



Miami-Dade Aviation Department

PPIP - Pre-proposal Conference
Expression of Interest - for
Four Re-development Sites

September 10, 2008

Parcel Site Locations

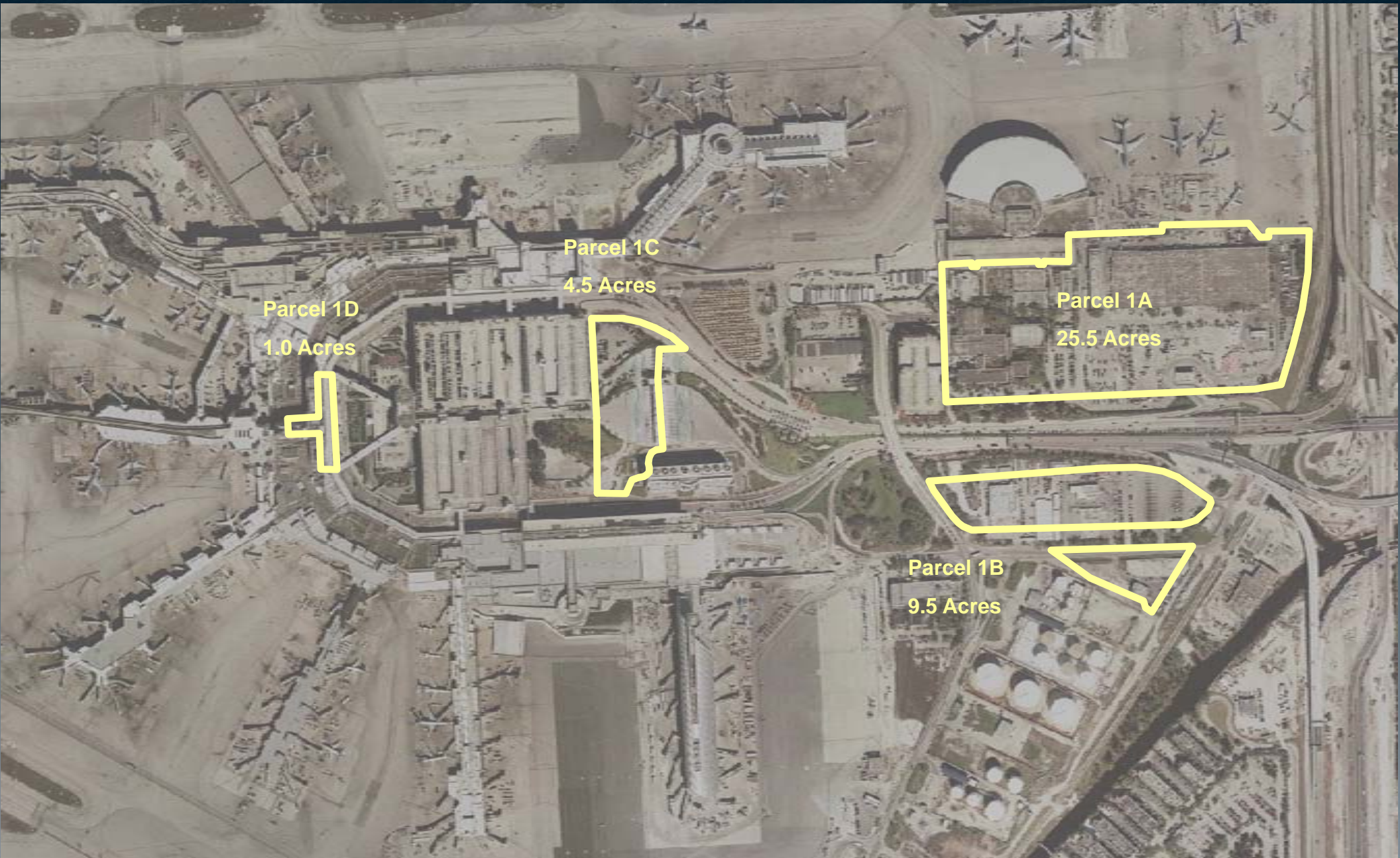


Parcel Acreage

<u>Parcel</u>	<u>Area (Acres)</u>
1A	25.5
1B	9.5
1C	4.5
1D	1.0

Note: Parcel acreage has been rounded down to the nearest half acre.

