

ATTACHMENT II

SHORES AT PALMETTO BAY, LLC

VPB-11-001

Tony Palumbo

From: Gavilan, Ricardo (PWWM) <rlg@miamidade.gov>
Sent: Thursday, November 17, 2011 5:29 PM
To: ajpalumbohome@gmail.com; Rolando Llanes
Subject: FW: Palmetto Bay Charter School (K-12), SW 97 Avenue & SW 178 Street Recommendations
Attachments: 100207_A2 (Rev 03).pdf; 100207_PKPB_TOP (Rev 2).pdf

See my recommendation to Jeff Cohen for your information only. Please note, the final recommendations may be different. Also, send me an electronic copy of the Traffic Study for my records.

Regards,

Ricardo Gavilan, P.E., PTOE, LEED A.P., Traffic Engineer II

**Public Works and Waste Management Department,
Traffic Engineering Division**

111 NW 1st Street, Suite 1510, Miami, Florida 33120-1900
305-375-2030 Phone 305-372-6064 Fax

www.miamidade.gov/gsa

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From: Gavilan, Ricardo (PWWM)
Sent: Thursday, November 17, 2011 5:26 PM
To: Cohen, Jeff (PWWM); Patterson, Corrice [Palmetto Bay]
Cc: Bernstein, Harvey (PWWM); Alvarez, Ana (PWWM)
Subject: Palmetto Bay Charter School (K-12), SW 97 Avenue & SW 178 Street Recommendations

Jeff,

The following recommendations are being submitted for your review. The first recommendations are in the email thread below. The final recommendation should be addressed to Mr. Darby Delsalle ddelsalle@palmettobay-fl.gov

Cc: Tony Palumbo [ajpalumbohome@gmail.com]; Patterson, Corrice [Palmetto Bay] cpatterson@palmettobay-fl.gov; rgarcia@rgattraffic.com; Rolando Llanes

The Miami Dade County Public Works and Waste Management Department, Traffic Engineering Division (TED) has reviewed the Site Plans, dated 09/23/2011; the Traffic Impact Study, dated 01/06/11; and the Traffic Operations Plan, dated 09/16/2011, for the proposed facility located at SW 97 Avenue & SW 178 Street and have the following recommendations and comments:

- Site Plan Review

1. The FDOT intersection sight distance triangle must be shown at exit driveways. On-street parking space must not obstruct sight distance for exiting vehicles.
2. A two lane exit driveway onto SW 97 Avenue, located on the NW corner of the site, must be proposed in site plan as supported by the Traffic Impact Study analysis. It is recommended that the pavement width of 20 feet be proposed to accommodate a right turn and left turn lane.

- Traffic Operations Plan (TOP)

The Traffic Operations Plan, dated 09/16/2011, is acceptable, but must be updated to reflect future site plan revisions.

- Traffic Study Comments:

1. The Hibiscus Street pavement markings must be improved to have the street's alignment meet the SW 97th Avenue right-of-way at a right angle. This will improve the driver's angle to obtain adequate sight distance when turning onto SW 97 Avenue.
2. TED recognizes that individual movements at the intersections of SW 97 Avenue & US 1 and Hibiscus Street & US 1 that do not meet our Level of Service standards have limited opportunities for improvement due to existing signal timing preferences and skewed intersection alignments. The analyzed dual lane exit driveway must be implemented in order to accommodate the southbound "out" vehicle trips that have been redistributed away from the failing intersection movements.

- Project Requirements

1. All off-site improvements shall be constructed prior to the school opening.
2. School Speed Zone signs (florescent yellow-green material must be used where applicable), pavement markings, and flashing beacons are required along SW 97 Avenue.
3. A "Declaration of Restrictions" in favor of the Miami-Dade County Public Works Department must be recorded in the Official Records of Miami-Dade County, Florida prior to the date of the school opening or expansion. The "Declaration of Restrictions" shall include a TOP narrative and plan that has been found acceptable by TED.

- Standard Comments:

1. Public sidewalks are required to extend across all school driveways around the site. This will include pedestrian (ADA) ramps where applicable. All pedestrian crosswalks around the school must have zebra pavement markings.
2. 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 ft 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 this Department. Also, any relocation or removal of trees must be approved by DERM. 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 record, must be provided prior to permitting any of these types of installations within the public right-of-way.
3. Plans submitted for Permit shall conform to MUTCD, MDPWD 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.

4. 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.
5. The Public Works Department reserves the right to add or modify requirements based upon any additional information that may be received during this review process.

Should you need additional information or clarification on this matter, please contact me at (305) 375-2030.

