

SECTION I
DESCRIPTION OF THE PROJECT

GENERAL

The City of Miami and the University of Miami propose to construct a convention and conference center, the James L. Knight International Center, with ancillary facilities, on a 4 acre city-owned downtown site beside the Miami River (Exhibit 1).

The Convention Center will have an auditorium-type convention hall with a seating capacity of 5,000, of which approximately 4,000 will be fixed seats. Movable wall partitions will be provided to allow the convention hall to be divided into three separate auditoriums of various seating capabilities. Additional meeting rooms with a total seating capacity of 2,000 are also to be provided. Exhibition space of 40,000 square feet will be provided to operate in conjunction with the Convention Center.

The total cost of the Convention Center, including fees, but exclusive of land costs, is \$10,500,000. To meet these costs, the City of Miami can provide a maximum of \$_____ from the balance of the Convention Center General Obligation Bonds (approved in 1964 by the voters of the City of Miami) and the sale of land at Virginia Key to the Miami-Dade Water and Sewer Authority. A local public works (LPW) grant of \$_____ from EDA will enable this project to be realized.

The University of Miami Conference Center, an international continuing education center on the site, will operate in conjunction with the City's Convention Center facilities. The Conference Center will consist of two sloped floor auditoriums (500 and 150 seats), 3 class-



1" = 1200'

CONVENTION CENTER SITE

EXHIBIT 1

SOURCE: SPERRY SYSTEMS MANAGEMENT

rooms, 2 seminar rooms, a technical and audio visual department with a fully equipped television studio and a self-instructional library. The University has sufficient funds, totaling \$3,250,000, available through the James L. Knight Trust to undertake the Conference Center.

In addition to these City of Miami and University of Miami facilities, the project is to be further developed as a mixed use space by participation of the private sector in the development and operation of the commercial facilities essential for the successful operation of the Convention and Conference Center. This will be accomplished by means of a long-term lease of air rights of parts of the site to a prospective developer.

The developer-built and operated commercial facilities will consist of the following categories:

- Hotels: one large, one medium-sized, of a calibre equal to the highest and best standard of the hotel industry. The total number of rooms in the two hotels will be approximately 800 -- less than one-third of the 3,000 rooms which will be needed to support the center
- A retail shopping area.
- Restaurants of diverse menus and price ranges.

It is contemplated that the cost of development in the private sector will be in the order of \$20-\$25 million, with long-term investment exceeding \$60,000,000.

Note: Footnotes have been consolidated at the end of the section in which they appear.

SECTION II
OBJECTIVE OF THE PROJECT

OBJECTIVE AND BENEFITS

The primary objective of the project is to create an activity center which will continue the revitalization of downtown Miami. A viable convention/conference center in downtown Miami will provide the following short- and long-term benefits:

- Stimulate the tourist industry and encourage the development of additional new hotels and commercial activities in the central city area.
- Capitalize on Miami's rapidly growing exchange with Latin America by providing a convention facility with multi-lingual capabilities.
- Provide a facility capable of accommodating activities not otherwise available for the enjoyment and enrichment of Miami residents and visitors.
- Serve as a vibrant attraction to draw additional people to the downtown area.
- Encourage and support rehabilitation and growth in the downtown area.
- Enhance preservation and control of the river front along the Miami River.
- Preserve and protect an archaeological site of historical significance.
- Expand social and cultural opportunities within the central city area, particularly as a central meeting place for the growing Anglo-Latin interchange.
- Enhance the aesthetic quality of downtown Miami.
- Improve the availability of, and access to facilities and materials for intellectual advancement.
- Create new and permanent job opportunities.
- Contribute to the attainment of other existing local and regional plans and program.

In addition to revitalizing the downtown area, it is expected that the Convention Center will significantly benefit the entire tourist related industry in Miami. The leasing of air rights for private development of the commercial facilities essential for the successful operation of the Convention Center will provide new opportunities for restaurant, retail and hotel business facilities. Phase I of these facilities includes a high quality hotel (approximately 300 rooms), a retail shopping area of 100,000 square feet and numerous restaurants. When completed, these facilities will create 490 permanent jobs in addition to the 593 man-years of employment during the construction phase and 37 new permanent jobs for the convention operations sector of the Center. (See Appendix A for supporting data).

The impact of the proposed project on the economics of the downtown area must take several factors into consideration, these include: the convention market, retail trade, both shopping and restaurants, employment and indirect spin-offs. The added benefits to these areas will result from the influx of people to the downtown area. Especially important are those activities which will take place in the evening hours adding new life to the central business district.

The types of persons attracted to this complex will reveal much about its effect and impact on the local central business district. Local events will make up a large portion of the activities for the complex, especially in the University of Miami auditorium facilities. Miami is a major attractor for regional conventions. Exhibitions and trade shows will also be a major use and are national in scope with regards to visitors. Another significant clientel would be Latin Americans for both trade shows and exhibitions, as well as assembly and convention attendees.

The Latin American clientele is very important as they have traditionally been a large retail purchaser while visiting the Miami area. Their attraction to downtown via the Convention Complex could have a significant and beneficial impact.

Convention Market

Of particular significance is the potential the Convention Center has for attracting large-scale international conventions and congresses to the Miami area. According to a study⁽¹⁾ presented by the U. S. Department of Commerce to the United States Travel Service in 1975, there were only 6 international congresses held in or planned for Florida between 1973 and 1976. During that period the study indicates that three states (California, New York and Massachusetts) and the District of Columbia attracted the lions share of the purely international congresses, 134 of the 246 -- over 50 percent. The study estimates that participants in clearly international congresses in 1975 represented some \$44,000,000 in direct expenditures; foreign participants at U. S. national meetings represented another \$60,000,000. The total combined direct value of these two sources of income was thus estimated at something more than \$100,000,000 (excluding international air transportation and discretionary spending). The study indicated that with conventional multipliers, this results in a total economic benefit of somewhere between \$310,000,000 and \$415,000,000 per year (in 1972 dollars) for 1975.

According to preliminary findings by Gladstone Associates, the City of Miami hosted 128 convention events in 1976, 77 of which were sponsored by groups headquartered outside of the state. These figures were derived from a consolidated analysis of two data sources -- the Florida Chamber of Commerce and the Miami Convention Bureau. According to a na-

tional source of convention data (Successful Meetings Magazine), a total of 56 such events were held within the City of Miami in 1976. Gladstone Associates indicated the latter source undoubtedly represents a smaller data base, less comprehensive than the two preceding sources, but it was used because it afforded comparability with national figures.

Gladstone Associates found that Miami's 56 events in 1976 represented a slight increase above 1975's 52 such events, both years substantially below the 90 events (meetings and exhibitions) reported to have occurred within the City during 1974. 1975 was an understandably somewhat depressed year (owing to pervasive economic troubles nationally), but the deterioration in Miami's convention business was not mirrored nationally.

Research by Gladstone Associates determined that a total of 14,545 meeting and exhibition events were held nationally during 1975, up from 13,242, during 1974. Events held throughout the entire United States during 1976 displayed an even sharper increase, to just under the 16,000 level. The City of Miami has not, therefore, responded to the increase in national convention events to the extent exhibited by the country as a whole. This is probably attributable in part to the absence of a major convention facility in the City of Miami specifically oriented toward accommodating international congresses and conventions, and conventions attended by 1,000-5,000 delegates. The James L. Knight International Center will fill this void without diminishing the convention business going to other local facilities which are generally limited to accepting events attended by 1,000 delegates or less.

Also according to preliminary findings by Gladstone Associates, the James L. Knight International Center, when completed, will be favorably

scaled (i.e., seating capacity, hotel rooms, exhibition space, restaurant space and amenities) to successfully compete for a profitable share of the market composed of international congresses and the larger conventions.

Shopping

The Convention Center Complex will contain some space for retail shopping. This space (approximately 100,000 square feet) will not be a magnet to the downtown area as it does not provide sufficient square footage for that purpose. It will, however, provide facilities for the Convention Center activity participants. Also, walk-in trade from the surrounding central business district will provide customers for these shops. This walk-in trade will consist of employees from the neighboring offices and stores, as well as the tourist activity which is increasing in the downtown area.

