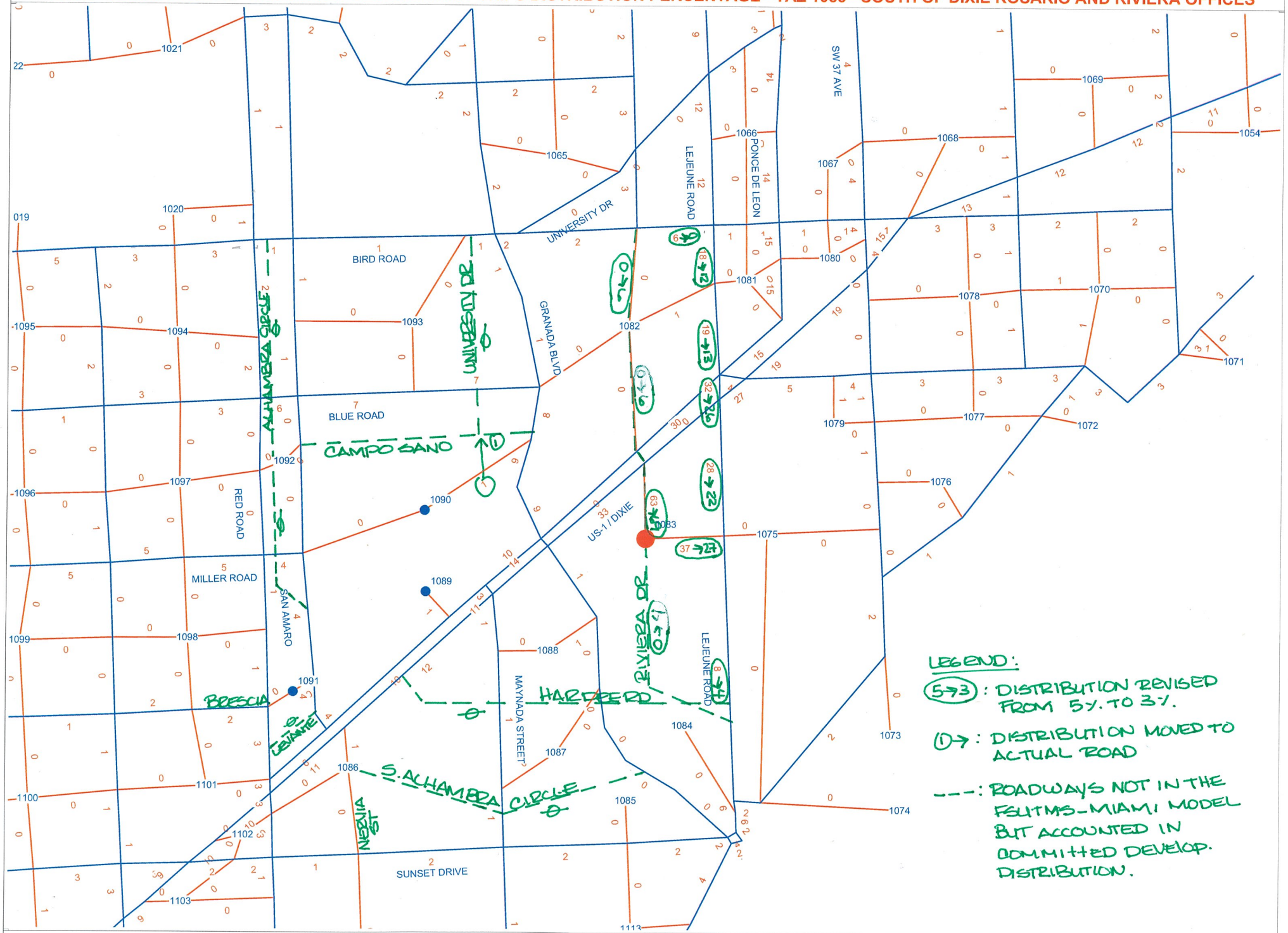
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1081 - MERRICK PARK



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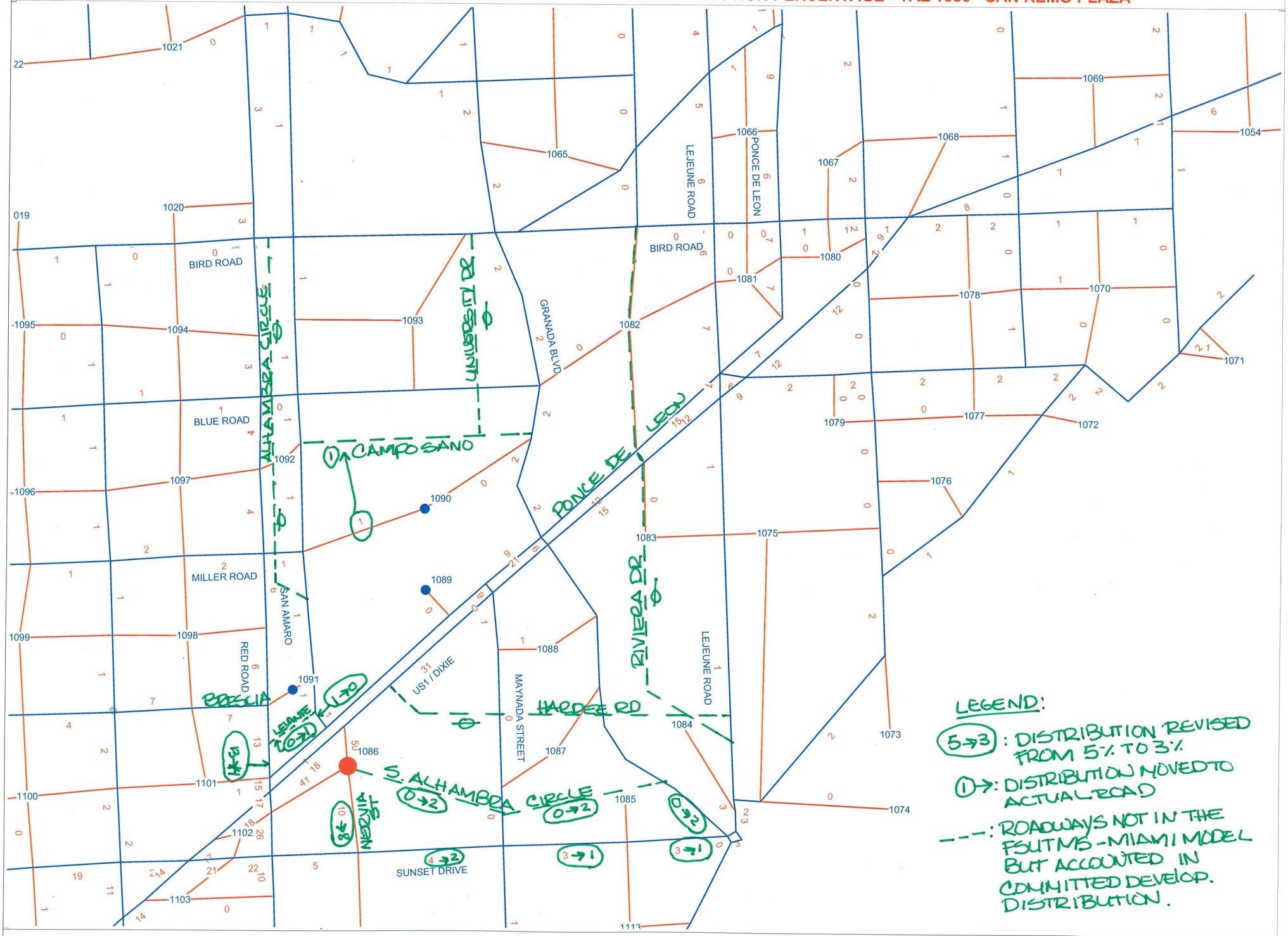
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1083 - SOUTH OF DIXIE ROSARIO AND RIVIERA OFFICES



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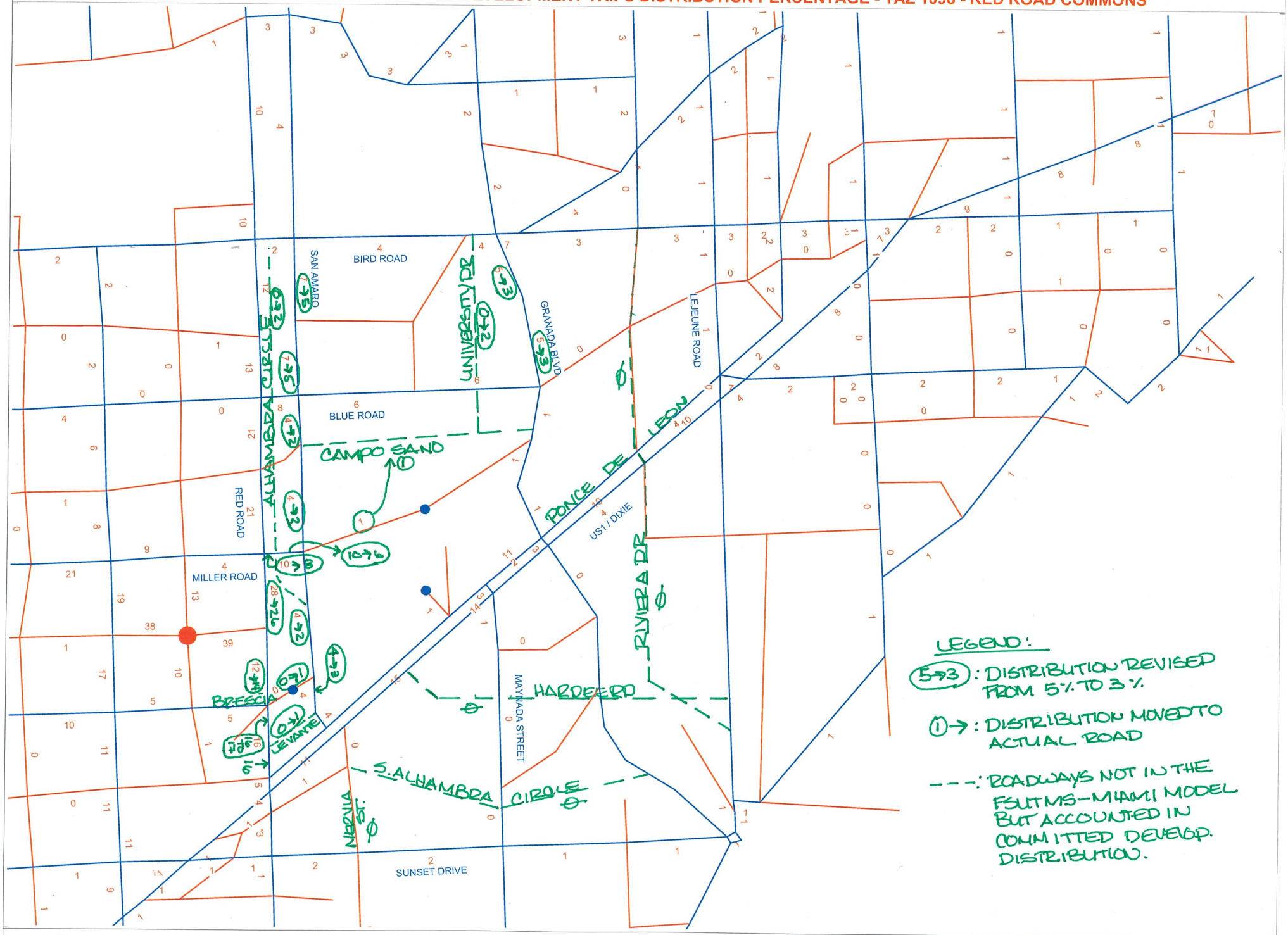
MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1086 - SAN REMO PLAZA



cube

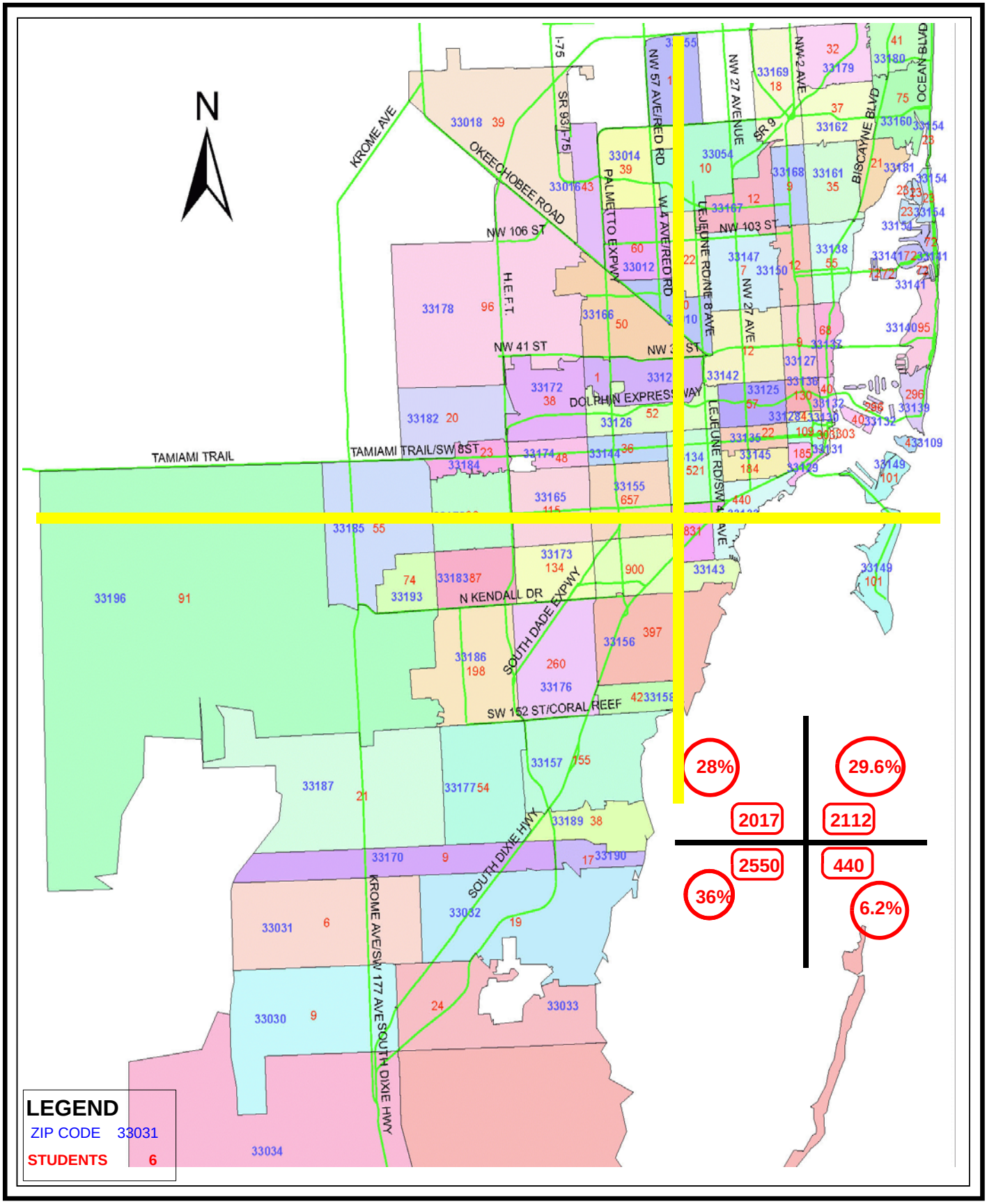
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MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1098 - RED ROAD COMMONS

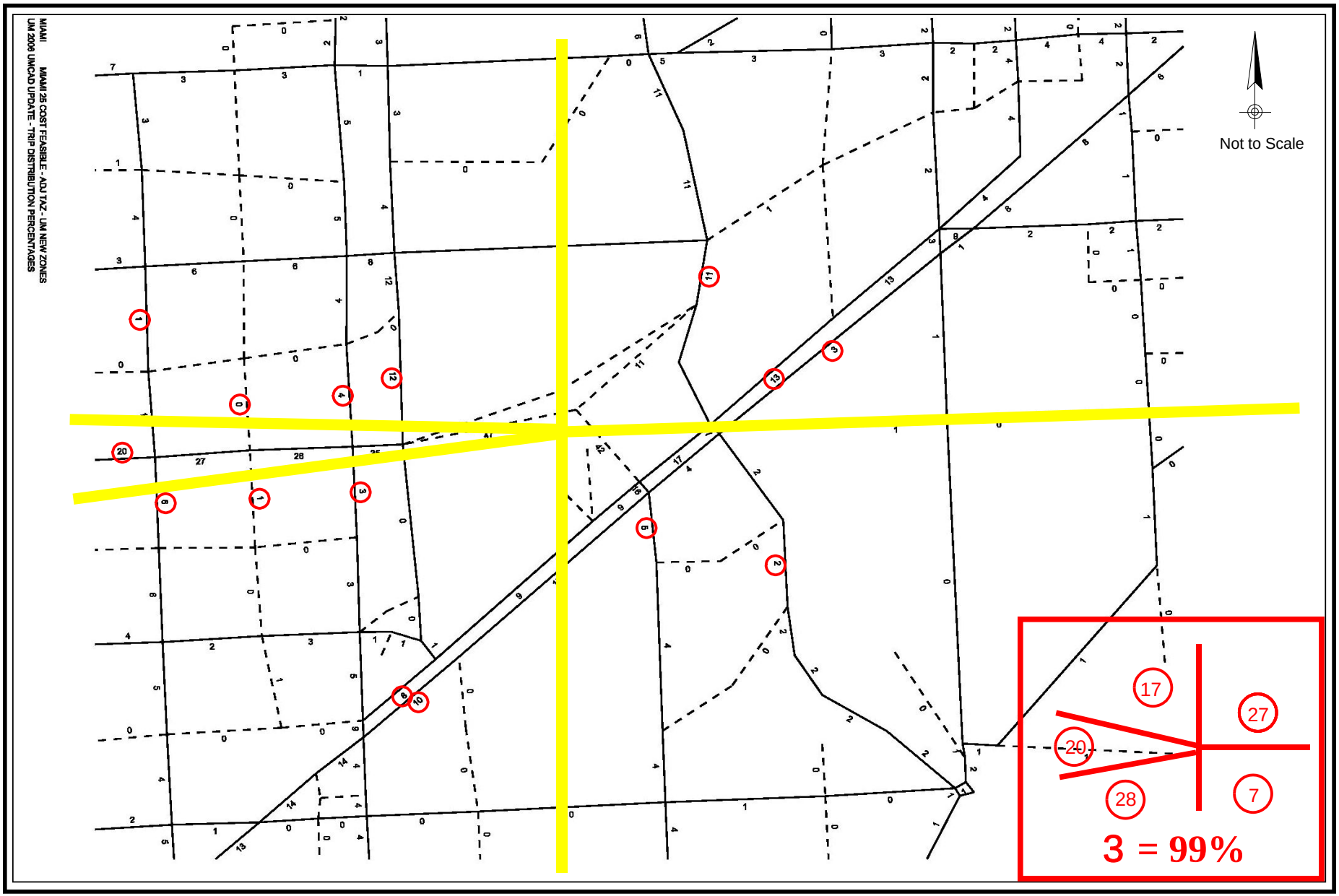


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UNIVERSITY OF MIAMI LOCAL TRAFFIC STUDY	**UM STUDENTS PER ZIP CODE**	**KEITH and SCHNARS, P.A.** *ENGINEERS, PLANNERS, SURVEYORS*	FIGURE A8-1 2/05/07



UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY	FSUTMS PROJECT CARDINAL DISTRIBUTION	KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS	FIGURE A8-2 3/3/08

ATTACHMENT 9
TRAFFIC ADJUSTMENTS DUE TO INTERNAL ROADWAY AND PARKING RELOCATION
INTERNAL ROADWAY & SERVICE DELIVERY DRAFT PLANS

TABLE A9-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 838 I / O	NSCDZ 259 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 235 I / O	ACADEMIC / STAFF 110 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
1 RED RD	EB	L	232	0	0	0.5%	0	254			0			0	0	254	8.5%
AND		T	658	0	0	0.5%	22	742	9.0%	I	75	31.0%	I	73	148	890	11.5%
MILLER RD		R	248	0	0	0.5%	4	275	2.0%	I	17			0	17	292	
	WB	L	99	0	0	0.5%	6	114			0	8.0%	O	9	9	123	
		T	150	0	0	0.5%	10	174	9.0%	O	23	31.0%	O	34	57	231	18.8%
		R	5	0	0	0.5%	0	5			0	2.0%	O	2	2	7	
	NB	L	102	0	0	0.5%	2	114	2.0%	O	5			0	5	119	
		T	446	0	0	0.5%	35	523	1.0%	O	3			0	3	526	3.3%
		R	145	0	0	0.5%	6	165			0	8.0%	I	19	19	184	
	SB	L	27	0	0	0.5%	0	30			0	2.0%	I	5	5	35	
		T	418	0	0	0.5%	30	487	1.0%	I	8			0	8	495	2.3%
		R	41	0	0	0.5%	0	45			0			0	0	45	
2 SAN AMARO DR	EB	L	635	-232	0	0.5%	8	449			0	15.0%	I	35	35	484	8.7%
AND		T	0	232	0	0.5%	3	257			0			0	0	257	14.0%
MIILLER RD		R	117	0	0	0.5%	16	144	9.0%	I	75	12.0%	I	28	103	247	
	WB	L	0	23	-6	0.5%	0	19			0			0	0	19	
		T	0	13	0	0.5%	2	16			0			0	0	16	0.0%
		R	0	12	-6	0.5%	0	7			0			0	0	7	
	NB	L	80	0	0	0.5%	7	95	9.0%	O	23	12.0%	O	13	36	131	
		T	727	-73	0	0.5%	3	718	2.0%	O	5			0	5	723	4.5%
		R	0	73	-18	0.5%	0	60			0			0	0	60	
	SB	L	0	61	-18	0.5%	0	47			0			0	0	47	
		T	373	-74	0	0.5%	3	330	2.0%	I	17			0	17	347	6.9%
		R	83	-13	0	0.5%	5	82			0	15.0%	O	17	17	99	
3 SAN AMARO DR	EB	L	0	0	0	0.5%	0	0			0			0	0	0	4.9%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
TRILLO AVENUE		R	103	0	0	0.5%	0	113			0			0	0	113	
& MILLER DRIVE	WB	L	36	-36	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	28	-28	0	0.5%	0	0			0			0	0	0	
	NB	L	36	0	0	0.5%	0	39			0			0	0	39	
		T	978	-232	0	0.5%	11	827	2.0%	O	5	15.0%	O	17	22	849	2.5%
		R	81	-81	0	0.5%	0	0			0			0	0	0	
	SB	L	123	-123	0	0.5%	0	0			0			0	0	0	
		T	338	35	0	0.5%	7	415	2.0%	I	17	15.0%	I	35	52	467	10.3%
		R	34	0	0	0.5%	0	37			0			0	0	37	
4 SAN AMARO DR	EB	L	0	0	0	0.5%	0	0			0			0	0	0	5.7%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
MEMORIAL DR		R	0	0	0	0.5%	0	0			0			0	0	0	
	WB	L	71	0	-6	0.5%	0	71			0			0	0	71	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	25	36	-6	0.5%	0	60			0			0	0	60	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	844	-232	0	0.5%	11	680	2.0%	O	5	15.0%	O	17	22	702	2.8%
		R	104	-22	-18	0.5%	0	70			0			0	0	70	
	SB	L	42	85	-18	0.5%	0	119			0			0	0	119	
		T	303	-111	0	0.5%	7	217	2.0%	I	17	15.0%	I	35	52	269	13.4%
		R	0	0	0	0.5%	0	0			0			0	0	0	
5 SAN AMARO DR	EB	L	0	0	0	0.5%	0	0			0			0	0	0	1.7%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
ROBBIA AVE		R	12	0	0	0.5%	0	13			0			0	0	13	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	20	-20	0	0.5%	0	0			0			0	0	0	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	863	-232	0	0.5%	11	701	1.0%	O	3	2.0%	O	2	5	706	0.7%
		R	18	-18	0	0.5%	0	0			0			0	0	0	
	SB	L	23	-23	0	0.5%	0	0			0			0	0	0	
		T	263	-3	0	0.5%	7	291	1.0%	I	8	2.0%	I	5	13	304	4.2%
		R	6	0	0	0.5%	0	7			0			0	0	7	
6 CAMPO SANO	EB	L	0	0	0	0.5%	0	0			0			0	0	0	2.2%
AND		T	691	-69	0	0.5%	4	684	1.0%	O	3	5.0%	O	6	9	693	0.9%
BRUNSON DR		R	195	138	-18	0.5%	0	345			0			0	0	345	
	WB	L	25	36	-18	0.5%	0	47			0			0	0	47	
		T	174	-17	0	0.5%	7	179	1.0%	I	8	5.0%	I	12	20	199	8.1%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	9	4	-6	0.5%	0	8			0			0	0	8	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	10	14	-6	0.5%	0	20			0			0	0	20	
	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
7 PISANO AVE	EB	L	31	-3	0	0.5%	0	31			0			0	0	31	3.7%
AND		T	200	-20	0	0.5%	8	205	1.0%	O	3	5.0%	O	6	9	214	3.6%
UNIVERSITY DR		R	20	0	-18	0.5%	0	2			0			0	0	2	
	WB	L	20	25	-18	0.5%	0	30			0			0	0	30	
		T	249	-25	0	0.5%	4	249	1.0%	I	8	5.0%	I	12	20	269	5.5%
		R	60	0	0	0.5%	0	66			0			0	0	66	
	NB	L	6	0	-6	0.5%	0	0			0			0	0	0	
		T	4	3	0	0.5%	0	8			0			0	0	8	0.0%
		R	16	20	-6	0.5%	0	33			0			0	0	33	
(UNIV DR IN N/S DIR)	SB	L	70	0	0	0.5%	0	77			0			0	0	77	
(PISANO IN E/W DIR)		T	12	4	0	0.5%	0	18			0			0	0	18	0.0%
		R	36	-4	0	0.5%	0	35			0			0	0	35	

TABLE A9-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 838 I / O	NSCDZ 259 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 235 I / O	ACADEMIC / STAFF 110 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
8 PISANO AVE	EB	L	2	0	0	0.5%	0	2			0			0	0	2	2.0%
AND		T	163	0	0	0.5%	8	186	1.0%	O	3			0	3	189	2.7%
CARILLO ST		R	122	0	0	0.5%	0	133			0	5.0%	O	6	6	139	
	WB	L	105	0	0	0.5%	0	115			0			0	0	115	
		T	307	0	0	0.5%	4	340			0			0	0	340	0.0%
		R	1	0	0	0.5%	0	1			0			0	0	1	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
(CARILLO IN N/S DIR)	SB	L	1	0	0	0.5%	0	1			0			0	0	1	
(PISANO IN E/W DIR)		T	22	0	0	0.5%	0	24	1.0%	I	8			0	8	32	15.1%
		R	18	0	0	0.5%	0	20			0			0	0	20	
9 GRANADA BLVD	EB	L	304	0	0	0.5%	6	339	11.0%	O	28	1.0%	I	2	30	369	11.4%
AND		T	957	0	0	0.5%	76	1123	20.0%	O	52			0	52	1175	5.4%
PONCE DE LEON BLVD		R	33	0	0	0.5%	12	48	2.0%	O	5			0	5	53	
	WB	L	36	0	0	0.5%	12	51			0			0	0	51	
		T	381	0	0	0.5%	35	452	20.0%	I	168			0	168	620	24.2%
		R	97	0	0	0.5%	0	106			0	11.0%	I	26	26	132	
	NB	L	35	0	0	0.5%	2	40	2.0%	I	17			0	17	57	
		T	443	0	0	0.5%	17	502			0	7.0%	I	16	16	518	4.8%
		R	73	0	0	0.5%	28	108			0			0	0	108	
(PONCE IN E/W DIR)	SB	L	41	0	0	0.5%	0	45			0	11.0%	O	12	12	57	
		T	327	0	0	0.5%	18	376			0	7.0%	O	8	8	384	16.7%
		R	126	0	0	0.5%	4	142	11.0%	I	92	1.0%	O	1	93	235	
10 GRANADA BLVD	EB	L	120	0	0	0.5%	10	141			0			0	0	141	1.8%
AND		T	2928	0	0	0.5%	114	3317	7.0%	O	18			0	18	3335	0.5%
US-1(DIXIE HIGHWAY)		R	34	0	0	0.5%	0	37			0			0	0	37	
	WB	L	42	0	0	0.5%	0	46			0			0	0	46	
		T	2344	0	0	0.5%	62	2626	7.0%	I	59			0	59	2685	2.6%
		R	122	0	0	0.5%	4	137	1.0%	I	8	4.0%	I	9	17	154	
	NB	L	16	0	0	0.5%	0	18			0			0	0	18	
		T	296	0	0	0.5%	35	359	2.0%	I	17	3.0%	I	7	24	383	5.2%
		R	55	0	0	0.5%	1	61			0			0	0	61	
(US-1 IN E/W DIR)	SB	L	51	0	0	0.5%	19	75	1.0%	O	3	4.0%	O	4	7	82	
		T	252	0	0	0.5%	14	290	2.0%	O	5	3.0%	O	3	8	298	3.1%
		R	89	0	0	0.5%	13	110			0			0	0	110	
11 CARILLO ST	EB	L	0	0	0	0.5%	0	0			0			0	0	0	13.3%
AND		T	1294	0	0	0.5%	86	1502	33.0%	O	85	1.0%	I	2	87	1589	5.5%
PONCE DE LEON BLVD		R	0	0	0	0.5%	0	0			0			0	0	0	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	542	0	0	0.5%	45	638	33.0%	I	277	1.0%	O	1	278	916	30.3%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
(PONCE IN E/W DIR)	SB	L	101	0	0	0.5%	0	110			0			0	0	110	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	115	0	0	0.5%	0	126			0			0	0	126	
12 STANFORD DR	EB	L	64	0	25	0.5%	0	97			0			0	0	97	17.7%
AND		T	849	0	0	0.5%	71	1000	33.0%	O	85			0	85	1085	9.8%
PONCE DE LEON BLVD		R	110	0	0	0.5%	3	123	18.0%	O	47			0	47	170	
	WB	L	134	0	0	0.5%	21	168			0			0	0	168	
		T	397	0	0	0.5%	29	463	33.0%	I	277			0	277	740	27.1%
		R	85	0	25	0.5%	0	120			0	1.0%	I	2	2	122	
	NB	L	137	0	0	0.5%	0	150	18.0%	I	151			0	151	301	
		T	108	0	0	0.5%	0	118			0			0	0	118	22.1%
		R	217	0	0	0.5%	26	263			0			0	0	263	
(PONCE IN E/W DIR)	SB	L	33	0	8	0.5%	0	45			0	1.0%	O	1	1	46	
		T	21	0	0	0.5%	0	23			0			0	0	23	0.9%
		R	31	0	8	0.5%	0	43			0			0	0	43	
13 STANFORD DR	EB	L	159	0	0	0.5%	11	185	7.0%	I	59			0	59	244	2.7%
AND		T	2909	0	0	0.5%	103	3285			0			0	0	3285	1.7%
US-1 (DIXIE HIGHWAY)		R	31	0	0	0.5%	1	35			0			0	0	35	
	WB	L	87	0	0	0.5%	1	96			0			0	0	96	
		T	2609	0	0	0.5%	63	2917			0			0	0	2917	1.9%
		R	87	0	0	0.5%	0	95	7.0%	I	59			0	59	154	
	NB	L	65	0	0	0.5%	2	73			0			0	0	73	
		T	231	0	0	0.5%	15	268	4.0%	I	34	1.0%	I	2	36	304	7.7%
		R	82	0	0	0.5%	0	90			0			0	0	90	
(US-1 IN E/W DIR)	SB	L	30	0	0	0.5%	2	35	7.0%	O	18			0	18	53	
		T	166	0	0	0.5%	4	186	4.0%	O	10	1.0%	O	1	11	197	12.9%
		R	71	0	0	0.5%	18	96	7.0%	O	18			0	18	114	
14 MERRICK STREET	EB	L	127	0	25	0.5%	0	166			0			0	0	166	19.1%
AND		T	1161	0	0	0.5%	69	1339	48.0%	I	402	1.0%	I	2	404	1743	21.0%
PONCE DE LEON BLVD		R	14	0	0	0.5%	0	15			0			0	0	15	
	WB	L	18	0	0	0.5%	0	20			0			0	0	20	
		T	499	0	0	0.5%	30	576	48.0%	O	124	1.0%	O	1	125	701	15.9%
		R	33	0	25	0.5%	0	63			0			0	0	63	
	NB	L	2	0	0	0.5%	0	2			0			0	0	2	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	13	0	0	0.5%	0	14			0			0	0	14	
(PONCE IN E/W DIR)	SB	L	5	0	8	0.5%	0	14			0			0	0	14	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	26	0	8	0.5%	0	37			0			0	0	37	

TABLE A9-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 838 I / O	NSCDZ 259 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 235 I / O	ACADEMIC / STAFF 110 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
15 DICKINSON DR	EB	L	75	0	25	0.5%	0	109			0			0	0	109	18.5%
AND		T	1227	0	0	0.5%	63	1405	48.0%	I	402	1.0%	I	2	404	1809	20.7%
PONCE DE LEON BLVD		R	32	0	0	0.5%	0	35			0			0	0	35	
	WB	L	20	0	0	0.5%	0	22			0			0	0	22	
		T	536	0	0	0.5%	30	616	48.0%	O	124	1.0%	O	1	125	741	15.3%
		R	26	0	25	0.5%	0	56			0			0	0	56	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	3	0	0	0.5%	0	3			0			0	0	3	
(PONCE IN E/W DIR)	SB	L	17	0	8	0.5%	0	27			0			0	0	27	
		T	1	0	0	0.5%	0	1			0			0	0	1	0.0%
		R	50	0	8	0.5%	0	63			0			0	0	63	
16 SOUTH ALHAMBRA CR	EB	L	108	0	0	0.5%	0	118			0			0	0	118	16.6%
AND		T	992	0	0	0.5%	63	1148	48.0%	I	402	1.0%	I	2	404	1552	21.6%
PONCE DE LEON BLVD		R	186	0	0	0.5%	0	203			0			0	0	203	
	WB	L	134	0	0	0.5%	0	147			0			0	0	147	
		T	349	0	0	0.5%	30	412	48.0%	O	124	1.0%	O	1	125	537	16.3%
		R	74	0	0	0.5%	0	81			0			0	0	81	
	NB	L	143	0	0	0.5%	0	156			0			0	0	156	
		T	37	0	0	0.5%	0	40			0			0	0	40	0.0%
		R	292	0	0	0.5%	0	319			0			0	0	319	
(PONCE IN E/W DIR)	SB	L	27	0	0	0.5%	0	30			0			0	0	30	
		T	5	0	0	0.5%	0	5			0			0	0	5	0.0%
		R	2	0	0	0.5%	0	2			0			0	0	2	
17 SOUTH ALHAMBRA CR	EB	L	208	0	0	0.5%	0	228			0			0	0	228	1.0%
AND		T	3135	0	0	0.5%	77	3506	6.0%	I	50	1.0%	I	2	52	3558	1.4%
US - 1 (DIXIE HIGHWAY)		R	14	0	0	0.5%	33	48			0			0	0	48	
	WB	L	56	0	0	0.5%	58	119	1.0%	O	3			0	3	122	
		T	2963	0	0	0.5%	28	3269	6.0%	O	16	1.0%	O	1	17	3286	0.6%
		R	79	0	0	0.5%	0	86			0			0	0	86	
	NB	L	18	0	0	0.5%	21	41			0			0	0	41	
		T	201	0	0	0.5%	0	220			0			0	0	220	2.2%
		R	54	0	0	0.5%	42	101	1.0%	I	8			0	8	109	
(US-1 IN E/W DIR)	SB	L	125	0	0	0.5%	0	137			0			0	0	137	
		T	126	0	0	0.5%	0	138			0			0	0	138	0.0%
		R	94	0	0	0.5%	0	103			0			0	0	103	
18 HURRICANE DR	EB	L	85	0	0	0.5%	3	96			0	3.0%	I	7	7	103	19.5%
AND		T	863	0	0	0.5%	49	993	20.0%	I	168			0	168	1161	13.8%
PONCE DE LEON BLVD		R	7	0	0	0.5%	0	8			0			0	0	8	
	WB	L	8	0	0	0.5%	0	9			0			0	0	9	
		T	265	0	0	0.5%	21	311	20.0%	O	52			0	52	363	16.6%
		R	281	0	0	0.5%	9	316	29.0%	O	75			0	75	391	
	NB	L	1	0	0	0.5%	0	1			0			0	0	1	
		T	2	0	0	0.5%	0	2			0			0	0	2	0.0%
		R	1	0	0	0.5%	0	1			0			0	0	1	
(PONCE IN E/W DIR)	SB	L	445	0	0	0.5%	20	507	29.0%	I	243			0	243	750	
		T	9	0	0	0.5%	0	10			0			0	0	10	31.7%
		R	8	0	0	0.5%	3	12			0	3.0%	O	3	3	15	
19 RED ROAD	EB	L	0	0	0	0.5%	11	11			0			0	0	11	8.3%
AND		T	0	0	0	0.5%	1	1			0			0	0	1	0.0%
LEVANTE AVE		R	0	0	0	0.5%	17	17			0			0	0	17	
	WB	L	57	0	0	0.5%	2	64			0			0	0	64	
		T	0	0	0	0.5%	1	1			0			0	0	1	0.0%
		R	31	0	0	0.5%	1	35			0			0	0	35	
	NB	L	2	0	0	0.5%	9	11			0			0	0	11	
		T	667	0	0	0.5%	38	768	18.0%	O	47	8.0%	I	19	66	834	7.0%
		R	88	0	0	0.5%	1	97			0			0	0	97	
	SB	L	114	0	0	0.5%	0	125			0			0	0	125	
		T	1176	0	0	0.5%	58	1344	18.0%	I	151	8.0%	O	9	160	1504	9.8%
		R	1	0	0	0.5%	9	10			0			0	0	10	
20 RED RD	EB	L	373	0	0	0.5%	1	409	6.0%	I	50			0	50	459	4.3%
AND		T	2055	0	0	0.5%	103	2351	10.0%	I	84			0	84	2435	4.5%
US-1 (DIXIE HIGHWAY)		R	53	0	0	0.5%	0	58			0			0	0	58	
	WB	L	113	0	0	0.5%	1	125			0			0	0	125	
		T	1916	0	0	0.5%	43	2139	16.0%	O	41			0	41	2180	2.8%
		R	50	0	0	0.5%	1	56	10.0%	O	26			0	26	82	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	442	0	0	0.5%	48	532	10.0%	I	84			0	84	616	12.1%
		R	72	0	0	0.5%	0	79			0			0	0	79	
(US-1 IN E/W DIR)	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	398	0	0	0.5%	43	478			0			0	0	478	0.0%
		R	137	0	0	0.5%	1	151			0			0	0	151	
21 RED RD	EB	L	0	0	0	0.5%	0	0			0			0	0	0	8.8%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	53.3%
PONCE DE LEON BLVD		R	13	0	0	0.5%	0	14			0	7.0%	I	16	16	30	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	26.2%
		R	199	0	0	0.5%	19	237	10.0%	I	84			0	84	321	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	550	0	0	0.5%	28	630	10.0%	I	84	4.0%	I	9	93	723	8.7%
		R	317	0	0	0.5%	0	347			0			0	0	347	
	SB	L	585	0	0	0.5%	37	677	20.0%	O	52			0	52	729	
		T	624	0	0	0.5%	43	726			0	4.0%	O	4	4	730	4.3%
		R	31	0	0	0.5%	0	34			0	7.0%	O	8	8	42	

TABLE A9-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 838 I / O	NSCDZ 259 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 235 I / O	ACADEMIC / STAFF 110 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
22 CAMPO SANO AVE	EB	L	0	0	0	0.5%	0	0			0			0	0	0	0.7%
AND		T	396	0	0	0.5%	0	433			0	2.0%	O	2	2	435	0.3%
PISANO AVE		R	262	0	0	0.5%	3	290			0			0	0	290	
	WB	L	24	0	0	0.5%	4	30			0			0	0	30	
		T	114	0	0	0.5%	0	125			0	2.0%	I	5	5	130	3.1%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	84	0	0	0.5%	5	97			0			0	0	97	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
(PISANO IN N/S DIR !!!)		R	15	0	0	0.5%	8	24			0			0	0	24	
(CAMPO SANO IN E/W)	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
23 RED RD	EB	L	229	0	0	0.5%	8	259			0	4.0%	I	9	9	268	1.9%
AND		T	288	0	0	0.5%	6	321			0	4.0%	I	9	9	330	1.8%
BRESCIA RD		R	366	0	0	0.5%	6	406			0			0	0	406	
	WB	L	15	0	0	0.5%	0	16			0	4.0%	O	4	4	20	
		T	22	0	0	0.5%	4	28			0	4.0%	O	4	4	32	9.6%
		R	5	0	0	0.5%	26	31			0			0	0	31	
	NB	L	56	0	0	0.5%	16	77			0			0	0	77	
		T	523	0	0	0.5%	24	596			0	4.0%	I	9	9	605	2.5%
		R	26	0	0	0.5%	0	28			0	4.0%	I	9	9	37	
	SB	L	35	0	0	0.5%	0	38			0			0	0	38	
		T	705	0	0	0.5%	23	794			0	4.0%	O	4	4	798	0.9%
		R	24	0	0	0.5%	5	31			0	4.0%	O	4	4	35	
24 SUNSET ROAD	EB	L	92	0	0	0.5%	0	101	1.0%	I	8			0	8	109	2.5%
AND		T	378	0	0	0.5%	12	426			0			0	0	426	1.4%
MAYNADA ST		R	32	0	0	0.5%	1	36			0			0	0	36	
	WB	L	42	0	0	0.5%	0	46			0			0	0	46	
		T	315	0	0	0.5%	8	353			0			0	0	353	1.9%
		R	20	0	0	0.5%	1	23	1.0%	I	8			0	8	31	
	NB	L	17	0	0	0.5%	2	21			0			0	0	21	
		T	429	0	0	0.5%	7	476	2.0%	I	17	1.0%	I	2	19	495	3.0%
		R	108	0	0	0.5%	0	118			0			0	0	118	
	SB	L	14	0	0	0.5%	1	16	1.0%	O	3			0	3	19	
		T	136	0	0	0.5%	3	152	2.0%	O	5	1.0%	O	1	6	158	5.1%
		R	52	0	0	0.5%	0	57	1.0%	O	3			0	3	60	
25 SUNSET ROAD	EB	L	122	0	0	0.5%	43	176	6.0%	I	50			0	50	226	4.4%
AND		T	406	0	0	0.5%	10	454			0			0	0	454	6.9%
RED RD		R	40	0	0	0.5%	0	44			0			0	0	44	
	WB	L	166	0	0	0.5%	1	183			0			0	0	183	
		T	355	0	0	0.5%	8	396			0			0	0	396	1.2%
		R	79	0	0	0.5%	7	93	1.0%	I	8			0	8	101	
	NB	L	92	0	0	0.5%	0	101			0			0	0	101	
		T	560	0	0	0.5%	33	646	4.0%	I	34	4.0%	I	9	43	689	4.5%
		R	151	0	0	0.5%	3	168			0			0	0	168	
	SB	L	101	0	0	0.5%	4	114	1.0%	O	3			0	3	117	
		T	326	0	0	0.5%	17	374	4.0%	O	10	4.0%	O	4	14	388	5.0%
		R	102	0	0	0.5%	23	135	6.0%	O	16			0	16	151	
26 RED RD	EB	L	65	0	0	0.5%	0	71			0			0	0	71	4.2%
AND		T	444	0	0	0.5%	21	507	2.0%	I	17	7.0%	I	16	33	540	4.9%
BLUE RD		R	49	0	0	0.5%	2	56			0			0	0	56	
	WB	L	14	0	0	0.5%	7	22			0			0	0	22	
		T	72	0	0	0.5%	8	87	2.0%	O	5	7.0%	O	8	13	100	12.0%
		R	34	0	0	0.5%	0	37	2.0%	O	5	2.0%	O	2	7	44	
	NB	L	28	0	0	0.5%	1	32			0			0	0	32	
		T	534	0	0	0.5%	24	608	1.0%	O	3	2.0%	O	2	5	613	0.7%
		R	59	0	0	0.5%	9	74			0			0	0	74	
	SB	L	56	0	0	0.5%	3	64	2.0%	I	17	2.0%	I	5	22	86	
		T	488	0	0	0.5%	20	554	1.0%	I	8	2.0%	I	5	13	567	5.3%
		R	7	0	0	0.5%	0	8			0			0	0	8	
27 RED RD	EB	L	360	0	0	0.5%	2	396			0			0	0	396	1.3%
AND		T	1687	0	0	0.5%	72	1917	2.0%	I	17	2.0%	I	5	22	1939	1.1%
BIRD RD		R	204	0	0	0.5%	1	224			0	2.0%	I	5	5	229	
	WB	L	35	0	0	0.5%	2	40			0			0	0	40	
		T	818	0	0	0.5%	28	923	2.0%	O	5	2.0%	O	2	7	930	0.7%
		R	56	0	0	0.5%	0	61			0			0	0	61	
	NB	L	116	0	0	0.5%	0	127			0	2.0%	O	2	2	129	
		T	369	0	0	0.5%	20	424	2.0%	O	5	2.0%	O	2	7	431	1.3%
		R	99	0	0	0.5%	2	110			0			0	0	110	
	SB	L	119	0	0	0.5%	0	130			0			0	0	130	
		T	293	0	0	0.5%	18	339	2.0%	I	17	2.0%	I	5	22	361	3.5%
		R	118	0	0	0.5%	1	130			0			0	0	130	
28 BIRD RD	EB	L	0	0	0	0.5%	0	0			0			0	0	0	2.7%
AND		T	1826	0	0	0.5%	66	2064			0			0	0	2064	1.5%
UNIVERSITY DR		R	37	0	0	0.5%	0	40	3.0%	I	25	3.0%	I	7	32	72	
	WB	L	78	0	0	0.5%	2	87	4.0%	I	34	3.0%	I	7	41	128	
		T	972	0	0	0.5%	24	1087			0			0	0	1087	3.4%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	43	0	0	0.5%	2	49	3.0%	O	8	3.0%	O	3	11	60	
		T	0	0	0	0.5%	0	0			0			0	0	0	8.4%
		R	195	0	0	0.5%	0	213	4.0%	O	10	3.0%	O	3	13	226	
	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	

