SOMERSET CORAL GABLES
UBC CAMPUS (PK-8)

TRAFFIC REVIEW

EXECUTIVE SUMMARY

The proposed Somerset Coral Gables University Baptist Church (UBC) campus is located on the southwest corner of Segovia Street and Anastasia Avenue in Coral Gables. The existing site is currently operating as a Private School, Day Care, Religious Educational Center and Church. The site, which is bounded by Segovia Street (east), Anastasia Avenue (north), Cardena Street (west), and Riviera Drive (south) is surrounded by residential homes on all sides with the exception of Segovia Street (see Figure 1). The proposed plan consists of a public charter school with a maximum of 735 students in grades Pre-Kindergarten through Eight (PK-8). The site would have vehicular access via three (3) driveways; two (2) on Cardena Street and one (1) on Riviera Drive. The Riviera Drive access would be closed during the school's arrival and dismissal periods. The school would operate with three AM arrival and three PM dismissal periods with an equal number of students (245) for each.

The Applicant's Accumulation Assessment and Traffic Impact Study were conducted for a school with 735 students in grades PK-8. The Accumulation Assessment used Doral Academy Elementary located at 2450 NW 97th Avenue, Doral, Florida as the surrogate school. Queuing and Parking data were collected at Doral Academy on February 8 and 9, 2010. Doral Academy has grades Pre-Kindergarten through Five (PK-5). It was reported that at the time of the surveys, Doral Academy had a total of 768 students with one AM arrival and one PM dismissal period. Data was collected during the AM arrival period (7:00 AM – 9:00 AM) and PM dismissal period (1:30 PM – 4:00 PM). The Doral Academy data was applied to the proposed Somerset UBC in the Accumulation Assessment and Traffic Impact Study.

The Applicant's Accumulation Assessment under estimated the projected PM accumulation/vehicle stacking for the proposed school due to assumptions made concerning the dismissal operations for the surrogate school, Doral Academy. Based on our assessment, the projected accumulation for Somerset UBC would be 49 vehicles during each of the PM dismissal periods. Based on safety concerns with the proposed student pick-up/drop-off location, the proposed Somerset UBC site could accommodate 28 vehicles on site. A projected accumulation of 49 vehicles would require 21 vehicles to spill back onto Cardena Street which can only accommodate 9 vehicles between the proposed site entrance and Anastasia Avenue (see Figure 1). The remaining 12 vehicles would either stack on Anastasia Avenue or use Riviera Drive. This condition would encourage parents to avoid the congestion and park on adjacent streets and walk to pick-up their child.

This conclusion demonstrates that the proposed Somerset UBC School could not accommodate 735 students with all passenger vehicles being queued within the site and would impact the adjacent neighborhood streets.

BACKGROUND

The proposed Somerset UBC campus is located on the southwest corner of Segovia Street and Anastasia Avenue in Coral Gables. The existing site is currently operating as a Private School, Day Care, Religious Educational Center and Church. The site, which is bounded by Segovia Street (east), Anastasia Avenue (north), Cardena Street (west), and Riviera Drive (south) is surrounded by residential homes on all sides with the exception of Segovia Street (see Figure 1). The proposed plan consists of a public charter school with a maximum of 735 students in grades PK-8. The site would have vehicular access via three (3) driveways; two (2) on Cardena Street and one (1) on Riviera Drive. The Riviera Drive access would be closed during the school's arrival and dismissal periods.

Reynolds, Smith and Hills, Inc. (RS&H) has completed a review of the following documents submitted by the Applicant. No additional traffic analyses were conducted.

- *Accumulation Assessment* - Somerset UBC School (March 25, 2010)
- *Somerset Coral Gables UBC Campus (PK-8) Traffic Impact Study* (June 3, 2010)
- Additional Analysis for Somerset C.G. UBC Campus Traffic Study (June 7, 2010)
- Response to Comments (June 17, 2010, June 18, 2010, October 19, 2010)
- Somerset UBC Traffic Circulation Plan (October 14, 2010)
- Additional School Data and Analysis for Somerset C.G. UBC Campus Traffic Study (October 20, 2010)
- Comparative School Data for Somerset C.G. UBC Campus (December 13, 2010)

Based on the review of the listed documents; field reviews at the existing site and surrogate school, Doral Academy as well as other comparative school sites; and project review meetings with the Applicant, the following traffic comments are offered. All assumptions and conclusions are based entirely on data supplied by the Applicant, as well as field observations at the surrogate school, Doral Academy and other comparative schools.

***Accumulation Assessment* - Somerset UBC School (March 25, 2010)**

The Accumulation Assessment was conducted for a school with 735 students in grades Pre-Kindergarten through Eight (PK-8). The Accumulation Assessment used Doral Academy Elementary located at 2450 NW 97th Avenue, Doral, Florida as the surrogate school. Queuing and Parking data were collected at Doral Academy on February 8 and 9, 2010. Doral Academy has grades PK-5. It was reported that at the time of the survey, Doral Academy had a total of 768 students with one AM arrival and one PM dismissal period. Data was collected during the AM arrival period (7:00 AM – 9:00 AM) and PM dismissal period (1:30 PM – 4:00 PM). The Doral Academy data was applied to the proposed Somerset UBC School in the Accumulation Assessment.

CITY OF CORAL GABLES	RS&H IMPROVING YOUR WORLD	**Somerset Traffic Review**	TITLE: Project Location Map	FIGURE: 1

The maximum PM dismissal accumulation at the surrogate school, Doral Academy was recorded as 97 vehicles queued at 2:58 PM. The proposed operating plan at Somerset UBC is three AM arrival and three PM dismissal periods, each separated by 30-minute intervals. The accumulation calculations assume that the three AM arrivals and three PM dismissals would carry an equal number of students (245 each). The projected PM dismissal accumulation for Somerset UBC was calculated as follows: (245 students / 768 students) x 97 vehicles queued = **30.94 vehicles**. The Applicant's proposed maximum on-site queue length capacity for Somerset UBC is 31 vehicles. *Therefore, the conclusion of the Accumulation Assessment was that the Somerset UBC School could accommodate 735 students with all passenger vehicles being queued within the site based on three arrivals and three dismissals.*

The above conclusion is based on the assumption that 768 students are dismissed from the surrogate school, Doral Academy at one PM dismissal time. This assumption would indicate that the maximum vehicle queue generated by 768 students is 97 vehicles. On March 28, 2011, RS&H conducted a field review at Doral Academy during the PM dismissal period. During the field review, the school Principal indicated to us that the school has one AM arrival period and three PM dismissal periods. In follow-up conversations with school administrative staff, we discovered that the school has operated with three dismissal periods for some time and was operating with three dismissal periods in February 2010 when the Accumulation Assessment surveys were conducted. The following data was provided by the school:

Arrival Period

7:30 AM – 8:30 AM Grades PK-5

Dismissal Periods

2:00 PM Grade K-1 (approximately 242 students)
2:30 PM Grades PK (approximately 42 students)
3:00 PM Grades 2-5 (approximately 484 students)

The school also offers after school care until 6:00 PM with the exact number of students unknown.

The queuing observations data contained in the Accumulation Assessment, indicates that the Doral Academy was operating with three dismissal periods, each separated by 30-minute intervals, on the day of the observations (February 8, 2010) with a similar student distribution as shown above (see **Appendix A**). According to the Miami-Dade Public Works Traffic Engineering Division 2010 Accumulation Study Form, "***surrogate schools with split arrival/dismissal shifts separated by 30 minutes or more shall have their vehicle accumulation impacts considered individually***" (see **Appendix B**). Considering this requirement, the maximum dismissal accumulation recorded at Doral Academy (97 vehicles) was associated with the 3:00 PM dismissal period that included Grades 2-5 (approximately 484 students). In addition, the accumulation survey ended at 4:00 PM and did not include the students in the after school care program which would further reduce the number of students associated with the recorded maximum queue of 97 vehicles. For purposes of this comparison, we will use the maximum number for the 3:00 PM dismissal, 484 students.

Based on this data, the *revised* projected PM dismissal accumulation for Somerset UBC would be calculated as follows: (245 students / 484 students) x 97 vehicles queued = **49.10 vehicles queued.** Based on safety concerns with the proposed student pick-up/drop-off location, the proposed Somerset UBC site could accommodate 28 vehicles on site. Therefore, a projected accumulation of 49 vehicles would require 21 vehicles to spill back onto Cardena Street. Cardena Street can only accommodate 9 vehicles between the proposed site entrance and Anastasia Avenue (see Figure 1). The remaining 12 vehicles would either stack on Anastasia Avenue or use Riviera Drive. This condition would encourage parents to avoid the congestion and park on adjacent streets and walk to pick-up their child.

This conclusion demonstrates that the proposed *Somerset UBC School could* ***NOT*** *accommodate 735 students with all passenger vehicles being queued within the site based on three arrivals and three dismissals.*

Somerset Coral Gables UBC Campus (PK-8) Traffic Impact Study (June 3, 2010)

The Executive Summary states that the trip generation characteristics were developed using actual data from the surrogate school, Doral Academy. Based on the comments provided for the Accumulation Assessment, the Applicant needs to assure that the trip generation and distribution characteristics are not affected by assuming one PM dismissal period for the surrogate school, as well as not subtracting the after school care students. In addition, the traffic impact study is based on 735 students. The Accumulation Assessment data indicates that the proposed Somerset UBC site cannot accommodate 735 students without impacting the adjacent neighborhood streets.

The traffic assignment and level of service (LOS) analysis were performed for two (2) scenarios as follows: Scenario A: All site traffic based on surrounding roadway network, and Scenario B: All site traffic through Segovia Street/Anastasia Avenue. Based on the potential for site traffic to spill back onto Cardena Street before entering the site, Scenario B would appear to be the only viable alternative considering the storage distance provided on Cardena Street between the site entrance and Anastasia Avenue versus Riviera Drive (see Figure 1). Based on the traffic assignment, Scenario B would increase the eastbound left-turns on Anastasia Avenue at Segovia Street from 41 to 163 vehicles during the AM peak hour, almost a 300% increase. While, the overall intersection level of service would degrade from LOS A to LOS C and remain within the acceptable LOS threshold, the eastbound traffic movement would change from LOS C to LOS F with an increase in average delay per vehicle from 24 seconds to 99 seconds, an increase of over 300% (see **Appendix C**).

Based on traffic assignment Scenario B, the westbound left-turns on Anastasia Avenue at Cardena Street would increase from 1 to 303 vehicles during the AM peak hour while the northbound right-turn volume on Cardena Street would increase from 1 to 260 vehicles (see Appendix). While the traffic analysis shows that this stop controlled intersection would operate at LOS A, you cannot ignore the significant increase in turns and associated impacts at this location.

Since the Somerset UBC AM arrival periods would coincide with the AM peak traffic period for the area, motorists that normally use Anastasia Avenue to either travel to downtown or the Biltmore Hotel could avoid the increase in delay at Segovia Street or the increase of turning vehicles at Cardena Street by using parallel streets such as Santander Avenue or Riviera Drive. This would be considered a secondary impact from school traffic that would affect neighborhood streets.

