



***Application No.:***

***SP 2015-022***

**Attachment "B"**

**Application**

**Cutler Properties, LC**

**A RESOLUTION OF THE MAYOR AND TOWN COUNCIL OF THE TOWN OF CUTLER BAY, FLORIDA, APPROVING THE SITE PLAN OF VILLAGE OF CUTLER PROPERTIES LC TO PERMIT TWENTY-NINE (29) SINGLE FAMILY HOMES ON PROPERTY LOCATED AT 18551 OLD CUTLER ROAD (FOLIO # 36-6003-001-0013, AS LEGALLY DESCRIBED IN EXHIBIT "A", CONSISTING OF APPROXIMATELY 8.43 +/- ACRES; AND PROVIDING FOR AN EFFECTIVE DATE.**



Our File Number: 00045911-01  
Writer's E-Mail Address: JMuniz@gunster.com

**June 11, 2019**

**VIA EMAIL**

adavid@cgasolutions.com  
Alex David  
Interim Community Development Director  
Town of Cutler Bay

**Re: Cutler Properties: 18551 Old Cutler Road  
FLUEDRA Process**

Dear Mr. David:

We represent Cutler Properties, LC ("Cutler Properties") in the above-mentioned matter regarding the Request for Relief under the Florida Land Use and Environmental Dispute Resolution Act ("FLUEDRA"). Cutler Properties owns the property located at 1855 Old Cutler Road, Cutler Bay, Florida, 33157 ("Subject Property"), which it intended to develop as a 30-unit, single-family development. On February 21, 2018, the Town of Cutler Bay ("Town") Town Council denied the proposed site plan. On March 23, 2018, Cutler Properties submitted its FLUEDRA Request for Relief pursuant to section 70.51, Fla. Stat., based on the Town Council's denial, which was unreasonable and unfairly burdened the use of the Subject Property. Below is a summary of the FLUEDRA process, an overview of the parties' progress made in arriving at a resolution in this matter, and the current posture of the case.

The FLUEDRA process consists of two parts: (1) a facilitated mediation session, and (2) a special magistrate hearing. During the mediation session, the property owner and the local government work together to propose a resolution for the use of the property. If the parties reach a mutually-agreeable proposal, that proposal is submitted to the local government for approval. The local government has the authority to approve a resolution resulting from the mediation process at a public hearing. If a resolution cannot be reached at mediation, or if the proposed plan is not approved by the local government, the property owner may move forward with the FLUEDRA process, which requires the special magistrate to hold a hearing to determine whether the local government's action was unreasonable or unfairly burdened the property. If the special magistrate finds that the denial was unreasonable or unfairly burdened the use of the property, the special magistrate will recommend an alternative resolution to the local government for approval.

Currently, Cutler Properties and the Town are in the facilitated mediation phase. Through a collaborative effort, six (6) different site plans for the Subject Property were developed and

June 11, 2019

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considered during the course of the mediated process. Working together, Town staff and Cutler Properties have concluded that Option F should be submitted to the Town Council for approval. Among other things, the Option F site plan:

- Reduces the number of units to 29 single family homes;
- Eliminates vehicular access on SW 77<sup>th</sup> Avenue through to 184<sup>th</sup> Street; and
- Provides a 27-foot landscaped walkway from Old Cutler to the wetland area to the east (which will be improved with pavers and landscaping).

The Option F site plan has been submitted to Town Council for approval at the hearing on June 19, 2019 in an attempt to avoid further litigation in this matter. Option F resulted from the extensive coordination and cooperation of both Cutler Properties and Town staff throughout the mediation process, and the site plan protects the Town's interests while allowing Cutler Properties' use of its property. If the Town Council approves the Option F site plan, a development order will be entered and a formal special magistrate hearing is unnecessary. However, if Option F is denied by Town Council, then this matter will proceed to a formal hearing. At the hearing, Cutler Properties will provide evidence of the unfair burdens and unreasonableness resulting from the Town Council's denial. If the special magistrate finds that the Town Council's denial was unreasonable or unfairly burdened the use of the Subject Property, Option F or another alternative will be recommended to the Town Council for approval.

Upon the special magistrate's recommendation of an alternative site plan, the Town will have forty-five (45) days to accept, modify, or reject the recommendation. If the Town rejects the recommendation, it must issue a written decision within thirty (30) days that specifically describes the use or uses available to the Subject Property. If the use or uses to which the Town commits and makes available are unacceptable to Cutler Properties, then Cutler Properties may proceed with all appropriate remedies available to it under the laws and constitutions of the State of Florida and the United States of America, including but not limited to, inverse condemnation claims and claims under the Bert J. Harris, Jr., Private Property Rights Protection Act.

We look forward to resolving this matter.

Sincerely,

A handwritten signature in blue ink that reads "S. Kathleen Dunne" followed by a small "for" and a flourish.

Juan M. Muniz

# Holland & Knight

701 Brickell Avenue, Suite 3300 | Miami, FL 33131 | T 305.374.8500 | F 305.789.7799  
Holland & Knight LLP | www.hklaw.com



Alejandro J. Arias  
305-789-7446  
alejandro.arias@hklaw.com

VIA HAND DELIVERY

May 30, 2019

Mr. Alex David, AICP  
Interim Planning and Zoning Director  
Department of Community Development  
Town of Cutler Bay  
10720 Caribbean Boulevard, Suite 105  
Cutler Bay, Florida 33189

**Re: Cutler Properties, LC / Folio No. 36-6003-001-0013 / Revised Letter of Intent for Site Plan Approval**

Dear Ms. Lyon:

This law firm represents Cutler Properties, LC ("Applicant"), the owner of the property abutting Old Cutler Road located just south of SW 184 Street to approximately SW 185 Terrace, in the Town of Cutler Bay (the "Town"), further identified by Miami-Dade County Folio No. 36-6003-001-0013 (the "Property"). This letter shall serve as the Applicant's letter of intent for site plan approval, pursuant to Section 3-33 of the Town of Cutler Bay Land Development Regulations (the "Application"). As reflected in the accompanying site plan, the Applicant seeks to develop the Property in accordance with the current "Low Density" land use designation and "Single-Family Residential District (SR)" zoning.

The Property consists of approximately 8.43 acres of land abutting Old Cutler Road. The Property is currently vacant and unimproved and enjoys a privileged location that is ideally suited for residential development. The approval of the proposed site plan would be consistent with the character of the community and consistent with adjacent future land use designations. As illustrated in the plans, the Applicant is proposing to redevelop the Property into a first-class residential neighborhood that will consist of twenty-nine (29) single-family homes (the "Project").

The Project will incorporate beautiful architecture, world-class urban design elements, and high-end materials and finishes that will enhance the attractiveness and visual appeal of the surrounding neighborhood. The Project will provide sufficient off-street parking spaces to accommodate the Project's potential operational demand. The Project will also feature meticulously landscaped open spaces, a signature entrance, and extensive sidewalks. For the benefit of the Town and its residents, the Applicant has also integrated a public pedestrian access from Old Cutler to the environmental restoration area adjacent to the Property (the "Pedestrian Easement"). This Pedestrian Easement is 27 feet wide and 233 feet long, and will be improved with pavers to create a beautiful and inviting walkway.



Mr. Alex David  
Interim Planning and Zoning Director  
May 30, 2019  
Page 2

Pursuant to Section 33-3(B) of the Town of Cutler Bay Land Development Regulations, in considering approval or disapproval of a site plan, the Town Council shall use the following criteria in making their decision:

1. The development permitted by the application, if granted, conforms to the Growth Management Plan; is consistent with applicable area or neighborhood studies or plans, and would serve a public benefit warranting the granting of the application at the time it is considered.

*The Applicant intends to build the Project under the current Low Density land use designation and Single-Family Residential District (SR) zoning. In fact, the proposed density of development is significantly less than allowed under the land use designation. The Project will help to meet the needs of the Town's growing diverse community, by contributing to the Town's economic prosperity and viability by creating much-needed jobs, improving access to quality housing, cultivating the aesthetic character of the surrounding neighborhood, preserving property values, and increasing the Town's ad valorem tax base. The Project will meet the primary intention of the Growth Management Plan and the respective goals, objectives, and policies, which ultimately serve to protect the public health, safety, and welfare of the Town and its residents.*

2. The development permitted by the application, if granted will have a favorable impact on the environmental and natural resources of the Town of Cutler Bay, including consideration of the means and estimated cost necessary to minimize the adverse impacts; the extent to which alternatives to alleviate adverse impacts may have a substantial impact on the natural and human environment, and whether any irreversible or irretrievable commitment of natural resources will occur as a result of the proposed development.

*The development of the Project will have a favorable impact on the environmental and natural resources of the Town of Cutler Bay. In addition with the beautiful design elements of the Project, the Project will also feature meticulously landscaped open spaces and plentiful views of the restored land adjacent to the Property. The lower lying lands to the east of the Property are the subject of an on-going environmental restoration project. The Project serves to enhance these efforts by providing the Pedestrian Easement for the public to view the flora and fauna of the restored lands, and providing opportunities for trail connections.*

3. The development permitted by the application, if granted, will have a favorable or unfavorable impact on the economy of the Town.

*The Project will have a favorable impact on the economy of the Town by improving access to quality housing, preserving property values, and increasing the Town's ad valorem tax base.*

4. The development permitted by the application, if granted will efficiently use or not unduly burden water, sewer, solid waste disposal, recreation, education or other necessary public facilities which have been constructed or planned and budgeted for construction.

Mr. Alex David  
Interim Planning and Zoning Director  
May 30, 2019  
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*The Project will efficiently use and contribute to necessary public facilities, through both improvements and impact fees and ad valorem taxes generated. Connection with water and sewer is available or may be readily available at the Applicant's expense. The Applicant will also meet or exceed County requirements to ensure adequate facility capacity for the development. The proposed Project also encompasses extensive sidewalks and a Pedestrian Easement that will serve to improve the Town's recreational facilities.*

5. The development permitted by the application, if granted, will efficiently use or not unduly burden or affect public transportation facilities, including mass transit, roads, streets and highways which have been constructed or planned and budgeted for construction, and if the development is or will be accessible by public roads or private roads, streets or highways.

*The Project will efficiently use, and will not unduly burden public transportation facilities. All public services and facilities, including transit services, required to serve the Property are available or can be made available to the Property. The unification of the Property into one unified site plan will also reduce traffic congestion and improve traffic circulation both internally to the Project and in the surrounding community, as it will be compact and highly connected for those traveling on foot, bicycle, or car.*

In summary, we believe that the proposed Application represents a compatible and eminently reasonable development proposal that will serve the to beautify the surrounding neighborhood and provide residents with first-class housing options and amenities. Based on the foregoing, we look forward to your favorable recommendation. Should you have any questions or concerns regarding this Application, please do not hesitate to phone my direct line at (305) 789-7446.

Respectfully submitted,

HOLLAND & KNIGHT LLP

  
Alejandro J. Arias, Esq.

AJA:sf

Enclosures



DEPARTMENT OF COMMUNITY DEVELOPMENT  
PLANNING AND ZONING

**APPLICATION FOR SITE PLAN APPROVAL**

**LIST ALL FOLIO #S:** 36-6003-001-0013

**DATE RECEIVED:** \_\_\_\_\_

**PROPOSED PROJECT NAME:** Old Cutler Village

- 1. NAME OF APPLICANT** (Provide complete name of applicant, exactly as recorded on deed, if applicable. If applicant is a lessee, an executed 'Owner's Sworn-to-Consent' and copy of a valid lease for 1 year or more is required. If the applicant is a corporation, trust, partnership, or like entity, a 'Disclosure of Interest' is required).

Cutler Properties, LC (owner)

**2. APPLICANT'S MAILING ADDRESS, TELEPHONE NUMBER:**

**Mailing Address:** 1300 Brickell Avenue

**City:** Miami, Florida **State:** FL **Zip:** 33131 **Phone#:** (305) 789-7783

**3. OWNER'S NAME, MAILING ADDRESS, TELEPHONE NUMBER:**

**Owner's Name** (Provide name of ALL owners): SAME

**Mailing Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_ **Phone#:** \_\_\_\_\_

**4. CONTACT PERSON'S INFORMATION:**

**Name:** Hugo P. Arza, Esq. **Company:** Holland & Knight, LLP

**Mailing Address:** 701 Brickell Avenue, Suite 3300

**City:** Miami **State:** FL **Zip:** 33131

**Phone#** 305-789-7783 **Fax#** (305) 789-7799 **E-mail:** hugo.arza@hklaw.com



10720 Caribbean Boulevard, Suite 105 • Cutler Bay, FL 33189 • 305-234-4262 • [www.cutlerbay-fl.gov](http://www.cutlerbay-fl.gov)

**5. LEGAL DESCRIPTION OF ALL PROPERTY COVERED BY THE APPLICATION**

(Provide complete legal description, i.e., lot, block, subdivision name, plat book & page number, or metes and bounds. Include section, township, and range. If the application contains multiple rezoning requests, then a legal description for each sub-area must be provided. Attach separate sheets, as needed).

Please see Exhibit "A"

**6. ADDRESS OR LOCATION OF PROPERTY** (For location, use description such as NE corner of, etc).

East of Old Cutler Road from just south of SW 184 Street to approximately SW 185 Terrace

**7. SIZE OF PROPERTY** (in acres): +/- 8.43 (divide total sq. ft. by 43,560 to obtain acreage)**8. DATE PROPERTY** ~~acquired~~ or leased: October 2003**9. LEASE TERM:** N/A Years (Month & year)**10. IF CONTIGUOUS PROPERTY IS OWNED BY THE SUBJECT PROPERTY OWNER(S), provide Complete legal description of said contiguous property.**

N/A





11. Is there an option to purchase ☐ or lease ☐ the subject property or property contiguous thereto? ☒ No ☐ Yes (If yes, identify potential purchaser or lessee and complete 'Disclosure of Interest' form)

12. PRESENT ZONING AND FLU CLASSIFICATION: FLU- Low Density; Present Zoning: SR

\*\* Pending Land Use application for re-designation to Mixed Use\*\*

13. PROPOSED USE OF PROPERTY (describe nature of the request in space provided)

Site plan approval for development of Property as a mixed use (commercial/retail/residential project); please see Letter of Intent for more information

14. Has a public hearing been held on this property within the last year & a half?

☒ No ☐ Yes.

If yes, provide applicant's name, and date, purpose and results of hearing, and resolution number:

15. Is this hearing a result of a violation notice?

☒ No ☐ Yes. If yes, give name to whom the Violation notice was served and describe the violation:

16. Does property owner own contiguous property to the subject property? If so, give complete legal description of entire contiguous property:

No

17. Is there any existing use on the property? ☐ No ☐ Yes. If yes, what use and when established?

Use: Vacant Year:



**18. Submitted Materials Required:**  
**Please check all that Apply:**

- ☐ Substantial Improvement
- ☒ Letter of intent
- ☒ Justifications for change
- ☐ Statement of hardship
- ☒ Proof of ownership or letter from owner
- ☐ Power of attorney
- ☐ Contract to purchase (if applicable)
- ☒ Current survey (2 original sealed and signed and 10 reduced 11x17 copies)
- ☒ Complete set of plans 24"x36", scale 1"=50' (2 original sealed and signed and 10 reduced 11x17 copies)
- ☐ Colored rendering of all 4 sides of each proposed building (if applicable)
- ☐ 20% Property owner signatures (if required)
- ☐ Mailing Labels (set amount depends on number of hearings) and map (if required)
- ☒ Required Fee(s)
- ☐ Plans must be approved by Miami-Dade County Fire and Rescue Department with an original stamp and signature from the Fire Dept.
- ☐ Necessary documentation from DERM and WASD





**APPLICANT'S AFFIDAVIT**

The Undersigned, first being duly sworn depose that all answers to the questions in this application, and all supplementary documents made a part of the application are honest and true to the best of (my)(our) knowledge and belief. (I)(We) understand this application must be complete and accurate before the application can be submitted and the hearing advertised.

**OWNER OR TENANT AFFIDAVIT**

(I)(WE) \_\_\_\_\_, being first duly sworn, depose and say that (I am)(We are) the owner or tenant of the property described and which is the subject matter of the proposed hearing.

_____ Signature	_____ Signature
Sworn to and subscribed to before me This _____ day of _____, _____	Notary Public: _____ Commission Expires: _____

**CORPORATION AFFIDAVIT**

(I)(WE) Eduardo Imery, being first duly sworn, depose and say that (I am)(We are) the President or Vice-President or Secretary or Asst. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public hearing; and that said corporation is the owner or tenant of the property described herein and which is the subject matter of the proposed hearing.

Attest: \_\_\_\_\_

[Signature]  
Authorized Signature  
Authorized Representative  
Office Held

(Corp. Seal)  
Sworn to and subscribed to before me  
This 2 day of Oct, 2015

Notary Public: [Signature]  
Commission Expires: \_\_\_\_\_





**PARTNERSHIP AFFIDAVIT**

(I)(WE) \_\_\_\_\_, being first duly sworn, depose and say that  
(I am )(We are) partners of the hereinafter named partnership, and as such, have been authorized to file this application for a public hearing; and that said partnership is the owner or tenant of the property described herein which is the subject matter of the proposed hearing.

By \_\_\_\_\_ %  
By \_\_\_\_\_ %

\_\_\_\_\_  
(Name of Partnership)  
By \_\_\_\_\_  
By \_\_\_\_\_

Sworn to and subscribed to before me  
This \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Notary Public: \_\_\_\_\_  
Commission Expires: \_\_\_\_\_

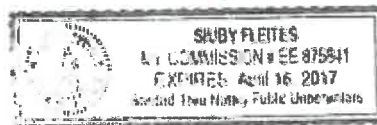
**ATTORNEY AFFIDAVIT**

I, Hugo P. Arza, Esq., being first duly sworn, depose and say that I am a State of Florida Attorney at Law, and I am the Attorney for the Owner of the property described and which is the subject matter of the proposed hearing.

  
\_\_\_\_\_  
Signature

Sworn to and subscribed to before me  
This 15<sup>th</sup> day of Oct., 2015

Notary Public: Shirley Fleites  
Commission Expires: \_\_\_\_\_







### RESPONSIBILITIES OF THE APPLICANT

#### **I AM AWARE THAT:**

1. The Department Environmental Resources Management (DERM), and other agencies review and critique zoning applications which may affect the scheduling and outcome of applications. These reviews may require additional public hearings before DERM's Environmental Quality Control Board (EQCB), or other boards, and /or the proffering of agreements to be recorded. I am also aware that I must comply promptly with any DERM conditions and advise this office in writing if my application will be withdrawn.
2. Filing fees may not be the total cost of a hearing. Some requests require notices to be mailed to property owners up to a mile from the subject property. In addition to mailing costs, fees related to application changes, plan revisions, deferrals, re-advertising, etc., may be incurred. Application withdrawn within 30 days of the filing are eligible for a refund of 25% of the hearing fee but after that time hearings withdrawn or returned will be ineligible for a refund. I understand that fees must be paid promptly.
3. The South Florida Building Code requirements may affect my ability to obtain a building permit even if my zoning application is approved; and that a building permit will probably be required. I am responsible for obtaining permits and inspections for all structures and additions proposed, or built without permits. And that a Certificate of Use and Occupancy must be obtained for the use of the property after it has been approved at Zoning Hearing, and that failure to obtain the required permits and/or Certificates of Completion or of Use and Occupancy will result in enforcement action against any occupant and owner. Submittal of the Zoning Hearing application may not forestall enforcement action against the property.
4. The 3<sup>rd</sup> District Court of Appeal has ruled that zoning applications inconsistent with the Comprehensive Development Master Plan (CDMP) cannot be approved by a zoning board based upon considerations of fundamental fairness. Therefore, I acknowledge that if the hearing request is inconsistent with the CDMP and I decide to go forward then my hearing request can only be denied or deferred, but not approved.
5. In Miami-Dade County v. Omnipoint Holdings, Inc. Case No. 3d01-2347 (Fla. 3<sup>rd</sup> DCA 2002), the 3<sup>rd</sup> District Court of Appeal has held invalid the standards for non-use variances, special exceptions, unusual uses, new uses requiring a public hearing and modification of covenants. This is not a final decision and the County Attorney's Department professional staff to develop new standards that will address the Court's concerns. While the new standards are being developed, applicants are advised that any non-use variance, special exception, unusual use, new use requiring a public hearing or request for modification of covenants granted under the existing standards are subject to being reversed in the courts. An applicant wishing to avoid the substantial legal risks associated with going forward under the existing standard may seek a deferral until the new standards are developed.





6. Any covenant to be proffered must be submitted to the Town of Cutler Bay Legal Counsel, on Town form, at least 1 month prior to the hearing date. The covenant will be reviewed and the applicant will be notified if changes or corrections are necessary. Once the covenant is acceptable, the applicant is responsible to submit the executed covenant with a current 'Opinion of Title' within 1 week of the hearing. And that Legal Counsel must carry a cover letter indicating subject matter, application number and hearing date.
7. The Town of Cutler Bay Department of Public Works reviews and critiques Zoning applications and may require conditions for approval.
8. **THE APPLICANT IS RESPONSIBLE FOR TRACKING THE STATUS OF THE APPLICATION AND ALL HEARINGS THAT MAY BE ASSOCIATED WITH THIS APPLICATION.**

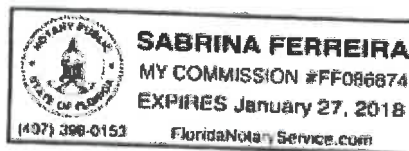
  
(Applicant's Signature)

Sworn to and subscribed before me this 2 day of October, 2015.

Affiant is personally known to me or has produced \_\_\_\_\_ as identification.

  
(Notary Public)

My Commission Expires: 1/27/18





### DISCLOSURE OF INTEREST

If the property, which is the subject of the Application, is owned or leased by a **CORPORATION**, list the Principal Stockholders and the percentage of stock owned by each. NOTE: Where the Principal Officers or Stockholders consist of another Corporation(s), Trustee(s), Partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.

Cutler Properties, LC

Corporation Name

Name, Address and Office

Percentage of stock

See Exhibit B

If the property, which is the subject of the Application, is owned or leased by a **TRUSTEE**, list the Principal Stockholders and the percentage of stock owned by each. NOTE: Where the Principal Officers or Stockholders consist of another Corporation(s), Trustee(s), Partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.

