
Mr. Grant Webster

09/23/2024

Transportation Planner
Transportation & Mobility Department
City of Miami Beach
1700 Convention Center Drive, 3rd Floor
Miami Beach, FL 33139

RE: Le Jardin Boucherie – 65 Seat Expansion –Traffic Study Methodology
81 Washington Ave, Miami Beach 33129

Dear Mr. Webster,

The subject property was previously approved to be used as a fine-dining restaurant for a total of 450 dining seats. The owner is proposing an expansion to the restaurant for a total of 517 dining seats by using its third floor as a dining space. This results in an increase of 67 dining seats from what was previously approved. The property is within an MXE (Mixed Use Entertainment) District. Please refer to Exhibit A, which provides a set of the proposed plans. Exhibit B provides details on the Trip Generation Evaluation, which was developed using the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition. Exhibit C, provides the latest census information used to determine a maximum 20% multimodal reduction factor used in the Trip Generation Analysis.

The Trip Generation analysis was completed for the Saturday Peak hour, which is assumed to be the highest operating hour for the Fine Dining Restaurant. The proposed Fine Dining Restaurant will result in a net increase of 17 peak hour trips (10 entry and 7 exit trips) during the Saturday peak hour.

The Florida Department of Transportation (FDOT) performed traffic counts along Washington Avenue on 08/08/2023, which noted a peak hourly volume on Washington Avenue of 1,029 vehicles. The increase of 6 peak hour trips results in an increase of approximately 1.7% of peak hour traffic. The FDOT Traffic Count Summary is shown in Appendix D.

The Fine Dining Restaurant currently uses 3 on-street parking spaces for valet operations for its patrons and uses the back alley for loading and unloading operations. Both valet parking and loading/unloading locations are to remain for the planned expansion.

To evaluate the impact to traffic by the planned redevelopment, we propose to complete a Traffic Study that evaluates and includes the following items:

1. ITE Trip Generation Handbook Manual, 11th edition references used in the preparation of the Traffic Study as part of an Appendix.
2. A traffic impact study (TIS) signed and sealed by a professional engineer registered in the State of Florida. The traffic impact study should meet the criteria outlined in the "Land Use Boards- Coordination with the Transportation and Mobility Department" dated 09/09/22 (Exhibit E).
3. In addition to the weekend peak trip generation calculations, include the peak weekday AM, and PM peak calculations to identify the weekly peak to be used in the TIS.
4. To review the improvements, the TIS will evaluate three conditions. Existing, Future Background and Future conditions. To identify the existing undeveloped conditions, traffic counts are to be completed from a Thursday 6AM to Sunday 6AM (72-hour) to identify the two-hour peak period. Turning movement counts for the two-hour peak period are to be provided for the following intersections:

1000 Brickell Avenue * Suite 715 * Miami, FL 33131 * Phone: 786.828.5750

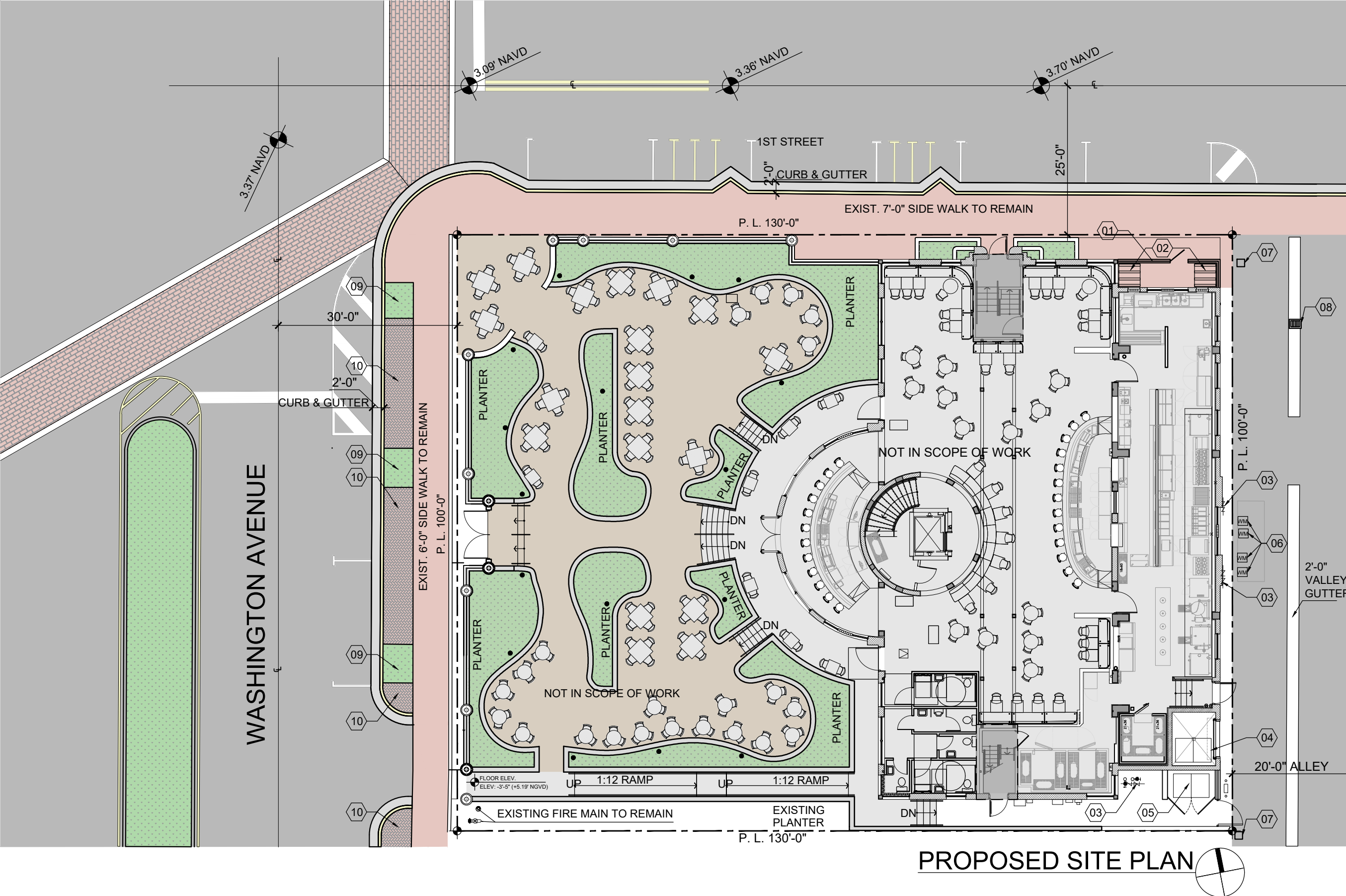
- a. Washington Avenue and 1st Street
 - b. 1st Street and Collins Avenue
 - c. Collins Avenue and South Pointe Drive
 - d. South Pointe Drive and Washington Avenue
5. Future Background conditions are to include the traffic volumes plus the future traffic growth (minimum increase of 0.5%) plus committed developments.
6. Future conditions are to include the traffic from the Future Background plus the proposed addition.
7. The TIS will include the operational analysis of the intersections for these three scenarios, projecting their volumes based on the build-out year for the project site.
8. Use the peak season conversion factor (PSCF) from the most available FDOT peak Season Factor Category Report to adjust counted traffic volumes to average peak season conditions.
9. Trip distribution information should be taken from the Miami Dade TPO 2045 LRTP Directional Distribution Report.
10. The intersection capacity analysis will identify intersection and approach level of service (LOS) at the study intersections and mitigation measures will be provided if LOS or 95th percentile queue failures are identified.
11. A site plan figure that depicts the location of the valet stand and the parking spaces used for the valet operation. Site plan shall include details regarding the location of the valet attendants, the drop-off location, pick- up location, etc. Includes any approved agreements in place for the valet parking along this roadway frontage for nearby adjacent development projects.
12. A detailed valet parking operational analysis for the proposed restaurant use. The arrival rate for any valet parking queuing analysis is based on the sum of the peak hour entering and exiting trip generation estimates.
13. A narrative within the TIS that describes the proposed loading and unloading operations of the site. This includes deliveries, solid waste collections, etc. This includes an Auto-TURN vehicle maneuverability analysis including the alley width for the proposed design vehicle to ensure acceptable traffic circulation for the loading and unloading operations.
14. The TIS will update the previously approved Transportation Demand Strategies based on the proposed increased of dining seats.

Sincerely,
ALFKA, LLC



Alfredo Cely, PE, PMP
Senior Engineer
Encl.

