

APPENDIX A

ECONOMIC IMPACT OF JAMES L. KNIGHT INTERNATIONAL CENTER

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PRELIMINARY DISCUSSIONS

June 22, 1977

Gladstone Associates
Economic Consultants
Miami, Florida

ECONOMIC IMPACT OF THE JAMES L. KNIGHT INTERNATIONAL CENTER

Total economic impact of the Convention Center facility is the sum of development costs, annual operation of the various components, and convention delegates' expenditures and local hotels, restaurants and tourist-oriented business. These figures represent direct economic impact, but the inflow of dollars into a local economy creates further spending or indirect impact. The multiplier concept measures the total impact resulting from an inflow of dollars into a local economy. Each industry has a different multiplier based on the self-sufficiency of the economy regarding their product. Local multipliers have been calculated for the Florida Gold Coast region using an Input-Output matrix. The results are listed on Table 10 and will be referred to frequently in the course of this report.

The City of Miami has estimated the construction cost of its share of the Convention Center to be \$9,900,000. This can be subdivided into components of construction as follows:

Labor	\$3,600,000
Materials	\$3,730,000
Construction fees	\$1,470,000
Design & Inspection	\$1,100,000.

Gladstone Associates has calculated the percentages of these components to be labor 36%, materials 38%, construction fees 15%, design and inspection 11%, and believes that these percentages will hold constant throughout the construction of all facets of the center. The resulting costs for the University of Miami's share and the Hotel appear on Table 1.

Construction costs represent about 75% of total development costs (land; furniture, furnishings, and equipment; construction). Development costs for the hotel were estimated to be \$34,350 per room of which \$31,850 was to cover construction and \$2,500 per room in F.F.E. Furniture, furnishings, and equipment for the Knight Center have already been budgeted and total land acquisition costs were \$4,500,000. Total direct development costs, as shown on Table 2, are \$29,455,000. These figures are then multiplied by the applicable local multipliers to derive total economic impact.

The second portion of economic impact is the operation of the various components of the James L. Knight Center. A proposed budget for the Convention Center has been calculated. On Table 5 each component has been increased by the appropriate multiplier to produce a total impact on the local economy. The same procedure has been performed on projected hotel costs (Table 6), and retail costs (Table 7) to determine the direct and indirect impact of operation on the various components of the James L. Knight Center on the Miami economy.

The third component of total economic impact is the delegate expenditures in the local economy. Convention delegates (and their families) spend on the average \$88.62 per day. Gladstone Associates has estimated that 448,855 delegate-days will result from the J.L.K. Center. Since only 47% of delegates stay in hotels, 211,860 delegate-nights in hotels will result. Table 8 shows direct and total impact of delegates on the Miami economy. The total impacts are summarized on Table 9. The James L. Knight Center will create a \$42,351,150 development impact and \$52,589,539 annual impact each year of operation in 1977 constant dollars.

Employment Impact.

The construction industry in South Florida has been one of the hardest-hit industries following the recession of the early '70's. If a local contractor is selected, it is projected that a local payroll \$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. In a 300-room hotel it is estimated that permanent employment 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 wage 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 operation sector of the James L. Knight Center. Therefore, total employment impact of the James L. Knight Center results in 527 permanent jobs and 593 man-years of employment during the construction phase of the Center.

Table 1.

CONSTRUCTION COSTS

PROGRAM ELEMENTS

JAMES L. KNIGHT CENTER

1977

COST COMPONENTS:	Knight Center		Univ. of Miami		Hotel ^{2/}		Total	
	City of Miami Percent	Dollars	Percent	Dollars	Percent	Dollars	Percent	Dollars
Labor	36%	\$ 3,600,000	36%	\$ 900,000	36%	\$ 3,439,800	36%	\$ 7,939,800
Materials ^{1/}	38%	\$ 3,730,000	38%	\$ 950,000	38%	\$ 3,630,900	38%	\$ 8,310,900
Construction Fees	15%	\$ 1,470,000	15%	\$ 375,000	15%	\$ 1,433,250	15%	\$ 3,278,250
Design & Inspection	11%	\$ 1,100,000	11%	\$ 275,000	11%	\$ 1,051,050	11%	\$ 2,426,050
Total	100%	\$ 9,900,000	100%	\$ 2,500,000	100%	\$ 9,555,000	100%	\$ 21,955,000

^{1/} Includes \$800,000 contingency.

^{2/} From The Financial Analysis Section, the allowable capital cost budget per room (excluding "downstairs space") is \$34,350.
\$34,350 less \$2,500 FF&E per room is \$31,850 per room, @ 300 Rooms \$9,555,000.

Source: City of Miami, Gladstone Associates 6-21-77.

Table 2.

DEVELOPMENT COSTS
PROGRAM ELEMENTS
JAMES L. KNIGHT CENTER
1977

COST COMPONENTS:	Knight Center				Retail	Total
	City	University	Hotel			
Land	\$ 4,500,000	-	-	-	-	\$ 4,500,000
Furniture, Furnishings & Equipment	\$ 600,000	\$ 750,000	\$ 750,000 ^{1/}	\$ 900,000		\$ 3,000,000
Construction ^{2/}	\$ 9,900,000	\$ 2,500,000	\$ 9,555,000	-		\$ 21,955,000
Total	\$15,000,000	\$3,250,000	\$10,305,000	\$900,000		\$29,455,000

^{1/} 300 rooms @ \$2,500 FF&E per room.

^{2/} From Table 1.

Source: Gladstone Associates 6-21-77.

Table 3.

ECONOMIC IMPACT OF DEVELOPMENT

JAMES L. KNIGHT CENTER

1977

<u>Development Components</u>	<u>Direct Development^{2/} Estimated Cost</u>	<u>Multiplier^{1/}</u>	<u>Direct and Indirect Economic Impact</u>
Land	\$ 4,500,000	1.00	\$ 4,500,000
Furniture, Furnishings & Equipment	\$ 3,000,000	1.42	\$ 4,260,000
Construction	<u>\$21,955,000</u>	1.53	<u>\$33,591,150</u>
Total	\$29,455,000	1.44	\$42,351,150

^{1/} Open multiplier for Palm Beach, Broward, Dade Counties from Table 10 .

^{2/} From Table 10.

Source: Gladstone Associates 6-21-77.

Table 4.

PROJECTED OPERATING BUDGET
JAMES L. KNIGHT INTERNATIONAL CENTER

	<u>Dollars</u>	<u>% Of Total</u>	<u>\$ Per S.F.</u>
Revenues:			
Rent	\$262,324	48%	\$1.09
Concessions	\$ 81,175	15%	\$0.34
Services	\$ 27,480	5%	\$0.12
Other	<u>\$178,621</u>	<u>32%</u>	<u>\$0.74</u>
Total	\$349,600	100%	\$2.29
Costs:			
Utilities	\$151,680	20%	\$0.63
Wages & Salaries	\$401,952	53%	\$1.67
Repairs & Replacements	\$ 54,960	7%	\$0.23
Materials & Supplies	\$ 21,984	3%	\$0.09
Contractual Services	\$ 16,488	2%	\$0.07
Insurance	\$ 43,968	6%	\$0.18
Advertising	\$ 10,992	1%	\$0.05
Other Expenses	<u>\$ 56,376</u>	<u>8%</u>	<u>\$0.24</u>
Total	\$758,400	100%	\$3.16
Operation Gain (or Loss)	(\$208,800) ^{1/}	--	(\$0.87)

^{1/} Leasehold payments to the City by the developer will offset this amount.

Note: Based on total square footage of 240,000. Costs and revenues are based on percentage breakdown of various comparable centers.

Source: Gladstone Associates 6-20-77.

Table 5.

ANNUAL ECONOMIC IMPACT OF OPERATING COSTS

JAMES L. KNIGHT CENTER

<u>Operating Components</u>	<u>Budgeted Amount</u>	<u>Multiplier^{1/}</u>	<u>Total Annual Impact</u>
Utilities	\$151,680	1.42	\$ 215,386
Wages & Salaries	\$401,952	1.46	\$ 586,850
Repairs & Replacements	\$ 54,960	1.34	\$ 73,646
Materials & Supplies	\$ 21,984	1.42	\$ 31,217
Contractual Services	\$ 16,488	1.34	\$ 22,094
Insurance	\$ 43,968	1.37	\$ 60,236
Advertising	\$ 10,992	1.58	\$ 17,367
Other Expenses	<u>\$ 56,376</u>	1.58	<u>\$ 89,074</u>
Total	\$758,400		\$1,095,870
Average		1.44	

^{1/} Open multiplier for Florida Gold Coast (Dade, Broward, Palm Beach Counties), from Table 10.

Source: Gladstone Associates 6-20-77.

Table 6.

PROJECTED OPERATING EXPENSES AND ECONOMIC IMPACTJAMES L. KNIGHT CENTERHOTEL COMPONENT

<u>Expense</u>	<u>Direct Cost</u>	<u>Multiplier</u>	<u>Direct & Indirect Impact</u>
Departmental Expenses	\$2,423,645	1.42	\$3,441,576
Insurance	\$ 27,737	1.37	\$ 38,000
Advertising & Promotion	\$ 166,424	1.58	\$ 262,950
Utilities	\$ 194,161	1.42	\$ 275,709
Repairs, Maintenance, Replacements	\$ 277,373	1.34	\$ 371,680
Total	\$3,089,340		\$4,389,915
Average		1.42	

 Source: Gladstone Associates 6-21-77.

Table 7

PROJECTED OPERATING EXPENSES AND ECONOMIC IMPACTJAMES L. KNIGHT CENTERRETAIL COMPONENT

<u>Expense</u>	<u>Direct Cost</u>	<u>Multiplier</u>	<u>Direct & Indirect Impact</u>
Maintenance	\$ 30,000	1.34	\$ 40,200
Utilities	\$ 53,000	1.42	\$ 75,260
Mall, Parking Lot & Public Area Maintenance	\$ 80,000	1.34	\$ 107,200
Advertising & Promotion	\$ 23,000	1.58	\$ 36,340
Real Estate Taxes	\$ 49,000	1.46	\$ 71,540
Insurance	\$ 7,000	1.37	\$ 9,590
Other	\$ 40,000	1.58	\$ 63,200
Total	\$282,000		\$403,330
Average		1.43	

 Source: Gladstone Associates 6-21-77

Table 8.