Most existing retail stores in the central business district have experienced a general stabilization of sales in the past several years. Those types of facilities which have suffered a decline in sales have been the general merchandise stores. Specialty shops and apparel stores have done relatively well based mostly on the regular working trade customer which exists in the area.

The loss of general merchandise trade in the area is due to the siphoning off of customers by the suburban malls. These general merchandise stores saw a loss of customers that reduced their total annual retail sales by \$2.7-million from 1967 to 1972. Recent data appears to indicate a stabilization of the retail sales figures.

The addition of the Convention Complex could help in returning the central business district to a stronger retail base, especially in gene-

ral merchandise areas. With the addition of approximately 235,000 person visits per year⁽²⁾ to the downtown area from the convention delegates, plus the additional family members accompanying the delegates, and the Complex employees, the central business district has the potential of greatly improved retail sales figures.

Food Establishments

Potentially, the most significant impact of the Convention Complex will take place in restaurants and other food service establishments. The Complex will contain some food service space of its own which will serve the convention delegates, as well as those workers from the immediate downtown area. The most significant factor in the restaurant space provided in the Complex will be the design of high quality types of establishments. The majority of the food service establishments in the downtown area offer foods that require less time, both in terms of serving and in consumption. This is due to the predominance of their customers originating from the offices and stores that abound nearby. Restaurants planned for the Complex will compliment and supplement existing restaurants in the area and will attract a different type customer, those looking for a more leisurely meal. These customers will come from both the Convention Complex, as well as the surrounding areas.

The food establishments in the remainder of the central business district will also show an increase in business from the complex. A proportion of the delegates, as well as the employees will provide additional clientele for these establishments.

Employment

Preliminary estimates based on data assembled by Gladstone Associates (Appendix A) indicate that over 900 persons will derive direct permanent employment from this Complex when fully completed. These per-

sons will come from the local work force and will hold steady employment due to the anticipated year-round operation of the Complex. The impact of the Center on employment follows, and was extracted from, or based on preliminary data provided by Gladstone Associates (Appendix A).

The construction industry in South Florida has been one of the industries most impacted by unemployment following the recession of the early '70's. If a local contractor is selected, it is projected that a local payroll of \$6,590,034 will be paid in wages and salaries to local construction workers. Based on an average annual salary, 593 man-years of employment will result from the construction of the James L. Knight Center. It is estimated that permanent employment in the Phase I hotel (300 rooms) will approach 240 new jobs. This is based on a calculated ratio of 0.8 employees per hotel room. Retail employment generally follows a ratio of 1 employee per 400 square feet of retail space. The James L Knight Center presently calls for 100,000 square feet of retail space, resulting in the increase of 250 jobs in the retail sector. From a careful analysis of various convention center budgets, an average salary per convention center employee of \$10,906 was calculated. Projected wages and salaries for the James L. Knight Center are \$401,952 during a normal year of operation. These calculations result in an increase of 37 new jobs in the convention operations sector of the James L. Knight Center. Therefore, total employment impact of the James L. Knight Center results in 527 permanent jobs upon completion of Phase I and 593 man-years of employment during the construction of Phase I of the Center.

Indirect Spin-Offs

Any additional activity in a basic industry, as tourism and construction are in South Florida, has a significant multiplier effect. Additional jobs in these industries create even more employment in ancillary services. For every job in these basic industries, several more support jobs result. The exact multiplier has not been determined as yet, but preliminary reports from Gladstone Associates indicate that the significance of this multiplier should not be underemphasized. Further studies by Gladstone Associates will analyze the multiplier, as well as direct employment.

Generation of expanded retail sales will boost the tax revenues for the City as values increase. Sales and franchise taxes and increased business permits all add income to Miami and Dade County. These revenues would help considerably in the revitalization of the downtown area.

The preceding discussion has provided an overview of the potential economic impact of this proposed complex to the downtown area. More detailed analysis is being prepared by Gladstone Associates and will describe the effects of the project in greater detail.

As already noted, the project, when completed, is expected to provide a major boost to the tourist and tourist related industries. Visitors to the Center, both tourist and suburban residents, will not join the permanent population in the vicinity of the Center after the activity they came to attend is over. The permanent resident population near the Center is expected to remain relatively unchanged by the project. Since the project site has no dwellings on it, no population relocation will occur. Further, the project is appropriate for the planned land use of the area in which it will be built.

The James L. Knight International Center has been approved by the local elected governing body and the local planning agency, as well as the voters of the City of Miami. Applicable joint City-County Commission resolutions and implementing ordinances are attached in Appendix B.

The Convention Center is an element of the "Miami Comprehensive Neighborhood Plan" (Appendix C) and the project compliments and supplements the following local or regional development plans:

- "Miami Comprehensive Neighborhood Plan 1976-1986", prepared in 1976 and approved in the Spring of 1977.
- "Comprehensive Development Master Plan for Metro-Dade County", 1975.
- "Downtown Miami, 1973-1985", 1973.
- "Community Renewal Program", 1966.
- "Downtown Miami Comprehensive Plan: Ekistic Conditions, Problems, Goals and Policies", 1966.
- "Miami General Land Use Plan", 1959.

Exhibit 2 is a map reflecting planned development for Metro-Dade County for the year 2000 as established in the "Comprehensive Development Master Plan for Metro-Dade County". The Master Plan has been approved by the City and the County.