From: Gavilan, Ricardo (PWD)

Sent: Friday, September 30, 2011 9:47 AM

To: Bird, Clarence (PWD); Patterson, Corrice [Palmetto Bay]; Shen, Joan (PWD); Bernstein, Harvey (PWD); Hernandez, Armando (PWD); Cohen, Jeff (PWD); rlanes@civicagroup.com; 'Rich Garcia'

Cc: 'Darby Delsalle'; 'Kristy Bada'; 'Vanessa Bencomo'; 'Chanelle Costa'; 'Eve Boutsis'; Elbermawy, Ayman (PWD); Eymil, Yelenys (PWD); Khan, Muhammad (PWD); Alvarez, Ana (PWD)

Subject: Palmetto Bay Charter School (K-12), SW 97 Avenue & SW 178 Street Recommendations

I have reviewed the Site Plans, dated 09/16/2011, received by Miami-Dade County Traffic Engineering Division (TED) on 09/16/2011; the Traffic Impact Study, dated 11/09/10; the Technical Memorandum, dated 08/08/2011; and the Traffic Operations Plan, dated 09/16/2011, for the proposed facility located at SW 97 Avenue & SW 178 Street and have the following recommendations and comments:

- Site Plan Review

3. The misalignment of the central two-way vehicular driveway with the school's entrance and exit driveways creates poor traffic delineation. Solutions to better delineate traffic movements (i.e. roundabout, traffic channelization islands, ect.) must be provided.
4. Pedestrian crosswalks shall be provided at all natural street crossing points (i.e. under covered loggia, across continuing sidewalks, ect.). Ensure all crossings have adequate pedestrian site distance.
5. The proposed side street widths and centerline should align with required future dedications.
6. An "Auto-Turn" illustration for a standard SUV vehicle navigating the inside "by-pass" lane within the "u-turn" driveway shall be shown on the site plan.
7. Designated one-way traffic roads and driveways shall be clearly indicated on site plan with proposed signage and pavement markings.
8. Vehicle turn around areas must be proposed where dead-end aisles occur (i.e. fourth floor parking garage).

- Traffic Operations Plan (TOP)

1. The stacking queue must be revised according to the following: a) may not impede parking garage access; b) must be merged into the by-pass lane at the head of the passenger loading zone, which designates the head of the stacking queue.
2. Proposed TOP traffic patterns must be compatible with required future road dedications.
3. The lack of school buses in the TOP shall be rectified with site plan. If buses are proposed, the bus access route must be specified on plan; bus loading zones must be located where passengers have

direct continuous pedestrian access to the facility's main entrance; and passengers must have access to the bus from curb side.

4. Efficient passenger loading operations should be promoted by limiting the passenger loading zone to the school building frontage located after the "U-turn" in the vehicle queue. This promotes vehicle queue progression by limiting vehicle weaving.
5. The proposed exits from the parking garage's first floor shall be clarified. Vehicle turn around areas must be proposed where dead end aisles occur.
6. The following statements must be included in the TOP: "Staff shall be supplied to direct any vehicles which may stack in through lanes or non-designated parking areas in the public rights of way onto the school site. Access to onsite loading facilities shall be open a minimum of 45 minutes prior to all arrival and dismissal time(s)."
7. A typical K-12 school schedule of three arrival/dismissal times will segregate the student body into high school, middle school, and elementary school components. These components do not have equal number of grades and therefore will not schedule equal number of students to each arrival/dismissal shift. It is typical for each grade to enroll an equal number of students to ensure that all students have the opportunity to progress through the schools K-12 curriculum. The proposed school schedule must be revised to reflect typical K-12 school schedules. TED's School Schedule Questionnaire should be completed and submitted.
8. Garage visitor parking stalls should be assigned to the spaces closer to the school building's entrance.

- Traffic Study Comments:

3. The Traffic Study must be updated (Peak Hour Trip Generation, Trip Distribution, LOS analysis, Queuing Analysis, ect.) to reflect current site plan, proposed schedule (see TOP comment number 7) and traffic operations.
4. All of the information required in the TED Accumulation Assessment forms must be submitted. This includes a surrogate aerial and completed TED School Schedule Questionnaire. The questionnaire must be submitted for both the surrogate school, reflecting the schedule when the accumulation study was performed, and the proposed school.
5. A Queue Overlap graphic shall be presented for the proposed charter school queues.
6. School buses observed at the surrogate school must be factored into the on-site accumulation and any bus operations of the proposed school. If the site is unable to accommodate the projected number of school buses and/or operates less than the required number of buses (as specified by the Accumulation Assessment), then an acceptable correlation between large school buses at the surrogate school and the equivalent number of parent vehicles at the subject school must be presented. The number of school buses observed at the surrogate school must then be factored into the parent vehicle onsite accumulation requirement.
7. Individual vehicle movements at studied intersections must maintain a minimum LOS of D or maintain the same average vehicle delay (within 3 seconds) for existing vehicle movements with an LOS of E or F. Solutions must be provided for vehicle movements at studied intersections that do not meet this standard. Solutions that propose a signal timing change of greater than 2 seconds must received written approval by Traffic Signals and Signs Division to be considered. Studied intersections where the proposed delay of an individual vehicle movement is above the acceptable threshold and no plausible delay reduction solutions are found (i.e. intersections considered as fully "built-out" and/or that provide timing preference to the intersections major movement) must have the vehicle trips assigned to that movement reanalyzed and possibly redistributed.
8. The analysis of Hibiscus St & US 1 must be revised to include existing eastbound left turns (EBL). Also, the resulting improved delay for the proposed westbound thru (WBT) condition versus the existing condition should be explained.
9. The existing control and geometry at the intersection of Guava St. & US 1 may not warrant a trip assignment of 80 vehicles to the westbound thru (WBT) movement. The reasoning for this trip assignment must be clarified.