Trust Name

Name, Address and Office

Percentage of stock

If the property, which is the subject of the Application, is owned or leased by a **PARTNERSHIP or LIMITED PARTNERSHIP**, list the Principal Stockholders and the percentage of stock owned by each. NOTE: Where the Principal Officers or Stockholders consist of another Corporation(s), Trustee(s), Partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.

Partnership or Limited Partnership Name

Name, Address and Office

Percentage of stock

**EXHIBIT "B"**  
**DISCLOSURE OF INTEREST**

Cutler Properties, LC  
 Corporation Name

Name, Address and Office	Percentage of stock
<u>Dempsey Florida Properties, LC</u>	<u>99% of Cutler Properties, LC</u>
<u>Edgardo DeFortuna</u>	<u>99% of Dempsey Florida Properties, LC</u>
<u>Ana DeFortuna</u>	<u>1% of Dempsey Florida Properties, LC</u>
<u>Bay Cut Properties, LLC</u>	<u>1% of Cutler Properties, LC</u>
<u>Edgardo DeFortuna</u>	<u>99% of Bay Cut Properties, LLC</u>
<u>Ana DeFortuna</u>	<u>1% of Bay Cut Properties, LLC</u>





### COST RECOVERY AFFIDAVIT

I hereby acknowledge and consent to the payment of all applicable fees involved as part of my application process. These fees include but are not limited to: application fees, postage, advertising, and attorney fees regardless of the outcome of the public hearing.

Please type or print the following:

Date: 10/2/15

Public Hearing No. \_\_\_\_\_

Full Name:

XMr. / Mrs. / Ms. Eduardo Imery, as an Authorized Representative of Cutler Properties, LC

Current Address: 1300 Brickell Avenue City: Miami

State: Florida Zip: 33131 Telephone Number ( 305 ) 789-7783

Date of Birth: 10/24/77

[Signature]  
Signature

SWORN AND SUBSCRIBED BEFORE ME THIS 2 DAY OF October 2015

[Signature]  
Notary Public, State of Florida at Large

My Commission expires January 27, 2018



Pursuant to Ordinance No. 2000-09-33-Cost Recovery

10720 Caribbean Boulevard, Suite 105 • Cutler Bay, FL 33189 • 305-234-4262 • [www.cutlerbay-fl.gov](http://www.cutlerbay-fl.gov)





Date 10/2/15

I, Eduardo Imery hereby acknowledge that

I received the Town of Cutler Bay's Lobbyist Forms Packet which includes

- Lobbyist Registration Form
- Cutler Bay Ordinance 07-02
- Principal (Client) Disclosure Form
- Lobbyist Expenditure Form
- Lobbyist Withdrawal Form

and will comply with Town Ordinance 07-02 and the Miami Dade County

Lobbyist requirements ([www.miamidade.gov/ethics](http://www.miamidade.gov/ethics))

"I, the undersigned, do hereby depose under oath and say that this information is true and correct."

Eduardo Imery  
Signature

Eduardo Imery  
Print Name

State of Florida, County of Miami-Dade

Sworn to and subscribed before me this 2

day of October, 2015. Notary Public

✓ Personally Known or        Produced ID

Type of ID Produced:                                 

[SEAL]



Office Use Only:

Application Number:

## EXHIBIT "A"

## LEGAL DESCRIPTION

Commence at the Northwest corner of Section 2, Township 56 South, Range 40 East, lying and being in Miami-Dade County, Florida; thence North 88 degrees 10 minutes 53 seconds East, along the North line of said Section 2, a distance of 75.01 feet to the Point of Beginning of the parcel of land hereinafter to be described; thence continue North 88 degrees 10 minutes 53 seconds East, along the North line of said Section 2, a distance of 2267.99 feet to a line that is more or less parallel with the Coastal line; thence along said line, South 03 degrees 43 minutes 51 seconds East a distance of 1972.99 feet to the intersection with the South line of the North Half of the South Half of the North Half of the Northwest Quarter of said Section 2; thence along this line South 89 degrees 11 minutes 31 seconds West a distance of 2,440.79 feet to the West line of said Section 2; thence along said West line South 00 degrees 52 minutes 56 seconds East a distance of 642.98 feet to the South line of the Southeast Quarter of the Northeast Quarter of the Northeast Quarter of Section 3, Township 56 South, Range 40 East, Miami-Dade County, Florida; thence along said South line, South 89 degrees 16 minutes 16 seconds West a distance of 674.33 feet to the West line of the Southeast Quarter of the Northeast Quarter of the Northeast Quarter of said Section 3; thence North 00 degrees 52 minutes 24 seconds West, a distance of 1,279.38 feet to the South line of the Northwest Quarter of the Northeast Quarter of the Northeast Quarter of said Section 3; thence along this line South 88 degrees 43 minutes 09 seconds West a distance of 145.49 feet to the Intersection with the Easterly Right of Way line of OLD CUTLER ROAD (INGRAM HIGHWAY), said line is 35 feet Southeasterly as measured at right angles with the center line of OLD CUTLER ROAD; thence Northeasterly along a curve concave to the Northwest that bears North 60 degrees 14 minutes 28 seconds West a radius of 11494.20 feet, a central angle of 02 degrees 12 minutes 31 seconds, and an arc distance of 443.06 feet to a point of tangency, thence along said Easterly Right of Way line North 27 degrees 33 minutes 01 seconds East a distance of 782.01 feet to the intersection with a line 215.03 feet South of and parallel to the North line of said Section 2 and its Westerly extension; thence North 88 degrees 10 minutes 53 seconds East a distance of 303.96 feet to a point; thence North 00 degrees 52 minutes 56 seconds West along a line 75.01 feet Easterly of the West line of said Section 2 a distance of 215.05 feet to the Point of Beginning. Less that portion of the North 50 feet of the West 975 feet of the Northwest ¼ of Section 2, Township 56 South, Range 40 East, lying within the property, said 50 foot strip having been conveyed to Miami-Dade County for road right of way (per Right of Way Deed recorded in Official Record Book 12888 at Page 1275 of the Public Records of Miami-Dade County, Florida).

# CUTLER PROPERTIES, LC

Ms. Kathryn Lyon  
 Planning and Zoning Director  
 Department of Community Development  
 Town of Cutler Bay  
 10720 Caribbean Boulevard, Suite 105  
 Cutler Bay, Florida 33189

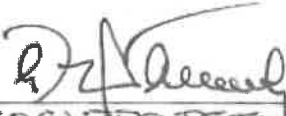
## Re: Letter of Authorization for Cutler Properties, LC Site Plan Application

Dear Ms. Lyon:

Please allow this letter to serve as the letter of authorization to allow Eduardo Imery, Juan J. Mayol, Jr., Esq., Hugo P. Arza, Esq., Alejandro J. Arias, Esq., and Mike Freire, as authorized representatives, to represent Cutler Properties, LC, the owner of the property identified by Miami Dade County Folio No. 36-6003-001-0013 (the "Property"), in the site plan application for the Property described in Exhibit "A" attached hereto, and in all public hearings and meetings related thereto.

Please do not hesitate to contact the undersigned if you need further information.

Sincerely,

  
 Name: EDGARDO DE FORTUNA  
 Title: MBR

The foregoing instrument was acknowledged before me this 2 day of October, 2013, by Edgardo De Fortuna as \_\_\_\_\_, of Cutler Properties, LC. He/She is personally known to me or \_\_\_\_\_ has produced \_\_\_\_\_ as identification.

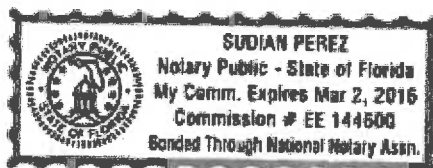
  
 Notary Public, State of FLORIDA

Name: SUDIAN DE PEREZ

Commission Number: EE 144611

My Commission Expires: 3-2-2016

[Notary Seal]





**Professional (Individual or Corporation)****PROFESSIONAL PREPARER'S STATEMENT OF LANDSCAPING COMPLIANCE****PROCESS NUMBER**

Legal description: Lot \_\_\_\_\_ Block \_\_\_\_\_ Subdivision: \_\_\_\_\_  
 P.B. \_\_\_\_\_ Page \_\_\_\_\_ Development name: Old Cutler Village

We hereby certify that the landscaping/irrigation plan being submitted for the above captioned complies with the requirements of Ordinance 98-13 (landscape ordinance) as to species, height, trunk width and location at time of planting, and that the species as shown are in accordance with the accepted species approved by Miami Dade County and that none of the species are from the prohibited list.

I/We hereby certify as an arborists and/or landscape architect that there are/are no (circle one) specimen trees on the property.

Additionally automatic sprinkler systems (if applicable) comply with requirement of said ordinance as to type of heads, spray system, location, etc.

I/We further certify that I/We am/are authorized under Chapter 481, Florida statutes to prepare and submit this landscaping/irrigation plan.

  
 Professional Preparer's Signature

Seal:

**Andrew Witkin**  
**Witkin Hults Design Group**  
**307 S. 21<sup>st</sup> Avenue**  
**Hollywood, FL 33020**  
License #889

**STATE OF FLORIDA**  
**COUNTY OF BROWARD**

The foregoing instrument was acknowledged before me this *7<sup>th</sup> of October, 2015*, by *Andrew Witkin*, of *Witkin Hults Design Group*, a Florida corporation, on behalf of the corporation. He is personally known to me and did not take an oath.

Witness my signature and official seal this *7<sup>th</sup> of October, 2015* in the County and State aforesaid, the date and year last aforesaid.

My commission expires: 3/25/19

  
 Jenney Gonzalez  
 Notary Public Signature



DOVER, KOHL & PARTNERS  
town planning

CHAEI, COOPER & ASSOCIATES P.A.  
architects

1571 Sunset Drive  
Coral Gables, FL 33143  
(305) 666-0446  
doverkohl.com

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REVISIONS:

Old Cutler Road Residences  
Cutler Bay, Florida

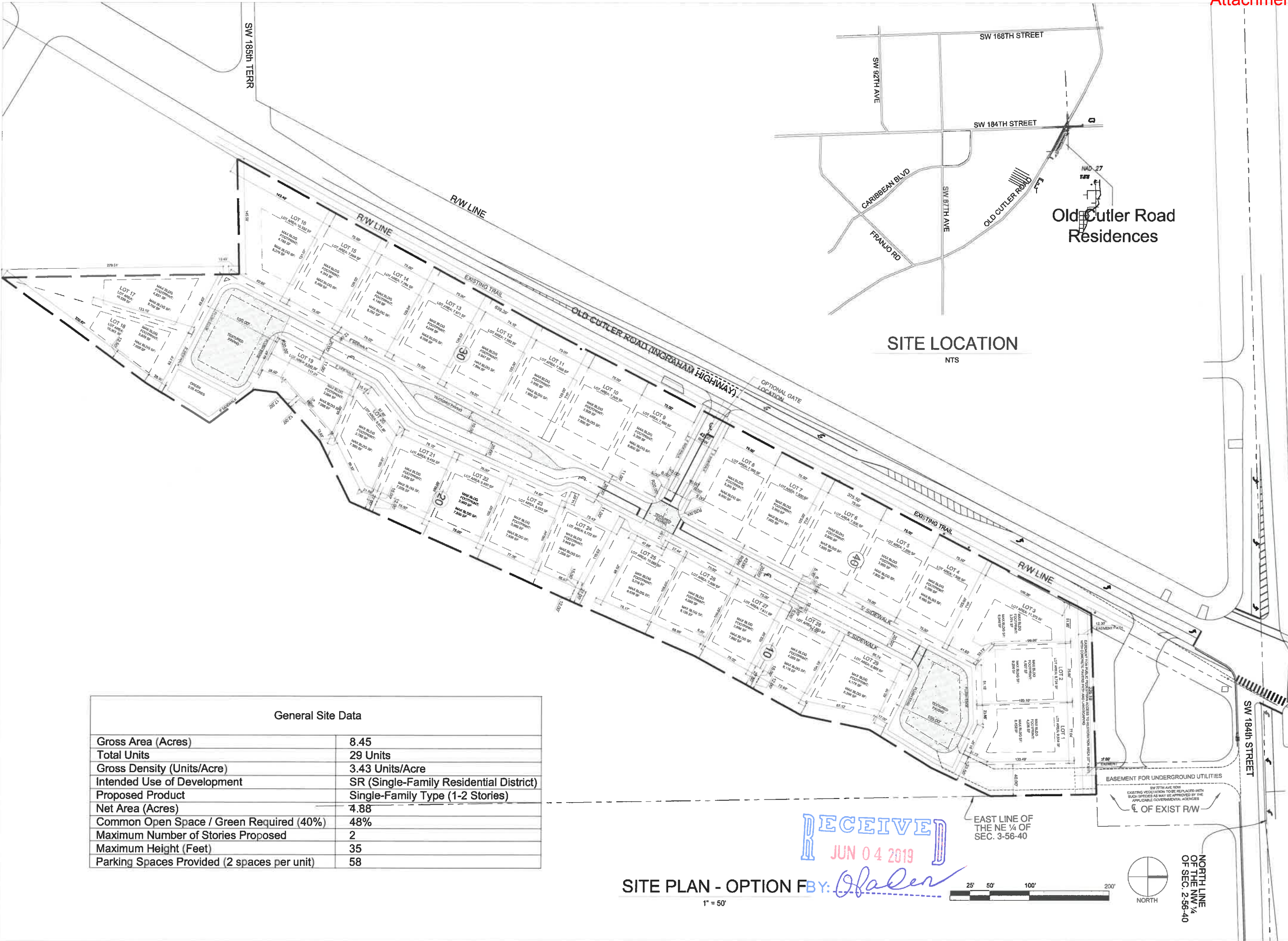
OWNER:  
Fortune  
International  
Group

SEAL:

DATE: May 23, 2019

SP-1

SHEET NO:



General Site Data	
Gross Area (Acres)	8.45
Total Units	29 Units
Gross Density (Units/Acre)	3.43 Units/Acre
Intended Use of Development	SR (Single-Family Residential District)
Proposed Product	Single-Family Type (1-2 Stories)
Net Area (Acres)	4.88
Common Open Space / Green Required (40%)	48%
Maximum Number of Stories Proposed	2
Maximum Height (Feet)	35
Parking Spaces Provided (2 spaces per unit)	58

RECEIVED  
JUN 04 2019  
SITE PLAN - OPTION FB BY: *Ofaker*

1" = 50'

25' 50' 100' 200'

NORTH  
NORTH LINE  
OF THE NW 1/4  
OF SEC. 2-56-40



Zoning Legend comparing the requirements of the SR Single-Family Residential District to the characteristics of Old Cutler Road Residences

SR, SINGLE-FAMILY RESIDENTIAL DISTRICT REQUIREMENTS:

TOWN OF CUTLER BAY - ADOPTED LAND DEVELOPMENT REGULATIONS  
(Amended, Ordinance No. 13-12, November 20, 2013)

The Single-Family Residential District is coded to permit development of new or the completion of previously approved development of lands within the district and/or annexation of conventional single-family residential subdivisions existing or approved prior to the effective date of these regulations.

(1) Permitted Uses.	
(a)	Detached Single-family Dwelling
(b)	Group Home limited to six (6) resident clients on the premises. (See supplemental regulations for additional requirements)
(c)	Family Day Care Home
(d)	Single-family Zero Lot Line if based on a site plan approved prior to the adoption of this code.
(3) Table of Standards.	
Standard	SR
Minimum Lot Area (square feet)	7,500
Maximum Density (units per acre)	5
Minimum Unit Size (square feet)	1,200
Maximum Height (feet)	35
Number of stories	2
Principal Structure Setbacks (feet)	
Front	25
Side Street	15
Interior Side	5
Rear	15
Minimum Spacing Between Buildings	10
Maximum Impervious Surface Coverage (percent)	60
Minimum Lot Width (feet)	75
Minimum Lot Depth (feet)	100
Minimum Open Space (percent)	40
Accessory Structure Setback	
Front	25
Side Street	15
Interior Side	5
Rear	5

(4) No more than 40 percent of the frontage of a lot in the SR zoning district shall be covered by asphalt, concrete or pavers. The 40 percent includes the driveway, an entrance walkway from the edge of property line to the principal structure.

(5) Typical SR Site Plan. See Graphic IV-2.

Characteristics of Old Cutler Road Residences

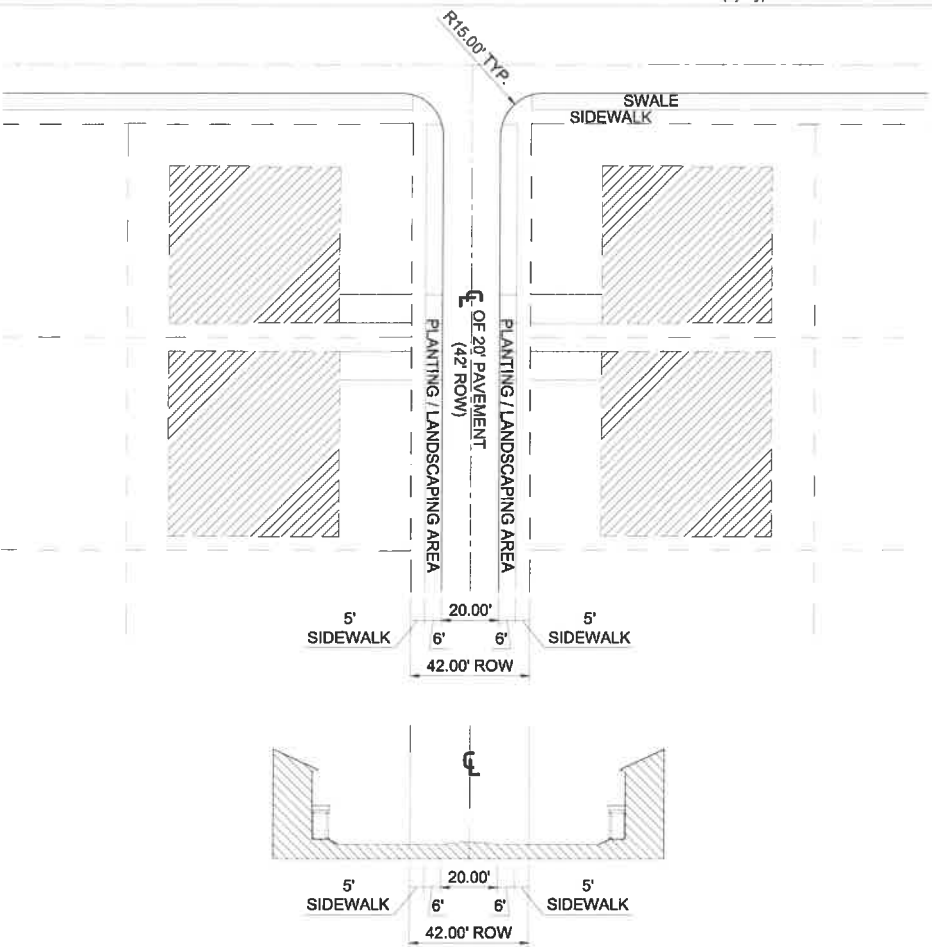
Old Cutler Road Residences Description

Old Cutler Road Residences features a pedestrian-friendly, walkable, street-oriented design.

(1) Permitted Uses.	
<input type="checkbox"/>	Detached Single-family Dwelling
<input type="checkbox"/>	Group Home limited to six (6) resident clients on the premises. (See supplemental regulations for additional requirements)
<input type="checkbox"/>	Family Day Care Home
<input checked="" type="checkbox"/>	Single-family Zero Lot Line if based on a site plan approved prior to the adoption of this code.
(3) Table of Standards.	
Standard	In Old Cutler Road Residences
Minimum Lot Area (square feet)	7,500
Maximum Density (units per acre)	3.43
Minimum Unit Size (square feet)	>1,200
Maximum Height (feet)	35
Number of stories	2
Principal Structure Setbacks (feet)	
Front	25
Side Street	15
Interior Side	5
Rear	15
Minimum Spacing Between Buildings	10
Maximum Impervious Surface Coverage (percent)	60
Minimum Lot Width (feet)	75 feet minimum for rectangular lots; 75 feet minimum average for irregular lots
Minimum Lot Depth (feet)	100 feet minimum for rectangular lots; 100 feet minimum average for irregular lots
Minimum Open Space (percent)	40
Accessory Structure Setback	
Front	25
Side Street	15
Interior Side	5
Rear	5

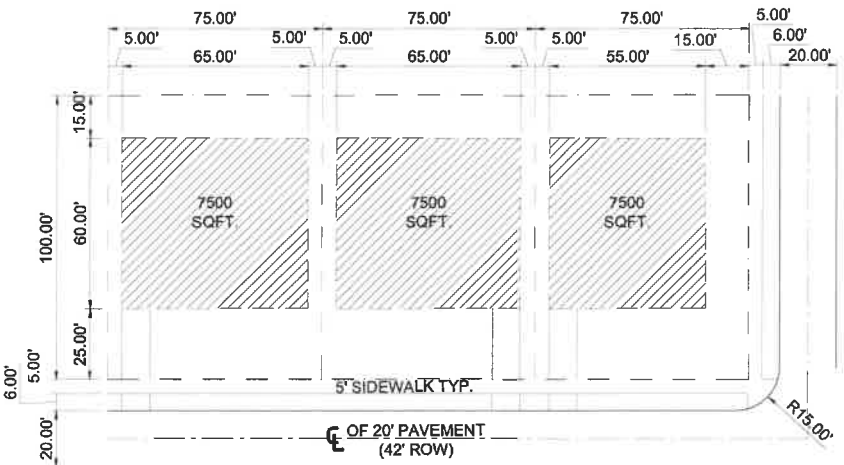
(4) No more than 40 percent of the frontage of a lot in the SR zoning district shall be covered by asphalt, concrete or pavers. The 40 percent includes the driveway, an entrance walkway from the edge of property line to the principal structure.

(5) Typical SR Site Plan. See Graphic IV-2.



MINOR STREET  
TWO WAY TRAFFIC

1" = 30'



TYPICAL LOTS  
DETACHED SINGLE-FAMILY

1" = 30'

\*Note: Each lot may include an optional swimming pool.