Exhibit A - Proposed Plans



LEGEND

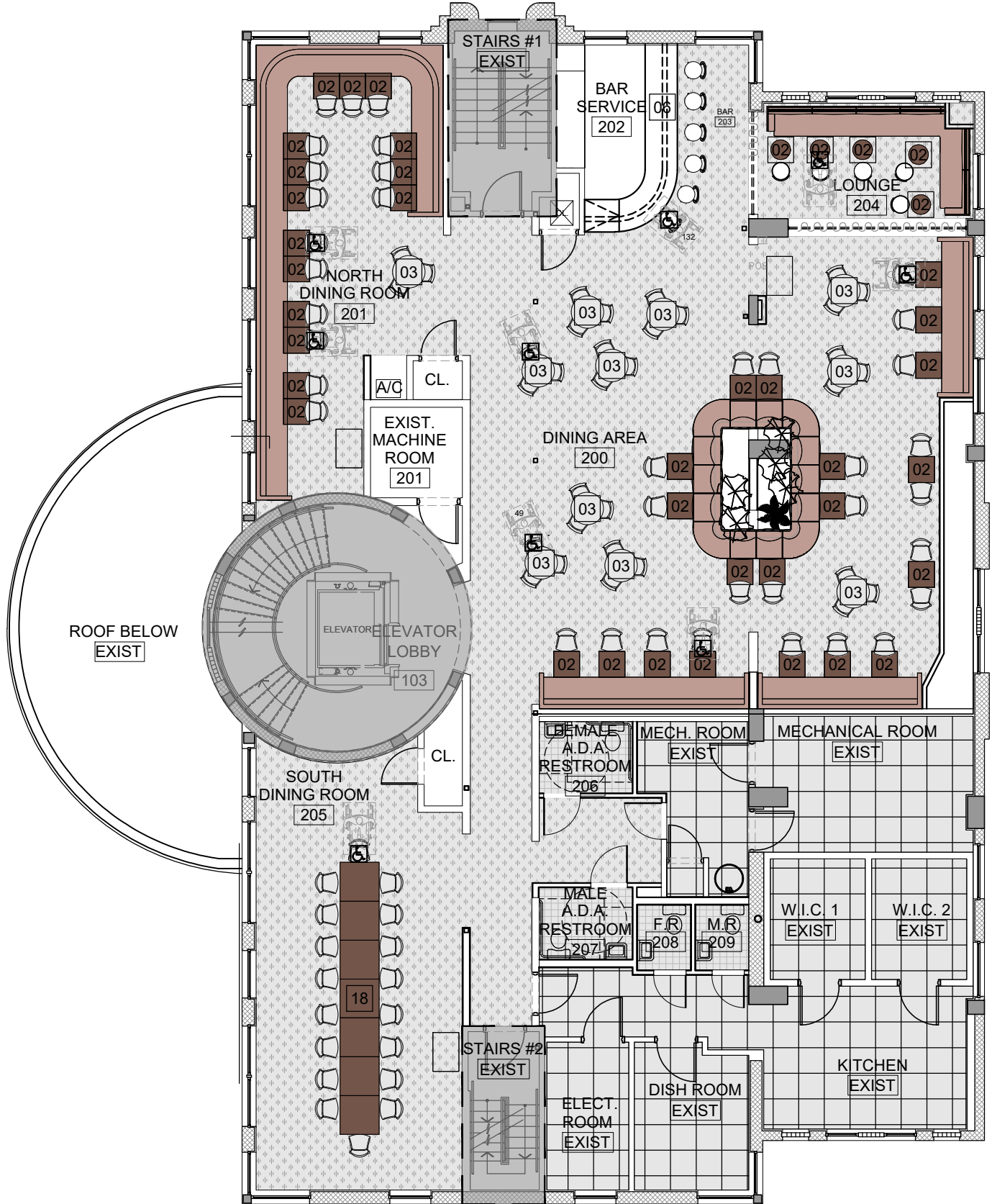
- AREA NOT IN SCOPE
- 01 PROPOSED FENCE TO MATCH APPROVED FENCE UNDER PERMIT RV2320953
- 02 PROPOSED BICYCLE RACK
- 03 BACKFLOW PREVENTER
- 04 3-YARD BIN (FOOD)
- 05 3-YARD BIN (RECYCLE & GLASS)
- 06 WATER METERS
- 07 CONCRETE LIGHT POLE
- 08 CATCH BASIN
- 09 EXISTING PLANTER TO REMAIN
- 10 EXISTING PAVERS TO REMAIN

NOTE:

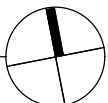
GROUND AND SECOND FLOOR ARE NOT PART OF THIS PERMIT SCOPE OF WORK. GROUND AND SECOND LIFE SAFETY PLANS FOR REFERENCE ONLY. SEE PREVIOUSLY APPROVED LIFE SAFETY PLANS UNDER PERMIT RV2320953

PROPOSED SITE PLAN





PROPOSED SECOND FLOOR PLAN



OCCUPANCY LOAD CALCULATION											
FUTURE RESTAURANT - GROUP A-2: ASSEMBLY											
NOTE: BASED ON NFPA 101, F.P.C. 2021 (B) TBL. 7.3.1.2 AND 2023 F.B.C. TABLE 1004.1.2 OCCUPANCY FACTOR WAS USED TO DETERMINE HIGHEST OCCUPANCY LOAD.											
						AS PER F.B.C. 2023			AS PER F.P.C. 2021 / N.F.P.A 101 2021		
ID	ROOM	GROSS AREA	NET AREA	LENGTH	FUNCTION	OCCUPANT LOAD	NUMBER OF OCCUPANTS	TOTAL OF OCCUPANTS	OCCUPANT LOAD	NUMBER OF OCCUPANTS	TOTAL OF OCCUPANTS
GROUND FLOOR - FOR REFERENCE ONLY											
100	DINING AREA (UNCONCENTRATED)	-	1,319.0 SQ.FT.	-	ASSEMBLY	15	87.9	88.0	15	87.9	88.0
100	DINING AREA (WITH FIXED SEATING)	-	-	86.16 FT.	ASSEMBLY	LX4/7	56.0	56.0	LX4/7	56.0	56.0
101	BAR	-	-	38.26 FT.	KITCHEN	LX4/7	21.9	22.0	LX4/7	21.9	22.0
102	OYSTER BAR (SERVICE AREA)	191.0 SQ.FT.	-	-	ASSEMBLY	200	1.0	1.0	100	1.9	2.0
103	ELEVATOR LOBBY	61.0 SQ.FT.	-	-	WAITING AREA	15	4.1	5.0	15	4.1	5.0
104	STORAGE	123.0 SQ.FT.	-	-	STORAGE	300	0.4	1.0	500	0.2	1.0
105	BAR (SERVICE AREA)	163.0 SQ.FT.	-	-	KITCHEN	200	0.8	1.0	100	1.6	2.0
106	BAR SERVICE	-	-	29.16 FT.	ASSEMBLY	LX4/7	16.7	17.0	LX4/7	16.7	17.0
107	OUTDOOR DINING	-	2,857.0 SQ.FT.	-	ASSEMBLY	15	190.5	191.0	15	190.5	191.0
EXIST	EXISTING KITCHEN	1,453.0 SQ.FT.	-	-	KITCHEN	200	7.3	8.0	100	14.5	15.0
TOTAL PATRONS / OCCUPANTS								399.0			399.0
SECOND FLOOR - FOR REFERENCE ONLY											
200	DINING AREA (UNCONCENTRATED)	-	905.0 SQ.FT.	-	ASSEMBLY	15	60.3	61.0	15	60.3	61.0
200	DINING AREA (WITH FIXED SEATING)	-	-	72.3 FT.	ASSEMBLY	LX4/7	41.3	42.0	LX4/7	41.3	42.0
201	NORTH DINING AREA (UNCONCENTRATED)	-	220.0 SQ.FT.	-	ASSEMBLY	15	14.7	15.0	15	14.7	15.0
201	NORTH DINING AREA (WITH FIXED SEATING)	-	-	54.33 FT.	ASSEMBLY	LX4/7	31.0	32.0	LX4/7	31.0	32.0
202	BAR (SERVICE AREA)	113.0 SQ.FT.	-	-	KITCHEN	200	0.6	1.0	100	1.1	2.0
203	BAR	-	-	17.3 FT.	ASSEMBLY	LX4/7	9.9	10.0	LX4/7	9.9	10.0
204	LOUNGE (UNCONCENTRATED)	-	60.0 SQ.FT.	-	ASSEMBLY	15	4.0	4.0	15	4.0	4.0
204	LOUNGE (WITH FIXED SEATING)	-	-	19 FT.	ASSEMBLY	LX4/7	10.9	11.0	LX4/7	10.9	11.0
205	SOUTH DINING AREA (UNCONCENTRATED)	-	521.0 SQ.FT.	-	ASSEMBLY	15	34.7	35.0	15	34.7	35.0
206	ELEVATOR LOBBY	45.0 SQ.FT.	-	-	WAITING AREA	15	3.0	3.0	15	3.0	3.0
EXIST	EXISTING MECH. ROOM	312.0 SQ.FT.	-	-	STORAGE	300	1.0	2.0	500	0.6	1.0
EXIST	KITCHEN	310.0 SQ.FT.	-	-	KITCHEN	200	1.6	2.0	100	3.1	4.0
EXIST	EXISTING ELECT. ROOM	87.0 SQ.FT.	-	-	STORAGE	300	0.3	1.0	500	0.2	1.0
EXIST	DISH ROOM	121.0 SQ.FT.	-	-	KITCHEN	200	0.6	1.0	100	1.2	2.0
TOTAL PATRONS / OCCUPANTS								220.0			223.0
SUB-TOTAL PATRONS / OCCUPANTS								609.0			622.0

GROUND FLOOR SEATING CALCULATION

LABEL	ROOM NAME	NO.
107	OUTDOOR DINING	158
106	BAR	12
100	INTERIOR DINING	95
102	OYSTER BAR	13
TOTAL # OF SEATS		278

GROUND FLOOR ACCESS. SEAT CALC.

MAIN DINING: 36 SEATS
5% OF 36 = 1.8
ACCESSIBLE SEATS PROVIDED = 2

TATAMI ROOM: 8 SEATS
5% OF 8 = 0.4
ACCESSIBLE SEATS PROVIDED = 1

SPEAKEASY: 9 SEATS
5% OF 0.45 = 1
ACCESSIBLE SEATS PROVIDED = 1

TOTAL ADA ACCESSIBLE SEATING: 4 SEATS

TO COMPLY FAC 226 & 902

SECOND FLOOR SEATING CALCULATION

LABEL	ROOM NAME	NO.
200	MAIN DINING	70
201	NORTH DINING ROOM	33
203	BAR	6
204	LOUNGE	10
205	SOUTH DINING ROOM	18
TOTAL # OF SEATS		137

SECOND FLOOR ACCESS. SEAT CALC.