- Project Requirements
 4. All off-site improvements shall be constructed prior to the school opening.
 5. School Speed Zone signs (florescent yellow-green material must be used where applicable), pavement markings, and flashing beacons are required along SW 97 Avenue.
 6. A "Declaration of Restrictions" in favor of the Miami-Dade County Public Works Department must be recorded in the Official Records of Miami-Dade County, Florida prior to the date of the school opening or expansion. The "Declaration of Restrictions" shall include a TOP narrative and plan that has been found acceptable by TED.

- Standard Comments:
 6. Public sidewalks are required to extend across all school driveways around the site. This will include pedestrian (ADA) ramps where applicable. All pedestrian crosswalks around the school must have zebra pavement markings.

 7. 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 ft 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 this Department. Also, any relocation or removal of trees must be approved by DERM. 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 record, must be provided prior to permitting any of these types of installations within the public right-of-way.

 8. Plans submitted for Permit shall conform to MUTCD, MDPWD 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.

 9. 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.

 10. The Public Works Department reserves the right to add or modify requirements based upon any additional information that may be received during this review process.

Should you need additional information or clarification on this matter, please contact me at (305) 375-2030.

From: Bird, Clarence (PWD)

Sent: Thursday, September 22, 2011 11:17 AM

To: Patterson, Corrice [Palmetto Bay]; Shen, Joan (PWD); Gavilan, Ricardo (PWD); Bernstein, Harvey (PWD); Hernandez, Armando (PWD); Cohen, Jeff (PWD)

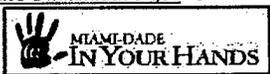
Cc: Darby Delsalle; Kristy Bada; Vanessa Bencomo; Chanelle Costa; Eve Boutsis; Elbermawy, Ayman (PWD); Eymil,

Yelenys (PWD); Khan, Muhammad (PWD)
Subject: RE: Palmetto Bay Charter School

Ricardo/ Armando.....Please see comments below from Corrice (VPB-PWD), and request for a meeting to coordinate and discuss the school submitted for review and approval.....Pls advise Corrice, as to status of review and coordinate the meeting w/ VPB and Planning staff...Be advise that the concurrency review is also part of the review process for this charter school...Ricardo has the school file, fyi and use.....Thanks

Clarence A. Bird, CE II

Public Works Department
Miami-Dade, Florida
305-375-2030 xt 8831 Ph
305-372-6064 Fax
305-738-9055 Pager
acs@miamidade.gov email



From: Corrice Patterson [<mailto:cpatterson@palmettobay-fl.gov>]
Sent: Thursday, September 22, 2011 11:02 AM
To: Shen, Joan (PWD)
Cc: Bird, Clarence (PWD); Darby Delsalle; Kristy Bada; Vanessa Bencomo; Chanelle Costa; Eve Boutsis
Subject: RE: Palmetto Bay Charter School
Importance: High

Joan,

The Village's Department of Planning and Zoning is preparing a report for the subject charter school to be heard at the Village's October 17, 2011 Zoning Hearing . Before the report is final, staff would like to meet if possible at 3:00 this afternoon or tomorrow morning to discuss the traffic study for charter school and issues with traffic currency requirements for an area that Miami-Dade County has designated as a larger enterprise zone.

Please advise of your availability.

Sincerely,

*Corrice E. Patterson, Director
Public Works Department
Village of Palmetto Bay
9495 SW 180th Street
Palmetto Bay, Florida 33157
Office: (305) 969-5011
Fax: (305) 969-5091
www.palmettobay-fl.gov*

From: Corrice Patterson
Sent: Wednesday, September 14, 2011 1:35 PM
To: 'Shen, Joan (PWD)'
Cc: 'Bird, Clarence (PWD)'; Darby Delsalle; 'Eve Boutsis'; Vanessa Bencomo; Kristy Bada; Chanelle Costa
Subject: Palmetto Bay Charter School

Joan,

The Village received a letter of intent for the development of a mixed use project on the east side of SW 97th Avenue a roadway , north of SW 180th Street and South of US-1 Northbound lanes. The segment of roadway described above is currently under the jurisdiction of Miami-Dade County (MDC) Public Works. The development as proposed will consist of a Charter School, townhouse and retail component. The site plan of the proposed development will be sent in a separate email.

