

Roberto Alvarez

From: Seiberling, James <JamesSeiberling@miamibeachfl.gov>
Sent: Wednesday, February 25, 2026 8:29 AM
To: Roberto Alvarez; Tackett, Deborah
Cc: Stephanie Thelemaque; Yeidy Montesino; Paul Savage; Michael W. Larkin
Subject: RE: 235-251 Washington Avenue (PB26-0821) - Traffic Assessment

Hi Rob,

We agree that the traffic study does not need to be revised.

Kind regards,

MIAMIBEACH

James 'Jake' Seiberling, *Principal Planner*
PLANNING DEPARTMENT
1700 Convention Center Drive, Miami Beach, FL 33139
Tel: 786.394.4245 / www.miamibeachfl.gov

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From: Roberto Alvarez <raalvarez@brzoninglaw.com>
Sent: Tuesday, February 24, 2026 2:42 PM
To: Seiberling, James <JamesSeiberling@miamibeachfl.gov>; Tackett, Deborah <DeborahTackett@miamibeachfl.gov>
Cc: Stephanie Thelemaque <sthelemaque@brzoninglaw.com>; Yeidy Montesino <ymontesino@brzoninglaw.com>; Paul Savage <psavage@brzoninglaw.com>; Michael W. Larkin <MLarkin@brzoninglaw.com>
Subject: RE: 235-251 Washington Avenue (PB26-0821) - Traffic Assessment

[THIS MESSAGE COMES FROM AN EXTERNAL EMAIL - USE CAUTION WHEN REPLYING AND OPENING LINKS OR ATTACHMENTS]

Good afternoon Jake,

I hope you are doing well. Thank you again for your expedited help with this application. As we prepare the required deliverables and outline next steps for the CUP modification application, we understand that we need to confirm that no additional traffic analysis is required for the proposed playground area.

In reviewing the prior CUP modification (PB22-0497), we noted that no revisions were required to the original traffic statement at that time. The intensity of the school use is not changing, and there are no proposed modifications to the existing vehicular entrance or exit ramps. The applicant is simply proposing to utilize the 235 Washington parcel as an open-space recreational area. Additionally, the proposed use would generate fewer trips than the previous commercial and lodging uses associated with the 235 Washington property.

Based on the above, we respectfully request confirmation that no revised traffic assessment will be required.

For ease of reference, we have attached the prior traffic assessment materials reflecting the City's prior confirmation that no revisions to the original traffic statement were required.

Thank you,
Rob



Roberto Alvarez

Bercow Radell Fernandez Larkin + Tapanes

200 S. Biscayne Boulevard, Suite 300, Miami, FL 33131

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From: Roberto Alvarez

Sent: Friday, February 20, 2026 10:54 AM

To: 'Seiberling, James' <JamesSeiberling@miamibeachfl.gov>; Michael W. Larkin <MLarkin@brzoninglaw.com>; Paul Savage <psavage@brzoninglaw.com>

Cc: Yeidy Montesino <ymontesino@brzoninglaw.com>; Stephanie Thelemaque <sthelemaque@brzoninglaw.com>; Tackett, Deborah <DeborahTackett@miamibeachfl.gov>

Subject: RE: 235 Washington Avenue-- PREAPP26-0524

Good morning,

Received. Thank you, Jake.

Thanks again,
Rob

From: Seiberling, James <JamesSeiberling@miamibeachfl.gov>

Sent: Friday, February 20, 2026 9:22 AM

To: Roberto Alvarez <raalvarez@brzoninglaw.com>; Michael W. Larkin <MLarkin@brzoninglaw.com>; Paul Savage <psavage@brzoninglaw.com>

Cc: Yeidy Montesino <ymontesino@brzoninglaw.com>; Stephanie Thelemaque <sthelemaque@brzoninglaw.com>; Tackett, Deborah <DeborahTackett@miamibeachfl.gov>

Subject: RE: 235 Washington Avenue-- PREAPP26-0524

Hi Rob,

Thanks for the update. Your file number is PB26-0821. I have also attached the checklist.