MAIN DINING: 70 SEATS
5% OF 36 = 3.5
ACCESSIBLE SEATS PROVIDED = 4

NORTH DINING: 33 SEATS
5% OF 33 = 1.65
ACCESSIBLE SEATS PROVIDED = 2

BAR: 6 SEATS
5% OF 6 = 0.3
ACCESSIBLE SEATS PROVIDED = 1

LEGEND

- CARPET (AS PER I.D. DWG'S)
- TILE (AS PER I.D. DWG'S)
- TILE (AS PER I.D. DWG'S)
- WOOD PLANKS (AS PER I.D. DWG'S)
- EPOXY (AS PER I.D. DWG'S)
- AREA NOT IN SCOPE

NOTE:

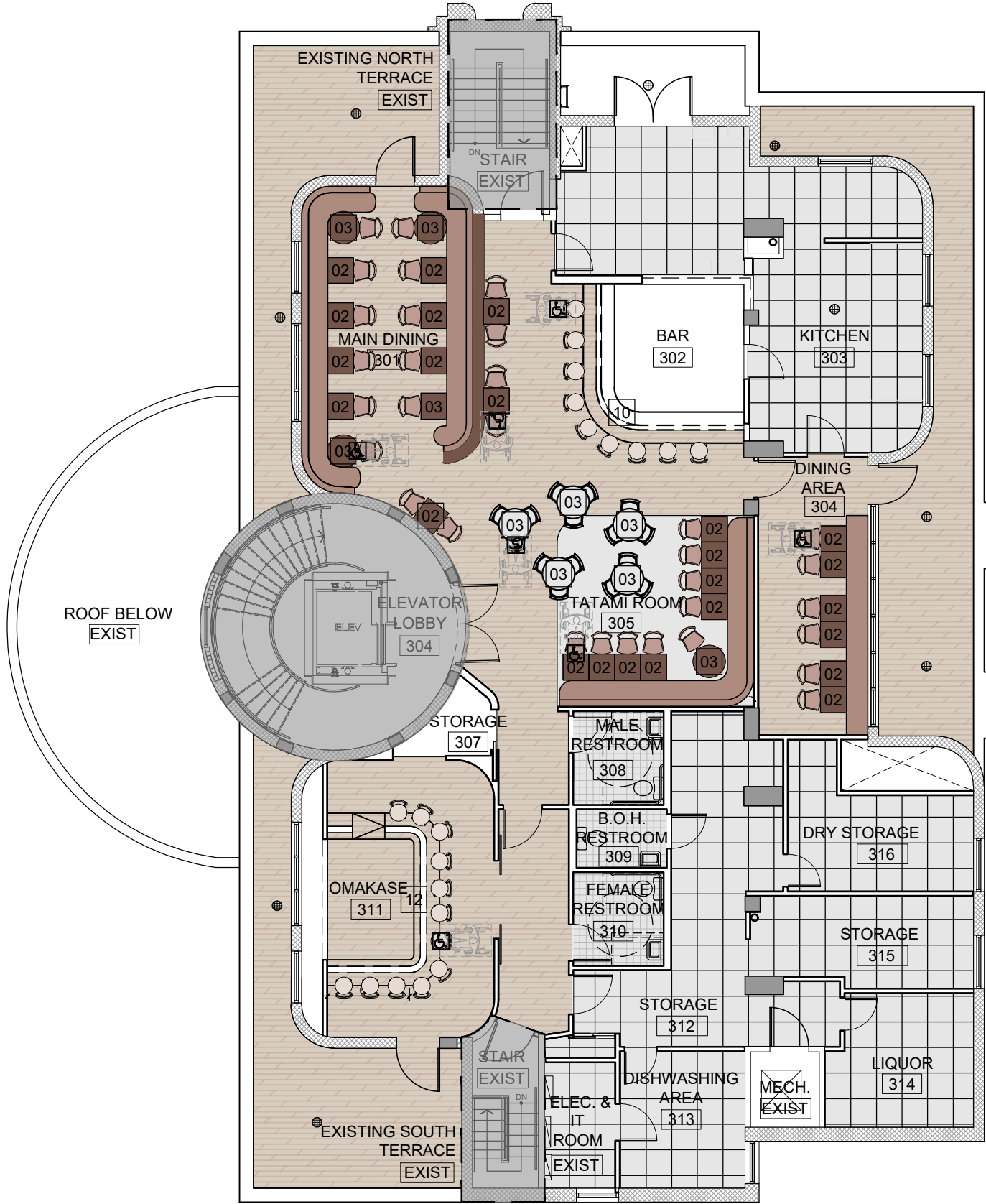
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LOUNGE: 10 SEATS
5% OF 10 = 0.5
ACCESSIBLE SEATS PROVIDED = 1

SOUTH DINING: 18 SEATS
5% OF 18 = 0.9
ACCESSIBLE SEATS PROVIDED = 1

TOTAL ADA ACCESSIBLE SEATING: 9 SEATS

TO COMPLY FAC 226 & 902



PROPOSED THIRD FLOOR PLAN

OCCUPANCY LOAD CALCULATION											
FUTURE RESTAURANT - GROUP A-2: ASSEMBLY											
NOTE: BASED ON NFPA 101, F.P.C. 2021 ED TBL. 7.3.1.2 AND 2023 F.B.C. TABLE 1004.1.2 OCCUPANCY FACTOR WAS USED TO DETERMINE HIGHEST OCCUPANCY LOAD.											
						AS PER F.B.C. 2023			AS PER F.P.C. 2021 / N.F.P.A. 101.2021		
ID	ROOM	GROSS AREA	NET AREA	LENGTH	FUNCTION	OCCUPANT LOAD	NUMBER OF OCCUPANTS	TOTAL OF OCCUPANTS	OCCUPANT LOAD	NUMBER OF OCCUPANTS	TOTAL OF OCCUPANTS
THIRD FLOOR											
301	MAIN DINING AREA (WITH FIXED SEATING)	-	-	53.33 FT.	ASSEMBLY	1 PER 18'	36.6	36.0	LX4/7	30.5	31.0
301	MAIN DINING AREA (UNCONCENTRATED)	-	435.0 SQ.FT.	-	ASSEMBLY	15	29.0	29.0	15	29.0	29.0
302	BAR	-	-	22.75 FT.	ASSEMBLY	LX4/7	13.0	13.0	LX4/7	13.0	13.0
302	BAR (SERVICE AREA)	123.0 SQ.FT.	-	-	KITCHEN	200	0.6	1.0	100	1.2	2.0
303	KITCHEN	505.0 SQ.FT.	-	-	KITCHEN	200	2.5	3.0	100	5.1	6.0
304	DINING AREA (UNCONCENTRATED)	-	147.3 SQ.FT.	-	ASSEMBLY	15	9.8	10.0	15	9.8	10.0
305	TATAMI ROOM (UNCONCENTRATED)	-	121.0 SQ.FT.	-	ASSEMBLY	15	8.1	9.0	15	8.1	9.0
305	TATAMI ROOM (WITH FIXED SEATING)	-	-	27.16 FT.	ASSEMBLY	1 PER 18'	18.1	19.0	LX4/7	15.5	16.0
306	ELEVATOR LOBBY	-	63.0 SQ.FT.	-	ASSEMBLY	15	4.2	5.0	15	4.2	5.0
307	STORAGE	34.0 SQ.FT.	-	-	STORAGE	300	0.1	1.0	500	0.1	1.0
311	BAR (SERVICE AREA)	105.0 SQ.FT.	-	-	KITCHEN	200	0.5	1.0	100	1.1	2.0
311A	OMAKASE	-	-	25.66 FT.	ASSEMBLY	LX4/7	14.7	15.0	LX4/7	14.7	15.0
312	STORAGE	293.0 SQ.FT.	-	-	STORAGE	300	1.0	1.0	500	0.6	1.0
313	DISHWASHING AREA	120.0 SQ.FT.	-	-	KITCHEN	200	0.6	1.0	100	1.2	2.0
314	LIQUOR	139.0 SQ.FT.	-	-	STORAGE	300	0.5	1.0	500	0.3	1.0
315	OFFICE	131.0 SQ.FT.	-	-	BUSINESS	150	0.9	1.0	150	0.9	1.0
316	DRY STORAGE	183.0 SQ.FT.	-	-	STORAGE	300	0.6	1.0	500	0.4	1.0
SUB-TOTAL PATRONS / OCCUPANTS								147.0			145.0

SEATING CALCULATION

LABEL	ROOM NAME	NO.
301 301	MAIN DINING & TATAMI	68
302	BAR	10
304	DINING AREA	12
311	OMAKASE	12
TOTAL # OF SEATS		102

THIRD FLOOR ACCESS. SEAT CALC.

