



DATE: October 8, 2019

TO: Rafael Casals, ICMA-CM, CFM, Town Manager

FROM: Heidi Siegel, AICP, Planning Practice Leader

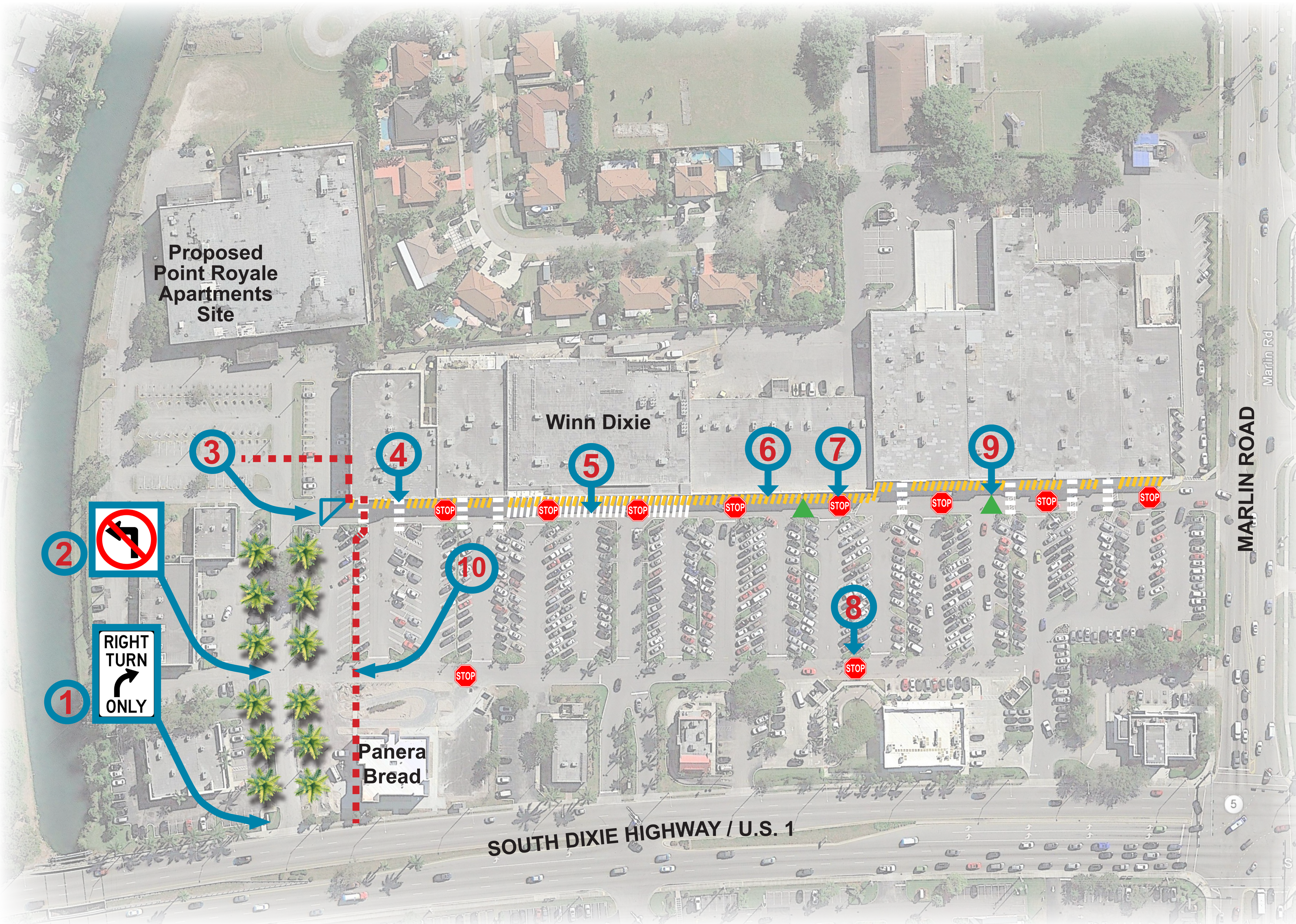
SUBJECT: Point Royale Traffic and Pedestrian Circulation Assessment

At the request of the Town Council, KCI has reviewed the proposed Point Royale Apartments development on the northern portion of the existing Point Royale Shopping Center and the proposed traffic circulation.

The development site of the proposed apartment building is currently occupied by commercial uses only. The residential use will intensify the site and introduce a new use. Circulation within the site and future ingress/egress for the residential units should be mitigated to accommodate this new use.

