

- d. The Applicant shall comply with the recommendations as per Miami-Dade County Public Works Traffic Engineering Division (TED) and the Village of Palmetto Bay's Traffic Consultant attached hereto at Attachment C.
- e. All signage shall be reviewed separately from this site plan for compliance with applicable code provisions at the time of building permitting review.
- f. Photometric plan shall be provided at time of building permit and shall comply with Village of Palmetto Bay and Miami-Dade County ordinances.
- g. The Applicant shall have recorded, in a form approved by the Village Attorney, a unity of title for the site.

This is a final order.

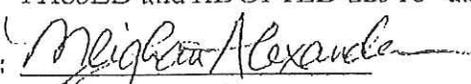
Section 5. Record.

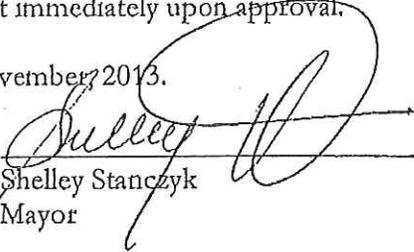
The record shall consist of the notice of hearing, the applications, documents submitted by the applicant and the applicants' representatives to the Village of Palmetto Bay Department of Planning and Zoning in connection with the applications, the county recommendation and attached cover sheet and documents, the testimony of sworn witnesses and documents presented at the quasi-judicial hearing, and the tape and minutes of the hearing. The record shall be maintained by the Village Clerk.

Section 6. This resolution shall take effect immediately upon approval.

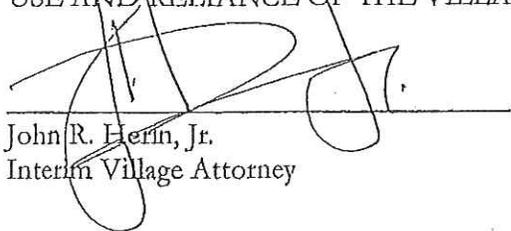
PASSED and ADOPTED this 18th day of November, 2013.

Attest:


Meghan Alexander
Village Clerk


Shelley Stanczyk
Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE
USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:


John R. Herin, Jr.
Interim Village Attorney

IN THE CIRCUIT COURT OF THE 11TH
JUDICIAL CIRCUIT, IN AND FOR
MIAMI-DADE COUNTY, FLORIDA

ALEXANDER SCHOOL, INC.,

GENERAL JURISDICTION DIVISION

Plaintiff,

CASE NO.: 2015-024018 CA 20

vs.

VILLAGE OF PALMETTO BAY,
FLORIDA,

Defendant.

FINAL JUDGMENT IN FAVOR OF PLAINTIFF

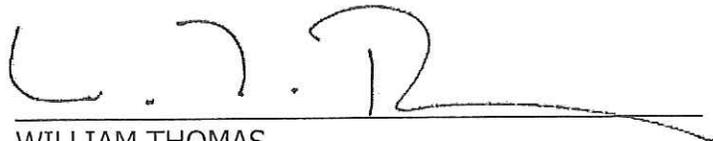
Pursuant to the Court's order dated May 9, 2016, which granted Plaintiff's motion for summary judgment on its single-count complaint for declaratory relief,

IT IS ADJUDGED that:

1. Section 10.1 of the Village of Palmetto Bay's Charter is unconstitutional because it is arbitrary and unreasonable, and has no relation to the public safety, health, morals, comfort or general welfare of the surrounding community.

2. Section 10.1 of the Village of Palmetto Bay's Charter is also unconstitutional because it deprives Plaintiff of its constitutional rights to be heard.

DONE AND ORDERED in Chambers at Miami-Dade County, Florida, on 06/13/16.



WILLIAM THOMAS
CIRCUIT COURT JUDGE

FINAL ORDERS AS TO ALL PARTIES
SRS DISPOSITION NUMBER 12

THE COURT DISMISSES THIS CASE AGAINST
ANY PARTY NOT LISTED IN THIS FINAL ORDER
OR PREVIOUS ORDER(S). THIS CASE IS CLOSED
AS TO ALL PARTIES.

Judge's Initials WT

The parties served with this Order are indicated in the accompanying 11th Circuit email confirmation which includes all emails provided by the submitter. The movant shall IMMEDIATELY serve a true and correct copy of this Order, by mail, facsimile, email or hand-delivery, to all parties/counsel of record for whom service is not indicated by the accompanying 11th Circuit confirmation, and file proof of service with the Clerk of Court.

Signed original order sent electronically to the Clerk of Courts for filing in the Court file.

Copies to: All counsel of record

This instrument was prepared by:
Name: Jerry B. Proctor, Esq.
Address: Bilzin Sumberg Baena Price & Axelrod, LLP
1450 Brickell Avenue, 23rd Floor
Miami, FL 33131

(Space reserved for Clerk)

UNITY OF TITLE

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, the undersigned is the Owner of that property described as:

See Exhibit A attached hereto

Also known as 14850 SW 67th Avenue, Palmetto Bay, FL 33158, and

WHEREAS, Owner recognizes and acknowledges that for the public health, welfare, safety or morals, the herein-described property should not be divided into separate parcels owned by several owners so long as the same is put to the hereinafter use, and

NOW, THEREFORE, in consideration of the public hearing application to expand the private school on the property and for other good and valuable consideration, Owner hereby agrees to restrict the use of the subject property in the following manner:

1. That said property shall be considered as one plot and parcel of land and that no portion of said plot and parcel of land shall be sold, transferred, devised or assigned separately, except in its entirety as one plot or parcel of land.
2. That said property shall not be conveyed, mortgaged or leased separate or apart from each other and that they will be held together as one tract.

FURTHER, Owner agrees that this condition, restriction and limitation shall be deemed a covenant running with the land and may be recorded, at Owner's expense, in the Public Records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the Owner, their heirs, successors, personal representatives and assigns and upon all mortgagees or lessees until such time as the same may be released in writing by the Village Attorney of the Village of Palmetto Bay, Florida.

FURTHERMORE, provided, however, that a release will be executed when the premises are made to conform with applicable zoning regulations or the use or structure is removed from the premises and there is no further reason to maintain the Unity of Title on the public records.

