Town of Cutler Bay

Growth Management Plan
Volume No. 2
Data, Inventory and Analysis

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THE CORRADINO GROUP

BELL DAVID PLANNING GROUP, INC.
Navigating Florida's Planning Requirements

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Town of Cutler Bay
Growth Management Plan
2007

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Table of Contents

List of Exhibits

List of Tables

APPENDIX

FUTURE LAND USE

CAPITAL IMPROVEMENT

Future Land Use

Introduction

The Future Land Use Element represents the Town of Cutler Bay's vision for its development and redevelopment during the five, 10 and 15 year planning periods. The Future Land Use Map and districts will serve as the foundation for the subsequent development of more detailed Land Development Regulations and special area plans. These regulations and plans must be consistent with and further the implementation of the Future Land Use Element and its goals, objectives and policies. It is the Town's master planning document.

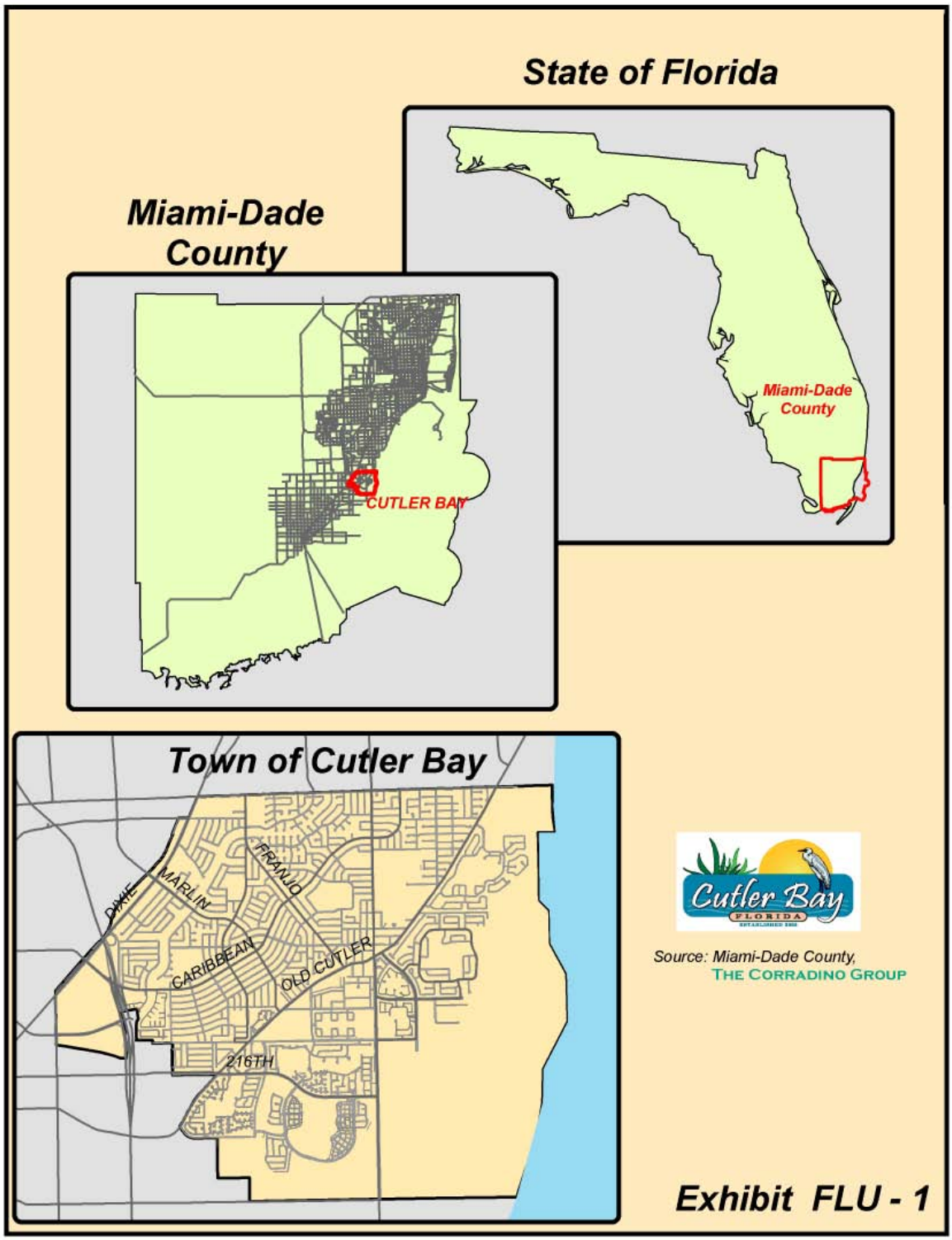
The Town of Cutler Bay was substantially built-out at the time of its incorporation in 2005, and has a limited supply of vacant developable land. Single family residential development is the predominant land use, with commercial development concentrated along US-1 and Old Cutler Road. Due to these factors, the guiding principles of the Future Land Use Element and the Town's planning program are preservation and enhancement of existing residential neighborhoods, resource protection and enhancement, and redevelopment of commercial areas as mixed-use activity centers in accordance with adopted charrettes and special area plans.

The adopted component of the Future Land Use Element consists of goals, objectives and policies that the Town must adhere to in regulating the use of its lands, and the Future Land Use Map directs where specific uses can be located. The support component consists of data and analysis that details existing land use conditions, and provides the basis for the adopted component. The Future Land Use Element was developed in accordance with the relevant Florida statutes and sections of the administrative code.

The Town of Cutler Bay is a municipality of approximately 39,000 residents located in the southern portion of Miami-Dade County (Exhibit FLU-1). The Town comprises approximately 10 square miles bounded by SW 184 Street to the north, the US-1 Busway to the west, SW 232 Street to the south, and Biscayne National Park to the east. The Town abuts the Town of Palmetto Bay to the north and unincorporated Miami-Dade County to the west and south.

The Town is governed by a Mayor and four-member Council, and administered by a Town Manager. Since its incorporation as the 35th municipality in Miami-Dade County in 2005, the Town has coordinated extensively with the County to assume responsibility for the provision of key municipal services. The County continues to provide fire rescue, solid waste management, water and sewer, and Countywide services. In 2006, the Town adopted a five year Strategic Plan to outline its mission and priorities. The Town's mission statement is as follows: *By 2010, Cutler Bay will be recognized as one of the most desirable communities in South Florida to live, work and play. Its schools, homes, parks and cultural facilities will offer an enriching environment for children, adults and senior citizens alike, and its local economy will encourage outstanding companies to want to do business here."* This mission statement will serve as a guidepost in the development and implementation of this Future Land Use Element, and the Growth Management Plan as a whole.

Exhibit FLU-1
Town of Cutler Bay Location Map



Existing Land Uses

The Town of Cutler Bay is a dynamic community that boasts a diversified mix of single and multi-family residential, commercial, and public uses. In 2007, there were approximately 13,873 residential units and 131 commercial/industrial units in the Town. The Town is currently characterized by established and developing residential communities and commercial development along US-1 and Old Cutler Road. Table FLU-1 documents existing land uses in the Town by category and acreage.

Table FLU-1
Existing Land Uses in the Town of Cutler Bay

Land Use	Acres
Single Family Residential	2,130.8 (33%)
Duplex	21.7 (.3%)
Townhouses	167.0 (3%)
Low-Density Multi-Family	139.3 (2%)
High Density Multi-Family	14.6 (.2%)
Transient Residential (Hotel/Motel)	3.6 (.06%)
Commercial	249.6 (4%)
Office	26.7 (.4%)
Industrial	0
Institutional	197.5 (2%)
Communications, Utilities, Terminals	9.6 (.1%)
Parks, Preserves and Conservation	735.9 (11%)
Agriculture	36.5 (.6%)
Vacant Protected, Privately Owned	907.2 (14%)
Vacant, Government Owned	118.3 (2%)
Vacant Unprotected	375.9 (6%)
Streets, Roads, Expressways, Ramps	1,036.1 (16%)
Inland Water	352.8 (5%)
Total	**6,523.1**

Residential

Single family residential uses occupy 2,130.8 acres (33%) of the Town's land area, far exceeding the acreage in any other use. The Town is currently characterized by established and developing residential communities and commercial development along US-1 and Old Cutler Road. The residential neighborhoods west of Old Cutler Road, including Cutler Ridge, Whispering Pines, Bel-Aire, and Pine Tree Manor, were developed in the 1950s and 1960s, while the Saga Bay neighborhood east of Old Cutler Road was developed in the 1970s. The Lakes-by-the-Bay residential neighborhood began to be developed south of Saga Bay in the 1980s, and continues to be developed. The Cutler Cay neighborhood, the Town's newest residential area, is currently being developed north of Saga Bay.

Townhouse communities also comprise a significant portion of the Town's land area, with 167 acres (3%). Low Density Multi-Family, characterized by garden style apartments or condominiums, is also a significant residential use, comprising 139.3 acres (2%). Less prevalent are duplexes, which comprise only 21.7 acres (.3%), and high density multi-family apartments, which comprise only 14.6 acres (.2%). These residential communities are generally incorporated into the afore-mentioned residential neighborhoods, particularly Saga Bay and Lakes-by-the-Bay.

Commercial and Office

Commercial uses occupy 249.6 acres (4%) of the Town's land area, while Office uses comprise 26.7 acres (.4%). As can be seen, these uses tend to be concentrated along the US-1 and Old Cutler Road corridors. Although they comprise a relatively small percentage of the Town's total land area, their prominent location makes them key to the Town's image and identity. The Southland Mall area is located in the southeast portion of the Town, south of the junction of US-1 and Florida's Turnpike. The Southland Mall, formerly the Cutler Ridge Mall, was built in 1959, and is the cornerstone of an approximately 220-acre metropolitan urban center that includes office, institutional, and retail uses. This established but underutilized urban center will be redeveloped as a true mixed use downtown for Cutler Bay during the planning period, in accordance with the charrette and community visioning efforts detailed herein (see Appendix A). Only 3.6 acres (.06%) in the Town are designated transient residential (hotel/motel). These uses are in the Southland Mall area or the US-1 corridor.

Institutional, Transportation and Communication

There are 197.5 acres (2%) of institutional uses designated in the Town. These uses include churches, public and private schools, social service facilities, medical buildings, and government facilities and offices. The area designated Institutional and located south of Southland Mall includes Miami-Dade County's South Dade Government Center, the South Dade Regional Library, Fire Station 34, and a new cultural arts center scheduled to open in 2008. In addition, 1,036.1 acres (16%) are comprised of streets, roads, and associated rights-of-way, and 9.6 acres (.1%) are in communications or utilities.

Parks, Preserve and Conservation

A total of 735.9 acres (11%) of the Town's land area are in public parks, or reserved for environmental and conservation purposes. These lands include the seven public parks located within the Town's boundaries, and wetland and water conservation areas located between the developed areas east of Old Cutler Road and Biscayne National Park. A total of 352.8 acres (5%) are in inland waters, including canals, man-made lakes and drainage features,

Undeveloped and Agricultural Lands

As can be seen on Exhibit FLU-2 and Table FLU-1, there are 1,401.4 acres (21%) of vacant, undeveloped land in the Town. Of these lands, 907.2 acres (14%) are protected from future development but privately owned, 118.3 (2%) are protected from future development by public ownership, and 375.9 acres (6%) are vacant and

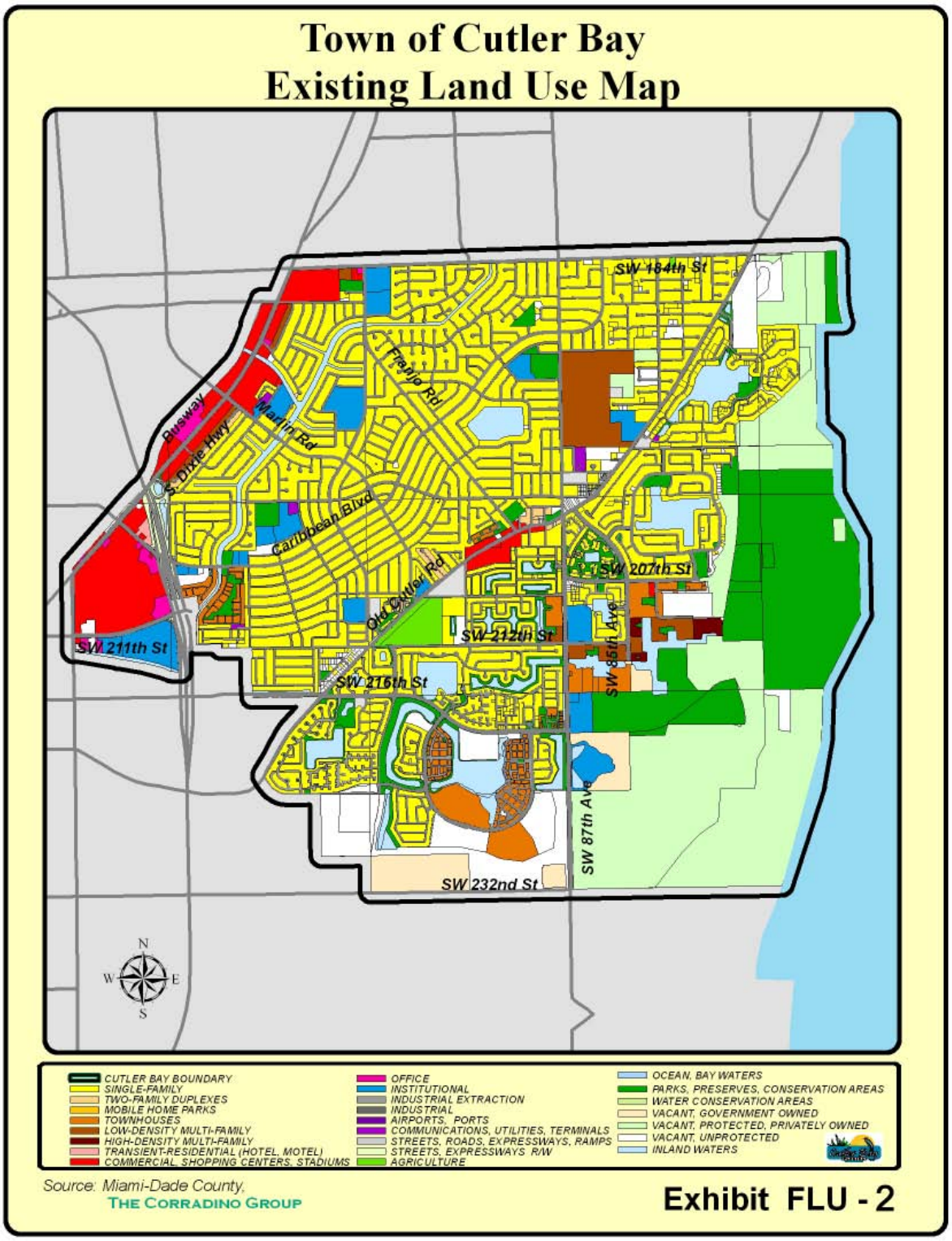
subject to development. In addition, there are 36.5 acres of agricultural lands in the Town. County policy is that no new agricultural uses may be permitted within the Urban Development Boundary (UDB), and existing agricultural uses in the UDB are generally transitioning to urban uses.

Historic and Archaeological Resources

Old Cutler Road, a designated historic roadway, traverses the Town. The Old Cutler Road zoning overlay district addresses preservation and enhancement of the historic and community character along this corridor. Please see Appendix B for more information about the Old Cutler Road Charrette Plan and overlay district.

There are no other designated historic or archaeological districts or sites in the Town at present. Most development in the Town occurred after 1950, with only 106 housing units having been built prior to 1939. In order to do get a better indication of the potential location of historically or archaeologically significant buildings or sites within the Town's boundaries, a historic and archaeological resource survey will be conducted. It is anticipated that this survey will be completed prior to the first Evaluation and Appraisal Report and subsequent Growth Management Plan update. If historically or archaeologically significant sites are identified as a result of this survey, they will be addressed in a future Growth Management Plan update.

Exhibit FLU-2
Existing Land Use Map



Natural Features and Resources

The Town of Cutler Bay, like Miami-Dade County as a whole, contains and/or is proximate to numerous environmentally sensitive areas and resources, including two national parks and an aquatic preserve. The Town's eastern boundary abuts Biscayne National Park, and includes 735.87 acres of lands in parks, preserves or conservation areas and 515.41 acres of protected vacant lands. As can be seen on Exhibit FLU-3, these lands are primarily located in the eastern portion of the Town adjacent or proximate to Biscayne National Park. In addition, many areas in the eastern portion of the Town are targeted for acquisition for conservation and/or other public purposes. The Future Land Use Plan Map denotes these areas with a cross-hatch. Although the Town has a significant coastline along Biscayne Bay, it does not have a developed waterfront; nor can its waterfront be developed in the future. The Town's major natural resources and features are described as follows.

Wellfields and Wellfield Protection Areas

The Town of Cutler Bay is provided with potable water from the Miami-Dade County Water and Sewer Department. Exhibit FLU-3 shows the location of wellfields and wellfield protection areas in Miami-Dade County. As can be seen, there are no wellfields or wellfield protection areas within the Town Limits.

Water Bodies and Floodplains

The Town contains 354.57 acres of coastal waters and 316.96 acres of inland waters in man-made lakes and inland waters, including canals. The Town is traversed by the Black Creek (C-1), C-100 and DA-4 canals. The South Florida Water Management District (SFWMD) owns and operates the C-1 and C-100 canals, while the DA-4 Canal is owned and operated by Miami-Dade County. These canals provide important flood protection and drainage functions to the Town and surrounding areas.

The Town's flood zones are shown on Exhibit FLU-4. As can be seen, most of the Town is located within Zone AE, the 100-year floodplain. The purchase of flood insurance is mandatory in these areas. The Town also includes areas within Zone X and Zone X-500. Zone X corresponds to areas outside of the 100 year floodplain, areas where 100 year sheetflow flooding at a depth of one foot or less may occur, or areas protected from 100 year floods by levees. Zone X-500 corresponds to the 500 year floodplain.

Wetlands

The Town contains significant coastal wetlands adjacent to Biscayne National Park. Exhibit FLU-5 indicates the approximate location of these wetlands. These wetlands are an important component of South Florida's ecosystem, and will be conserved and, where appropriate, restored. Approximately 1,430 acres of these wetlands are in public ownership, and all are designated for Conservation purposes on the Future Land Use Map. These wetlands are further described in the Conservation and Coastal Management Elements.

Soils and Minerals

Exhibit FLU-6 identifies soil types in the Town. As can be seen, the Town is comprised of tidal marl and muck, marl, and urban soils. In general, tidal marl and muck is unsuitable for development and characteristic of wetlands, while marl often requires special treatment prior to construction. Marl soils are calcareous (limestone derived) soils that characterize lands that are or were historically flooded during the summer and dry during the winter, and that exhibit poor drainage. Urban soils refer to man-made or significantly altered soils resulting from development. As can be seen, the areas of the Town east of Old Cutler Road are characterized by marl soils, while the coastal wetlands adjacent to Biscayne National Park are tidal marl and muck. The Town is underlain by Miami Limestone. There are no mineral extraction areas in the Town.

Figure FLU-3
Wellfields and Wellfield Protection Areas

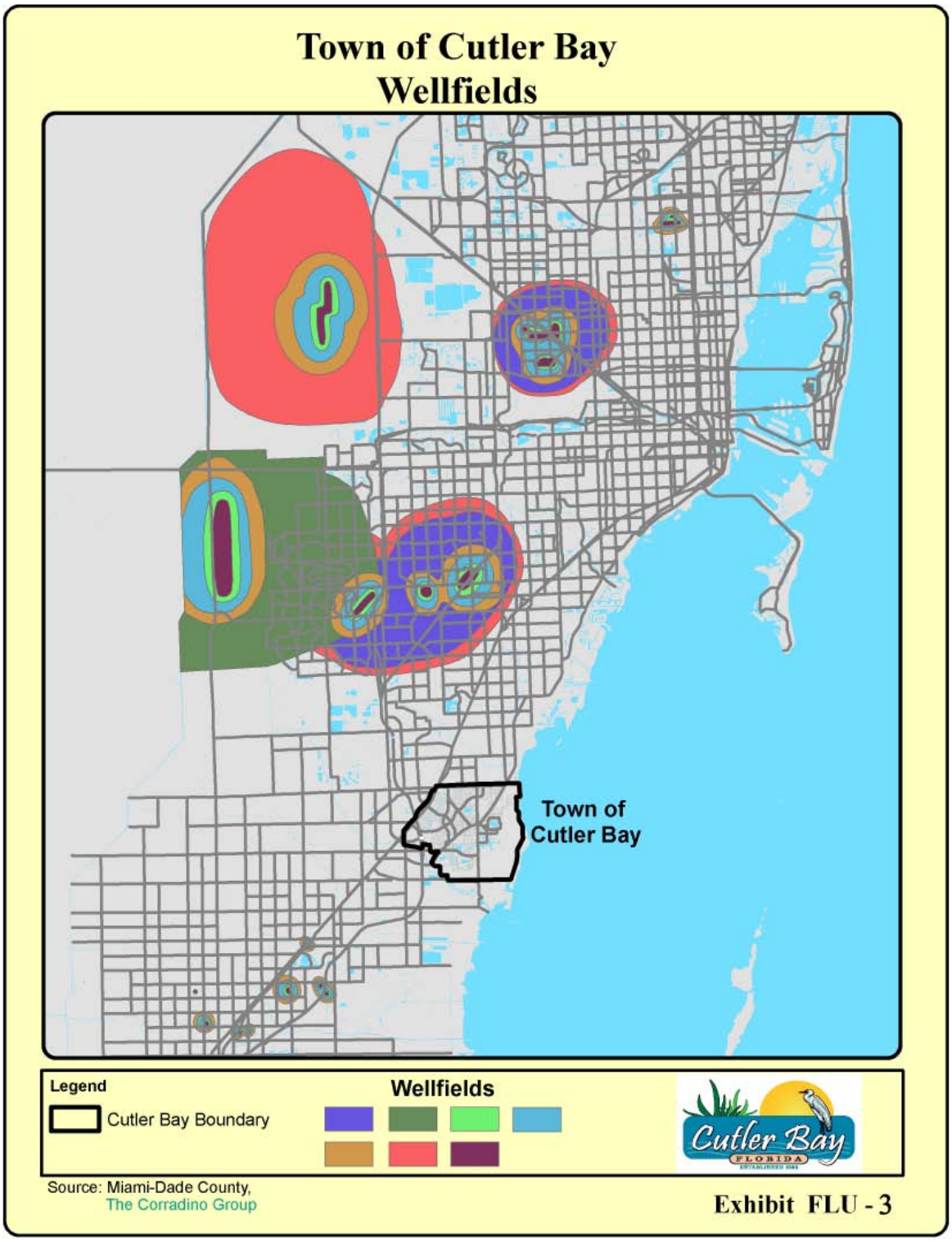


Figure FLU-4
Flood Plains

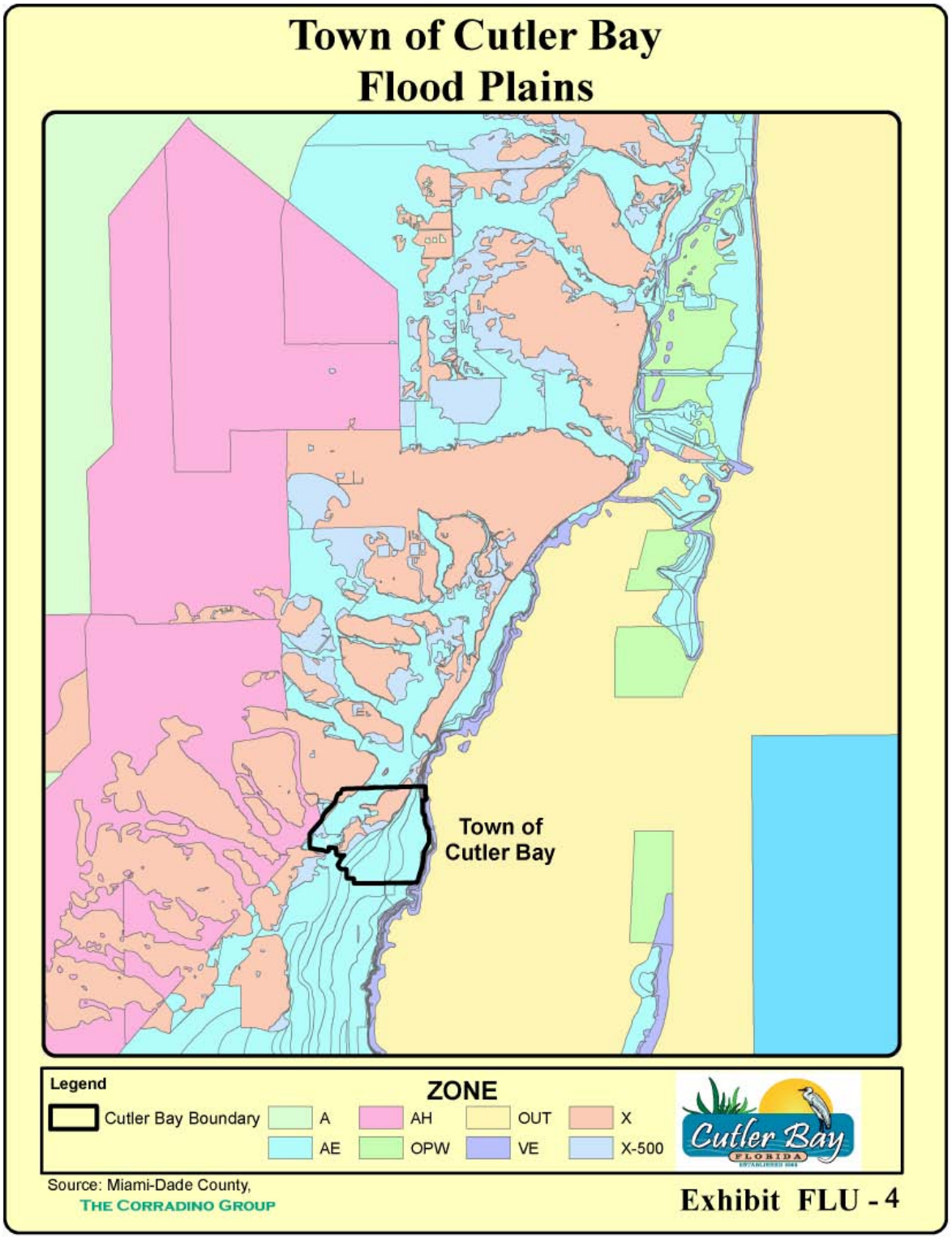


Figure FLU-5
Wetlands

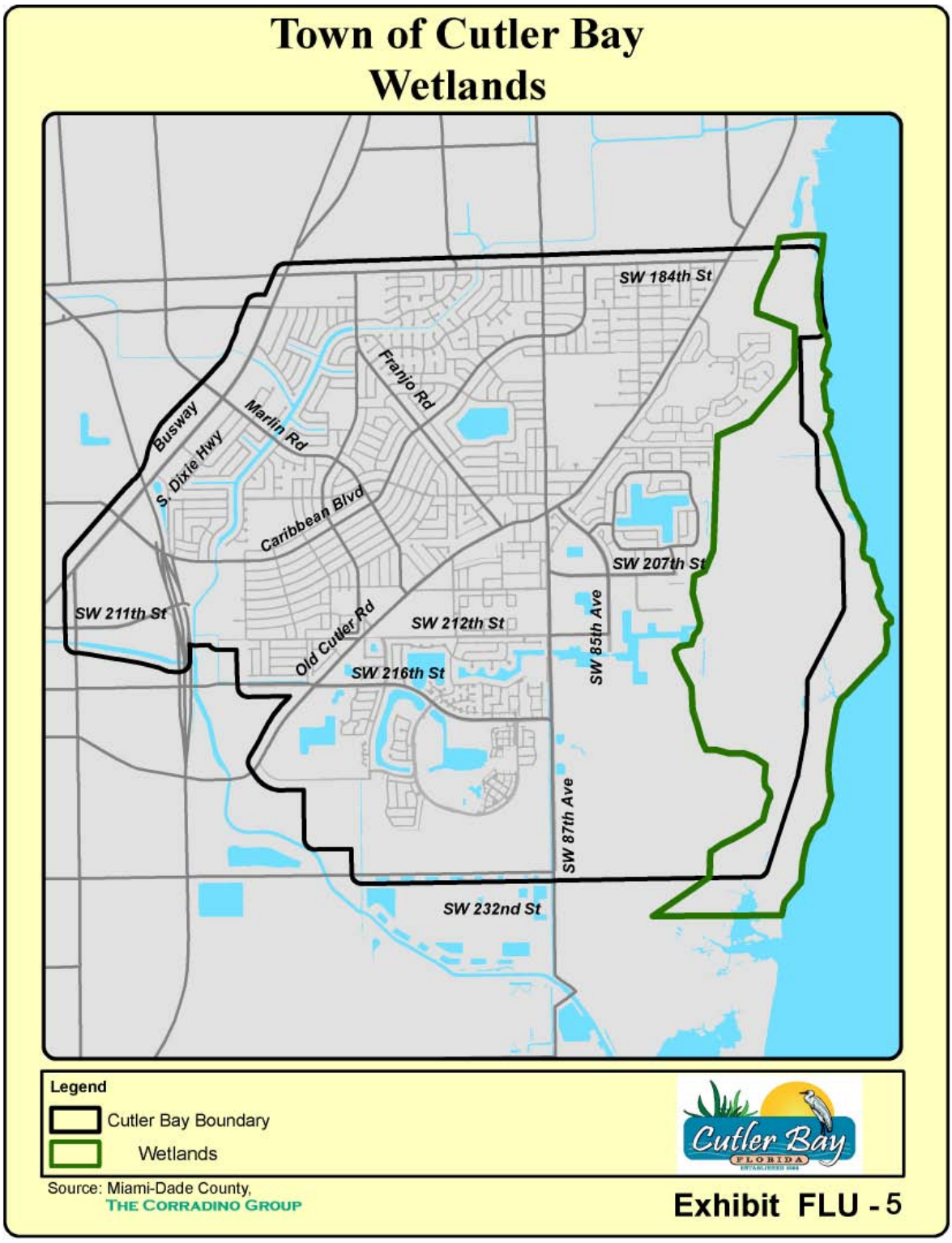
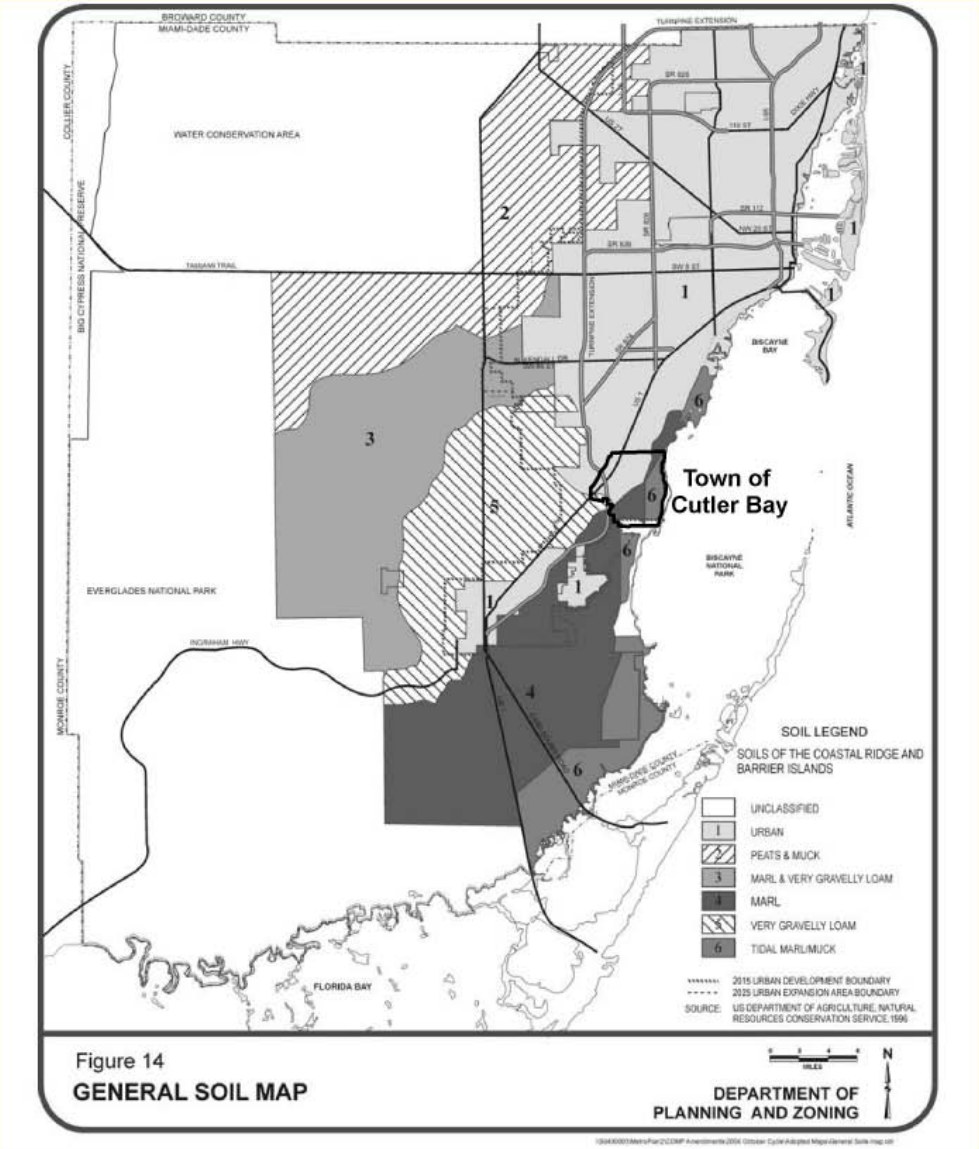


Figure FLU-6
Soils and Minerals

Town of Cutler Bay
Soils and Minerals



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit FLU - 6

Population Projections

Population projections are an important component of the Growth Management Plan for the Town. They provide the statistical framework for the future development of the Town, and for determining its ability to ensure the provision of key infrastructure and services at adopted levels. Population growth is projected to continue in Cutler Bay, and as a result there will continue to be an increased demand for the urban services and facilities that are needed to maintain and improve quality of life.

It is important to note that the projections are not predictions of the future. Projections are simply an extrapolation of past trends coupled with knowledge of the residential capacity of the area. They assume that past trends provide some indication of the likely range of futures for the community. They assume that there will be no major disasters, such as hurricanes, floods, or prolonged droughts. They assume that government and other agencies will continue to maintain and expand urban infrastructure and services as needed. The planning process calls for ongoing monitoring of urban change and the projections may be amended as future conditions warrant.

The Town of Cutler Bay is a municipality within Miami-Dade County. It is bordered on the north by the Town of Palmetto Bay and on the remaining sides by the unincorporated Miami-Dade communities of West Perrine, South Miami Heights, and Goulds. Florida law requires that the projections be consistent with the County projections.

The Town of Cutler Bay incorporated as Miami-Dade's newest municipality in November 2005. It comprised most of two Census Designated Places, Cutler Ridge and Lakes by the Bay, and a strip of unincorporated Miami-Dade County south of 224 Street. The Census 2000 figures showed a population of 30,315 persons and 10,718 housing units in the area that was to become the Town of Cutler Bay. The residential vacancy rate was a tight 3.9 percent, about half the comparable County figure. The average household size was 2.87 persons per household, slightly higher than the County average and a reflection of the preponderance of single-family homes in the area (77 percent versus 57 percent Countywide).

The Town's population estimates and projections are shown on Table FLU-2. The Town estimates that its current population is approximately 39,000, an increase of about 30 percent over the seven-year period. This estimate is based on Miami-Dade County's projections, and is the base line for the Town's projections. The adopted Miami-Dade County population projections are presented for 32 areas of the County designated as Minor Statistical Areas. The Town of Cutler Bay falls within Minor Statistical Area (MSA) 7.1, an area east of U.S. 1 from SW 184 Street to SW 248 Street. Table FLU-2 shows the 2010, 2015 and 2020 population estimates for MSA 7.1 and the Town of Cutler Bay. The Census 2000 figures showed that Cutler Bay accounted for about 73 percent of the population of MSA 7.1 in 2000. The 2006 estimates show that the Town's share of the MSA 7.1 population remained at 73percent.

Table FLU-2
Population Projections for the Town of Cutler Bay

	2006	2010	2015	2020
Town of Cutler Bay	39,000	43,000	50,000	60,000
MSA 7.1	51,000	52,240	59,520	75,555
Town Percentage of MSA 7.1 Population	73%	83%	84%	80%

Population Projections

The population projections for Cutler Bay were made by projecting the Town's share of the Miami-Dade County population projected for Minor Statistical Area 7.1, a statistical area that encompasses the Town. The Town is home to about three of every four housing units in the Area. There are no existing projections for this recently incorporated municipality. Census 2000 base line data were developed from Census tract and block data. Linking the Town's projections to the County's ensures that the projections are consistent. Further, it was important to incorporate the County's capacity figures for the Cutler Ridge Urban Center, an important component of the County's plan and an important part of the future of Cutler Bay. The Urban Center has been classified by the County as a **Metropolitan** Urban Center. These Centers are typically high-density, mixed-use developments served by transit and are usually found at important transportation nodes. The high residential capacity in the Urban Center influences the population projection for the Town.

The County's projections for the Minor Statistical Areas have been the official population projections for the County for the past 25 years. The 32 areas are groups of census tracts useful for planning. The methodology has been approved by DCA and has worked well throughout that time period. The initial BEBR estimates for the Town were developed using data on new construction in the Town provided to BEBR by the County Department of Planning and Zoning using data from the County Property Appraiser files.

Note that projections are not predictions of the future. The future is essentially unknown, and more so in these difficult years following the housing boom of the early 2000s. These projections are based on the best available data, an analysis of recent trends, and an understanding of local government growth management goals and policies. The County projections were adopted prior to the recent surge in residential construction in the Area and will be revised later in 2008 to reflect the recent surge and subsequent slowing of new residential construction. A preliminary version shows increased growth in the southern part of the County. Future revisions of the County's projections will be reviewed carefully to determine if the Town's projections also need revision.

The Cutler Bay **population projections** are based on **housing projections** for the Town. The housing figures are derived as a percentage of the projected housing for the Minor Statistical Area. The housing figures are converted to population figures in a two-step process.

First, the number of households is projected by estimating the number of occupied units using Census 2000 occupancy rates (96.6 percent for the Town). The vacancy rate increases from 3.4 percent in 2004 to 4.5 percent in 2006 to reflect the increased number of new units not sold.

1. It declines to a projected 2.5 percent in 2020 to reflect the anticipated continued demand for units when the Town is essentially built out. Note that the Census identifies units intended for "seasonal, recreational, or occasional use." In 2000 there were about 50 of these units found, accounting for 0.4 percent of all housing units. All of these were classified as vacant even if they were temporarily occupied by persons with a usual residence elsewhere. The number of seasonal residents in Cutler Bay is very small. To the extent that they were counted by the Census, they are included in the resident population figures.

2. Census 2000 average household size ratios are then applied to determine the number of persons living in households. The average household size was 2.87 persons-per-household within the Town. This ratio is unchanged through the projection period until 2020 when it falls to 2.66 persons per household, a reflection of the lower household size typical of the dense multifamily development expected in the Urban Center. Finally, the number of persons living in group quarters (non-household population) is added. These persons accounted for less than 1 percent (0.94 %) in 2000, but are projected at a 2 percent level through the projection period to reflect an anticipated increase in the number of congregate living facilities that may be required by an aging population.

The Cutler Bay housing estimate for 2007, (14,112 units), is based on adding the 2000-2006 numbers of new units in the Town reported on the County Property Appraiser files (3,394 units, see Table A) to the Census 2000 figure (10,718 units)[1]. Table B shows how this housing estimate is converted to a population estimate. With a residential vacancy rate of 4 percent, there are 13, 548 occupied units, or households. At 2.87 persons per household, the household population estimate is 38,881 persons. With the addition of the non-household population, i.e. the 2 percent of the total population living in group quarters, the total population is 39,659 persons. The corresponding BEBR estimate was 40,468 persons (809 persons, or 2 percent higher).

For 2010 the Town was projected to account for about 85 percent of the currently **projected housing** in Area 7.1. This increased percentage was based on a projected increase of about 500 units a year, mainly in some large, higher density, residential developments currently under way within the Town and slower growth in the Area outside the Town A slightly lower vacancy rate (3.9 percent) is projected as the housing market recovers. The projected 14,819 households at 2.87 persons per household results in a household population of 42,531, and a total population of 43,382 persons. This translates into a population increase of 1,240 persons a year in the 2007 to 2010 period. However, the current collapse of the residential housing market may persist and result in slower sales in the next two years and a lower rate of population growth through 2010.

For 2015 and 2020, the Town was projected to account for about 87 percent of the currently **projected housing** in Area 7.1 for both years. This is a reflection of the development of the Urban Center and progress in the extension of a transit line down the South Dixie corridor. The projected vacancy rate for 2015 was 3.9 percent and the projected household size remained at 2.87 persons per unit. This translates into a 2015 population figure of 50,400 persons The average annual increase is about 1,120 persons a year.

In the 2015 to 2020 period, the current County projections show a more rapid increase of population in the Area as it becomes the gateway to an increasingly urban south Miami-Dade County and the Cutler Ridge Urban Center begins to mature. The 2020 projected population for the Town is about 60,300 persons, an

[1] The Town of Cutler Bay did not exist in 2000. The housing and population estimates for 2000 were derived by selecting Census 2000 tracts and blocks within the Town's boundaries.

increase of almost 2,000 persons a year in the 2015-2020 period. The vacancy rate is a low 2.5 percent, a reflection of the continued demand for housing in a community that will have been built out. The household size is lower, 2.66 persons per household, a reflection of the rapid increase of multifamily units in the Urban Center.

Housing and Population Projections
The Town of Cutler Bay, 2000-2020

Year	Cutler Bay Housing	MSA 7.1 Housing	Percent in Cutler Bay	Cutler Bay Rounded	Vacancy Rate	Households	Household Size	Household Population	Total Population
2000	10,718	14,472	74%	10,700	3.4%	10,350	2.87	29,706	30,300
2004	11,291	15,937	71%	11,300	3.4%	10,904	2.87	31,294	31,920
2006	13,155	17,770	74%	13,200	4.5%	12,563	2.87	36,056	36,777
2007	14,112	NA	NA	14,100	4.0%	13,548	2.87	38,881	39,659
2010	15,421	18,142	85%	15,400	3.9%	14,819	2.87	42,531	43,382
2011	15,937	18,642	85%	15,900	3.9%	15,315	2.87	43,955	44,834
2015	17,932	20,611	87%	17,900	3.9%	17,232	2.87	49,457	50,446
2020	22,793	26,199	87%	22,800	2.5%	22,223	2.66	59,114	60,296
	Population								
2000	30,300	41,575	73%	30,300					
2004	31,920	45,746	70%	31,900					
2006	36,777	51,000	72%	36,800					
2007	39,659	NA	NA	39,700					
2010	43,382	52,240	83%	43,400					
2011	44,834	53,740	83%	44,800					
2015	50,446	59,520	85%	50,400					
2020	60,296	75,555	80%	60,300					

Source: Census Bureau, Census 2000, Summary Files 1 and 3. Miami-Dade County Dept. of Planning & Zoning, Population Projections by Minor Statistical Area, October 2004, adopted in the 2005 Evaluation and Appraisal Report, October 2005.

Demand for Services and Infrastructure

Ensuring the availability of services and infrastructure to serve the existing and future population and land uses is an important function of the Growth Management Plan. The Growth Management Plan establishes levels of service for key facilities and infrastructure, including roadways, mass transit, potable water, sanitary sewer, drainage, and parks and recreation. The Capital Improvements Schedule identifies planned and programmed capital improvements that will be implemented by the Town and other agencies in order to meet or exceed the Level of Service standards, or otherwise implement the Growth Management Plan. In order to be financially feasible, revenues adequate to fund the projects identified as "funded" on the Capital Improvements Schedule must be demonstrated.

Potable Water

LOS Standard – The Town's Level of Service Standard for potable water is as follows:
Regional Treatment – System shall operate with a rated capacity that is no less than 2% above maximum daily flow for the preceding year.
User LOS – Maintain capacity to produce and deliver 155 gallons per capita per day (gpd).
Water Quality – Meet all County, State and federal primary potable water standards.
Countywide storage – Storage capacity for finished water shall equal no less than 15% of Countywide average daily demand.

With the exception of a few enclaves that remain on private wells, the Town is provided with potable water services through the Miami-Dade Water and Sewer Department (WASD). Exhibit INF-1 in the support component for the Infrastructure Element identifies the location of the Town's potable water infrastructure. The Town shall coordinate with WASD on an ongoing basis in the delivery of potable services within its boundaries, and with the South Florida Water Management District in the management of the regional water supply.

The Alexander Orr Water Treatment Plant serves the Town of Cutler Bay. This plant has a capacity of 172 million gpd, which will increase to 205 million gpd by 2020 as a result of programmed improvements. Tables INF-2 and INF-3 in the support component of the Infrastructure Element provides potable water supply and demand analysis through 2020 for demand and 2030 for supply. This analysis indicates that the Town will meet its Level of Service standard for potable water through the planning period.

Sanitary Sewer

LOS Standard – 100 gallons per capita per day (gpd).

With the exception of a few enclaves that remain on septic tanks, the Town is provided with sanitary sewer services through the Miami-Dade Water and Sewer Department (WASD). Exhibit INF-2 in the support component for the Infrastructure Element identifies the location of sanitary sewer facilities in the Town. The Town shall coordinate with WASD on an ongoing basis in the delivery of sewer services within its boundaries.

The Town is located in WASD's South Sewer Service District. The South Sewer District Plant has a design flow capacity of 112 million gallons per day (gpd). By 2010 the plant's capacity will increase to 131 million gpd as a result of programmed improvements. Table INF-5 in the support component of the Infrastructure Element documents the Town's existing and projected wastewater demand through the planning period. As demonstrated, the Town will meet its Level of Service standard for sanitary sewer service through the planning period.

Drainage

LOS Standard – The Town's Level of Service Standard for stormwater drainage is as follows:

Quality - The drainage and performance standards established in Chapter 62-25, 25.015, F.A.C., as amended with treatment of the first inch of rainfall to meet water quality standards required by Chapter 62-302, 862-302.500, F.A.C., as amended.

Quantity – Post-development runoff should not exceed the pre-development runoff for a 25-year storm event, up to and including an event with 24-hour duration. In addition, the Standard requires onsite treatment of the first inch of rainfall or the first half-inch of runoff, whichever is greater.

The Town's flood zones are shown on Exhibit FLU-5. As can be seen, most of the Town is located within Zone AE, the 100-year floodplain. The purchase of flood insurance is mandatory in these areas. The Town also includes areas within Zone X and Zone X-500. Zone X corresponds to areas outside of the 100 year floodplain, areas where 100 year sheetflow flooding at a depth of one foot or less may occur, or areas protected from 100 year floods by levees. Zone X-500 corresponds to the 500 year floodplain.

Stormwater drainage has been an ongoing challenge in the Town, particularly the areas of marl and muck soils east of Old Cutler Road. The Town is currently in the process of developing a Stormwater Master Plan in preparation of assuming stormwater drainage responsibilities from the County. This Plan will include a detailed inventory of the stormwater system and projected deficiencies, and a program to correct these deficiencies. Please see the support component of the Infrastructure Element for a more detailed description.

Solid Waste

LOS Standard – A collection capacity of 9.9 lbs. per capita per day, and disposal capacity sufficient to accommodate waste flows committed to the system through long-term interlocal agreements and contracts and non-committed solid waste flows for a period of five years.

The Town of Cutler Bay is provided with collection and disposal service through the Miami-Dade County Department of Solid Waste Management. The Town's solid waste is disposed of at the South Dade Landfill, which is located south of the Town Limits, or is processed through the Resources Recovery facility. As noted in the Infrastructure Element support component, the County's collection and disposal capacity will be sufficient to meet the Town's Level of Service Standard through 2015. The County has programmed $75.83 million in capital solid waste disposal projects to address existing and projected demand, and to further expand capacity. The Town therefore does not anticipate any problems in meeting its solid waste Level of Service standard through the planning period and beyond.

Transportation

Level of Service Standard – The Town's adopted Level of Service standard for roadways is as follows:
LOS D for principal arterial, collector, and local roads without available transit;
LOS E for minor arterials without local transit;
LOS E for roads within ½ mile of transit service with 20 minute headway;
120 % of capacity where extraordinary transit service (commuter rail or bus service) is available;
LOS D for limited and controlled access Florida Interstate Highway System roads;
LOS E on limited access facilities where exclusive through lanes exist;
LOS E on controlled access facilities with exclusive through lanes or that are parallel to exclusive transit.

The Town's existing and programmed transportation system, including existing and projected Levels of Service and programmed improvements, is described in the adopted and support components of the Transportation Element. Due to the fact that the Town is substantially built out, there is little opportunity for the construction of new roadways or expansion of existing roadways except local roads in developing areas. Transit and non-motorized transportation options need to be maximized in order to reduce congestion of the roadway system, particularly given the challenges presented by continued population growth. The Growth Management Plan's emphasis on mixed-use and transit-oriented development patterns, as envisioned by the Future Land Use Map and districts, is intended to reflect this focus and promote viable multi-modal transportation options.

Recreation and Open Space

LOS Standard – 1.2 acres of active public parks, 0.9 acres of private open space, 0.9 acres of conservation open space per 1,000 residents.

Parks provide numerous social, recreational, educational, environmental, and health benefits, and are an important component of quality of life. The Town of Cutler Bay is committed to providing recreation and open space to current and future residents through the development, operation and maintenance of its park system, and coordination with other agencies.

The Town currently owns and operates 33 acres of parkland in one community park, two neighborhood parks, two single-purpose parks and two mini-parks. The locations and a more detailed description of these parks are included in the support component of the Recreation and Open Space Element and Exhibit ROS-1. Moreover, Lakes-by-the-Bay Park, a 121-acre County regional park that will be located in the Town's boundaries, is programmed to open during the planning period. Under the Town's formula, eight (8) acres of this park will count toward the Town's Level-of-Service Standard.

Based on its projected 2007 population of 39,000, the Town requires 47 acres of active public parks to meet its Level of Service Standard. The Town therefore has an opportunity to provide six (6) more acres of active public parks. Based on the projected 2020 population of 60,000, the Town will require 72 acres of parks. As noted in the Recreation and Open Space Element support component, there is currently an inventory of 390 acres of private recreation and open space that is considered in measuring the Level-of-Service Standard for private recreation and open space. Based on its 2007 population, the Town requires 35 acres to meet the Level of Service Standard for private recreation and open space. The Town therefore has a surplus of 355 acres of private

recreation and open space. Finally, as noted in the Recreation and Open Space Element support component, there is currently an inventory of 1663 acres of conservation open space that is considered in measuring the Level of Service Standard for conservation open space. Based on its 2007 population, the Town requires 35 acres to meet the Level of Service Standard for conservation open space. The Town therefore has a surplus of 1628 acres of conservation open space. The Town will require 54 acres of private recreation and open space and conservation lands to meet its Level of Service Standard in 2020. Therefore, the Town does not anticipate any problem in meeting this Standard during the planning period.

Public Schools

Level of Service Standard – Beginning January 1, 2008, 100 % utilization of Florida Inventory of School Houses (FISH) capacity with relocatable classrooms. Public schools that achieve 100 % of FISH capacity without relocatable classrooms should no longer utilize relocatable classrooms except as an operational solution.

The State's growth management requirements now mandate the inclusion of public schools as a component of concurrency management and comprehensive planning. The Cutler Bay Growth Management Plan includes an Educational Facilities Element, including a Level of Service Standard, to address these requirements. As demonstrated in the support component of the Educational Facilities Element, the Town anticipates that it will meet its Level of Service Standard for public schools met through the planning period.

Future Land Use Map

The Town's Future Land Use Map is shown on Exhibit FLU-1A (see Volume 1: Goals, Objectives and Policies) and described in Policy FLU-1C of the adopted component of this Element. As can be seen, the Future Land Use Map consists of eight Future Land Use categories. Table FLU-3 below identifies acreage by Future Land Use category.

Table FLU-3
Acreage by Future Land Use Category

Future Land Use Category	Acreage
Conservation	1,734 acres
Parks and Recreation	137.6 acres
Water	354.6 acres
Institutional	206.8 acres
Transportation/Roadways	1,030 acres
Estate Density Residential	754 acres
Low Density Residential	2,197 acres
Medium Density Residential	324.6 acres
Mixed Use	231 acres
Town Center	180.33 acres

Conservation

As documented in this Element and the Conservation and Coastal Management elements, the Town of Cutler Bay contains and/or is proximate to numerous environmentally sensitive areas and resources, including two national parks and an aquatic preserve. The 1,734 acres designated "Conservation" on the Future Land Use Map are protected for conservation purposes via public ownership and/or regulatory mechanisms such as conservation easements.

Parks and Recreation

Town-owned and operated parks, as well as County parks and private recreation open spaces in the Town Limits, are designated "Parks and Recreation" on the Future Land Use Plan Map. There are 137 acres designated "Parks and Recreation" on the Future Land Use Map.

Water

The 354.6 acres that are designated "Water" on the Future Land Use Map indicate the locations of natural and man-made water bodies within the Town. These areas provide numerous benefits and are an important component of the Town's stormwater drainage infrastructure, open space, and natural and built environments. The use of these areas shall be limited to recreational uses the provision of open space and urban relief; waterways,

wetlands, flood control, stormwater drainage and storage, and natural resource protection and enhancement, and comply with the requirements of Chapter 24, "Environmental Protection…", of the Miami-Dade County Code of Ordinances, the South Florida Water Management District's Environmental Resource Permit criteria, and other relevant local, State and federal regulations. Development in or above areas designated "Water" that will diminish these functions shall be prohibited, and development and redevelopment adjacent to these areas shall include provisions to enhance these functions where appropriate.

Institutional

The Institutional Future Land Use District includes government facilities, educational facilities, communications facilities, religious institutions, fraternal organizations, hospitals, and nursing homes. There are 206 acres designated "Institutional" on the Future Land Use Map.

Transportation/Roadways

The Town's roadways, rights-of-ways, and other transportation infrastructure are designated "Transportation/Roadways" on the Future Land Use Map. This District encompasses 1,030 acres.

Estate Density Residential

Areas designated Estate Density Residential on the Future Land Use Map may be developed with residential uses at up to 2.5 units per gross acre and public schools. This land use district comprises 754 acres in the Town. Of this total, 517 acres are earmarked for potential acquisition for conservation purposes or another public use. In the event that a parcel with this designation is acquired for conservation or a similar purpose, its use shall be governed by the conditions of the Conservation District. These areas are located between the Conservation District and the developed area east of Old Cutler Road.

Low Density Residential

The Low Density Residential Future Land Use District permits residential units at up to five units per acre, religious institutions, and public schools. Encompassing a total of 2,197 acres, Low Density Residential is the most prevalent Future Land Use District in the Town. Thirty-eight acres are earmarked for potential acquisition for conservation purposes or another public use.

Medium Density Residential

The Medium Density Residential Future Land Use District permits residential uses at five to 13 units per acre, public schools, and religious institutions. The Medium Density Residential District encompasses a total of 324.6 acres. Of this total, 19.7 acres in Lake-by-the-Bay have been identified for potential acquisition for conservation purposes.

Mixed Use

As noted in the Introduction, one of the guiding principles of the Future Land Use Element is redevelopment of commercial areas as mixed-use activity centers in accordance with adopted charrettes and special area plans. The Town of Cutler Bay recognizes that allowing a variety of uses in a compact area reduces the need for vehicle trips, provides residential densities that make transit viable, and promotes better urban design. Therefore, the areas along Old Cutler Road and US-1 that were designated "Business and Office" on the County's Future Land Use Map are designated "Mixed Use" on the Town's Future Land Use Map. These areas encompass 231 acres within the Town.

In June 2002, prior to the Town's incorporation, area residents participated in a charrette conducted by the Miami-Dade County Department of Planning & Zoning to address the Old Cutler Road corridor, a designated historic roadway. The goal of the Old Cutler Road Charrette Area Plan was to create a framework that preserved the heritage of this historic roadway, facilitated improvement in public infrastructure and the investment in private land, enhanced the livability and encouraged design quality, both architectural and urban, in a manner that achieved the following objectives:

- Preserve and enhance the historic and community character along Old Cutler Road;
- Reintroduce pedestrian-scale improvements in lighting and landscaping and rebalance vehicular movement in the corridor;
- Provide residents additional travel options by connecting the street network east of 87th Avenue to Old Cutler Road;
- Enhance safety and lower travel speeds in the neighborhoods to the northwest of Old Cutler Road by implementing roundabouts in place of traffic signals wherever appropriate;
- Create a civic district/town center and public gathering space for the surrounding area;
- Provide residents better access to goods and services available along Old Cutler Road without having to travel on that same road;
- Increase safety along Old Cutler Road through design modifications that reduce motorists' speeds and increase pedestrian and bicycle visibility and comfort.

In January 2007, the Town adopted the Old Cutler Road zoning overlay district. The intent of this overlay is to facilitate redevelopment of the corridor in accordance with the 2003 charrette recommendations. The principles of the charrette informed the interpretive text for the Mixed Use District in Policy FLU-1C, and Objective FLU-3 and its implementing policies. The 2003 Charrette Report and the Town's 2007 implementing ordinance are included in Appendix B.

The US-1 corridor is the primary gateway to the Town of Cutler Bay. Unlike the Old Cutler Road corridor, there has not been a charrette or special area plan addressing the entirety of the US-1 corridor in the Town. Policy FLU-3B calls for the development of a focus study or charrette plan by 2010 to address the development and redevelopment of the areas designated Mixed Use along the US-1 corridor.

Town Center

The 180.3 acre area designated Town Center on the Future Land Use Map is intended for redevelopment as a high-quality, design-unified, mixed use downtown for Cutler Bay. In 2002, prior to the Town's incorporation, this area was the subject of an intensive seven day charrette conducted by the Miami-Dade County Department of Planning & Zoning. The key recommendations of this charrette provided the basis for the Town's creation and adoption of the Urban Center Zoning District in March 2006, as well as the interpretive text and regulating policies for the Town Center District in the Growth Management Plan. The 2002 Charrette Report and the Town's 2006 implementing Ordinance are included in Appendix A. This District permits horizontal and mixed use development in accordance with frontage and use requirements incorporated into the Land Development Regulations.

Comparison to County Comprehensive Plan

Table FLU-4 below compares the Town's proposed Future Land Use Map with the County's Future Land Use Map.

Table FLU-4
Comparison to County Future Land Use Map

Future Land Use Category – Town	***Acreage-Town***	***Units/FAR Town***	***Future Land Use Category - County***	***Acreage-County***	***Units/FAR County***
*Town Center Total**	*180.3*	*18,300units 14,322,528 s.f.*	*Business and Office/Metropolitan Activity Center*	*148*	*18,500 units 13,941,681 s.f.*
Sub-Districts:			*Institutional*	*32*	*4,181,760 s.f.*
Core	*31*	*7,750 units 5,131,368 s.f.*			
Center	*31*	*4,650 units 4,051,080 s.f.*			
Edge	*118*	*5,900 units 5,140,080 s.f.*			

Mixed Use Total	*231*	*8,700 units 10,404,160 s.f.*	*Business and Office/Low Density Residential*	*231*	*2,553 units 26,266,590 s.f.*
Sub-Districts:					
US-1	*113*	*6,780 units 9,844,560 s.f.*	*Business and Office*	*108*	*1,404 units 8,232,840 s.f.*
			Office- Residential	*5*	*65 units 272,250 s.f.*
Old Cutler Road	*80*	*1,920 units 5,575,680 s.f.*	*Business and Office*	*22*	*286 units 1,197,000 s.f.*
			Low Density Residential	*58*	*348 units*
Lakes by the Bay	*18*	*3,920 s.f.*	*Business and Office*	*18*	*450 units 17,641,800 s.f.*
Medium Density Residential	*324*	*4,212 units*	*Low-Medium Density Residential*	*315*	*4,095 units*
			Business and Office	*9*	*225 units 490,050 s.f.*
Low Density Residential	*2,197*	*10,985 units*	*Low Density Residential*	*2,197*	*13,182 units*
Estate Density Residential	*754*	*1,885 units*	*Estate Density Residential*	*754*	*1,885 units*
Conservation	*1,734*	*0 units*	*Environmental Protection/ Environmentally Protected Parks/Estate/Low Density /Medium Density Residential*	*1,734*	*6,134 units*
			Environmental Protection	*622*	*0 units*
			Environmentally Protected Parks	*605*	*0 units*
			Estate Density	*708*	*1,770 units*
			Low Density	*294*	*1,764 units*
			Medium Density	*104*	*2,600 units*

Institutional	*207*	*0 units***	*Low Density Residential*	*207*	*1,242 units*
Parks and Recreation	*137*	*0 units*	*Low Density Residential/Park and Recreation*	*137*	*240 units*
			Low Density Residential	*40*	*240 units*
			Park and Recreation	*97*	*0 units*
Total Town		*44,082 units 24,726,688 s.f.*	*Total County*		*54,778 units 44,880,081 s.f.*

** The area that is within the Town Center District on the Cutler Bay FLUM consisted of the Business and Office/Metropolitan Activity Center and the Institutional Districts on the County's FLUM*
*** The Institutional District allows congregate care and nursing home units based on the allowed FAR of 1.75*

The Town's proposed Mixed Use District was designated Business and Office and Low Density Residential on the County's CDMP. The County's Business and Office designation limits FAR to 1.25. Residential development in areas designated Business and Office may be up to one density category higher than the adjacent or adjoining residential category on the same side of the abutting principal roadway. Based on this analysis, residential development of up to 13 units per acre, in accordance with the County's Low Medium Density category, could be permitted in areas designated "Business and Office" in the Town. If the area were fully developed with 13 units per acre, as would be permitted by the County CDMP, a total of 2,553 new residential units could result, accommodating approximately 7,148 residents.