TABLE A9-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 838 I / O	NSCDZ 259 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 235 I / O	ACADEMIC / STAFF 110 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
29 BIRD RD	EB	L	260	0	0	0.5%	0	284			0			0	0	284	1.4%
AND		T	1741	0	0	0.5%	114	2019			0	2.0%	O	2	2	2021	0.4%
LEJEUNE RD		R	81	0	0	0.5%	2	91	1.0%	I	8			0	8	99	
	WB	L	143	0	0	0.5%	3	159			0			0	0	159	
		T	879	0	0	0.5%	33	995			0	2.0%	I	5	5	1000	0.4%
		R	74	0	0	0.5%	15	96			0			0	0	96	
	NB	L	115	0	0	0.5%	17	143	1.0%	O	3			0	3	146	
		T	683	0	0	0.5%	19	766	5.0%	O	13	2.0%	O	2	15	781	1.8%
		R	49	0	0	0.5%	10	64			0			0	0	64	
	SB	L	210	0	0	0.5%	7	237			0			0	0	237	
		T	554	0	0	0.5%	31	637	5.0%	I	42	2.0%	I	5	47	684	4.8%
		R	58	0	0	0.5%	0	63			0			0	0	63	
30 BLUE RD	EB	L	3	0	0	0.5%	20	23			0			0	0	23	7.3%
AND		T	599	0	0	0.5%	25	680	2.0%	I	17			0	17	697	6.8%
SAN AMARO DR		R	41	0	0	0.5%	0	45	2.0%	I	17	9.0%	I	21	38	83	
	WB	L	17	0	0	0.5%	0	19			0			0	0	19	
		T	123	0	0	0.5%	10	145	2.0%	O	5			0	5	150	2.7%
		R	13	0	0	0.5%	0	14			0			0	0	14	
	NB	L	6	0	0	0.5%	0	7	2.0%	O	5	9.0%	O	10	15	22	
		T	34	0	0	0.5%	10	47	1.0%	O	3	6.0%	O	7	10	57	10.0%
		R	155	0	0	0.5%	0	170			0			0	0	170	
	SB	L	96	0	0	0.5%	1	106			0			0	0	106	
		T	70	0	0	0.5%	8	85	1.0%	I	8	6.0%	I	14	22	107	9.6%
		R	2	0	0	0.5%	13	15			0			0	0	15	
31 BLUE RD	EB	L	71	0	0	0.5%	2	80			0			0	0	80	0.7%
AND		T	720	0	0	0.5%	24	812	1.0%	O	3	1.0%	I	2	5	817	0.5%
UNIVERSITY DR		R	71	0	0	0.5%	0	78			0			0	0	78	
	WB	L	86	0	0	0.5%	0	94			0			0	0	94	
		T	154	0	0	0.5%	9	177	1.0%	I	8	1.0%	O	1	9	186	3.1%
		R	12	0	0	0.5%	0	13			0			0	0	13	
	NB	L	19	0	0	0.5%	0	21			0			0	0	21	
		T	135	0	0	0.5%	0	148			0			0	0	148	0.0%
		R	296	0	0	0.5%	0	324			0			0	0	324	
	SB	L	5	0	0	0.5%	0	5			0			0	0	5	
		T	135	0	0	0.5%	0	148			0			0	0	148	0.0%
		R	13	0	0	0.5%	2	16			0			0	0	16	
32 BLUE RD	EB	L	503	0	0	0.5%	7	557			0			0	0	557	6.6%
AND		T	477	0	0	0.5%	0	522			0			0	0	522	1.6%
GRANADA BLVD		R	37	0	0	0.5%	15	55	2.0%	I	17	1.0%	I	2	19	74	
	WB	L	5	0	0	0.5%	0	5	1.0%	I	8			0	8	13	
		T	115	0	0	0.5%	0	126			0			0	0	126	4.8%
		R	24	0	0	0.5%	0	26			0			0	0	26	
	NB	L	13	0	0	0.5%	5	19	2.0%	O	5	1.0%	O	1	6	25	
		T	423	0	0	0.5%	9	472	7.0%	O	18	13.0%	O	14	32	504	7.6%
		R	10	0	0	0.5%	0	11	1.0%	O	3			0	3	14	
	SB	L	10	0	0	0.5%	0	11			0			0	0	11	
		T	313	0	0	0.5%	8	350	7.0%	I	59	13.0%	I	31	90	440	16.5%
		R	82	0	0	0.5%	5	95			0			0	0	95	
34 US - 1 (DIXIE HIGHWAY	EB	L	255	0	0	0.5%	33	312			0	2.0%	O	2	2	314	1.1%
AND		T	3744	0	0	0.5%	34	4130	3.0%	I	25	2.0%	O	2	27	4157	0.7%
LEJEUNE RD		R	26	0	0	0.5%	10	38			0	1.0%	O	1	1	39	
	WB	L	65	0	0	0.5%	18	89	5.0%	O	13			0	13	102	
		T	2583	0	0	0.5%	44	2870	3.0%	O	8	2.0%	I	5	13	2883	0.9%
		R	0	0	0	0.5%	5	5			0			0	0	5	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	591	0	0	0.5%	15	662			0			0	0	662	0.0%
		R	181	0	0	0.5%	6	204			0			0	0	204	
(LE JEUNE IN N/S DIR)	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
(US-1 IN E/W DIR)		T	364	0	0	0.5%	39	437			0			0	0	437	7.1%
		R	139	0	0	0.5%	27	179	5.0%	I	42	2.0%	I	5	47	226	
35 PONCE DE LEON BLVD	EB	L	182	0	0	0.5%	0	199			0			0	0	199	10.1%
AND		T	618	0	0	0.5%	99	775	20.0%	O	52	13.0%	O	14	66	841	5.6%
RIVIERA DRIVE		R	124	0	0	0.5%	0	136			0			0	0	136	
	WB	L	26	0	0	0.5%	0	28			0			0	0	28	
		T	414	0	0	0.5%	56	509	20.0%	I	168	13.0%	I	31	199	708	26.7%
		R	7	0	0	0.5%	0	8			0			0	0	8	
	NB	L	64	0	0	0.5%	0	70			0			0	0	70	
		T	218	0	0	0.5%	2	240			0			0	0	240	0.0%
		R	47	0	0	0.5%	0	51			0			0	0	51	
	SB	L	66	0	0	0.5%	0	72			0			0	0	72	
		T	203	0	0	0.5%	7	229			0			0	0	229	0.0%
		R	37	0	0	0.5%	0	40			0			0	0	40	
36 US-1 (DIXIE HIGHWAY)	EB	L	43	0	0	0.5%	0	47			0			0	0	47	1.3%
AND		T	3009	0	0	0.5%	76	3368	8.0%	O	21	3.0%	O	3	24	3392	0.7%
RIVIERA DRIVE		R	35	0	0	0.5%	33	71			0			0	0	71	
	WB	L	7	0	0	0.5%	30	38			0			0	0	38	
		T	2652	0	0	0.5%	45	2946	8.0%	I	67	3.0%	I	7	74	3020	2.4%
		R	46	0	0	0.5%	0	50			0			0	0	50	
	NB	L	76	0	0	0.5%	5	88			0			0	0	88	
		T	220	0	0	0.5%	2	243			0			0	0	243	0.0%
		R	37	0	0	0.5%	4	44			0			0	0	44	
(US-1 IN E/W DIR !!!)	SB	L	81	0	0	0.5%	0	89			0			0	0	89	
		T	204	0	0	0.5%	7	230			0			0	0	230	0.0%
		R	32	0	0	0.5%	0	35			0			0	0	35	

TABLE A9-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 838 I / O	NSCDZ 259 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 235 I / O	ACADEMIC / STAFF 110 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
37 BIRD ROAD	EB	L	25	0	0	0.5%	0	27			0			0	0	27	0.6%
AND		T	1631	0	0	0.5%	124	1908	1.0%	O	3	3.0%	O	3	6	1914	0.3%
RIVIERA DR		R	9	0	0	0.5%	3	13			0			0	0	13	
	WB	L	53	0	0	0.5%	0	58			0			0	0	58	
		T	898	0	0	0.5%	52	1034	1.0%	I	8	3.0%	I	7	15	1049	1.3%
		R	22	0	0	0.5%	0	24			0			0	0	24	
	NB	L	14	0	0	0.5%	0	15			0			0	0	15	
		T	223	0	0	0.5%	0	244			0			0	0	244	0.0%
		R	289	0	0	0.5%	0	316			0			0	0	316	
	SB	L	43	0	0	0.5%	0	47			0			0	0	47	
		T	65	0	0	0.5%	3	74			0			0	0	74	0.0%
		R	6	0	0	0.5%	0	7			0			0	0	7	
38 SUNSET ROAD	EB	L	19	0	0	0.5%	0	21			0	1.0%	I	2	2	23	1.1%
AND		T	748	0	0	0.5%	10	828	1.0%	O	3			0	3	831	0.6%
GRANADA BLVD		R	0	0	0	0.5%	0	0			0			0	0	0	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	328	0	0	0.5%	9	368	1.0%	I	8			0	8	376	2.0%
		R	30	0	0	0.5%	0	33			0			0	0	33	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	SB	L	31	0	0	0.5%	0	34			0			0	0	34	
		T	0	0	0	0.5%	0	0			0			0	0	0	1.7%
		R	22	0	0	0.5%	0	24			0	1.0%	O	1	1	25	
39 HARDEE RD	EB	L	80	0	0	0.5%	0	88			0			0	0	88	1.5%
AND		T	505	0	0	0.5%	2	554	1.0%	O	3			0	3	557	0.5%
GRANADA BLVD		R	5	0	0	0.5%	0	5			0			0	0	5	
	WB	L	31	0	0	0.5%	0	34			0			0	0	34	
		T	259	0	0	0.5%	3	286	1.0%	I	8			0	8	294	1.9%
		R	85	0	0	0.5%	0	93			0			0	0	93	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	97	0	0	0.5%	2	108	1.0%	I	8	1.0%	I	2	10	118	2.3%
		R	283	0	0	0.5%	0	310			0			0	0	310	
	SB	L	25	0	0	0.5%	0	27			0			0	0	27	
		T	51	0	0	0.5%	3	59	1.0%	O	3	1.0%	O	1	4	63	3.1%
		R	36	0	0	0.5%	0	39			0			0	0	39	
40 SUNSET ROAD	EB	L	174	0	0	0.5%	10	200			0			0	0	200	0.7%
AND		T	506	0	0	0.5%	10	564	1.0%	I	8			0	8	572	1.0%
NERVIA ST		R	0	0	0	0.5%	0	0			0			0	0	0	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	472	0	0	0.5%	6	522	1.0%	O	3			0	3	525	0.5%
		R	59	0	0	0.5%	3	68			0			0	0	68	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	SB	L	18	0	0	0.5%	2	22			0			0	0	22	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	99	0	0	0.5%	7	115			0			0	0	115	
41 S. ALHAMBRA CIRCLE	EB	L	116	0	0	0.5%	56	183	1.0%	I	8	1.0%	I	2	10	193	3.4%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	4.2%
NERVIA ST		R	31	0	0	0.5%	11	45			0			0	0	45	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	58	0	0	0.5%	17	80			0			0	0	80	
		T	114	0	0	0.5%	8	133	1.0%	I	8			0	8	141	3.6%
		R	0	0	0	0.5%	0	0			0			0	0	0	
(NERVIA IN E/W DIR)	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	70	0	0	0.5%	4	81	1.0%	O	3			0	3	84	2.6%
		R	90	0	0	0.5%	87	185	1.0%	O	3	1.0%	O	1	4	189	
42 BIRD ROAD	EB	L	0	0	0	0.5%	0	0			0			0	0	0	0.8%
AND		T	1659	0	0	0.5%	63	1878	1.0%	O	3			0	3	1881	0.5%
SAN AMARO DR		R	9	0	0	0.5%	9	19			0	3.0%	I	7	7	26	
	WB	L	28	0	0	0.5%	1	32			0	1.0%	I	2	2	34	
		T	998	0	0	0.5%	23	1115	1.0%	I	8			0	8	1123	0.9%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	10	0	0	0.5%	13	24	1.0%	O	3	3.0%	O	3	6	30	
		T	0	0	0	0.5%	6	6			0			0	0	6	5.4%
		R	84	0	0	0.5%	1	93			0	1.0%	O	1	1	94	
	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
43 BIRD ROAD	EB	L	378	0	0	0.5%	0	414	1.0%	O	3	2.0%	O	2	5	419	1.8%
AND		T	1541	0	0	0.5%	67	1753	1.0%	O	3			0	3	1756	0.4%
GRANADA BLVD		R	15	0	0	0.5%	0	16			0			0	0	16	
(NOT USED)	WB	L	44	0	0	0.5%	4	52			0	3.0%	I	7	7	59	
		T	800	0	0	0.5%	25	900	1.0%	I	8			0	8	908	1.4%
		R	80	0	0	0.5%	7	95			0			0	0	95	
	NB	L	25	0	0	0.5%	0	27			0			0	0	27	
		T	179	0	0	0.5%	8	204	2.0%	O	5	3.0%	O	3	8	212	3.5%
		R	56	0	0	0.5%	7	68			0	3.0%	O	3	3	71	
	SB	L	38	0	0	0.5%	11	53			0			0	0	53	
		T	214	0	0	0.5%	7	241	2.0%	I	17	3.0%	I	7	24	265	9.8%
		R	41	0	0	0.5%	0	45	1.0%	I	8	2.0%	I	5	13	58	

TABLE A9-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR

3/12/2008

INTERSECTION	MVMT	EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 838 I / O	NSCDZ 259 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 235 I / O	ACADEMIC / STAFF 110 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
33 LEJEUNE ROAD (N/S)	WB L2	1	0	0	0.5%	0	1			0			0	0	1	6.7%
AND	L	177	0	0	0.5%	7	201	7.0%	I	59	5.0%	I	12	71	272	17.9%
PONCE DE LEON (E/W)	R	103	0	0	0.5%	1	114			0			0	0	114	
AND	R2	9	0	0	0.5%	0	10			0			0	0	10	
GRAND AVE (NWB)	NB L	1	0	0	0.5%	0	1	1.0%	I	8			0	8	9	0.8%
	T	699	0	0	0.5%	8	773			0			0	0	773	
DATE: 10/30/07	R	114	0	0	0.5%	32	157			0			0	0	157	
	R2	5	0	0	0.5%	0	5			0			0	0	5	
	SB L2	19	0	0	0.5%	0	21			0			0	0	21	5.0%
	L	115	0	0	0.5%	1	127			0			0	0	127	
	T	487	0	0	0.5%	24	557			0			0	0	557	
	R	163	0	0	0.5%	14	192	5.0%	I	42	2.0%	I	5	47	239	
	NE L	249	0	0	0.5%	11	283	5.0%	O	13	2.0%	O	2	15	298	5.3%
	T	513	0	0	0.5%	71	632	7.0%	O	18	4.0%	O	4	22	654	
	R	194	0	0	0.5%	10	222	7.0%	O	18	5.0%	O	6	24	246	
	R2	14	0	0	0.5%	0	15	1.0%	O	3		O	0	3	18	
	SW L2	1	0	0	0.5%	0	1			0			0	0	1	18.1%
	L	21	0	0	0.5%	25	48			0			0	0	48	
	T	188	0	0	0.5%	26	232	7.0%	I	59	4.0%	I	9	68	300	
	R	25	0	0	0.5%	0	27			0			0	0	27	
43 BIRD ROAD (E/W)	SB R	37	0	0	0.5%	0	40	1.0%	I	8	2.0%	I	5	13	53	1.5%
AND	T	230	0	0	0.5%	7	259	2.0%	I	17	3.0%	I	7	24	283	9.3%
GRANADA BLVD (N/S)	L	43	0	0	0.5%	11	58			0			0	0	58	
AND	L2-U	2	0	0	0.5%	0	2			0			0	0	2	
UNIVERSITY DR (SWB)	SW R2-G	3	0	0	0.5%	0	3			0			0	0	3	0.0%
	R-BIF	215	0	0	0.5%	0	235			0			0	0	235	
	T-GR	121	0	0	0.5%	0	132			0			0	0	132	
	L-BIF	0	0	0	0.5%	0	0			0			0	0	0	
	WB R2-U	5	0	0	0.5%	0	5			0			0	0	5	1.4%
	R	67	0	0	0.5%	7	80			0			0	0	80	
	T	796	0	0	0.5%	67	938	1.0%	I	8			0	8	946	
	L	36	0	0	0.5%	4	43			0	3.0%	I	7	7	50	
	NB R	54	0	0	0.5%	7	66			0	3.0%	O	3	3	69	2.2%
	R2-U	192	0	0	0.5%	0	210			0			0	0	210	
	T	161	0	0	0.5%	8	184	2.0%	O	5	3.0%	O	3	8	192	
	L	22	0	0	0.5%	0	24			0			0	0	24	
	EB R	20	0	0	0.5%	0	22			0			0	0	22	0.4%
	T	1523	0	0	0.5%	67	1733	1.0%	O	3			0	3	1736	
	L2-U	400	0	0	0.5%	0	438			0			0	0	438	
	L	35	0	0	0.5%	0	38	1.0%	O	3	2.0%	O	2	5	43	

TABLE A9-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 166 I / O	NSCDZ 688 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 211 I / O	ACADEMIC / STAFF 279 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
1 RED RD	EB	L	113	0	0	0.5%	0	124			0			0	0	124	9.9%
AND		T	267	0	0	0.5%	19	311	9.0%	I	15	31.0%	I	65	80	391	13.4%
MILLER RD		R	84	0	0	0.5%	11	103	2.0%	I	3			0	3	106	
	WB	L	186	0	0	0.5%	11	214			0	8.0%	O	22	22	236	
		T	479	0	0	0.5%	30	554	9.0%	O	62	31.0%	O	86	148	702	18.5%
		R	7	0	0	0.5%	0	8			0	2.0%	O	6	6	14	
	NB	L	252	0	0	0.5%	13	289	2.0%	O	14			0	14	303	
		T	314	0	0	0.5%	48	391	1.0%	O	7			0	7	398	5.0%
		R	33	0	0	0.5%	10	46			0	8.0%	I	17	17	63	
	SB	L	17	0	0	0.5%	0	19			0	2.0%	I	4	4	23	
		T	354	0	0	0.5%	59	446	1.0%	I	2			0	2	448	0.8%
		R	227	0	0	0.5%	0	248			0			0	0	248	
2 SAN AMARO DR	EB	L	210	-82	0	0.5%	6	146			0	15.0%	I	32	32	178	9.3%
AND		T	0	82	0	0.5%	7	97			0			0	0	97	15.8%
MIILLER RD		R	115	0	0	0.5%	14	140	9.0%	I	15	12.0%	I	25	40	180	
	WB	L	0	105	-17	0.5%	0	96			0			0	0	96	
		T	0	62	0	0.5%	7	75			0			0	0	75	0.0%
		R	0	44	-17	0.5%	0	30			0			0	0	30	
	NB	L	176	0	0	0.5%	22	215	9.0%	O	62	12.0%	O	33	95	310	
		T	396	-40	0	0.5%	7	396	2.0%	O	14			0	14	410	14.6%
		R	0	40	-14	0.5%	0	28			0			0	0	28	
	SB	L	0	31	-14	0.5%	0	19			0			0	0	19	
		T	549	-49	0	0.5%	9	556	2.0%	I	3			0	3	559	4.3%
		R	430	-62	0	0.5%	12	415			0	15.0%	O	42	42	457	
3 SAN AMARO DR	EB	L	0	0	0	0.5%	0	0			0			0	0	0	6.0%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
TRILLO AVE/MILLER DR		R	17	0	0	0.5%	0	19			0			0	0	19	
	WB	L	167	-167	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	109	-109	0	0.5%	0	0			0			0	0	0	
	NB	L	29	0	0	0.5%	0	32			0			0	0	32	
		T	476	-82	0	0.5%	13	444	2.0%	O	14	15.0%	O	42	56	500	10.5%
		R	64	-64	0	0.5%	0	0			0			0	0	0	
	SB	L	63	-63	0	0.5%	0	0			0			0	0	0	
		T	861	-49	0	0.5%	21	909	2.0%	I	3	15.0%	I	32	35	944	3.6%
		R	16	0	0	0.5%	0	18			0			0	0	18	
4 SAN AMARO DR	EB	L	0	0	0	0.5%	0	0			0			0	0	0	5.6%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
MEMORIAL DR		R	0	0	0	0.5%	0	0			0			0	0	0	
	WB	L	104	0	-17	0.5%	0	95			0			0	0	95	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	30	101	-17	0.5%	0	125			0			0	0	125	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	379	-82	0	0.5%	13	338	2.0%	O	14	15.0%	O	42	56	394	12.3%
		R	86	-17	-14	0.5%	0	60			0			0	0	60	
	SB	L	42	58	-14	0.5%	0	94			0			0	0	94	
		T	799	-80	0	0.5%	21	808	2.0%	I	3	15.0%	I	32	35	843	3.7%
		R	0	0	0	0.5%	0	0			0			0	0	0	
5 SAN AMARO DR	EB	L	0	0	0	0.5%	0	0			0			0	0	0	1.5%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
ROBBIA AVE		R	5	0	0	0.5%	0	5			0			0	0	5	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	36	-36	0	0.5%	0	0			0			0	0	0	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	424	-82	0	0.5%	13	387	1.0%	O	7	2.0%	O	6	13	400	3.3%
		R	7	-7	0	0.5%	0	0			0			0	0	0	
	SB	L	27	-27	0	0.5%	0	0			0			0	0	0	
		T	804	-53	0	0.5%	21	843	1.0%	I	2	2.0%	I	4	6	849	0.7%
		R	20	0	0	0.5%	0	22			0			0	0	22	
6 CAMPO SANO	EB	L	0	0	0	0.5%	0	0			0			0	0	0	2.2%
AND		T	305	-31	0	0.5%	14	314	1.0%	O	7	5.0%	O	14	21	335	4.6%
BRUNSON DR		R	81	45	-14	0.5%	0	123			0			0	0	123	
	WB	L	24	77	-14	0.5%	0	95			0			0	0	95	
		T	730	-73	0	0.5%	12	731	1.0%	I	2	5.0%	I	11	13	744	1.5%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	106	60	-17	0.5%	0	163			0			0	0	163	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	48	18	-17	0.5%	0	54			0			0	0	54	
	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
7 PISANO AVE	EB	L	48	-5	0	0.5%	0	47			0			0	0	47	3.6%
AND		T	266	-27	0	0.5%	9	270	1.0%	O	7	5.0%	O	14	21	291	6.1%
UNIVERSITY DR		R	20	0	-14	0.5%	0	7			0			0	0	7	
	WB	L	9	35	-14	0.5%	0	33			0			0	0	33	
		T	345	-35	0	0.5%	13	352	1.0%	I	2	5.0%	I	11	13	365	3.0%
		R	34	0	0	0.5%	0	37			0			0	0	37	
	NB	L	20	0	-17	0.5%	0	3			0			0	0	3	
		T	4	5	0	0.5%	0	10			0			0	0	10	0.0%
		R	21	27	-17	0.5%	0	34			0			0	0	34	
(UNIV DR IN N/S DIR)	SB	L	64	0	0	0.5%	0	70			0			0	0	70	
(PISANO IN E/W DIR)		T	7	3	0	0.5%	0	11			0			0	0	11	0.0%
		R	32	-3	0	0.5%	0	32			0			0	0	32	

TABLE A9-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 166 I / O	NSCDZ 688 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 211 I / O	ACADEMIC / STAFF 279 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
8 PISANO AVE	EB	L	11	0	0	0.5%	0	12			0			0	0	12	2.5%
AND		T	257	0	0	0.5%	9	290	1.0%	O	7			0	7	297	5.1%
CARILLO ST		R	84	0	0	0.5%	0	92			0	5.0%	O	14	14	106	
	WB	L	23	0	0	0.5%	0	25			0			0	0	25	
		T	335	0	0	0.5%	13	379			0			0	0	379	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
(CARILLO IN N/S DIR)	SB	L	5	0	0	0.5%	0	5			0			0	0	5	
(PISANO IN E/W DIR)		T	13	0	0	0.5%	0	14	1.0%	I	2			0	2	16	2.3%
		R	60	0	0	0.5%	0	66			0			0	0	66	
9 GRANADA BLVD	EB	L	221	0	0	0.5%	18	260	11.0%	O	76	1.0%	I	2	78	338	10.6%
AND		T	397	0	0	0.5%	108	542	20.0%	O	138			0	138	680	21.6%
PONCE DE LEON BLVD		R	21	0	0	0.5%	8	31	2.0%	O	14			0	14	45	
	WB	L	46	0	0	0.5%	61	111			0			0	0	111	
		T	817	0	0	0.5%	142	1036	20.0%	I	33			0	33	1069	4.5%
		R	39	0	0	0.5%	0	43			0	11.0%	I	23	23	66	
	NB	L	65	0	0	0.5%	18	89	2.0%	I	3			0	3	92	
		T	250	0	0	0.5%	35	308			0	7.0%	I	15	15	323	3.7%
		R	25	0	0	0.5%	47	74			0			0	0	74	
(PONCE IN E/W DIR)	SB	L	57	0	0	0.5%	0	62			0	11.0%	O	31	31	93	
		T	390	0	0	0.5%	34	461			0	7.0%	O	20	20	481	9.7%
		R	114	0	0	0.5%	19	144	11.0%	I	18	1.0%	O	3	21	165	
10 GRANADA BLVD	EB	L	97	0	0	0.5%	39	145			0			0	0	145	1.9%
AND		T	2157	0	0	0.5%	189	2549	7.0%	O	48			0	48	2597	1.7%
US-1(DIXIE HIGHWAY)		R	5	0	0	0.5%	0	5			0			0	0	5	
	WB	L	41	0	0	0.5%	1	46			0			0	0	46	
		T	2070	0	0	0.5%	233	2497	7.0%	I	12			0	12	2509	0.8%
		R	61	0	0	0.5%	23	90	1.0%	I	2	4.0%	I	8	10	100	
	NB	L	17	0	0	0.5%	0	19			0			0	0	19	
		T	178	0	0	0.5%	41	236	2.0%	I	3	3.0%	I	6	9	245	3.0%
		R	29	0	0	0.5%	0	32			0			0	0	32	
(US-1 IN E/W DIR)	SB	L	133	0	0	0.5%	7	152	1.0%	O	7	4.0%	O	11	18	170	
		T	261	0	0	0.5%	60	346	2.0%	O	14	3.0%	O	8	22	368	6.0%
		R	89	0	0	0.5%	36	133			0			0	0	133	
11 CARILLO ST	EB	L	0	0	0	0.5%	0	0			0			0	0	0	11.5%
AND		T	639	0	0	0.5%	128	827	33.0%	O	227	1.0%	I	2	229	1056	21.7%
PONCE DE LEON BLVD		R	0	0	0	0.5%	0	0			0			0	0	0	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	996	0	0	0.5%	164	1254	33.0%	I	55	1.0%	O	3	58	1312	4.4%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
(PONCE IN E/W DIR)	SB	L	13	0	0	0.5%	0	14			0			0	0	14	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	110	0	0	0.5%	0	120			0			0	0	120	
12 STANFORD DR	EB	L	47	0	18	0.5%	0	71			0			0	0	71	12.9%
AND		T	369	0	0	0.5%	65	469	33.0%	O	227			0	227	696	33.9%
PONCE DE LEON BLVD		R	132	0	0	0.5%	1	145	18.0%	O	124			0	124	269	
	WB	L	113	0	0	0.5%	77	201			0			0	0	201	
		T	864	0	0	0.5%	102	1047	33.0%	I	55			0	55	1102	4.0%
		R	90	0	18	0.5%	0	118			0	1.0%	I	2	2	120	
	NB	L	121	0	0	0.5%	3	135	18.0%	I	30			0	30	165	
		T	95	0	0	0.5%	0	104			0			0	0	104	6.2%
		R	131	0	0	0.5%	72	215			0			0	0	215	
(PONCE IN E/W DIR)	SB	L	132	0	23	0.5%	0	170			0	1.0%	O	3	3	173	
		T	183	0	0	0.5%	0	200			0			0	0	200	0.6%
		R	74	0	23	0.5%	0	106			0			0	0	106	
13 STANFORD DR	EB	L	176	0	0	0.5%	58	251	7.0%	I	12			0	12	263	2.3%
AND		T	2663	0	0	0.5%	210	3123			0			0	0	3123	0.4%
US-1 (DIXIE HIGHWAY)		R	24	0	0	0.5%	6	32			0			0	0	32	
	WB	L	31	0	0	0.5%	3	37			0			0	0	37	
		T	2169	0	0	0.5%	245	2618			0			0	0	2618	0.4%
		R	57	0	0	0.5%	0	62	7.0%	I	12			0	12	74	
	NB	L	27	0	0	0.5%	6	36			0			0	0	36	
		T	137	0	0	0.5%	15	165	4.0%	I	7	1.0%	I	2	9	174	3.5%
		R	39	0	0	0.5%	1	44			0			0	0	44	
(US-1 IN E/W DIR)	SB	L	114	0	0	0.5%	0	125	7.0%	O	48			0	48	173	
		T	171	0	0	0.5%	23	210	4.0%	O	28	1.0%	O	3	31	241	19.1%
		R	136	0	0	0.5%	54	203	7.0%	O	48			0	48	251	
14 MERRICK STREET	EB	L	89	0	18	0.5%	0	117			0			0	0	117	13.5%
AND		T	574	0	0	0.5%	68	696	48.0%	I	80	1.0%	I	2	82	778	9.1%
PONCE DE LEON BLVD		R	5	0	0	0.5%	0	5			0			0	0	5	
	WB	L	13	0	0	0.5%	0	14			0			0	0	14	
		T	1273	0	0	0.5%	102	1495	48.0%	O	330	1.0%	O	3	333	1828	17.4%
		R	43	0	18	0.5%	0	67			0			0	0	67	
	NB	L	9	0	0	0.5%	0	10			0			0	0	10	
		T	2	0	0	0.5%	0	2			0			0	0	2	0.0%
		R	31	0	0	0.5%	0	34			0			0	0	34	
(PONCE IN E/W DIR)	SB	L	29	0	23	0.5%	0	57			0			0	0	57	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	132	0	23	0.5%	0	170			0			0	0	170	

TABLE A9-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
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3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 166 I / O	NSCDZ 688 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 211 I / O	ACADEMIC / STAFF 279 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
15 DICKINSON DR	EB	L	114	0	18	0.5%	0	144			0			0	0	144	12.6%
AND		T	582	0	0	0.5%	67	704	48.0%	I	80	1.0%	I	2	82	786	8.8%
PONCE DE LEON BLVD		R	5	0	0	0.5%	0	5			0			0	0	5	
	WB	L	5	0	0	0.5%	0	5			0			0	0	5	
		T	1421	0	0	0.5%	95	1649	48.0%	O	330	1.0%	O	3	333	1982	16.2%
		R	47	0	18	0.5%	0	71			0			0	0	71	
	NB	L	17	0	0	0.5%	0	19			0			0	0	19	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	10	0	0	0.5%	0	11			0			0	0	11	
(PONCE IN E/W DIR)	SB	L	33	0	23	0.5%	0	61			0			0	0	61	
		T	1	0	0	0.5%	0	1			0			0	0	1	0.0%
		R	163	0	23	0.5%	0	203			0			0	0	203	
16 SOUTH ALHAMBRA CR	EB	L	33	0	0	0.5%	0	36			0			0	0	36	11.5%
AND		T	533	0	0	0.5%	67	650	48.0%	I	80	1.0%	I	2	82	732	8.4%
PONCE DE LEON BLVD		R	194	0	0	0.5%	0	212			0			0	0	212	
	WB	L	329	0	0	0.5%	0	360			0			0	0	360	
		T	1200	0	0	0.5%	95	1408	48.0%	O	330	1.0%	O	3	333	1741	15.4%
		R	52	0	0	0.5%	0	57			0			0	0	57	
	NB	L	204	0	0	0.5%	0	223			0			0	0	223	
		T	16	0	0	0.5%	0	18			0			0	0	18	0.0%
		R	110	0	0	0.5%	0	120			0			0	0	120	
(PONCE IN E/W DIR)	SB	L	58	0	0	0.5%	0	63			0			0	0	63	
		T	43	0	0	0.5%	0	47			0			0	0	47	0.0%
		R	8	0	0	0.5%	0	9			0			0	0	9	
17 SOUTH ALHAMBRA CR	EB	L	124	0	0	0.5%	0	136			0			0	0	136	0.8%
AND		T	2438	0	0	0.5%	82	2749	6.0%	I	10	1.0%	I	2	12	2761	0.4%
US - 1 (DIXIE HIGHWAY)		R	17	0	0	0.5%	106	125			0			0	0	125	
	WB	L	51	0	0	0.5%	186	242	1.0%	O	7			0	7	249	
		T	3168	0	0	0.5%	124	3590	6.0%	O	41	1.0%	O	3	44	3634	1.3%
		R	87	0	0	0.5%	0	95			0			0	0	95	
	NB	L	17	0	0	0.5%	115	134			0			0	0	134	
		T	164	0	0	0.5%	0	179			0			0	0	179	0.3%
		R	63	0	0	0.5%	196	265	1.0%	I	2			0	2	267	
(US-1 IN E/W DIR)	SB	L	135	0	0	0.5%	0	148			0			0	0	148	
		T	170	0	0	0.5%	0	186			0			0	0	186	0.0%
		R	296	0	0	0.5%	0	324			0			0	0	324	
18 HURRICANE DR	EB	L	46	0	0	0.5%	7	57			0	3.0%	I	6	6	63	13.1%
AND		T	324	0	0	0.5%	49	403	20.0%	I	33			0	33	436	7.7%
PONCE DE LEON BLVD		R	6	0	0	0.5%	0	7			0			0	0	7	
	WB	L	25	0	0	0.5%	0	27			0			0	0	27	
		T	965	0	0	0.5%	73	1129	20.0%	O	138			0	138	1267	15.6%
		R	585	0	0	0.5%	27	667	29.0%	O	200			0	200	867	
	NB	L	8	0	0	0.5%	0	9			0			0	0	9	
		T	5	0	0	0.5%	0	5			0			0	0	5	0.0%
		R	9	0	0	0.5%	0	10			0			0	0	10	
(PONCE IN E/W DIR)	SB	L	443	0	0	0.5%	18	503	29.0%	I	48			0	48	551	
		T	14	0	0	0.5%	0	15			0			0	0	15	9.1%
		R	31	0	0	0.5%	9	43			0	3.0%	O	8	8	51	
19 RED ROAD	EB	L	1	0	0	0.5%	9	10			0			0	0	10	5.5%
AND		T	0	0	0	0.5%	1	1			0			0	0	1	0.0%
LEVANTE AVE		R	0	0	0	0.5%	13	13			0			0	0	13	
	WB	L	277	0	0	0.5%	0	303			0			0	0	303	
		T	3	0	0	0.5%	1	4			0			0	0	4	0.0%
		R	102	0	0	0.5%	1	113			0			0	0	113	
	NB	L	57	0	0	0.5%	11	73			0			0	0	73	
		T	1418	0	0	0.5%	126	1677	18.0%	O	124	8.0%	I	17	141	1818	7.4%
		R	17	0	0	0.5%	0	19			0			0	0	19	
	SB	L	19	0	0	0.5%	0	21			0			0	0	21	
		T	871	0	0	0.5%	113	1066	18.0%	I	30	8.0%	O	22	52	1118	4.5%
		R	0	0	0	0.5%	11	11			0			0	0	11	
20 RED RD	EB	L	201	0	0	0.5%	1	221	6.0%	I	10			0	10	231	2.7%
AND		T	2257	0	0	0.5%	177	2646	10.0%	I	17			0	17	2663	0.9%
US-1 (DIXIE HIGHWAY)		R	92	0	0	0.5%	0	101			0			0	0	101	
	WB	L	182	0	0	0.5%	1	200			0			0	0	200	
		T	2747	0	0	0.5%	227	3232	16.0%	O	110			0	110	3342	4.9%
		R	19	0	0	0.5%	1	22	10.0%	O	69			0	69	91	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	443	0	0	0.5%	134	619	10.0%	I	17			0	17	636	2.3%
		R	108	0	0	0.5%	1	119			0			0	0	119	
(US-1 IN E/W DIR)	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	468	0	0	0.5%	140	652			0			0	0	652	0.0%
		R	342	0	0	0.5%	1	375			0			0	0	375	
21 RED RD	EB	L	0	0	0	0.5%	0	0			0			0	0	0	6.9%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	60.0%
PONCE DE LEON BLVD		R	9	0	0	0.5%	0	10			0	7.0%	I	15	15	25	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	1.9%
		R	765	0	0	0.5%	60	897	10.0%	I	17			0	17	914	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	583	0	0	0.5%	109	747	10.0%	I	17	4.0%	I	8	25	772	2.8%
		R	118	0	0	0.5%	0	129			0			0	0	129	
	SB	L	207	0	0	0.5%	44	270	20.0%	O	138			0	138	408	
		T	762	0	0	0.5%	101	935			0	4.0%	O	11	11	946	12.0%
		R	35	0	0	0.5%	0	38			0	7.0%	O	20	20	58	

TABLE A9-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR

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INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 166 I / O	NSCDZ 688 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 211 I / O	ACADEMIC / STAFF 279 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
22 CAMPO SANO AVE	EB	L	0	0	0	0.5%	0	0			0			0	0	0	0.9%
AND		T	174	0	0	0.5%	0	190			0	2.0%	O	6	6	196	1.8%
PISANO AVE		R	117	0	0	0.5%	10	138			0			0	0	138	
	WB	L	9	0	0	0.5%	13	23			0			0	0	23	
		T	366	0	0	0.5%	0	400			0	2.0%	I	4	4	404	0.9%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	299	0	0	0.5%	8	335			0			0	0	335	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
(PISANO IN N/S DIR !!!)		R	27	0	0	0.5%	9	39			0			0	0	39	
(CAMPO SANO IN E/W)	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
23 RED RD	EB	L	51	0	0	0.5%	5	61			0	4.0%	I	8	8	69	2.7%
AND		T	54	0	0	0.5%	4	63			0	4.0%	I	8	8	71	7.6%
BRESCIA RD		R	60	0	0	0.5%	4	70			0			0	0	70	
	WB	L	60	0	0	0.5%	0	66			0	4.0%	O	11	11	77	
		T	277	0	0	0.5%	6	309			0	4.0%	O	11	11	320	4.6%
		R	25	0	0	0.5%	55	82			0			0	0	82	
	NB	L	297	0	0	0.5%	72	397			0			0	0	397	
		T	669	0	0	0.5%	50	782			0	4.0%	I	8	8	790	1.3%
		R	12	0	0	0.5%	0	13			0	4.0%	I	8	8	21	
	SB	L	13	0	0	0.5%	0	14			0			0	0	14	
		T	644	0	0	0.5%	54	758			0	4.0%	O	11	11	769	2.4%
		R	111	0	0	0.5%	9	130			0	4.0%	O	11	11	141	
24 SUNSET ROAD	EB	L	88	0	0	0.5%	0	96	1.0%	I	2			0	2	98	2.0%
AND		T	431	0	0	0.5%	17	488			0			0	0	488	0.3%
MAYNADA ST		R	25	0	0	0.5%	6	33			0			0	0	33	
	WB	L	109	0	0	0.5%	0	119			0			0	0	119	
		T	372	0	0	0.5%	22	429			0			0	0	429	0.4%
		R	14	0	0	0.5%	3	18	1.0%	I	2			0	2	20	
	NB	L	5	0	0	0.5%	6	11			0			0	0	11	
		T	100	0	0	0.5%	6	115	2.0%	I	3	1.0%	I	2	5	120	2.9%
		R	39	0	0	0.5%	0	43			0			0	0	43	
	SB	L	17	0	0	0.5%	3	22	1.0%	O	7			0	7	29	
		T	400	0	0	0.5%	10	448	2.0%	O	14	1.0%	O	3	17	465	5.2%
		R	87	0	0	0.5%	0	95	1.0%	O	7			0	7	102	
25 SUNSET ROAD	EB	L	87	0	0	0.5%	106	201	6.0%	I	10			0	10	211	3.2%
AND		T	307	0	0	0.5%	33	369			0			0	0	369	1.5%
RED RD		R	64	0	0	0.5%	0	70			0			0	0	70	
	WB	L	241	0	0	0.5%	3	267			0			0	0	267	
		T	376	0	0	0.5%	40	451			0			0	0	451	0.3%
		R	44	0	0	0.5%	5	53	1.0%	I	2			0	2	55	
	NB	L	89	0	0	0.5%	0	97			0			0	0	97	
		T	348	0	0	0.5%	70	451	4.0%	I	7	4.0%	I	8	15	466	2.0%
		R	171	0	0	0.5%	6	193			0			0	0	193	
	SB	L	93	0	0	0.5%	8	110	1.0%	O	7			0	7	117	
		T	549	0	0	0.5%	84	685	4.0%	O	28	4.0%	O	11	39	724	6.5%
		R	309	0	0	0.5%	118	456	6.0%	O	41			0	41	497	
26 RED RD	EB	L	19	0	0	0.5%	0	21			0			0	0	21	4.0%
AND		T	112	0	0	0.5%	19	142	2.0%	I	3	7.0%	I	15	18	160	8.0%
BLUE RD		R	34	0	0	0.5%	6	43			0			0	0	43	
	WB	L	77	0	0	0.5%	9	93			0			0	0	93	
		T	465	0	0	0.5%	34	543	2.0%	O	14	7.0%	O	20	34	577	7.4%
		R	30	0	0	0.5%	3	36	2.0%	O	14	2.0%	O	6	20	56	
	NB	L	86	0	0	0.5%	6	100			0			0	0	100	
		T	492	0	0	0.5%	34	572	1.0%	O	7	2.0%	O	6	13	585	1.8%
		R	26	0	0	0.5%	7	35			0			0	0	35	
	SB	L	22	0	0	0.5%	1	25	2.0%	I	3	2.0%	I	4	7	32	
		T	583	0	0	0.5%	42	680	1.0%	I	2	2.0%	I	4	6	686	1.7%
		R	33	0	0	0.5%	0	36			0			0	0	36	
27 RED RD	EB	L	149	0	0	0.5%	1	164			0			0	0	164	1.2%
AND		T	1151	0	0	0.5%	73	1332	2.0%	I	3	2.0%	I	4	7	1339	0.7%
BIRD RD		R	155	0	0	0.5%	0	170			0	2.0%	I	4	4	174	
	WB	L	207	0	0	0.5%	2	228			0			0	0	228	
		T	1638	0	0	0.5%	120	1912	2.0%	O	14	2.0%	O	6	20	1932	0.9%
		R	93	0	0	0.5%	2	104			0			0	0	104	
	NB	L	129	0	0	0.5%	2	143			0	2.0%	O	6	6	149	
		T	333	0	0	0.5%	31	395	2.0%	O	14	2.0%	O	6	20	415	3.8%
		R	107	0	0	0.5%	2	119			0			0	0	119	
	SB	L	115	0	0	0.5%	0	126			0			0	0	126	
		T	291	0	0	0.5%	38	356	2.0%	I	3	2.0%	I	4	7	363	1.2%
		R	102	0	0	0.5%	3	115			0			0	0	115	
28 BIRD RD	EB	L	0	0	0	0.5%	0	0			0			0	0	0	2.4%
AND		T	1214	0	0	0.5%	69	1397			0			0	0	1397	0.7%
UNIVERSITY DR		R	54	0	0	0.5%	0	59	3.0%	I	5	3.0%	I	6	11	70	
	WB	L	157	0	0	0.5%	2	174	4.0%	I	7	3.0%	I	6	13	187	
		T	1654	0	0	0.5%	103	1912			0			0	0	1912	0.6%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	39	0	0	0.5%	2	45	3.0%	O	21	3.0%	O	8	29	74	
		T	0	0	0	0.5%	0	0			0			0	0	0	32.0%
		R	85	0	0	0.5%	0	93	4.0%	O	28	3.0%	O	8	36	129	
	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	

TABLE A9-2
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YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 166 I / O	NSCDZ 688 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 211 I / O	ACADEMIC / STAFF 279 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
29 BIRD RD	EB	L	146	0	0	0.5%	0	160			0			0	0	160	1.1%
AND		T	1079	0	0	0.5%	108	1288			0	2.0%	O	6	6	1294	0.5%
LEJEUNE RD		R	104	0	0	0.5%	1	115	1.0%	I	2			0	2	117	
	WB	L	196	0	0	0.5%	12	226			0			0	0	226	
		T	1723	0	0	0.5%	176	2061			0	2.0%	I	4	4	2065	0.2%
		R	139	0	0	0.5%	53	205			0			0	0	205	
	NB	L	162	0	0	0.5%	34	211	1.0%	O	7			0	7	218	
		T	659	0	0	0.5%	72	793	5.0%	O	34	2.0%	O	6	40	833	4.1%
		R	70	0	0	0.5%	7	84			0			0	0	84	
	SB	L	154	0	0	0.5%	8	176			0			0	0	176	
		T	802	0	0	0.5%	63	940	5.0%	I	8	2.0%	I	4	12	952	0.9%
		R	161	0	0	0.5%	0	176			0			0	0	176	
30 BLUE RD	EB	L	3	0	0	0.5%	15	18			0			0	0	18	8.6%
AND		T	147	0	0	0.5%	22	183	2.0%	I	3			0	3	186	9.8%
SAN AMARO DR		R	26	0	0	0.5%	0	28	2.0%	I	3	9.0%	I	19	22	50	
	WB	L	75	0	0	0.5%	0	82			0			0	0	82	
		T	520	0	0	0.5%	36	605	2.0%	O	14			0	14	619	1.8%
		R	56	0	0	0.5%	1	62			0			0	0	62	
	NB	L	51	0	0	0.5%	0	56	2.0%	O	14	9.0%	O	25	39	95	
		T	62	0	0	0.5%	13	81	1.0%	O	7	6.0%	O	17	24	105	29.2%
		R	15	0	0	0.5%	0	16			0			0	0	16	
	SB	L	13	0	0	0.5%	0	14			0			0	0	14	
		T	35	0	0	0.5%	21	59	1.0%	I	2	6.0%	I	13	15	74	11.8%
		R	4	0	0	0.5%	35	39			0			0	0	39	
31 BLUE RD	EB	L	17	0	0	0.5%	2	21			0			0	0	21	0.8%
AND		T	151	0	0	0.5%	22	187	1.0%	O	7	1.0%	I	2	9	196	3.7%
UNIVERSITY DR		R	25	0	0	0.5%	0	27			0			0	0	27	
	WB	L	291	0	0	0.5%	0	318			0			0	0	318	
		T	608	0	0	0.5%	35	700	1.0%	I	2	1.0%	O	3	5	705	0.5%
		R	9	0	0	0.5%	0	10			0			0	0	10	
	NB	L	38	0	0	0.5%	0	42			0			0	0	42	
		T	112	0	0	0.5%	0	123			0			0	0	123	0.0%
		R	130	0	0	0.5%	0	142			0			0	0	142	
	SB	L	5	0	0	0.5%	0	5			0			0	0	5	
		T	143	0	0	0.5%	0	156			0			0	0	156	0.0%
		R	53	0	0	0.5%	2	60			0			0	0	60	
32 BLUE RD	EB	L	147	0	0	0.5%	6	167			0			0	0	167	6.4%
AND		T	156	0	0	0.5%	0	171			0			0	0	171	1.3%
GRANADA BLVD		R	29	0	0	0.5%	16	48	2.0%	I	3	1.0%	I	2	5	53	
	WB	L	21	0	0	0.5%	0	23	1.0%	I	2			0	2	25	
		T	636	0	0	0.5%	0	696			0			0	0	696	0.3%
		R	20	0	0	0.5%	0	22			0			0	0	22	
	NB	L	43	0	0	0.5%	25	72	2.0%	O	14	1.0%	O	3	17	89	
		T	225	0	0	0.5%	20	266	7.0%	O	48	13.0%	O	36	84	350	23.7%
		R	9	0	0	0.5%	0	10	1.0%	O	7			0	7	17	
	SB	L	10	0	0	0.5%	0	11			0			0	0	11	
		T	293	0	0	0.5%	21	342	7.0%	I	12	13.0%	I	27	39	381	4.7%
		R	392	0	0	0.5%	8	437			0			0	0	437	
34 US - 1 (DIXIE HIGHWAY	EB	L	124	0	0	0.5%	64	200			0	2.0%	O	6	6	206	1.1%
AND		T	2615	0	0	0.5%	94	2955	3.0%	I	5	2.0%	O	6	11	2966	0.6%
LEJEUNE RD		R	19	0	0	0.5%	10	31			0	1.0%	O	3	3	34	
	WB	L	185	0	0	0.5%	32	234	5.0%	O	34			0	34	268	
		T	2677	0	0	0.5%	79	3007	3.0%	O	21	2.0%	I	4	25	3032	1.8%
		R	0	0	0	0.5%	6	6			0			0	0	6	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	429	0	0	0.5%	45	514			0			0	0	514	0.0%
		R	183	0	0	0.5%	8	208			0			0	0	208	
(LE JEUNE IN N/S DIR)	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
(US-1 IN E/W DIR)		T	494	0	0	0.5%	47	587			0			0	0	587	1.4%
		R	150	0	0	0.5%	95	259	5.0%	I	8	2.0%	I	4	12	271	
35 PONCE DE LEON BLVD	EB	L	42	0	0	0.5%	0	46			0			0	0	46	7.3%
AND		T	460	0	0	0.5%	186	689	20.0%	O	138	13.0%	O	36	174	863	18.0%
RIVIERA DRIVE		R	54	0	0	0.5%	0	59			0			0	0	59	
	WB	L	64	0	0	0.5%	0	70			0			0	0	70	
		T	970	0	0	0.5%	219	1280	20.0%	I	33	13.0%	I	27	60	1340	4.2%
		R	12	0	0	0.5%	0	13			0			0	0	13	
	NB	L	196	0	0	0.5%	0	214			0			0	0	214	
		T	170	0	0	0.5%	10	196			0			0	0	196	0.0%
		R	57	0	0	0.5%	0	62			0			0	0	62	
	SB	L	11	0	0	0.5%	0	12			0			0	0	12	
		T	208	0	0	0.5%	4	232			0			0	0	232	0.0%
		R	73	0	0	0.5%	0	80			0			0	0	80	
36 US-1 (DIXIE HIGHWAY)	EB	L	89	0	0	0.5%	0	97			0			0	0	97	1.2%
AND		T	2471	0	0	0.5%	145	2848	8.0%	O	55	3.0%	O	8	63	2911	2.1%
RIVIERA DRIVE		R	33	0	0	0.5%	8	44			0			0	0	44	
	WB	L	12	0	0	0.5%	7	20			0			0	0	20	
		T	2351	0	0	0.5%	171	2743	8.0%	I	13	3.0%	I	6	19	2762	0.6%
		R	173	0	0	0.5%	0	189			0			0	0	189	
	NB	L	22	0	0	0.5%	36	60			0			0	0	60	
		T	169	0	0	0.5%	10	195			0			0	0	195	0.0%
		R	11	0	0	0.5%	33	45			0			0	0	45	
(US-1 IN E/W DIR !!!)	SB	L	54	0	0	0.5%	0	59			0			0	0	59	
		T	233	0	0	0.5%	4	259			0			0	0	259	0.0%
		R	10	0	0	0.5%	0	11			0			0	0	11	