Emily Balter

From: Akcay, Firat <FiratAkca@miamibeachfl.gov>
Sent: Tuesday, March 15, 2022 5:17 PM
To: Michael W. Larkin; Emily Balter
Subject: RE: PB-19-0304, 251 Washington Avenue

I am only highlighting the standard for driveway separation which is 20 feet in this case. I haven't been able to see this dimension on the plans. I do not see any issues with the proposed site plan and I agree two driveways would serve better to reduce conflicting movements.



Firat Akcay
Transportation Engineer
Transportation and Mobility Department
1700 Convention Center Drive, Miami Beach, FL 33139
Tel: 305-673-7000, ext 26839

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Please do not print this e-mail unless necessary.

From: Michael W. Larkin <MLarkin@brzoninglaw.com>
Sent: Tuesday, March 15, 2022 5:00 PM
To: Akcay, Firat <FiratAkca@miamibeachfl.gov>; Emily Balter <ebalter@brzoninglaw.com>
Subject: RE: PB-19-0304, 251 Washington Avenue

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Firat, thank you for your quick response, are you suggesting we remove one of the driveways? I think for internal circulation purposes, we need both driveways, maybe one driveway can be more narrow than the other?



Michael W. Larkin

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Biography

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From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>

Sent: Tuesday, March 15, 2022 4:53 PM

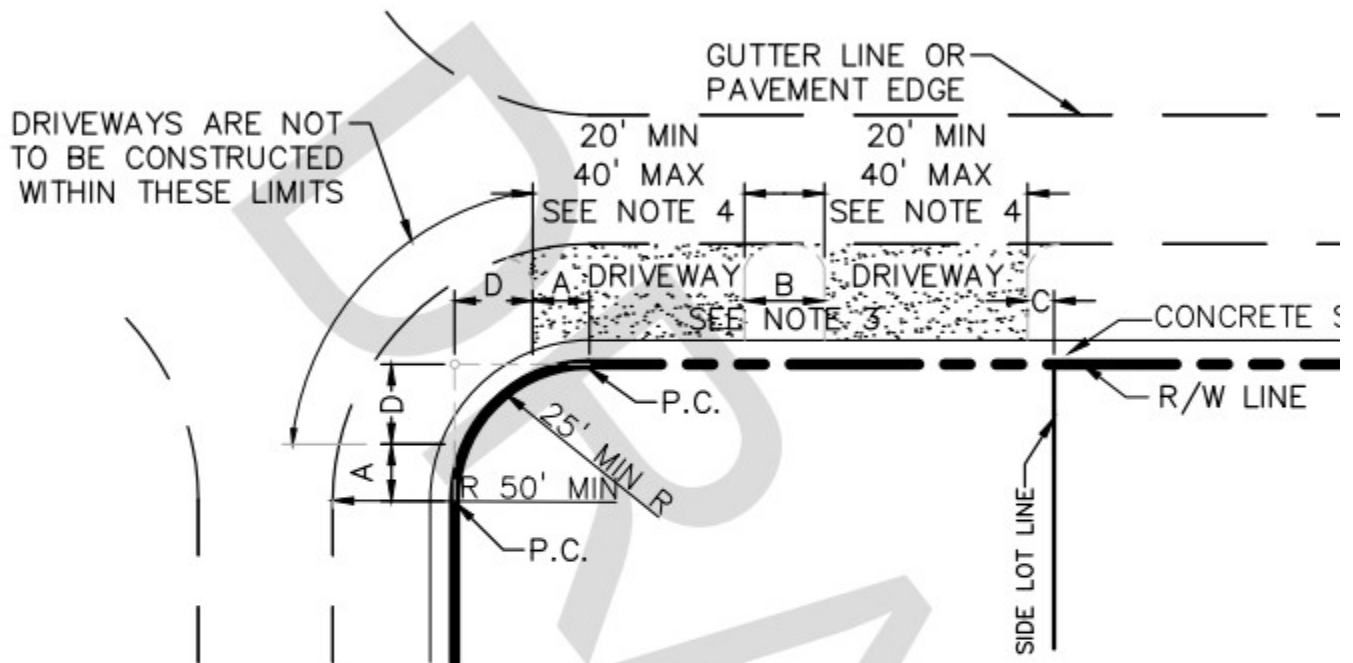
To: Emily Balter <ebalter@brzoninglaw.com>