Based on Table 7 (**Appendix D**) along with the proposed 2:30 PM dismissal period (PK-2), it is assumed that parents would be allowed to arrive up to 30 minutes early beginning at 2:00 PM, which is customary at other schools. Table 7 indicates that 39 vehicles would enter and 45 vehicles would exit the site on an average day between 2:00 PM – 2:30 PM. It seems unreasonable that 45 vehicles would exit the site during this time if the internal parking spaces are inactive and students are not allowed to leave early without special permission as reported by the Applicant. In reviewing the surrogate school, Doral Academy data from 1:30 PM – 2:00 PM, only 9 vehicles exited the site prior to the 2:00 PM dismissal period, which would be a reasonable scenario for the Somerset UBC site. Also, the 39 vehicles entering the site during this period would mostly be parents arriving and stacking on-site until the 2:30 PM dismissal. Only 28 vehicles could stack on-site and the overflow would stack on Cardena Street where there is limited space. Per Table 7, 49 vehicles would enter the site from 2:30 PM – 2:45 PM with the first arrivals stacking behind the 39 early arrivals. With a projected maximum PM dismissal accumulation of 49 vehicles, the back-up on Cardena Street would be expected to last beyond 2:45 PM.

This conclusion demonstrates that the proposed *Somerset UBC School could* ***NOT*** *accommodate 735 students with all passenger vehicles being queued within the site based on three arrivals and three dismissals.*

Somerset UBC Traffic Circulation Plan (October 14, 2010)

The proposed internal traffic circulation plan for the Somerset UBC consists of a two-lane one-way circulation roadway with angled parking spaces on both sides (see **Appendix E**). The plan shows a roadway width of 21 ft. 5 in. However, the roadway narrows to 16 ft. adjacent to the overhang to the building. This area would require widening in order to accommodate the two-lane roadway. In addition, when vehicles are parked in the adjacent angled parking stalls, motorists would tend to veer to the center of the provided space unless the lanes are clearly marked. Also, based on information provided by the Applicant, visitors to the school and/or parents escorting their child to/from their vehicle would park in assigned spaces in the parking lot. These activities could lead to friction that slows traffic circulation and increases the processing time.

In order to eliminate the potential for entering traffic to block exiting traffic, the site exit onto Cardena Street should be right-turn only. In addition, the proposed Area of Pick-Up & Drop-Off extends immediately adjacent to the exit onto Cardena Street. This creates a safety concern where you could have two vehicles simultaneously attempting right turns onto Cardena Street. The Applicant should consider moving the pick-up/drop-off area further on-site at least three vehicle lengths (66 ft.), which would reduce the on-site stacking capacity from 31 to 28 vehicles.

Comparative School Data for Somerset C.G. UBC Campus (December 13, 2010)

Based on comparative school data submitted by the Applicant, Table 1 summarizes the most comparable schools to Somerset UBC per the number of students, grade levels, number and times of dismissals as well as on-site circulation layout. Site plans and accumulation data are contained in the **Appendix F**. During field observations at Mater Gardens (January 28 and 31, 2011) during the PM dismissal, it was noted that vehicles continuously backed up onto the adjacent street from 3:00 PM to 3:10 PM. In addition, the average travel time for a vehicle to enter and exit the parking lot was recorded as 5.4 minutes based on a random sample of 22 vehicles from 3:00 PM to 3:15 PM. Parents arrive early and stack on the adjacent street until the gate is opened for the dismissal period. It is also important to note that due to the congested access operations at Mater Gardens, parents park along the adjacent streets and walk onto campus to pick-up their child. As shown in Table 1, Somerset Valencia Acres significantly exceeds the accumulation limit for over 10 minutes during the 3:00 PM dismissal period. It is not uncommon for schools to exceed their projected accumulation as evident from the comparative data contained in **Appendix F**. The Somerset UBC is proposed to exceed the maximum limit of the on-site accumulation.

Table 1

School	Mater Gardens	Somerset Valencia Acres
Number of Students	640	800
Grade Levels	PK-8	PK-8
Dismissal Times (PM)	2:30/3:00/3:30	2:00/3:00/3:30
On-Site Accumulation Limit	33 vehicles	45 vehicles
Recorded Maximum Accumulation	68 vehicles	78 vehicles
Duration Accumulation Exceeded Limit	17 minutes	10 minutes

CONCLUSIONS

The Accumulation Assessment for Somerset UBC was based on the surrogate school, Doral Academy operating with one PM dismissal period. Using this assumption would under estimate the projected PM accumulation for the proposed school. Conversations with Doral Academy administrative staff indicated that the school has operated with three dismissal periods for some time and was operating with three dismissal periods in February 2010 when the Accumulation Assessment surveys were conducted. Based on this data, the *revised* projected PM dismissal accumulation for Somerset UBC would be calculated as 49 vehicles. A projected accumulation of 49 vehicles would require 21 vehicles to spill back onto Cardena Street which can only accommodate 9 vehicles between the proposed site entrance and Anastasia Avenue (see Figure 1). The remaining 12 vehicles would either stack on Anastasia Avenue or use Riviera Drive. This condition would encourage parents to park on adjacent streets and walk to pick-up their child.

Based on the adjustments necessary for the Accumulation Assessment, the Applicant needs to assure that the trip generation and distribution characteristics are not affected by assuming one PM dismissal period for the surrogate school. Based on the potential for site traffic to spill back onto Cardena Street before entering the site, traffic assignment Scenario B would appear to be

the only viable alternative considering the storage distance provided on Cardena Street between the site entrance and Anastasia Avenue versus Riviera Drive.

Since the Somerset UBC AM arrival periods would coincide with the AM peak traffic period for the area, motorists that normally use Anastasia Avenue to either travel to downtown or to the Biltmore Hotel could avoid the increase in delay at Segovia Street or the increase of turning vehicles at Cardena Street by using parallel streets such as Santander Avenue or Riviera Drive. This would be considered a secondary impact from school traffic that would affect neighborhood streets.

Based on the school's PM peak hour trip generation contained in the Traffic Impact Study, parents would arrive and stack on-site prior to each PM dismissal. Only 28 vehicles could stack on-site and the overflow would stack on Cardena Street where there is limited space. With a projected maximum PM dismissal accumulation of 49 vehicles, the back-up on Cardena Street would be expected to last throughout the first 15 minutes of each dismissal period.

In order to eliminate the potential for entering traffic to block exiting traffic, the exit onto Cardena Street should be right-turn only. The Applicant should consider moving the pick-up/drop-off area further on-site at least three vehicle lengths (66 ft.), which would reduce the on-site stacking capacity from 31 vehicles to 28 vehicles.

Comparative school data demonstrates that it is not uncommon for schools to exceed their projected accumulation and the Somerset UBC is proposed to exceed the maximum limit of the on-site accumulation.

These conclusions demonstrate that Somerset UBC School could **NOT** accommodate 735 students with all passenger vehicles being queued within the site based on three arrivals and three dismissals.

APPENDIX A

SURROGATE SCHOOL
DORAL ACADEMY
PM: On-Site Queuing Observations

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Doral Academy Elementary	**Weather:**	Clear
School Address:	2450 NW 97 Avenue, Doral FL	**Date:**	2/8/2010
Location:	Parent & Bus Drop-Off	**Technician:**	CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
1:30 PM	0	0	0	0	0	0
1:31 PM	0	0	0	0	0	0
1:32 PM	0	0	0	0	0	0
1:33 PM	0	0	0	0	0	0
1:34 PM	0	0	0	0	0	0
1:35 PM	1	1	0	0	0	0
1:36 PM	0	0	0	0	0	0
1:37 PM	0	0	0	0	0	0
1:38 PM	2	0	2	0	0	0
1:39 PM	1	0	3	0	0	0
1:40 PM	1	0	4	0	0	0
1:41 PM	4	1	7	0	0	0
1:42 PM	1	0	8	0	0	0
1:43 PM	0	0	8	0	0	0
1:44 PM	1	1	8	0	0	0
1:45 PM	1	0	9	0	0	0
1:46 PM	0	0	9	0	0	0
1:47 PM	0	0	9	0	0	0
1:48 PM	1	0	10	0	0	0
1:49 PM	0	1	9	0	0	0
1:50 PM	2	0	11	0	0	0
1:51 PM	3	0	14	0	0	0
1:52 PM	3	2	15	0	0	0
1:53 PM	0	0	15	0	0	0
1:54 PM	1	0	16	0	0	0
1:55 PM	4	0	20	0	0	0
1:56 PM	4	2	22	0	0	0
1:57 PM	2	0	24	0	0	0
1:58 PM	0	1	23	0	0	0
1:59 PM	1	0	24	0	0	0
2:00 PM	6	0	30	0	0	0

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	**Doral Academy Elementary**	**Weather:**	Clear
School Address:	**2450 NW 97 Avenue, Doral FL**	**Date:**	2/8/2010
Location:	**Parent & Bus Drop-Off**	**Technician:**	CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
2:01 PM	3	2	31	0	0	0
2:02 PM	1	1	31	0	0	0
2:03 PM	3	1	33	0	0	0
2:04 PM	1	2	32	1	0	1
2:05 PM	2	2	32	0	0	1
2:06 PM	3	3	32	0	1	0
2:07 PM	0	1	31	0	0	0
2:08 PM	2	1	32	0	0	0
2:09 PM	3	3	32	0	0	0
2:10 PM	4	3	33	0	0	0
2:11 PM	1	2	32	0	0	0
2:12 PM	1	1	32	0	0	0
2:13 PM	2	6	28	0	0	0
2:14 PM	0	2	26	0	0	0
2:15 PM	2	0	28	0	0	0
2:16 PM	0	2	26	0	0	0
2:17 PM	2	7	21	0	0	0
2:18 PM	2	3	20	0	0	0
2:19 PM	0	0	20	0	0	0
2:20 PM	0	3	17	0	0	0
2:21 PM	4	0	21	0	0	0
2:22 PM	0	0	21	0	0	0
2:23 PM	0	0	21	0	0	0
2:24 PM	2	0	23	0	0	0
2:25 PM	2	1	24	0	0	0
2:26 PM	1	0	25	0	0	0
2:27 PM	2	0	27	0	0	0
2:28 PM	1	0	28	0	0	0
2:29 PM	0	0	28	0	0	0
2:30 PM	2	1	29	0	0	0