TABLE A9-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

INTERSECTION	MVMT		EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 166 I / O	NSCDZ 688 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 211 I / O	ACADEMIC / STAFF 279 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
37 BIRD ROAD	EB	L	32	0	0	0.5%	0	35			0			0	0	35	0.6%
AND		T	1116	0	0	0.5%	155	1376	1.0%	O	7	3.0%	O	8	15	1391	1.0%
RIVIERA DR		R	31	0	0	0.5%	1	35			0			0	0	35	
	WB	L	216	0	0	0.5%	0	236			0			0	0	236	
		T	1120	0	0	0.5%	204	1429	1.0%	I	2	3.0%	I	6	8	1437	0.5%
		R	56	0	0	0.5%	0	61			0			0	0	61	
	NB	L	8	0	0	0.5%	3	12			0			0	0	12	
		T	112	0	0	0.5%	3	126			0			0	0	126	0.0%
		R	72	0	0	0.5%	0	79			0			0	0	79	
	SB	L	30	0	0	0.5%	0	33			0			0	0	33	
		T	306	0	0	0.5%	1	336			0			0	0	336	0.0%
		R	28	0	0	0.5%	0	31			0			0	0	31	
38 SUNSET ROAD	EB	L	14	0	0	0.5%	0	15			0	1.0%	I	2	2	17	1.2%
AND		T	443	0	0	0.5%	21	506	1.0%	O	7			0	7	513	1.7%
GRANADA BLVD		R	0	0	0	0.5%	0	0			0			0	0	0	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	376	0	0	0.5%	23	434	1.0%	I	2			0	2	436	0.4%
		R	27	0	0	0.5%	0	30			0			0	0	30	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	SB	L	55	0	0	0.5%	0	60			0			0	0	60	
		T	0	0	0	0.5%	0	0			0			0	0	0	1.6%
		R	117	0	0	0.5%	0	128			0	1.0%	O	3	3	131	
39 HARDEE RD	EB	L	25	0	0	0.5%	0	27			0			0	0	27	1.5%
AND		T	150	0	0	0.5%	12	176	1.0%	O	7			0	7	183	3.2%
GRANADA BLVD		R	7	0	0	0.5%	0	8			0			0	0	8	
	WB	L	406	0	0	0.5%	0	444			0			0	0	444	
		T	513	0	0	0.5%	11	572	1.0%	I	2			0	2	574	0.2%
		R	58	0	0	0.5%	0	63			0			0	0	63	
	NB	L	2	0	0	0.5%	0	2			0			0	0	2	
		T	31	0	0	0.5%	12	46	1.0%	I	2	1.0%	I	2	4	50	4.8%
		R	28	0	0	0.5%	0	31			0			0	0	31	
	SB	L	16	0	0	0.5%	0	18			0			0	0	18	
		T	72	0	0	0.5%	11	90	1.0%	O	7	1.0%	O	3	10	100	5.7%
		R	52	0	0	0.5%	0	57			0			0	0	57	
40 SUNSET ROAD	EB	L	57	0	0	0.5%	33	95			0			0	0	95	0.6%
AND		T	555	0	0	0.5%	11	618	1.0%	I	2			0	2	620	0.3%
NERVIA ST		R	0	0	0	0.5%	0	0			0			0	0	0	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	521	0	0	0.5%	16	586	1.0%	O	7			0	7	593	1.1%
		R	51	0	0	0.5%	11	67			0			0	0	67	
	NB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	SB	L	19	0	0	0.5%	12	33			0			0	0	33	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	86	0	0	0.5%	36	130			0			0	0	130	
41 S. ALHAMBRA CIRCLE	EB	L	92	0	0	0.5%	302	403	1.0%	I	2	1.0%	I	2	4	407	1.8%
AND		T	0	0	0	0.5%	0	0			0			0	0	0	0.8%
NERVIA ST		R	40	0	0	0.5%	60	104			0			0	0	104	
	WB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	67	0	0	0.5%	56	129			0			0	0	129	
		T	51	0	0	0.5%	9	65	1.0%	I	2			0	2	67	1.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
(NERVIA IN E/W DIR)	SB	L	2	0	0	0.5%	0	2			0			0	0	2	
		T	71	0	0	0.5%	13	91	1.0%	O	7			0	7	98	3.1%
		R	154	0	0	0.5%	279	447	1.0%	O	7	1.0%	O	3	10	457	
42 BIRD ROAD	EB	L	0	0	0	0.5%	0	0			0			0	0	0	1.0%
AND		T	1250	0	0	0.5%	68	1435	1.0%	O	7			0	7	1442	0.9%
SAN AMARO DR		R	11	0	0	0.5%	23	35			0	3.0%	I	6	6	41	
	WB	L	24	0	0	0.5%	1	27			0	1.0%	I	2	2	29	
		T	1492	0	0	0.5%	100	1732	1.0%	I	2			0	2	1734	0.2%
		R	0	0	0	0.5%	0	0			0			0	0	0	
	NB	L	19	0	0	0.5%	10	31	1.0%	O	7	3.0%	O	8	15	46	
		T	0	0	0	0.5%	10	10			0			0	0	10	18.0%
		R	37	0	0	0.5%	1	41			0	1.0%	O	3	3	44	
	SB	L	0	0	0	0.5%	0	0			0			0	0	0	
		T	0	0	0	0.5%	0	0			0			0	0	0	0.0%
		R	0	0	0	0.5%	0	0			0			0	0	0	
43 BIRD ROAD	EB	L	93	0	0	0.5%	0	102	1.0%	O	7	2.0%	O	6	13	115	2.0%
AND		T	1078	0	0	0.5%	70	1249	1.0%	O	7			0	7	1256	1.4%
GRANADA BLVD		R	36	0	0	0.5%	2	41			0			0	0	41	
	WB	L	34	0	0	0.5%	10	47			0	3.0%	I	6	6	53	
		T	1192	0	0	0.5%	104	1408	1.0%	I	2			0	2	1410	0.5%
		R	22	0	0	0.5%	15	39			0			0	0	39	
	NB	L	20	0	0	0.5%	1	23			0			0	0	23	
		T	96	0	0	0.5%	17	122	2.0%	O	14	3.0%	O	8	22	144	13.9%
		R	31	0	0	0.5%	7	41			0	3.0%	O	8	8	49	
	SB	L	90	0	0	0.5%	14	112			0			0	0	112	
		T	218	0	0	0.5%	20	258	2.0%	I	3	3.0%	I	6	9	267	3.3%
		R	65	0	0	0.5%	0	71	1.0%	I	2	2.0%	I	4	6	77	

TABLE A9-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR

3/12/2008

	INTERSECTION	MVMT	EXISTING VOLUMES 2007	DIVERTED VOLUMES INT RD	DIVERTED VOLUMES PRKG	ANNUAL GROWTH RATE	COMMITTED PROJECT TRIPS	FUTURE BCKGRND 2025	NSCDZ IN/OUT %	NSCDZ 166 I / O	NSCDZ 688 TRIPS	ACADEMIC / STAFF IN/OUT %	ACADEMIC / STAFF 211 I / O	ACADEMIC / STAFF 279 TRIPS	TOTAL PROJECT TRIPS	TOTAL VOLUME 2025	PROJ TRIP %
33	LEJEUNE ROAD (N/S)	WB L2	1	0	0	0.5%	0	1			0			0	0	1	5.3%
	AND	L	328	0	0	0.5%	29	388	7.0%	I	12	5.0%	I	11	23	411	4.7%
	PONCE (E/W)	R	69	0	0	0.5%	3	78			0			0	0	78	
	AND	R2	3	0	0	0.5%	0	3			0			0	0	3	
	GRAND AVE (NWB)	NB L	1	0	0	0.5%	0	1	1.0%	I	2			0	2	3	0.4%
		T	398	0	0	0.5%	37	472			0			0	0	472	
	DATE: 10/30/07	R	27	0	0	0.5%	47	77			0			0	0	77	
		R2	1	0	0	0.5%	0	1			0			0	0	1	
		SB L2	14	0	0	0.5%	0	15			0			0	0	15	1.0%
		L	61	0	0	0.5%	3	70			0			0	0	70	
		T	630	0	0	0.5%	22	711			0			0	0	711	
		R	315	0	0	0.5%	42	387	5.0%	I	8	2.0%	I	4	12	399	
		NE L	227	0	0	0.5%	44	292	5.0%	O	34	2.0%	O	6	40	332	16.1%
		T	279	0	0	0.5%	87	392	7.0%	O	48	4.0%	O	11	59	451	
		R	128	0	0	0.5%	27	167	7.0%	O	48	5.0%	O	14	62	229	
		R2	21	0	0	0.5%	0	23	1.0%	O	7		O	0	7	30	
		SW L2	2	0	0	0.5%	0	2			0			0	0	2	2.0%
		L	102	0	0	0.5%	53	165			0			0	0	165	
		T	607	0	0	0.5%	120	784	7.0%	I	12	4.0%	I	8	20	804	
		R	14	0	0	0.5%	0	15			0			0	0	15	
43	BIRD ROAD (E/W)	SB R	65	0	0	0.5%	0	71	1.0%	I	2	2.0%	I	4	6	77	1.6%
	AND	T	218	0	0	0.5%	20	258	2.0%	I	3	3.0%	I	6	9	267	3.3%
	GRANADA BLVD (N/S)	L	87	0	0	0.5%	14	109			0			0	0	109	
	AND	L2-U	3	0	0	0.5%	0	3			0			0	0	3	
	UNIVERSITY DR (SWB)	SW R2-G	5	0	0	0.5%	0	5			0			0	0	5	0.0%
		R-BI	411	0	0	0.5%	0	450			0			0	0	450	
		T-GR	230	0	0	0.5%	0	252			0			0	0	252	
		L-BI	1	0	0	0.5%	0	1			0			0	0	1	
		WB R2-U	1	0	0	0.5%	0	1			0			0	0	1	0.5%
		R	21	0	0	0.5%	15	38			0			0	0	38	
		T	1192	0	0	0.5%	70	1374	1.0%	I	2			0	2	1376	
		L	34	0	0	0.5%	10	47			0	3.0%	I	6	6	53	
		NB R	31	0	0	0.5%	7	41			0	3.0%	O	8	8	49	7.1%
		R2-U	96	0	0	0.5%	0	105			0			0	0	105	
		T	187	0	0	0.5%	17	222	2.0%	O	14	3.0%	O	8	22	244	
		L	20	0	0	0.5%	1	23			0			0	0	23	
		EB R	36	0	0	0.5%	2	41			0			0	0	41	1.4%
		T	1078	0	0	0.5%	70	1249	1.0%	O	7			0	7	1256	
		L2-U	93	0	0	0.5%	0	102			0			0	0	102	
		L	25	0	0	0.5%	0	27	1.0%	O	7	2.0%	O	6	13	40	

TABLE A9-3
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
TRAFFIC DIVERSION DUE TO CHANGES IN PARKING SPACES

3/12/2008

UMCAD PHASE I: 2010

SOUTH OF CANAL

NEW NET PARKING SPACES (MOSTLY RESIDENTS):		1157	SPACES		
NEW RESIDENT STUDENTS (VS. 2007):		1030	STUDENTS		
NEW UMCAD TRIPS EXCEPT NSCDZ:		13	AM TRIPS	99	PM TRIPS
TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II):	9%	1	AM TRIPS	9	PM TRIPS

SOUTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
RESIDENT TRIPS	1030	0.035	36	64%	23	13	0.100	103	56%	58	45
OTHER TRIPS	127	0.280	36	82%	29	7	0.313	40	40%	16	24
ALREADY ASSIGNED			-1	68%	-1	0		-9	43%	-4	-5
TOTAL ADDITIONAL TRIPS			**71**		**51**	**20**		**134**		**70**	**64**

NORTH OF CANAL

NET LOSS OF PARKING SPACES:		251	SPACES	
TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE:	8%	1	AM TRIPS	8	PM TRIPS

NORTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
MIXED TRIPS	251	0.439	110	68%	75	35	0.515	129	43%	56	73
ALREADY ASSIGNED			-1	68%	-1	0		-8	43%	-3	-5
TOTAL TRIP REDUCTION			**109**		**74**	**35**		**121**		**53**	**68**

BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL

AVERAGE TRIPS DIVERTED TO SOUTH	**90**		**63**	**28**		**128**		**62**	**66**
NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)	**15**		**11**	**5**		**21**		**10**	**11**
LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)	**-11**		**-8**	**-4**		**-16**		**-8**	**-8**

UMCAD PHASES II TO IV: 2015 TO 2025

SOUTH OF CANAL

NEW PARKING SPACES (VS. 2007):		1980	SPACES		
NEW RESIDENT STUDENTS (VS. 2007):		1150	STUDENTS		
NEW UMCAD TRIPS EXCEPT NSCDZ (2025):		345	AM TRIPS	490	PM TRIPS
TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II):	9%	31	AM TRIPS	44	PM TRIPS

SOUTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
RESIDENT TRIPS	1150	0.035	40	64%	26	14	0.100	115	56%	64	51
OTHER TRIPS	830	0.280	232	82%	191	41	0.313	260	40%	104	156
ALREADY ASSIGNED			-31	68%	-21	-10		-44	43%	-19	-25
TOTAL ADDITIONAL TRIPS			**241**		**196**	**45**		**331**		**149**	**182**

NORTH OF CANAL

NET LOSS OF PARKING SPACES (VS. 2007):		392	SPACES	
TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE:	8%	28	AM TRIPS	39	PM TRIPS

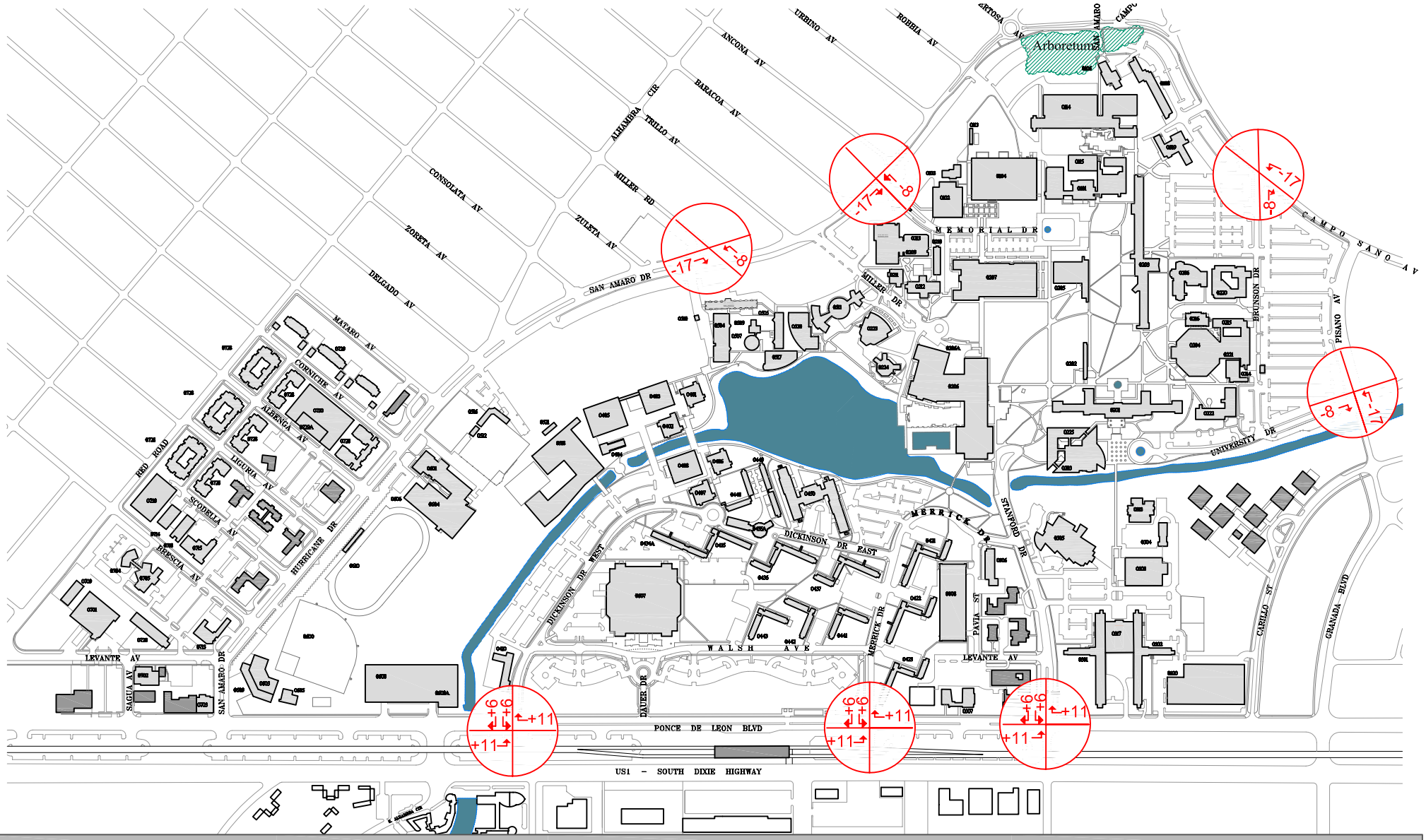
NORTH OF CANAL		AM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT	PM TRIP RATES	TOTAL TRIPS	IN %	TRIPS IN	TRIPS OUT
MIXED TRIPS	392	0.439	172	68%	117	55	0.515	202	43%	87	115
ALREADY ASSIGNED			-28	68%	-19	-9		-39	43%	-17	-22
TOTAL TRIP REDUCTION			**144**		**98**	**46**		**163**		**70**	**93**

BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL

AVERAGE TRIPS DIVERTED TO SOUTH	**193**		**147**	**46**		**247**		**110**	**138**
NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)	**32**		**25**	**8**		**41**		**18**	**23**
LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)	**-24**		**-18**	**-6**		**-31**		**-14**	**-17**

NOTES:

THE AVERAGE RESIDENT STUDENT TRIP RATES ARE 0.035 TRIPS/STUDENT IN AM PEAK HOUR & 0.10 TRIPS/STUDENT IN PM PEAK HOUR.
THE AVERAGE CAMPUS WIDE TRIP RATE PER PARKING SPACE ARE 0.439 TRIPS/SPACE IN AM PEAK HOUR & 0.515 TRIPS/SPACE IN PM PEAK HOUR.
THE AVERAGE PONCE DE LEON PARKING TRIP RATES ARE 0.280 TRIPS/SPACE IN AM PEAK HOUR & 0.313 TRIPS/SPACE IN PM PEAK HOUR.
THE ADDITIONAL TRIPS ON PONCE DE LEON BLVD ARE DISTRIBUTED EQUALLY AMONG STANFORD, MERRICK AND DICKINSON DRIVEWAYS.
THE REDUCTION IN TRIPS ON SAN AMARO/CAMPO SANO AND PISANO DRIVES ARE DISTRIBUTED EQUALLY AMONG UM FOUR DRIVEWAYS.
TRIP DIVERSIONS IMPACT EAST AND WEST DIRECTIONS ON PONCE DRIVEWAYS, AND ONLY THE SOUTH DIRECTION ON THE NORTH DRIVEWAYS.



TRAFFIC DIVERSION PARKING RELOCATION

PHASE I - AM - YEAR 2010

N

0 500

University of Miami
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CORAL GABLES CAMPUS



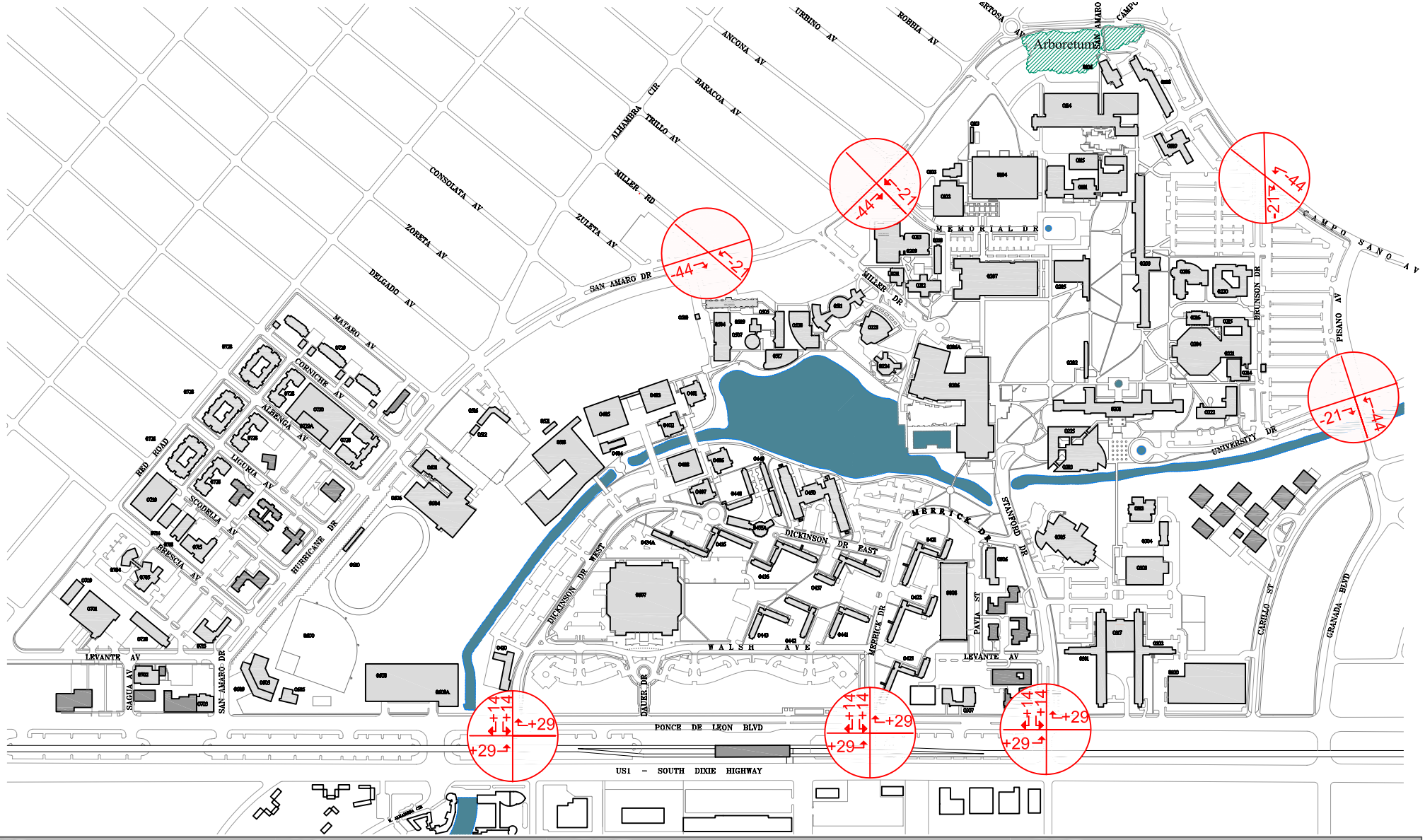
TRAFFIC DIVERSION PARKING RELOCATION

PHASE I - PM - YEAR 2010

N

0 500

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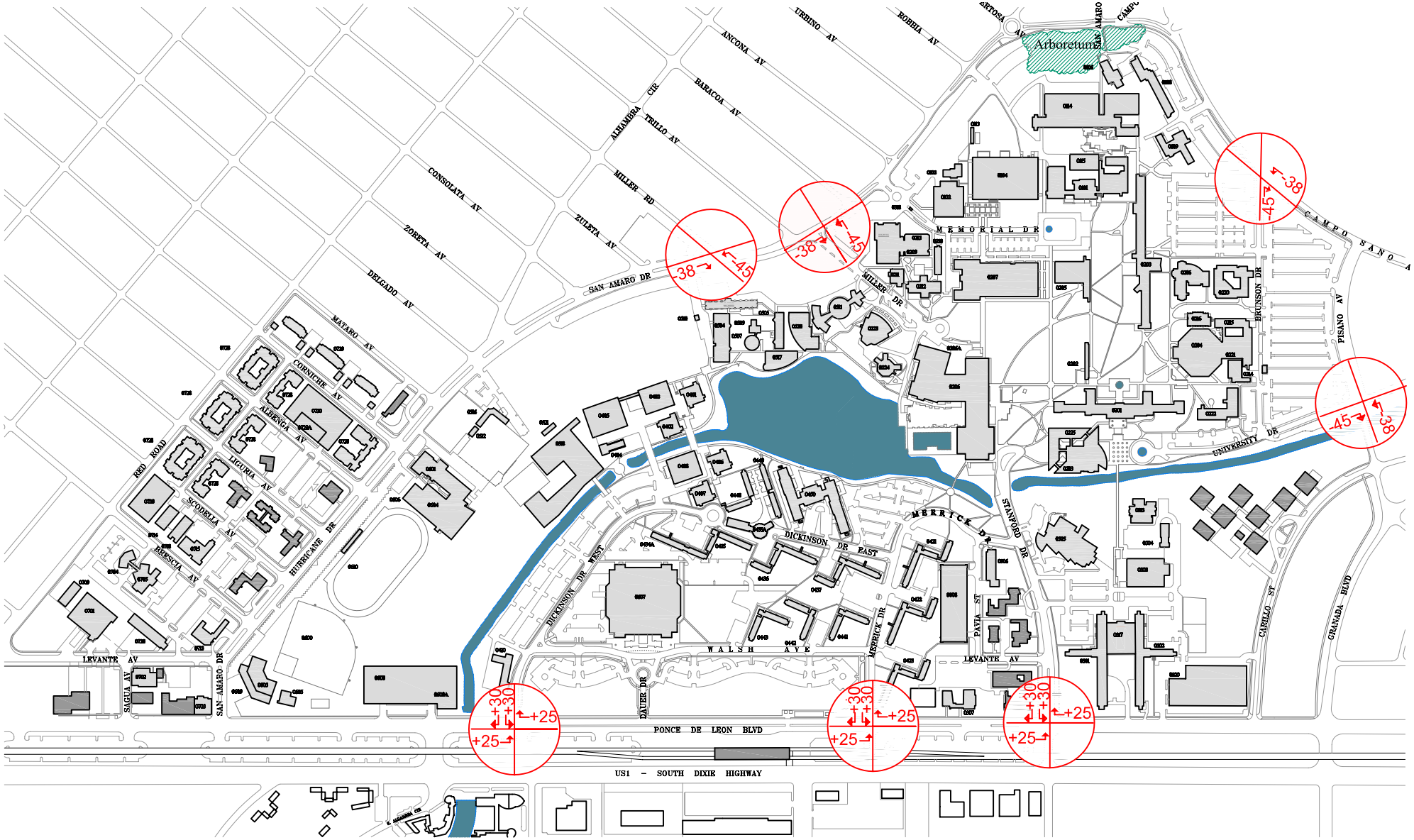
TRAFFIC DIVERSION PARKING RELOCATION

PHASE II TO IV - AM - YEAR 2015 - 2025

N

0 500

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TRAFFIC DIVERSION PARKING RELOCATION

PHASE II TO IV - PM - YEAR 2015 - 2025

N

0 500

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KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MEMORANDUM

TO:	Ramón Alvarez, P.E., P.T.O.E.. Ramon.Alvarez@dplummer.com	David Plummer & Associates, Inc.
	Rita Carbonell, Project Engineer rita.carbonell@dplummer.com	David Plummer & Associates, Inc
COPIES TO:	Fadi Nassar, P.E., Ph.D. fnassar@keithandschnars.com	Keith and Schnars, P.A.
FROM:	Jose L. Rodriguez, P.E.	
DATE:	December 5, 2007	
SUBJECT:	Trip Diversion Procedures UMCAD Traffic Update/Concurrency Study Keith and Schnars Project No. 15121.01	

DRAFT

General procedure and assumptions in preparing the diverted volumes for select intersections at the University of Miami

The general vehicle volume diversion exercise was conducted based on (1) the reallocation of the existing driveway volumes that would be closed with the implementation of the new internal service road, and (2) an assumption of a minimum of ten percent (10%) of the current peripheral traffic that could be expected to be maintained along the new inner campus connector (also known as internal traffic).

The vehicle diversion allocations were limited primarily to the San Amaro Drive corridor between Miller Road and Robbia Avenue (a total of four intersections), the Campo Sano Avenue and Brunson Drive intersection, and the Pisano Avenue and University Drive intersection. These intersections are considered primary campus entry points even though there are and will continue to be several minor alternate access points, most of which will be consolidated into new access points.

The aforementioned internal traffic allocation was specifically obtained for the following intersections:

1. Pisano Avenue and University Drive intersection – The through volume on the westbound Pisano Avenue approach was reduced and allocated to the left turns.. Likewise, similar reductions were made of the southbound right turn on University Drive and the left turn off the eastbound approach of Pisano Avenue.

2. Campo Sano Avenue and Brunson Drive -- Both the westbound and the eastbound through volumes on Pisano Avenue were reduced to take into account the internal traffic. In addition, the eastbound approach right turn volumes, the westbound approach left turn volumes, and the northbound Brunson Drive approach were augmented by the corresponding values from the Brunson Drive approach.

3. San Amaro Drive Corridor -- The southbound through volumes on San Amaro Avenue at Robbia Avenue and the northbound through volumes at Miller Road were reduced for internal traffic. In the first case, the resulting volumes were reduced from the other through volumes southbound along at San Amaro assigned the right turn on the northbound approach. Likewise, in the second case and the resulting volumes were reduced from the northbound through volumes along the corridor.

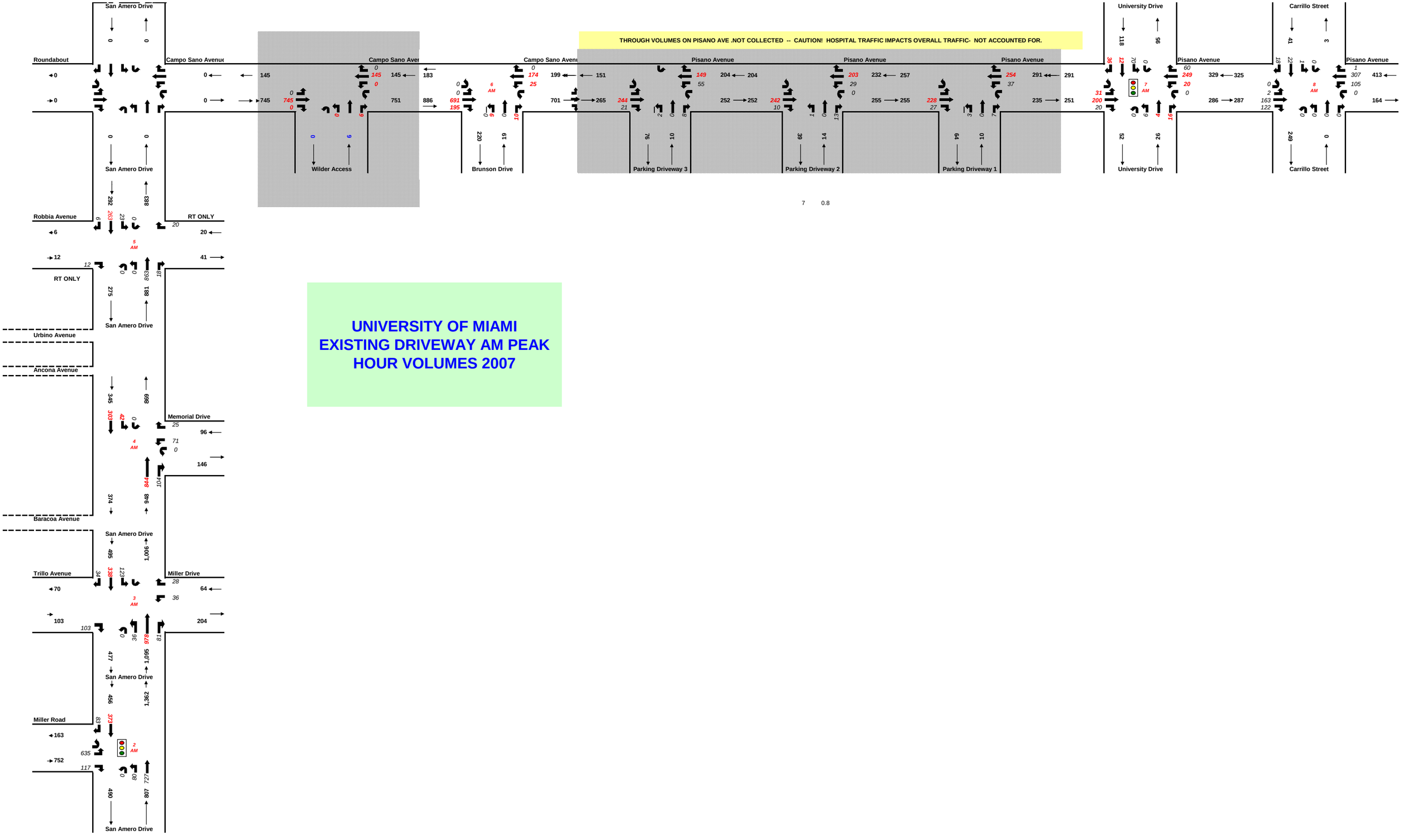
The following are brief descriptions of several special assumptions made at specific intersections.

1. *Eastbound Miller Road* -- Assumed that between 25% and 30% of the total approach volume would use the new access into the campus. The resulting volumes were subtracted from the left turn volume off the eastbound approach.

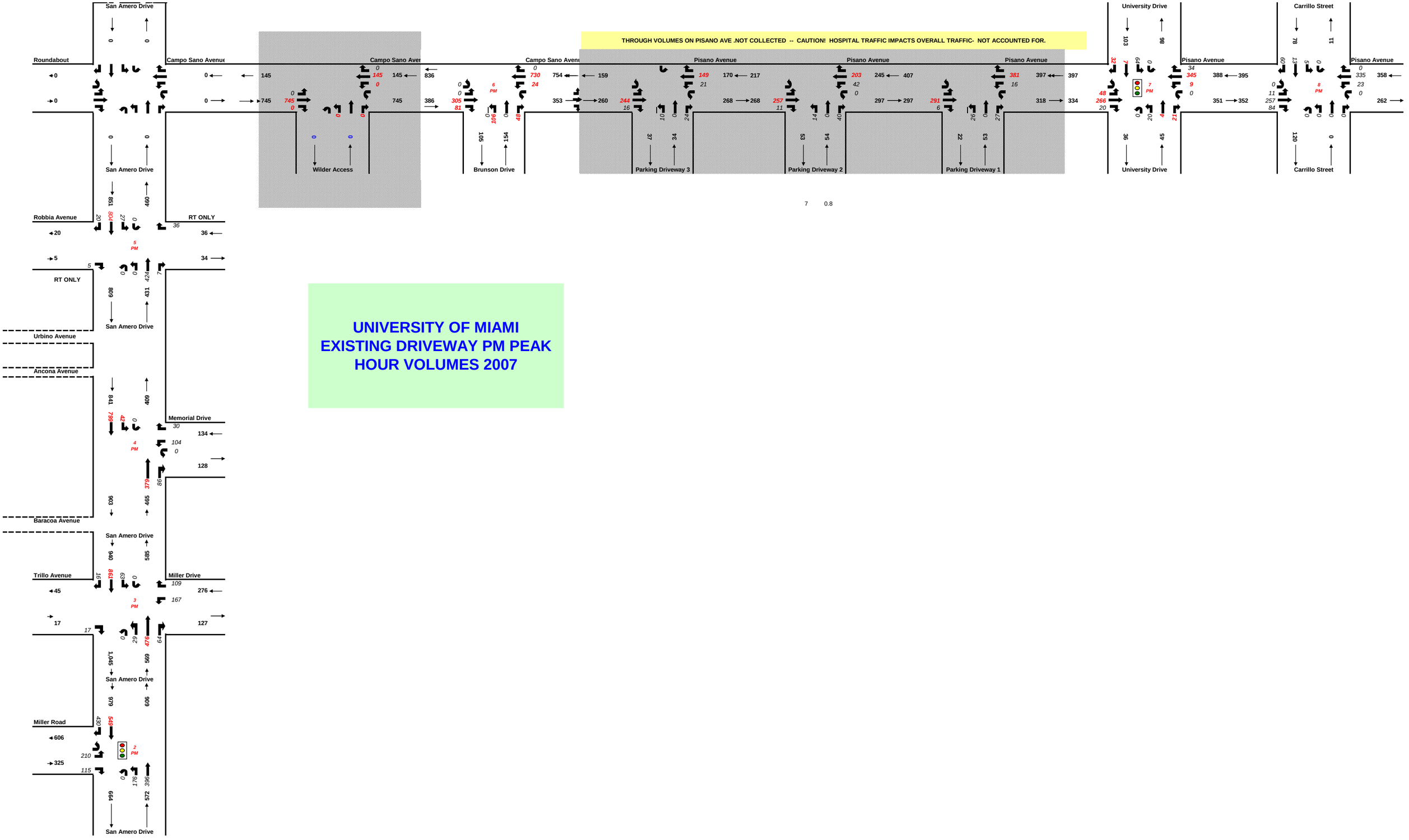
2. *Southbound San Amaro Drive* – Approximately 50% of the sum of the left turns at Robbia Avenue and Miller Drive were allocated to the left turns at the intersections at Memorial Drive and Miller Road.

As a follow up on our November 29, 2007 discussion with Mr. Ramón Alvarez of Plummer & Associates with regards to the access traffic redistribution, we reviewed the previous work. Although there were several instances that misallocations were made, in almost all the resulting volumes indicated that the originally presented conditions could be considered to be more conservative with respect to the analyses.

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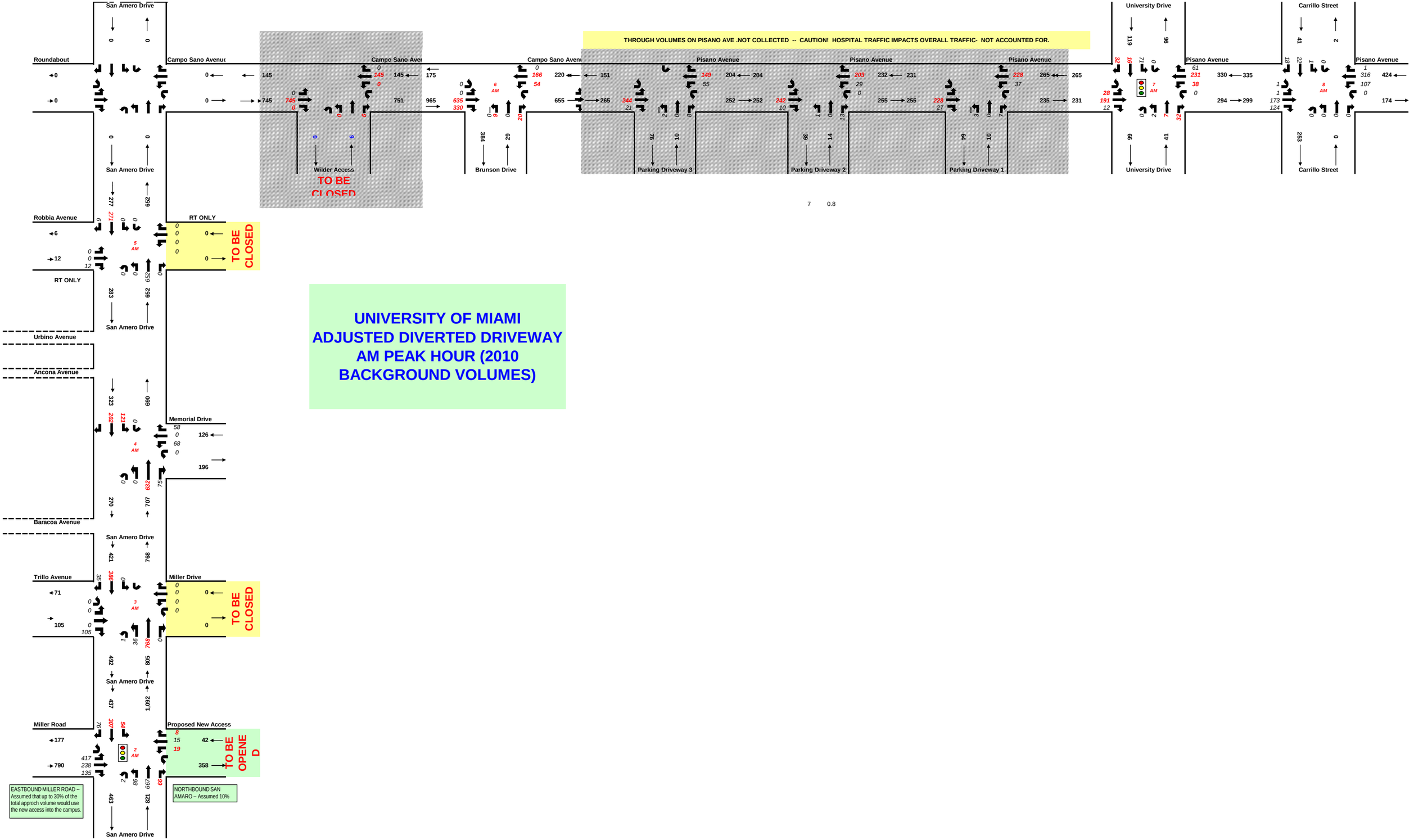


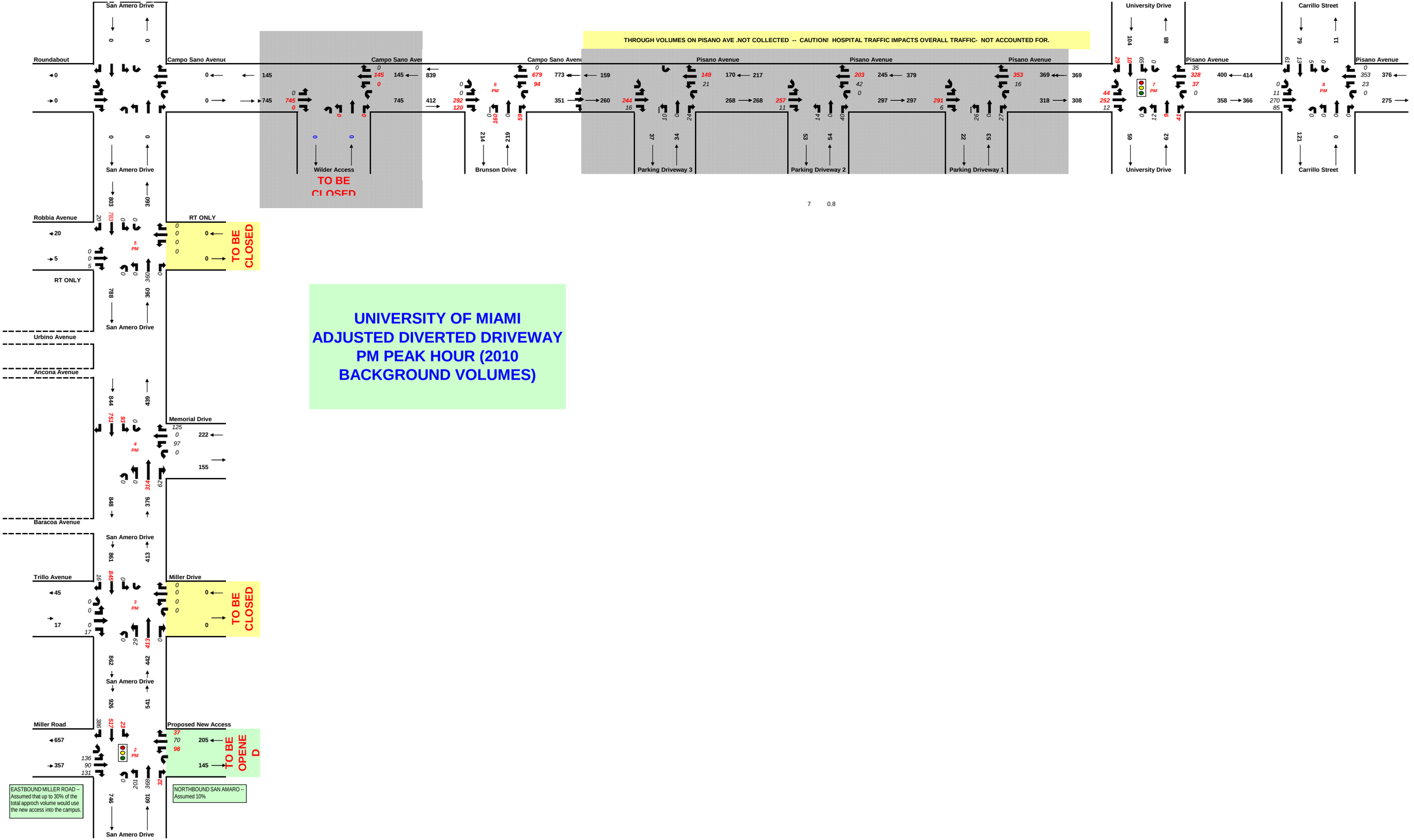
UNIVERSITY OF MIAMI
EXISTING DRIVEWAY AM PEAK HOUR VOLUMES 2007



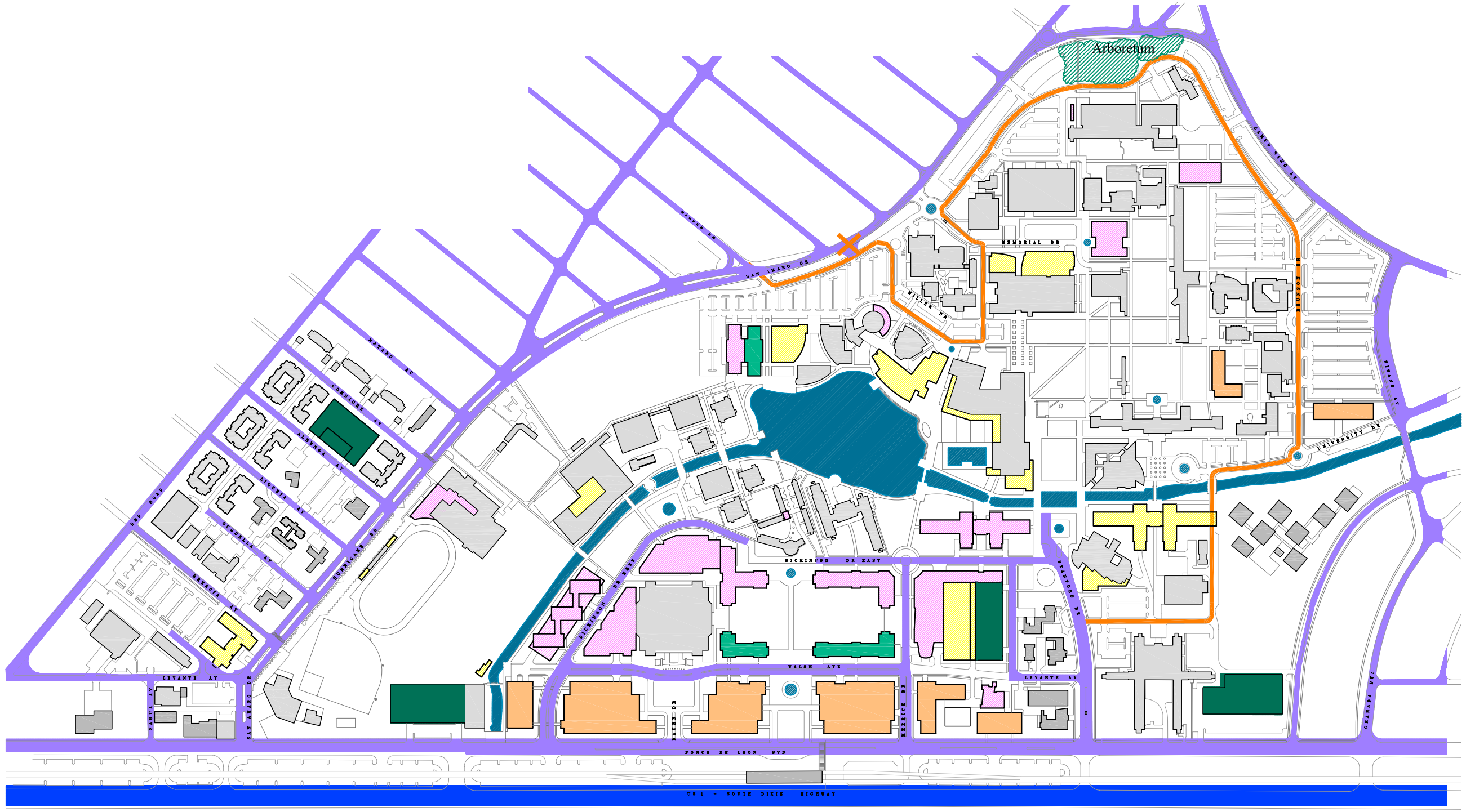
7 0.8

UNIVERSITY OF MIAMI
EXISTING DRIVEWAY PM PEAK HOUR VOLUMES 2007


THROUGH VOLUMES ON PISANO AVE .NOT COLLECTED -- CAUTION! HOSPITAL TRAFFIC IMPACTS OVERALL TRAFFIC- NOT ACCOUNTED FOR.
Roundabout
San Amero Drive
Campo Sano Avenue
Wilder Access
TO BE CLOSED
Brunson Drive
Pisano Avenue
Parking Driveway 3
Parking Driveway 2
Parking Driveway 1
University Drive
Carrillo Street
Robbia Avenue
RT ONLY
TO BE CLOSED
RT ONLY
Urbino Avenue
Ancona Avenue
Memorial Drive
Baracoa Avenue
Trillo Avenue
Miller Drive
TO BE CLOSED
Miller Road
Proposed New Access
TO BE OPENED
UNIVERSITY OF MIAMI
ADJUSTED DIVERTED DRIVEWAY
AM PEAK HOUR (2010
BACKGROUND VOLUMES)
EASTBOUND MILLER ROAD -- Assumed that up to 30% of the total approch volume would use the new access into the campus.
NORTHBOUND SAN AMARO -- Assumed 10%


