

**CONDITIONS OF APPROVAL OF THE PALM AVENUE CHARTER SCHOOL SITE
AS AMENDED AT THE CITY COMMISSION MEETING ON JULY 12, 2012**

1. A 3.5 mile radius student enrollment preference will be provided.
2. Student enrollment will be capped at 1,200.
3. Appropriate pedestrian facilities (including push buttons) will be in place and operational at nearby signalized intersections prior to school opening.
4. The cross-access driveways located on the east and south sides of the school will be coned off during the school's morning and afternoon peak periods.
5. Traffic control persons will be placed at particularly specified locations on site in order to enforce the correct operation of the circulation aisle and parking lots during the school's morning and afternoon peak periods. These locations include, but would not be limited to, the first intersection upon entering the site, the subsequent clockwise turn location at the entrance to the northern parking entrance to the west of the bus bay area, and in the area of the parent drop-off lanes.
6. A School Resource Deputy (SRD) will be provided and funded by the Charter School.
7. During the school's morning and afternoon peak periods, an off-duty police officer will control the school access driveway off of Palm Avenue. The off-duty police officer shall be in addition to, rather than the same as, the School Resource Deputy assigned to the school since it has been standard practice that the SRD shall remain dedicated to on site incidents.
8. Staggered dismissal times of elementary grades from middle school grades, not less than 20 minutes will be implemented for a more organized process and to eliminate congestion. Although staff recommends the separation be 30 minutes and consideration being given to also staggering start time between elementary grades and middle school grades.
9. Facility deliveries will be restricted during student arrival and dismissal times.
10. Inclusion of the petitioner's original access and traffic control and pedestrian safety commitments as listed in the staff report.
11. Signs indicating no U-turns during designated school hours shall be placed at nearby turn lanes subject to coordination between BSO and Broward County Traffic Engineering.
12. Additional storage capacity for U-turn movements shall be provided at the next available turn lanes to the north (whether at the Brian Piccolo Park entrance or further north from the park entrance).
13. A traffic signal warrant analysis will be conducted at or near the school entrance in order to determine if a signal is warranted near the school site. An initial traffic signal warrant analysis shall be commenced 60 days following the first day of the 2012-2013 school year. If a traffic signal was not determined to be warranted by the initial analysis, a second traffic signal warrant analysis shall be conducted when the school is operational at a capacity of 90% of the maximum student enrollment. If a traffic signal has not been determined to be warranted by the second analysis, the analysis shall be conducted when the school is operational at a capacity of 100% of the maximum student enrollment.
14. A pedestrian crossing signal warrant analysis should be conducted in conjunction with the traffic signal warrant analysis to determine if a mid-block pedestrian crossing is necessary due to the distance between the school property and Sheridan Street to the south and particularly the long distance to Stirling Road to the north. An initial pedestrian crossing signal warrant analysis shall be commenced 60 days following the first day of the 2012-2013 school year. If a crossing signal was not determined to be warranted by the initial analysis, a second crossing signal warrant analysis shall be conducted when the school is operational at a capacity of 90% of the maximum student enrollment. If a crossing signal has not been determined to be warranted by the second analysis, the analysis shall be conducted when the school is operational at a capacity of 100% of the maximum student enrollment.
15. Continue the commitment made by the applicants at the previous Commission meeting that they would arrange for and fund crossing guard personnel for the intersections of Palm Avenue at Stirling Road and for Palm Avenue at Sheridan Street.

Renaissance Charter School Compliance List

1. Staff is unable to confirm this is being done at this time. This would be question for the school to answer.
2. According to the School website, they have advertised a max capacity of 1,200, which complies with the Conditional Use Approval. Staff has reached out to the school to confirm but no response yet.
3. The pedestrian crosswalks at Sheridan and Stirling have the push buttons.
4. Staff is unable to confirm this is being done at this time. This would be question for the school to answer.
5. Per BSO, there is school personnel directing the circulation of traffic on site.
6. Per BSO, there is an SRD on site.
7. Per BSO, there is a deputy separate from the SRD on site.
8. There is currently staggered dismissal.
9. Staff is unable to confirm this is being done at this time. This would be question for the school to answer.
10. Refer to condition 4,5,7
11. These are in place along the run between Sheridan St and Stirling Rd.
12. The additional stacking is in place along the run between Sheridan St and Stirling Rd.
13. Per Broward County due to no pedestrians that cross directly in front of the school, a school zone is not necessarily required or warranted.
14. Per Broward County due to no pedestrians that cross directly in front of the school, a school zone is not necessarily required or warranted.
15. This condition was amended administratively in 2015 at the request from the school to remove the required crossing guard at Stirling Rd and Palm Ave, based on the lack of pedestrian counts generated by the school per the pedestrian count analysis performed by Traf Tech Engineering in 2012. There is a still a requirement for a crossing guard at Sheridan and Palm Ave.