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town planning

CHAEI, COOPER & ASSOCIATES PA  
architecture

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Coral Gables, FL 33143  
(305) 668-0446  
doverkohl.com

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REVISIONS:

Old Cutler Road Residences  
Cutler Bay, Florida

OWNER:  
Fortune  
International  
Group

SEAL:

DATE: May 23, 2019

SP-2

SHEET NO:

DOVER, KOHL & PARTNERS  
town planning

CHAEI, COOPER & ASSOCIATES PA  
ARCHITECTURE

1571 Sunset Drive  
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REVISIONS:

Old Cutler Road Residences  
Cutler Bay, Florida

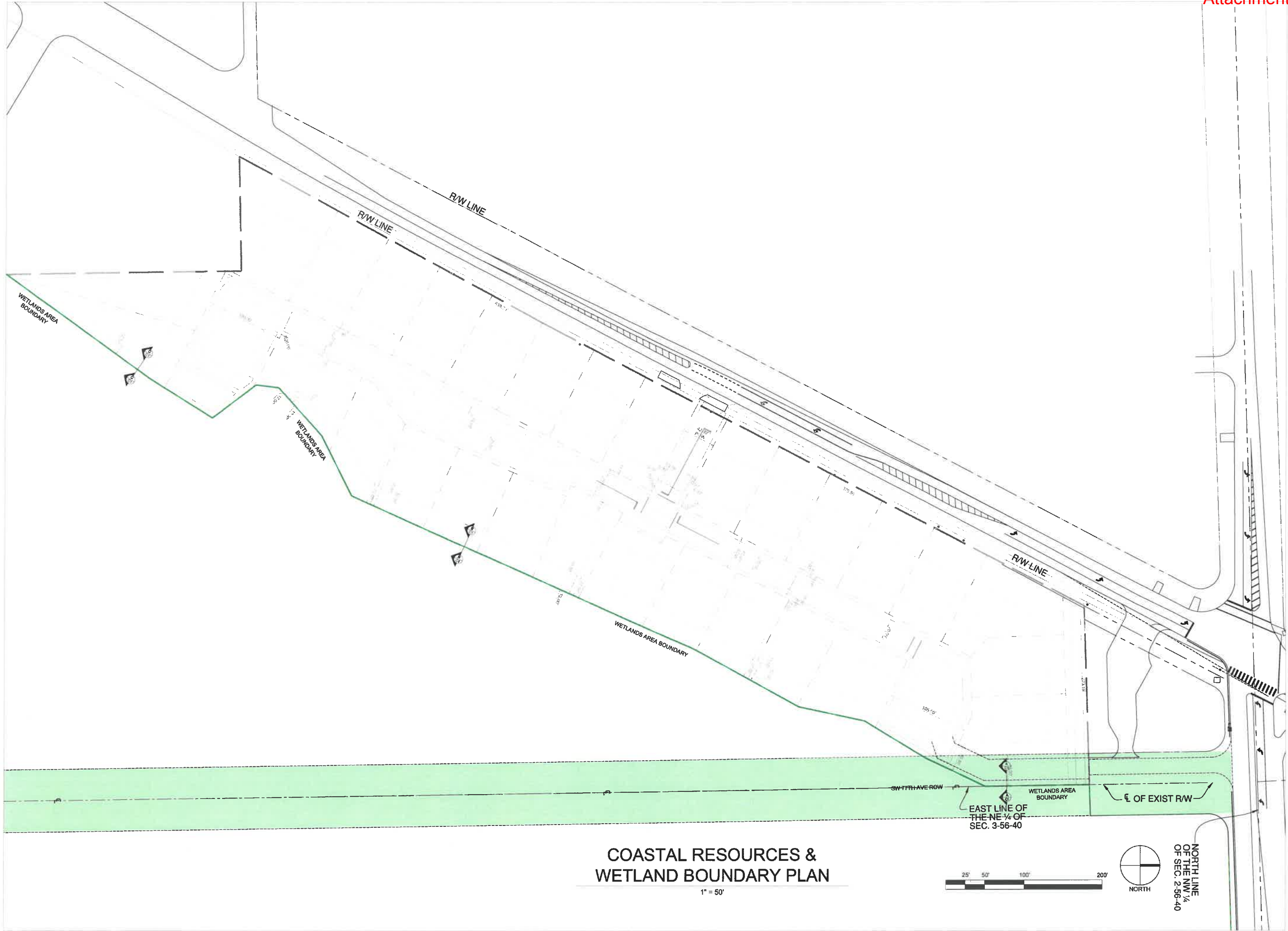
OWNER:  
Fortune  
International  
Group

SEAL:

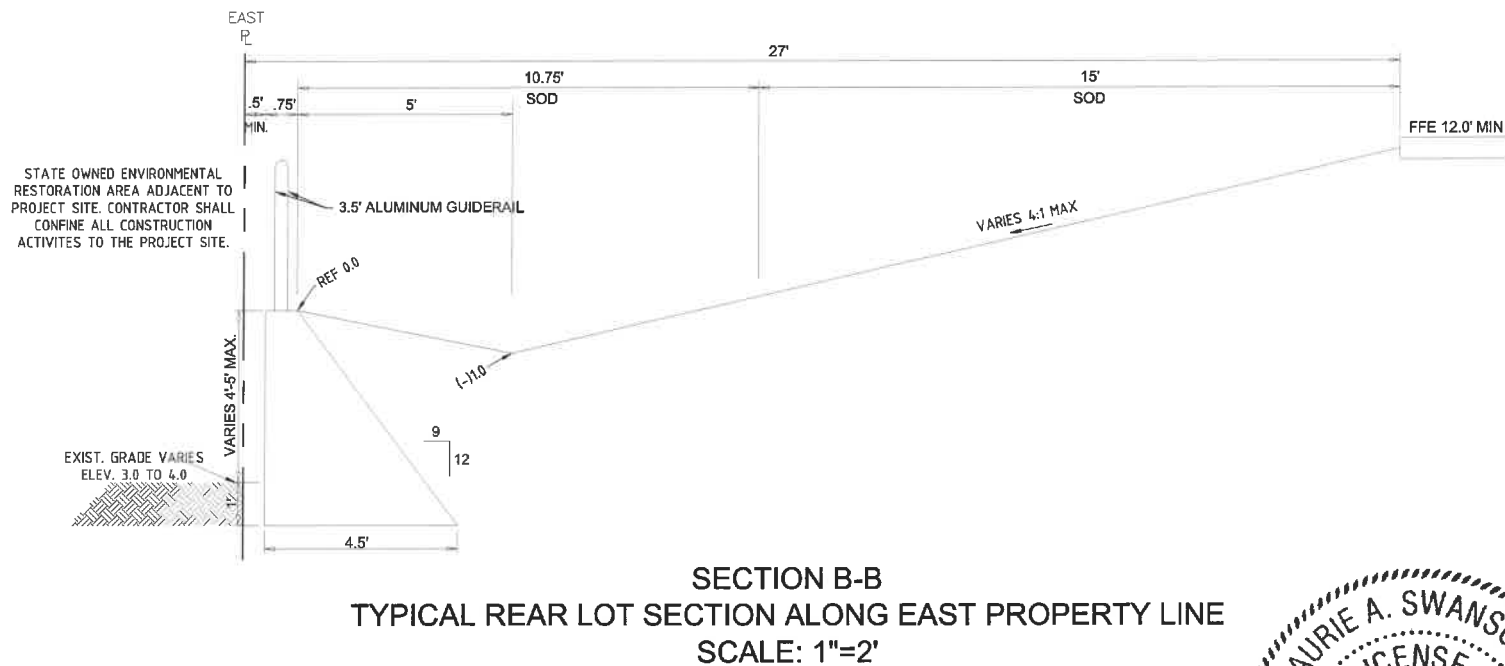
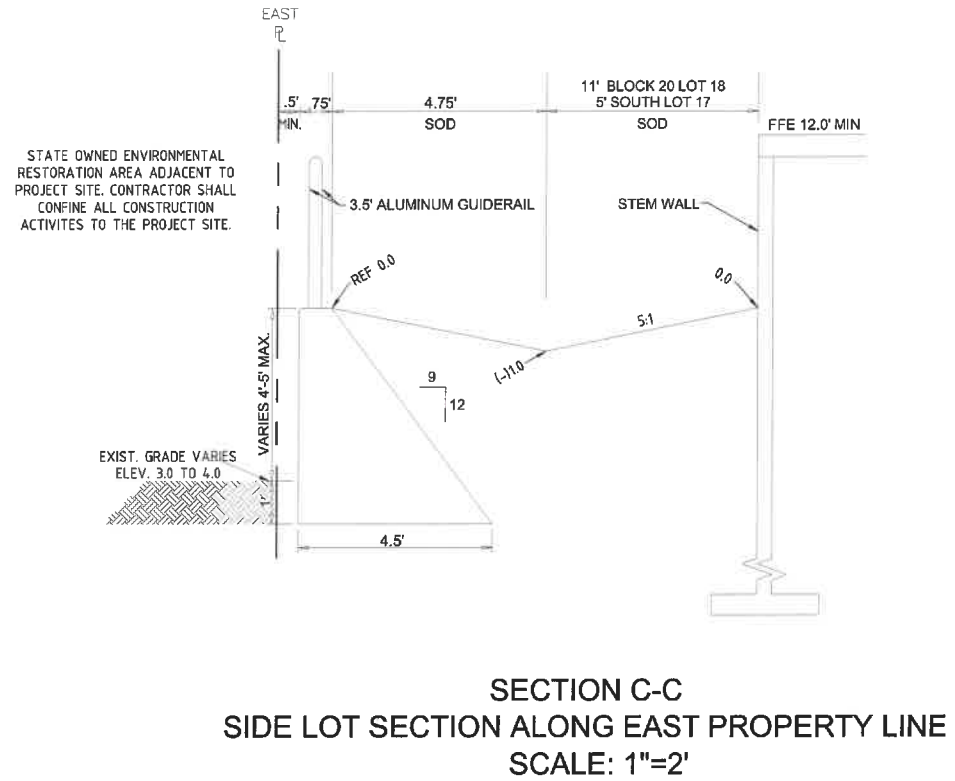
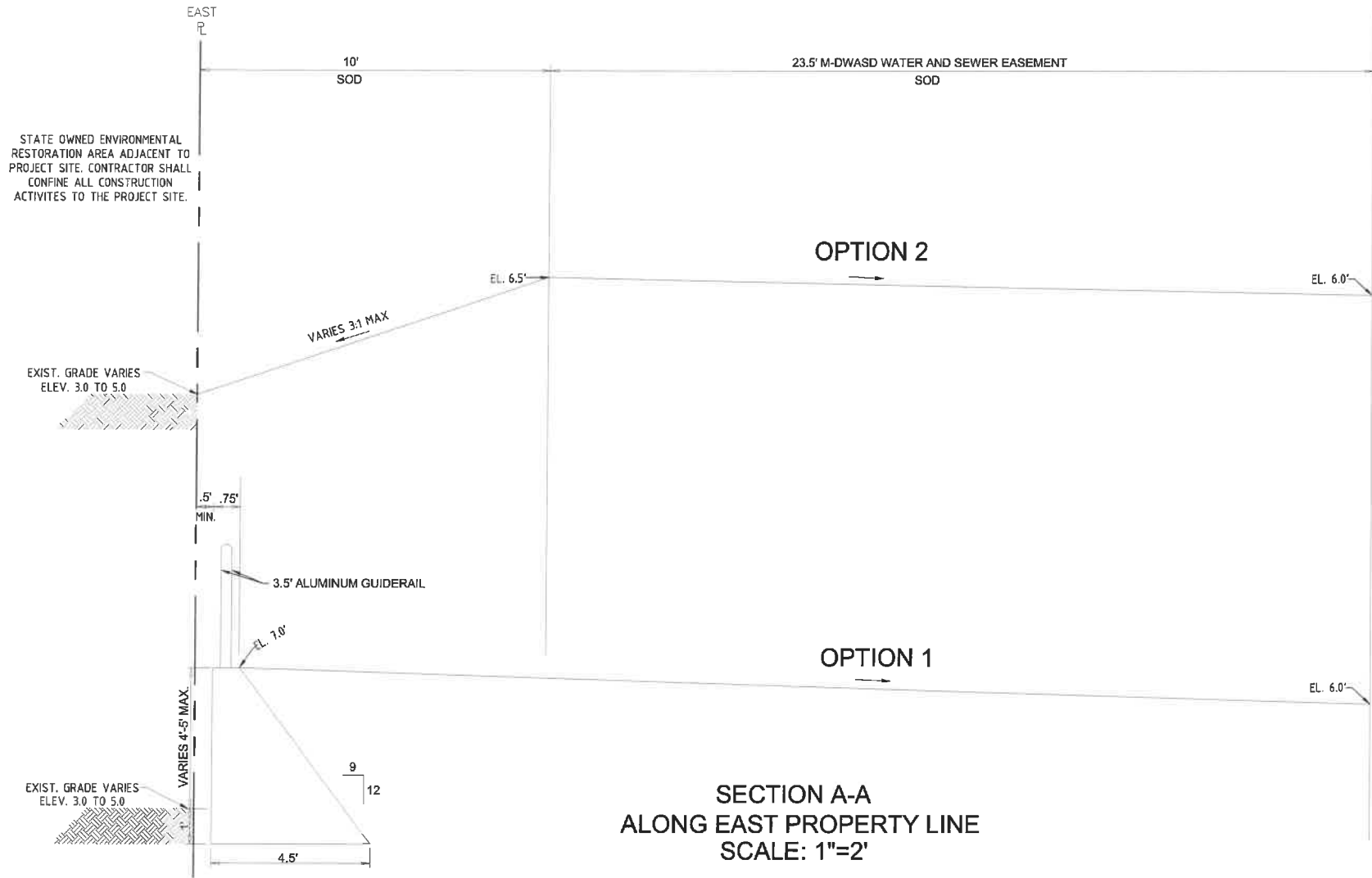
DATE: May 23, 2019

SP-3

SHEET NO:



Drawing name: \\SERVER\DATA\ENGINEERING\PROJECTS\2005\2005-07C OLD CUTLER VILLAGE\OLD CUTLER VILLAGE\DWG\2005 07C- C1 sections option.dwg



NO.	DATE	DESCRIPTION	BY	APP.	NO.	DATE	DESCRIPTION	BY	APP.
1	6/3/19	REVISE SECTION A-A OPTION 1 AND 2	SB	LAS					
RECORD OF REVISION									



LUDOVICI & ORANGE  
CONSULTING ENGINEERS, INC.  
329 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305/448-1600 • LB 1012

FORTUNE INTERNATIONAL  
GROUP  
CONCEPTUAL CROSS SECTIONS

OLD CUTLER ROAD  
RESIDENCES  
SECTION 3-56S-40E



FILED  
DESIGNED: LAS  
DRAWN: SB  
CHECKED: LAS  
SCALE: AS SHOWN  
DATE: 6/2/19  
OF 1 SHEET

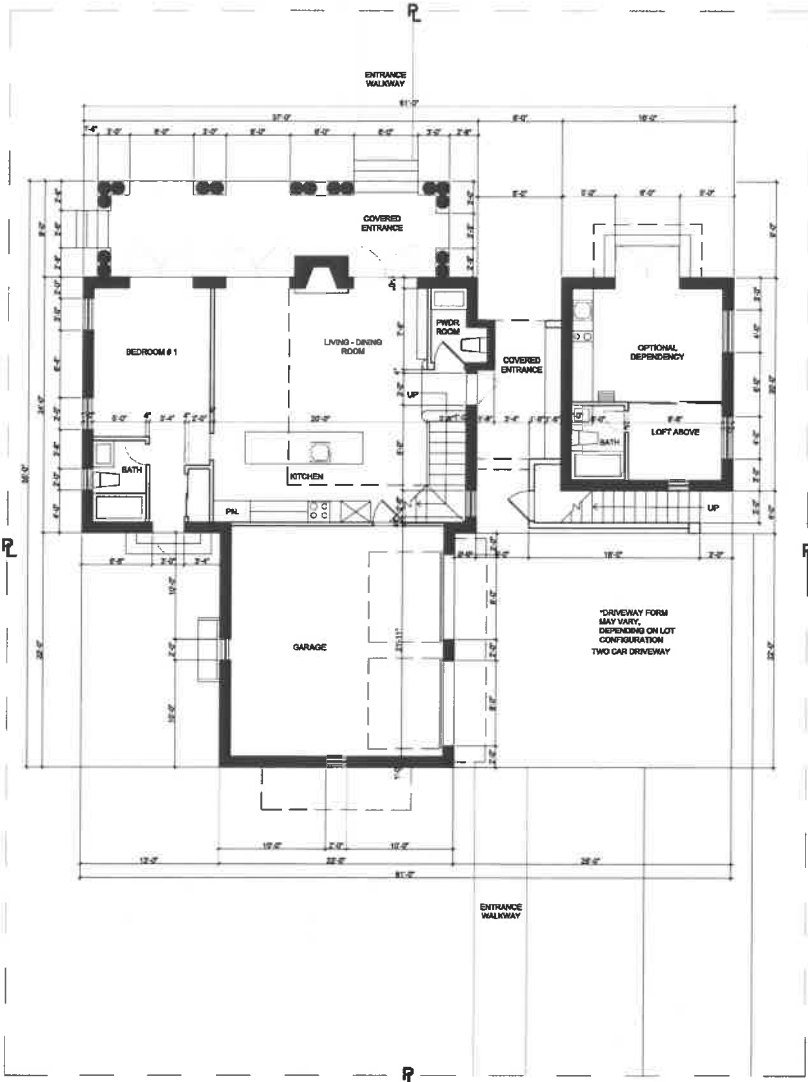


SAMPLE MODEL "A" (INCLUSIVE OF DEPENDENCY)	
GROSS SQUARE FEET	
1ST FLOOR	2,164 SQFT
2ND FLOOR	1,521 SQFT
TOTAL	3,685 SQFT
NET SQUARE FEET	
1ST FLOOR	1,031 SQFT
2ND FLOOR	852 SQFT
TOTAL A/C SPACE	1,883 SQFT
GARAGE	433 SQFT
COVERED ENTRY	363 SQFT
BALCONY	194 SQFT
SUN TERRACE	152 SQFT
GRAND TOTAL	3,025 SQFT

GROSS SQUARE FEET: SQUARE FOOTAGE CALCULATED FROM THE OUTSIDE OF THE EXTERIOR WALL AND IS INCLUSIVE OF ALL SPACE WITHIN MINUS AREAS THAT ARE OPEN TO BELOW.

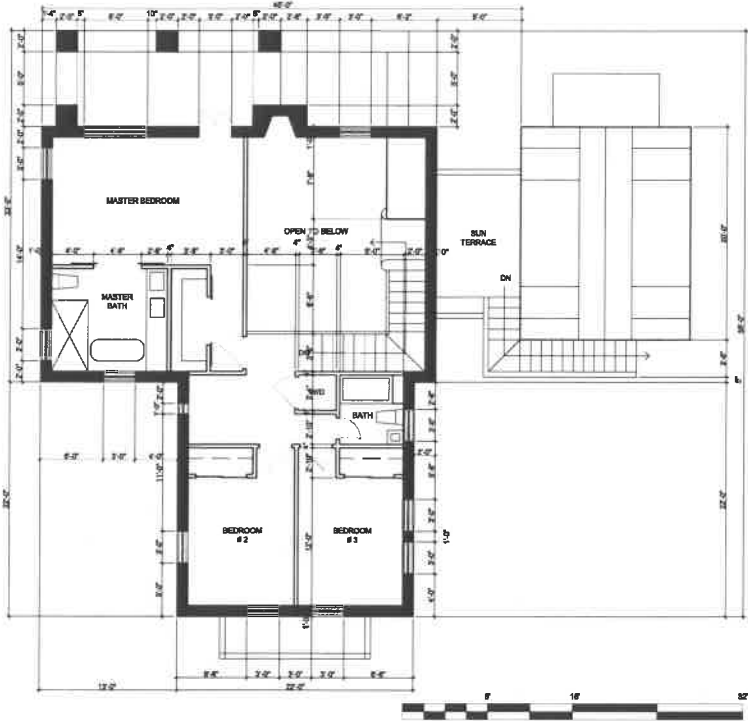
NET SQUARE FEET: THE TOTAL SQUARE FOOTAGE OF ALL THE ROOMS OR AREAS ON A FLOOR.