County Use Only
Verified by _____
Accepted by: _____

MIAMI 3838122.3 73875/41010

Section-23, Township-55, Range 40:
Folio number: 33-5023-000-0881

Exhibit "A"

The NE 1/4 of the SE 1/4 of the SE 1/4, less the South 340.41 feet and the East 35 feet thereof, the East 100 feet of the NW 1/4 of the SE 1/4 of the SE 1/4, less the South 340.41 feet thereof, in Section 23, Township 55 South, Range 40 East, lying and being in Miami-Dade County, Florida.

MIAMI 3838122.3 73875/41010

Section-23, Township-55, Range 40:
Folio number: 33-5023-000-0881

PLANS

ALEXANDER SCHOOL INC

VPB-16-010

TRAFFIC STUDY

ALEXANDER SCHOOL INC

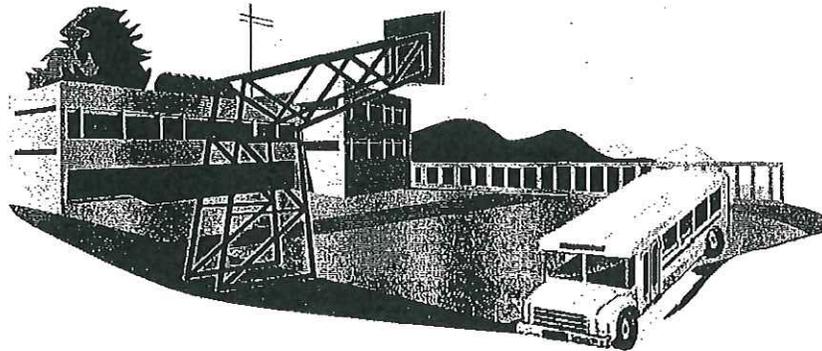
VPB-16-010

RG&A

Richard Garcia & Associates, Inc.

Alexander Montessori School (Ludlam Road Campus)

Traffic Impact Study Update
&
Accumulation Assessment



14850 SW 67th Avenue
Palmetto Bay, Florida

March 15th, 2013

ENGINEER'S CERTIFICATION

I, Richard Garcia, P.E. # 54886, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: Alexander Montessori School (Ludlam Road Campus)
- Traffic Impact Study

PROJECT LOCATION: 14850 SW 67th Avenue
Palmetto Bay, Florida

3/15/2013

Florida Registration No, 54886

Date



Richard Garcia & Associates, Inc.

Table of Content

Executive Summary	4
Introduction	6
Project Location / Description	7
Existing Condition	9
Data Collection	9
Level of Service (LOS)	10
Project Traffic	11
Trip Generation	11
Trip Distribution.....	11
Proposed Condition	14
Background Growth.....	14
Proposed Condition with Project Traffic	14
AM Peak Concurrency Analysis.....	16
Existing Condition with existing School Traffic	16
Proposed Condition with additional School Traffic	16
Vehicle Accumulation Assessment.....	17
Existing School Operation.....	17
Proposed School Operation.....	18
Conclusion/Recommendations.....	20



List of Figures

Figure 1: Location Map	7
Figure 2: Site Plan	8
Figure 3: Existing AM Peak Hour TMC's	9
Figure 4: Traffic Analysis Zone (TAZ) Map	12
Figure 5: AM Peak Hour Site Traffic	13
Figure 6: Proposed AM Peak Hour Volumes	15
Figure 7: Existing Vehicle Stacking Zones	17
Figure 8: Proposed Vehicle Stacking Zones	18

List of Tables

Table 1: AM Peak Hour LOS Summary	4
Table 2: Existing AM Peak Hour Level of Service (LOS)	10
Table 3: AM Peak Hour Trip Generation	11
Table 4: Traffic Distribution	12
Table 5: Proposed AM Peak Hour Level of Service (LOS)	14
Table 6: AM Peak Concurrency Analysis Summary	16
Table 7: Existing Vehicular Stacking Capacity	17
Table 8: Proposed Vehicular Stacking Capacity	18
Table 9: School's Hours of Operation	19
Table 10: Accumulation Assessment Summary	19

Appendices

- Appendix A: Trip Generation
- Appendix B: Trip Distribution
- Appendix C: Growth Rate & Adjustment Factors
- Appendix D: Traffic Counts (TMC's)
- Appendix E: Level of Service & AM Peak Concurrency
- Appendix F: Accumulation Assessment



Executive Summary

The purpose of this study is to evaluate the traffic impacts and the projected vehicle accumulation for the proposed increase of students at the existing Alexander Montessori School (Ludlam Road Campus). The subject school is located at 14850 SW 67th Avenue in the Village of Palmetto Bay. Moreover, this private school has been approved for 270 students and is currently operating with 260 students in grades First through Fifth (1-5). The Alexander Montessori School is being programmed to increase the approved student enrollment from 270 to 329 students. As such, the traffic impacts related to the proposed increase of students were evaluated and documented in this report.

The trip generation characteristics for the school with the proposed increase of students were developed using actual data from the existing Alexander Montessori School (Ludlam Road Campus). As such, the data was collected during the school's AM peak period from 7:00 to 9:00 AM which coincides with the roadway peak period and therefore, the worst case scenario.

The trip generation rate from the existing school yielded 1.404 trips per student. This rate was utilized to calculate the vehicle trips for the proposed number of students. As a result, the trip generation analysis yielded **97 net vehicle trips** during the AM peak hour of which 50 vehicle trips are entering the site and 47 vehicles will exit. Additionally, the AM peak hour trips were distributed consistent with the Traffic Analysis Zone (TAZ 1144), area demographics, surrounding roadway network and local knowledge of the existing traffic patterns within the project's area.

The traffic impacts for this project were evaluated at the following intersections:

- SW 144th Street (Mitchell Drive) & SW 67th Avenue (Ludlam Road)
- SW 152nd Street (Coral Reef Drive) & SW 67th Avenue (Ludlam Road)

These intersections were evaluated for Level of Service (LOS) during the AM peak hour. Based on our analyses, the above intersections are operating at acceptable Level of Service (LOS) and will maintain the existing LOS for the proposed condition with the additional school traffic. Lastly, the project's driveways were evaluated and yielded LOS A. Table 1 below summarizes the results obtained.