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Doral Academy Elementary	Weather:	Clear
School Address:	2450 NW 97 Avenue, Doral FL	Date:	2/8/2010
Location:	Parent & Bus Drop-Off	Technician:	CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
2:31 PM	1	1	29	0	0	0
2:32 PM	1	3	27	0	0	0
2:33 PM	2	1	28	0	0	0
2:34 PM	3	1	30	0	0	0
2:35 PM	4	2	32	0	0	0
2:36 PM	0	0	32	0	0	0
2:37 PM	2	1	33	0	0	0
2:38 PM	0	1	32	0	0	0
2:39 PM	4	1	35	0	0	0
2:40 PM	7	0	42	0	0	0
2:41 PM	6	0	48	0	0	0
2:42 PM	5	0	53	0	0	0
2:43 PM	3	0	56	0	0	0
2:44 PM	1	0	57	0	0	0
2:45 PM	4	1	60	0	0	0
2:46 PM	2	0	62	0	0	0
2:47 PM	5	0	67	0	0	0
2:48 PM	1	0	68	0	0	0
2:49 PM	6	0	74	0	0	0
2:50 PM	2	0	76	0	0	0
2:51 PM	3	1	78	0	0	0
2:52 PM	6	2	82	0	0	0
2:53 PM	3	0	85	0	0	0
2:54 PM	7	0	92	0	0	0
2:55 PM	3	2	93	1	0	1
2:56 PM	1	1	93	0	0	1
2:57 PM	3	2	94	0	0	1
2:58 PM	3	0	97	0	0	1
2:59 PM	1	2	96	0	0	1
3:00 PM	3	7	92	0	0	1

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Doral Academy Elementary	**Weather:**	Clear
School Address:	2450 NW 97 Avenue, Doral FL	**Date:**	2/8/2010
Location:	Parent & Bus Drop-Off	**Technician:**	CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
3:01 PM	0	8	86	0	0	1
3:02 PM	5	3	88	0	0	1
3:03 PM	2	2	88	0	0	1
3:04 PM	1	11	78	0	0	1
3:05 PM	3	8	73	0	0	1
3:06 PM	3	10	66	0	1	0
3:07 PM	5	5	66	0	0	0
3:08 PM	3	9	60	0	0	0
3:09 PM	6	6	60	0	0	0
3:10 PM	3	10	53	0	0	0
3:11 PM	2	5	50	0	0	0
3:12 PM	3	6	47	0	0	0
3:13 PM	4	7	44	0	0	0
3:14 PM	3	5	42	0	0	0
3:15 PM	5	6	41	0	0	0
3:16 PM	5	6	40	0	0	0
3:17 PM	0	6	34	0	0	0
3:18 PM	2	5	31	0	0	0
3:19 PM	0	6	25	0	0	0
3:20 PM	1	5	21	0	0	0
3:21 PM	1	6	16	0	0	0
3:22 PM	3	4	15	0	0	0
3:23 PM	2	1	16	0	0	0
3:24 PM	0	1	15	0	0	0
3:25 PM	0	4	11	0	0	0
3:26 PM	0	0	11	0	0	0
3:27 PM	0	3	8	0	0	0
3:28 PM	3	5	6	0	0	0
3:29 PM	0	1	5	0	0	0
3:30 PM	0	2	3	0	0	0

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Doral Academy Elementary	Weather:	Clear
School Address:	2450 NW 97 Avenue, Doral FL	Date:	2/8/2010
Location:	Parent & Bus Drop-Off	Technician:	CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
3:31 PM	1	0	4	0	0	0
3:32 PM	1	1	4	0	0	0
3:33 PM	0	2	2	0	0	0
3:04 PM	1	2	1	0	0	0
3:35 PM	0	0	1	0	0	0
3:36 PM	0	1	0	0	0	0
3:37 PM	1	1	0	0	0	0
3:38 PM	0	0	0	0	0	0
3:39 PM	0	0	0	0	0	0
3:40 PM	0	0	0	0	0	0
3:41 PM	0	0	0	0	0	0
3:42 PM	0	0	0	0	0	0
3:43 PM	0	0	0	0	0	0
3:44 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
3:46 PM	0	0	0	0	0	0
3:47 PM	0	0	0	0	0	0
3:48 PM	0	0	0	0	0	0
3:49 PM	0	0	0	0	0	0
3:50 PM	0	0	0	0	0	0
3:51 PM	0	0	0	0	0	0
3:52 PM	0	0	0	0	0	0
3:53 PM	0	0	0	0	0	0
3:54 PM	0	0	0	0	0	0
3:55 PM	0	0	0	0	0	0
3:56 PM	0	0	0	0	0	0
3:57 PM	0	0	0	0	0	0
3:58 PM	0	0	0	0	0	0
3:59 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

APPENDIX B

Miami-Dade Public Works Traffic Engineering Division
2010 Accumulation Study Form

ACCUMULATION DATA REPORT

INSTRUCTIONS

All applicants seeking to provide an accumulation study are advised to contact the Traffic Engineering Division prior to conducting the study. All studies must be conducted by a licensed traffic consulting firm. The accumulation study shall report the peak one minute vehicular accumulation demand during the arrival and dismissal periods, as recorded by field observation at the surrogate school. The arrival period is defined as 20 minutes prior to the scheduled arrival time and 10 minutes after. The dismissal period is defined as 15 minutes prior to the scheduled dismissal time and 30 minutes after. Facilities with no specific arrival and dismissal schedules shall, such as daycares, shall observe a minimum of 2 hrs during the peak AM and PM hours. The surrogate school is an existing opperating facility, located at the proposed facility or a similar facility, from which the future accumulations for the proposed facility are based. Field observation shall record all vehicle accumulations, onsite and offsite, associated with the facility. An aerial identifying all studied areas is required along with the collected data. Future accumulations for the proposed facility must be projected using the Accumulation Assessment Form. The study shall report the surrogate school schedule on the School Schedule Questionaire form. Surrogate schools with split arrival/ dismissl shifts separated by 30 minutes or more shall have their vehicle accumulation impacts considered individually.

APPLICANT INFORMATION (PROPOSED FACILITY)
Facility Name:
Facility Address:
Facility Folio:
Case Number:

DATA COLLECTORS INFORMATION
Data Collector & Company:
Contact Information:
Date:

SITE INFORMATION (SURROGATE SCHOOL)	
Facility Name:	
Facility Address:	
Date/ Day/ Time:	
Child/ Student Attendance:	
Staff Attencence:	
No. Staff Vehicles:	Included In Counts (Yes/No):
No. Facility Operated Transportation:	Included In Counts (Yes/No):

AM 2 HR PEAK PERIOD	

PM 2 HR PEAK PERIOD	

NUMBER OF VEHICLES ACCUMULATED

TIME	ON SITE				OFF SITE				TOTAL	
	AREA 1		AREA 2		AREA 3		AREA 4			
Hour	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
AM Two Minute Peak										
PM Two Minute Peak										

AM and PM two hour peak should coincide with arrival and dismissal schedule form.