SAMPLE MODEL "A" (EXCLUSIVE OF DEPENDENCY)	
GROSS SQUARE FEET	
1ST FLOOR	1,657 SQFT
2ND FLOOR	1,352 SQFT
TOTAL	3,009 SQFT
NET SQUARE FEET	
1ST FLOOR	779 SQFT
2ND FLOOR	852 SQFT
TOTAL A/C SPACE	1,631 SQFT
GARAGE	433 SQFT
COVERED ENTRY	286 SQFT
BALCONY	194 SQFT
GRAND TOTAL	2,524 SQFT



FIRST FLOOR PLAN

1/8" = 1"



SECOND FLOOR PLAN - A

1/8" = 1"



EXTERIOR REAR ELEVATION

1/8" = 1"



EXTERIOR FRONT ELEVATION

1/8" = 1"



EXTERIOR LEFT ELEVATION

1/8" = 1"



EXTERIOR RIGHT ELEVATION

1/8" = 1"

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town planning

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REVISIONS:

Old Cutler Road Residences

Cutler Bay, Florida

OWNER:  
Fortune  
International  
Group

SEAL:

DATE: May 23, 2019

A-1

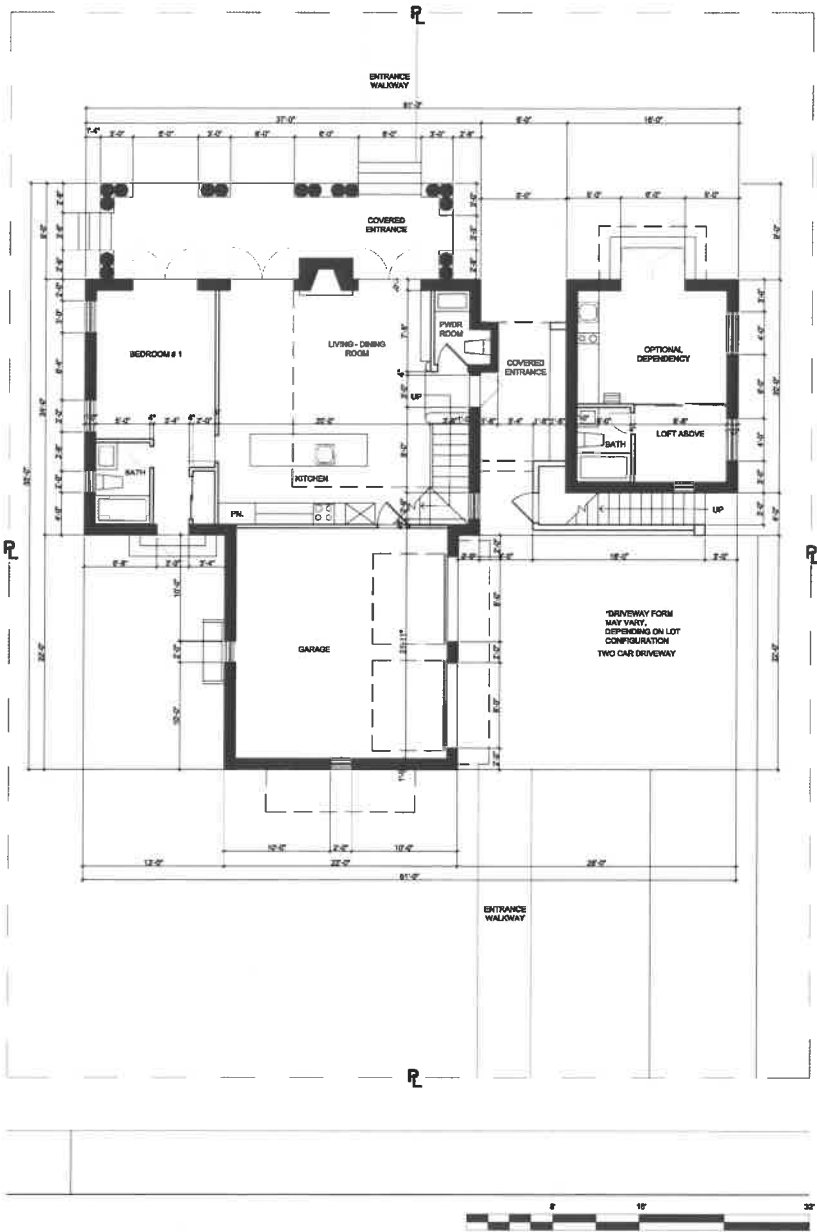
SHEET NO:

SAMPLE MODEL "B" (INCLUSIVE OF DEPENDENCY)	
GROSS SQUARE FEET	
1ST FLOOR	2,164 SQFT
2ND FLOOR	1,484 SQFT
TOTAL	3,648 SQFT
NET SQUARE FEET	
1ST FLOOR	1,031 SQFT
2ND FLOOR	813 SQFT
TOTAL A/C SPACE	1,844 SQFT
GARAGE	433 SQFT
COVERED ENTRY	363 SQFT
BALCONY	194 SQFT
SUN TERRACE	152 SQFT
GRAND TOTAL	2,986 SQFT

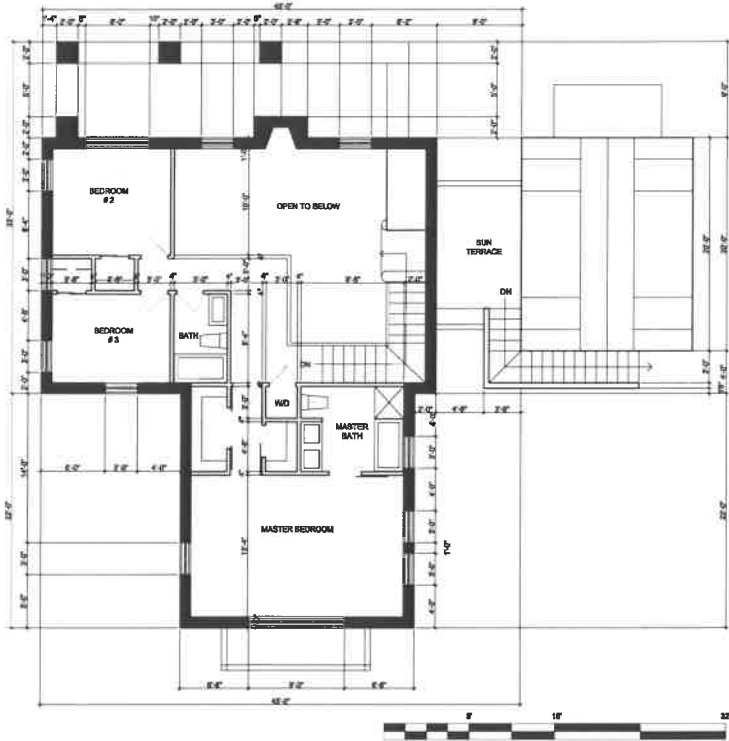
GROSS SQUARE FEET: SQUARE FOOTAGE CALCULATED FROM THE OUTSIDE OF THE EXTERIOR WALL AND IS INCLUSIVE OF ALL SPACE WITHIN MINUS AREAS THAT ARE OPEN TO BELOW.

NET SQUARE FEET: THE TOTAL SQUARE FOOTAGE OF ALL THE ROOMS OR AREAS ON A FLOOR.

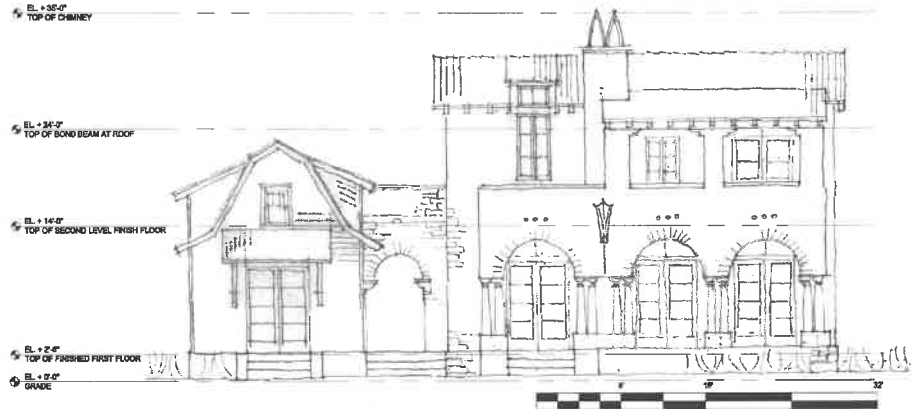
SAMPLE MODEL "B" (EXCLUSIVE OF DEPENDENCY)	
GROSS SQUARE FEET	
1ST FLOOR	1,657 SQFT
2ND FLOOR	1,315 SQFT
TOTAL	2,972 SQFT
NET SQUARE FEET	
1ST FLOOR	779 SQFT
2ND FLOOR	813 SQFT
TOTAL A/C SPACE	1,592 SQFT
GARAGE	433 SQFT
COVERED ENTRY	266 SQFT
BALCONY	194 SQFT
GRAND TOTAL	2,485 SQFT



FIRST FLOOR PLAN  
1/8" = 1"



SECOND FLOOR PLAN - B  
1/8" = 1"



EXTERIOR REAR ELEVATION  
1/8" = 1"



EXTERIOR FRONT ELEVATION  
1/8" = 1"



EXTERIOR LEFT ELEVATION  
1/8" = 1"



EXTERIOR RIGHT ELEVATION  
1/8" = 1"

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REVISIONS:

Old Cutler Road Residences  
Cutler Bay, Florida

OWNER:  
Fortune  
International  
Group

SEAL:

DATE: May 23, 2019

A-2

SHEET NO:

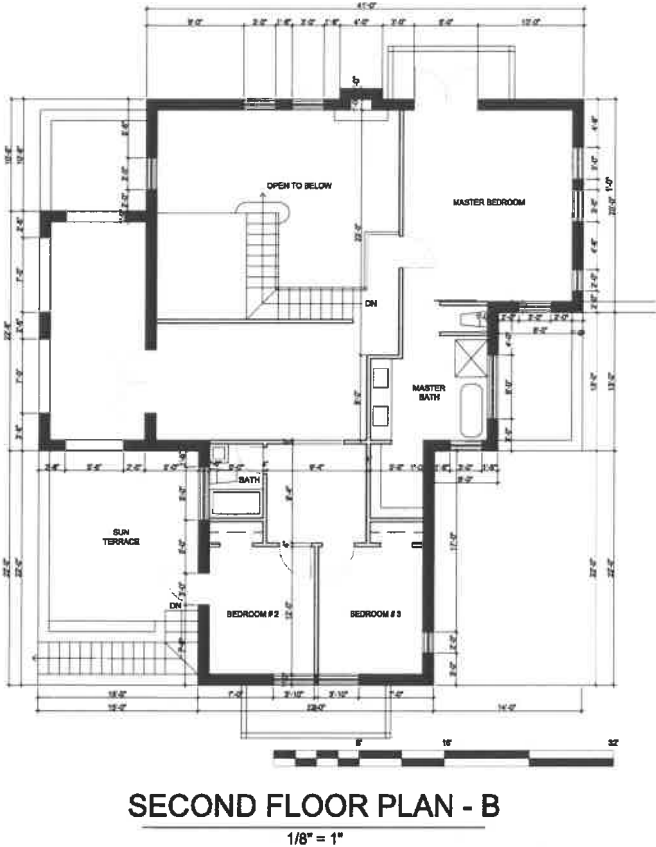
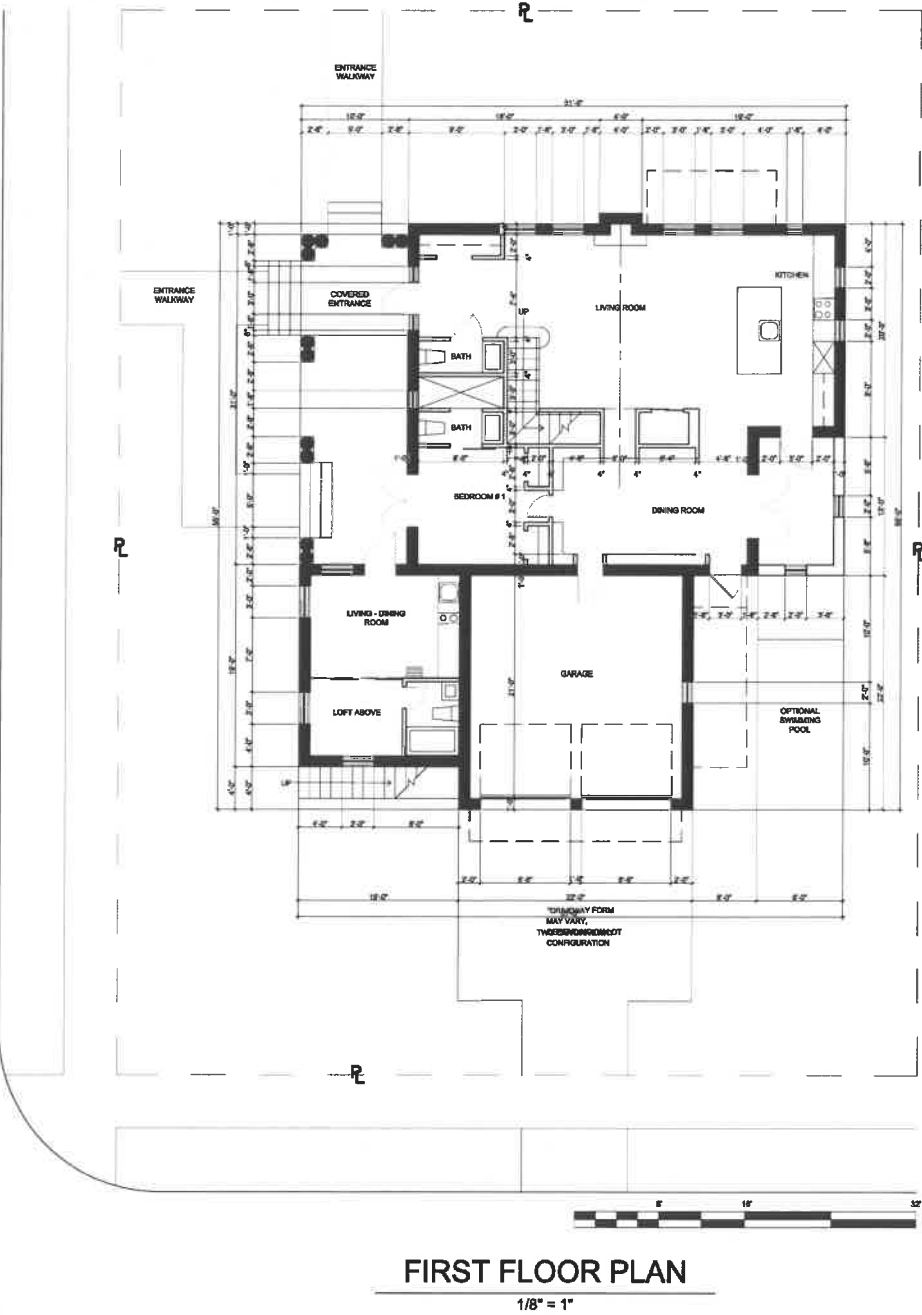




SAMPLE MODEL "D"	
GROSS SQUARE FEET	
1ST FLOOR	2,412 SQFT
2ND FLOOR	1,957 SQFT
TOTAL	4,369 SQFT
NET SQUARE FEET	
1ST FLOOR	1,391 SQFT
2ND FLOOR	1,114 SQFT
TOTAL A/C SPACE	2,505 SQFT
GARAGE	
COVERED ENTRY	421 SQFT
SUN TERRACE	298 SQFT
BALCONY	289 SQFT
PATIO	242 SQFT
GRAND TOTAL	88 SQFT
3,843 SQFT	

GROSS SQUARE FEET: SQUARE FOOTAGE CALCULATED FROM THE OUTSIDE OF THE EXTERIOR WALL AND IS INCLUSIVE OF ALL SPACE WITHIN MINUS AREAS THAT ARE OPEN TO BELOW.

NET SQUARE FEET: THE TOTAL SQUARE FOOTAGE OF ALL THE ROOMS OR AREAS ON A FLOOR.



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REVISIONS:

Old Cutler Road Residences

Cutler Bay, Florida

OWNER:  
Fortune  
International  
Group

SEAL:

DATE: May 23, 2019

A-4

SHEET NO:





View of sample models from Old Cutler Road



View of sample models from interior street



View of the entrance from Old Cutler Road



View from east



Pedestrian-friendly, traffic-calmed street geometry

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town planningCHAE, COOPER & ASSOCIATES P.A.  
architecture1571 Sunset Drive  
Coral Gables, FL 33143  
(305) 866-0446  
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REVISIONS:

## Old Cutler Road Residences

Cutler Bay, Florida

OWNER:  
Fortune  
International  
Group

SEAL

DATE: May 31, 2019

REN-1

SHEET NO:



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REVISIONS:

Old Cutler Road Residences  
Cutler Bay, Florida

OWNER:  
Fortune  
International  
Group

SEAL:

DATE: May 23, 2019

L-1

SHEET NO:

LANDSCAPE LEGEND Information Required to be Permanently Affixed to Plan

Zoning District: SF Net Lot Area 8.45 acres 368,082 s.f.

OPEN SPACE REQUIRED PROVIDED

A. Square Feet of open space required by Article VII, as indicated on site plan:  
Net lot area = 368,082 s.f. x .40 % = 147,232.8 s.f.

B. Square Feet of parking lot open space required by Article VII, as indicated on site plan:  
No. outside/ground-level parking spaces 0 x 10 s.f. per parking spaces = 0

C. Total s.f. of landscaped open space required by Article VII: A + B = 147,232.8 178,471.4

TREES

A. No. trees required per lot area:  
Less existing number of trees meeting minimum requirements  
= 3 trees 28 lot = 87 87

B. % Natives Required: No. trees provided x 75% = 60 132

C. Street trees at main entrance (maximum average spacing of 35' o.c.):  
0 linear feet along street = 0 10

D. Street trees located in common areas (maximum average spacing of 30' o.c.): 0 = 0 36

F. Total Trees Required  
A + C + D = 87 133  
\*Not including existing trees

LANDSCAPE LIST

TREES

SYMBOL	QUAN.	PROPOSED MATERIAL	DESCRIPTION
	91	*Coccoloba diversiflora	12' HT. X 6' SPR. 2.5" CAL.
		PIGEON PLUM	F.G.
	6	*Quercus virginiana	14' HT. X 8' SPR. 3" CAL.
		LIVE OAK	F.G.
	6	*Quercus virginiana	12' HT. X 6' SPR. 2.5" CAL.
		LIVE OAK	F.G.
	26	*Roystonea elata	20' O.A. HT., 6" GREYWOOD
		ROYAL PALM	F.G.
	2	Tabebuia heterophylla	10' HT. X 5 SPR., 2.5" CAL.
		PINK TRUMPET TREE	F.G.
	2	Bulnesia arborea	12' HT. X 6' SPR. 2.5" CAL.
		VERAWOOD	F.G.
	49+	EXISTING TREES TO REMAIN	

SHRUBS AND GROUNDCOVERS

SYMBOL	QUAN.	PROPOSED MATERIAL	DESCRIPTION
	113	*Conocarpus erectus 'sericeus'	24" HT. X 24" SPR. / 24" O.C.
		SILVER BUTTONWOOD	3 GAL.
	6	*Eugenia foetida 'TOPIARY CONE'	7' O.A. HT. TOPIARY CONE
		SPANISH STOPPER	10 GAL., FULL TO BASE
	88	*Viburnum obovatum	24" HT. X 24" SPR. / 24" O.C.
		WALTER'S VIBURNUM	3 GAL.
	As Required	Stenotaphrum secundatum 'Floratum'	SOLID EVEN SOD
		ST. AUGUSTINE GRASS	

\* DENOTES NATIVE SPECIES

LANDSCAPE PLAN  
PER MINIMUM LANDSCAPE REQUIREMENTS

1" = 50'

25' 50' 100' 200'



NORTH LINE  
OF THE NW 1/4  
OF SEC. 2-56-40

EAST LINE OF  
THE NE 1/4 OF  
SEC. 3-56-40

EASEMENT FOR UNDERGROUND UTILITIES  
SW 77TH AVE ROW  
EXISTING VEGETATION TO BE REPLACED WITH  
SUCH SPECIES AS MAY BE APPROVED BY THE  
APPLICABLE GOVERNMENTAL AGENCIES

PROMINENT TREES ARE TO BE  
REMOVED AND REPLACED  
CHAPTER 24 OF THE COUNTY CODE

NOTE: TREE SURVEY SHALL BE PREPARED  
AT A FUTURE DATE

EXISTING TREES TO REMAIN

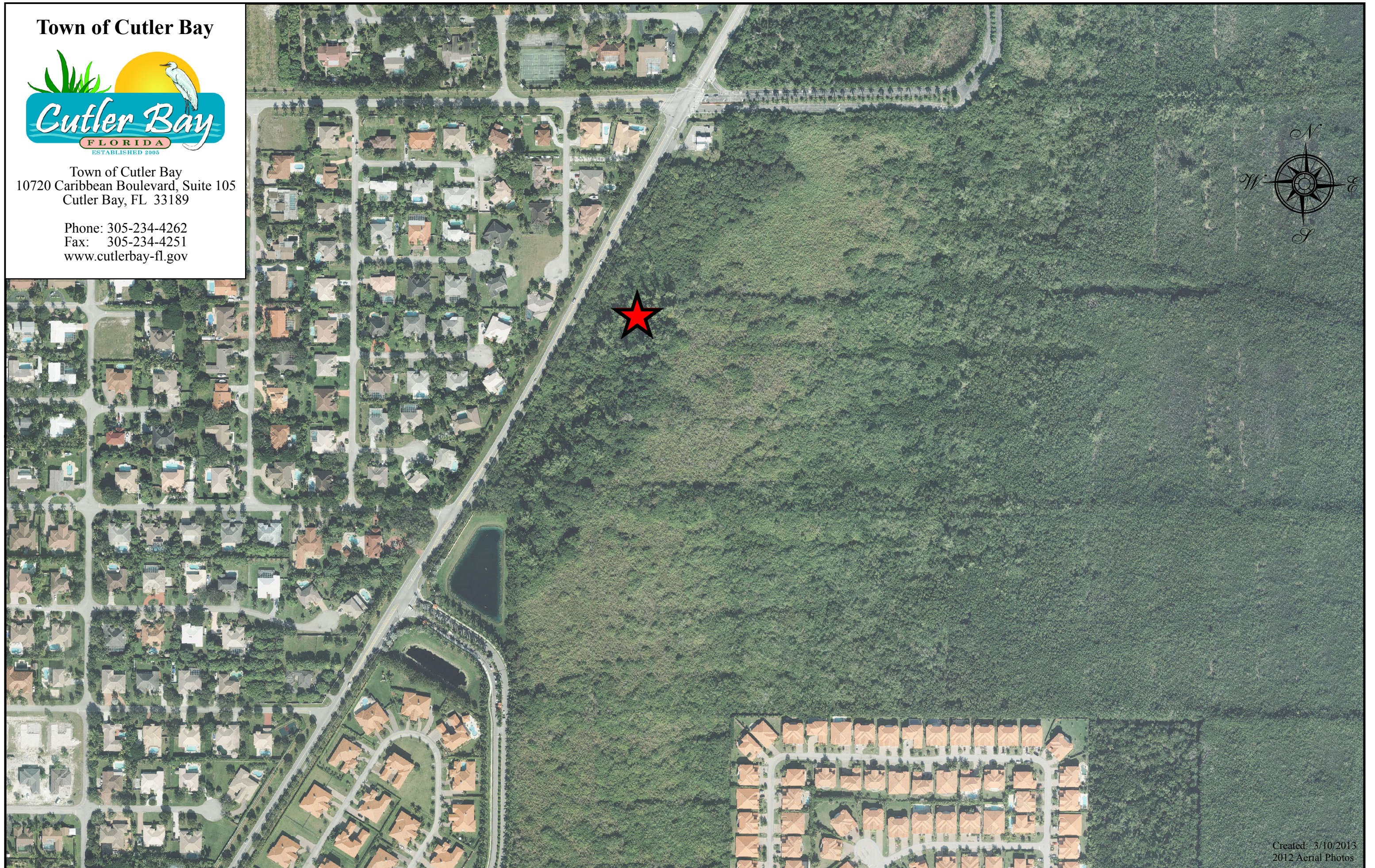


# Town of Cutler Bay



Town of Cutler Bay  
10720 Caribbean Boulevard, Suite 105  
Cutler Bay, FL 33189

Phone: 305-234-4262  
Fax: 305-234-4251  
[www.cutlerbay-fl.gov](http://www.cutlerbay-fl.gov)