Table 1: AM Peak Hour LOS Summary

Existing AM Peak Hour Condition		Intersection Approach								Overall		
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
1	SW 144 Street & SW 67 Avenue	2-Way Stop	B	12.9	C	15.1	A	1.5	A	0.0	A	3.5
2	SW 152 Street & SW 67 Avenue	All-Way Stop	B	14.5	A	8.3	N/A	N/A	B	10.1	B	12.4
Proposed AM Peak Hour Condition with Project		Intersection Approach								Overall		
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
1	SW 144 Street & SW 67 Avenue	2-Way Stop	B	14.8	C	17.6	A	1.6	A	0.0	A	4.0
2	SW 152 Street & SW 67 Avenue	All-Way Stop	C	16.3	A	8.5	N/A	N/A	B	10.8	B	13.7
3	Driveway (IN) & SW 67 Avenue	2-Way Stop	N/A	N/A	N/A	N/A	A	3.3	A	0.0	A	1.4
4	Driveway (OUT) & SW 67 Avenue	2-Way Stop	C	15.7	N/A	N/A	A	0.0	A	0.0	A	4.1



The most impacted roadway link of SW 67th Avenue south of SW 144th Street was evaluated for traffic concurrency. The existing roadway traffic concurrency analysis forms the basis for comparison with the proposed future condition analysis with the additional school traffic in 2013. Please note the existing peak hour volumes were obtained from the turning movement counts of SW 67th Avenue and SW 144th Street. The proposed traffic concurrency volumes were developed by augmenting the existing traffic volumes with the additional school traffic. As a result, our concurrency analysis yielded LOS D for both the existing condition and proposed condition with the additional school traffic. In conclusion, both the existing and proposed condition meets traffic concurrency during the AM peak hour.

In addition to the above, Accumulation Assessments were performed for the school's AM and PM peak period to determine the projected vehicle stacking for the school with the proposed increase of students during the arrival and dismissal times. These assessments follow the Miami-Dade County Public Works Department methodology and consist of taking information from a similar school (i.e. a surrogate school) and applying it to the proposed school. In this case, the subject school was utilized since it is an existing school to remain.

Based on the Accumulation Assessment results, this report finds the subject school will require two (2) staggered arrivals and two (2) staggered dismissals separated by 30-minute intervals in order to accommodate the projected vehicle accumulation and to reduce the traffic impacts related to the proposed increase of students. Moreover, the Alexander Montessori School will need on-site stacking capacity for 56 passenger vehicles and 4 transportation vans to accommodate the projected vehicle accumulation. As such, the proposed stacking capacity for 77 passenger vehicles and 5 transportation vans is sufficient to accommodate the projected vehicle accumulation within the site. In fact, based on our analysis the subject school is providing more vehicular stacking capacity than required. Please note this data includes transportation vans since large school buses were not identified operating at the school. The tables below depict the proposed hours of operation and the results of the Accumulation Assessment.

Hours of Operation							
Arrival Time		Grades	Students	Dismissal Time		Grades	Students
1st	8:15 AM	4th - 5th	123	1st	3:00 PM	4th - 5th	123
2nd	8:45 AM	1st - 3rd	206	2nd	3:30 PM	1st - 3rd	206
Total		1st - 5th	329	Total		1st - 5th	329

Description	Number of Students	Passenger Vehicles			Transportation Vans		
		Stacking Provided	Projected Accumulation	Percent Accommodated	Stacking Provided	Projected Accumulation	Percent Accommodated
Arrivals	1st	77	29.38	263%	5	2.05	244%
	2nd	77	49.21	157%	5	3.43	146%
Dismissals	1st	77	33.12	234%	5	1.89	264%
	2nd	77	55.46	139%	5	3.17	168%

Introduction

The purpose of this study is to evaluate the associated traffic impacts and the projected vehicle accumulation for the proposed increase of students at the existing Alexander Montessori School (Ludlam Road Campus). The Alexander Montessori School has been approved for 270 students and is currently operating with 260 students in grades First through Fifth (1-5). This private school is being programmed to increase the approved student enrollment from 270 to 329 students. As such, the traffic impacts related to the proposed increase of students were evaluated and documented in this report.

The traffic impacts for the subject project were evaluated by performing Level of Service (LOS) analyses at the most impacted intersections for the existing condition and proposed condition with project traffic. In addition, the existing driveways were evaluated for LOS. These analyses were performed for the AM peak hour (i.e. worst case scenario) at the following intersections:

- SW 144th Street (Mitchell Drive) & SW 67th Avenue (Ludlam Road)
- SW 152nd Street (Coral Reef Drive) & SW 67th Avenue (Ludlam Road)

Additionally, Vehicle Accumulation Assessments were performed for the school's AM and PM peak period using the existing Alexander Montessori School data. These accumulation assessments were performed consistent with the Miami-Dade County Public Works and Waste Management Department.

Lastly, this report follows the methodologies adopted by the Institute of Transportation Engineer's (ITE) Traffic Impact Studies Manual and the guidelines of Miami-Dade County Public Works and Waste Management Department (School Criteria). This document includes the following:

- Trip Generation
- Traffic Distribution
- Traffic Assignment
- Traffic Counts
- Level of Service
- Accumulation Assessment
- Recommendations



Project Location / Description

The subject project is located on the west side of SW 67th Avenue (Ludlam Road) at the address 14850 SW 67th Avenue in the Village of Palmetto Bay, Florida. As previously mentioned the Alexander Montessori School (Ludlam Road Campus) has approved enrollment for 270 students and is currently operating with 260 students in grades First through Fifth (1-5). This school has proposed to increase the approved enrollment from 270 to 329 students.

Moreover, the subject school has two (2) existing driveways on SW 67th Avenue. The north driveway operates as ingress (entrance) only while the south driveway is egress (exit) only. In addition, this school is providing several vehicle stacking areas to accommodate the stacking vehicles within the site during the arrival and dismissal times. Lastly, the school will provide personnel to direct traffic and to supervise the drop-off and pick-up operations.

Figure 1 depicts the site's location map while Figure 2 is the proposed site plan.