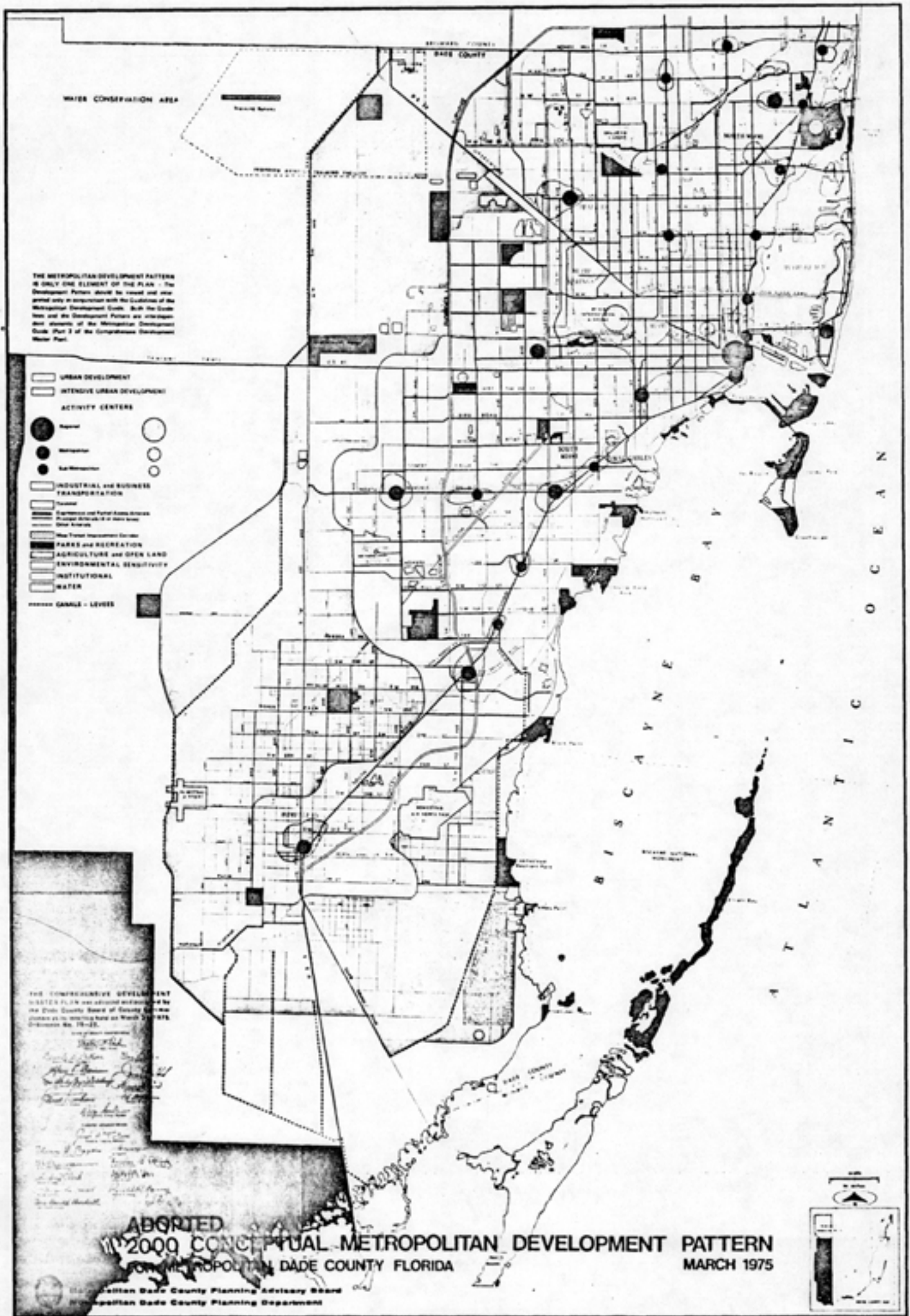


EXHIBIT 2

(1) U.S. Department of Commerce, "The Market for International Congresses",
Office of Research and Analysis, March 1975.

(2) Based on estimate of 28 events per year: 3.5 event days per event;
2,400 average persons per day.

SECTION III

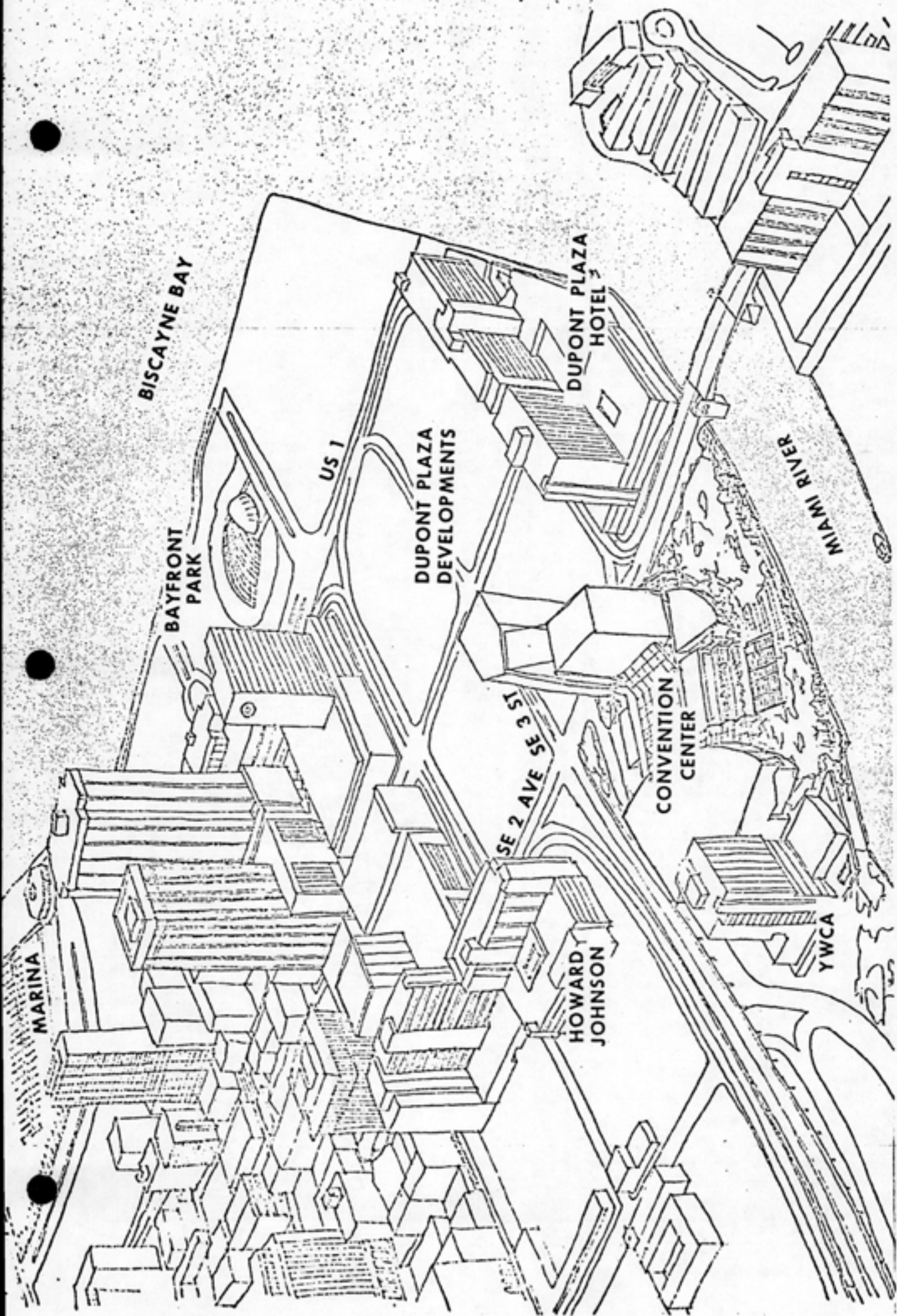
PROJECT SITE AND AREA DESCRIPTION

DESCRIPTION

The Center is to be situated at the southern boundary of the Miami central business district, on the northern bank of the Miami River (Exhibit 3). The location is significant, for it is the southern gateway to the central business district at the crossroads of major transportation routes near local landmarks. In the general area to the north are the major government office and commercial centers of the downtown, and plans are that this area will become even more significant in the future. That portion of the site which borders the river has recently become a part of a Miami riverwalk network which extends to the east and west along the Miami river. The riverwalk effectively precludes Convention Center construction activities from encroaching on the river waterfront. Across the river to the south are many varied land uses, including manufacturing, educational, office, residential and park land. Almost 80 percent of the land uses in the immediate three block area are in the transportation/utilities category, with the remainder occupied by hotel or office space. The buildings in the immediate area are approximately fifteen to twenty stories high and are of good quality. The land is of relatively low relief, but does not appear so because those buildings abutting the river are constructed to the bulkhead, giving the impression of varied topographical character.

Air Quality

The existing air quality in the Miami area, as the data in Table 1 indicates, is generally above the Federal Standards. The data indicates



CITY OF MIAMI CONVENTION CENTER LOCATION

TABLE 1

AMBIENT AIR QUALITY - 1975 U. S. STANDARDS

Pollutant	Annual Arithmetic U. S. Standard		Mean Dade County		Maximum 24 Hour Concentration		Maximum 1 Hour Concentration	
	U. S. Standard	Dade County	U. S. Standard	Dade County	U. S. Standard	Dade County	U. S. Standard	Dade County
Sulfur Dioxide (SO ₂)	80	28	364	28.2				
Particulates	75 (*3)	49.6 (*3)	260	383.3				
Carbon Monoxide (Co)					40	21		
Photochemical Oxidants					0.08 (*4)	0.036 (*5)		

Source: (*1) Metro Dade County Data - Code of Federal Regulations, Title Company: Protection of Environment. Washington, USGRO, 1973.

(*2) Standards (Micrograms Per Cubic Meter) - Department of Environmental Resources Management, Metropolitan Dade County, 1975.

(*3) Annual Geometric Mean.

(*4) Parts Per Million.

(*5) Parts Per Million, 30 Minutes.

the actual Ambient Air Quality in Dade County as compared to Federal Standards.

The Convention Center, when completed, is expected to contribute negligible air pollution to the atmosphere from the installed air conditioning, ventilating and heating systems. It is noted that the air intake and exhaust ports are placed so as to preclude exhausted air from being drawn in by the intake port. Air pollution from automobiles arriving at the Center is expected to be relatively minor. This will be discussed further in Section V, Environmental Impact.

