

# Memorandum



**Date:** August 11, 2015  
**To:** Nathan Kogon  
Assistant Director  
Regulatory and Economic Resource Department  
**From:**   
Antonio Cotarelo, P.E.  
Deputy Director/County Engineer  
Public Works and Waste Management Department  
**Subject:** DIC 15-017  
Name: Advance Learning Charter School  
Section 12 Township 52 South Range 40 East

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I. PROJECT LOCATION:

The property is located at 5855 NW 171 Street.

II. APPLICATION REQUEST:

This application is proposing the addition of a new 3-story building to an existing 1-story charter school. It is also requesting to increase the number of students from 452 to 900 students and increase the grade level to K-8.

III. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

This application is being served from the North to the South by NW 59 Avenue, NW 57 Avenue, and the Palmetto Expressway and from the East and the West by the NW 171 Street, the Palmetto Expressway and NW 183 Street.

IV. RECOMMENDATION:

**Miami-Dade County Public Works and Waste Management Department (PWWM) recommends approval of this application provided the project conditions, as indicated below, are adequately adhered to and implemented in the field. Failure to abide by and implement the project conditions will result in a withdrawal of the project approval and be substituted by a recommendation of denial. Additionally, failure to comply with the project conditions may result in enforcement action by governing authorities.**

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

A. Trip Generation (Based on Institute of Transportation Engineers 9<sup>th</sup> Edition) for the increase of 448 students

77 PM Peak Hour trips are generated by this application

B. Cardinal Distribution

North	29%	East	28%
South	30%	West	13%

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

**Station F-2516** located on NW 183 Street west of 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 **46** 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 **16** vehicle trips generated by this development when combined with the **3512** and those previously approved through Development Orders, **46**, equal **3574** and will cause this segment to remain at LOS “D” whose range is up to 3580.

**Station F-2514** located on NW 57 Avenue north of 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 **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 **7** vehicle trips generated by this development when combined with the **2346** and those previously approved through Development Orders, **47**, equal **2400** and will cause this segment to remain at LOS “B” whose range is 701 to 4240.

**Station F-1233** located on NW 183 Street east of 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 **14** 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 **11** vehicle trips generated by this development when combined with the **2316** and those previously approved through Development Orders, **14**, equal **2341** and will cause this segment to remain at LOS “C” whose range is up to 5250.

**Station F-1190** located on NW 57 Avenue south of 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 **55** 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 **7** vehicle trips generated by this development when combined with the **4894** and those previously approved through Development Orders, **55**, equal **4956** and will cause this segment to remain at LOS “C” whose range is up to 5250.

**Station F-405** located on the Palmetto Expressway east of NW 57 Avenue, has a maximum LOS “**D**” of **13,390** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **9252** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-405** with its PHP and assigned vehicles is at LOS “**C**”. The **9** vehicle trips generated by this development when combined with the **9252** and those previously approved through Development Orders, **0**, equal **9261** and will cause this segment to remain at LOS “**C**” whose range is 8231 to 11,100.

**Station F-38** located on NW 57 Avenue north of NW 159 Street, has a maximum LOS “**E**” of **5390** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **3064** vehicles and **276** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-38** with its PHP and assigned vehicles is at LOS “**C**”. The **23** vehicle trips generated by this development when combined with the **3064** and those previously approved through Development Orders, **276**, equal **3363** and will cause this segment to remain at LOS “**C**” whose range is up to 5250.

**Station F-554** located on the Palmetto Expressway west of NW 57 Avenue, has a maximum LOS “**D**” of **10,060** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **8885** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-554** with its PHP and assigned vehicles is at LOS “**D**”. The **4** vehicle trips generated by this development when combined with the **8885** and those previously approved through Development Orders, **0**, equal **8889** and will cause this segment to remain at LOS “**D**” whose range is 8371 to 10,060.

## VII. DEVELOPMENT IMPROVEMENTS REQUIRED FOR THIS PROJECT:

### Project Conditions:

#### Operational Conditions:

The school shall operate as per the Traffic Operation Plan dated 06/05/2015. It specifies that school must maintain a 300 student maximum limit per arrival and dismissal shift with a minimum 30 minute time schedule separation between any two shifts, and no more than three shifts during any arrival and/or dismissal period.

#### Offsite Infrastructure Conditions:

The applicant is required to modify the existing non-standard school speed zone into a standard school zone. Additionally, the applicant will be required to install a standard school speed zone for any future uncontrolled school crossings that provide direct access to the school’s property, or for any remote school crossings serving the school site that has been warranted as per FDOT Topic No. 750-010-027-h, Section 2. “School Zone Speed Regulations.” Furthermore, the school will be required to conduct and submit the traffic studies stated in FDOT Topic No. 750-010-027-h, Section 2. “School Zone Speed

Regulations,” following a request by PWWM. PWWM may request the traffic studies for a time period beginning with the school’s opening until two years after the school operates with at least 90% student enrollment capacity. Failure to provide traffic studies and/or school speed zone once the need has been determined by PWWM will be considered a violation of resolution and should prohibit the school from obtaining a future Certificate of Use.

VIII. SITE PLAN CRITIQUE:

This land complies with Chapter 28 of the Miami-Dade County Code. The property is platted as Tract A of Plat Book 158, Page 99.

IX. STANDARD CONDITIONS:

- 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."
- 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.
- 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.
- 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.
- 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

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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

- 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