MAIN DINING AND TATAMI: 68 SEATS
5% OF 68 = 3.4
ACCESSIBLE SEATS PROVIDED = 4

DINING AREA: 12 SEATS
5% OF 12 = 0.6
ACCESSIBLE SEATS PROVIDED = 1

BAR: 10 SEATS
5% OF 10 = 0.6
ACCESSIBLE SEATS PROVIDED = 1

SPEAKEASY: 12 SEATS
5% OF 12 = 0.6
ACCESSIBLE SEATS PROVIDED = 1

TOTAL ADA ACCESSIBLE SEATING: 7 SEATS

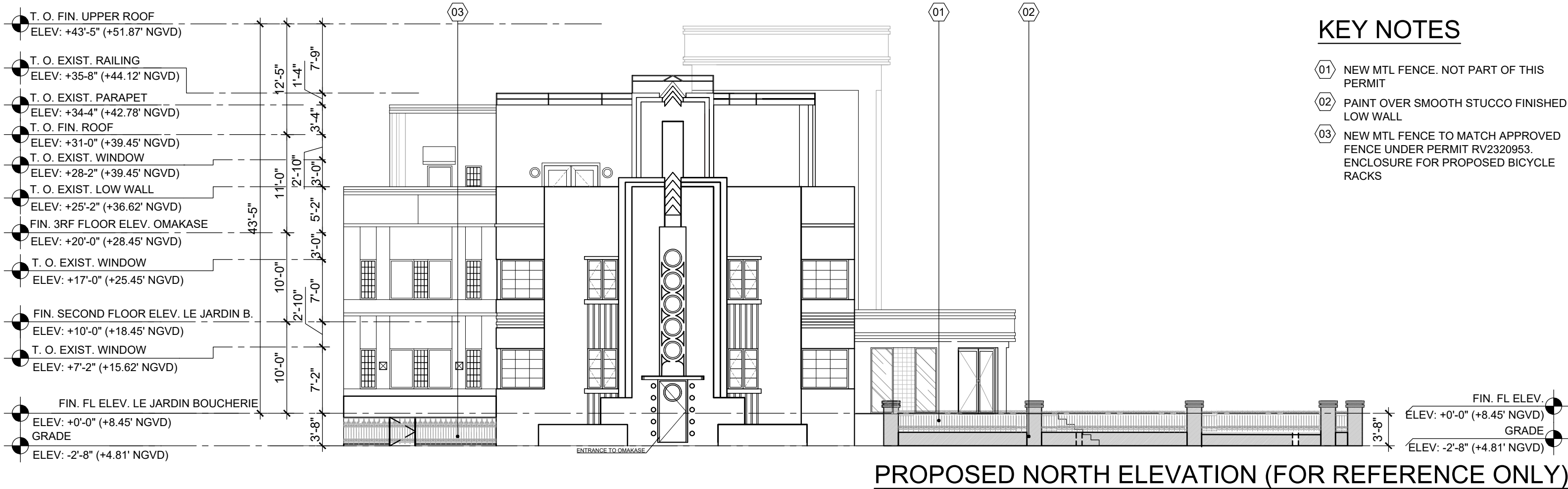
TO COMPLY FAC 226 & 902

LEGEND

- CARPET (AS PER I.D. DWG'S)
- TILE (AS PER I.D. DWG'S)
- TILE (AS PER I.D. DWG'S)
- WOOD PLANKS (AS PER I.D. DWG'S)
- EPOXY (AS PER I.D. DWG'S)
- AREA NOT IN SCOPE

NOTE:

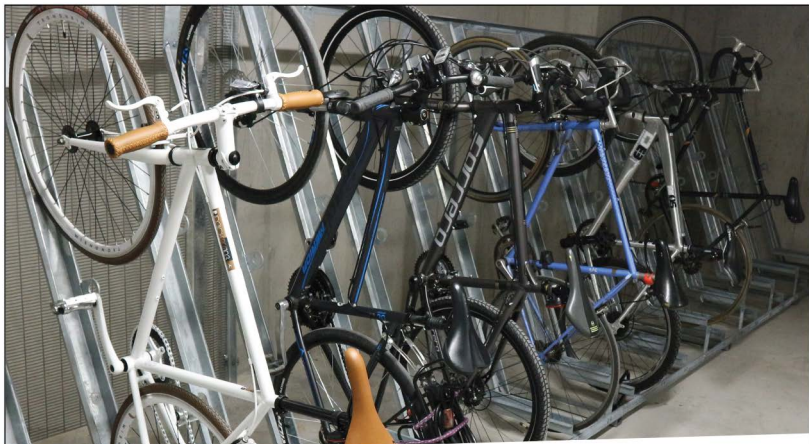
TERRACE IS ACCESSIBLE TO AUTHORIZED PERSONNEL ONLY





81 WASHINGTON

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Snowdon Semi Vert Cycle Stands

Product Guide

For all queries call 01625 879 442

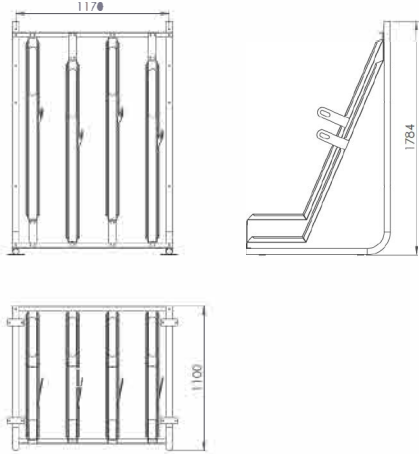


Snowdon Semi Vert Cycle Stands

DETAILS + DRAWINGS

Details based on 4 space cycle rack

- Height of the stand without a bike 1784mm.
- Depth 1100mm.
- Width of the stand 1170mm.



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Snowdon Semi Vert Cycle Stands

SPECIFICATION

The Snowdon Semi Vertical Cycle Rack has been designed for space saving and are ideal for areas where space is at a premium such as Train Stations, Shopping Centres, Car Parks, Offices, Apartments.

The bicycles are stored diagonally with the front and rear wheel supported in a custom designed trough. The Snowdon Semi Vertical Rack Stand has been designed to hold everything from Road Bikes to Mountain Bikes with extra wide tyres.

The Modular nature of the design allows for any number cycle spaces to accommodate as many bicycles as you need, it just comes down to how much space there is available.

We are able to offer free site visits on certain projects depending on location and quantity required - please contact our team for more informations.

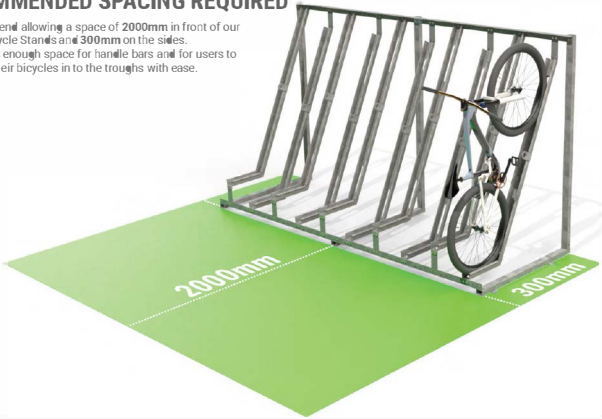


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Product Guide

RECOMMENDED SPACING REQUIRED

We recommend allowing a space of 2000mm in front of our Semi Vert Cycle Stands and 300mm on the sides. This creates enough space for handle bars and for users to manoeuvre their bicycles in to the troughs with ease.



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Product Guide

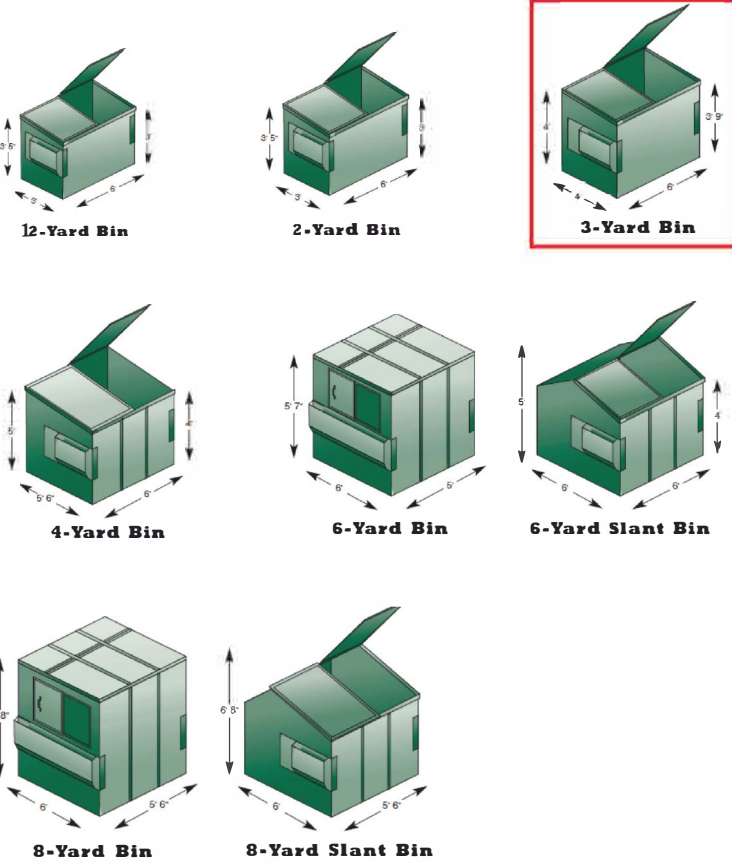
TRUSTED BY

Customers and sites that have benefitted from our Cycle Racks.



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Product Guide

FEATURES + BENEFITS

MINIMAL SPACE REQUIREMENT

Enables an increase of cycle parking spaces

COST EFFECTIVE

Where space is at a premium

HIGH QUALITY

Designed to last through the construction and mechanisms. 1 year warranty as standard. 10 year warranty on the galvanising.

SECURE AND SAFE

Each bike has multiple locking points. The bike frame doesn't rest on the stands removing the risk of scratching.

SIMPLE TO INSTALL

Assembly consist of standard parts that can be extended or relocated at any time.

EASY TO OPERATE

Design accommodates most style of bikes.

FINISH

Galvanised to BS EN ISO 1461 as standard. We are also able to offer a powder coated finish.



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Snowdon Semi Vert Cycle Stands



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81 WASHINGTON

BGAarchitects

Exhibit B - Trip Generation Calculations

WEEKEND PEAK HOUR

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Bypass Trips	Net Peak Hour Trips		
			In	Out	Total			In	Out	Total
931 / Fine Dinning Restaurant - Previously Approved	450	Seats	88	61	149	20%	44%	40	28	68
931 / Fine Dinning Restaurant - Proposed Increase	517	Seats	101	70	171	20%	44%	46	32	78
Total Trips Increased (Decreased)								6	4	10

ITE Trip Generation Manual - 11th Edition.

WEEKDAY AM PEAK HOUR

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Bypass Trips	Net Peak Hour Trips		
			In	Out	Total			In	Out	Total
931 / Fine Dinning Restaurant - Previously Approved	450	Seats	47	21	68	20%	44%	22	10	32
931 / Fine Dinning Restaurant - Proposed Increase	517	Seats	54	24	78	20%	44%	25	11	36
Total Trips Increased (Decreased)								3	1	4

ITE Trip Generation Manual - 11th Edition.