Water Quality

The primary water resource in the Miami area is Biscayne Bay, a shallow tropical lagoon lying along most of the eastern shore line of Dade County. The portion of the Bay which borders the project area (City of Miami) consists of three distinct basins, divided by causeways from the mainland to Miami Beach and Key Biscayne. In general, water quality increases and urbanization decreases as one proceeds southward. Pollution sources are considered to be silt and sediment caused by dredge and fill activities, human wastes seeping into the Bay from septic tanks and discharge of urban and agricultural pollutants into the Bay from surface runoff. Urban activities have affected the Miami River which drains into Biscayne Bay.

Biscayne Bay is of significant value for its "nursery" function in serving as spawning grounds for fish as well as the habitat for the early stages of fish life cycles. Communities of shoal grasses and turtle grasses, which support the marine life, are found in the portion of the Bay below the Rickenbacker Causeway. A wide spectrum of bird species also utilize the Bay's productivity.

The Miami River was short and shallow prior to the construction of drainage canals linked to the river. The river was then widened and deepened. The river now serves as a drainage channel and supports varied boating and commercial shipping activities.

According to the Dade County Water Quality Management Plan (1972) the Miami River is polluted, particularly within City of Miami limits. More recent data indicates, however, that the primary pollutant, fecal coliform bacteria content, has been decreasing at a significant rate due to recent improvements in sanitary waste disposal systems. The Dade County 201 Plan is presently being implemented through the construction and expansion of regional treatment plants, including one on Virginia Key serving the downtown area. Miami has made considerable progress in sanitary sewerage which will be completed by 1990. The downtown area has been completely sewerage since the 1950's. Upon completion, the Convention Center will be connected immediately to the sanitary sewer system. The Dade County 208 Study is currently investigating nonpoint and stormwater pollution abatement/control and it is expected to lead to further reduction in pollution from these sources.

There are water quality sampling stations on the Miami River adjacent to the project site and on Biscayne Bay near the mouth of the Miami River. Available data from these stations includes:

	Miami River (Station G-1) 1975 Average	Biscayne Bay (Station #11) 1975 Average
Most Probable Number Bacteria/100 ml	6,759	549
D.O. (ppm)	5.5	5.8
B.O.D. (ppm)	1.8	1.9
PO ₄ (ppm)	0.04	0.00
pH	7.5	7.9
Temp	27° c	28° c

The project area is underlain by coarse grained limestone which makes up the Biscayne aquifer. This aquifer extends from the southern tip of Florida northward into Palm Beach County. The aquifer is wedge shaped, approximately 120 feet deep near the coast and about 10 feet deep in western Dade County. All municipal water systems from Boca Raton southward are supplied by this productive aquifer. The water is good quality, requiring only minimal treatment before use.

Solid Waste Management

At the present time, all solid wastes in the City of Miami are disposed of in two Dade County landfills, one located near N.W. 58 Street and 27 Avenue and one on Virginia Key.

By 1979-1980 Dade County is expected to complete a resource recovery plant with a 3,000 ton/day capacity, sufficient to meet the projected needs of Central Dade County (including the City of Miami) for a 20 year period.

Transportation Systems

Existing

Access - The Convention Center lies adjacent to the Downtown exit and entrance ramps to Interstate 95, one of the major north/south express-ways within Dade, Broward and Palm Beach Counties. This major facility interchanges with most intersecting county arterial roadways thereby providing excellent accessibility to all areas of the county and South Florida. Other major regional arterials providing access are Biscayne Boulevard (U.S. 1), Brickell Avenue and South Miami Avenue. The site is also bordered by S.E. 3rd Street on the north and S.E. 2nd Avenue on the east. These city streets will provide direct access to the

Convention Center. Exhibit 4 shows the existing arterial roadway network within the City of Miami approximate downtown area.

Pedestrian access is provided by the local street system which contains sidewalks. The first segment of the Miami Riverwalk which runs adjacent to the complex has been recently finished. When the entire project is completed it will provide a mile long pedestrian walkway along the Miami River around the southern perimeter of the Central Business District.

The Convention Center site is well served by existing public transportation. Located within three blocks of the Center are most bus routes, including major downtown transfer points. In addition, a downtown shuttle bus services the site.

Traffic - The primary traffic impact area of the Convention Center⁽¹⁾ roughly extends from Biscayne Boulevard Way on the south to S.E. 1st Street on the north and S. Miami Avenue on the west to S.E. 3rd Avenue on the east Existing traffic within this area can best be described as approaching a congested condition, but tolerable.

Traffic signals are present in the central business district (CBD) at a majority of the intersections, and at virtually every intersection of the core area. They are, however, interconnected to a master control system which, in conjunction with the one-way system, assures relatively comfortable movement conditions during off-peak hours. The Metropolitan Dade County Department of Traffic and Transportation (DOTT) is currently implementing Phase II of its new computerized traffic control system which includes 116 intersections in the City of Miami CBD. The system is comprised of a high speed digital computer which "directs" the operation of all local intersection controllers contained within the countywide net-

work. By operating on traffic flow data supplied to it by system sensors, the computer determines the optimum timing plan to be supplied to each local controller.

The central computer is capable, through its programming, of directing separate areas of control where similar traffic conditions exist and which may be operated under the same cycle length. The computer can also control timing at the more critical intersections on a cycle-by-cycle basis to meet minute-to-minute traffic demands. Conservative estimates by DOT assume approximately a 10% to 15% reduction in stops, delays and accidents as of result of this computerized control system. Projected completion for the entire county system is 1981.

Currently volumes exceed capacity at key CBD locations during morning and evening rush hours due not only to excessive numbers of vehicles, but streams of pedestrians as well in the downtown segment. North of the CBD, along N.E. 2nd Avenue, traffic movements are relatively comfortable during all periods of the day. South of the CBD constraints are present at parking facilities and key exit routes, especially at entrances to Interstate Route 95 in the DuPont Plaza Area⁽²⁾. (See Appendix D for existing AM and PM peak hour traffic volumes and a detailed description of the surrounding roadway network).

A very comprehensive study of the Downtown Area (DTA) of the City of Miami was undertaken as part of Phase II of the computer traffic control system⁽³⁾. Its purpose was to detail the traffic impact from new developments expected to be in operation in the DTA by 1982 and to analyze the ability of the existing street system in the DTA to handle the increased traffic volumes caused by these developments. The City of Miami Convention Center was one of the nine major developments considered for future traffic impacts.

The conclusions of the DTA study indicate that there are 28 locations in the DTA where volumes exceed capacity at some time of the day. Variable signal cycle splits made possible by the computerized traffic control system will increase capacity adequately at 14 of the locations. Minor street widening will correct two other locations. Major roadway construction improvements will be required at 12 other locations to provide adequate capacity. These conclusions are shown on Exhibit 5 and discussed in depth in Appendix E.

Planned Improvements

There are numerous plans for transportation improvements in the immediate vicinity of the Convention Center site which collectively will considerably improve traffic flow and reduce congestion in the downtown area. The Convention Center is expected to be the initiator of pedestrian and automobile traffic grade separation in congested downtown areas. The "sky-walk" type pedestrian causeways have been proposed and if implemented will improve pedestrian mobility and safety within the downtown area and assure highest capacity for the streets. Following is a general description of the current studies and planned improvements. A more indepth discussion of these improvements is included in Appendix D.

Streets and Highways - U.S. 1 Crossing Over The Miami River - A consultant has been selected by the Florida Department of Transportation to conduct the following studies. Preliminary results should be available in September, 1977.

- Replacement of the existing bridge at Brickell Avenue and improvements to U.S. 1 from S.E. 8th Street to N.E. 6th Street.
- Investigation of new alternative river crossings south from Biscayne Boulevard.

- Analysis of the I-95 connection into U.S. 1 in the DuPont Plaza area⁽⁴⁾, which is located on the east side of the Convention Center site.

Miami Avenue Crossing Over The Miami River - In March of 1976, a design study⁽⁵⁾ recommended replacement of the existing 3-lane bascule bridge with a higher level 6-lane bascule bridge. The City of Miami has recommended that a tunnel alternative to the bridge be evaluated, considering the increased land development potential that would result with an underground facility⁽⁶⁾. Cost estimates for the tunnel have been completed and methods of financing are currently being researched.