THROUGH VOLUMES ON PISANO AVE .NOT COLLECTED -- CAUTION! HOSPITAL TRAFFIC IMPACTS OVERALL TRAFFIC- NOT ACCOUNTED FOR.
San Amero Drive
Roundabout
Campo Sano Avenue
Wilder Access
TO BE CLOSED
Brunson Drive
Pisano Avenue
Parking Driveway 3
Parking Driveway 2
Parking Driveway 1
University Drive
Carrillo Street
Robbia Avenue
RT ONLY
TO BE CLOSED
Urbino Avenue
Ancona Avenue
Memorial Drive
Baracoa Avenue
Trillo Avenue
Miller Drive
Miller Road
Proposed New Access
TO BE OPENED
EASTBOUND MILLER ROAD -- Assumed that up to 30% of the total approch volume would use the new access into the campus.
NORTHBOUND SAN AMARO -- Assumed 10%
UNIVERSITY OF MIAMI
ADJUSTED DIVERTED DRIVEWAY
PM PEAK HOUR (2010
BACKGROUND VOLUMES)

7 0.8



SERVICE ROUTES

LEGEND

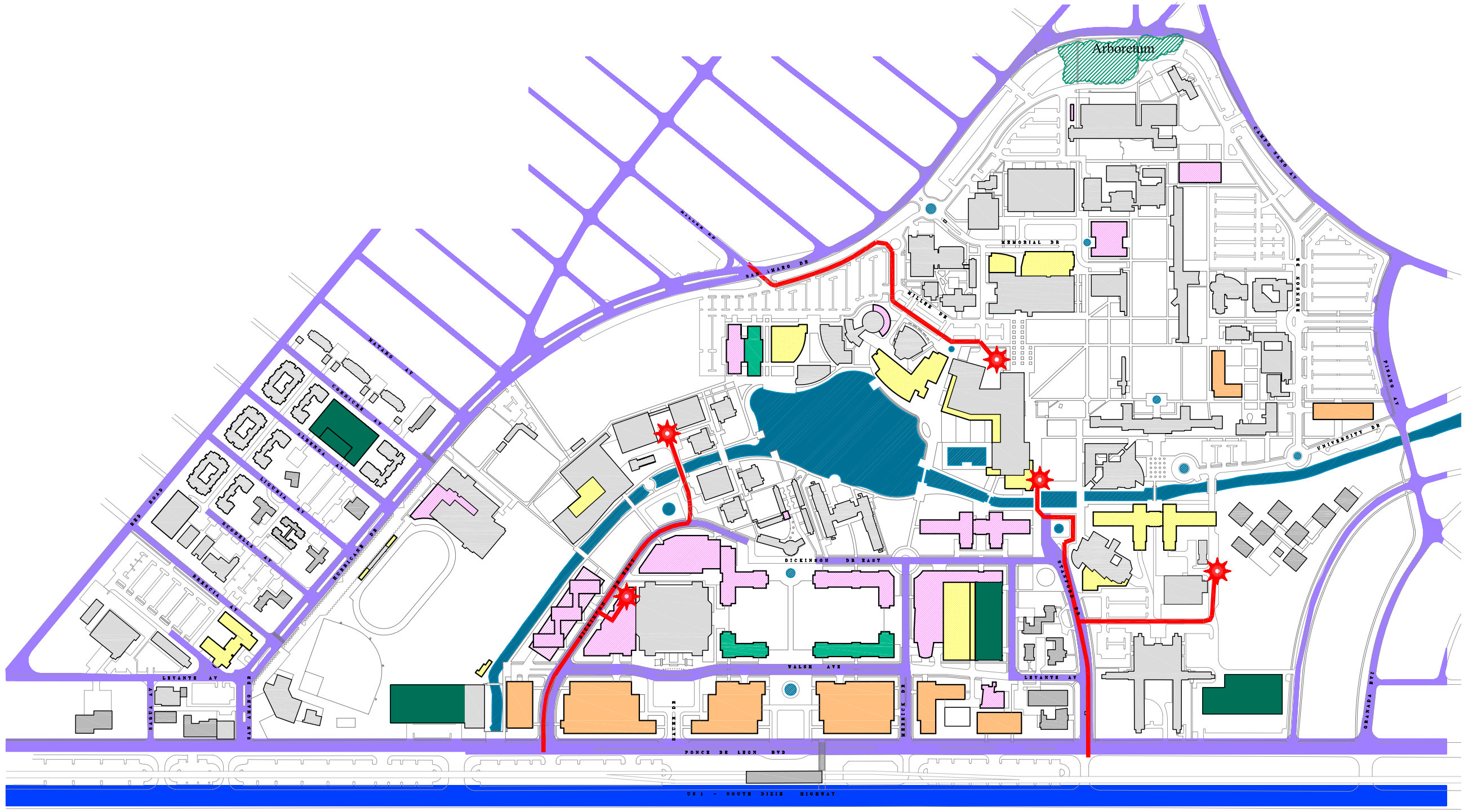
- PROPOSED NEW ADDITIONAL INTERNAL CIRCULATION / SERVICE ROUTES
- MAJOR HIGHWAY
- PUBLIC STREET
- UNIVERSITY PARKING GARAGE
- PROPOSED ACCESS CLOSURE

DATE 01AUG07

N

0' 500'

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PRIMARY DELIVERY ROUTES

LEGEND

- PRIMARY DELIVERY ACCESS ROUTE
- PRIMARY DELIVERY POINT
- MAJOR HIGHWAY
- PUBLIC STREET
- UNIVERSITY PARKING GARAGE

DATE 01AUG07

N

0' 500'

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UM INTERNAL CIRCULATION

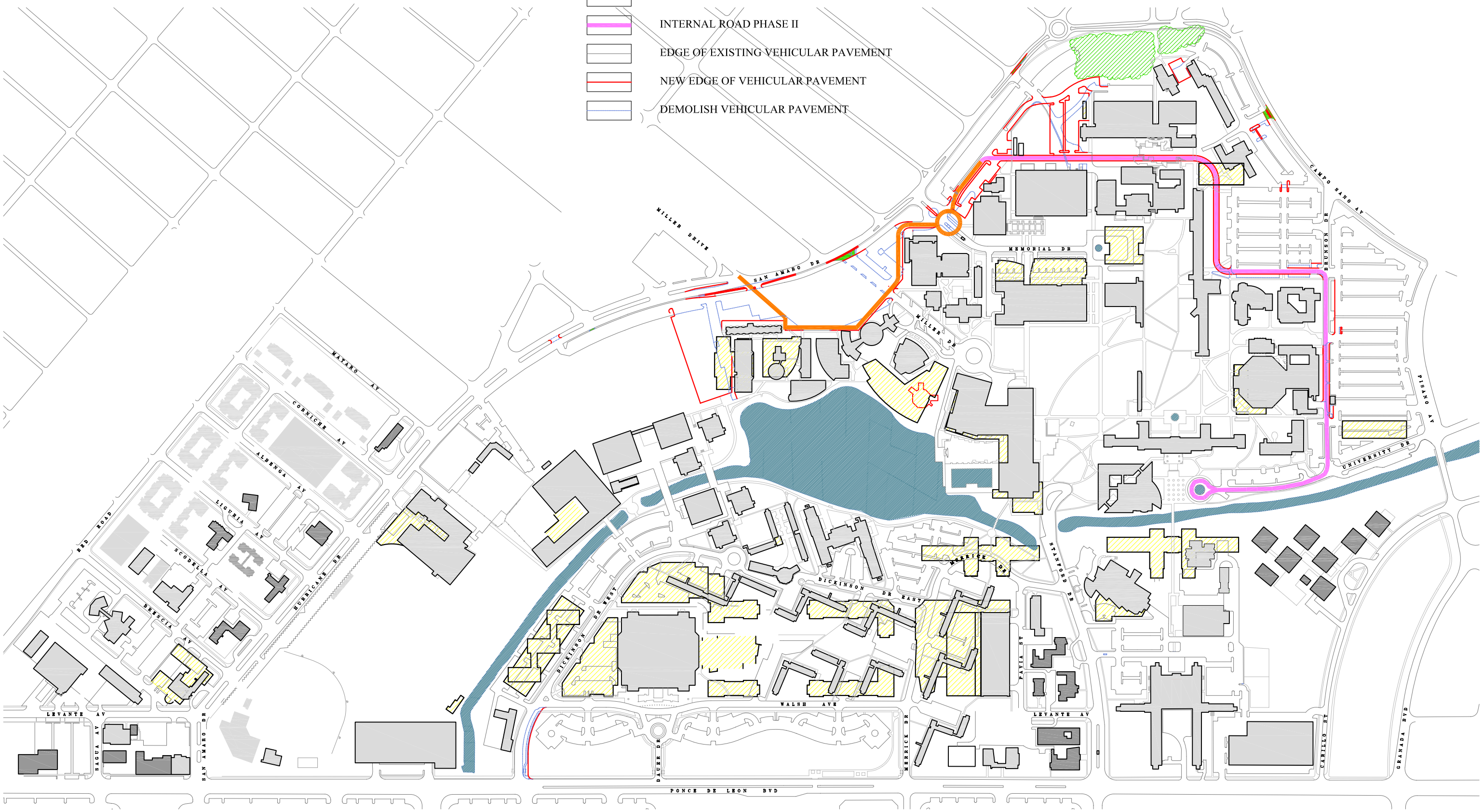
101807

LEGEND

- INTERNAL ROAD PHASE I
- INTERNAL ROAD PHASE II
- EDGE OF EXISTING VEHICULAR PAVEMENT
- NEW EDGE OF VEHICULAR PAVEMENT
- DEMOLISH VEHICULAR PAVEMENT

N

0' 500'



UM SHUTTLE ROUTES

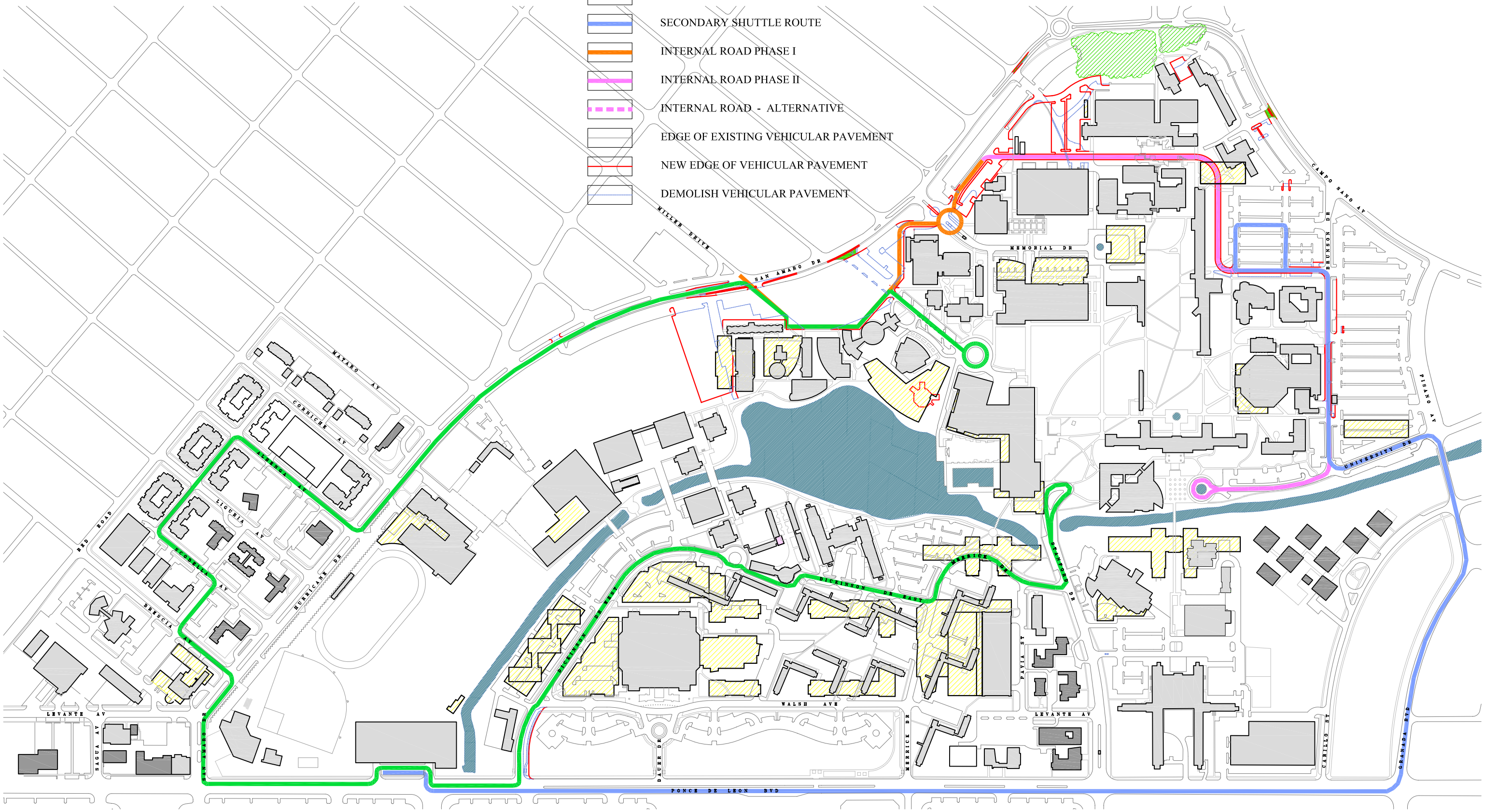
101507

LEGEND

- PRIMARY SHUTTLE ROUTE
- SECONDARY SHUTTLE ROUTE
- INTERNAL ROAD PHASE I
- INTERNAL ROAD PHASE II
- INTERNAL ROAD - ALTERNATIVE
- EDGE OF EXISTING VEHICULAR PAVEMENT
- NEW EDGE OF VEHICULAR PAVEMENT
- DEMOLISH VEHICULAR PAVEMENT

N

0' 500'



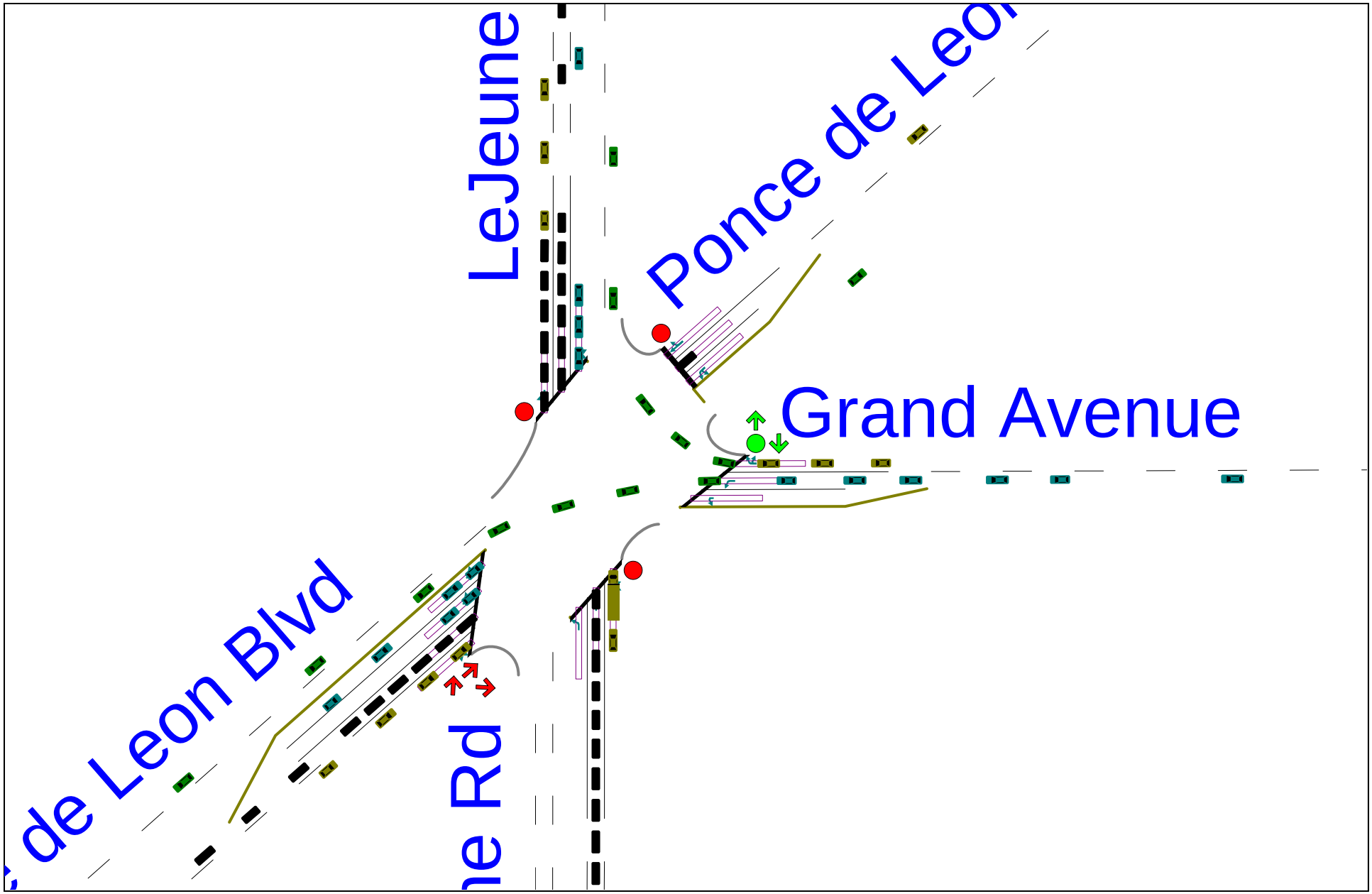
ATTACHMENT 10
SYNCHRO VOLUME AND NETWORK PLOTS FOR ALL PHASES

TABLE A10-1
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
BACKGROUND INTERSECTION TURNING MOVEMENT VOLUMES - AM & PM - 5-LEG INTERSECTIONS

VOLUMES			AM EXISTING	AM 2010	AM 2015	AM 2020	AM 2025	PM EXISTING	PM 2010	PM 2015	PM 2020	PM 2025
#33	WB	L2	1	1	1	1	1	1	1	1	1	1
LEJEUNE ROAD (N/S)		L	177	187	191	196	201	328	362	370	379	388
AND		R	103	106	108	111	114	69	73	75	77	78
PONCE (NE/SW)		R2	9	9	9	10	10	3	3	3	3	3
AND	NB	L	1	1	1	1	1	1	1	1	1	1
GRAND AVE (WB)		T	699	718	735	754	773	398	441	451	462	472
		R	114	148	151	154	157	27	74	75	76	77
DATE: 10/30/07		R2	5	5	5	5	5	1	1	1	1	1
	SB	L2	19	19	20	20	21	14	14	15	15	15
		L	115	118	121	124	127	61	65	66	68	70
		T	487	518	531	544	557	630	661	678	694	711
		R	163	179	184	188	192	315	362	370	378	387
	NE	L	249	264	270	277	283	227	274	280	286	292
		T	513	592	605	618	632	279	370	377	385	392
		R	194	207	212	217	222	128	157	160	164	167
		R2	14	14	15	15	15	21	21	22	22	23
	SW	L2	1	1	1	1	1	2	2	2	2	2
		L	21	46	47	47	48	102	157	159	162	165
		T	188	217	222	227	232	607	736	752	768	784
		R	25	25	26	27	27	14	14	15	15	15
#43	SB	R	37	38	39	39	40	65	66	68	69	71
BIRD ROAD (E/W)		T	230	240	246	252	259	218	241	247	253	258
AND		L	43	55	56	57	58	87	102	105	107	109
GRANADA BLVD (N/S)		L2-UNIV	2	2	2	2	2	3	3	3	3	3
AND	SW	R2-GRA	3	3	3	3	3	5	5	5	5	5
UNIVERSITY DR (SWB)		R-BIRD	215	218	224	229	235	411	417	428	439	450
		T-GRA	121	123	126	129	132	230	233	239	245	252
		L-BIRD	0	0	0	0	0	1	1	1	1	1
	WB	R2-UNIV	5	5	5	5	5	1	1	1	1	1
		R	67	75	77	78	80	21	36	37	37	38
		T	796	875	895	916	938	1192	1280	1311	1342	1374
		L	36	41	41	42	43	34	45	45	46	47
	NB	R	54	62	63	65	66	31	38	39	40	41
		R2-UNIV	192	195	200	205	210	96	97	100	102	105
		T	161	171	176	180	184	187	207	212	217	222
		L	22	22	23	23	24	20	21	22	22	23
	EB	R	20	20	21	21	22	36	39	39	40	41
		T	1523	1613	1652	1692	1733	1078	1164	1192	1220	1249
		L2-UNIV	400	406	416	427	438	93	94	97	99	102
		L	35	36	36	37	38	25	25	26	27	27

TABLE A10-2
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM & PM - 5-LEG INTERSECTIONS

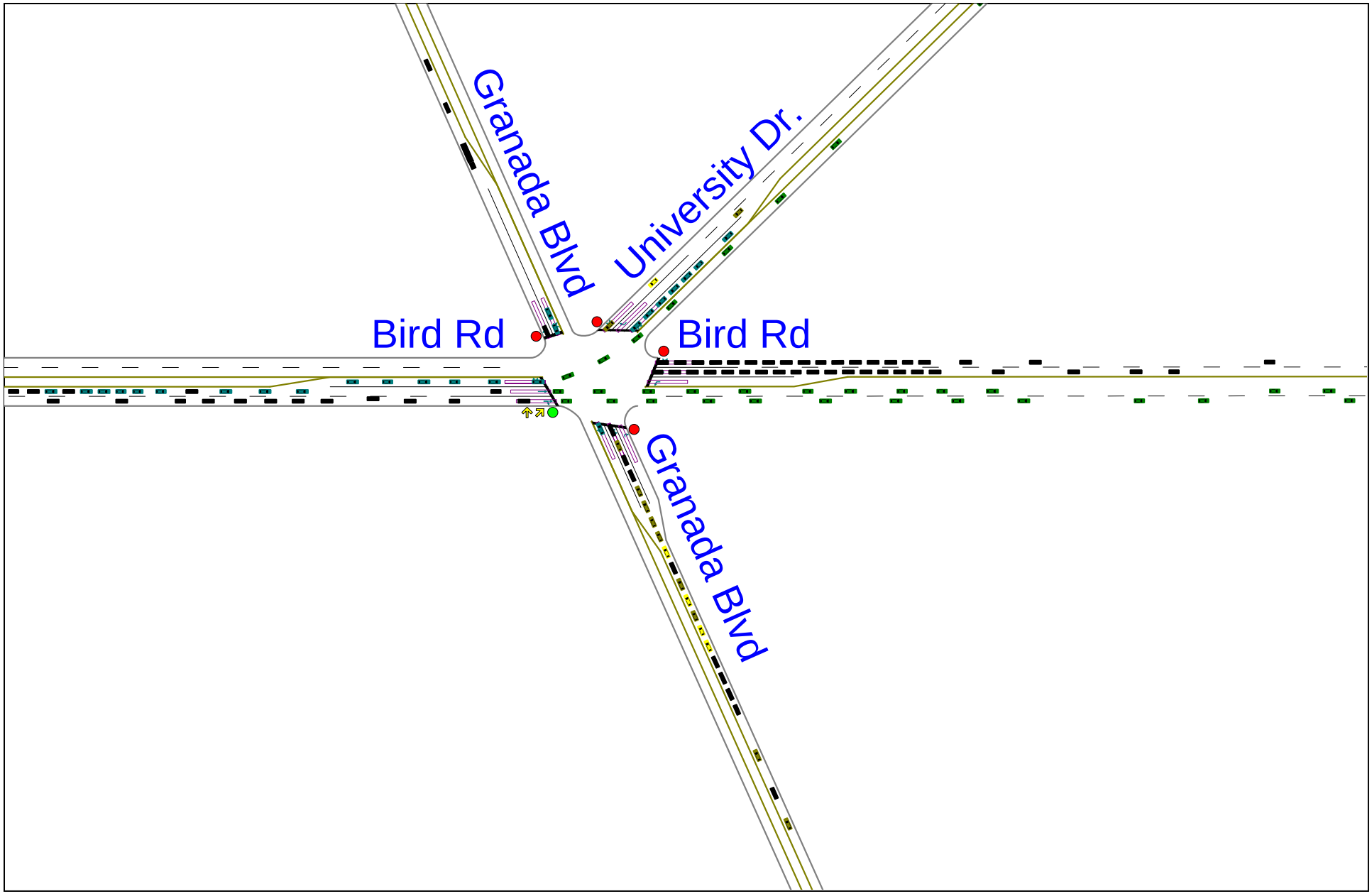
VOLUMES			AM EXISTING	AM 2010	AM 2015	AM 2020	AM 2025	PM EXISTING	PM 2010	PM 2015	PM 2020	PM 2025
#33	WB	L2	1	1	1	1	1	1	1	1	1	1
LEJEUNE ROAD (N/S)		L	177	187	199	235	272	328	364	378	394	411
AND		R	103	106	108	111	114	69	73	75	77	78
PONCE DE LEON (E/W)		R2	9	9	9	10	10	3	3	3	3	3
AND	NB	L	1	1	1	5	9	1	1	1	2	3
GRAND AVE (NWB)		T	699	718	735	754	773	398	441	451	462	472
		R	114	148	151	154	157	27	74	75	76	77
DATE: 10/30/07		R2	5	5	5	5	5	1	1	1	1	1
	SB	L2	19	19	20	20	21	14	14	15	15	15
		L	115	118	121	124	127	61	65	66	68	70
		T	487	518	531	544	557	630	661	678	694	711
		R	163	179	187	213	239	315	363	373	386	399
	NE	L	249	264	272	286	298	227	275	284	308	332
		T	513	592	608	631	654	279	372	386	419	451
		R	194	207	216	231	246	128	160	171	201	229
		R2	14	14	15	16	18	21	21	22	25	30
	SW	L2	1	1	1	1	1	2	2	2	2	2
		L	21	46	47	47	48	102	157	159	162	165
		T	188	217	229	264	300	607	738	759	782	804
		R	25	25	26	27	27	14	14	15	15	15
#43	SB	R	37	38	42	47	53	65	67	71	74	77
BIRD ROAD (E/W)		T	230	240	251	266	283	218	242	252	261	267
AND		L	43	55	56	57	58	87	102	105	107	109
GRANADA BLVD (N/S)		L2-UNIV	2	2	2	2	2	3	3	3	3	3
AND	SW	R2-GRA	3	3	3	3	3	5	5	5	5	5
UNIVERSITY DR (SWB)		R-BIRD	215	218	224	229	235	411	417	428	439	450
		T-GRA	121	123	126	129	132	230	233	239	245	252
		L-BIRD	0	0	0	0	0	1	1	1	1	1
	WB	R2-UNIV	5	5	5	5	5	1	1	1	1	1
		R	67	75	77	78	80	21	36	37	37	38
		T	796	875	895	920	946	1192	1280	1311	1343	1376
		L	36	41	46	48	50	34	46	50	52	53
	NB	R	54	62	65	68	69	31	40	45	48	49
		R2-UNIV	192	195	200	205	210	96	97	100	102	105
		T	161	171	178	186	192	187	209	218	232	244
		L	22	22	23	23	24	20	21	22	22	23
	EB	R	20	20	21	21	22	36	39	39	40	41
		T	1523	1613	1652	1693	1736	1078	1164	1192	1223	1256
		L2-UNIV	400	406	416	427	438	93	94	97	99	102
		L	35	36	38	40	43	25	26	30	35	40


LeJeune
Ponce de Leo
Grand Avenue
de Leon Blvd
ne Rd

SimTraffic - BIRD RD.,GRANADA & UNIVERSITY DR.

2010 Total AM Peak

Network at time = 7:03:47 A

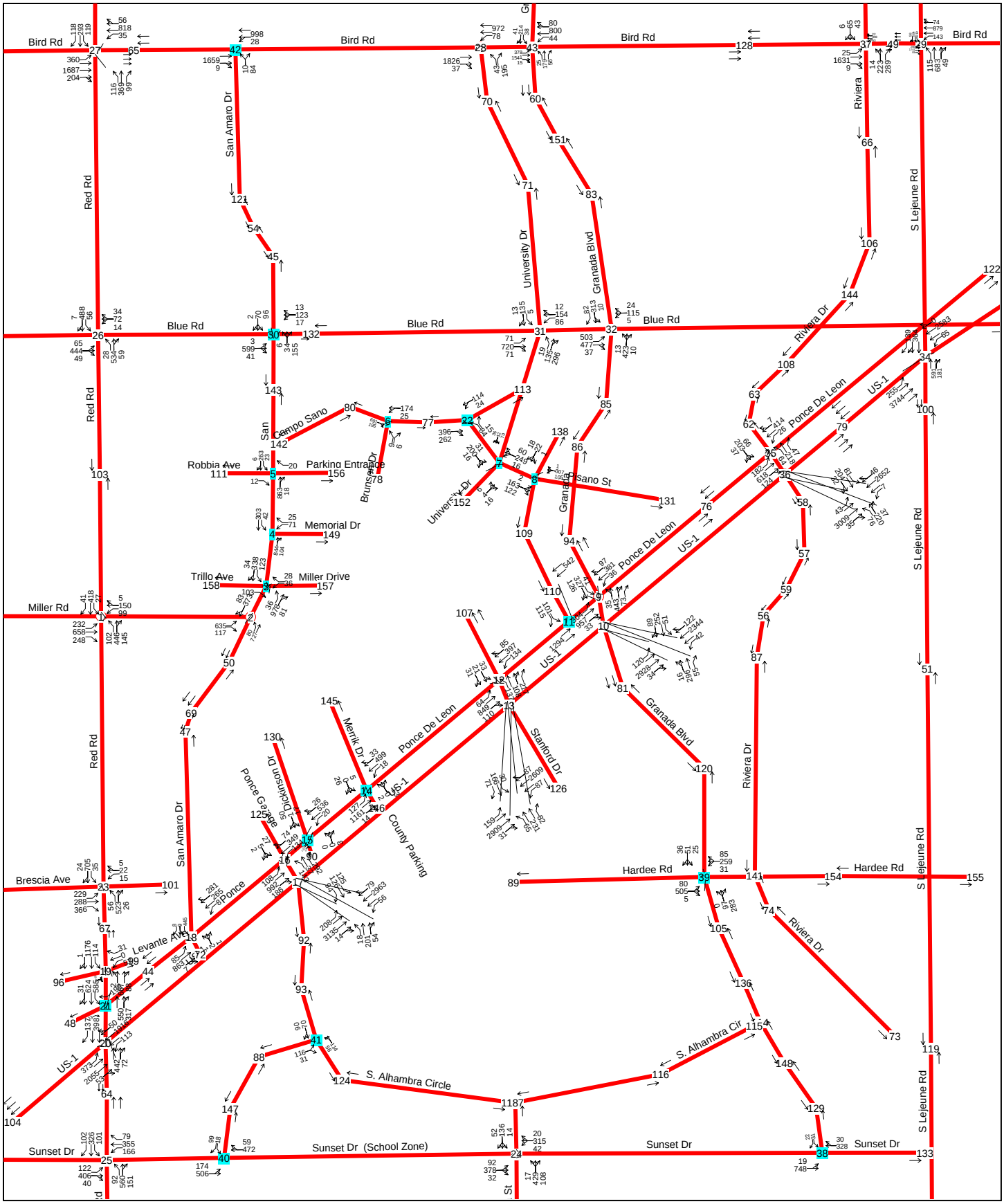


BIRD RD.,GRANADA & UNIVERSITY DR.

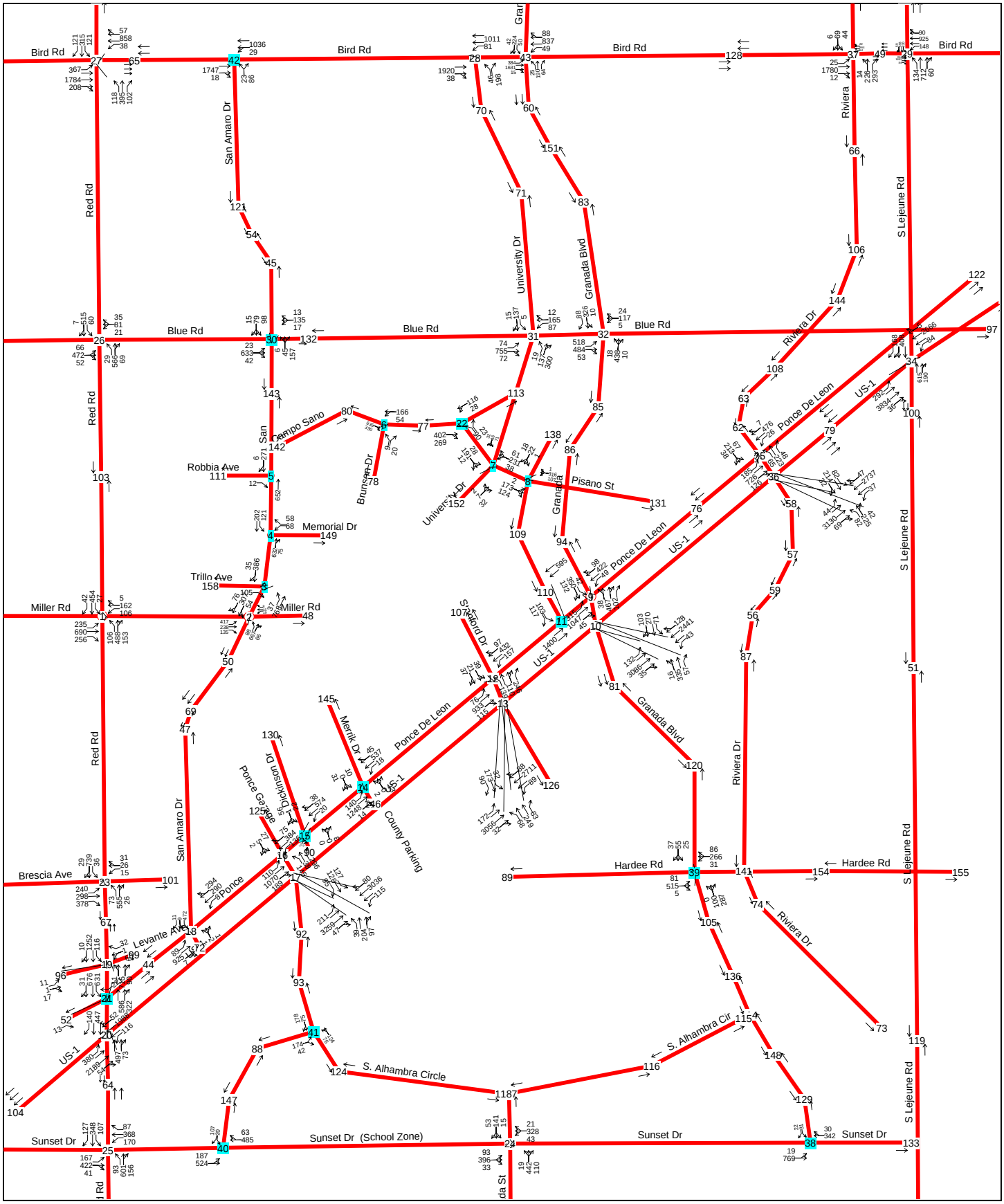
3/11/2008

Map - UM-REGIONAL TRAFFIC STUDY-2007

EXISTING - AM PEAK **3/10/2008**

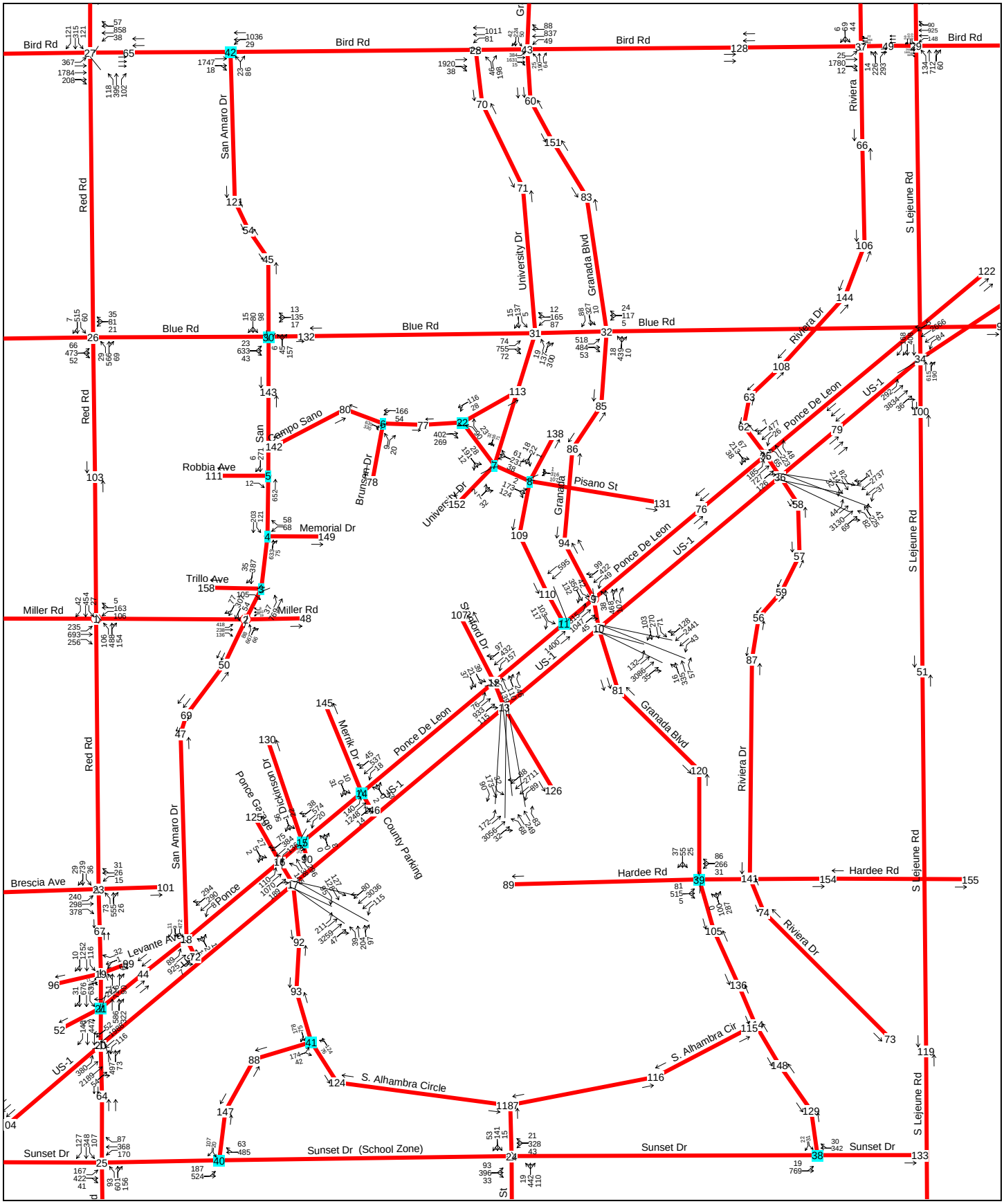


Map - UM-REGIONAL TRAFFIC STUDY
2010 - AM PEAK - BACKGROUND **3/10/2008**

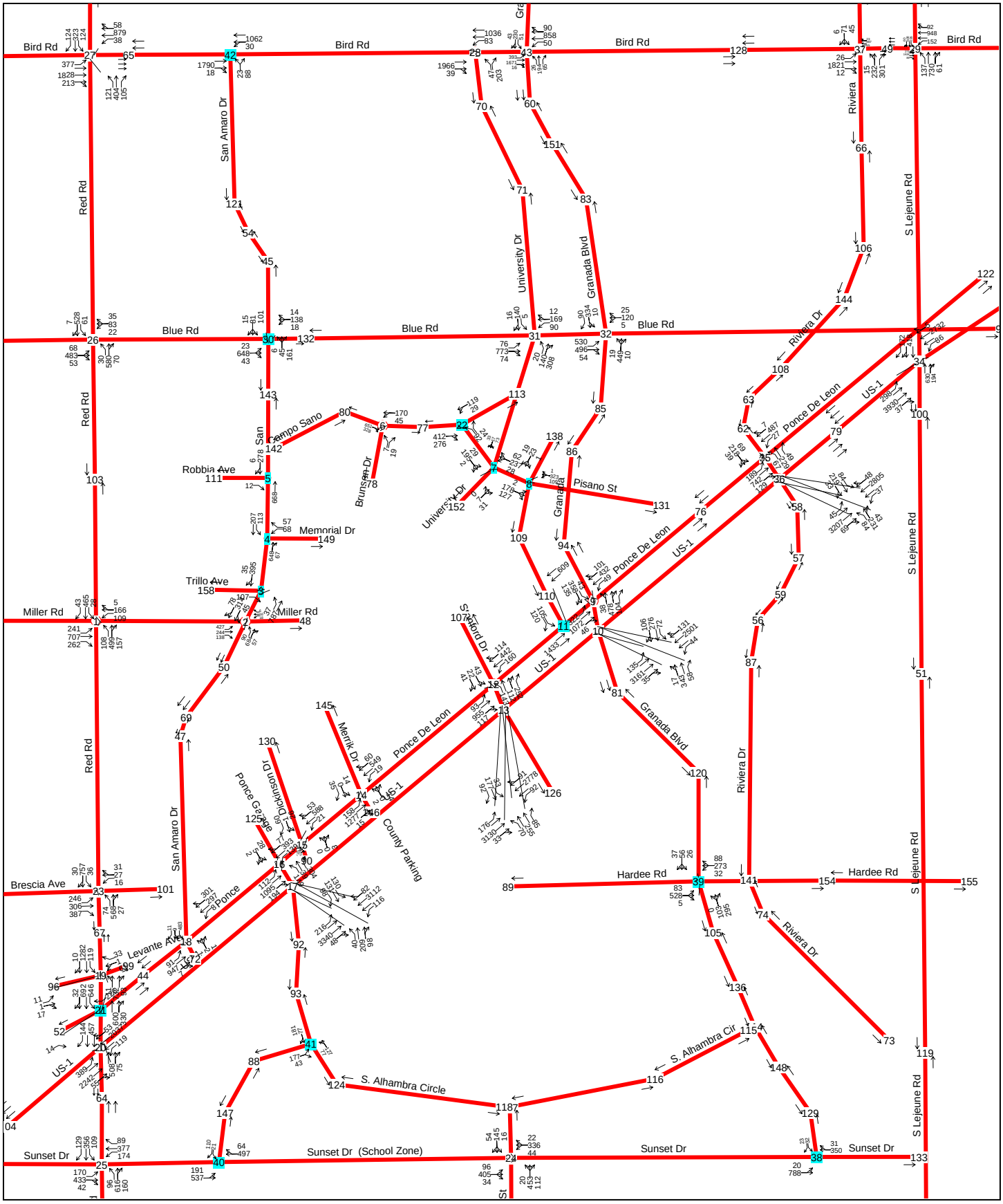


Map - UM-REGIONAL TRAFFIC STUDY

2010 - AM PEAK - TOTAL **3/10/2008**



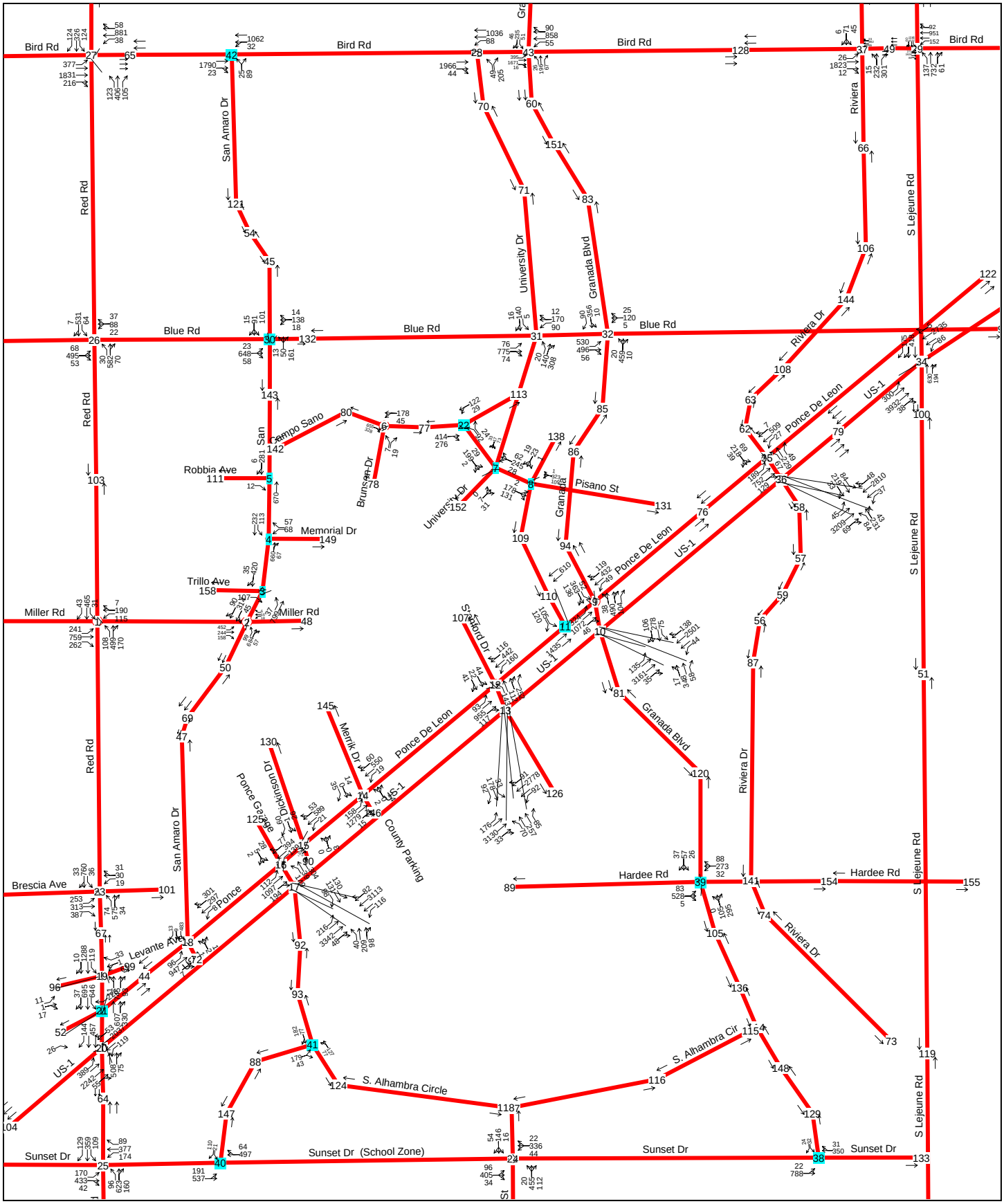
Map - UM-REGIONAL TRAFFIC STUDY
2015 - AM PEAK - BACKGROUND **3/10/2008**