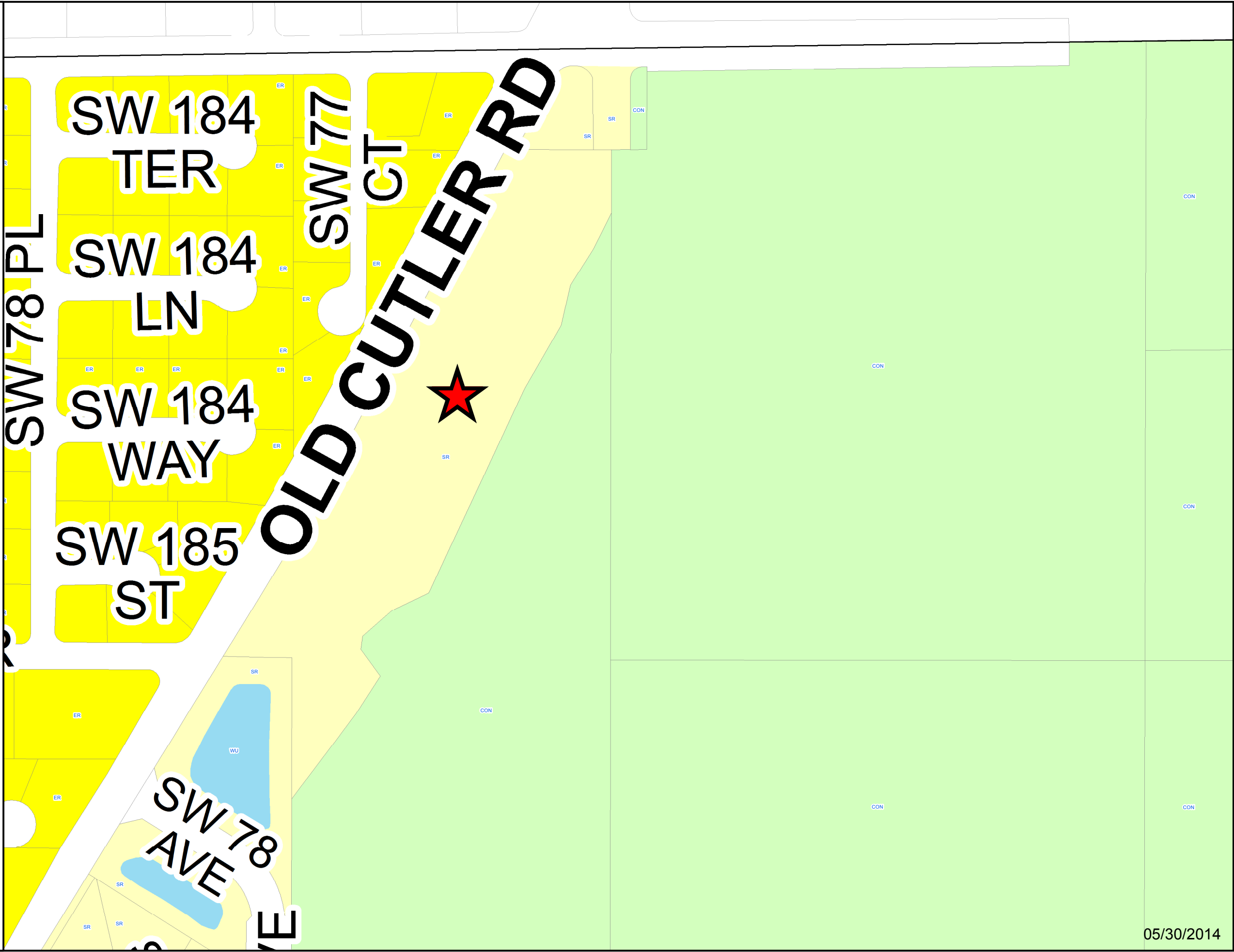
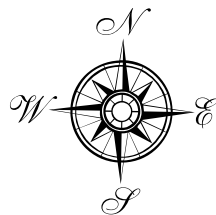


Town of Cutler Bay  
Zoning Map

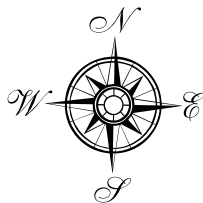
<div>ER</div> <div>Estate Residential</div> <div>1 Dwelling Unit/15,000 sq. ft.</div>	<div>CON</div> <div>Conservation</div>
<div>SR</div> <div>Single-Family Residential</div> <div>1 Dwelling Unit/7,500 sq. ft.</div>	<div>WU</div> <div>Water Use</div>
<div>MR 9</div> <div>Multi-Family Residential</div> <div>9 Dwelling Units/Net Acre</div>	<div>TRC</div> <div>Transit Corridor</div>
<div>MR 13</div> <div>Multi-Family Residential</div> <div>13 Dwelling Units/Net Acre</div>	<div>TC</div> <div>Town Center</div>
<div>NR</div> <div>Neighborhood Residential</div> <div>5 Dwelling Units/Net Acre</div>	<div>NC 1</div> <div>Neighborhood Center 1</div>
<div>INT</div> <div>Institutional</div>	<div>NC 2</div> <div>Neighborhood Center 2</div>
<div>PK</div> <div>Parks</div>	

Town Center Sub-Districts

<div></div>	Center Sub-District
<div></div>	Core Sub-District
<div></div>	Edge Sub-District



Town of Cutler Bay  
2020 Future Land Use Map



SW 184  
TER

SW 77  
CT

OLD CUTLER RD

SW 79 C

SW 78 P

SW 184  
LN

SW 184  
WAY

SW 185  
ST

Residential - Conservation

2020 Future Land Use

Estate Density

Low Density

Medium Density

Mixed Use

Town Center

Institutional

Parks and Recreation

Conservation

Roadway

Transportation

Water

SW 78  
AVE

SW 18  
AVE

SW 187 ST

**DAVID PLUMMER & ASSOCIATES**

TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134  
305•447•0900 | DPA@DPLUMMER.COM

June 5, 2019

Mr. German Hoyos  
 Project Manager  
 Fortune International Group  
 1300 Brickell Avenue  
 Miami, FL 33131  
 Phone: (305) 679-5881  
 E-mail: [GHoyos@fortuneintlgroup.com](mailto:GHoyos@fortuneintlgroup.com)

**RE: Old Cutler Road Site Trip Generation Analysis- #14191**

Dear German,

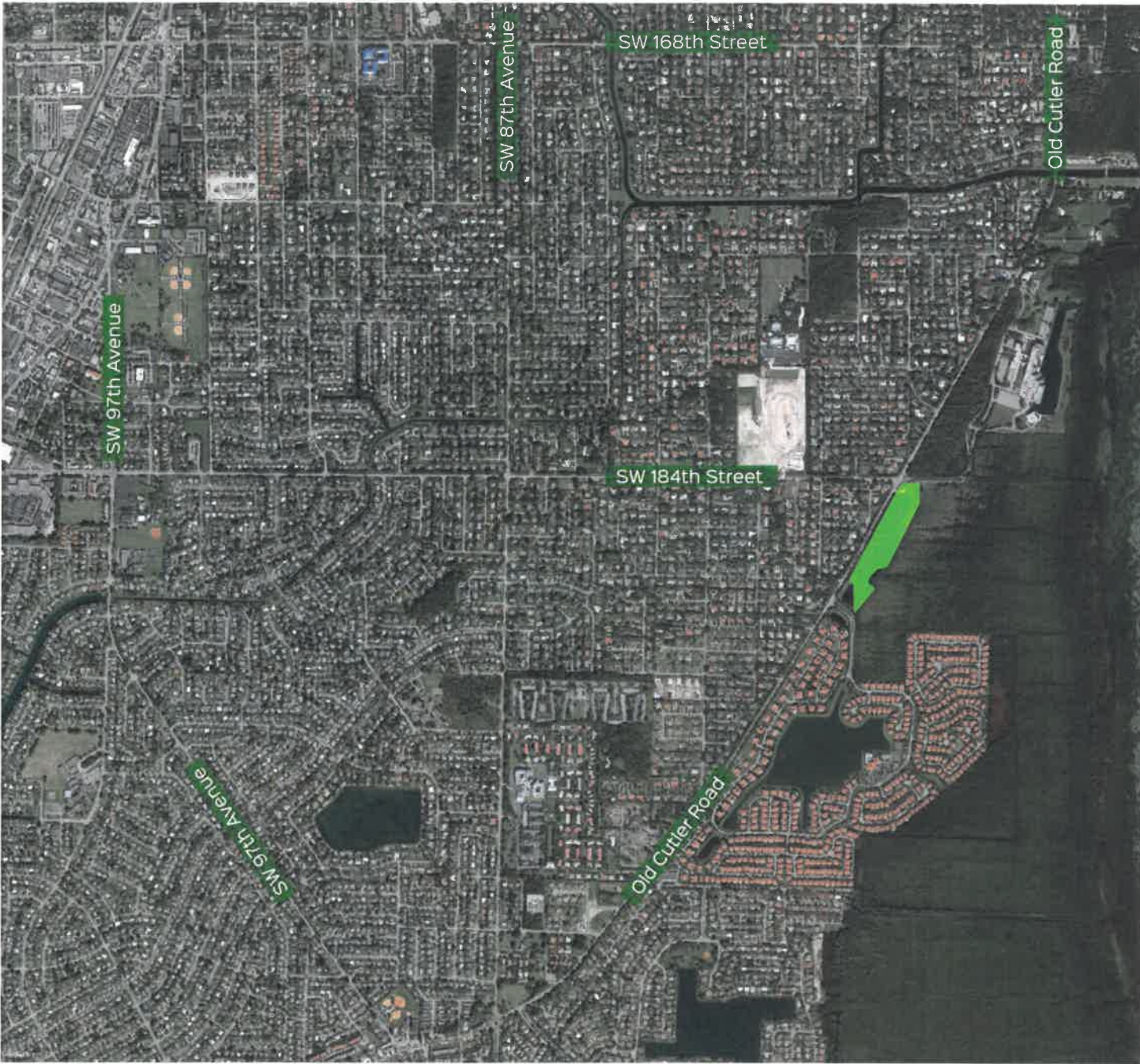
David Plummer & Associates prepared a traffic study for the Old Cutler Road Site project located on the southeast corner of Old Cutler Road and SW 184<sup>th</sup> Street in the Town of Cutler Bay, FL (See Exhibit 1). The study was consistent with the methodology previously discussed with and approved by the Town of Cutler Bay and Miami-Dade County. The study was reviewed and the findings accepted by Cutler Bay and their traffic consultant. At the time, the project proposed 30 single family homes, and access consisted of a full access two-way driveway accessing Old Cutler Road south of SW 184<sup>th</sup> Street, and a two-way right-in/right-out only driveway accessing SW 184<sup>th</sup> Street east of Old Cutler Road. The applicant is re-submitting a request for approval with a revised plan proposing 29 single family dwelling units. Access will be limited to the full access two-way driveway accessing Old Cutler Road south of SW 184<sup>th</sup> Street. The proposed site plan is included in *Attachment A*. The purpose of this letter is to address the traffic impacts associated with the proposed changes in the site plan.

The analysis undertaken in the traffic study was performed for the following analysis scenarios:

- ***Existing year:*** based on traffic counts taken at study roadways and intersections adjusted to reflect peak hour conditions.
- ***Future Background Traffic - Project build-out year without project trips:*** A background growth rate was used for all roadway segments and intersections. In addition, traffic associated with the following approved committed developments was used:



OLD CUTLER  
ROAD SITE  
*Traffic Study*



 Project Location

EXHIBIT 1  
LOCATION MAP



- ***Shops of Cutler Bay:***  
54,817 Square Feet Supermarket  
18,800 Square Feet Specialty Retail  
2,000 Square Feet High Turnover Restaurant  
9,000 Square Feet (2) Drive-In Banks
  - ***Mater Academy:*** 1,200 students; and,
  - ***Palmer Trinity School:*** 1,150 students.
- ***Future Traffic - Project build-out year with project trips:*** Trips associated with the proposed 30 single family dwelling units was added to future traffic conditions without project to obtain total traffic.

The traffic study established trip generation for the original project using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9<sup>th</sup> Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. The trip generation is summarized in Exhibit 2.

**Exhibit 2**  
**Original Project Trip Generation Summary**

ITE Land Use Designation <sup>1</sup>	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Single Family (Land Use 210)	30 DU	347	8	23	31	23	13	36
			T = 0.70(x) + 9.74			Ln(T) = 0.90Ln(x) + 0.51		
			25% In		75% Out	63% In		37% Out
Net External Trips		347	8	23	31	23	13	36

<sup>1</sup> Based on ITE *Trip Generation Manual*, Ninth Edition

Since the original study was submitted to and accepted by Cutler Bay, ITE has released Trip Generation Manual, 10<sup>th</sup> Edition providing significantly expanded and enhanced data. Trip generation for the proposed 29 dwelling units was estimated using rates and/or equations published in ITE's *Trip Generation Manual*, 10<sup>th</sup> Edition. Worksheets are also provided in Attachment B. The trip generation is provided in Exhibit 3.

**Exhibit 3**  
**Proposed Project Trip Generation Summary**

Proposed ITE Land Use Designation <sup>1</sup>	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Single Family (Land Use 210)	29 DU	333	6	19	25	20	11	31
			T = 0.71(x) + 4.80			Ln (T) = 0.96 Ln (x) + 0.20		
			25% In	75% Out		63% In	37% Out	
Net External Trips		333	6	19	25	20	11	31

<sup>1</sup>Based on ITE Trip Generation Manual, 10th Edition

The results of the trip generation analysis indicate that the new proposed development represents a decrease in daily, am peak hour, and pm peak hour trips.

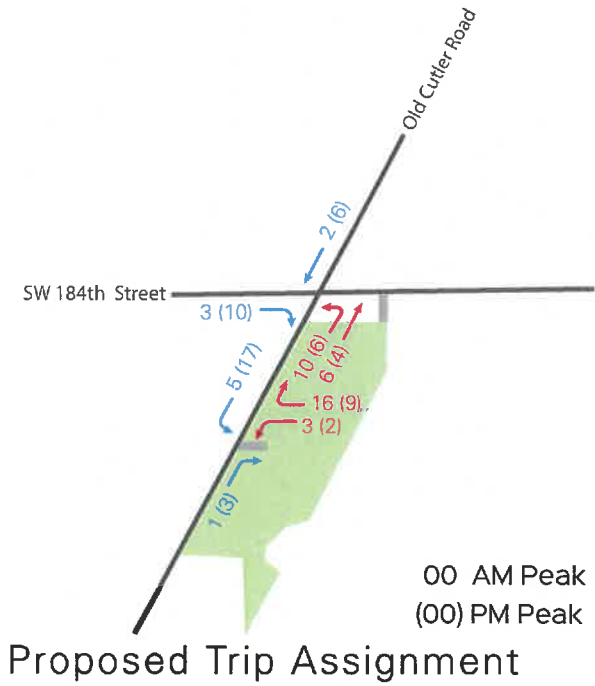
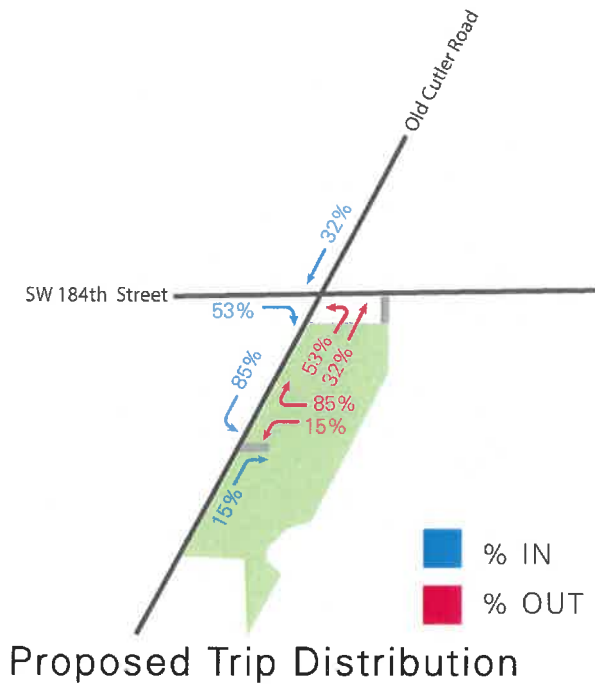
The elimination of the driveway accessing SW 184<sup>th</sup> Street would impact the Old Cutler Road/SW 184<sup>th</sup> Street intersections and the Old Cutler Road Driveway. The revised project trip distribution and assignment are graphically portrayed in Exhibit 4. Intersection capacity analysis was performed for these two intersections using Synchro for am and pm peak hour conditions. Worksheets are provided in Attachment C. The results are summarized in Exhibit 5.

**Exhibit 5**  
**Intersection Capacity Analysis Summary**

Intersection	Traffic Control	AM Peak LOS	PM Peak LOS
Old Cutler Road /SW 184 <sup>th</sup> Street	Signal	C	D
Old Cutler Road /Project Driveway	Signal	C	C

Results of intersection analysis for future conditions with project indicate that the overall level of service for both intersections will continue to operate within the LOS standards adopted by the Town of Cutler Bay.

OLD CUTLER  
ROAD SITE  
Traffic Study



Project Location

EXHIBIT 4  
Project Trip Distribution & Assignment

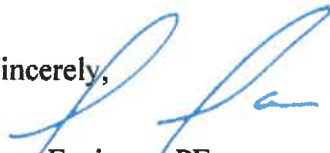




In conclusion, the revised development plan is projected to generate less daily, am peak hour and pm peak hour vehicle trips than the previous plan reflected in the traffic study. Furthermore, intersections will continue to operate at the same levels of service as projected and continue to meet adopted level of service standards. Therefore, the conclusions in the traffic study previously submitted to and approved by the Town of Cutler Bay are still valid for the revised plan.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,



Juan Espinosa, PE



**ATTACHMENT A**  
**Site Plan**

Dover, Kohl & Partners  
PLANNING

CHMIL GROUP & ASSOCIATES PA  
ARCHITECTS

1571 Sunset Drive  
Coral Gables, FL 33134  
(305) 898-0446  
doverkohl.com

REVISIONS:  
1. 05/22/2019: Initial Design  
2. 05/22/2019: Final Design  
3. 05/22/2019: Final Design  
4. 05/22/2019: Final Design  
5. 05/22/2019: Final Design  
6. 05/22/2019: Final Design  
7. 05/22/2019: Final Design  
8. 05/22/2019: Final Design  
9. 05/22/2019: Final Design  
10. 05/22/2019: Final Design

Old Cutler Road Residences  
Cutler Bay, Florida

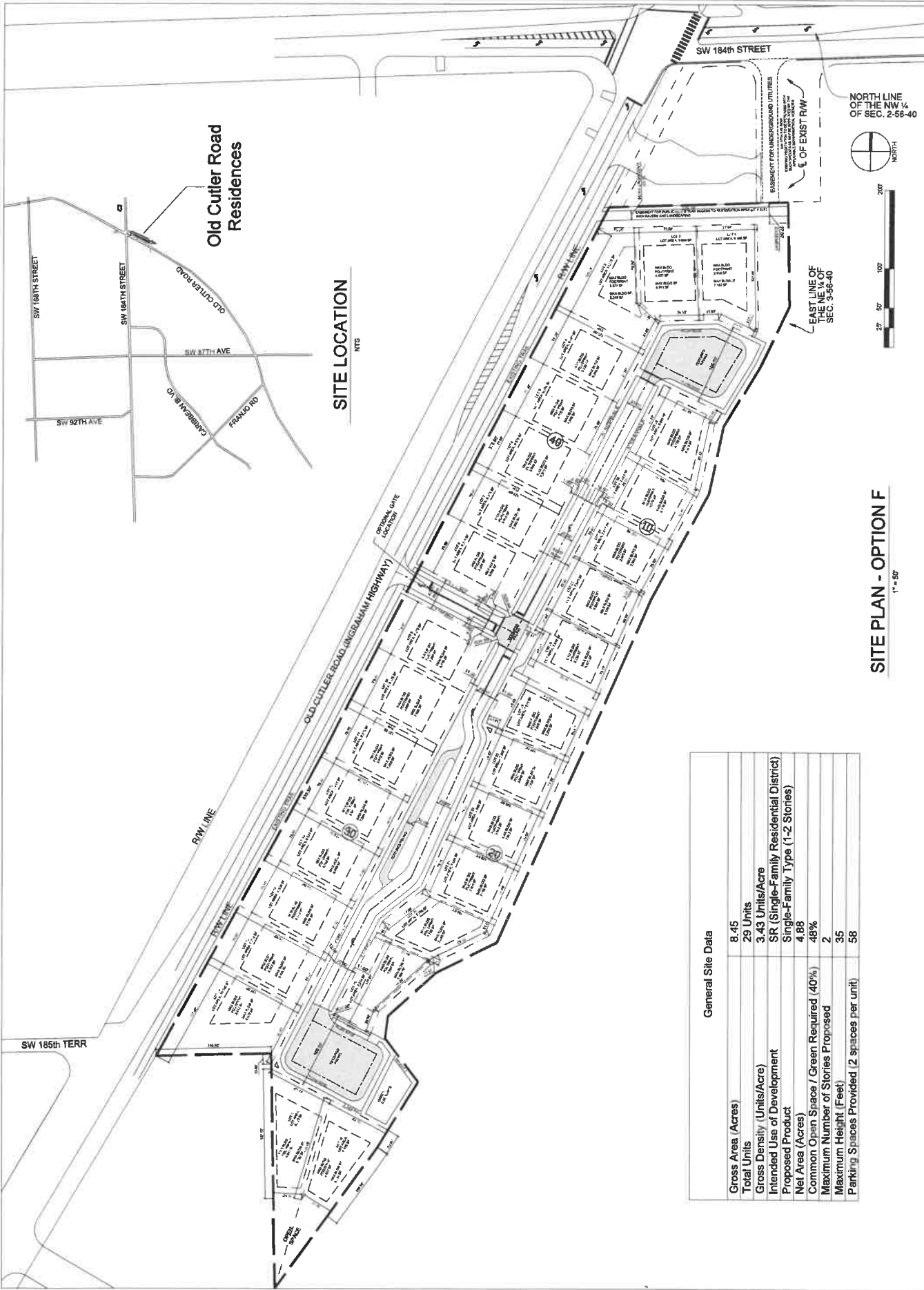
OWNER:  
Palm Beach  
Group

SEAL:

DATE: May 22, 2019

SP-1

SHEET NO.