Improvement of Traffic Through the Downtown Area⁽⁷⁾ - The following were extracted from the "Miami Comprehensive Neighborhood Plan", approval by the City Commission in 1977:

- Upgrade S.W. 1st Avenue to a major two-way arterial.
- Extend S.W. 1st Avenue southward from S.E. 2nd Street across a new bridge over the Miami River to S.W. 7th Street.
- Connect 1st Avenue to Miami Avenue north of 20th Street.
- Construct a four-lane bridge at N.W. 7th Street, limiting access west of N.W. 7th Avenue to minimize impacts on adjacent residential neighborhoods; connect bridge to a one-way pair west of I-95 on 6th and 7th Streets to the Port of Miami.

Public Transportation - Rapid Transit - The voters of Dade County, in an election in November 1972, approved the issuance of bonds in the amount of \$132.5 million to provide the local share of the cost of constructing a rapid transit system. From 1973 to 1975, comprehensive preliminary engineering studies were undertaken by Kaiser Engineers resulting in a recommendation for a 48 mile fixed guideway rapid transit system. The system was proposed to be designed and constructed in three stages. In December, 1976, the Urban Mass Transportation Administration committed to Dade County \$575 million for 80 percent of the construction

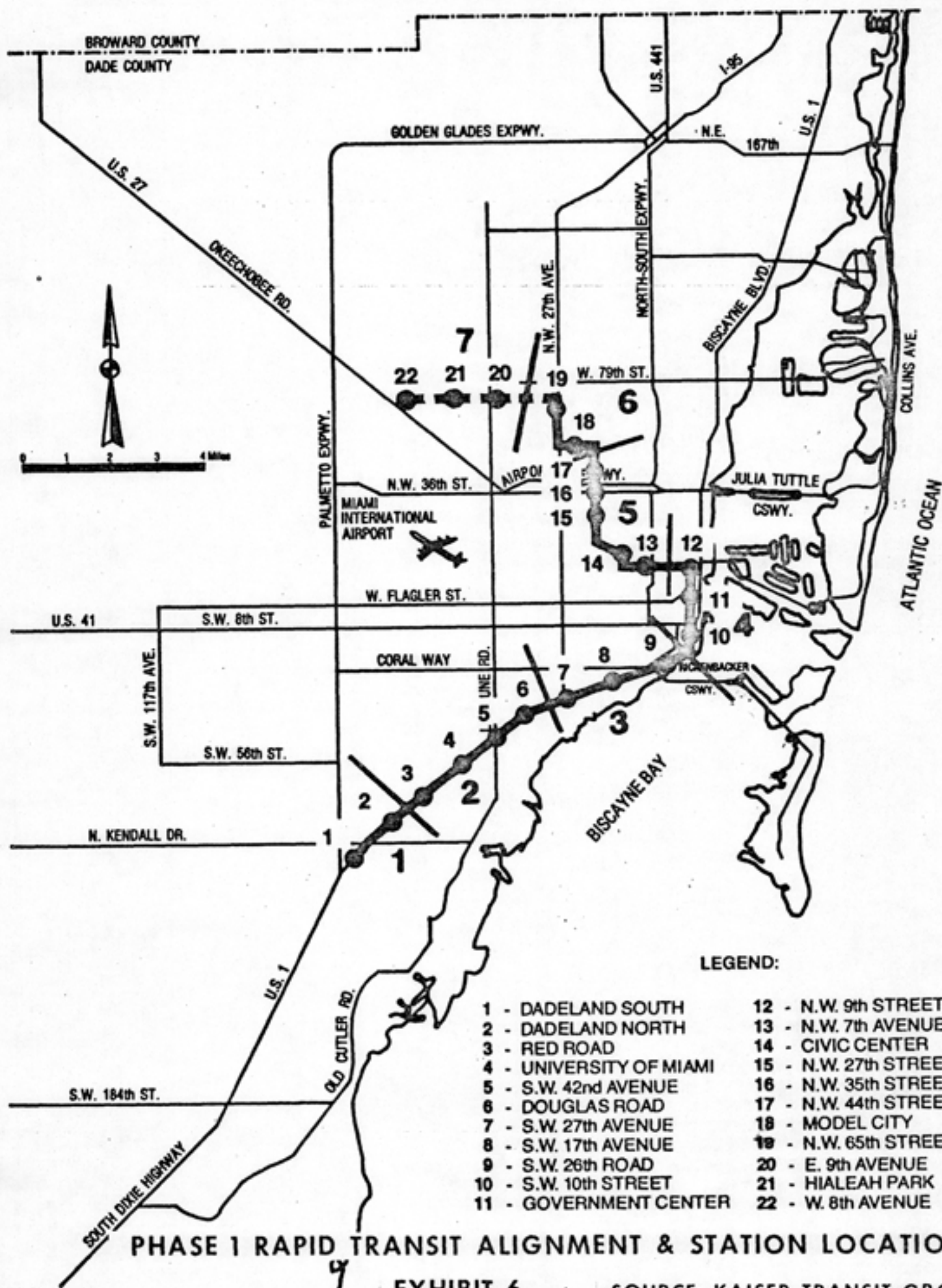
costs of the first stage. Design of Stage I is now underway⁽⁸⁾. It is a 16.5 mile system running from S.W. 88th Street (at Dadeland) to N.W. 65th Street (see Exhibit 6). Final design is also underway for the segment running into Hialeah, although construction funds have yet to be committed.

The Stage I system contains 22 stations, 3 of which are located in Hialeah. The system will be elevated with some portions at grade south of the Miami River and will operate conventional rail cars, electrically powered on continuously welded steel rails. Construction on Phase I is tentatively scheduled to begin in 1978 and be in full service by 1981.

The principal rapid transit station that will serve the Convention Center is located within the proposed Downtown Government Center. This station location is bounded by: N.W. 3rd St. on the north; N.W. 1st Street on the south; N.W. 1st Avenue on the east; and N.W. 2nd Avenue on the west. Transportation links between the Government Center and Convention Center will be provided by the proposed Downtown People Mover System (discussed below), expanded mini bus system and walking.

Downtown People Mover System - On June 25, 1976, the City of Miami and Metropolitan Dade County formally adopted a project proposal for a Downtown People Mover System (DPM)⁽⁹⁾. Copies of applicable City and County resolutions are in Appendix F. The DPM is a proposed system of automatically controlled transit vehicles operating on a 3.7 mile double-tracked, fixed, and elevated guideway. The recommended system and its alignment, is shown in Exhibit 7. Two stations will interface with the proposed rapid transit system - Brickell Avenue and the Downtown Government Center. Sixteen other stations are spaced throughout the 3.7 mile length, including one at the Center. The inclusion of

STAGE 1 STATION GROUPS



LEGEND:

- | | |
|-------------------------|-----------------------|
| 1 - DADELAND SOUTH | 12 - N.W. 9th STREET |
| 2 - DADELAND NORTH | 13 - N.W. 7th AVENUE |
| 3 - RED ROAD | 14 - CIVIC CENTER |
| 4 - UNIVERSITY OF MIAMI | 15 - N.W. 27th STREET |
| 5 - S.W. 42nd AVENUE | 16 - N.W. 35th STREET |
| 6 - DOUGLAS ROAD | 17 - N.W. 44th STREET |
| 7 - S.W. 27th AVENUE | 18 - MODEL CITY |
| 8 - S.W. 17th AVENUE | 19 - N.W. 65th STREET |
| 9 - S.W. 26th ROAD | 20 - E. 9th AVENUE |
| 10 - S.W. 10th STREET | 21 - HIALEAH PARK |
| 11 - GOVERNMENT CENTER | 22 - W. 8th AVENUE |

PHASE 1 RAPID TRANSIT ALIGNMENT & STATION LOCATIONS



1" = 1200'

**DOWNTOWN PEOPLE MOVER SYSTEM
EXHIBIT 7**

SOURCE: DPM PROJECT PROPOSAL

people mover stations at the James L. Knight International Center and the Government Center should contribute significantly to transit ridership. Passenger volumes of at least 40,000 patrons per day are forecast to use the DPM⁽⁹⁾. This should in turn greatly reduce any automobile traffic impact that may be caused by the Knight Center.