Parcel 1 Sites



Parcel 1D
1.0 Acres

Parcel 1C
4.5 Acres

Parcel 1A
25.5 Acres

Parcel 1B
9.5 Acres

CDMP Approved

Table 1
MIA - PPIP Landside Non-Aviation Use Property Parcels

Parcel Number	Gross Raw Land		April 2007 CDMP Application	
	Area (Square Feet)	Area (Acreage)	Land Use	Quantity
1A	1,122,541	25.77	Hotel	600 (Rooms)
1B	414,691	9.52	Gas/Service/Convenience Market	165,000 (SF)
1C	204,296	4.69	Hotel	400 (Rooms)
1D	41,394	0.95	Hotel	50 (Rooms)

Note: For alternate land use such as Retail, Shopping and Mix Use a new CDMP application will be required.

Prepared By: Aviation Planning

Source: Miami International Airport, 2007 Planimetrics



Traffic Report Summary

MIA - Airport Development Traffic Study

Trips Generated at Full Build out Year 2030 - **1,813** Vehicle Trips Per Hour (PM Peak Hour) based on 926,000 SF of hotel and gasoline/service station, light industrial development and 1,050 Rooms Hotels.

Trips Generated at 2011 (Concurrency Analysis - **346** Vehicle Trips Per Hour (PM Peak Hour)) based on 741,000 SF of light industrial development (Parcels 3, 4 & 5).

With the additional 346 Trips distributed for concurrency analysis none of the roadway links studied are impacted at Year 2011.

Traffic Concurrency Analysis

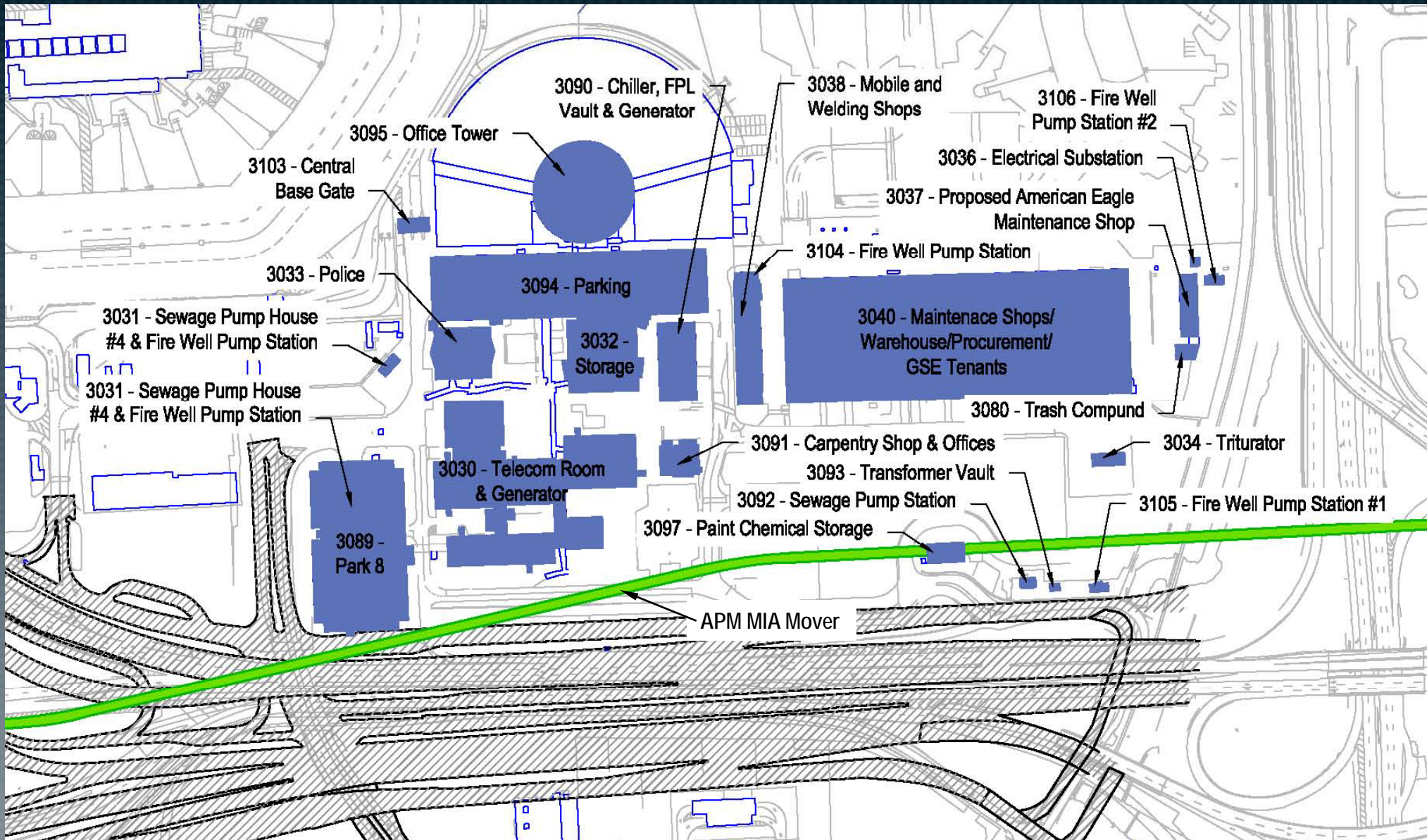
Roadway	Location	Lane Config.	Allowable Capacity		Proposed (2011) Capacity		% Project Consumption
			LOS	Volume (VPH)	LOS	Volume (VPH)	
NW 72 Ave.	S/O of 12 St.	Arterial 6 Lanes	E	4,920	B	1,983	1.43%
NW 72 Ave.	N/O NW 12 St. to NW 25 St.	Arterial 6 Lanes	E	4,920	C	2,612	0.64%
NW 72 Ave.	B/W NW 25 St. and 36 St.	Arterial 6 Lanes	E	4,920	C	2,844	2.73%
NW 72 Ave.	S/O NW 36 St. to NW 25 St.	Arterial 6 Lanes	E	4,920	C	3,315	2.73%
NW 72 Ave.	S/O NW 41 St. from NW 39 St. to NW 58 St.	Arterial 6 Lanes	E	5,080	C	2,792	0.13%
NW 36 St.	E/O NW 72 Ave. to NW 57 Ave.	Arterial 6 Lanes	E+50	7,380	E	4,930	0.11%
NW 25 St.	E/O SR 826/Palmetto to 72 Ave.	Arterial 4 Lanes	E	3,780	E	3,504	0.56%
NW 12 St.	W/O Palmetto B/W 72 Ave. and 87 Ave.	Arterial 4 Lanes	D	3,000	D	2,908	3.40%