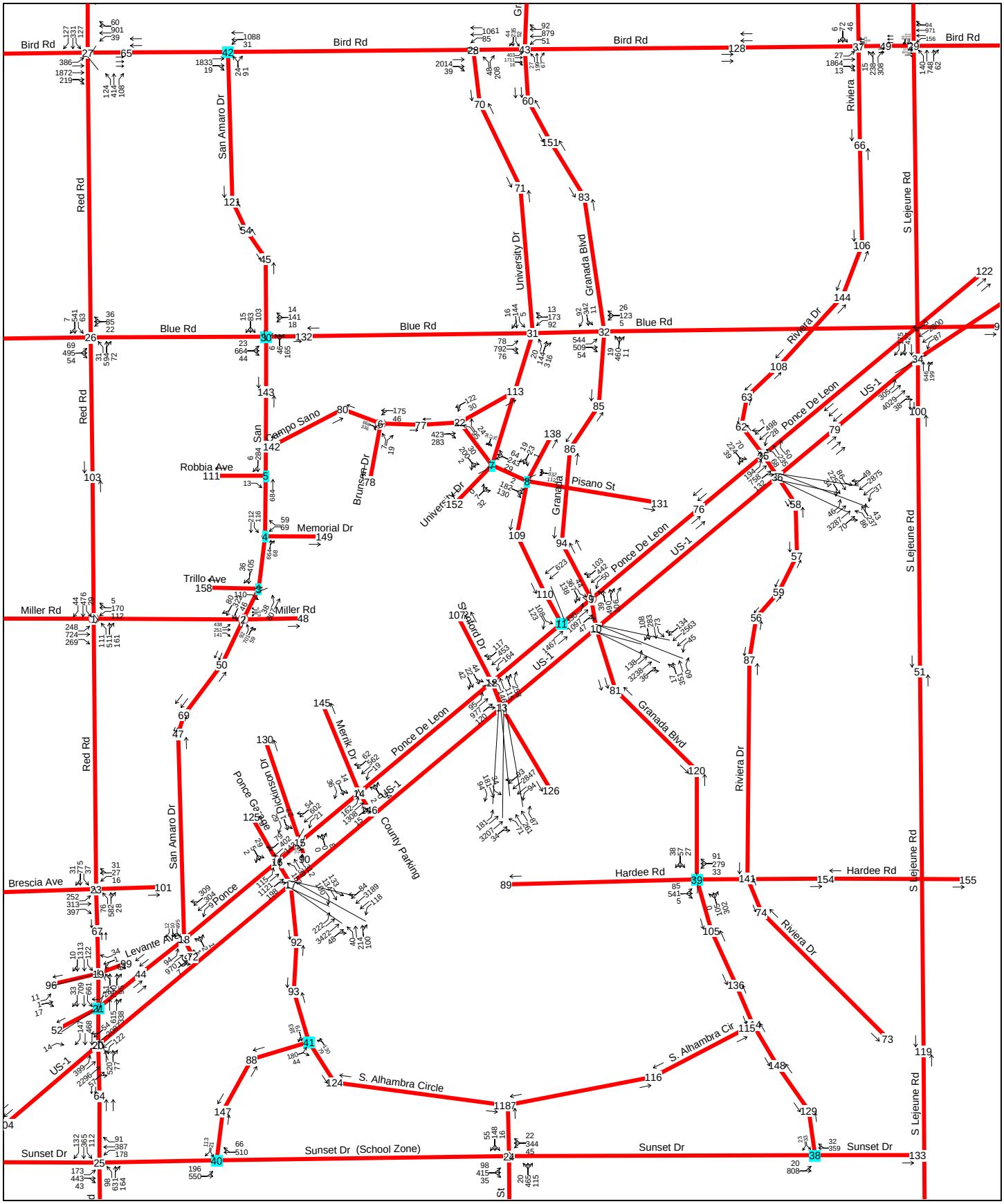
Map - UM-REGIONAL TRAFFIC STUDY

2015 - AM PEAK - TOTAL

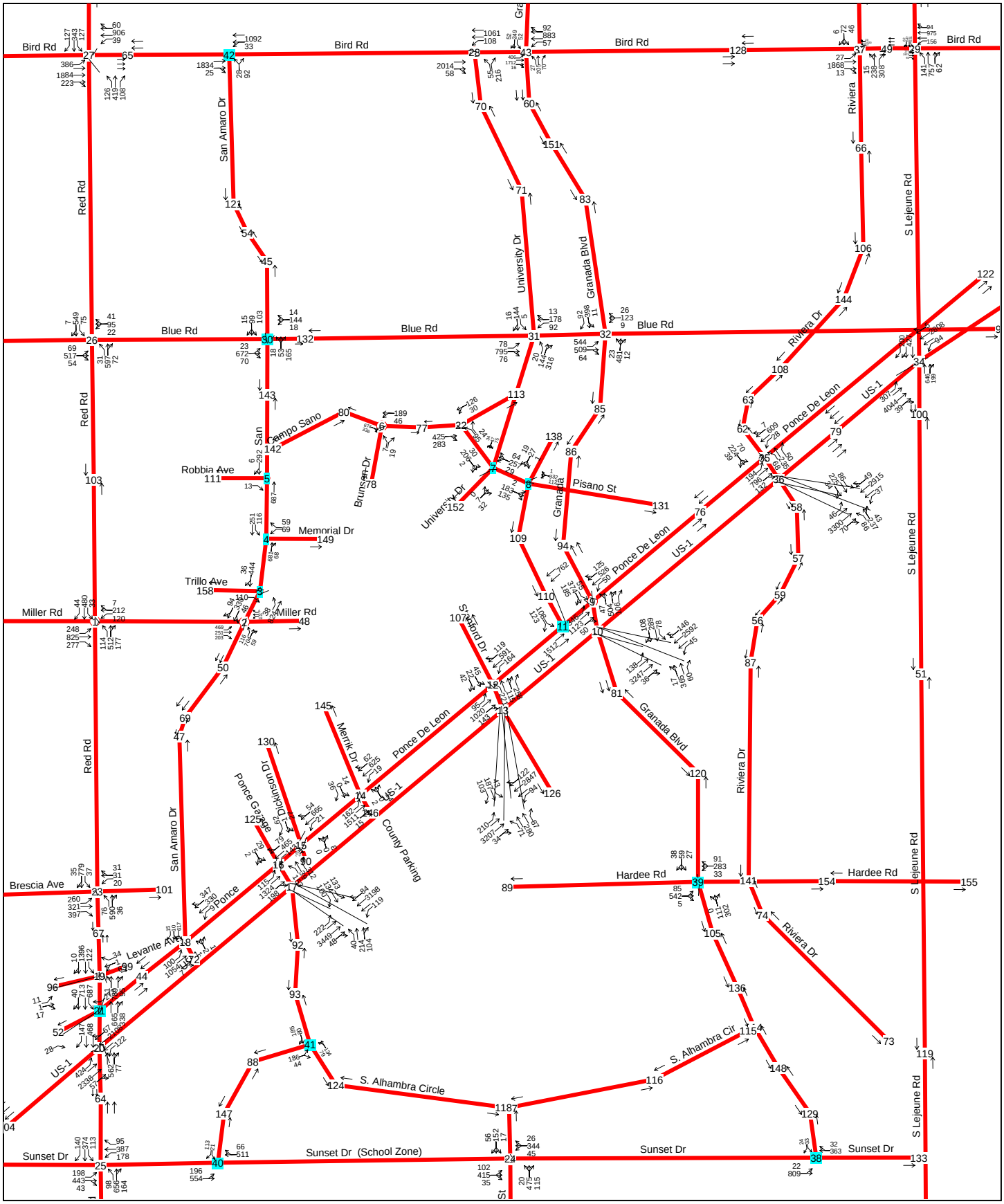
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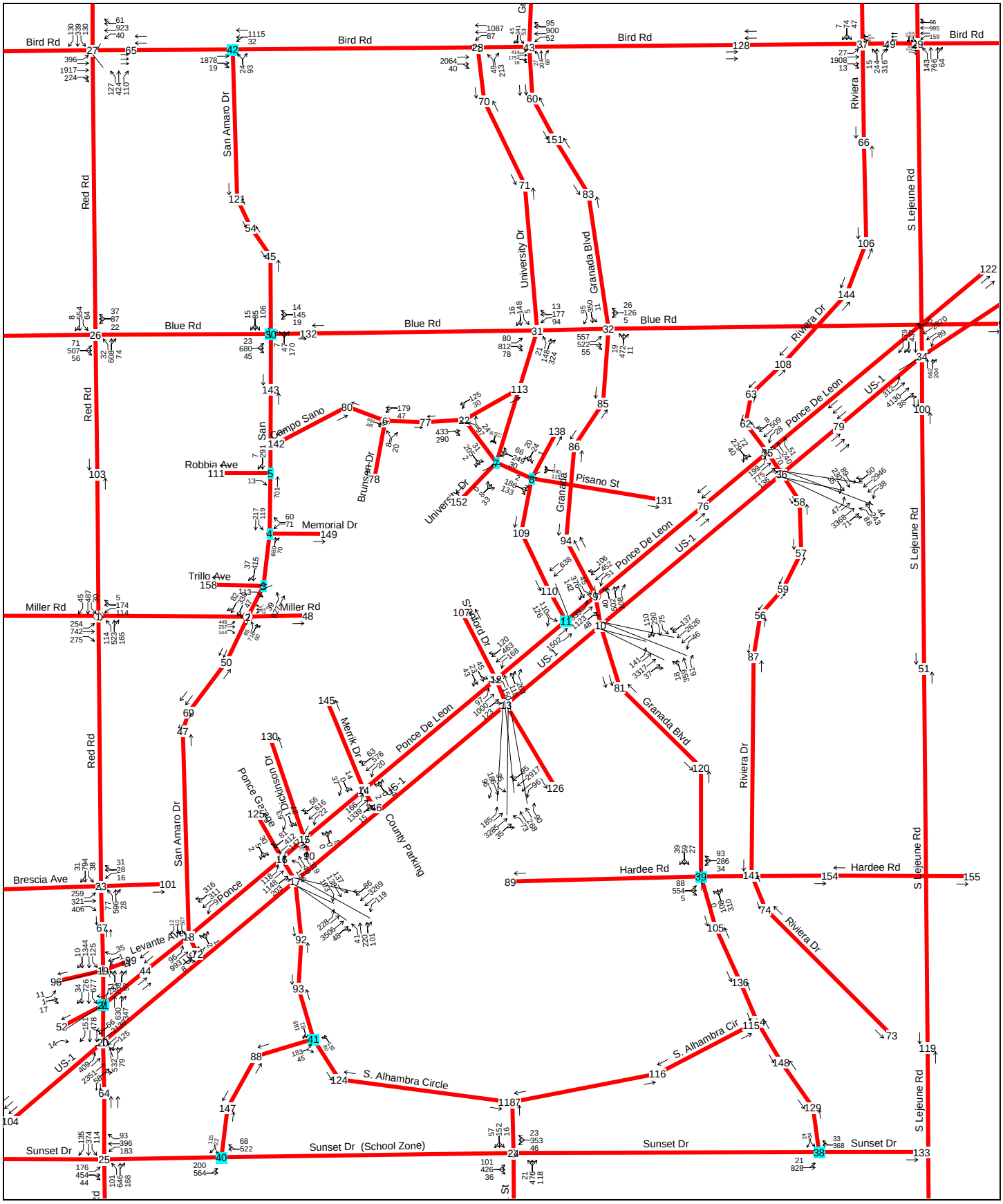
Map - UM-REGIONAL TRAFFIC STUDY
2020 - AM PEAK - BACKGROUND **3/10/2008**



Map - UM-REGIONAL TRAFFIC STUDY
2020 - AM PEAK - TOTAL
3/10/2008



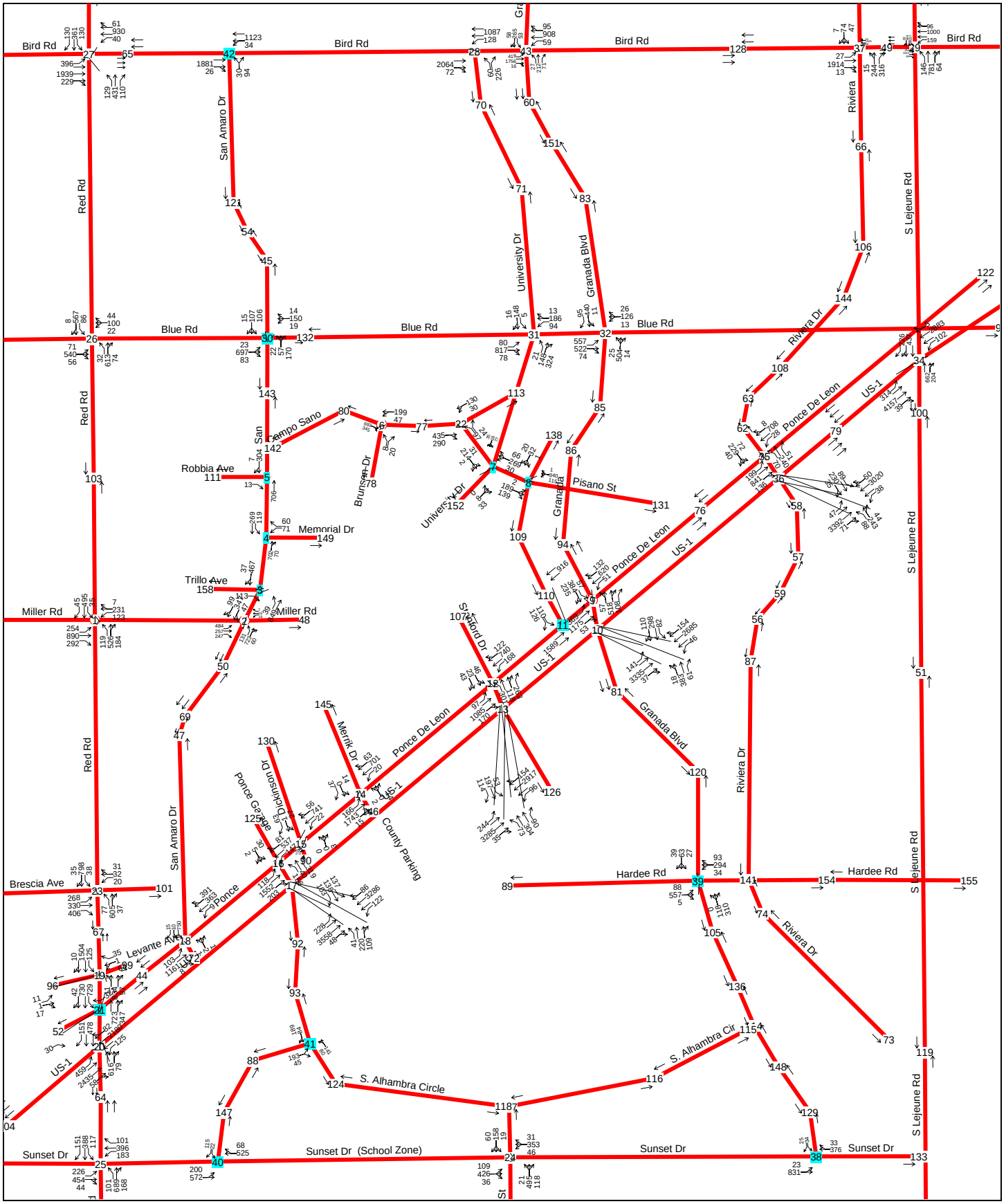
Map - UM-REGIONAL TRAFFIC STUDY
2025 - AM PEAK - BACKGROUND
3/10/2008



Map - UM-REGIONAL TRAFFIC STUDY

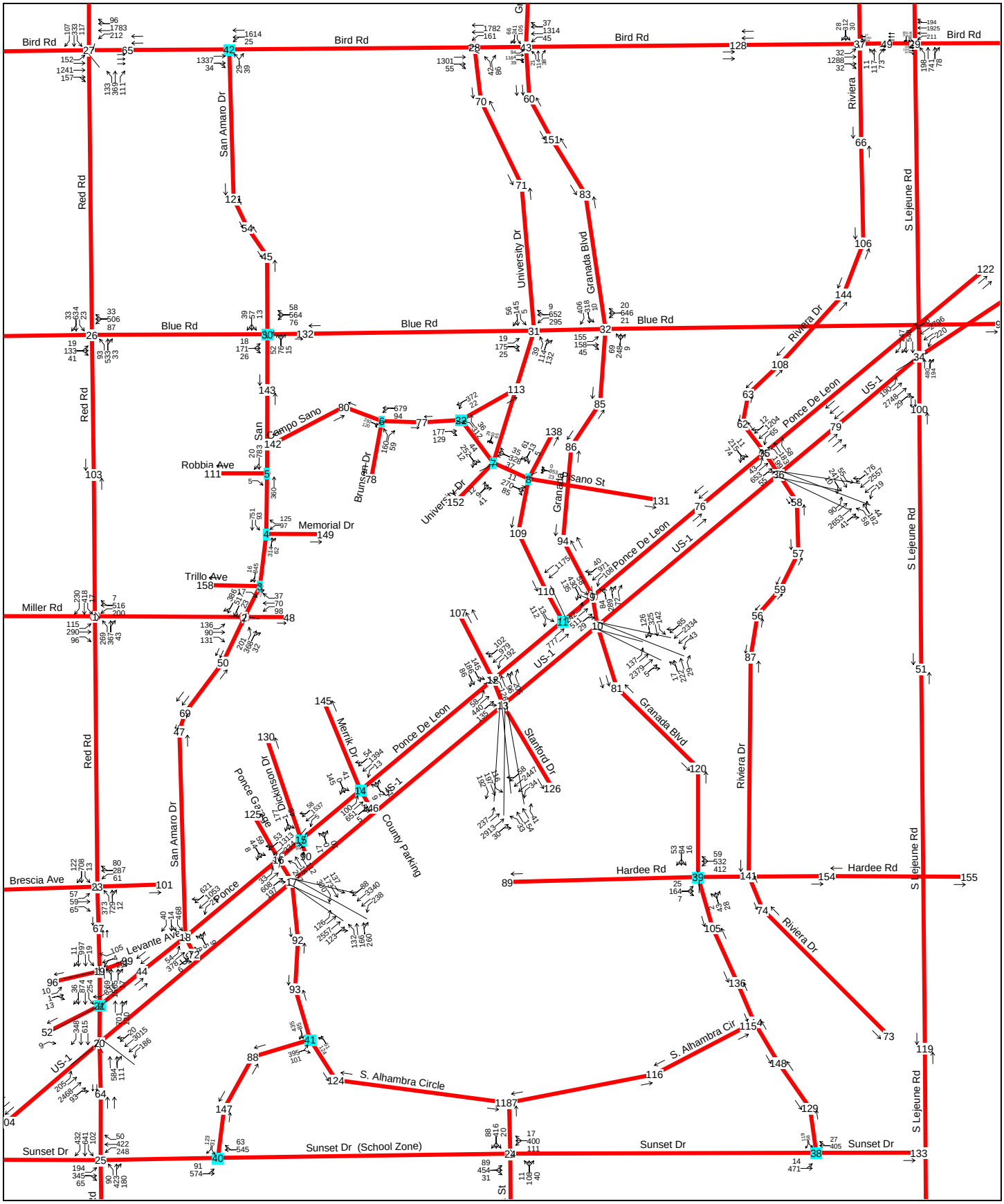
2025 - AM PEAK - TOTAL

3/10/2008



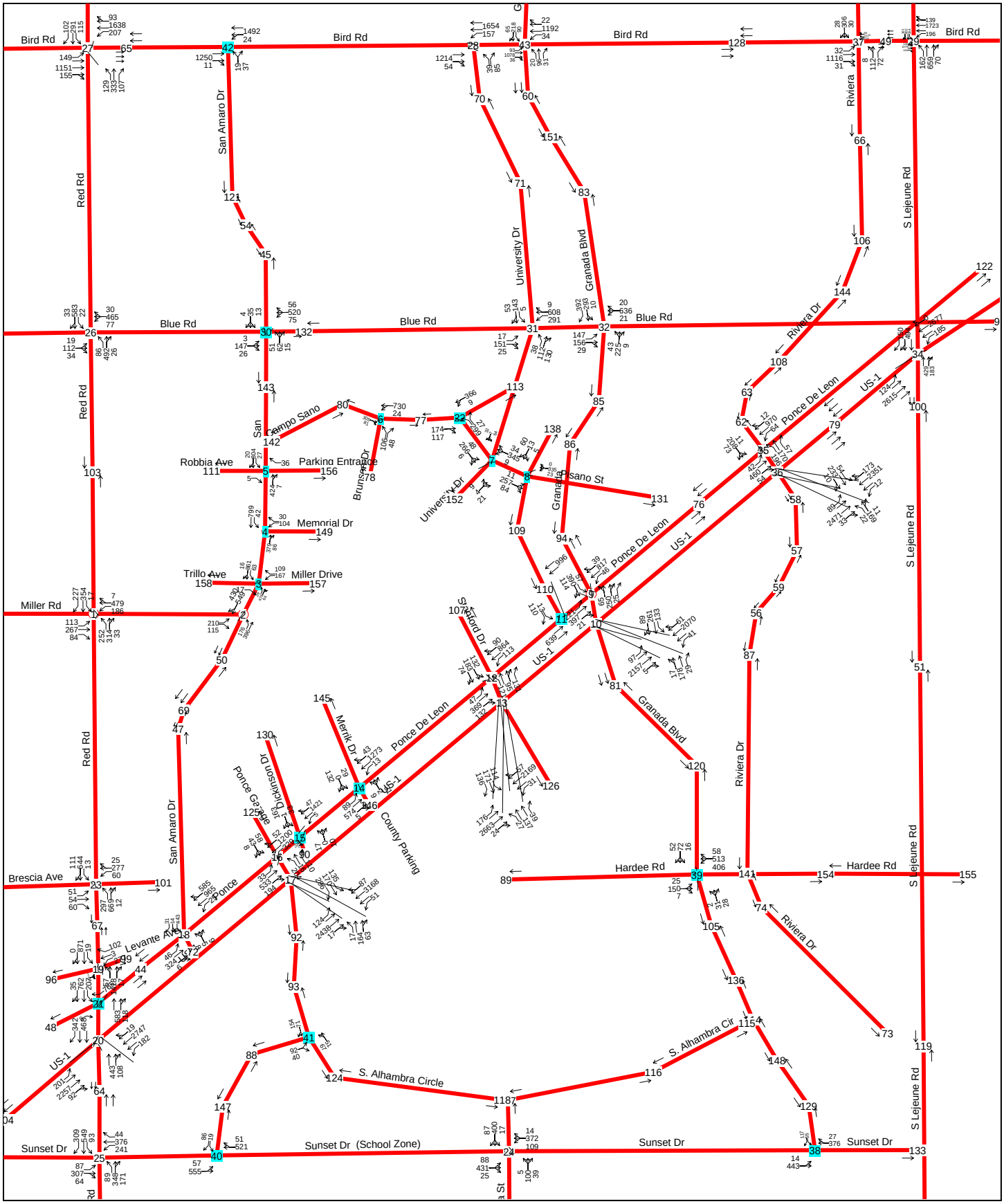
Map - UM-UMCAD-REGIONAL TRAFFIC STUDY

2010 - PM PEAK - BACKGROUND **3/10/2008**



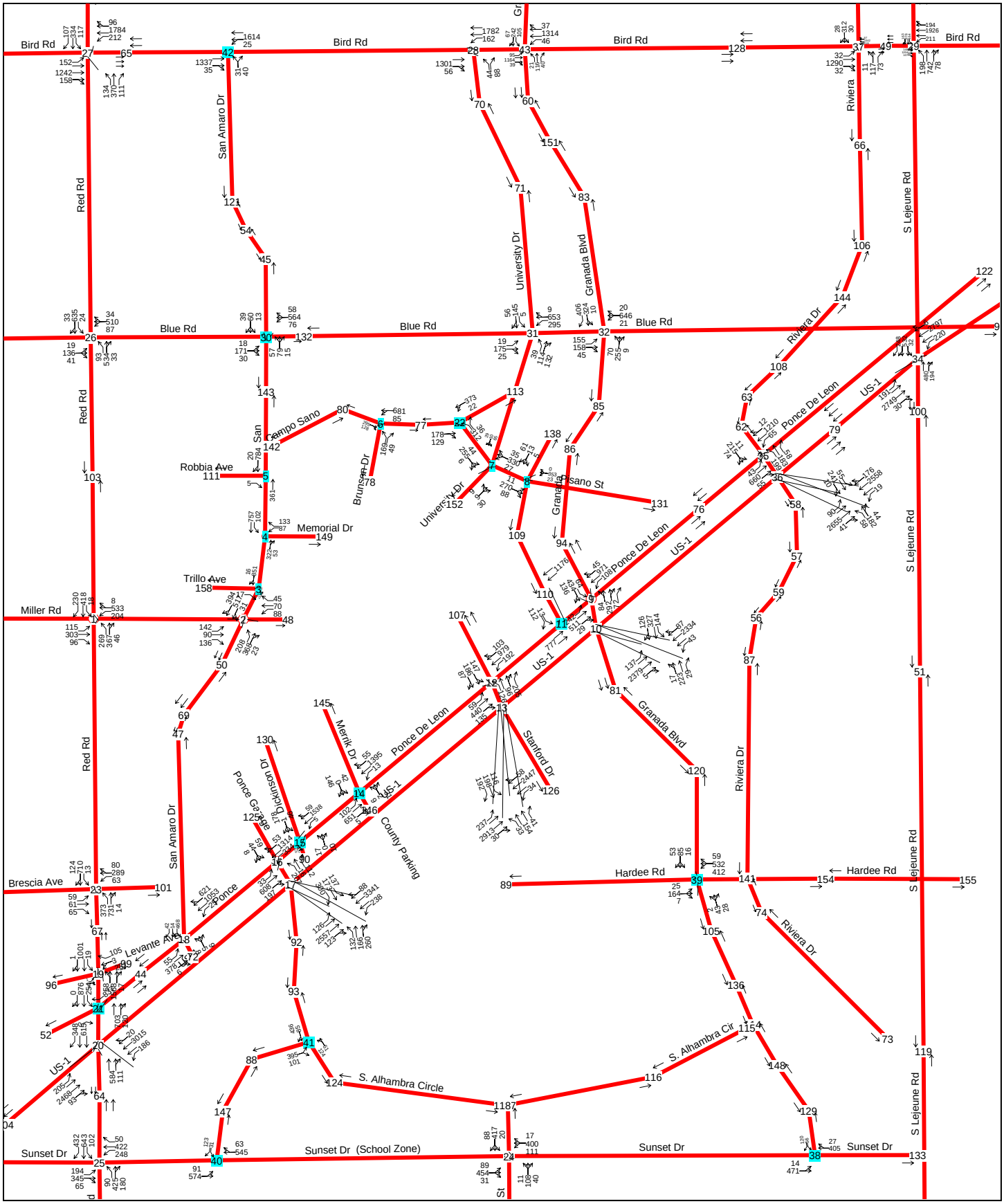
Map - UM-UMCAD-REGIONAL TRAFFIC STUDY

EXISTING - PM PEAK **3/10/2008**



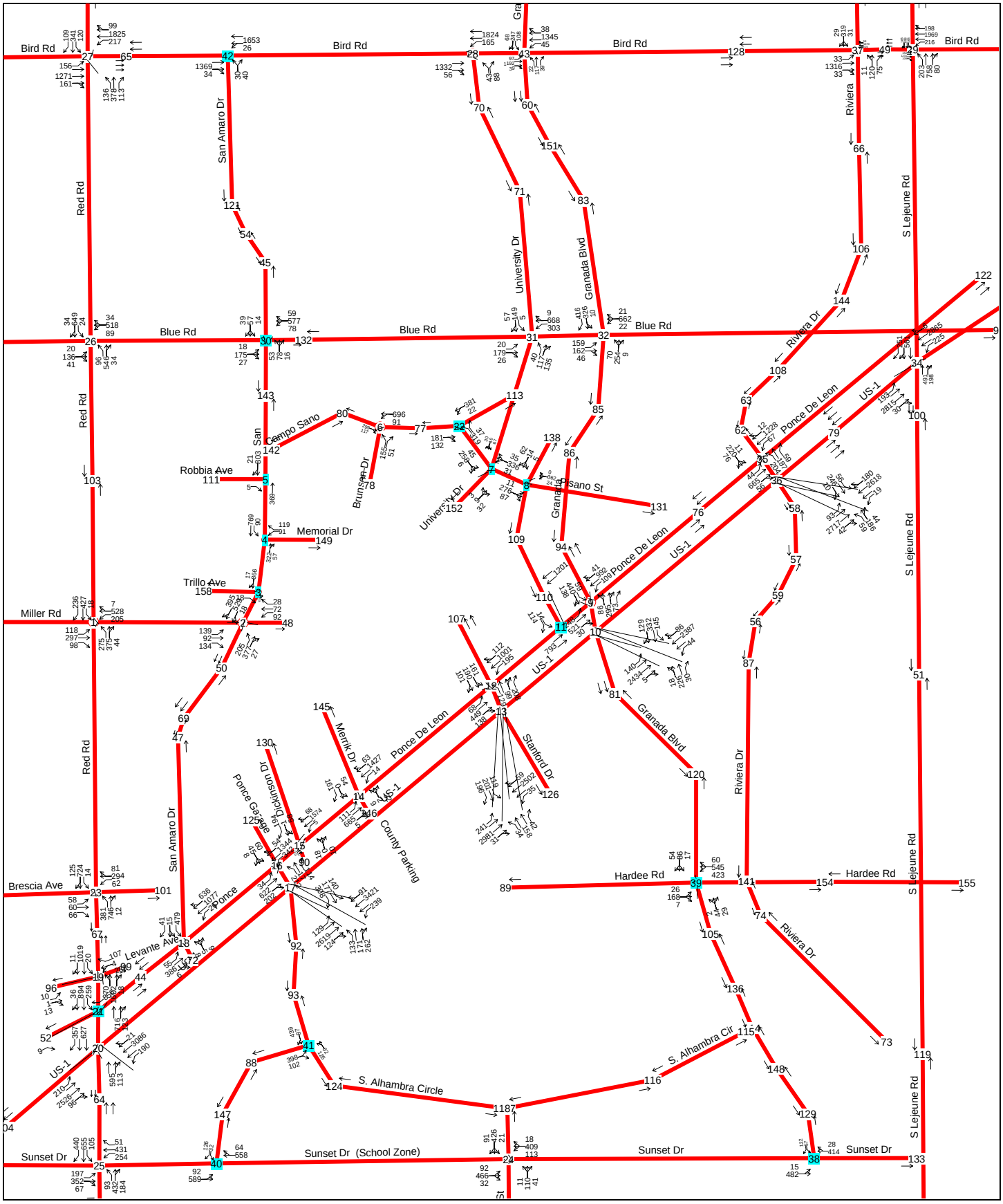
Map - UM-UMCAD-REGIONAL TRAFFIC STUDY

2010 - PM PEAK **3/10/2008**



Map - UM-UMCAD-REGIONAL TRAFFIC STUDY

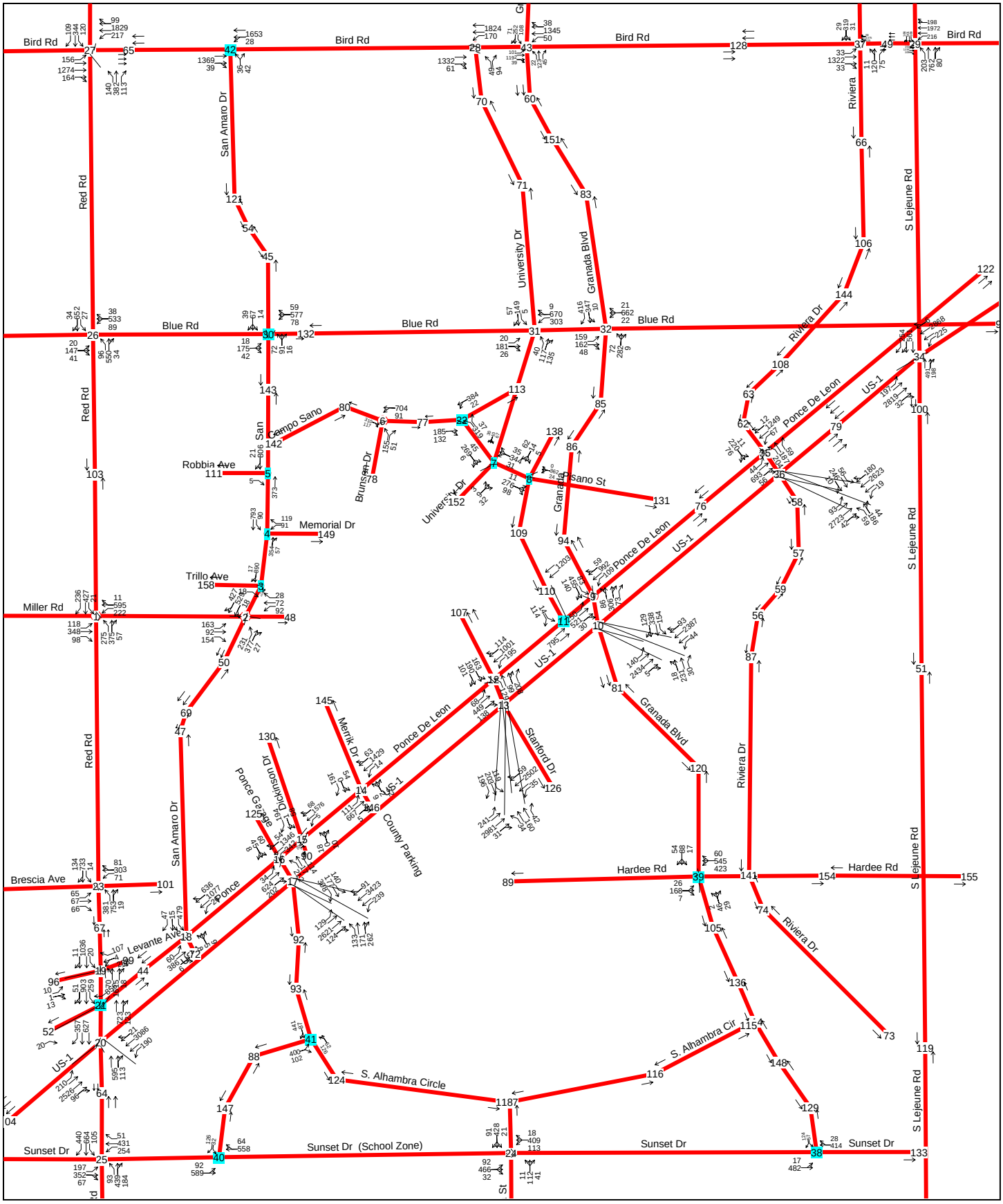
2015 - PM PEAK - BACKGROUND **Node Numbers**



UM-UMCAD-REGIONAL TRAFFIC STUDY **3/10/2008**

Map - UM-UMCAD-REGIONAL TRAFFIC STUDY

2015 - PM PEAK - TOTAL **Node Numbers**

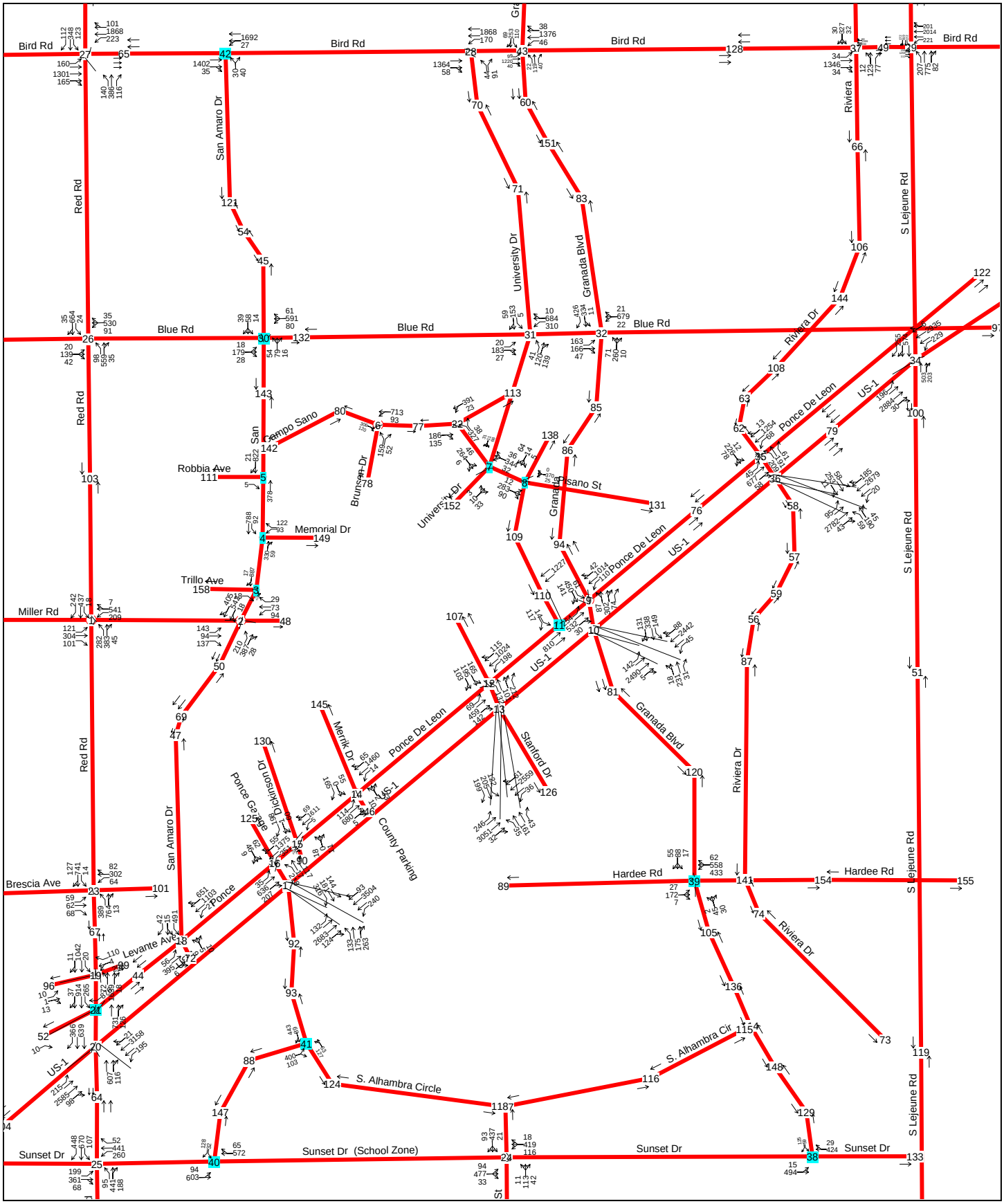


UM-UMCAD-REGIONAL TRAFFIC STUDY **3/10/2008**

Map - UM-UMCAD-REGIONAL TRAFFIC STUDY

2020 - PM PEAK - BACKGROUND

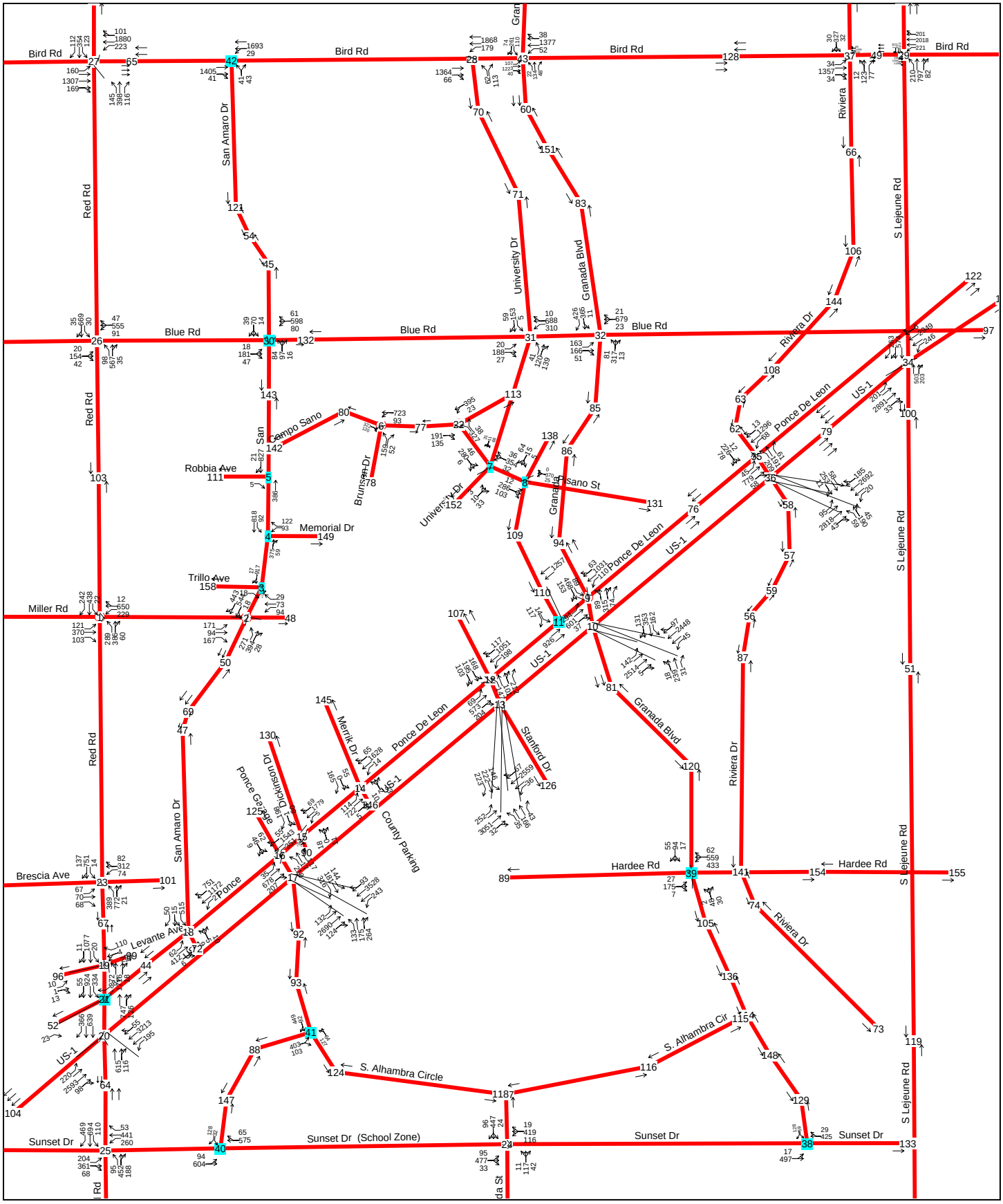
Node Numbers



UM-UMCAD-REGIONAL TRAFFIC STUDY **3/10/2008**

Map - UM-UMCAD-REGIONAL TRAFFIC STUDY

2020 - PM PEAK - TOTAL **Node Numbers**

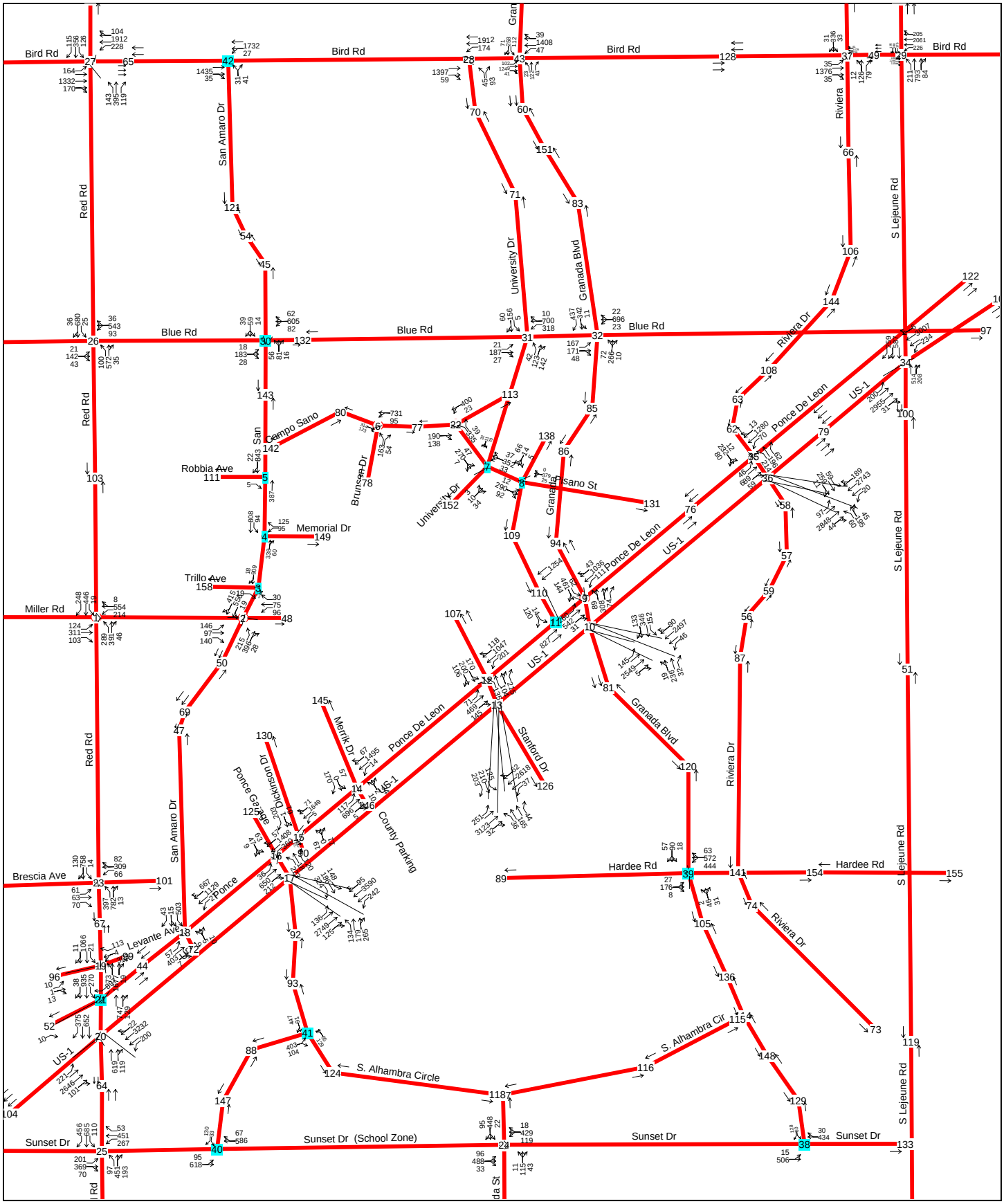


UM-UMCAD-REGIONAL TRAFFIC STUDY **3/10/2008**

Map - UM-UMCAD-REGIONAL TRAFFIC STUDY

2025 - PM PEAK - BACKGROUND

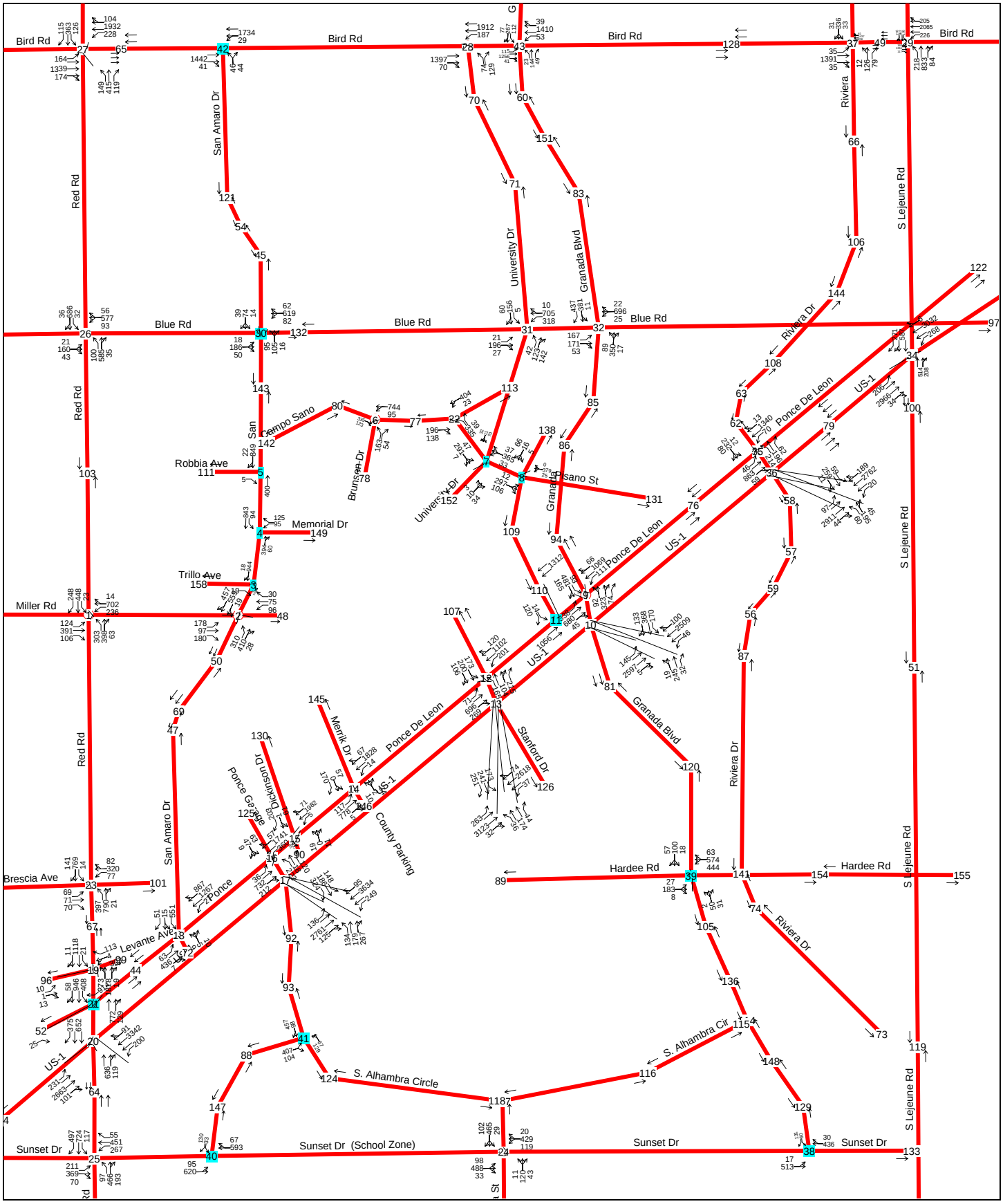
Node Numbers



UM-UMCAD-REGIONAL TRAFFIC STUDY **3/10/2008**

Map - UM-UMCAD-REGIONAL TRAFFIC STUDY

2025 - PM PEAK - TOTAL **Node Numbers**



UM-UMCAD-REGIONAL TRAFFIC STUDY **3/10/2008**

ATTACHMENT 11
ROADWAY IMPROVEMENT MAPS

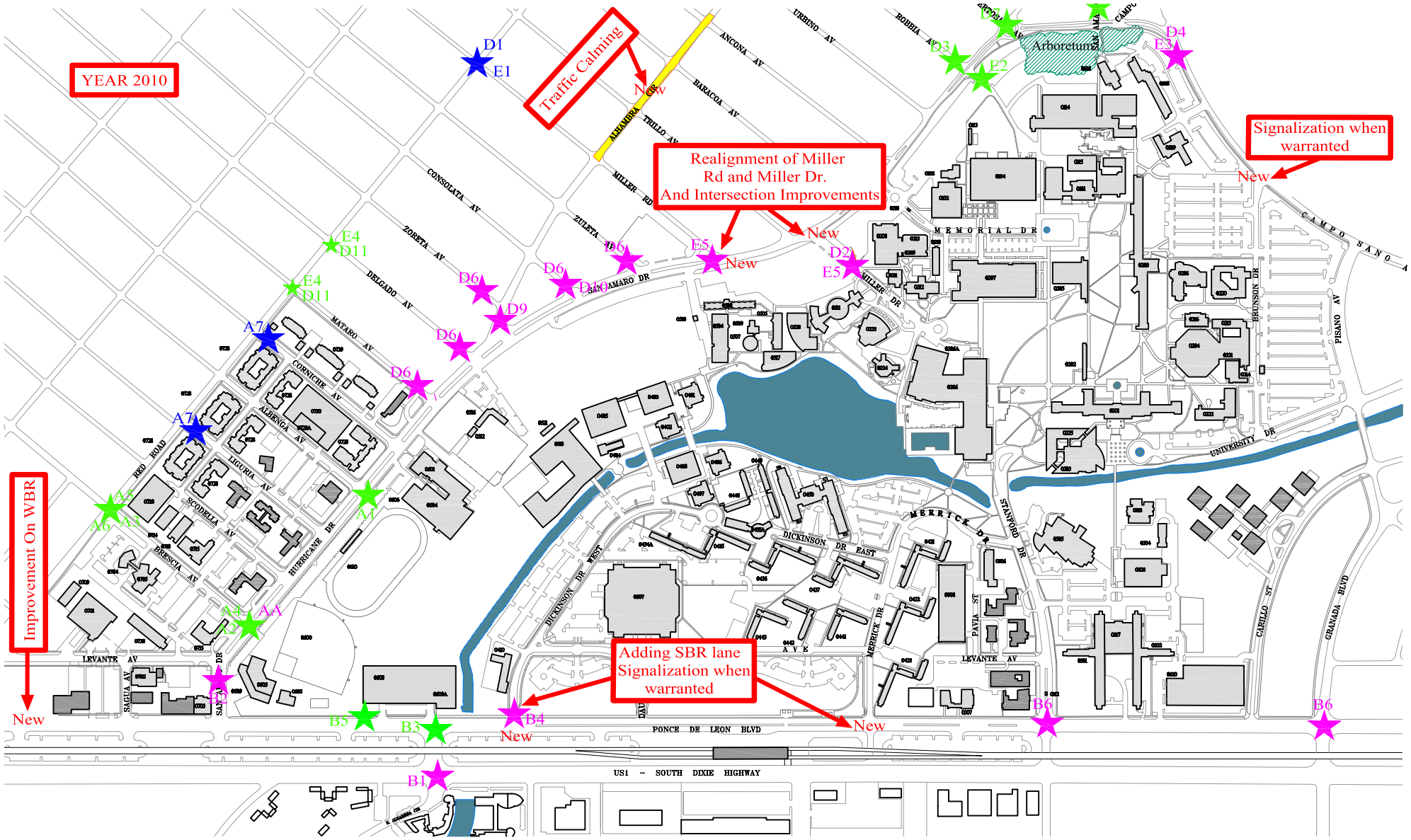


EXHIBIT F / IMPROVEMENTS MAP PHASE I - YEAR 2010

A. PREVIOUS IMPROVEMENTS RELATED TO THE UNIVERSITY VILLAGE

- A1 Providing a NBL On San Amaro at Albenga
- A2 Providing a NBL On San Amaro at Brescia
- A3 Providing a WBL On Brescia at Red Rd
- A4 Providing an EBL on Brescia at San Amaro
- A5 Providing a SBL On Red Rd at Brescia
- A6 Providing a NBL On Red Rd at Brescia
- A7 Closure of Liguira and Corniche E of Red Rd
- AA Signalization if warranted