Based on an analysis of the development parameters contained in Policy FLU-1C of the Future Land Use Element, it is estimated that the Mixed Use category could accommodate up to 8,700 units if the residential component of all mixed-use developments in the District are built-out to the maximum number of units permitted. Based on the current average household size of 2.8 persons, it is further estimated that these units could accommodate approximately 24,360 persons. However, it is not anticipated that the residential components of the District will be built out in a manner that approaches the maximum during the planning period. The Town projects that its population will increase to 60,000 by 2020, and that infrastructure and services are or will be made available to meet the additional demand generated by this population increase in accordance with Policy FLU-1A (See the Section "IV., Demand for Service and Infrastructure"). Policy FLU-7A of the Future Land Use Element further states that the development orders shall be contingent on the provision of services at or above the Level of Service standards. Therefore, development to the maximum extent permitted would only proceed if infrastructure and service capacity is available. It is anticipated that the development of housing will occur in accordance with demand, and that additional residential capacity will not be utilized until necessary to accommodate population growth that will continue after 2020, the end of the planning period.

Land Use Supply and Demand Analysis

Vacant Land Analysis

As can be seen on Figure FLU-10 and Table FLU-1, there are 1,401.4 acres (21%) of vacant, undeveloped land in the Town. Of these lands, 907.2 acres (14%) are protected from future development but privately owned, 118.3 (2%) are protected from future development by public ownership, and 410 acres (6%) are vacant and subject to development. The 410 acres that are vacant and subject to future development will likely be developed in accordance with the Future Land Use Map during the planning period. In order to better gauge the development potential of the remaining vacant lands, Table FLU-5 below categorizes vacant land by Future Land Use category.

Table FLU-5
Unprotected Vacant Land by Future Land Use Category

Future Land Use Category	Vacant Land Acreage	Potential Residential Units
Town Center	5.8 acres	870
Mixed Use	64 acres	1,080
Medium Density Residential	32.5 acres	424
Low Density Residential	161.5 acres	957
Estate Density Residential	32.5 acres	81
Conservation	150.3 acres	0
TOTAL	410 acres	2.332

As can be seen on Table FLU-5, 5.8 acres in the Town Center are vacant. During the planning period it is anticipated that these acres will be developed in accordance with the regulating plan. Development and redevelopment in this area will include sales and service activities, professional and clerical offices, hotels, motels, medical buildings and offices, cultural and entertainment uses, community facilities, parks and open space, and residential uses integrated both horizontally and vertically in a high quality, design-unified, mixed-use environment. Horizontal and vertical mixed use development is allowed, in accordance with the frontage and use requirements incorporated into the Land Development Regulations. Residential uses of up to 250 units per acre are allowed in the Core Sub-district, 150 units per acre in the Center Sub-district, and 50 units per acre in the Edge Sub-district. The 5.8 vacant acres in this District are located in the Center Sub-district, and thus could be developed with up to 870 residential units, which could accommodate approximately 2,462 residents.

Approximately 64 acres of vacant land in the Town are designated Mixed Use, which permits sales and service activities, professional and clerical offices, hotels, motels, medical buildings and offices, cultural and entertainment uses, community facilities, parks and open space, and residential uses in a high quality mixed use environment. Horizontal mixed use development (different uses in different buildings on the same site or block face) is allowed, with specific uses determined by the underlying zoning district. Vertical mixed use buildings are allowed in all underlying zoning districts in the Mixed Use district, with the sales and service components being located on the ground floors and residential and office uses being located on higher floors. The residential component may

be no less than 20 percent or no more than 80 percent of floor area.

27 acres of the vacant area designated Mixed Use is the Lake-by-the-Bay site. In accordance with Policy FLU-1C, residential development of the vacant Lakes-by-the-Bay site will not be permitted.

The remaining 36 acres are located on Old Cutler Road and consist of the area known locally as the "Potato Field." The Mixed Use designation on Old Cutler Road allows for 30 units per acre. Based on this density, up to 1,080 units could be developed.

Approximately 32.5 acres of vacant lands in the Town are designated Medium Density Residential. This District permits residential development at five to 13 units per acre. If this vacant land were to be developed at its maximum development potential, approximately 424 new residential units would be permitted. The average household size in the Town is current 2.83 persons per unit. The population that might be accommodated from the development of the remaining vacant land to its maximum potential is 1,200.

Approximately 161.5 acres of vacant lands in the Town are designated Low Density Residential. This District permits residential development at up to five units per acre. If this vacant land were to be developed at its maximum potential, approximately 807 new residential units would be permitted. The population that might be accommodated by this development is estimated to be approximately 2,259 residents.

Approximately 32.5 acres of vacant land in the Town are designated Estate Density Residential. This District permits residential development at up to 2.5 units per acre. If this vacant land were to be developed at its maximum development potential, approximately 81 new residential units would be permitted, The population that might be accommodated by this development is estimated to be approximately 230.

Of the Town's supply of vacant, unprotected land, 150.3 acres are designated "Conservation" on the Future Land Use Map. Although these lands are not protected through public ownership, conservation easements, or other regulatory mechanisms, the "Conservation" designation protects these lands from current or future development. It is not anticipated that development will occur on these lands through or beyond the planning period.

Land Supply and Demand

Residential

It is projected that the Town's population will increase to 60,000 by 2020, an increase of 21,000 from the 2007 population of 39,000. In 2020, the average household size in the Town is projected to be 2.6 persons. Therefore, approximately 23,076 units would be required to accommodate the projected population. There are currently 14,652 residential units in the Town, an increase of 3,934 units from the 10,718 recorded in the 2000 Census. An additional 8,424units would be required to accommodate the projected 2020 population.

As noted above, the remaining vacant land in the Town has the potential to accommodate 2,332 additional residential units under the Town's Future Land Use Map. In addition, if all residential categories on the Map are redeveloped to their maximum potential, 44,082 residential units could be accommodated. It is further estimated that the Mixed Use category could accommodate redevelopment up to 9,800 units and that the Town Center District could accommodate redevelopment up to 18,300 units at build-out under the existing regula-

tions. Therefore, the Future Land Use Map is providing an adequate supply of residential land to meet the needs of the existing and future population in accordance with Policy FLU-1A.

Non-Residential

Maintaining an adequate supply of non-residential lands to support the Town's planning program is an important consideration. As noted, the Town of Cutler Bay falls within the boundaries of MSA 7.1. According to Miami-Dade County's 2003 Comprehensive Development Master Plan (CDMP) Evaluation and Appraisal Report (EAR), vacant commercial acreage in MSA 7.1 will be depleted by 2013. In 2015, the County projected that there would be 7.1 acres of commercial lands per 1,000 residents in MSA 7.1. There are only 31 acres of industrially designated lands in MSA 7.1, all outside of the Town's Limits. There is no vacant industrial land in MSA 7.1.

The Mixed Use and Town Center districts are the designated location for non-residential uses in the Town of Cutler Bay. As noted, the Town Center District encompasses 180.33 acres, and the Mixed Use District encompasses 231 acres. Based on the 2007 population of 39,000, there are currently 10 acres of non-residential lands per 1,000 residents in the Town. By 2020, it is projected that there will be eight (8) acres of non-residential lands per 1,000 residents in the Town. Both the existing and projected acres of non-residential lands per 1,000 residents in the Town exceed the 7.1 acres of non-residential lands provided per 1,000 residents in MSA 7.1 as a whole. Therefore, the Future Land Use Map is providing an adequate supply of non-residential land to meet the needs of the existing and future population in accordance with Policy FLU-1A.

Conclusion

As noted in this Element, the Town of Cutler Bay was substantially built-out at the time of its incorporation in 2005, and has a limited supply of vacant developable land. Single family residential development is the predominant land use, with commercial development concentrated along US-1 and Old Cutler Road. Due to these factors, the guiding principles of the Future Land Use Element and the Town's planning program are preservation and enhancement of existing residential neighborhoods, resource protection and enhancement, and redevelopment of commercial areas as mixed-use activity centers in accordance with adopted charrettes and special area plans, including the reports and plans in the following appendices.

Appendix A

Old Cutler Road Overlay District Documents (Mixed Use District)

Old Cutler Road Charrette

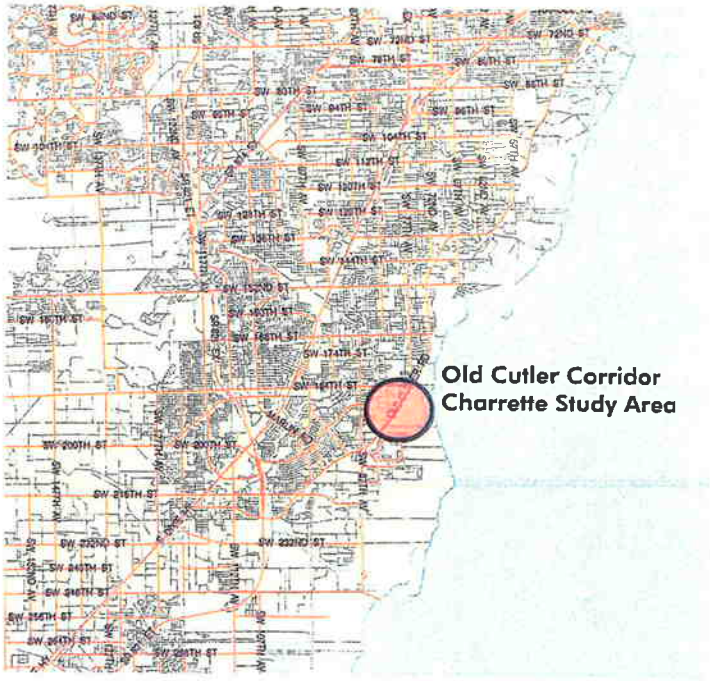
CHARRETTE AREA PLAN REPORT 2002 **EXECUTIVE SUMMARY** DRAFT

OLD CUTLER ROAD CHARRETTE, MIAMI-DADE COUNTY FLORIDA: The Old Cutler Road Charrette Area Plan is the citizens' vision for the enhancement of a two and a half mile segment of Old Cutler Road. It represents the ultimate growth and form of their community and the creation of a recognizable center for the south Old Cutler area, which stretches between SW 200th Street and SW 224th Street in south Miami-Dade County.

THE OLD CUTLER ROAD MASTER PLAN GREW OUT OF A DESIGN CHARRETTE HELD FROM JUNE 21st THROUGH JUNE 28th, 2002: The Charrette was held at the Edward Whigham Elementary School and was well attended by residents, property and business owners, representing a diverse cross-section of the community as well as County staff and elected officials, who all worked together to define the elements of this master plan. During the week, the design team set up its studio in a storefront at the Old Cutler Town Center, where the doors remained open to the public all day. A presentation of the work in progress was held on Friday, June 28th where the community embraced the concepts included in the Charrette Area Plan. Work is documented in the form of a Charrette report and recommendations summary as a follow up to the initial public workshop.

THE CITIZENS, WITH THE ASSISTANCE OF A PROFESSIONAL TEAM, STUDIED THE MANY CHALLENGES FACED BY THE COMMUNITY AND PROPOSED SPECIFIC SOLUTIONS: A series of final presentations by County Staff will be held in 2003. It will be a time to take into account additional citizen and professional input.

Above: Plan of existing conditions in the study area. **Below left:** Scenes from the public design process on Saturday, June 21st, 2002. Numerous concerned citizens from the Old Cutler area participated in the charrette at Edward Whigham Elementary. **Below right:** The Old Cutler Road Charrette study area in the context of South Miami-Dade County



BEFORE AND AFTER:

Above: Pedestrian, lighting, and landscape improvements in the corridor.

Above: Entrance feature at SW 102 Avenue marks arrival into the Old Cutler civic district.

Old Cutler Road: "A Historic Path"

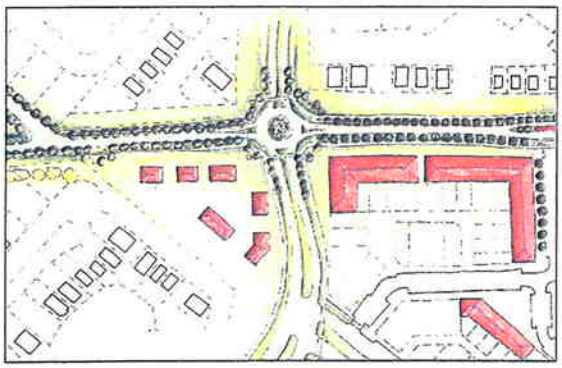
The Old Cutler Road Charrette Report contains detailed instructions that if followed, will reduce traffic congestion and allow development while restoring the historic ambiance of the road. Through the project corridor, the roadway serves commuters destined for points north as well as the retail core of the community.

The roadway was designated as historic by the State in 1974 and limits widening beyond its two-lane current condition. The proposals in this effort are focused on rebalancing the roadway toward all its users: motorists, pedestrians, transit users, and bicyclists.

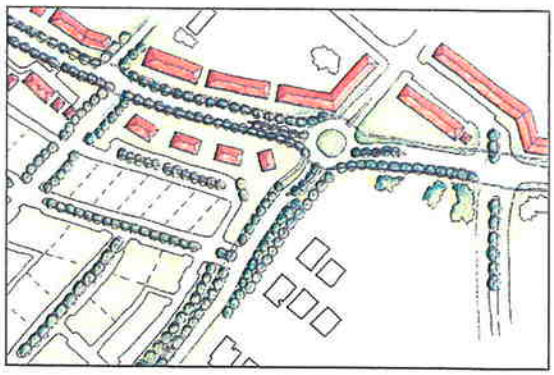
Traffic volumes on Old Cutler Road currently number 12,000 to 13,000 vehicles per day (VPD) north of SW 184th Street, while the volumes to the south approach 22,000 VPD.

Approved development proposals in the area southeast of Old Cutler Road will add approximately 3,000 new homes within the area and will result in additional traffic volumes. As new neighborhoods are built, opportunities to provide alternate access should be maximized. Such potential connections include SW 212th Street, SW 97th Avenue, SW 92nd Avenue, SW 224th Street, Franjo Road, and SW 85th Avenue.

The extensive concentration of commercial uses within the study area is unique along Old Cutler Road and also marks the end of the historic corridor. The master plan proposes to announce the culmination of the road with a unique statement that is within the road's historic parameters. A pair of roundabouts, at SW 87th Avenue and 97th Avenue will serve this function as gateways into the historic corridor.



Implementing Roundabouts:
Left: Connecting SW 97th Avenue and creating a roundabout at Old Cutler Road
Right: Improving the SW 87th Avenue and Old Cutler Road intersection with a roundabout
These proposals create 'bookends' to the Old Cutler civic district and provide a mark of transition from the commercial core to the surrounding residential areas.

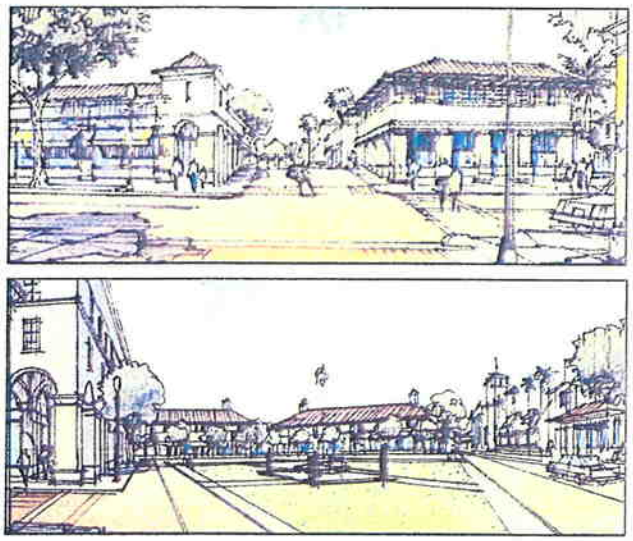


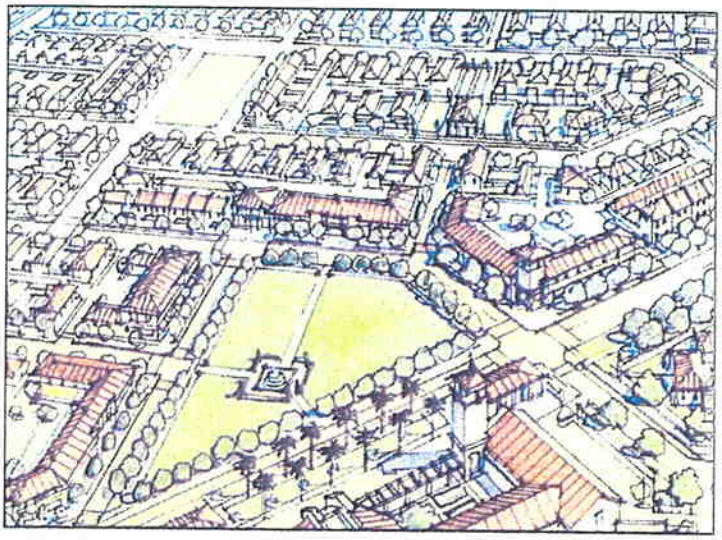
Above: Citizens' Charrette Area Plan enhancements to the Old Cutler Road corridor from SW 200th Street to SW 224th Street

Citizens' Requests:

- Restore the historic character of Old Cutler Road
- Reduce congestion, improve traffic flow and safety
- Calm traffic along Old Cutler Road
- Improve intersections and build new streets
- Improve landscaping on Old Cutler Road
- Maintain and improve sidewalks and bike lanes
- Connect existing streets and parking lots
- Consolidate driveways
- Promote civic identity, create a civic district/town center
- Place an entrance feature at the start of the civic district
- Create a walkable, pedestrian-friendly environment
- Relocate Khoury League baseball fields
- Create a plaza surrounded by mixed-use buildings
- Improve drainage
- Establish architectural design guidelines

THE VISION





From 'Potato Field' to Town Center
The Citizens' Charrette Area Plan proposes the land east of Old Cutler Road and North of SW 212th Street become a center for the community. During the charrette, the need to define the area's identity and create a public gathering place was expressed. **Top left:** View across the triangular green along Old Cutler Road. **Above left:** View down a new street in the neighborhood that terminates on a civic building. **Above right:** View to the southeast over Old Cutler Road.

BEFORE AND AFTER:

Above: *Landscape and pedestrian improvements in the corridor-* The Citizens' Charrette Area Plan proposes sidewalks and consistent tree planting on both sides of Old Cutler Road through the corridor to provide a comfortable environment for all users of the roadway.

Old Cutler Road Charrette

CHARRETTE AREA PLAN REPORT 2002 **EXECUTIVE SUMMARY** DRAFT

Project Goals and Objectives:

The goal of the Old Cutler Road Charrette Area Plan is to create a framework that will preserve the heritage of this historic roadway, facilitate improvement in public infrastructure and the investment in private land, enhance the livability and encourage design quality, both architectural and urban, in a manner that achieves the following objectives:

- To preserve and enhance the historic and community character along Old Cutler Road
- Reintroduce pedestrian-scale improvements in lighting and landscaping; rebalance vehicular movement in the corridor
- Providing residents additional travel options by connecting the street network east of 87th Avenue to Old Cutler Road
- To enhance safety and lower travel speeds in the neighborhoods to the northwest of Old Cutler Road by implementing roundabouts in place of traffic signals wherever appropriate
- To create a civic district/town center and public gathering space for the surrounding area
- Provide residents better access to goods and services available along Old Cutler Road without having to travel on that same road
- To increase safety along Old Cutler Road through design modifications that reduce motorists' speeds and increase pedestrian and bicycle visibility and comfort

THE CHARRETTE AREA PLAN: A COMMUNITY'S VISION

Old Cutler Road Charrette Report prepared with the assistance of: Chamber South and Treasure Coast Regional Planning Council. For more information contact Miami-Dade County Department of Planning and Zoning at 305-375-2842

Special Thanks:
Commissioner
Katy Sorenson
District 8

Appendix B

Town Center District Documents

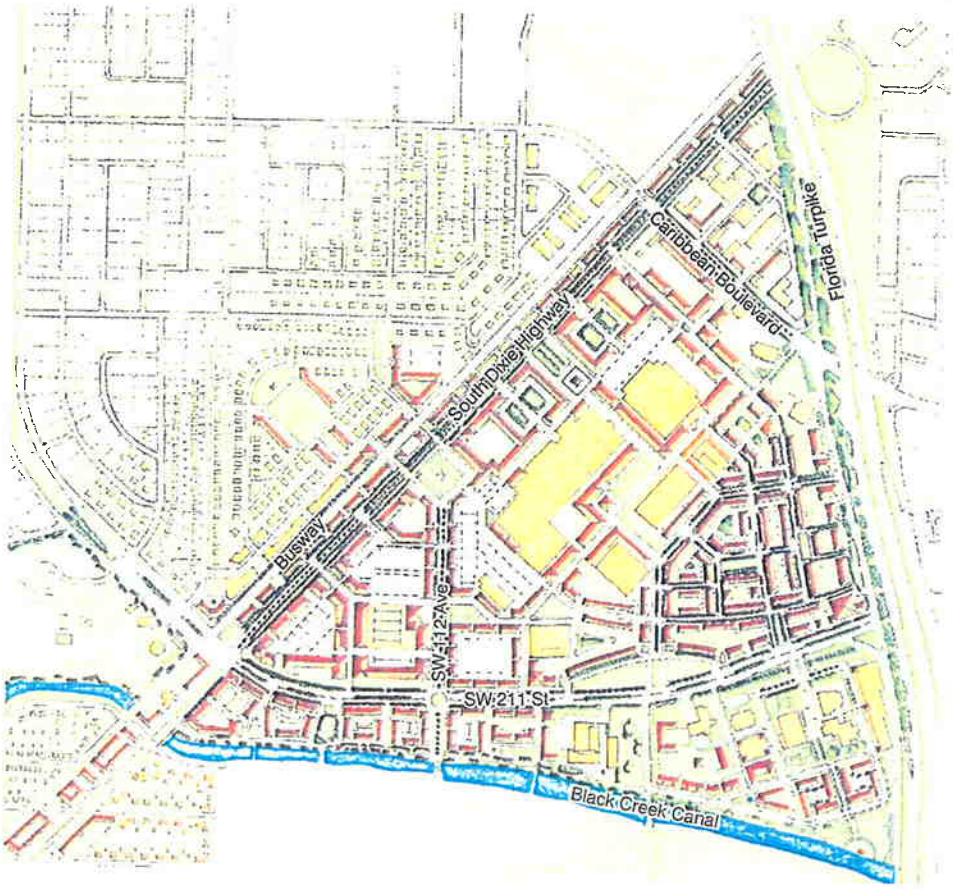
MIAMI-DADE COUNTY

Cutler Ridge Charrette

CHARRETTE AREA PLAN REPORT **EXECUTIVE SUMMARY**

CUTLER RIDGE CHARRETTE, MIAMI-DADE COUNTY, FLORIDA :

The Cutler Ridge master plan grew out of a public seven-day charrette, held between September 28th through October 4th, 2002. This master plan is the citizen's vision for the redevelopment of approximately 220 acres of commercial properties surrounding the Cutler Ridge Mall at the designated busway station located at U.S. 1 and 211 Street. The proposed redevelopment will provide a mixed-use high density downtown for Cutler Ridge, that will also serve the surrounding areas of South Miami-Dade County. The Charrette was held at the Cutler Ridge Mall and was well attended by over 60 residents, property and business owners, representing a diverse cross-section of the community.



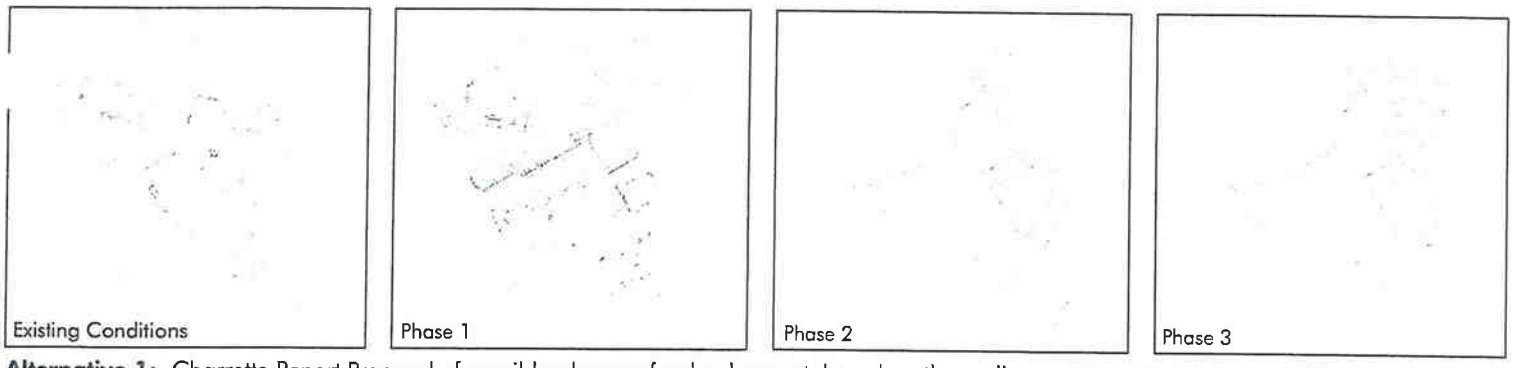
THE CITIZENS, WITH THE ASSISTANCE OF A PROFESSIONAL TEAM, STUDIED THE MANY CHALLENGES FACED BY THE COMMUNITY AND PROPOSED SPECIFIC SOLUTIONS:

A series of presentations by County Staff were held and during that time further citizen and professional ·ut was taken into account. The Board of County mmissioners (BCC) passed a resolution (# R-438-04) on April 13th 2004, thereby accepting the Cutler Ridge Charrette Area Plan Report and it's recommendations.

THE CHARRETTE AREA PLAN: A COMMUNITY'S VISION

Above: Scenes from the public design process on Saturday, September 28, 2002 · Citizens from the Cutler Ridge area participated in the charrette at Cutler Ridge Mall.

Above: New outdoor plaza between existing Burdines and remaining enclosed mall.



Alternative 1: Charrette Report Proposal of possible phases of redevelopment, based on the mall property converting into a main-street scenario.

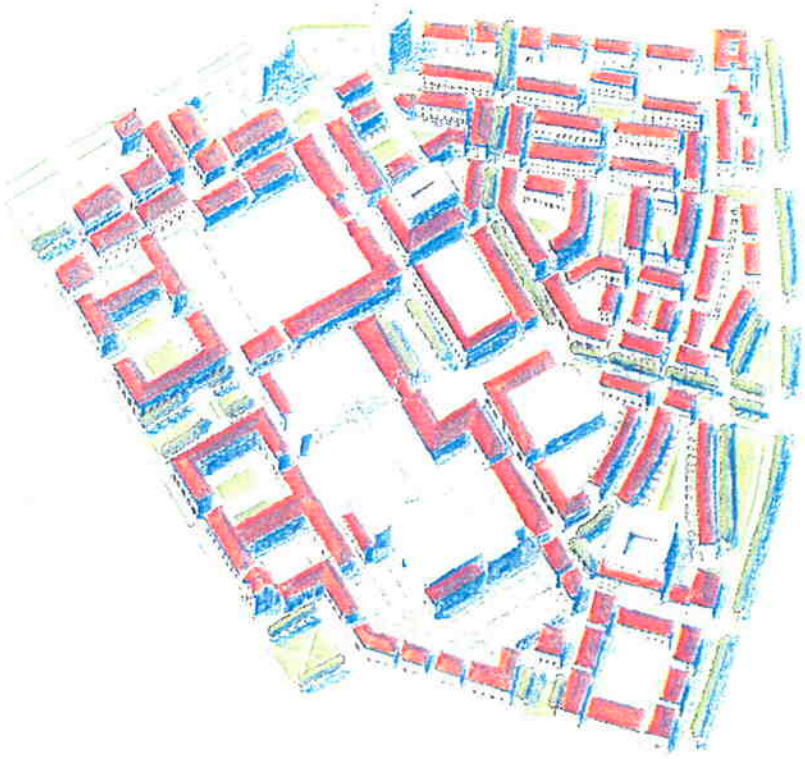
From Suburbia to Downtown

The Downtown Cutler Ridge Charrette Report contains a framework for converting the underutilized mall site into an authentic recognizable town center, through a series of development phases. While preserving and strengthening the existing viable retail, the master plan proposes to build upon their success and create opportunities for additional development, uses and connections.

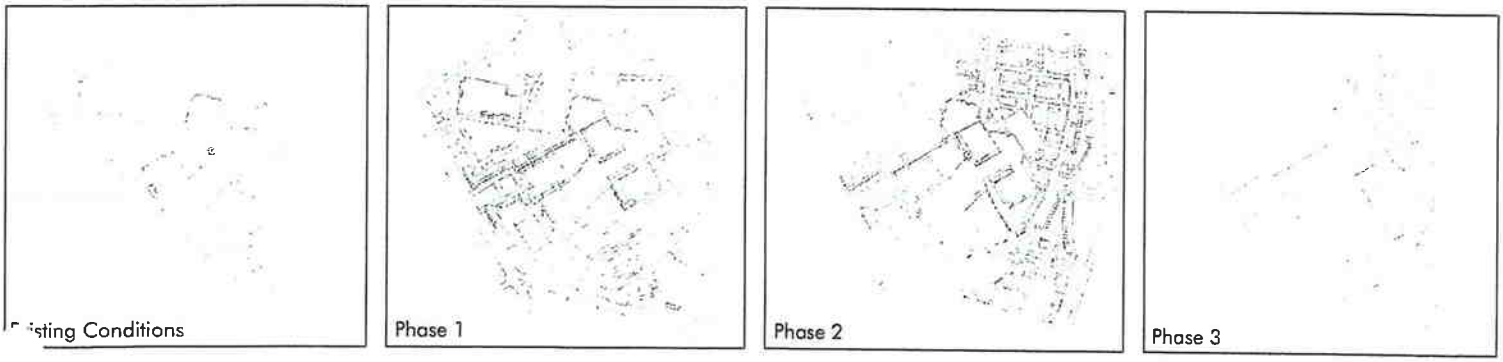
The following are considered:

Alternative 1 is based on the Charrette proposal and identifies some of the strategies put forth during the ·tual workshop. It calls for actually strengthening e existing retail by turning the mall area into a main street scenario. Existing Mall buildings and proposed new mixed use liner buildings would now start fronting public open spaces through the various stages of development.

Alternative 2 is based on staff recommendations which after consideration by the Steering Committee proposes an alternate scenario wherein the actual mall retains its full footprint throughout most of the proposed phases of development. The ultimate build out; Phase III, still occurs in the same manner as is being proposed in Alternative 1.



Above: *Phase 4*- Ultimate build out of the mall property



Alternative 2: Staff's Proposal of retaining the malls footprint through the various phases of redevelopment towards achieving a similar ultimate build out.

Citizens' Requests:

- Improve the U.S. 1 address to Cutler Ridge
- Create a pedestrian friendly environment
- Announce arrival
- Evolve from an enclosed mall to a town center, over time
- Incorporate mixed-use buildings (residential, retail and office)
- Redevelop the Government Center Parcel and make better use of parking lots and vacant land
- Connect the Government Center and the Cultural Arts Center to the future downtown
- Connect existing and future neighborhoods
- Improve transportation: local and regional
- Incorporate parks and open space into the downtown area
- Build a waterfront village
- Include a hotel, a community center and a sports center in the downtown area
- Redesign the water tower as a feature for the community
- Relocate or redesign the Target site, build a neighborhood green and re-connect the existing adjacent neighborhood

Top: Oval-shaped park at SW 211th Street
Middle: View of formal plaza between US1 and the Busway
Bottom: New residential neighborhood at southeast corner of mall property

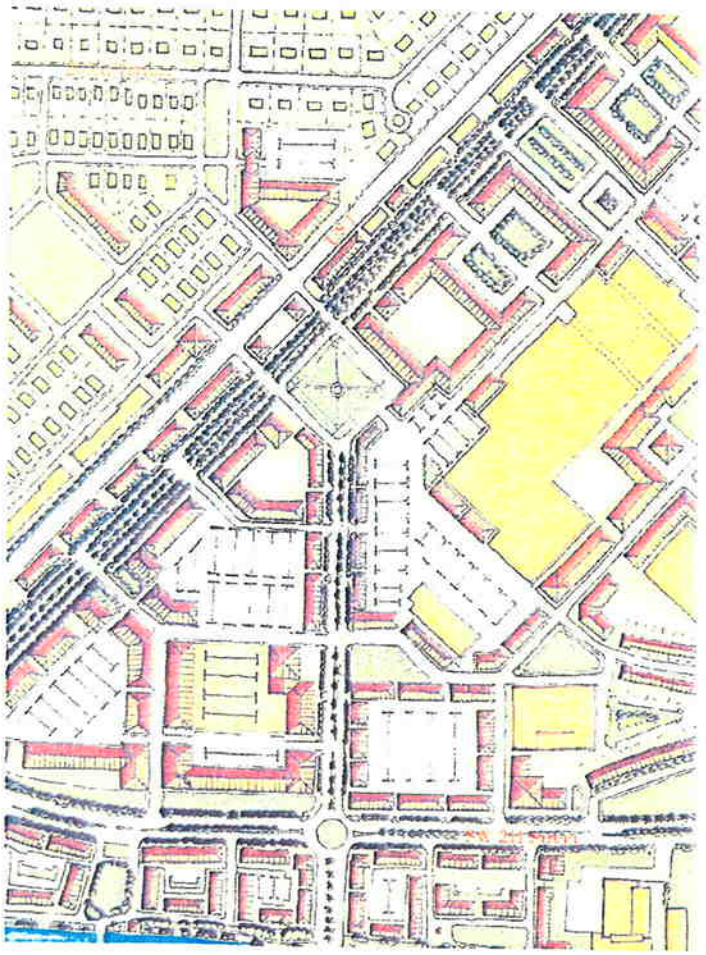
Cutler Ridge Charrette

CHARRETTE AREA PLAN REPORT **EXECUTIVE SUMMARY**

Project Goals and Objectives:

The goal of the Downtown Cutler Ridge Master Plan is to create a framework that will develop the mall's underutilized land into a recognizable center for the community, facilitate improvement in public infrastructure and the investment in private land, complement and enhance the existing government owned facilities, enhance the livability and encourage design quality, both architectural and urban, in a manner that achieves the following objectives:

- Redevelop the mall site into a mixed-use town center, supporting the designation of Cutler Ridge as a "Metropolitan Urban Center" and, therefore, increase ridership for public transportation
- Improve the public open space
- Improve and complete the public infrastructure
- Establish better connections
- Enhance image of US1 to announce arrival into Downtown Cutler Ridge
- Improve the existing public buildings
- Develop a framework for the Downtown Cutler Ridge Ordinance, which will provide a set of standards for all future development



Above: The master plan showing a pedestrian friendly SW 112th Avenue

Cutler Ridge Charrette Report prepared with the assistance of:
Chamber South and Treasure Coast Regional Planning Council
For more information contact Miami-Dade County Department of Planning and Zoning at 305-375-2842

Special Thanks:

Commissioner
Katy Sorenson
District 8

Commissioner
Dennis Moss
District 9

Appendix C

Cutler Bay Stragetic Plan

Town of Cutler Bay

Draft Strategic Plan

2006-2011

TABLE OF CONTENTS

Preamble

Through the participation of our residents, the newly incorporated Town of Cutler Bay's first Strategic Plan has been completed and we, the Town Council, hereby adopt this 2006-2011 Strategic Plan as a blueprint for continued progress in achieving our Town vision. In addition, we pledge that any ordinances or resolutions passed by this Council will be consistent with the concepts, goals and priorities represented herein.

Town Mission Statement

Our mission is to make Cutler Bay a beautiful, safe and friendly Town that encourages its residents and business leaders to actively and proudly participate in our ongoing efforts to enhance and sustain the Town's image, sense of identity and quality of life.

Our Vision for Cutler Bay (By 2011)

By 2011, Cutler Bay will be recognized as one of the most desirable communities in South Florida to live, work and play. Its schools, homes, parks and cultural facilities will offer an enriching environment for children, adults and senior citizens alike, and its local economy will encourage outstanding companies to want to do business here.

The Mission is a clear and concise statement of what the Town Government must accomplish in order to realize our 5-year vision.

The Town vision is a brief description of what we want our community to be like 5 years from now.

Taken together, the 5-Year Vision and Mission Statement serve as the primary steering mechanism for the growth and development of the Town's governmental priorities and services.

Town Council's Operating Principles

The ultimate success of the strategic planning process will depend on the Town Council's ability to operate as a high performance, highly effective policy making team. With appropriate levels of cooperation, active listening and participation by the Mayor and each Council Member, the Town Council will empower itself to make prudent, timely decisions that are in the best interest of the Town.

To that end, the Mayor and Town Council have developed and made a firm commitment to abide by these operating principles:

- **Each of us is personally responsible and accountable for our behavior**
- **We are respectful of one another whether we agree or disagree on points of view**
- **We trust one another**
- **When necessary, we agree to disagree respectfully**
- **We are willing to compromise for the good of the Town**
- **If we have questions or concerns with one another that are <u>not part of public business</u>, we resolve them directly... one to one**
- **We use language constructively to facilitate our interaction**
- **We are mindful of the amount of time we take to express our ideas and points of view**
- **We encourage full participation in our discussions of all issues affecting our Town**
- **We encourage public input on issues and discourage personal attacks on our Council Members during Council meetings**
- **We do not pander to special interests at the cost of alienating other Council members**

Core Values

Our Town Government's core values represent our most basic beliefs. They define what we stand for, and serve as the foundation for the development of the Cutler Bay Strategic Plan.

- **Every resident is valued equally**
- **Diversity and tolerance are valued and encouraged**
- **Innovation is encouraged**
- **Courage to take on important projects, even in the face of risk or pessimism**
- **Regional approaches to large scale problems, mindful of the well being of our neighbors outside of Cutler Bay**
- **Quality in public service is expected, and never compromised**
- **Principled leadership**
- **Honest, responsive governance**
- **Transparent, responsible financial management**
- **Competent, ethical Town management**

Strategic Achievement Areas & Goals

Cutler Bay's Town Government must deliver outstanding results in each strategic achievement area in order to realize our vision and achieve our mission. Each strategic achievement area contains one or more strategic goals. Each goal is supported by a set of strategic initiatives that define how the corresponding goal will be achieved. Each goal is also supported by a set of measures and milestones whose achievement will ensure progress toward the accomplishment of the corresponding goal. These strategic initiatives will be implemented, funded and tracked as part of the Town's business planning process.

1. RESIDENT FRIENDLY AND RESPONSIVE TOWN GOVERNMENT

Introduction

This area involves two components. The first component focuses on the responsiveness of Cutler Bay officials in identifying resident concerns and in providing them with access to information concerning the status of the Town and its activities. The second component focuses on quality of services provided by employees to the residents of Cutler Bay.

Goal 1.1: The Town of Cutler Bay will be recognized by its residents and others as a community that optimizes transparency in government by providing access to its officials and to information concerning the status of the Town and its activities.

Goal 1.1	Strategic Initiatives	Measures & Milestones
The Town of Cutler Bay will be recognized by its residents and others as a community that optimizes access to its officials and to information concerning the status of the Town and its activities.	Enhance the Town web site to increase resident access to Town records and services and provide a feedback loop that allows residents to identify concerns and provide feedback.	By October, 2008, contract with a reputable survey company to perform a statistically valid survey of Cutler Bay residents to obtain feedback on the progress of the Town government, and the residents' level of satisfaction with various initiatives on the strategic plan. By 2011, at least 80% of the residents who access the town web site will provide positive responses concerning the site and its usefulness.

Goal 1.1	Strategic Initiatives	Measures & Milestones
The Town of Cutler Bay will be recognized by its residents and others as a town which optimizes access to its officials and to information concerning the status of the Town and its activities.	At all Town Meetings, provide residents with a systematic opportunity to address officials with suggestions and concerns about the Town and its activities.	By 2011, at least 85% of the residents who attend Town meetings will have a positive assessment of the fairness and openness of the meeting.
	Develop and maintain specific standards concerning the time it takes to respond to resident inquiries and service requests.	By 2011, at least 90% of Town responses will meet the standards established for the service, and 80% of residents who interacted with the Town will have a positive perception of that experience.
	The town will appoint a committee to study and develop additional ways (such as WiFi, Hotlines, and Charettes) to communicate with and receive feedback from Town residents; and where feasible, adopt and implement additional communication techniques.	The number of new techniques identified and tested each year.
	Study, evaluate and adopt manifold methods of informing Cutler Bay residents about Town activities	By 2011, 80% of residents surveyed will identify with the Town and have a general knowledge of Town activities.

Goal 1.1	Strategic Initiatives	Measures & Milestones
		Aggregate Measure By 2011, at least 75% of the respondents to a resident survey who had contact with the Town Government will indicate their satisfaction with the openness and responsiveness of the Town government.
	Post the Town Budget and Annual Business Plan on the Town web site and through other mediums.	At least 50% of respondents to a resident survey will indicate that they have access to the Town Budget and Business Plan.

Goal 1.2: The employees of Cutler Bay will provide responsive, courteous service to residents, the business community, and other individuals with whom they interact.

Goal 1.2	Strategic Initiatives	Measures & Milestones
The employees of Cutler Bay will provide responsive, courteous service to residents, the business community, and other individuals with whom they interact.	Develop and implement a customer friendly training program, and maintain sustained emphasis on courteous, responsive public service.	By 2011, at least 75% of respondents to a resident survey will indicate their satisfaction with the quality of services provided by Town employees.
		A small number of formal complaints by users concerning the quality of service provided by town employees
		A very low ratio of formal complaints to the total number of service opportunities.

2. FINANCIAL STABILITY AND SUSTAINABILITY

Introduction

The fiscal viability of the Town of Cutler Bay is a primary concern of its elected officials, its residents and its employees. Short and long term financial stability is critically important to the ultimate realization of the Town's vision. This service area has four components: fiscal responsibility, fiscal transparency, capital building programs, and growth management.

Goal 2.1: The Town of Cutler Bay will be a financially responsible and accountable community.

Goal 2.1	Strategic Initiative	Measures & Milestones
The Town of Cutler Bay will be a financially responsible and accountable community.	Adoption and implementation of a performance based budgeting process with an associated Annual Business Plan.	Adoption and implementation of the performance based budgeting process by 10-01-07 and an Annual Business Plan by 10-01-08.
	Adoption of investment policies designed to achieve a balance between maximizing interest and minimizing risk.	Certification by the Town's External Auditor in his annual audit report by the end of Fiscal Year 2006-07.

Goal 2.1	Strategic Initiative	Measures & Milestones
The Town of Cutler Bay will be a financially responsible and accountable community.	Adoption and implementation of financial management polices that foster the development, growth and sustainability of cash reserves and contingency funds.	The Town will achieve and maintain a financial reserve of no less than 10% of its operating budget. Upon its first bond issue, the Town will achieve and maintain a minimum bond rating of A.
	Explore and where appropriate use alternative funding mechanisms such as special assessment, taxing district, lease purchase, revenue bonds, general obligation bonds, and grants as a means of providing needed Town facilities, infrastructure, and programs.	

Goal 2.2: The residents of Cutler Bay will have a high degree of confidence in the fiscal responsibility and transparency of the Town government.

Goal 2.2	Strategic Initiative	Measures & Milestones
The residents of Cutler Bay will have a high degree of confidence in the fiscal responsibility and transparency of the Town government.	At all public budget workshops, generally explain the budgeting process to the residents.	By 2011, at least 50% of respondents to a resident survey will indicate that they are generally aware or have access to the Town Budget and Annual Business Plan.
	Post the Town Budget and Annual Business Plan on the Town web site and through other mediums.	

3. GROWTH MANAGEMENT AND INFRASTRUCTURE NEEDS

INTRODUCTION

Effective growth management and infrastructure development strategies form the foundation for the accomplishment of the Town's mission, and the long term economic viability of the Town.

Goal 3.1: The Town of Cutler Bay will provide the infrastructure needed to meet current and emerging needs of the community.

Goal 3.1	Strategic Initiative	Measures & Milestones
The Town of Cutler Bay will provide the infrastructure needed to meet current and emerging needs of the community.	Complete an inventory of all Community assets as a basis for planning, required studies, and infrastructure needs.	Complete the asset inventory by April, 2007.
	Prepare an annual Capital Improvement Plan that includes funding, infrastructure, capital needs, and prioritization of projects.	Complete the preparation of an Annual Capital Improvement Plan by 10/01/07, and adopt the Annual Capital Improvement Plan by 12/31/07. Adherence to the Annual Plan.
	Implement a plan for acquiring sites and the construction of Town facilities and infrastructure.	Consistent with the Capital Improvement Plan, the availability of Town facilities and infrastructure when needed and at the estimated cost.

Goal 3.1	Strategic Initiative	Measures & Milestones
The Town of Cutler Bay will provide the infrastructure needed to meet current and emerging needs of the community.	Explore and where appropriate use alternative funding mechanisms such as special assessment districts, lease purchase, revenue bonds, and general obligation bonds, grants, etc. to provide needed Town facilities and infrastructure.	

Goal 3.2: The growth and development of Cutler Bay will be managed to be consistent with the needs and desires of its residents.

Goal 3.2	Strategic Initiative	Measures & Milestones
The growth and development of Cutler Bay will be managed to be consistent with the needs and desires of its residents.	The development and implementation of a Growth Management Master Plan including areas for land acquisition where appropriate. This plan will also include consideration of the advantages and disadvantages of pursuing the annexation of additional land.	The development, adoption, and consistent application of a Cutler Bay Growth Management Plan by April 1, 2008.

4. ECONOMIC AND BUSINESS DEVELOPMENT

Introduction

Economic and business development are essential to the Town's economic viability. They will foster a positive sense of identity and community pride among our residents, and will attract excellent companies to do business in our Town.

Goal 4.1 Enhance the attractiveness and viability of Cutler Bay as a business location.

Goal 4.1	Strategic Initiative	Measures & Milestones
Enhance the attractiveness and viability of Cutler Bay as a business location.	Conduct a charrette to improve the U.S.1 Corridor for residents and the business community.	Complete the charrette by 12/31/2007.
	Study and implement marketing strategies to attract quality restaurants to the Town.	Complete the study by 09/30/2007. By 2008, increase the number of quality restaurants in Cutler Bay by ___(number or %).
	Establish an effective working relationship with Cutler Bay's diverse business leadership through the creation of a Manager or Mayor/Council appointed Business Alliance Committee.	Establish the Committee by 02/01/2007.

Goal 4.1	Strategic Initiative	Measures & Milestones
Enhance the attractiveness and viability of Cutler Bay as a business location.	Develop and implement a program in collaboration with the Business Committee and corporate leadership to identify and implement strategies designed to: improve the business mix, increase job opportunities, retain existing businesses, and attract new businesses. Coordinate these initiatives with the Beacon Council, Chambers of Commerce, etc.	The development and implementation of the program by 07/01/2007.
		The number of individuals employed in Cutler Bay by local businesses.
		Improve the mix of businesses located in Cutler Bay to an adopted goal.
		Increase the number of existing businesses retained and the number of new businesses attracted to the community
		By 2011, at least 80% of the respondents to a business survey will indicate their satisfaction with Cutler Bay as a business location.

5. COMMUNITY IDENTITY, UNITY AND PRIDE

Introduction

Developing and sustaining a unified, positive identity with an overall sense of community pride will energize the Town, and help realize our vision faster, and more effectively.

Goal 5.1: Cutler Bay will be recognized as a Town where people prefer to live, and whose residents feel a strong sense of Town identity and community pride.

Goal 5.1	Strategic Initiative	Measures & Milestones
Cutler Bay will be recognized as a Town where people prefer to live, and whose residents feel a strong sense of Town identity and community pride.	Develop and implement a program that provides aesthetically pleasing signs and entrance features identifying the Town at all major entrances to the city	The placement of signs and entrance features to be completed by July, 2007.
	Develop and implement a Town Beautification Program.	The implementation of the Town Beautification Program.
	Study ways to enhance pedestrian friendliness in the Town by better signage, striping, signalization, and the possible construction of crossovers, overpasses, and bike paths.	The implementation of a pedestrian friendly program.
	Enhance, expand and develop Town amenities including parks and recreational facilities.	The acquisition, expansion or construction of additional amenities including park and recreational facilities.

Goal 5.1	Strategic Initiative	Measures & Milestones
		Aggregate Measure By 2011, at least 75% of respondents to a resident survey will indicate their satisfaction with quality of life in the Town of Cutler Bay. By 2011, at least 75% of respondents to a resident survey will indicate that they would recommend Cutler Bay to friends and relatives as a place to live.

Goal 5.2: The Town will be a frequent site for a variety of community events that encourage extensive public participation and identification with the Town of Cutler Bay.

Goal 5.2	Strategic Initiative	Measures & Milestones
The Town will be a frequent site for a variety of community events that encourage extensive public participation and identification with the Town of Cutler Bay.	The Town Manager should appoint a small committee to work with residents and the business community to identify desirable community events such as festivals, fairs, parades, concerts in the park, cultural events, picnics, farmers' markets, etc. and submit recommendations to the Council. Seek potential sponsors and co-sponsors for community events.	Establish the committee by December 31, 2006. The number of Town sponsored events.
		The attendance at Town sponsored events,
		The financial success of Town sponsored events
		By 2011, at least 75% of the respondents to a resident survey will be aware of Town sponsored events and at least 70% will indicate their satisfaction with the Towns sponsorship of the events.

Goal 5.3: Cutler Bay will have a variety of facilities/amenities that meet the social and recreational needs of residents of all ages, and attract residents from surrounding communities.

Goal 5.3	Strategic Initiative	Measures & Milestones
Cutler Bay will have a variety of facilities/amenities that meet the social and recreational needs of residents of all ages, and attract residents from surrounding communities.	The Town Manager should form a committee to develop and implement a marketing plan to attract quality restaurants and cultural/entertainment facilities to the Town.	The completion and implementation of the plan by October, 2007. A level of success in the number of restaurants and cultural/entertainment facilities in the Town.
	Obtain access to the Bay for Cutler Bay's residents.	By 2011, the Town will obtain appropriate access to the Bay.
	The development and implementation of a Master Plan for Parks and Recreation.	The completion and implementation of the plan, including the County's completion of Lakes by the Bay Park by October, 2007.
	The preparation and implementation of a Master Plan to develop a Town Center, including the potential for a future Town Hall.	The completion and implementation of the plan, including the potential for of a Town Hall and other appropriate facilities by January, 2008.
		Aggregate Measure **By July, 2008, at least 60% of respondents to a resident survey will indicate their feeling that Cutler Bay does have a "Center of Town".**

Goal 5.4 Cutler Bay will be viewed as a beautiful Town by its residents and by residents from surrounding communities.

Goal 5.4	Strategic Initiative	Measures & Milestones
Cutler Bay will be viewed as a beautiful Town by its residents and by residents from surrounding communities.	Develop and implement a plan to provide aesthetically pleasing and unique signs and entrance features identifying the Town at all the major corridors (Old Cutler Road, Caribbean Blvd., U.S.1, etc.) leading into the town.	By 2008 at least 80% of the respondents to a resident survey will say they have a clear sense of where the Town of Cutler Bay begins, and where it ends.
	Work with residents and the business community to develop and implement a Common-Area Landscaping Plan for the Town that would include the planting and maintenance of trees and the maintenance of common areas such as swales.	The completion and implementation of the plan by October, 2008. The number of new trees planted. By 2011 at least 70% of the respondents to a resident survey will say they are satisfied with the appearance and maintenance of the Town's common areas.
	Conduct a formal assessment/rating of the condition, appearance and maintenance of trees and common areas in the Town..	Complete the assessment by April, 2008. By 2011 a citizen survey will result in at least a 70% Approval rating of the Town's progress.
	Develop and implement a plan for the enhancement, beautification and shoulder maintenance of major corridors (Old Cutler Rd., Caribbean Blvd., U.S.1, etc.,) leading into the Town of Cutler Bay.	**The completion and implementation of the plan by October, 2008 and at least 75% implementation by 2011.**

Goal 5.5: The educational facilities in Cutler Bay will receive positive ratings from Town residents and students.

Goal 5.5	Strategic Initiative	Measures & Milestones
The educational facilities in Cutler Bay will receive positive ratings from Town residents and students.	Appoint an education committee to work with residents, PTA's and school officials to develop and implement action items to achieve educational excellence in local schools. This plan will include: 1) partnerships designed to improve student performance and to provide educational recreational opportunities, 2) volunteer tutoring programs, 3)programs to engage students in community service activities, and 4) the enhancement of Adult education programs in the Town.	The development and implementation of the plan by April, 2008. Measurable improvement in Cutler Bay's student performance and school ratings.

6. PUBLIC SAFETY

Introduction

Public Safety is clearly the most important service commitment any local government must make to its residents. It is a service that must never be compromised.

Goal 6.1: To provide a safe and secure community for Cutler Bay's residents and business community.

Goal 6.1	Strategic Initiative	Measures & Milestones
To provide a safe and secure community for Cutler Bay's residents and business community.	Implement the service contract with Miami-Dade County for police services in Cutler Bay and set specific performance standards.	By September, 2007 achieve an average police response time rate in Cutler Bay that is 25% faster than the County Average.
	Develop and implement a Community Policing Program.	A resident satisfaction rating for police services of at least 85% by survey.

Goal 6.2: The Town will provide high levels of disaster (hurricane, flood, etc.) planning, response, and recovery services to residents and businesses in our community.

Goal 6.2	Strategic Initiative	Measures & Milestones
The Town will provide high levels of disaster (hurricane, flood, etc.) planning, response and recovery services to residents and business in our community.	Develop and implement a Comprehensive Town Disaster Plan by 04/01/2007.	By 2011 at least 80% of respondents to a resident survey will indicate they are aware and approve of the Town's disaster plan and services.

Goal 6.2	Strategic Initiative	Measures & Milestones
	Develop a plan to disseminate information concerning major elements of the Town Disaster Plan through the Town web site and other appropriate communication vehicles.	The time it takes Town officials to respond to residents' and businesses' needs during and after a significant event such as a hurricane or flood.
	Work with individuals, groups and the business community to promote hurricane/disaster preparedness.	

Goal 6.3: Optimize the smooth flow of traffic through the Town of Cutler Bay by minimizing traffic congestion and maximizing the capacity of our local roadways.

Goal 6.3	Strategic Initiatives	Measures & Milestones
Optimize the smooth flow of traffic through the Town of Cutler Bay by minimizing traffic congestion and maximizing the capacity of our local roadways	Work with the County to insure that the Town receives an optimized traffic signal control network as part of the County's new traffic control system.	Achieving a congestion rating of "Level B"* on at least 50% of the Town's roads.
	Work with the County, the League of Cities, the Metropolitan Planning Organization and the Legislative Delegation to expand the availability of County transportation services to the residents and businesses of Cutler Bay.	*Traffic engineers have developed a scale (levels A through F) that measures traffic congestion severity. Level A represents very light congestion, and level F represents very heavy congestion.

Goal 6.3	Strategic Initiatives	Measures & Milestones
Optimize the smooth flow of traffic through the Town of Cutler Bay by minimizing traffic congestion and maximizing the capacity of our local roadways	Subject to funding availability, develop and implement a plan to provide local transportation services to residents who need to shop, receive health care and take care of business requirements in Cutler Bay. Enhance the pedestrian friendliness of the Town by improved signalization, electronics, striping, pedestrian crossovers, overpasses, and bike paths.	
	Develop and implement a comprehensive Traffic Management and Control Plan that includes increased police presence at critical times and locations such as schools and major intersections and known accident sites.	

7. PARKS AND RECREATION

Introduction

A well-developed park and recreation system will improve the overall quality of life, create a positive sense of Town identity among our residents and increase property values.

Goal 7.1: The Town of Cutler Bay will develop parks, recreational facilities and recreational programs to meet the current and emerging needs of residents of all ages.

Goal 7.1	Strategic Initiative	Measures & Milestones
The Town of Cutler Bay will develop parks, recreational facilities and recreational programs to meet the current and emerging needs of residents of all ages.	Work with residents and others to develop and implement a Park and Recreation Master Plan that reflects the current and emerging needs of the community. This plan will address issues such as: 1) the acquisition, operation and maintenance of existing County open space for park and recreation facilities; 2) the County's completion of Lakes by the Bay Park, 3) obtaining access to the Bay, 4) developing water related facilities and programs, 5) park facilities, recreational and cultural facilities and programs for residents of all ages, 6) partnerships with the School Board and local schools, and, 7) alternative funding sources.	The completion of the plan by 10/01/2007.

Goal 7.1	Strategic Initiative	Measures & Milestones
The Town of Cutler Bay will develop parks, recreational facilities and recreational programs to meet the current and emerging needs of residents of all ages.		By 2011, at least 80% of respondents to a resident survey will indicate their satisfaction with: 1) Town Parks 2) Town Recreational Facilities 3) Town Recreational Programs 4) Other related programs and services provided by the Town

8. CODES AND CODE ENFORCEMENT

Introduction

Effective codes and code enforcement services provide a framework for implementing our Town's standards for safety, aesthetics and quality of life.

Goal 8.1: The Town of Cutler Bay will develop a code and code enforcement policies that reflect the needs, views, and values of its residents.

Goal 8.1	Strategic Initiative	Measures & Milestones
The Town of Cutler Bay will develop a code and code enforcement policies that reflect the needs, views, and values of its residents	Complete, adopt, and enforce the Town's Comprehensive Code.	The completion, adoption, and implementation of the Comprehensive Code by April 1, 2007.
		Achieving a code compliance rate of at least 75%.
		By 2011, at least 70% of the respondents in a resident survey will indicate their satisfaction with the content of the code.
		By 2011, at least 70% of the respondents in a resident survey will indicate their satisfaction with the enforcement of the code.

Goal 8.2: To protect the residents of Cutler Bay by assuming responsibility from the County for administering the Florida Building Code, Plan Review, Permitting, and Inspection.

Goal 8.2	Strategic Initiative	Measures & Milestones
To protect the residents of Cutler Bay by assuming responsibility from the County for administering the Florida Building Code, Plan Review, Permitting, and Inspection.	Conduct and implement the results of a Best Practices Review for building plan review, permitting, and inspections. This review will cover processes, technology, staffing patterns, and training initiatives to insure effective and efficient practices in the Town of Cutler Bay. Initially, contract for these services but monitor customer satisfaction closely.	The completion and implementation of the Best Practices Review.
		Provide these services by January, 2007.
		By 2011, at least 70% of the individuals who use building services will indicate their satisfaction with the nature and quality of the services they received.

9. PUBLIC WORKS

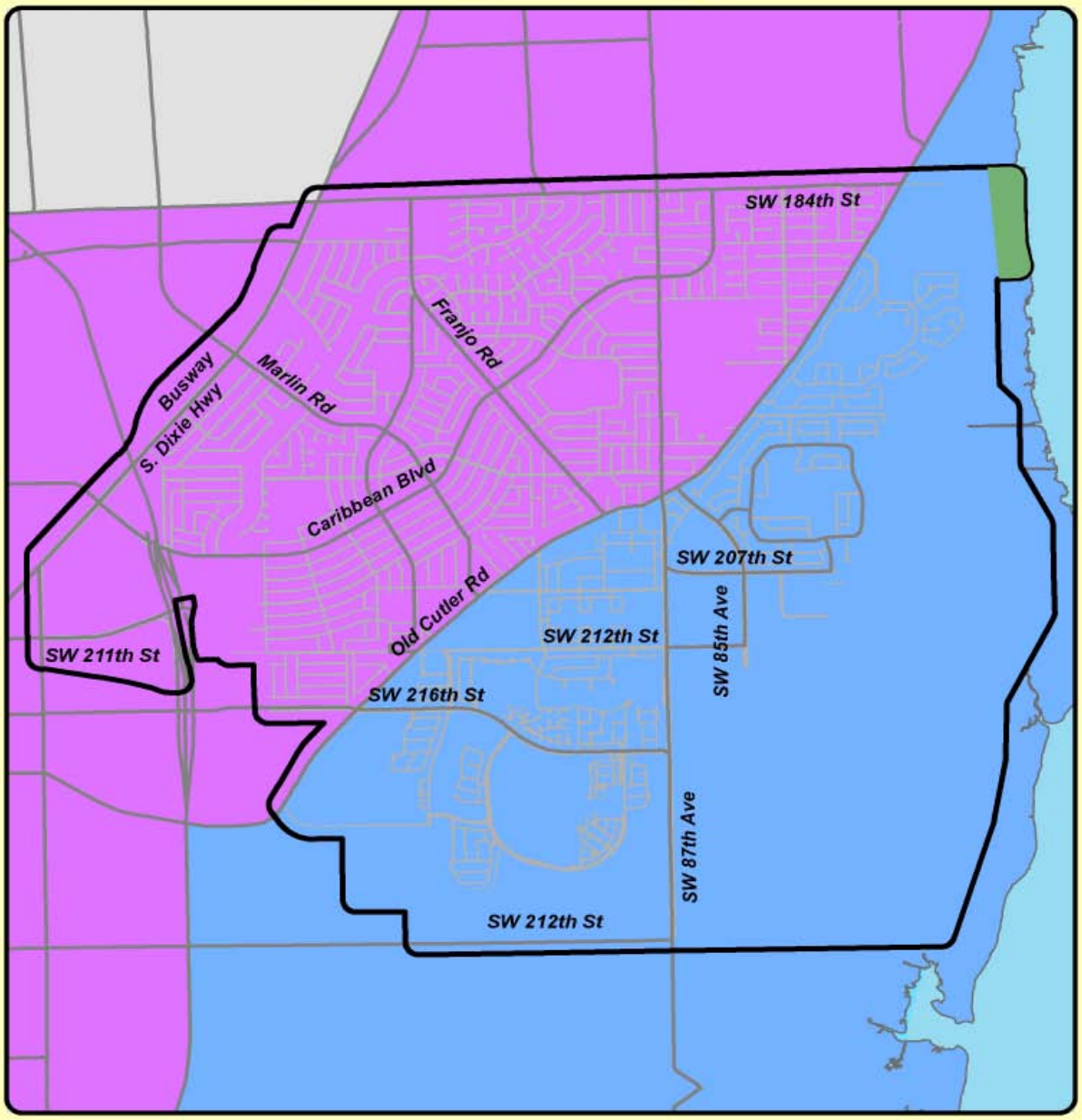
Introduction

A well managed Public Works Department will provide and sustain the Town's physical infrastructure, and contribute significantly to the health and safety of our residents.