The Village has completed its preliminary site plan review for the development known more specifically as " Parkside at Palmetto Bay ". Attached for your review and analysis is a copy of the Traffic Impact Study submitted by Richard Garcia and Associates, Inc.(RGA).

The Village contracted with Calvin, Giordano & Associates, Inc.(CGA) to provide a comprehensive review of the traffic study submitted by RGA, which is also attached for your review.

Please review both reports and forward all comments, concerns and request for additional traffic study information to my attention. If you would like to schedule a meeting to discuss in detail the proposed development and the impact it may have on county roadways, please contact my assistant Kristy Bada at 305-969-5011 to schedule a meeting time and date.

Sincerely,

*Corrice E. Patterson, Director
Public Works Department
Village of Palmetto Bay
9495 SW 180th Street
Palmetto Bay, Florida 33157
Office: (305) 969-5011
Fax: (305) 969-5091
www.palmettobay-fl.gov*

NO.	DATE	REVISION	BY
1	10/21/18	REVISED PER COMMENTS	AK
2	10/21/18	REVISED PER COMMENTS	AK
3	10/21/18	REVISED PER COMMENTS	AK
4	10/21/18	REVISED PER COMMENTS	AK

DESIGNED BY: CIVICA
 DRAWN BY: CIVICA
 DATE: SEPTEMBER 2018
 SCALE: AS SHOWN

PROJECT DATA

EXISTING ZONING DESIGNATION:	FRANCO TRIANGLE & U.S. USUARI
SUB DISTRICTS:	CORE "B" CENTER
LAND USE:	MIXED USE, NEIGHBORHOOD (MU)
GROSS LOT AREA:	232,754 SQ. FT. (5.34 ACRES)
NET LOT AREA:	218,736 SQ. FT. (5.01 ACRES)
ALLOWABLE FLOOR AREA:	10,146,571 SQ. FT.
LOT COVERAGE:	44%
NET FLOOR AREA RATIO:	46.5
(B) FLOOR AREA RATIO:	46.5
(C) RESIDENTIAL PRIVATE OPEN SPACE:	10,146,571 SQ. FT.

RECREATIONAL UNIT DENSITY:	18 UNITS/NET ACRE
MIXED USE MAIN STREET (MU):	18 UNITS/NET ACRE
MIXED USE NEIGHBORHOOD (MU):	44 UNITS/NET ACRE
TOTAL RESIDENTIAL UNITS:	44 UNITS/NET ACRE
FRONT:	6'-7"
SIDE:	35'-4"
REAR:	35'-2"
BUILDING HEIGHTS:	35'-2"
ALLOWABLE:	35'-2"
PROPOSED:	35'-2"
BUILDING HEIGHTS:	35'-2"
ALLOWABLE:	35'-2"
PROPOSED:	35'-2"

F.A.R. CALCULATION

SCHOOL BUILDINGS:	59,384 S.F.
CAFETERIA, LIBRARY, ADMIN. OFFICES:	24,811 S.F.
TOTAL:	84,195 S.F.
SECOND FLOOR (RES):	13,842 S.F.
THIRD FLOOR (RES):	14,528 S.F.
FOURTH FLOOR (RES):	8,284 S.F.
FIFTH FLOOR (RES):	9,794 S.F.
TOTAL:	36,448 S.F.
TOTAL FLOOR AREA (SCHOOL & MIXED USE BLDG):	120,643 S.F.
F.A.R. (ALLOWED):	0.5 x 100,386 S.F.
F.A.R. (PROPOSED):	0.5 x 100,386 S.F.