2030 Full Build Analysis

A five mile perimeter was studied as recommended by the DPZ. The limits of the perimeter was NW 103rd St. to the north, I-95 to the east, SW 40th St. to the south and SW 107th Ave. to the west. Since none of the links studied were impacted more than 2% project trips to service volume (5% being the threshold requiring improvements) none of the links studied were impacted at year 2030.

Private Investment Partnership Analysis

Parcel 1 - Central Base



Note: Developer to provide APM Station at Hotel/Conference Center

Recommended Phasing Plan Alternative 1*

PHASE 1

- ➔ Transfer ownership of Airport Hotel (Parcel 1D) revenue and operations to developer
- ➔ Airport Hotel to remain in operation
- ➔ Begin development on Parcel 1C as hotel only
- ➔ Begin renovation of Building 3095 to consolidate MDAD administrative offices

PHASE 2

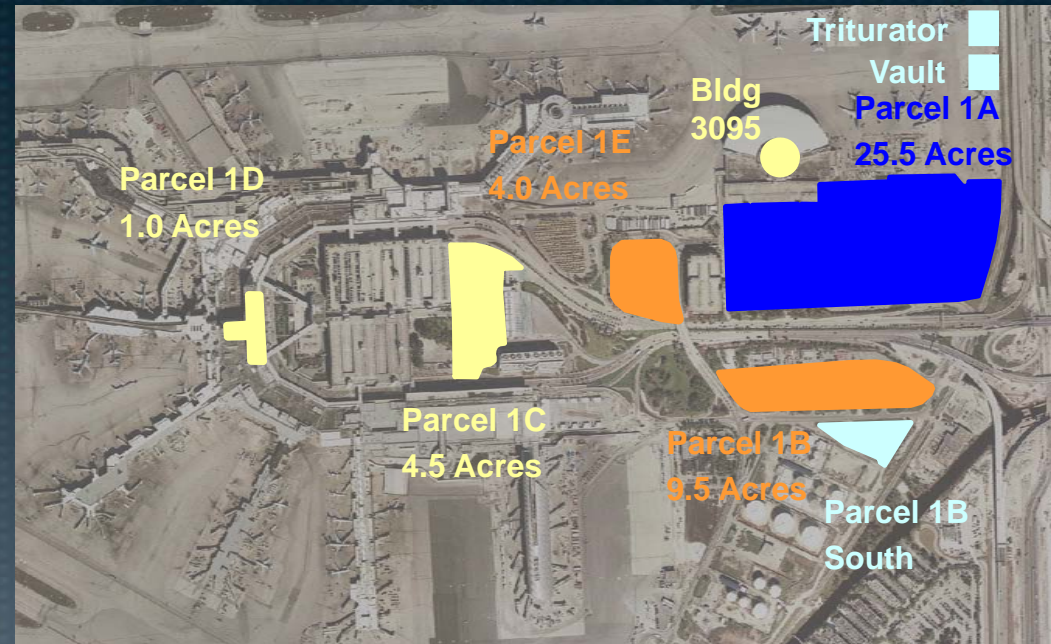
- ➔ Construct and relocate triturator
- ➔ Construct and relocate electrical vault
- ➔ Construct and expand bus/limo/Super Shuttle service to Parcel 1B South
- ➔ Relocate Super Shuttle service to Parcel 1B South
- ➔ Construct and relocate maintenance shops to Parcel 1F