Goal 9.1: Develop the Town of Cutler Bay into a model community for the condition of its roads, street lighting, storm drainage facilities, swale maintenance, sidewalks, etc.

Goal 9.1	Strategic Initiative	Measures & Milestones
Develop the Town of Cutler Bay into a model community for the condition of its roads, street lighting, storm drainage facilities, swale maintenance, sidewalks, etc.	Develop and implement a multi-year plan for road resurfacing, pot holes, shoulders, sidewalks, curbs and gutters, signage, drainage, swales, lighting, etc.	Commencement and commencement of the plan by July, 2007.
		By 2011 at least 75% of the respondents to a resident survey will indicate satisfaction with the Town's roads, signage, drainage, etc.
	Explore mechanisms for establishing Street Lighting Assessment Districts upon petition by a majority of residents.	Town's responsiveness to street lighting initiatives. Have the ability to create Street Lighting Districts by 10/01/2007.
	Work with the County and the South Florida Water Management District to develop and implement a Town Master Drainage plan that addresses enhancement, replacement, and maintenance issues including canal maintenance.	Completion and implementation of a drainage plan.
		The incidence and severity of flooding in the Town is reduced.
		At least 75% of the respondents to a resident survey will indicate satisfaction with the Town's drainage systems.

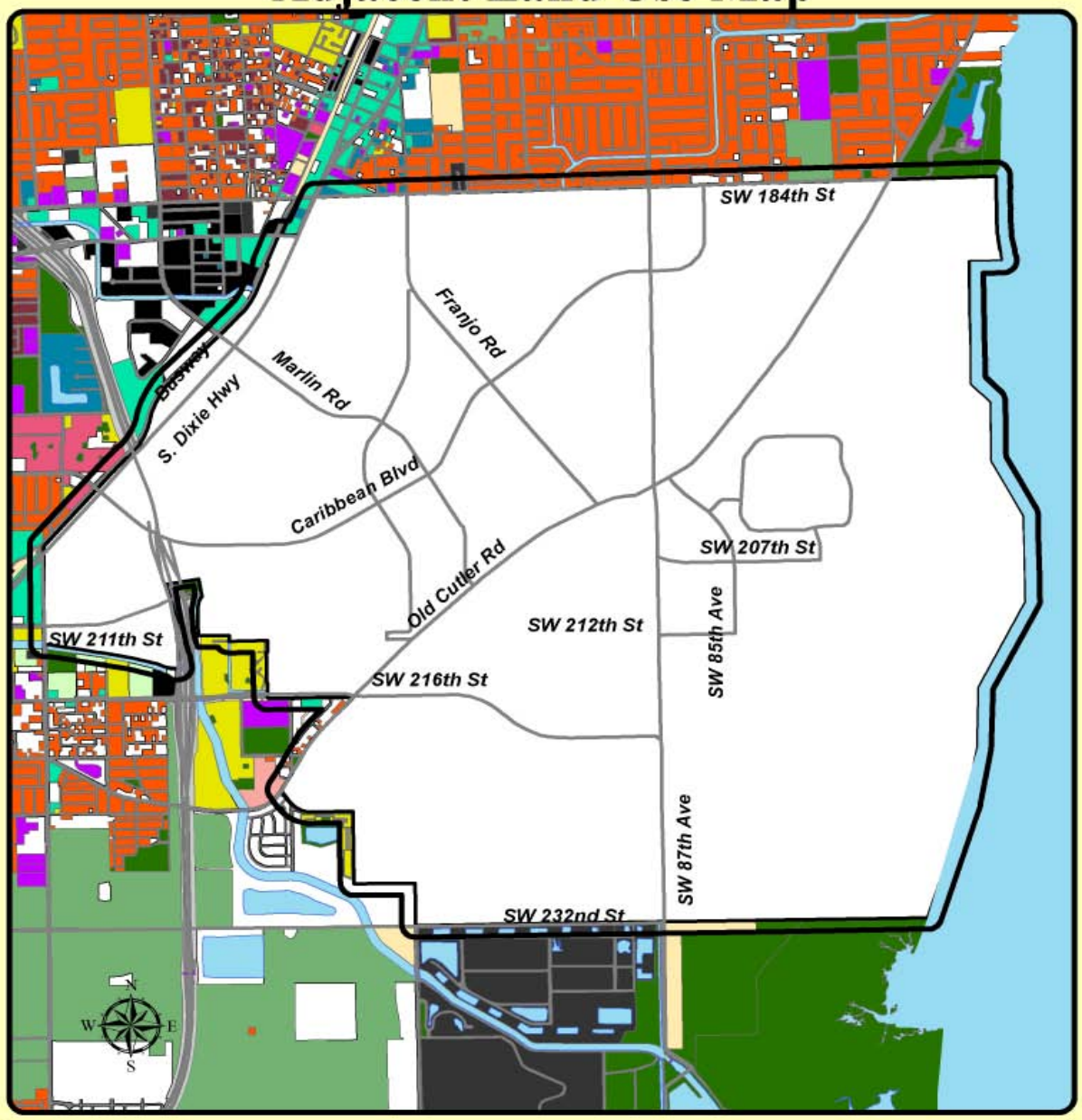
Town of Cutler Bay
Miami-Dade County Coastal High Hazard Areas



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit FLU - 8

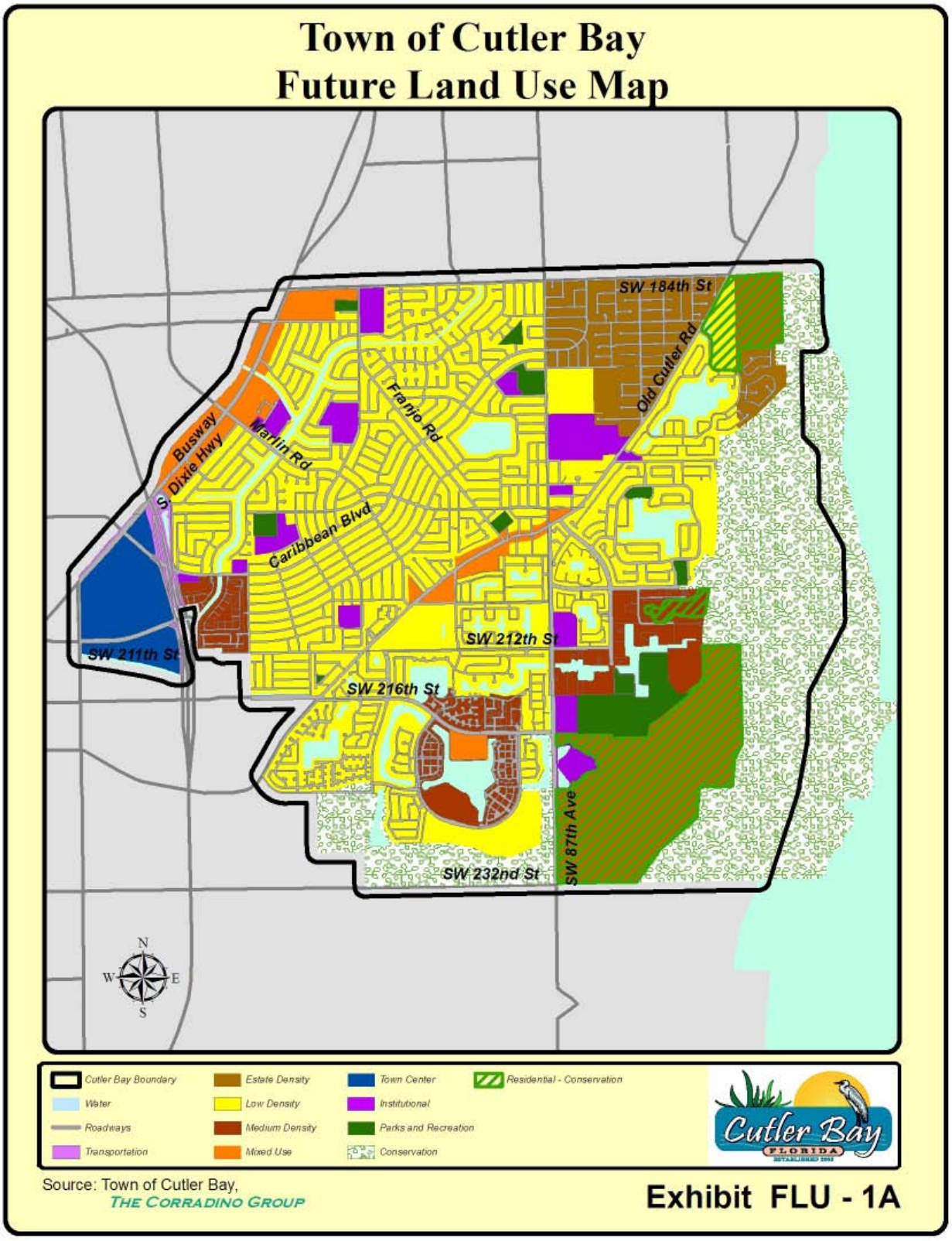
Town of Cutler Bay
Adjacent Land Use Map



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit FLU - 9

Future Land Use



Housing

Introduction

Rising housing costs and property values have been a prevailing trend in South Florida in recent years. Throughout the region, rising costs have reduced the stock of housing that is affordable to middle, moderate and low income households. Middle income households who do not qualify for the public assistance that is available to low income households or have the disposal income of high income households have been particularly impacted. This shortage of "workforce housing" has numerous economic implications, as the region's existing and potential workforce is being priced out of the market. In turn, employers are hesitant to remain in or relocate to areas that its employees cannot afford. The availability of decent, safe, sanitary and affordable housing for the full range of income groups has therefore emerged as a major regional concern.

The Town of Cutler Bay currently provides a variety of housing types appropriate for households of various income, age, and needs groups. Nonetheless, the continued provision of decent, safe, and affordable housing to all residents is one of the key challenges that the Town faces in the planning period. Whether or not housing is affordable to a household is dependent, of course, on that household's income. It is important that the Town promote and facilitate the development of a diverse housing mix that will meet the housing demand of all its residents, including those of low, moderate, middle and upper incomes. The promotion of a diverse housing mix and provision of housing that is affordable to low and moderate income households are key objectives of this Element.

In addition to addressing the issue of housing cost, the Housing Element addresses the supply and demand for residential units, housing construction, and the provision of housing appropriate for residents and households of various age and special needs groups. Ensuring housing appropriate for households and persons at all stages of life, including starter homes and apartments, inexpensive to expensive single family homes, housing for empty nesters, assisted living facilities, and low income and subsidized senior housing is an important consideration of the Element. As noted, the Town of Cutler Bay boasts a diverse housing stock. It is the Town's intent to maintain and enhance this stock through the planning period.

The goals, objectives and policies of the Housing Element represents the Town of Cutler Bay's vision for its provision of decent, safe, sanitary and affordable housing to existing and future residents through the five, 10 and 15 year planning periods.

Population Projections

Population projections are an important component of the Growth Management Plan for the Town. They provide the statistical framework for the future development of the Town, and for determining its ability to ensure the provision of key infrastructure and services at adopted levels. Population growth is projected to continue in Cutler Bay, and as a result there will continue to be an increased demand for the urban services and facilities that are needed to maintain and improve the quality of life.

It is important to note that the projections are not predictions of the future. Projections are simply an extrapolation of past trends coupled with knowledge of the residential capacity of the area. They assume that past trends provide some indication of the likely range of futures for the community. They assume that there will be no major disasters, such as hurricanes, floods, or prolonged droughts. They assume that government and other agencies will continue to maintain and expand urban infrastructure and services as needed. The planning process calls for ongoing monitoring of urban change and the projections may be amended as future conditions warrant.

The Town of Cutler Bay is a municipality within Miami-Dade County. It is bordered on the north by the Town of Palmetto Bay and on the remaining sides by the unincorporated Miami-Dade communities of West Perrine, South Miami Heights, and Goulds. Florida law requires that the projections be consistent with the County projections. The Town of Cutler Bay incorporated as Miami-Dade's newest municipality in November 2005. It comprised most of two Census Designated Places, Cutler Ridge and Lakes by the Bay, and a strip of unincorporated Miami-Dade County south of 224 Street. The Census 2000 figures showed a population of 30,315 persons and 10,718 housing units in the area that was to become the Town of Cutler Bay. The residential vacancy rate was a tight 3.9 percent, about half the comparable County figure. The average household size was 2.87 persons per household, slightly higher than the County average and a reflection of the preponderance of single-family homes in the area (77 percent versus 57 percent Countywide).

The Town's population estimates and projections are shown on Table H-1. The Town estimates that its current population is approximately 39,000, an increase of about 30 percent over the seven-year period. This estimate is based on Miami-Dade County's projections, and is the base line for the Town's projections. The adopted Miami-Dade County population projections are presented for 32 areas of the County designated as Minor Statistical Areas (MSA). The Town of Cutler Bay falls within MSA 7.1, an area east of U.S. 1 from SW 184 Street to SW 248 Street. Table H-1 shows the 2010, 2015 and 2020 population estimates for MSA 7.1 and the Town of Cutler Bay. The Census 2000 figures showed that Cutler Bay accounted for about 73 percent of the population of MSA 7.1 in 2000. The 2006 estimates show that the Town's share of the MSA 7.1 population remained at 73 percent.

Table H-1
Population Projections for the Town of Cutler Bay

	2006	2010	2015	2020
Town of Cutler Bay	39,000	43,000	50,000	60,000
MSA 7.1	51,000	52,240	59,520	75,555
Town Percentage of MSA 7.1 Population	73%	83%	84%	80%

Population Projections

The population projections for Cutler Bay were made by projecting the Town's share of the Miami-Dade County population projected for Minor Statistical Area 7.1, a statistical area that encompasses the Town. The Town is home to about three of every four housing units in the Area. There are no existing projections for this recently incorporated municipality. Census 2000 base line data were developed from Census tract and block data. Linking the Town's projections to the County's ensures that the projections are consistent. Further, it was important to incorporate the County's capacity figures for the Cutler Ridge Urban Center, an important component of the County's plan and an important part of the future of Cutler Bay. The Urban Center has been classified by the County as a **Metropolitan** Urban Center. These Centers are typically high-density, mixed-use developments served by transit and are usually found at important transportation nodes. The high residential capacity in the Urban Center influences the population projection for the Town.

The County's projections for the Minor Statistical Areas have been the official population projections for the County for the past 25 years. The 32 areas are groups of census tracts useful for planning. The methodology has been approved by DCA and has worked well throughout that time period. The initial BEBR estimates for the Town were developed using data on new construction in the Town provided to BEBR by the County Department of Planning and Zoning using data from the County Property Appraiser files.

Note that projections are not predictions of the future. The future is essentially unknown, and more so in these difficult years following the housing boom of the early 2000s. These projections are based on the best available data, an analysis of recent trends, and an understanding of local government growth management goals and policies. The County projections were adopted prior to the recent surge in residential construction in the Area and will be revised later in 2008 to reflect the recent surge and subsequent slowing of new residential construction. A preliminary version shows increased growth in the southern part of the County. Future revisions of the County's projections will be reviewed carefully to determine if the Town's projections also need revision.

The Cutler Bay **population projections** are based on **housing projections** for the Town. The housing figures are derived as a percentage of the projected housing for the Minor Statistical Area. The housing figures are converted to population figures in a two-step process.

First, the number of households is projected by estimating the number of occupied units using Census 2000 occupancy rates (96.6 percent for the Town). The vacancy rate increases from 3.4 percent in 2004 to 4.5 percent in 2006 to reflect the increased number of new units not sold.

1. It declines to a projected 2.5 percent in 2020 to reflect the anticipated continued demand for units when the Town is essentially built out. Note that the Census identifies units intended for "seasonal, recreational, or occasional use." In 2000 there were about 50 of these units found, accounting for 0.4 percent of all housing units. All of these were classified as vacant even if they were temporarily occupied by persons with a usual residence elsewhere. The number of seasonal residents in Cutler Bay is very small. To the extent that they were counted by the Census, they are included in the resident population figures.

2. Census 2000 average household size ratios are then applied to determine the number of persons living in households. The average household size was 2.87 persons-per-household within the Town. This ratio is unchanged through the projection period until 2020 when it falls to 2.66 persons per household, a reflection of the lower household size typical of the dense multifamily development expected in the Urban Center. Finally, the number of persons living in group quarters (non-household population) is added. These persons accounted for less than 1 percent (0.94 %) in 2000, but are projected at a 2 percent level through the projection period to reflect an anticipated increase in the number of congregate living facilities that may be required by an aging population.

The Cutler Bay housing estimate for 2007, (14,112 units), is based on adding the 2000-2006 numbers of new units in the Town reported on the County Property Appraiser files (3,394 units, see Table A) to the Census 2000 figure (10,718 units)[1]. Table B shows how this housing estimate is converted to a population estimate. With a residential vacancy rate of 4 percent, there are 13, 548 occupied units, or households. At 2.87 persons per household, the household population estimate is 38,881 persons. With the addition of the non-household population, i.e. the 2 percent of the total population living in group quarters, the total population is 39,659 persons. The corresponding BEBR estimate was 40,468 persons (809 persons, or 2 percent higher).

For 2010 the Town was projected to account for about 85 percent of the currently **projected housing** in Area 7.1. This increased percentage was based on a projected increase of about 500 units a year, mainly in some large, higher density, residential developments currently under way within the Town and slower growth in the Area outside the Town A slightly lower vacancy rate (3.9 percent) is projected as the housing market recovers. The projected 14,819 households at 2.87 persons per household results in a household population of 42,531, and a total population of 43,382 persons. This translates into a population increase of 1,240 persons a year in the 2007 to 2010 period. However, the current collapse of the residential housing market may persist and result in slower sales in the next two years and a lower rate of population growth through 2010.

For 2015 and 2020, the Town was projected to account for about 87 percent of the currently **projected housing** in Area 7.1 for both years. This is a reflection of the development of the Urban Center and progress in the extension of a transit line down the South Dixie corridor. The projected vacancy rate for 2015 was 3.9 percent and the projected household size remained at 2.87 persons per unit. This translates into a 2015 population figure of 50,400 persons The average annual increase is about 1,120 persons a year.

In the 2015 to 2020 period, the current County projections show a more rapid increase of population in the Area as it becomes the gateway to an increasingly urban south Miami-Dade County and the Cutler Ridge Urban Center begins to mature. The 2020 projected population for the Town is about 60,300 persons, an

[1] The Town of Cutler Bay did not exist in 2000. The housing and population estimates for 2000 were derived by selecting Census 2000 tracts and blocks within the Town's boundaries.

increase of almost 2,000 persons a year in the 2015-2020 period. The vacancy rate is a low 2.5 percent, a reflection of the continued demand for housing in a community that will have been built out. The household size is lower, 2.66 persons per household, a reflection of the rapid increase of multifamily units in the Urban Center.

Housing and Population Projections
The Town of Cutler Bay, 2000-2020

Year	Cutler Bay Housing	MSA 7.1 Housing	Percent in Cutler Bay	Cutler Bay Rounded	Vacancy Rate	Households	Household Size	Household Population	Total Population
2000	10,718	14,472	74%	10,700	3.4%	10,350	2.87	29,706	30,300
2004	11,291	15,937	71%	11,300	3.4%	10,904	2.87	31,294	31,920
2006	13,155	17,770	74%	13,200	4.5%	12,563	2.87	36,056	36,777
2007	14,112	NA	NA	14,100	4.0%	13,548	2.87	38,881	39,659
2010	15,421	18,142	85%	15,400	3.9%	14,819	2.87	42,531	43,382
2011	15,937	18,642	85%	15,900	3.9%	15,315	2.87	43,955	44,834
2015	17,932	20,611	87%	17,900	3.9%	17,232	2.87	49,457	50,446
2020	22,793	26,199	87%	22,800	2.5%	22,223	2.66	59,114	60,296
	Population								
2000	30,300	41,575	73%	30,300					
2004	31,920	45,746	70%	31,900					
2006	36,777	51,000	72%	36,800					
2007	39,659	NA	NA	39,700					
2010	43,382	52,240	83%	43,400					
2011	44,834	53,740	83%	44,800					
2015	50,446	59,520	85%	50,400					
2020	60,296	75,555	80%	60,300					

Source: Census Bureau, Census 2000, Summary Files 1 and 3.
Miami-Dade County Dept. of Planning & Zoning, Population Projections by Minor Statistical Area, October 2004, adopted in the 2005 Evaluation and Appraisal Report, October 2005.

Residential Supply and Demand

It is projected that the Town's population will increase to 60,000 by 2020, an increase of 21,000 from the 2007 population of 39,000. In 2020, the average household size in the Town is projected to be 2.8 persons. Therefore, approximately 21,786 units would be required to accommodate the projected population. There are currently 14,652 residential units in the Town, an increase of 3,934 units from the 10,718 recorded in the 2000 Census. An additional 6,777 units would be required to accommodate the projected 2020 population.

As noted in the Future Land Use Element support component, the remaining vacant residentially designated land in the Town has the potential to accommodate 2,332 additional residential units. In addition, if all residential categories on the Future Land Use Map are built out to their maximum potential, 17,670 residential units could be accommodated. It is further estimated that the Mixed Use category could accommodate up to 9,800 units and that the Town Center District could accommodate up to 9,105 units at build-out under the existing regulations. Therefore, the Future Land Use Map is providing an adequate supply of residential land to meet the needs of the existing and future population.

Housing Conditions

The concept of substandard housing was used in decennial census reports as late as 1960. It was an attempt to characterize housing units with structural and/or functional deficiencies that they would fail to meet minimum housing standards. Minimum housing standards varied greatly across the United States and the establishment of a uniform standard that could be employed by Census enumerators was difficult.

In more recent decennial censuses the focus has been on inadequate plumbing and the lack of complete kitchen facilities. In Census 2000, only 1 percent of the housing units in Miami-Dade were reported as lacking complete plumbing or complete kitchen facilities, a reflection perhaps of the relative youth of the units there. In Miami-Dade County in 2005, about 27 percent of the units were built prior to 1960 (45 or more years old) whereas nationally 35 percent were built prior to 1960. Other measures of housing and neighborhood quality are collected in the American Housing Survey for the nation and for 47 larger metropolitan areas but are not available for small areas and communities. The Housing Survey does not have a "substandard" classification.

A better measure of the functional inadequacy of occupied housing in neighborhoods is crowding, defined as 1.01 or more persons per room, a figure that is available for neighborhoods. Crowding is a serious problem in Miami-Dade County. Census 2000 reported that 20 percent (155,516 units) of the occupied units in Miami-Dade were crowded, and more than half of these (87,626 units) were seriously crowded (1.51 or more persons per room). The comparable national figures were 5.7 percent crowded and 2.7 percent severely crowded. And these figures from Census 2000 predate the recent surge in housing prices in South Florida and Miami-Dade County. This measure is a reflection of the housing affordability crisis, especially as it affects lower-income households where families are often forced to double-up in a single unit to find affordable shelter.

In Cutler Bay, Census 2000 reported that 11 percent (1,312 units) of all units were crowded and 6 percent (675 units) were seriously crowded (Table H-2). Again, the census predated the recent surge in housing prices and rents in Miami-Dade County.

Table H-2
Occupants per Room
Town of Cutler Bay, 2000

	Cutler Ridge	Lakes by the Bay	Cutler Bay	Percent
Occupied Units	8,326	3,283	11,609	100%
1.00 or less	7,300	2,997	10,297	89%
1.01-1.5	474	163	637	5%
1.51 plus	552	123	675	6%

Source: U.S. Bureau of the Census, Census 2000, Profile of Selected Housing Characteristics, 2000, tabulated by the Metropolitan Center, FIU, 2007.

One notable problem associated with crowding, especially where working families are doubled up, is the higher number of cars and trucks that need to be accommodated at the home. In many cases, particularly in rental apartments, there is a limited number of parking spaces, which may result in spillover into the swale or adjoining properties.

The age of the housing stock is another important component of housing conditions. Table H-3 below indicates the age of the Town's existing housing stock. As can be seen, the Town of Cutler Bay's housing stock is slightly newer than the housing stock of the County as a whole, with 19.9 percent having been constructed prior to 1960, compared to 27.3 percent in the County and 35 percent nationally.

Table H-3
Age of Housing

	Cutler Ridge	Lakes by the Bay	Cutler Bay	Miami-Dade County	National
1999-March 2000	66	97	163	14,019	
1995-1998	408	320	728	50,523	
1990-1994	889	1,212	2,101	64,968	
1980-1989	1,144	1,134	2,278	155,186	
1970-1979	1,768	596	2,364	191,906	
1960-1969	1,994	44	2,038	142,827	
1940-1959	2,354	-	2,354	197,418	
1939 or earlier	43	10	53	35,431	
Total	8,666	3,413	12,079	852,278	
Percent Pre-1960	27.7%	0.3%	19.9%	27.3%	35.0%

Source: U.S. Bureau of the Census, Census 2000, Profile of Selected Housing Characteristics, 2000, tabulated by the Metropolitan Center, FIU, 2007.

The protection and preservation of historically significant housing will be an important objective of the Town's planning program. As indicated on Table H-3 above, the Town's housing stock is relatively new, and it is not anticipated that there is a concentration of historically significant housing within its boundaries at this time. This might change, however, as the existing housing stock matures, and definitions of what constitutes historic and architectural significance evolve. In order to obtain an accurate inventory of historically significant structures, the Town will work with the appropriate agencies to conduct a survey of historically significant structures by 2010.

Housing

Code enforcement is an important component in maintaining the Town's residential neighborhoods and housing stock. The Town has assumed responsibility for code enforcement within its boundaries from the County, and will utilize code enforcement as a strategy to maintain and improve its residential neighborhoods during the planning period. The Town will seek to ensure that all residential units within its boundaries meet all local, State and federal housing codes. Moreover, the Town shall seek, through its Land Development Regulations, that residential development and redevelopment does not diminish the quality or character of existing residential neighborhoods.

Housing Inventory and Needs Analysis

Table H-4 below documents units in structure, by structure type. As can be seen, the majority of housing units in the Town are single family, with 8,451 units (78%), while 2,322 units (22%) are multifamily. Mobile homes, including vehicles, are a numerically insignificant component of the Town's housing stock, comprising only 27 units.

Table H-4
Cutler Bay Units

UNITS IN STRUCTURE	Number
1-unit, detached	8,314
1-unit, attached	137
2 units	43
3 or 4 units	50
5 to 9 units	517
10 to 19 units	482
20 or more units	1,230
Mobile home	18
Boat, RV, van, etc.	9

Source: Census 2000

As per State growth management requirements, the University of Florida Shimberg Center for Affordable Housing (Shimberg Center) conducts an Affordable Housing Needs Assessment (AHNA) for every jurisdiction in this State. The AHNA is intended to serve as the basis for the required data and analysis for the Comprehensive Plan Housing Element. Unfortunately, due to its relatively recent incorporation, the Shimberg Center has yet to complete the AHNA for the Town of Cutler Bay. In lieu of this data, the Town has analyzed available Census 2000 data to document its housing needs and conditions. The Housing Element will be updated, as appropriate, within six months from when the Shimberg Center's AHNA data is made available.

"Housing cost burden", defined as the percent of a household's income that is used to pay for housing costs, is frequently used as a measure for determining whether or not housing is affordable. According to federal housing program guidelines and the Shimberg Center, housing costs should not exceed 30 percent of a household's income in order to be considered affordable[1]. Federal guidelines define a very low income household as a household whose income is at or below 50 percent of the median household income for the area, a low income household as a household whose income is between 50 and 80 percent of the median for the area, and a moderate income household as a household whose income is between 80 and 120 percent of the median for the area.

Rental costs are an important factor in gauging housing affordability. Table H-5 below indicates monthly rental costs in the Town of Cutler Bay based on Census 2000 information.

[1] *The State of Florida's Housing, 2000*, Page 33, University of Florida Shimberg Center for Affordable Housing, William O'Dell and Mark T. Smith,

It should be noted that this information is fairly outdated, and is anticipated to be updated in the Shimberg Center's pending AHNA.

Table H-5
Cutler Bay Rent Range

Gross Monthly Rent Range	Units
Less than $200	554
$200 to $299	211
$300 to $499	292
$500 to $749	892
$750 to $999	885
$1,000 to $1,499	583
$1,500 or more	99
No cash rent	148

Table H-6 below indicates the number of cost burdened renter households in the Town based on Census 2000 information. Again, it should be noted that this information is fairly outdated, and is anticipated to be updated in the Shimberg Center's pending AHNA. According to this Table, 1,105 of the 3,306 renter households surveyed (33%) were cost burdened in 2000.

Table H-6
Gross Rent As A Percentage Of Household Income In 1999

Less than 15 percent	198
15 to 19 percent	594
20 to 24 percent	320
25 to 29 percent	649
30 to 34 percent	391
35 percent or more	714
Not computed	675

Mortgage costs are another important factor in gauging affordability. Table H-7 below indicates monthly owner costs in the Town of Cutler Bay based on Census 2000 information. It should be noted that this information is fairly outdated, and is anticipated to be updated in the Shimberg Center's pending AHNA.

Table H-7
Cutler Bay Monthly Owner Cost - Year 2000

With a mortgage	6,010
Less than $300	0
$300 to $499	112
$500 to $699	194
$700 to $999	1,339
$1,000 to $1,499	2,974
$1,500 to $1,999	1,008
$2,000 or more	383
Not mortgaged	1,424

Table H-8 below indicates the number of cost burdened owner households in the Town based on Census 2000 information. Again, it should be noted that this information is fairly outdated, and is anticipated to be updated in the Shimberg Center's pending AHNA. According to this Table, 2,391 of the 7,374 owner households surveyed (32%) were cost burdened.

Table H-8
Monthly Owner Costs As A Percentage Of Household Income In 1999

Less than 15 percent	1,743
15 to 19 percent	1,079
20 to 24 percent	1,329
25 to 29 percent	842
30 to 34 percent	641
35 percent or more	1,750
Not computed	43

Assisted Housing and Group Homes

Rule Chapter 9J-5 requires that the Comprehensive Plan include an inventory of assisted rental units and group homes. As noted in this Element, an Affordable Housing Needs Assessment has yet to be conducted for the Town of Cutler Bay. Table H-9 below presents information on assisted units in the Town based on best available data from the U.S. Census Bureau and the Miami-Dade Department of Planning & Zoning.

Table H-9
Government Assisted Housing Units in Town of Cutler Bay - 2002

Rental Section 8	Rental Units	Home-ownership Units	Tax Credit Units	Total
203	860	63	892	2,018

Source: U.S. Bureau of the Census, Census 2000, calculated by Miami-Dade Department of Planning & Zoning, Government Assisted Housing by Miami-Dade County Census Tracts in 2002, Miami-Dade Department of Planning & Zoning, Research Division, 2005.

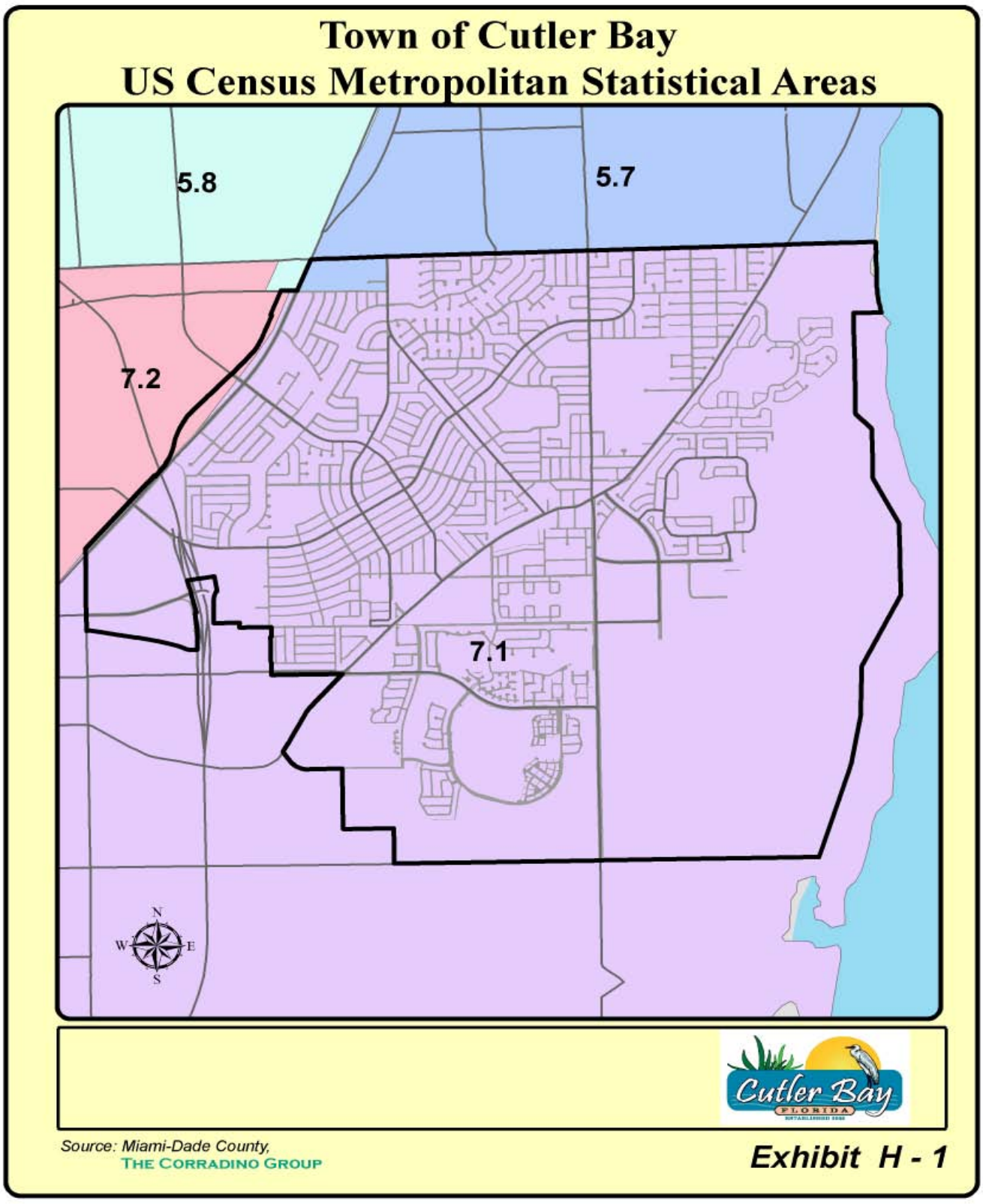
The Florida Department of Health maintains a list of licensed group homes in the State, known as the Community Residential Homes Inventory. According to the Community Residential Homes Inventory, there are 16 adult congregate living facilities with a capacity of 97 and three skilled nursing facilities with a combined capacity of 283 in the Town of Cutler Bay.

Conclusion

As noted in this Element, The Town of Cutler Bay currently provides a variety of housing types appropriate for households of various income, age, and needs groups. Nonetheless, the continued provision of decent, safe, and affordable housing to all residents is one of the key challenges that the Town faces in the planning period. The promotion of a diverse housing mix and provision of housing that is affordable to low and moderate income households are therefore key objectives of this Element.

In addition to addressing the issue of housing cost, the Housing Element addresses the supply and demand for residential units, housing construction, and the provision of housing appropriate for residents and households of various age and special needs groups. Ensuring housing appropriate for households and persons at all stages of life, including starter homes and apartments, inexpensive to expensive single family homes, housing for empty nesters, assisted living facilities, and low income and subsidized senior housing is an important consideration of the Element. As noted, the Town of Cutler Bay boasts a diverse housing stock. It is the Town's intent to maintain and enhance this stock through the planning period.

The goals, objectives and policies of the Housing Element represents the Town of Cutler Bay's vision for its provision of decent, safe, sanitary and affordable housing to existing and future residents through the five, 10 and 15 year planning periods.


Town of Cutler Bay
US Census Metropolitan Statistical Areas
5.8
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Cutler Bay
FLORIDA
Source: Miami-Dade County,
THE CORRADINO GROUP
Exhibit H - 1

Infrastructure

Infrastructure Defining Principle

"The Town of Cutler Bay will provide the infrastructure needed to meet current and emerging needs of the community"

Town of Cutler Bay 2006-2011 Strategic Plan Core Value, Fall 2006

Florida's Statutory Requirements

This element is also intended to meet the requirements of State of Florida Administrative Code Chapter 9J-5.011, Infrastructure Element.

Introduction

The Town of Cutler Bay Infrastructure Element is composed of data, inventory and analysis for the Potable Water Sub-Element, Sanitary Sewer Sub-Element, Stormwater Drainage Sub-Element, Solid Waste Sub-Element and Natural Groundwater Aquifer Recharge Sub-Element for the Town. Based on the Florida Growth Management requirements, this section further analyzes the existing and projected future conditions, service demand needs and Level-of-Service requirements for the Town.

Town of Cutler Bay Growth Management Plan compared to the Existing County Plan Upon Water, Sewer, Solid Waste and Other Services.

With the creation of a new Growth Management Plan, an analysis should be done to determine how the new plan differs from Comprehensive Development Master Plan utilized by unincorporated Miami-Dade County. Since the approaches between the two plans are different, will the Town's plan generate more or less development potential? While redevelopment is difficult to predict, the comparison will be focused on uncommitted vacant land. As reflected in the Future Land Use Element's Data and Analysis section, Table FLU-2 reflects calculations of uncommitted vacant land development potential for both the proposed Town and the existing County plans. The Town is adhering closely to the County CDMP designations with the exception of the new Mixed Use designations. Six acres of the CDMP designated Business and Office/Metropolitan Center was changed to Town Center on the Cutler Bay FLUM. While 67.5 acres of the CDMP designated Business and Office districts have been changed to Mixed-Use on the Cutler Bay FLUM. Assuming that up to 75% of these areas will be developed with residential uses, a total of 1,772 residential units may be provided. The average household size in the Town is current 2.83 persons per unit. The population increase that might result from the Mixed Use designation is therefore 5,015 persons. If the 67.5 acres were fully developed with 13 units per acre, as would be permitted by the County CDMP, a total of 878 new residential units are projected, with an associated population increase of 2,485 persons. The new Cutler Bay Growth Management Plan will increase the demand on public services at a greater rate than was projected by the County in the CDMP.

Definitions

Sanitary Sewer. A sanitary sewer is an underground system for carrying sewage. It is used to carry sewage from residential, commercial and industrial structures to treatment plants or disposal systems.

Septic Tank Systems. A conventional septic tank system consists of two main part; the septic tank and the soil drainfield. At the head of a drainfield a distribution box or a manifold distributes waste water to several absorption trenches.

Solid Waste. Solid waste is any solid, semi-solid, liquid or contained gaseous materials discarded from residential, industrial, commercial, mining and agricultural operations. Solid waste includes garbage, construction debris, commercial refuse, sludge from water supply or waste treatment plants, or air pollution control facilities and other discarded materials.

Solid Waste Management Facility. A solid waste management facility is any disposal or resource recovery system; any system, program, or facility for resource conservation; any facility for the treatment of solid waste.
Drainage Facility. A drainage facility is an engineered feature that collects, conveys, stores or treats surface and stormwater runoff. Drainage facilities usually consist of above ground catch basins, curbs and gutters, underground pipes, canals, ditches, retention basins, detention basins, culverts, water quality treatment facilities and other drainage structures.

Potable Water. Potable water is water that is free of pathogenic bacteria, generally, that it is safe to drink and bathe in.

Potable Water System. A potable water system of structures designed to collect, treat, or distribute potable water and includes potable water wells, treatment plants, reservoirs and distribution mains.

Potable Water

1. Existing Potable Water Conditions and Geographic Service Area

Potable water treatment, transmission and pumping facilities serving the Town of Cutler Bay are provided by Miami-Dade County Water and Sewer Department (WASD). See Exhibit INF -1 for the existing potable water service area in Cutler Bay.

Miami-Dade County Water and Sewer Department (WASD)

The Town of Cutler Bay receives water service from Miami-Dade County Water and Sewer Department (WASD) through the Alexander Orr Water Treatment Plant located at 6800 SW 87th Avenue, Miami, FL. WASD is primarily responsible for maintaining the distribution and operating the facilities that serve the Town of Cutler Bay. The Town is located in the County's south regional water service area. The potable water system collectively serves all residential and non-residential land uses in Cutler Bay, including approximately 39,000 persons or 13,800 housing units.

The Biscayne Aquifer is the main source of potable water in Miami-Dade County with approximately 340 million gallons per day (MGD) withdrawn from the aquifer to meet the demands of the entire County.

2. Current Level-of-Service Standard

The adopted Miami-Dade County Comprehensive Development Master Plan allows for the following Level-of-Services:

> Regional Treatment. System shall operate with rated capacity that is no less than 2% above maximum daily flow for the preceding year.
> User LOS. Maintain capacity to produce and deliver 155 gallons per capita, per day.
> Water Quality. Shall meet all county, state and federal primary potable water standards.
> Countywide Storage. Storage capacity for finished water shall equal no less than 15% of countywide average daily demand.

The Minimum fire flows are described in Table INF-1. These fire flows are maintained by Miami-Dade WASD and are based on the following land uses: Single Family Residential/Estate, Single Family, Duplex, and Residential on minimum lots of 7,500 square feet, Multi-Family Residential; Semiprofessional Offices, Hospitals; Schools; Business and Industry.

3. Potable Water System Demand Analysis

Table INF-2 provides a detailed demand calculation for Cutler Bay's population based on the "user" Level-of-Service of 155 gallons per capita per day. Based on the current population of Cutler Bay and the average demand of 155 gallons per capita per day, the average demand for year 2007 is approximately 6.0 MGD which is 1.7% of the Miami-Dade County average demand for that year. Table INF-2 shows that the Alexander Orr Water Treatment Plant currently has a capacity of 172 MGD which will increase to a capacity of 205 MGD by the year 2020.

The Lower East Coast (LEC) Water Supply Plan was adopted by the County Commission on February 15, 2007. The adoption of this plan provides the service area population projections to be used for water supply planning and also identifies projects that the South Florida Water Management District (SFWMD) and the County could use to resolve any potential water shortages for the County.

Table INF-3 provides additional water supply and demand data and analysis. Specifically, this table shows from year 2006 through 2030 1) the population service area projections of the County, as agreed to by the SFWMD; 2) the projected average daily demand of water based upon a consumption rate of 155 gallons per capita, per day; 3) the amount of finished water allocated from the Biscayne Aquifer; 4) the water to be obtained through alternative water supply projects including water conservation, the Floridian aquifer reverse osmosis plant, Floridian aquifer blending, and reuse/reclaimed projects; 5) the available average demand water supply; and 6) the contingency or surplus water projected for the County. As such, the WASD demand projections show the Level-of-Service Standards being met through the planning period and will continue to serve Cutler Bay through year 2030.

The Town shall incorporate specific goals, objectives and policies that emphasize the need to work closely with Miami-Dade County WASD to ensure efficient provision of potable water for all existing and future development in the Town. The Town will adopt a policy to update the infrastructure element and adopt its own

supply facilities work plan by August 2008.

10-year water

Sanitary Sewer

1. Sanitary Sewer Existing Conditions and Geographic Service Area

Almost all existing buildings in the Town of Cutler Bay are currently served by sanitary sewer facilities. There are a few small pockets of properties currently served by septic tank systems. The central sanitary sewer service in the Town, including treatment, transmission and pumping facilities, is provided by the Miami-Dade County Water and Sewer Department (WASD). See Exhibit INF-2 which shows the existing sanitary sewer service area for the Town of Cutler Bay. Due to the fact that the system is owned and operated by WASD, no sanitary sewer improvements or projects are programmed or planned by the Town in the foreseeable future.

The County's WASD sanitary sewer service area is divided into three service districts: North, Central and South. The Town of Cutler Bay is located in South Miami-Dade County and is served by the County's South Service District (See Exhibit INF-3) and by the County's South District Wastewater Treatment plant located at 8950 SW 232nd Street. The disposal methods utilized at the plant are through a series of deep injection wells and outfall into the Atlantic Ocean.

Per WASD, the South District plant has a design flow capacity of 112 million gallons per day (MGD). The twelve-month maximum annual average daily flow into the plant between 2005 and 2006 was 85 MGD or 75% of the design capacity. Miami-Dade County's permit #FL042137 from Florida Department of Environmental Protection (FDEP) will increase the capacity to 131 MGD. The Central District Plant has a design flow capacity of 143 MGD annually. The North District Plant has a design flow capacity of 112.5 MGD annually. Since all three Miami-Dade Regional Wastewater Plants serving all three districts are combined in terms of the distribution and collection, the Level-of-Service (LOS) is measured for the entire system. See Table INF-4 for Miami-Dade District Wastewater Plant Flows and Capacities. The WASD regional treatment capacity for year 2007 shows a projected capacity of 394 MGD of which Cutler Bay is approximately 1% of the system. See Table INF-5 for existing and projected wastewater demand for the Town of Cutler Bay. As seen through the analysis, Cutler Bay is only a portion of the entire regional wastewater system. Therefore the Town of Cutler Bay's demand and capacity analysis for wastewater treatment will be maintained through Miami-Dade County's five and ten year planning periods.

2. Current Demand and Levels-of-Service

The Town of Cutler Bay is a developed, suburban area that is approaching physical build-out in the near future. The present sanitary sewer system fulfills its demand and provides adequate treatment facility to the residents of the Town.

The adopted Miami-Dade County Comprehensive Development Master Plan establishes a Level-of-Service (LOS) standard for sanitary sewer as follows:

> "System LOS" – The regional wastewater treatment system shall operate with a treated maximum daily capacity that is no less than 102 percent of the maximum daily flow for the preceding year, and an average daily capacity of 102 percent of the average daily system demand for the preceding five years. Effluent discharged from wastewater treatment plants shall meet all federal, State and County standards.

Based on the above County LOS, Cutler Bay shall maintain the following LOS for sanitary sewer service:

"User LOS" – 100 gallons of sewage per capita, per day.

A comparison of the projected capacity to the 102 percent of the previous year's average daily flow requirement from year 2007 to year 2020 is presented in Table INF-5 for existing and projected wastewater demand for the Town of Cutler Bay. According to the best available data, the capacity of the County's wastewater system is not expected to exceed the 102 percent requirement through the year 2020.

3. Sanitary Sewer System Demand Analysis

The "user" portion of the County's adopted LOS standard is 100 gallons per capita, per day. As seen in Table INF-5, the year 2007 estimated Cutler Bay population of 39,000 (see Future Land Use Element Population Projections), shows a wastewater service demand of approximately 3.9 MGD or 0.7% of the entire countywide treatment capacity of 510 MGD. With respect to the South District wastewater planned capacity of 131 MGD (See Table INF-5), the Town's wastewater demand for 2020 is approximately 4.5%.

Based on data provided by Miami-Dade County, Cutler Bay is accountable for 0.7% of the regional capacity. As such, the County's LOS standard (which is the same as Cutler Bays' proposed LOS), will be maintained through year 2020 and will provide sanitary sewer service to the Town of Cutler Bay through the five and ten year planning periods. As mentioned earlier, the Town does not have a sanitary sewer treatment plant. The Town's system is discharged into the WASD system and service is provided through the County system to the various cities.

4. Future Projects, Programs and Policy Issues

No sanitary sewer improvements or projects are planned by the Town of Cutler Bay in the near future. All new development within the Town pays sewer impact fees to insure that the development's proportionate share of infrastructure is paid for.

The Sanitary Sewer Sub-Element and the Intergovernmental Coordination Element goals, objectives and policies will address the Town's need to coordinate with Miami-Dade County to ensure continued efficient provisions of waste water treatment for existing and future development within the Town of Cutler Bay.

Stormwater Management (Drainage)

1. Existing Conditions

The Town of Cutler Bay is in the process of developing a Stormwater Master Plan. The completion of the Stormwater Master Plan will provide the key to supporting the Town's effort of creating a Stormwater Utility to plan, construct, operate and maintain a Stormwater Management System. This will allow the Town to assume responsibility for stormwater management and utilize stormwater utility funds from Miami-Dade County. Key elements of the master plan effort will include goal setting, inventory of existing facilities and condition, problem identification, assessment of flooding, water quality, ecological considerations, development of prioritized solutions and projects, and public involvement.

The Town of Cutler Bay Stormwater Master Plan Project is partially funded by South Florida Water Management collected Ad Valorem taxes that are utilized to support the development of flood prevention and mitigation measures in Miami-Dade County. These funds are administered through the South Florida Water Management District (SFWMD) and are dispersed and managed at the local level.

A detailed inventory of the existing stormwater system and existing deficiencies will be conducted as part of Task 1 of the Stormwater Master Plan.

2. Geographic Service Area

The Town of Cutler Bay is located at the junction of three Miami-Dade County Canal Basins: C-100, C-1, and DA-4. The C-100 Basin encompasses the area of Cutler Bay north of SW 97th Avenue (Franjo Road) and Old Cutler Road. The C-1 Basin includes the land west of Franjo Road and SW 87th Avenue (Galloway Road). The DA-4 Basin includes the land east of Old Cutler Road and Galloway Road. The boundaries of said basins are delineated by Miami-Dade County DERM and SFWMD. There are six major canals that lie within and/or border the Town of Cutler Bay: C-100, C-100B, C-1, C-1N, C-1W, and L31E. These canals provide three main functions:

- To provide drainage and flood protection for the C-100, C-1N, and DA-4 Basins.
- To supply water to the basins for irrigation.
- To maintain a groundwater table elevation that is adequate near the lower reach of C-100 and to DA-4 in order to prevent saltwater intrusion into local groundwater. Water is supplied to the basins during periods of low natural flow from C-1 by way of S-122 and C-100B and from C-1W by way of S-338.

To more effectively delineate the C-100, C-1, and DA-4 canal basins per the Miami-Dade County Stormwater Master Plan, DERM divided the drainage basins into drainage sub-basins based on topography, land use, and drainage characteristics. The Town will adopt the boundaries and numbering system for the Miami-Dade County drainage sub-basins that are located within the Town. These Miami-Dade County sub-basins will be designated as drainage basins for the Town of Cutler Bay Stormwater Master Plan. The Town's Basins (County sub-basins) will then be further sub-divided into Town sub-basins based on hydrologic characteristics and subdivision boundaries.

3. Type of Land Uses Served

The Future Land Use Element describes the existing and proposed land uses for the Town of Cutler Bay. At this time the Town's goal is to improve the existing stormwater deficiencies and implement an efficient stormwater management system.

4. Drainage System Analysis and Level-of-Service Standards

The Town of Cutler Bay shall maintain a Level-of-Service Standard for new and existing development, based on the following stormwater quantity and quality criteria:

Stormwater Quality Standard. Stormwater facilities shall be designed to meet the design and performance standards established in Chapter 62-25, 25.025, F.A.C. as amended with treatment of the first 1 inch of rainfall runoff to meet water quality standards required by Chapter 62-302,862-302.500, F.A.C.,

as amended.
Stormwater Quantity Standard. Where two or more standards impact a specific development, the most restrictive standards shall apply:

Post-development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with a 24-hour duration. Treatment of the runoff from the first 1 inch of rainfall onsite or the first 0.5 inch of runoff, whichever is greater.

The above Level-of-Service Standards have been incorporated into the Stormwater Management Sub-Element goals, objectives and policies and are being adopted as part of this Growth Management Plan.

6. Future Projects, Programs and Policy Issues

The Stormwater Master Plan will include specific goals, objectives, policies and analysis for retrofitting the Town's future stormwater drainage and groundwater aquifer recharge needs to meet the state standards. The objective of this project is to assist the Town in mapping the stormwater collection and distribution system, identifying issues of concern within that system and planning for improvements to the system so it can better serve the Town's residents and businesses. One of the purposes of the Stormwater Master Plan is to provide the existing conditions for this Stormwater Management Sub-Element.

Comprehensive Everglades Restoration Plan (CERP)

The Comprehensive Everglades Restoration Plan (CERP) is a plan to restore and preserve the Everglades, enhance water supplies, and maintain flood protection. The U.S. Army Corps of Engineers has partnered with the South Florida Water Management District and numerous other Local, State, Tribal and Federal partners to reach a common goal based on a "vision" for the future quality of the natural and human systems in South Florida.

The Biscayne Bay Coastal Wetlands phase of CERP is located along the undeveloped lands that make up the south and eastern areas of the Town of Cutler Bay (see Exhibit INF-4) and continues north along the coast to include the eastern areas of the Village of Palmetto Bay.

The project benefits will include restoring Biscayne Bay which includes Biscayne National Park. The natural overland sheetflow of water has been changed with the construction of drainage canals. This project will restore the overland sheetflow in a 13,600-acre area through the construction of spreader canals and other features. The more natural water flow will improve the ecology of Biscayne Bay including its freshwater and tidal wetlands, nearshore bay habitat, marine nursery habitat, oysters and the oyster reef community. The Biscayne Bay Coastal Wetlands phase will consist of constructing pump stations, spreader swales, stormwater treatment areas, flowways, levees and culverts, and backfill canals.

Solid Waste

1. Solid Waste Existing Conditions and Geographic Service Area

The Town of Cutler Bay is located in the southeast section of Miami-Dade County and is served by the Miami-Dade County Department of Solid Waste Management (DSWM). Exhibit INF-5, Solid Waste Service Area Boundaries, shows the existing solid waste service area for Cutler Bay. The Miami-Dade DSWM provides residential

garbage, trash and recycling collection service to the Town of Cutler Bay.

Collection

The County's DSWM uses an automated collection system for garbage collection. The system requires a special vehicle and cart. The vehicle is equipped with a lifting mechanism that reaches out to the EZ Go Waste Cart, lifts, empties the contents and returns the cart to its original position. There are 9 routes serving Cuter Bay area. Garbage is collected twice a week (Tuesday and Friday) and recycling is collected once per week see Exhibit INF-6.

Disposal

The DSWM owns and operates four major disposal facilities (see Table INF-6). The following are the locations where solid waste collected by private haulers and Miami-Dade County is disposed of:

- North Dade Landfill;
- Resources Recovery Facility;
- South Dade Landfill, and
- Ash Landfill

The Town's solid waste is taken to South Dade Landfill, which is located just south of Cutler Bay. While the County does not breakout the amount of waste delivered by specific communities to each disposal facility, the per capita, per day waste generation for Miami-Dade County is 9.87 pounds. For Cutler Bay, that would equal 365,190 pounds of waste per day. The waste may be landfilled at the South Dade site or transferred to the County's Resources Recovery Facility (RRF) in accordance with disposal system needs.

The RRF is projected to receive about 1.2 million tons of waste in 2007-2008. This facility includes a waste processing pant, an electrical generating facility, ash disposal cells and related support structures to handle garbage and trash and to recover usable energy and materials for recycling. Incoming waste is separated on the basis of combustibility and then shredded. The combustible fraction is burned to generate high-pressure, super-heated steam that drives turbine generators for the production of electricity. About 111,000 tons of recyclable material is currently being recovered from this facility annually.

Recycling/Home Chemical Program

Miami-Dade County's waste reduction and recycling programs have been designed to reduce waste generation and maximize recyclable material recovery. The DSWM administers one of the nation's largest residential curbside recycling programs and serves nearly 320,000 homes. The program accepts newspaper, corrugated card-board, aluminum, ferrous metals, glass containers, aseptic packages, plastic, household batteries and telephone books. In keeping up with technology, more and more electronic items are being thrown away every day, the DSWM has a program to collect and recycle used electronic equipment from Miami-Dade residents. Items accepted for recycling include computer monitors and televisions; personal computers, keyboards, hard drives and printers; VCRs, audio and video equipment and communication equipment such as cellular phones and hand held radios.

The Department also offers a permanent Home Chemical Collection program that accepts oil-based paints,

pesticides, solvents, pool chemicals and other household items. The designated centers also accept latex paints that are still in liquid form; however, it is recommended that new paints or latex paint that is still in good condition be donated to neighbors or community groups. The centers are available to non-commercial residents only.

2. Current Demand and Levels-of-Service

Per Florida Department of Environmental Protection (FDEP), Miami-Dade County per capita waste generation is 9.87 pounds per day. The County is estimating that about 1.61 million tons of solid waste will be generated each year for the next 5 years in Miami-Dade County. The County's Level-of-Service Standard is to maintain solid waste disposal capacity sufficient enough to accommodate waste flows to the system through long-term interlocal agreements or contracts along with anticipated non-committed waste flows for a period of five years.

Per DSWM, the maximum capacity at the South Dade Landfill is 20.3 million tons; with a maximum capacity of 38.55 million tons between the three landfills, Miami-Dade County projects remaining solid waste capacity to be well in excess of the five year standard. See Table INF-7 for the solid waste generation and capacity figures for Miami-Dade County. The adopted Cutler Bay Level-of-Service Standard for solid waste is 9.9 pounds per capita, per day.

3. Solid Waste System Analysis

The County estimates that current landfill capacity will be sufficient to meet the demand with the actual capacity not being reached until the 2015. The figures presented in the Table INF-8 are based upon the demand generated by municipalities and private haulers who work through interlocal agreements in accordance with the Level-of-Service Standard set forth by the County and applicable local, state and federal permits.

Table INF-8 shows the projected demand for the Town of Cutler Bay. Based on the data provided by Miami-Dade County, Cutler Bay is accountable for only a portion of the overall system. As such, the County's Level-of-Service standard will be maintained through year 2015 and will provide solid waste service to the Town through the planning period.

4. Future Projects, Programs and Policy Issues

Level-of-Service for solid waste issues will be maintained within the Town of Cutler Bay pursuant to Miami-Dade County regulatory requirements. Since the entire system is owned and operated by the County, no solid waste facilities or improvements are planned in the foreseeable future. All new development in Cutler Bay pays a solid waste impact fee to the County to insure that the proportionate share of infrastructure is paid for. The Town will continue to coordinate with Miami-Dade County and applicable regional agencies to comply with regulations and furthermore educate its residents and businesses for active participation in waste recycling and reuse programs. A policy will be included in the Solid Waste Sub-Element that the Town will ensure diligent monitoring of construction sites and vacant lots by Town personnel to prevent or abate illegal dumping activities.

Natural Groundwater Resources

The overall purpose of this subelement is to protect both the quantity and quality of the natural groundwater. Groundwater levels and water quality are affected by many activities. Solid waste and hazardous waste facilities,

underground storage tanks, and septic tanks all have the potential to contaminate groundwater quality. These issues are all influenced or affected by a variety of Growth Management Plan Elements. The Future Land Use Elemnt regulates potential contaminate sources and wellfield locations while the Transportation Element determines need (gas stations) and affects locations particularly of large public facilities.

Groundwater is an important resource which can be depleted through over-use. Natural recharge through well-drained soils is the primary means of replenishing depleted groundwater levels. Natural groundwater recharge areas, because they are linked to aquifers, are affected by the restrictions to protect groundwater quality and quantity. Development process associated with growth can increase the amount of impervious surface and alter the natural topography, vegetation, and runoff patterns to the extent that, the amount of infiltration and recharge functions, may be reduced.

Miami-Dade County regulates the wellfields within the County through the Wellfield Monitoring Program which consists of approximately 84 active monitoring wells located within the Alexander Orr, Snapper Creek, West, Southwest, and Northwest wellfields. No wellfields are located within the Town of Cutler Bay (see Exhibit FLU-3).

Policies will be included in the Growth Management Plan to maintain and enhance, where appropriate, the capacity and periodicity of natural surface water drainage and recharge. The Town will also adopt a policy to comply with the water conservation policies of South Florida Water management District to conserve the potable water supply and protect the Town from saltwater intrusion, including coordination with the SFWMD-related Comprehensive Everglades Restoration Plan (CERP) Acceler8 plan, groundwater recharge, installing water-saving devices and xeriscape concepts.

Comprehensive Everglades Restoration Plan (CERP)

The Comprehensive Everglades Restoration Plan (CERP) is a plan to restore and preserve the Everglades, enhance water supplies, and maintain floor protection. The U.S. Army Corps of Engineers has partnered with the South Florida Management District and numerous other Local, State, Tribal and Federal partners to reach a common goal based on a "vision" for the future quality of the natural and human systems in South Florida.

The Biscayne Bay Coastal Wetlands phase of CERP is located along the undeveloped lands that make up the south and eastern areas of the Town of Cutler Bay (see Exhibit INF-4) and continues north along the coast to include the eastern areas of the Village of Palmetto Bay.

The project benefits will include restoring Biscayne Bay which includes Biscayne National Park. The natural overland sheetflow of water has changed with the construction of drainage canals. This project will restore the overland sheetflow in a 13,600-acre area through the construction of spreader canals and other features. The more natural water flow will improve the ecology of Biscayne Bay including its freshwater and tidal wetlands, nearshore bay habitat, marine nursery habitat, oysters and the oyster reef community. The Biscayne Bay Coastal Wetlands phase will consist of constructing pump stations, spreader swales, stormwater treatment areas, flowways, levees and culverts, and backfill canals.

