

**Response Memorandum**

DATE: September 13<sup>th</sup>, 2019

FROM: Juan S. Calderon, P.E., PTOE, Project Manager

TO: Vanessa Spatafora, P.E., The Corradino Group

SUBJECT: Cutler Bay Town Center Traffic Impact Study

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Below you will find respond to the comments that your office provided on August 28<sup>th</sup>, 2019:

1. **Executive Summary, First Paragraph:** Per the latest site plan, the development will consist of 93 residential units, 3,782 square feet of Commercial space and 9,754 square feet of Office space.  
**Response:** Per the latest site plan (Appendix A of the revised report, sheet A1.03 of the site plan, the development will consist of 93 residential units, 8,977 S.F. commercial space and 11,890 S.F. office space (2<sup>nd</sup> and 3<sup>rd</sup> floors). These modifications are applied in the revised report, trip generation and operational analyses.
2. **Executive Summary, First bullet on Page 2:** The support documentation that was provided should be included in the appendix for reference.  
**Response:** Agree. The supporting document is provided in Appendix J.
3. **Executive Summary, Third bullet on Page 2:** Per the revised development plan land uses shown in Comment #1, the parking requirement for this development will be 111 spaces. This includes a 10% parking reduction as well as the exchange of off-parking per bicycle parking as shown in the most recent site plan.  
**Response:** Agree. The updated number parking space is provided in the report.
4. **Existing Geometric Conditions, Intersection of SR 994/Quail Roost Drive/SW 186th Street and Mall Entrance (Driveway between the Busway and SR 5/US-1/South Dixie Hwy):** The description of the eastbound approach needs to be revised. Our review shows that the eastbound movement at this intersection contains an exclusive left, a shared left/through lane and an exclusive right. This revision will also affect the Synchro input for this approach. The southbound and northbound approach movements need to be added to this section. These approaches consist of one shared lane for all movements (through, left and right). These movements have already been included in the Synchro analysis.
  - a. **This comment was previously submitted but was not addressed in resubmittal report.**  
**Response:** Agree. For northbound and southbound, the description is revised. However, for the eastbound, the exclusive left, shared left/through and exclusive right turn pavement markings actually refer to the next intersection (SW 186th St and SR-5).
5. **Trip Generation, Page 17:** The trip generation provided is incorrect. Please refer to Comment #1 and evaluate the trip generation per the land uses submitted in the most recent site plan.  
**Response:** Agree. The trip generation (and consequently the microsimulation and operational analysis is revised)
6. **Parking Analysis, Top paragraph on Page 27:** Please refer to Comment 1 provided above.  
**Response:** Agree. The updated number parking space (111) is reported in the revised document.