- GENERAL NOTES**
- APPLICANT SHALL COMPLY WITH THE FTFL STREET IMPROVEMENT CODE AND STANDARDS.
 - SURFACES FOR DRIVE IDEAS AND CROSSWALKS TO BE DETERMINED, SHALL COMPLY WITH THE FTFL STREET IMPROVEMENT CODE AND STANDARDS.
 - APPLICANT SHALL COMPLY WITH ALL REQUIREMENTS DELINEATED IN THE PALMETTO BAY LAND DEVELOPMENT CODE.
 - WITH FTFL STREET IMPROVEMENT CODE AND STANDARDS.
 - APPLICANT SHALL INSTALL ALL REQUIRED TRAFFIC REGULATORY AND WARNING SIGNS.
 - APPLICANT SHALL PROVIDE PERMANENT SIGNAGE AS REQUIRED.
 - APPLICANT SHALL COMPLY WITH ALL REQUIREMENTS DELINEATED IN THE PALMETTO BAY LAND DEVELOPMENT CODE.
 - APPLICANT SHALL ENTER INTO A COVENANT OF MAINTENANCE AGREEMENT WITH THE VALLEY TO MAINTAIN THE DEDICATED AND UNDEDICATED PUBLIC RIGHT-OF-WAY.
 - APPLICANT SHALL PROVIDE TRAFFIC CONTROL SIGNALS INCLUDING STOP SIGNS, STOP SIGNS WITH PUBLIC RIGHT-OF-WAY, AND STOP SIGNS WITH STOP SIGNS, STOP SIGNS WITH PUBLIC RIGHT-OF-WAY, AND STOP SIGNS WITH STOP SIGNS.
 - APPLICANT SHALL PROVIDE TURN RESTRICTION SIGNAGE AT ENTRY OF ARTERIAL ROADWAYS.
 - APPLICANT SHALL PROVIDE SIGNAGE DESIGNATION FOR SCHOOL, COMMERCIAL, AND LOCAL TRAFFIC.
 - APPLICANT SHALL PROVIDE SIGNAGE DESIGNATION FOR SCHOOL, COMMERCIAL, AND LOCAL TRAFFIC.
 - APPLICANT SHALL CONTRACT WITH PRIVATE TRASH SERVICE TO MAINTAIN ALL TRASH RECEPTACLES.
 - APPLICANT SHALL CONTRACT WITH PRIVATE TRASH SERVICE TO MAINTAIN ALL TRASH RECEPTACLES.

SCHOOL PARKING REQUIREMENT

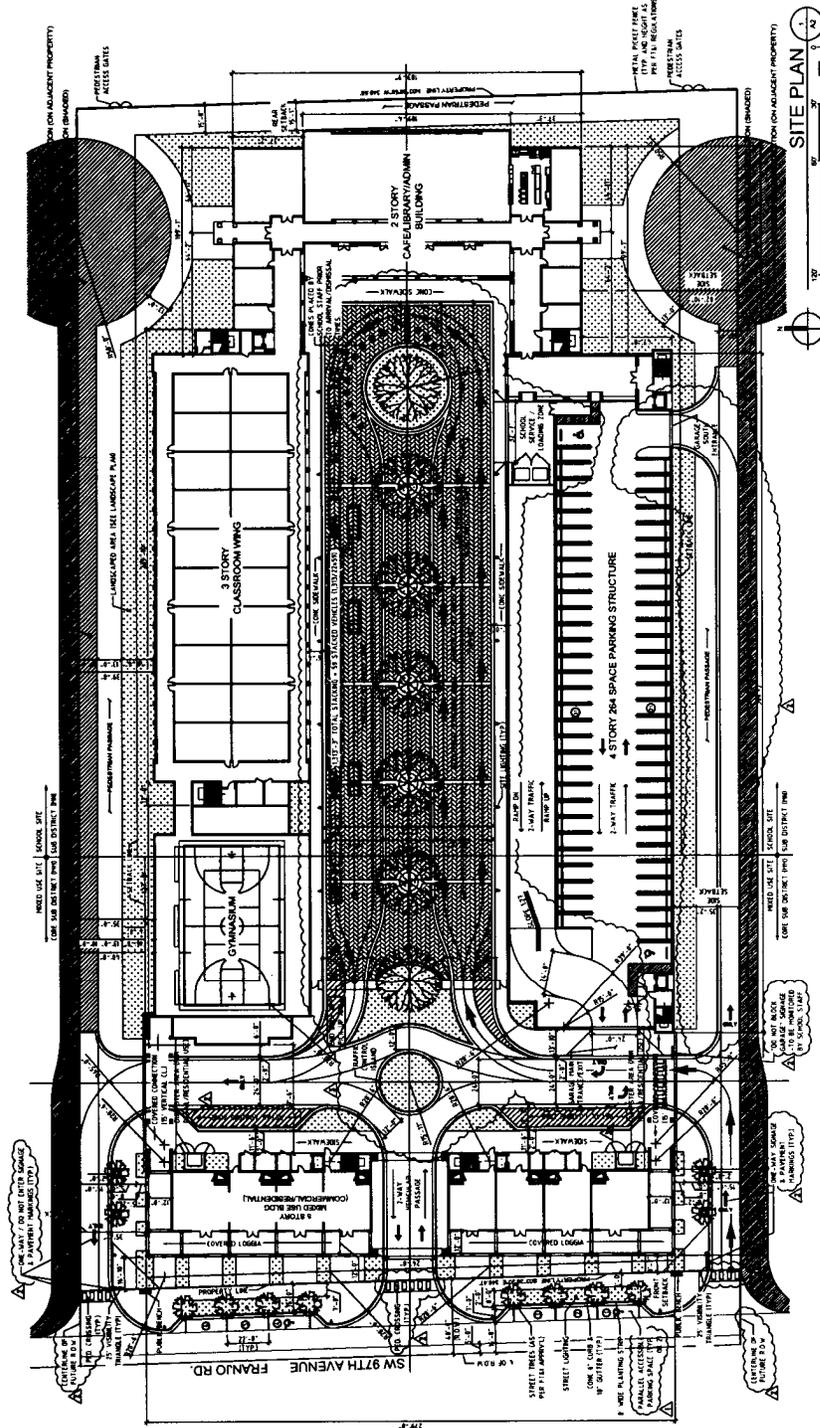
CODE REQUIREMENT	PARKING REQ'D	PARKING PROVIDED
1 PIG PER E.A. STAFF	93 SPACES	93
1 VISITOR PIG PER 100 STUDENTS	14 SPACES	14
1 PIG PER 10 STUDENTS (WITH 75% BUFFER)	22 SPACES	22
TOTALS:	129 SPACES	129