Table INF- 1
Minimum Fire Flow LOS

LAND USE	MINIMUM FIRE FLOW (GAL/MIN)
Single Family Residential/ Estate	500
Single Family, Duplex, and Residential on minimum lots of 7,500 square feet	750
Multifamily Residential; Semiprofessional Offices	1500
Hospitals; Schools	2000
Business: Industry	3000

Sources: Miami-Dade County Adopted 2003 Evaluation and Appraisal Report

Table INF-2
Existing and Projected Potable Water Demand for the Town of Cutler Bay

YEAR	CULER BAY POPULATION SERVED	GALLONS/ CAPITA/DAY	CUTLER BAY AVERAGE DEMAND (MGD)	MIAMI-DADE COUNTY AVERAGE DEMAND (MGD)	CUTLER BAY DEMAND AS % OF COUNTY	MIAMI-DADE ALEXANDER ORR PLANT CAPACTIY (MGD)
2007	39,000	155	6	348.9	1.7	172
2010	43,000	155	6.7	354.9	1.9	183
2015	50,000	155	7.8	378.0	2	195
2020	60,000	155	9.3	396.8	2.3	205

Source: Miami Dade Water and Sewer Department, 2007

Table INF-3
Miami-Dade County Water and Sewer Department
Average Annual Daily Demand (AADD) Finished Water (MGD)
20 Year WUP Combined Biscayne Aquifer (BA) and AWS Water Demand Projections

1	2	3	4	5	6	7	8	9	10	11
Projections					Alternative Water Supply Projects				Totals	
Year	Population Served	Finished Water (gpcd)	Projected AADD Finished Water Allocation (MGD)	Biscyane Aquifer (BA) Base Finished Water Allocation (MGD)	Water Conservation (MGD)	Floridan Aquifer Blending (MGD)	Reuse/Reclaimed Water (MGD) Reuse (Irrigation)	Reuse/Reclaimed Water (MGD) Recharge Credit	Available AADD Water Supply (MGD)	Contingency/ Surplus (MGD)
TOTAL MDWASD WATER SYSTEM SERVICE AREA										
2006	2,200,000	155	340.80	340.8						
2007	2,250,944	155	348.90	340.8	1.11	0.0	7.4	0.0	349.31	0.42
2008	2,230,895	155	345.79	340.8	2.22	0.0	7.4	0.0	350.42	4.63
2009	2,260,476	155	350.57	340.8	3.45	0.0	12.2	0.0	356.45	6.07
2010	2,290,058	155	354.96	340.8	4.67	0.0	12.2	0.0	360.67	5.71
2011	2,319,639	155	359.54	340.8	5.90	10.0	12.2	0.0	371.90	12.36
2012	2,349,221	155	364.13	340.8	6.29	10.0	12.2	0.0	372.29	8.16
2013	2,378,803	155	368.71	340.8	6.70	10.0	12.2	0.0	372.70	3.99
2014	2,408,385	155	373.30	340.8	7.10	10.0	12.2	18.0	391.10	17.80
2015	2,438,819	155	378.02	340.8	7.50	10.0	12.2	18.0	392.50	14.48
2016	2,463,169	155	381.79	340.8	7.90	10.0	12.2	18.0	392.90	11.11
2017	2,487,519	155	385.57	340.8	8.27	10.0	12.2	18.0	393.27	7.70
2018	2,511,869	155	389.34	340.8	8.64	15.0	12.2	18.0	398.64	9.30
2019	2,536,219	155	393.11	340.8	9.00	15.0	12.2	18.0	399.00	5.89
2020	2,560,569	155	396.89	340.8	9.37	15.0	12.2	38.0	419.37	22.48
2021	2,584,918	155	400.66	340.8	9.74	15.0	12.2	38.0	419.74	19.08
2022	2,609,268	155	404.44	340.8	10.12	15.0	12.2	38.0	420.12	15.68
2023	2,633,618	155	408.21	340.8	10.48	15.0	12.2	38.0	420.84	12.27
2024	2,657,968	155	411.99	340.8	10.84	15.0	12.2	38.0	421.21	8.85
2025	2,682,318	155	415.76	340.8	11.21	15.0	12.2	38.0	436.58	5.45
2026	2,706,668	155	419.53	340.8	11.58	15.0	12.2	53.0	436.95	17.05
2027	2,731,018	155	423.31	340.8	11.95	15.0	12.2	53.0	439.81	13.64
2028	2,755,368	155	427.08	340.8	12.31	17.5	12.2	53.0	440.18	9.33
2029	2,779,718	155	430.86	340.8	12.68	17.5	12.2	53.0	440.55	5.92
2030	2,804,068	155	434.63	340.8	13.05	17.5	12.2	53.0	440.00	5.92

Source: Miami-Dade Water and Sewer Department, 2007

Table INF-4
Miami-Dade Wastewater Plant Flows and Capacities

Treatment Plant	12-Month average Flow (MGD)	Average Flow Design Capacity-Permitted (MGD)	Planned Capacity (MGD)
North District	76	112	120
Central District	114	143	143
South District	84	112	131
Total	275	367	394

Source: Miami-Dade Water and Sewer Department, 2007

Table INF-5
Existing and Projected Wastewater Demand for the Town of Cutler Bay

YEAR	MIAMI-DADE WASD TREATMENT CAPACITY (MGD)	102% OF PREVIOUS YEAR'S AVG. DAILY FLOW (MGD)	CUTLER BAY POPULATION SERVED	GALLONS/CAPITA / DAY	CUTLER BAY AVERAGE DEMAND (MGD)	CUTLER BAY % OF WASD CAPACITY	MIAMI-DADE SOUTH DISTRICT CAPACITY (MGD)*	CUTLER BAY % OF SOUTH DISTRICT CAPACITY
2002	474.1	464.1	35,000	100	3.5	1.0	112.5	3.1
2006	495.1	451.6	37,000	100	3.7	1.0	112.5	3.2
2007	510.1	451.6	39,000	100	3.9	0.7	112.5	3.5
2010	520.1	487.4	43,000	100	4.3	0.8	131	3.3
2015	563.1	517.3	50,000	100	5	0.9	131	3.8
2020	563.1	547.7	60,000	100	6	1	131	4.5

Source: Miami-Dade County WASD

Table INF-6
Miami Dade Solid Waste Landfills and Facilities

FACILITY	ADDRESS	DAYS AND HOURS	MATERIAL ACCEPTED
North Dade Landfill	21500 NW 47 Ave.	7 days a week, 7am - 5pm	Trash, yard trash, off-road tires (tires 48" in diameter on larger), construction and demolition debris
South Dade Landfill	24000 SW 97 Ave.	7 days a week, 7am - 5pm	Garbage, trash, yard trash, off-road and automobile tires, construction and demolition debris, and dead animals. Asbestos is also accepted but you must obtain authorization from the Miami-Dade Department of Environmental Resources Management (372-6925) and make arrangements for the disposal of the material with the facility (258-2830) 24 hours in advance.
Ash Landfill	6990 NW 97 Ave.	This facility is not open to public.	No materials accepted except for residue after the waster has been buried at RRF.
Resources Recovery Facility (RRF)	6990 NW 97 AVE.	Mon - Fri. 4am - 6pm Sat. 7am- 5pm	Garbage, trash, and tires.

Source: Miami Dade County Solid Waste Department

Table INF-7
Solid Waste Generation, 2000 - 2015 (Miami-Dade County)

YEAR	COUNTYWIDE GENERATION	AMOUNT TO LANDFILL	AMOUNT TO ASHFILL	TOTAL CAPACITY	REMAINING CAPACTIY
2000	1,610,000	1,447,000	163,000	4,458,000	2,848,000
2005	1,610,000	1,447,000	163,000	3,643,000	2,033,000
2010	1,610,000	1,447,000	163,000	2,828,000	1,218,000
2015	1,610,000	1,447,000	163,000	2,013,000	403,000

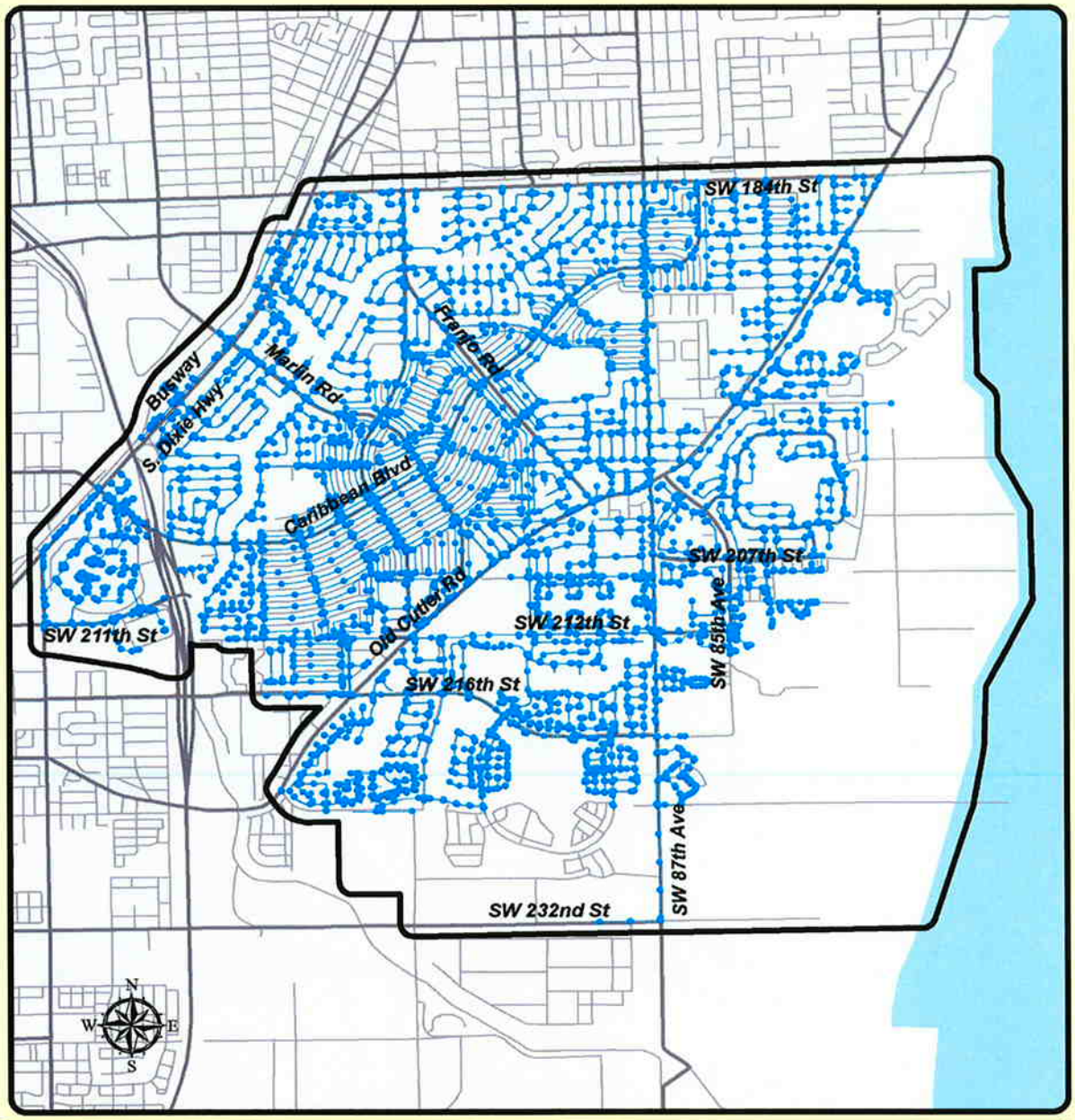
Source: Miami-Dade County Department of Solid Waste Management, 2005

Table INF-8
Existing and Projected Solid Waste Demand

YEAR	CUTLER BAY POPULATION SERVED (RESIDENTIAL UNITS)	TONS PER CAPITA PER DAY	CUTLER BAY AVERAGE DEMAND (TONS)	CUTLER BAY AS % OF M-D COUNTY	MIAMI-DADE COUNTY TOTAL CAPACITY (TONS)
2007	13,000	9.4	122,200	3.3	3,643,000
2010	15,000	9.4	141,000	4.6	2,828,000
2015	18,500	9.4	174,000	7.4	2,013,000

Source: Miami-Dade County Department of Solid Waste Management, 2007

Town of Cutler Bay
Water Service Areas



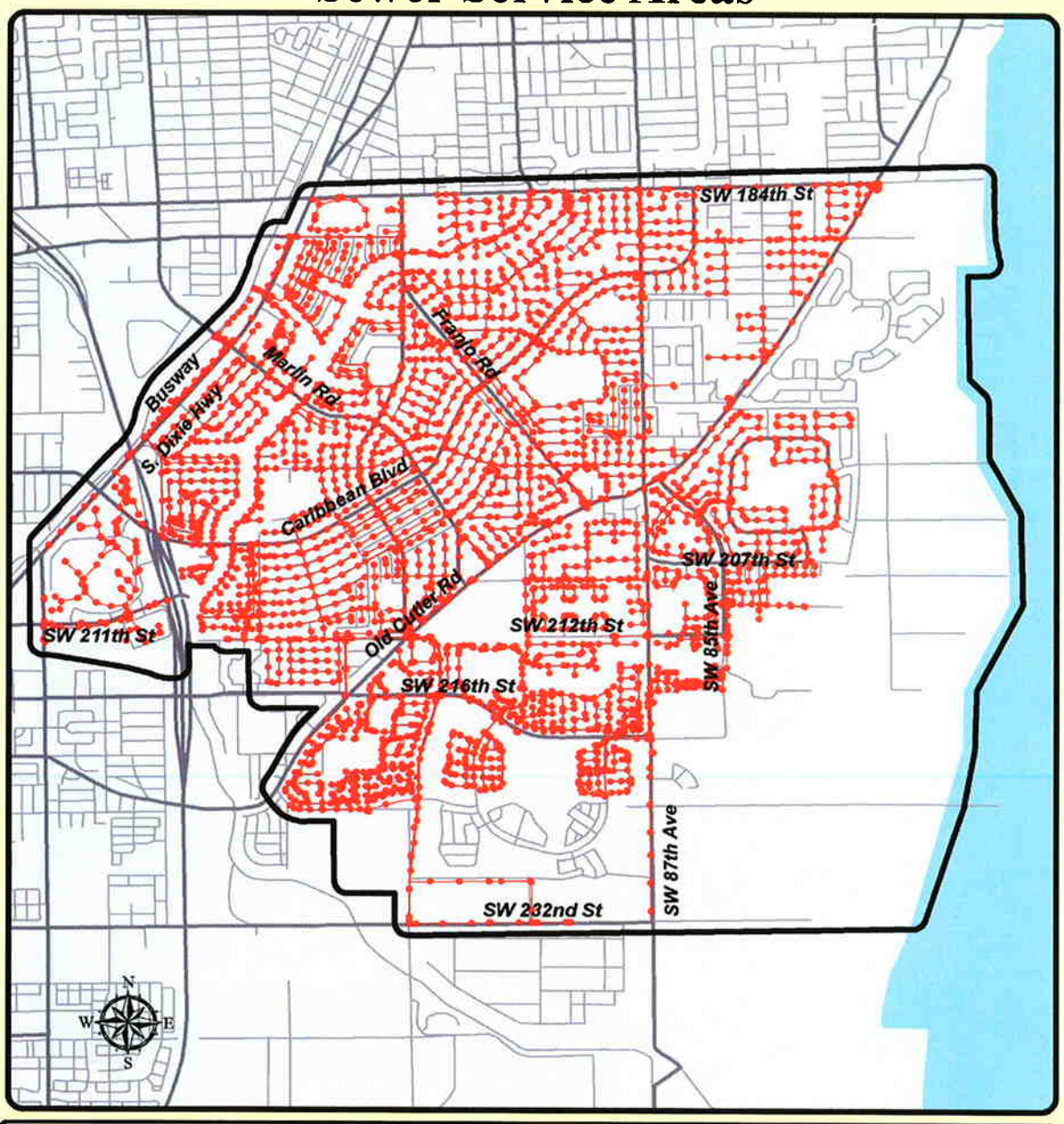
Legend

- Cutler Bay Boundary
- Water Service Areas
- Roads

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit INF - 1

Town of Cutler Bay
Sewer Service Areas



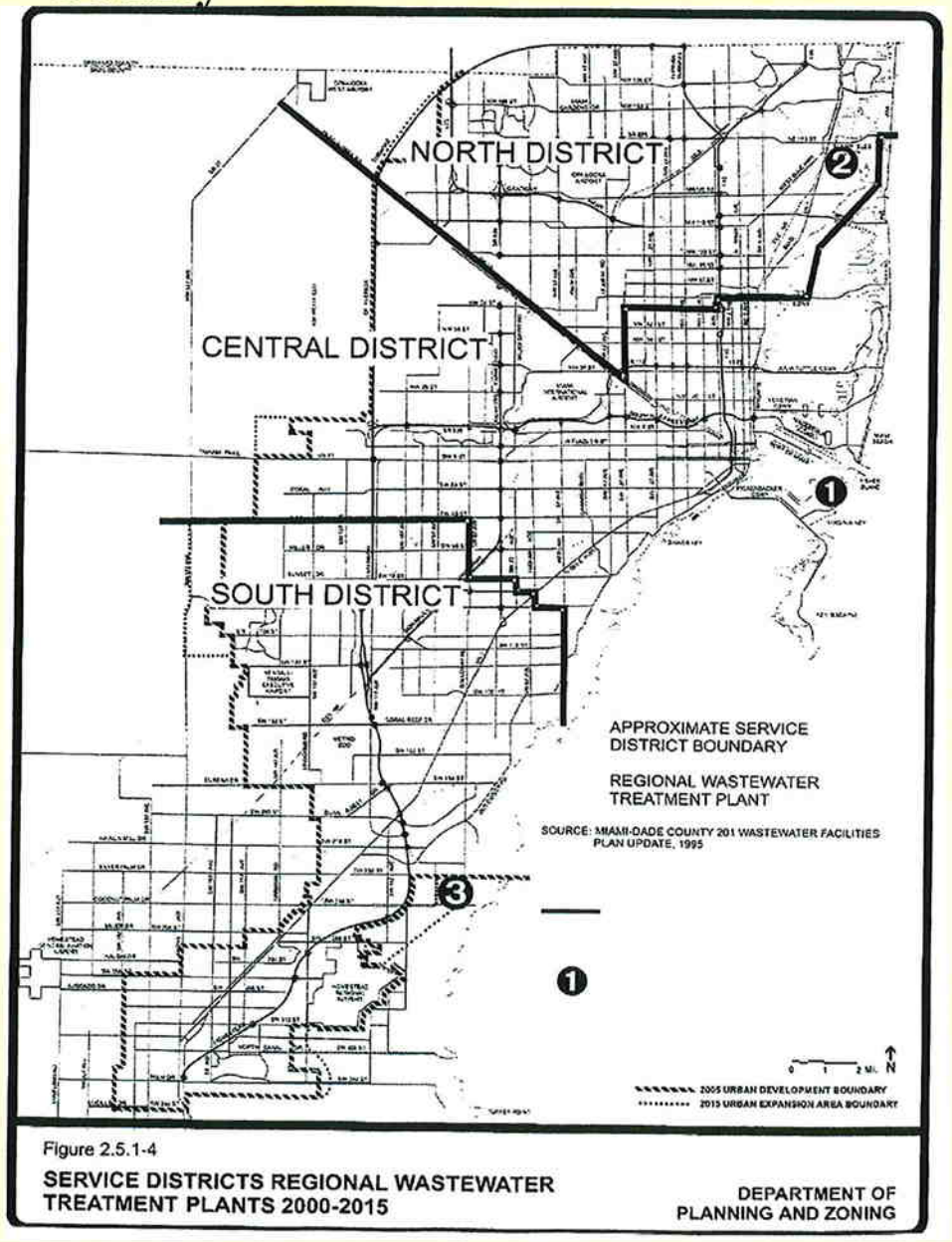
Legend

- Cutler Bay Boundary
- Sewer Service Area
- Roads

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit INF - 2

Town of Cutler Bay
County-wide Sewer Service Areas



Source: Miami-Dade County,
The Corradino Group

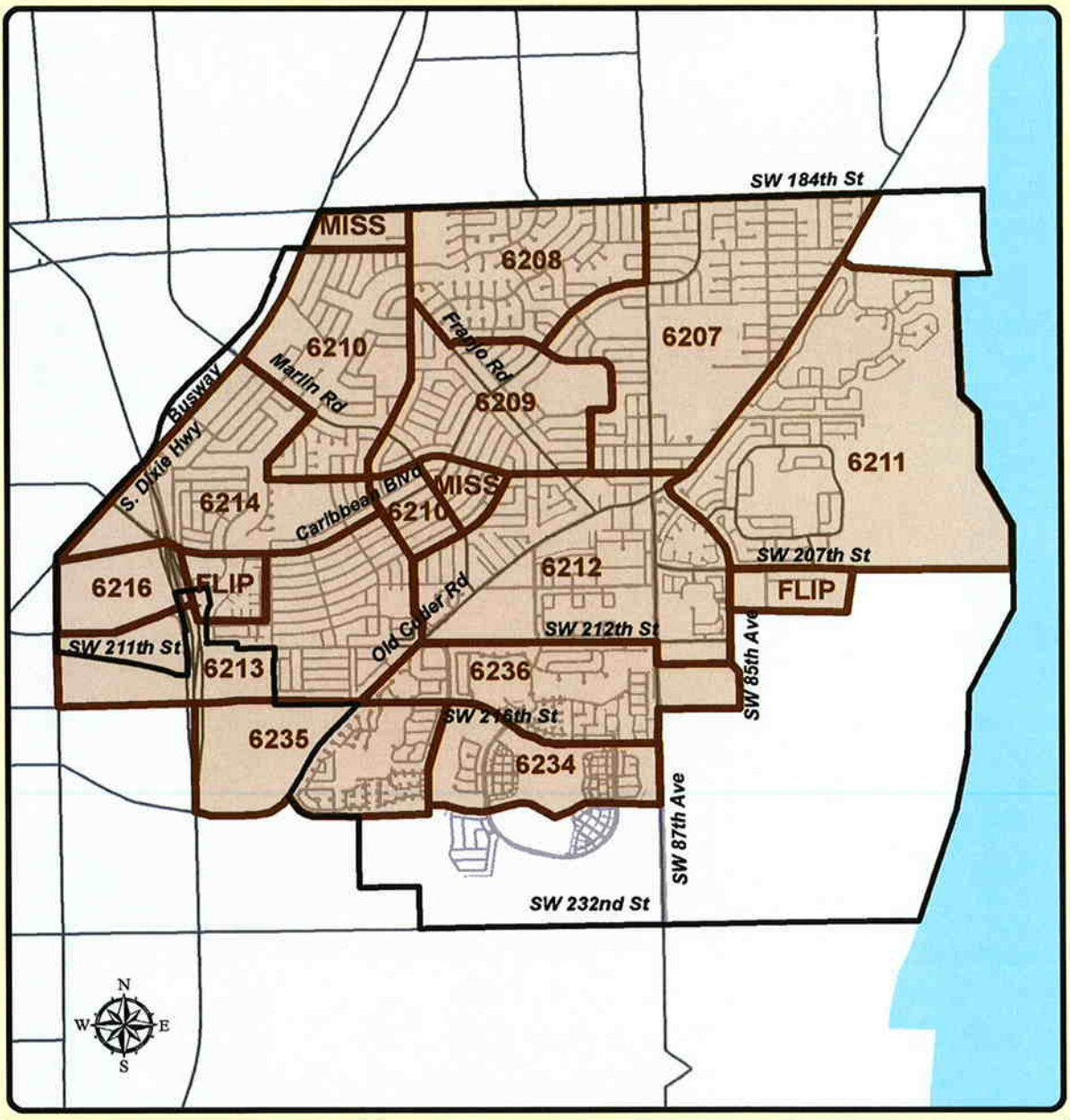
Exhibit INF - 3

Town of Cutler Bay
CERP Project, Biscayne Bay Coastal Wetlands

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit INF - 4

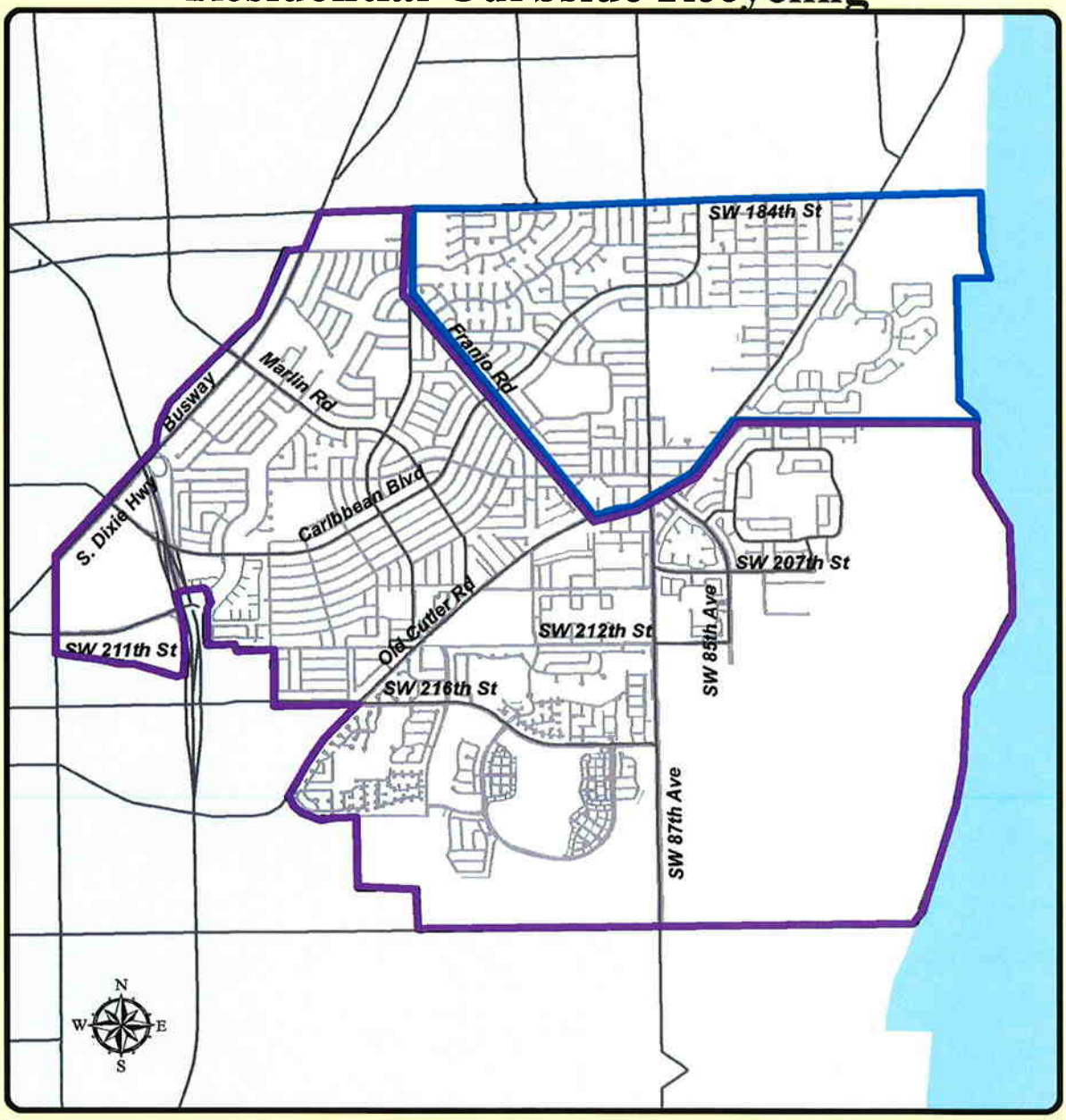
Town of Cutler Bay
Solid Waste Service Area Boundaries



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit INF - 5

Town of Cutler Bay
Residential Curbside Recycling



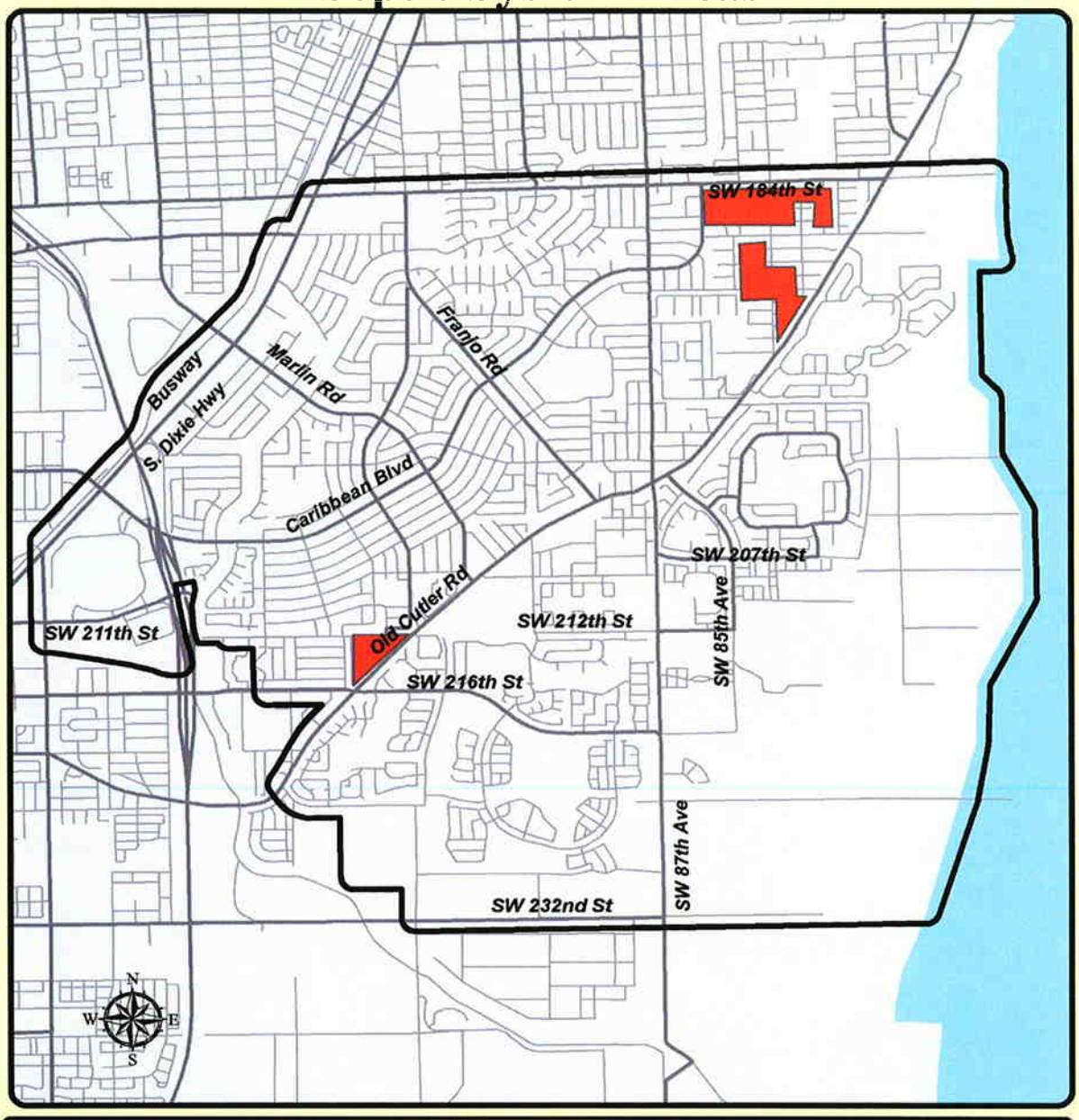
Legend

- CUTLER BAY BOUNDARY
- Tuesday Residential Curbside Recycling
- Friday Residential Curbside Recycling

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit INF - 6

Town of Cutler Bay
Septic System Areas



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit INF - 7

Introduction

The Town of Cutler Bay is located along the eastern coast of Florida adjacent to Biscayne Bay National Park. As a coastal community, Cutler Bay is required to prepare and adopt a Coastal Management Element consistent with Chapter 163, Part III of the Florida Statues. The purpose of the Coastal Management Element is to plan for, and where appropriate, restrict development activities where they would damage or destroy coastal resources and protect human life and limit public expenditures in areas that are subject to destruction by natural disaster. The purpose of the Coastal Management Element Data, Inventory and Analysis is to gather information and data on existing land uses within the coastal planning area, analyze potential impacts that would result from new development as well as redevelopment proposed in the Future Land Use Element. This information will be the foundation for the goals, objectives and policies, which are the adopted Elements of this Growth Management Plan.

The purpose of the Coastal Management Element is to protect natural coastal resources, to protect lives and property from natural disasters, to improve public access to Biscayne Bay, and to preserve any historical sites that may be in the coastal area.

The goals, objectives and policies that are contained in this Element build upon past planning, evaluation and monitoring efforts through Miami-Dade County. Completed and ongoing studies were reviewed to update the County's Coastal Management Element as recent as the 2006 Evaluation and Appraisal Report based amendments, the Governor's Commission on a Sustainable South Florida, Post Hurricane Wilma assessments, and the 2006 South Florida Regional Hurricane Evacuation Traffic Study.

The Coastal Management Element has also been written to comply with the directives of Chapter 163, Florida Statutes (F.S.), and Administrative Rule 9J-5.012 and to be consistent with the Miami-Dade Comprehensive Development Master Plan, the State Comprehensive Plan and the Strategic Regional Policy Plan for South Florida. It has most importantly been written to reflect the uniqueness of the coast along the Eastern border of the Town of Cutler Bay.

House Bill 1359, which was passed in 2006, changed the definition of the Coastal High Hazard Area (CHHA) from a Category 1 Hurricane Evacuation Zone to the Evacuation Zone for a Category 1 hurricane as defined in the regional hurricane evacuation study applicable to the local government. Local governments have until July 1, 2008 to adopt these new changes into the Coastal Element and Future Land Use Map of their Comprehensive Plans.

At the writing of this Growth Management Plan, the South Florida Regional Planning Council staff is working on an all-hazards regional evacuation study. This study is part of the Statewide Regional Evacuation Study Program that includes updated storm surge mapping, which will provide the data and analysis necessary to redefine the CHHA for South Florida. This study will also provide local governments with the data and analysis they need to amend their comprehensive plans. This study's expected completion date is summer 2008. Due to the fact that this data will not be available until after the Cutler Bay Growth Management Plan is anticipated to be adopted, a policy is included to amend this Coastal Management Element utilizing the updated evacuation model when it is completed.

Exhibit T-11 in the Transportation Element identifies the current hurricane evacuation zones in Miami-Dade County. Zones A, B and C. The Town of Cutler Bay jurisdictional boundaries fall within all Zones. Zone A, the Coastal High Hazard Area, encompasses the County's Atlantic beaches and barrier islands, including the cities of Miami Beach, Surfside, Sunny Isles Beach and Golden Beach. In Cutler Bay this consists of a small uninhabited area in the north east corner of the Town.

Basically, the portion of the Town of Cutler Bay east of Old Cutler Road is located within Zone B, requiring residents to evacuate in the event of a Category 3 or stronger storm. The rest of the Town being under Zone C would be required to evacuate in the event of a Category 4 or 5 storm. However, evacuation is encouraged during any major storm event. The ability of the Town's roadway system to allow evacuation in a safe and timely manner is integral to the function of the emergency management system, and the health and safety of the Town's residents. As the Town and its neighboring communities and municipalities continue to develop and redevelop, increased permanent, seasonal and temporary populations must be evacuated.

Storm risk data and these evacuation boundaries are continually reevaluated by OEM and may be changed whenever deemed appropriate for emergency management purposes. For the most part, these existing objectives and policies were retained from the County's Coastal Management Element and have been adapted for the purposes of relating to the Town of Cutler Bay.

Identification of the Coastal Area

Pursuant to Rule 9j-5.003(18) of the Florida Administrative Code, the coastal planning area for Cutler Bay lies generally east of Old Cutler Road from the northern to the southern borders of the Town for evaluating hurricane evacuation and hazard mitigation matters consistent with the Hurricane Storm Surge Evacuation Map maintained by the Miami-Dade Office of Emergency Management. Exhibit CM-1 delineates the coastal planning area for the Town of Cutler Bay

Data and Analysis Requirements

Rule 9J-5.012(2) of the Florida Administrative Code requires that a coastal community inventory and analyze the following characteristics within the coastal planning area to serve as the foundation of the Coastal Management Element: existing land uses, existing infrastructure, natural resources, historic resources and sites, estuarine pollution, natural disaster concerns, beach and dune systems, and public access facilities. The requirements of Rule 9J-5 are addressed in this report.

Land Uses within the Coastal Planning Area

Exhibit FLU-3 in the Future Land Use Element provides a detailed inventory of all the existing land uses within the Town of Cutler Bay. The coastal planning area, lying generally east of Old Cutler Road, comprises of approximately 3,560 acres of the total land area within the Town limits. The dominate land uses in the coastal planning area are residential, parks, vacant protected, vacant unprotected, inland water, streets and Right-of-Way, and

vacant government owned. 2,590 acres of this coastal planning area have not been developed and are therefore subject to less damage by tidal flooding and serious storms. Single-family and townhouse residential are the largest areas of the developed land in the coastal planning area. See Table CM-1 for a breakdown of the land uses within the coastal planning area.

Existing Land Use Conflicts

While some land use conflicts are evident within greater Miami-Dade County, no shoreline conflicts exist within the Town of Cutler Bay. While it is not a true conflict of land uses, Biscayne National Park officials have expressed some concerns to the Town over the ease at which residents can enter into the mangroves and engage in some destructive behavior such as building small forts and littering in this pristine natural area. Policies to support the protection of the National Park areas will be included in this Growth Management Plan.

Water Dependent and Water Related Land Uses

Land uses that are water dependent are uses that require access to a water body such as electrical generating facilities or waterborne transportation. Water related land uses are those that are not directly dependent upon access to the water, but which provide goods and services that are directly associated with a water dependent use, such as a dry dock boat storage facility. There are no water dependent or related land uses in the Town of Cutler Bay.

Areas in Need of Redevelopment

Most of the land area in the coastal planning area is comprised of residential, parks, vacant protected, vacant unprotected, inland water, streets and Right-of-Way, and vacant government owned. The remaining area is comprised of institutional, commercial, and agriculture. No specific locations within Cutler Bay has structures that would be considered blighted or would pose a threat to human health, safety or welfare. However, with the prevailing market conditions as well as Town's desire to have a true mixed-use district along Old Cutler Road, it is likely that this area will be redeveloped in the near future. The Town's first Future Land Use Map designates the core of Old Cutler Road as the category of "Mixed-Use". This designation comes directly from the Old Cutler Road Charrette that was held in 2003 and has been embraced by the Town as the future vision for this area. When the Town first incorporated, one of the first land planning decisions that was made was to set a moratorium on development along Old Cutler Road for the purpose of not allowing development that was inconsistent with the Old Cutler Road Charrette. The moratorium was lifted at the same time the Town adopted the Old Cutler Road Design Standards Ordinance to regulate the development to the greatest extent possible within the existing land use designations. With the drafting of the Growth Management Plan, the Town has the opportunity to create a specific land use designation that will implement the Charrette report for this area. A policy will be adopted in the Growth Management Plan stating that the Land Development Regulations will include regulations which will implement the national standards related to flood protection measures for development in a flood plain.

Economic Base Activities

Any activities that generate income and/or employment within the Town of Cutler Bay are referred to as economic

base for the coastal planning area. It is envisioned that the revitalization of the area within the Old Cutler Road Charrette will have a positive economic impact. The area will be redeveloped as a mixed-use area with residential, institutional, and commercial land uses which are anticipated to enhance the economic base for the area. The coastal planning area that is not located along Old Cutler Road is primarily residential, parks and preservation areas which are not expected to redevelop, nor to have an impact on the economic base of the Town.

Infrastructure within the Coastal Planning Area

Infrastructure within the coastal planning area includes roadways, water and sewer facilities, solid waste facilities, storm water facilities and park facilities. These facilities are inventoried and described in the Transportation Element, Infrastructure Element and the Recreation and Open Space Element of this Growth Management Plan and described below:

Roadways: Old Cutler Road is the main road through the coastal planning area, serving as a two-lane, historic roadway. Leading off of Old Cutler Road, is S.W. 87th Avenue which provides access to local roads providing access to primarily residential land uses.

Sanitary Sewer Facilities: The majority of the residential properties within the coastal planning area are connected to the citywide sanitary sewer system. Other facilities located in the coastal planning area include a Miami-Dade County Water and Sewer Department sewer lift station at the corner of Old Cutler Road and S.W. 184 Street.

Potable Water Facilities: Potable water service is provided by the Miami-Dade County Water and Sewer Department to most of the residents in the Town of Cutler Bay.

Solid Waste Facilities: Solid waste collection and disposal is provided by the Miami-Dade County Solid Waste Authority and there are no physical plants located within Cutler Bay, including the coastal planning area.

Storm Water Facilities: Storm water outfalls within the coastal planning area include residential canals and inland lakes spread throughout the residential communities. In addition, positive drainage outfalls, historically incorporated into older subdivisions and roadway projects, are evident in the coastal planning area.

Parks and Preservation Areas: Cutler Bay has several parks located within the coastal planning area of the Town including Biscayne National Park; Lakes by the Bay Park; Saga Bay Park and Sage Lake Park. Miami-Dade County owns a 405 acre Environmentally Endangered Lands (EEL) preservation site that is approximately one-third of the wetland area within the Town's boundaries.

At this time it is not anticipated that any infrastructure will need to be relocated due to a severe storm event. Relocation of infrastructure is not a viable solution at this time. The existing infrastructure is needed to protect the health, safety and welfare of residents and business owners currently residing within the coastal planning area.

Inventory and Analysis of Natural Resources

The coastal planning area in Cutler Bay is primarily made up of residential, parks and vacant protected and vacant unprotected areas. This section addressed vegetative cover, wildlife habitats, living marine resources, areas subject to coastal flooding, and potential impacts resulting from future development for properties within the coastal planning area.

Vegetative Cover

Vegetation in the Cutler Bay coastal planning area consists of two categories: natural habitats and man-made vegetative communities. Natural communities consist of bayhead, coastal berm, marl prairie, pine rockland, rockland hammock, rockland hammock edge, swale, tidal marsh and tidal swamp (based on the Florida Natural Areas Inventory; Natives for your Neighborhood found at www.regionalconservation.org). Man-made vegetative communities consist of urban landscapes; consisting of exotic trees, shrubs and lawn areas in the open areas surrounding residential and commercial developments.

WildLife

The natural habitat within Cutler Bay provides protection, food, water and nesting materials for local wildlife. A formal wildlife survey has not been performed for the Town of Cutler Bay; however information published by Miami-Dade County in their adopted Coastal Management Element Support Document identifies the coastline of Cutler Bay as shore and wading bird habitat. Additionally the website for Biscayne National Park has an extensive list of existing flora and fauna that live within the area which includes Cutler Bay. Table CON-2 in the Data Inventory and Analysis Report for the Conservation Element lists existing flora and fauna that live within Miami-Dade County and Biscayne National Park and which may be found within Cutler Bay coastal planning area.

Living Marine Resources

The Miami-Dade County Department of Environmental Management (DERM) maintains twelve sampling stations within Biscayne Bay for monitoring the abundance and variety of sea life residing off the Miami-Dade County coast. Information collected from these monitoring stations indicates that over 850 species of benthic communities and 270 fish species live within Biscayne Bay. A formal survey of the benthic communities and fish species that exist in the coastal wetlands in Cutler Bay has not been performed. Table CON-3 in the Data, Inventory and Analysis Report for the Conservation Element lists existing sea life that live within Miami-Dade County and Biscayne National Park and which may be found within the wetlands of Cutler Bay coastal planning area.

Areas Subject to Coastal Flooding

The coastal planning area for the Town of Cutler Bay is prone to coastal flooding from hurricane storms as it is located entirely within a hurricane storm surge evacuation zone designated by the Miami-Dade County Office of Emergency Management (Evacuation Zones A and B), see Exhibit T-11 in the Transportation Element Data, Inventory and Analysis.

Effects of Future Land Uses on Natural Systems

The coastal planning area on the Future Land Use Map shows that the proposed land uses are generally consistent with the existing development patterns with one exception. The vacant area on the east side of Old Cutler Road which is currently agriculture, is planned to be the land use designation of Mixed-use. This proposed change to the Future Land Use Map is not anticipated to have a significant negative impact on the natural systems within the coastal planning area.

Inventory and Analysis of Historic Resources

Historical resources are those buildings, districts, or sites that are listed on the Florida Master Site File or the National Register of Historic Places. The County or the Town can also designate a resource as historically, architecturally or archeologically significant. A survey of these inventories finds no sites in the Cutler Bay coastal planning area listed on the County's inventory of historic places. The Town will include a policy in the adopted elements to conduct a survey of historic sites.

Inventory and Analysis of Estuarine Areas

An estuarine is a semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with oceanic waters. The only estuarine area within Cutler Bay's borders is Biscayne Bay.

Water Conditions

The Miami-Dade County Department of Environmental Resources Management (DERM) monitors the surface water quality of Biscayne Bay. Between 1995 and 2001, statistical analyses were done on water quality monitoring data from sampling locations throughout Miami-Dade County. Over a thirteen year period, water quality trends identified for the portion of Biscayne Bay near the Town coastline have been continuously improving according to the results of a draft Surface Water Improvement and Management Plan completed by the South Florida Water Management District (SFWMD) published in the Miami-Dade County Coastal Element Support Document.

The improved water quality was largely due to several initiatives taken by SFWMD in 1995. These included plans such as the Biscayne Bay Surface Water Improvement Management Plan (SWIM), which identified problems and proposed projects designed to enhance the quality of Biscayne Bay. When SWIM expired, the Florida Legislature created the Biscayne Bay Partnership Initiative (BBPI) which is a community based forum tasked with providing recommendations for actions to protect and enhance the Bay. Many projects have resulted from the SWIM and BBPI programs. One of the most important of recent years has been the South Miami-Dade Watershed Study and Plan which has recently been completed and as of May, 2007 was accepted by the Miami-Dade County Commission.

Comprehensive Everglades Restoration Plan (CERP)

The Comprehensive Everglades Restoration Plan (CERP) is a plan to restore and preserve the Everglades, enhance water supplies, and maintain flood protection. The U.S. Army Corps of Engineers has partnered with the South Florida Water Management District and numerous other local, state, tribal and federal partners to reach a common goal based on a "vision" for the future quality of the natural and human systems in South Florida.

The Biscayne Bay Coastal Wetlands phase of CERP is located along the undeveloped lands that make up the south and eastern areas of the Town of Cutler Bay (see Exhibit INF-5) and continues north along the coast to include the eastern areas of the Village of Palmetto Bay.

The project benefits will include restoring Biscayne Bay which includes Biscayne National Park. Historically, the natural overland sheetflow of water has been changed with the construction of drainage canals. This project will restore the overland sheetflow in a 13,600 acre area through the construction of spreader canals and other features. The more natural water flow will improve the ecology of Biscayne Bay including its freshwater and tidal wetlands, nearshore bay habitat, marine nursery habitat, oysters and the oyster reef community. The Biscayne Bay Coastal Wetlands phase will consist of constructing pump stations, spreader swales, stormwater treatment areas, flowways, levees and culverts, and backfill canals.

Stormwater outfalls and surface stormwater runoff typically make up the current point and non-point sources of pollution within the Cutler Bay coastal planning area. Stormwater outfalls within Cutler Bay include residential canals and positive drainage outfalls. Although the water quality within this area of Biscayne Bay is considered good, the Town is very concerned about improving the environment quality of all areas of the Town, especially Biscayne Bay. The Town will include policies in the Coastal Management Element of the Growth Management Plan to mandate environmentally friendly stormwater control techniques for all future development. Additionally, the Town is currently preparing the Stormwater Master Plan to identify the existing inadequacies of the current storm drainage system and to create projects to address the problems.

Development and Redevelopment Impacts

Approximately 2,264 acres within the coastal planning area is designated park, vacant protected, vacant unprotected, vacant government owned and inland water. The remaining land in the coastal planning area is primarily residential, with some commercial on Old Cutler Road. Development on the 312 acres of vacant, unprotected land within the coastal planning area will increase storm water runoff rates, however the impacts will be mitigated to the greatest extent possible with best management practices and environmentally friendly techniques. Redevelopment standards will also include on-site stormwater retention requirements.

Regulations

The Town of Cutler Bay will coordinate with the U.S. Department of Environmental Protection, U.S. Army Corps of Engineers, the South Florida Water Management District, and the Miami-Dade County Department of Environmental Resource Management to ensure that the regulatory programs administered through each of these agencies is integrated into the rules and regulations adopted by the Town of Cutler Bay.

The surface waters of Biscayne Bay are protected under Section 17-302 of the Florida Statutes. All surface waters within, or adjacent to, Miami-Dade County are classified as Class III water bodies. Water quality in these water bodies is required to maintain such levels to protect recreational uses and the propagation and maintenance of a healthy, well-balanced population of fish and wildlife.

All tidal areas of Biscayne Bay have been formally designated by the State of Florida as part of the Biscayne Bay Aquatic Preserve with water quality additionally protected under the provisions for an Outstanding Florida Water Body. In addition, water quality is also protected under Chapter 24-11 of the Miami-Dade County Code of Ordinances. Actions to maintain water quality and minimize estuarine pollution are defined in the Biscayne Bay Aquatic Preserve Management Plan under the authority of County, regional, state and federal regulatory agencies.

Natural Disaster Planning Concerns

At the writing of this Growth Management Plan, the South Florida Regional Planning Council staff is working on an all-hazards regional evacuation study. This study is part of the Statewide Regional Evacuation Study Program that includes updated storm surge mapping, which will provide the data and analysis necessary to redefine the Coastal High Hazard Area (CHHA) for South Florida. This study will also provide local governments with the data and analysis they need to amend their comprehensive plans. This study's expected completion date is summer 2008. Due to the fact that this data will not be available until after the Cutler Bay Growth Management Plan is adopted, a policy is included to amend this Coastal Management Element utilizing the updated evacuation model when it is completed.

Exhibit T-11 in the Transportation Element identifies the current hurricane evacuation zones in Miami-Dade County. Zones A, B and C. The Town of Cutler Bay's jurisdictional boundaries fall within all zones. Zone A, the Coastal High Hazard Area, encompasses the County's Atlantic beaches and barrier islands, including the cities of Miami Beach, Surfside, Sunny Isles Beach and Golden Beach. In Cutler Bay this consists of a small uninhabited area in the north east corner of the Town.

The portion of the Town of Cutler Bay east of Old Cutler Road is located within Zone B is the coastal planning area, requiring residents to evacuate in the event of a Category 3 or stronger storm. The rest of the Town being under Zone C would be required to evacuate in the event of a storm Category 4 and 5. However, evacuation is encouraged during any major storm event. The ability of the Town's roadway system to allow evacuation in a safe and timely manner is integral to the function of the emergency management system, and the health and safety of the Town's residents. As the Town and its neighboring communities and municipalities continue to develop and redevelop, increased permanent, seasonal and temporary populations must be evacuated.

Storm risk data and these evacuation boundaries are continually reevaluated by OEM and may be changed whenever deemed appropriate for emergency management purposes. For the most part, these existing objectives and policies were retained from the County's Coastal Management Element and have been adapted for the purposes of relating to the Town of Cutler Bay.

There are six major evacuation routes out of the Town of Cutler Bay.
Marlin Road, (SW 97th Ave to US-1)

Caribbean Blvd (SW 87th Ave to Marlin Rd)
Caribbean Blvd (SW 97 Ave to Turnpike)
SW 216th St (SW 87th Ave to Turnpike)
SW 184th St (Old Cutler Rd to US-1)
US-1 (SW 184th St to SW 211th St)

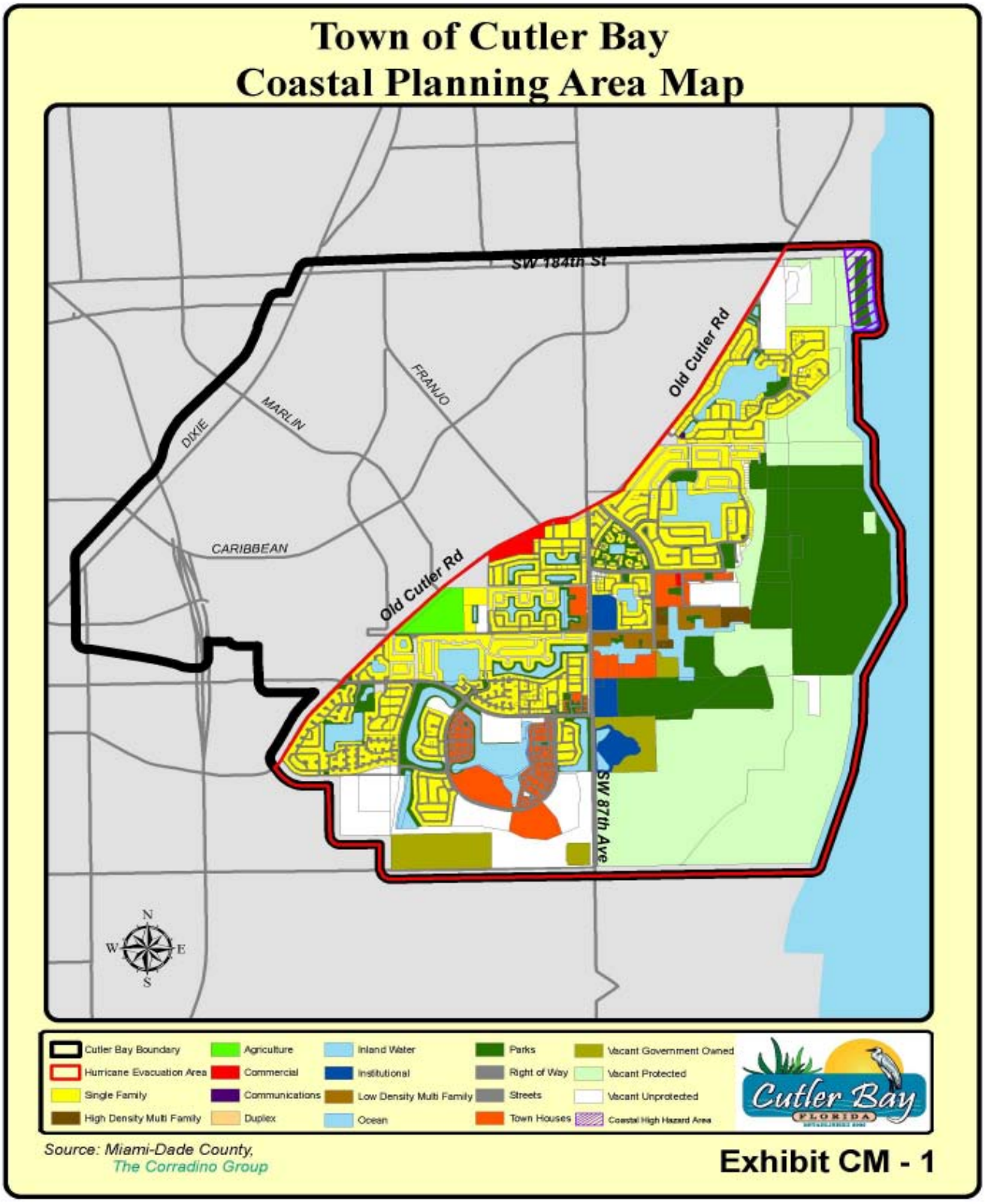
In addition to these six routes, the Florida Turnpike is the officially designated major regional evacuation route. Post disaster redevelopment will be handled through cooperation efforts with the Miami-Dade County OEM and other local, state, regional and federal agencies, in accordance with the Town's Emergency Response Plan. The Town will comply with the requirements of Chapter 161.56(1) of the Florida Statutes regarding the adoption of the Florida Building Code to regulate construction within the coastal area. Any redevelopment that would be done following a natural disaster would comply with all applicable regulations. No beaches or dunes exist within the Town that would require preventative planning measures to reduce exposure to hazards. No structures with a history of repeated damage in coastal storms have been identified within the Town's coastal planning area, specifically within the Coastal High Hazard Area where no structures have ever existed.

Table CM-1: Coastal Planning Area
Existing Land Uses and Acres

LAND USE	ACRES
Low Density Residential	31
Single Family Residential	685
Duplex	1
Townhouse	137
High Density Residential	14
Commercial	18
Institutional	50
Parks	680
Agriculture	35
Inland Water	266
Vacant Unprotected	312
Vaant Protected	895
Vacant Government Owned	113
Streets and Right-of-Way	321
Total	**3,561**

Sources: Miami-Dade County

Town of Cutler Bay
Coastal Planning Area Map



Source: Miami-Dade County, The Corradino Group

Exhibit CM - 1

Intergovernmental Coordination

Introduction

The purpose of the Intergovernmental Coordination Element is to provide for effective and efficient coordination between the Town, its neighbors, Miami-Dade County, regional, state, other governmental entities and service providers whose actions may impact the Town, its citizens and businesses.

This type of assistance and coordination was provided by the Village of Palmetto Bay to the Town immediately after incorporation in order to begin the process of creating the Town government.

These coordination efforts will assist in identifying and resolving incompatible goals, objectives or policies between the various entities.

Intergovernmental Coordination Defining Principle

> "Regional approaches to large scale problems, mindful of the well being of our neighbors outside of Cutler Bay"
>
> Town of Cutler Bay 2006-2011 Strategic Plan Core Value, Fall 2006

Florida's Statutory Requirements

This element is also intended to meet the requirements of State of Florida Administrative Code Chapter 9J-5.015, Intergovernmental Coordination Element.

Inventory and Analysis

Existing Relationships
- Shared Services
- Service Providers

Appendix

A. Intergovernmental Coordination Agency Matrix
B. Interlocal Agreements Matrix
C. Special Taxing Districts Matrix within the Town of Cutler Bay
D. Public School Interlocal Agreement Parties
E. Public School Facilities Listing
F. Public Utilities or Other Service Providers

9J5.015 Intergovernmental Coordination

(3) (c) 6. There are no bays, estuaries and harbors that fall under the jurisdiction of more than one local government.

8. There are no navigation and inlet districts or dredge spoil sites within the Town.

9. No mediation process for spoil islands is needed since there are no spoil islands within the Town.

10. There is no university campus within or near the Town.

11. There are no military bases located within the Town.

12. There are no areas of critical concern within the Town.

Table IC-1
Appendix A
Intergovernmental Coordination Matrix

			South Miami-Dade County Region			
	Palmetto Bay		Pinecrest	Home-stead	Florida City	South Miami
Zoning	■					
Comprehensive Planning	■					
DRI Review	■		■			
Areawide Plans	■		■	■	■	■
Regional Plans	■		■	■	■	■
Redevelopment/ CRA	■					
Roadways/ Rights of Way	■					
Transit	■					
Water Management						
Wastewater Management						
Natural Open Space	■					
Parks	■					
Water Quality	■					
Air Quality	■					
Water and Sewer	■					
Septic	■					
Solid Waste						
Schools	■		■	■	■	■
Private Utilities						
Housing						
Other	■		■	■	■	■

■ Denotes active coordination

Table IC-2
Appendix A
Intergovernmental Coordination Matrix

	Miami-Dade County													
	Police*	Fire	Water	Sewer	DERM	Solid Waste	Planning	Zoning	Emer. Man.	Pub. Works	MPO/Transit	Housing	Parks	Other
Zoning	■	■	■	■	■		■	■		■				
Comprehensive Planning	■	■	■	■	■	■	■	■	■	■	■	■		■
DRI Review	■	■	■	■	■	■	■	■	■	■	■	■		■
Areawide Plans	■	■	■	■	■	■	■	■	■	■	■	■		■
Regional Plans	■	■	■	■	■	■	■	■	■	■	■	■		■
Redevelopment/ CRA	■	■	■	■	■	■	■	■	■	■	■	■		■
Roadways/ Rights of Way	■	■								■	■			
Transit											■			
Water Management			■		■									
Wastewater Management				■	■									
Natural Open Space					■								■	
Parks													■	
Water Quality					■									
Air Quality					■									
Water and Sewer			■	■	■									
Septic														■
Solid Waste						■								
Schools														■
Private Utilities														■
Housing												■		

* Cutler Bay Police Department Staff is contracted through Miami-Dade County Police Department

■ Denotes active coordination

Table IC-3
Appendix A
Intergovernmental Coordination Matrix

	Miami-Dade County Public Schools		Other, Regional and State Agencies									
			PTC*	SFRPC	SFWMD	FDOT	DCA	DEP	State	USDI-BNP	Health	Other
Zoning	■											
Comprehensive Planning	■			■	■	■	■	■	■			
DRI Review	■			■	■	■	■	■	■			
Areawide Plans	■		■	■	■	■	■	■	■			
Regional Plans	■		■	■	■	■	■	■	■			
Redevelopment/ CRA	■			■								
Roadways/ Rights of Way						■						
Transit			■			■						
Water Management								■				
Wastewater Management								■				
Natural Open Space								■		■		
Parks	■									■		
Water Quality								■				
Air Quality								■				
Water and Sewer												
Septic											■	
Solid Waste												
Schools	■		■									
Private Utilities												
Housing			■									
Other			■		■				■		■	

* Miami-Dade County Planners' Technical Committee
South Florida Regional Planning Council
South Florida Water Management District
Florida Department of Transportation – District 6
Florida Department of Community Affairs
Florida Department of Environmental Protection
Florida Department of State
U.S. Department of Interior – Biscayne National Park
Other

■ Denotes active coordination

Table IC-4
Appendix B
Inventory of Interlocal Agreements

Other Entity	Description	Effective Date	Termination Date
Miami-Dade County	Master Agreement	July 19, 2006 August 8, 2006	September 30, 2006
	Stormwater Management (Under Master)		September 30, 2006
	National Flood Insurance Program (Under Master)		September 30, 2006
Miami-Dade County/Municipalities	Mutual Aid Agreements		February 1, 2008
Miami-Dade County	Emergency Operations	April 6, 2006 (Reso. 06-35)	N/A
Miami-Dade County/Miami-Dade County School Board/ Miami- Dade County Municipalities	Public Educational Facilities Planning	April 6, 2006 (Reso. 06-34)	April 6, 2011
Miami-Dade County	Communications Service Tax Collection and Distribution	March 2, 2006 (Reso. 06-05)	N/A
Miami-Dade County	Utilities Tax Collection and Distribution	February 16, 2006 Effective November 8, 2005 (Reso. 06-04)	N/A
Miami-Dade County Police	Local Police Services	June 14, 2006	August 24, 2009
Miami-Dade County Police	Specialized Police Services	June 14, 2006	August 24, 2009
Miami-Dade County Parks	Conveyance of Parks	May 21, 2007	N/A
Miami-Dade County Public Works	Conveyance of Roads	TBD	
South Florida Water Management District	Stormwater Master Plan Grant	December 6, 2006 SFWMD Agreement No. 4600000495	June 5, 2008

Source: Town of Cutler Bay
Appendix C Inventory of Special Taxing Districts

Table IC-5
Street Lighting

District Number	District Name
L-057	Bel Air
L-061	Cutler Ridge
L-071	Cutler Ridge Addition No. 1
L-237	Cutler Country Groves
L-287	Cutler Country Groves First Addition
L-294	Old Cutler Meadows
L-300	Munne Royal Homes
L-562	Old Cutler Forest
L-716	Precious Homes at Lakes by the Bay
L-773	Lakes by the Bay Section Fourteen
L-828	Rosewood Homes
L-849	Lakes by the Bay south Commons
L-870	Cudimar At Black Point Marina
L-874	Shoma Homes at Old Cutler Point
L-903	Cutler Lake Homes Phase One
L-904	La Costa at Old Cutler Section Two
L-928	Pelican Bay at Old cutler Lakes
L-944	Amended Santa Barbara Subdivision
L-952	Jacqueline Gardens
L-979	La Costa at Old Cutler Road Section Two
L-1010	Superior at Old Cutler
L-1054	Cutler Breeze
L-1056	Cutler Bay Palms
L-1073	The Forest at Saga Bay*
L-1113	Alexandria Estates

* Scheduled for Creation at Public Hearing

Table IC-6
Maintenance

District Number	District Name
M-327	Lakes by the Bay South Commons
M-335	Cudimar at Black Point Marina
M-338	Residents at Old Cutler Point
M-351	La Costa at Old Cutler Section Two
M-360	Cutler Lake Homes Phase One
M-364	Pelican Bay At Old Cutler Lakes
M-382	Amended Santa Barbara Subdivision
M-454	Cutler Breeze
M-474	The Forest at Saga Bay*
M-486	Alexandria Estates

* Scheduled for Creation at Public Hearing

Table IC-7
Security Guard

District Number	District Name
G-256	Lakes by the Bay South Commons*

* Scheduled for Creation at Public Hearing

Source: Town of Cutler Bay

Appendix D

TOWN OF CUTLER BAY – Public School Interlocal Agreement Parties

Miami-Dade County, Municipalities and Public Schools

Parties to the "Interlocal Agreement for Public School Facility Planning in Miami-Dade County"

Aventura
Bay Harbour Islands
Coral Gables
Cutler Bay
Doral
El Portal
Florida City
Hialeah
Hialeah Gardens
Homestead
Key Biscayne
Miami
Miami Beach
Miami Lakes
Miami Gardens
Miami Shores
Miami Springs
North Bay Village
North Miami
North Miami Beach
Opa-locka
Palmetto Bay
Pinecrest
South Miami
Sunny Isles
Sweetwater
West Miami
Miami-Dade County
Miami-Dade County Public School System

Appendix E Public School Facilities Listing

Elementary Schools and Primary Learning Centers

Bel-Aire – 10205 SW 194th Street
Cutler Ridge – 20210 Coral Sea Road
Gulfstream – 20900 SW 97th Avenue
Dr. Edward L. Whigham – 21545 SW 87th Avenue
Whispering Pines – 18929 SW 89th Road

PLC "E" (Whigham) – 8035 SW 196th Street

Middle Schools

Cutler Ridge – 19400 Gulfstream Road
Centennial – 8601 SW 212th Street

Senior High Schools

Currently there are no senior high schools located within the municipal limits

Appendix F Public Utilities or Other Service Providers

Electric Service – Florida Power and Light (FP&L)
Miami-Dade County maintains a franchise agreement with FP&L for the provision of electricity within the Town limits.