Bus vehicles also includes Delivery trucks and Transport Vans

AREA DESCRIPTION (LABEL ON AREIAL)
Area 1
Area 2
Area 3
Area 4

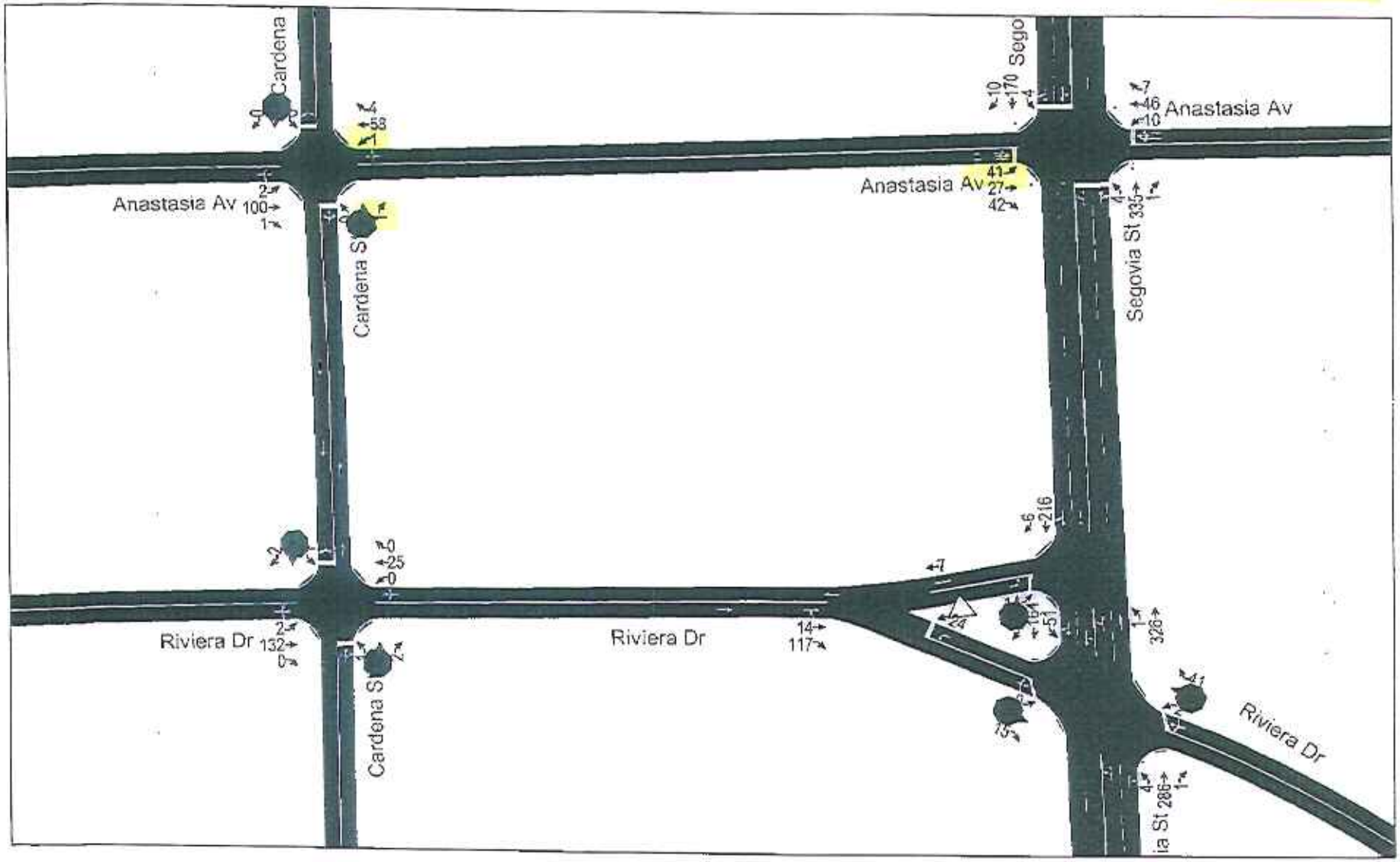
APPENDIX C

Somerset Coral Gables UBC Campus (PK-8)
Traffic Impact Report

Traffic Projections
Intersection LOS Analyses

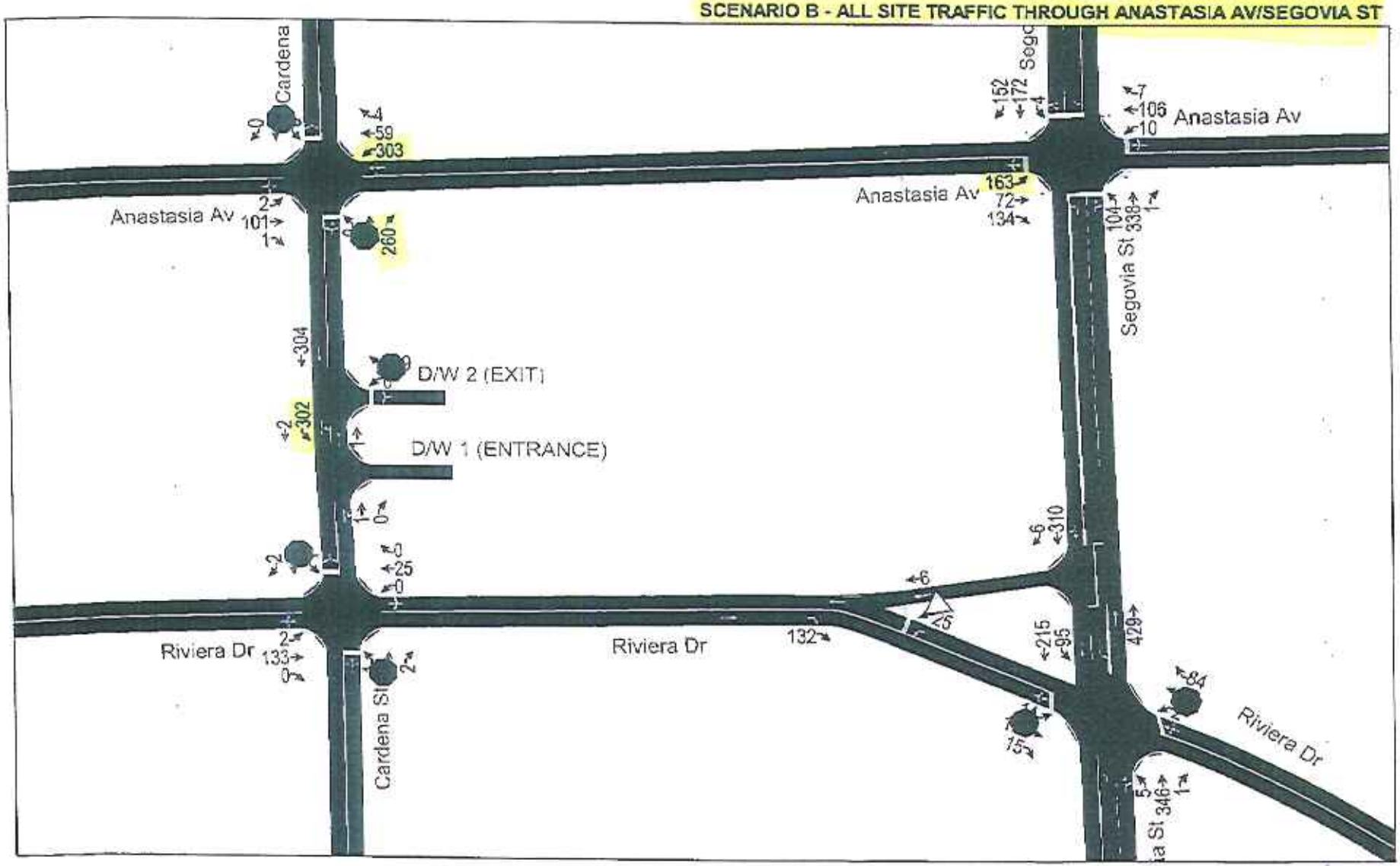
Somerset UBC (PK - 8)

Existing AM Peak Hour TMCs



Somerset UBC (PK-8)

PROPOSED AM PEAK HOUR VOLUMES
SCENARIO B - ALL SITE TRAFFIC THROUGH ANASTASIA AV/SEGOVIA ST



HCM Signalized Intersection Capacity Analysis
1: Anastasia Av & Segovia St

Somerset UBC (PK - 8)
Existing AM Peak Hour TMCs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	41	27	42	10	46	7	4	335	1	4	170	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.95			0.99			1.00			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1734			1821			3536			3506	
Flt Permitted		0.86			0.95			0.95			0.95	
Satd. Flow (perm)		1493			1738			3371			3332	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	49	32	50	12	55	8	5	399	1	5	202	12
RTOR Reduction (vph)	0	42	0	0	7	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	89	0	0	68	0	0	405	0	0	215	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		8.9			8.9			41.1			41.1	
Effective Green, g (s)		8.9			8.9			41.1			41.1	
Actuated g/C Ratio		0.15			0.15			0.70			0.70	
Clearance Time (s)		5.0			5.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		225			262			2348			2321	
v/s Ratio Prot												
v/s Ratio Perm		c0.06			0.04			c0.12			0.06	
v/c Ratio		0.39			0.26			0.17			0.09	
Uniform Delay, d1		22.6			22.1			3.1			2.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		1.1			0.5			0.2			0.1	
Delay (s)		23.8			22.7			3.2			3.0	
Level of Service		C			C			A			A	
Approach Delay (s)		23.8			22.7			3.2			3.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	6.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	59.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

PROPOSED AM PEAK HOUR VOLUMES

1: Anastasia Av & Segovia St

SCENARIO B - ALL SITE TRAFFIC THROUGH ANASTASIA AV/SEGOVIA ST

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Volume (vph)	163	72	134	10	106	7	104	338	1	4	172	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.99		1.00	1.00		1.00	0.93	
Flt Protected		0.98			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1733			1841		1770	1862		1770	1732	
Flt Permitted		0.82			0.96		0.49	1.00		0.48	1.00	
Satd. Flow (perm)		1447			1770		921	1862		896	1732	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	194	86	160	12	126	8	124	402	1	5	205	181
RTOR Reduction (vph)	0	35	0	0	4	0	0	0	0	0	54	0
Lane Group Flow (vph)	0	405	0	0	142	0	124	403	0	5	332	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		15.0			15.0		35.0	35.0		35.0	35.0	
Effective Green, g (s)		15.0			15.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio		0.25			0.25		0.59	0.59		0.59	0.59	
Clearance Time (s)		5.0			5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		368			450		546	1105		532	1027	
v/s Ratio Prot								c0.22			0.19	
v/s Ratio Perm		c0.28			0.08		0.13			0.01		
v/c Ratio		1.10			0.32		0.23	0.36		0.01	0.32	
Uniform Delay, d1		22.0			17.8		5.6	6.2		4.9	6.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		76.7			0.4		1.0	0.9		0.0	0.8	
Delay (s)		98.7			18.2		6.6	7.2		4.9	6.9	
Level of Service		F			B		A	A		A	A	
Approach Delay (s)		98.7			18.2			7.0			6.9	
Approach LOS		F			B			A			A	

Intersection Summary			
HCM Average Control Delay	34.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	59.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX D

Somerset Coral Gables UBC Campus (PK-8)
Traffic Impact Report

Table 7: Schools PM Peak Hour Traffic Generation

Subsequently, the above peak period vehicle trips were distributed consistent with the proposed school's arrival and dismissal schedule in 15-minute intervals. The results yielded the school's AM and PM peak hour trips. As a result, the school's AM Peak Hour Trip Generation yielded 561 vehicle trips of which 302 vehicle trips are entering and 259 vehicle trips will exit the site from 7:15 AM to 8:15 AM. Moreover, the school's PM Peak Hour Trip Generation yielded 316 vehicle trips of which 146 vehicle trips are entering and 170 vehicle trips will exit the site from 2:15 PM to 3:15 PM. Table 6 depicts the AM peak hour results while Table 7 is the PM peak hour results.

Table 6: AM Peak Hour Trip Generation

Time	Percent of Students	Number of Students	Vehicles-In	Vehicles-Out	Total Trips	Cummulative Trips	Operation
7:00 AM - 7:15 AM	2%	15	7	6	13	13	First Arrival 7:45 AM (PK - 4)
7:15 AM - 7:30 AM	10%	74	35	31	66	79	
7:30 AM - 7:45 AM	30%	221	107	91	198	277	
7:45 AM - 8:00 AM	15%	110	53	46	99	99	Second Arrival 8:15 AM (5 - 8)
8:00 AM - 8:15 AM	30%	221	107	91	198	297	
8:15 AM - 8:30 AM	7%	51	25	21	46	46	
8:30 AM - 8:45 AM	3%	22	11	9	20	66	
8:45 AM - 9:00 AM	3%	22	11	9	20	86	
Total	100%	735	358	304	660	PEAK @ EACH ARRIVAL	

	Veh-In	Veh Out	Total Trips (vph)
* Trip Generation Trips	358	304	660

SCHOOL AM PEAK HOUR (2 ARRIVALS)			
AM Peak Hour (7:15 AM - 8:15 AM)	Veh-In	Veh-Out	Total Trips (vph)
	302	259	561

Note: * See Table A1 in Appendix B.

Table 7: School's PM Peak Hour Trip Generation

Time	Percent of Students	Number of Students	Vehicles-In	Vehicles-Out	Total Trips	Cummulative Trips	Operation
2:00 PM - 2:15 PM	6%	44	15	17	32	32	First Dismissal 2:30 PM (PK - 2)
2:15 PM - 2:30 PM	10%	74	24	28	52	84	
2:30 PM - 2:45 PM	20%	147	49	57	106	190	
2:45 PM - 3:00 PM	10%	74	24	28	52	52	Second Dismissal 3:00 PM (3 - 5)
3:00 PM - 3:15 PM	20%	147	49	57	106	158	
3:15 PM - 3:30 PM	10%	74	24	28	52	52	Third Dismissal 3:30 PM (6 - 8)
3:30 PM - 3:45 PM	20%	147	49	57	106	158	
3:45 PM - 4:00 PM	4%	28	11	11	22	22	
Total	100%	735	245	283	528	PEAK @ EACH DISMISSAL	

	Veh-In	Veh-Out	Total Trips (vph)
* Trip Generation Trips	245	283	528

SCHOOL PM PEAK HOUR (3 DISMISSALS)			
PM Peak Hour (2:15 PM - 3:15 PM)	Veh-In	Veh-Out	Total Trips (vph)
	146	170	316

Note: * See Table A3 in Appendix B.