Figure 1: Location Map

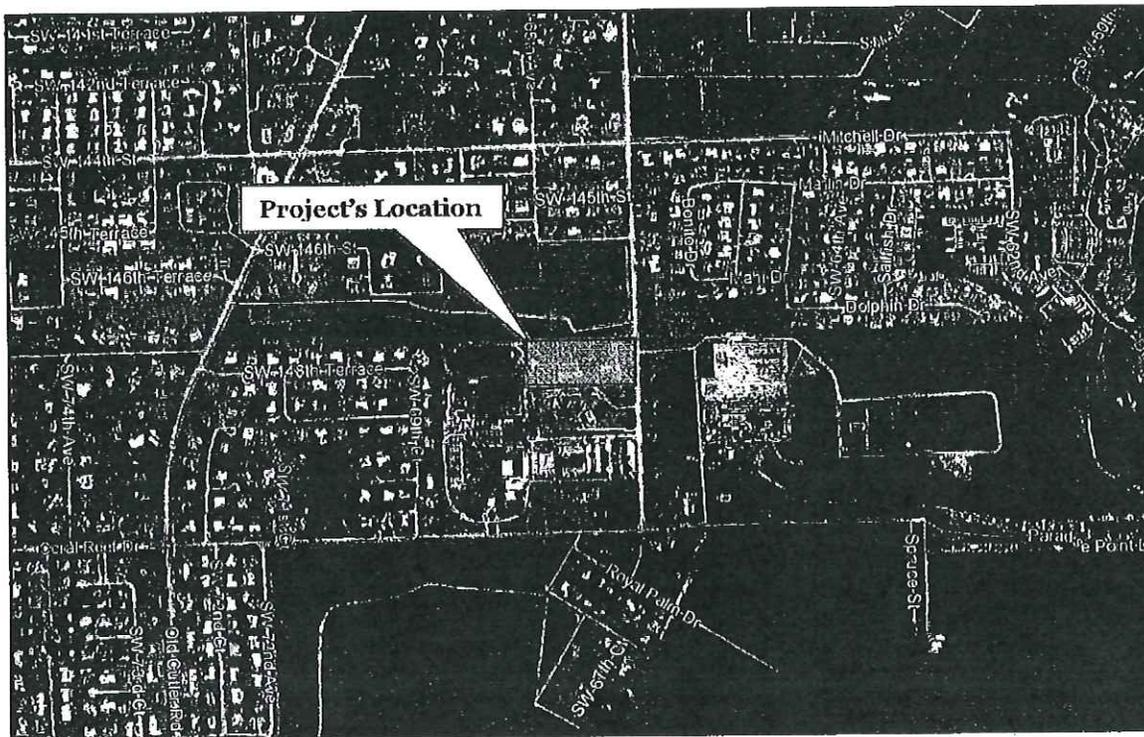
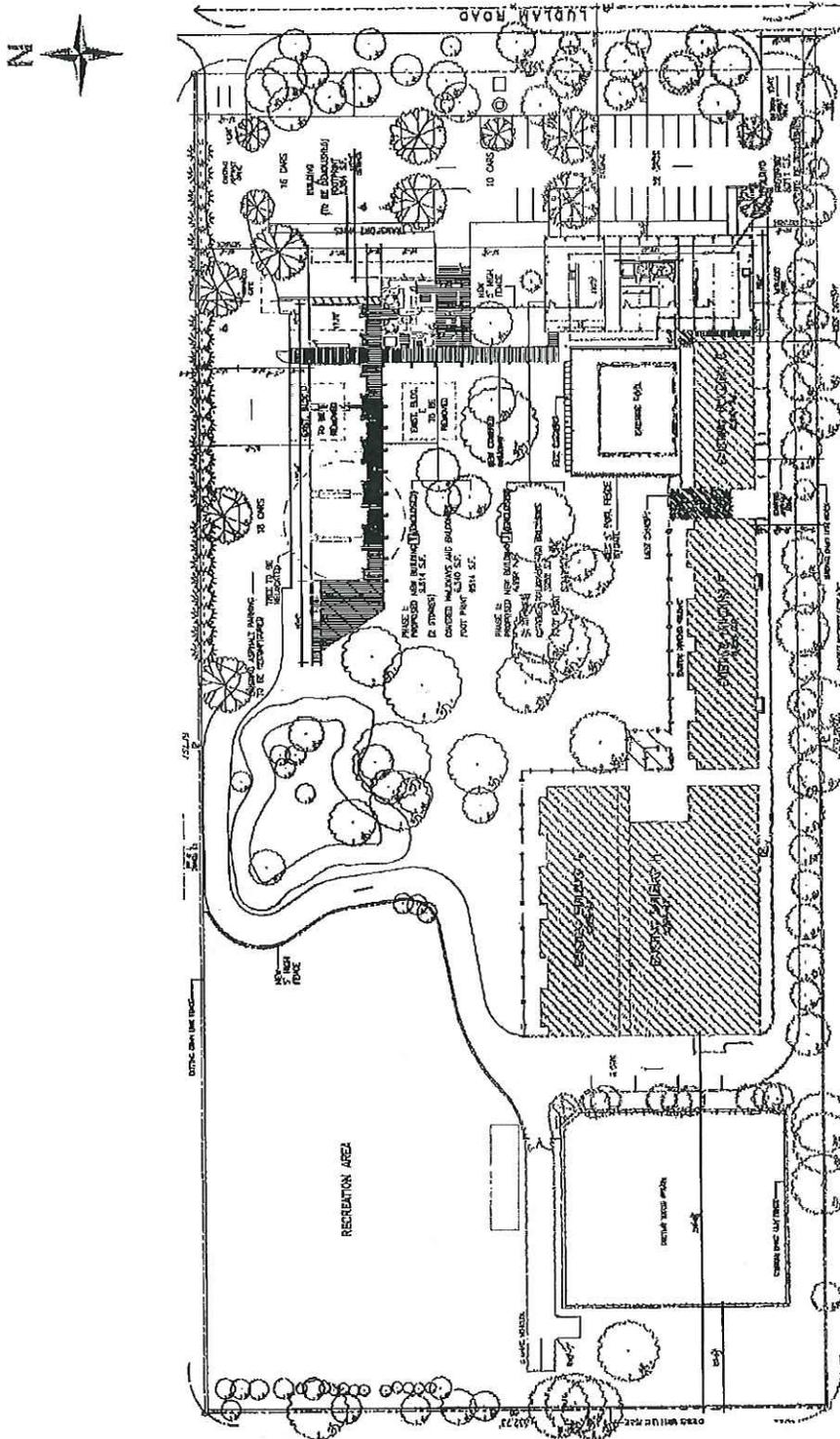


Figure 2: Site Plan



Existing Condition

The purpose of this section is to identify the current operational and geometric characteristics of the roadways within the study area in order to provide a comparison to future conditions.