Telephone Service – AT&T
To date, the Town has no franchise agreement with AT&T but the company does provide service within the Town limits.

Solid Waste – Miami-Dade County Department of Solid Waste
The Department provides solid waste collection services to existing and future customers.

Gas Service
Florida City Gas

Water and Sewer Services
The Miami-Dade County Water and Sewer Department has an agreement to provide water and services within the Town limits.

Cable
Multiple Providers

Capital Improvements

Introduction

This section contains the Town of Cutler Bay's first Adopted Operating Budget for FY 2006-07 and beginning in FY 2008-09 the tentative 5-Year Schedule of Capital Improvements. The State of Florida Growth Management legislation requires that this Element, which incorporates the Capital Improvements Schedule, be updated annually.

Implementation of capital improvements will be through the Adopted Operating Budget of the Town of Cutler Bay (Appendix "A") and the proposed 5-Year Schedule of Improvements (in Volume 1; Goals, Objectives and Policies). Since the Town was incorporated in November, 2005, the first full year official budget was for FY2006-07, which began October 1, 2006 and will end September 30, 2007. The Adopted Operating Budget FY 2006-07 contains the sources of revenue for the Town and its expenditures. With respect to Miami-Dade County Public School System, its Capital Facilities Work Plan is updated annually by the Miami-Dade County School Board and will be incorporated into the Town's 5-Year Schedule of Capital Improvements by reference, also annually.

As the Town moves forward into the next budget cycle, a 5-Year Schedule of Improvements will be completed.

These documents contain information relating to the key future projects needed as investments in the Town's quality of life and to ensure adequate levels of service are maintained.

The purpose of the Capital Improvements Element is to evaluate the need for public facilities as identified in other Elements, to estimate the cost of improvements, to analyze the fiscal capability of the local government to finance and construct improvements, to guide the funding of improvements, to schedule the funding and construction of improvements, and to ensure that an adequate concurrency management system will be implemented. In other words, make this Growth Management plan "fiscally feasible".

Capital Improvements Defining Principle

> "The Town of Cutler Bay will provide the infrastructure needed to meet current and emerging needs of the community"
>
> Town of Cutler Bay 2006-2011 Strategic Plan Goal 3.1, Fall 2006

Florida's Statutory Requirements

This element is also intended to meet the requirements of State of Florida Administrative Code Chapter 9J-5.015, Capital Improvements Element.

Implementation of capital improvements will be through the Adopted Operating Budget of the Town of Cutler Bay and the proposed 5-Year Schedule of Improvements. Since the Town was incorporated in November, 2005 the first full year official budget was for FY2006-07, which began October 1, 2006 and will end September 30, 2007.

Capital Improvements

As the Town moves forward into the next budget cycle a 5-Year Schedule of Improvements will be completed.

Attached under Appendix A is the "Adopted Operating Budget Fiscal Year 2006-07".

Inventory of Public Facilities

The Town of Cutler Bay is a dynamic Town that meets the needs of its residents by providing services or being close to services such as public health, public schools, parks and recreation, utilities, police, fire and transportation delivered at a regional level.

1. Public Health

Although the Town does not have a full service hospital within its limits it is situated midway between the new Homestead Hospital and Baptist Hospital. Health South, which is a rehabilitation facility, is located along Old Cutler Road.

2. Public Schools

The Town has the following public educational facilities within its corporate limits:

Elementary Schools and Primary Learning Centers

Bel-Aire – 10205 SW 194th Street
Cutler Ridge – 20210 Coral Sea Road
Gulfstream – 20900 SW 97th Avenue
Dr. Edward L. Whigham – 21545 SW 87th Avenue
Whispering Pines – 18929 SW 89th Road

PLC "E" (Whigham) – 8035 SW 196th Street

Middle Schools

Cutler Ridge – 19400 Gulfstream Road
Centennial – 8601 SW 212th Street

Senior High Schools

Currently there are no senior high schools located within the municipal limits.

3. Public Park and Recreation Facilities

There are seven Town parks which have been assigned to the Town from Miami-Dade County. They include:

Bel-Aire Park, SW 185 ST & 97 AVE

Cutler Ridge Park, 10100 SW 200 ST
Franjo Park, Old Cutler Rd. & SW 89 CT,
Whispering Pines Park, Ridgeland Dr. & SW 88 CT
Saga Lake Park, SW 198 ST & 83 AVE
Saga Bay Park, SW 205 ST & 80 AVE
Lincoln City Park#2, SW 214 ST. and 99 AVE.

Additionally, the Miami-Dade County Public Library System has a regional library in Cutler Bay within the South Dade Government Center Complex.

4. Utilities

Although certain areas of the Town have private wells and septic systems the vast majority of the Town is connected to Miami-Dade County WASD system which provides potable water and sanitary sewer services. As discussed further in the Infrastructure Element, these systems have adequate capacity to meet the needs of current and future residents.

5. Stormwater Management

With a grant from the South Florida Water Management District, the Town is embarking on a study to complete a Stormwater Management Plan which will identify and prioritize deficiencies within the existing stormwater system and recommend the needed enhancements to the system.

6. Police

As part of the transition, Miami-Dade County Police Department is under a 3-year contract to provide local police patrolling and specialized police services to the Town. The Cutler Bay Police Department operates out of Town Hall. Additional, police services, as may be needed, are available through a mutual aid agreement with the County and other surrounding municipalities. Additionally, the Miami-Dade County Police Department has a regional station at the South Dade Government Center.

7. Fire

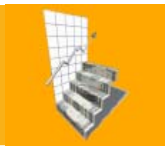
The Miami-Dade County Fire Rescue Department provided fire rescue service to the Town. There are currently two fire stations within the Town limits:

Station 34/Cutler Ridge
10850 SW 211th Street
(proposed for expansion)

Station 55/Saga Bay/Lakes by the Bay
21520 SW 87th Avenue

8. Transportation

The Town has developed over the last 50 years and reflects a mostly curvilinear street pattern. The Town will be assigned certain local roads for maintenance, with Miami-Dade County Public Works and the State Department of Transportation maintaining control over certain facilities. Additionally, Miami-Dade Transit maintains the bus



network through the Town and throughout the County. With respect to the Busway, increased ridership is leading to improvements in access which includes changes to bus routes and in the development of park and ride lots.

APPENDIX A

Town of Cutler Bay Adopted Operating Budget
Fiscal Year 2006-07

Transportation

Transportation Defining Principle

"Optimize the smooth flow of traffic through the Town of Cutler Bay by minimizing traffic congestion and maximizing the capacity of our local roadways"

Town of Cutler Bay 2006 – 2011 Strategic Plan Core Value, Fall 2006

Florida's Statutory Requirements

This element is also intended to meet the requirements of State of Florida Administrative Code Chapter 9J-5.019, Transportation Element.

Introduction

The Town of Cutler Bay is poised to be an economic engine in Miami Dade County. Through good fortune there are well balanced proportions of residential and commercial land, each in the aggregated space from which to gain significant impact from. Through good planning and foresight, the Town has examined itself and delineated areas of mixed-use commercial development in the most appropriate places. Being on the County's eastern edge, and being serviced by extraordinary transit, provides the opportunity to attract and sustain appropriate development where it is desired. Cutler Bay wishes to provide development that is supportive of high occupancy transit, as is warranted by its location along the transit corridor, while maintaining the character and function of its single-family residential areas. Being cognizant of this, the Town seeks to provide incentives for Transit Oriented Development, while providing the transportation infrastructure to serve it. Goals, Objectives and Policies, herein are structured to strike the balance between the competing interests in the intended spirit of concurrency and to truly manage growth, not merely react to it.

Statutory Requirements

Chapter 9J-5 presents minimum criteria for review of local government Comprehensive Plans. This element uses a planning horizon of the year 2030. The following are specified for inclusion. The element shall contain one or more goal statements. In addition it shall contain one or more specific objectives for each goal statement which address the requirements of subsections and which:

- Provide for a safe, convenient, and energy efficient multimodal transportation system;
- Coordinate the transportation system with the Future Land Use Map and ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas;
- Coordinate the transportation system with the plans and programs of the Miami-Dade County Metropolitan Planning Organization, Miami-Dade Transit authority, the Florida Transportation Plan and Florida Department of Transportation's Adopted Work Program;

- Address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the transportation disadvantaged, including the elderly;
- Provide for the protection of existing and future Rights-of-Way from building encroachment;

The element shall also contain one or more policies for each objective.

Organization of the Transportation Element

The Cutler Bay Transportation Element consists of two Goals followed by Objectives and Policies pursuant to the goals. The Element is organized around objectives addressing the following topics:

- Levels-of-Service for a Safe, Convenient and Efficient Transportation System,
- Alternative Modes of Transportation;
- Safe and Convenient Pedestrian and Bicycle Networks;
- A Transportation System Coordinated with Land Use;
- Transportation Plans Coordinated with other Jurisdictions;
- A Transportation System to Enhance and Preserve Town Neighborhoods;
- Concurrency and Growth Management;
- Transportation that Serves the Regional Needs as well as Local Interests
- Hurricane Preparedness
- Capital Improvement Program
- Financing

The Transportation Element is one of the elements which collectively represent the Town of Cutler Bay Growth Management Plan. This element must be viewed and interpreted in context with the other elements, and has been coordinated as such, most specifically with the Future Land Use Element.

Implementation of the Cutler Bay Growth Management Plan

Implementation of the Cutler Bay Growth Management Plan Transportation Element will require attention from both the public sector and the private sector to be ultimately successful. In this regard many of the plans components discuss or encourage the Town to undertake certain actions. These will be the methods by which the Guiding Principles espoused in the introductory section of this Growth Management Plan may be achieved.

Existing Map Series

Pursuant to 9J-5.019 this sections addresses the analyses of the existing and future conditions that are integral to the development of the Goals, Objectives and Policies if this element. Terms, definitions and concepts of transportation planning are introduced, then an analysis of existing and future roadway and transit conditions is provided.

Terms, Definitions, and Concepts

The analysis of street systems is based upon the concept of Level-of-Service (LOS). The presentation of LOS is indicated by the letters "A" through "F" with LOS A representing the best operating conditions and LOS F the worst. When LOS is presented it generally represents the ratio of *volume* to *capacity* (V/C). Volume is the number of vehicles that pass a given point on the road in a given time. Capacity is the maximum number of vehicles that pass a given point on the road in a given time. Level-of-Service A and B are usually not easy to achieve on arterial and main collectors roadways in large urbanized areas like Miami-Dade County during typical high volume peak hour traffic periods. LOS D through E are more typically found in large urbanized areas for these types of roadways, with many roadways operating at LOS F.

From an engineering perspective, every roadway has a design capacity that is a maximum number of cars per lane that can cross through a segment of roadway. This varies based on several factors, including lane width, number of lanes, number and location of intersections, number and location of signals, etc. Each roadway segment is given a "functional classification" based on these factors.

Essentially the capacity of a roadway is represented as 1.0. or 100%. The Level-of-Service of the roadway represents a percentage of that capacity. Level-of-Service A is between 0 and .6, or 60% of capacity. The generally acceptable LOS for roadways in Miami-Dade County is LOS D, which is between .81 and .9 (81% - 90%) of capacity. Level-of-Service F is anything over 1.0 or 100% of capacity. Table T-1 shows the volume to capacity ratio for each LOS category. Level-of-Service is provided for "links" (segments) of roadway, and "nodes" (intersections). This analysis primarily examined roadway Level-of-Service. It must be noted that capacity in the traditional Level-of-Service calculations refers to vehicles. Roads have greater capacities than this when referring to the people that use the roads. An additional 12ft travel lane adjacent to any roadway has many levels of capacity. How this is utilizes dictates its efficiency. With travel as is today, in single occupancy vehicles, one travel lane has the capacity to carry roughly 1,900 people per hour. The addition of frequent Bus Rapid Transit Service on that same lane can carry 2,500 people. The addition of rails on that travel lane as light rail can move 5,100 people per hour. The trend continues, as heavy commuter rail is added. This mode can carry 6,300 people per hour.

Exhibit T-1
Volume Comparison, Single Occupancy Vehicles vs. Bus

Table T-1
Volume to Capacity Ration for Each Level-of-Service Category

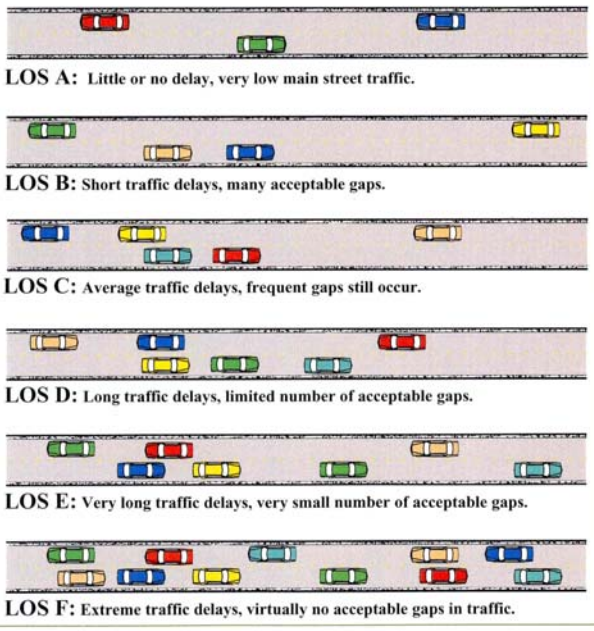
LOS	Volume/Capacity
A	<.60
B	.61 to 0.70
C	.71 to 0.80
D	.81 to 0.90
E	.91 to 1.00
F	>1.00

Exhibit T-2
Illustration of Level-of-Service on Roadways

INTERSECTION LEVEL OF SERVICE

Level of Service	Seconds Delay/Vehicle	Description
LOS A	≤ 10	Most vehicles do not stop at all
LOS B	> 10 and ≤ 20	More vehicles stop than for LOS A
LOS C	> 20 and ≤ 35	The number of vehicles stopping is significant, although many pass through without stopping
LOS D	> 35 and ≤ 55	Many vehicles stop
LOS E	> 55 and ≤ 80	Considered being the limit of acceptable delay
LOS F	> 80	Unacceptable delay

ROADWAY LEVEL OF SERVICE



These LOS standards represent a range of operating conditions and the driver's perception of those conditions, as described below.

- LOS A describes free-flow operations at average travel speeds, usually at about 90% of the free flow speed. Vehicles are unimpeded in their ability to maneuver within the traffic stream. Distance between vehicles is +- 30 car lengths. On most of Cutler Bay's roads (speed limit of 30 mph) this is represented by a speed of 25 mph or greater.

- LOS B describes reasonably unimpeded operation at an average travel speed, usually about 70% of the free flow speed. The ability to maneuver is only slightly restricted. Distance between vehicles is about 20 car lengths. On most of Cutler Bay's roads (speed limit of 30 mph) this is represented by a speed of between 20mph and 25mph.

- LOS C describes stable operating conditions with some restrictions of driver ability to maneuver and change lanes in midblock locations. Longer queues and signal coordination will contribute to a lower average speed of about 50% of free flow speed. The distance between vehicles is about 15 car lengths. On most of Cutler Bay's roads (speed limit of 30 mph) this is represented by a speed of between 13mph and 20mph.

- LOS D borders on a range in which small increases in flow may cause substantial increases in delay in travel speed. LOS D may be caused by poor signal progression, inappropriate signal

timing or high volumes. Average travel speed is about 40% of the free flow speed. The distance between vehicles is about 10 car lengths. On most of Cutler Bay's roads (speed limit of 30 mph) this is represented by a speed of between 9mph and 13mph.

- LOS E is characterized by significant delays and average travel speed of 33% or less of the free flow speed. LOS E is caused by a combination of high traffic volumes, high signal density, adverse signal progression, and inappropriate signal timing, all of which result in extensive delays at critical intersections. The distance between vehicles is minimal. On most of Cutler Bay's roads (speed limit of 30 mph) this is represented by a speed of between 7mph and 9mph.

- LOS F is characterized by urban street flow at extremely low speeds, typically 25% of the free flow speed. Intersection congestion exists at critical signalized intersections with high delay, high volumes and extensive queuing. There is generally less that one car length distance between vehicles. On most of Cutler Bay's roads (speed limit of 30 mph) this is represented by a speed of less than 7mph.

On urban streets with traffic signals, LOS is directly related to the free flow speed found on each type of street.

Table T-2
Average Travel Speeds

Urban Street Class	I	II	III	IV
Range of free-flow speeds (FFS)	55-45 MPH	45-35 MPH	35-30 MPH	35-25 MPH
Typical FFS	50 MPH	40 MPH	35 MPH	30 MPH
LOS	Average Travel Speed (MPH)			
A	>42	>35	>30	>25
B	>34-42	>28-35	>24-30	>19-25
C	>27-34	>22-28	>18-24	>13-19
D	>21-27	>17-22	>14-18	>9-13
E	>16-21	>13-17	>10-14	>7-9
F	<16	<13	<10	<7

The Town of Cutler Bay has only one Class I roadway and that is US-1, (not including Florida's Turnpike), which is a six lane divided major arterial. All of the other streets within the Town of Cutler Bay are Class III.

Major thoroughfares are categorized into functional classification groups according to the character of the service they provide. The four functional classification groups for urban areas are principal arterials, minor arterials, collectors and local streets. The extent and degree of access control is a signifying factor in defining the functional classification of a roadway. Regulated limitation of access is necessary on arterials to enhance their primary function of mobility, while the primary function of local streets is to provide access. The functional classifications of major roads are defined as follows:

Principal Arterials

The principal arterial system service the major centers of activity and the highest volume of traffic corridors of urbanized areas. Principal arterials typically serve longer distance trips. Although principal arterials constitute a small percentage of the total roadway network, they carry a high proportion of the total network trips. The principal arterial system also carries most of the trips entering and exiting the urbanized area. Service on principal arterials is relatively continuous with high traffic volumes, long trip lengths and high operating speeds. Service to abutting land should be subordinated to the provision of travel service and major traffic movements. Examples of principal arterials in Cutler Bay include: US-1, and the Homestead Extension of Florida's Turnpike (HEFT).

The principal arterial system is often stratified into several categories, including interstates, other freeways, and other principal arterials. The interstate and freeway system offer no access to abutting land. They can only be accessed through interchanges, which are spaced to provide minimum interruption to the traffic flow. Turnpikes are a special classification of freeways, in which the access to and use of the facility, requires the payment of tolls. Of the three principal arterial classes, only the other principal arterials category is capable of providing direct access to land. However, this service is secondary to the primary function of providing mobility and serving through traffic.

Minor Arterials

The minor arterial system interconnects and supports the principal arterial system. It accommodates trips of moderate lengths, at a lower level of mobility than the principal arterials. Minor arterials provide continuity among communities and may also carry local bus routes. Ideally, minor arterials do not penetrate identifiable neighborhoods. The spacing of minor arterials is not much greater than one mile. In Cutler Bay examples of minor arterials include:

- SW 184th Street
- SW 216th Street
- Old Cutler Road

Collectors

The collector street system provides both access and mobility within residential, commercial and industrial areas. These differ from the arterial system in that they penetrate neighborhoods and distribute trips from the arterials to their ultimate destinations. Collectors also channelize traffic from local streets onto the arterial system. They may carry local bus routes. Service on collectors has moderate average traffic volume, moderate trip length and average operating speeds. These serve to link land access and mobility needs. Examples of collectors in Cutler Bay include:

- Caribbean Boulevard
- SW 211th Street
- SW 216th Street
- SW 97th Avenue
- Marlin Rd

- Franjo Road
- SW 87th Avenue

Local Streets

The local street system comprises all roadways not in one of the higher systems. This provides direct access to abutting land uses and connects through the higher order systems. Local streets offer the lowest level of mobility, and usually contain no bus routes. Service to through traffic is discouraged. These roads have relatively low volume, short trip lengths and minimal through movement. There is high access to abutting property. For example private single family homes directly access most local streets. Additionally, congestion or lack of appropriate hierarchy on higher level streets, forces traffic onto local roads. This is mitigated through traffic calming.

Existing Map Series

1 Road System
   a. Collectors – Exhibit T-1
   b. Arterials – Exhibit T-2
   c. Limited and controlled access facilities – Exhibit T-3
   d. Peak hour, peak direction LOS – Exhibit T-4
2 Public Transit System – Exhibit T-5
   a. Routes
   b. Stops
   c. Rights-of-Way
3 Bicycle and Pedestrian Ways – Exhibit T-6
4 Existing Functional Classification and Maintenance Responsibility for Roads – Exhibit T-7
5 Number of through lanes – Exhibit T-8
6 Major Public Transit Trip Generators and Attractors – Exhibit T-9
7 Local and Regional Transportation Facilities Critical To Evacuation – Exhibit T-10

Analysis Requirements

Level-of-Service

Vehicular traffic conditions within the boundaries of the Town of Cutler Bay were analyzed for the current year 2007 and forecasted for the years 2015 and 2030. Specifically traffic volumes were obtained or developed for these years as well as their corresponding Levels-of-Service (LOS). The years 2015 and 2030 were selected because they conform to the forecasted years from the Miami-Dade Metropolitan Planning Organization (MPO) adopted Long Range Transportation Plan (LRTP) and related roadway networks and documents.

Fourteen roadways were examined as part of the Cutler Bay mobility network. These facilities are a combination of local roads, minor arterials, collectors and state limited access facilities. The table below lists the roadway facilities, type, number of lanes, functional classification, average daily volume, average peak hour/peak direction volume and Level-of-Service. 72 hour volume counts were taken in 2007 and seasonally adjusted to arrive at the facility Level-of-Service. Counts were taken on 46 links on the network. Generally this roadway network is connected within the Town of Cutler Bay. Primary roadways connecting the regional system are:

- SR 821 (Turnpike)
- US-1/SR 5
- Old Cutler Road

These roads are the only facilities that move uninterrupted through Cutler Bay north past SW 88th Street.

Surface roadways connecting the more local system include:

- SW 200th St/Caribbean Blvd
- SW 216th St
- Marlin Rd
- Franjo Rd
- SW 87th Ave
- SW 211th St

2007 (Existing Condition)

For the existing condition analysis, 72 hours vehicular traffic counts were taken at twenty locations throughout the Town during the months of March and April of 2007 and converted to average annual daily traffic by using the appropriate factors from the Florida Department of Transportation (FDOT) data base representing the peak annual conditions. These counts as well as other adjusted traffic volume data available from the MPO highway traffic networks formed the basis for obtaining the traffic volumes and assessing current LOS for both daily and peak hour, peak direction of travel on those roadways classified as arterials, collectors and main local roads.

From the above data and the pertinent analyses, tables were developed which depict traffic volumes, LOS as well as other roadway related data such as number of lanes, and functional classification. Maps were also developed which reflect the LOS for the selected roadways.

The Level-of-Service standard set for Cutler Bay through this Growth Management Plan is LOS D where no transit service exists, LOS E on facilities within ½ mile of where transit headways are 20 minutes or less, and LOS E+20% of E, where Extraordinary Transit (Busway) exists within ½ mile. These standards are those currently held by Miami Dade County for this area. These "bonuses" in acceptable Level-of-Service have been developed to provide incentives for the use of transit. It has been acknowledge through the early application of concurrency, that if development stopped, as certain segments of the roadway system exceeded acceptable capacities, the affect would be to force development to currently undeveloped land, creating sprawl. Also, it is a fact that for any transit to be successful, it needs a critical mass of population to serve, and a critical mass of traffic to make it attractive. LOS credits are given in the hopes that that critical mass of people per acre will be attained, making transit a viable option therefore having a mitigating impact on traffic congestion. It must be known, that barring any catastrophic economic consequences, traffic will continue to get worse each year. Eventually it will reach a critical mass, at which the general population will be willing to ride transit. If that transit infrastructure is not in place, the road continues to deteriorate, creating a dire quality of life issue. The objective of transit oriented Levels-of-Service is to have traffic congestion worsen at a pace slower than it would have if it were left unchecked.

Table T-3 Adopted Peak Hour Level of Service Standards

NON-FIHS, SIS NOR TRIP-FUNDED FACILITIES MINIMUM LEVELS OF SERVICE WITHIN THE TOWN OF CUTLER BAY

Location	Facility - Town, County and State Roadways	Transit Availability		
		No Transit Availability	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit (Commuter Rail or Express Bus)
Outside Miami-Dade Urban Infill Area	Principal Arterials	LOS D	LOS E (100% of Capacity)	(120% of Capacity)
	Minor Arterials	LOS D	LOS E (100% of Capacity)	(120% of Capacity)
	Collectors	LOS D	LOS E (100% of Capacity)	(120% of Capacity)
	Local Roads	LOS D	LOS E (100% of Capacity)	(120% of Capacity)

STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM, ROADWAYS ON THE STRATEGIC INTERMODAL SYSTEM (SIS), ROADWAYS ON THE FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) AND ROADWAY FACILITIES FUNDED IN ACCORDANCE WITH SECTION 339.2819, FLORIDA STATUTES, THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) WITHIN CUTLER BAY [1]

SIS and FIHS Facilities	Location		
	Inside Cutler Bay	Roadway Parallel to Exclusive Transit Facilities	Constrained or Backlogged Roadways [3]
Limited Access Facilities	LOS D (E)	LOS E	Manage
Controlled Access Facilities	LOS D	LOS E	Manage
TRIP-funded Facilities and other State Roads [2]	Location		
Other Multilane [3]	LOS D	LOS E	Manage
Two-Lane [3]	LOS D	LOS E	Manage

[1] Source: Statewide Minimum Level of Service Standards, Rule 14-94.003

[2] Means the level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055 F.A.C.

[3] It is recognized that certain roadways (i.e. constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

-

NOTE: Level of service designations are defined in the Department's 2002 Quality/Level of Service Handbook

In 2007, thirty of the 46 links (75%) are currently functioning acceptably, operating within an acceptable Level-of-Service. Generally links running with an acceptable LOS are sandwiched between unacceptable links. Each roadway through the community, except the Turnpike, SW 216th Street and SW 184th Street currently has a link or links that are LOS F. Roadways with no acceptable links include Old Cutler Road. This generally shows that traffic is focused on moving north and south, as opposed to east and west.

Average daily and peak hour trips

Turnpike

Of the 46 links, the one with the highest average daily traffic and highest peak hour volume is the Turnpike, a state facility between US-1 and Quail Roost Rd. The Turnpike carries approximately 96,000 vehicles per day and over 5,100 vehicles in the peak hour. Because of the roads function and ultimate capacity, it operates at LOS D, an acceptable condition.

US-1/SR 5

US-1 at its highest, a principal state arterial, between Caribbean Blvd and Marlin Rd, carries over 72,000 vehicles per day, and nearly 2,800 vehicles in the peak hour in the peak direction. US-1 operates at LOS E, an acceptable condition, due to its proximity to the Busway, an exclusive Bus Rapid Transit system running on its Right-of-Way.

Old Cutler Road

Old Cutler Road, being a minor arterial has a LOS standard of E, yet it operates at LOS F on all links. At its highest, between SW 184th Street and SW 77th Avenue the road carries nearly 27,000 vehicles per day and over 1,300 in the peak hour, peak direction. This road has been named a historic road, and thus can not have capacity added to it, except in the form of transit and other enhancements such as additional turning lanes or roundabouts. It is the only road that runs along the coastline up through Downtown Miami providing important regional access. Aside from the Turnpike, US-1 and Old Cutler Road, only a few other links operate carrying over 20,000 vehicles per day. These include:

- Marlin Road, between US-1 and SW 107th Ave – 37,000 VPD
- SW 184th Street, between US-1 and Franjo Rd - 20,600 VPD
- Caribbean Blvd, between SW 110 Ave and US-1 – 31,200 VPD
- SW 216th St, between the Turnpike and Old Cutler Road – 24,400 VPD

Modal Spit

The 2000 Miami Dade County MPO Long Range Transportation Plan Model states that there were 211,690 transit trips out of 6,792,485 person trips. This is a mode split of 3.1% transit/96.9% auto. By 2015 the split will be slightly more balanced at 3.7% transit/96.3% auto. By 2030 the split will further balance at 4.5% transit/95.5% auto.

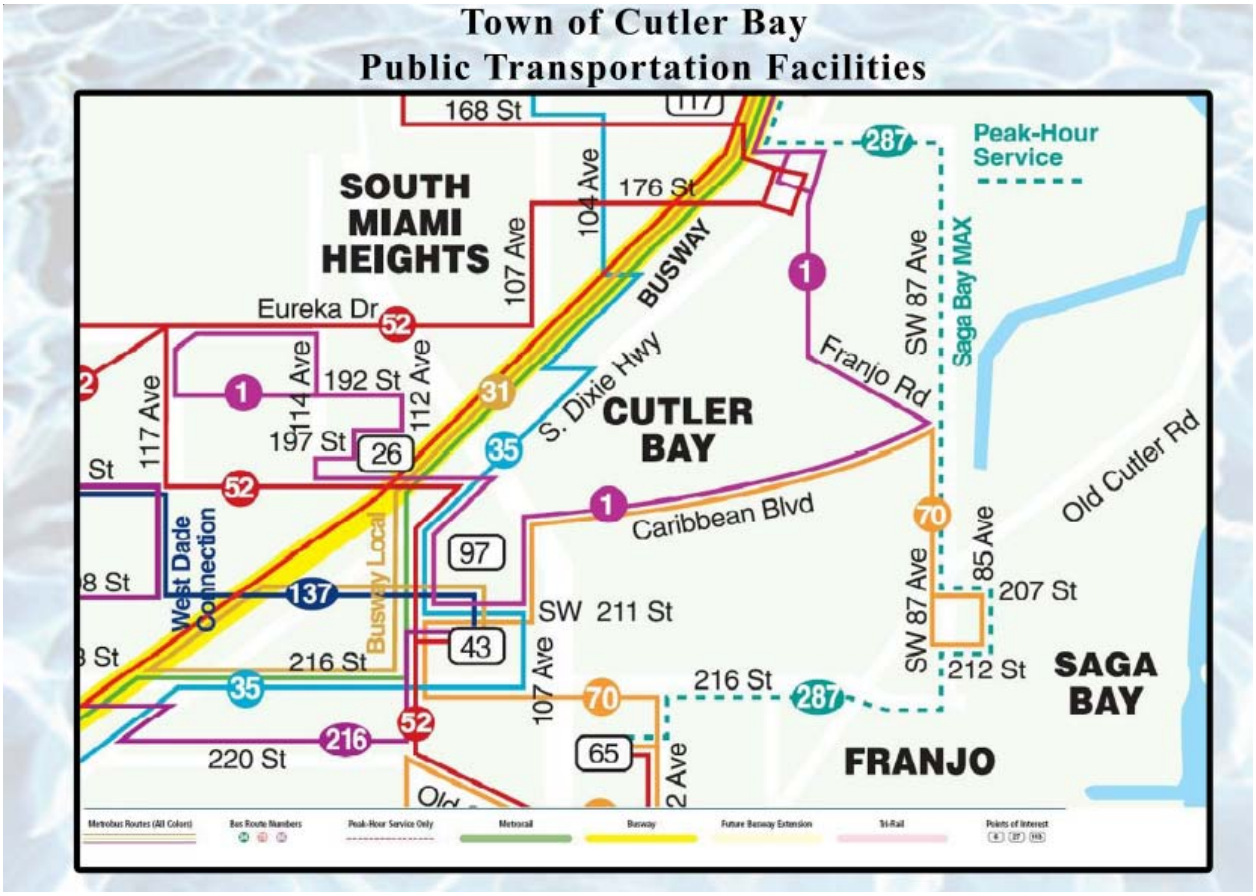
Vehicle occupancy rates

The MPO also has projected vehicle occupancy rates increasing over time. In 2000 the model stated that there were approximately 1.34 occupants per vehicle. By 2015 and 2030 that is to rise slightly to 1.39 occupants per vehicle.

Public transit facilities

There are ten public transit routes that run through Cutler Bay. The graphic and table below describes them in great detail.

Exhibit T-3
Public Transportation



Ridership by route

The ten public transit routes in Cutler Bay, account for a total of 426,377 riders in the weekdays, and another 103,532 riders on the weekends. Average weekday boardings account for over 21,319 riders.

Table T-5
Miami-Dade Transit: Metrobus Ridership by Routes

February 2007							
Route Number	Average Weekday	Total Monthly Boarding's			Peak Hour Capacity	Current Peak Hour Headways (minutes)	TOTAL Monthly Boarding's
		Weekdays	Saturdays	Sundays			
1	2,007	40,143	6,494	3,824	84	25	50,461
31	1,933	38,655	6,866	4,474	126	20	49,995
34	1,909	38,170	none	none	210	12	38,170
35	2,507	50,147	9,249	6,705	84	30	66,101
38	6,964	139,278	22,702	19,269	168	15	181,249
52	1,858	37,160	4,759	3,746	84	30	45,666
70	1,755	35,093	3,699	2,476	84	30	41,268
137	1,908	38,155	5,635	3,291	84	30	47,081
216	115	2,308	329	14	84	30	2,651
363	363	7,268	none	none	84	25	7,268
Totals	21,319	426,377	59,733	43,799	1,092	NA	529,910

Peak hour transit capacities/headways

Three routes, the 31, 34, and 38 have headways of 20 minutes or less. Most routes have 30 minute headways. The route system in Cutler Bay has a total peak hour capacity of about 1,092 riders.

Population characteristics

The Census 2000 figures showed a population of 30,315 persons and 10,718 housing units in the area that was to become the Town of Cutler Bay. The residential vacancy rate was a tight 3.9 percent, about half the comparable County figure. The average household size was 2.87 persons per household, slightly higher than the County average and a reflection of the preponderance of single-family homes in the area (77 percent, versus 57 percent Countywide).

The 2006 estimates developed by the Miami-Dade County Department of Planning and Zoning showed a population of 39,000 persons and 13,118 housing units, an increase of about 22 percent over the six-year period. The population estimate was adopted by the University of Florida Bureau of Economic and Business Research as the official State estimate for 2006. This is the base line for the projections.

The projections for the Town show no change in Cutler Bay's share of the area population through 2010. Beyond 2010, the share slowly increases from 83 percent in 2010 to 84 percent in 2015. Residential development is projected to occur at a somewhat faster pace outside the Town where vacant developable land is more readily available.

Beyond 2015, the Town's share of the area's population is projected to decline further from 84 to 80 percent. Again, there is more residential capacity outside the Town. In this period, new housing within the Town will result primarily from urban infill and redevelopment. For this reason, the projections show a slight decline in household

size. The number of persons per unit is projected to be 2.80 in 2015, down from the current 2.82 persons per unit. In 2020, the decline in household size is projected to continue to2.64 persons per unit.
Beyond 2015, the redevelopment of the Cutler Ridge Urban Center District is projected to be well under way with many new multifamily units constructed to take advantage of the urban services, facilities, and infrastructure investments in this Urban Center. The area's population, make-up and viable mix of land uses and planned intensities make it a natural location as an economic center and future transit and transportation hub in South Dade, anchoring the economic viability of the area.

Characteristics of major trip generators

There are few major trip generators in Cutler Bay because there are no significant employment centers in all of South Dade. Traffic is mainly passing by as a commuter pattern out of the area. Trip generators that exist are located along the US-1 Corridor, particularly the Southland Mall area. This, the US-1 corridor and the Old Cutler Road charrette area have been addressed by this Growth Management. They are characterized by low density strip commercial development. Miscellaneous commercial needs, gas stations and the convenience stores typify the use.

Ability of transportation facilities to serve existing land uses

The roadway transportation adequately services the existing land uses within the town's boundaries. The transportation system is reasonably connected within Cutler Bay. There is a well pronounced hierarchy of roads in the town, that service a variety of functions. Three of the four roads that connect South Dade with areas north of SW 88th Street run through Cutler Bay. These are the Turnpike, US-1 and Old Cutler Road. The Town also has the Busway, which connects to the Metrorail System. This level of transit service is viewed as adequate to support the existing and further development in the area. It can be expanded to higher Level-of-Service if warranted, as it utilizes its own exclusive Right-of-Way.

Adequacy of the existing and projected transportation system to evacuate the coastal population prior to an impending natural disaster.

The data, assumptions and analyses from two sources served as the basis for this particular analysis and the conclusions and recommendations herein. The first source is the roadway capacity and Level-of-Service (LOS) analysis from this Transportation Element. The second source is the 2006 South Florida Regional Hurricane Evacuation Traffic Study Technical Support Document prepared by the South Florida Regional Planning Council for the Florida Department of Community Affairs, dated September, 2006.

As a fairly developed coastal community, emergency management and hurricane preparedness are on-going concerns in the Town of Cutler Bay. Exhibit T-11 identifies the hurricane evacuation zones in Miami-Dade County. Zones A, B and C. The Town of Cutler Bay jurisdictional boundaries fall within Zones A, B and C.

Zone A, the Coastal High Hazard Area, encompasses the County's Atlantic beaches and barrier islands, including the cities of Miami Beach, Surfside, Sunny Isles Beach and Golden Beach. In Cutler Bay this consists of a small uninhabited area in the north east corner of the Town. This Coastal High Hazard Area must be evacuated in the event of any hurricane, regardless of storm category. Zone B must be evacuated in a storm category 3 and higher. Zone C must be evacuated for storm categories 4 and 5.

Basically, the portion of the Town of Cutler Bay east of Old Cutler Road is located within Zone B except for a small uninhabited area in the most northeastern corner of the Town which in Zone A. Zone B requires residents to evacuate in the event of a category 3 or stronger storm. The rest of the Town being under Zone C would be required to evacuate in the event of a storm category 4 and 5. However, evacuation is encouraged during any major storm event. The ability of the Town's roadway system to allow evacuation in a safe and timely manner is integral to the function of the emergency management system, and the health and safety of the Town's residents. As the Town and its neighboring communities and municipalities continue to develop and redevelop, increased permanent, seasonal and temporary populations must be evacuated. As reflected by Table T-6, there are 6 major evacuation routes out of the Town of Cutler Bay. In addition to these 6 routes, the Florida Turnpike is the officially designated major regional evacuation route.

Table T-6
Town of Cutler Bay Evacuation Routes

	Daily Traffic Volumes (Vpd)						
			Surplus		Surplus		Surplus
Road (Limits) / # of lanes	LOS E	Yr 2007	(Deficit)	Yr 2015	(Deficit)	Yr 2030	(Deficit)
Marlin Rd (SW 97 Ave to US-1)/4LD	25200	13185	12015	15245	9955	17145	8055
Caribbean Blvd (SW 87 Ave to Marlin)/2L	12600	7070	5530	8155	4445	8285	4315
Caribbean Blvd (SW 97 Ave to HEFT)/2L	12600	15225	-2625	17035	-4435	19760	-7160
SW 216 St (SW 87 Ave to HEFT)/4LD	29000	23985	5015	28105	895	34505	-5505
SW 184 St (Old Cutler to US-1)/2L & 4LD	24200	16000	8200	18500	5700	19000	5200
US-1 (SW 184 St to SW 211 St)/6LD	62000	62200	-200	66000	-4000	69000	-7000
System Totals	165600	137665	27935	153040	12560	167695	-2095

On an overall basis the proposed roadway evacuation network, as reflected by the table above, has surplus capacity to handle emergency evacuation for the years 2007 and 2015 scenarios. The roadway system will have a capacity shortfall of approximately 1.3% by the year 2030 which should not be a significant detriment. It can be then concluded that the evacuation roadway network would be able to handle evacuation needs.

Some of the individual roadway links would fail such as Caribbean Blvd from SW 97 Ave to the Turnpike, however, it may not be feasible to widen this road without significantly impacting residents. Finally, US-1 will have a small capacity shortfall in 2007 (less than 1%) and extending to the year 2015 scenario; however, the shortfall is approximately 6% in the year 2015 and approximately 11% for the year 2030. These shortfalls can be addressed by expanding the Metrorail service (further north of Cutler Bay) and using the US-1 Busway as an evacuation route which would provide significant additional roadway capacity to adequately handle the shortfall. Metrorail would draw its ridership base from trips currently using US-1 in automobiles, thereby freeing capacity on US-1, and alleviating congestion.

It is recommended that the Town of Cutler Bay work with Miami-Dade Transit (MDT) with regards to using additional busses to the extent needed, and with FDOT District Six to use the US-1 Busway as an evacuation route.

Finally, as can be seen from the tables and maps below, the regionally designated evacuation routes all have adequate evacuation times. These tables and maps were extracted from the SFRPC study indicated above.

The Baseline Evacuation Scenarios are indicated below. The next Table depicts the evacuation times, and finally Tables T-7 and T-8 reflect the Evacuation Zones and the Clearance Times for each scenario from the South Miami-Dade region.

Table T-7
Six Baseline Evacuation Scenarios

Storm Category*	Low Tourist Occupancy	High Tourist Occupancy
Category 1-2	Scenario 1A	Scenario 1B
Category 3	Scenario 2A	Scenario 2B
Category 4-5	Scenario 3A	Scenario 3B

*Corresponds to the Saffir-Simpson Scale.

Table T-8
Baseline Scenario Outcomes
Clearance Times*

Modeled Critical Roadway Link	1A	1B	2A	2B	3A	3B
Regional Routes out of South Florida						
I-95 northbound out of Region	5.8	6.3	7.3	8.1	9.0	9.9
Florida Turnpike northbound out of Region	11.7	13.2	15.7	17.7	20.0	22.1
US 27 northbound out of Region	2.7	2.7	3.0	3.0	3.3	3.4
I-75 west/northbound out of Region	5.2	5.5	6.4	7.0	7.9	8.5
US 41 westbound out of Region	5.6	6.4	7.1	8.0	8.8	9.7
Miami-Dade County Critical Links						
US 1 through Florida City	10.2	14.6	19.2	26.9	24.4	28.4
Northbound ramp from US 1 to the HEFT	9.0	10.3	15.3	20.0	20.7	23.9
Krome Avenue link through downtown Homestead	5.8	6.9	8.4	6.3	6.7	9.5
HEFT link north of the SW 312 Street interchange	5.3	5.9	8.6	10.9	11.9	13.5
Krome Avenue link north of Quail Roost Drive	4.4	7.1	10.5	13.2	8.0	9.7
HEFT link north of the SW 137th Avenue interchange	5.4	6.0	8.9	11.2	12.9	14.6
HEFT link north of the SW 112th Avenue interchange	5.1	5.9	8.9	11.2	13.5	14.7
HEFT link north of Coral Reef Road interchange	5.1	5.1	7.3	9.2	13.6	14.8
HEFT link south of US 27 interchange	4.5	5.2	7.0	8.8	11.5	13.0
McArthur Causeway	8.0	9.1	7.8	9.3	8.0	9.3
Venetian Causeway	7.0	7.8	7.3	8.4	6.8	8.0

* The clearance times shown represent the traffic volume-to-roadway capacity ratio, in hours, for each specified critical link. These times are mutually exclusive and are not cumulative. Under each hurricane evacuation scenario, each county's overall clearance time is defined as the number of hours it takes total evacuating vehicles to traverse that county's most limiting critical link (the critical link with the highest volume-to-capacity ratio). For the regional roadways, clearance time is the amount of time it takes the total evacuating vehicles on each regional roadway to exit the region under each hurricane evacuation scenario.

Exhibit T-4

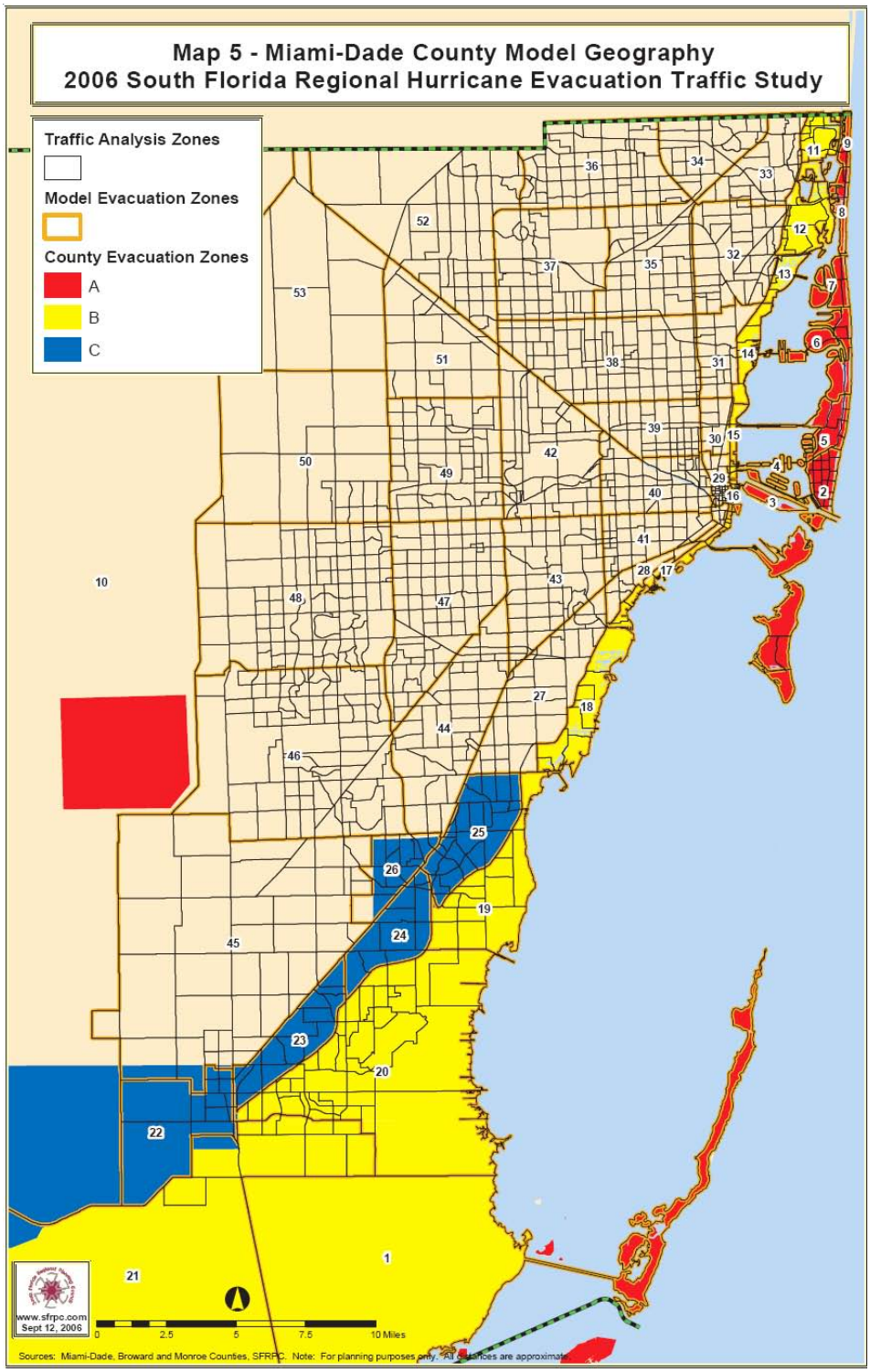

Map 5 - Miami-Dade County Model Geography
2006 South Florida Regional Hurricane Evacuation Traffic Study
Traffic Analysis Zones
Model Evacuation Zones
County Evacuation Zones
A
B
C
www.sfrpc.com
Sept 12, 2006
0 2.5 5 7.5 10 Miles
Sources: Miami-Dade, Broward and Monroe Counties, SFRPC. Note: For planning purposes only. All distances are approximate.

Exhibit T-5

2006 SOUTH FLORIDA REGIONAL HURRICANE EVACUATION TRAFFIC STUDY
Evacuation Scenario 1A Low Tourist Occupancy - South Miami-Dade Inset

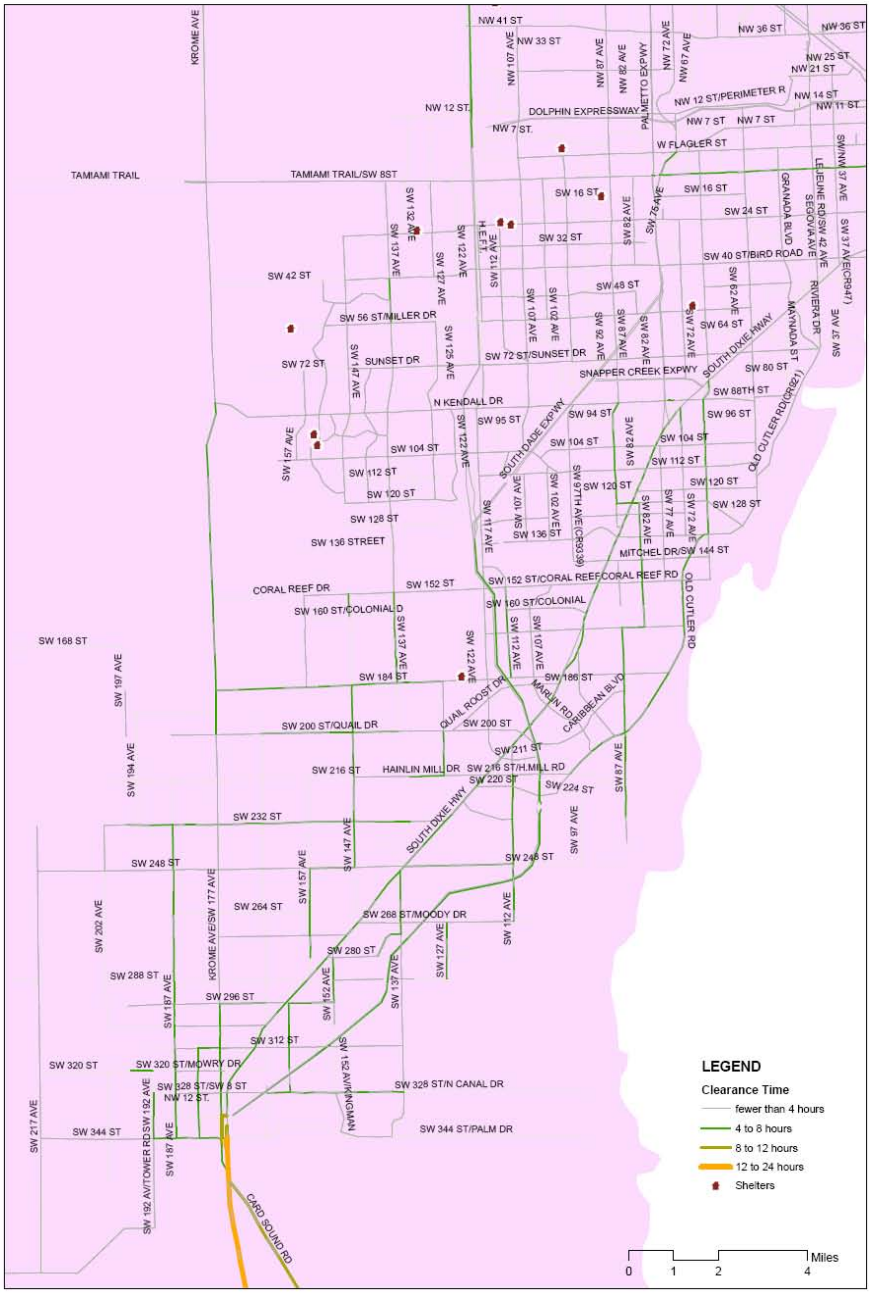


Exhibit T-6

2006 SOUTH FLORIDA REGIONAL HURRICANE EVACUATION TRAFFIC STUDY
Evacuation Scenario 1B High Tourist Occupancy - South Miami-Dade Inset

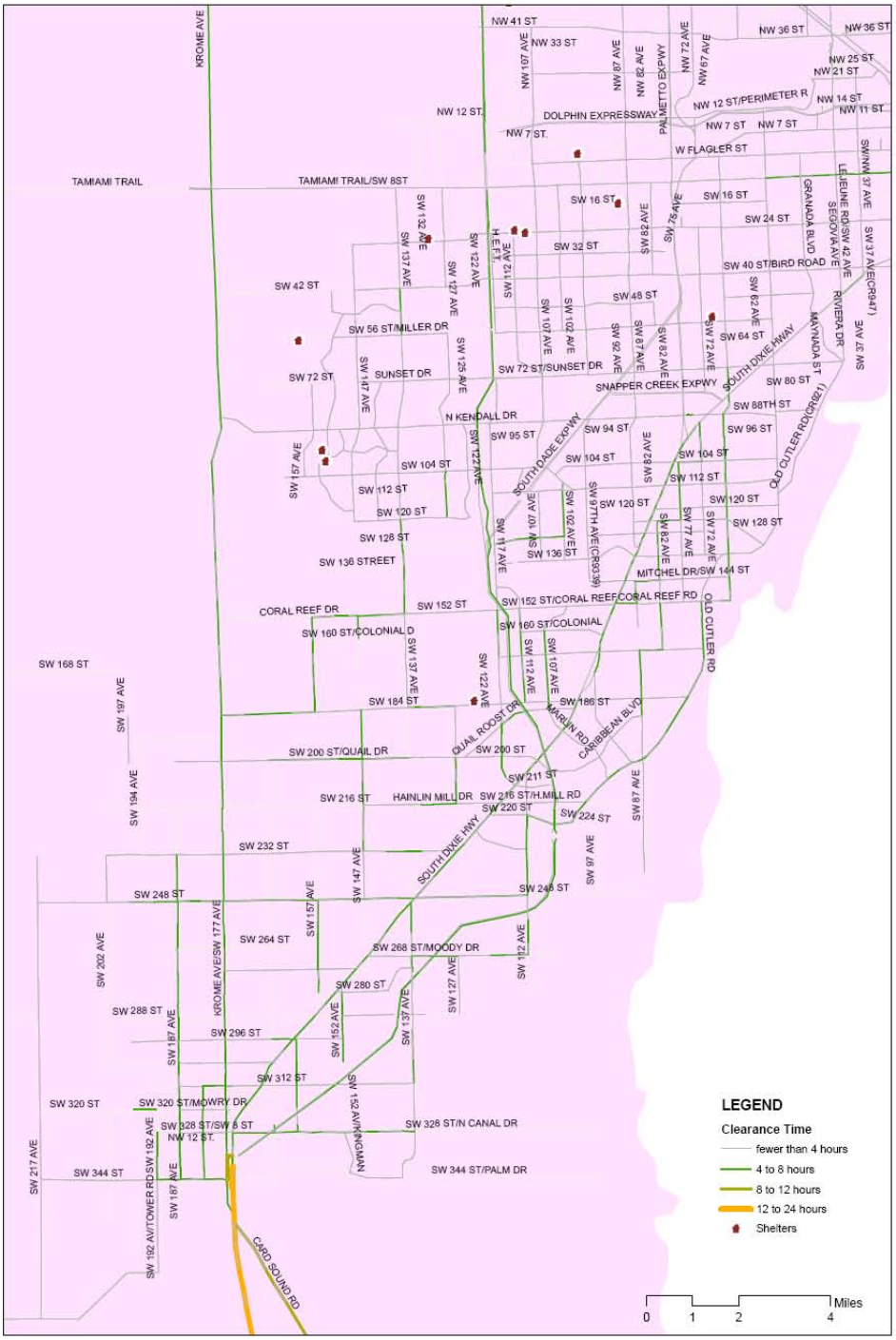


Exhibit T-7

2006 SOUTH FLORIDA REGIONAL HURRICANE EVACUATION TRAFFIC STUDY
Evacuation Scenario 2A Low Tourist Occupancy - South Miami-Dade Inset

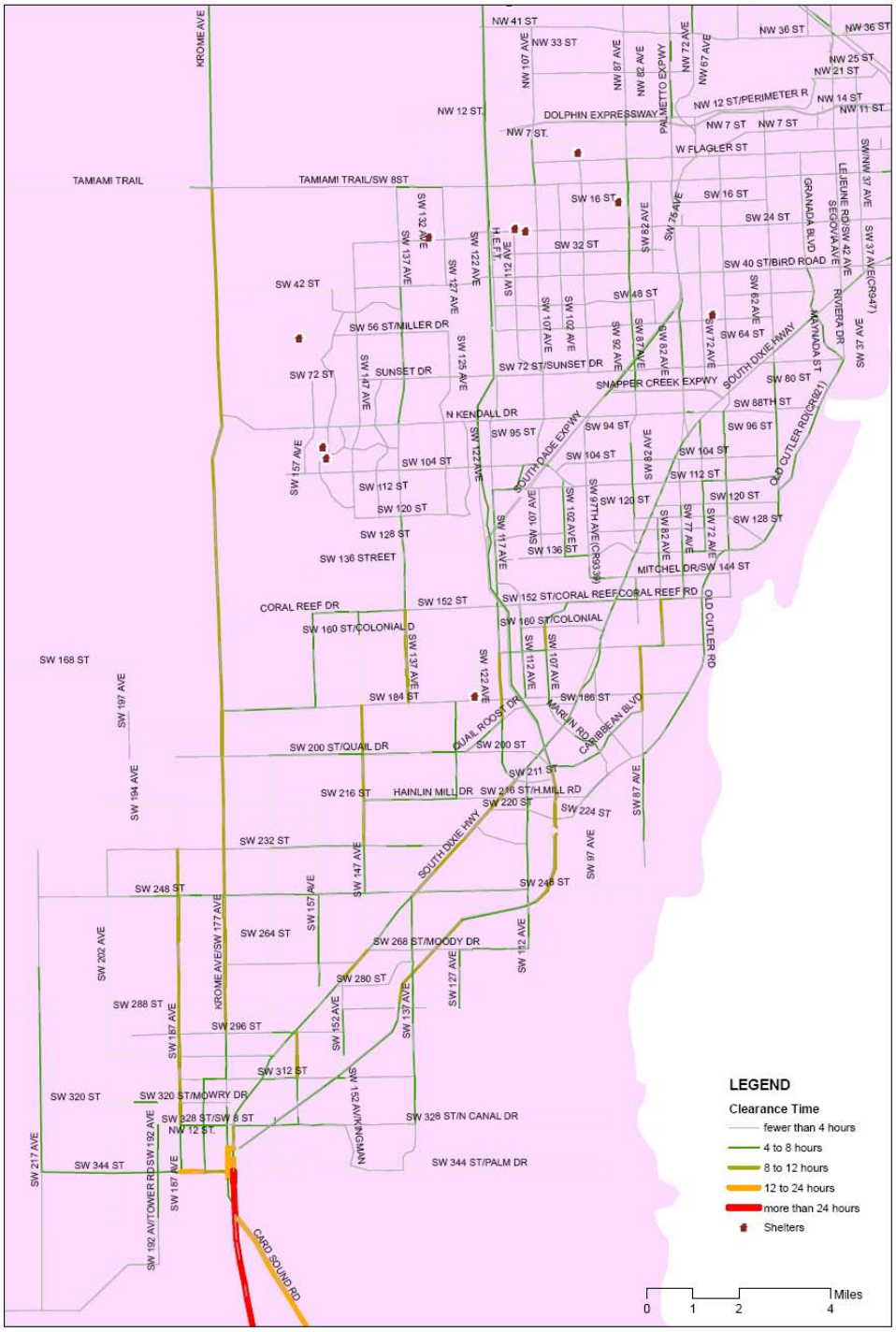


Exhibit T-8

2006 SOUTH FLORIDA REGIONAL HURRICANE EVACUATION TRAFFIC STUDY
Evacuation Scenario 3A Low Tourist Occupancy - South Miami-Dade Inset

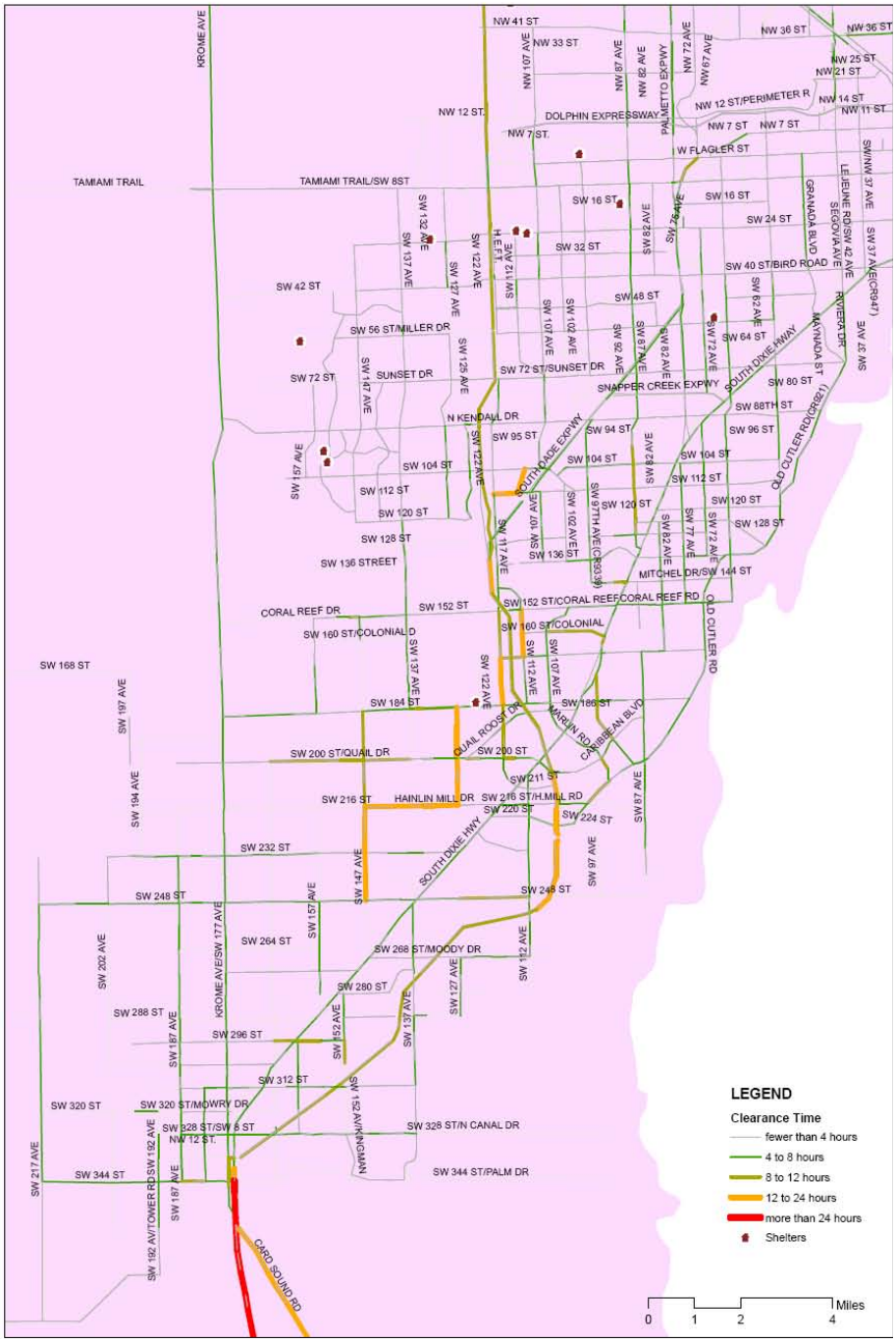
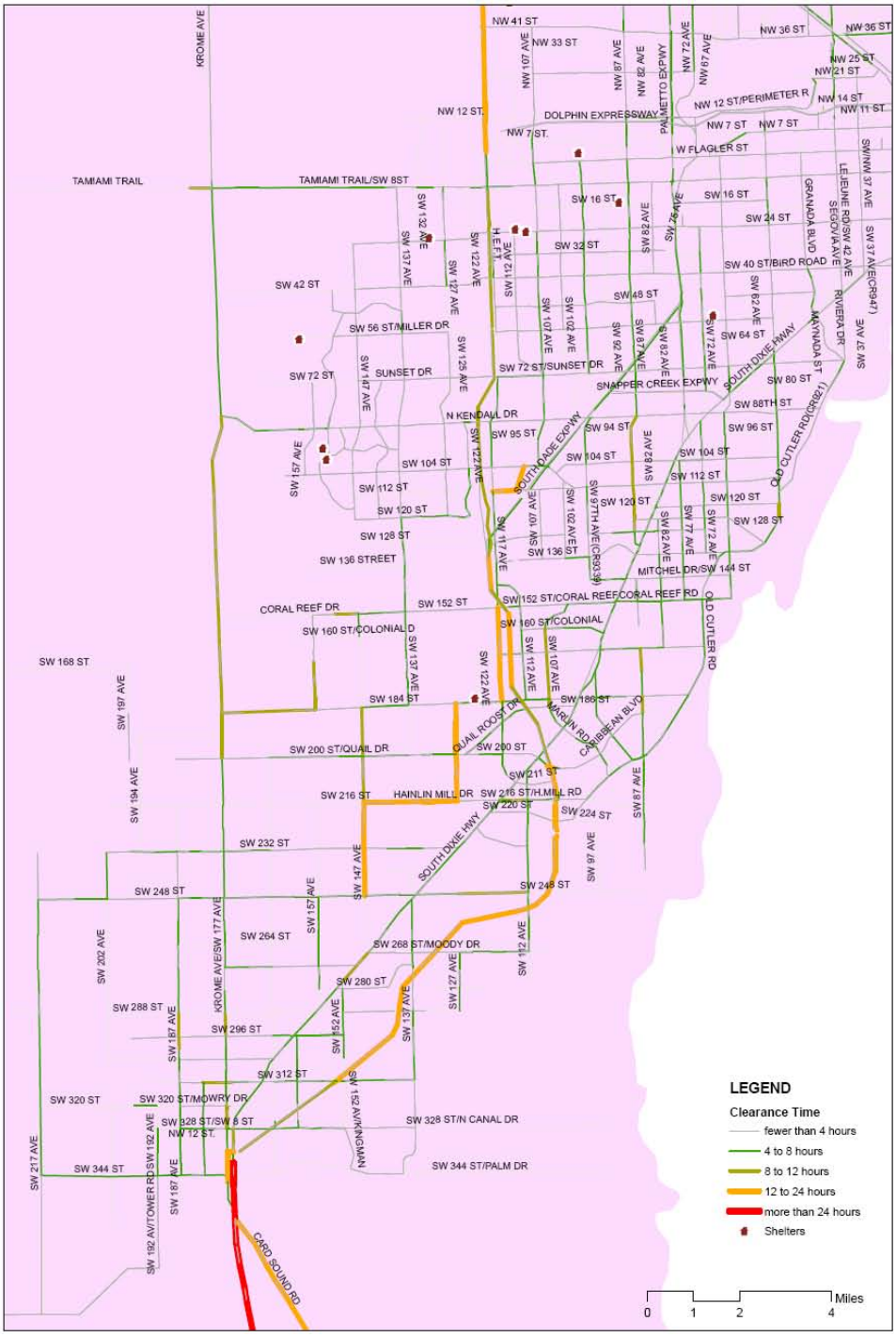


Exhibit T-9

2006 SOUTH FLORIDA REGIONAL HURRICANE EVACUATION TRAFFIC STUDY
Evacuation Scenario 3B High Tourist Occupancy - South Miami-Dade Inset



Transportation

Growth trends, travel patterns and interactions between land use and transportation.