Development of the DPM project was a direct response to the mounting mobility requirements accompanying the dramatic population growth in the City of Miami and Dade County since 1950. The following extract from the Introduction contained in the DPM project proposal⁽⁹⁾ succinctly describes the population growth and transportation demand.

"The County experienced a population growth of 156 percent in the 20 years between 1950 and 1970. Conservative projections are that intensive growth will continue in the future with an anticipated increase of another 37 percent by 1985, an average growth over the 35 year period of over 7 percent annually. Because of the restricted area available for development, population density is relatively high as compared with other urban areas. The 1970 urban population of 1,247,000 persons was contained in a developed area of 247 square miles, or a density of over 5,000 persons per square mile. The City of Miami, which is the only diversified regional activity center, had a density of in excess of 10,000 persons per square mile in 1970."

"With a 1975 population of about 1,450,000 the total demand for transportation in the County is now approximately 3.6 million person trips per day. This demand is expected to increase to about five and a half million daily trips when the County reaches its projected 1985 population of 1,736,000, augmented by approximately 200,000 daily winter tourists."

"The growth of population and travel demand is cause for concern over the capability of preserving the quality of life in the County and the City of Miami and of meeting the mobility requirements of its people."

"Moreover, the vitality of the Central Business District of the City of Miami is of critical importance to the overall development pattern within the metropolitan area."

The DPM is planned for construction in two stages with Stage 1 consisting of a partial loop originating at the Government Center rapid transit station, proceeding east through the CBD, and connecting with a north/ south line which extends from S.E. 10th Street and the S.E. 11th Street rapid transit station to Biscayne Boulevard and N.E. 17th Street. Stage 2 will complete the remaining portion of the system. The system is tentatively scheduled to be completed and in operation sometime in 1981.

* Traffic Impact - The traffic generation that may be expected during the A.M. and P.M. peak hours has been calculated based upon the experience of similar facilities in other areas. According to a study prepared by Metropolitan Dade County⁽¹⁰⁾ (Appendix G) and updated to reflect current proposals (Appendix H) the Miami Convention Center (Phase I) will attract 631 vehicles inbound during the A.M. peak hour and 843 vehicles during the P.M. peak hour. The results of the traffic analysis indicates the following intersections will become congested but bearable⁽¹¹⁾:

S.E. 2nd Avenue & S.E. 4th Street - A.M. peak hour

S. Miami Avenue & S.E. 2nd Street - P.M. peak hour

Other intersections approaching this congested condition are:

S.E. 1st Avenue & S.E. 2nd Street - P.M. peak hour

S.E. 2nd Avenue & S.E. 4th Street - P.M. peak hour

Although these intersections will generate congestion and delay to vehicles wishing to pass through them, they will provide safe service to this facility.

It should be noted that in relation to the size of the convention center facility and the intensity of its use, there will be a very low production of private automobile traffic. Relatively few of the Convention Center guests will use auto transportation to reach the facility. Most of the convention activities will attract out of town visitors who arrive by air and then stay in downtown hotels. Hotel limosines, taxis, busses and, in the future, rapid transit and the DTA People Mover System, will be used to transport large numbers of convention goers to the project site from the hotels which are located beyond walking distance.

Summary of Transportation Discussion

In summary, it can be stated that no major change to the existing overall downtown transportation pattern will result from the City of Miami Convention Center. While the project will generate additional vehicular traffic, the bulk of this will occur at non-peak hours. The estimated 631 morning and 843 afternoon peak hour vehicles can be adequately accommodated by the existing street network. As discussed previously, there are numerous projects planned that will improve traffic circulation and reduce congestion in the DTA.

Historic/Archeological Properties

The South Florida Historical Association and Dade Heritage Trust have conducted a survey of historic sites and structures in connection with the Metropolitan Dade County Historic Preservation Ordinance. To

date, few of the sites listed have been surveyed in sufficient detail to provide the information needed to definitively classify them as worthy of local historic register status.

There are 23 sites in Dade County that have been extensively researched and are listed in the National Register of Historic Places.

The southeast corner of the Convention Center site is the only area in downtown Miami undisturbed by construction or other modern improvements. This portion of the site, formerly the garden of the Granada Hotel is known to be part of Miami Midden No. 1 identified as the Granada Site (8 Dall).

In March 1974, the Florida Department of State, Division of Archives, History and Records Management, conducted a "dig" at this site sponsored by the Historical Association of Southern Florida. Numerous artifacts were carefully excavated, identified and cataloged. The findings indicate this site was used by the Tequesta Indians as early as the Glades II Period (400-900 A.D.) and possibly even earlier. Accordingly, the Division of Archives, History and Records Management is currently preparing the appropriate documentation to support a request that the Granada Site be listed in the National Register of Historic Places. Additional information on findings of the Division of Archives is given in Section V, Environmental Impact, and Appendix I.

Natural Environment

The project site is in downtown Miami in the business district. The area has been intensively developed and currently contains little, if any vestige of the original natural environment other than the soil. Soil investigations are planned in conjunction with foundation construction.

Energy

Like most facilities in South Florida, this project is predominately electrically powered; however, the use of solar energy as a power source, as described below, is being actively investigated. The Florida Power & Light Company (FP&L) supplies power to Dade County and thirty-four other Florida counties through an interconnected system of nine generating plants distributed geographically around its service territory. These generating facilities consist of two nuclear steam units, twenty-four fossil steam units, forty-eight gas turbines, and two diesel installations. Eight additional units are committed or under construction, which when completed will add over 50% to the generating capability of the system.

In the summer of 1976, the net capability of the FP&L system was 25% greater than the actual peak demand. There will continue to be ample reserve capacity for at least 5 years. Uncertain growth forecasts make it difficult to predict when additional generating units will be needed.

Electrical service to all of downtown Miami is furnished by an underground interconnected grid system. The Miami switch yard, located at S.W. 2nd Avenue and 4th Street, controls a periodic switching of loads in order to maximize utilization of the power supply. The maximum capacity of the downtown supply and distribution system is much greater than any anticipated growth would demand.

Engineering studies are being conducted on the use of gas-fired heat absorption air conditioning at the Center so that solar powered units can be integrated with the system.

Construction

In accordance with flood control regulations, the first element to be constructed on the site will be an embankment to elevation 11 feet along the Miami River. Because the land slopes naturally toward the River, this will serve to retain runoff and siltation on site until the final grading and soakage pits are complete. Where practical, noise reduction procedures and equipment, such as low noise compressors, will be used during construction. Dust control procedures will be initiated to minimize air pollution.

Human Population

As previously stated, almost 80 percent of the land uses in the immediate three block area are in the transportation - utilities category. The remainder include office space and hotels. No population occupies the project site, hence, no relocation is required. The population segment found in the proximity of the project are predominately those employed by the commercial firms located there. Adverse impacts of the project on the population within the affected area are expected to be minimal and short-term (during construction).

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- (1) Traffic Engineering Study for City of Miami Convention Center, Metropolitan Dade County, Department of Traffic and Transportation, June, 1976.
 - (2) Final System Plan - Milestone 8, Dade County Transit Improvement Program, Kaiser Engineers, May 1975.
 - (3) "Conceptual Development of Downtown Miami - 1975 to 1982" Metro-Dade Traffic Control System Phase 2A, State Job Number 87000-1714 Sperry Systems Management, July 20, 1976.
 - (4) "Downtown Miami: A Conceptual Transportation Plan," Florida Department of Transportation/Beiswenger Hoch and Associates, September, 1973.
 - (5) "Miami Avenue Bridge over the Miami River, Design Report Project No. 87000, Beiswenger, Hoch and Associates, Inc., March, 1976.
 - (6) "Miami Avenue Miami River Crossing Study," Joint Technical Staff Review Florida Department of Transportation, Dade Co: Dept. of Traffic and Transportation and Public Works Dept.; City of Miami: Planning Dept., Public Works Dept., Downtown Development Authority, Beiswinger, Hoch and Associates, May, 1977.