Data Collection

Manual Turning Movement Counts (TMC's) were taken at the intersections identified below. This data was collected on Tuesday, September 18th, 2012 during the school's AM peak period of 7:00 AM to 9:00 AM. Moreover, these turning movement counts were adjusted for seasonal variations by utilizing the 2011 Florida Department of Transportation Seasonal Factor (SF) of 1.01. The intersections identified below would be the most impacted due to its close proximity to the subject location. Traffic counts and operational characteristics were gathered at the following intersection:

- SW 144th Street (Mitchell Drive) & SW 67th Avenue (Ludlam Road)
- SW 152nd Street (Coral Reef Drive) & SW 67th Avenue

Figure 3 is a graphical representation of the seasonally adjusted existing AM peak hour TMC's.

Figure 3: Existing AM Peak Hour TMC's



Level of Service (LOS)

Using the above TMC data, intersection Level of Service (LOS) analyses were performed for the existing peak hour condition at the intersections identified above. These analyses were performed using the Synchro 8 software and following the 2010 Highway Capacity Manual methodology. As a result, the analysis yielded LOS B or better for the intersections analyzed. Table 2 provides a summary of the AM peak hour LOS while Appendix E contains the supporting documentation.

Table 2: Existing AM Peak Hour Level of Service (LOS)

Existing AM Peak Hour Condition		Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)		
1 SW 144 Street & SW 67 Avenue	2-Way Stop	B	12.9	C	15.1	A	1.5	A	0.0	A	3.5
2 SW 152 Street & SW 67 Avenue	3-Way Stop	B	14.5	A	8.3	N/A	N/A	B	10.1	B	12.4

Project Traffic

This section of the report will cover the project traffic for the subject school. In addition to calculating the trip generation and trip distribution, the school's site traffic was assigned to the adjacent roadways and utilized to determine the future project traffic in the subsequent sections.

Trip Generation

The trip generation characteristics for the school with the proposed increase of students were developed using actual data from the existing Alexander Montessori School (Ludlam Road Campus). As such, the data was collected during the school's AM peak period from 7:00 to 9:00 AM which coincides with the roadway peak period and therefore, the worst case scenario.

The trip generation rate from the existing school yielded 1,404 trips per student. This rate was utilized to calculate the vehicle trips for the proposed number of students. As a result, the trip generation analysis yielded **97 net vehicle trips** during the AM peak hour of which 50 vehicle trips are entering the site and 47 vehicles will exit. Table 3 summarizes the trip generation for the private school during the AM peak hour. The calculations of the rates and percentage are included in Appendix A.

Table 3: AM Peak Hour Trip Generation

AM PEAK HOUR			TRIP GENERATION RATE	TRIPS		
LAND USE (LU)	UNITS	LU CODE		IN	OUT	TOTAL
EXISTING USE						
Private School (1-5)	260 Students	◇	1,404	187	178	365
PROPOSED USE						
Private School (1-5)	329 Students	◇	1,404	237	225	462
Net New External Vehicle Trips				50	47	97

NOTES:

◇ Trip Generation Rate was calculated based on the traffic data collected at the Alexander Montessori School (Ludlam Road Campus). See Appendix.

Trip Distribution

The subject project is located within the Traffic Analysis Zone (TAZ) 1144. The trip distribution percentages were developed consistent with the TAZ, area demographics, surrounding roadway network and local knowledge of traffic patterns within the project's vicinity. The corresponding traffic distribution percentages were assigned to the North, South, East and West directions as outlined in Table 4. Figure 4 below depicts the TAZ map while Figure 5 is the AM peak hour school traffic.



Figure 4: Traffic Analysis Zone (TAZ) Map

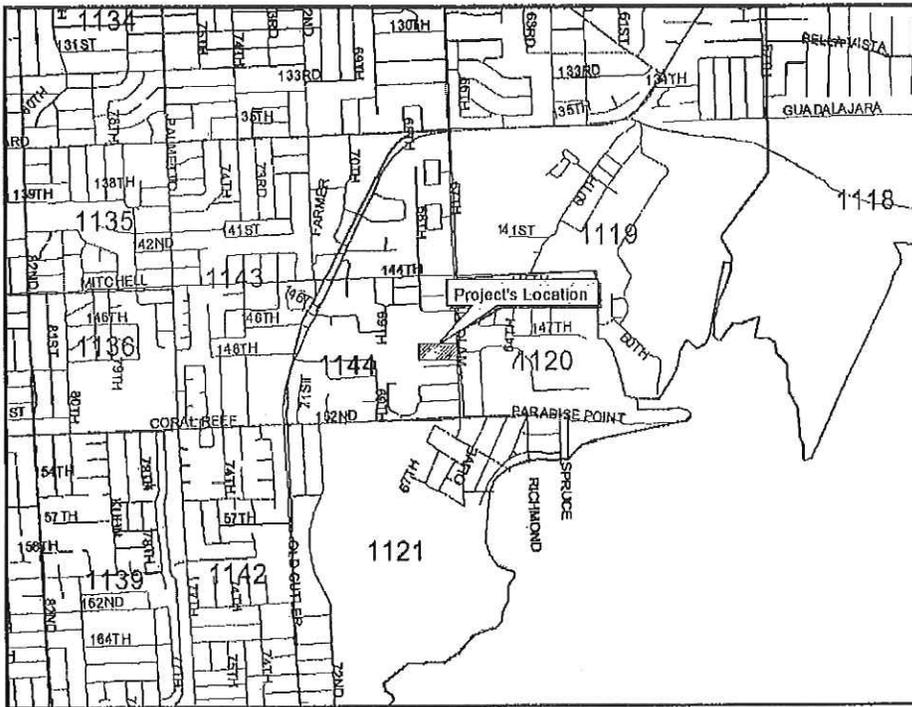


Table 4: Traffic Distribution

TAZ 1144		UTILIZED FOR TRIP DISTRIBUTION				
DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NORTH	30.28%	NORTH	35%	17	17	34
EAST	2.41%	EAST	5%	3	2	5
SOUTH	22.83%	SOUTH	20%	10	9	19
WEST	44.79%	WEST	40%	20	19	39
	100.00%		100.00%	50	47	97