The population of South Dade County is growing at about 30,000 people each year. This rate of growth strains any government's ability to keep up. Travel patterns are north and south. There are no major employment centers south of SW 88th Street in Miami Dade County, and therefore the residential population moves north each morning past SW 88th Street and south again in the afternoon. Because the surface grid network is generally interrupted, travel is most efficient on the few major facilities that are connected. In South Dade there are only three facilities that move from the southern end of development to north of SW 88th Street without interruption. These include Krome Avenue, US-1 and the Homestead Extension Florida's Turnpike (HEFT). There are three roads that move between Cutler Bay and SW 88th Street; these include HEFT, US-1 and Old Cutler Road. Hundreds of thousands of vehicles per day follow this general pattern. Much of South Dade is residential with no major commercial nodes, Cutler Bay has a potential commercial node, with its Southland Mall. The Mall area has undergone an urban development and design charrette process, where this Urban Center District has been planned as a major mixed use center. Land Development Regulations for this area have been written and will be refined. Commercial uses are generally found around US-1 and Old Cutler Road. Single family residential is generally found in all other places. This general pattern of development and new Urban Center District will smooth the interactions between transportation and land use. Cutler Bay is fortunate that it is directly connected with other parts of the county, it has had the foresight to plan higher densities, and it is the beneficiary of a bus rapid transit line adjacent to US-1. The US-1 Busway is a tremendous advantage to the community. This has the ability to support extremely high densities of people, which should serve to provide incentives for the redevelopment of the Urban Center District.

Compatibility between land use and transportation elements

The Town of Cutler Bay has taken great pains to coordinate transportation and land use. The founders believe that these two issues are inextricably linked, to examine one without the other is a mistake that leads to poorly operating, ill conceived communities. The two charrette processes undertaken prior to incorporation were located adjacent to the two major transportation corridors in the Town. The results recommended acceptable transit oriented densities. This Growth Management Plan has utilized the charrette plans and attempted to link and serve them with adequate transportation infrastructure. More bus service, pedestrian routes and connections across US-1 to the Busway, higher capacity roads and parking standards. Conversely, it is paramount that the town protects the integrity of the currently single family residential neighborhoods. Within this plan emphasis has been placed on US-1. The Town of Cutler Bay has adopted a design standard for all non residential development and the plan incorporates mixed used development for the US-1 corridor.

Existing and projected intermodal deficiencies and needs

The only intermodal deficiencies and needs are surrounding the US-1 Busway, however the Town does lack alternative modes such as bikeways throughout its boundaries. By simply adding parking, making the existing parking more accessible and plentiful, and providing the pedestrian the ability to safely connect to this parking on the surface of US-1 or by going over the road via a pedestrian overpass, would eliminate most all deficiencies in the area. Cutler Bay is fortunate to have this pre-planned, pre-need facility adjacent to its community. If treated properly, the Busway will surely impact the town in a very positive manner.

Projected Levels-of-Service, based on future land use categories

Using the Future Land Use Map, as developed in this document, and based on projected growth and the MPO's 2025 Long Range Transportation Plan model, traffic volumes and resulting service levels were projected to 2015 and 2030.

2015 (Future Condition)

Methodologies

The year 2007 traffic volumes were projected to the years 2015 and 2030 using growth factors developed from the MPO adopted LRTP years 2007, 2015 and 2030 traffic volume assignment networks. Specifically, growth factors were obtained using the MPO's year 2000 and 2015 networks and applied to the current year 2007 traffic volumes to obtain the year 2015 volumes. Year 2030 forecasted traffic volumes were computed by using growth factors developed from the MPO's year 2015 and 2030 networks and applied to the previously obtained year 2015 traffic volumes.

The Level-of-Service standard set for Cutler Bay through this time horizon remains LOS D where no transit service exists, LOS E on facilities within ½ mile of where transit headways are 20 minutes or less, and LOS E+20% of E, where Extraordinary Transit (Busway) exists within ½ mile. Twenty six of the 46 links will be operating at or below an acceptable Level-of-Service. Generally links running with an acceptable LOS are sandwiched between unacceptable links. Still, each roadway through the community, except the Turnpike, SW 216th Street and SW 184th Street currently has a link or links that are LOS F. Roadways with no acceptable links include Franjo Rd, and Old Cutler Road. US-1 is LOS E or F north of SW 200th Street.

Links that moved from acceptable to unacceptable include SW 97th Ave from SW 184th Street to SW 174th Street which went from LOS E to LOS F, with an increase from about 140 trips in the peak hour; Marlin Road from Old Cutler Rd to Caribbean Blvd, which went from LOS D to LOS E via an increase of nearly 200 peak hour trips in 2015; SW 87th Avenue, from SW 216th St to Old Cutler Road, went from LOS D to LOS F, with over 400 additional vehicles in the peak hour peak direction.

2015 Average daily and peak hour trips

HEFT

Of the 46 links, the one with the highest average daily traffic and highest peak hour volume is the Turnpike between US-1/SR 5 and Quail Roost Rd. This will carry over 98,500 vehicles per day, an increase of about 4000 vehicles per day. This link will carry over 5,100 vehicles in the peak hour. Because of the roads function and ultimate capacity, it still operates at LOS D, an acceptable condition.

US-1/SR 5

US-1 at its highest, a principal state arterial, between Caribbean Blvd and Marlin Rd, will carry nearly 75,000

vehicles per day, (an increase of nearly 5,000 vehicles per day). It will carry nearly 2,800 vehicles in the peak hour, in the peak direction. This operates at LOS E, an acceptable condition.

Old Cutler Road

Old Cutler Road, being a minor arterial has a LOS standard of E, yet it operates at LOS F on all links. At its highest, between SW 184th Street and SW 77th Avenue, Old Cutler Road it will carry over 29,200 vehicles per day (an addition of nearly 3,000 trips) and nearly 1,400 in the peak hour, peak direction, about 300 more trips than in the existing condition. Improvements on Old Cutler Road will include roundabouts to more easily facilitate traffic flow.

By 2015 more than a few other links operate carrying over 20,000 vehicles per day. These include:

- Marlin Road, between US-1 and SW 107th Ave – 41,500 VPD
- SW 184th St, between US-1 and Franjo Rd – 25,000 VPD
- SW 184th St, between US-1 and SW 107th Ave – 23,200 VPD
- Caribbean Blvd, between SW 110 Ave and US-1 – 33,900 VPD
- SW 216th St, between Turnpike and Old Cutler Road – 28,100 VPD
- SW 211th St, between SW 112th Ave and Turnpike – 21,000

2030 (Future Condition)

The Level-of-Service standard set for Cutler Bay through this time horizon remains LOS D where no transit service exists, LOS E on facilities within ½ mile of where transit headways are 20 minutes or less, and LOS E+20% of E, where Extraordinary Transit (Busway) exists within ½ mile. Twenty two of the 46 links will be operating at or below an acceptable Level-of-Service. At this horizon, each roadway through the community, except the Turnpike, SW 184th Street, US-1 and now SW 87th Avenue, (which will see capacity improvements between 2015 and 2030 in the form of widening from two to four lanes that will improve the LOS from LOS F to LOS D) will have a link or links that are LOS F. The LOS on the Turnpike will improve due to widening from 4 and 6 lane sections to 6, 8 and 10 lane sections between US-1 and Quail Roost Rd. The LOS will go from LOS D to LOS C when this widening occurs. Roadways with no acceptable links include Franjo Rd, SW 97th Avenue, SW 216th Street and Old Cutler Road.

Links that moved from acceptable to unacceptable include SW 184th St from SW 87th Ave to SW 97th Ave, which went from LOS D to LOS E. Caribbean Blvd between SW 97th Ave and Marlin Rd adds nearly 200 daily trips, and moves from LOS D to E. Also between US-1 and the Turnpike the road moves from LOS D to LOS F. SW 211th Street between SW 112th Ave and the Turnpike adds nearly 9,000 daily trips and moves from LOS D to LOS F. SW 216th St moves on both its links between the Turnpike and Old Cutler Road, adds between 6,000 and 9,000 trips moving from LOS D to LOS F.

2030 Average daily and peak hour trips

HEFT

Of the 46 links, the one with the highest average daily traffic and highest peak hour volume is the Turnpike

between US-1 and Quail Roost Rd. This will carry nearly 119,000 vehicles per day, an increase of nearly 20,000 vehicles per day. This link will carry over 6,000 vehicles in the peak hour. Because of the roads function and improved capacity, to up to 10 lanes, it will operate at LOS C, a very acceptable and improved condition from 2015.

US-1 /SR 5

US-1 at its highest, a principal state arterial, between Caribbean Blvd and Marlin Rd, will carry over 78,000 vehicles per day (an increase of nearly 3,000 vehicles per day). It will carry nearly 2,900 vehicles in the peak hour in the peak direction. This operates at LOS E, an acceptable condition.

Old Cutler Road

Old Cutler Road, being a minor arterial has a LOS standard of E, yet it will operate at LOS F on all links. At its highest, between SW 184th Street and SW 77th Avenue the road it will carry over 30,500 vehicles per day (an addition of nearly 1,200 trips) and about 1,450 in the peak hour peak direction, about 50 more trips than in the 2015 condition. Excluding US-1, the Turnpike and Old Cutler Road, by 2015, 10 other links will be carrying over 20,000 vehicles per day. These include:

- Marlin Road, between US-1 and SW 107th Ave – 44,500 VPD
- SW 184th St, between US-1 and Franjo Rd – 26,500 VPD
- SW 184th St, between US-1 and SW 107th Ave – 23,900 VPD
- Caribbean Blvd, between SW 110 Ave and US-1 – 53,500 VPD
- Caribbean Blvd, between SW 117 Ave and SW 110 Ave – 31,900 VPD
- Caribbean Blvd, between US-1 and Turnpike – 35,000 VPD
- SW 216th St, between Turnpike and Old Cutler Road – 34,500 VPD
- SW 216th St, between Old Cutler Road and SW 87th Ave– 25,600 VPD
- SW 211th St, between SW 112th Ave and Turnpike – 29,000
- SW 211th St, between SW112th Ave and US-1 – 21,100

How adopted LOS will be maintained

The adopted LOS standards will be maintained in Cutler Bay, through constant monitoring via the towns Concurrency Management System. As Level-of-Service deficiencies are noticed, capacity projects, either in the form of physical capacity, transit capacity, or policies, will be developed and programmed into the 5 year Capital Improvement Program.

Most of the principal roadways in Cutler Bay are currently two lanes and serve primarily residential areas with limited available Right-of-Way for widening. Widening of these roadways is not recommended for the most part due to the significant negative impacts that it would bring to the single family residential community. Instead transportation improvements need to be focused on traffic operations, transit improvements, new transit service as well as other multimodal projects such as bicycle paths, sidewalks, etc.

"Beautification" and "Livability" type projects need to be considered throughout Cutler Bay. These type of projects include landscape, texture pavements and sidewalks as well as other amenities which would contribute signifi-

cantly to the beautification of the Town. Finally consideration should be given to street calming measures along affected local roadways to mitigate traffic intrusion and speeding along residential roadways.

The following transportation improvements are recommended. They are general in nature and conform to the basic intent of a Transportation Element. They would be subjected to further analyses and determination of cost and feasibility of implementation as part of subsequent more formal studies.

Caribbean Blvd.

- From US-1 to SW 97th Avenue - Traffic Operations and Safety including traffic signal phasing/ timing and intersection improvements such as adding turning lanes and increasing the length of existing turning lanes as appropriate.

- Intersections with Marlin, Franjo & SW 87 Avenue- Further analyses to determine feasibility of intersection operational and safety improvements.

- Perform studies to determine feasibility of Enhancement/Beautification project recommendations, including landscaping, bicycle paths, etc.

Old Cutler Road.

Improvements shown in the April 2006 Report from Keith & Schnars are recommended as follows:
SW 87 Avenue Intersection – Two-Lane Roundabout subject to further detailed analyses to determine overall potential operational/safety impacts as well as more detailed implementation costs.

Franjo Road Intersection – Lengthening the left turn lanes on the eastbound and southbound approaches subject to further detailed analyses to determine overall potential operational/safety impacts as well as more detailed implementation costs.

SW 97th Avenue Intersection – Extension of SW 97th Ave from SW 212th St north to a point north of Old Cutler Rd and south to intersect with SW 212th St.

- Two-Lane Roundabout.
- Complete sidewalk system along the north side of the road.
- Improve and/or rebuild the existing bike/pedestrian path to standards.
- Remove existing sidewalks along existing bike/pedestrian path segments.

The above recommended improvements should be subjected to further detailed analyses to determine overall potential operational/safety impacts as well as more detailed implementation costs.

Other Roadway Improvements

- Remove the eastbound left turn lane between Marlin Rd and SW 208th St.
- Reduce number of left turn lanes between SW 92nd Ave and Franjo Rd.
- Replace and install pavement markings and traffic signs as appropriate.

The above recommended improvements should be subject to further detailed analyses to determine overall potential operational/safety impacts as well as more detailed implementation costs.

SW 97th Avenue

- Traffic Operations and Safety including traffic signal phasing/timing and intersection improvements such as adding turning lanes and increasing the length of existing turning lanes as appropriate.
- Perform studies to determine feasibility of Enhancement/Beautification project recommendations, including landscaping, bicycle paths, etc.

Marlin Road

- Traffic Operations and Safety including traffic signal phasing/timing and intersection improvements such as adding turning lanes and increasing the length of existing turning lanes as appropriate.
- Perform studies to determine feasibility of Enhancement/Beautification project recommendations, including landscaping, bicycle paths, etc.

Franjo Road

- Traffic Operations and Safety including traffic signal phasing/timing and intersection improvements such as adding turning lanes and increasing the length of existing turning lanes as appropriate.
- Perform studies to determine feasibility of Enhancement/Beautification project recommendations, including landscaping, bicycle paths, etc.

SW 87th Avenue

Work with the MPO to accelerate the widening to 4 lanes. However, before this widening becomes a reality, considering pursuing the following:

- Traffic Operations and Safety including traffic signal phasing/timing and intersection improvements such as adding turning lanes and increasing the length of existing turning lanes as appropriate.
- Perform studies to determine feasibility of Enhancement / Beautification project recommendations, including landscaping, bicycle paths, etc.

US-1/SR 5

Work with the MPO and FDOT District Six to develop incentives to increase usage of the Bus-Lane and consideration of other multimodal projects including providing park-n-ride lots, among others. In the interim, request FDOT to conduct the necessary studies to determine potential traffic operations improvements.

Transit Related Improvements

- Additional detailed analyses are recommended to determine feasibility of a Town Transit Circulator.
- Work with MDT to improve existing bus service in terms of shorter headways and increase service area coverage.

Internal Consistency

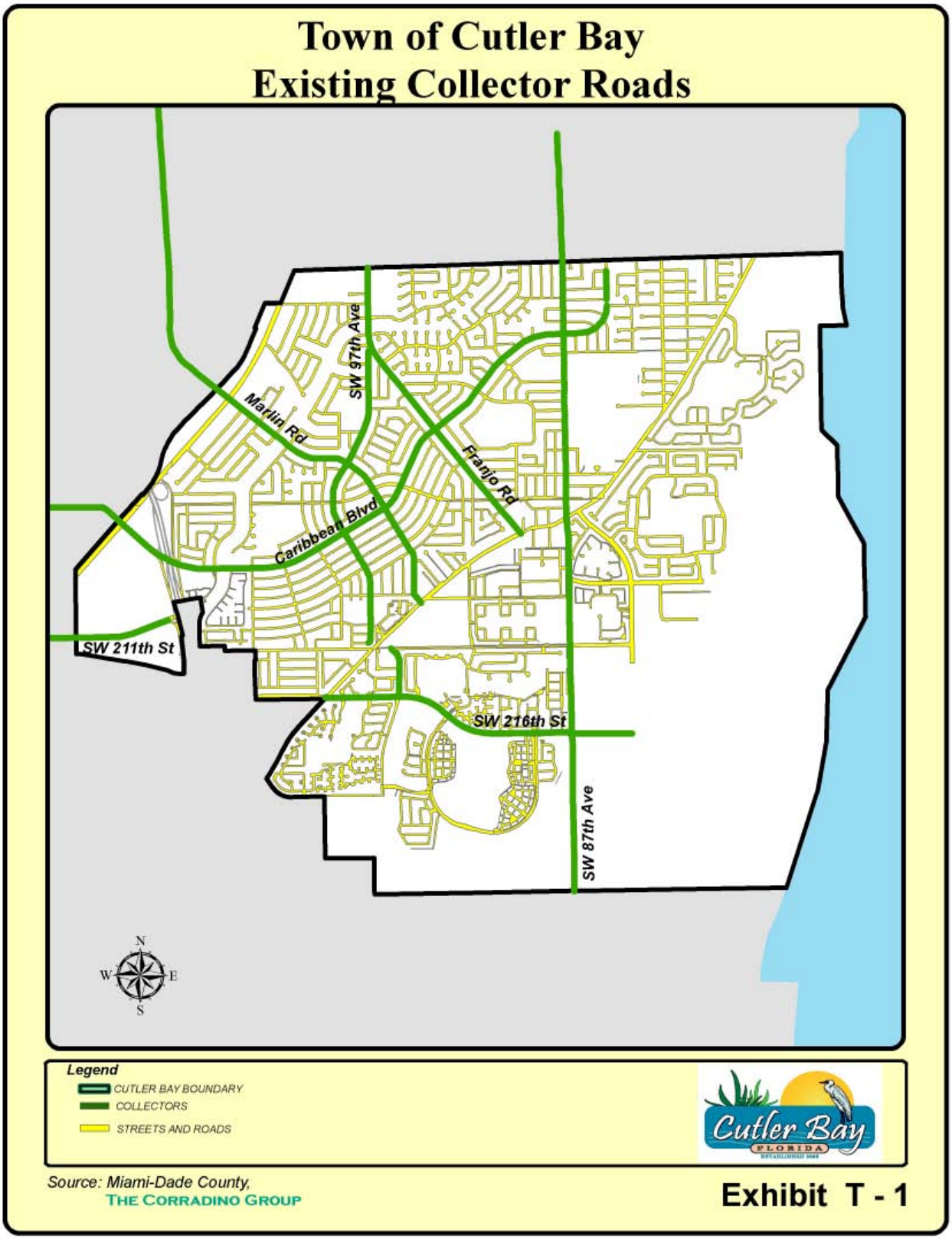
The transportation Level-of-Service analysis demonstrated a consideration of existing and projected land use. Preparing the elements of the plan required an interactive process. Each element contains variables impacting the analysis and conciliations presented in the other elements of the plan, as such, none are mutually exclusive. All other elements were considered as the transportation element was developed. Land use and transportation were heavily interrelated.

Management programs necessary to promote public transportation

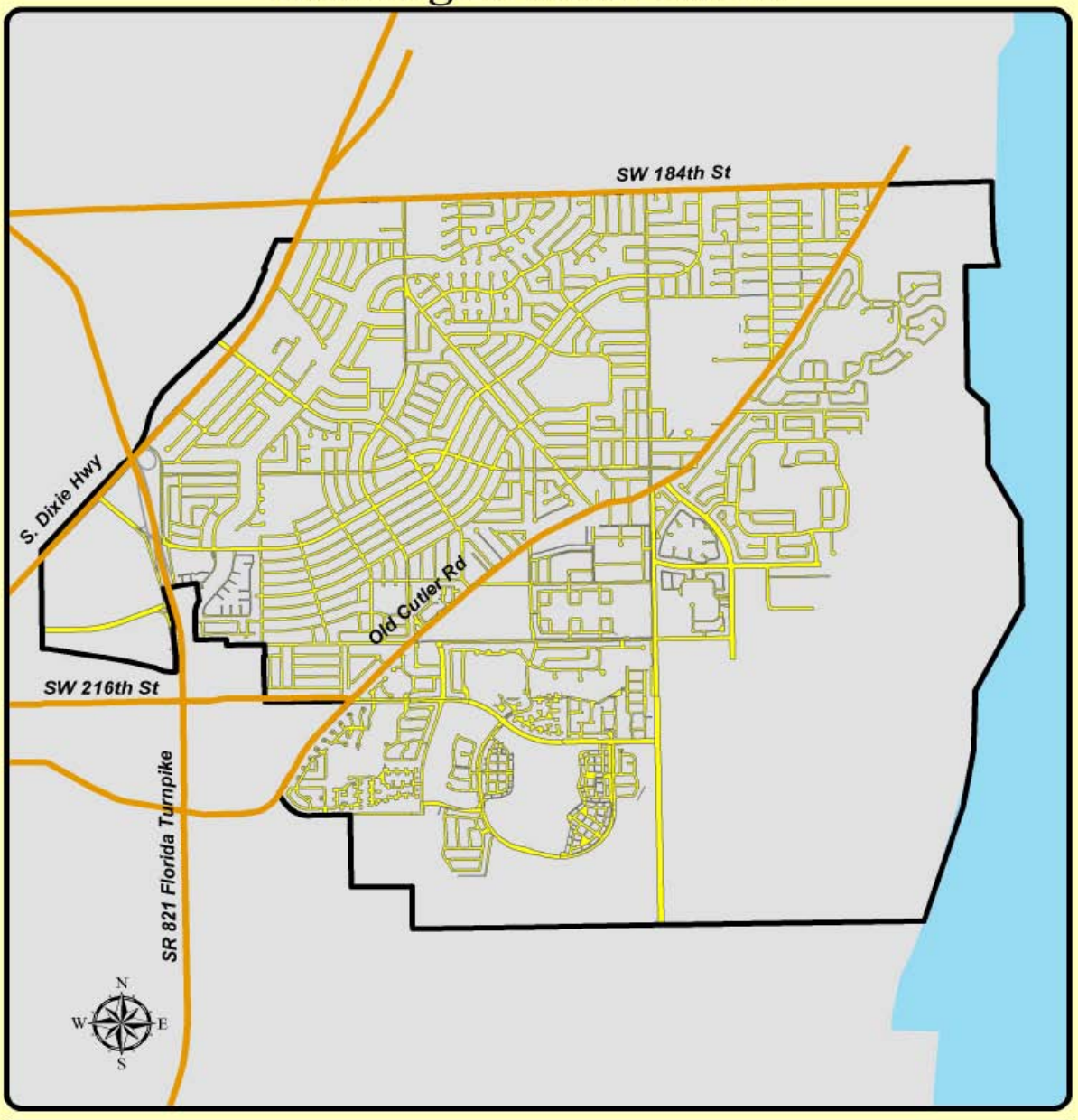
The Town of Cutler Bay is very aware of the importance and need for public transportation as an alternative mode as development of the town and South Dade continues. It is believed that public transportation must be viable. Cutler Bay is fortunate to have one of the few pieces of pre-need infrastructure in the US-1 Busway. Future land uses intensities have been focused in proximity to this corridor. Through two charrette processes transit friendly urban design codes will be put in place along the corridor. These will include transit sufficient densities, and facility design. Programs that provide incentives for the use of the transit facilities will be explored and put into place. This contains everything from providing a balanced land use mix, of residential and commercial, to physical design elements of the buildings, and the adequate structuring of pedestrian infrastructure and Busway access. Parking policies will be explored as will Transportation Systems Management and Transportation Demand Management techniques to provide incentive for transit use. The town is focused on managing the coming growth to provide for a high quality of life.

Future Map Series

1. Road System
   - a. Collectors (2015) – Exhibit T-18
   - b. Arterials (2015) – Exhibit T-19
   - c. Limited and controlled access facilities (2015) – Exhibit T-20
   - d. Peak hour, peak direction LOS (2015) – Exhibit T-21
2. Road System
   - e. Collectors (2030) – Exhibit T-22
   - f. Arterials (2030) – Exhibit T-23
   - g. Limited and controlled access facilities (2030) – Exhibit T-24
   - h. Peak hour, peak direction LOS (2030) – Exhibit T-25
3. Public Transit System – Exhibit T-26
   - a. Routes
   - b. Stops
   - c. Rights-of-Way
4. Bicycle and Pedestrian Ways – Exhibit T-27
5. Functional Classification and Maintenance Responsibility for Roads – Exhibit T-28
6. Number of through lanes – Exhibit T-29
7. Major Public Trip Generators and Attractors – No Changes from the Existing Map Series
8. Local and Regional Transportation Facilities Critical to Evacuation – No Changes from the Existing Map Series


Town of Cutler Bay
Existing Collector Roads
SW 97th Ave
Marlin Rd
Franjo Rd
Caribbean Blvd
SW 211th St
SW 216th St
SW 87th Ave
N
W
E
S
Legend
CUTLER BAY BOUNDARY
COLLECTORS
STREETS AND ROADS
Cutler Bay
FLORIDA
Source: Miami-Dade County,
THE CORRADINO GROUP
Exhibit T - 1

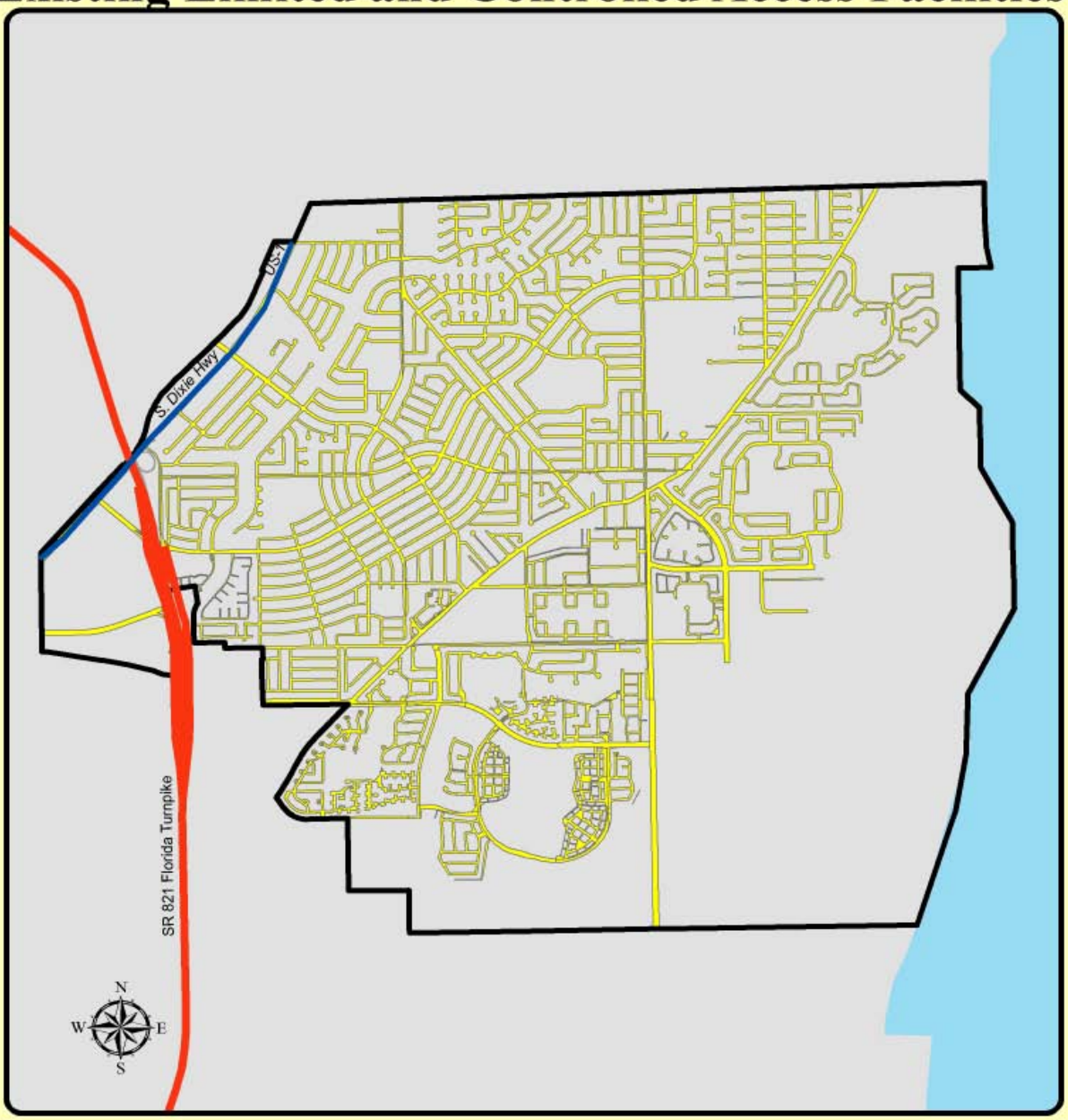
Town of Cutler Bay
Existing Arterial Roads



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 2

Town of Cutler Bay
Existing Limited and Controlled Access Facilities

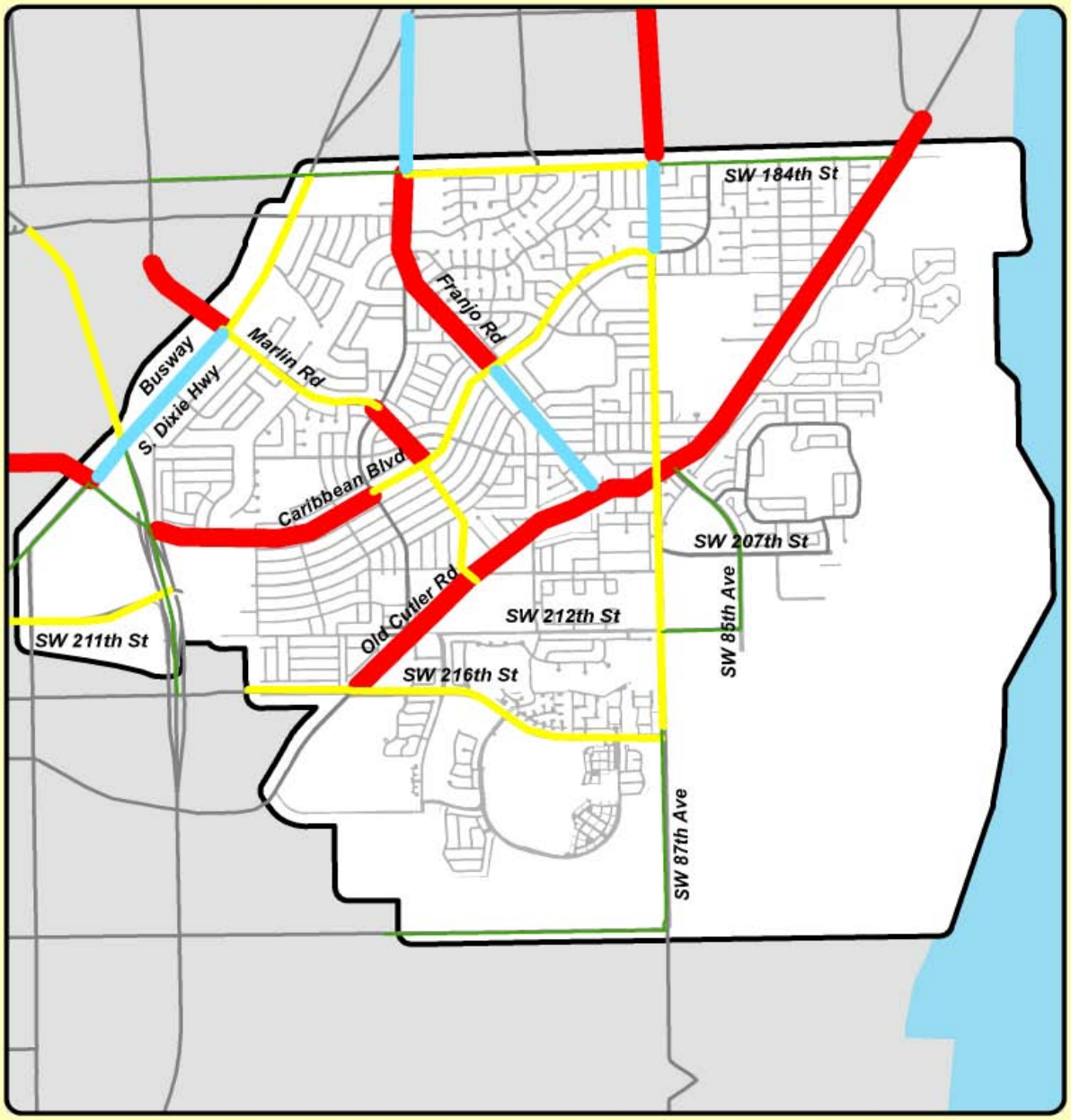


Legend
- CUTLER BAY BOUNDARY
- LIMITED ACCESS ROUTE
- CONTROLLED ACCESS ROUTE
- CUTLER BAY STREETS AND ROADS

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 3

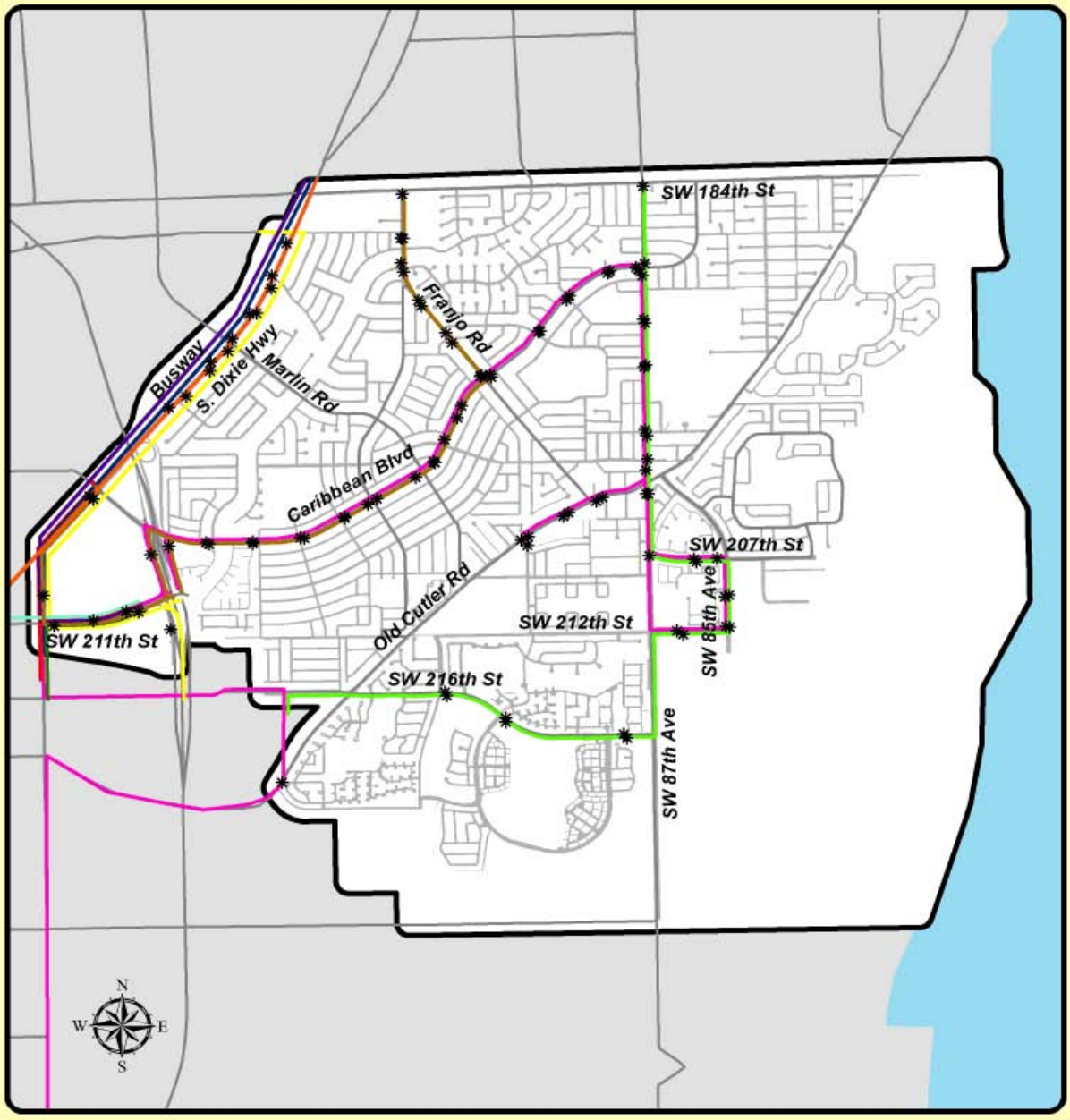
Town of Cutler Bay
Existing Peak Hour, Peak Direction LOS



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 4

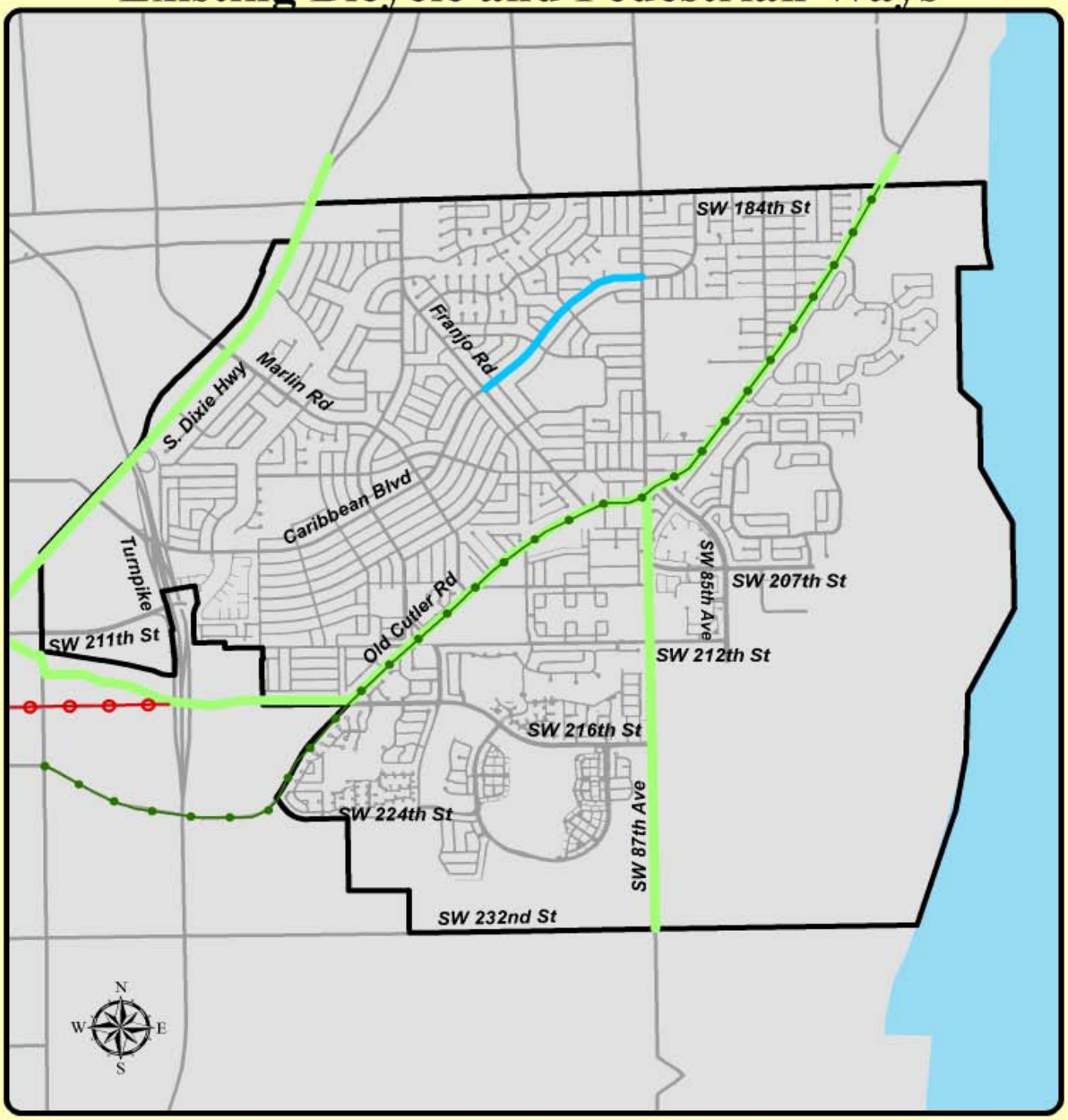
Town of Cutler Bay
Existing Bus Routes and Facilities



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 5

Town of Cutler Bay
Existing Bicycle and Pedestrian Ways



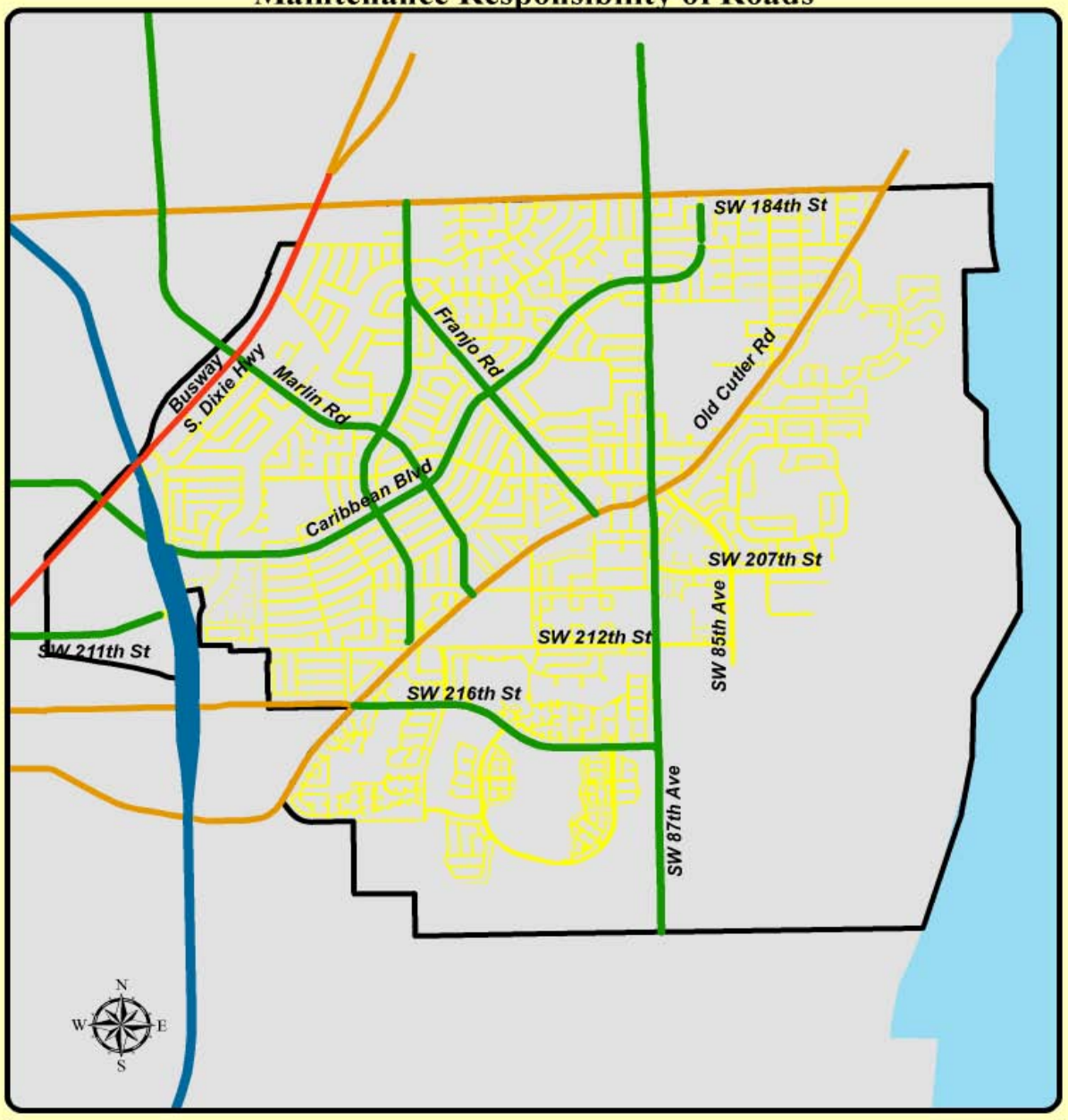
Legend

- CUTLER BAY BOUNDARY
- STREETS AND ROADS
- Existing Major Multi-use Paths
- Existing Wide Lanes / Paved Shoulders
- Funded Multi-use Paths
- Funded Bike Lanes

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 6

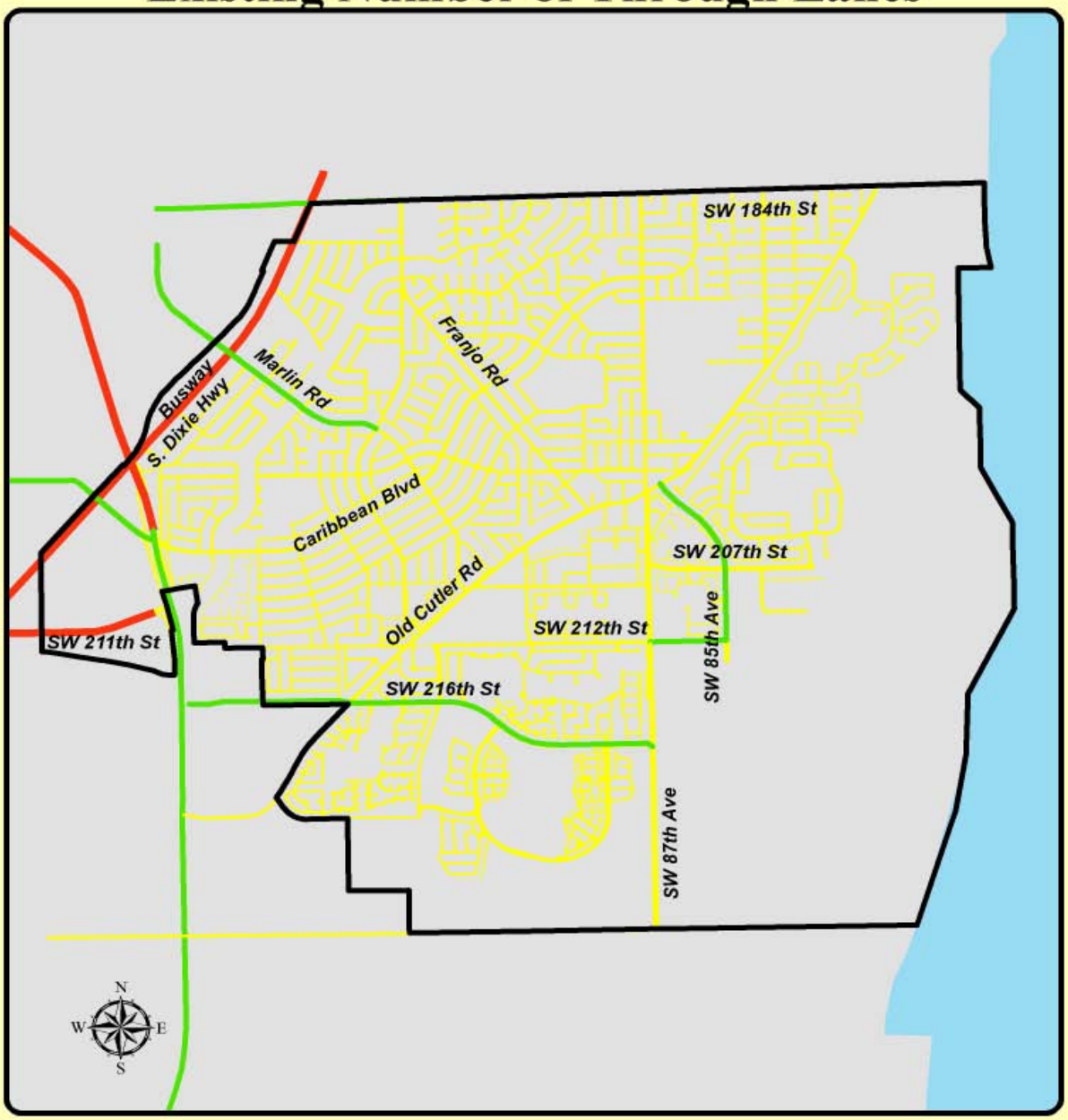
Town of Cutler Bay
Existing Functional Classification and Maintenance Responsibility of Roads



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 7

Town of Cutler Bay
Existing Number of Through Lanes

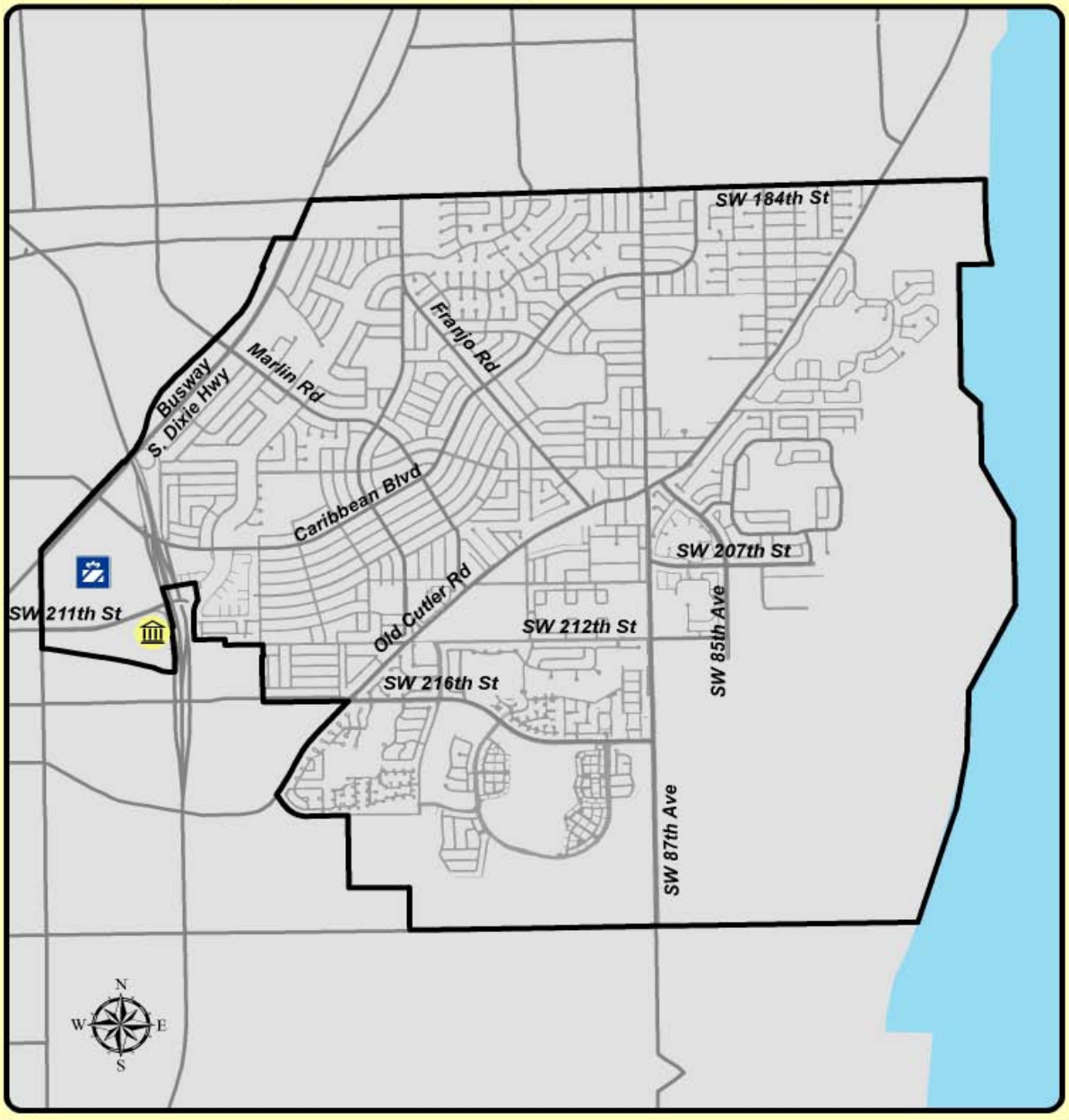


Legend
- CUTLER BAY BOUNDARY
- 2 Lanes
- 4 Lanes Divided
- 6 Lanes Divided

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 8

Town of Cutler Bay
Existing Major Transit Trip Generators and Attractors

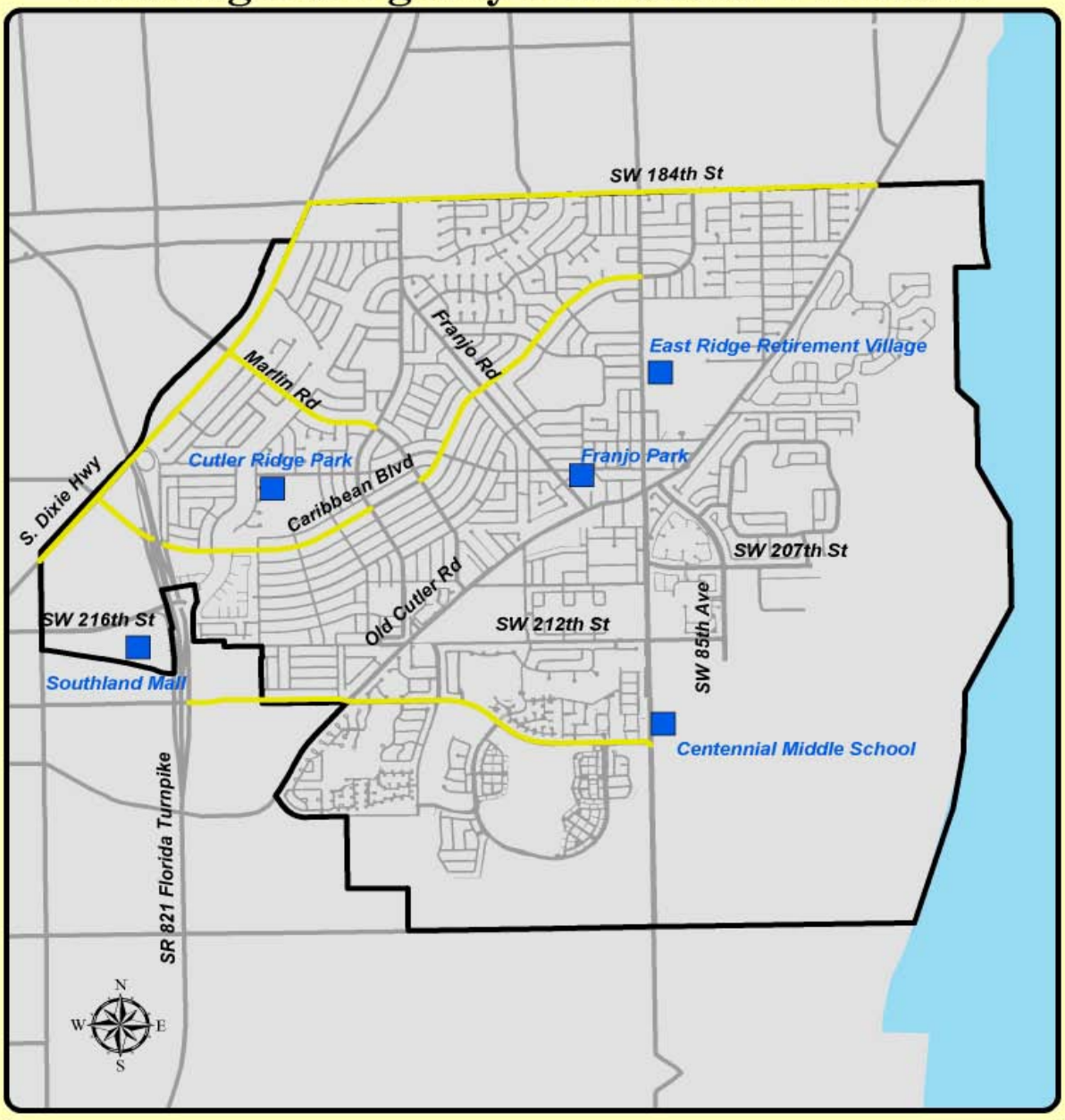


Legend
- CUTLER BAY BOUNDARY
- Shopping Center
- Government Center

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 9

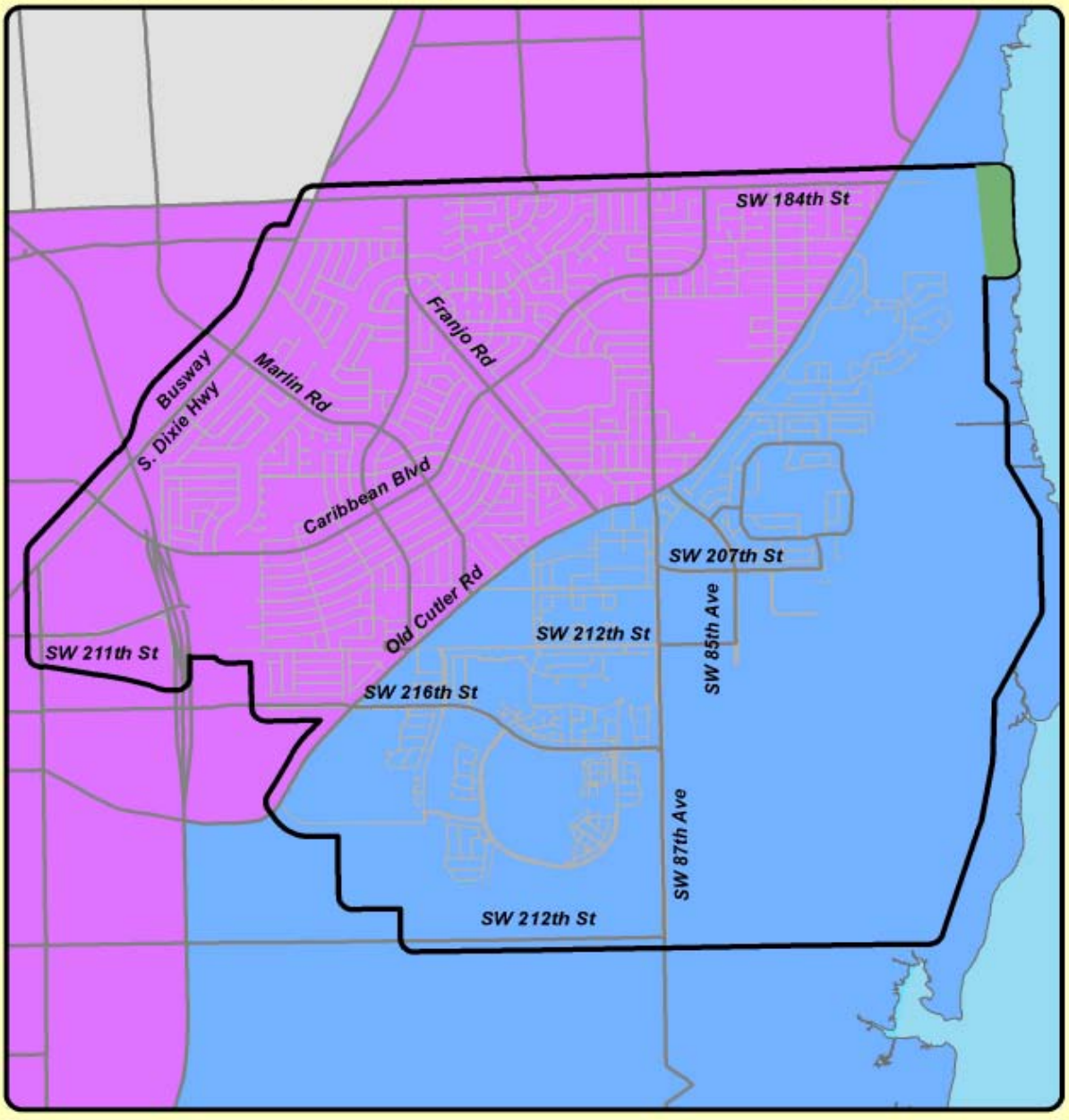
Town of Cutler Bay
Existing Emergency Evacuation Facilities