Cc: Michael W. Larkin <MLarkin@brzoninglaw.com>

Subject: RE: PB-19-0304, 251 Washington Avenue

Emily,

The plans look ok to me but I would like to make sure the driveway spacing will follow the city standards. Per the standards there must be a 20 feet spacing between the two driveways.



LOCATION	DIMENSION
A	10' MAX
B	20' MIN
C	5' MIN
D	15' MIN

NOTES:

1. WHERE THE INTERSECTION ANGLE ϕ IS 90° OR LESS, DIMENSION "A" CONTROLS
2. WHERE THE INTERSECTION ANGLE ϕ IS OVER 90°, DIMENSION "D" CONTROLS
3. WHEN THIS DISTANCE IS LESS THAN 50', THE AREA SHALL BE PAVED AND CONCRETE CURB CONSTRUCTED AT THE BACK OF SIDEWALK.
4. WIDTHS BETWEEN 40' & 60' WILL BE PERMITTED ON FRONTAGES 130' OR GREATER, PROVIDED DIMENSIONS REMAIN AS SHOWN ON TABLE BELOW.
5. DRAINAGE IS REQUIRED IN DRIVEWAY AREA.



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 **Please do not print this e-mail unless necessary.**

From: Emily Balter <ebalter@brzoninglaw.com>
Sent: Tuesday, March 15, 2022 3:38 PM
To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Cc: Michael W. Larkin <MLarkin@brzoninglaw.com>
Subject: RE: PB-19-0304, 251 Washington Avenue

[THIS MESSAGE COMES FROM AN EXTERNAL EMAIL - USE CAUTION WHEN REPLYING AND OPENING LINKS OR ATTACHMENTS]

Good afternoon Firat, Hope all is well!

I am circling back on the school project at 251 Washington Avenue to provide you with the updated plans and the previously approved plans, and verify your two points. Please find attached. As noted below, the intensity and operation of the school are not changing. The vehicular circulation is expanding as it will now be entirely under the new structure. However, vehicular access is still limited to and from the alleyway and the driveway openings are 11’.

Please let us know if you have any follow up questions or concerns. Thanks!



Emily Balter

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From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Sent: Wednesday, February 23, 2022 10:33 PM
To: Emily Balter <ebalter@brzoninglaw.com>
Cc: Michael W. Larkin <MLarkin@brzoninglaw.com>
Subject: Re: PB-19-0304, 251 Washington Avenue

Hello Emily,

This is a never ending application :)

The intensity is not changing, and neither is the entrance nor exit ramps. The dimensions appear to be compliant with the required 10 feet opening for access driveways.

If you can verify the above, you may provide this email as verification that no meeting is required from Transportation Dept and no revisions are necessary to the previous traffic statement.

Sincerely,



*Firat Akcay
Transportation Engineer
Transportation and Mobility Department
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Tel: 305-673-7000, ext 26839*

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Please do not print this e-mail unless necessary.

From: Emily Balter <ebalter@brzoninglaw.com>
Date: Wednesday, February 23, 2022 at 8:05 PM
To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Cc: Michael W. Larkin <MLarkin@brzoninglaw.com>
Subject: PB-19-0304, 251 Washington Avenue

[THIS MESSAGE COMES FROM AN EXTERNAL EMAIL - USE CAUTION WHEN REPLYING AND OPENING LINKS OR ATTACHMENTS]

Good evening Firat,

Hope all is well!