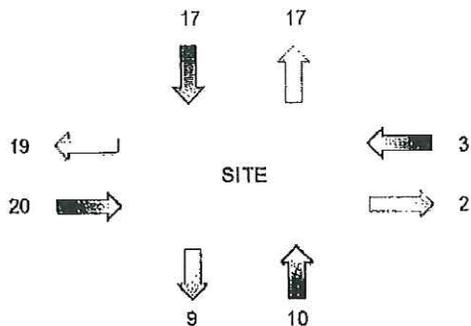
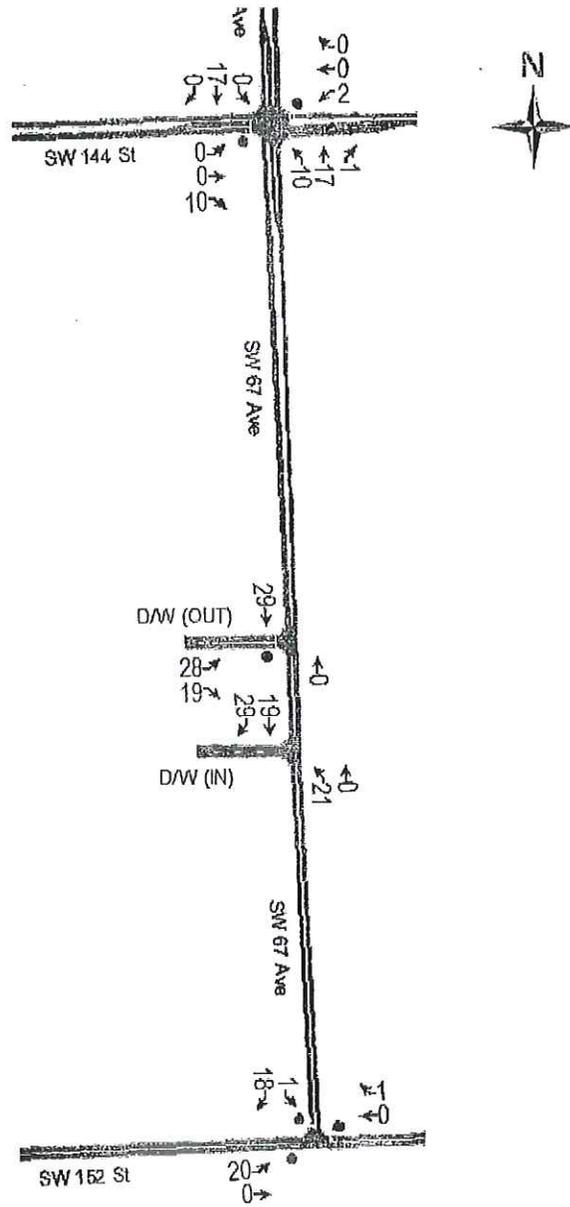


Figure 5: AM Peak Hour Site Traffic



Proposed Condition

The proposed condition Level of Service (LOS) includes the background growth and school traffic. The existing traffic was grown with a background growth rate of 0.78 percent per year. Lastly, this growth rate was applied to a design year of 2013.

Background Growth

Using the Miami-Dade County SERPM travel demand traffic model for the above referenced TAZ, a traffic growth was determined by interpolating the models TAZ trips between the years of 2005 and 2035. The results indicate a growth trend rate of 0.78 percent per year. Appendix C includes the data and analysis performed to determine the growth rate.

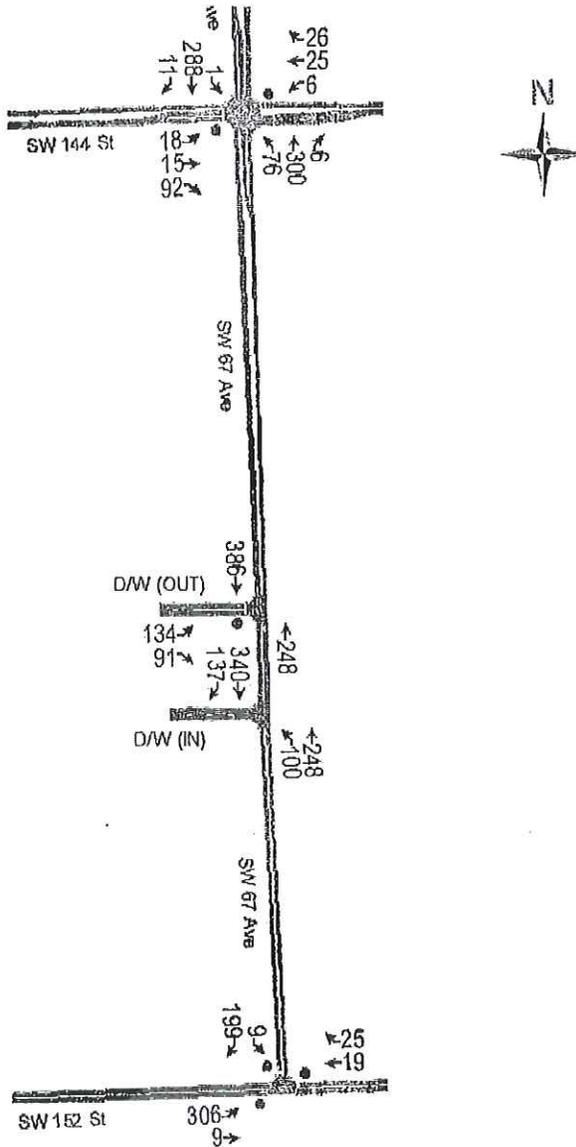
Proposed Condition with Project Traffic

The intersections previously identified were augmented with the background growth and school traffic. This forms the basis for the proposed future condition with project traffic in 2013. As a result, the overall operation at the intersections analyzed yielded LOS B or better. Moreover, the driveway analyses resulted in overall LOS A. Table 5 summarizes the LOS results for the proposed AM peak hour condition. The calculations for the specific movements at each intersection are included in Appendix D. Figure 6 depicts the proposed AM peak hour volumes.