Source: Miami-Dade County,
THE CORRADINO GROUP

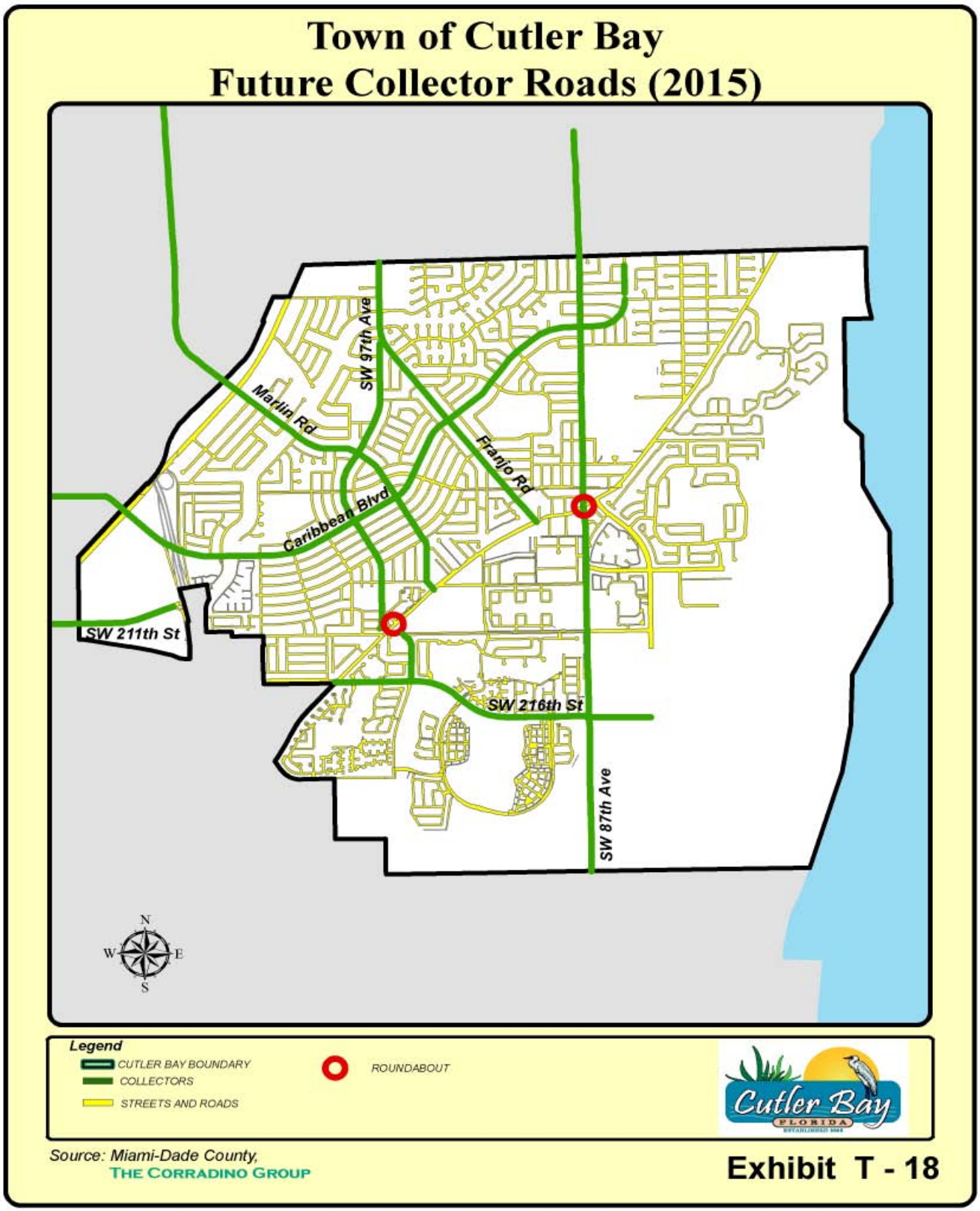
Exhibit T - 10

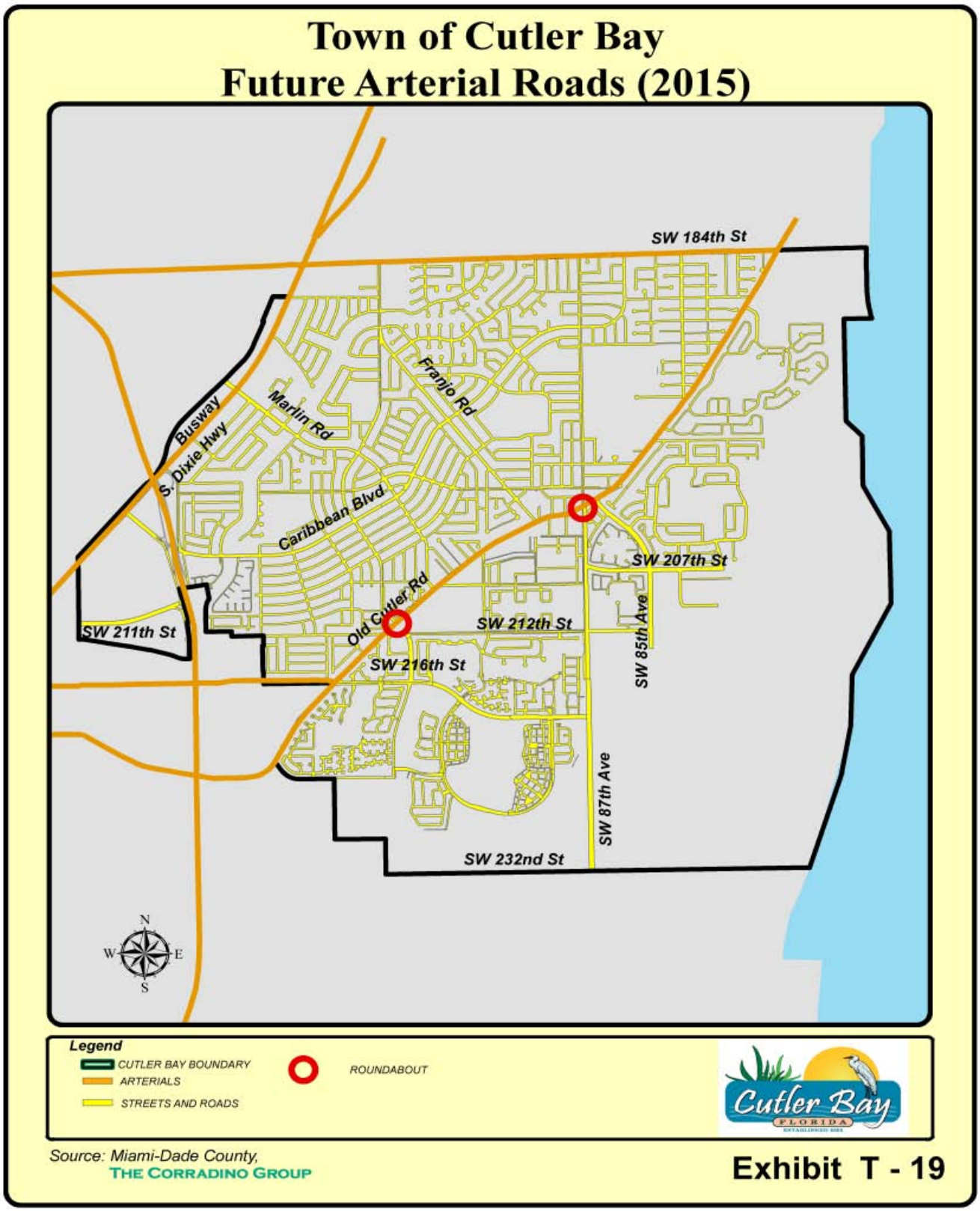
Town of Cutler Bay
Miami-Dade County Hurricane Evacuation Zones



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 11


Town of Cutler Bay
Future Collector Roads (2015)
SW 97th Ave
Marlin Rd
Caribbean Blvd
Franjo Rd
SW 211th St
SW 216th St
SW 87th Ave
N
W
E
S
Legend
CUTLER BAY BOUNDARY
COLLECTORS
STREETS AND ROADS
ROUNDABOUT
Cutler Bay
FLORIDA
Source: Miami-Dade County,
THE CORRADINO GROUP
Exhibit T - 18


Town of Cutler Bay
Future Arterial Roads (2015)
SW 184th St
Busway
S. Dixie Hwy
Marlin Rd
Franjo Rd
Caribbean Blvd
Old Cutler Rd
SW 207th St
SW 211th St
SW 212th St
SW 216th St
SW 85th Ave
SW 87th Ave
SW 232nd St
N
W
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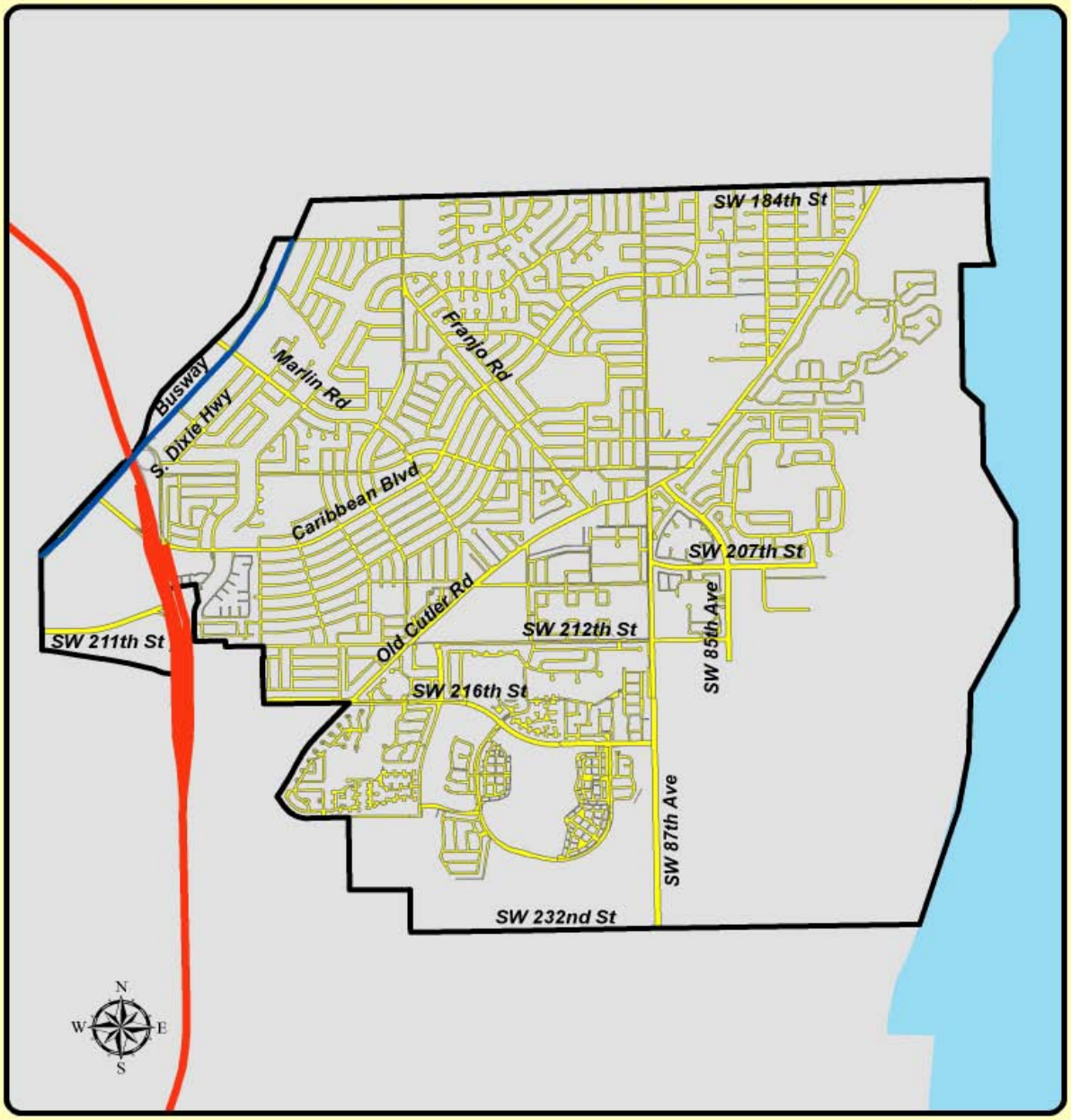
Legend
CUTLER BAY BOUNDARY
ARTERIALS
STREETS AND ROADS
ROUNDABOUT
Cutler Bay
FLORIDA
Source: Miami-Dade County,
THE CORRADINO GROUP
Exhibit T - 19

Town of Cutler Bay
Future Limited and Controlled Access Facilities (2015)



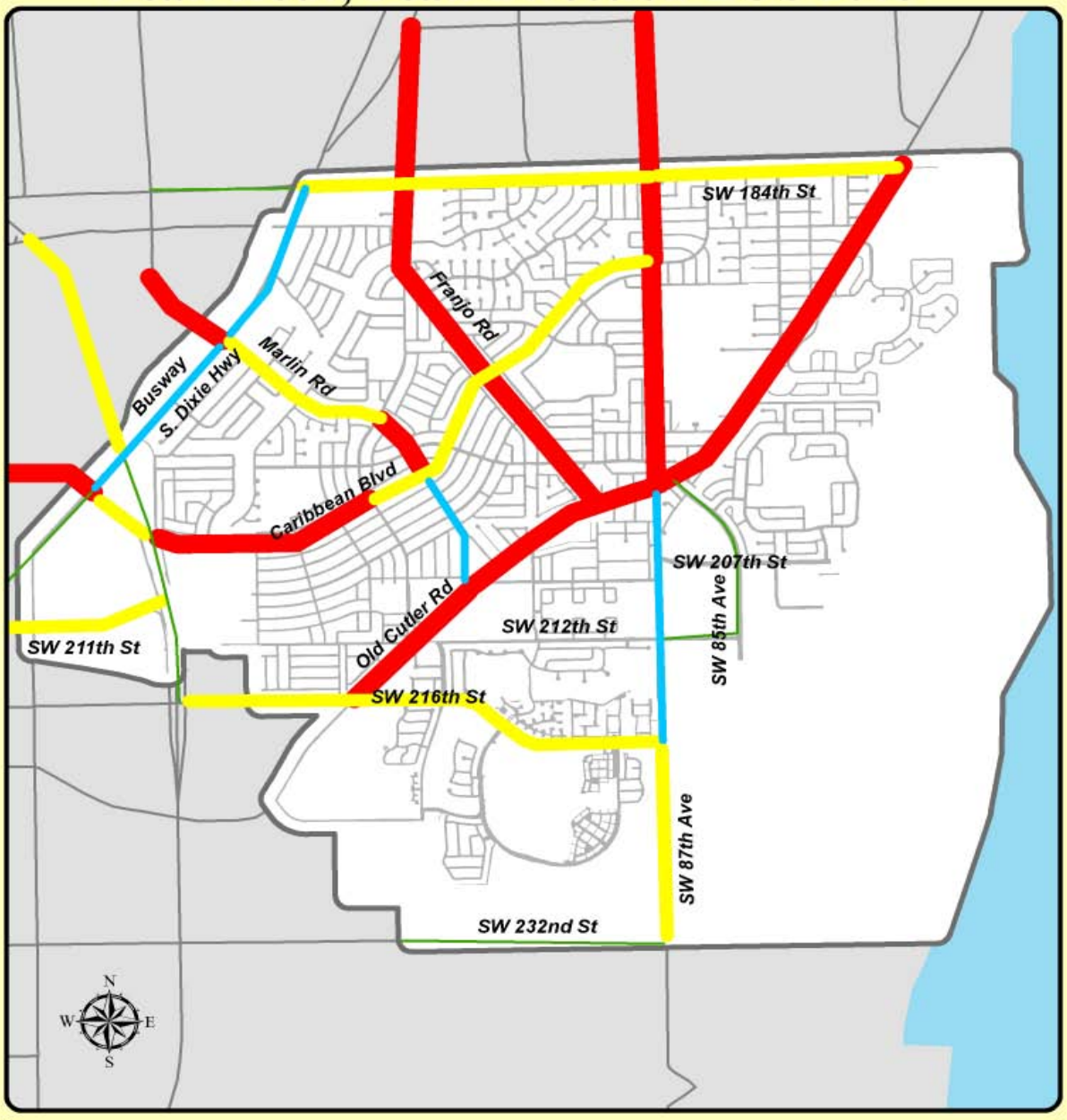
Legend

- CUTLER BAY BOUNDARY
- LIMITED ACCESS ROUTE
- CONTROLLED ACCESS ROUTE
- CUTLER BAY STREETS AND ROADS

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 20

Town of Cutler Bay
Peak Hour, Peak Direction LOS 2015



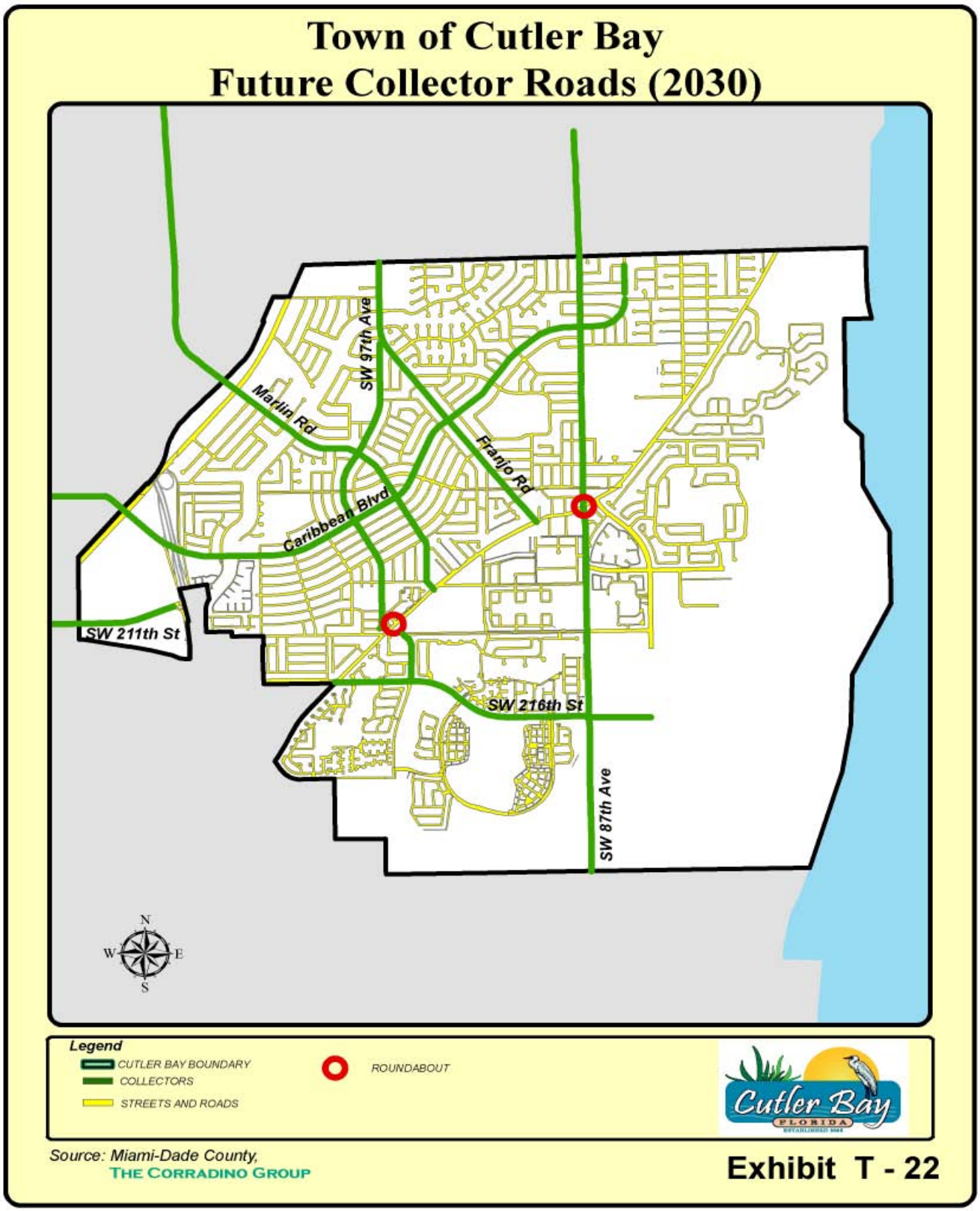
Legend

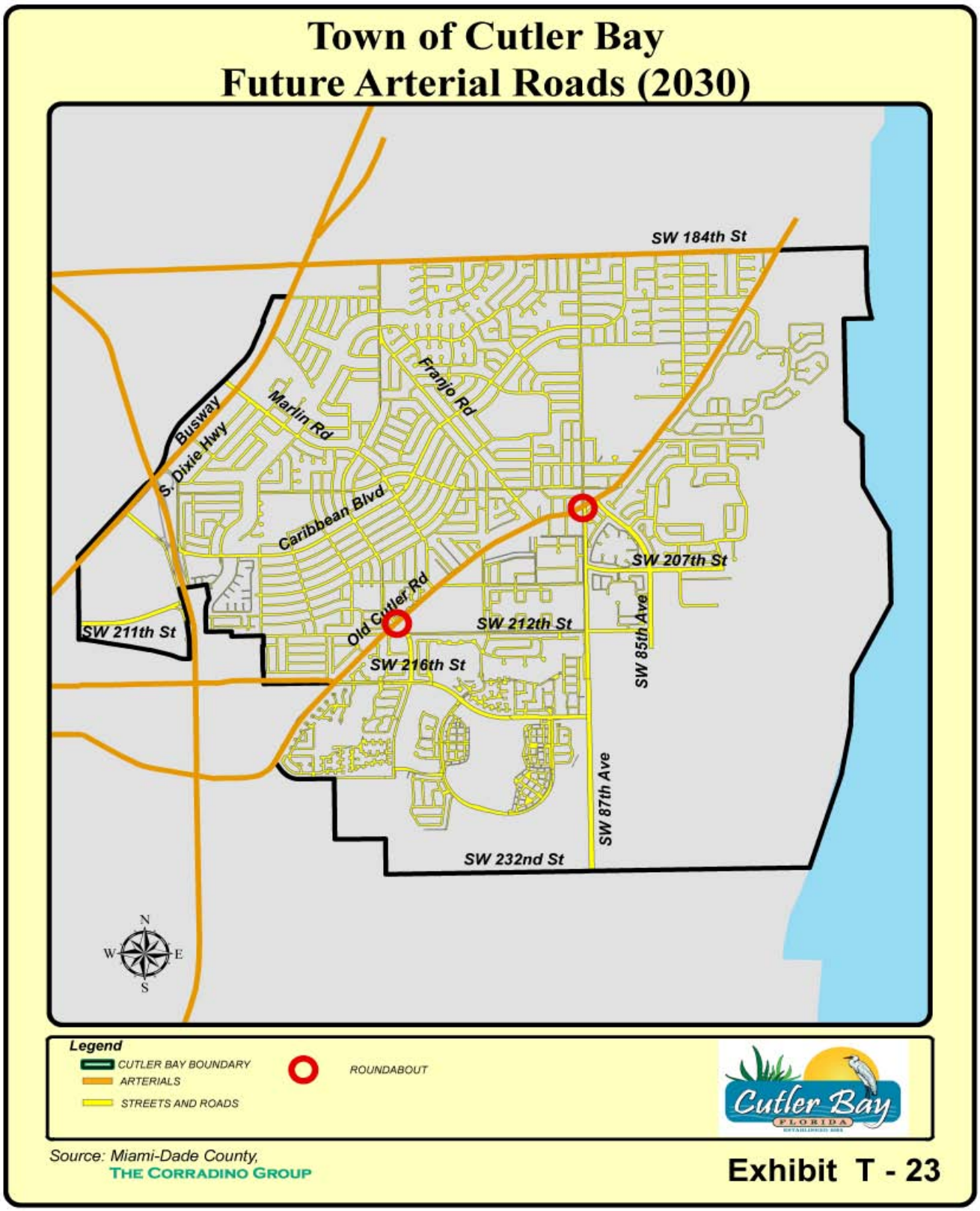
Level of Service

LOS A-C	LOS E	Cutler Bay Boundary	
LOS D	LOS F	Roads	

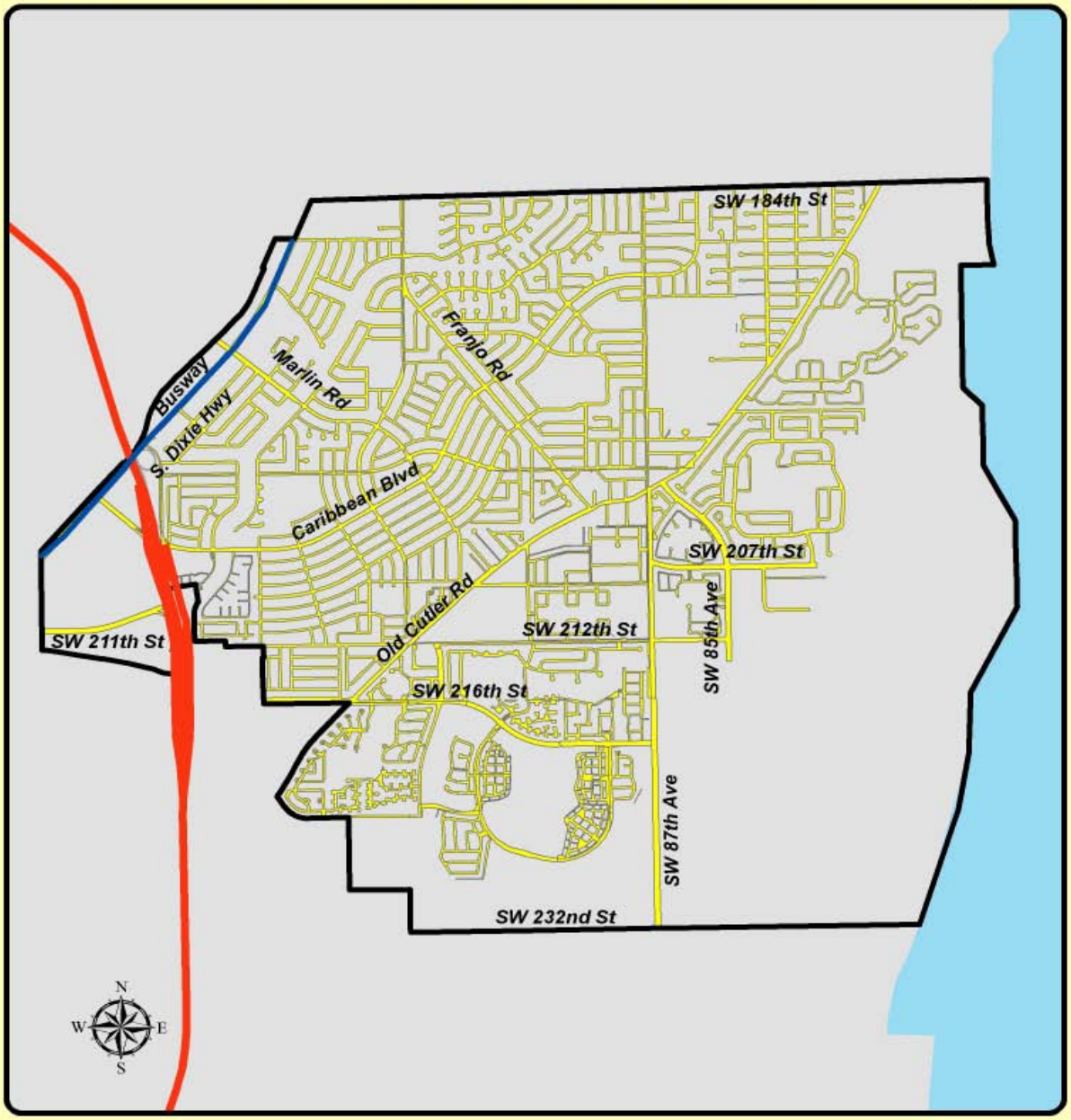
Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 21


Town of Cutler Bay
Future Collector Roads (2030)
SW 97th Ave
Marlin Rd
Caribbean Blvd
Franjo Rd
SW 211th St
SW 216th St
SW 87th Ave
N
W
E
S
Legend
CUTLER BAY BOUNDARY
COLLECTORS
STREETS AND ROADS
ROUNDABOUT
Cutler Bay
FLORIDA
Source: Miami-Dade County,
THE CORRADINO GROUP
Exhibit T - 22


Town of Cutler Bay
Future Arterial Roads (2030)
SW 184th St
Busway
S. Dixie Hwy
Marlin Rd
Franjo Rd
Caribbean Blvd
Old Cutler Rd
SW 207th St
SW 211th St
SW 212th St
SW 216th St
SW 85th Ave
SW 87th Ave
SW 232nd St
N
W
E
S
Legend
CUTLER BAY BOUNDARY
ARTERIALS
STREETS AND ROADS
ROUNDABOUT
Cutler Bay
FLORIDA
Source: Miami-Dade County,
THE CORRADINO GROUP
Exhibit T - 23

Town of Cutler Bay
Future Limited and Controlled Access Facilities (2030)



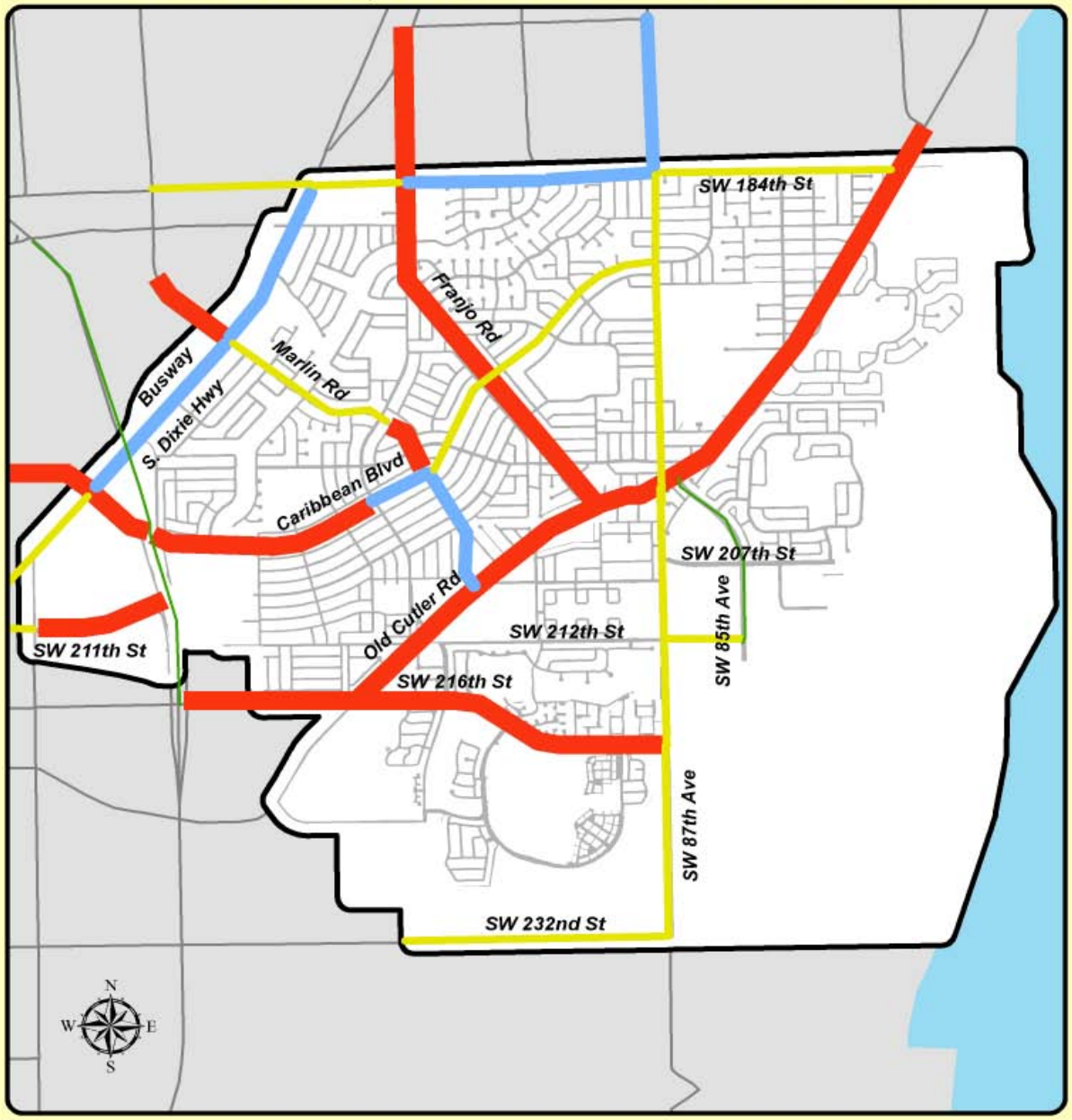
Legend

- CUTLER BAY BOUNDARY
- LIMITED ACCESS ROUTE
- CONTROLLED ACCESS ROUTE
- CUTLER BAY STREETS AND ROADS

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 24

Town of Cutler Bay
Peak Hour, Peak Direction LOS 2030



Legend

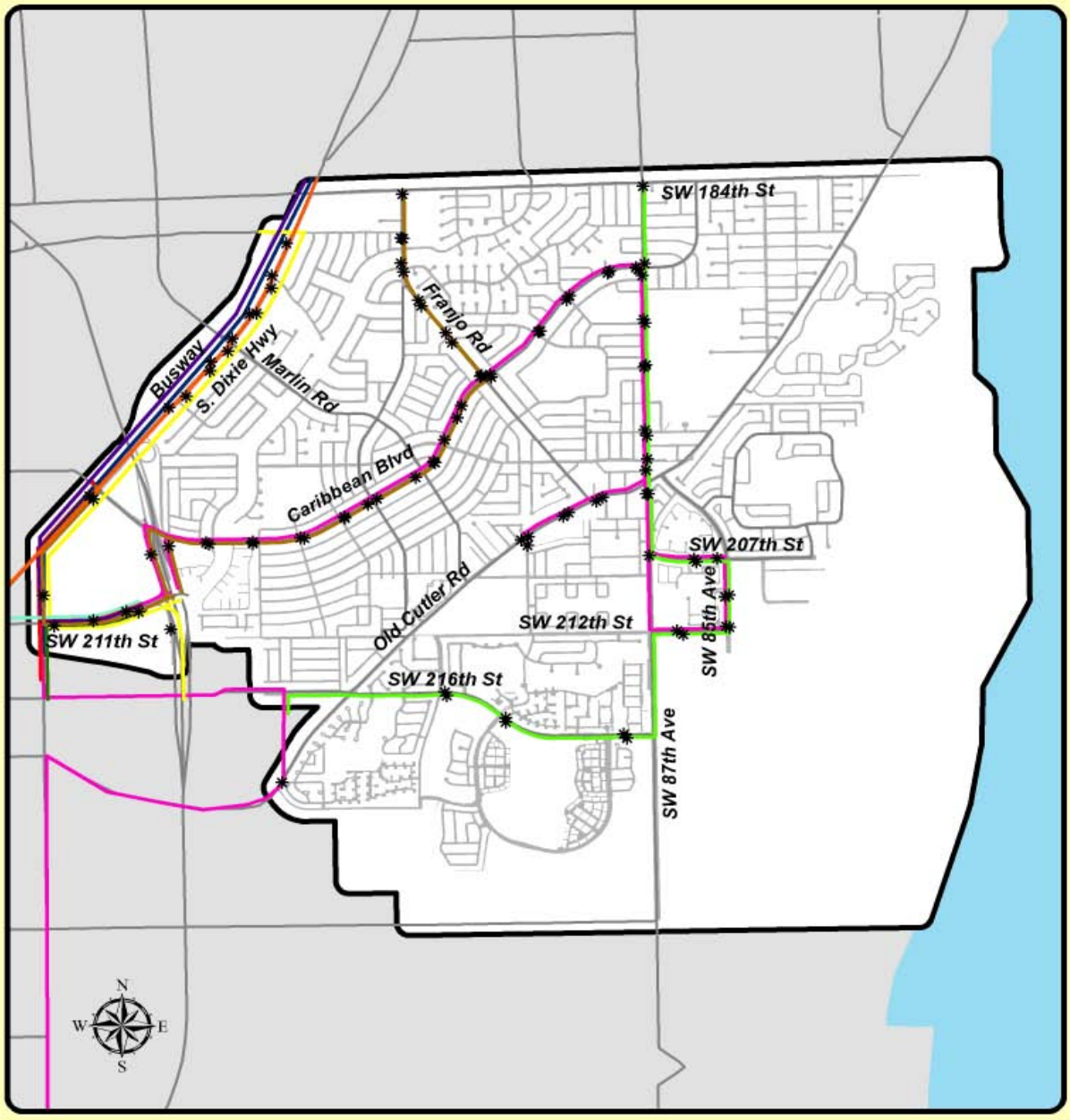
Level of Service

LOS A-C	LOS E	Cutler Bay Boundary	
LOS D	LOS F	Roads	

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 25

Town of Cutler Bay
Future Bus Routes and Facilities



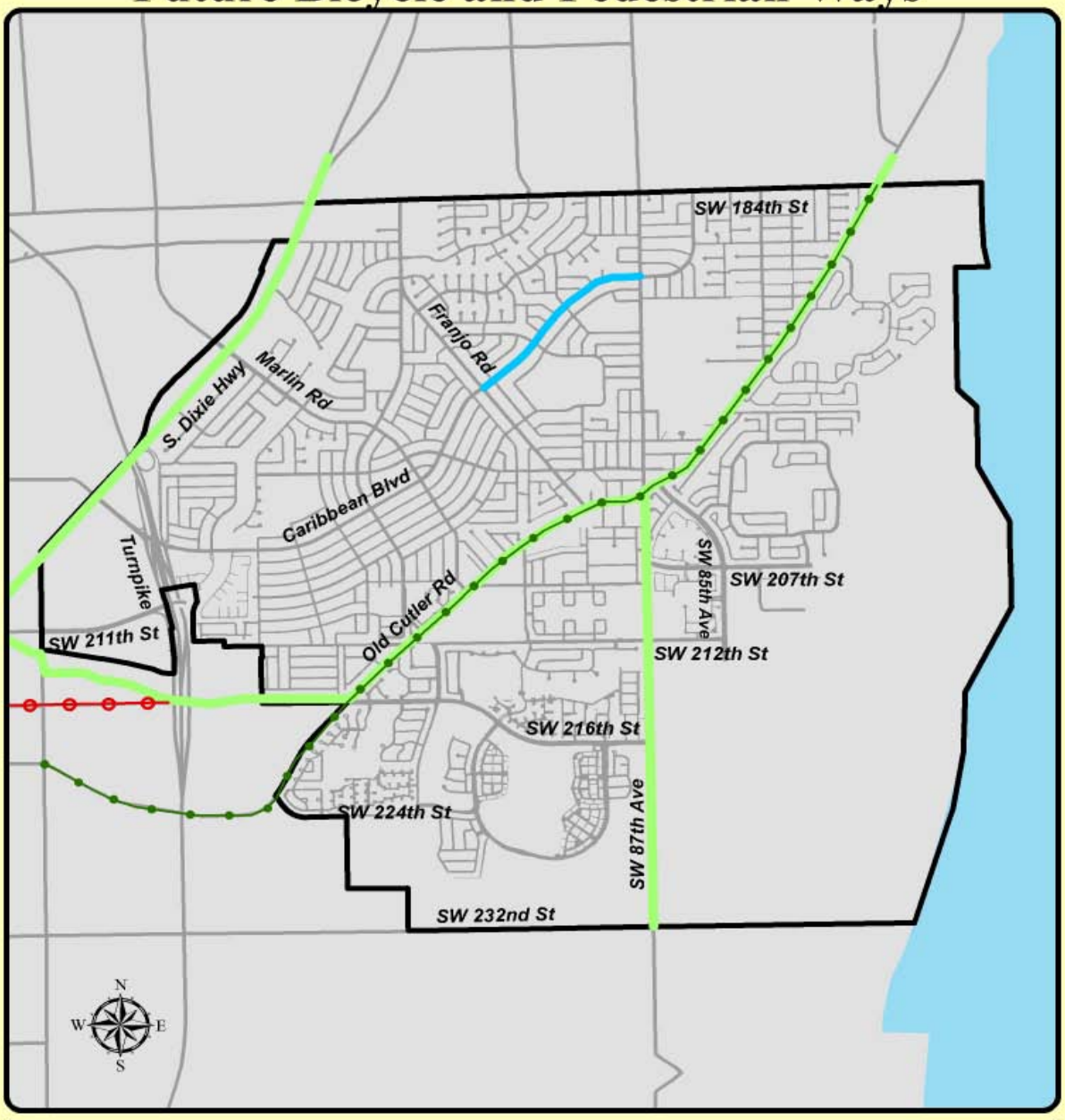
Legend

- CUTLER BAY BOUNDARY
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- OCEAN, BAY WATERS
- BUS STOPS
- Route 1
- Route 137
- Route 34
- Route 216
- Route 287
- Route 31
- Route 35
- Route 38
- Route 52
- Route 70

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 26

Town of Cutler Bay
Future Bicycle and Pedestrian Ways



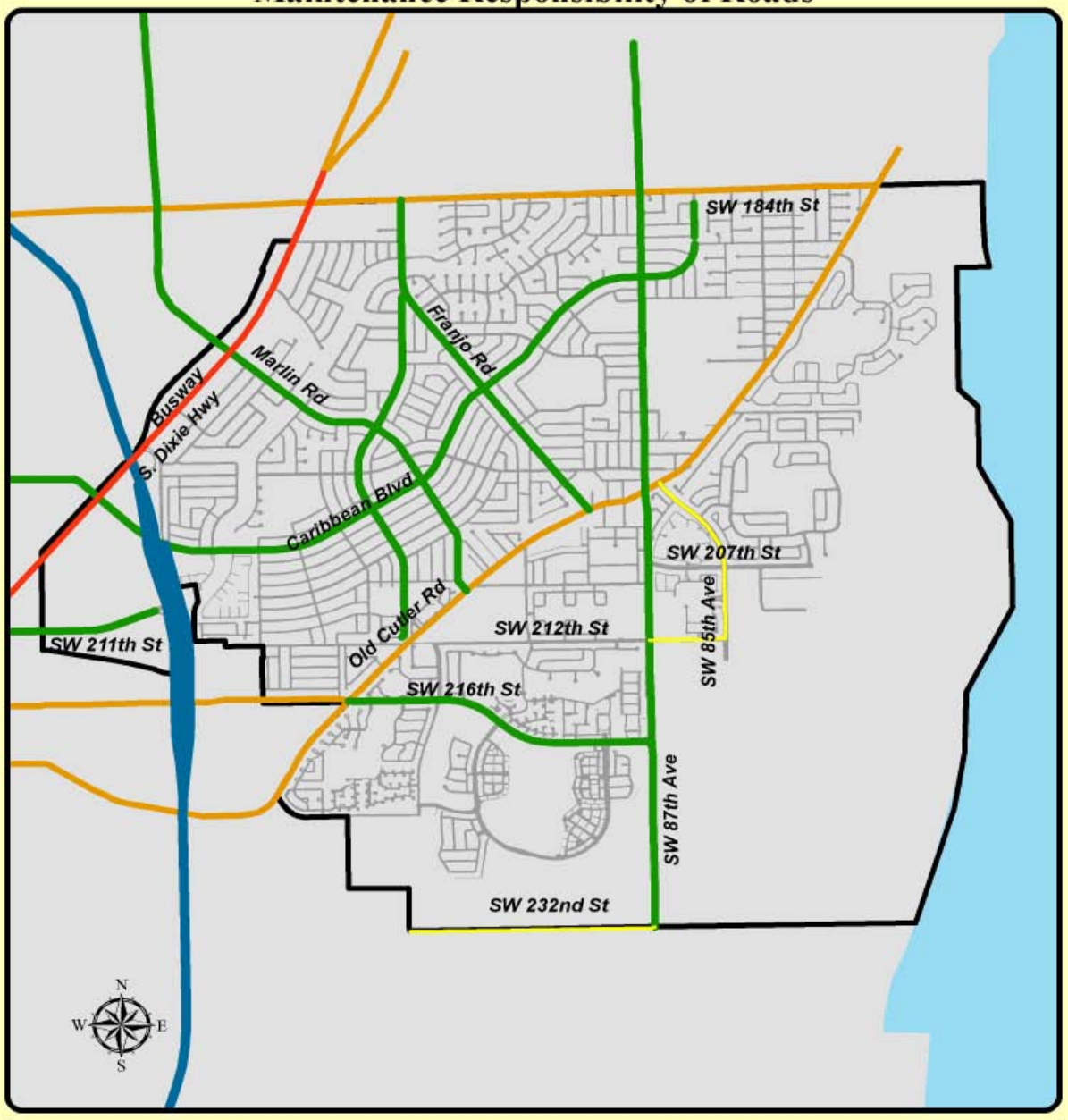
Legend

- CUTLER BAY BOUNDARY
- STREETS AND ROADS
- Existing Major Multi-use Paths
- Existing Wide Lanes / Paved Shoulders
- Funded Multi-use Paths
- Funded Bike Lanes

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 27

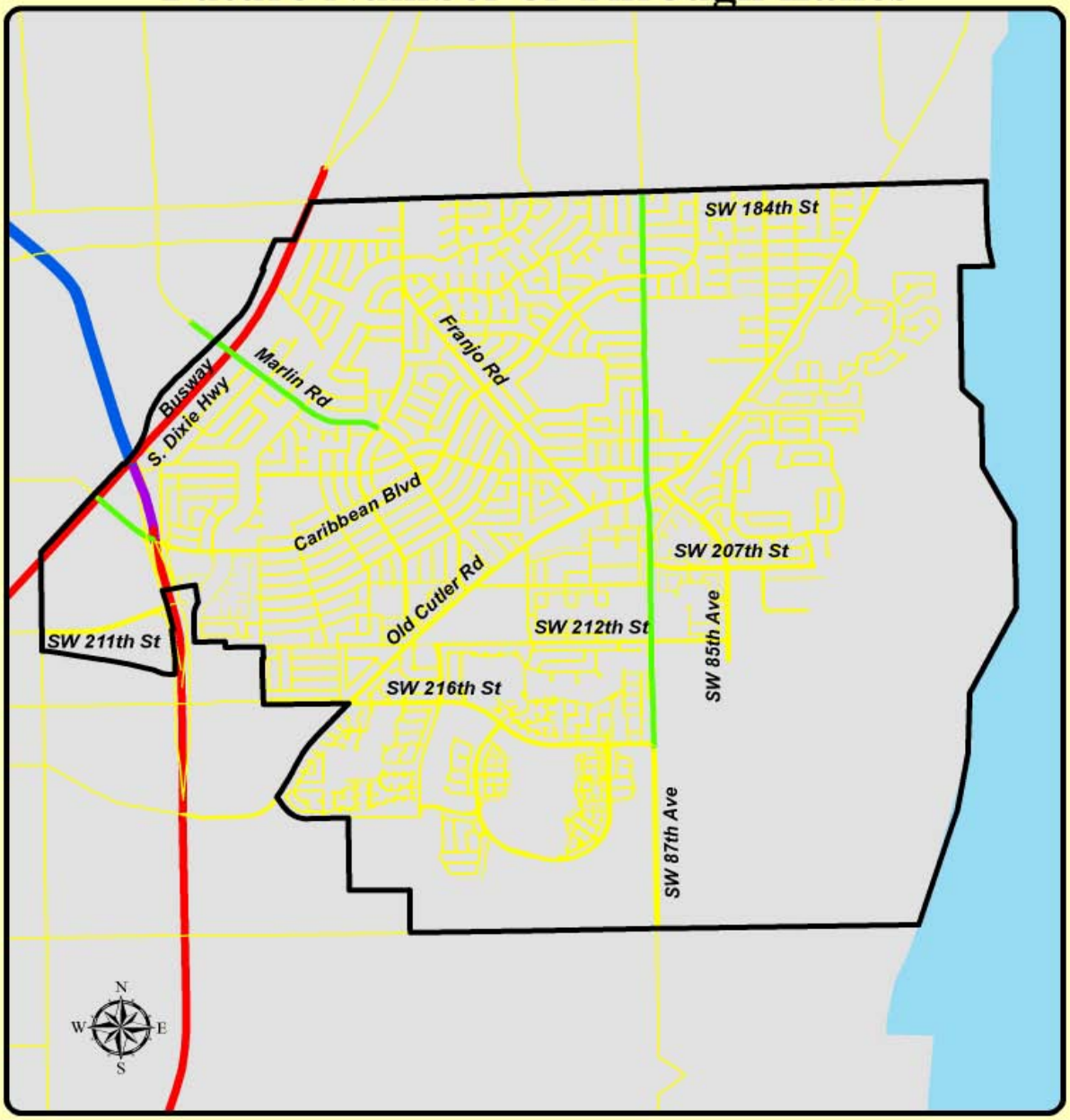
Town of Cutler Bay
Future Functional Classification and Maintenance Responsibility of Roads



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 28

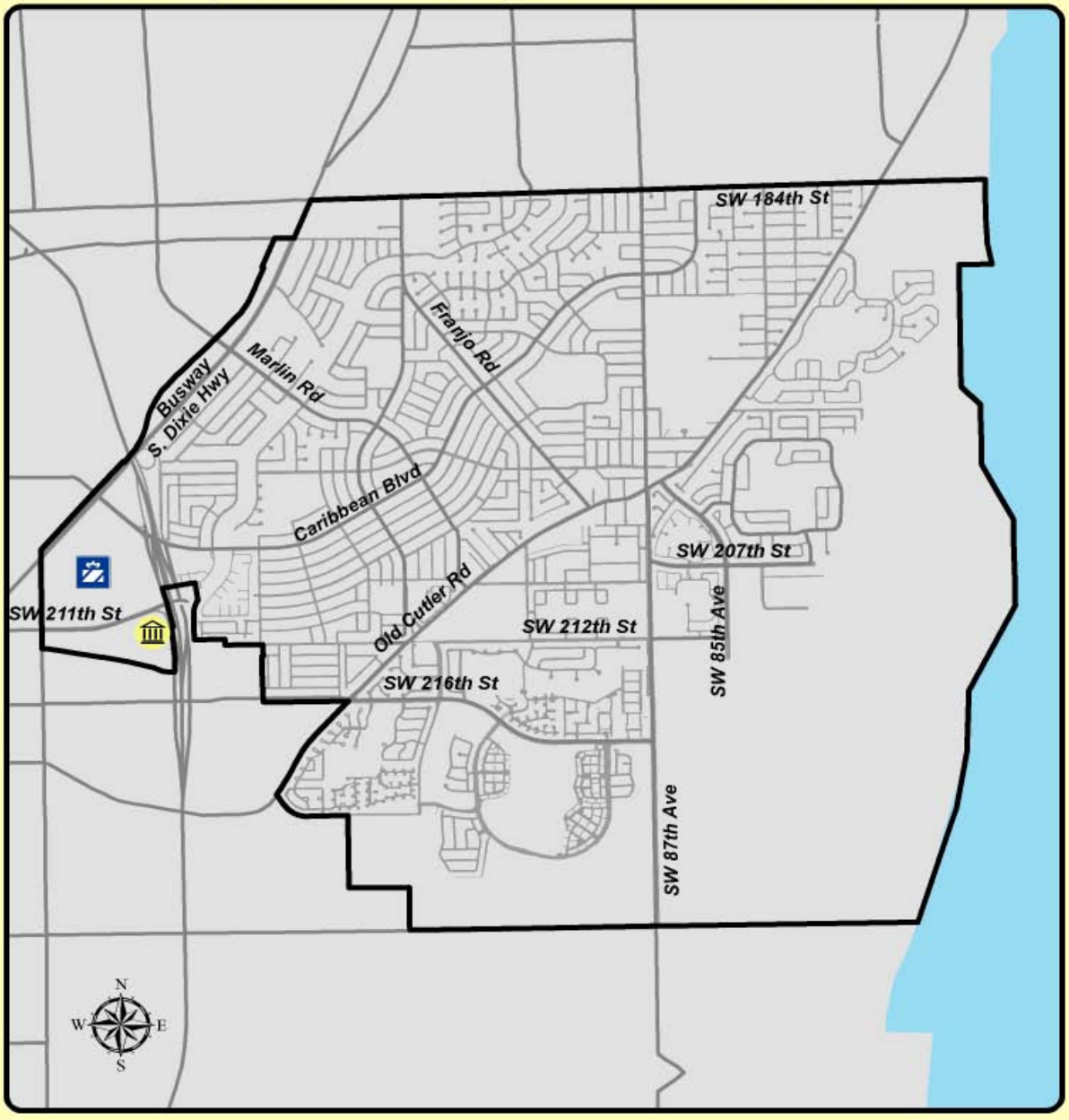
Town of Cutler Bay
Future Number of Through Lanes



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 29

Town of Cutler Bay
Future Major Transit Trip Generators and Attractors

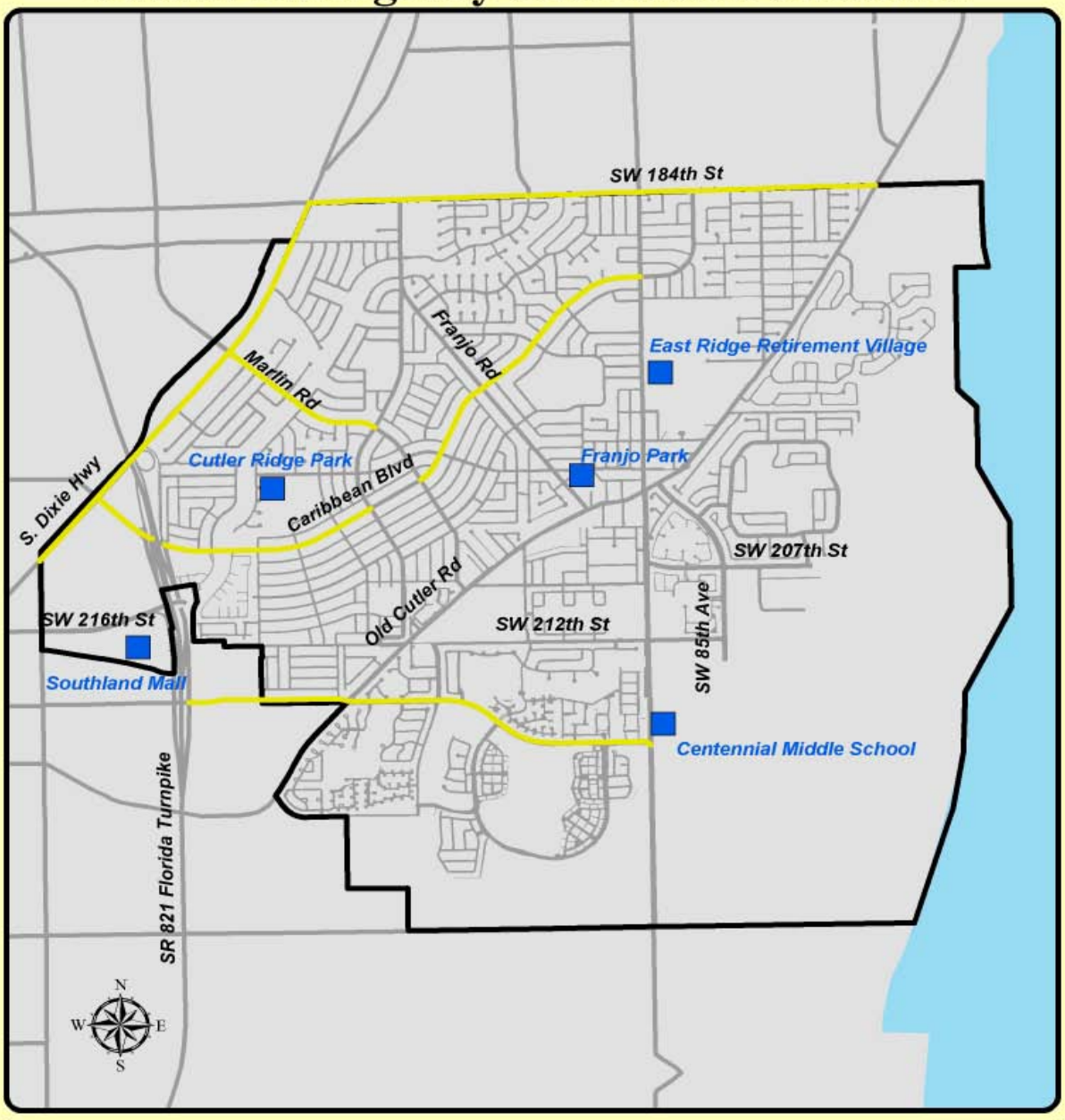


Legend
- CUTLER BAY BOUNDARY
- Shopping Center
- Government Center

Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 30

Town of Cutler Bay
Future Emergency Evacuation Facilities



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit T - 31

Introduction

The Recreation and Open Space (ROS) Element provides an inventory and analysis of existing and future recreation and open space available in the Town of Cutler Bay. The benefits of recreational areas are many and include social engagement and aesthetic, environmental and health benefits. Due to the fact that different types of open space provide different benefits to the community, the Town has taken a tiered approach to establishing it's own Level-of-Service Standards.