* 187 TOTAL SPACES INCLUDES 4 HANDICAP ACCESSIBLE SPACES & 44 SURPLUS

* SITE SHALL INCLUDE BKE RACKS WITH TOTAL CAPACITY FOR 48 BICYCLES

MINIMUM NUMBER OF REQUIRED PLANNING PERMITS

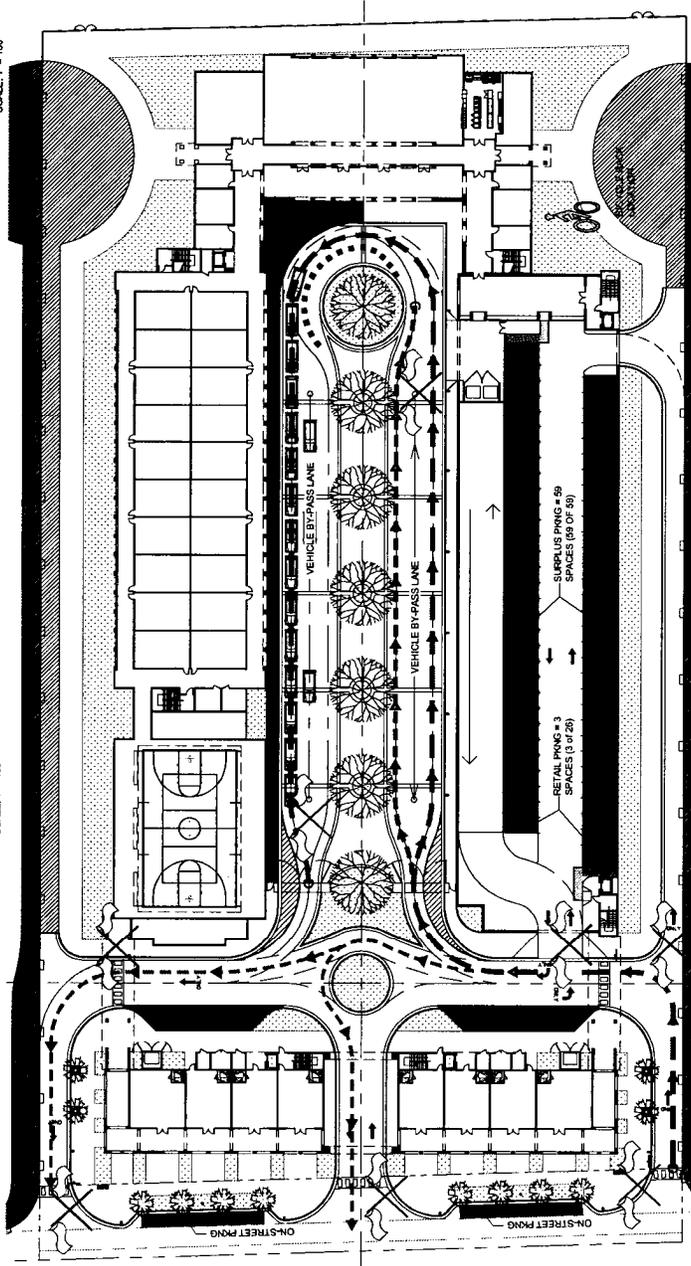
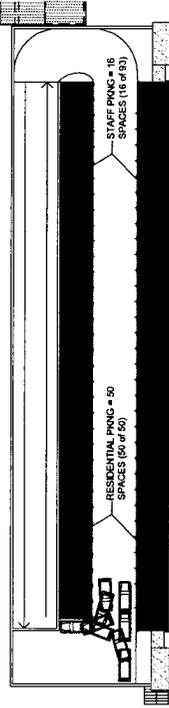
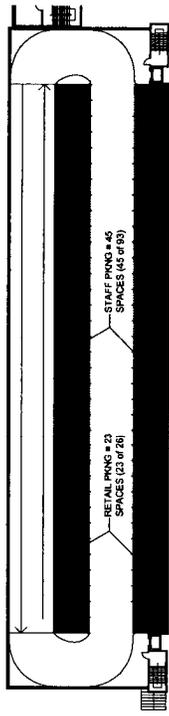
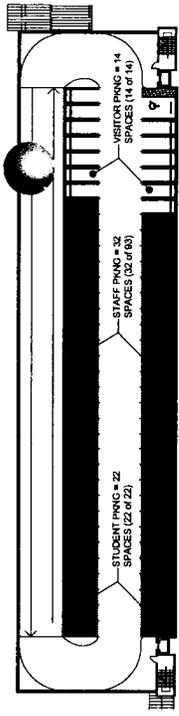
Category	Permit	Required	Provided
Zoning	Permit	1	1
	Permit	1	1
	Permit	1	1
	Permit	1	1
Fire	Permit	1	1
	Permit	1	1
	Permit	1	1
	Permit	1	1
Other	Permit	1	1
	Permit	1	1
	Permit	1	1
	Permit	1	1