APPENDIX E

Somerset UBC
Existing Site Plan

10.14.2010
meeting

CITY OF CORAL GABLES
PLANNING DEPARTMENT

2010 OCT 14 PM 4:25

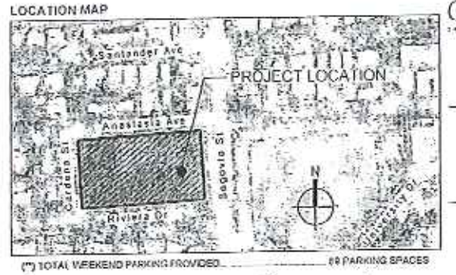
PROPOSED PARKING DESIGNATION

SCHOOL STAFF	50 PKG SPACES RESERVED
CHURCH ADMIN	8 PKG SPACES RESERVED
VISITORS	24 PKG SPACES RESERVED
ACCESSIBLE SPACES	4 PKG SPACES PROVIDED
TOTAL PARKING PROVIDED	84 PARKING SPACES

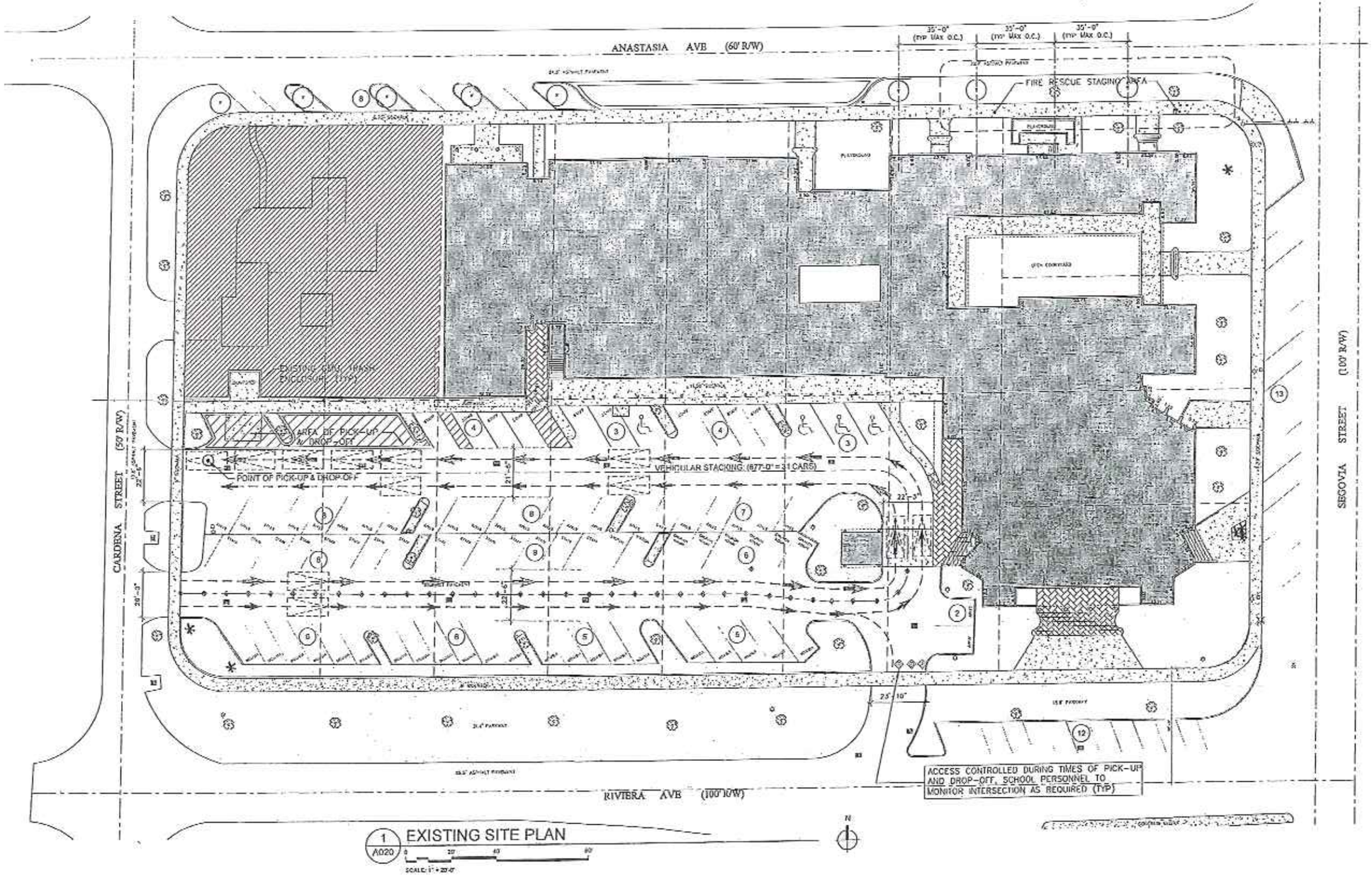
DERM NOTE.

MAX CHARTER SCHOOL STUDENTS	735 STUDENTS (MAX)
MAX PROPOSED SCHOOL STAFF	53 STAFF (MAX)
NO SHOWERS PROPOSED	N/A
FOOD TO BE DELIVERED CATERED TO SCHOOL	NO COOKING KITCHEN

LOCATION MAP



(*) TOTAL WEEKEND PARKING PROVIDED ..... 69 PARKING SPACES



1 A020 EXISTING SITE PLAN

SCALE: 1" = 20'-0"

CIVICA
8323 NW 12th St, Suite 105
Doral, FL 33126
tel: 305.593.6959
AA #26001093
www.civicagroup.com

PROJECT:
SOMERSET UBC
524 VALENCIA AVENUE
CORAL GABLES, FLORIDA 33134

APPLICANT:
SOMERSET UBC
524 VALENCIA AVENUE
CORAL GABLES, FLORIDA 33134

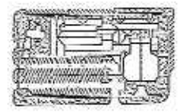
CIVICA PROJECT No:
090136

ISSUED FOR:
PLAN EVALUATION

No.	DATE	REVISION	BY
1	06.01.10	PER COUNTY COMMENTS	IAF
2	07.01.10	PER COUNTY COMMENTS	IAF

DRAWN BY: CP
APPROVED BY: RL
DATE: 2009
SCALE: As Shown

KEY PLAN
N.T.S.



SEAL/SIGNATURE

07-29-10

ROLANDO LLANES, AIA
AR - 0012160

SHEET TITLE
EXISTING SITE PLAN

SHEET NUMBER
A020

Legend

landuse
- Townhouses
- Single-Family
- Two-Family (Duplexes)
- Low-Density Multi-Family
- Multi-Family
- Mobile Home Parks
- Office
- Shopping Centers, Commercial, Stadiums, Tracks
- Transient-Residential (Hotels|Motels)
- Industrial Extraction
- Industrial
- Institutional
- Cemeteries
- Water Conservation Areas
- Parks (Including Preserves and Conservation)
- Airports|Ports
- Streets|Roads, Expressways, Ramps
- Expressway Right of Way Open Areas
- Streets|Roads|Canals R|W
- Communications , Utilities, Terminals , Plants
- Agriculture
- Vacant, Government Owned
- Vacant, Protected, Privately Owned
- Vacant Unprotected
- Water

- Grade Level: K-8
- Proposed Enrollment (As per TS) = 735
- ONSITE QUEUE LENGTH = 677' (31 CARS)

1/A UBC SITE
624 ANASTASIA AVE, CORAL GABLES

N

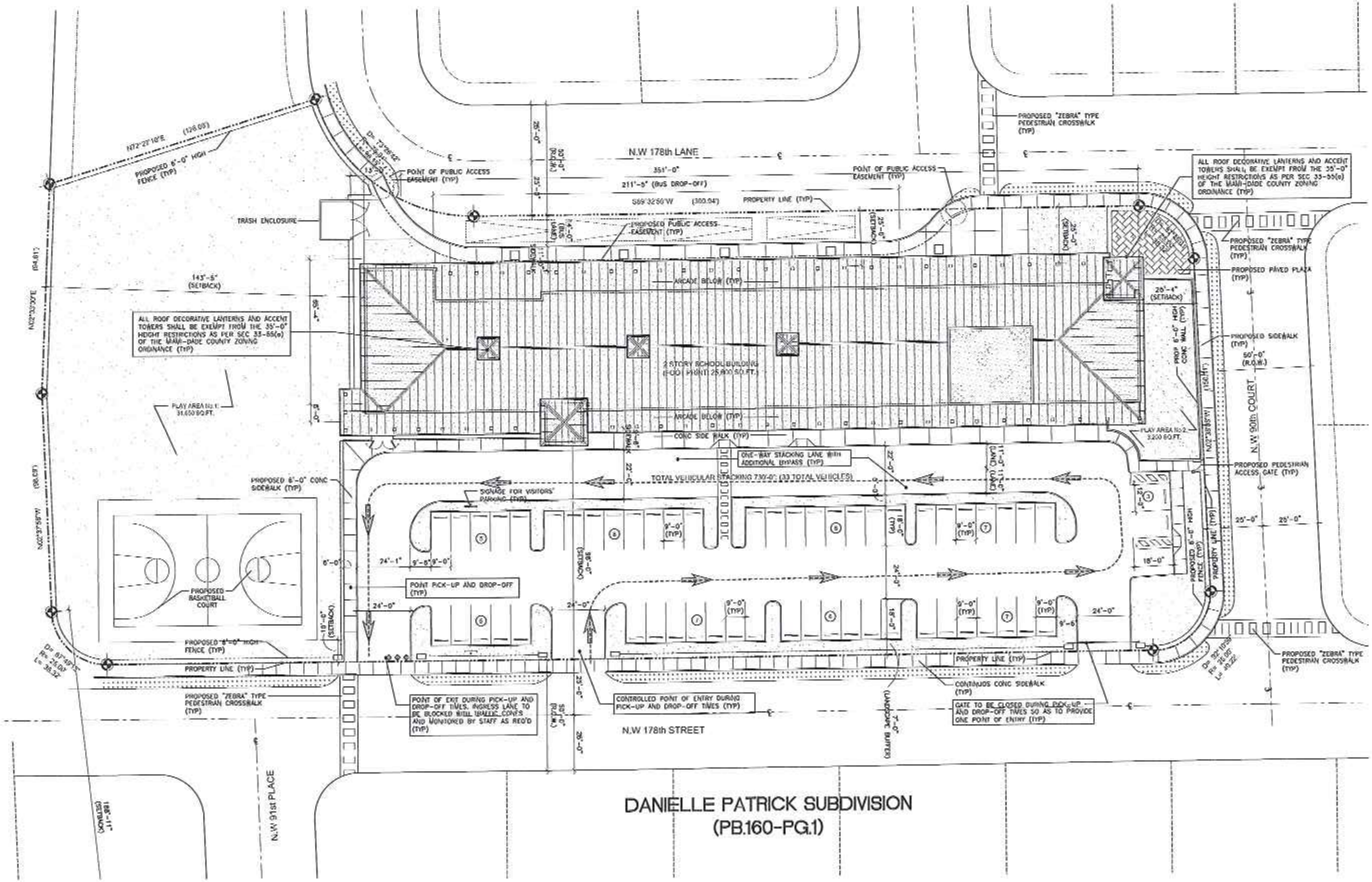
0 30' 60' 120'
SCALE: 1" = 200'