PHASE 3

- ➔ Relocate Police/K-9/SOCC/CBP/Security Offices to Parcel 1E
- ➔ Construct and relocate fueling station and car/truck wash to Parcel 1F
- ➔ Begin development of eastern portion of Parcel 1B as Public Use/Service Plaza

PHASE 4

- ➔ Relocate MDAD administrative staff to Building 3095 administrative offices
- ➔ Provide off-airport warehouse for MDAD warehouse needs
- ➔ Develop western portion Parcel 1B as part of convenience plaza, dry cleaner, auto detail shop, etc.
- ➔ Develop Parcel 1A



* For alternate land use such as Retail, Shopping and Mix Use a new CDMP application will be required.

Recommended Phasing Plan Alternative 2*

PHASE 1

- ➔ Transfer ownership of Airport Hotel (Parcel 1D) revenue and operations to developer
- ➔ Airport Hotel to remain in operation
- ➔ Begin development on Parcel 1C as hotel/MDAD administrative offices

PHASE 2

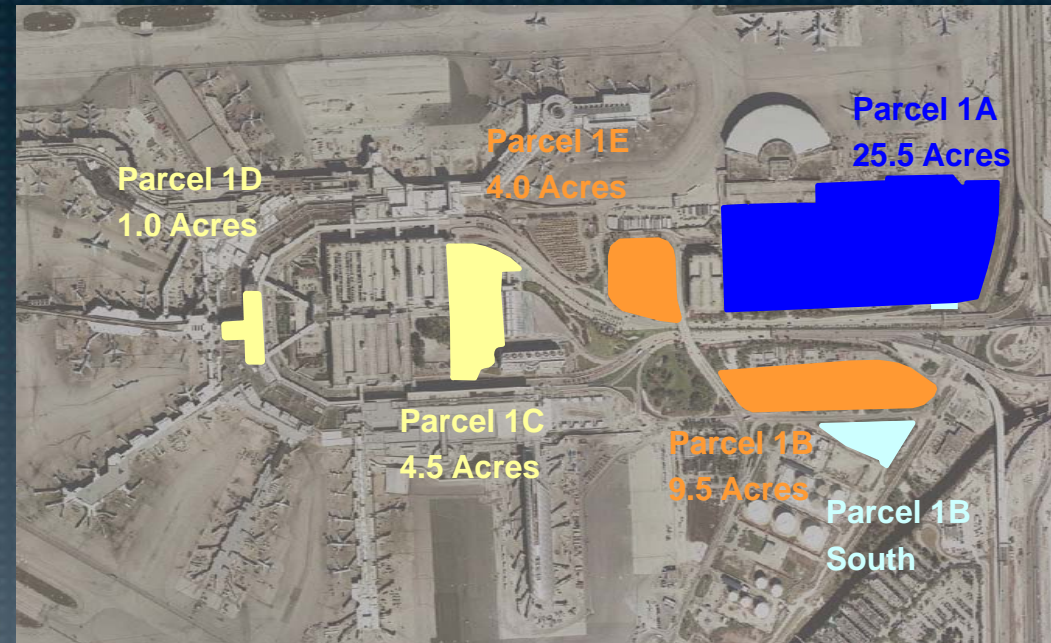
- ➔ Triturator remains in existing location, developer to bifurcate from development
- ➔ Electrical vaults remain in existing location, developer to construct around development
- ➔ Construct and expand bus/limo/Super Shuttle service to Parcel 1B South
- ➔ Relocate Super Shuttle service to Parcel 1B South
- ➔ Construct and relocate maintenance shops to Parcel 1F

PHASE 3

- ➔ Relocate Police/K-9/SOCC/CBP/Security Office to Parcel 1E
- ➔ MDAD transfers ownership of fueling station and car/truck wash facilities for combined use with MDAD and general public
- ➔ Develop western portion of Parcel 1B as part of convenience plaza, dry cleaner, auto detail shops, etc.