INCREASE IN LOCAL EXPENDITURESANNUALLY UPON NORMAL OPERATION OF JAMES L. KNIGHT CENTERFROM DELEGATE ATTENDANCE

<u>Industry</u>	<u>Net Increase In^{2/} Delegate Days</u>	<u>Expenditure Per^{3/} Party Per Day</u>	<u>Increase In Direct Expenditures</u>	<u>Multiplier^{1/}</u>	<u>Total Increase Direct and Indirect Expenditures</u>
Hotels/Motels	211,860	\$32.54	\$ 6,833,924	1.42	\$ 9,789,372
Eating & Drinking	448,855	\$30.26	\$13,582,352	1.42	\$19,286,940
Local Transportation	448,855	\$ 6.51	\$ 2,922,046	1.38	\$ 4,032,423
Entertainment	448,855	\$13.31	\$ 5,974,260	1.68	\$10,036,757
Gifts	448,855	\$ 6.09	\$ 2,693,130	1.32	\$ 3,554,932
Total		\$88.62	\$32,065,712		\$46,700,424
Average				1.46	

^{1/} Open multiplier for Florida Gold Coast (Dade, Broward, Palm Beach Counties), from Table 10.

^{2/} Includes both City and University conference and convention attendees.

^{3/} From special sample of The Annual Florida Tourist Survey conducted for Gladstone Associates by the State Department of Tourism.

Source: Florida Department of Tourism; Gladstone Associates 6-21-77.

Table 9.

ECONOMIC IMPACTS

JAMES L. KNIGHT CENTER

ALL COMPONENTS

	<u>One Time</u>	<u>Annual</u>
<u>One-Time Development Impacts:</u>		
Land	\$ 4,500,000	
Furniture, Furnishings, Equipment	\$ 4,260,000	
Construction	<u>\$33,591,150</u>	
Total Development Impact	\$42,351,150	
<u>Annual Impacts:</u>		
Operation of James L. Knight Center		\$ 1,095,870
Operation of Hotel		\$ 4,389,915
Operation of Retail		\$ 403,330
Delegate Expenditures		<u>\$46,700,424</u>
Total Annual Impact		\$52,589,539

Source: Gladstone Associates 6-21-77

Table 10.

MULTIPLIERS

APPLICABLE TO CONSTRUCTION AND OPERATION OF J.L.K. CENTER

1976

Industry	Palm Beach, Broward, Dade Counties		State Of Florida
	$\frac{\text{Closed Model}}{\text{Open Model}}$ 1/	$\frac{\text{Open Model}}{\text{Open Model}}$ 2/	$\frac{\text{Open Model}}{\text{Open Model}}$ 2/
New Construction	2.70	1.53	1.64
Furniture, Furnishings & Fixtures	2.51	1.42	1.44
Utilities	2.60	1.42	1.44
Maintenance Construction	2.63	1.34	1.41
Communications	2.74	1.19	1.18
Hotels & Personal Services	2.79	1.42	1.40
Local Transportation	2.79	1.38	1.35
Retail Trade	2.81	1.32	1.35
Amusements	3.16	1.68	1.70
State & Local Govt. Expenditures	2.86	1.46	1.38
Business Services	2.94	1.58	1.56
Insurance	2.88	1.37	1.64

1/ Indicative of a self-sufficient economy with no imports or exports of goods and services.

2/ Typical of a regional or state economy, importing and exporting goods and services.

Source: Julius Oreska, "An Input-Output Model Of The Florida Gold Coast"; State of Florida Department of Commerce; Gladstone Associates 6-20-77.

Table 11.

EFFECT ON CONSTRUCTION EMPLOYMENT IN DADE COUNTY

OF JAMES L. KNIGHT CENTER

Building Labor Costs	\$ 7,939,800
x % <u>Locally Employed</u> ^{1/}	x <u>.83</u>
Local Payroll	\$ 6,590,034
<u>+ Average Annual Salary</u>	<u>+ \$ 11,112</u> ^{2/}
Man-Years Of Employment ^{3/}	593

1/ Gold Coast Input-Output Model from Table 10.

2/ State of Florida average, from "Florida Statistical Abstract 1976."

3/ e.g. 593 jobs for one year or 297 over two years etc.

Table 12.

HOTEL EMPLOYMENT
JAMES L. KNIGHT CENTER

Rooms	300
Ratio Employees per Room	<u>.8</u>
Permanent Employees	240

Source: Gladstone Associates.

RETAIL EMPLOYMENT

JAMES L. KNIGHT CENTER

Retail Area	100,000 S.F.
Ratio 1 Employee per 400 square feet	<u>400</u>
Retail Employees	250

Source: Giudstone Associates.

Table 14.

CONVENTION OPERATIONS EMPLOYMENT

JAMES L. KNIGHT CENTER

Projected Wages & Salaries	\$401,952
Average salary per Convention Center employee	<u>\$ 10,906</u>
Convention operation employees	37

Source: Gladstone Associates 6-21-77.

Table 15.

EMPLOYMENT IMPACT

JAMES L. KNIGHT CENTER

	<u>One-Time Employment</u>	<u>Permanent Jobs</u>
Construction	593 Man Years	
Hotel		240
Retail		250
Convention Operations		<u>37</u>
TOTAL	593 Man Years	527

Source: Gladstone Associates 6-21-77

APPENDIX B

RESOLUTIONS: CITY OF MIAMI COMMISSION AND
DADE COUNTY BOARD OF COUNTY COMMISSIONERS

APPENDIX C

MIAMI COMPREHENSIVE NEIGHBORHOOD PLAN

ECONOMIC DEVELOPMENT ELEMENT

BACKGROUND

The regional economy of Dade County has been built upon the tourism industry. However, recent trends indicate a diversification of the economic base with the attraction of new manufacturing and transportation-related industries. The City of Miami, on the other hand, has and will continue to be the center for finance and government in the region. According to the 1970 Census, the City had a total of 175,000 employees, or 35% of the County's employment, with only 6% of the total urbanized land area. Projections for 1986 show the City increasing to a total of 263,300 employees.

Miami's location and its large Latin population create great opportunities as a center of Latin American tourism and trade. The City's commercial and industrial areas, on the other hand, have had to compete with outlying areas where land is cheaper and assembly of large parcels easier. In the past 10 years, most manufacturing growth in Dade County has gone outside the City. Although Downtown Miami still maintains several department stores and will be strengthened by the Omni Complex, shifts to suburban shopping centers have contributed to a decline in the City's commercial strips. Miami's total labor force in 1970 was 149,435 persons. In June 1975, consistent with national trends, the unemployment rate was 11.8%. Especially hard hit during these times in the County as a whole was the construction industry. In fiscal 1975-1976 Miami's budget of \$85 million faced a deficit of \$8 million. Miami needs to strengthen its economic base and provide greater employment opportunities if it is to meet the potential shown by the projections.

STRATEGIES

The first three strategies continue present City policy.

1. Provide Additional Public Improvements and Services to Maintain and Strengthen Existing Viable Commercial and Industrial Areas

This is most effective where businesses are relatively viable, such as 17th Avenue, S.W. 8th Street, the Coconut Grove Village Center, and the Little River commercial area. The approach tries to trigger private improvements and actions through limited public investment, such as street beautification, and traffic and parking improvements. It has proved effective in the Design Center and Garment Center. Where the strategy has been applied to Martin Luther King Boulevard, it has proved insufficient, and the economic success of MLK Boulevard lies in more assistance to private businesses in addition to public improvements.

2. Strengthen and Expand Miami's Economic Base by Promoting Catalyst Developments

Catalyst developments are new public projects which stimulate investment. They include amenities such as Bicentennial Park; business attractions, such as the Convention Center; public buildings, such as the Government Center; and public improvements, such as the proposed Mass Rapid Transit System. These catalysts should be carefully integrated into the existing activities of the City. Miami has already undertaken several projects to promote and further Downtown development. Other possibilities include the development of a Trade Mart, a Fish Market on the Miami River, an open-air Latin Market and a sport complex on Virginia Key.

3. Improve the Employability and Employment of Miami's Labor Force Through Manpower Programs

This strategy deals with the labor force. It is aimed at improving the employability of the population and finding appropriate jobs for their skills. It includes job-training programs, adult-education programs, apprenticeship programs and job-placement programs. In addition, day-care programs provide a means of allowing single heads of households to find jobs and remain employed. This strategy is appropriate in areas of high unemployment and low educational attainment. The area of highest manpower needs is the Central Miami area, and portions of Model City, Edison Park and Allapattah.

ANTECEDENTES

La economía regional del Condado Dade se ha desarrollado en torno a la industria turística, aunque recientemente ha habido una tendencia a diversificar la base económica mediante la atracción de nuevas industrias relacionadas con la manufactura y el transporte. Por otra parte la ciudad de Miami ha sido y continuará siendo el centro financiero y económico de la región. De acuerdo con el Censo de 1970, la ciudad de Miami tenía un total de 175,000 personas empleadas, o sea un 35% del empleo del Condado, con solo un 6% del área total urbanizada. Las proyecciones para 1986 muestran un incremento para la ciudad de Miami de 263,300 personas empleadas.

La situación geográfica de Miami y su numerosa población latina crean grandes oportunidades como centro turístico y comercial. Las zonas comerciales e industriales de la Ciudad han tenido que competir con las zonas adyacentes, donde la tierra es menos valorada y se pueden agrupar grandes parcelas con mayor facilidad. Durante los últimos diez años la mayor parte del crecimiento industrial del Condado Dade se ha desarrollado fuera de la ciudad. Aunque el centro de la ciudad aun retiene varias tiendas de tipo "department store" y va a ser reforzada por el Complejo Multiple (Omni Complex), la evasión hacia los centros comerciales suburbanos ha contribuido a la declinación de las zonas comerciales de la ciudad. La fuerza laboral total de Miami en 1970 fué de 149,435 personas. En Junio de 1975 y de acuerdo con las recientes tendencias nacionales la tasa de desempleo era de un 11.8%. La industria de la construcción fué la más severamente afectada en el Condado en esa época. En el año fiscal 1975-76 el presupuesto de Miami de 85 millones de dólares se enfrentó con un déficit de 8 millones de dólares. Miami necesita fortalecer su base económica y proveer mayores oportunidades de empleo, para poder alcanzar el potencial que muestran las proyecciones.