As you may recall, we represent the private school, Basecamp 305, with regards to their properties south of Fifth Street. In 2019, we went through a series of PB and HPB applications for renovations at 224 2nd Street, temporary operation at 420 Jefferson Avenue, and a two-story temporary tent structure at 251 Washington Avenue. The renovations at 224 2nd Street are almost complete, and the

students are ready to move out of the offices at 420 Jefferson Avenue. Looking into the future, the school is ready to plan at 251 Washington Avenue.

We met with Rogelio Madan to discuss modification of the PB Conditional Use Permit for this site and will be meeting with Debbie Tackett tomorrow to discuss design of the proposed new structure. The new project will be a 4-story permanent structure. However, the operator (Basecamp 305) and the maximum number of students (40) will be the same as provided in the 2019 CUP approval. Please find the Order attached. The applicant is proposing to increase the number of parking spaces. We anticipate this will have no change to the previously provided traffic assessment, besides the referenced site plan. Please find attached.

We would like to meet with you and discuss the current traffic assessment. We believe the permanent structure proposed provides an improved traffic flow and more efficient parking spaces. Since we have no change in the number of students, we would like to leverage the previous traffic assessment in lieu of an entirely updated report.

Please let us know your soonest availability to meet and discuss the project and traffic assessment. Thanks!



Emily Balter

Bercow Radell Fernandez Larkin + Tapanes

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June 20, 2019

Mr. Firat Akcay
City of Miami Beach
1688 Meridian Avenue, Suite 801
Miami Beach, Florida 33139

**Re: 251 Washington Avenue
Traffic Assessment
Miami Beach, Florida**

Dear Mr. Akcay:

Kimley-Horn and Associates, Inc. has performed a traffic assessment for the development located at 251 Washington Avenue in Miami Beach, Florida. Currently, the parcel proposed for development is vacant. The proposed development will consist of a 40-student elementary school. The proposed elementary school is expected to operate from 7:00 A.M. to 3:00 P.M. Note that the elementary school will operate with a student arrival drop-off and dismissal pick-up range rather than a specific arrival and dismissal time. This will allow parents and guardians the flexibility to drop-off and pick-up students based on their schedule. The morning arrival drop-off period is expected to be between 7:00 A.M. to 9:00 A.M. and the afternoon dismissal pick-up between 1:00 P.M. to 3:00 P.M.

The school is expected to have a local student population and it is expected that most students will walk to the school accompanied by a parent or guardian. Access to the elementary school by vehicle drop-off and pick-up is from Collins Court. A conceptual site plan and location map for the proposed development are included in Attachment A-1. The assessment is consistent with the requirements outlined by the City of Miami Beach. Methodology correspondence detailing the traffic assessment requirements are included in Attachment B-1. The following sections summarize our traffic assessment.

TRIP GENERATION ANALYSIS

The trip generation analysis was conducted using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition for the proposed development plan. The analysis utilized ITE Land Use Code (LUC) 520 (Elementary School) for the proposed development.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in the vicinity of the development. The US Census data indicated that there is a 20.9 percent (20.9%) multimodal factor within the vicinity of the development. However, based on input from City staff, a multimodal factor of 20.0 percent (20.0%) cap was applied to the trip generation calculations. It is expected that a significant portion of students, parents, and visitors will choose to walk, bike, or use public transit to and from the proposed development.

The proposed development is expected to generate 22 weekday net new A.M. peak hour trips and 11 weekday net new P.M. peak hour of generator trips. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment C-1.

QUEUING ANALYSIS

A vehicle queuing analysis was prepared during the weekday A.M. and P.M. peak hours at the proposed student drop-off/pick-up area located along Collin Court. The queuing analysis was conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. The analysis was performed to determine if the student drop-off/pick-up area can accommodate vehicular queues without blocking travel lanes on Collins Court.

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels. Please note that a elementary school aide will be stationed at the drop-off/pick-up area to assist with student loading and unloading. The service time for student drop-off/pick-up operation corresponds to the following:

- Vehicle arrives within drop-off/pick-up area and prepares to unload student: 15 seconds
- Elementary school aide unloads/loads student to/from vehicle: 60 seconds
- Vehicle departs drop-off/pick-up area: 15 seconds
- Total Service Time: 90 seconds (1.5 minutes)

The calculated service time for vehicles is 1.5 minutes for student drop-off/pick-up. To provide a conservative analysis a 2.0-minute service time was utilized.