APPENDIX F

Comparative School Data
Mater Gardens
Somerset Valencia Acres

COMPARATIVE SCHOOL DATA

SCHOOL		Mater Gardens	Pinecrest West	Somerset Valencia Acres	Somerset Silver Palms (Phase I)	Somerset Silver Palms (Phase II)	MATER EAST MIDDLE/HIGH	MATER EAST ELEMENTARY	Somerset Gables
Jurisdiction		Miami-Dade County	Miami-Dade County	Miami-Dade County	Miami-Dade County	Miami-Dade County	City of Miami	City of Miami	City of Coral Gables
Date Opened		2005	2009	2005	2007	2011	2007	2004	2011
Approved by		Miami-Dade County Public Works	Miami-Dade County Public Works	Miami-Dade County Public Works	Miami-Dade County Public Works	Miami-Dade County Public Works	City of Miami	City of Miami	Coral Gables
Number of students		640	1000	800	1100	500	630	542	735
Grade levels		PK-8th	PK-12th	PK-8th	PK-12th	Pk-5th	6th-12th	PK-8th	PK-8
Students per Grade (approx)		64	71	70	78	71	90	54	73
Arrival/ Dismissal Times	AM	8:00 / 8:30 / 9:00	7:30 / 8:00 / 8:30	7:30 / 8:00 / 8:30	7:30 / 8:00 / 8:30	7:30 / 8:00 / 8:30	7:30	8:30	from 7:00 to 9:00
	PM	2:30 / 3:00 / 3:30	2:30 / 3:00 / 3:30	2:00 / 3:00 / 3:30	2:30 / 3:00 / 3:30	2:30 / 3:00 / 3:30	2:30 / 3:00	2:00 / 3:00	2:30 / 3:00 / 3:30
Site Plan / Queue Pattern		See Attached	See Attached	See Attached	See Attached	See Attached	See Attached	See Attached	See Attached
Queue Length		730 Feet (33 vehicles)	1,346 Feet (61 vehicles)	990 Feet (45 vehicles)	590 Feet (27 vehicles)	418 Feet (19 vehicles)	400 (18 vehicles)	0 Vechicles	677 Feet (31 vehicles)
On-site accumulation % provided		43 Cars Projected 44 Cars Provided **102%**	75 Cars Projected 89 Cars Provided **119%**	67 Cars Projected 73 Cars Provided **109%**	79 Cars Projected 79 Cars Provided **100%**	40 Cars Projected 47 Cars Provided **118%**	34 Cars Provided	4 Cars Provided	31 Cars Projected 31 Cars Accumulated **100%**
		4 Buses Projected 4 Buses Provided **100%**	3 Buses Projected 3 Buses Provided **100%**	2 Buses Projected 2 Buses Provided **100%**	3 Buses Projected 5 Buses Provided **167%**	2 Buses Projected 2 Buses Provided **100%**	4 Buses Provided	0 Buses Provided	2 Buses Projected 2 Buses Provided **100%**
Location Map		See Attached	See Attached	See Attached	See Attached	See Attached	See Attached	See Attached	Submitted



4 A-0.2 PROPOSED SITE PLAN

SCALE: 1"= 20'-0"

N

VEHICULAR SPEED:
15 MPH SCHOOL SPEED ZONE AND SPEED ZONE FLASHING SIGNALS SHALL BE PROVIDED BY CHARTER SCHOOL IN COORDINATION WITH MIAMI-DADE COUNTY ZONING AND TRAFFIC AUTHORITY PRIOR TO FACILITY'S USE.

CIVICA

5910 SW 35th STREET
Miami, FL.
tel: 305.790.1368

CENTURY GARDENS CHARTER SCHOOL

N.W. 90th Court and N.W. 178th Lane, Miami, FL

APPLICANT:

CENTURY PRESTIGE, LLC
7770 NW 12 ST.
No. 410
MIAMI, FL. 33126

ISSUED FOR:

DIC SUBMITTAL

No.	DATE	REVISION	BY

DRAWN BY | APPROVED BY

DATE 2005 | SCALE:

SEAL/SIGNATURE

ROLANDO LLANES, AIA
AR - 0013103

SHEET TITLE

PROPOSED SITE PLAN

SHEET NUMBER

A-0.2

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Mater Gardens Academy	Weather:	Sunny
School Address:	9010 NW 178 Lane, Miami FL	Date:	11/17/21
Location:	South Side Parents Drop-Off	Technician:	CV/RG

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked Inside (e. stalls	Cars Queued	Bus-In	Bus-Out	Bus Queued
638 AM	0	0	0	0		0	
639 AM		0		1	0	0	0
640 AM	0	0	0	1	0	0	0
641 AM	0	0	0		0		0
642 AM	0		0		0	0	0
643 AM	3		0		0	0	
644 AM		2	0	2	0	0	
6.45AM		0	0	2	0	0	
646 AM	0	0	0	2	0	0	
647 AM	0		0		0	0	0
6.40AM		0	0	2	0		
649 AM	0				0	0	
650 AM	0	0	0		0		0
651 AM	0		0		0	0	
652 AM	0				0		0
653 AM		0	0		0	0	0
6.54 AM	0		0	0	0	0	
655 AM	0		0		0	0	
656 AM	0			0	0	0	0
657 AM	0	0			0	0	0
658 AM	0	0	2		0		
659 AM	2	2	0	0	0	0	0
700 AM	1		0	0	0	0	0
701 AM					0	0	
702 AM		0	0	2	0	0	
703 AM	2		0	3	0	0	
704 AM		0	0	4	0		0
705 AM	3			5	0		
706 AM	0	3	0		0	0	0
707 AM	2	2	0		0		0
708 AM	2	0	0	5		0	

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Mater Gardens Academy	Weather:	Sunny
School Address:	9010 NW 178 Lane, Miami FL	Date:	[illegible]
Location:	South side Parents Drop-Off	Technician:	CW/RG

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked Inside (i.e staff)	Cars Queued	Bus-In	Bus-Out	Bus Queued
709 AM	1	1	0	5	0	0	0
710 AM	1	2	1	4	0	0	0
711AM	1	2	0	3	0	0	0
712 AM	2	2	0	3	0	0	0
7.13 AM	9	2	0	10	0	0	0
7.14 AM	6	6	0	9	1	0	1
7:15 AM	6	5	0	10	0	0	1
7:16 AM	1	7	1	4	0	0	1
7:17 AM	4	0	1	8	2	1	2
7:18 AM	9	3	0	14	0	0	2
7.19 AM	5	8	1	11	0	0	2
7:2 AM	4	5	0	10	0	0	2
721 AM	7	9	2	8	0	0	2
722 AM	7	4	0	11	0	0	2
723 AM	8	7	1	12	0	1	1
724 AM	7	6	0	13	0	0	1
7.25AM	7	11	1	9	0	0	1
726 AM	12	9	0	13	0	1	0
727 AM	8	7	1	14	0	0	0
728 AM	10	11	0	13	0	0	0
729 AM	7	8	1	12	0	0	0
730 AM	1	9	2	4	0	0	0
731 AM	4	4	0	4	1	1	0
732 AM	5	1	1	8	0	0	0
733 AM	3	5	2	6	0	0	0
734 AM	4	6	0	4	1	1	0
735 AM	5	2	1	7	0	0	0
736 AM	5	7	1	5	0	0	0
737 AM	3	4	1	4	0	0	0
738 AM	3	5	0	2	0	0	0

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Mater Gardens Academy	Weather:	Sunny
School Address:	9010 NW 178 Lane, Miami FL	Date:	3/19/2009
Location:	South Side Parents Drop-off	Technician:	CWRG

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked Inside (s. row)	Cars Queued	Bus In	Bus Out	Bus Queued
739 AM	3		2	4	0	0	0
740 AM	2	3	0	3	0	0	0
741 AM	2	3		2	0	0	
7.42 AM	4		0	5	0	0	0
743 AM	2	2		5	0		0
7.44 AM	2	2	0				
745 AM		2	0	4	0		0
746 AM	3		0	6	0	0	0
747 AM	2	3		5	0		0
748 AM			0	5	0	0	
749 AM	3		0	7	0	0	0
750 AM	3	2	0	8	0	0	
751 AM	2	2		8	0		
752 AM	2	5	0	5		0	
753 AM	0		2	5	0		0
754 AM			0	7	0		
755 AM	2	2		7	0		
756 AM	7	2	0	12	0	0	0
757 AM	2	5		9	0		
758 AM	2	6	0	5	0		0
759 AM	2	0	2	7	0	0	
800 AM	3	0	0	10	0	0	0
801 AM	8	5	0	13	0		
8.02 AM	4	5		12	0		0
803 AM	9		2	21	0	0	
804 AM	10	1	0	26	0		
805 AM		10		21	0	0	0
806 AM	8	5	0	25	0	0	0
807 AM	6	6		25	0		0
8.08 AM	7	8	0	23		0	

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Mater Gardens Academy	Weather:	Sunny
School Address:	9010 NW 178 Lane, Miami FL	Date:	11/11/21
Location:	South Side Parents Drop-Off	Technician:	CV/RG

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked Inside (i.e staff)	Cars Queued	Bus-In	Bus-Out	Bus Queued
809 AM	6	3	0	28	0	1	0
810 AM	4	12	1	19	0	0	0
8:11 AM	4	5	0	17	1	0	1
812 AM	1	5	2	13	0	0	
813 AM	4	2	0	15	0	0	
814AM	8	5	1	19	0	0	1
815 AM	8	11	1	15	0	0	1
8.16 AM	6	3	0	18	1	0	2
817 AM	9	6	0	21	0	0	2
818AM	6	10	2	15	0	0	2
8:19AM	11	10	1	17	0	1	1
820 AM	11	9	0	19	0	0	1
821 AM	4	8	1	15	0	0	1
822 AM	9	3	0	21	0	0	1
823 AM	11	3	0	29	0	0	1
824 AM	14	7	1	33	0	0	
825 AM	3	10	0	28	0	0	1
826 AM	13	6	2	38	0	0	
827AM	10	14	0	32	0	0	1
828 AM	10	11	0	37	0	0	1
829 AM	9	12	0	34	0	0	1
830 AM	10	21	1	23	0	0	
831 AM	7	10	0	20	0	0	1
832AM	9	13	0	16	0	0	1
833 AM	6	8	0	14	0	0	1
834 AM	6	7	0	13	0	0	1
835AM	6	7	0	12	0	0	1
836 AM	0	4	1	8	0	0	1
837 AM	2	1	0	9	0	0	1
838 AM	0	3	1	6	0	0	1
839 AM	3	7	0	2	0	0	1
8:40AM	0	1	0	1	0	1	0
8.41AM	1	1	0	1	0	0	0
842 AM	1	1	0	1	0	0	0
843 AM	0	0	0	1	0	0	0
844 AM	0	1	0	0	0	0	0
845 AM	0	0	0	0	0	0	0
	510	510	59	1020	10	10	

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Mater Gardens Academy	Weather:	Cloudy
School Address:	9010 NW 178 Lane, Miami FL	Date:	[illegible]
Location:	South Side Parents Drop-Off	Technician:	RG