ESTRATEGIAS

Las tres primeras estrategias continúan la presente política la ciudad de Miami.

1. **Proveer Servicios Públicos y Mejoras Adicionales para Mantener y Fortalecer las Zonas Industriales y Comerciales Existentes**
Este método es más efectivo donde los negocios son relativamente viables tales como los de la Avenida 17, la calle 8 del Suroeste el Centro de Coconut Grove Village y la zona comercial de Little River. Este sistema trata de instigar mejoras de carácter privado y actividades mediante limitadas inversiones de carácter público, tales como el embellecimiento de calles y mejoras de tránsito y estacionamiento. Esto ha demostrado su efectividad en el Centro de Confecciones (Garment Center) y el Centro de Diseño. Cuando esta estrategia fué aplicada al Boulevard Martin Luther King ha resultado insuficiente y el éxito económico del Boulevard MLK estriba en dar mayor ayuda a los negocios particulares en adición a las mejoras de carácter público.

2. Fortalecer y Ampliar la Base Económica de Miami Promoviendo Desarrollos Catalíticos

Son desarrollos catalíticos aquellos nuevos proyectos que estimulan la inversión. Incluyen amenidades como el "Parque del Bicentenario"; atracciones de negocios como el Centro de Convenciones; edificios públicos como el Centro Gubernamental; y mejoras de orden público, tales como el proyectado Sistema de Transporte Rápido Público. Esos catalizadores deben ser cuidadosamente integrados con las actividades ya existentes en la Ciudad. Miami ya ha adoptado varios proyectos adicionales para promover y desarrollar el "Downtown." Otras posibilidades incluyen el desarrollo de una Lonja de Comercio, un Mercado de Mariscos en el río Miami, un Mercado Latino al aire libre y un Centro Deportivo en Virginia Key.

APPENDIX D

EXISTING TRAFFIC CONDITIONS

ACCESS ROUTES

I-95

Interstate Route I95, a north/south six-lane expressway, passes to the west of the site. The downtown connector provides a direct four-lane expressway access to downtown from I-95. The connector now ends at Southeast Second Avenue. Ramp service from the connector is as follows:

Southeast Miami Avenue -

A one-lane ramp for traffic from I-95 north and west. A median divider on the connector prohibits access to the Southeast First Avenue exit.

Southeast First Avenue -

A one-lane ramp for traffic from I-95 south. A median divider on the connector prohibits access to Miami Avenue exit.

Southeast Second Avenue -

A four-lane ramp from I-95 north, west and south. The right lane is a "right turn only" and the left lane is for "left turn only" at Southeast Third Avenue.

SOUTHEAST SECOND AVENUE

A three-lane, one-way southbound street with the two west lanes through and the east lane "left turn only" and Southeast Fourth Street. The Brickell Avenue bridge immediately to the south is a four-lane (2-2) bascule bridge. All northbound traffic must turn right at Southeast Fourth Street.

SOUTHEAST FIRST AVENUE

A three-lane northbound one-way street from the I-95 downtown connector off-ramp. From the ramp to the south, the route follows South-

east Fourth Street alignment as a two-lane north, one-lane south, street to its intersection with Southeast Miami Avenue near the Miami Avenue bridge.

SOUTHEAST MIAMI AVENUE

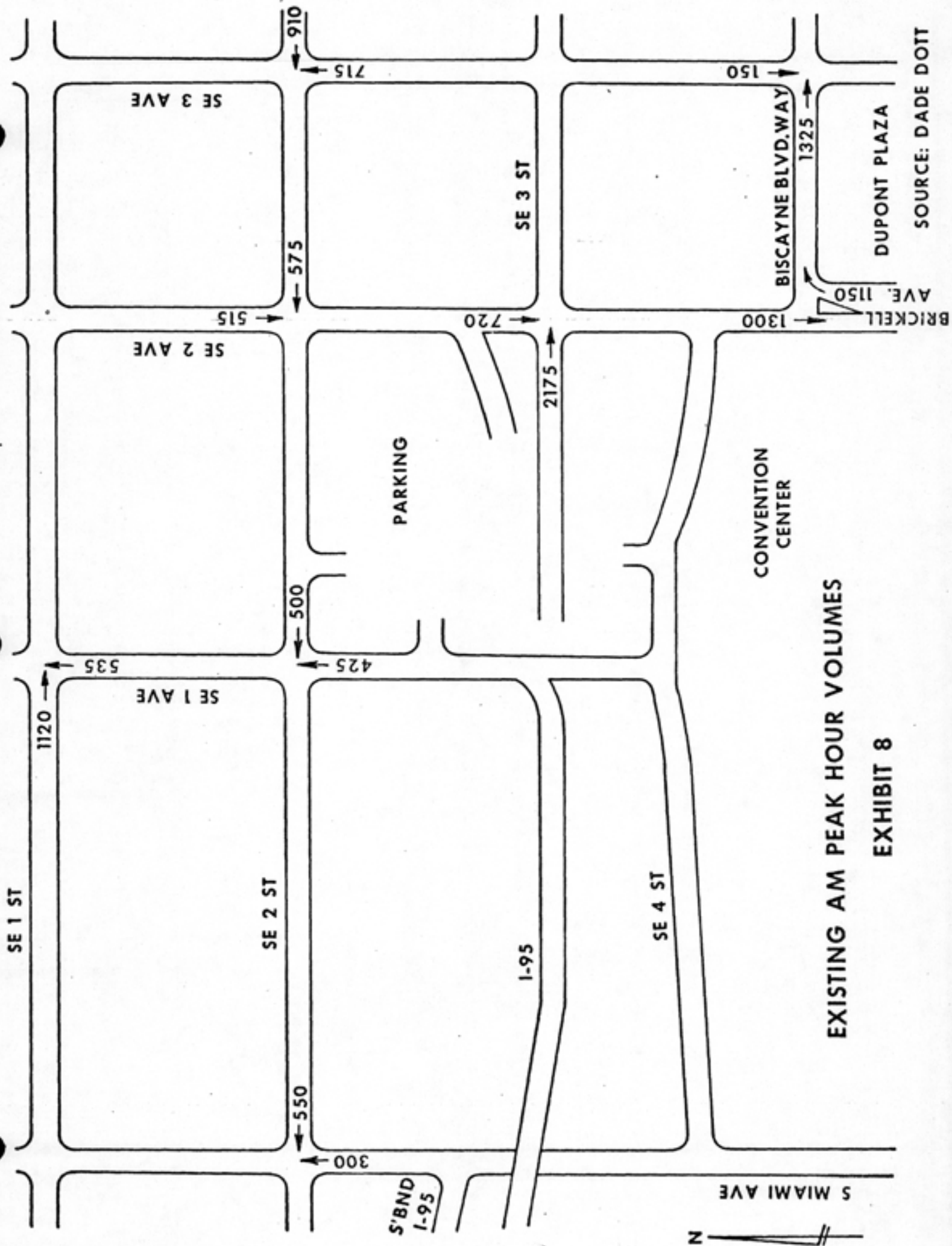
A three-lane two-way street from Southeast First Street to Southeast Third Street, then two-lane, one-way to Southeast Fourth Avenue. The street operates as two-lane south, one-lane north in the two-way section approaching the bridge. The Miami Avenue bascule bridge has two lanes south and one lane north. It operates one-way northbound, north of Southeast First Street.

SOUTHEAST FOURTH STREET

A two-lane, two-way street from Southeast Second Avenue to the west, following an off-set alignment north and west, to its intersection with Southeast First Avenue. Entrance and exit to this section of Southeast Fourth Street is by "right turn only."

PEAK TRAFFIC FLOWS

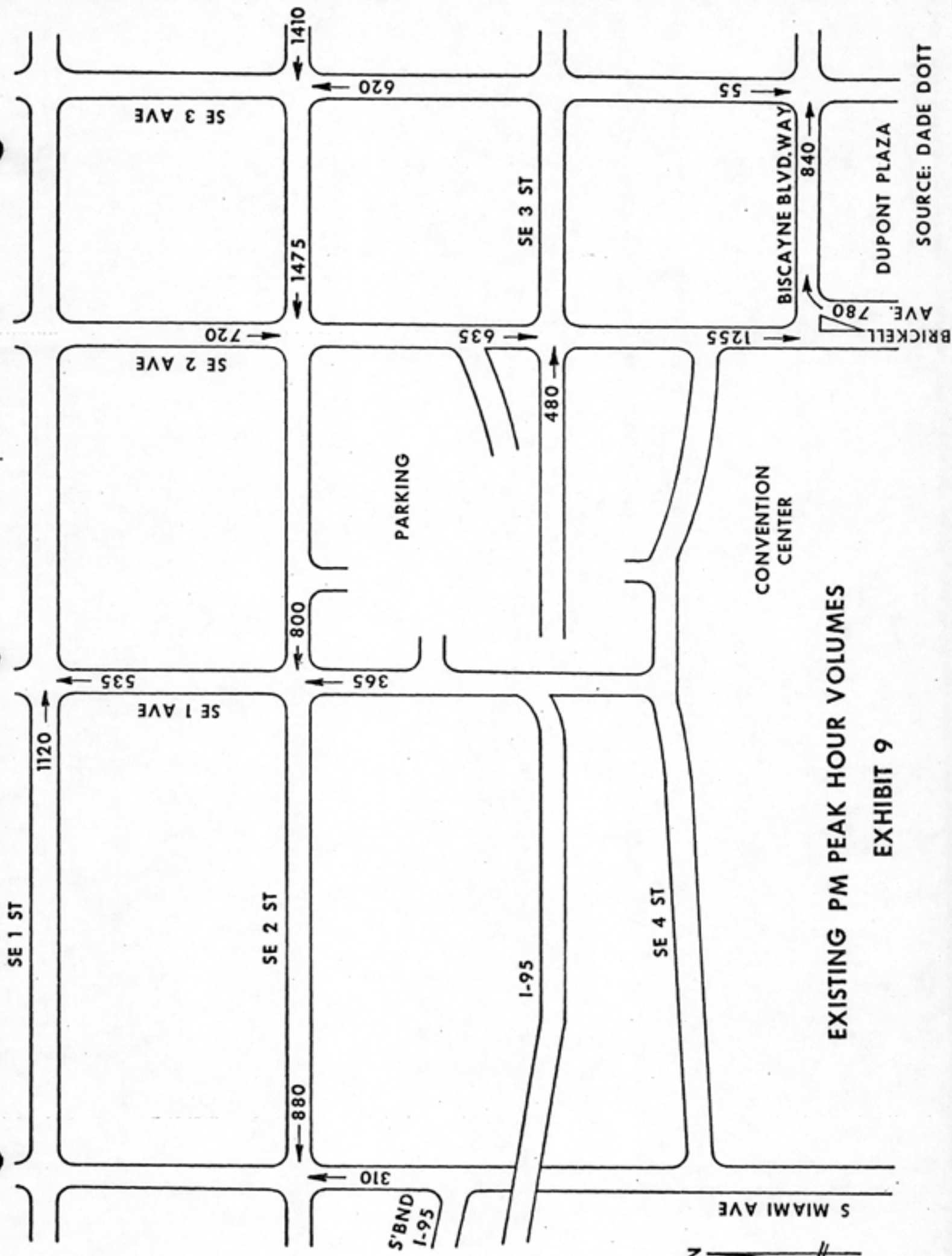
Existing AM and PM peak hour traffic volumes are shown on Exhibits 8 and 9.