If the coefficient of utilization (average service rate/service capacity) is greater than one (>1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the drop-off/pick-up area.

The analysis determined the required queue storage, M , which is exceeded P percent of the time. This analysis seeks to examine if the queue length exceeds the storage provided, at a level of confidence of 95 percent (95%). The results indicate that sufficient storage is provided to accommodate the expected vehicle queues during drop-off/pick-up operations during the weekday A.M. and P.M. peak periods. Detailed 95th percentile queuing calculations are provided in Attachment D-1.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours. The applicant will commit to implementing the following strategies:

- Providing 12 secure, short-term bicycle parking spaces with bicycle racks and lockers
- Providing transit information within the site including route schedules and maps
- Providing wide hallways
- Providing elevators that can accommodate bicycles

Please note that three (3) Citi Bike stations with 16 bike docks are located along Washington Avenue just north of 3rd Street, along Collins Avenue just south of 2nd Street, and along Ocean Drive just north of 2nd Street.

CONCLUSION

The proposed development is expected to generate 22 weekday net new A.M. peak hour trips and 11 weekday net new P.M. peak hour of generator trips. Based on the results of the vehicle queuing analysis for the proposed student drop-off/pick-up area located along Collins Court, sufficient storage is provided to accommodate the expected vehicle queues during drop-off/pick-up operations during the weekday A.M. and P.M. peak periods. Additionally, the applicant has committed to several TDM strategies that are proposed to reduce the impacts of the project traffic on the surrounding roadway network.

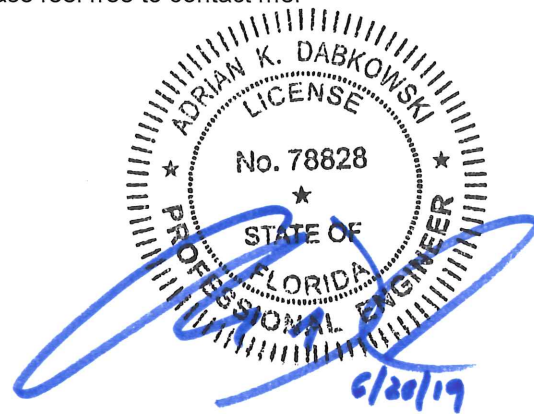
If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