WEEKDAY PM PEAK HOUR

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Bypass Trips	Net Peak Hour Trips		
			In	Out	Total			In	Out	Total
931 / Fine Dinning Restaurant - Previously Approved	450	Seats	83	58	141	20%	44%	38	26	64
931 / Fine Dinning Restaurant - Proposed Increase	517	Seats	97	67	164	20%	44%	44	31	75
Total Trips Increased (Decreased)								6	5	11

ITE Trip Generation Manual - 11th Edition.

Fine Dining Restaurant

(931)

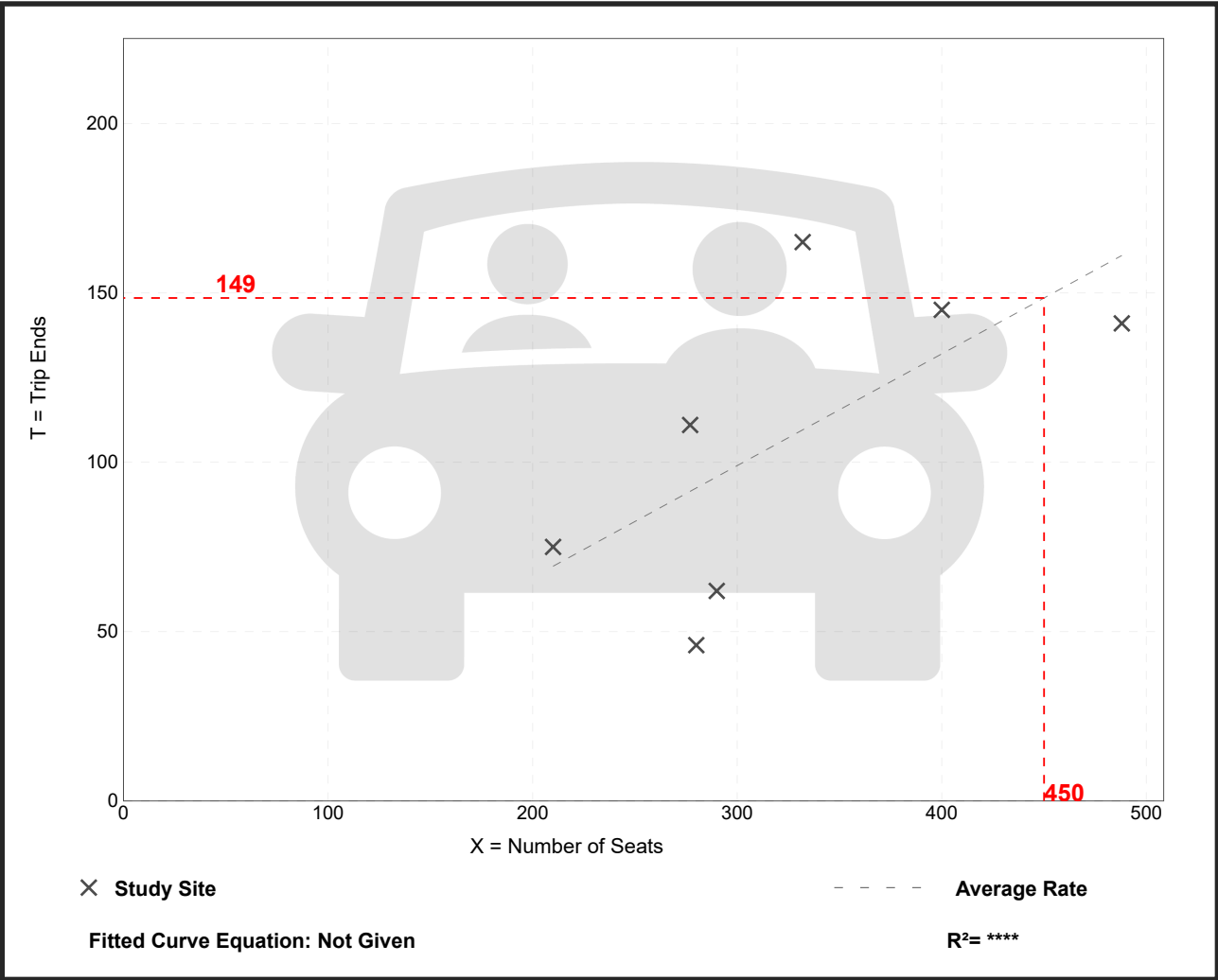
Vehicle Trip Ends vs: Seats
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Seats: 325
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.33	0.16 - 0.50	0.11

Data Plot and Equation



Fine Dining Restaurant

(931)

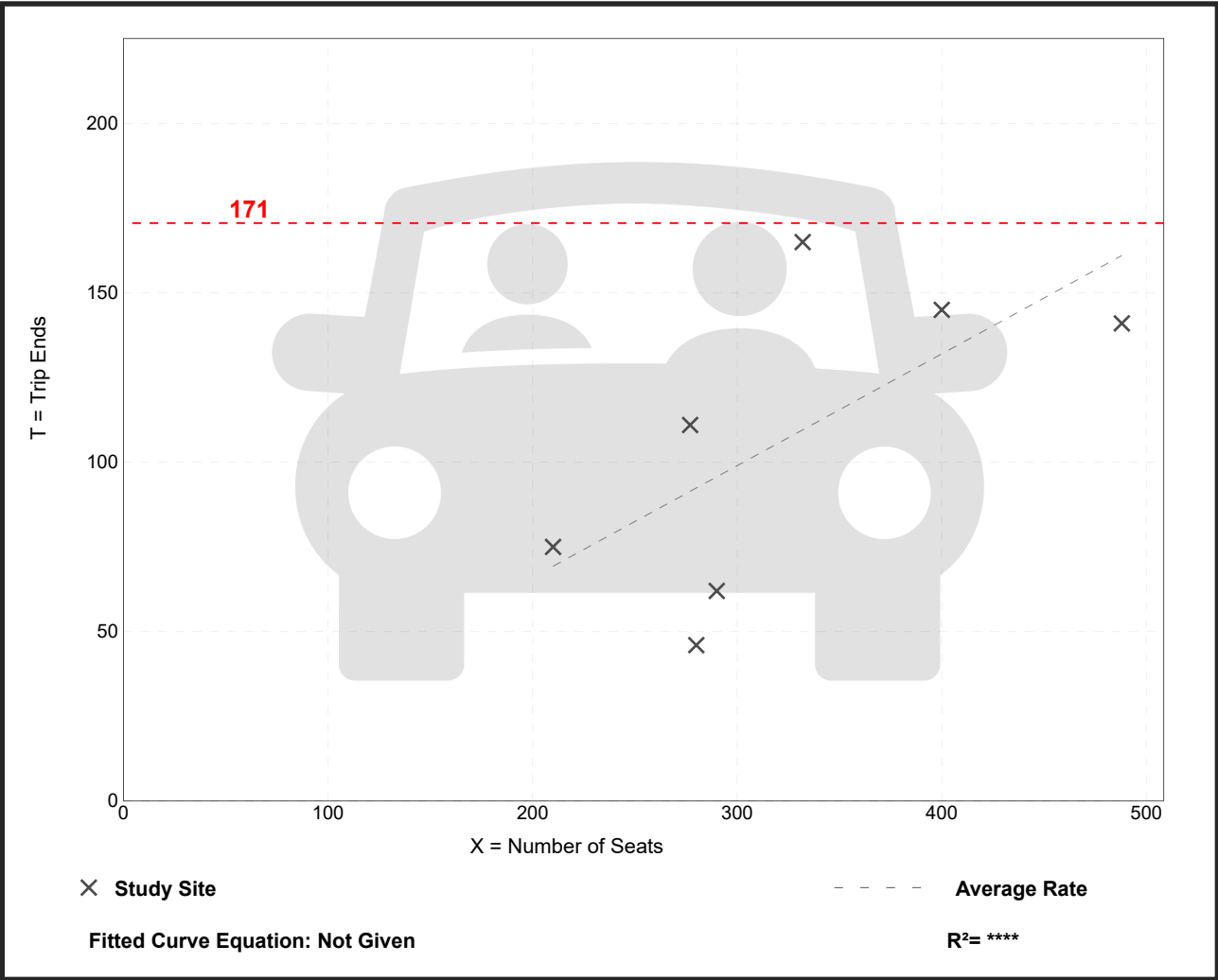
Vehicle Trip Ends vs: Seats
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Seats: 325
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.33	0.16 - 0.50	0.11

Data Plot and Equation



Fine Dining Restaurant

(931)