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
1:40 PM	0	0	0	0	0	0
1:41 PM	0	0	0	0	0	0
1:42 PM	1	0	1	0	0	0
1:43 PM	3	0	4	0	0	0
1:44 PM	0	1	3	0	0	0
1:45 PM	1	1	3	0	0	0
1:46 PM	1	1	3	0	0	0
1:47 PM	1	1	3	0	0	0
1:48 PM	1	1	3	0	0	0
1:49 PM	2	1	7	0	0	0
1:50 PM	0	0	7	0	0	0
1:51 PM	2	0	9	0	0	0
1:52 PM	1	1	14	1	1	1
1:53 PM	1	1	15	1	1	1
1:54 PM	1	1	15	1	1	1
1:55 PM	0	0	15	0	0	1
1:56 PM	1	1	15	1	1	1
1:57 PM	1	1	15	1	1	1
1:58 PM	1	1	15	1	1	1
1:59 PM	1	1	15	1	1	1
2:00 PM	0	0	22	0	0	1
2:01 PM	0	0	22	0	1	0
2:02 PM	4	2	24	1	0	1
2:03 PM	1	4	21	0	1	0
2:04 PM	3	1	23	0	0	0
2:05 PM	4	4	23	0	0	0
2:06 PM	1	3	21	0	0	0
2:07 PM	4	3	22	0	0	0
2:08 PM	5	7	20	0	0	0
2:09 PM	4	3	21	0	0	0
2:10 PM	2	1	22	0	0	0
2:11 PM	2	5	19	0	0	0
2:12 PM	0	3	16	0	0	0
2:13 PM	2	2	16	1	0	1
2:14 PM	0	1	15	0	0	1
2:15 PM	2	1	16	0	0	1

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Mater Gardens Academy	Weather:	Cloudy
School Address:	9010 NW 178 Lane, Miami FL	Date:	3/19/2009
Location:	South Side Parents Drop-Off	Technician:	RG

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
216 PM	2	0	18	0	0	1
217 PM	0	0	18	0	0	1
218PM	1	2	17	0	0	1
219 PM	1	0	18	0	0	1
220 PM	1	1	17	1	1	1
221 PM	1	1	17	1	1	1
222 PM	1	0	18	0	0	1
223 PM	2	0	20	0	0	1
224 PM	2	0	22	0	0	1
225 PM	1	1	22	0	0	1
226 PM	3	1	24	0	0	1
227 PM	5	0	29	0	0	1
228 PM	1	0	30	0	0	1
229 PM	5	1	34	0	0	1
230 PM	5	1	38	2	0	3
231 PM	2	3	37	0	0	3
232 PM	5	1	41	0	0	3
233 PM	3	3	41	0	0	3
234 PM	1	3	39	0	1	2
235 PM	3	3	39	0	2	0
236PM	3	3	39	0	0	0
237 PM	3	7	35	0	0	0
238 PM	1	4	32	0	0	0
239 PM	5	4	33	0	0	0
240 PM	3	5	31	0	0	0
241 PM	2	2	31	0	0	0
242 PM	4	3	32	0	0	0
243 PM	2	1	33	0	0	0
244 PM	2	4	31	0	0	0
245 PM	2	2	31	0	0	0
2:46 PM	6	0	37	0	0	0
2:47 PM	2	2	37	0	0	0
2:48 PM	3	2	38	0	0	0
249 PM	6	0	43	0	0	0
2:50 PM	7	2	48	0	0	0

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Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Mater Gardens Academy	Weather:	Cloudy
School Address:	9010 NW 178 Lane, Miami FL	Date:	11/17/2015
Location:	South Side Parents Drop-Off	Technician:	RG

PM: On-Site Queuing Observations

Time	Cars In	Cars Out	Cars Queued	Exits	Exits	Exits Queued
251 PM	5	0	58	0	0	0
252 PM	1	0	54	0	0	0
2:53PM	1	0	55	0	0	0
254 PM	1	0	55	0	0	0
255 PM	0	0	62	0	0	0
256 PM	1	1	62	1	0	1
257 PM	5	2	65	0	0	1
2:58 PM	7	3	69	0	0	1
259 PM	4	1	72	0	0	1
300 PM	3	5	70	0	0	1
301 PM	4	6	68	0	0	1
302 PM	5	6	67	0	0	1
303 PM	3	5	65	0	1	0
304 PM	3	7	61	0	0	0
305 PM	2	11	52	0	0	0
306 PM	3	9	48	0	0	0
307 PM	1	3	44	0	0	0
308 PM	0	5	39	0	0	0
309 PM	5	4	40	0	0	0
3:10 PM	4	9	35	0	0	0
311 PM	1	6	30	0	0	0
3:12 PM	1	8	23	0	0	0
313 PM	5	6	22	1	0	
314 PM	4	6	20	0	0	1
3:15 PM	5	6	19	0	0	1
316 PM	4	3	20	0	0	1
317 PM	3	4	19	0	0	
318 PM	1	5	15	0	0	
3:19PM	4	4	15	0	0	
320 PM	5	1	19	0	0	1
321 PM	2	1	20	0	0	
322 PM	3	3	21	0	0	
323 PM	2	2	21	0	0	1
324 PM	1	2	20	0	0	1
3:25 PM	0	0	20	0	0	1

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Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Mater Gardens Academy	Weather:	Cloudy
School Address:	9010 NW 178 Lane, Miami FL	Date:	7/13/23
Location:	South Side Parents Drop-Off	Technician:	HG

PM: On-Site Queuing Observations

Ti..	Cn	Cn W	ars Queued	Rein	BeQt	R Queed
326 PM	4	0	24	0	0	1
327 PM	2	1	25	0	0	1
328 PM	1	1	25	0	0	1
329 PM	1	0	25	0	0	1
330 PM	0	1	25	1	0	2
3.31 PM	4	1	28	0	0	2
332 PM	3	0	31	0	0	2
333 PM	5	2	34	0	0	2
334 PM	5	1	38	0	0	2
335 PM	1	2	37	0	0	2
336 PM	4	0	41	0	0	2
337 PM	5	4	42	1	0	3
338 PM	5	3	44	0	1	2
339 PM	3	0	47	0	0	2
340 PM	4	0	51	0	1	1
341 PM	4	2	53	1	0	2
342 PM	6	5	54	0	1	1
343 PM	1	11	44	0	0	1
344 PM	4	7	41	1	0	2
345 PM	2	11	32	0	0	2
346 PM	4	9	27	0	0	2
3.47 PM	1	3	23	1	1	1
348 PM	0	1	11	0	0	1
349 PM	3	5	10	0	0	1
350 PM	4	5	9	0	1	0
351 PM	2	4	7	0	0	0
352 PM	2	6	3	0	0	0
3.53 PM	1	3	1	0	0	0
3.54 PM	0	1	0	0	0	0
3.55 PM	0	0	0	0	0	0
	338	338	676	11	11	

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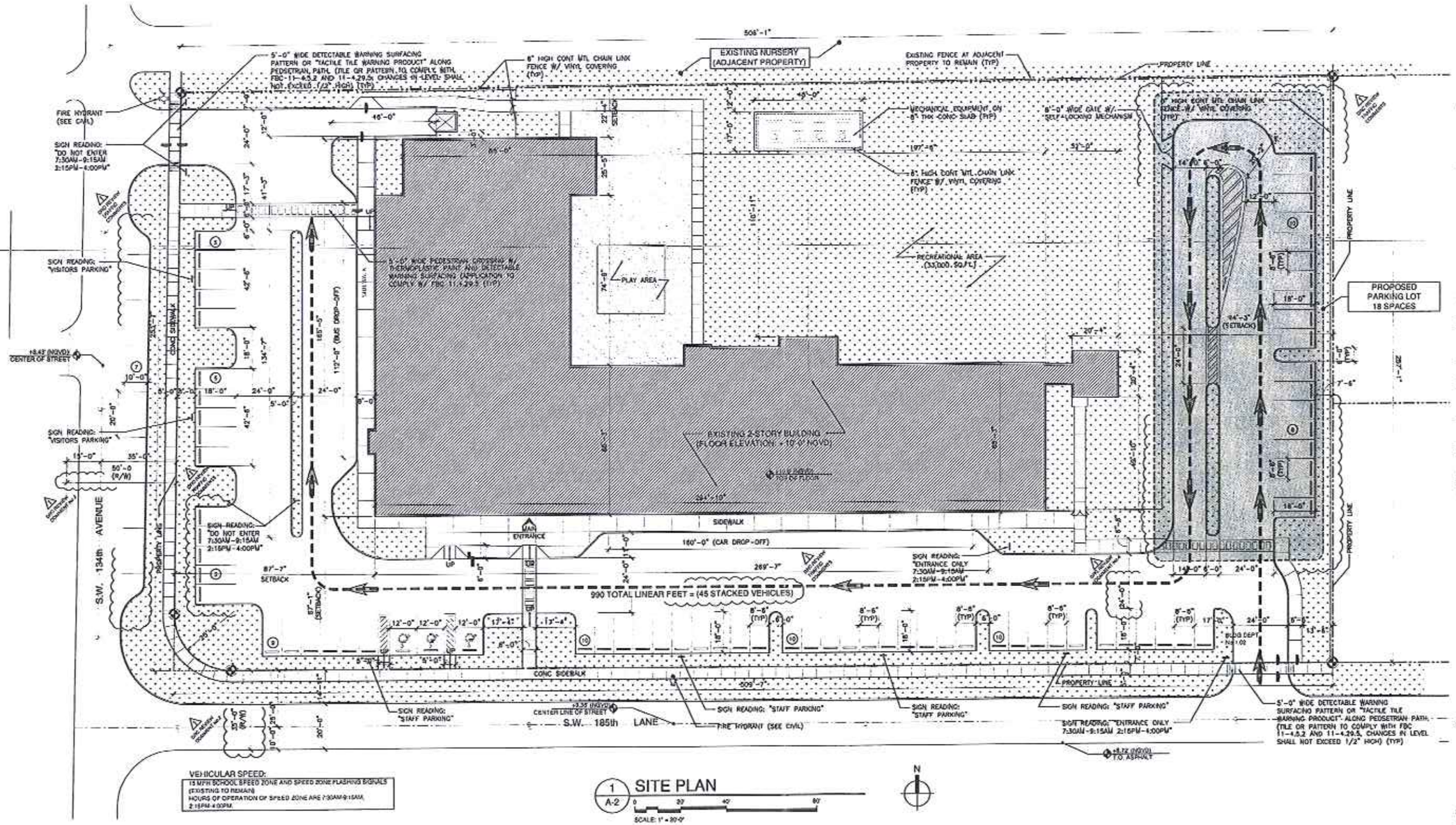

1 / A-2 SITE PLAN

0 20' 40' 80'

SCALE: 1" = 80'-0"

LEGAL DESCRIPTION:

The west 1/2 of Lots 2, 3, 6, 7, 10, and 11, less the north 20 of Lot 2 and Lots 10 & 20, less the south 20' thereof, TROPICO, Plat book 2, page 57, lying and being in the NE 1/4 of Section 2, Township 56 South, Range 39 East. And; Lots 1, 4 and the east 1/2 of Lot 5, less the west 720.19' and the north 20' of said Lot 1 and less the north 21.89' of the west 720.19' of said Lot 4, Tropico, Plat book 2, page 57, lying and being in the NW 1/4 of Section 2, Township 56 South, Range 39 East. Lying between S.W. 184 Street and S.W. 185 Street (Willan drive) & both sides of S.W. 132 Avenue, Miami-Dade County, Florida. (Tax Folio No. 30-6903-026-1450)

CIVICA
8933 NW 82nd Street
Suite No.206
Doral, FL. 33126
tel: 305.593.9959
fax: 305.593.9655

SOMERSET ACADEMY
18491 S.W. 134th Ave.
Miami, FL. 33177.