General Site Data	
Gross Area (Acres)	8.45
Total Units	29 Units
Gross Density (Units/Acre)	3.43 Units/Acre
Intended Use of Development	SR (Single-Family Residential District)
Proposed Product	Single-Family Type (1-2 Stories)
Net Area (Acres)	4.88
Common Open Space / Green Required (40%)	48%
Maximum Number of Stories Proposed	2
Maximum Height (Feet)	35
Parking Spaces Provided (2 spaces per unit)	58

SITE PLAN - OPTION F

1" = 50'

**ATTACHMENT B**  
**Trip Generation**

# Single-Family Detached Housing (210)

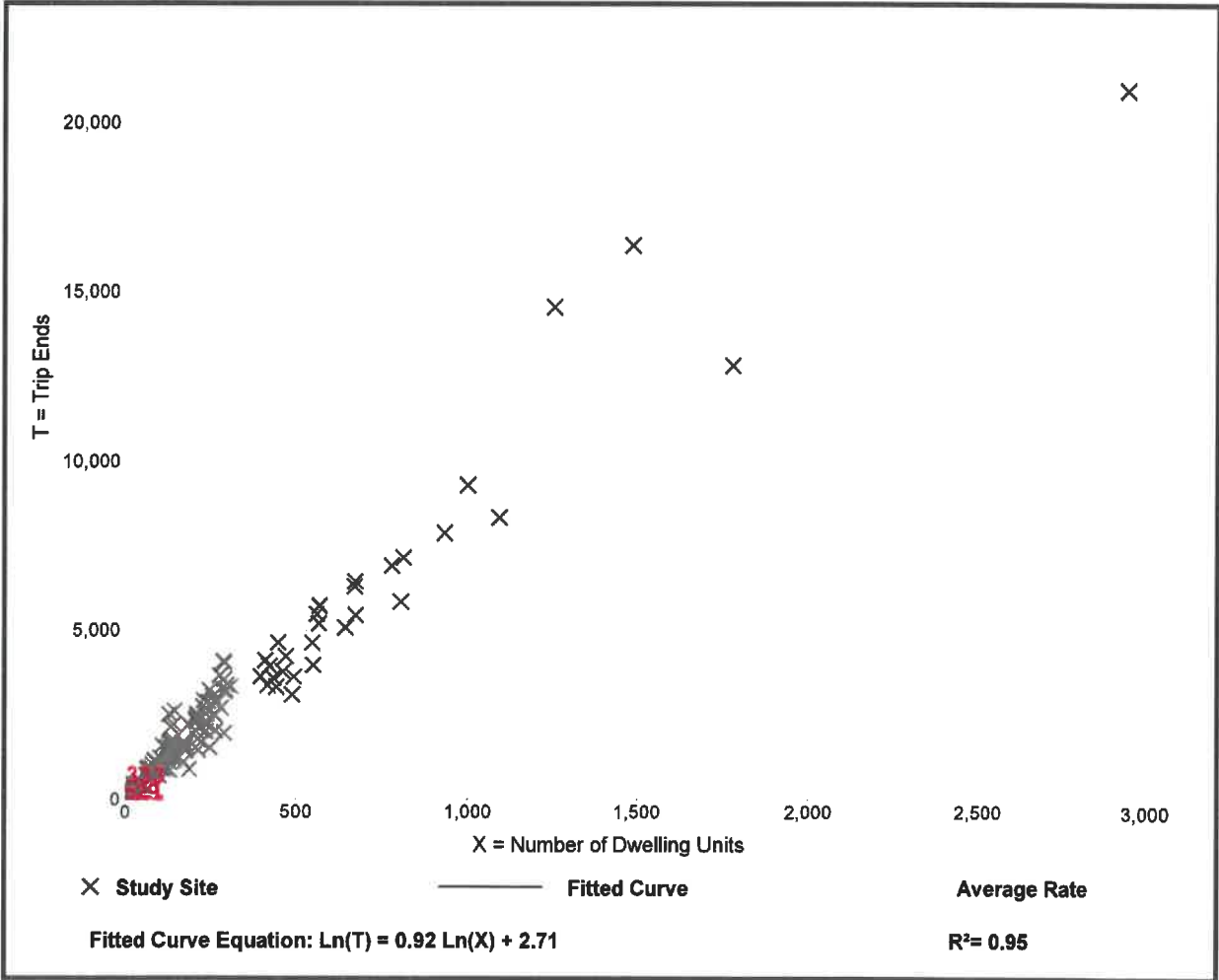
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 159  
Avg. Num. of Dwelling Units: 264  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

## Data Plot and Equation





## Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 173

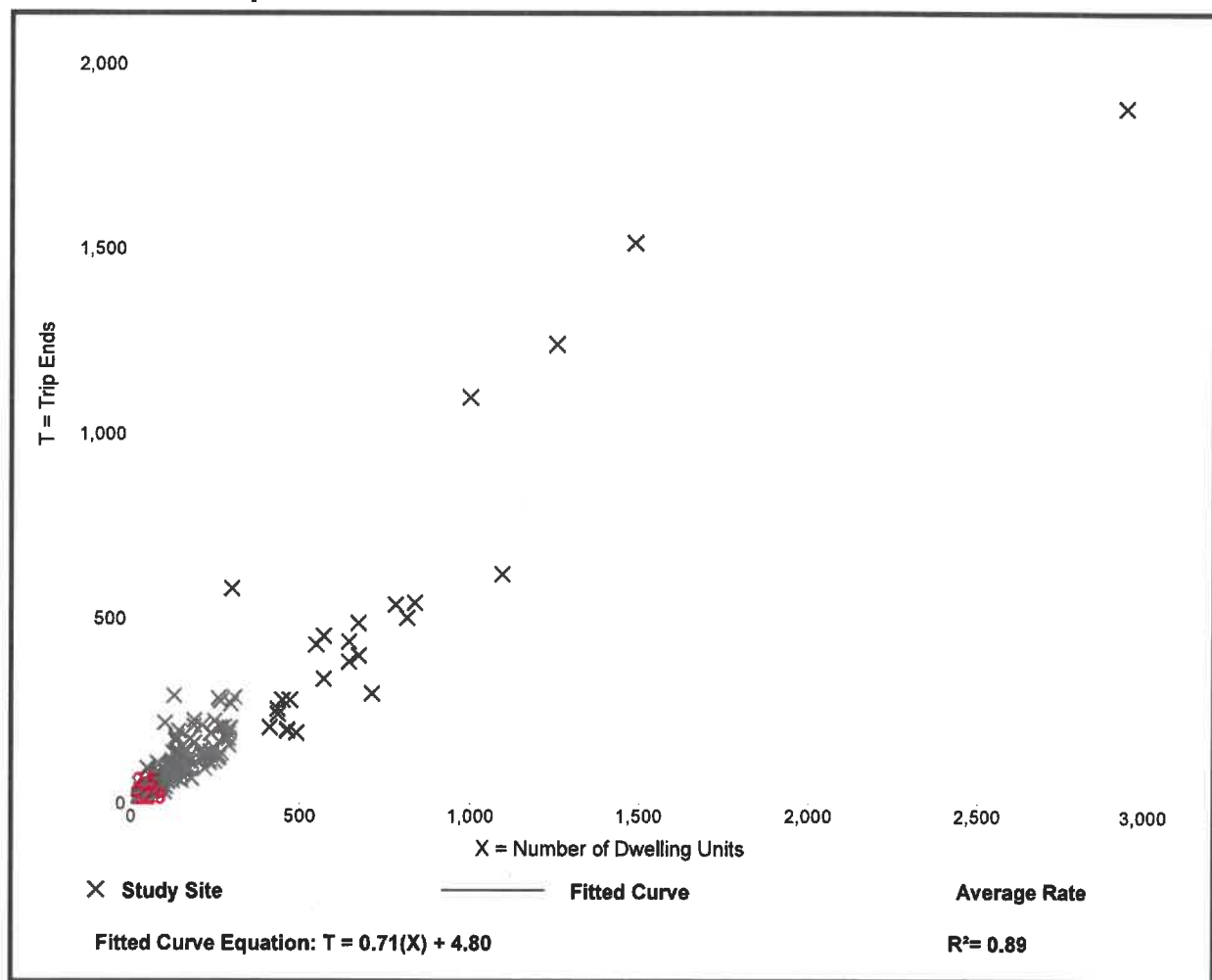
Avg. Num. of Dwelling Units: 219

Directional Distribution: 25% entering, 75% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

### Data Plot and Equation



*Trip Generation Manual, 10th Edition • Institute of Transportation Engineers*

## Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 190

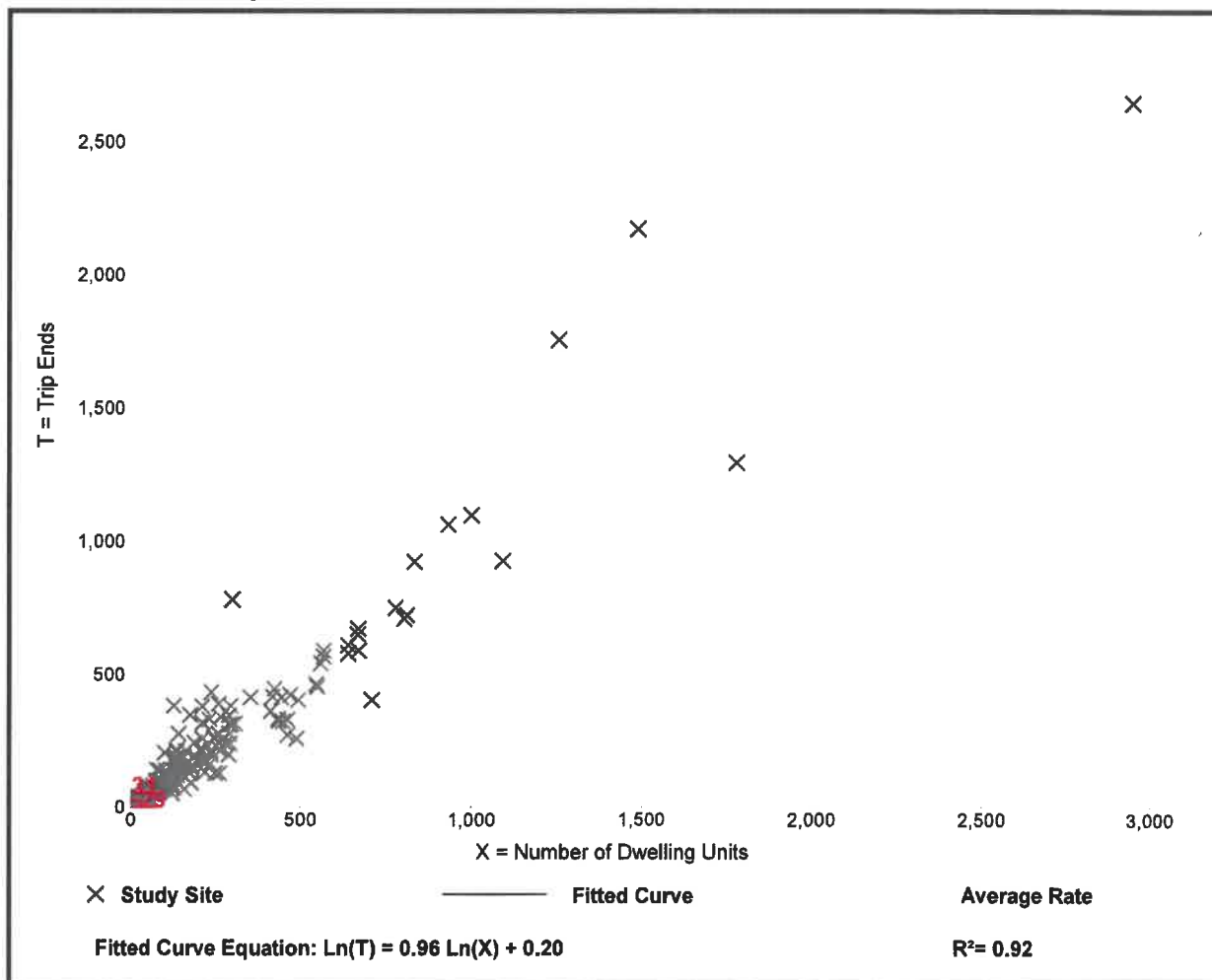
Avg. Num. of Dwelling Units: 242

Directional Distribution: 63% entering, 37% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

### Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers























**ATTACHMENT C**  
**Synchro**



# HCM 2010 Signalized Intersection Summary 2: SW 184th Street & Old Cuttler Road























FUTURE AM PEAK HOUR WITH PROJECT

06/05/2019

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	225	163	50	5	4	2	123	597	99	3	409	410						
Future Volume (veh/h)	225	163	50	5	4	2	123	597	99	3	409	410						
Number	3	8	18	7	4	14	1	6	16	5	2	12						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1937	1863	1863	1900	1863	1863	1863						
Adj Flow Rate, veh/h	253	183	56	6	4	0	138	671	111	3	460	461						
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	1						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89						
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2						
Cap, veh/h	311	266	81	119	362	320	462	1135	188	408	1305	1105						
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.00	0.03	0.73	0.73	0.00	0.70	0.70						
Sat Flow, veh/h	1407	1370	419	1136	1863	1647	1774	1555	257	1774	1863	1577						
Grp Volume(v), veh/h	253	0	239	6	4	0	138	0	782	3	460	461						
Grp Sat Flow(s),veh/h/ln	1407	0	1789	1136	1863	1647	1774	0	1812	1774	1863	1577						
Q Serve(g_s), s	31.9	0.0	22.4	0.9	0.3	0.0	3.9	0.0	36.9	0.1	17.7	22.3						
Cycle Q Clear(g_c), s	32.2	0.0	22.4	23.3	0.3	0.0	3.9	0.0	36.9	0.1	17.7	22.3						
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.14	1.00		1.00						
Lane Grp Cap(c), veh/h	311	0	347	119	362	320	462	0	1322	408	1305	1105						
V/C Ratio(X)	0.81	0.00	0.69	0.05	0.01	0.00	0.30	0.00	0.59	0.01	0.35	0.42						
Avail Cap(c_a), veh/h	327	0	368	132	383	338	492	0	1322	489	1305	1105						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	71.6	0.0	67.5	78.3	58.6	0.0	7.8	0.0	11.6	10.7	10.7	11.4						
Incr Delay (d2), s/veh	14.4	0.0	5.3	0.2	0.0	0.0	0.1	0.0	1.9	0.0	0.7	1.2						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(95%),veh/ln	19.8	0.0	17.2	0.5	0.3	0.0	3.3	0.0	26.1	0.1	14.4	15.1						
LnGrp Delay(d),s/veh	86.0	0.0	72.8	78.5	58.6	0.0	7.9	0.0	13.5	10.7	11.5	12.6						
LnGrp LOS	F		E	E	E		A		B	B	B	B						
Approach Vol, veh/h	492				10		920				924							
Approach Delay, s/veh	79.6				70.5		12.7				12.0							
Approach LOS	E				E		B				B							
Timer	1	2	3	4	5	6	7	8										
Assigned Phs	1	2			4	5	6	8										
Phs Duration (G+Y+Rc), s	8.9	131.1			39.9	3.7	136.4	39.9										
Change Period (Y+Rc), s	3.0	5.0			5.0	3.0	5.0	5.0										
Max Green Setting (Gmax), s	9.0	121.0			37.0	9.0	121.0	37.0										
Max Q Clear Time (g_c+I1), s	5.9	24.3			25.3	2.1	38.9	34.2										
Green Ext Time (p_c), s	0.0	1.2			0.0	0.0	2.1	0.8										
<b>Intersection Summary</b>																		
HCM 2010 Ctrl Delay			26.7															
HCM 2010 LOS			C															

# HCM 2010 Signalized Intersection Summary 2: SW 184th Street & Old Cuttler Road

FUTURE PM PEAK HOUR WITH PROJECT  
06/05/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	16	120	64	134	7	60	494	8	4	1003	229
Future Volume (veh/h)	207	16	120	64	134	7	60	494	8	4	1003	229
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1937	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	220	17	128	68	143	0	64	526	9	4	1067	244
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	33	248	151	326	288	238	1378	24	610	1370	1153
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.00	0.02	0.76	0.76	0.00	0.74	0.74
Sat Flow, veh/h	1240	188	1419	1236	1863	1647	1774	1825	31	1774	1863	1568
Grp Volume(v), veh/h	220	0	145	68	143	0	64	0	535	4	1067	244
Grp Sat Flow(s),veh/h/ln	1240	0	1608	1236	1863	1647	1774	0	1856	1774	1863	1568
Q Serve(g_s), s	21.3	0.0	16.4	10.6	13.7	0.0	1.7	0.0	19.8	0.1	70.9	9.7
Cycle Q Clear(g_c), s	35.0	0.0	16.4	26.9	13.7	0.0	1.7	0.0	19.8	0.1	70.9	9.7
Prop In Lane	1.00		0.88	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	168	0	281	151	326	288	238	0	1402	610	1370	1153
V/C Ratio(X)	1.31	0.00	0.52	0.45	0.44	0.00	0.27	0.00	0.38	0.01	0.78	0.21
Avail Cap(c_a), veh/h	168	0	281	151	326	288	257	0	1402	664	1370	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	91.6	0.0	74.8	87.0	73.7	0.0	21.2	0.0	8.4	7.4	16.4	8.3
Incr Delay (d2), s/veh	175.4	0.0	1.9	2.5	1.1	0.0	0.2	0.0	0.8	0.0	4.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.4	0.0	11.9	6.7	11.6	0.0	2.7	0.0	15.7	0.1	47.9	7.8
LnGrp Delay(d),s/veh	267.1	0.0	76.7	89.5	74.8	0.0	21.4	0.0	9.2	7.4	20.8	8.7
LnGrp LOS	F		E	F	E		C		A	A	C	A
Approach Vol, veh/h	365			211			599			1315		
Approach Delay, s/veh	191.4			79.6			10.5			18.5		
Approach LOS	F			E			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	7.9	152.1	40.0		4.0	156.0	40.0					
Change Period (Y+Rc), s	3.0	5.0	5.0		3.0	5.0	5.0					
Max Green Setting (Gmax), s	7.0	145.0	35.0		7.0	145.0	35.0					
Max Q Clear Time (g_c+I1), s	3.7	72.9	28.9		2.1	21.8	37.0					
Green Ext Time (p_c), s	0.0	3.5	0.5		0.0	1.2	0.0					
Intersection Summary												
HCM 2010 Ctrl Delay	47.1											
HCM 2010 LOS	D											







HCM 2010 TWSC  
30: Old Cuttler Road & Project Driveway

FUTURE AM PEAK HOUR WITH PROJECT  
06/05/2019

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	16	803	1	5	459
Future Vol, veh/h	3	16	803	1	5	459
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	17	873	1	5	499

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1383	874	0
Stage 1	874	-	-
Stage 2	509	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	158	349	-
Stage 1	408	-	-
Stage 2	604	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	157	349	-
Mov Cap-2 Maneuver	157	-	-
Stage 1	404	-	-
Stage 2	604	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	157	349
HCM Lane V/C Ratio	-	-	0.021	0.05
HCM Control Delay (s)	-	-	28.4	15.9
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	0.1	0.2







# HCM 2010 TWSC 30: Old Cuttler Road & Project Driveway

FUTURE PM PEAK HOUR WITH PROJECT  
06/05/2019

## Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	9	451	3	17	1068
Future Vol, veh/h	2	9	451	3	17	1068
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	10	490	3	18	1161

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1689	492	0
Stage 1	492	-	-
Stage 2	1197	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	103	577	-
Stage 1	615	-	-
Stage 2	286	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	98	577	-
Mov Cap-2 Maneuver	98	-	-
Stage 1	586	-	-
Stage 2	286	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	98	577	1071	-
HCM Lane V/C Ratio	-	-	0.022	0.017	0.017	-
HCM Control Delay (s)	-	-	42.6	11.3	8.4	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

**DAVID PLUMMER & ASSOCIATES**

TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134  
305-447-0900 | DPA@DPLUMMER.COM**Responses to Town of Cutler Bay Development Review Comments****(Review Date: 5/29/2019)****Re: Old Cutler Road Site Traffic Study, Second Submittal**

1. Please provide an Engineer's certification for the Engineer of Record who prepared the traffic study for the Old Cutler Road Site.

*Response: A Professional Engineer Certificate has been included in the revised report, as requested.*

**CGA 05/05/17 Response: Addressed.**

2. Please provide any comments provided by Miami Dade County Public Works and Waste Management Traffic Engineering Division.

*Response: MDC comments are provided in Attachment A.*

**CGA 05/05/17 Response: Addressed. Please provide a copy of the final approval prior to the public hearing.**

*Response: MDC has stated they would not require a traffic study for the proposed 30 single family dwelling units since the resulting trip generation is lower than the previous proposed land uses reviewed by the county. Further county review and approval during platting will be provided to the Town of Cutler Bay.*

3. Please update the traffic volumes used in the traffic analysis to ensure that the peak hour volumes taken from the traffic data collection performed on 01/10/2017 are used. The current traffic analysis uses an average of the two peak hour traffic volumes collected. Please update the intersection capacity and the road segment corridor analysis (Art Plan).

*Response: Peak period analysis was proposed and approved in the methodology submitted to the village for this study. It is also consistent with previous studies submitted to and accepted by the village and its consultant. This is based on the Cutler Bay Growth Management Plan, which defines roadway level of service standards as follows: "Policy T1-1A: Adopted roadway LOS standards shall vary depending on the classification of the roadway, roadway location, and availability of transit. Table T-1 ... summarizes the adopted peak-period LOS standards for all local, County and roads in Cutler Bay." Similar to other municipalities in the county, these level of service standards are based on the MDC Comprehensive Master Development Plan which*

define peak-period as: "Peak period means the average of the two highest consecutive hours of traffic volume during a weekday." Therefore, the analysis is consistent with the adopted standards in the Village of Cutler Bay and Miami-Dade County.