B. PREVIOUS IMPROVEMENTS RELATED TO THE CONVOCATION CENTER

- B1 Lengthening of the LT lane on NB US1 at Alhambra
- B2 Elimination of on-street parking along SB San Amaro between Levante and Ponce de Leon
- B3 Providing a NE LTon Ponce de Leon at and Alhambra. Adding additional lanes for the west leg of the intersection. Creation of a service road
- B4 Realignment of Dickinson Wof Ponce de Leon 2 lanes in and 2 lanes out from Dickinson
- B5 Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium
- B6 Widening the SB approaches of the Stanford @ Ponce de Leon Blvd and Granada @ Ponce de Leon

C. PREVIOUS IMPROVEMENTS RELATED TO NEW CAMPUS AREA AND THE LRDZ

- C1 No on-street parking on relocated Dickinson W between Ponce de Leon and Walsh
- C2 No driveways on relocated Dickinson W between Ponce de Leon Blvd and Walsh
- C3 No driveways should be allowed on Merrick between Ponce de Leon Blvd and Walsh
- C4 Access to parking structure G831 should be aligned with Walsh
- C5 Dickinson W should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C6 Merrick should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C7 Extension of the LT lane on US 1 at Stanford

D. PREVIOUS IMPROVEMENTS RELATED TO CAMPUS CIRCULATION & ACCESS

- D1 Providing a SB protected LT phase at Red Rd @ Miller and Red Rd @ Blue Rd
- D2 Realignment of Miller Rd
- D3 Right in and right out at Robbia access
- D4 Closure of the Campo Sano access to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.
- D5 Median opening on San Amaro
- D6 Median closures along San Amaro at Zuleta , Consolata , Zoreta , Delgado , and Mataro
- D7 Disconnecting San Amaro N. from San Amaro Dr/Campo Santo
- D8 Closure of San Amaro Ct at Camp Sano
- D9 Closure of Alhambra Cir at San Amaro
- D10 Closure of Consolata Ave at San Amaro
- D11 Closure of Mataro and Delgado at Red Rd

E. PREVIOUS IMPROVEMENTS RELATED TO ENHANCING NEIGHBORHOOD SAFETY

- E1 Providing a SBL protected phase at Red Rd @ Miller Rd, and Red Rd @ Blue Rd
- E2 Providing RT in and RT out at the entrance to Lot 102 from San Amaro
- E3 Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.
- E4 Street closures of Mataro and Delgado at Red Road.
- E5 Closure of the Miller Dr Alligment of the Miller Dr and Miller Rd Closure of the access to Lots 501 and 403 from San Amaro

LEGEND

- PREVIOUS IMPROVEMENTS COMPLETED
- PREVIOUS IMPROVEMENTS NOT COMPLETED YET
- PREVIOUS IMPROVEMENTS NO LONGER NEEDED
- New NEW IMPROVEMENTS BASED ON RTS
- MITIGATION REQUIRED
- EXISTING UNIVERSITY BUILDINGS
- NON UNIVERSITY OWNED

DATE 02 NOV 07

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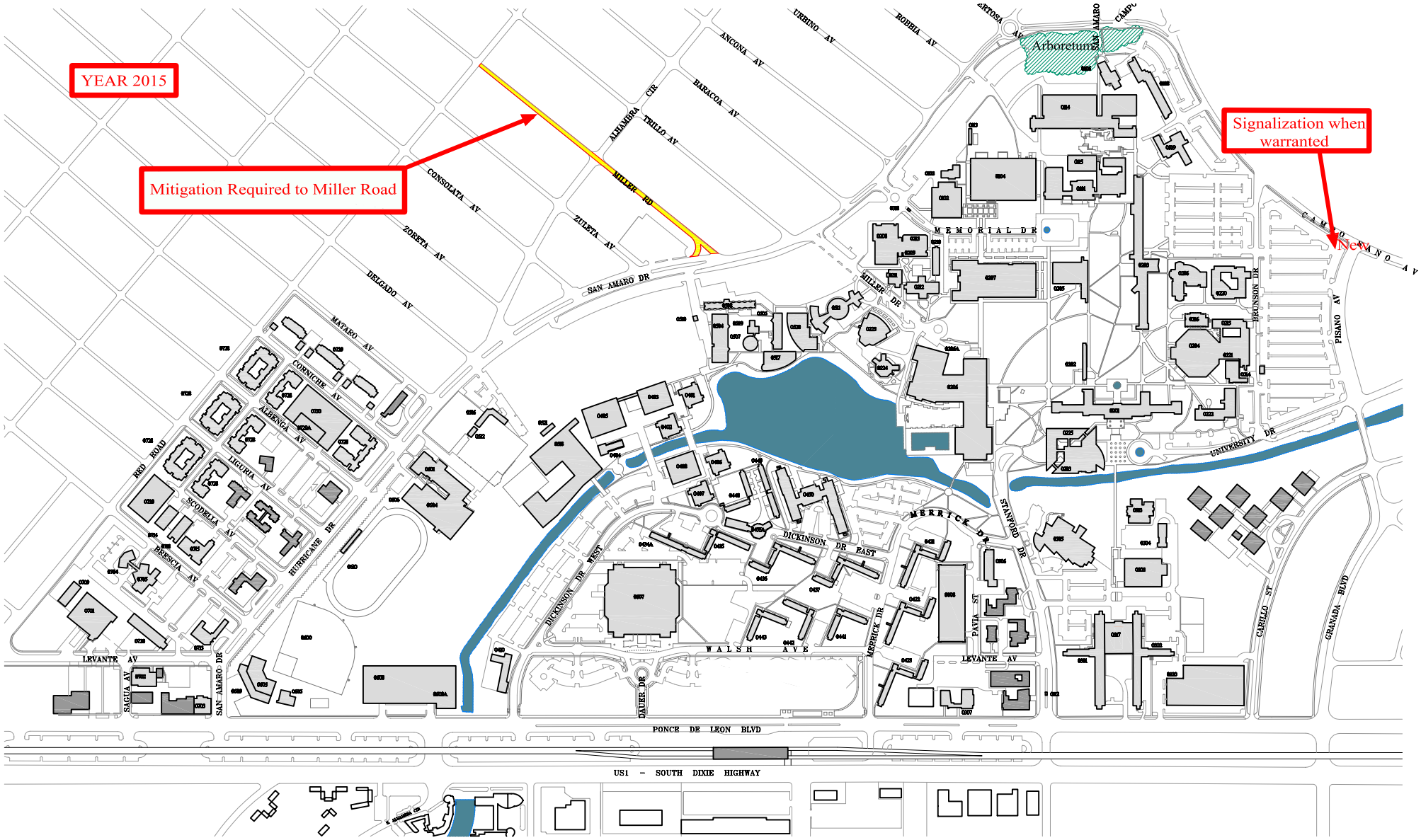


EXHIBIT F / IMPROVEMENTS MAP PHASE II - YEAR 2015

A. PREVIOUS IMPROVEMENTS RELATED TO THE UNIVERSITY VILLAGE

- A1 Providing a NBL On San Amaro at Albenga
- A2 Providing a NBL On San Amaro at Brescia
- A3 Providing a WBL On Brescia at Red Rd
- A4 Providing an EBL on Brescia at San Amaro
- A5 Providing a SBL On Red Rd at Brescia
- A6 Providing a NBL On Red Rd at Brescia
- A7 Closure of Liguira and Corniche E of Red Rd
- AA Signalization if warranted

B. PREVIOUS IMPROVEMENTS RELATED TO THE CONVOCATION CENTER

- B1 Lengthening of the LT lane on NB US1 at Alhambra
- B2 Elimination of on-street parking along SB San Amaro between Levante and Ponce de Leon
- B3 Providing a NE LTon Ponce de Leon at and Alhambra. Adding additional lanes for the west leg of the intersection. Creation of a service road
- B4 Realignment of Dickinson Wof Ponce de Leon 2 lanes in and 2 lanes out from Dickinson
- B5 Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium
- B6 Widening the SB approaches of the Stanford @ Ponce de Leon Blvd and Granada @ Ponce de Leon

C. PREVIOUS IMPROVEMENTS RELATED TO NEW CAMPUS AREA AND THE LRDZ

- C1 No on-street parking on relocated Dickinson W between Ponce de Leon and Walsh
- C2 No driveways on relocated Dickinson W between Ponce de Leon Blvd and Walsh
- C3 No driveways should be allowed on Merrick between Ponce de Leon Blvd and Walsh
- C4 Access to parking structure G831 should be aligned with Walsh
- C5 Dickinson W should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C6 Merrick should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C7 Extension of the LT lane on US 1 at Stanford

D. PREVIOUS IMPROVEMENTS RELATED TO CAMPUS CIRCULATION & ACCESS

- D1 Providing a SB protected LT phase at Red Rd @ Miller and Red Rd @ Blue Rd
- D2 Realignment of Miller Rd
- D3 Right in and right out at Robbia access
- D4 Closure of the Campo Sano access to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.
- D5 Median opening on San Amaro
- D6 Median closures along San Amaro at Zuleta , Consolata , Zoreta , Delgado , and Mataro
- D7 Disconnecting San Amaro N. from San Amaro Dr/Campo Santo
- D8 Closure of San Amaro Ct at Camp Sano
- D9 Closure of Alhambra Cir at San Amaro
- D10 Closure of Consolata Ave at San Amaro
- D11 Closure of Mataro and Delgado at Red Rd

E. PREVIOUS IMPROVEMENTS RELATED TO ENHANCING NEIGHBORHOOD SAFETY

- E1 Providing a SBL protected phase at Red Rd @ Miller Rd, and Red Rd @ Blue Rd
- E2 Providing RT in and RT out at the entrance to Lot 102 from San Amaro
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- E4 Street closures of Mataro and Delgado at Red Road.
- E5 Closure of the Miller Dr Alligment of the Miller Dr and Miller Rd Closure of the access to Lots 501 and 403 from San Amaro

LEGEND

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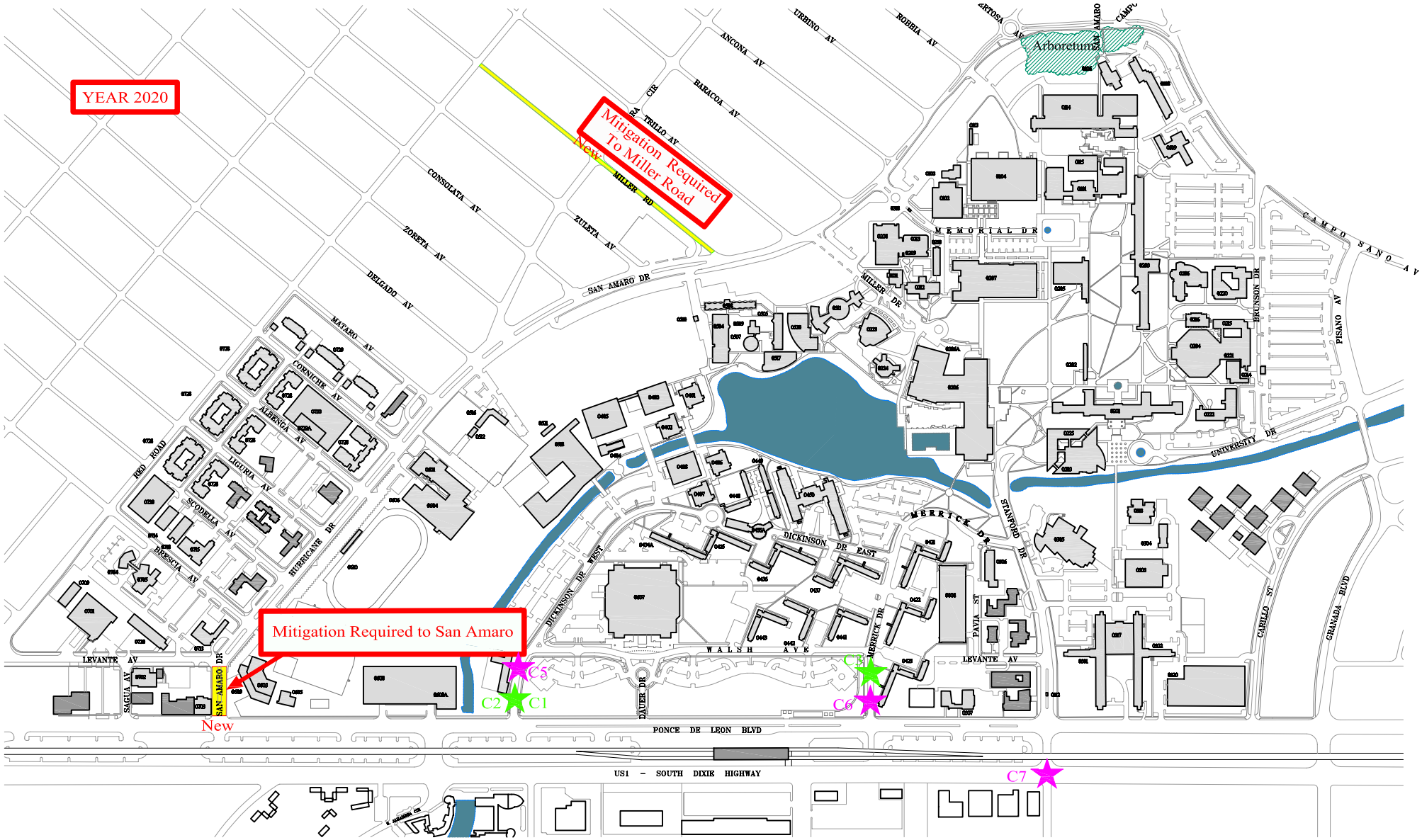


EXHIBIT F / IMPROVEMENTS MAP PHASE III - YEAR 2020

A. PREVIOUS IMPROVEMENTS RELATED TO THE UNIVERSITY VILLAGE

- A1 Providing a NBL On San Amaro at Albenga
- A2 Providing a NBL On San Amaro at Brescia
- A3 Providing a WBL On Brescia at Red Rd
- A4 Providing an EBL on Brescia at San Amaro
- A5 Providing a SBL On Red Rd at Brescia
- A6 Providing a NBL On Red Rd at Brescia
- A7 Closure of Liguira and Corniche E of Red Rd
- AA Signalization if warranted

B. PREVIOUS IMPROVEMENTS RELATED TO THE CONVOCATION CENTER

- B1 Lengthening of the LT lane on NB US1 at Alhambra
- B2 Elimination of on-street parking along SB San Amaro between Levante and Ponce de Leon
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- B6 Widening the SB approaches of the Stanford @ Ponce de Leon Blvd and Granada @ Ponce de Leon

C. PREVIOUS IMPROVEMENTS RELATED TO NEW CAMPUS AREA AND THE LRDZ

- C1 No on-street parking on relocated Dickinson W between Ponce de Leon and Walsh
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- C6 Merrick should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C7 Extension of the LT lane on US 1 at Stanford

D. PREVIOUS IMPROVEMENTS RELATED TO CAMPUS CIRCULATION & ACCESS

- D1 Providing a SB protected LT phase at Red Rd @ Miller and Red Rd @ Blue Rd
- D2 Realignment of Miller Rd
- D3 Right in and right out at Robbia access
- D4 Closure of the Campo Sano access to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.
- D5 Median opening on San Amaro
- D6 Median closures along San Amaro at Zuleta , Consolata , Zoreta , Delgado , and Mataro
- D7 Disconnecting San Amaro N. from San Amaro Dr/Campo Santo
- D8 Closure of San Amaro Ct at Camp Sano
- D9 Closure of Alhambra Cir at San Amaro
- D10 Closure of Consolata Ave at San Amaro
- D11 Closure of Mataro and Delgado at Red Rd

E. PREVIOUS IMPROVEMENTS RELATED TO ENHANCING NEIGHBORHOOD SAFETY

- E1 Providing a SBL protected phase at Red Rd @ Miller Rd, and Red Rd @ Blue Rd
- E2 Providing RT in and RT out at the entrance to Lot 102 from San Amaro
- E3 Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.
- E4 Street closures of Mataro and Delgado at Red Road.
- E5 Closure of the Miller Dr Alligment of the Miller Dr and Miller Rd Closure of the access to Lots 501 and 403 from San Amaro

LEGEND

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- PREVIOUS IMPROVEMENTS NOT COMPLETED YET
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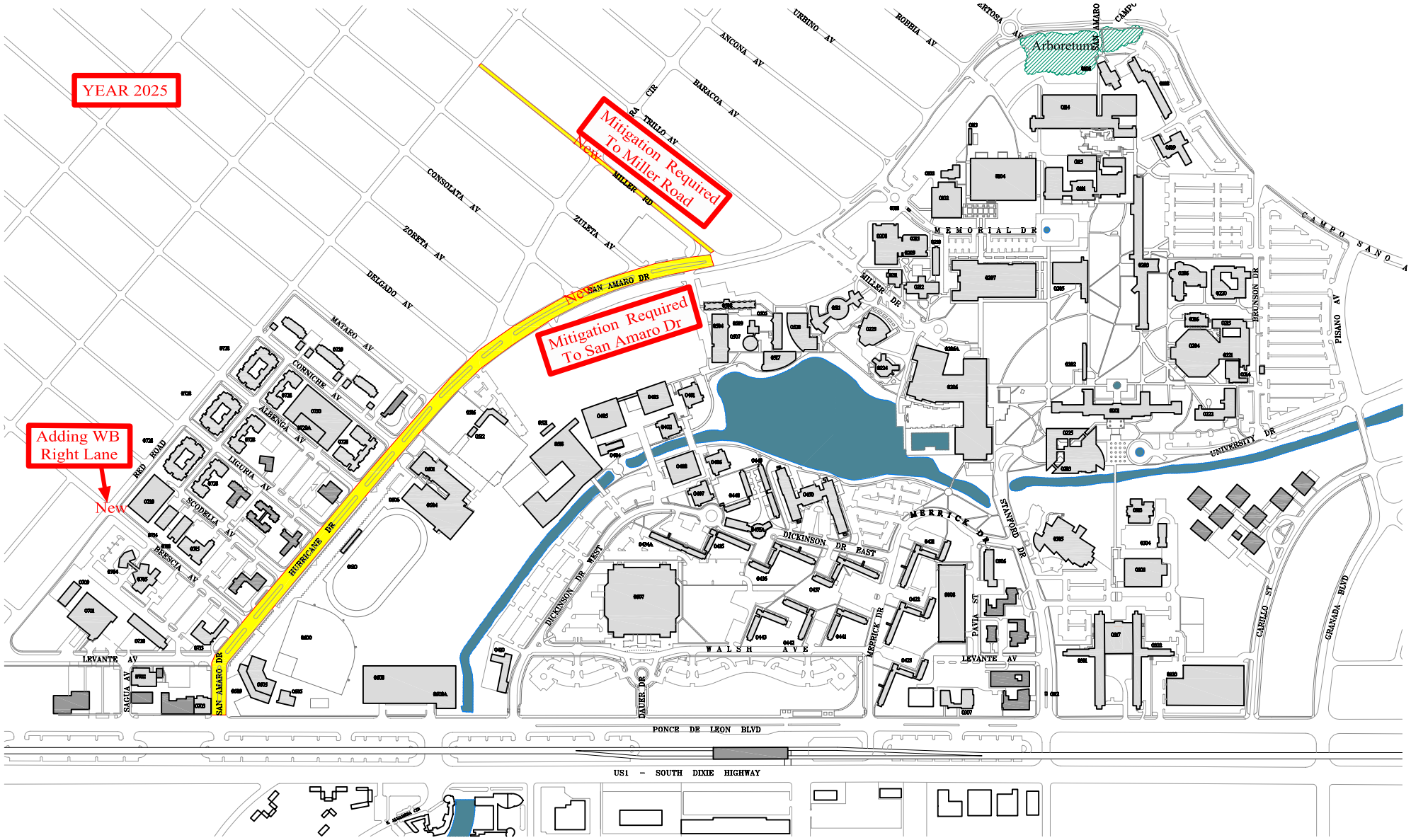


EXHIBIT F / IMPROVEMENTS MAP PHASE IV - YEAR 2025

A. PREVIOUS IMPROVEMENTS RELATED TO THE UNIVERSITY VILLAGE

- A1 Providing a NBL On San Amaro at Albenga
- A2 Providing a NBL On San Amaro at Brescia
- A3 Providing a WBL On Brescia at Red Rd
- A4 Providing an EBL on Brescia at San Amaro
- A5 Providing a SBL On Red Rd at Brescia
- A6 Providing a NBL On Red Rd at Brescia
- A7 Closure of Liguira and Corniche E of Red Rd
- AA Signalization if warranted

B. PREVIOUS IMPROVEMENTS RELATED TO THE CONVOCATION CENTER

- B1 Lengthening of the LT lane on NB US1 at Alhambra
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- C6 Merrick should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C7 Extension of the LT lane on US 1 at Stanford

D. PREVIOUS IMPROVEMENTS RELATED TO CAMPUS CIRCULATION & ACCESS

- D1 Providing a SB protected LT phase at Red Rd @ Miller and Red Rd @ Blue Rd
- D2 Realignment of Miller Rd
- D3 Right in and right out at Robbia access
- D4 Closure of the Campo Sano access to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.
- D5 Median opening on San Amaro
- D6 Median closures along San Amaro at Zuleta , Consolata , Zoreta , Delgado , and Mataro
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- D8 Closure of San Amaro Ct at Camp Sano
- D9 Closure of Alhambra Cir at San Amaro
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- E1 Providing a SBL protected phase at Red Rd @ Miller Rd, and Red Rd @ Blue Rd
- E2 Providing RT in and RT out at the entrance to Lot 102 from San Amaro
- E3 Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.
- E4 Street closures of Mataro and Delgado at Red Road.
- E5 Closure of the Miller Dr Alligment of the Miller Dr and Miller Rd Closure of the access to Lots 501 and 403 from San Amaro

LEGEND

- PREVIOUS IMPROVEMENTS COMPLETED
- PREVIOUS IMPROVEMENTS NOT COMPLETED YET
- PREVIOUS IMPROVEMENTS NO LONGER NEEDED
- New NEW IMPROVEMENTS BASED ON RTS
- MITIGATION REQUIRED
- EXISTING UNIVERSITY BUILDINGS
- NON UNIVERSITY OWNED

DATE 02 NOV 07

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University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS

ATTACHMENT 12
UPDATED MLOU ATTACHMENT “A”
IMPROVEMENT STATUS

Exhibit 9A
Projects in Planning, Design, or Construction

	Improvement	Status
1	No on-street parking should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue.	In compliance / Ongoing
2	No driveways should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue	In compliance / Ongoing
3	No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue.	In compliance / Ongoing
4	No vehicular access, gates or curb cuts shall be permitted onto or through the 75' wide landscape buffer along Mataro Avenue.	In compliance / Ongoing
5	Dickinson Drive/Ponce de Leon Blvd. signalize when warranted	Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS.
6	Merrick Drive/Ponce de Leon Blvd. signalize when warranted	Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS.
7	Signalize Campo Sano Avenue and Brunson Avenue when warranted.	Signal Warrant Studies will be completed in 2010, and if not warranted, will be monitored in future RTS.
8	Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road	Project is in design development.
9	Widen Brescia Avenue to three lanes between Red Road and San Amaro Drive as determined by the City Public Works and Planning Departments.	The City has accepted a design that widens Brescia at the eastern and western ends with right turn lanes. Project is in design development.
10	A traffic signal warrant study based on future traffic projections has been completed for the intersection of San Amaro Drive / Brescia Avenue. The University, submitted the study for review to the City and other appropriate agencies. The signal was not warranted. The University shall complete a traffic signal warrant study within six months after issuance of final CO and when the University Village has full occupancy. If the signal is warranted and approved by the agencies at that time, the University shall install the signal.	A signal warrant study completed in 2005 based on forecasted volumes revealed marginal volumes for a signal. The townhomes, part of the University Village project are under construction and estimated to be completed prior to December 31, 2009. A signal warrant study will be completed no later than six months after a final CO is obtained for the UV townhomes. If signal is not warranted, University will continue to monitor in future RTS.
11	Lengthen northeast bound left turn lane on US 1 at Stanford Drive.	Plans were submitted to permitting agencies by December 31, 2007. Project is in design development.
12	Lengthen northeast bound left turn lane on on US-1 to westbound Alhambra Circle	Plans were submitted to permitting agencies by December 31, 2007. Project is in design development.
13	Eliminate on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard	The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response.
14	Provide optimized signal timing information from the February 2003 Traffic Study for all intersections analyzed to Miami-Dade County to determine the need for resignalization.	Will submit updated signal timing information upon receiving sufficiency on the March 2008 RTS.
15	Provide shuttle bus service and shelters or other adequate weather protection within University Village where shuttle stops are located as determined by the City Public Works and Planning Departments.	Project under construction. It is estimated to be completed prior to December 31, 2009.
16	The required traffic signal at San Amaro Drive and Miller Drive will proceed to completion according to the schedule submitted by the University with progress reports to be submitted quarterly.	Signal warranted, neighbors objected to traffic signal. The realignment of Miller Drive project is in design development and is estimated to be completed prior to December 31, 2010.
17	The University shall review vehicular access and circulation in the area of Campo Sano and Pisano in order to minimize vehicular impacts through signage, routing, scheduling, etc.	These improvements will be reviewed during future RTS
18	Closure of the driveway to Lots 501 and 503.	The location of the driveways of Lots 501 and 503 will be reviewed as part of the internal road.
	2007 RTS Recommended Improvements	
19	Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue	Two lanes entering and two lanes exiting Dickinson Drive are under construction and estimated to be completed by early 2009.
20	Align Miller Road and Miller Drive and improve intersection to provide at least an additional share through/right southbound lane and an eastbound left turn lane.	Project is in design development. Construction plans will be submitted to the City by December 31, 2008.
21	Improve westbound right turn lane at Ponce de Leon Blvd and Red Road by signal interconnect.	This project will be completed in coordination with the developers of Red Road Commons
22	Traffic calming on Alhambra Circle north of Miller Road and on Mantua Ave between Red Road and San Amaro Drive.	Mitigation as per methodology agreement

Exhibit 9B
Items to be monitored as part of future RTS
(not currently included in RTS methodology but will be included in future MLOU)

2010		
1	Signalize Campo Sano Avenue and Brunson Avenue when warranted.	Signal Warrant Studies will be completed in 2010, and if not warranted, will be monitored in future RTS.
2	Monitor intersection of Albenga Ave. and Red Road	Monitor southbound left turns to determine if the volume meets FDOT's 100 vph threshold for left turn lane in 2010 and if not warranted, will continue to be monitored in future RTS.
2015		
3	Verify the need for widening Miller Road between San Amaro Drive and Red Road to 4 lanes.	In lieu of widening, a proportionate share payment will be made calculating the difference between the actual cost of the intersection approach improvements on Miller Road and the University share for the widening to four lanes related to the 2015 incremental impact of UM trips on the same section of Miller Road
4	Signalize Campo Sano Avenue and Pisano Avenue when warranted.	Signal Warrant Studies will be completed as part of the next RTS, and if not warranted, will continue to be monitored in future RTS.
2020		
5	Verify the need for widening Miller Road between San Amaro Drive and Red Road to 4 lanes.	In lieu of widening, a proportionate share payment will be made calculating the difference between the actual cost of the intersection approach improvements on Miller Road and the University share for the widening to four lanes related to the 2020 incremental impact of UM trips on the same section of Miller Road
6	Verify the need for widening northbound San Amaro Drive between Ponce de Leon Blvd. and Levante Avenue to 2 lanes.	These improvements will be reviewed as part of future RTS and the University of Miami will pay 100% of the cost of the improvements as required by the Regional Traffic Study.
2025		
7	Verify the need for widening Miller Road between San Amaro Drive and Red Road to 4 lanes.	In lieu of widening, a proportionate share payment will be made calculating the difference between the actual cost of the intersection approach improvements on Miller Road and the University share for the widening to four lanes related to the 2025 incremental impact of UM trips on the same section of Miller Road
8	Verify the need for widening northbound San Amaro Drive between Levante Avenue and Miller Road to 2 lanes.	These improvements will be reviewed as part of future RTS and the University of Miami will pay 100% of the cost of the improvements as required by the Regional Traffic Study.

Note: Proportionate share payments 1% to 100% made in lieu of roadway widening will be calculated on an incremental basis based on the cumulative phase trips from UM minus any previous payments made in a prior phase.

UMRTS ATTACHMENT 12

MLOU EXIHIBIT 9-Attachment A
Summary of Recommended or
Suggested Improvements Contained
In UMCAD Updates Since 1992

A. Improvements Related to the University Village

		Status
1	Provide a northbound left turn on San Amaro Drive at Albenga Avenue.	Done
2	Provide a northbound left turn on San Amaro Drive at Brescia Avenue.	Done
3	Provide a westbound left turn on Brescia Avenue at Red Road	Done
4	Provide an eastbound left turn on Brescia Avenue at San Amaro Drive.	Done
5	Provide a southbound left turn on Red Road at Brescia Avenue	Done
6	Provide a Northbound left turn on Red Road at Brescia Avenue	Done
7	Closure of Liguira Avenue and Corniche Avenue east of Red Road.	Abandoned See note A.7

B. Improvements Related to the Convocation Center

		Status
1	Lengthening of the left turn lane on northbound US 1 at Alhambra Circle.	Programmed See Note B.1.
2	Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard	Programmed See Note B. 2.
3	Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on eastbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road.	- Northeast Left Turn on Ponce Completed - See Note B. 3. regarding west leg.
4	Realignment of Dickinson Road West at Ponce de Leon Boulevard. Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive.	- Intersection improvements are currently under design See note B. 4.
5	Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium.	Done
6	Consider widening the southbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.	These are not necessary, See Note B. 6.
7	Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events.	Done

C. Improvements Related to the New Campus Area and the LRDZ (NSCDZ)

		Status
1	No on-street parking should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue.	No on-street parking will be allowed.
2	No driveways should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue	No driveways are included in the plans now in permitting.
3	No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue.	Currently no in-between driveway exists and none are planned.
4	Access to parking structure G831 should be aligned with Walsh Avenue.	The UMCAD plan has changed. See Note C. 4.
5	Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue	This is addressed in B.4.
6	Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue.	See Note C. 6.
7	Traffic improvements identified for the Ryder Convocation Center will also help support the LRDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive.	This improvement is programmed, See Note for B.1.

D. Improvements Related to Campus Circulation and Access

		Status
1	Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road.	These improvements are programmed and under design. See Note D. 1.
2	Realignment of Miller Road	Under Design
3	Right in and right out channelization at Robbia Avenue access drive.	Done
4	Closure of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.	An access consolidation plan is under design and will be reviewed with city staff.
5	Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow.	No longer necessary. See Note D. 5.
6	Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue.	No longer necessary. See Note D. 5.

7	Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue.	Roundabout has been constructed to address intersection modification.
8	Closure of San Amaro Court at Camp Sano Avenue.	Right turns in and out only have been built as part of the traffic calming program.
9	Closure of Alhambra Circle at San Amaro Drive.	No longer necessary. See Note D. 5.
10	Closure of Consolata Avenue at San Amaro Drive.	No longer necessary. See Note D. 5.
11	Closure of Mataro Avenue and Delgado Avenue at Red Road.	Done

E. Improvements Related to Enhancing Neighborhood Safety

		Status
1	Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road, and Red Road and Blue Road	These improvements are programmed and under design. See Note D. 1.
2	Modify the entrance to Lot 102 from San Amaro Drive to provide for right turn in and right turn out movements only.	Only movements allowed are right turns in and out and left turn in. See Note D.5.
3	Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.	An access consolidation plan is under design and will be reviewed with city staff.
4	Street closures of Mataro Avenue and Delgado Avenue at Red Road.	Done
5	With the planned expansion of the Law School, the access on Miller Drive at San Amaro Drive would be eliminated. As a result, the intersection of Miller Road and San Amaro Drive would be extensively modified (additional turn lanes) and the existing driveways to Lots 503 and 501 would be closed.	Miller Road/Miller Drive Realignment is Under Design

NOTES:

A. 7) Approval for University Village included restrictions that no additional roads be closed to prevent increased diversions of University or student traffic onto the remaining open residential streets. This modified the original planning for University Village as envisioned in the original UMCAD traffic study of 1992.

B. 1) The lengthening of the US-1 left turn lanes at Alhambra and Stanford are a requirement of a March 2007 city ordinance and are under design during the preparation of the RTS. Design plans are programmed for submittal by December 2007 as stipulated in the ordinance.

B. 2) The removal of the parking meters and the resulting extension of the intersection approach lane is a requirement of a March 2007 city ordinance and is under design during the preparation of the RTS. Design plans are programmed for submittal by December 2007 as stipulated in the ordinance.

B. 3) In addition to the completion of turn lanes at the G805 parking structure at Alhambra Circle, other traffic improvements have been completed including a service/access road along the frontage of the garage. All improvements related to the Convocation Center (aka BankUnited Center) and parking garage are complete.

B. 4) The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West. The existing section of Dickinson Drive West between Ponce DeLeon and Walsh is currently under design and in permitting stages and includes the two lanes in and two lanes out as well as no parking within the referenced section.

B. 6) The development of the campus plan has evolved since these original recommendations were made shifting impacts more to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs.

C. 4) The UMCAD development plan has changed since the recommendation was made in 1992. The G831 garages and building footprints from 1992 no longer align with Walsh Avenue and this recommendation is no longer applicable.

C. 6) The current RTS is showing a probable need for two outbound (southbound) lanes but the need for two inbound lanes is unclear. This will need to be refined when the specific development plans for the NSCDZ are at least in preliminary stages and the allocation of densities are better defined.

D. 1) The provision of left turn phasing at Blue Road and Miller Road are a requirement of a March 2007 city ordinance and are under design during the preparation of the RTS. Design plans were programmed for submittal by December 2007 as stipulated in the ordinance. As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need, and will be deleted from the programmed improvement list.

D. 5) The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted.

UMRTS ATTACHMENT 12
MLOU EXHIBIT 9 - Attachment A
Summary of Recommended or
Suggested Improvemetns Contained
in UMCAD Updates Since 1992

A.	**Improvements Related to the University Village**		
		Status	Comments
~~1~~	~~Provide a northbound left turn on San Amaro Drive at Albenga Avenue.~~	~~Completed~~	
~~2~~	~~Provide a northbound left turn on San Amaro Drive at Brescia Avenue.~~	~~Completed~~	
~~3~~	~~Provide a westbound left turn on Brescia Avenue at Red Road~~	~~Completed~~	
~~4~~	~~Provide an eastbound left turn on Brescia Avenue at San Amaro Drive.~~	~~Completed~~	
~~5~~	~~Provide a southbound left turn on Red Road at Brescia Avenue~~	~~Completed~~	
~~6~~	~~Provide a Northbound left turn on Red Road at Brescia Avenue~~	~~Completed~~	
~~7~~	~~Closure of Liguira Avenue and Corniche Avenue east of Red Road.~~	~~Completed~~	Approval for University Village included restrictions that no additional roads be closed to prevent increased diversions of University or student traffic onto the remaining open residential streets. This modified the original planning for University Village as envisioned in the original UMCAD traffic study of 1992.

B.	Imprevements related to the Convocation Center		
		Status	Comments
1	Lengthening of the left turn lane on northbound US 1 at Alhambra Circle.	The plans for the left turn lane have been submitted to FDOT and the City. Pending City response / review.	
2	Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard	The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response.	
~~3~~	~~Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on eastbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road.~~	~~Completed~~	In addition to the completion of turn lanes at the G805 (Ponce Parking Garage) parking structure at Alhambra Circle, other traffic improvements have been completed including a service/access road along the frontage of the garage. All improvements related to the Convocation Center (aka BankUnited Center) and parking garage are complete.
4	~~Realignment of Dickinson Road West at Ponce de Leon Boulevard.~~ Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive.	Two lanes entering and two lanes exiting Dickinson Drive are under construction and scheduled for completion in 2008.	The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West.
~~5~~	~~Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium.~~	~~Completed~~	
~~6~~	~~Consider widening the southbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.~~	~~Completed~~	The development of the campus plan has evolved since these original recommendations were made shifting more impacts to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs.
~~7~~	~~Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events.~~	~~Completed~~	

C.	Improvements Related to the New Campus Area and the LRDZ (NSCDZ)		
		Status	
1	No on-street parking should be allowed on ~~relocated~~ Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue.		The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West.
2	No driveways should be allowed on ~~relocated~~ Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue		The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West.
3	No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue.		
~~4~~	~~Access to parking structure G831 should be aligned with Walsh Avenue.~~		The UMCAD development plan has changed since the recommendation was made in 1992. The G831 garages and building footprints from 1992 no longer align with Walsh Avenue and this recommendation is no longer applicable.
5	~~Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue~~	Two lanes entering and two lanes exiting Dickinson Drive have been constructed.	
6	Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue.	Will be monitored as part of future RTS	The current RTS is showing a probable need for two outbound (southbound) lanes but the need for two inbound lanes is unclear. This will need to be refined when the specific development plans for the NSCDZ are at least in preliminary stages and the allocation of densities are better defined.
7	Traffic improvements identified for the BankUnited Center will also help support the NSCDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive.	The plans for the left turn lane have been submitted to FDOT and the City. Project is in design development.	

D.	Improvements Related to Campus Circulation and Access		
		Status	Comments
1	Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road.		As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. Southbound left turn bay constructed at both locations. No protected left turn phase.
2	Realignment of Miller Road	Project is in design development. Construction plans will be submitted to the City by December 31, 2008.	
3	Right in and right out channelization at Robbia Avenue access drive.	Completed	
4	Closure of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.	Internal Road Phase I is in design development.	The Campo Sano entrance to Lot I-109 has been closed. The entrance to lots 501 and 503 are being reviewed as part of the first phase of the Internal Road.
5	Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow.	Completed	The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted.
6	Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue.	Completed	The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted.
7	Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue.	Completed	
8	Closure of San Amaro Court at Camp Sano Avenue.	Completed	Right turns in and out only have been built as part of the traffic calming program
9	Closure of Alhambra Circle at San Amaro Drive.	Completed	
10	Closure of Consolata Avenue at San Amaro Drive.	Completed	
11	Closure of Mataro Avenue and Delgado Avenue at Red Road.	Completed	

E.	Improvements Related to Enhancing Neighborhood Safety		
		Status	Comments
~~1~~	~~Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road, and Red Road and Blue Road~~		As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. ~~Southbound left turn bay constructed at both locations. No protected left turn phases.~~
~~2~~	~~Modify the entrance to Lot 102 from San Amaro Drive to provide for right turn in and right turn out movements only.~~	~~Completed~~	Right turns in and out only have been built as part of the traffic calming program
3	~~Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.~~	~~Completed~~	
4	~~Street closures of Mataro Avenue and Delgado Avenue at Red Road.~~	~~Completed~~	
5	With the planned expansion of the Law School, the access on Miller Drive at San Amaro Drive would be eliminated. As a result, the intersection of Miller Road and San Amaro Drive would be extensively modified (additional turn lanes) and the existing driveways to Lots 503 and 501 would be closed.	Miller Road / Miller Drive realignment project is in design development. Construction plans will be submitted to the City by December 31, 2008.	~~Miller Drive not closed. Miller Drive not aligned. Access to Lots 501 and 403 not closed from San Amaro Drive.~~

F. Recommentations based on March 28, 2008 RTS

		Status	Comments
1	Dickinson Drive/Ponce de Leon Blvd: add southbound left turn lane and signalize when warranted – 2008-2010	Conduct warrant study	
2	Merrick Drive/Ponce de Leon Blvd: add southbound left turn lane and signalize when warranted - 2010	Conduct warrant study	
3	Signalize Campo Sano Avenue and Brunson Avenue when warranted.	Monitor in future RTS	
4	Align Miller Road and Miller Drive and improve intersection to provide at least an additional share through/right southbound lane and an eastbound left turn lane.	Under design	
5	Improve westbound right turn lane at Ponce de Leon Blvd and Red Road by signal interconnect.	To be completed by 2010	
6	Traffic ~~monitoring~~/calming on Alhambra Circle north of Miller Road ~~and on Mantua Avenue between Red Road and San Amaro Drive~~	To be completed by 2010	
7	Signalize San Amaro Drive and Brescia Avenue when warranted	Monitor in future RTS	
8	Pay proportionate fair share for widening Miller Road between San Amaro Drive and Red Road to 4 lanes	Requires review. See Note F.8.	The proportionate share calculation will need to consider the difference between the actual cost of the intersection approach improvements on Miller Road and the proportionate share for the widening of the same section of Miller Road to four lanes.
9	Signalize Campo Sano Avenue and Pisano Avenue when warranted.	Monitor in future RTS	
10	Pay proportionate fair share for widening northbound San Amaro Drive between Levante Avenue and Miller Road to 2 lanes	Monitor in future RTS	The widening of San Amaro Drive will need to be revisited during the RTS updates since the need to widen to four lanes is at a threshold volume and it may prove unnecessary.
11	Pay proportionate fair share for widening northbound San Amaro Drive between Ponce de Leon Blvd and Miller Road to 2 lanes	Monitor in future RTS	The widening of San Amaro Drive will need to be revisited during the RTS updates since the need to widen to four lanes is at a threshold volume and it may prove unnecessary.
12	Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road	Under design and review by city staff.	

UMRTS ATTACHMENT 12
MLOU EXHIBIT 9 - Attachment A
Summary of Recommended or
Suggested Improvemetns Contained
in UMCAD Updates Since 1992

A.	**Improvements Related to the University Village**		
		Status	Comments
~~1~~	~~Provide a northbound left turn on San Amaro Drive at Albenga Avenue.~~	~~Completed~~	
~~2~~	~~Provide a northbound left turn on San Amaro Drive at Brescia Avenue.~~	~~Completed~~	
~~3~~	~~Provide a westbound left turn on Brescia Avenue at Red Road~~	~~Completed~~	
~~4~~	~~Provide an eastbound left turn on Brescia Avenue at San Amaro Drive.~~	~~Completed~~	
~~5~~	~~Provide a southbound left turn on Red Road at Brescia Avenue~~	~~Completed~~	
~~6~~	~~Provide a Northbound left turn on Red Road at Brescia Avenue~~	~~Completed~~	
~~7~~	~~Closure of Liguira Avenue and Corniche Avenue east of Red Road.~~	~~Completed~~	Approval for University Village included restrictions that no additional roads be closed to prevent increased diversions of University or student traffic onto the remaining open residential streets. This modified the original planning for University Village as envisioned in the original UMCAD traffic study of 1992.