EXISTING AM PEAK HOUR VOLUMES

EXHIBIT 8

SOURCE: DADE DOT



**EXISTING PM PEAK HOUR VOLUMES
EXHIBIT 9**

SOURCE: DADE DOT



APPENDIX E

PLANNED TRANSPORTATION IMPROVEMENTS

STREETS AND HIGHWAYS

1. U.S. 1 Crossings over the Miami River.

The number of alternate corridors currently being considered and evaluated for the Miami River Crossing has been reduced to three. These include⁽¹⁾:

1. Crossing the Miami River at the location of the existing Brickell Avenue Bridge.
2. Crossing the Miami River east of the DuPont Plaza Hotel, onto Claughton Island, and
3. Crossing the Miami River east of the DuPont Plaza Hotel, connecting with Brickell Avenue at the site of the proposed Regency Hyatt Hotel, just north of Brickell Park.

In the "existing" corridor, three possible design options exist:

1. Replacing the existing 4-lane bascule structure (draw bridge) with a new 4-lane bascule structure.
2. Replacing the existing 4-lane bascule structure with a 5-lane bascule structure, the center lane being reversible for peak hour variation.
3. Replacing the existing 4-lane bascule structure with a 6-lane bascule structure. The 5-lane and 6-lane options are opposed by the City of Miami because they will take convention center property and require redesign of the facility.

In the "Claughton" corridor four design concepts are now under consideration:

(1) U.S. 1/DuPont Plaza Environmental Analysis, News, Florida Department of Transportation/Beiswinger, Hoch & Associates, Inc., May, 1977.

1. Constructing a 4-lane bascule structure between Biscayne Boulevard and Claughton Island, rerouting traffic over the existing bridge to Claughton Island at S.E. 8th Street.
2. Constructing a 4-lane tunnel between Biscayne Boulevard and Claughton Island, rerouting traffic over the existing bridge to Claughton Island at S.E. 8th Street, and
3. Constructing a high level (75 foot clearance) bridge between Biscayne Blvd. and Claughton Island, also rerouting traffic over the existing bridge to Claughton Island at S.E. 8th Street.

In the "Regency Hyatt" corridor, one design concept is under consideration:

1. Constructing a 4-lane bascule bridge from an alignment that traverses the south portion of the existing "Elks property" (the proposed Hyatt Regency Hotel site) referred to as "Hyatt South."

For each of these design concepts in the "Regency Hyatt" or "Claughton" corridor, the existing bridge at Brickell Avenue would also be replaced with a new four-lane bascule structure.

In conjunction with the basic alternatives presented above, six (6) sub-options could also be considered for improving traffic circulation and access in the DuPont Plaza area. These are described below:

DUPONT PLAZA EXISTING

This sub-option would require no improvements in the DuPont Plaza area, other than some possible minor traffic operation (signalization, striping, etc.) improvements.

BRICKELL-BISCAYNE CONNECTION

This sub-option would involve the relocation in U.S. 1 traffic through the DuPont Plaza to a single route on S.E. 3rd Street. This route would include an overpass for U.S. 1 traffic over S.E. 3rd Avenue. The S.E. 3rd Street alignment would become U.S. 1 and be improved to meet federal standards. The number of lanes on this route would match the lane requirements of the Brickell Avenue bridge. Connections between S.E. 3rd Street, Biscayne Blvd. and Brickell Avenue would be provided.

I-95 EXTENSION

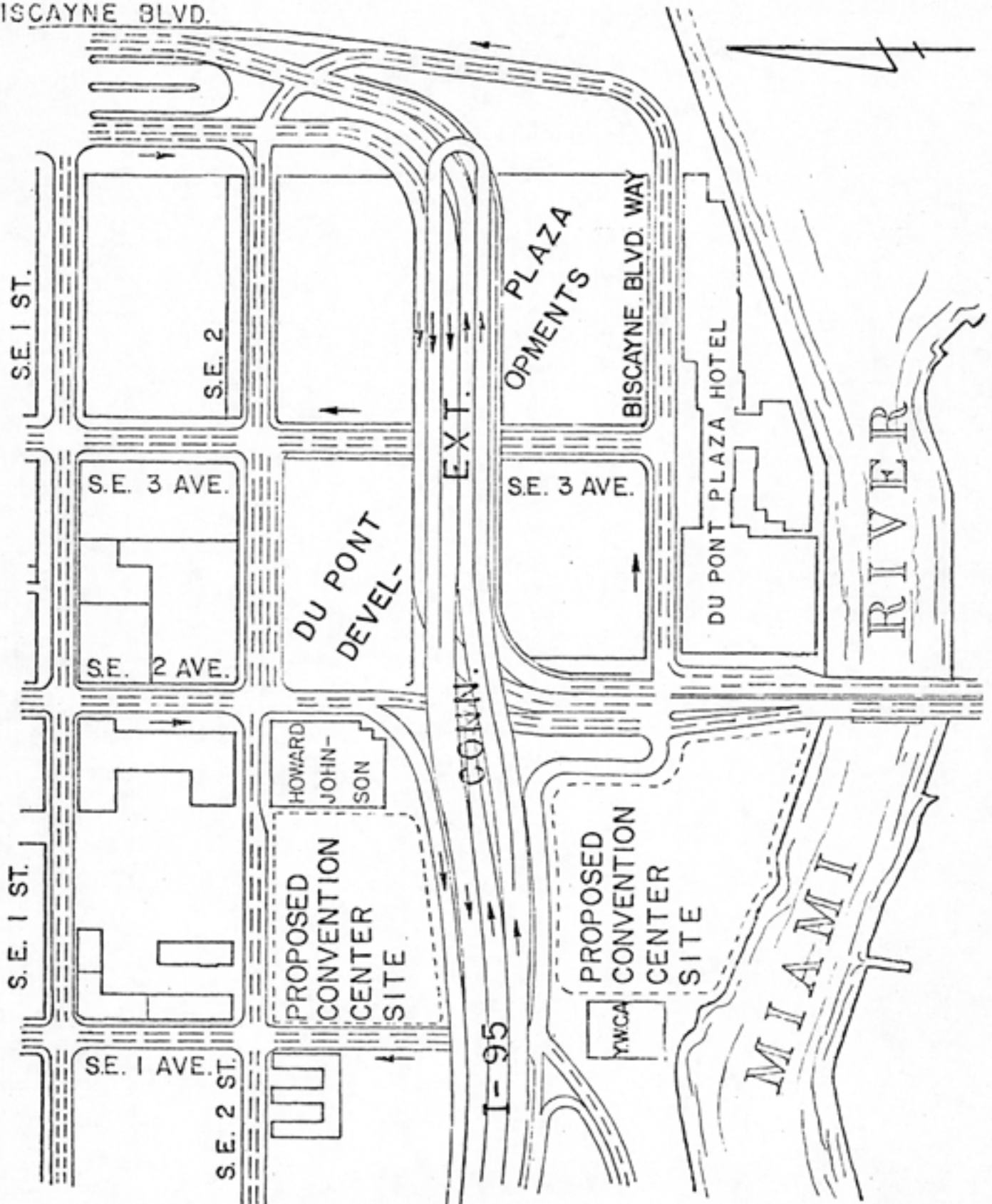
This sub-option would provide for an elevated four-lane (two lanes in each direction) extension of I-95 from its existing terminus to Biscayne Blvd. on the S.E. 3rd Street alignment. An overpass would separate traffic at S.E. 2nd and 3rd Avenues. Ramps would continue to be provided to S.E. 2nd Avenue/Brickell Avenue from I-95.

I-95 EXTENSION AND PARKING LOOP

This sub-option would include the provisions of the "I-95 extension," but would also include provisions for the future construction of additional elevated one-way service ramp on either side of I-95. This ramp would provide direct access from I-95 to the second or third level of parking garages in any buildings constructed in the four vacant DuPont Plaza tracts. The ramps would parallel the "I-95 Extension" and would remain elevated as it approached Biscayne Blvd. where a "loop" or "return" would be provided in order to gain access to I-95 westbound. See Exhibit 10.

The final corridor and design concept for the U.S. 1 crossing over the Miami River should be selected by September, 1977. The preparation of the Environmental Impact Statement will immediately follow.

BISCAYNE BLVD.