PHASE 4

- ➔ Relocate MDAD administrative staff to Parcel 1C hotel/MDAD administrative offices
- ➔ Provide off-airport warehouse for MDAD warehouse needs
- ➔ Develop Parcel 1A

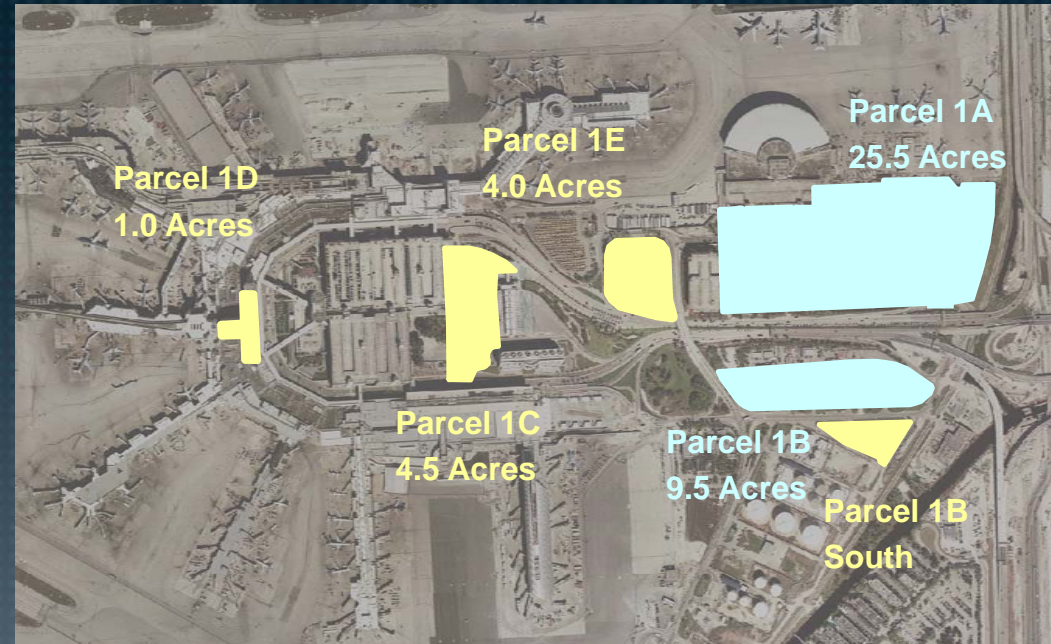


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Recommended Phasing Plan Alternative 3*

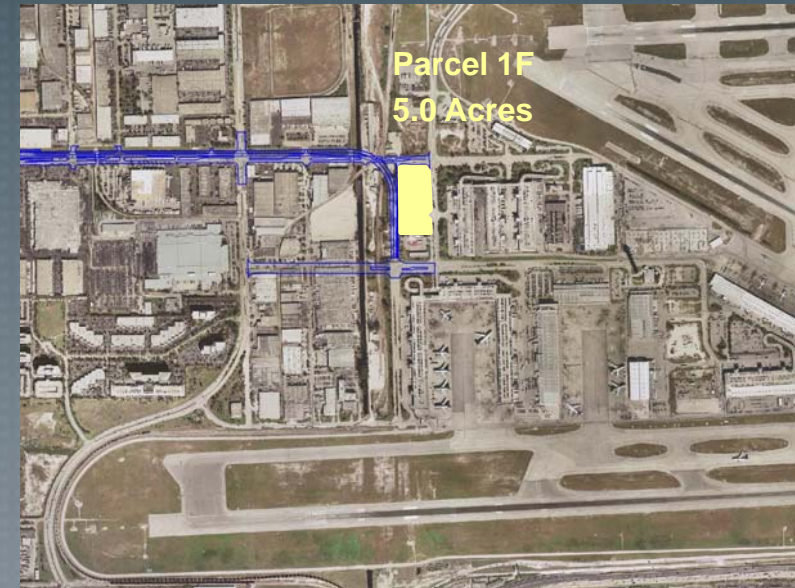
PHASE 1

- Transfer ownership of Airport Hotel (Parcel 1D) revenue and operations to developer
- Airport Hotel to remain in operation
- Begin development on Parcel 1C as hotel/MDAD administrative offices
- Construct and expand bus/limo/Super Shuttle service to Parcel 1B South
- Relocate Super Shuttle service to Parcel 1B South
- Construct and relocate maintenance shops to Parcel 1F
- Relocate Police/K-9/SOCC/CBP/Security Offices to Parcel 1E
- Provide off-airport warehouse for MDAD warehouse needs