Vehicle Trip Ends vs: Seats

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

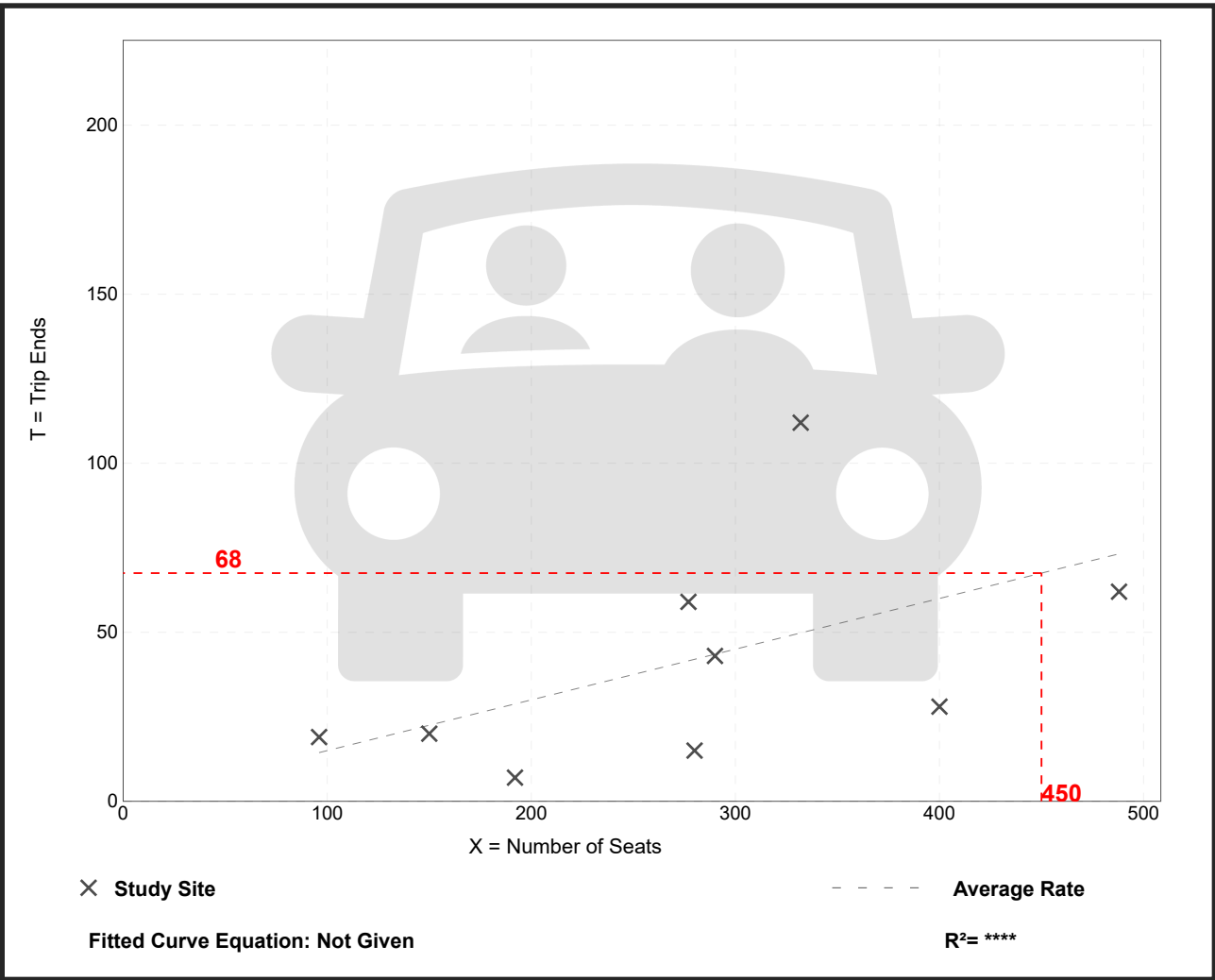
Avg. Num. of Seats: 278

Directional Distribution: 69% entering, 31% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.15	0.04 - 0.34	0.10

Data Plot and Equation



Fine Dining Restaurant

(931)

Vehicle Trip Ends vs: Seats

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

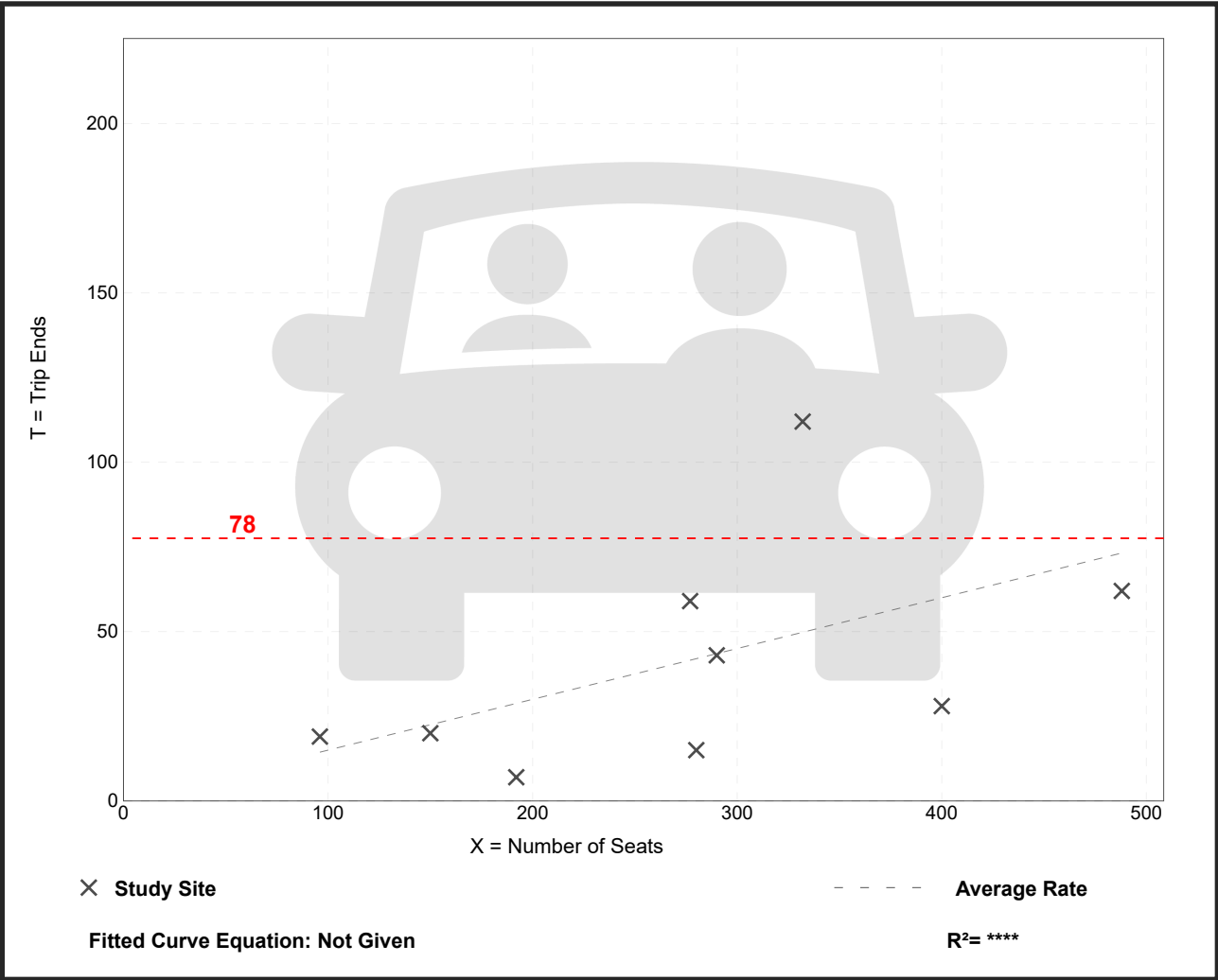
Avg. Num. of Seats: 278

Directional Distribution: 69% entering, 31% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.15	0.04 - 0.34	0.10

Data Plot and Equation



Fine Dining Restaurant (931)

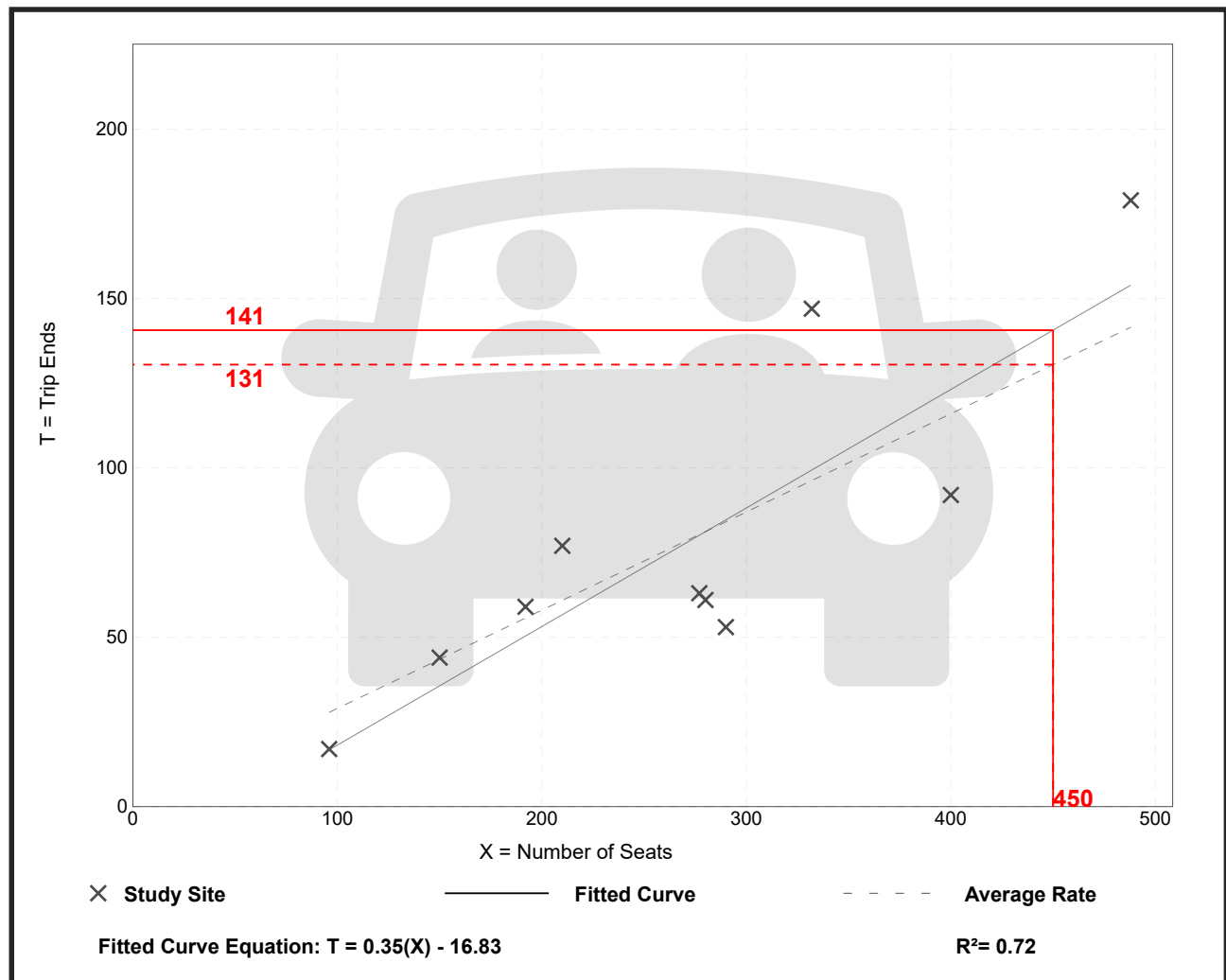
Vehicle Trip Ends vs: Seats
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Seats: 272
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.29	0.18 - 0.44	0.09