**I-95 CONNECTOR & PARKING LOOP
EXHIBIT 10**

SOURCE: SPERRY SYSTEMS MANAGEMENT

2. Miami Avenue Bridge over the Miami River⁽²⁾.

The South Miami Avenue crossing of the Miami River has been the subject of numerous planning and engineering studies for the past 30 years. The following list demonstrates some of the efforts performed by local and state agencies to provide a new crossing at this location.

- July 1972: Consultants for the Florida Department of Transportation prepared a report entitled "Report of Feasibility Study of Five Vehicular Crossings Over the Miami River in Dade County Florida." This report addressed engineering and cost considerations for alternative bridge and underpass crossings in some detail.
- August 1972: The Florida Department of Transportation prepared a justification report that included funding for the South Miami Avenue Bridge Crossing in the Federal TOPICS Program. The Federal Highway Administration, based upon the reasoning that a project of this size is beyond the intent of TOPICS rejected funding for the new bridge.
- September, 1973: Consultants for the Florida Department of Transportation prepared a report entitled "Downtown Miami: A Conceptual Transportation Plan." The South Miami Avenue Crossing was envisioned in this report as a five-lane bascule bridge with a reversible center lane that could be used exclusively by buses.
- August 1974: Dade County Department of Public Works prepared a report entitled "Engineering Study and Report, Miami Avenue Bridge

(2) "Miami Avenue Miami River Crossing Study - Joint Technical Staff Review; Florida Department of Transportation; Dade County: Department of Traffic and Transportation & Public Works Department, City of Miami: Planning Department, Public Works Department, Downtown Development Authority, Beiswinger Hoch & Associates, Inc., March 1976.

over the Miami River." Specific alternate alignments for the construction of a new bridge crossing were studied and evaluated based upon service environment, safety, development and costs. The recommendation of this study was for a new five-lane bascule bridge constructed at the location of the existing structure with a 25 foot vertical clearance at the center.

In March of 1976, a preliminary design report, entitled "Miami Avenue Bridge and Approaches over the Miami River" was issued by the Florida Department of Transportation. This study, prepared in cooperation with Metropolitan Dade County by Beiswenger, Hoch & Associates, Inc., proposed as the preferred alternate a sixlane, bascule bridge providing 25 feet of vertical clearance at mid-span. The new crossing would be built at the general location of the existing structure. The six-lane configuration would actually be provided by two separate three-lane bridges; the width required for the additional three lanes would be added to the west of the existing three-lane structure. This alternate would require that the existing bridge first be completely removed before construction begins for the new structure; thus, all traffic presently using the Miami Avenue crossing must be diverted to other crossings during the 18 month construction period.

Prior to scheduling hearings on approval to proceed to final design on the bridge alternate, before the City and County Commissions, the City of Miami staff raised objections based on the land development impact that they perceived would result if the proposed bridge were built. The City staff suggested a tunnel alternate. Cost estimates for the tunnel alternative indicate it would require an additional capital investment

of approximately \$20 million over the bridge alternate. However, it was felt the increased cost could be amortized over a 20 year period through increased property taxes on new construction on lands the tunnel would make available.

At the present time, the feasibility of financing the tunnel alternative is being explored by the joint technical staff. If the tunnel financing appears to be feasible, a joint City/County policy recommendation will be forwarded to the Florida Department of Transportation. As federal funds are being requested, preliminary engineering and full environmental documentation will be prepared which will consider both alternates. Utilizing City and County input, the Florida Department of Transportation will then make a recommendation to the Federal Highway Administration, U.S. Department of Transportation. Upon federal approval of the recommended alternate, the preparation of final design construction plans and acquisition of right-of-way can commence.

3. Conceptual Development of Downtown Miami 1975-1982⁽³⁾.

The traffic impact of nine new proposed developments (including the City of Miami Convention Center) expected to be in operation in the DTA by 1982 was assessed and the ability of the existing street system in the DTA to handle the increased traffic volumes caused by these developments was analyzed. The conclusions contained in this report follow:

- a. There are 28 locations in the DTA where volumes exceed capacity at some time of the day.

(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.

b. Variable signal cycle splits being made possible by the computerized traffic control system will increase capacity adequately at 14 of the above locations.

c. Of the 14 locations remaining, minor street widening is recommended at 2 locations. These are:

- NE 11 Terrace approaching Biscayne Blvd.
- NE 12 Street approaching 1 Avenue and its ramp extension onto I-395 westbound.

d. Major projects are recommended to improve capacity at the other 12 locations. These projects include 5 proposals recommended in earlier reports.

- I-95 Connector extension from SE 2 Avenue to Biscayne Blvd.
- Biscayne Blvd. widening between NE 5 Street and 11 Terrace.
- NE 3 Avenue relocation north of Flagler Street.
- NE 1 Street widening (but only east of 2 Avenue) in conjunction with construction of one of the new developments.
- SE 2 Street widening between Miami Avenue and 2 Avenue.

Other New Projects Are:

- Biscayne Blvd. widening between NE 13 and 15 Street.

e. Despite these improvements, the resulting capacities will be below the expected volumes at 6 locations.

- NE 13 Street and Biscayne Blvd. intersection will have volume equal to "D" level/service during AM peak hour.
- NE 12 Street, 1 Avenue and I-395 intersection will have volume equal to "D" level/service on 1st during PM peak hour.
- Biscayne Blvd. northbound between NE 5 Street and 11 Terrace will have volume equal to "D" level/service during PM peak hours.

- 2 Avenue between SE 2 and NE 2 Streets will be heavily impacted by possible new development at Flagler Street, with volumes equal or greater than "E" and "F" levels/service during all periods. These levels cannot be reduced except by postponing development until after rapid transit and the I-95 Connector extension are available.
- S. Miami Avenue southbound approaching 2 Street will have volume equal to "D" level/service during PM peak hour. Nevertheless, existing two-way direction is better than diverting northbound flow to E. 1 Avenue, where level/service volume would be "F" during AM peak period.
- NW 2 Avenue between 3 and 5 Streets will have volumes equal to "E" level/service during AM and PM periods. The location is within Government Center Project and required widening or relocation should be part of its overall planning.

f. Closing NW 2 Street because of proposed Government Center rapid transit station should be avoided for the following reasons:

- Its closing will result in volumes equal to "D" and "F" levels/service on NW 5 Street.
- Its closing will result in 5 streets between SW 1 and NW 5th not having an eastbound direction.

2nd Street can be relocated slightly and miss the station, but this conflicts with its bus interfacing.

I-95 CONNECTOR EXTENSION TO BISCAYNE BLVD.

A long-term solution to the 2nd Avenue problem is extending the I-95 Connector from its present terminus at SE 2nd Avenue to Biscayne Blvd. This was a previous recommendation intended to provide the added capacity required for the considerable volumes that would be generated by development of the four vacant blocks in Dupont Plaza, but it is apparent that other developments will benefit as well. In the previous recommendation, SE 3rd Street would be replaced by a bi-level system of elevated roadways separating the routes to and from Brickell Avenue, the Connector and Biscayne, and providing direct elevated access from the

Connector to garages in the future Dupont Plaza buildings. SE 3rd and especially 2nd Avenues would be overpassed.

Relative to SE 2nd Avenue, the Connector would take the through traffic on 2nd Street that is coming from Biscayne Blvd. to the Connector and Brickell, thereby freeing considerable green time for transfer to 2nd Avenue. 2nd Avenue between SE 1st and 3rd Streets would not have a capacity problem except for a 20% deficiency in the PM period between 1st and 2nd Streets. The Connector extension, nevertheless, would not reduce the large deficiencies on 2nd Avenue between SE 1st and NE 2nd Streets.

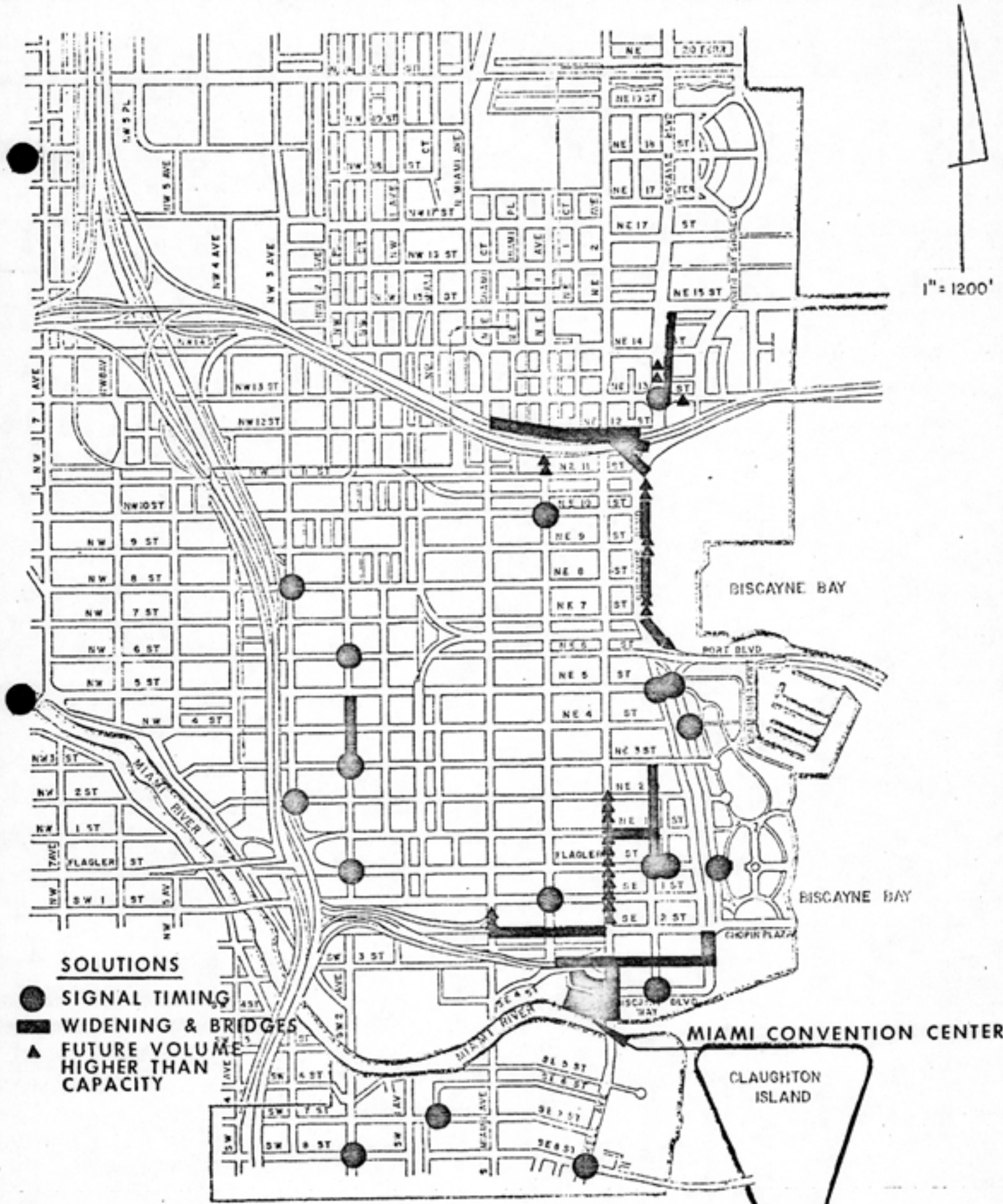
Other links would benefit from the Connector. 2nd Street between 2nd and 3rd Avenues would have no deficiency. The two blocks of SE 3rd Street between 2nd Avenue and Biscayne Blvd. have expected volume/capacity ratios of 1.9 and 1.3 respectively in the AM peak hour, 3rd would be physically replaced by the Connector extension and its traffic would be relocated onto it, as well as traffic destined for the potential Dupont Plaza office building garage.