OWNER:
VALENCIA SCHOOL DEVELOPMENT LLC
6235 BIRD RD Miami, FL 33155
tel: (305) 661-7900

CIVICA PROJECT No:
2006-04

ISSUED FOR:
COUNTY APPROVAL

No.	DATE	REVISION	BY
1	06.07.06	DRC REVIEW COMMENTS	UAF

DRAWN BY: APPROVED BY:

DATE: Apr. 2006 SCALE:

SEAL/SIGNATURE

06-28-2006

ROLANDO LLANES, AIA
AR - 0013160

SHEET TITLE
EXISTING SITE PLAN & PROP PARKING ADDITION

SHEET NUMBER
A-2

Somerset (West Miami) Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Somerset Academy	Weather:	Sunny
School Address:	18491 SW 134 Avenue	Date:	3/15/2009
Location:	Parent Drop-Off	Technician:	RG/CV

AM: Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Van Queued
7:15 AM	2			2			0
716 AM				2			0
7:17 AM							0
7:18 AM				0			0
719 AM							0
720 AM							0
7:21 AM				2			0
7:22 AM				2			0
7:23 AM				3			0
724 AM				3			0
7:25 AM				3			0
726 AM	2			4			0
7:27 AM	2			6			0
728 AM				6			0
7.29 AM	2			7			0
730 AM	3		2	11			0
731 AM	3	2		11			0
7:32 AM	2	2	3	11			0
733 AM				12			0
7:34 AM	2	2		12			0
735 AM	4	3	2	13			0
7:36 AM	2			14			0
7:37 AM	2		3	15			0
7' 38 AM	3	3		15			0
7 39 AM	4	4		15	1		1
740 AM	5		4	19			0
7:41 AM	3	4		18			0
742 AM	3	5		16			0
743 AM	4	3	6	17			0
7:44 AM	4			21			0
7:45AM	4	5	3	20			0

Somerset (West Miami) Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Somerset Academy	Weather:	Sunny
School Address:	18491 SW 134 Avenue	Date:	8/15/2009
Location:	Parent Drop-Off	Technician:	RG/CV

AM: Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Van Queued
7:46 AM	4	2	2	22			0
7:47 AM	8	4	2	26			0
7:48 AM	8	4		30			
7:49 AM	7	3	4	34			
7:50 AM	8	3		39			0
7:51 AM	8	3		44			0
7:52 AM	7	9	2	42			0
7:53 AM	7	5		44			0
7:54 AM	6	6		44			0
7:55 AM	7	6	2	45			
7:56 AM	8	5		48			0
7:57 AM	7	5	2	50			0
7:58 AM	7	12		45			0
7:59 AM	7	2	3	50			0
8:00 AM	7	11	3	46			0
8:01 AM	4	2		48			0
8:02 AM	9	13		44	1		
8:03 AM	7	10		41			
8:04 AM	0			49			1
8:05 AM	3	6		46			1
8:06 AM	10	3		53			
8:07 AM	9	9		53		1	0
8:08 AM	2	3		52			0
8:09 AM	12	5		59			0
8:10 AM	7	11		55			0
8:11 AM	8	2		61			0
8:12 AM	8	19		50			0
8:13 AM	8			58			0
8:14 AM	3	14		47			0
8:15 AM	12	6		53			0

Somerset (West Miami) Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Somerset Academy	Weather:	Sunny
School Address:	18491 SW 134 Avenue	Date:	5/15/2019
Location:	Parent Drop-Off	Technician:	RG/CV

AM: Queuing Observations

Time	Car-In	CarOut	Cars Parked	Cars Queued	Van-In	Van-Out	Van Queued
816 AM	6	4		55			0
817 AM	9	11		53			0
8:18 AM	9	4		58			0
819 AM	18	4		72			0
820 AM	7			78			0
8:21 AM	3	16		65			0
822 AM	6	5		66			0
823 AM	7	11		62			0
8:24 AM	6	9		58			0
825 AM	4	2		60			0
8:26 AM	5	15		50			0
8:27 AM	4			53			0
8:28 AM	2	12		43			0
829 AM	2	3		42			0
830 AM		7		35			0
8:31 AM		3		32			0
832 AM		2		30			0
833 AM	3	15		18			0
8:34 AM	3			20			0
835 AM		11		10			0
8:36 AM		3		10			0
837 AM		2		9			0
8:38 AM	3	1		11			0
839 AM	3	3		11			0
840 AM		5		6			0
8:41 AM		6					0
842 AM				0			0
8:43 AM							0
844 AM				0			0
8:45 AM				0			0

Somerset (West Miami) Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Somerset Academy	Weather:	Sunny
School Address:	18491 SW 134 Avenue	Date:	9/15/2009
Location:	Parent Drop-Off	Technician:	RG/CV

AM: Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Van Queued
846 AM				0			0
847 AM				0			0
848 AM				0			0
8:49 AM				0			0
8:50 AM				0			0
851 AM				0			0
8:52 AM				0			0
853 AM				0			0
8:54 AM				0			0
855 AM				0			0
8:56 AM				0			0
8:57 AM				0			0
8:58 AM				0			0
859 AM				0			0
900 AM				0			0
	I III	III	66	776	5	1 5	

#REF!

Queueing and Parking Data Collection Sheet

School Name:	Somerset Academy	Weather:	Sunny
School Address:	18491 SW 134 Avenue	Date:	1/11/2023
Location:	Parent Drop-Off	Technician:	CV

PM: Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Van Queued
1:30 PM			8	9			
1:31 PM				9			
1:32 PM				9	1		2
1:33 PM	2			11			2
1:34 PM				12			2
1:35 PM	2			14			2
1:36 PM	4			18			2
1:37 PM				19			2
1:38 PM		1		18			2
1:39 PM				20			2
1:40 PM	5			24			2
1:41 PM				25			2
1:42 PM				26			2
1:43 PM		1		26			2
1:44 PM				27			2
1:45 PM	3			30		1	
1:46 PM	5	2		33			
1:47 PM		3		30			
1:48 PM		3		28			
1:49 PM		5		23			
1:50 PM	3	3		23			
1:51 PM		5		19			
1:52 PM	1	1		20			
1:53 PM		8		13			
1:54 PM		4		10			
1:55 PM		3		7			
1:56 PM	5	5		7			
1:57 PM		2		6			
1:58 PM		1		5			
1:59 PM	3	3		5			
2:00 PM		4		0			

#REF!

Queuing and Parking Data Collection Sheet

School Name:	Somerset Academy	Weather:	Sunny
School Address:	18491 SW 134 Avenue	Date:	9/15/2009
Location:	Parent Drop-Off	Technician:	CV

PM: Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Van Queued
201 PM	2	1					
2:02 PM							
203 PM	3	2		1			
204 PM		2					
205 PM	2			2			
206 PM	2			4			
207 PM				5			
2:08 PM				5			
209 PM				6			
210 PM				7			
211 PM				7			
2:12 PM	2	2		7			
213 PM				7			
2:14 PM				8			
2:15 PM				8			
216 PM				8			
217 PM				8			
218 PM				9			
219 PM				10			
220 PM	3			13			
221 PM	2			15			
2:22 PM	3			18			
223 PM				19			
224 PM				19			
2:25 PM		1		18			
226 PM				18			
2:27 PM				17			
228 PM				17			
2:29 PM				18			
230 PM				19			

#REF!

Queueing and Parking Data Collection Sheet

School Name:	Somerset Academy	Weather:	Sunny
School Address:	18491 SW 134 Avenue	Date:	9/15/2009
Location:	Parent Drop-Off	Technician:	CV

PM: Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Van Queued
231 PM				20			
2:32 PM	3			23			1
233 PM	2			25			1
234 PM	2			26			
2:35 PM				27	1		2
2:36 PM	3			30			2
2:37 PM	3			33			2
238 PM	2			35			2
2:39 PM	3			38			2
240 PM	2			40			2
241 PM	2			42			2
242 PM	2			43			2
2.43 PM				43			3
2.44 PM	4			47			3
245 PM	3			50			3
246 PM	1			50			3
2.47 PM				51			3
248 PM	7			58			3
249 PM	3			61			3
250 PM	2			63			3
2:51 PM	4			67			
252 PM	2			69			3
253 PM	3			72			3
2.54 PM	3			75			3
255 PM				76			3
256 PM	2			77			3
257 PM				77			3
258 PM	2			78			3
2:59 PM	2			80			2
300 PM		2		78			2

#REF!

Queuing and Parking Data Collection Sheet

School Name:	Somerset Academy	Weather:	Sunny
School Address:	18491 SW 134 Avenue	Date:	9/15/2009
Location:	Parent Drop-Off	Technician:	CV

PM: Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Van Queued
301 PM		9		70			2
302 PM	3	5		68			2
303 PM	3	8		63		2	0
3:04 PM	5			67			0
305 PM	5	12		60			0
306 PM	4	10		54			0
3:07 PM	6	7		53			0
3:08 PM	2	7		48			0
3:09 PM	7	7		48			0
3:10 PM		5		44			0
311 PM	3	9		38			0
312 PM	2	7		33			0
313 PM	2	7		28			0
314 PM	4	4		28			0
315 PM	4	7		25			0
316 PM	3	4		24			0
3:17 PM	2	3		23			0
3:18 PM				23			0
3:19 PM	3			26			0
320 PM	2			27			0
3:21 PM	2	2		27			0
3:22 PM	2	3		26			1
3:23 PM	8			30			1
3:24 PM	1			32			
3:25 PM	2	3		31			
326 PM	4	2		33			
327 PM	2			35			
328 PM	2	5		32			
329 PM		6		26			
330 PM	2	6		22			

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#REF!

Queueing and Parking Data Collection Sheet

School Name:	Somerset Academy	Weather:	Sunny
School Address:	18491 SW 134 Avenue	Date:	9/15/2009
Location:	Parent Drop-Off	Technician:	CY

PM: Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Van Queued
3:31 PM	5	4		23			
332 PM	3	4		22			0
333 PM	3	9		16			0
3:34 PM	3	4		15			0
335 PM	2	2		15			0
3:36 PM	3	4		14			0
3:37 PM		3		12			0
338 PM	4	2		14			0
3:39 PM	2	4		12			0
3:40 PM		2		11			0
3:41 PM				11			0
3:42 PM		3		9			0
3:43 PM	2	2		9			0
344 PM				10			0
345 PM		1		9			
346 PM		2		7			
347 PM		2		6			
348 PM				5			
3:49 PM				5			
3:50 PM				5			
3:51 PM				5			
	271	274	8	545	5	6	

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