Memorandum MIAMI-DADE COUNTY

Date: JUL 19 2016

To: Nathan Kogon
Assistant Director
Regulatory and Economic Resource Department

From: Darlene Fernandez, P.E.
Assistant Director
Department of Transportation and Public Works

Subject: DIC 16-031
Name: Advanced Learning Charter School DBA Hive Preparatory School
Section 07 Township 52 South Range 41 East

I. PROJECT LOCATION:

17701 NW 57 Avenue

II. APPLICATION REQUEST:

This application is proposing a special exemption to permit the existing charter school to increase the grade level to Kindergarten through 3rd grade and will continue with a maximum of 125 students.

III. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

This application is being served from the North and the South by NW 57 Avenue and from the East and the Wwest by NW 183 St and NW 173 Drive.

IV. RECOMMENDATION:

Miami-Dade County Department of Transportation and Public Works (DTPW) recommends approval of this application provided the project conditions, as indicated below, are adequately adhered to, and implemented in the field. 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 9th Edition) for the existing 125 students

0 PM Peak Hour trips are generated by this application.

B. Cardinal Distribution

North	21 %	East	23 %
South	39 %	West	17 %

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 **2516** vehicles and **10** 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 **"C"**. The **0** vehicle trips generated by this development when combined with the **2516** and those previously approved through Development Orders, **10**, equal **2526** and will cause this segment to remain at LOS **"C"** whose range is up to 3420.

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 **3487** vehicles and **3** 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 **0** vehicle trips generated by this development when combined with the **3487** and those previously approved through Development Orders, **3**, equal **3590** 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 **2420** 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 **0** vehicle trips generated by this development when combined with the **2420** and those previously approved through Development Orders, **14**, equal **2434** 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 Drive, has a maximum LOS **"EE"** of **6468** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **3467** vehicles and **26** 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 **0** vehicle trips generated by this development when combined with the **3467** and those previously approved through Development Orders, **26**, equal **3493** and will cause this segment to remain at LOS **"C"** whose range is up to 5250.

VII. SITE PLAN CRITIQUE:

This land complies with Chapter 28 of the Miami-Dade County Code. The property is platted as Tract C, Block 9 of Plat Book 65, Page 144.

VIII. Project Conditions:

Site Conditions:

Operational Conditions:

The school is required to operate as per the Traffic Operation Plan (TOP) incorporated within the submitted traffic impact study. Failure to operate as per

this TOP may be considered a violation of the school zoning resolution and may result in punitive actions.

Offsite Infrastructure Conditions:

The applicant will be required to install a school speed zone, as per the governing standards and upon all required agency approvals, for any existing or future uncontrolled school crossings that provide direct access to the school's property, and 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." Additionally, 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 DTPW. Failure to provide traffic studies and/or school speed zone once the need has been determined by DTPW will be considered a violation of resolution and should prohibit the school from obtaining a future Certificate of Use.

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, DTPW 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.

DTPW 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