These land uses provide a benefit to the Town and will not only continue to be incorporated into the Park and Recreation Master Plan but will also address the city's needs through the development and redevelopment process. Areas of the Town that are deficient of various types of parks will be prioritized through the master planning process and new recreation uses will be identified. Currently 1,365 acres of the Town's total land area falls under the existing land use classification of "Parks, Preserves and Conservation" and includes public and private open space areas. The Town's residents have access to 7 town parks, 1 town pool, and one future county regional park within the Town's boundaries, see Exhibit ROS-1. While Biscayne National Park is located on the eastern edge of the Town, there is no formal access into the park within Cutler Bay. The closest public access is at Black Point Marina which is a County facility located just south of Cutler Bay. See Exhibit ROS-2 for a map of Biscayne National Park boundaries and facilities. In addition to the public parks, the Town has many residential communities with private recreational areas of a passive and active nature. Residents enjoy areas such as a linear park, private community clubhouses with pool areas, neighborhood lakes, and passive green space. The public canals also offer a certain amount of recreational opportunities to Town residents. Boating is a favored pastime to many Cutler Bay residents and they enjoy taking advantage of any opportunity to get out on the water.

Recreation and Open Space Principle

> "The Town of Cutler Bay will develop parks, recreational facilities and recreational programs to meet the current and emerging needs of residents of all ages"
>
> Town of Cutler Bay 2006 – 2011 Strategic Plan Core Value, Fall 2006

Definitions

The existing and future Town parks are classified into the following categories as described below:

Regional Park

A regional park is a park that is designed to serve two or more communities and is an area of natural or ornamental quality for outdoor recreation such as picnicking, boating, fishing and trail use. A regional park may include play areas and sports fields. Regional parks are usually 200 acres or more and are typically contiguous to or encompassing natural resources.

Recreation & Open Space

Community Park

Community parks are publicly owned lands, usually in the range of 25 to 50 acres in size. They provide full public access and aim at providing recreation opportunities beyond those supplied by neighborhood parks. Community parks usually feature many amenities, including swimming pools, ball fields, tennis courts, play areas, picnic areas, recreation buildings and sports fields. Cutler Ridge Park is the only community park in Cutler Bay, however at 13 acres, it is smaller than the average community park.

Neighborhood Park

Neighborhood parks serve the recreation needs of people living or working within a 1-mile radius. Designed for intense and diverse recreational activities, these parks serve as a neighborhood's recreational and social focus. These parks are typically accessed by pedestrians and bicyclists, and are generally located on streets with side-walks. Saga Lake Park and Saga Bay Park are the only neighborhood parks in Cutler Bay.

Natural Area Preserve

Natural area preserve is a parcel or area of generally undeveloped land conserved in its natural state for the purpose of protecting flora, fauna or other natural features for perpetuity. The two natural area preserves within the Town's boundaries are owned by the County.

Linear Parks

Linear parks provide a natural environment for walking, jogging and bicycling trails. They also represent a transportation corridor linking neighborhoods to parks, schools and shopping areas, and a variety of passive recreational opportunities that are relatively free from automobile interference. There are no public linear parks in Cutler Bay, however, the Lakes by the Bay neighborhood has a small linear park along NW 97th Avenue.

Single Purpose Parks

Single purpose parks are public recreation lands being used for a specialized activity that does not fit into any of the other categories. The Town has two single purpose parks, Bel Aire Park and Franjo Park. Bel Aire Park consists of a lighted field that can be used for field sports such as football, soccer and lacrosse. Franjo Park consists of lighted baseball fields.

Mini Parks

Mini parks are specialized facilities that serve a local population, or a specific user group such as very young children or senior citizens. Mini-parks are small in size, typically one acre or less. Facilities are typically limited to a small open area, a children's playground, a bench or picnic table. The Town has two mini parks, Lincoln City Park #2 and Whispering Pines Park.

Private Open Space

Open space that is located within a private community and is limited for use by the residents of that community and their guests.

Conservation Open Space

Conservation open space means land areas designated for the purpose of conserving or protecting natural resources or environmental quality, including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, commercially or recreationally valuable fish and shellfish, or protection of vegetative communities or wildlife habitats.

Existing Conditions

The Town of Cutler Bay currently has 7 parks serving its residents. A proposed Park and Recreation Master Plan will address the issues of 1) acquisition, operation and maintenance of existing County open space for park and recreation facilities; 2) the County's completion of Lakes by the Bay Park, 3) obtaining access to the Bay, 4) developing water related facilities and programs; 5) park facilities, recreational and cultural facilities and programs for residents of all ages; 6) partnerships with the School Board and local schools; and 7) alternative funding sources. Table ROS -1 provides a detailed inventory of the existing Town parks, and includes their general address, size, classification and featured amenities. See Exhibits ROS-3 through ROS-10 for aerials of each of the Town's parks. Currently, there are approximately 33 acres of Town owned parkland. Out of a total of 7 recreational facilities locate within the Town, there is one (1) community park; two (2) neighborhood parks; two (2) single purpose parks; and two (2) mini parks. Miami-Dade County has planned a future regional park to be located in the southeastern corner of the Town, east of the Lakes by the Bay neighborhood. It should be noted that Cutler Ridge Park and Whispering Pines Park are the only active parks located next to a public school (Bel Aire Park is located next to Our Lady of the Holy Rosary which is a private school). It is the Town's desire to have more schools and parks adjacent to each other to allow for shared use during and after school activities as well as other public and recreational activities. The future addition of Lakes by the Bay Park will meet this goal. For school locations see Exhibit EF-1A through EF-1D.

Recreation and Open Space Analysis

Due to the fact that different types of open space provide different benefits to the community, the Town has taken a tiered approach to establishing it's own Level-of-Service Standards. The system-wide Level-of-Service Standard will be 3.0 acres of parks, recreational land and open space per 1,000 residents. This overall standard will be further divided into Conservation Open Space, Private Open Space and Active Open Space Standards.

Level-of -Service – Conservation Open Space

Conservation open space that exists within the Town includes 806.8 acres. This is comprised of Miami-Dade EEL owned and other conservation lands. The Town will use a 50% multiplier for each conservation open space acre to count toward the conservation open space Level-of-Service standard. 403 acres are used in this LOS analysis.

In order to accommodate the future needs of the residents, the Town shall adopt the following level of service standard for conservation recreation and open space:

LOS: 0.9 acres of conservation open space per 1,000 residents

The Town will adopt an objective to add to the supply of conservation open space to maintain the level of service of 0.9 acres per 1,000 current and future residents. The table below summarizes the future conservation open space needed to meet this adopted LOS standard.

Table ROS-1

Year	Population	LOS 0.9 Acres per 1,000
2007	39,000	35 acres
2010	43,000	39 acres
2015	50,000	45 acres
2020	60,000	54 acres

Analysis – Conservation Open Space

Based on the current private open space areas within Cutler Bay, the Town currently has a surplus of 370 acres. With the expected population increase by the year 2020, the town will not need to add additional conservation open space to maintain the adopted LOS standards.

Level-of-Service – Private Open Space

The majority of the existing active open space parks are located in the first subdivisions to develop in Cutler Bay, primarily those west of Old Cutler Road. The neighborhoods on the east side of Old Cutler Road, which were built in more recent years, have provided open space in the form of private open space. For that reason, the Town is adopting a Level-of-Service standard for private open space.

Additional private recreation and open space exists within the Town includes 780 acres. This is comprised of private development parks and open space that are for the exclusive use of the residents that live within those developments. The Town will use a 50% multiplier for each private open space acre to count toward the private open space Level-of-Service standard. 390 acres are used in this LOS analysis.

In order to accommodate the future needs of the residents, the Town shall adopt the following level of service standard for private recreation and open space:

LOS: 0.9 acres of private open space per 1,000 residents

The Town will adopt an objective to add to the supply of private open space to maintain the level of service of 0.9 acres per 1,000 current and future residents. The table below summarizes the future private recreation and open space needed to meet this adopted LOS standard.

Table ROS-2

Year	Population	LOS 0.9 Acres per 1,000
2007	39,000	35 acres
2010	43,000	39 acres
2015	50,000	45 acres
2020	60,000	54 acres

Analysis – Private Open Space

Based on the current private open space areas within Cutler Bay, the Town currently has a surplus of 357 acres. With the expected population increase by the year 2020, the town will not need to add additional private open space to maintain the adopted LOS standards.

Level-of-Service – Active Open Space

The inventory of active public recreation areas indicates that the Town of Cutler Bay contains a total of approximately 41 acres. This inventory of park land includes the 7 Town owned parks as well as a percentage of the active areas for the 96 acres of a future County regional park, Lakes by the Bay. This park is programmed to be developed in 2008. The current population of the Town of Cutler Bay is 39,000 people. Considering existing active parks, the Town has just over 1 acre of active public recreational open space per 1,000 residents. See Table ROS-3 for further information.

In order to accommodate the future needs of the residents, the Town shall adopt the following level of service standard for recreation and open space:

LOS: 1.2 acres of active open space per 1,000 residents

The Town will adopt an objective to add to the supply of parkland available for active recreation to meet the level of service of 1.2 acres per 1,000 current and future residents and to continually upgrade the existing public parks and recreational/open space facilities. The table below summarizes the future recreation and open space needed to meet this adopted LOS standard.

Table ROS-3

Year	Population	LOS 1.2 Acres per 1,000
2007	39,000	47 acres
2010	43,000	52 acres
2015	50,000	60 acres
2020	60,000	72 acres

Analysis – Active Open Space

Based on the current recreational and open space areas within Cutler Bay, the Town currently has the opportunity to provide 6 additional acres of active open space to reach the adopted LOS. With the expected population increase by the year 2020, the town will need to continue to add additional active open space to maintain the adopted LOS standards.

The Town of Cutler Bay is near build-out of available vacant unprotected land uses. Taking residential redevelopment opportunities into consideration along with new development of vacant residential land, the built-out population of the Town is estimated to reach 60,000 in the year 2020. In accordance with the Town of Cutler Bay Active Open Space Level-of-Service requirements of 1.2 acres per 1,000 residents, the Town will be required to have approximately 72 acres of parkland to serve its built-out population projected to occur by 2020. With 41 acres of active parkland currently existing, the Town currently has less than the LOS. The Town will include a policy in the Goals, Objective and Policies to add additional active park land to the Town's inventory to meet and maintain the established Active Open Space Level-of-Service standard of 1.2 acres per 1,000 residents.

Future Planned Facilities

While the Town is mostly built-out, there still remain several vacant parcels on Old Cutler Road that would be appropriate locations for new active parks and recreational opportunities. It is envisioned that the citywide Parks and Recreation Master Plan will analyze these vacant parcels relative to the needs of individual neighborhoods. For example, the plan should look at the current neighborhoods that are satisfactorily served by park facilities in relation to those that are not, and come up with recommendations to create new recreational opportunities where appropriate. Private recreational facilities will be included in the analysis. As a community that focuses on boating, Cutler Bay residents enjoy use of the amenities such as Black Creek canal, Saga Bay lake and other inland water areas. The plan will also analyze the existing parking facilities at the parks to determine if parking is adequately meeting the needs of the community. A realistic timeframe for the completion of this study is early 2008.

Planned Facilities Improvements

The Town has been actively seeking ways to make improvements at existing parks. The Cutler Bay Parks and Recreation Advisory Committee has recently completed their analysis of improvements that will be funded from Miami-Dade County's Safe Neighborhood Parks Bond program and Quality Neighborhood Improvements Program. The funding will be turned over to the Town when the parks are conveyed from the County. The improvements they suggest relate to Cutler Ridge Park and Cutler Ridge Elementary School and are detailed as follows:

Table ROS-4

Improvement	Cost
Canvas canopy over existing playground equipment	$40,000
New natural grass field on school property	$75,000
Athletic field lighting for new field on school property	$150,000
New parking lot adjacent to existing school parking lot on "water tower" site	$150,000
Vita Course located on perimeter of park and new school field	$40,000
Additional trees to be located throughout the park	$30,000
New pavilion (approximately 30' X 30')	$30,000

There is also funding available (about $400,000) for improvements to the swimming pool at Cutler Ridge Park. A priority list is still being developed for the pool. The dollar amounts are estimates only.

Lakes by the Bay Park

The planned Lakes by the Bay Park will consist of a total of 121 acres, of which 96 acres will be for active recreation. The residents of the Town will have this fantastic regional park literally in their own backyard. The planned County regional park will be located in the southeastern corner of the Town between Whingham Elementary School and Biscayne National Park. The planned facilities within this regional park include the following and are depicted in Exhibit ROS -11:

- Lighted Soccer Fields
- Lighted Baseball Fields
- Lighted Basketball Courts
- Compact Field
- Nature/Recreation Center
- Picnic Shelters
- Tot Lot
- Open Play Area
- Nature Trails
- Boardwalk Over Conservation Areas
- Lake
- Canoe Launch
- Fishing Dock

Biscayne National Park

The mangrove edges and shoreline of Biscayne Bay are the eastern boundary for the Town of Cutler Bay. As such, the Town has expressed a desire to enjoy this natural ecosystem in a way that would not negatively impact the plants and animals that live there. The following is an excerpt from a brochure published by the National Park Service describing Biscayne National Park :

"The water of Biscayne Bay is exceedingly clear. In no part can one fail to distinguish objects on the bottom…," biologist Hugh Smith wrote in 1895. Today in the shallow waters of this tropical lagoon are still remarkably transparent. They serve as a blue-green tinted window to a world of starfish, sponges, sea urchins, crabs, fish of all sizes and kinds, and hundreds of other marine plants and animals.The bay is a reservoir of natural riches, teeming with unusual, valuable, and rare wildlife. The manatee is one unusual animal that depends on this natural resource. Birds such as Brown Pelicans and White Ibis are drawn to the bay year-round. Large colonies of little blue herons, snowy egrets, and other wading birds nest seasonally in the protected refuge of the Arsenicker Keys. The extremely shallow waters surrounding these mangrove islands in the south bay are especially well suited for foraging.The coastal wilderness of South Florida was the first spot in North America explored by Europeans. Spanish explorer Ponce de Leon sailed across Biscayne Bay in search of the mythical Fountain of Youth in 1513. Today commercial fishermen, anglers, snorkelers, and boaters still reap bountiful rewards from the bay. The bay's good health is reflected in the numbers of different kinds of fish- more than 250- that spend part of their lives in it. Like the mangrove shoreline, the bay plays a critical role as a fish nursery. The young of many coral reef fish, such as parrot and butterfly fish, and sport fish, such as grunts, snappers, and the highly prized Spanish mackerel, find food and shelter from big hungry predators in the bay's thick jungle of marine grasses."

The Town will adopt an objective stating that the Town will explore the possibility of creating a boardwalk to the bay and programmatic opportunities with Biscayne National Park. There are several possible locations that this may be appropriate. This will be analyzed further in the Park and Recreation Master Plan.

Comprehensive Everglades Restoration Plan (CERP)

The Comprehensive Everglades Restoration Plan (CERP) is a plan to restore and preserve the Everglades, enhance water supplies, and maintain flood protection. The U.S. Army Corps of Engineers has partnered with the South Florida Water Management District and numerous other Local, State, Tribal and Federal partners to reach a common goal based on a "vision" for the future quality of the natural and human systems in South Florida.

The Biscayne Bay Coastal Wetlands phase of CERP is located along the undeveloped lands that make up the south and eastern areas of the Town of Cutler Bay (see Exhibit INF-5) and continues north along the coast to include the eastern areas of the Village of Palmetto Bay.

The project benefits will include restoring Biscayne Bay which includes Biscayne National Park. The natural overland sheetflow of water has been changed with the construction of drainage canals. This project will restore the overland sheetflow in a 13,600-acre area through the construction of spreader canals and other features. The more natural water flow will improve the ecology of Biscayne Bay including its freshwater and tidal wetlands, nearshore bay habitat, marine nursery habitat, oysters and the oyster reef community. The Biscayne Bay Coastal Wetlands phase will consist of constructing pump stations, spreader swales, stormwater treatment areas, flowways, levees and culverts, and backfill canals.

During discussions with Ecologists at Biscayne National Park, it was noted that the native plants to Biscayne Bay are wetland marsh, similar to the 18 mile stretch from Florida City to Key Largo along US-1. It is worth mentioning in this discussion of the CERP project that when the bay is recharged with fresh water, the result may be that the mangroves will retreat and the native grasslands will return.

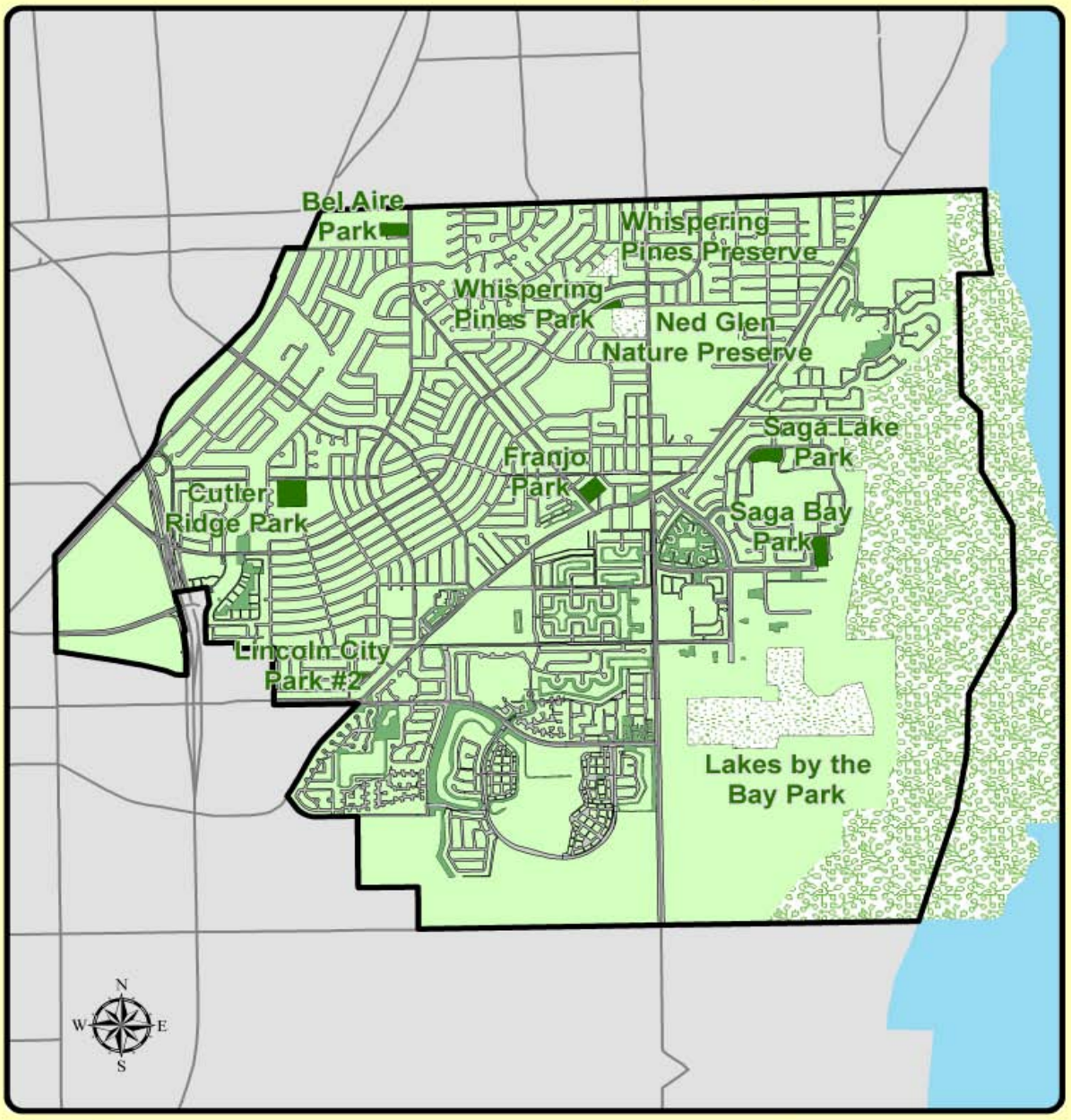
Table ROS-5

Cutler Bay Park Inventory				
Park Name	**Property Address**	**Acres**	**Facility Type**	**Facility Description**
Bel Aire Park	18500 SW 97th Ave	5.29	Bleachers	2 Bleachers- North
			Football Field- Lighted	1 Football/Soccer/Lacrosse w/ football posts
			Landscaping Under 500k	Park Landscaping and Trees
			Park Perimeter Fence	1 Fence, wood, 2 plank
			Park Sign	1 Sandblasted, double faced
			Parking Spaces, Handicapped	2 Non-Lighted
			Parking Spaces, Standard	64 Non-Lighted
			Recreation Center (Small)	1 Restroom/Concession/Storage Bldg.
			Scoreboard	1 Football Scoreboard
			Signs	Misc. Park Signs
			Site Furniture	Misc. Site Furniture
Cutler Ridge Park	10100 SW 200th St.	12.88	Basketball Courts- No Lights	1 Basketball Court
			Bathhouse/Restrooms/Office (Pool)	1 Pool Bathhouse- changing room, restrooms, storage
			Landscaping Under 500k	1 Park Landscaping and Trees
			Park Perimeter Fence	1 Chain Link and wooden 2 plank
			Park Sign	1 sign
			Parking Spaces, Handicapped	3 Lighted
			Parking Spaces, Standard	66 Lighted
			Pump/ Power Building	1 Pump House
			Recreation center - (medium 5000 - 15000SF)	1 One story concrete
			Recreation Center - (small < 5000 SF)	1 Recreation Center
			Signs	Misc. Park Signs
			Site Furniture	Misc. Site Furniture
			Soccer Field - No lights	1 Soccer Field (a)
			Soccer Field - No lights	1 Soccer Field (b)
			Soccer Field - No lights	1 Soccer Field ©
			Soccer Field - No lights	1 Soccer Field (d)
			Swimming Pool - Medium (25-40M)	1 Pool
			Tennis Court - No lights	1 Tennis Court
			Tot lot (Medium)	1 Playground

Recreation & Open Space

Park Name	Property Address	Acres	Facility Type	Facility Description
Franjo Park	20175 Franjo Rd	5.27	Baseball Field- Lighted Baseball Field- Lighted Baseball Field- Lighted Batting Cages Landscaping Under 500k Park Perimeter Fence Parking Spaces, Handicapped Parking Spaces, Standard Recreation Center (Small) Signs Site Furniture Storage Building	1 #1 NW Field 1 #3 NE Field 1 #2 S Field 6 Between #2 and #3 1 Park Landscaping & Trees 1 Chain Link Fence 4 Un-lighted 87 Un-lighted 1 with Mural on West side Misc. Park Signs 1 Misc. Site Furniture 1 Storage for maintenance equipment
Lincoln City Park #2	SW 214th St/99th Ave	0.6	Pine Rockland	.6 acre no maintenance
Saga Bay Park	SW 205th St/80th Ave	5	Landscaping Under 500k Park Perimeter Fence Pathway-Not Lighted (Miles) Signs Site Furniture Tennis Court- No Lights Tot lot (Medium) Utility - Electric	1 Park Landscaping & Trees 1 Bollards 0.30 Asphalt Misc. Park Signs 1 Misc. Site Furniture 2 Laykold Surfacing 1 Playground 1 Power Box
Whispering Pines Park	SW 188th St/SW 88th Ct	1.37	Landscaping Under 500k Park Perimeter Fence Park Sign Shelter - Small <400 Sf) Type B- w/ grill Signs Site Furniture Tot lot (Medium) Tot lot (Small)	1 Park Landscaping and Trees 0.25 Bollards 1 Wood 1 South of Tot lot Misc. Park Signs 1 Misc. Site Furniture 1 Playground 1 Playground with Shade Structure

Town of Cutler Bay
Recreation and Open Space



Source: Miami-Dade County,
THE CORRADINO GROUP

Exhibit ROS - 1

Exhibit ROS-2
Franjo Park

Exhibit ROS-3
Saga Bay Park

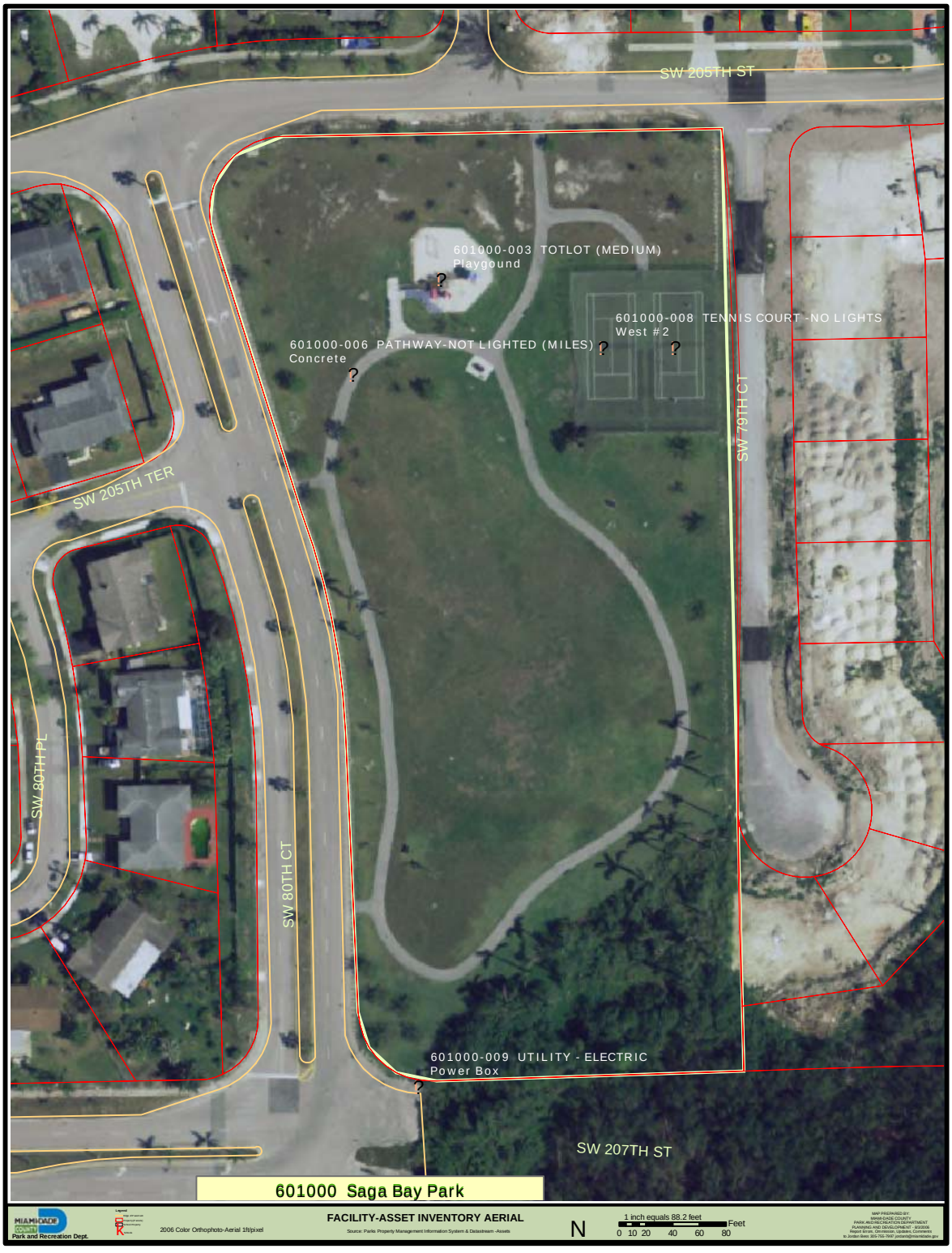


Exhibit ROS-4
Whispering Pines Park

Recreation & Open Space

Exhibit ROS-5
Cutler Ridge Park

Exhibit ROS-6
Lincoln City Park #2

Exhibit ROS-7
Saga Lake Park

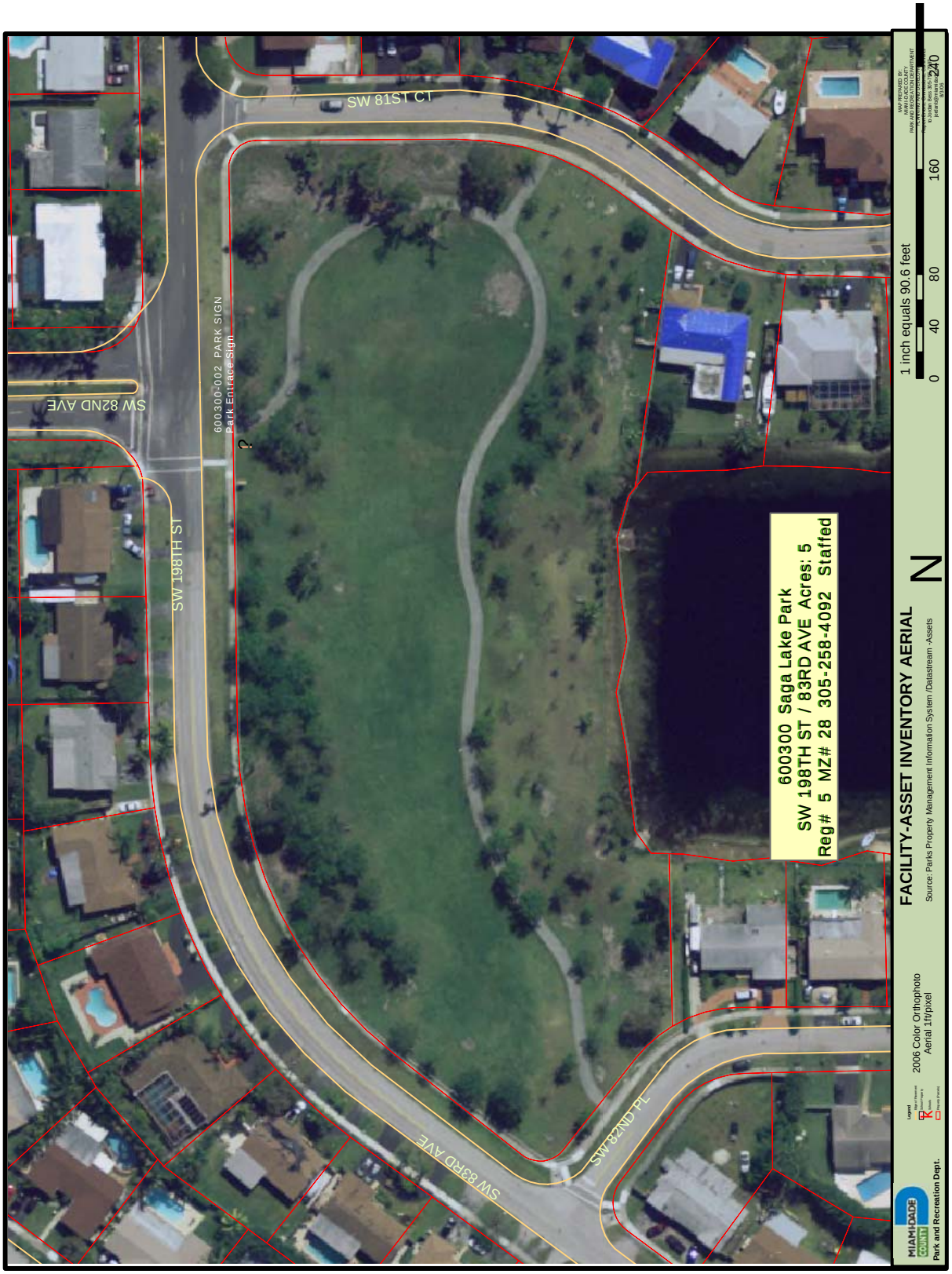
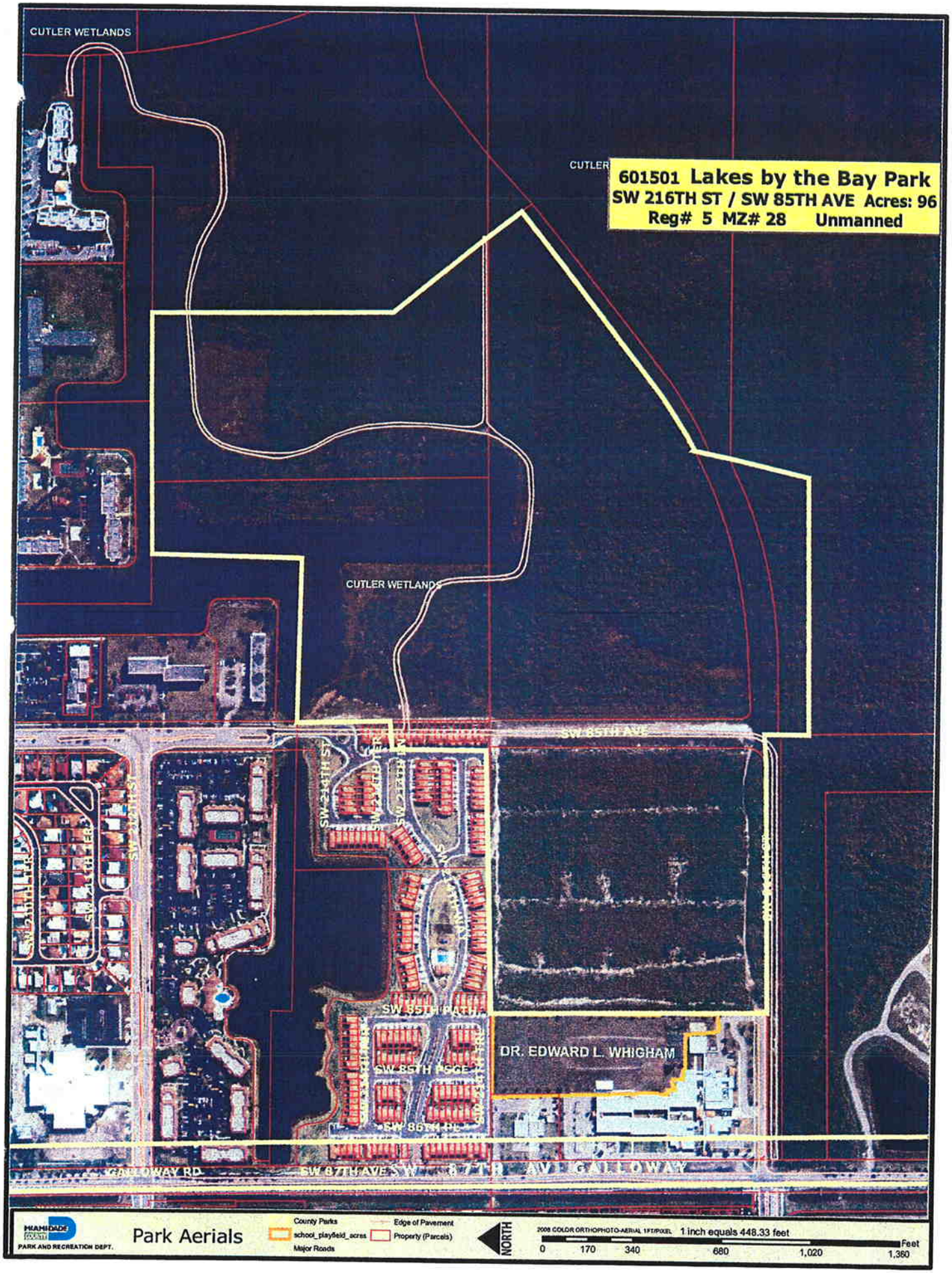


Exhibit ROS-8
Bel Aire Park


CUTLER WETLANDS
CUTLER
601501 Lakes by the Bay Park
SW 216TH ST / SW 85TH AVE Acres: 96
Reg# 5 MZ# 28 Unmanned
CUTLER WETLANDS
SW 85TH AVE
SW 85TH PATH
DR. EDWARD L. WHIGHAM
SW 87TH AVE
GALLOWAY RD
Park Aerials
PARK AND RECREATION DEPT.
County Parks
school_playfield_acres
Major Roads
Edge of Pavement
Property (Parcels)
NORTH
2008 COLOR ORTHOPHOTO-AERIAL 1FT/PIXEL
1 inch equals 448.33 feet
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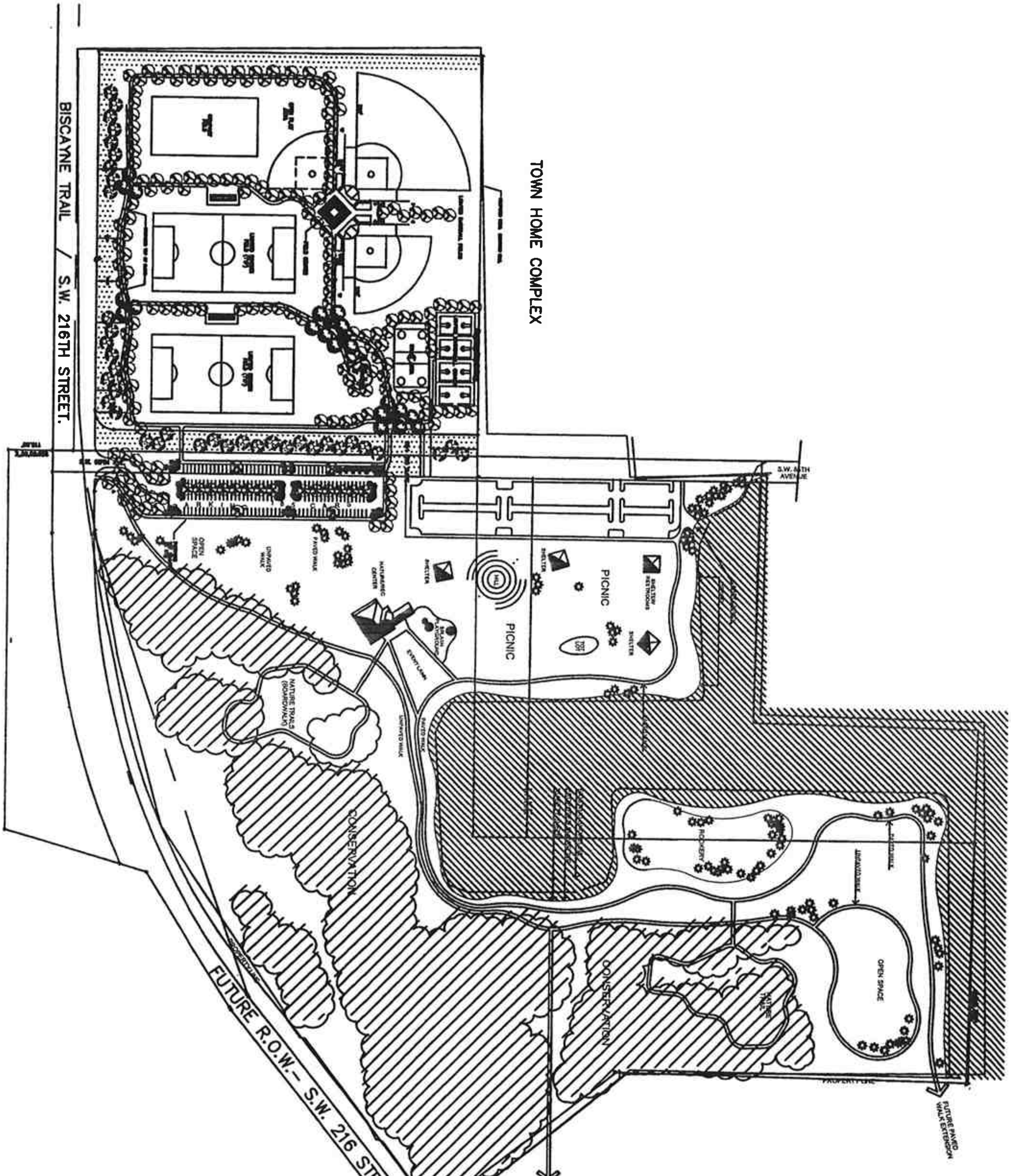
1,360
Feet



Project N°

Date 11/27/01

Scale 1"=?

Drawing N° of

File | Drawn | Dsg

Project Title:

LAKES BY THE BAY PARK

Drawing Title: **GENERAL PLAN**

Miami-Dade County
Park and Recreation Department

275 N.W. 2nd STREET, 4th FLOOR, MIAMI, FL. 33128

Revisions		
N°	Date	Description

Design: CURTIS/ROGERS
Drawn: B.CONDON
Checked:
Survey:
Inspections:

Approvals	Dt.

Introduction

The Growth Management Law of 2005, made significant changes to the Growth Management Act. A key requirement of the Growth Management Law of 2005 is that all local governments adopt a public school facility element in their comprehensive growth management plan and adopt required updates to its public schools interlocal agreement.

This Element contains policies and provisions consistent with the Town's Growth Management Plan, the Miami-Dade County Comprehensive Development Master Plan, Strategic Regional Policy Plan for South Florida and State Comprehensive Plan. The data and analysis necessary to support the proposed level of service standard is attached in a separate volume and labeled Support Data and Analysis.

Educational Facilities

Educational Facilities Defining Principle

"The educational facilities in Cutler Bay will receive positive ratings from Town residents and students."

Town of Cutler Bay 2006-2011 Strategic Plan Goal 5.5, Fall 2006

Florida Statutory Requirements

As stated above, the state legislature passed the Growth Management Law of 2005, which made significant changes to the Growth Management Act.

Through this Element the Town shall further implement and support the "Interlocal Agreement for Public School Facility Planning In Miami-Dade County."

Educational Facilities Exhibits and Tables

Monitoring and Evaluation Program

This section will outline the procedures for the monitoring and evaluating of the Element and its implementation.

Monitoring Requirements

The primary mechanism to monitor progress in achieving the objectives and policies in this Element is the collection and update of appropriate baseline data. Further, as required by the State Requirements for Educational Facilities, at least once every five (5) years the School Board shall arrange for an educational plant survey to be conducted. This plant survey will include data regarding existing facilities and a five (5) year projection of student population. The written report from this survey shall include the following:

Inventory	An inventory of existing ancillary and educational plants and auxiliary facilities.
Student Population	An analysis of past and projected student population.Population
Capital Outlay	An analysis of expenditures and projected capital outlay funds.
Facilities	Statements of proposed types of facilities, grade structure, and list student capacity.
Funding	A proposed funding plan.

The information obtained from the educational plant survey will be used to generally monitor the progress of the objectives and policies contained in the Educational Element and will provide specific indicators for Objective EDU-1 and Objective EDU-4.

The enforcement or adoption of interlocal agreements shall be explored as a means to help implement components of the Educational Facilities Element, and to coordinate the efficient provision of public educational facilities. The performance of any agreements related to objectives of this element will be monitored as they are set in place.

Monitoring Measure EDU-1

Policies relating to the maintenance and improvement of specific level of service for public educational facilities, as specified in the Educational Facilities Impact Fee Ordinance, shall be reviewed annually. Each year, Miami-Dade County Public Schools will compare the official enrollment of the school system with the number of student stations available to determine the current operating LOS.

Monitoring Measures EDU-2

An annual review of the latest adopted Miami-Dade County Public Schools Facility Work Program will be conducted pursuant to the Interlocal Agreement in order to determine if the adopted concurrency level of service standard (including the Interim LOS standards) is being achieved. The number of development orders approved, those disapproved and those that have achieved LOS standards through mitigation options will also be reviewed. The Town may also request the Work Program in order to monitor progress.

Monitoring Measures EDU-3

Objective EDU-3 will be monitored through the annual inventory and assessment by Miami-Dade County Public Schools of School Board owned property. The number of new sites shall be reported annually and in the full review period reported in the EAR.

Monitoring Measures EDU-4

Objective EDU-4 will be monitored through the review and analysis of the statistics relating to school safety, as compiled annually, by the MDCPS Division of Police. A review and analysis of new and existing reactive and proactive safety and crime prevention programs will also be conducted on an annual basis.

Monitoring Measures EDU-5

Objective EDU-5 shall be monitored by Miami-Dade County Public Schools by reporting and reviewing the progress and number of new and existing community oriented programs, including an enrollment analysis, by age and ethnicity, of adult, community and vocational programs.

Monitoring Measures EDU-6

Objective EDU-6 shall be monitored by Miami-Dade County Public Schools by reporting the number of educational facility enhancements such as media centers, art/music suite, and science laboratories.

Monitoring Measures EDU-7

Objective EDU-7 will be addressed by implementing and tracking the development of appropriate mechanisms, including interlocal agreements and coordination efforts, which serve to expedite the provision or enhancement of public educational facilities.

Monitoring methods may be added or deleted as circumstances and criteria evolve. Any significant modifications to the monitoring process will be dealt with, as appropriate, through the Comprehensive Plan amendment process.

Evaluation

Available data regarding the various public educational facilities will be used to assess progress on specific objectives. In order to evaluate the level of service being provided, student capacity totals will be reviewed in comparison to student enrollment to determine the status of the current level of service being provided. Similarly, performance in terms of achieving other objectives can also be analyzed by tracking the number of completed capital projects, as well as the development and implementation of other programs associated with each objective. Results of these calculations and measures will be analyzed and changing circumstances and opportunities will be considered.

Any actions, changes or modifications to the Goal, Objectives, and Policies will be explained in accordance with the results of this process of continued monitoring and evaluation. Any necessary changes will be made through the Growth Management Plan amendment process.

Support Components

Inventory and Analysis

Existing Relationships
- Shared Services
- Service Providers

Inventory of Existing and Future Conditions and Maps

The Town signed the *Interlocal Agreement for Public School Facility Planning in Miami-Dade County*, as amended to include the Town of Cutler Bay, on April 6, 2006 (Resolution 06-34).

Currently, there are 37 governmental entities (including Miami-Dade County and Miami-Dade County Public School system). Out of that number only four municipalities are not signatories to the Agreement due to exemptions.

The Town is also proposing to enter into a joint use agreement for the co-sharing and use of facilities.

Inventory of Existing and Future Conditions and Maps

Consistent with Section 163.3177(12)(g), Florida Statutes, maps showing existing and future conditions are included in the element. A map series (Figures 1A through 1D and 2A through 2D) has been included which indicates the location of public schools and ancillary facilities over the 5-year planning period (2007/08 through 2012/13). Public schools are depicted using four areas of the County that are generally equivalent to the proposed Educational Impact Fee Benefit District. Figures 1A through 1D indicate the current public school and ancillary facility locations as of December 31, 2007. Figures 2A through 2D represent the location of public school and ancillary facilities anticipated by December 31, 2012. Map locations of future public school facilities are general and do not prescribe a land use on a particular parcel of land. Additionally, Tables 3A through 3D indicate school openings in years 2008, 2009 and 2010 and additional projects needed t achieve 2013 LOS.

Exhibit EF-1
Existing Educational and Ancillary Facilities
Located in the Northwest Area 2007

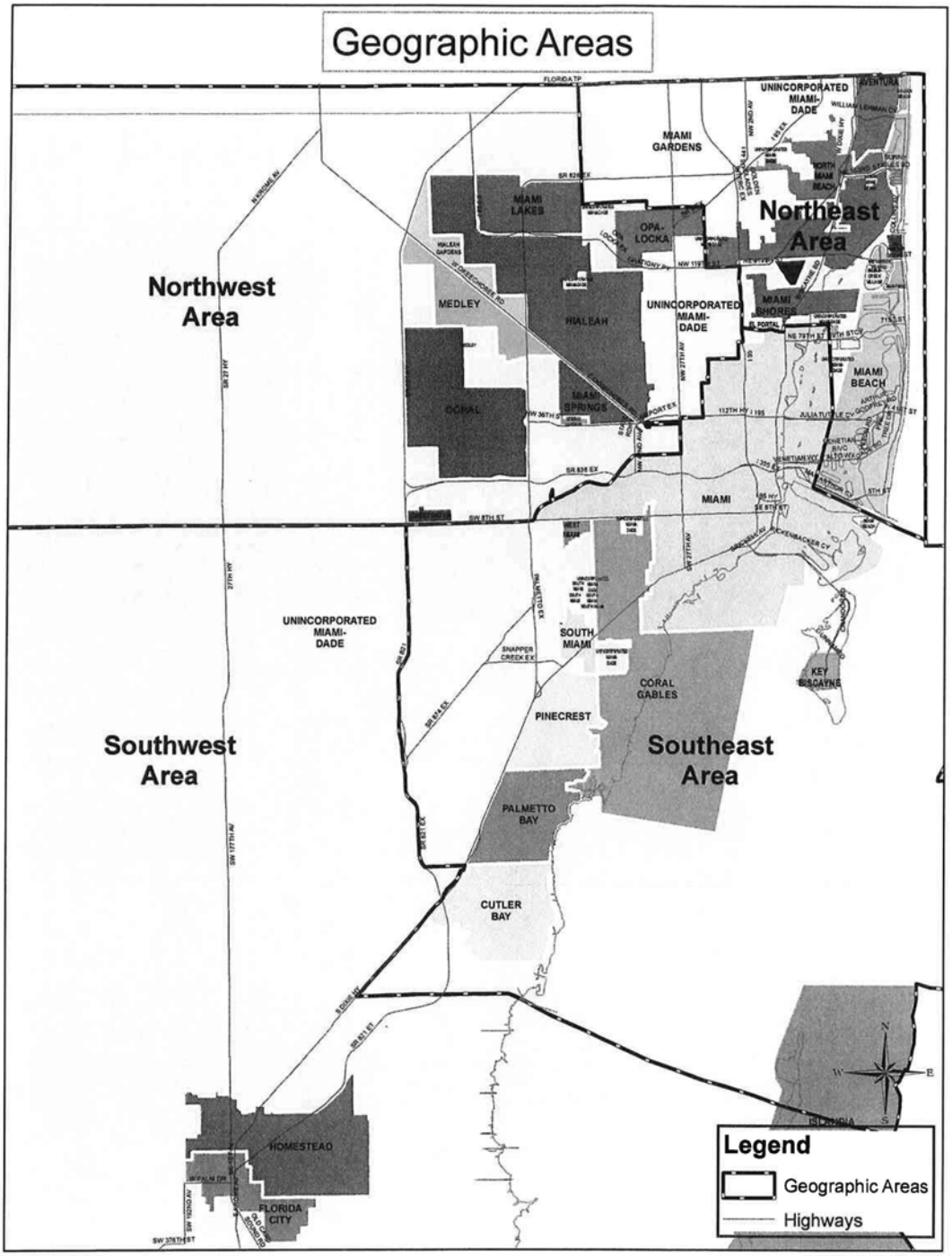
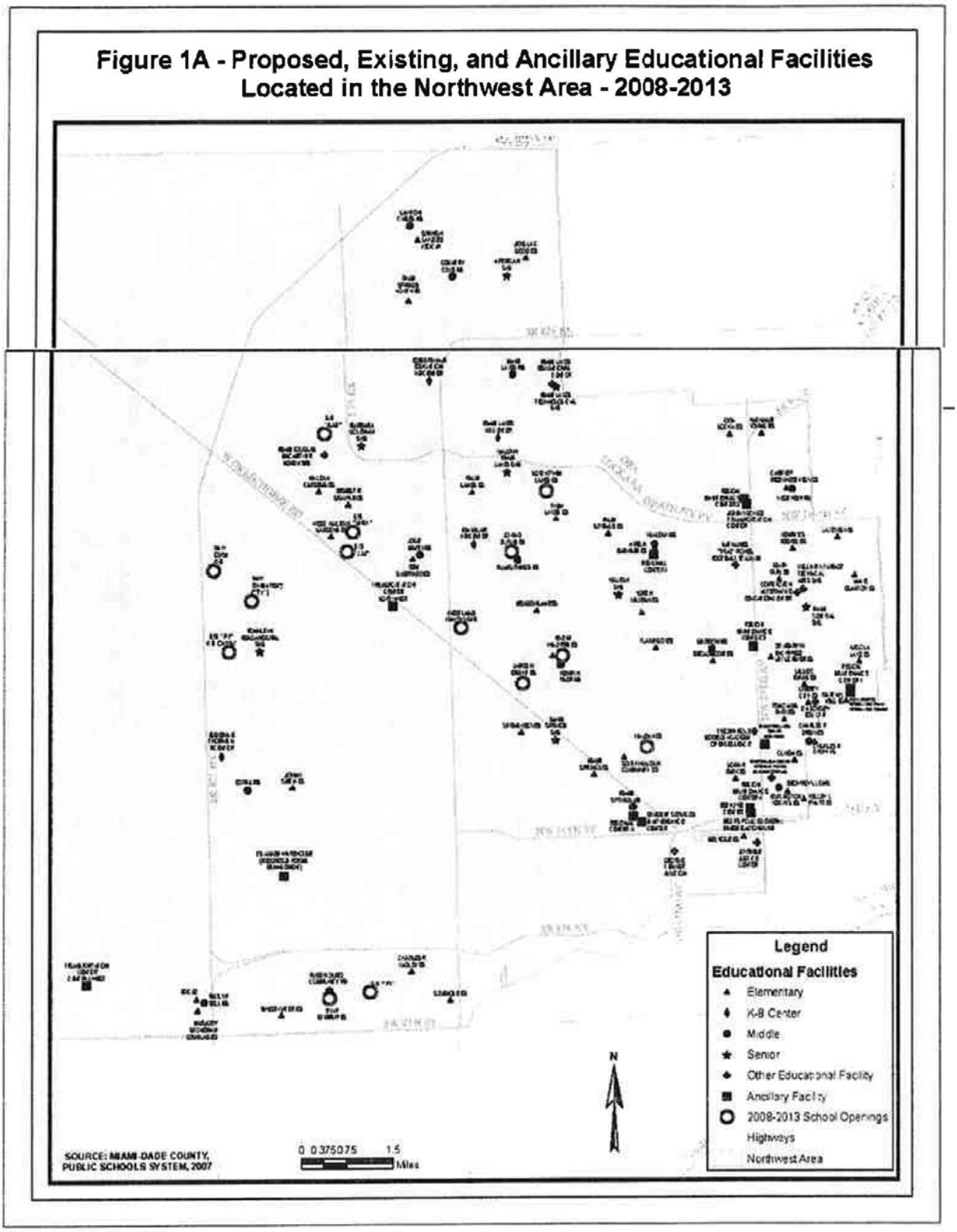


Figure 1A - Proposed, Existing, and Ancillary Educational Facilities Located in the Northwest Area - 2008-2013



Educational Facilities

Figure 1B - Proposed, Existing, and Ancillary Educational Facilities Located in the Northeast Area - 2008-2013

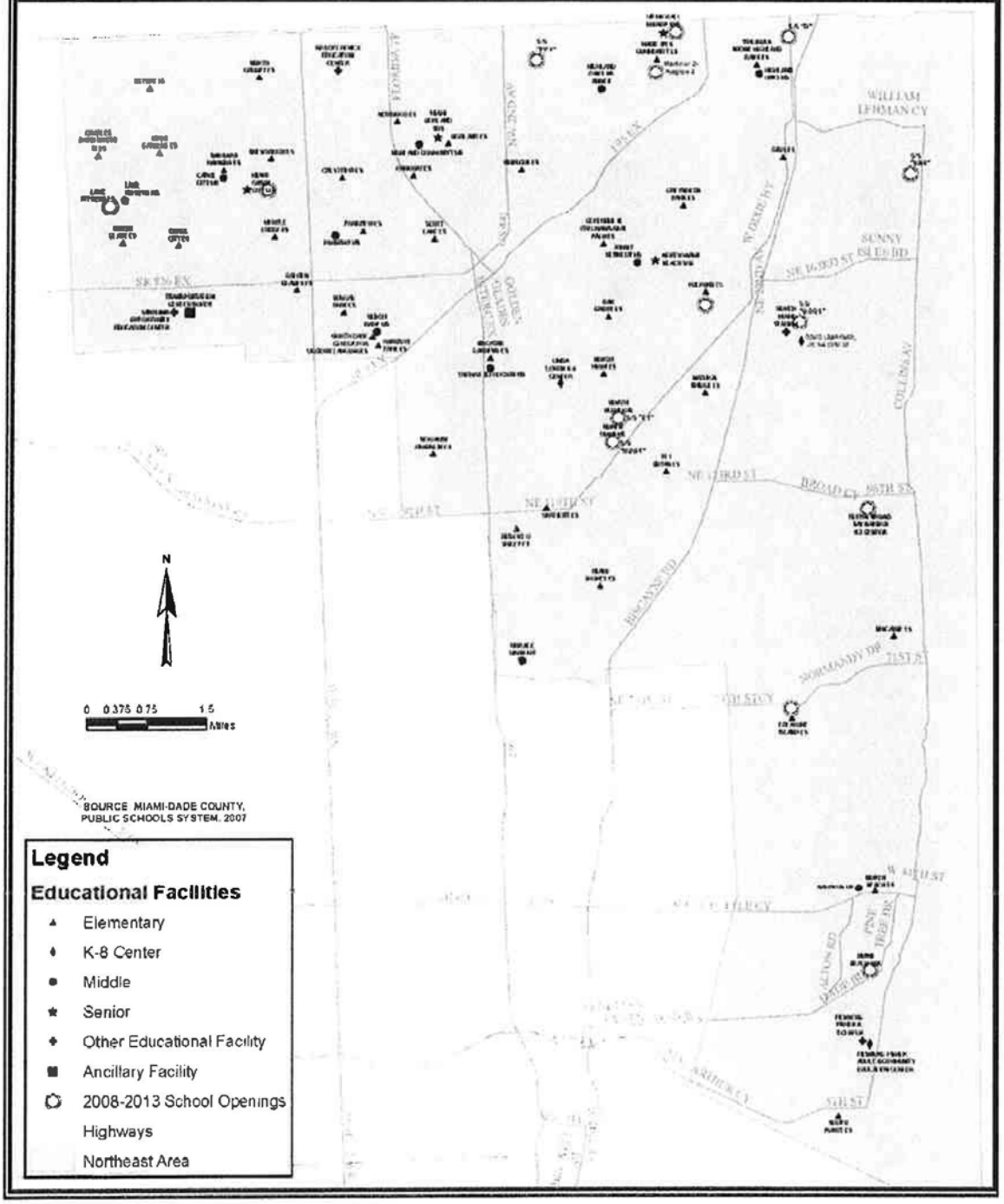
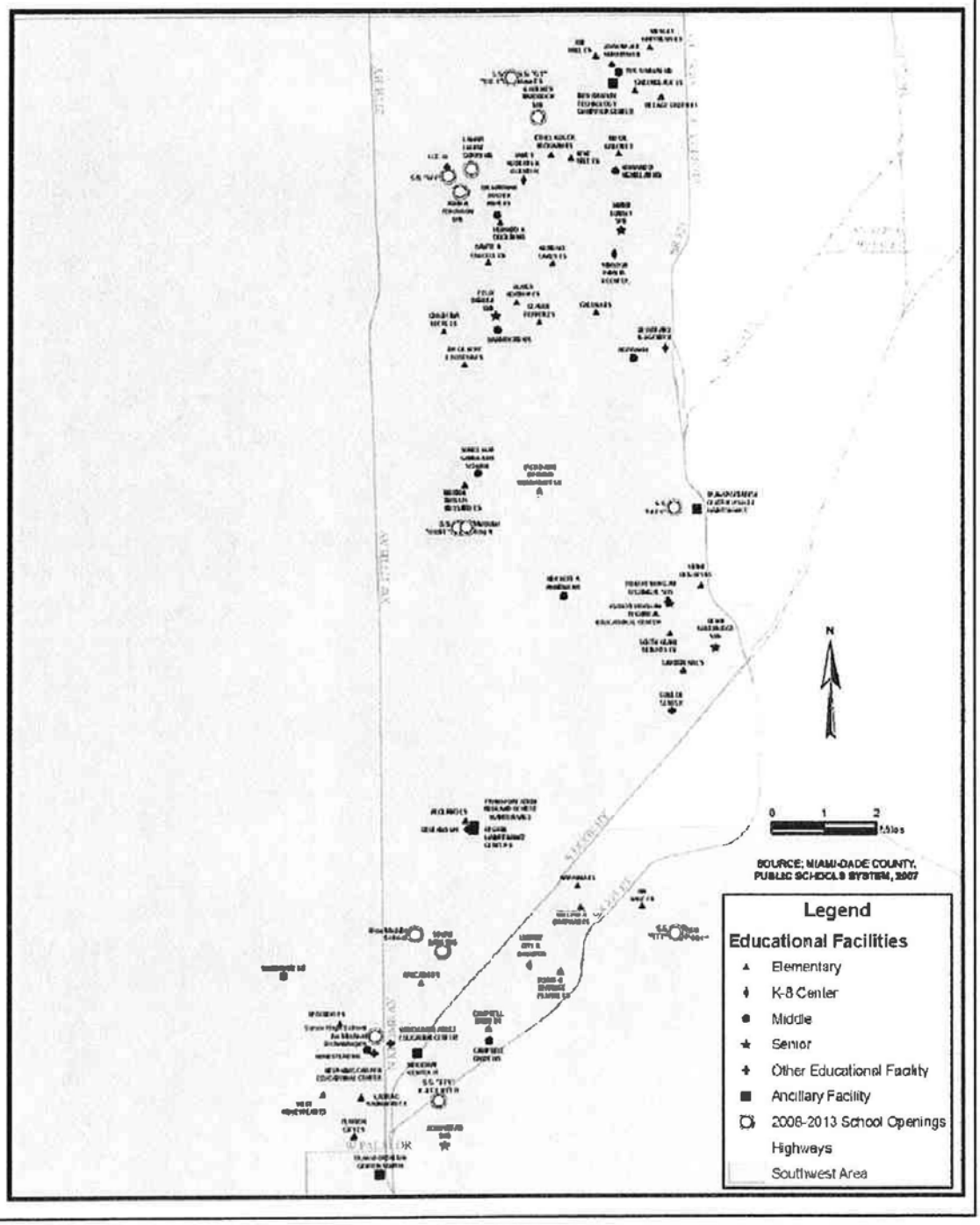


Figure 1C - Proposed, Existing, and Ancillary Educational Facilities Located in the Southwest Area - 2008-2013



Educational Facilities

Figure 1D - Proposed, Existing, and Ancillary Educational Facilities Located in the Southeast Area - 2008-2013