- (7) "Miami Comprehensive Neighborhood Plan 1976-1986", Transportation Element, Wallace, McHarg, Roberts and Todd, Inc., 1976.
- (8) "Priority Engineering and Operational Analysis. Final Report", Dade County Transportation Improvement Program - Stage 1, Kaiser Transit Group, October, 1976.
- (9) Project Proposal - Downtown People Mover System, Metropolitan Dade County and City of Miami, Florida, June, 1976.

- (10) Traffic Engineering Study for City of Miami Convention Center, Metropolitan Dade County Department of Traffic and Transportation (DOTT), June, 1976.
- (11) It should be noted that the current projected traffic for the Convention Center is 35% less than that calculated by Dade DOTT due to a reduction in size. Also the DOTT analysis was based upon the existing roadway network, therefore, it did not take into account the many planned and proposed improvements for the Miami Downtown Area.

SECTION IV
PLANNING FOR THE PROJECT SITE

The Center project is in keeping with the planned land use for the site. The projected 1985 land use for the site in "Downtown Miami, 1973-1985: An Urban Development and Zoning Plan", is designated as Central Commercial with zoning of the immediate area for apartment and office buildings and commercial activities.

Projecting further into the future, the "Comprehensive Development Master Plan for Metropolitan Dade County", accepted and adopted by the Board of County Commissioners in March 1975, identifies the area around and including the Center site as an activity center of regional scope.

The Convention Center is a project that has been discussed for many years, with implementation potential a recent reality. There have been no objections to this project for any environmental reasons. The Center has been discussed at many commission meetings and numerous master plan public hearings and is generally viewed as an extremely beneficial undertaking tied into the productive future of the entire downtown area. The Board of County Commissioners of Metropolitan Dade County has also provided support for the downtown Convention Center by the purchase of land from the City of Miami for \$5.3 million, with the understanding that the \$5.3 million be used toward the implementation of the Convention Center proposal. These funds have been used for property acquisition and professional fees for the development of the Convention Center.

Reaction of the public sector has been favorable to steps taken by the Miami City Commissioners to advance the plan for the James L. Knight International Center. For example, at a public hearing held June 9,

1976, the Commissioners discussed the agreements for construction in concept, and displayed architectural renderings and models for public view. Public reaction, newspaper articles and television coverage responded favorably and generally supported the concept and progress to that date. The Greater Miami Chamber of Commerce Downtown Action Committee has appointed a subcommittee to promote the development of the James L. Knight International Center. The subcommittee has actively taken part in the planning for the development and has publicly supported the project. It is generally perceived that this project, upon completion, will be acclaimed by the public as a major accomplishment in downtown revitalization.

SECTION V
ENVIRONMENTAL IMPACT

IMPACTS

In view of the dense urban development already in existence around the site on which the James L. Knight International Center will be constructed, the addition of the Center is not expected to cause any additional significant adverse environmental impact.

Air Quality

Air pollution dispersal in Miami is generally better than in most urban areas. This is a result of various factors, including a lack of major topographic relief, a consistency of prevailing winds and no significant industrial sources of pollution. This ensures that sheltered pockets of pollution cannot form. Serious temperature inversions occur infrequently, and the dissipation of pollutants generally occurs at a high rate.

There will be some additional air pollution due to vehicular emissions from auto trips created by the convention center complex. However, relatively few of the convention center guests will use auto transportation to reach the facility. Most of the convention activities will attract out of town visitors who arrive by air and then stay in downtown hotels. Hotel limosines, taxis and busses will be used to transport large numbers of convention goers from the hotels which are located beyond walking distance to the project site. Therefore, in relation to the size of the convention center facility and the intensity of its use these will be a very low production of automobile traffic and associated pollution.

Although the convention center will contribute a small amount to the air pollution in the downtown during its first few years of operation, it is anticipated that in the long run, this facility will help to initiate a reduction in automobile trips to the downtown. The basis for this belief is that a concentrated activity center in the downtown area will make it possible to operate an efficient mass transportation system. If the convention center succeeds in stimulating additional development in the downtown area there will be sufficient employment and other trip attractions to support the rapid transit and additional express bus routes.

There are numerous plans for transportation improvements in the immediate vicinity of the convention center site, which collectively will considerably reduce automobile emissions in the area. The bridge crossings over the Miami River which provide access to the convention center from the South (the Brickell Avenue Bridge and the Miami Avenue bridge) are planned to be replaced with either tunnels or higher bridges to reduce the traffic delays caused by the opening of these bridges for passing marine vessels. Florida DOT is also studying alternatives for a more efficient routing of traffic through the DuPont Plaza area, which is located on the east side of the convention center site. A computerized signalization system is currently under construction in the downtown area. A regional rapid transit system is being designed whose downtown station will service the convention center with feeder buses. Another key transportation improvement which has been given a high priority, but which has not yet received funding, is construction of a People Mover system in the downtown area. There will be a station at the convention center enabling the system to transport all convention guests to the center from the hotels, restaurants and retail shops in the downtown area. Both the

rapid transit and the People Mover systems will be electrically powered, producing no air pollution.

Water Quality

The Convention Center and its primary users will not contribute to the pollution of area surface waters, except to add some turbidity to those waters from surface runoff during heavy storms during construction. Once the project is completed, most of the runoff will be trapped in seepage pits. This constitutes an improvement over existing conditions, because presently the site contains surface parking areas and all surface runoff from the site drains directly into the Miami River.

Dade County Pollution Control is currently conducting a study to determine the extent to which surface runoff affects area water quality; however it is certain that the biological and chemical pollutants, which are normally associated with surface runoff, will not be a contributing factor from this downtown convention center site.

The groundwater will be replenished by percolation from seepage pits at the project site; however the quality of the groundwater is not a matter of concern in this area because it is already infiltrated with salt water.

The Biscayne Aquifer is the source of raw water for the City of Miami, as well as for most of South Florida. The wells are situated in two locations outside the City, approximately 7 miles inland in order to avoid saltwater encroachment along the shoreline and inland waterways. The supply is considered to have very adequate reserve capacity, given continued management by the Florida Department of Environmental Regulation, the South Florida Water Management District, and the Dade County Department of Environmental Resources Management.

This project and its primary users will consume an estimated 85,000 gallons of water per day. This is well within the growth projections contained in the Water Quality Management Plan for Dade County.

Surface runoff will be disposed of to the maximum extent possible, by a seepage storm drainage system. Only during emergency situations will excess stormwater runoff be allowed to enter the Miami River.

The project facility and primary users will produce an estimated 85,000⁽¹⁾ gallons per day of sewage effluent, which will be transported to the Virginia Key Treatment Plant via the existing sanitary sewer system.

Waste water treatment is in conformance with the Water Quality Management Plan for Metropolitan Dade County, which has been approved by the Federal Government. An addition to the existing Virginia Key Treatment Plant is now under construction. When the construction is completed in late 1977, the capacity of the plant will be 115 MGD with secondary treatment (90% BOD₅ & suspended solids removal). The capacity was planned to handle additional municipalities plus the future growth of the Central Service District (including the City of Miami). In addition, the existing outfall line is being extended to the edge of the Continental Shelf (approximately 18,000 feet from shore). When this outfall line is completed in September 1977, the treated effluent will be deposited into the Gulf Stream, at a depth of 100 feet and dispersed, thereby, having no significant effect on recreation and fishing in the offshore waters of Miami.

Solid Waste Management

The project and its primary users will produce an estimated 11 tons per day of paper and food-related wastes when in full operation. These

wastes will be transported to the Dade County landfill located near N.W. 58th Street and 27th Avenue. This landfill is expected to reach its maximum capacity in 2 to 4 years.

By 1979-1980 Dade County is expected to complete a resource recovery plant with a 3,000 ton/day capacity, sufficient to meet the projected needs of Central Dade County (including the City of Miami) for a 20 year period.