Data Plot and Equation



Fine Dining Restaurant (931)

Vehicle Trip Ends vs: Seats
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. Num. of Seats: 272
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.29	0.18 - 0.44	0.09

Data Plot and Equation

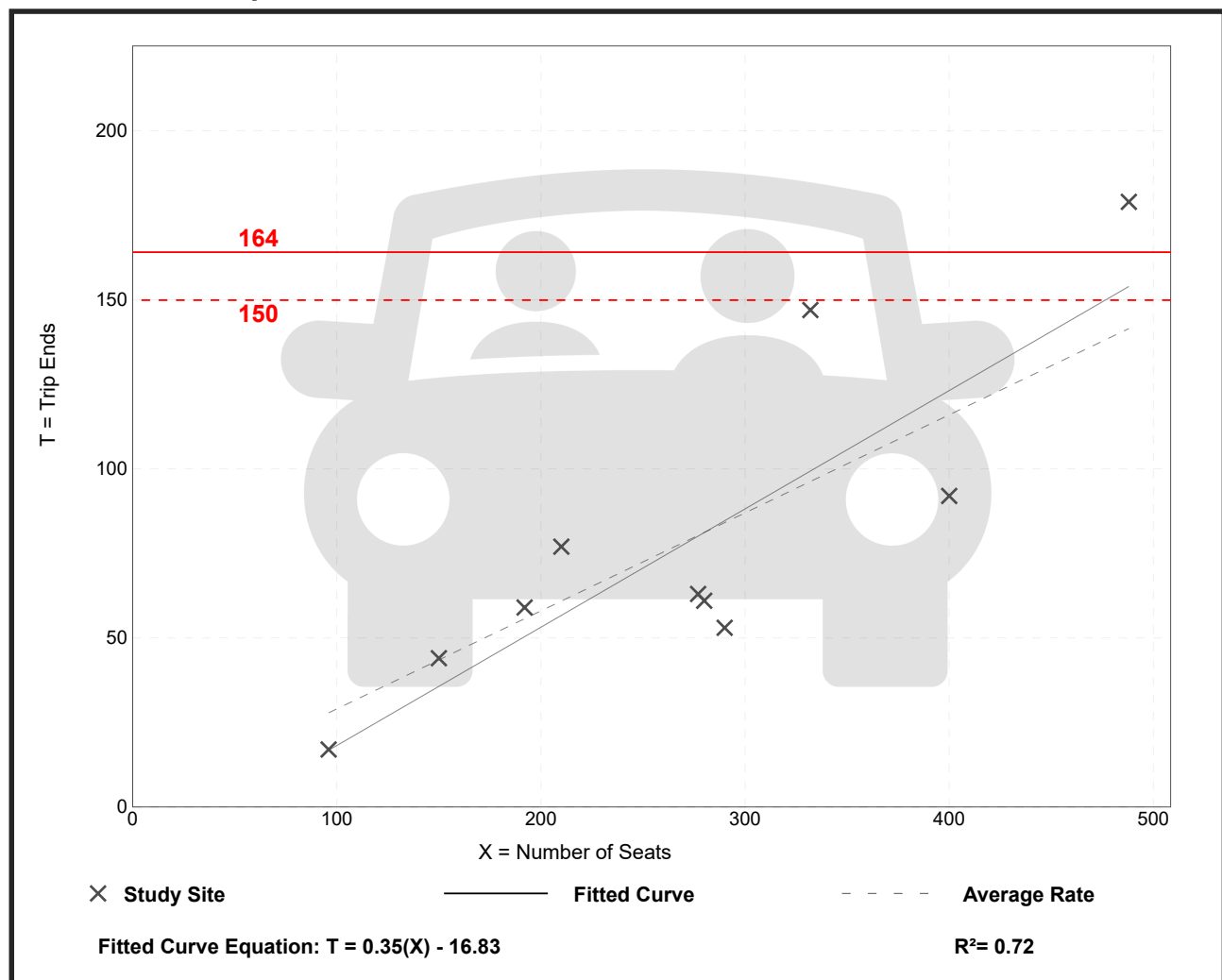


Exhibit C – Multi-modal U.S. Census Tract

Means of Transportation to Work

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Census Tract 45; Miami-Dade County; Florida
	Estimate
▼ Total:	1,438
▼ Car, truck, or van:	856
Drove alone	843
▼ Carooled:	13
In 2-person carpool	13
In 3-person carpool	0
In 4-person carpool	0
In 5- or 6-person carpool	0
In 7-or-more-person carpool	0
▼ Public transportation (excluding taxicab):	20
Bus	0
Subway or elevated rail	20
Long-distance train or commuter rail	0
Light rail, streetcar or trolley (carro público in Puerto Rico)	0
Ferryboat	0
Taxicab	0
Motorcycle	0
Bicycle	60
Walked	145
Other means	37
Worked from home	320

A) Total Work Trips (Total - Worked from Home) = 1,438 - 320 = 1,118 trips

B) Multimodal Trips (Public Transportation + Bicycle + Walking) = 20 + 60 + 145 = 225 trips

C) Multimodal Trips % of Total Work Trips = B / A = 225 / 1,118 = 20.12%

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2022

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: [Change to Means of Transportation](#).

The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.
- N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.
- (X)
The estimate or margin of error is not applicable or not available.
- median-
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")
- median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").
- **
The margin of error could not be computed because there were an insufficient number of sample observations.
- ***

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Total:

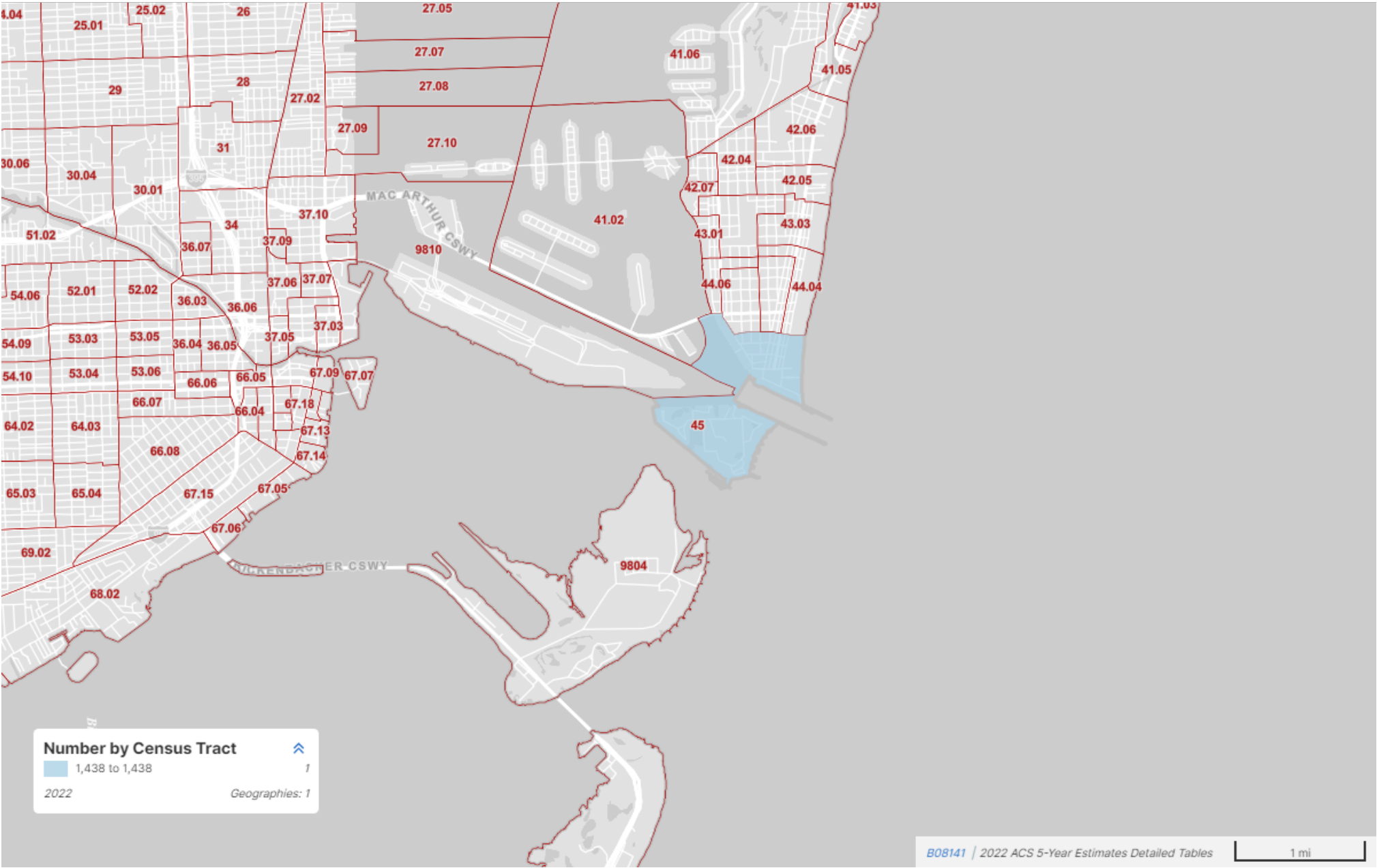


Exhibit D – FDOT Traffic Counts

COUNTY: 87
STATION: 8414
DESCRIPTION: WASHINGTON AVE, 200 FT N OF 12 ST (2011 OFF SYSTEM
START DATE: 08/08/2023
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	63	40	55	34	192	52	49	48	40	189	381	
0100	36	26	34	23	119	45	32	20	18	115	234	
0200	28	23	20	27	98	31	21	11	11	74	172	
0300	14	17	19	11	61	15	16	15	15	61	122	
0400	12	6	10	11	39	8	7	2	12	29	68	
0500	11	18	23	11	63	7	6	9	26	48	111	
0600	11	16	32	31	90	30	27	21	57	135	225	
0700	38	39	47	44	168	34	62	54	70	220	388	
0800	45	58	67	36	206	72	76	83	96	327	533	
0900	60	63	45	74	242	129	104	113	115	461	703	
1000	66	71	84	59	280	105	96	125	126	452	732	
1100	100	77	109	128	414	141	137	112	118	508	922	
1200	115	144	113	126	498	120	136	155	115	526	1024	
1300	105	112	101	127	445	123	125	138	132	518	963	
1400	116	82	87	108	393	126	109	153	121	509	902	
1500	50	72	141	106	369	154	121	128	106	509	878	
1600	98	108	151	105	462	147	108	104	112	471	933	
1700	100	171	161	103	535	117	115	105	120	457	992	
1800	91	98	106	100	395	117	145	113	112	487	882	
1900	126	121	106	120	473	144	119	156	132	551	1024	
2000	116	114	59	68	357	125	107	125	138	495	852	
2100	89	63	54	100	306	116	93	93	103	405	711	
2200	107	79	58	82	326	98	102	70	54	324	650	
2300	50	39	41	79	209	74	47	76	58	255	464	
24-HOUR TOTALS:					6740						8126	14866

PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S			
A.M.	HOUR	VOLUME		HOUR	VOLUME	COMBINED DIRECTIONS	
P.M.	830	226		845	442	845	646
DAILY	1645	537		1430	549	1200	1024
	1645	537		1900	551	1145	1029
TRUCK PERCENTAGE		7.17		2.45		4.59	

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	149	5933	175	73	104	51	2	5	25	223	0	0	0	0	0	483 6740
S	114	7051	762	44	103	13	26	12	1	0	0	0	0	0	0	199 8126

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8414 - WASHINGTON AVE, 200 FT N OF 12 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	15400 C	N	7000	S	8400	9.00	63.10	4.30
2022	15100 C	N	7000	S	8100	9.00	56.50	4.20
2021	14200 C	N	6500	S	7700	9.00	55.00	3.30
2020	14100 C	N	7100	S	7000	9.00	56.00	10.70
2019	23000 C	N	11000	S	12000	9.00	56.00	2.40
2018	20400 C	N	11500	S	8900	9.00	54.30	2.50
2017	20200 C	N	9200	S	11000	9.00	59.30	2.40
2016	20800 C	N	9800	S	11000	9.00	56.10	1.90
2015	20300 C	N	9800	S	10500	9.00	57.40	17.50
2014	21000 C	N	10000	S	11000	9.00	59.30	13.90
2013	18700 F	N	9200	S	9500	9.00	58.90	16.20
2012	18700 C	N	9200	S	9500	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 VEHICLE CLASS HISTORY DATA

COUNTY: 87 -- MIAMI-DADE

SITE: 8414 DESCRIPTION: WASHINGTON AVE, 200 FT N OF 12 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	%	PASSENGER VEHICLES VOLUME	%	TOTAL TRUCKS VOLUME	%	SINGLE UNIT TRUCKS VOLUME	%	COMBINATION TRAILER TRUCKS VOLUME	%	MULTI TRAILER TRUCKS VOLUME
2023	15400	95.74	14,744	4.26	656	2.75	423	1.51	233	0.00	0
2022	15100	95.81	14,467	4.19	633	4.04	610	0.14	21	0.01	2
2021	14200	96.69	13,730	3.31	470	2.70	383	0.60	85	0.01	1
2020	14100	89.33	12,596	10.67	1,504	7.40	1,043	3.16	445	0.11	16
2019	23000	97.63	22,455	2.37	545	2.16	497	0.20	46	0.01	2
2018	20400	97.51	19,892	2.49	508	2.37	484	0.12	24	0.00	0
2017	20200	97.64	19,723	2.36	477	1.82	368	0.54	109	0.00	0
2016	20800	98.11	20,407	1.89	393	1.73	360	0.11	23	0.05	10
2015	20300	82.51	16,750	17.49	3,550	8.41	1,707	8.65	1,756	0.43	87
2014	21000	86.06	18,073	13.94	2,927	9.82	2,062	3.93	825	0.19	40

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

**Exhibit E - Land Use Boards- Coordination with the Transportation and Mobility
Department dated 09/09/22**

Land Use Boards – Coordination with the Transportation and Mobility Department

1. What is the purpose of the meeting with the Transportation and Mobility Department and what does the Applicant need to present at the meeting?

The purpose of the meeting is for the City staff to better understand the impact of the proposed development on surrounding transportation network, and any issues that may currently exist or may arise over time with or without the proposed project.

Please see below for information to be present during the meeting. Please note that items “a” through “c” listed below shall be provided to the Transportation and Mobility Department at least 3 business days in advance of the meeting:

- a. What/where is the project being proposed (zoning district, existing and all proposed uses)
- b. Detailed site plan (current and proposed) that shows details including but not limited to surrounding transportation network, connectivity to public roadway(s), internal circulation, loading, parking
- c. Trip generation developed by licensed professional engineer registered in State of FL based on current and proposed land use(s)
- d. If your project requires a traffic study (see #2 below), please ensure your traffic engineer/consultant participates in any and all meetings with the Transportation and Mobility Department

2. When is a traffic impact study required and what should the study scope include?

A traffic study is required for commercial and mixed-use developments over 5,000 gross square feet and multi-family projects with more than four (4) units or 15,000 gross square feet. The traffic study shall be prepared by a professional traffic engineer, licensed, and registered in the State of Florida.

If the proposed project meets the above criteria, a traffic impact study is required, and the applicant should include their traffic engineer at the meeting(s). The applicant’s traffic engineer should propose a general scope of the traffic study at the meeting and the City will provide initial feedback. After the meeting, applicant’s traffic engineer should finalize the scope of the traffic study based on the City’s initial feedback and provide it to the Transportation and Mobility Department in pdf format for review and approval prior to commencing any work associated with the traffic study.

The traffic study should include but not be limited to the following, as applicable:

1. Detailed trip generation calculations for weekday AM and PM peak hours and weekend peak hours, if applicable, based on land use(s)
2. Data collection periods based on proposed land use(s) that will be used for the analysis to include volumes of pedestrians, bicycles, and heavy vehicles
3. Study area and intersections to be analyzed
4. Trip distribution and assignment based on an interpolated cardinal distribution from the Miami-Dade Transportation Planning Organization’s (TPO) 2045 L RTP Directional Trip Distribution Report travel demand model based on 2015 base year and projected 2045 data
5. Background growth rate to be calculated based on the higher rate of either 5 and 10-year historic FDOT count stations or Miami-Dade TPO 2015 base year and projected 2045 model network volumes
6. Intersection capacity analysis to include trip distribution and trip assignment and evaluation of existing conditions; future background traffic conditions (with growth rate and committed development traffic); and future total conditions (with project)

7. Adopted and programmed projects and roadway improvements by the City
8. Conflicting pedestrian movements, conflicting bicycle movements, parking lanes, transit stops, pedestrian calls at signalized intersections
9. Synchro model results for study area, including intersections
10. Queuing analysis for all study intersections
11. Internal circulation
12. New driveway(s)/access to roadways including necessary FDOT approvals
13. Entry gate analysis, if applicable
14. Maneuverability analysis for loading for the existing and proposed conditions, including freight delivery and garbage trucks, any new driveways and within a new garage, as applicable
15. Parking (mechanical, automated, etc)
16. Valet analysis, if applicable
17. School Traffic Operational Plan, if applicable
18. Transportation Demand Management (TDM) strategies – see more on TDM below.

It is of utmost importance that the applicant incorporates TDM strategies with the goal of reducing single-occupant vehicular traffic and encouraging residents, guests, and employees to walk, bike, use public transportation, and carpool/vanpool. Below is a list of TDM strategies that should be considered and pursued:

1. Assigning staff to promote TDM programs and track usage for reporting purposes
2. Working closely with South Florida Commuter Services (SFCS) on pursuing TDM strategies that reduce single occupant vehicles
3. Promoting use of public transit service by providing transit subsidy to employees (transit and parking passes)
4. Promoting use of public transit service by providing information within the site including route schedules and maps
5. Improving walkability by improving and enhancing sidewalks around the site
6. Providing carpooling/vanpooling designated parking spaces
7. Providing on-site carsharing program for residents
8. Providing carpool incentive program for employees
9. Designating scooter/motorcycle parking spaces
10. Providing on-site scooter sharing for residents
11. Securing short-term and long-term bicycle parking on-site (bike racks and/lockers)
12. Providing subsidy to employees to participate in a bike share program
13. Pursuing installation of bike share station near the site
14. Providing wide hallways that can accommodate bikes
15. Providing elevators that can accommodate bikes
16. Providing bike workroom, and bicycle repair station
17. Providing bike washing stations
18. Providing bike drop-off/valet service
19. Providing shower facility for employee use