SITE PLAN

SW 97th Avenue
 FRANCO RD.

DO NOT ALTER OR REMOVE ANY DIMENSIONS OR NOTES FROM THIS PLAN WITHOUT THE WRITTEN PERMISSION OF CIVICA.



	STUDENTS 22 SPACES		RETAIL 26 SPACES		MAIN PICK-UP AND DROP-OFF AREA ON STREET PARKING 6 SPACES		INDICATES INTERSECTION CROSSGUARD
	SURPLUS 59 SPACES		RESIDENTIAL 50 SPACES		POINTS OF SITE EXITING (EGRESS)		BICYCLE RACK PAD LOCATION
	SCHOOL STAFF 93 SPACES		VISITORS 14 SPACES		AUXILIARY LANE FOR 14 VEHICLES		

* 10 ACCESSIBLE SPACES

TRAFFIC OPERATIONS DIAGRAM



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

- Fort Lauderdale Office** - 1800 Eller Drive, Suite 600, Fort Lauderdale, Florida 33316
Phone: 954.921.7781 • Fax: 954.921.8807
- Palm Beach Office** - 560 Village Blvd, Suite 340, West Palm Beach, Florida 33409
Phone: 561.684.6161 • Fax: 561.684.6360

Memorandum

DATE: November 17, 2011
TO: Darby Delsalle, AICP
Director of Planning and Zoning
Village of Palmetto Bay
9705 East Hibiscus Street
Palmetto Bay, Florida 33157
T: 305-259-1271
F: 786-338-7432
www.palmettobay-fl.gov

FROM: James E. Spinks III, PE, PTOE

SUBJECT: Palmetto Bay Charter School (K-12) - Traffic Impact Study Review

PROJECT: 10-3790

CC: Jeff Maxwell, PE, PTOE - Calvin Giordano

Calvin, Giordano and Associates, Inc. was requested by the Village of Palmetto Bay to review the Traffic Impact Study for the proposed Palmetto Bay Charter School (K-12).

The proposed Charter School is located east of the intersection of SW 97th Avenue and Guava Street and planned to have 1,400 students in grades Kindergarten through Twelfth. In addition, a residential/condo with 33 dwelling units and 6,535 square feet of retail is planned for the proposed site.

The following comments are provided regarding the Palmetto Bay Charter School (K-12):

Traffic Impact Study

1. Please provide approval letter from MDPWD in regards to the study when available.
2. A supplemental traffic study to address the PM peak period (4:00 pm to 6:00 pm) was submitted, which analyzed the same intersections as the AM peak period analysis. The PM peak hour analysis shows acceptable levels of service for both intersections and arterial links in the study area.

Summary:

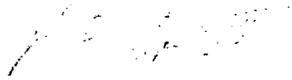
The applicant has addressed all traffic related concerns and demonstrated that the traffic generated by this development will not degrade the intersections or arterial links in the study area below an acceptable level of service. Final approval of this study shall be contingent upon receiving the approval letter from MDPWD.

If you have any questions or comments regarding the above information, please feel free to contact us at (954) 921- 7781.

Sincerely,

CALVIN, GIORDANO & ASSOCIATES, INC.

James E. Spinks III, PE, PTOE



Cc: Jeff Maxwell, PE, PTOE, Calvin, Giordano & Associates

TECHNICAL MEMORANDUM

DATE: November 15, 2011 (Third Response)

TO: Darby Delsalle
Village of Palmetto Bay
Department of Planning & Zoning
9705 East Hibiscus Street
Palmetto Bay, FL 33157

FROM: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
13117 NW 107th Avenue, Unit # 4
Hialeah Gardens, Florida 33018

SUBJECT: Palmetto Bay Charter School (Third Responses to School Traffic Comments)

We have reviewed the traffic comments offered by your traffic consultant Calvin, Giordano & Associates, Inc., dated October 4th, 2011 for the referenced project and are providing the following responses.