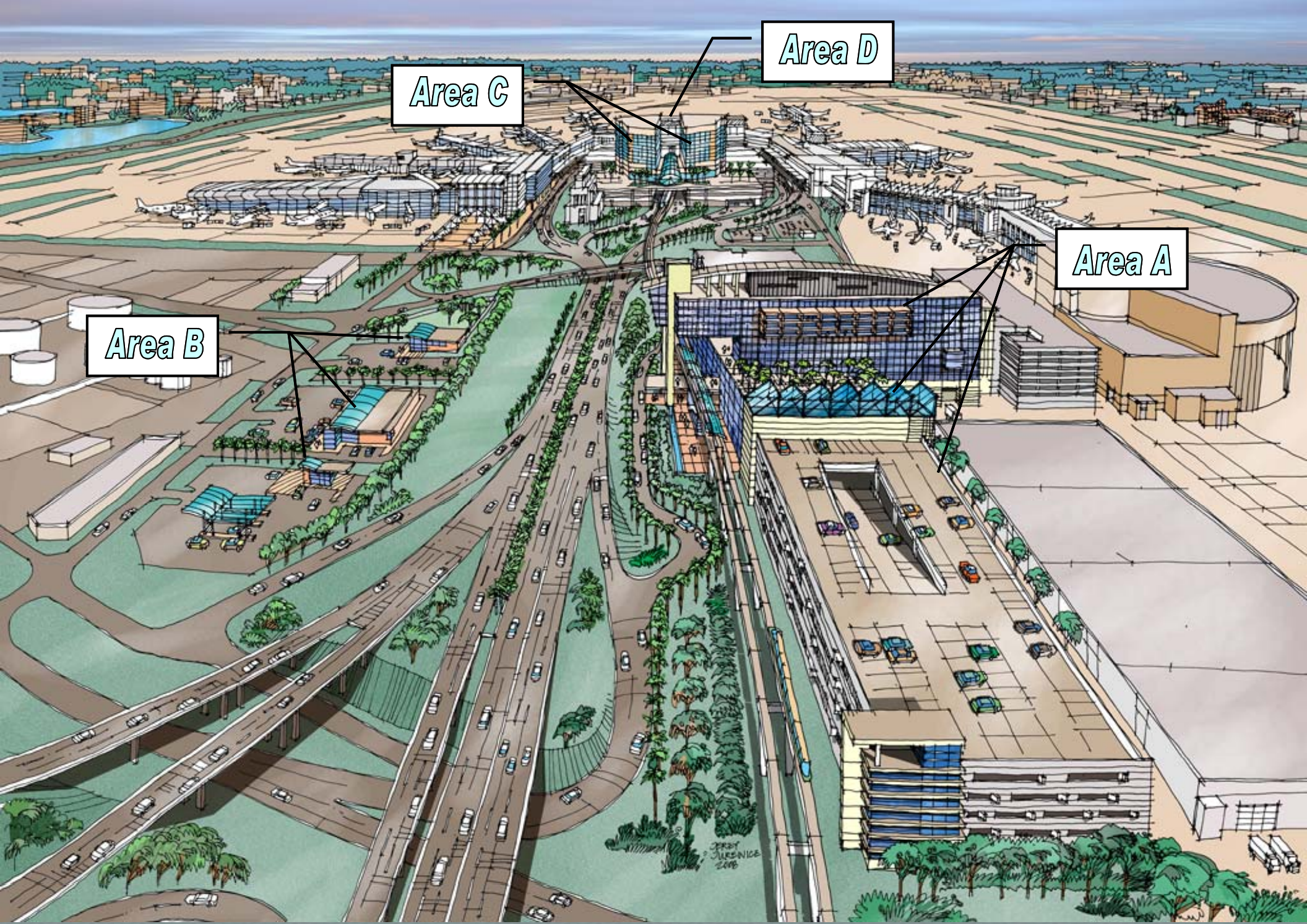


PHASE 2

- Triturator remains in existing location, developer to bifurcate development
- Electrical vaults remain in existing location, developer to construct around development
- MDAD transfers ownership of fueling station and car/truck wash facilities for combined use with MDAD and general public
- Complete convenience plaza including convenience store, dry cleaner, auto detail shops, etc.
- Relocate MDAD administrative staff to Parcel 1C hotel/MDAD administrative offices
- Develop Parcel 1A



* For alternate land use such as Retail, Shopping and Mix Use a new CDMP application will be required.



