

Memorandum



Date: May 6, 2014

To: Eric Silva
Development Coordinator
Department of Regulatory and Economic Resources

From: 
Antonio Cotarelo, P.E.
County Engineer

Public Works and Waste Management Department

Subject: DIC 14-017
Name: Advanced Learning Charter School, Inc./DBA Hive Preparatory School
Section 07 Township 52 Range 41

I. PROJECT LOCATION:

The property is located at 17701 NW 57 Avenue.

II. APPLICATION REQUEST:

This application is seeking a special exemption to permit a 125 student charter school for Kindergarten and First grade.

III. RECOMMENDATION:

This project is located within the jurisdiction of Miami-Dade County. It meets Traffic Concurrency for an initial review. This project may be subject to the payment of Road Impact Fees. Miami-Dade County Public Works and Waste Management Department (PWWM) recommends approval of this application subject to the completion of the project requirements stated below.

IV. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

Access to the site is available from the north and the south from NW 57 Avenue and from the east and the west from NW 183 Street and NW 173 Street.

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

A. Trip Generation (Based on Institute of Transportation Engineers)

46 PM Peak Hour trips are generated by this development (This application does not generate additional PM Peak trips)

56 AM Peak Hour trips are generated by this development (This application generates 10 additional AM Peak trips)

B. Cardinal Distribution

North	23%	East	24%
South	42%	West	11%

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

Station F-2516 located on Miami Gardens Drive/NW 183 Street w/o NW 57 Avenue, has a maximum LOS “EE” of **4296** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **3512** vehicles and an additional **35** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-2516** with its PHP and assigned vehicles is at LOS “D”. The **1** vehicle trip is generated by this development when combined with the **3512** and those previously approved through Development Orders, **35**, equal **3548** and will cause this segment to remain at LOS “D” whose range is 3421 to 3580.

Station F-2514 located on NW 57 Avenue n/o Miami Gardens Drive/NW 183 Street, has a maximum LOS “D” of **5080** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **2346** vehicles and an additional **47** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-2514** with its PHP and assigned vehicles is at LOS “B”. The **2** vehicle trips generated by this development when combined with the **2346** and those previously approved through Development Orders, **47**, equal **2395** and will cause this segment to remain at LOS “B” whose range is 701 to 4240.

Station F-1233 located on Miami Gardens Drive/NW 183 Street e/o NW 57 Avenue, has a maximum LOS “EE” of **6468** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **2316** vehicles and an additional **43** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-1233** with its PHP and assigned vehicles is at LOS “C”. The **1** vehicle trips generated by this development when combined with the **2316** and those previously approved through Development Orders, **43**, equal **2360** and will cause this segment to remain at LOS “C” whose range is 1 to 5250.

Station 9436 located on NW 37 Avenue s/o SR 826, has a maximum LOS “E+20” of **2532** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1987** vehicles and an additional **89** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station 9436** with its PHP and assigned vehicles is at LOS “E”. The **1** vehicle trip generated by this development when combined with the **1987** and those previously approved through Development Orders, **89**, equal **2077** and will cause this segment to remain at LOS “E” whose range is 1501 to 2110.

Station F-1190 located on NW 57 Avenue s/o NW 173 Street, has a maximum LOS “EE” of **6468** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **4894** vehicles and an additional **37** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-1190** with its PHP and assigned vehicles is at LOS “C”. The **5** vehicle trips generated by this development when combined with the **4894** and those previously approved through Development Orders, **37**, equal **4936** and will cause this segment to remain at LOS “C” whose range is 1 to 5250.

VII. PROJECT REQUIREMENTS:

- All off-site improvements required below shall be constructed prior to the school opening.
- A School Speed Zone composed of signs (fluorescent yellow-green material must be used where applicable), pavement markings, and flashing beacons, is required to be installed along the school's frontage roads (NW 57 Avenue) upon the Florida Department of Transportation's (FDOT) approval. The installation of this school speed zone may be waived by PWWM if a school policy explicitly stating that all students walking to this school must be accompanied by an adult is provided within a covenant for this facility and published as school policy; and with the provision that in the future, if the PWWM determines the need for said devices, the school agrees to provide such traffic control devices at the expense of the school administration in a timely manner.
- A "Declaration of Restrictions" in favor of PWWM must be recorded in the Official Records of Miami-Dade County, Florida prior to the date of the school opening. The "Declaration of Restrictions" shall include a TOP narrative and plan that has been found acceptable by PWWM.

VIII. SITE PLAN CRITIQUE

- This land complies with Chapter 28 of the Miami-Dade County Code. The property is platted as Tract C of Plat Book 65, Page 144.

IX. STANDARD CONDITIONS:

1. A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."
2. Public sidewalks are required to extend across all school driveways around the site. This will include pedestrian ramps that meet American with Disability Act (ADA) specifications where applicable. All pedestrian crosswalks around the school must have zebra pavement markings.
3. Safe sight distance clearance is required at all driveways; therefore, no trees shall remain or be planted in any clear zones. No tree foliage or branches shall descend below 7 feet within the public right-of-way. All tree placements in sight triangles shall meet or exceed FDOT Index 546. Any proposed planting, relocation or removal of trees and other foliage including any installation of irrigation systems in the public right-of-way must be approved by the R.A.A.M. Division of the Parks Recreation and Open Spaces Department. Also, any relocation or removal of trees must be approved by RER. These approvals should be applied for, and received, prior to DIC Executive Council approval of this project. A "Covenant for Maintenance" agreement, recorded in the public records, must be provided prior to permitting any of these types of installations within the public right-of-way.
4. Plans submitted for Permit shall conform to MUTCD, PWWM and other appropriate standards for engineering design in the public right-of-way. Prior to formal submittal of plans for approval and permitting, a Dry Run Paving and Drainage submittal is required to review compliance with

- DIC conditions for approval and appropriate standards, and to rectify any discrepancies between existing facilities, plans, conditions for approval, or standards. Existing and proposed striping, signs, and lane widths must be shown on these plans for all adjacent roadways. Also, plans must indicate any existing or proposed private driveways across the streets adjacent to the school site.
5. All roadway improvements including, but not limited to, traffic signs, markings and signals shall be installed by the applicant adjacent to, or nearby, this facility to ameliorate any adverse vehicular impacts caused by the traffic attracted to this facility. Also, traffic control devices, e.g., crosswalks, may be required at locations remote from this site along safe routes to school to provide for pedestrian student safety. These requirements may be determined at the time of Dry Run submittal of Paving and Drainage Plans.
 6. PWWM reserves the right to add or modify requirements based upon any additional information that may be received during this review process.

c: Raul A. Pino, PLS, Department of Regulatory and Economic Resources
Joan Shen, Ph. D., P.E., PTOE, Chief, Traffic Engineering Division, PWWM
Jeff Cohen, P.E., Assistant Chief, Traffic Engineering Division, PWWM