B.	Imprevements related to the Convocation Center		
		Status	Comments
1	Lengthening of the left turn lane on northbound US 1 at Alhambra Circle.	The plans for the left turn lane have been submitted to FDOT and the City. Pending City response / review.	
2	Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard	The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response.	
~~3~~	~~Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on eastbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road.~~	~~Completed~~	In addition to the completion of turn lanes at the G805 (Ponce Parking Garage) parking structure at Alhambra Circle, other traffic improvements have been completed including a service/access road along the frontage of the garage. All improvements related to the Convocation Center (aka BankUnited Center) and parking garage are complete.
4	~~Realignment of Dickinson Road West at Ponce de Leon Boulevard.~~ Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive.	Two lanes entering and two lanes exiting Dickinson Drive are under construction and scheduled for completion in 2008.	The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West.
~~5~~	~~Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium.~~	~~Completed~~	
~~6~~	~~Consider widening the southbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.~~	~~Completed~~	The development of the campus plan has evolved since these original recommendations were made shifting more impacts to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs.
~~7~~	~~Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events.~~	~~Completed~~	

C.	Improvements Related to the New Campus Area and the LRDZ (NSCDZ)		
		Status	
1	No on-street parking should be allowed on ~~relocated~~ Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue.		The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West.
2	No driveways should be allowed on ~~relocated~~ Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue		The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West.
3	No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue.		
~~4~~	~~Access to parking structure G831 should be aligned with Walsh Avenue.~~		The UMCAD development plan has changed since the recommendation was made in 1992. The G831 garages and building footprints from 1992 no longer align with Walsh Avenue and this recommendation is no longer applicable.
5	~~Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue~~	Two lanes entering and two lanes exiting Dickinson Drive have been constructed.	
6	Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue.	Will be monitored as part of future RTS	The current RTS is showing a probable need for two outbound (southbound) lanes but the need for two inbound lanes is unclear. This will need to be refined when the specific development plans for the NSCDZ are at least in preliminary stages and the allocation of densities are better defined.
7	Traffic improvements identified for the BankUnited Center will also help support the NSCDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive.	The plans for the left turn lane have been submitted to FDOT and the City. Project is in design development.	

D.	Improvements Related to Campus Circulation and Access		
		Status	Comments
1	Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road.		As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. Southbound left turn bay constructed at both locations. No protected left turn phase.
2	Realignment of Miller Road	Project is in design development. Construction plans will be submitted to the City by December 31, 2008.	
3	Right in and right out channelization at Robbia Avenue access drive.	Completed	
4	Closure of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.	Internal Road Phase I is in design development.	The Campo Sano entrance to Lot I-109 has been closed. The entrance to lots 501 and 503 are being reviewed as part of the first phase of the Internal Road.
5	Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow.	Completed	The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted.
6	Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue.	Completed	The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted.
7	Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue.	Completed	
8	Closure of San Amaro Court at Camp Sano Avenue.	Completed	Right turns in and out only have been built as part of the traffic calming program
9	Closure of Alhambra Circle at San Amaro Drive.	Completed	
10	Closure of Consolata Avenue at San Amaro Drive.	Completed	
11	Closure of Mataro Avenue and Delgado Avenue at Red Road.	Completed	

E.	Improvements Related to Enhancing Neighborhood Safety		
		Status	Comments
~~1~~	~~Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road, and Red Road and Blue Road~~		As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. ~~Southbound left turn bay constructed at both locations. No protected left turn phases.~~
~~2~~	~~Modify the entrance to Lot 102 from San Amaro Drive to provide for right turn in and right turn out movements only.~~	~~Completed~~	Right turns in and out only have been built as part of the traffic calming program
3	~~Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.~~	~~Completed~~	
4	~~Street closures of Mataro Avenue and Delgado Avenue at Red Road.~~	~~Completed~~	
5	With the planned expansion of the Law School, the access on Miller Drive at San Amaro Drive would be eliminated. As a result, the intersection of Miller Road and San Amaro Drive would be extensively modified (additional turn lanes) and the existing driveways to Lots 503 and 501 would be closed.	Miller Road / Miller Drive realignment project is in design development. Construction plans will be submitted to the City by December 31, 2008.	~~Miller Drive not closed. Miller Drive not aligned. Access to Lots 501 and 403 not closed from San Amaro Drive.~~

F. Recommentations based on March 28, 2008 RTS

		Status	Comments
1	Dickinson Drive/Ponce de Leon Blvd: add southbound left turn lane and signalize when warranted – 2008-2010	Conduct warrant study	
2	Merrick Drive/Ponce de Leon Blvd: add southbound left turn lane and signalize when warranted - 2010	Conduct warrant study	
3	Signalize Campo Sano Avenue and Brunson Avenue when warranted.	Monitor in future RTS	
4	Align Miller Road and Miller Drive and improve intersection to provide at least an additional share through/right southbound lane and an eastbound left turn lane.	Under design	
5	Improve westbound right turn lane at Ponce de Leon Blvd and Red Road by signal interconnect.	To be completed by 2010	
6	Traffic ~~monitoring~~/calming on Alhambra Circle north of Miller Road ~~and on Mantua Avenue between Red Road and San Amaro Drive~~	To be completed by 2010	
7	Signalize San Amaro Drive and Brescia Avenue when warranted	Monitor in future RTS	
8	Pay proportionate fair share for widening Miller Road between San Amaro Drive and Red Road to 4 lanes	Requires review. See Note F.8.	The proportionate share calculation will need to consider the difference between the actual cost of the intersection approach improvements on Miller Road and the proportionate share for the widening of the same section of Miller Road to four lanes.
9	Signalize Campo Sano Avenue and Pisano Avenue when warranted.	Monitor in future RTS	
10	Pay proportionate fair share for widening northbound San Amaro Drive between Levante Avenue and Miller Road to 2 lanes	Monitor in future RTS	The widening of San Amaro Drive will need to be revisited during the RTS updates since the need to widen to four lanes is at a threshold volume and it may prove unnecessary.
11	Pay proportionate fair share for widening northbound San Amaro Drive between Ponce de Leon Blvd and Miller Road to 2 lanes	Monitor in future RTS	The widening of San Amaro Drive will need to be revisited during the RTS updates since the need to widen to four lanes is at a threshold volume and it may prove unnecessary.
12	Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road	Under design and review by city staff.	

A. Ordinance No. 2964		
Condition	**Status**	**Comments**
Improvements related to Campus Access and Circulation		
~~The University shall assess anticipated traffic impacts on Miller Road to determine if additional through lanes, turn lanes, or other improvements should be made between Red Road and San Amaro Drive. All needed improvements for this roadway link shall be made in conjunction with the University Village project.~~	~~Completed~~	The traffic study for University Village addressed all matters relating to this condition. This particular condition was ~~will be~~ monitored during the current Regional Transportation Study ~~to be~~ completed in ~~August, 2007~~. March 2008. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable. The section between San Amaro Drive and Alhambra Circle is currently under review by the city staff.
The University shall commit to signal warrant studies and signalization funding at the following intersections as they become necessary:		This item may be re-evaluated in future studies based on future development.
Dickinson and Ponce	~~Warrant completed in 12/2000~~ Monitor in future RTS	The signal was not recommended. Condition was ~~will be~~ monitored during the current Regional Transportation Study ~~to be~~ completed in ~~August, 2007~~. March 2008. ~~Implementation will be in accordance w the Regional Traffic Study recommendations/timetable.~~ Signal warrant studies will be programmed 2008 and 2010. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs.
Merrick and Ponce	~~Warrant completed in 12/2000~~ Monitor in future RTS	The signal was not recommended. University will provide the City with a copy of the Warrant Report. Condition was ~~will be~~ monitored during the current Regional Transportation Study ~~that will be~~ completed ~~in August, 2007.~~March 2008. Signal warrant studies will be programmed 2008 and 2010. This intersection is part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs.

~~Granada and Pisano~~	~~Completed~~	A traffic/pedestrian signal is in place immediately south of Pisano and Granada.
~~The University shall effectuate necessary roadway improvements as noted on pages 8 and 9 of the Planning Department Staff Report entitled "Review of the University of Miami Campus Area Development Plan" dated 7/5/91 in conjunction with Phase I of the University Village project in order to minimize potential negative traffic impacts to adjacent roadways resulting from street closings.~~	~~Completed~~	The traffic study for University Village addressed all matter relating to this condition.
~~The University shall establish, and the City shall approve, a schedule which ties roadway and parking improvements to key projects prior to the issuance of any permits.~~	~~Completed~~	
The University shall commit to making certain improvements called out as "suggestions" by the University's Traffic Consultant, (tab 4 of the UMCAD document), such as improvements to the intersection of Granada and Ponce, in conjunction with the first phase of the Master plan development as follows:	All items referenced are addressed in the UMRTS March 2008. These items will be deleted from Exhibit 9.	The current Regional Traffic Study to be completed by August 2007, has ~~will~~ reviewed and updated conditions described in this previous traffic study. The conditions from the study referenced in this Ordinance are found at: US1/Alhambra: See # 27 Granada/Ponce: See # 30 Ponce / Merrick and Ponce/Dickinson: See Improvements related to NSCDZ (LRDZ) Implementation will be in accordance w the Regional Traffic Study recommendations/timetable.

~~Stanford Drive / Ponce de Leon widening.~~	~~Completed~~	
Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road.	Completed	As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. ~~Submit signal phasing plans for permitting to Miami-Dade County and FDOT by December 31, 2007.~~
Realignment of Miller Road	Under Design and will be completed by December 31, 2010	Was to be completed as part of the Law School expansion, but Law School expansion has not been implemented. Will be completed by December 31, 2010.
~~Right in and right out channelization at Robbia Avenue access drive.~~	~~Completed~~	
Closure of the ~~Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the~~ driveway to Lots 501 and 503.		The access to Lot 1-109 from Campo Sano has been closed. The location of the driveways of Lots 501 and 503 will be reviewed as part of the internal road Phase-I.
~~Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow.~~		No longer necessary due to street closures along Red Road. ~~Was to be completed as part of the Law School expansion, but Law School expansion has not been implemented. Will by completed by December 31, 2010.~~
~~Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue.~~		No longer necessary due to street closures along Red Road. The streets have been closed at Red Road at the petition of the neighbors.
~~Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue.~~	~~Completed~~	Traffic circle completed for traffic calming.

~~Closure of San Amaro Court at Camp Sano Avenue.~~	~~Completed.~~	
~~Closure of Alhambra Circle at San Amaro Drive.~~	~~Completed~~	Not necessary due to new campus entrance at Miller Road. ~~This particular condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance with the Regional Traffic Study recommendations/timetable and will be coordinated with area residents as needed.~~
Improvements Related to the Convocation Center		
Lengthening of the left turn lane on northbound US 1 at Alhambra Circle.	The plans for the left turn lane have been submitted to FDOT and the City. Project is in design development	Plans for permitting were ~~will be~~ submitted to FDOT by December 31, 2007
Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard	The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response.	Removal of parking meters were ~~will be~~ requested by the University to the City for removal by August, 2007.
~~Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on northbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road.~~	~~Completed~~	
Realignment of Dickinson Road West of Ponce de Leon Boulevard. Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive.	Two lanes entering and two lanes exiting Dickinson Drive are under construction and scheduled for completion in 2008.	Plans were ~~will be~~ submitted to the City of Coral Gables by December 31, 2007
~~Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium.~~	~~Completed~~	

~~Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.~~		The development of the campus plan has evolved since these original recommendations were made shifting more impacts to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. ~~These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020.~~
~~Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events.~~	~~Completed~~	
Improvements Related to the New Campus Area and the NSCDZ (LRDZ)		
The University shall commit to funding and/or constructing any of the improvements listed on page 55, tab 4 of the UMCAD document, as may be deemed necessary or desirable by the City. As follows:		
Northbound on US-1 left to westbound Alhambra Circle should be lengthened to provide 150'-200' of storage.		The plans for the left turn lane have been submitted to FDOT and the City. Project is in design development. ~~This particular condition will be monitored during the current Regional Traffic Study to be completed in August, 2007. Implementation will be in accordance with the Regional Traffic Study recommendations/timetable.~~

~~Southbound Ponce de Leon to eastbound Alhambra left turn lane should be extended.~~	~~Completed~~	Will be reviewed as part of further development in the area. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs.
~~Existing northbound Ponce to westbound Merrick left turn lane should be extended and signalized.~~		Will be reviewed as part of further development in the area. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs.
~~Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.~~		The development of the campus plan has evolved since these original recommendations were made shifting more impacts to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. ~~These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020.~~
No on-street parking should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue.		
No driveways should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue		

No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue.		
~~Access to parking structure G831 should be aligned with Walsh Avenue.~~		This parking structure was not built.
Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue		Two lanes entering and two lanes exiting Dickinson Drive are under construction and scheduled for completion in 2008. ~~Status and schedule addressed under "Improvements related to the Convocation Center".~~
Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue.		The current RTS is showing a probable need for two outbound (southbound) lanes but the need for two inbound lanes is unclear. This will need to be refined when the specific development plans for the NSCDZ are at least in preliminary stages and the allocation of densities are better defined. ~~These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020.~~
Traffic improvements identified for the Ryder Convocation Center will also help support the LRDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive.		The plans for the left turn lane were submitted for permitting by December 31, 2007. Project is in design development. ~~Submit plans for permitting to FDOT by December 31, 2007.~~
The University shall review vehicular access and circulation in the area of Campo Sano and Pisano in order to minimize vehicular impacts through signage, routing, scheduling, etc.		These improvements will be reviewed and completed as required during the design of the internal road.

B. Ordinance 2004-20

Condition	**Status**	**Comments**
Improvements Related to the University Village		
The following transportation improvements will be completed by the applicant prior to receiving final CO for University Village student apartments.		The University Village includes apartment housing and townhouses as one project to be completed by December 31, 2009.
~~Provide a northbound left turn lane on San Amaro Drive at Brescia Avenue.~~	~~Completed~~	

~~Provide a northbound left turn lane on San Amaro Drive at Albenga Avenue.~~	~~Completed~~	
~~Provide a westbound left turn lane on Brescia Avenue at Red Road.~~	~~Completed~~	
~~Provide an eastbound left turn lane on Brescia Avenue at San Amaro Drive.~~	~~Completed~~	
Provide a southbound left turn lane on Red Road at Albenga Avenue subject to permitting by the Florida Department of Transportation and/or Miami-Dade County.		As a result of preliminary reviews by FDOT in 2008, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. ~~To be constructed prior to project completion on December 31, 2009.~~
~~Provide a southbound left turn lane on Red Road at Brescia Avenue subject to permitting by the Florida Department of Transportation and/or Miami-Dade County.~~	~~Completed~~	
Widen Brescia Avenue to three lanes between Red Road and San Amaro Drive as determined by the City Public Works and Planning Departments.	The City has accepted a design that widens Brescia at the eastern and western ends with right turn lanes. Project is in design development.	To be constructed prior to project completion on December 31, 2009 as required by City Public Works and Planning Departments.
Provide shuttle bus service and shelters or other adequate weather protection within University Village where shuttle stops are located as determined by the City Public Works and Planning Departments.		Project under construction to be finished by project completion on December 31, 2009
Provide optimized signal timing information from the February 2003 Traffic Study for all intersections analyzed to Miami-Dade County to determine the need for resignalization.		Will submit upon receiving sufficiency on the RTS. ~~To be completed prior to project completion in December 31, 2009.~~

A traffic signal warrant study based on future traffic projections shall be completed for the intersection of San Amaro Drive / Brescia Avenue. The University, its successors or assigns shall submit the study for review to the City and other appropriate agencies. If the signal is warranted and approved by the agencies, the University shall install the signal. If the signal is not warranted based on projections, then the University shall complete a traffic signal warrant study within six months after issuance of final CO and when the University Village has full occupancy. If the signal is warranted and approved by the agencies at that time, the University shall install the signal.		A signal warrant study completed in 2005 based on forecasted volumes revealed marginal volumes for a signal. The townhomes, part of the University Village project are under construction and estimated to be completed by November, 2008. A signal warrant study will be completed no later than six months after a CO is obtained for the project. If signal is not warranted, University will continue to monitor in future RTS. To be completed prior to project completion on December 30, 2009.
~~Provide two or more pedestrian crossings on San Amaro Drive abutting the property.~~	~~Completed~~	
~~Provide / construct all parking in accordance with the approved site plan.~~	~~Completed~~	
~~University Village Drive shall remain open for public vehicular use from 8am to 6pm daily during the academic year.~~	~~Completed~~	
No vehicular access, gates or curb cuts shall be permitted onto or through the 75' wide landscape buffer along Mataro Avenue.		
~~Provide a plan for the convenient location of pedestrian and public realm amenities within public rights-of-way, private drives and common University Village areas.~~	~~Completed~~	
~~Provide a plan for on street visitor parking/delivery/unloading areas.~~	~~Completed~~	
~~Must maintain a minimum 40 foot wide access way for all proposed private drives that contains all the physical features contained in the typical section drawings submitted within the referenced application package.~~	~~Completed~~	

C. Ordinance No. O-2004-21

Improvements related to the University Village		
Condition	**Status**	**Comments**
The required traffic signal at San Amaro Drive and Miller Drive will proceed to completion according to the schedule submitted by the University with progress reports to be submitted quarterly.		Signal warranted, neighbors objected to traffic signal. The realignment of Miller Drive project is in design development.
~~Submission of the area wide traffic study by June 2004 as required per the opening of the Convocation Center.~~	~~Completed~~	

ATTACHMENT 13
DAVID PLUMMER & ASSOCIATES
REVIEW COMMENTS AND RESPONSES

Attachment A

Responses to UM RTS Report Comments

Report Dated March 2008

The March 2008 UMCAD Regional Traffic Study (RTS) addresses most of the review comments from the November 2007 Report. However, some minor isolated issues are still pending, which do not change the overall technical findings of the March 2008 report. In order to have a complete and concise report, the following items need to be revised and/or addressed:

1. ***Table 5 (Page 20-21) was not revised. LOS E for the Bird Road link between LeJeune Road and Red Road should be 1,720 not 1,510; and for the PM peak hour, the max allowable v/c should be 1.2 not 1.0. Tables 16, 18, 24, 25, 30, 31, 36 & 37 need to be revised accordingly.***

   Tables 5, 16, 18, 24, 25, 30, 31, 36 and 37 were revised in the RTS to reflect LOS E of 1,720 for Bird Road and the maximum allowable v/c of 1.2.

2. ***Table 6 & 7 (Pages 25 & 26): Existing LOS presented for the signalized intersections need to be consistent with the Highway Capacity Manual (HCM) LOS shown in the Synchro worksheets.***

   Tables 6 and 7 were revised to be consistent with HCM LOS shown in the Synchro worksheets.

3. ***Trip generation analysis for NSCDZ showing the retail land use intended to serve solely for the NSCDZ (higher internalization) should be included to compare with NSCDZ trip generation presented in the report (Table 13).***

   In response to this comment, Table 13-B was developed with higher internalization (70%) and zero pass-by reflecting retail land use intended to serve solely the NSCDZ. The net external trips for daily, AM and PM peak hours are significantly lower than what was calculated in Table 13 indicating the performed analysis was conservative regarding external NSCDZ trips. (Table13-B is provided in Appendix A)

4. ***Section 5.0 (Residential Streets): Fourth paragraph, fourth sentence, should read "its livability threshold" not "allowable service volume".***

   The "allowable service volume" in Section 5.0 Residential Streets was replaced with "livability threshold".

5. ***Table 43 (Page 89): The table needs to be revised to be consistent with the UMCAD trips presented Table 12. For 2025, the AM and PM peak hour trips are 1,442 and 1,344 respectively. Also, Table 43 the column labeled "MSV" needs to read "Livability Threshold".***

   Table 43 was revised to be consistent with Table 12 and "MSV" was replaced with "Livability Threshold".

6. ***Section 4.8 (Traffic Adjustments Due to New Parking) and Table 15 (Page 40): Needs to show how the average parking trip rates for the Ponce de Leon Garage was calculated. Please provide background data.***

   Table 15 was revised to include a footnote explaining how the average parking trip rates were calculated for the Ponce De Leon Garage. Peak hour traffic counts at the two driveways of Ponce Garage resulted in 282 vehicles (82% inbound and 18% outbound) in the AM peak hour and 326 vehicles (40% inbound and 60% outbound) in the PM peak hour. Since the parking has 1042 parking spaces, the peak hour trip rates per space are 0.280 during the AM peak hour and 0.313 during the PM peak hour.

7. ***Attachment 9: The exhibit for the traffic diversion parking relocation needs to be revised to reflect volumes calculated in Table 15 of the report.***

   The traffic diversion resulting from the parking relocation calculated in Table 15 were provided in the fifth column of Table A9-1 and A9-2 under the heading "DIVERTED VOLUMES - PRKG".

8. ***Tables 44-46 (Pages 94-96): FDOT inflation factors should be used to adjust costs based on the year the improvements are needed.***

   The construction costs were estimated using 2007 or 2008 dollars. FDOT's most current inflation adjustment factors are provided in Appendix A. The adjustment factors using present day cost (PDC) multiplier are 1.097 for 2010, and 1.302 for 2015 and 1.435 for 2018. No adjustment factors are provided for years after 2018. A footnote was added to Tables 44, 45 and 46 stating that construction costs are based on 2007 or 2008 construction costs

9. ***Table 47 (Page 97)***
   A. Signal cost often reaches $350,000 now, not $250,000.

   Table 47 was revised to reflect a signal cost of $350,000.

B. Traffic calming mitigation should take the form of $150,000 for the detailed study, neighborhood meetings, design and construction (consistent other projects in the City).

Table 47 was revised to reflect a cost of $150,000 for traffic calming mitigation.

C. Does the cost for the removal of the two metered parking spaces on San Amaro Drive ($100,000) take into consideration loss revenue for the parking space? Clarify if needed. Please note that the City is considering an ordinance that may set a one time fee amount to be collected when metered parking spaces are removed.

Negotiations for one-time payment to remove metered parking are taking places between the University and the City of Coral Gables.

Attachment B

Responses to UM RTS Report Comments
UM RTS Mitigation and Proportionate Share Issues
Report Dated March 2008

1. ***Intersection improvement costs should reflect additional design/ permitting cost similar or greater than 25% for consistency with road improvement calculations. The cost of traffic signals, for example, still appears low when compared to recent bid prices and design/permitting costs.***

   The updated intersection improvement costs at Miller Road and San Amaro Drive include an additional 35% for design and permitting. The cost of a traffic signal was increased to $350,000.

2. ***Consistent with the MLOU, required improvements within the UMCAD limits (Exhibit 2 of the MLOU), will be designed, permitted, and constructed by the applicant. Therefore, the proportionate share method does not apply to any segments of San Amaro Dr as shown in Tables 45-47 of the RTS.***

   Tables 45, 46 and 47 were revised to reflect a 100% share of the improvement cost of San Amaro Drive.

3. ***Attachment 12 should be expanded to include mitigation requirements (and status) in Ordinance 2007-16.***

   Attachment 12 has been revised and is included in Attachment 13 of the RTS.

Attachment C

Responses to UM RTS Report Comments
UM RTS Revised Exhibit 9 Comments
Report Dated March 2008

1. Entry # 5 in Revised Exhibit 9 (Dickinson Dr/Ponce de Leon Blvd) should include a southbound left turn lane consistent with previous requirements under improvements. The status column should also explain the status of that particular improvement.

The southbound left turn lane has been constructed in conjunction with the improvements to the Serpentine parking lot. The revised Exhibit 9 only includes projects in planning, design, or construction. The status of this improvement is included in the strikethrough and underline tables included in the submission.

2. Entry # 6 in Revised Exhibit 9 (Merrick Dr/Ponce de Leon Blvd) should include a southbound left turn lane consistent with previous requirements under improvements. The status column should also explain that particular improvement is under construction.

The intersection of Merrick Drive is monitored in all future RTS. It is an intersection listed in the methodology. The revised Exhibit 9 only includes outstanding immediate improvements or actions that are in planning, design, or construction.

3. The last entry in Revised Exhibit 9 (traffic calming) should include Mantua Ave between Red Rd and San Amaro Dr. The status column should be changed to read: "Mitigation as per methodology agreement".

The table has been updated.

4. Revised Exhibit 9 should be labeled 9A. The list of Items to be monitored should be Exhibit 9B. Each entry in each of the two exhibits should be numbered consecutively.

The tables have been labeled 9A and 9B, and the exhibits have been numbered consecutively.

5. The Revised Exhibits 9A and 9B should be included as an Attachment to the Updated RTS. The attachment should include a brief explanation of the history of the Exhibits as well as the backup strikethrough/underlined documents that preceded them.

MLOU Exhibit 9 was originally included in the 2007 RTS MLOU as a summary of recommended or suggested improvements contained in UMCAD updates since 1992 in an attempt to determine the status of these traffic conditions. Information was

acquired from ordinances and the actual UMCADs. The MLOU exhibit 9 was included in the UMRTS as Attachment 12.

A thorough review of all the improvements determined that a significant amount of the traffic improvements were completed. Some improvements were still outstanding, and some improvements had not yet reached the traffic volume thresholds that would require their construction. The 2007 RTS contained fixed dates of completion for the outstanding items, and the University has moved forward as required on those improvements.

The revision to Exhibit 9 that is included in the final RTS is a result of this thorough review. Those projects that have been completed have been removed from the traffic improvements list. The revised Exhibit 9A lists traffic improvements that are in Planning, Design, or Construction. Exhibit 9B lists those items that will be part of the next MLOU but that are not included in the 2007 MLOU. Some of these items had been previously included as traffic conditions in previous UMCAD amendments, but changes in development plans and schedules have not increased the traffic to the thresholds that would be required to build them. They will be constructed when future RTS determine their need. Exhibits 9A and 9B will be carried forward in the next RTS.

Additionally, the original UMRTS Attachment 12 (MLOU Exhibit 9 - Attachment A) is included in strikethrough and underline form to illustrate how the revised Exhibits 9A and 9B were compiled. It will not be included as part of future RTS.

APPENDIX A

TABLE 13-B
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
NSCDZ TRIP GENERATION - ASSUMING INTERNAL RETAIL

8/5/2008

LAND USE	UNITS	ITE LAND USE CODE	DAILY TRIPS		AM PEAK HOUR TRIPS						PM PEAK HOUR TRIPS					
			ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	GROSS VEHICLE TRIPS	ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	IN		OUT		AM PEAK TRIPS	ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA	IN		OUT		PM PEAK TRIPS
						%	TRIPS	%	TRIPS			%	TRIPS	%	TRIPS	
OFFICE	350 K.S.F.	710	Ln(T) = 0.77 Ln(X) + 3.65	3,500	Ln(T) = 0.80 Ln(X) + 1.55	88%	450	12%	61	511	T = 1.12 (X) + 78.81	17%	80	83%	391	471
SPECIALITY RETAIL	75 K.S.F.	814	T = 42.78 (X) + 37.66	3,246	T = 4.91 (X) +115.59	48%	232	52%	252	484	T = 2.40 (X) + 21.48	44%	88	56%	113	201
RESEARCH	577.4 K.S.F.	760	Ln(T) = 0.82 Ln(X) + 3.14	4,247	Ln(T) = 0.88 Ln(X) + 0.88	83%	539	17%	110	649	Ln(T) = 0.83 Ln(X) + 1.06	15%	85	85%	480	565
GROSS TRIPS	**1002.4 K.S.F.**			**10,993**			**1,221**		**423**	**1,644**			**253**		**984**	**1,237**
RETAIL PASS-BY [1], [2]	0%			0			0		0	0			0		0	0
RETAIL INTERNALIZATION	70%			4,544			325		353	678			123		158	281
SITE EXTERNAL TRIPS				**6,449**			**896**		**70**	**966**			**130**		**826**	**956**
INTERNALIZATION W/ UM	20%			1,290			179		14	193			26		165	191
NET EXTERNAL TRIPS				**5,159**			**717**		**56**	**773**			**104**		**661**	**765**
NET EXTERNAL TRIPS PER PHASE				**2,579**			**359**		**28**	**387**			**52**		**331**	**383**

NOTES:
[1] RETAIL IS CONSIDERED INTERNAL TO THE SITE AND DESIGNED TO SERVE PRIMARILY SITE NEEDS AND THEREFORE JUSTIFYING A HIGH INTERNALIZATION RATE BETWEEN RETAIL AND OTHER USES.
[2] NO REDUCTION FOR RETAIL PASS-BY DUE TO ASSUMED TYPE OF RETAIL.

Inflation Factors

This *"Transportation Costs"* report is one of a series of reports issued by the Office of Policy Planning. It provides information on inflation factors and other indices that may be used to adjust project costs.

Please note that the methodology for Inflationary adjustments relating to specific transportation projects should be addressed with the district office where the project will be located. For general use or non-specific areas, the general guidelines provided herein may be used for inflationary adjustments.

Construction Cost Inflation Factors

The table below includes the inflation factors and present day cost (PDC) multipliers that are applied to the Department's Work Program for highway construction costs expressed in 2008 dollars.

Fiscal Year	Inflation Factor	PDC Multiplier
2008	--	1.000
2009	5.0%	1.050
2010	4.5%	1.097
2011	4.0%	1.141
2012	3.5%	1.181
2013	3.5%	1.220
2014	3.3%	1.260
2015	3.3%	1.302
2016	3.3%	1.345
2017	3.3%	1.389
2018	3.3%	1.435
Source: Office of Financial Development, (Fiscal Year 2008 is July 1, 2007 to June 30, 2008)		

Other Transportation Cost Inflation Factors

Other indices may be used to adjust project costs for other transportation modes or non construction costs. Examples are as follows:

The Consumer Price Index (CPI, also retail price index) is a statistical measure of a weighted average of prices of a specified set of goods and services purchased by wage earners in urban areas. It is a price index which tracks the prices of a specified set of consumer goods and services, providing a measure of inflation. The CPI is a fixed quantity price index and a sort of cost-of-living index.

The Producer Price Index for Highway and Street Construction (PPI) is reported monthly by the U.S. Department of Labor's Bureau of Labor Statistics. It is derived from current pricing information of material and services used directly or indirectly in highway construction. It does not forecast future inflation rates.

The Employment Cost Index (ECI), a component of the National Compensation Survey, measures quarterly changes in compensation costs, which include wages, salaries, and employer costs for employee benefits for civilian workers (nonfarm private industry and state and local government).

DAVID PLUMMER & ASSOCIATES, INC.

TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

Memorandum

To: Eric Riel
From: Ramon Alvarez
Date: December 12, 2007
RE: **UM RTS - #06264**
cc: Alberto Delgado, Walter Carlson, file

We have completed our review of the UM Regional Traffic Study dated November 2007. The document, a revised version of the one prepared in July, consists of three volumes with a total of approximately 1,050 pages. As you know, in September we reviewed the previous report and provided the city with comments. The applicant has revised the study and addressed many of the previous comments. However, not all comments were fully addressed and a few other comments were added based on the new material included in the latest version of the report.

Our new review comments are attached to this memo. In order to show the chronology of the comments and how the applicant has responded, we have updated the previous comments (divided in three partial reviews) with the observations from our most recent review. The new comments are shown in italics. Each entry, therefore, reflects the previous comment as well as new comments indicating whether the previous comment was addressed satisfactorily or not, or whether it is a new comment based on additional materials provided in November.

Please call us if you have any questions.

er121207.mem.doc

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dpa EXCEEDING CLIENT EXPECTATIONS

Partial Review 1 - 8/15/07
Updated September 27, 2007 (after review of July 2007 study)
UM 2007 Regional Traffic Study
Summary of Substantive Technical Issues
Prior to 8/1/07 Submittal
Updated December 12, 2007 (after review of November 2007 study)

	Resolved? (9/27/07)	*December 2007 Comments*
A. UMCAD MLOU Exhibits		
K&S Submittal -> 5/22/2007 6/5/2007		
DPA Response-> NA 6/25/2007		
1 Consistency of count location maps and lists	Yes	*NA*
2 Radius of influence/trip threshold for committed developments	Yes	*NA*
3 Verification of committed development data	Yes	*NA*
4 Verification of committed transportation improvements	Yes	*NA*
B. Campus Wide Peak Hour Student Trip Rates		
K&S Submittal -> 6/6/2007 7/10/2007 7/17/2007		
DPA Response-> 6/25/2007 7/16/2007 NA		
1 Clarification of campus count locations	Yes	*NA*
2 Clarification of parking areas excluded from the campus counts	Yes	*NA*
3 Development of trip generation rates based on FTEs	Yes	*NA*
4 Use of spring semester FTE data	Yes	*NA*
5 Clarification of ownership/operation of West Lab School	Yes	*NA*
C. Resident Student Peak Hour Trip Rates		
K&S Submittal -> 6/6/2007 NA 7/17/2007		
DPA Response-> 6/26/2007 7/16/2007 NA		
1 Exclusion of Monday and Friday traffic data	Yes	*NA*
2 Justification of Mahoney-Pierson data adjustments	No	*Not Addressed. Additional data has not been provided.*
3 Clarification of UV garage count locations	Yes	*NA*
4 Justification of UV data adjustments	No	*Not Addressed. Additional data has not been provided.*
5 Use of weighted average of UV and Mahoney-Pierson trip rates	Yes	*NA*
D. Building Facility Trip Generation		
K&S Submittal -> 6/19/2007 NA 7/17/2007		
DPA Response-> 7/3/2007 7/16/2007 NA		
1 Split of student vs. faculty/staff trips	Yes	*NA*
2 Conversion of peak hour counts to daily trips	Yes	*NA*
3 Justification of expansion factor for Type I trips	No	*Partially addressed. Additional information does not validate expansion factor.*
4 Justification of expansion factor for Type I-2 trips	No	*Not Addressed. Additional data has not been provided.*
5 Apportioning of new trips based on square feet	Yes	*NA*
6 Inconsistencies in buildout year and demolition square feet	No	*Addressed. Information in report will control over other program documentation.*
7 New trips should reflect demolition credits	Yes	*NA*
8 Inconsistencies in square feet totals	No	*Addressed. Information in report will control over other program documentation.*
9 Classification of Science Building expansions (2 phases)	Yes	*NA*
10 Classification of Alumni Center	Yes	*NA*
11 Trip generation of residential buildings	No	*Not Addressed. See comments C2 and C4 above.*
12 Use of peak mid morning UM trip rates during AM peak hour	Yes	*NA*
13 Retail pass-by trips for NSCDZ	No	*Partially Addressed. Full analysis of pass-by and other trip interactions is required.*
14 Expanded explanation of Academic (Type 1) building uses	No	*Addressed.*

Partial Review 2

2007 Regional Traffic Study & Concurrency Analysis

Initial Report Dated July 30, 2007 (First Review 8/23/07)

Updated 12/12/07 after review of November 2007 Report

1. Please provide the Miami-Dade County Signal Timing and Phasing for the analyzed signalized intersections.

   Addressed.

2. Intersection #33 (LeJeune Road / Ponce de Leon Blvd / Blue Road) is not included in the Synchro analysis in ~~Attachments 9 – 13~~ (analysis years 2007, 2010, 2015, 2020, and 2025 respectively). Similarly, turning movement volume tables (Tables 6, 7, 18, 19, 22, 23, 26, 27, 30 and 31) do not reflect this intersection.

   Partially Addressed. Intersection #33 was included in the revised Synchro anlaysis in 2007, 2010, 2015, 2020, and 2025 for AM and PM hours. However, the report does not include the intersection results nor the turning movement volumes (Tables 6, 7, 18, 19, 22, 23, 26, 27, 30, and 31).

3. **Table 2 (2007 Traffic Count Program)** – Machine count (48 hrs) year dates need to be revised from location #9 to #28

   Addressed.

4. **Figure 8 (Existing AM and PM Peak Hour Intersection Turning Movement Counts)** – Intersection #33 (Ponce de Leon Blvd / Blue Road) is not reflected in the exhibit. Intersection numbering should be consistent with Table 2 of the report. Also, a spot check revealed the intersection volumes depicted in the exhibit do not match the volumes shown in Table 6 or 7 of the report nor the volumes in the Synchro analysis worksheets provided in Attachment 9. *i.e. – intersection # 7 Bird Road / San Amaro Drive*

   Addressed.

5. **Table 11 (Committed Developments Trip Generation) –** The committed development projects for the City of Miami does not reflect the Byblos (Blue Road Khalil Condo) trip generation.

   Addressed. The Byblos project was abandoned so no longer included as a committed development (See page 26 of the report).

6. **Table 15 and 17 (AM and PM Peak Hour Committed Development Trips) -** The City of Miami project Byblos (Blue Road Khalil Condo) is not incorporated in the analysis.

   Addressed. The Byblos project was abandoned so no longer included as a committed development (See page 26 of the report).

7. **Figure ~~9~~ 10 (2025 Intersection Volumes)** – Out of the 42 analyzed intersections only 37 intersections are reflected in the exhibit. Intersection numbering should be consistent with Table 2 of the report. Likewise, intersection labeling (street names) should be provided along with the intersection numbering. Also, a spot check revealed the intersection volumes depicted in the exhibit do not match the volumes shown in Table 30 or 31 of the report nor the volumes in the Synchro analysis worksheets provided in Attachment 13. *i.e. – intersection # 7 Bird Road / Red Road*

   Addressed.

8. **Section 5 (Residential Streets) –** The daily maximum threshold for the residential streets is stated as 12,000, please correct. This section needs to show the full traffic impact analysis on the residential streets including background, committed and additional UM traffic.

   Addressed. Section 5 has been revised to state the daily maximum threshold for residential streets is 1,200 daily vehicles. Table 33 includes background growth and additional UM traffic.

   Partially Addressed. The background growth rate was doubled (from 0.5% per year to 1.0% per year) to account for committed developments since the residential streets are not reflected in the model. This method seems acceptable. Additionally, the applicant assumed that 5% of the total UMCAD trips will use the local roads. The total of these trips were divided equally among the 9 parallel local roads. Further justification of this factor is needed.

   New Comment. Alhambra Circle is a residential collector with a maximum daily threshold of 2,400 vehicles and 240 vehicles during the peak hours. Section 5 and Table 33 must be revised accordingly.

9. **Table 33 (Analysis of Residential Analysis) –** The table needs to address city of Coral Gables residential street traffic thresholds and the need to use traffic calming measures.

   Addressed. Table 33 has been revised to address the city of Coral Gables residential street traffic thresholds. Project volumes on Mantua Avenue go over the 120 vehicles per hour during 2025 AM peak hour, however, no traffic calming measure are recommended.

10. Units cost of traffic signals should be updated to reflect current costs in Miami-Dade County: $250,000 - $300,000.

    Addressed.

11. Include a comprehensive and up to date table of traffic improvements reflecting all previous commitments and implementation status, as well as, additional recommended improvements from the RTS.

    Addressed (Attachment 12).

Partial Review 2

12. Submit final version of Service Deliveries traffic plan.

Not Addressed. Service Deliveries traffic plan has not been submitted.

Partial Review 3

2007 Regional Traffic Study & Concurrency Analysis

Initial Study Dated July 30, 2007 (Initial Review 9/27/07)

Updated 12/12/07 after review of November 2007 Report

General/Methodology Comments

1. UM distributions/assignments must reflect different travel patterns for different components (e.g. MUATS distribution, commuter students zip codes, adjustments to existing patterns to reflect traffic shifts due to parking location changes and the impact of the proposed internal road).

   Partially Addressed. Commuter student zip code map provided in Attachment 8 were compared to MUATS distributions (Section 4.6, page 36). Please provide a comparison summary and/or back-up information. Adjustments were made to existing patterns to reflect traffic shifts due to parking location changes (Section 4.8, page 37). Adjustments were also made to existing trip patterns due the proposed internal road (Section 4.7, page 36).

   New Comment. Please provide in Attachment 9 the university driveway volumes for AM and PM peak hours prior to adjustments made to divert traffic to the internal roadway. Also, the shifts in parking locations were not distributed along the impacted corridors

2. The previous requested comprehensive list of improvements should be broken out into previously committed improvements and improvements recommended as part of this study. Also the list should be expanded to include the cost and timeframe of each improvement.

   Addressed.

3. The committed development assignments should be mapped.

   Addressed (Attachment 9).

4. A map showing the internal road alignment should be provided in the report.

   Not Addressed. Internal road alignment map is still not provided in the report.

5. Analysis with and without the project needs to be provided by phase. This analysis should also reflect all previously committed improvements based on the committed or anticipated implementation timeframe.

   Not Addressed.

6. Proportionate share calculations are to be provided for each phase.

   Addressed.

7. Page numbers are needed on all the report pages.

   Partially Addressed. Revised on hard copy report but not on all pages of the pdf version.

8. All changes are to be incorporated and fully explained in a revised report. A clear description of the calculations, assumptions (including justification/data), etc., must be provided in order to have a complete documentation of the analysis in one place.

   Partially Addressed. Some issues still pending.

Report Specific Comments

9. Please provide in Synchro analysis worksheets ~~(Attachments 9 – 14)~~ the split and phase diagrams for all the signalized intersections, in order to verify the existing signal timing and phasing provided by Miami-Dade County.

   Addressed.

10. **Table 1 (UM Project Types and Trips)** – In the report, a section should be added to describe how the daily trips shown in Table 1 were calculated.

    Addressed. Description provided in Section 4.5 (page 31).

11. **Table 4 (Resident Student Trip Rate)** – An explanation in the report is needed on how the overall rate for commuters was calculated.

    Addressed. Description provided Section 3.7 (page 12).

12. **Section 3.8 (Existing Intersection Levels of Service)** – In the report, it should state that the Synchro analysis for the AM and PM peak hours are 8:00-9:00 am and 5:00-6:00 pm respectively, which coincides with the majority of the highest hour from the field traffic counts.

    Not Addressed. Statement should be included in Section 3.8 (page 18).

13. **Table 5 (Existing AM & PM Peak Hour Roadway Link Analysis)** – The FDOT maximum service volumes, in our opinion, should be changed for the following roadway links to correspond to the subject roadway types:
    - Bird Road link between LeJeune Road and Red Road should be a SR Class III. *Addressed.*
    - LeJeune Road link between Bird Road and US-1 should be a SR Class III. *Addressed.*

- Granada Boulevard link between Bird Road and Sunset Drive should be a non-state other signalized roadway. *Addressed.*
- Maynada Street link between US-1 and Sunset Drive should be a non-state other signalized roadway. *Addressed.*
- Red Road link between Bird Road and US-1 should be a SR Class III. *Addressed.*
- Red Road link between US-1 and Sunset Drive should be a non-state major city/county roadway. *Addressed.*

New Comment. However, LOS E for the Bird Road link between LeJeune Road and Red Road should be 1,720 not 1,510. For the PM Peak hour, the Red Road link between Ponce and US-1 max allowable V/C should be 1.2 not 1.0. These changes should be carried over to Tables 14, 16, 20, 21, 24, 25, 28, and 29.

New Comment. The additional segments analyzed need to be mentioned in Section 3.8, page 18 (Existing Roadway Levels of Service).

14. ~~**Attachments 9, 10, 11, 12, and 13**~~ **(Intersection Analysis Synchro Printouts)** – Verify all intersection geometrics. At least the following intersection geometrics need to be revised:
<u>AM Peak Hour</u>
    - US-1 / Alhambra Circle (Inter # 17): The NB and SB lane geometries are reversed. *Addressed.*
    - Levante Avenue / Red Road (Inter #19): The intersection needs to be analyzed as a four legged intersection (including the driveway). *Addressed.*
    - Sunset Drive / Red Road (Inter #25): The EB and WB lane geometries are reversed. *Addressed.*
    - US-1 / LeJeune Road (Inter #34): NB and SB left turns are prohibited. *Addressed.*
    - Bird Road / Granada Blvd / University Road (Inter #43): The intersection needs to be analyzed as a five legged intersection. *Not Addressed.*

    <u>PM Peak Hour</u>
    - US-1 / Alhambra Circle (Inter # 17): The NB right needs to be revised to be a shared right-through. *Addressed.*
    - Levante Avenue / Red Road (Inter #19): The intersection needs to be analyzed as a four legged intersection (including the driveway). *Addressed.*
    - Sunset Drive / Red Road (Inter #25): The EB right needs to be revised to be a shared right-through. *Addressed.*
    - Bird Road / Granada Blvd / University Road (Inter #43): The intersection needs to be analyzed as a five legged intersection. *Not Addressed.*

    New Comment. The revised report has additional geometry inconsistencies during both the AM and PM peak hours (2007, 2010, 2015, 2020, and 2025) -
    - *US-1 / Grand Avenue (Inter #10): The SB leg is one exclusive left turn, one through lane, and a share-through right (not an exclusive right turn).*

- *US-1 / LeJeune Road (Inter #34): The NB right needs to be revised to be a shared right-through.*

15. Verify all intersection signal timings. Cycle lengths do not match existing timings for the following intersections:

AM Peak Hour

- Miller Road / San Amaro Drive (Inter #2): Cycle length should be 86s not 100s (2010 ,2015, 2020, 2025)
- Red Road / SW 64 Street (Inter #23): Cycle length should be 150s not 140s
- Sunset Drive / Ponce de Leon Blvd (Inter #24): Cycle length should be 103s not 110s
- Red Road / Sunset Drive (Inter #25): Cycle length should be 150s not 140s
- Red Road / Blue Road (Inter #26): Cycle length should be 120s not 100s
- Blue Road / University Drive (Inter #31): Cycle length should be 75s not 70s
- Blue Road / Granada Blvd (Inter #32): Cycle length should be 75s not 70s
- US-1 / LeJeune Road (Inter #34): Cycle length should be 150s not 140s
- Ponce de Leon Blvd / Riviera Drive (Inter #35): Cycle length should be 75s not 70s
- US-1 / Riviera Drive (Inter #36): Cycle length should be 150s not 140s

Addressed. All AM peak hour cycle lengths were revised accordingly.

New Comment. However, the existing 2007 signal timing (not cycle length) for intersection #12 (Ponce de Leon Boulevard / Stanford Drive) is not consistent with Miami-Dade County signal timings.

PM Peak Hour

- Miller Road / San Amaro Drive (Inter #2): Cycle length should be 78s not 80s (2007) or 100s (2010 ,2015, 2020, 2025)
- Ponce de Leon Blvd / Alhambra Circle (Inter #16): Cycle length should be 100s not 70s
- Ponce de Leon Blvd / San Amaro Drive (Inter #18): Cycle length should be 79s not 70s
- Sunset Drive / Ponce de Leon Blvd (Inter #24): Cycle length should be 104s not 110s

Addressed. All PM peak hour cycle lengths were revised accordingly.

New Comment. However, the following intersections cycle lengths do not match existing signal timings:

- *US-1 / Standford Drive (Inter #13): Cycle length should be 140s not 139s*
- *US-1 / Alhambra Circle (Inter #17): Cycle length should be 140s not 141s*
- *Red Road / Brescia Avenue (Inter #23): Cycle length should be 140s not 144s*
- *Sunset Drive / Red Road (Inter #25): Cycle length should be 140s not 155s*

- *Blue Road / Red Road (Inter #26): Cycle length should be 100s not 122s*
- *Bird Road / LeJeune Road (Inter #29): Cycle length should be 130s not 132s*
- *Bird Road / Granada Blvd / University Road (Inter #43): Cycle length should be 130s not 127s*

Additionally, all the existing 2007 PM peak hour signals timings (except for Inter #33) are not consistent with Miami-Dade County signal timings.

16. **Tables 18, 22, 26, 30 (AM Peak Hour Intersection Turning Volumes)** – Verify the LOS shown in the table. The following were not consistent with the Synchro analysis:
    - Red Road / Miller Road (Inter #1) – 2010, 2015, and 2020
    - Ponce de Leon Blvd / Alhambra Circle (Inter #16) – 2010, 2015, 2020, and 2025
    - Red Road / Sunset Drive (Inter #25) – 2025
    - Bird Road / LeJeune Road (Inter #29) – 2010, 2015, and 2020

    Changes should also be reflected in Table 32.

    Addressed. All LOS results were revised accordingly.

    New Comment. However, the resulting LOS in Table 32 for the intersection improvements need to be verified for Ponce de Leon Blvd / Merrick Drive (Inter #14) and Ponce de Leon Blvd / Dickinson Drive (Inter #15).

17. **Tables 19, 23, 27, 31 (PM Peak Hour Intersection Turning Volumes)** – The following intersections are shown as unsignalized when they are signalized:
    - Blue Road / University Drive (Inter #31)
    - Blue Road / Granada Blvd (Inter #32)
    - US-1 / LeJeune Road (Inter #34)
    - Ponce de Leon Blvd / Riviera Drive (Inter #35)
    - US-1 / Riviera Drive (Inter #36)

    Addressed.