**CGA 05/05/17 Response: Addressed.**

*Response: Although no further response to reviewer is warranted at this time, the peak hour analysis for future conditions with project, along with supporting documentation, is provided as Attachment A. Findings and conclusions, summarized below, are the same as the ones established in the traffic study.*

- *Peak hour analysis indicates that all roadway segments analyzed are projected to operate within the Town of Cutler Bay Level of Service Standards, and for all roadway segments analyzed, traffic volumes associated with the project are at levels generally considered de minimus.*
- *Peak hour intersection analysis for future conditions with project results shows that the overall LOS for the following intersections are projected to operate within the LOS standards adopted by the Town of Cutler Bay:*
  - *Old Cutler Road / SW 168<sup>th</sup> Street*
  - *Old Cutler Road / SW 184<sup>th</sup> Street*
  - *SW 184<sup>th</sup> Street / SW 97<sup>th</sup> Avenue*
  - *SW 184<sup>th</sup> Street / SW 87<sup>th</sup> Avenue*

*Results of the analysis based on both the peak hour and peak period show that approaches of the Old Cutler Road / SW 87<sup>th</sup> Avenue roundabout will experience some delays during the AM and PM peak hours in the future before project traffic, and will continue to experience delays with the project. Peak hour analysis shows approach delays during both AM and PM peak hours. However, overall operations during the PM peak hour are within the adopted Town of Cutler Bay LOS standards. It should be noted that the project represents less than 0.15% of the total projected intersection volume during the AM peak hour and less than 0.25% during the PM peak hour. The peak period analysis shows that overall intersection delays are increased by 0.3 seconds or less than 0.4% during the AM peak period and by 0.6 seconds or 1.2% during PM peak hour with the addition of project traffic.*

4. Please clarify the trip distribution for the driveway openings on Old Cutler Road and SW 184<sup>th</sup> Street. Exhibit 13 shows a full access opening on to Cutler Road (not a right-in/right-out as mentioned in the Executive Summary, etc.). Please update the Executive Summary and other narratives of the report respectively.

*Response: Project access will be provided via a full access driveway accessing Old Cutler Road south of SW 184<sup>th</sup> Street and a right-turn-in and right-turns out driveway accessing SW 184<sup>th</sup> Street east of Old Cutler Road. The access description was updated in the study.*

**CGA 05/05/17 Response: Addressed.**

5. Please review and confirm that there will be sufficient sight distance for eastbound vehicles making a u-turn along SW 184th Avenue (project trips turning right out at SW 184th Street). There are existing trees in the center median at the median break that appears to obstruct the view of vehicles attempting to make this u-turn. Please provide a narrative in the traffic study that discusses any safety issues at this road segment location.

*Response: Sight distance analysis will be provided under separate cover.*

**CGA 05/05/17 Response: Addressed.**

6. Please include the Town of Cutler Bay's Transportation Master Plan service volume tables in Appendix C as mentioned on page 13 of the report. The FDOT LOS Handbook tables are shown but not the Cutler Bay tables.

*Response: The requested documentation has been included in Appendix C, as requested.*

**CGA 05/05/17 Response: Addressed.**

7. Please provide an Exhibit 3B that depicts the locations for the pneumatic tube count locations of the 24 ADT counts.

*Response: An exhibit graphically portraying the location of the roadway segment 24-hour counts was included in Appendix C.*

**CGA 05/05/17 Response: Addressed.**

8. Please revise the intersection capacity analysis (including relevant tables and report sections) based on the current traffic signal timing (copy attached) for the signalized intersections. The traffic signal timing sheets provided in the Appendix for Old Cutler Road and SW 168th Street (Asset 3981) and Old Cutler Road and SW 184th Street (Asset 3800) are not current.

*Response: Intersection analysis for these intersections was revised, as requested.*

**CGA 05/05/17 Response: Addressed.**

9. Please update Exhibits 4, 11 and 17 to include both directional volumes for each road segment.

*Response: Exhibits 4, 11 and 17 have been revised, as requested.*

**CGA 05/05/17 Response: Addressed. Please utilize directional traffic volumes for the FDOT LOS Handbook (most current version) and not the Transportation Master Plan for the link/segment analysis.**

*Response: Service Volumes used in the report are based on the latest Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas published by FDOT's 2013 Quality/Level of Service Handbook and included in Appendix C. Note 1 in Exhibits 4, 7 and 14 indicates that the*



*Service Volumes for both segments of Old Cutler Road were obtained from the Cutler Bay's Master Plan (excerpts also included in Appendix C). These service volumes are based on the FDOT service volume for LOS E Class II Arterial adjusted by minus 10% to account for Non-State Signalized Roadway (800 vph – 10% (80 vph) = 720 vph). Therefore, revisions to the tables are not warranted at this time.*

10. Please update Exhibit 12 so that it shows both the below 2010 and 2040 cardinal distribution percentages for TAZ 1359. Please provide a footnote that these have been taken from the Directional Distribution Report of the Miami Dade County 2040 Transportation Model and final percentages for the 2018 buildout year have been interpolated between 2010 and 2040.

*Response: Exhibit 12 has been revised, as requested.*

**CGA 05/05/17 Response: Addressed.**

11. Please add columns to Exhibit 6, Exhibit 10 and Exhibit 17 that includes the 95<sup>th</sup> percentile queue length for the key turn lanes for each approach. Please provide the Synchro Queue reports for each intersection for each scenario in the resubmitted traffic study. Please also ensure that these exhibits/tables include the most current LOS and delay information from the submitted Synchro reports for each intersection for each scenario. There are delay numbers shown in the exhibits/tables that do not match. Please update the narrative in the traffic study as necessary.

*Response: Exhibits 6A, 10A and 17A have also been created to show the resulting 95<sup>th</sup> percentile back of queue, as requested. Revised Synchro reports are included in Appendix D. Exhibits 6, 10 and 17 have been revised to reflect the latest analysis, as requested.*

**CGA 05/05/17 Response: Please update the relevant exhibits based on the below specific comments. Please also add a footnote to these exhibits that explains that the lineal feet calculation is based on rounding up to the next whole number vehicle (at 22 LF per vehicle).**

- **Exhibit 10**
  - **Old Cutler Road and SW 184<sup>th</sup> Street**
    - **PM Peak hour NB LOS A**
    - **PM Peak hour SB LOS B**
  - **Old Cutler Road and SW 87<sup>th</sup> Avenue**
    - **PM Peak Hour NB Delay is 13.9 sec.**
    - **PM Peak Hour SB Delay is 95.8 sec.**
    - **PM Peak Hour NEB Delay is 19.9 sec.**
    - **PM Peak Hour SWB Delay is 69.7 sec.**
    - **PM Peak Hour Overall Delay is 50.4 sec.**
- **Exhibit 10A**
  - **Old Cutler Road and SW 184<sup>th</sup> Street**
    - **AM Peak Hour NBL BOQ 2.9; 66 LF**
    - **AM Peak Hour SBR BOQ 13.7; 308 LF**
    - **PM Peak Hour NBL BOQ 1.8; 44 LF**

- PM Peak Hour SBR BOQ 7.8; 176 LF
- **Exhibit 17**
  - **Old Cutler Road and SW 87<sup>th</sup> Avenue**
    - PM Peak Hour NB Delay is 14.0 sec.
    - PM Peak Hour SB Delay is 96.7 sec.
    - PM Peak Hour NEB Delay is 20.3 sec.
    - PM Peak Hour SWB Delay is 70.9 sec.
    - PM Peak Hour Overall Delay is 51.0 sec.

*Response: Exhibits 10, 10A and 17 have been revised, as requested.*

12. Please provide intersection volume worksheets that show the progression from peak hour counts, peak hour count adjustments (peak season factor and growth rate), committed trips and future total project trips for the intersection analysis.

*Response: Intersection Volume development sheets have been included in Appendix D, as requested.*

**CGA 05/05/17 Response: Addressed.**

13. Please provide exhibit similar to exhibit 13A that shows the assigned committed trips for the road segments analyzed.

*Response: Maps graphically depicted the requested information are included in Appendix E.*

**CGA 05/05/17 Response: Addressed.**

14. Please recommend improvements to mitigate for the LOS deficiency for the SW 184<sup>th</sup> Street between SW 87<sup>th</sup> Avenue and 97<sup>th</sup> Avenue and SW 87<sup>th</sup> Avenue between Old Cutler Road and SW 184<sup>th</sup> Street. These road segments do not meet the LOS standard of E in the AM peak hour of the future buildout condition.

*Response: The following improvements are currently underway as part of the Palmer Trinity School expansion to mitigate the increases of traffic due to the increase in students and to alleviate existing congestion in the area:*

- *A southbound right turn lane along Old Cutler Road onto SW 184<sup>th</sup> Street will provide additional capacity to through traffic by channeling the heavy right turns into a separate lane;*
- *Turn lanes at the new driveway along SW 184<sup>th</sup> Street will minimize the school traffic impacts on through traffic along this road.*

*In addition, the 2005 Palmetto Bay Comprehensive Plan considers the widening of SW 184<sup>th</sup> Street between US 1 and Old Cutler Road as a possible improvement to alleviate congestion. However, this improvement is not reflected in the Miami-Dade Transportation Plan.*

**CGA 05/05/17 Response: Addressed.**

15. Please recommend improvements to mitigate for the LOS deficiency for the roundabout at Old Cutler Road and SW 87<sup>th</sup> Avenue. The roundabout operates at a LOS F in the AM and PM peak hour condition and does not meet the Town of Cutler Bay's LOS criteria and there are traffic operational issues for some of the movements. Roundabouts should be designed to operate at no more than 85 percent of their estimated capacity. When traffic flows on an approach exceed approximately 85 percent of capacity, delays and queue lengths vary significantly about their mean values. Please provide field observations during the peak hours to confirm the traffic conditions for these concerning movements in the AM peak hour (NB left- 95th percentile queue of 37 vehicles) and the PM peak hour (SB left- 95th percentile queue of 21 vehicles and WB left- 95th percentile queue of 20 vehicles).

*Response: Aerial drone photographs of the area do not support the results of the Synchro analysis for this roundabout, especially as it predicts queues. The following observations were made and can be validated in the drone photographs:*

- **AM Peak:** The northbound approach along SW 87<sup>th</sup> Avenue peaks between 7:30 and 8:15 AM while the eastbound along Old Cutler Road peaks between 7:45 and 8:30 AM. Traffic flows were steadily.
- **PM Peak:** Eastbound traffic along Old Cutler Road peaked between 4:30 and 6:00 PM. Flow remained stable.

*It should also be noted that for unsignalized intersections (including roundabouts), the software (which is based on Highway Capacity Manual theories) tends to overestimate delay and queue measurements. The actual delays observed in the field are within the range of operations for other facilities in the area.*

**CGA 05/05/17 Response: Addressed.**

16. The Art Plan analysis for the road corridors should look at the segments independently and not for multiple segments of a corridor which will yield a weighted analysis of all of the segments.

*Response: The ArtPlan analysis for Old Cutler Road has been broken down into sections, as requested.*

**CGA 05/05/17 Response: Addressed.**

17. The Art Plan corridor analysis in the traffic impact study should include a sourcing of each of the input values that were used for each scenario. Please provide documentation in the Appendix for standard FDOT values for certain inputs if applicable (reference attached input reference sheet for typical inputs). Please ensure that data from the traffic counts collected (24-hour tube counts, manual turning movement counts) have been used to tailor each of the LOS corridor segment analysis. For instance, the percentage of left turns and right turns should correspond to the number of turns observed during the peak hour turning movement counts. The standard values per FDOT's



*Response: A table has been prepared showing all the input values used in the ArtPlan analysis and is included in Appendix D. The analysis was revised to reflect these factors.*

**CGA 05/05/17 Response: Please update data in table for the %Turns from Exclusive Turn Lanes table.**

*Response: The requested data was revised, as requested. The ArtPlan reflecting these factors is included in the report.*

**CGA 10/08/17 Response: Addressed.**

18. Please verify the thru g/C values used in the Art Plan corridor analysis. The thru g/c values used are higher than the standard range of 0.40 and 0.55 provided in the standard Art Plan inputs provided by FDOT. There is an error being given that reads "Facility weighted g/c exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

*Response: It is acknowledged that several area roadways g/C are higher than the typical roadways. This is not uncommon when a roadway serves as the major traffic carrier for an area, such as Old Cutler Road. The situation is further emphasized by the fact that traffic volumes crossing Old Cutler Road from the east are low, and, therefore, require much less green times than through traffic and/or traffic from the west accessing Old Cutler Road. g/C calculations are included in Appendix D. Signal timing worksheets are included in Appendix C.*

**CGA 05/05/17 Response: The ArtPlan results for existing conditions for each road segment corridor needs to be checked against the "Here data" available from FDOT for state roads and Miami Dade County for County facilities. Please reference the below "Here data" for the SW 184<sup>th</sup> Street corridor received from FDOT. Please include a narrative in your report in your segment analysis the discusses the average travel speeds from this data and the related Arterial LOS thresholds outlined in the 2013 FDOT LOS Handbook.**



**Response:** The Florida Department of Transportation (FDOT) was contacted regarding this request, and their response was: “HERE data available via the Unified Basemap Repository (UBR) is licensed data for State of Florida Government Entities and their contractors.” As this is not a FDOT contract, access is not allowed to process this request.

**CGA 10/08/17 Response:** If FDOT and Miami Dade County will not provide the travel time and delay data along the applicable State roadway facilities, a travel time and delay study will be required as a condition of approval to evaluate the existing travel speeds and the subsequent LOS values. This includes providing a travel time and delay study for the road segments of SW 87th Avenue (Galloway Road) between SW 216th Street and SW 212th Street and Old Cutler Road during a normal school day. The travel time and delay study should be conducted per the criteria in the FDOT Manual of Uniform Traffic Studies Chapter 13.

**Response:** In lieu of this information that is currently unavailable, the Applicant shall perform traffic monitoring of the trips generated by the development the year after the final certificate of occupancy is issued. Should the actual number of vehicle trips generated by the project is exceeded by 10% of the number of vehicle trips projected in the Applicant's original traffic study, the Applicant will research supplemental mitigation. The City and the Applicant shall jointly pursue the approvals necessary to implement the mitigation. The costs of the mitigation shall be paid by the Applicant.

**CGA 11/28/17 Response:** Addressed. A condition of approval will be developed for the staff report. The Applicant shall pursue the approvals necessary to the implement the mitigation. The cost of the mitigation and consulting services for the permit approval shall be paid for by the applicant.

19. Please verify the AADT and hourly volumes used in the Art Plan corridor analysis. The daily and hourly volumes do not seem to align with the 24-hour tube counts collected particularly for the existing conditions. Please provide clarification.

*Response: The ArtPlan analysis reflects the hourly volume for the AM and PM peak periods as shown in Exhibits 4, 7 and 14. Since the results are for peak period, the daily volumes reflected in the worksheets are provided as reference only and do impact the results.*

**CGA 05/05/17 Response: Addressed.**

20. Please revise the FFS input in the Art Plan corridor analysis to be the posted speed limit. The roadway segments being analyzed are two lane facilities and the free flow speed will most likely top out at the posted speed limit and not 5 miles over the posted speed limit.

*Response: The ArtPlan analysis reflects the following posted speed limits: Old Cutler Road – 40 mph; SW 184<sup>th</sup> Street – 40 mph; and, SW 87<sup>th</sup> Avenue – 35 mph.*

**CGA 05/05/17 Response: Please update ArtPlan analysis to include the posted speed limit in the input for the free flow speed (FFS).**

*Response: The posted speed limit is included in the Segment (auto) input of the software. The output converts the speed limit to free flow speed automatically.*

**CGA 10/08/17 Response: Addressed.**

21. As requested in the traffic study methodology and as outlined in the traffic study on page 7, please provide a traffic operational qualitative assessment for the intersections/road segments studied based on field observations. This should include providing aerial drone images documenting the roadway conditions (vehicle queue stacking at intersections) during peak hours.

*Response: Section 2.6 describing both observed and drone photographed field conditions is included in the report. Drone images of the intersections studied are included in Appendix C-5.*

**CGA 05/05/17 Response: Addressed.**

22. The back of vehicle queue stacking identified in Exhibit 17 for the eastbound left turn (EBL) at the intersection of Old Cutler Road and SW 184<sup>th</sup> Street in AM peak hours is 396 LF and 638 LF in the PM peak hour in the future conditions scenario. The existing storage length for this turn lane is currently 160 LF. This will cause eastbound vehicles to queue/stack past SW 78<sup>th</sup> Court. Please provide potential intersection and/or road segment improvements to mitigate for this traffic operational issue.

*Response: The back of queue extending past the provided turn lane storage for the eastbound left turn lane on SW 184<sup>th</sup> Street onto Old Cutler Road is a condition that occurs in the future without project conditions for the AM and PM peak. Furthermore, project traffic is not anticipated to*



*contribute to the left turn volume at this approach of the intersection. It is recommended that signal timing be re-evaluated once committed developments in the area are built to improve this condition.*

**CGA 11/28/17 Response: Addressed. A traffic study evaluating field conditions of this intersection will be required post development which addressed this traffic condition. A condition of approval will be developed for the staff report.**

23. Please ensure that the demand volumes in the Synchro analyses that accompanied the Trip Generation Analysis (5-29-19) are consistent with the final version of the full Traffic Study at the conclusion of the series of comments and report modifications that occurred in 2017 (i.e. the only differences are due to the revision in the trip generation and the change in site access). A July 2017 version of that study contains Synchro reports of analyses of the intersection of SW 184<sup>th</sup> Street at Old Cutler Road produced on July 20, 2017. The Trip Generation Analysis contains Synchro analyses of that intersection whose demand volumes are significantly lower (particularly movements along Old Cutler Road) than those in the July 2017 version of the Traffic Study, discrepancies that cannot be due to changes in trip generation and site access alone.

*Response: The intersection capacity analysis was updated, as requested. All conclusions remain the same.*



**TOWN OF CUTLER BAY  
DEVELOPMENT REVIEW COMMENTS**

**Discipline:** *Traffic Engineering*  
**Reviewed by:** *Gavin Jones, PE, AICP*  
**Review Date:** *06/06/19*  
**Phone:** *(954) 921-7781*  
**Fax:** *(954) 921-8807*

**Application:** *Site Plan Approval*

**Project Name:** *Old Cutler Road Site Traffic Study*  
**Project Number:** *14-7174*

**Comments Based on 3<sup>rd</sup> Plan Submittal (Traffic Study dated July, 2017) and Trip Generation Analysis dated 6-5-19**

\_\_\_\_\_ *No comments*  
  X   *Comments as follows or attached*

1. Please provide an Engineer's certification for the Engineer of Record who prepared the traffic study for the Old Cutler Road Site.

*DPA 04/18/17 Response: A Professional Engineer Certificate has been provided in the revised report as requested.*

**CGA 05/05/17 Response: Addressed.**

2. Please provide any comments provided by Miami Dade County Public Works and Waste Management Traffic Engineering Division.

*DPA 04/18/17 Response: MDC comments are provided in Attachment A.*

**CGA 05/05/17 Response: Addressed. Please provide a copy of the final approval prior to the public hearing.**

*DPA 11/07/17 Response: MDC has stated that they will not require a traffic study for the proposed 30 single family dwelling units since the resulting trip generation is lower than*

*the previous proposed land uses reviewed by the County. Further County review and approval during platting will be provided by the Town of Cutler Bay.*

**CGA 11/28/17 Response: Addressed.**

3. Please update the traffic volumes used in the traffic analysis to ensure that the peak hour volumes taken from the traffic data collection performed on 01/10/2017 are used. The current traffic analysis uses an average of the two peak hour traffic volumes collected. Please update the intersection capacity and the road segment corridor analysis (Art Plan).

*DPA 04/18/17 Response: Peak period analysis was proposed and approved in the methodology submitted to the village for this study. It is also consistent with previous studies submitted to and accepted by the village and its consultant. This is based on the Cutler Bay Growth Management Plan, which defines roadway level of service standards as follows: "Policy TL-IA: Adopted roadway LOS standards shall vary depending on the classification of the roadway, roadway location, and availability of transit. Table T-1 ... summarizes the adopted peak-period LOS standards for all local, County and roads in Cutler Bay. " Similar to other municipalities in the county, these level of service standards are based on the MDC Comprehensive Master Development Plan which define peak-period as: "Peak period means the average of the two highest consecutive hours of traffic volume during a weekday. " Therefore, the analysis is consistent with the adopted standards in the Village of Cutler Bay and Miami-Dade County.*

**CGA 05/05/17 Response: Addressed.**

*DPA 05/17/17 Response: Although no further response to reviewer is warranted at this time, the peak hour analysis for future conditions with project, along with supporting documentation, is provided as Attachment A. Findings and conclusions, summarized below, are the same as the ones established in the traffic study.*

- *Peak hour analysis indicates that all roadway segments analyzed are projected to operate within the Town of Cutler Bay Level of Service Standards, and for all roadway segments analyzed, traffic volumes associated with the project are at levels generally considered de minimus.*
- *Peak hour intersection analysis for future conditions with project results that the overall LOS for the following intersections are projected to operate within the LOS standards adopted by the Town of Cutler Bay:*
  - *Old Cutler Road / SW 168<sup>th</sup> Street*
  - *Old Cutler Road / SW 18<sup>th</sup> Street*
  - *SW 184<sup>th</sup> Street / SW 97<sup>th</sup> Avenue*
  - *SW 184<sup>th</sup> Street / SW 87<sup>th</sup> Avenue*

*Results of the analysis based on the peak hour and peak period show that approaches of the Old Cutler Road / SW 87<sup>th</sup> Avenue roundabout will experience some delays during the AM and*



*PM peak hours in the future before project traffic, and will continue to experience delays with the project. Peak hour analysis shows approach delays during both AM and PM peak hours. However, overall operations during the PM peak hour are within the adopted Town of Cutler Bay LOS standards. It should be noted that the project represents less than 0.15% of the total projected intersection volume during the AM peak hours and less than 0.25% during the PM peak hour. The peak period analysis shows that overall intersection delays are increased by 0.3 seconds or less than 0.4% during the AM peak period and by 0.6 or 1.2% during PM peak hour with the addition of project traffic.*

**CGA 10/08/17 Response: Addressed.**

4. Please clarify the trip distribution for the driveway openings on Old Cutler Road and SW 184<sup>th</sup> Street. Exhibit 13 shows a full access opening on to Cutler Road (not a right-in/right-out as mentioned in the Executive Summary, etc.). Please update the Executive Summary and other narratives of the report respectively.

*DPA 04/18/17 Response: Project access will be provided via a full access driveway accessing Old Cutler Road south of SW 184<sup>th</sup> Street and a right-turn-in and right-turns out driveway accessing SW 184<sup>th</sup> Street east of Old Cutler Road. The access description was updated in the study.*

**CGA 05/05/17 Response: Addressed.**

5. Please review and confirm that there will be sufficient sight distance for eastbound vehicles making a u-turn along SW 184<sup>th</sup> Avenue (project trips turning right out at SW 184<sup>th</sup> Street). There are existing trees in the center median at the median break that appears to obstruct the view of vehicles attempting to make this u-turn. Please provide a narrative in the traffic study that discusses any safety issues at this road segment location.