Table 5: Proposed AM Peak Hour Level of Service (LOS)

Proposed AM Peak Hour Condition with Project			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
1 SW 144 Street & SW 67 Avenue	2-Way Stop	B	14.8	C	17.6	A	1.6	A	0.0	A	4.0	
2 SW 152 Street & SW 67 Avenue	All-Way Stop	C	16.3	A	8.5	N/A	N/A	B	10.8	B	13.7	
3 Driveway (IN) & SW 67 Avenue	2-Way Stop	N/A	N/A	N/A	N/A	A	3.3	A	0.0	A	1.4	
4 Driveway (OUT) & SW 67 Avenue	2-Way Stop	C	15.7	N/A	N/A	A	0.0	A	0.0	A	4.1	

Figure 6: Proposed AM Peak Hour Volumes



AM Peak Concurrency Analysis

The following sections summarize the results for the existing condition traffic concurrency as well as their corresponding traffic volumes. Lastly, the traffic concurrency for the proposed condition with the additional project traffic was evaluated and compared to the existing condition.

Existing Condition with existing School Traffic

The most impacted roadway link of SW 67th Avenue south of SW 144th Street was evaluated for traffic concurrency. The existing peak hour volumes for the traffic concurrency were obtained from the turning movement counts of SW 67th Avenue and SW 144th Street. As a result, the AM peak hour concurrency analysis yielded LOS D.

Proposed Condition with additional School Traffic

Similarly, the proposed condition was analyzed for traffic concurrency. The existing peak hour volumes were augmented with the additional school traffic. This forms the basis for the proposed future condition analysis with additional school traffic in 2013. As a result, the proposed AM peak hour analysis yielded LOS D. Please note the traffic operation at the most impacted roadway link for the proposed condition will maintain the existing LOS D. Table 6 summarizes the results of the AM peak traffic concurrency for the existing and proposed condition. In conclusion, both the existing and proposed condition meets traffic concurrency during the AM peak hour.

Table 6; AM Peak Concurrency Analysis Summary

AM PEAK HOUR CONCURRENCY		DIR	EXISTING PEAK HOUR VOLUMES	PROJECT TRAFFIC	PROPOSED PEAK HOUR VOLUMES	JURISDICTIONAL CLASSIFICATION	LEVEL OF SERVICE	
ROADWAY							EXISTING	PROPOSED
NAME	AT							
SW 67 Avenue	South of SW 144 Street	NB	351	28	379	Class II (Non-State) (35 mph posted speed limit) 2-Lane Undivided	D	D
		SB	355	50	405			
		LINK	706	78	784			

Source: 2012 FDOT Quality / Level of Service Handbook, Table 4				
	B	C	D	E
CLASS II 2LU (County)	*	594	1,197	1,269



Vehicle Accumulation Assessment

Existing School Operation

The existing Alexander Montessori School is currently operating with two (2) arrival times separated by 15 minutes and one (1) dismissal. The first arrival is at 8:30 AM for approximately 80 students while the second arrival occurs at 8:45 AM for 180 students. On the other hand, the dismissal time is at 3:15 PM for the 260 students. This school currently has a stacking capacity for approximately 90 vehicles. Figure 7 below depicts the areas utilized by parents during the arrival and dismissal times while Table 7 is the existing vehicular stacking capacity.

Figure 7: Existing Vehicle Stacking Zones

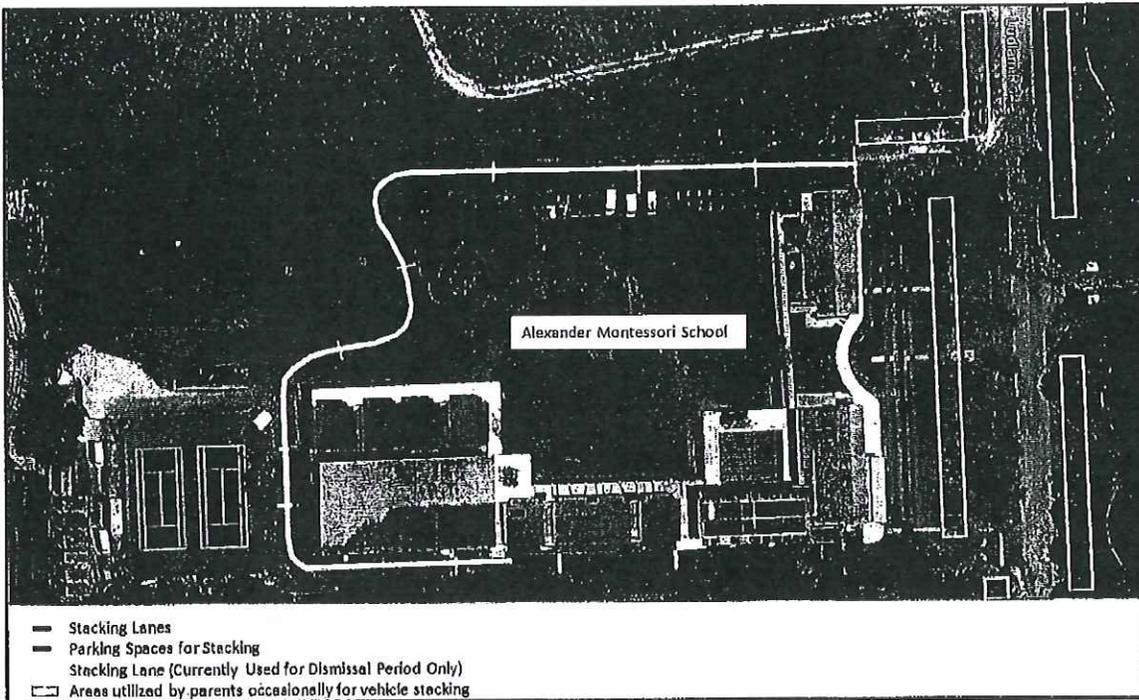


Table 7: Existing Vehicular Stacking Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Stacking Lane 1	265	LF	Car/Van	22	12
2	Stacking Lane 2	265	LF	Car/Van	22	12
3	Stacking Lane 3 (Closest to Building)	170	LF	Car/Van	22	8
4	Stacking Lane 4 (Utilized on Dismissal Only)	900	LF	Car/Van	22	41
5	Stacking Spaces					10
6	Surplus Parking Spaces					7
Total Stacking Capacity for Passenger Vehicles						90

Based on field observations, the existing school seems to be operating well without any significant traffic issues. However, an occasional spillover of queued vehicles onto SW 67th Avenue was identified as well as vehicles stacking on the adjacent swale areas. Both of these conditions are the result of the poor utilization of the stacking areas within the site.