18. **Table ~~12~~ 11 (New Project Trips)** –The 2010, 2015, 2020, and 2025 future resident students do not match anticipated resident students shown in Table 1. Footnotes should be added to explain how the future FTE students and future resident students were calculated. The table should also separate the Type 1, Type 1-2, and Type 2 trips. Additionally, an explanation of the calculations should be included in the report.

    Partially Addressed. The future resident students do not match Table 1, nor were footnotes added to the table to explain how the students and future resident students were calculated. The table did separate Type 1 and Type 1-2 from Type 2 trips. A more detailed explanation of the calculations should be provided in Section 4.5, page 31 (Project Trips) of the report.

19. **Section ~~4.7~~ 4.9 (Total Traffic Condition in 2010)** – The 2010 intersection improvements need to be addressed as follows:
    - The existing cycle lengths for the Synchro analysis for the realignment of Miller Road and Miller Drive (Inter #3) needs to remain 86s and 78s for the AM and PM peak hour respectively. Additionally, the recommended lane configuration (adding an exclusive SB left lane and adding an EB through lane) needs to be reviewed to assure sufficient ROW is available. *Not Addressed.*
    - The analysis of the unsignalized intersection of San Amaro Drive and Brescia Avenue was not part of this report. Please explain the recommendation to signalize this intersection. *Partially Addressed. Page 39 states that it is a previously recommended improvement, but should also state from what report.*
    - *New Comment. The recommendation to add a SBR turn lane at Dickinson Drive and Ponce de Leon Boulevard (Inter #15) is not included in the Synchro with improvement analysis for neither the AM nor PM peak hour.*
    - *New Comment. The recommendation to add a SBR turn lane at Merrick Drive and Ponce de Leon Boulevard (Inter #14) is not included in the Synchro with improvement analysis for neither the AM nor PM peak hour.*

20. **Section ~~4.8~~ 4.10 (Total Traffic Condition in 2015)** – The 2015 intersection improvements need to be addressed as follows:
    - During the AM peak hour, the closure of the driveway facing Robbia Avenue (Inter #5) needs to be reflected in the AM peak hour Synchro analysis for 2015 and the AM peak hour subsequent year analyses.

      Partially Addressed. In the revised report, the lane geometry in the Synchro analysis for both AM and PM peak hours needs to be consistent with the closure of Robbia Avenue for the year 2015 through 2025.

21. **~~Attachment 14~~ (2025 Synchro Analysis with Improvements)** – The following 2025 intersection improvements need to be addressed as follows:
    <u>AM Peak Hour</u>
    - The lane geometry for the intersection of Merrick Drive and Ponce de Leon Boulevard (Inter #14) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*
    - The lane geometry for the intersection of Dickinson Drive and Ponce de Leon Boulevard (Inter #15) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*
    - The recommended 2025 improvement of adding a WB right turn lane at San Amaro Drive and Ponce de Leon Boulevard (Inter #18) was not reviewed in the Synchro analysis during the AM Peak hour. *No longer recommended.*

- Although there are no recommended improvements in the report for the following intersections, they were included in the 2025 AM peak hour with improvement analysis:
    - Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed.*
    - Alhambra Circle and Ponce de Leon Boulevard (Inter #16) *No longer recommended.*
    - Bird Road and LeJeune Road (Inter #29) *Addressed.*
    - San Amaro Drive and Blue Road (Inter #30) *Not Addressed. Please mention in Section 4.9.*
    - Granada Boulevard and Hardee Road (Inter #39) *Not Addressed. Please mention in Section 4.9.*
    - Bird Road and San Amaro Drive (Inter #42) *Not Addressed. Please mention in Section 4.9.*

  Please correct or explain.

<u>PM Peak Hour</u>

- The lane geometry for the intersection of Merrick Drive and Ponce de Leon Boulevard (Inter #14) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*
- The lane geometry for the intersection of Dickinson Drive and Ponce de Leon Boulevard (Inter #15) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*
- The recommended 2025 improvement of adding a NB right turn lane at Miller Road and Red Road (Inter #1) needs to be revised in the Synchro analysis during the PM Peak hour. *No longer recommended.*
- Although there are no recommended improvements in the report for the following intersections, they were included in the 2025 PM peak hour with improvement analysis:
    - Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed.*
    - San Amaro Drive and Blue Road (Inter #30) *Not Addressed, please mention in Section 4.9.*
    - *New Comment. Granada Boulevard and Hardee Road (Inter #39) - Please mention in Section 4.9.*
    - *New Comment. Bird Road and San Amaro Drive (Inter #42) – Please mention in Section 4.9.*

  Please correct or explain.

22. **Table 32 (Intersection Analysis Summary Results) –** The following improvements are not recommended in the text of the report (Sections ~~4.7~~ 4.9 – ~~4.10~~ 4.12):
    - Signalization of Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed.*
    - Free flow right turn at Red Road and Ponce de Leon Boulevard (Inter #21) *Not Addressed.*
    - NB right turn at Bird Road and LeJeune Road (Inter #29) *Addressed.*

- *New Comment. Signalization of San Amaro Drive and Blue Road (Inter #30)*
- Signalization of Granada Boulevard and Hardee Road (Inter #39) *Not Addressed.*
- Signalization of Bird Road and San Amaro Drive (Inter #42) *Not Addressed.*

Please correct or explain.

23. **Section 6 (Recommended Improvements) –** Verify that the improvements mentioned are consistent with the improvements in Sections ~~4.7~~ 4.9 – ~~4.10~~ 4.12. For example, in Section ~~6.2~~ 6.1 the recommended improvement for the signalization of Campo Sano Avenue and Brunsen Drive (Inter #6) in the year 2010 is not mentioned in Section ~~4.7~~ 4.9.

    Addressed. The above mentioned example was revised.

    New Comment. However the 2025 intersection improvement to add a NBR turn at Bird Road / LeJeune Road (Inter #29) is not mentioned in Section 6.1. Additionally, the 2010 improvements to extend the left storage bays on US-1 and Alhambra Circle and on US-1 and Stanford Drive, nor the improvement to make the right turn lane a free flow lane at Red Road and Ponce de Leon Boulevard (Inter #21) are not mentioned in this section.

24. **Tables 34 and 35 (Proportionate Share Analysis) –** The column labeled "Percent of Added Road Capacity" should be renamed "Percent of Added Service Volume". Also, please provide back-up data for the two-way road cost per mile. The latest published FDOT Transportation Cost report was issued March 2005 and was based in 2004 cost information.

    Not Addressed.

25. **Table 36 (Improvement Cost Summary) –** The following comments should be addressed**:**
    - The column labeled "Fair Share %" should be renamed "Proportionate Share". *Not Addressed.*
    - The realignment of the pedestrian signal on Ponce de Leon Boulevard with Dauer Drive is included in Section ~~4.10~~ 4.12 as a recommended improvement. Please correct or explain. *Not Addressed.*
    - The cost for a new signal varies between $230,000 and $270,000. *Addressed.*
    - It should be noted that the construction cost of adding a right turn lane is approximately $85,000; however it does not take into account any ROW, infrastructure or utility costs. *Addressed.*
    - The alignment cost of Miller Road and Miller Drive should be between $360,000 and $410,000. This cost includes the anticipated replacement of the span wire signal to a mast arm signal. *Addressed.*
    - *New Comment. The improvements to signalize San Amaro Drive / Blue Road (Inter #30), Granada Boulevard and Hardee Road (Inter #39), and Bird Road and San Amaro Drive (Inter #42) in the year 2010 is recommended, the cost estimate need to be included in Table 36.*

- *New Comment. The recommended improvements in Section 6.2 (Status of Previously Recommended Improvements) should remain in the proportionate share calculations since they are still pending final resolutions with the city and/or county.*
- *New Comment. Previous recommended improvements reflected in Attachment 12, other than those that have been completed, need to be included in the proportionate share calculations. This includes improvements that are incomplete, abandoned, under design, and/or deemed no longer necessary.*

26. **Section 7 (Concurrency) –** The concurrency printouts from the City for Zones 46 and 47 should be provided in the report or attachments.

    Not Addressed.

27. New Comments. Please address the following additional issues:

- *Figure 7 (Page 22) - The SB lane geometry for intersection #10 (US-1 / Granada Boulevard) is one exclusive left turn, one through lane, and a share-through right (not an exclusive right turn).*

- *Please explain the footnote in Figure 8 and 10 the states "Existing volumes are for the Year 2007" pertaining to intersections 36 – 43.*

Partial Review 1 - 8/15/07
Updated September 27, 2007 (after review of July 2007 study)
UM 2007 Regional Traffic Study
Summary of Substantive Technical Issues
Prior to 8/1/07 Submittal
Updated December 12, 2007 (after review of November 2007 study)

		Resolved? (9/27/07)	*December 2007 Comments*
A. UMCAD MLOU Exhibits			
K&S Submittal ->	*5/22/2007 6/5/2007*		
DPA Response->	*NA 6/25/2007*		
1	Consistency of count location maps and lists	Yes	*NA*
2	Radius of influence/trip threshold for committed developments	Yes	*NA*
3	Verification of committed development data	Yes	*NA*
4	Verification of committed transportation improvements	Yes	*NA*
B. Campus Wide Peak Hour Student Trip Rates			
K&S Submittal ->	*6/6/2007 7/10/2007 7/17/2007*		
DPA Response->	*6/25/2007 7/16/2007 NA*		
1	Clarification of campus count locations	Yes	*NA*
2	Clarification of parking areas excluded from the campus counts	Yes	*NA*
3	Development of trip generation rates based on FTEs	Yes	*NA*
4	Use of spring semester FTE data	Yes	*NA*
5	Clarification of ownership/operation of West Lab School	Yes	*NA*
C. Resident Student Peak Hour Trip Rates			
K&S Submittal ->	*6/6/2007 NA 7/17/2007*		
DPA Response->	*6/26/2007 7/16/2007 NA*		
1	Exclusion of Monday and Friday traffic data	Yes	*NA*
2	Justification of Mahoney-Pierson data adjustments	No	*Not Addressed. Additional data has not been provided*
3	Clarification of UV garage count locations	Yes	*NA*
4	Justification of UV data adjustments	No	*Not Addressed. Additional data has not been provided.*
5	Use of weighted average of UV and Mahoney-Pierson trip rates	Yes	*NA*
D. Building Facility Trip Generation			
K&S Submittal ->	*6/19/2007 NA 7/17/2007*		
DPA Response->	*7/3/2007 7/16/2007 NA*		
1	Split of student vs. faculty/staff trips	Yes	*NA*
2	Conversion of peak hour counts to daily trips	Yes	*NA*
3	Justification of expansion factor for Type I trips	N	*Partially addressed. Additional information does not validate expansion factor.*
4	Justification of expansion factor for Type I-2 trips	No	*Not Addressed. Additional data has not been provided.*
5	Apportioning of new trips based on square feet	Yes	*NA*
6	Inconsistencies in buildout year and demolition square feet	N	*Addressed. Information in report will control over other program documentation.*
7	New trips should reflect demolition credits	Yes	*NA*
8	Inconsistencies in square feet totals	N	*Addressed. Information in report will control over other program documentation.*
9	Classification of Science Building expansions (2 phases)	Yes	*NA*
10	Classification of Alumni Center	Yes	*NA*
11	Trip generation of residential buildings	No	*Not Addressed. See comments C2 and C4 above.*
12	Use of peak mid morning UM trip rates during AM peak hour	Yes	*NA*
13	Retail pass-by trips for NSCDZ	N	*Partially Addressed. Full analysis of pass-by and other trip interactions is required.*
14	Expanded explanation of Academic (Type 1) building uses	No	*Addressed.*

Partial Review 2

2007 Regional Traffic Study & Concurrency Analysis

Initial Report Dated July 30, 2007 (First Review 8/23/07)

Updated 12/12/07 after review of November 2007 Report

1. Please provide the Miami-Dade County Signal Timing and Phasing for the analyzed signalized intersections.

   Addressed.

2. Intersection #33 (LeJeune Road / Ponce de Leon Blvd / Blue Road) is not included in the Synchro analysis in ~~Attachments 9-13~~ (analysis years 2007, 2010, 2015, 2020, and 2025 respectively). Similarly, turning movement volume tables (Tables 6, 7, 18, 19, 22, 23, 26, 27, 30 and 31) do not reflect this intersection.

   Partially Addressed. Intersection #33 was included in the revised Synchro anlaysis in 2007, 2010, 2015, 2020, and 2025 for AM and PM hours. However, the report does not include the intersection results nor the turning movement volumes (Tables 6, 7, 18, 19, 22, 23, 26, 27, 30, and 31).

   Intersection #33 has five legs and therefore its volumes do not fit the format of the summary tables. The turning volumes of all 5 legs are provided in Attachment 10.

3. **Table 2 (2007 Traffic Count Program)** – Machine count (48 hrs) year dates need to be revised from location #9 to #28

   Addressed.

4. **Figure 8 (Existing AM and PM Peak Hour Intersection Turning Movement Counts)** – Intersection #33 (Ponce de Leon Blvd / Blue Road) is not reflected in the exhibit. Intersection numbering should be consistent with Table 2 of the report. Also, a spot check revealed the intersection volumes depicted in the exhibit do not match the volumes shown in Table 6 or 7 of the report nor the volumes in the Synchro analysis worksheets provided in Attachment 9. *i.e. – intersection # 7 Bird Road / San Amaro Drive*

   Addressed.

5. **Table 11 (Committed Developments Trip Generation) –** The committed development projects for the City of Miami does not reflect the Byblos (Blue Road Khalil Condo) trip generation.

   Addressed. The Byblos project was abandoned so no longer included as a committed development (See page 26 of the report).

6. **Table 15 and 17 (AM and PM Peak Hour Committed Development Trips) -** The City of Miami project Byblos (Blue Road Khalil Condo) is not incorporated in the analysis.

   Addressed. The Byblos project was abandoned so no longer included as a committed development (See page 26 of the report)

7. **Figure 9 10 (2025 Intersection Volumes)** – Out of the 42 analyzed intersections only 37 intersections are reflected in the exhibit. Intersection numbering should be consistent with Table 2 of the report. Likewise, intersection labeling (street names) should be provided along with the intersection numbering. Also, a spot check revealed the intersection volumes depicted in the exhibit do not match the volumes shown in Table 30 or 31 of the report nor the volumes in the Synchro analysis worksheets provided in Attachment 13. *i.e. – intersection # 7 Bird Road / Red Road*

   Addressed.

8. **Section 5 (Residential Streets) –** The daily maximum threshold for the residential streets is stated as 12,000, please correct. This section needs to show the full traffic impact analysis on the residential streets including background, committed and additional UM traffic.

   Addressed. Section 5 has been revised to state the daily maximum threshold for residential streets is 1,200 daily vehicles. Table 33 includes background growth and additional UM traffic.

   Partially Addressed. The background growth rate was doubled (from 0.5% per year to 1.0% per year) to account for committed developments since the residential streets are not reflected in the model. This method seems acceptable. Additionally, the applicant assumed that 5% of the total UMCAD trips will use the local roads. The total of these trips were divided equally among the 9 parallel local roads. Further justification of this factor is needed.

   The FSUTMS-based model distribution of UMCAD trips does not include minor residential streets. The majority of new UMCAD trips are related to the NSCDZ. Due to the location of the NSCDZ on Ponce de Leon Blvd, it is not anticipated that any NSCDZ traffic will use these local roads unless the trips originate from this area. The remaining UMCAD trips may cause a small increase in traffic on these roads. However, considering model distribution and student zip code database, assigning 5% of UMCAD project trip to these residential streets is a conservative assumption designed to examine the worst case scenario. These 5% project trips were not subtracted from other roadways since the FSUTMS model does not include them in the roadway network.

   New Comment. Alhambra Circle is a residential collector with a maximum daily threshold of 2,400 vehicles and 240 vehicles during the peak hours. Section 5 and Table 33 must be revised accordingly.

   The UMRTS document was revised as stated though we were unable to find a reference in the City's transportation element of the current or older Comprehensive Plans indicating that Alhambra Circle has a maximum daily threshold of 2,400 vehicles and 240 vehicles during the peak hours.

9. **Table 33 (Analysis of Residential Analysis) –** The table needs to address city of Coral Gables residential street traffic thresholds and the need to use traffic calming measures.

   Addressed. Table 33 has been revised to address the city of Coral Gables residential street traffic thresholds. Project volumes on Mantua Avenue go over the 120 vehicles per hour during 2025 AM peak hour, however, no traffic calming measure are recommended.

10. Units cost of traffic signals should be updated to reflect current costs in Miami-Dade County: $250,000 - $300,000.

    Addressed.

11. Include a comprehensive and up to date table of traffic improvements reflecting all previous commitments and implementation status, as well as, additional recommended improvements from the RTS.

    Addressed (Attachment 12)

12. Submit final version of Service Deliveries traffic plan.

    Not Addressed. Service Deliveries traffic plan has not been submitted.

    The latest service delivery traffic plan is provided in Attachment 9

2007 Regional Traffic Study & Concurrency Analysis

Initial Study Dated July 30, 2007 (Initial Review 9/27/07)

Updated 12/12/07 after review of November 2007 Report

General/Methodology Comments

1. UM distributions/assignments must reflect different travel patterns for different components (e.g. MUATS distribution, commuter students zip codes, adjustments to existing patterns to reflect traffic shifts due to parking location changes and the impact of the proposed internal road).

   Partially Addressed. Commuter student zip code map provided in Attachment 8 were compared to MUATS distributions (Section 4.6, page 36). Please provide a comparison summary and/or back-up information. Adjustments were made to existing patterns to reflect traffic shifts due to parking location changes (Section 4.8, page 37). Adjustments were also made to existing trip patterns due the proposed internal road (Section 4.7, page 36).

   A comparison of MUATS and zip code trip distribution is provided in Attachment 8.

   New Comment. Please provide in Attachment 9 the university driveway volumes for AM and PM peak hours prior to adjustments made to divert traffic to the internal roadway. Also, the shifts in parking locations were not distributed along the impacted corridors.

   Driveway volumes prior to adjustments are provided in Attachment 9.

2. The previous requested comprehensive list of improvements should be broken out into previously committed improvements and improvements recommended as part of this study. Also the list should be expanded to include the cost and timeframe of each improvement.

   Addressed.

3. The committed development assignments should be mapped.

   Addressed (Attachment 8).

4. A map showing the internal road alignment should be provided in the report

. *Not Addressed. Internal road alignment map is still not provided in the report.*

The internal roadway alignment has not been finalized and will continue to be in development during the planning and design phases throughout 2008. City staff will continue to be involved in the process. The latest draft plan is provided in Attachment 9.

5. Analysis with and without the project needs to be provided by phase. This analysis should also reflect all previously committed improvements based on the committed or anticipated implementation timeframe.

Not Addressed

The background intersection analyses for AM and PM peak periods and for all Phases are summarized in the UMRTS document and the SYNCHRO printouts provided in separate attachments.

6. Proportionate share calculations are to be provided for each phase.

Addressed.

7. Page numbers are needed on all the report pages.

Partially Addressed. *Revised on hard copy report but not on all pages of the pdf version.*

Page numbers were added to the PDF files.

8. All changes are to be incorporated and fully explained in a revised report. A clear description of the calculations, assumptions (including justification/data), etc., must be provided in order to have a complete documentation of the analysis in one place.

Partially Addressed. *Some issues still pending.*

Additional explanations are provided to support assumptions used in the analysis.

Report Specific Comments

9. Please provide in Synchro analysis worksheets (Attachments 9 14) the split and phase diagrams for all the signalized intersections, in order to verify the existing signal timing and phasing provided by Miami-Dade County.

Addressed.

10. **Table 1 (UM Project Types and Trips)** – In the report, a section should be added to describe how the daily trips shown in Table 1 were calculated.

Addressed. *Description provided in Section 4.5 (page 31).*

11. **Table 4 (Resident Student Trip Rate)** – An explanation in the report is needed on how the overall rate for commuters was calculated.

Addressed. *Description provided Section 3.7 (page 12).*

12. **Section 3.8 (Existing Intersection Levels of Service)** – In the report, it should state that the Synchro analysis for the AM and PM peak hours are 8:00-9:00 am and 5:00-6:00 pm respectively, which coincides with the majority of the highest hour from the field traffic counts.

Not Addressed. Statement should be included in Section 3.8 (page 18).

The aforementioned statement was added to Section 3.8 of the RTS report

13. **Table 5 (Existing AM & PM Peak Hour Roadway Link Analysis)** – The FDOT maximum service volumes, in our opinion, should be changed for the following roadway links to correspond to the subject roadway types:
    - Bird Road link between LeJeune Road and Red Road should be a SR Class III. *Addressed.*
    - LeJeune Road link between Bird Road and US-1 should be a SR Class III. *Addressed.*
    - Granada Boulevard link between Bird Road and Sunset Drive should be a non-state other signalized roadway. *Addressed.*
    - Maynada Street link between US-1 and Sunset Drive should be a non-state other signalized roadway. *Addressed.*
    - Red Road link between Bird Road and US-1 should be a SR Class III. *Addressed.*
    - Red Road link between US-1 and Sunset Drive should be a non-state major city/county roadway. *Addressed.*

New Comment. However, LOS E for the Bird Road link between LeJeune Road and Red Road should be 1,720 not 1,510. For the PM Peak hour, the Red Road link between Ponce and US-1 max allowable V/C should be 1.2 not 1.0. These changes should be carried over to Tables 14, 16, 20, 21, 24, 25, 28, and 29.

The above references tables were adjusted as indicated.

New Comment. The additional segments analyzed need to be mentioned in Section 3.8, page 18 (Existing Roadway Levels of Service).

The additional segments analyzed were mentioned in Section 3.8

14. ~~**Attachments 9, 10, 11, 12, and 13**~~ **(Intersection Analysis Synchro Printouts)** – Verify all intersection geometrics. At least the following intersection geometrics need to be revised:
AM Peak Hour
    - US-1 / Alhambra Circle (Inter # 17): The NB and SB lane geometries are reversed. *Addressed.*
    - Levante Avenue / Red Road (Inter #19): The intersection needs to be analyzed as a four legged intersection (including the driveway). *Addressed.*
    - Sunset Drive / Red Road (Inter #25): The EB and WB lane geometries are reversed. *Addressed.*
    - US-1 / LeJeune Road (Inter #34): NB and SB left turns are prohibited. *Addressed.*
    - Bird Road / Granada Blvd / University Road (Inter #43): The intersection needs to be

analyzed as a five legged intersection. *Not Addressed*.

This intersection (#43) was initially analyzed as a 4-leg intersection with an all-red phase to account for the fifth leg as discussed in a previous meeting. It was reanalyzed for all phases as a five leg intersection.

PM Peak Hour

- US-1 / Alhambra Circle (Inter # 17): The NB right needs to be revised to be a shared right-through. *Addressed*.
- Levante Avenue / Red Road (Inter #19): The intersection needs to be analyzed as a four legged intersection (including the driveway). *Addressed*.
- Sunset Drive / Red Road (Inter #25): The EB right needs to be revised to be a shared right-through. *Addressed*.
- Bird Road / Granada Blvd / University Road (Inter #43): The intersection needs to be analyzed as a five legged intersection. *Not Addressed*.

This intersection (#43) was reanalyzed as a five leg intersection.

New Comment. The revised report has additional geometry inconsistencies during both the AM and PM peak hours (2007, 2010, 2015, 2020, and 2025) -

- *US-1 / Grand Avenue (Inter #10): The SB leg is one exclusive left turn, one through lane, and a share-through right (not an exclusive right turn).*

- *US-1 / LeJeune Road (Inter #34): The NB right needs to be revised to be a shared right-through.*

Intersection geometry was revised at both intersections.

15. Verify all intersection signal timings. Cycle lengths do not match existing timings for the following intersections:

AM Peak Hour

- Miller Road / San Amaro Drive (Inter #2): Cycle length should be 86s not 100s (2010 ,2015, 2020, 2025)
- Red Road / SW 64 Street (Inter #23): Cycle length should be 150s not 140s
- Sunset Drive / Ponce de Leon Blvd (Inter #24): Cycle length should be 103s not 1 10s
- Red Road / Sunset Drive (Inter #25): Cycle length should be 150s not 140s
- Red Road / Blue Road (Inter #26): Cycle length should be 120s not 100s
- Blue Road / University Drive (Inter #31): Cycle length should be 75s not 70s
- Blue Road / Granada Blvd (Inter #32): Cycle length should be 75s not 70s
- US-1 / LeJeune Road (Inter #34): Cycle length should be 150s not 140s
- Ponce de Leon Blvd / Riviera Drive (Inter #35): Cycle length should be 75s not 70s
- US-1 / Riviera Drive (Inter #36): Cycle length should be 150s not 140s

Addressed. All AM peak hour cycle lengths were revised accordingly.

New Comment. However, the existing 2007 signal timing (not cycle length) for intersection #12 (Ponce de Leon Boulevard / Stanford Drive) is not consistent with Miami-Dade County signal timings.

Intersection #12 signal timing was revised.

PM Peak Hour

- Miller Road / San Amaro Drive (Inter #2): Cycle length should be 78s not 80s (2007) or 100s (2010 ,2015, 2020, 2025)
- Ponce de Leon Blvd / Alhambra Circle (Inter #16): Cycle length should be 100s not 70s
- Ponce de Leon Blvd / San Amaro Drive (Inter #18): Cycle length should be 79s not 70s
- Sunset Drive / Ponce de Leon Blvd (Inter #24): Cycle length should be 104s not 1 10s

Addressed. All PM peak hour cycle lengths were revised accordingly.

New Comment. However, the following intersections cycle lengths do not match existing signal timings:

- *US-1 / Standford Drive (Inter #13): Cycle length should be 140s not 139s*
- *US-1 / Alhambra Circle (Inter #17): Cycle length should be 140s not 141s*
- *Red Road / Brescia Avenue (Inter #23): Cycle length should be 140s not 144s*
- *Sunset Drive / Red Road (Inter #25): Cycle length should be 140s not 155s*

- *Blue Road / Red Road (Inter #26): Cycle length should be 100s not 122s*
- *Bird Road / LeJeune Road (Inter #29): Cycle length should be 130s not 132s*
- *Bird Road / Granada Blvd / University Road (Inter #43): Cycle length should be 130s not 127s*

The PM cycle lengths for Intersections #13, 17, 23, 25, 26, 29 and 43 were revised.

Additionally, all the existing 2007 PM peak hour signals timings (except for Inter #33) are not consistent with Miami-Dade County signal timings.

The PM peak hour signal timings were revised to be consistent with Miami-Dade County signal timings.

16. **Tables 18, 22, 26, 30 (AM Peak Hour Intersection Turning Volumes)** – Verify the LOS shown in the table. The following were not consistent with the Synchro analysis:
    - Red Road / Miller Road (Inter #1) – 2010, 2015, and 2020
    - Ponce de Leon Blvd / Alhambra Circle (Inter #16) – 2010, 2015, 2020, and 2025
    - Red Road / Sunset Drive (Inter #25) – 2025
    - Bird Road / LeJeune Road (Inter #29) – 2010, 2015, and 2020

Changes should also be reflected in Table 32.

Addressed. All LOS results were revised accordingly.

New Comment. However, the resulting LOS in Table 32 for the intersection improvements need to be verified for Ponce de Leon Blvd / Merrick Drive (Inter #14) and Ponce de Leon Blvd / Dickinson Drive (Inter #15).

The resulting LOS in Table 32 were verified for intersections #14 and #15

17. **Tables 19, 23, 27, 31 (PM Peak Hour Intersection Turning Volumes)** – The following intersections are shown as unsignalized when they are signalized:
    - Blue Road / University Drive (Inter #31)
    - Blue Road / Granada Blvd (Inter #32)
    - US-1 / LeJeune Road (Inter #34)
    - Ponce de Leon Blvd / Riviera Drive (Inter #35)
    - US-1 / Riviera Drive (Inter #36)

Addressed.

18. **Table ~~12~~ 11 (New Project Trips)** –The 2010, 2015, 2020, and 2025 future resident students do not match anticipated resident students shown in Table 1. Footnotes should be added to explain how the future FTE students and future resident students were calculated. The table should also separate the Type 1, Type 1-2, and Type 2 trips. Additionally, an explanation of the calculations should be included in the report.

Partially Addressed. The future resident students do not match Table 1, nor were footnotes added to the table to explain how the students and future resident students were calculated. The table did separate Type 1 and Type 1-2 from Type 2 trips. A more detailed explanation of the calculations should be provided in Section 4.5, page 31 (Project Trips) of the report.

New traffic counts were collected in January 2008 to update the resident student trip rate calculations. A more detailed explanation is provided in Section 4.5 of the report and in the revised memorandum provided in Attachment 4.

19. **Section ~~4.7~~ 4.9 (Total Traffic Condition in 2010)** – The 2010 intersection improvements need to be addressed as follows:
    - The existing cycle lengths for the Synchro analysis for the realignment of Miller Road and Miller Drive (Inter #3) needs to remain 86s and 78s for the AM and PM peak hour respectively. Additionally, the recommended lane configuration (adding an exclusive SB left lane and adding an EB through lane) needs to be reviewed to assure sufficient ROW is available. *Not Addressed.*

The realigned intersection of Miller Road and Miller Drive is not part of a coordinated system and there is no need to maintain existing cycle lengths. However, a shorter cycle length is preferred to reduce the turning lane storage length requirement. In the future, it may be preferable to have this intersection operate at the same cycle length as Red Road and Miller Road.

- The analysis of the unsignalized intersection of San Amaro Drive and Brescia Avenue was not part of this report. Please explain the recommendation to signalize this intersection. *Partially Addressed. Page 39 states that it is a previously recommended improvement, but should also state from what report.*
- *New Comment. The recommendation to add a SBR turn lane at Dickinson Drive and Ponce de Leon Boulevard (Inter #15) is not included in the Synchro with improvement analysis for neither the AM nor PM peak hour.*

  The SBR turn lane was added to the AM and PM improvement analyses performed for future phases.

- *New Comment. The recommendation to add a SBR turn lane at Merrick Drive and Ponce de Leon Boulevard (Inter #14) is not included in the Synchro with improvement analysis for neither the AM nor PM peak hour.*

  The SBR turn lane was added to the AM and PM improvement analyses performed for future phases.

20. Section ~~4.8~~ 4.10 (Total Traffic Condition in 2015) – The 2015 intersection improvements need to be addressed as follows:

- During the AM peak hour, the closure of the driveway facing Robbia Avenue (Inter #5) needs to be reflected in the AM peak hour Synchro analysis for 2015 and the AM peak hour subsequent year analyses.

  Partially Addressed. In the revised report, the lane geometry in the Synchro analysis for both AM and PM peak hours needs to be consistent with the closure of Robbia Avenue for the year 2015 through 2025.

The University driveway facing Robbia Avenue is planned to be closed but not Robbia Avenue itself which becomes a T-intersection.

21. ~~Attachment 14~~ (2025 Synchro Analysis with Improvements) – The following 2025 intersection improvements need to be addressed as follows:

<u>AM Peak Hour</u>

- The lane geometry for the intersection of Merrick Drive and Ponce de Leon Boulevard (Inter #14) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*

The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.

- The lane geometry for the intersection of Dickinson Drive and Ponce de Leon Boulevard (Inter #15) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*

The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.

- The recommended 2025 improvement of adding a WB right turn lane at San Amaro Drive and Ponce de Leon Boulevard (Inter #18) was not reviewed in the Synchro analysis during the AM Peak hour. *No longer recommended*.
- Although there are no recommended improvements in the report for the following intersections, they were included in the 2025 AM peak hour with improvement analysis:
  - Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed.*
  - Alhambra Circle and Ponce de Leon Boulevard (Inter #16) *No longer recommended*.
  - Bird Road and LeJeune Road (Inter #29) *Addressed.*
  - San Amaro Drive and Blue Road (Inter #30) *Not Addressed. Please mention in Section 4.9.*
  -

The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.

  - Granada Boulevard and Hardee Road (Inter #39) *Not Addressed. Please mention in Section 4.9.*

The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.

  - Bird Road and San Amaro Drive (Inter #42) *Not Addressed. Please mention in Section 4.9.*

The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.

Please correct or explain.

PM Peak Hour

- The lane geometry for the intersection of Merrick Drive and Ponce de Leon Boulevard (Inter #14) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*

The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.

- The lane geometry for the intersection of Dickinson Drive and Ponce de Leon Boulevard (Inter #15) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*

The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.

- The recommended 2025 improvement of adding a NB right turn lane at Miller Road and Red Road (Inter #1) needs to be revised in the Synchro analysis during the PM Peak hour. *No longer recommended*.
- Although there are no recommended improvements in the report for the following intersections, they were included in the 2025 PM peak hour with improvement analysis:
  - Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed*.
  - San Amaro Drive and Blue Road (Inter #30) *Not Addressed, please mention in Section 4.9.*

Project trips are not significant at this intersection in accordance with MLOU.

  - *New Comment. Granada Boulevard and Hardee Road (Inter #39) - Please mention in Section 4.9.*

Project trips are not significant at this intersection in accordance with MLOU.

  - *New Comment. Bird Road and San Amaro Drive (Inter #42) – Please mention in Section 4.9.*

Project trips are not significant at this intersection in accordance with MLOU.

Please correct or explain.

22. Table 32 (Intersection Analysis Summary Results) – The following improvements are not recommended in the text of the report (Sections ~~4.7~~ 4.9 – ~~4.10~~ 4.12):

- Signalization of Campo Sano Avenue and Brunson Drive (Inter #6) *Addressed*.
- Free flow right turn at Red Road and Ponce de Leon Boulevard (Inter #21) *Not Addressed*.

The westbound right turn movement at the intersection of Ponce de Leon Blvd and Red Road fails in the PM peak hours. Since providing an acceleration lane is not feasible on Red Road due to its constrained nature, and signalizing the intersection is not feasible due to proximity to other signals, the UMRTS recommends signal interconnection between the upstream and downstream signals along Red Road to improve northbound gaps.

- NB right turn at Bird Road and LeJeune Road (Inter #29) *Addressed*.
- *New Comment.* *Signalization of San Amaro Drive and Blue Road (Inter #30)*
- Signalization of Granada Boulevard and Hardee Road (Inter #39) *Not Addressed*.

Project trips are not significant at this intersection in accordance with MLOU.

- Signalization of Bird Road and San Amaro Drive (Inter #42) *Not Addressed*.

Project trips are not significant at this intersection in accordance with MLOU.

- Please correct or explain.

23. Section 6 (Recommended Improvements) – Verify that the improvements mentioned are consistent with the improvements in Sections ~~4.7~~ 4.9 – ~~4.10~~ 4.12. For example, in Section ~~6.2~~ 6.1 the recommended improvement for the signalization of Campo Sano Avenue and Brunsen Drive (Inter #6) in the year 2010 is not mentioned in Section ~~4.7~~ 4.9.

Addressed. The above mentioned example was revised.

New Comment. However the 2025 intersection improvement to add a NBR turn at Bird Road / LeJeune Road (Inter #29) is not mentioned in Section 6.1. Additionally, the 2010 improvements to extend the left storage bays on US-1 and Alhambra Circle and on US-1 and Stanford Drive, nor the improvement to make the right turn lane a free flow lane at Red Road and Ponce de Leon Boulevard (Inter #21) are not mentioned in this section.

Project trips are not significant at the intersection of Bird Road and LeJeune Road (#29).

The improvement to extend the left storage bay on US-1 at Alhambra Circle and Stanford Drive will be the subject of a separate memorandum and a more detailed operational analysis.

The improvement to Ponce de Leon Blvd and Red Road (#21) is addressed in the previous Comment 22.

24. Tables 34 and 35 (Proportionate Share Analysis) – The column labeled "Percent of Added Road Capacity" should be renamed "Percent of Added Service Volume". Also, please provide back-up data for the two-way road cost per mile. The latest published FDOT Transportation Cost report was issued March 2005 and was based in 2004 cost information.

Not Addressed.

The specified column label was revised as indicated

The FDOT latest transportation costs were obtained from the FDOT website at: http://www.dot.state.fl.us/estimates/LaneMileCosts/LaneMilecosts.htm

25. Table 36 (Improvement Cost Summary) – The following comments should be addressed:

- The column labeled "Fair Share %" should be renamed "Proportionate Share". *Not Addressed.*

  The column label was revised as indicated

- The realignment of the pedestrian signal on Ponce de Leon Boulevard with Dauer Drive is included in Section ~~4.10~~ 4.12 as a recommended improvement. Please correct or explain. *Not Addressed.*

  Based upon the latest information obtained from the University and the City, the realignment of the pedestrian signal is no longer recommended

- The cost for a new signal varies between $230,000 and $270,000. *Addressed.*
- It should be noted that the construction cost of adding a right turn lane is approximately $85,000; however it does not take into account any ROW, infrastructure or utility costs. *Addressed.*
- The alignment cost of Miller Road and Miller Drive should be between $360,000 and $410,000. This cost includes the anticipated replacement of the span wire signal to a mast arm signal. *Addressed.*
- *New Comment. The improvements to signalize San Amaro Drive / Blue Road (Inter #3 0), Granada Boulevard and Hardee Road (Inter #39), and Bird Road and San Amaro Drive (Inter #42) in the year 2010 is recommended, the cost estimate need to be included in Table 36.*

  In accordance with the MLOU, UMCAD Project trips are not significant on these intersections and therefore they are not included in the proportionate cost calculations.

- *New Comment. The recommended improvements in Section 6.2 (Status of Previously Recommended Improvements) should remain in the proportionate share calculations since they are still pending final resolutions with the city and/or county.*

  The previously recommended improvements were listed in the proportionate share calculations.

- *New Comment. Previous recommended improvements reflected in Attachment 12, other than those that have been completed, need to be included in the proportionate share calculations. This includes improvements that are incomplete, abandoned, under design, and/or deemed no longer necessary.*

  The previously recommended improvements were listed in the proportionate share calculations.

26. Section 7 (Concurrency) – The concurrency printouts from the City for Zones 46 and 47

should be provided in the report or attachments.

Not Addressed.

Concurrency printouts dated December 4, 2007 are provided in the attachments.

27. *New Comments. Please address the following additional issues:*

- *Figure 7 (Page 22) - The SB lane geometry for intersection #10 (US-1 / Granada Boulevard) is one exclusive left turn, one through lane, and a share-through right (not an exclusive right turn).*

  Intersection geometry has been revised (see comment #14)

- *Please explain the footnote in Figure 8 and 10 that states "Existing volumes are for the Year 2007" pertaining to intersections 36 – 43.*

  Footnote has been removed since all intersection turning movement volumes depicted in Figure 8 were based on 2007 peak season counts.

ATTACHMENT 14
CONCURRENCY INFORMATION STATEMENTS FOR UNIVERSITY ZONES (12/4/2007)

CORAL GABLES CONCURRENCY MANAGEMENT

Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

UNIVERSITY OF MIAMI - ZONE 46 STATUS=P
5225 PONCE DE LEON BLVD
Coral Gables, FL

Date Printed: 12/4/2007
Development Order: 0
Record Number: 3118
Assoc. Demolition Record: 0

Zones:

Trffic	Fire Protection	Flood Protection	Parks and Recreation
46	201	X	3

Concurrency Needs

Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	
Trips	0	9122	0	OK	Not Within Urban Infill Area
Golf Courses	0	47.41	0.31655007025	OK	
Tennis Courts	0	40.35	3.1654998595	OK	
Racquetball Courts	0	6.23	0.4131825	OK	
BAsketball Courts	0	15.34	1.358345	OK	
Ball Diamonds	0	6.27	0.8499425	OK	
Playing Fields	0	7.27	0.8499425	OK	
Swimming Pools	0	3.13	0.09502	OK	
Equipped Playing Areas	0	6.34	0.9502	OK	
Special Recreation Facilities	0	93.84	14.2495	OK	
Neighborhood Parks (acres)	0	5.62	3.562125	OK	
Mini Parks (acres)	0	0.97	0.18994	OK	
Open Space (acres)	0	1.53	0.47575	OK	
Water Flow (gpm)	500	3000	500	OK	

Application Fee: $125.00 Statement Issued by:
Application Date: 12/4/2007
Expiration Date: N/A

Comments:

CORAL GABLES CONCURRENCY MANAGEMENT

Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

UNIVERSITY OF MIAMI - ZONE 47 STATUS=P
1200 DICKINSON DR
Coral Gables, FL

Date Printed: 12/4/2007
Development Order: 0
Record Number: 3118
Assoc. Demolition Record: 0

Zones:

Trffic	Fire Protection	Flood Protection	Parks and Recreation
47	201	X-500	3

Concurrency Needs

Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	
Trips	0	12617	0	OK	Not Within Urban Infill Area
Golf Courses	0	47.41	0.31655007025	OK	
Tennis Courts	0	40.35	3.1654998595	OK	
Racquetball Courts	0	6.23	0.4131825	OK	
BAsketball Courts	0	15.34	1.358345	OK	
Ball Diamonds	0	6.27	0.8499425	OK	
Playing Fields	0	7.27	0.8499425	OK	
Swimming Pools	0	3.13	0.09502	OK	
Equipped Playing Areas	0	6.34	0.9502	OK	
Special Recreation Facilities	0	93.84	14.2495	OK	
Neighborhood Parks (acres)	0	5.62	3.562125	OK	
Mini Parks (acres)	0	0.97	0.18994	OK	
Open Space (acres)	0	1.53	0.47575	OK	
Water Flow (gpm)	500	3000	500	OK	

Application Fee: $125.00 Statement Issued by:
Application Date: 12/4/2007
Expiration Date: N/A

Comments:

CORAL GABLES CONCURRENCY MANAGEMENT

Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

UNIVERSITTY OF MIAMI - ZONE 50 STATUS=P
1535 LEVANTE AVE
Coral Gables, FL

Date Printed: 12/4/2007
Development Order: 0
Record Number: 3118
Assoc. Demolition Record: 0

Zones:

Trffic	Fire Protection	Flood Protection	Parks and Recreation
50	201	X	3

Concurrency Needs

Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	
Trips	0	3674	63	OK	Not Within Urban Infill Area
Golf Courses	0	47.41	0.31655007025	OK	
Tennis Courts	0	40.35	3.1654998595	OK	
Racquetball Courts	0	6.23	0.4131825	OK	
BAsketball Courts	0	15.34	1.358345	OK	
Ball Diamonds	0	6.27	0.8499425	OK	
Playing Fields	0	7.27	0.8499425	OK	
Swimming Pools	0	3.13	0.09502	OK	
Equipped Playing Areas	0	6.34	0.9502	OK	
Special Recreation Facilities	0	93.84	14.2495	OK	
Neighborhood Parks (acres)	0	5.62	3.562125	OK	
Mini Parks (acres)	0	0.97	0.18994	OK	
Open Space (acres)	0	1.53	0.47575	OK	
Water Flow (gpm)	500	3000	500	OK	

Application Fee: $125.00 Statement Issued by:
Application Date: 12/4/2007
Expiration Date: N/A

Comments:

THE CITY OF CORAL GABLES

OFFICE OF CITY MANAGER

The City Beautiful

CITY HALL 405 BILTMORE WAY
CORAL GABLES, FLORIDA 33134

November 24, 2008

Mr. Joe Natoli
Senior VP Business & Finance
University of Miami
1252 Memorial Drive
Ash Building, Room 230
Coral Gables, FL 33146

RE: University of Miami
Regional Traffic Study
(RTS)

Dear Mr. Natoli:

This letter constitutes official notification that the City has concluded the review of the UM RTS (dated March 2008) and has found its technical contents sufficient as described in Ordinance # 2007-16.

This finding is based on the subject report as well as additional information and clarifications submitted through November 2008 including a revised Exhibit 9 resubmitted by UM on October 24, 2008. Said Exhibit is attached to this letter for reference.

Approval of the RTS does not alter or supersede any conditions of approval granted by Ordinance # 2007-16 (UMCAD 2006).

Please call me if you have any questions.

Sincerely,

Maria Alberro Jimenez
Interim City Manager

cc: Elizabeth Hernandez, City Attorney
Cathy Swanson, Interim City Manager
Ed Weller, Building & Zoning
Martha Salazar Blanco, Zoning Official
Sebrina Brown, Concurrency Administrator
Eric Riel, Jr., Planning Director
Walter Carlson, Asst. Planning Director
Janet Gavarrete, University of Miami Campus Planning & Development
Tim Plummer, David Plummer & Associates
Ramon Alvarez, David Plummer & Associates
Planning Department File

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Exhibit 9A

Projects in Planning, Design, or Construction

	Improvement	Status
1	No on-street parking should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue.	In compliance / Ongoing
2	No driveways should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue	In compliance / Ongoing
3	No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue.	In compliance / Ongoing
4	No vehicular access, gates or curb cuts shall be permitted onto or through the 75' wide landscape buffer along Mataro Avenue.	In compliance / Ongoing
5	Dickinson Drive/Ponce de Leon Blvd. signalize when warranted	Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS.
6	Merrick Drive/Ponce de Leon Blvd. signalize when warranted	Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS.
7	Signalize Campo Sano Avenue and Brunson Avenue when warranted.	Signal Warrant Studies will be completed in 2010, and if not warranted, will be monitored in future RTS.
8	Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road	Project is in design development.
9	Widen Brescia Avenue to three lanes between Red Road and San Amaro Drive as determined by the City Public Works and Planning Departments.	The City has accepted a design that widens Brescia at the eastern and western ends with right turn lanes. Project is in design development.
10	A traffic signal warrant study based on future traffic projections has been completed for the intersection of San Amaro Drive / Brescia Avenue. The University, submitted the study for review to the City and other appropriate agencies. The signal was not warranted. The University shall complete a traffic signal warrant study within six months after issuance of final CO and when the University Village has full occupancy. If the signal is warranted and approved by the agencies at that time, the University shall install the signal.	A signal warrant study completed in 2005 based on forecasted volumes revealed marginal volumes for a signal. The townhomes, part of the University Village project are under construction and estimated to be completed prior to December 31, 2009. A signal warrant study will be completed no later than six months after a final CO is obtained for the UV townhomes. If signal is not warranted, University will continue to monitor in future RTS.
11	Lengthen northeast bound left turn lane on US 1 at Stanford Drive.	Plans were submitted to permitting agencies by December 31, 2007. Project is in design development.
12	Lengthen northeast bound left turn lane on on US-1 to westbound Alhambra Circle	Plans were submitted to permitting agencies by December 31, 2007. Project is in design development.
13	Eliminate on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard	The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response.

14	Provide optimized signal timing information from the February 2003 Traffic Study for all intersections analyzed to Miami-Dade County to determine the need for resignalization.	Will submit updated signal timing information upon receiving sufficiency on the March 2008 RTS.
15	Provide shuttle bus service and shelters or other adequate weather protection within University Village where shuttle stops are located as determined by the City Public Works and Planning Departments.	Project under construction. It is estimated to be completed prior to December 31, 2009.
16	The required traffic signal at San Amaro Drive and Miller Drive will proceed to completion according to the schedule submitted by the University with progress reports to be submitted quarterly.	Signal warranted, neighbors objected to traffic signal. The realignment of Miller Drive project is in design development and is estimated to be completed prior to December 31, 2010.
17	The University shall review vehicular access and circulation in the area of Campo Sano and Pisano in order to minimize vehicular impacts through signage, routing, scheduling, etc.	These improvements will be reviewed during future RTS
18	Closure of the driveway to Lots 501 and 503.	The location of the driveways of Lots 501 and 503 will be reviewed as part of the internal road.
	2007 RTS Recommended Improvements	
19	Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue	Two lanes entering and two lanes exiting Dickinson Drive are under construction and estimated to be completed by early 2009.
20	Align Miller Road and Miller Drive and improve intersection to provide at least an additional share through/right southbound lane and an eastbound left turn lane.	Project is in design development. Construction plans will be submitted to the City by December 31, 2008.
21	Improve westbound right turn lane at Ponce de Leon Blvd and Red Road by signal interconnect.	This project will be completed in coordination with the developers of Red Road Commons
22	Traffic calming on Alhambra Circle north of Miller Road and on Mantua Ave between Red Road and San Amaro Drive.	Mitigation as per methodology agreement
	Projects Included in Ordinance 2007-16	
23	San Amaro Drive / Trillo Avenue pedestrian signal and San Amaro Drive / Memorial Drive pedestrian signal recommended actions outlined in the March 28, 2007 letter from Keith & Schnars, P.A. submitted on behalf of the University of Miami.	Counts were taken as part of the RTS and a signal was not warranted. It will continue to be monitored in future RTS.
24	Private property / rights-of-way improvements of Ponce de Leon Boulevard, San Amaro Drive, Campo Sano Drive, Red Road, and Granada Boulevard.	Will be completed by December 10, 2010 as required by Ordinance
25	Internal Roadway North and South. Phase I to include the closure of Miller road.	The internal road Phase I including the closure of Miller Road is under design and will be completed by December 10, 2010.
26	Access closure/relocation/consolidation plan	The construction will be completed by December 31, 2010.