Area C

Area D

Area A

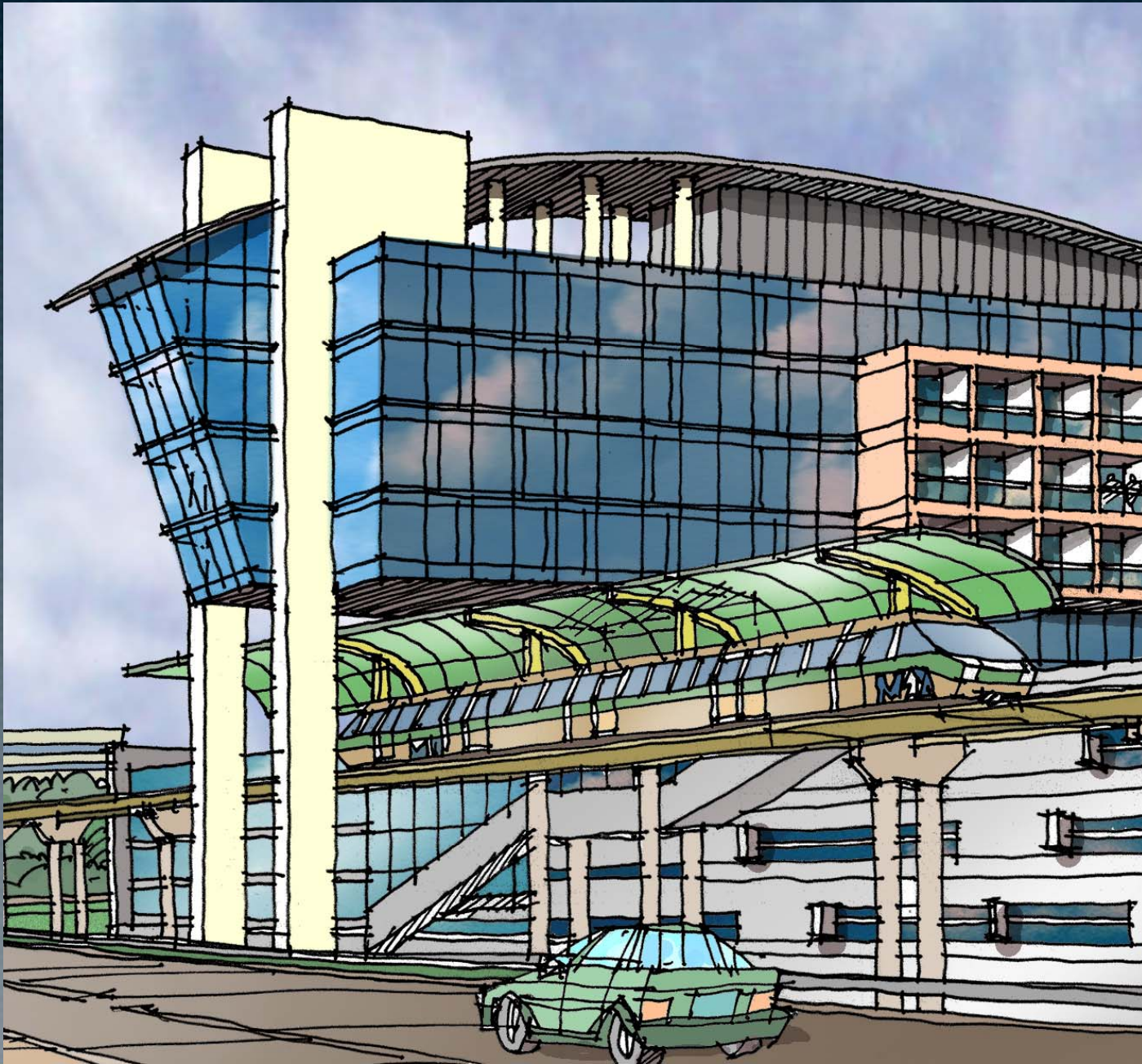
Area B

JOEY JUENICE
2008

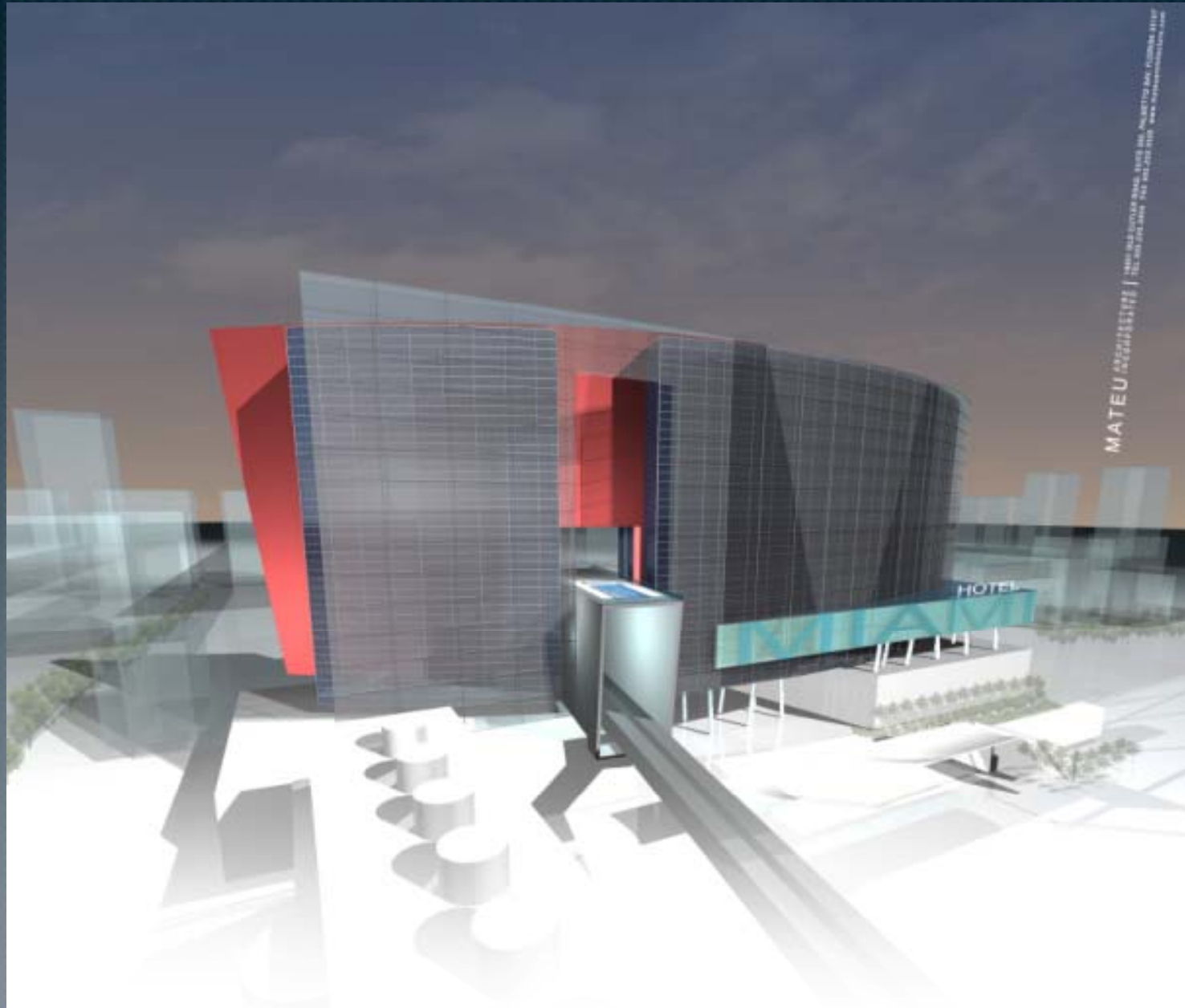
Possible Hotel/Conference Center Layout Parcel 1A (600 Rooms)



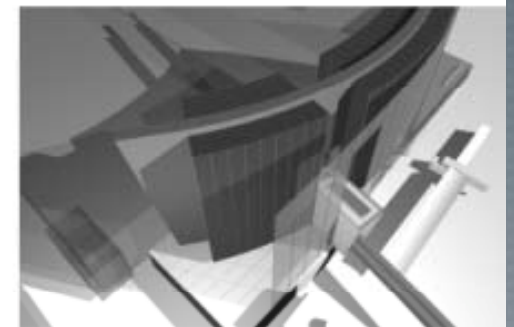
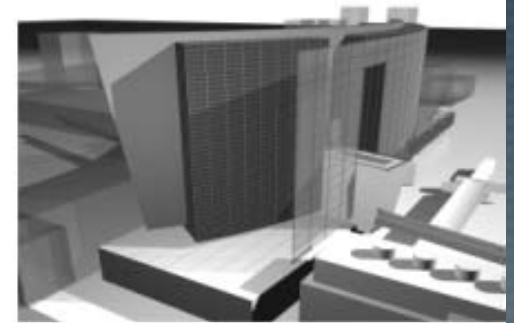
APM Station at Hotel/Conference Center (Parcel 1A)



Possible Hotel Layout (Parcel 1C) 75' x 270' Footprint (600 Rooms)



Possible Hotel Layout (Parcel 1C) 75' x 270' Footprint (600 Rooms)



Possible Hotel Layout (Parcel 1C) 75' x 270' Footprint (600 Rooms)