KCI Traffic Engineer, Jose Rodriguez, P.E., has provided the following memo with suggestions for on-site circulation improvements. The suggestions are based on a site visit and review of the submitted site plan. It is the responsibility of the applicant/owner to conduct a traffic engineering analysis of these suggestions.

SUGGESTED POINT ROYALE CIRCULATION



LEGEND



1. Right turn only from apartment drive aisle onto US-1



2. No Left Turn from Apartment Egress at Panera Bread



3. Introduce concrete / landscape barrier between Shopping center and apartment



4. Introduce Crosswalks



5. Create pedestrian zone striping in front of all of Winn Dixie



6. Re-instate fire lane striping



7. Stop and Pedestrian Crossing signs are needed along the drive aisle closest to shopping center



8. Stop Signs along internal North-South Collector



9. Speed Humps



10. Pedestrian Circulation to U.S. 1



DATE: October 8, 2019

TO: Heidi Siegel, AICP, Planning Practice Leader

FROM: José L. Rodríguez, P. E., Project Engineer

SUBJECT: Point Royale Traffic and Pedestrian Circulation Assessment

This memo presents a number of ideas developed to address potential vehicular circulation for the proposed Point Royale Apartments at Point Royale Shopping Center in Cutler Bay, Florida.

1. Right-turn only for apartments at US-1

ALL apartment and non-apartment traffic at the north access driveway at US-1 have to turn right.

2. No-Left-Turn allowed off main apartment egress drive to internal circulation drive (West Internal Collector Drive)

The objective of this action is to restrict outbound apartment traffic from accessing the shopping center via the west internal collector drive. The restriction would be located at the four-way leg intersection adjacent to Panera and MD Urgent Care Now. A No Left Turn sign is installed on the westbound approach of the intersection, facing exiting vehicles. Note: The westbound traffic on the drive will include not only apartment traffic but also traffic from the east service road, traffic from the retail outparcel north of the north access drive (e.g. Armed Forces, Bijou Hair and Wigs, Sonic Sounds among others), and traffic from the retail stores/offices on the northern end of the main shopping center building (Sneaker Town, Pizza Hut, Ground Zero, College of Business and Technology, and others.) This latter area also has 15 retail parking spaces.

3. Introduce a physical concrete, raised curb and landscaped barrier between north end of main shopping center frontage drive and apartment access corridor.

The objective of this action is to segregate as much as possible the apartment traffic from the main shopping center traffic along the frontage of the center's main buildings. Access to and from the proposed apartments would be oriented along the existing internal northern east-west corridor connecting the proposed apartments with US-1. This action is expected to avoid an increase in non-shopping center traffic along the center's main frontage and enhance pedestrian safety.

The action would consist of installing a raised curb concrete separator at the north end of the shopping center's main frontage road, closing off the existing access to the main north access drive between the apartment site and US-1. The separator would redirect

northbound frontage drive traffic to the northernmost west-east parking aisle towards the west internal collector drive (Note: This is the internal north-south collector which extends from the north access driveway at Panera south to the access driveway at TD Bank/Chipotle.) The northernmost west-east parking aisle would serve to direct traffic off the west internal collector to the center's main frontage drive.

The primary impacts of this action include:

1. Partially segregates vehicular traffic of both the shopping center and the proposed apartments.
2. Maintains access to the stores and offices in the northernmost area of the shopping center including those on the north end of the main center building;
3. Maintains vehicular access to and from the shopping center's rear service corridor; and
4. Provides for a more defined and accessible pedestrian corridor.

4. Introduce (install) additional pedestrian crosswalks

These additional crosswalks will help enhance pedestrian safety between the stores and the parking aisles. The marked crossings serve to visually warn motorists of the pedestrians and help to maintain low speeds along the frontage drive.

5. Install pedestrian zone striping along frontage of Winn-Dixie Supermarket

This action would create a highly visible 250-300 foot long pedestrian crossing zone in front of the Winn-Dixie. This action will help enhance pedestrian safety and help maintain low vehicular speeds without the need of "speed humps".

6. Reinstate continuous fire lane along main frontage drive

This action is required by code.

7. Introduce (install) Stop and Pedestrian Crossing signs at selected points along main shopping center frontage drive

Stop signs are applied in conjunction with some of the pedestrian crossings, again to enhance pedestrian safety and maintain low speeds along the frontage drive. Care must be taken so as to not install more than necessary.

8. Stop signs along Internal North-South Collector

Final locations to be coordinated between applicant and staff.

9. Speed Humps

Final locations to be coordinated between applicant and staff.

10. Pedestrian circulation to U.S. 1 / S. Dixie Highway

Refer to Sheet A0.05 in proposed plans.