*DPA 04/18/17 Response: Response: Sight distance assessment was performed and supplemented with field observations of the existing geometrics along SW 184<sup>th</sup> Street for this movement. S.W 184<sup>th</sup> Street eastbound east of Old Cutler Road is a four-lane divided roadway. Approximately 800' east of its intersection with Old Cutler Road, a wide median opening is available for vehicles desiring to make U-turns. The space for turns is adequate, and approximately 200' of sight clearance is available for this movement. Speeds and volumes along this road are generally low since it provides access to a gated development to the east. Trees and other landscaping features are well groomed and obstructions and/or conflicts were not observed. The road was designed for this purpose and seems adequate to meet the demand. The sight triangle and pictures of actual conditions are provided in Exhibit A.*

**CGA 05/05/17 Response: Addressed.**

6. Please include the Town of Cutler Bay's Transportation Master Plan service volume tables in Appendix C as mentioned on page 13 of the report. The FDOT LOS Handbook tables are shown but not the Cutler Bay tables.

*DPA 04/18/17 Response: The requested documentation has been included in Appendix C, as requested.*

**CGA 05/05/17 Response: Addressed.**

7. Please provide an Exhibit 3B that depicts the locations for the pneumatic tube count locations of the 24 ADT counts.

*DPA 04/18/17 Response: An exhibit graphically portraying the location of the roadway segment 24-hour counts was included in Appendix C.*

**CGA 05/05/17 Response: Addressed.**

8. Please revise the intersection capacity analysis (including relevant tables and report sections) based on the current traffic signal timing (copy attached) for the signalized intersections. The traffic signal timing sheets provided in the Appendix for Old Cutler Road and SW 168<sup>th</sup> Street (Asset 3981) and Old Cutler Road and SW 184<sup>th</sup> Street (Asset 3800) are not current.

*DPA 04/18/17 Response: Intersection analysis for these intersections was revised, as requested.*

**CGA 05/05/17 Response: Addressed.**

9. Please update Exhibits 4, 11 and 17 to include both directional volumes for each road segment.

*DPA 04/18/17 Response: Exhibits 4, 11 and 17 have been revised, as requested.*

**CGA 05/05/17 Response: Addressed. Please utilize directional traffic volumes for the FDOT LOS Handbook (most current version) and not the Transportation Master Plan for the link/segment analysis.**

*DPA 05/17/17 Response: Service Volumes used in the report are based on the latest Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas published by FDOT's 2013 Quality/Level of Service Handbook and included in Appendix C. Note 1 in Exhibits 4, 7 and 14 indicates that the Service Volumes for both segments of Old Cutler Road were obtained from the Cutler Bay's Master Plan (excerpts also included in Appendix C). These service volumes are based on the FDOT service volume for LOS E Class II Arterial adjusted by minus 10% to account for Non-State Signalized Roadway (800 vph -10% (80 vph) = 720 vph). Therefore, revisions to the tables are not warranted at this time.*

**CGA 10/08/17 Response: Addressed.**

10. Please update Exhibit 12 so that it shows both the below 2010 and 2040 cardinal distribution percentages for TAZ 1359. Please provide a footnote that these have been taken from the Directional Distribution Report of the Miami Dade County 2040 Transportation Model and final percentages for the 2018 buildout year have been interpolated between 2010 and 2040.

2010	2040
• NNE: 29.30%	NNE: 19.60%
• ENE: 0.20%	ENE: 0.00%
• ESE: 0.00%	ESE: 0.00%
• SSE: 0.00%	SSE: 0.00%
• SSW: 0.60%	SSW: 1.20%
• WSW: 17.30%	WSW: 24.50%
• WNW: 17.30%	WNW: 21.00%
• NNW: 35.20%	NNW: 33.90%

*DPA 04/18/17 Response: Exhibit I2 has been revised, as requested.*

**CGA 05/05/17 Response: Addressed.**

11. Please add columns to Exhibit 6, Exhibit 10 and Exhibit 17 that includes the 95<sup>th</sup> percentile queue length for the key turn lanes for each approach. Please provide the Synchro Queue reports for each intersection for each scenario in the resubmitted traffic study. Please also ensure that these exhibits/tables include the most current LOS and delay information from the submitted Synchro reports for each intersection for each scenario. There are delay numbers shown in the exhibits/tables that do not match. Please update the narrative in the traffic study as necessary.

*DPA 04/18/17 Response: Response: Exhibits 6A, 10A and 17A have also been created to show the resulting 95<sup>th</sup> percentile back of queue, as requested. Revised Synchro reports are included in Appendix D. Exhibits 6, 10 and 17 have been revised to reflect the latest analysis, as requested.*

**CGA 05/05/17 Response: Please update the relevant exhibits based on the below specific comments. Please also add a footnote to these exhibits that explains that the lineal feet calculation is based on rounding up to the next whole number vehicle (at 22 LF per vehicle).**

- **Exhibit 10**
  - **Old Cutler Road and SW 184<sup>th</sup> Street**
    - **PM Peak hour NB LOS A**
    - **PM Peak hour SB LOS B**
  - **Old Cutler Road and SW 87<sup>th</sup> Avenue**
    - **PM Peak Hour NB Delay is 13.9 sec.**
    - **PM Peak Hour SB Delay is 95.8 sec.**
    - **PM Peak Hour NEB Delay is 19.9 sec.**
    - **PM Peak Hour SWB Delay is 69.7 sec.**



- **PM Peak Hour Overall Delay is 50.4 sec.**
- **Exhibit 10A**
  - **Old Cutler Road and SW 184<sup>th</sup> Street**
    - **AM Peak Hour NBL BOQ 2.9; 66 LF**
    - **AM Peak Hour SBR BOQ 13.7; 308 LF**
    - **PM Peak Hour NBL BOQ 1.8; 44 LF**
    - **PM Peak Hour SBR BOQ 7.8; 176 LF**
- **Exhibit 17**
  - **Old Cutler Road and SW 87<sup>th</sup> Avenue**
    - **PM Peak Hour NB Delay is 14.0 sec.**
    - **PM Peak Hour SB Delay is 96.7 sec.**
    - **PM Peak Hour NEB Delay is 20.3 sec.**
    - **PM Peak Hour SWB Delay is 70.9 sec.**
    - **PM Peak Hour Overall Delay is 51.0 sec.**

*DPA 05/17/17 Response: Exhibits 10, 10A and 17 have been revised, as requested. The revised tables are included in Attachment B.*

**CGA 10/08/17 Response: Addressed.**

12. Please provide intersection volume worksheets that show the progression from peak hour counts, peak hour count adjustments (peak season factor and growth rate), committed trips and future total project trips for the intersection analysis.

*DPA 04/18/17 Response: Intersection Volume development sheets have been included in Appendix D, as requested.*

**CGA 05/05/17 Response: Addressed.**

13. Please provide exhibit similar to exhibit 13A that shows the assigned committed trips for the road segments analyzed.

*DPA 04/18/17 Response: Maps graphically depicted the requested information are included in Appendix E.*

**CGA 05/05/17 Response: Addressed.**

14. Please recommend improvements to mitigate for the LOS deficiency for SW 184<sup>th</sup> Street between SW 87<sup>th</sup> Avenue and 97<sup>th</sup> Avenue and SW 87<sup>th</sup> Avenue between Old Cutler Road and

SW 184<sup>th</sup> Street. These road segments do not meet the LOS standard of E in the AM peak hour of the future buildout condition.

*DPA 04/18/17 Response: Response: The following improvements are currently underway as part of the Palmer Trinity School expansion to mitigate the increases of traffic due to the increase in students and to alleviate existing congestion in the area:*

- *A southbound right turn lane along Old Cutler Road onto SW 184<sup>th</sup> Street will provide additional capacity to through traffic by channeling the heavy right turns into a separate lane;*
- *Turn lanes at the new driveway along SW 184<sup>th</sup> Street will minimize the school traffic impacts on through traffic along this road.*

*In addition, the 2005 Palmetto Bay Comprehensive Plan considers the widening of SW 184<sup>th</sup> Street between US 1 and Old Cutler Road as a possible improvement to alleviate congestion. However, this improvement is not reflected in the Miami-Dade Transportation Plan.*

**CGA 05/05/17 Response: Addressed.**

15. Please recommend improvements to mitigate for the LOS deficiency for the roundabout at Old Cutler Road and SW 87<sup>th</sup> Avenue. The roundabout operates at a LOS F in the AM and PM peak hour condition and does not meet the Town of Cutler Bay's LOS criteria and there are traffic operational issues for some of the movements. Roundabouts should be designed to operate at no more than 85 percent of their estimated capacity. When traffic flows on an approach exceed approximately 85 percent of capacity, delays and queue lengths very significantly about their mean values. Please provide field observations during the peak hours to confirm the traffic conditions for these concerning movements in the AM peak hour (NB left- 95<sup>th</sup> percentile queue of 37 vehicles) and the PM peak hour (SB left- 95<sup>th</sup> percentile queue of 21 vehicles and WB left- 95<sup>th</sup> percentile queue of 20 vehicles).

*DPA 04/18/17 Response: Aerial drone photographs of the area do not support the results of the Synchro analysis for this roundabout, especially as it predicts queues. The following observations were made and can be validated in the drone photographs:*

- **AM Peak:** *The northbound approach along SW 87<sup>th</sup> Avenue peaks between 7:30 and 8:15 AM while the eastbound along Old Cutler Road peaks between 7:45 and 8:30 AM. Traffic flows were steadily.*
- **PM Peak:** *Eastbound traffic along Old Cutler Road peaked between 4:30 and 6:00 PM. Flow remained stable.*

*It should also be noted that for unsignalized intersections (including roundabouts), the software (which is based on Highway Capacity Manual theories) tends to overestimate delay and queue measurements. The actual delays observed in the field are within the range of operations for other facilities in the area.*

**CGA 05/05/17 Response: Addressed.**

16. The Art Plan analysis for the road corridors should look at the segments independently and not for multiple segments of a corridor which will yield a weighted analysis of all of the segments.

*DPA 04/18/17 Response: The ArtPlan analysis for Old Cutler Road has been broken down into sections, as requested.*

**CGA 05/05/17 Response: Addressed.**

17. The Art Plan corridor analysis in the traffic impact study should include a sourcing of each of the input values that were used for each scenario. Please provide documentation in the Appendix for standard FDOT values for certain inputs if applicable (reference attached input reference sheet for typical inputs). Please ensure that data from the traffic counts collected (24-hour tube counts, manual turning movement counts) have been used to tailor each of the LOS corridor segment analysis. For instance, the percentage of left turns and right turns should correspond to the number of turns observed during the peak hour turning movement counts. The standard values per FDOT's

*DPA 04/18/17 Response: A table has been prepared showing all the input values used in the ArtPlan analysis and is included in Appendix D. The analysis was revised to reflect these factors.*

**CGA 05/05/17 Response: Please update data in table for the %Turns from Exclusive Turn Lanes table.**

*DPA 05/17/17 Response: The requested data is included as Attachment B. The ArtPlan reflecting these factors is also attached.*

**CGA 10/08/17 Response: Addressed.**

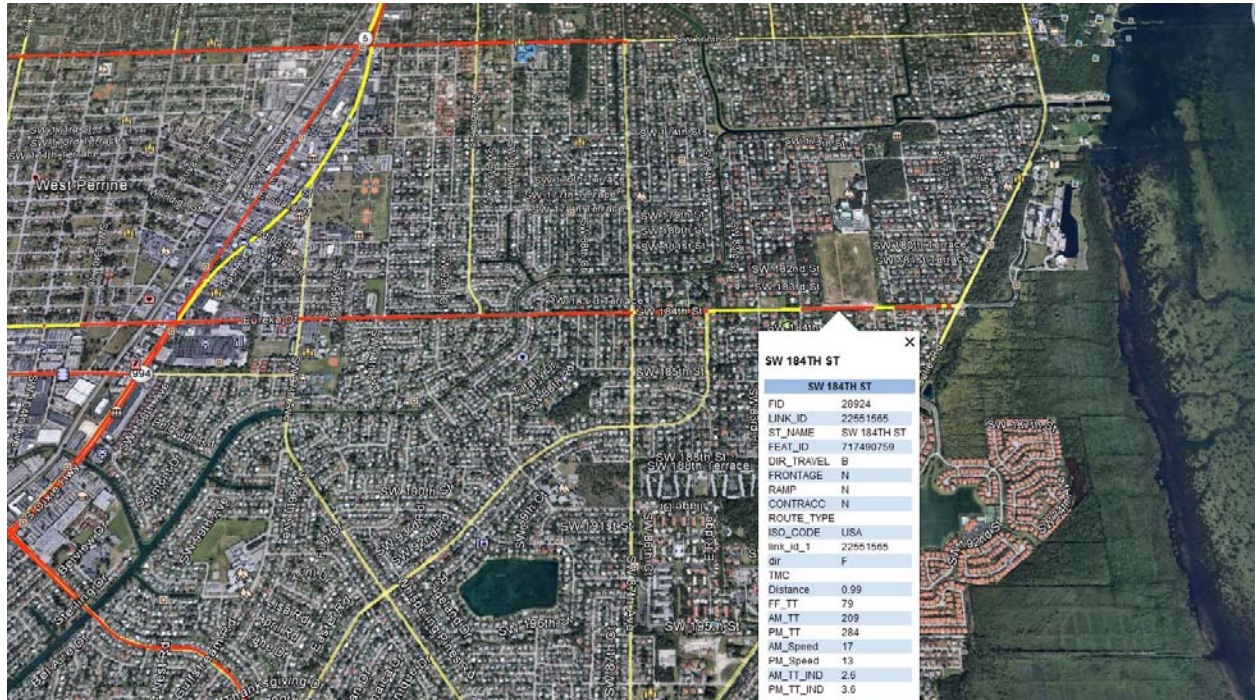
18. Please verify the thru g/C values used in the Art Plan corridor analysis. The thru g/c values used are higher than the standard range of 0.40 and 0.55 provided in the standard Art Plan inputs provided by FDOT. There is an error being given that reads "Facility weighted g/c exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

*DPA 04/18/17 Response: It is acknowledged that several area roadways g/C are higher than the typical roadways. This is not uncommon when a roadway serves as the major traffic carrier for an area, such as Old Cutler Road. The situation is further emphasized by the fact that traffic volumes crossing Old Cutler Road from the east are low, and, therefore, require much less green times than through traffic and/or traffic from the west accessing Old Cutler Road. g/C calculations are included in Appendix D. Signal timing worksheets are included in Appendix C.*

**CGA 05/05/17 Response: The ArtPlan results for existing conditions for each road segment corridor needs to be checked against the "Here data" available from FDOT for state roads and Miami Dade County for County facilities. Please reference the below "Here data" for the SW 184<sup>th</sup> Street corridor received from FDOT. Please include a narrative in your report in your segment analysis the discusses the average travel**



speeds from this data and the related Arterial LOS thresholds outlined in the 2013 FDOT LOS Handbook.



*David Plummer & Associates 05/17/17 Response: The Florida Department of Transportation (FDOT) was contacted regarding this request, and their response was: "HERE data available via the Unified Basemap Repository (UBR) is licensed data for State of Florida Government Entities and their contractors." As this is not a FDOT contract, access is not allowed to process this request.*

***CGA 10/08/17 Response: If FDOT and Miami Dade County will not provide the travel time and delay data along the applicable State roadway facilities, a travel time and delay study will be required as a condition of approval to evaluate the existing travel speeds and the subsequent LOS values. This includes providing a travel time and delay study for the road segments of SW 87th Avenue (Galloway Road) between SW 216th Street and SW 212th Street and SW 212th Street and Old Cutler Road during a normal school day. The travel time and delay study should be conducted per the criteria in the FDOT Manual of Uniform Traffic Studies Chapter 13.***

*DPA 11/07/17 Response: In lieu of this information that is currently unavailable, the applicant shall perform traffic monitoring of the trips generated by the development the year after the final certificate of occupancy is issued. Should the actual number of vehicle trips generated by the project is exceeded by 10% of the number of vehicle trips projected in the Applicant's original traffic study, the applicant will research supplemental mitigation. The City and the Applicant shall jointly pursue the approvals necessary to implement the mitigation. The cost of mitigation shall be paid by the applicant.*

**CGA 11/28/17 Response: Addressed. A condition of approval will be developed for the staff report. The Applicant shall pursue the approvals necessary to implement the mitigation. The cost of the mitigation and consulting services for the permit approval shall be paid for by the applicant.**

19. Please verify the AADT and hourly volumes used in the Art Plan corridor analysis. The daily and hourly volumes do not seem to align with the 24-hour tube counts collected particularly for the existing conditions. Please provide clarification.

*DPA 04/18/17 Response: The ArtPlan analysis reflects the hourly volume for the AM and PM peak periods as shown in Exhibits 4, 7 and 14. Since the results are for peak period, the daily volumes reflected in the worksheets are provided as reference only and do not impact the results.*

**CGA 05/05/17 Response: Addressed.**

20. Please revise the FFS input in the Art Plan corridor analysis to be the posted speed limit. The roadway segments being analyzed are two lane facilities and the free flow speed will most likely top out at the posted speed limit and not 5 miles over the posted speed limit.

*DPA 04/18/17 Response: The ArtPlan analysis reflects the following posted speed limits: Old Cutler Road – 40 mph; SW 184<sup>th</sup> Street - 40 mph; and, SW 87<sup>th</sup> Avenue - 35 mph.*

**CGA 05/05/17 Response: Please update ArtPlan analysis to include the posted speed limit in the input for the free flow speed (FFS).**

*DPA 05/17/17 Response: The posted speed limit is included in the Segment (auto) input of the software. The output converts the speed limit to free flow speed automatically.*

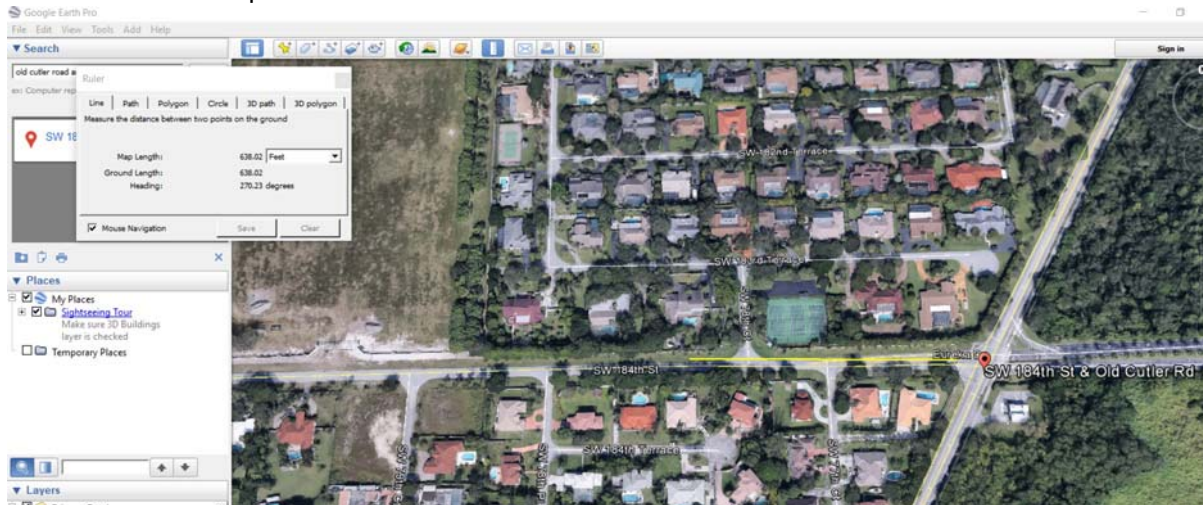
**CGA 10/08/17 Response: Addressed.**

21. As requested in the traffic study methodology and as outlined in the traffic study on page 7, please provide a traffic operational qualitative assessment for the intersections/road segments studied based on field observations. This should include providing aerial drone images documenting the roadway conditions (vehicle queue stacking at intersections) during peak hours.

*DPA 04/18/17 Response: Response: Section 2.6 describing both observed and drone photographed field conditions is included in the report. Drone images of the intersections studied are included in Appendix C-5.*

**CGA 05/05/17 Response: Addressed.**

22. The back of vehicle queue stacking identified in Exhibit 17 for the eastbound left turn (EBL) at the intersection of Old Cutler Road and SW 184<sup>th</sup> Street in AM peak hour is 396 LF and 638 LF in the PM peak hour in the future condition scenario. The existing storage length for this turn lane is currently only 160 LF. This will cause eastbound vehicles to queue/stack past SW 78<sup>th</sup> Court. Please provide potential intersection and/or road segment improvements to mitigate for this traffic operational issue.



DPA 11/07/17 Response: The back of queue extending past the provided turn lane storage for the eastbound left turn lane on SW 184<sup>th</sup> Street onto Old Cutler Road is a condition that occurs in the future without project conditions for the AM and PM peak. Furthermore, project traffic is not anticipated to contribute to the left turn volume at this approach of the intersection. It is recommended that signal timing be re-evaluated once committed developments in the area are built to improve this condition.

**CGA 11/28/17 Response: Addressed. A traffic study evaluating field conditions of this intersection will be required post development which addressed this traffic condition. A condition of approval will be developed for the staff report.**

23. Please ensure that the demand volumes in the Synchro analyses that accompanied the Trip Generation Analysis (5-29-19) are consistent with the final version of the full Traffic Study at the conclusion of the series of comments and report modifications that occurred in 2017 (i.e. the only differences are due to the revision in the trip generation and the change in site access). A July 2017 version of that study contains Synchro reports of analyses of the intersection of SW 184<sup>th</sup> Street at Old Cutler Road produced on July 20, 2017. The Trip Generation Analysis contains Synchro analyses of that intersection whose demand volumes are significantly lower (particularly movements along Old Cutler Road) than those in the July 2017 version of the Traffic Study, discrepancies that cannot be due to changes in trip generation and site access alone.

DPA 06/05/19 Response: The intersection capacity analysis was updated, as requested. All conclusions remain the same.

**CGA 06/06/19 Response: Addressed.**



A handwritten signature in black ink that reads "Gavin Jones". The signature is written in a cursive style with a large initial 'G' and 'J'.

Date: June 6, 2019

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*Gavin Jones, PE, AICP*

*Traffic*