ALTERNATE SOLUTIONS TO REMAINING CAPACITY DEFICIENCIES

Interestingly, of the 6 locations in the DTA that would continue to be unable to stabilize its traffic flow despite signal timing improvements, street widening and grade separations, only one, 2nd Avenue between SE 1st and NE 2nd Streets - has a substantial problem, and only one development is the cause of that. At the other 5 locations, the expected volumes are equivalent to a "D" level/service, which is an acceptable operating level on older streets in American urban areas of over one million population. For this section of 2nd Avenue, it is not reason-

able to relocate garaging facilities to nearby less-saturated links, it would not take much increased volume to saturate these links. Obviously, the need is to get people, but not their cars, to this street and a system of peripheral parking lots serviced by intra-DTA buses will accomplish that. This, too, was a previous recommendation and is being implemented now by the MTA.

The preceding conclusions are shown schematically on Exhibit 11. The recommended schedule for implementing these improvements is shown in Table 2.



PROBLEM LOCATIONS AND RECOMMENDED SOLUTIONS

EXHIBIT 11

SOURCE: SPERRY SYSTEMS MANAGEMENT

TABLE 2

SUGGESTED END OF CONSTRUCTION DATES FOR
MAJOR & MINOR IMPROVEMENTS

N.E. 11 Terrace	1976
N.E. 12 Street & I-395 West'Bd. On-Ramp	1976
Biscayne Blvd. - N.E. 13 to 15 Streets	1976
N.W. 2 Avenue (Part of Government Center Dvmt.)	1977
S.E. 2 Street	1978
Biscayne Blvd. - N.E. 5 St. to 11 Terrace	1980
I-95 Connector Extension	1980
N.E. 3rd Avenue	1980
N.E. 1 Street (Part of N.E. 2 Ave. - Flagler Dvmt.)	1980

SOURCE: Sperry Systems Management Conceptual Development of
Downtown

APPENDIX F
RESOLUTIONS ADOPTING THE DOWNTOWN PEOPLE
MOVER SYSTEM

APPENDIX G

CITY OF MIAMI CONVENTION CENTER TRAFFIC STUDY
DADE COUNTY DEPARTMENT OF TRAFFIC & TRANSPORTATION

The Miami Convention/Conference Center is a proposed development in downtown Miami and will be a major traffic generator.

A traffic engineering study has been conducted to determine the amount of traffic this facility will generate, the projected distribution of this traffic both ingress and egress, and its effect on the roadway network.

The following are assumptions associated with the extent of facilities at the Convention Center and the projected traffic generated by each. (See Table 3 for additional information).

	External Traffic Generated	
	AM.	PM.
Convention Facility (7,000 seats)	382	510
Trade Center (200,000 sq. ft.)	251	335
Hotel (1,000 rooms)	117	155
Restaurants (800 seats)	102	136
Commercial Shopping Mall (100,000 sq. ft. GFA)	112	150
Total	964	1,286

The distribution of this traffic in the AM. and PM. peak hours and the actual volumes of traffic that will be added to the roadway network can be seen in Exhibits 12 through 15.

Considering the existing traffic now using the roadways in this area, a detailed traffic intersection capacity analysis was performed at nine (9) critical intersections (those intersections believed to be most highly congested) to determine the actual effect the Convention Center will have upon the roadway network. The location selected for this detailed analysis are shown Exhibits 16 and 17.

The results of this analysis indicated that the following intersections will become congested, but bearable: D-E

S.E. 2nd Avenue & S.E. 4th Street - AM. Peak Hour

S. Miami Avenue & S.E. 2nd Street - PM. Peak Hour

Other intersections approaching this congested condition are:

S.E. 1st Avenue & S.E. 2nd Street - PM. Peak Hour

S.E. 2nd Avenue & S.E. 4th Street - PM. 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.

TABLE 3

TRAFFIC GENERATION BY INDIVIDUAL FACILITY

Convention Center - 7000 seat (capacity)

2000 seat (pm peak hour)
 Occupancy 2.5/vehicle
 = 800 trips (total)
 130 restaurant & internal
 160 hotel
 * 510 external (pm peak)
 * 382 external (am peak)

Trade Center - 200,000 sq. ft. GFA⁽¹⁾

2 trips/1000 sq. ft. GFA
 = 400 trips (total)
 65 internal trips
 * 335 external (pm peak)
 * 251 external (am peak)

Hotel - 1000 rooms

90% occupied = 900 rooms
 5 trips/room ADT⁽²⁾
 Peak hour = .07 ADT
 Trips/room = .35
 Total trips generated = 315
 160 internal
 * 155 external (pm peak)
 * 117 external (am peak)

Restaurants - 800 seats

1/6 trip/seat
 = 130 trips internal
 * 136 trips external (pm peak)
 * 102 trips external (am peak)

Commercial Shopping Mall - 100,000 sq. ft. GFA

1.5 trips/1000 sq. ft. GFA
 = 350 internal trips
 * 150 external trips (pm peak)
 * 112 external trips (am peak)

Total Convention/Conference Center Traffic Generated:

AM peak = 964
 PM peak = 1286

(1) GFA - Gross Floor Area
 (2) ADT - Average Daily Traffic

SE 1 ST

SE 3 AVE

SE 2 AVE

SE 1 AVE

SE 3 ST

SE 2 ST

S' BND
I-95

I-95

SE 4 ST

S MIAMI AVE

PARKING

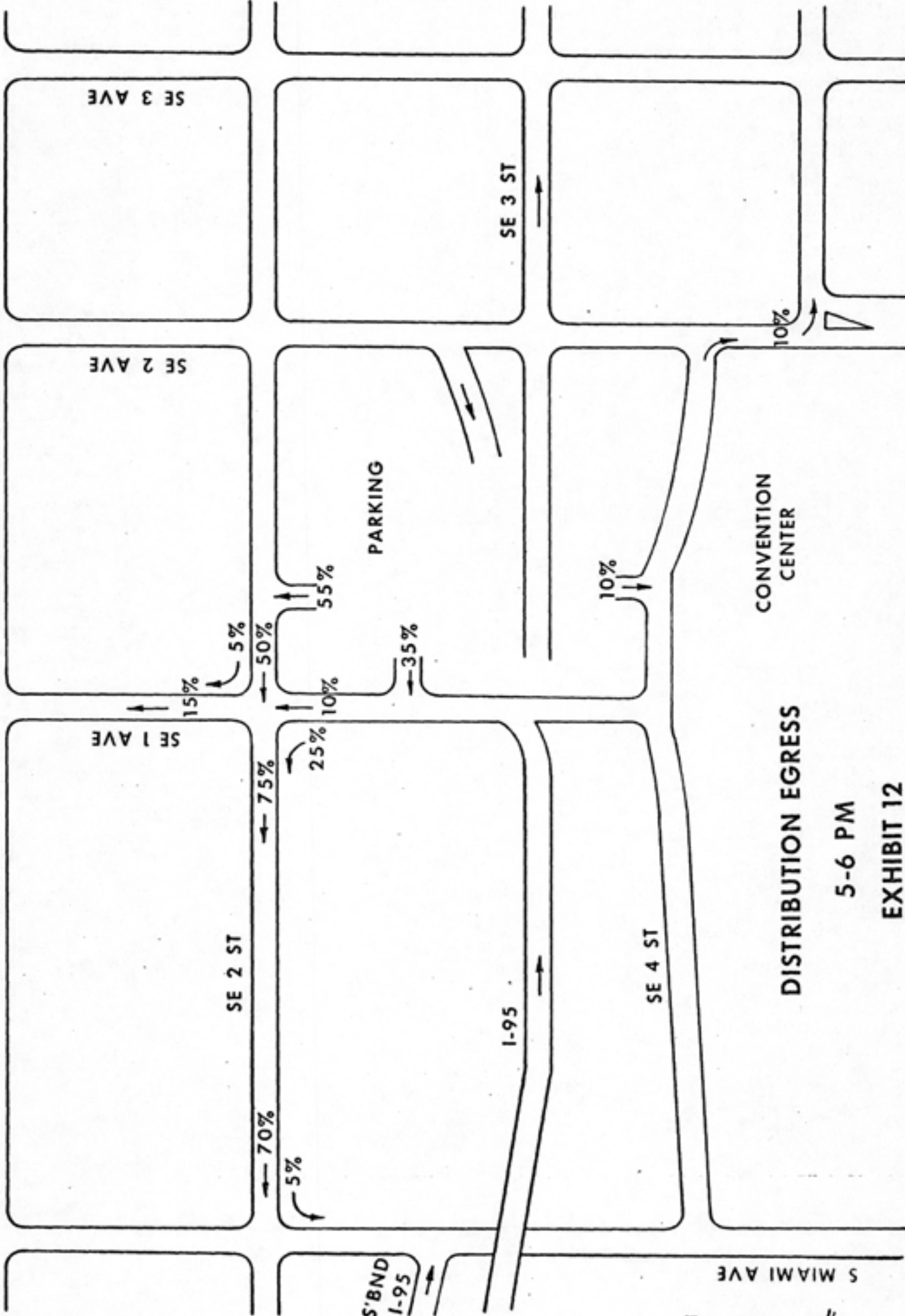
CONVENTION
CENTER

DISTRIBUTION EGRESS

5-6 PM

EXHIBIT 12

SOURCE: DADE DOT



SE 1 ST

SE 2 ST

SE 4 ST

I-95

SE 3 AVE

SE 2 AVE

SE 1 AVE

SE 3 ST

S'BND
I-95

S MIAMI AVE



PARKING

CONVENTION
CENTER

GENERATED VOLUMES EGRESS

5-6 PM

EXHIBIT 13

SOURCE: DADE DOT

193

64

643

964

900

64

322

707

129

450

129

129

SE 1 ST

SE 1 AVE

SE 2 AVE

SE 3 AVE

SE 2 ST

I-95

SE 4 ST

SE 3 ST

S'BND
I-95

S MIAMI AVE



5%

5%

15%

5%

25%

50%

70%

10%

15%

10%

5%

10%

PARKING

CONVENTION
CENTER

DISTRIBUTION INGRESS

8-9 AM

EXHIBIT 14

SOURCE: DADE DOT

SE 1 ST

SE 2 ST

I-95

SE 4 ST

SE 3 AVE

SE 2 AVE

SE 1 AVE

SE 3 ST

S'BND
I-95

S MIAMI AVE

96

96

48

96

145

241

675

PARKING

CONVENTION
CENTER

GENERATED VOLUMES INGRESS

8-9 AM

EXHIBIT 15



47

94

47

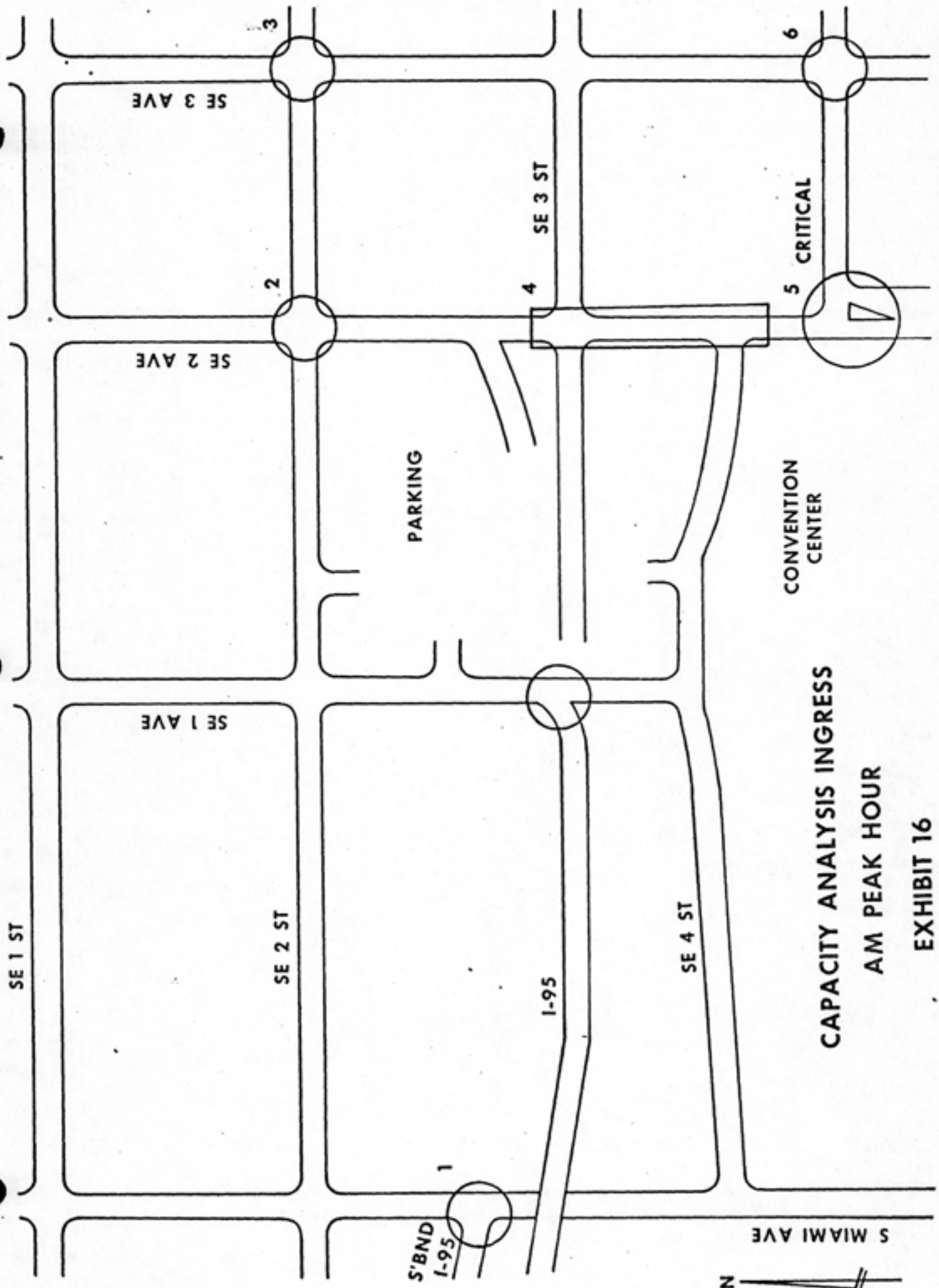
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94

47

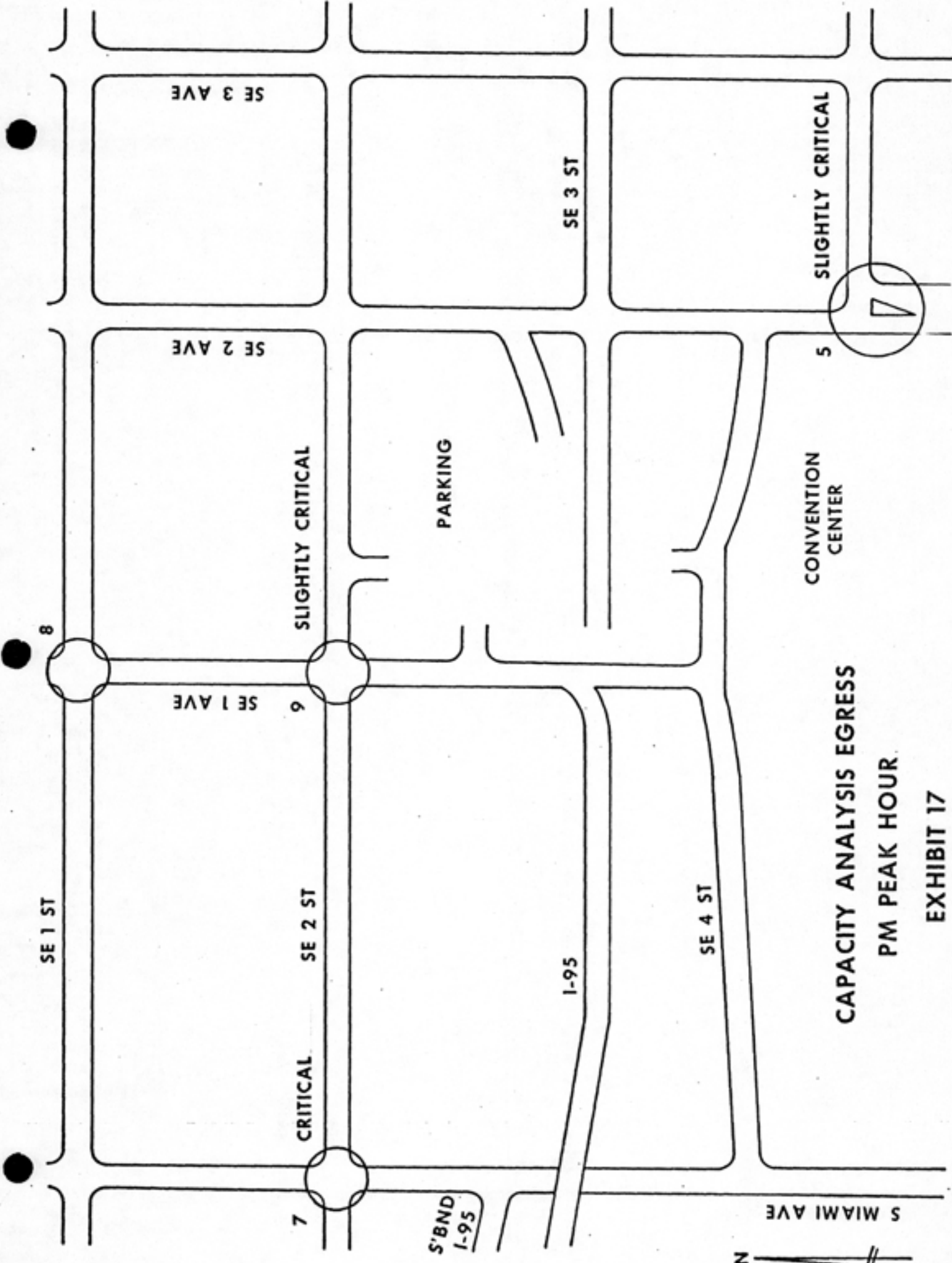
94

SOURCE: DADE DOT



CAPACITY ANALYSIS INGRESS
AM PEAK HOUR
EXHIBIT 16

SOURCE: DADE DOT



SOURCE: DADE DOT

**CAPACITY ANALYSIS EGRESS
PM PEAK HOUR
EXHIBIT 17**

APPENDIX H
EXISTING TRAFFIC CONDITIONS

APPENDIX D

PEAK HOUR TRAFFIC GENERATION SUMMARY

USE	TRAFFIC GENERATION UNIT	SIZE	EXTERNAL TRAFFIC GENERATION RATE (b)		EXTERNAL TRAFFIC GENERATED	
			AM	PM	AM	PM
CONVENTION FACILITY	SEAT	1000	0.055	0.073	382	510
HOTEL (a)	ROOM	270	0.130	0.174	35	47
RESTAURANTS	SEAT	800	0.128	0.170	102	136
COMMERCIAL SHOPPING MALL	1000 GROSS FEET OF FLOOR AREA	100	1.12	1.50	112	150
				TOTAL	631	843

(a) ASSUMING 20% OCCUPANCY

(b) BASED UPON DADE COUNTY DEPARTMENT OF TRAFFIC & TRANSPORTATION STUDY 6/76.