Comment 1. The study provided indicates that the methodology for this study was discussed and approved by Miami Dade County Public Works Department (MDPWD) in regards to the school. Please provide approval letter from MDPWD in regards to the study.

RGA Response: This application was submitted to the County along with responses to their initial review as well as a meeting held with the County and the Village to discuss project details. All requested material was subsequently provided to the County and their approval is pending. This approval will be provided as it becomes available.

Comment 2. The revised site plan indicates that 76 vehicles can be stacked on proposed site drop off/pick-up loop. The revised study indicates a maximum queue of approximately 96 vehicles, which exceeds the stack. The original site plan accommodated for this with 25 excess parking spaces; however the revise plans provides 57 surplus spaces. Please clarify how vehicles access the surplus spaces on the site plan.

RGA Response: This has been addressed with the revised site plan and was discussed during the meeting held with the County and Village on October 20th, 2011.

Comment 3. The traffic study still does not address PM peak period (4:00 pm to 6:00 pm) intersection and link analysis, as requested. The proposed site contains retail and residential, therefore this must be addressed. The study provided was developed with Miami Dade County Public Works Department to address the proposed school, not retail and residential which are also concerns of the Village of Palmetto Bay. Please revise.

RGA Response: Although the Village of Palmetto Bay has provided a Zoning Analysis for the Hearing Date of October 17, 2011 that specifically states this project is exempt from traffic concurrency. We have provided the Village a Traffic Impact Study: PM Peak Hour Analysis dated November 14th, 2011.

Comment 4. The revised study performs a link analysis on SW 97 Avenue between Guava Street and Hibiscus Street utilizing the existing turning movements and project traffic. The table shows a volume of 468 project trips; however the maximum number of trips on the link is 570 project trips. Please revise. In addition, all intersections and links where the trips are greater than 3% of the link capacity should be analyzed. Please revise.

RGA Response: We apologize for this discrepancy and have revised the referenced table. Please note the resulting analysis did not change our previous results. That is, this link will remain at LOS D during the AM peak hour. This was further discussed during the meeting held with the County and Village on October 20th, 2011.

Comment 5. The study states that trip distribution and assignment utilized is consistent with roadway networks and knowledge of local traffic patterns (area demographics, density and roadway network), which is not consistent with TAZ 1126. However, this was not clearly explained in the report. Please clarify specifically how the distribution percentages were calculated within the report.

RGA Response: This was previously addressed in our response. Table 5 from the subject traffic study clearly states the TAZ and the eight cardinal distribution percentages as provided by Miami-Dade MPO. This was further grouped into the North, South, East and West directions. Lastly, the percentages utilized were determined based on our Engineering Judgment taking into account all traffic factors available at our disposal. Furthermore, we have provided a graphic in our previous Technical Memorandum indicating the percentages utilized. Again, this was further discussed during the meeting held with the County and Village on October 20th, 2011 and found to be acceptable.

Comment 6. As stated in the review comment response, the school is planning on having 467 students for each student population (high school, middle school and elementary school). In response, the applicant states that Table 3 does not reflect this and utilizes overlap of siblings from one arrival to another. This was not explained in the report. Please clarify.

RGA Response: This has been addressed in the revised Traffic Impact Study dated October 6th, 2011 that was hand delivered (15 Copies) with a CD to the Village on October 24th, 2011.

Comment 7. As requested, the applicant has included the proposed new city hall in the revised traffic study back-up analysis committed traffic. However, the applicant has chosen not to include the requested proposed Palmer Trinity School as committed projects in the background traffic calculations. Please revise.

RGA Response: We have subsequently received the Palmer Trinity School Traffic Study dated April 22nd, 2010. This report does not assign any of its site traffic to the intersections defined with the study area of Palmetto Bay Charter School. Therefore, our previous response and analysis remains valid with respect to traffic from Palmer Trinity School.

Darby Delsalle

From: Richard <rgarcia@rgatraffic.com>
Sent: Tuesday, November 15, 2011 10:01 AM
To: Darby Delsalle
Cc: 'Tony Palumbo'; 'Rolando Llanes'
Subject: Palmetto Bay Charter School Traffic Responses
Attachments: Palmetto Bay Responses.pdf

Darby,

Attached please find the responses to the comments offered by Calvin Giordano dated October 4, 2011. Please feel free to print and distribute as needed.

Thank you for your assistance with this matter.

Respectfully,

Richard Garcia, P.E.



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