During the arrival times, the queuing data revealed 42 and 44 stacking vehicles (i.e. passenger vehicles/transportation vans) as the highest vehicle accumulation for the first and second arrival, respectively. During the dismissal time, the highest queue was 73 vehicles. Please note this data includes transportation vans since large school buses were not identified operating at the school. Lastly, our data was applied to the Accumulation Assessment analysis to determine the projected vehicle accumulation with the proposed increase of students and the vehicle stacking capacity required to accommodate all vehicles within the site during the proposed arrival and dismissal times.

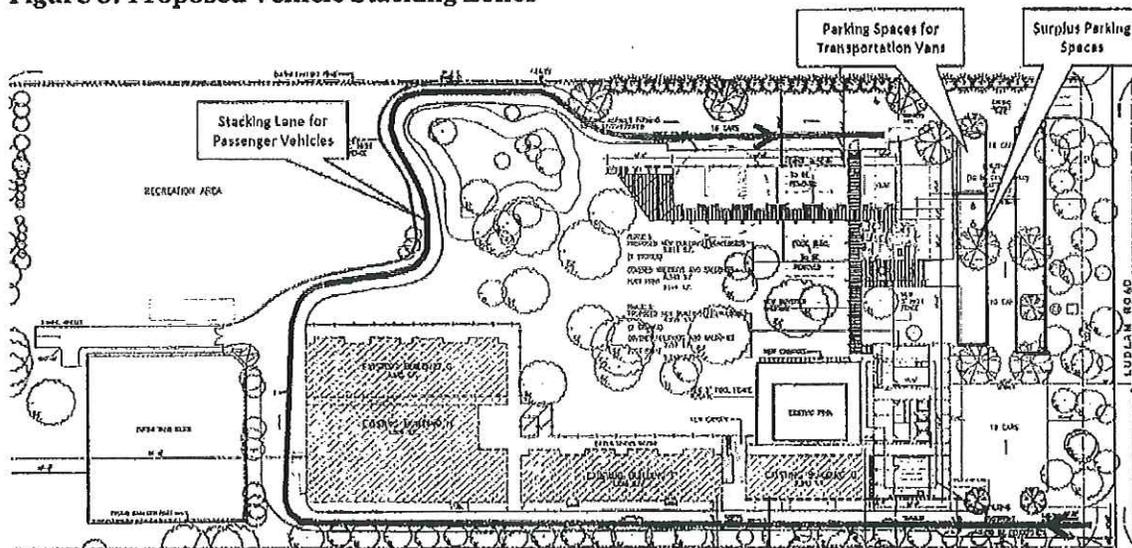
Proposed School Operation

The subject school has proposed several on-site improvements for vehicular access and vehicle stacking areas. For vehicular access, the subject project will utilize the south driveway as entrance only and the north driveway as exit only. Moreover, the school will provide stacking capacity for 77 vehicles and 5 transportation vans. Table 8 below describes the vehicle stacking capacity while Figure 8 is a graphical representation of the vehicle stacking zones.

Table 8: Proposed Vehicular Stacking Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Vehicle Stacking Lane	1,240	LF	Car/Van	22	56
2	Surplus Parking Spaces					21
3	Parking Spaces for Transportation Vans					5
Total Stacking Capacity for Passenger Vehicles						77
Total Stacking Capacity for Transportation Vans						5

Figure 8: Proposed Vehicle Stacking Zones



Consistent with the requirements of Miami-Dade County, Accumulation Assessments were performed to determine the proposed vehicle accumulation for the subject school with the proposed increase of students. These assessments were performed for school's AM and PM peak period and consisted of taking information from a surrogate school and applying it to the proposed school. In this case, the subject school was utilized since it is an existing school to remain.

Based on the Accumulation Assessment results, this report finds the subject school will require two (2) staggered arrivals and two (2) staggered dismissals separated by 30-minute intervals in order to accommodate the projected vehicle accumulation and to reduce the traffic impacts of the proposed increase of students. Table 9 summarizes the proposed hours of operation. Moreover, the Alexander Montessori School will need on-site stacking capacity for 56 passenger vehicles and 4 transportation vans to accommodate the projected vehicle accumulation. As such, the proposed stacking capacity for 77 passenger vehicles and 5 transportation vans is sufficient to accommodate the projected vehicle accumulation within the site. In fact, based on our analysis the subject school is providing more vehicular stacking capacity than required. Table 10 below summarizes the accumulation assessment results while Appendix F contains the supporting documentation.

Table 9: School's Hours of Operation

Hours of Operation							
	Arrival Time	Grades	Students	Dismissal Time	Grades	Students	
1st	8:15 AM	4th - 5th	123	1st	3:00 PM	4th - 5th	123
2nd	8:45 AM	1st - 3rd	206	2nd	3:30 PM	1st - 3rd	206
	Total	1st - 5th	329	Total	1st - 5th	329	

Table 10: Accumulation Assessment Summary

Description	Number of Students	Passenger Vehicles			Transportation Vans		
		Stacking Provided	Projected Accumulation	Percent Accommodated	Stacking Provided	Projected Accumulation	Percent Accommodated
Arrivals	1st	77	29.38	283%	5	2.05	244%
	2nd	77	49.21	157%	5	3.43	148%
Dismissals	1st	77	33.12	234%	5	1.89	264%
	2nd	77	55.46	139%	5	3.17	158%

Conclusion/Recommendations

The Alexander Montessori School is an existing private school that has been approved for 270 students and is currently operating with 260 students. This school is being programmed to increase the approved student enrollment from 270 to 329 students. As such, the traffic impacts were evaluated and documented in this report. Based on our analyses, the most impacted intersections are operating at an acceptable Level of Service (LOS) and will maintain the existing LOS for the proposed condition with the additional school traffic.

Additionally, Accumulation Assessments were performed to determine the projected vehicle accumulation and the stacking capacity required to accommodate all the vehicles within the site during the arrival and dismissal times. Based on the results of the assessments, we recommend the implementation of two (2) staggered arrivals and two (2) staggered dismissals separated by 30 minutes intervals in order to reduce the traffic impacts within the adjacent roadways. Lastly, the subject project is providing sufficient vehicular stacking capacity within the site to accommodate the projected vehicle accumulation.