APPENDIX I

LETTER PERTAINING TO GRANADA SITE



BRUCE A. SMATHERS
SECRETARY OF STATE

STATE OF FLORIDA

Department of State

THE CAPITOL
TALLAHASSEE 32304

ROBERT WILLIAMS, DIRECTOR
DIVISION OF ARCHIVES, HISTORY, AND
RECORDS MANAGEMENT

(904) 488-1480

December 3, 1976

IN REPLY REFER TO:

Mr. James J. Connolly
Project Director, City of Miami
Convention Center
3500 Pan American Drive
Miami, Florida 33133

Re: Archaeological and Historical Assessment of EDA
Grant Application for the Proposed City of Miami
Convention Center, Dade County, Florida

Dear Mr. Connolly:

Thank you for your letter of November 24, 1976, and the enclosed architectural drawings regarding the Miami Convention Center project.

We are very gratified to learn of the City's plans to maintain a large portion of the Granada archaeological site in an undisturbed condition, and also to undertake a preliminary archaeological and historical field investigation of the remainder of the Convention Center project. The portion of the archaeological site designated "main archaeological area" in the Site Utilities Plan forwarded to us by your office, is in our opinion, historically quite significant and almost certainly eligible for listing in the National Register of Historic Places. In view of the fact that project construction will impact a part of the northwest quadrant of this area, we strongly recommend that site preparation and construction activities there be preceded by archaeological salvage excavations. A keyed map of the area of concern is attached.

Moreover, the possibility exists that additional National Register quality archaeological deposits may be found elsewhere on the project, outside the designated area of known archaeological remains. At the present time, however, much of the project is capped by concrete or asphalt in effect making it impossible to determine if archaeological

salvage excavations may be needed under presently paved areas. Therefore, it is our further recommendation that a preliminary subsurface investigation of these paved areas be conducted to insure that no presently unknown significant historic remains are inadvertently destroyed during construction.

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.

- 1) Intact Preservation of a Representative Portion of the site: The preservation of approximately 85% of the remaining undisturbed parts of the Granada Site as per attached map will insure that future generations are afforded the opportunity to observe and appreciate an essentially unaltered example of prehistoric Indian settlement in the Southeast Florida area (unlike the presently disturbed Arch Creek site.) This undisturbed and unexcavated area will also provide an important data resource for future archaeological research into prehistoric South Florida Indian culture. So many sites in this large area of Florida are either totally destroyed or severely damaged beyond the point of ever again being able to yield useful historical information, that an opportunity like the present to preserve an intact site assumes tremendous importance.

Because of the fragile and delicate nature of the remains in the area to be preserved, we recommend that it be protected from secondary construction impacts such as the driving of heavy machinery or the laying down of construction materials on the site, as well as from more obvious impacts such as grading or filling to name a few.

The easternmost five feet of the area proposed for preservation by the City, however, has been field checked by Mr. William D. Browning, a professional archaeologist employed by the Florida Department of Transportation and he has determined that this + five foot corridor has been heavily disturbed by previous construction. Our office concurs in this opinion, and thus none of the recommendations made here apply to the area surveyed by Mr. Browning as shown on the enclosed map.

- 2) Salvage of Endangered Site Areas. Approximately 15% of the known surface expression of the Granada Site will be directly impacted by project related construction as shown on the attached map. This area is in our opinion of National Register quality and should be subjected to professional archaeological salvage excavations prior to construction if preservation or avoidance of impact are not feasible. Particular attention should be paid to the recovery, identification, and interpretation of the numerous preserved prehistoric food remains contained in the portion of the midden.
- 3) Preliminary Test Excavations and Sub-surface Corings: Test excavations of the impact area discussed above should be conducted to define the nature and depth of deposits on this portion of the site and to formulate an explicit research design needed to plan the recommended salvage excavations. In addition, subsurface corings in parts of the project now capped by asphalt or concrete should be taken to determine whether or not intact archaeological remains worthy of preservation or salvage exist under presently paved areas.

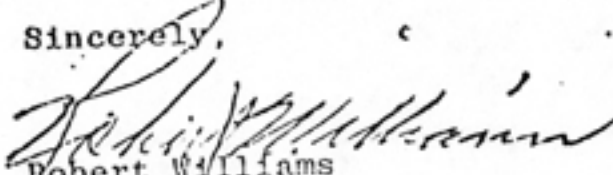
It is the opinion of our office that the careful implementation of the above steps will result in the satisfactory mitigation of impact to the Granada Site as a result of project activities. Consequently, if the conditions set forth in this letter are met it is our determination that funding of the proposed Miami Convention Center project through the Local Public Works Capital Development and Investment Program

Mr. James J. Connolly
December 3, 1970
Page four

will have no effect upon any properties listed, or eligible for listing, in the National Register of Historic Places or otherwise of national, State, or local significance. However, no final determination of effect or more detailed recommendations can be made until the preliminary archaeological and historical investigations (item 3 above) are completed.

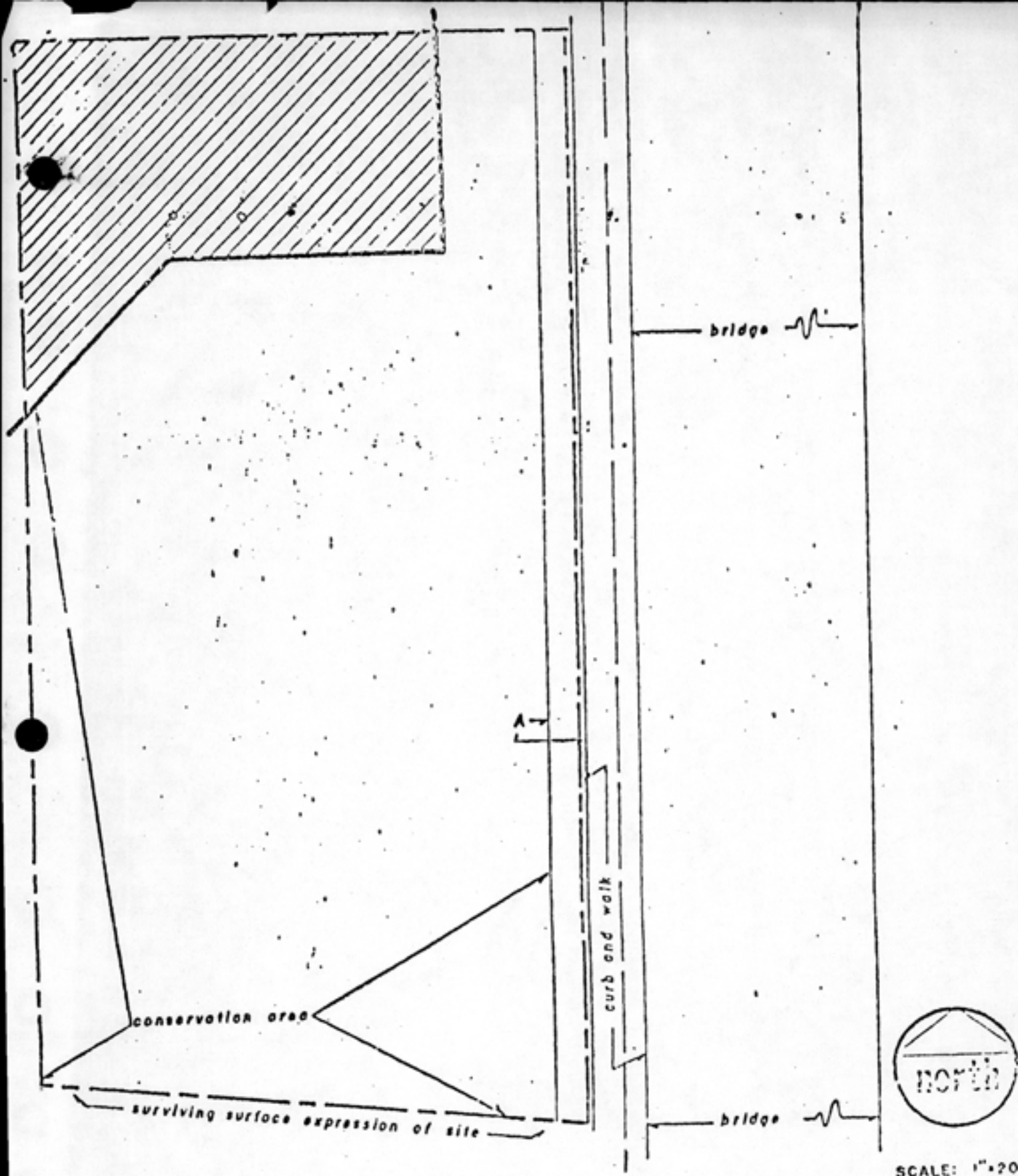
If we may be of any further service in this matter, please do not hesitate to write or call. Your interest in Florida's historical resources is appreciated.

Sincerely,


Robert Williams
State Historic Pre-
servation Officer


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cc: Mr. Loring Lovell
State Clearinghouse



KEY:

A = disturbed by previous road const.

 = proposed impact area

Granado - dens Archaeological Site