Transportation

It is anticipated that the additional traffic and traffic pattern for the Convention Center will have minimal effect on non-commercial land uses since the area that will be immediately impacted is either vacant or presently used for commercial activity. Those residential uses within the immediate area of the project will be somewhat negatively impacted by the increased traffic generated by the project. However, due to their age and resulting limited future utility it is projected that they will be redeveloped for commercial use, especially upon the completion of the Convention Center which will greatly enhance the surrounding land values. All land within the immediate area has already been rezoned for commercial and therefore any new development in this area will be commercial or mixed use.

Historic/Archaeological Properties

Project construction will impact approximately 15 percent of the site designated "main archaeological area", which is known to be part of Miami Midden No. 1 and identified as the Granada Site (8 Dall).

85%

The City plans to maintain approximately 85 percent of the Granada site in an undisturbed condition and also to undertake a preliminary archaeological and historical field investigation of the remainder of the project site.

The Florida Department of State, Division of Archives, History and Records Management, has reviewed the proposed project plans and provided the following in a letter (Appendix I) dated December 3, 1976, to the City's Project Director for the Center:

"After carefully reviewing the proposed project plans, our office is prepared to make a preliminary finding of no effect provided the conditions listed below are met. These are: (1) that approximately 85% of the main area of archaeological concern be preserved intact; (2) that preliminary test excavations followed by archaeological salvage be conducted in the northwest corner of the conservation area where construction impacts will definitely occur; and (3) that subsurface test coring be made over the remainder of the project to locate any unknown archaeological remains which may exist under presently paved areas."

Natural Environment

The project site and the surrounding area have been subjected to intensive development over the years. No wildlife remains on the site which can be affected by the project. Native flora in the area was long ago destroyed, leaving no significant or endangered flora on the site.

The Center is to be constructed within the coastal zone and care has been taken to insure that the project is compatible with coastal zone management plans and requirements. Applicable measures have been incorporated into the plans for the Center to ensure that the completed project complies with regulations regarding construction in the flood plains.

Endangered or threatened species which have been known to inhabit waters near the project area include the brown pelican and manatee. This project will have no significant effect on those waters.

Energy

No adverse environmental impact is anticipated which may be attributed to energy used by the Center. Like most facilities in South Flo-

rida, the Center will be predominately electrically powered with active consideration being given to the integration of solar energy as a power source at a later date. FP&L, the supplier, had a net capability in the summer of 1976 which was 25 percent greater than peak demand. Ultimately, the project will require 7,250 KVA which can be accommodated easily by the downtown power system.

Construction

As previously discussed, no long-term (after project completion) adverse impacts are anticipated.

Some short-term air and water pollution will be experienced during the construction phase of the project, primarily:

- Particulate matter (airborne dust)
- Sedimentation (carried by stormwater runoff prior to completion of seepage pits)
- Vehicular emissions

Dust control procedures implemented throughout the construction phase will keep particulate matter (airborne dust) within acceptable limits. Measures to be employed by the contractors, including the use of mechanical brooms and sprinklers as needed, will prevent excavated material from drying out and blowing.

Stormwater will be retained on site by the embankment or in the soakage pits. Sediment, nutrients and pesticides will be trapped by vegetation in the landscaped area or filtered out during percolation through the soakage pits. Only during emergency situations will excess overflow go into the Miami River.

Vehicular emissions during construction will be quickly dissipated by the prevailing breezes and are not expected to constitute a significant source of air pollution.

Human Population

The impact of the project on the population in the immediate vicinity is expected to be minimal. The project site contains no dwellings and no population relocation is required. Noise associated with construction will probably be objectionable to a very limited segment of the population in the area, predominately those which have occasion to be on the street during all or part of the work day. Those persons in adjacent buildings, because of the noise abatement capacity of the buildings, should experience only minor inconvenience because of noise. No significant odor related problems are expected. All normal health and safety measures will be observed during construction. Further, provisions to enhance the health and safety of persons working in or visiting the completed Center are being included in the Center plans.

The architectural design and landscaping of the Center are aesthetically appealing and will compliment and contribute to the visual attractiveness of downtown Miami. It should be noted that 1.5 percent of the funds for construction of the convention center is earmarked for art works.

(1) Maximum expected flow estimate for ultimate development based on:

2,000 meals/day @ 10 gal/meal = 20,000 gpd

800 rooms, occupancy @ 1.25

persons/room @ 50 gal/person/day = 50,000 gpd

5,000 seats @ 3 gal/seat/day = 15,000 gpd

Total = 85,000 gpd

SECTION VI
MECHANISMS FOR MITIGATING AVOIDABLE
ADVERSE IMPACTS

ACTIONS TO MITIGATE IMPACTS

As has been stated, no significant adverse impacts are expected to result from the project. The following actions will be taken to mitigate the short-term impacts which will occur during construction of the Center.

Actions to Mitigate Adverse impact on Air Resources

Airborne dust can be expected during the initial phases of construction. As building progresses, exposed areas will be covered and the potential for blowing dust will diminish. Up to then, light sprinkling of exposed, disturbed area will hold the dust in place. Street areas adjacent to the site onto which loose dirt is carried by construction equipment will be swept regularly to minimize dust stirred up by traffic. Additionally, the sweeping is a measure to keep sediment out of the stormwater drainage systems.

Actions to Mitigate Adverse Impact on Water Resources

The land on which the Center will be built slopes naturally toward the Miami River. An embankment to elevation 11 feet will be constructed along the river banks to retain runoff and siltation on site and to retard erosion. Seepage pits are included in the project plans for additional runoff control. The small area of the site not covered by the project building will be preserved undisturbed (archaeological site) or revegetated in accordance with the landscaping plans.

Actions to Mitigate Adverse Impact on Historical/Archaeological Site

That part of the Granada Site which is to be preserved in an undisturbed state will be cordoned off from construction activity. Both vehicular and pedestrian traffic will be routed around the area to be preserved. No project related materials, equipment or personnel will be permitted within the cordoned area. Preliminary test excavations followed by archaeological salvage will be undertaken in the 15 percent of the Granada Site where construction impacts will occur.

SECTION VII

PROBABLE ADVERSE IMPACTS WHICH CANNOT BE AVOIDED

No significant unavoidable adverse impacts have been identified.

SECTION VIII
ALTERNATIVES TO THE PROPOSED CENTER

Prior to the selection of the project site, there were four feasibility studies for similar types of convention centers at other locations in the downtown area. Two separate studies considered a location in Bayfront Park, one study dealt with a location on Watson Island, and another considered a Government Center location.

"Grass roots" opposition condemned further consideration of a Center in Bayfront Park which is a public park. Watson Island, in addition to being publicly opposed because it also is park land, does not provide pedestrian access to and from the Miami downtown shops and facilities and therefore would not contribute to revitalizing the Miami center city. The Government Center location was rejected because adequate visitor facilities, including lodging, are not available within reasonable walking distance.

The alternatives of "no action" or "postponement of the project" were considered and rejected because neither course of action advances the primary purpose of constructing the James L. Knight International Center, which is to revitalize downtown Miami. Further, postponement would incur additional construction costs from inflation without providing any advantages.

SECTION IX

RELATIONSHIP BETWEEN SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

As previously indicated, the site for the Center is in downtown Miami, an intensely developed commercial area of buildings approximately 15-20 stories high. The natural environment of the area was totally altered years ago and no longer supports any of the original flora or fauna. The Center site, in its current state, provides no significant identifiable productivity in support of the local ecosystem which may be diminished by the project.

Construction of the Center is expected to provide an environmental gain in the improvement of runoff water quality entering the Miami River. The natural slope of the site toward the river permits runoff from the project area to enter the water course directly. The embankment along the Miami River along with soakage pits on the site will act to retain runoff.

Construction of the Center will preclude use of the site for other purposes during the useful life of the buildings. It is significant, however, that the Center has been designed to have the greatest possible flexibility to accommodate diverse activities. When completed, the complex will provide cultural, intellectual and recreational opportunities heretofore not available in the project area.

SECTION X

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The commitments of resources to the project are reasonable and do not include consumption of scarce resources, the extinction of any species or undue risks to human health.