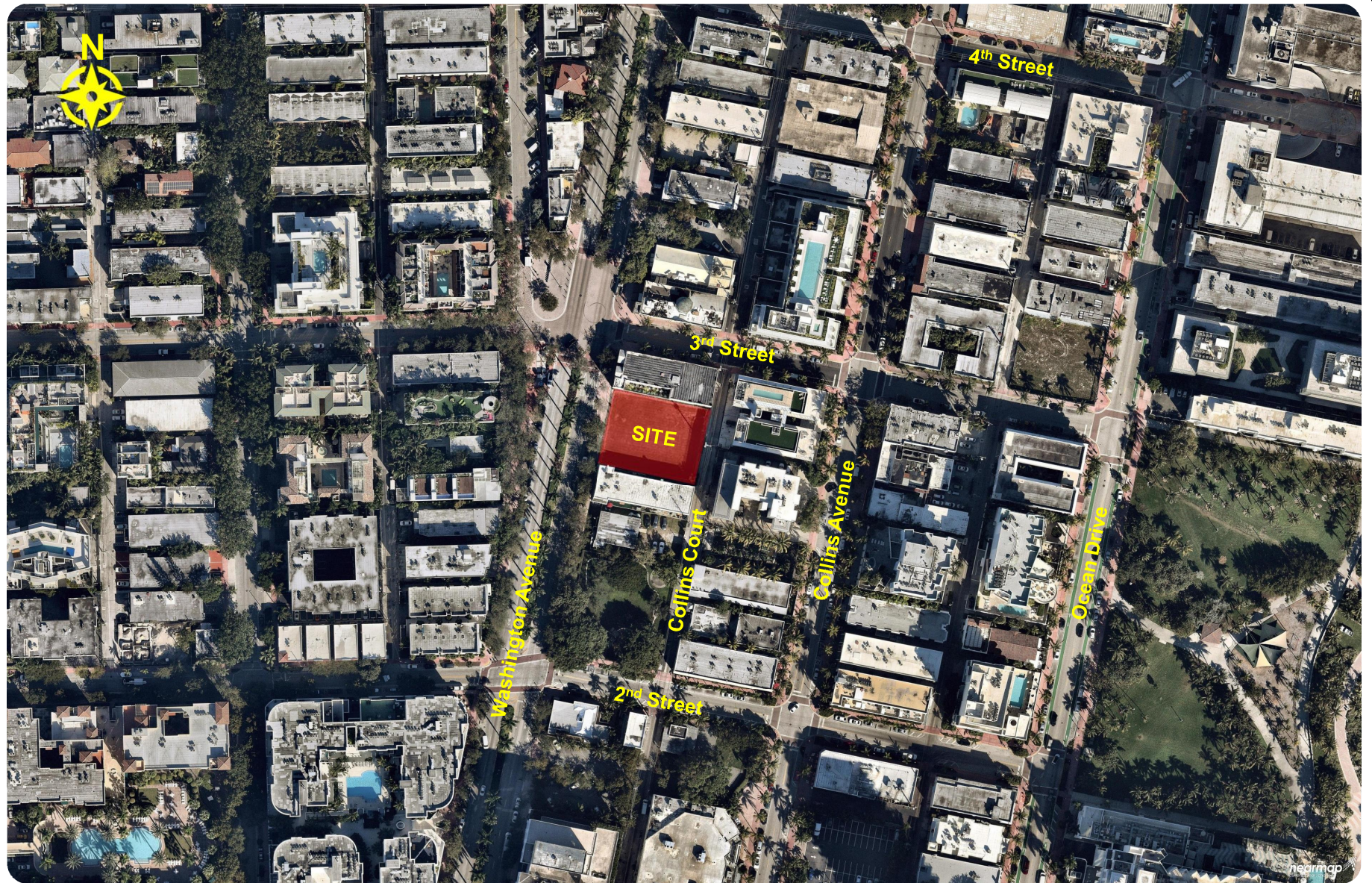


Adrian K. Dabkowski, P.E., PTOE
Associate

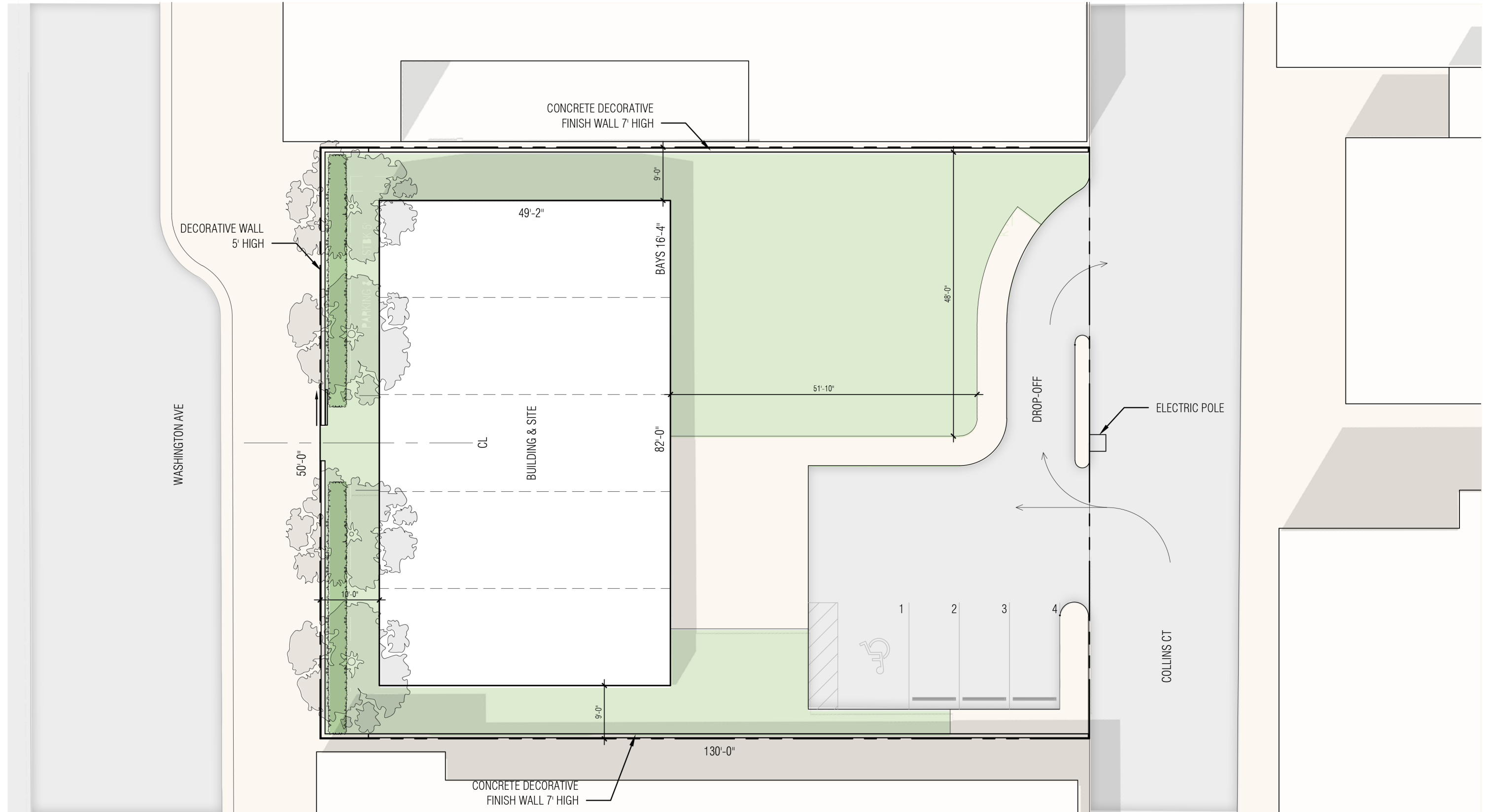


Adrian K. Dabkowski, P.E., PTOE
Florida Registration Number 78828
Kimley-Horn and Associates, Inc.
600 North Pine Island Road, Suite 450
Plantation, Florida 33324
CA # 00000696

Attachment A-1
Conceptual Site Plan and Location Map



SITE PLAN



Attachment B-1
Methodology Correspondence

Iliev, Alex

From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Sent: Tuesday, June 18, 2019 5:04 PM
To: Dabkowski, Adrian
Cc: Ferrer, Josiel; Iliev, Alex; John D Marshall; Emily Balter
Subject: RE: 251 Washington Avenue | Traffic Assessment Methodology

Follow Up Flag: Follow up
Flag Status: Flagged
Categories: External

Thank you Adrian, we have no further comments on the methodology.



Firat Akcay, M.S.C.E. MBA
Transportation Analyst
Transportation Department
1688 Meridian Avenue, Suite 801, Miami Beach, FL 33139
Tel: 305-673-7000, ext 6839

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From: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Sent: Tuesday, June 18, 2019 4:38 PM
To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Cc: Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>; Iliev, Alex <Alex.Iliev@kimley-horn.com>; John D Marshall <john@jdmmarshall.com>; Emily Balter <ebalter@brzoninglaw.com>
Subject: RE: 251 Washington Avenue | Traffic Assessment Methodology

Good afternoon Firat:

Attached is the updated methodology including the PM peak hour of generator calculation which fits the 1:00 to 3:00 PM dismissal period.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Mobile: 303-990-2761

From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Sent: Tuesday, June 18, 2019 1:47 PM
To: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Cc: Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>; Iliev, Alex <Alex.Iliev@kimley-horn.com>; John D Marshall

<john@jdmarschall.com>; Emily Balter <ebalter@brzoninglaw.com>
Subject: RE: 251 Washington Avenue | Traffic Assessment Methodology

Adrian,

The only comment I have is due to school operating times being outside of the typical PM peak hours used in the trip generation summary, I suggest using the PM peak hour of generator for a conservative analysis.
Thank you



Firat Akcay, M.S.C.E. MBA
Transportation Analyst
Transportation Department
1688 Meridian Avenue, Suite 801, Miami Beach, FL 33139
Tel: 305-673-7000, ext 6839

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Firat Akcay

From: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Sent: Monday, June 17, 2019 4:37 PM
To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Cc: Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>; Iliev, Alex <Alex.Iliev@kimley-horn.com>; John D Marshall <john@jdmarschall.com>; Emily Balter <ebalter@brzoninglaw.com>
Subject: 251 Washington Avenue | Traffic Assessment Methodology

Good afternoon Firat:

Our proposed traffic assessment methodology for the proposed elementary school located at 251 Washington Avenue is attached. Please let us know if the City has any comments.

Thank you
Adrian


Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Mobile: 303-990-2761



MEMORANDUM

To: Firat Akcay
City of Miami Beach

Cc: Josiel Ferrer-Diaz, P.E., City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE 
Alex Iliev, E.I. 

Date: June 18, 2019

**Subject: 251 Washington Avenue
Traffic Assessment Methodology**

The purpose of this memorandum is to summarize the traffic assessment methodology for the proposed development located at 251 Washington Avenue in Miami Beach, Florida. Currently, the parcel proposed for development is vacant. The proposed development will consist of a 40-student elementary school. The proposed elementary school is expected to operate from 7:00 A.M. to 3:00 P.M. Note that the elementary school will operate with a student arrival drop-off and dismissal pick-up range rather than a specific arrival and dismissal time. This will allow parents and guardians the flexibility to drop-off and pick-up students based on their schedule. The morning arrival drop-off period is expected to be between 7:00 to 9:00 A.M. and the afternoon dismissal pick-up between 1:00 to 3:00 P.M.

The school is expected to have a local student population and it is expected that most students will walk to the school accompanied by a parent or guardian. Access to the elementary school by vehicle drop-off and pick-up is from Collins Court. A conceptual site plan and location map for the proposed development are included in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual*, 10th Edition. Trip generation for the proposed development was based on ITE Land Use Code (LUC) 520 (Elementary School).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in the vicinity of the development. The US Census data indicated that there is a 20.9 percent (20.9%) multimodal factor within the vicinity of the development. However, based on input from City staff, a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations to account for the urban environment in which the project site is located. It is expected that a portion of students, parents, and visitors will choose to walk, bike, or use public transit to and from the proposed development.

The development is expected to generate 22 weekday net new A.M. peak hour trips and 11 weekday net new P.M. peak hour of generator trips. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

QUEUING ANALYSIS

A vehicle queuing analysis will be prepared during the weekday A.M. and P.M. peak hours at the proposed student drop-off/pick-up area located along Collins Court. The queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. The analysis will be prepared for the 95th percentile confidence interval. Please note that an elementary school aide will be stationed at the drop-off/pick-up area to assist with student loading and unloading. The service time for student drop-off/pick-up operation corresponds to the following:

- Vehicle arrives within drop-off/pick-up area and prepares to unload student: 15 seconds
- Elementary school aide unloads/loads student to/from vehicle: 60 seconds
- Vehicle departs drop-off/pick-up area: 15 seconds
- Total Service Time: 90 seconds (1.5 minutes)

To provide a conservative analysis, a total service time of 2.0 minutes will be utilized in the analysis.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies will be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives during the typical workday hours.

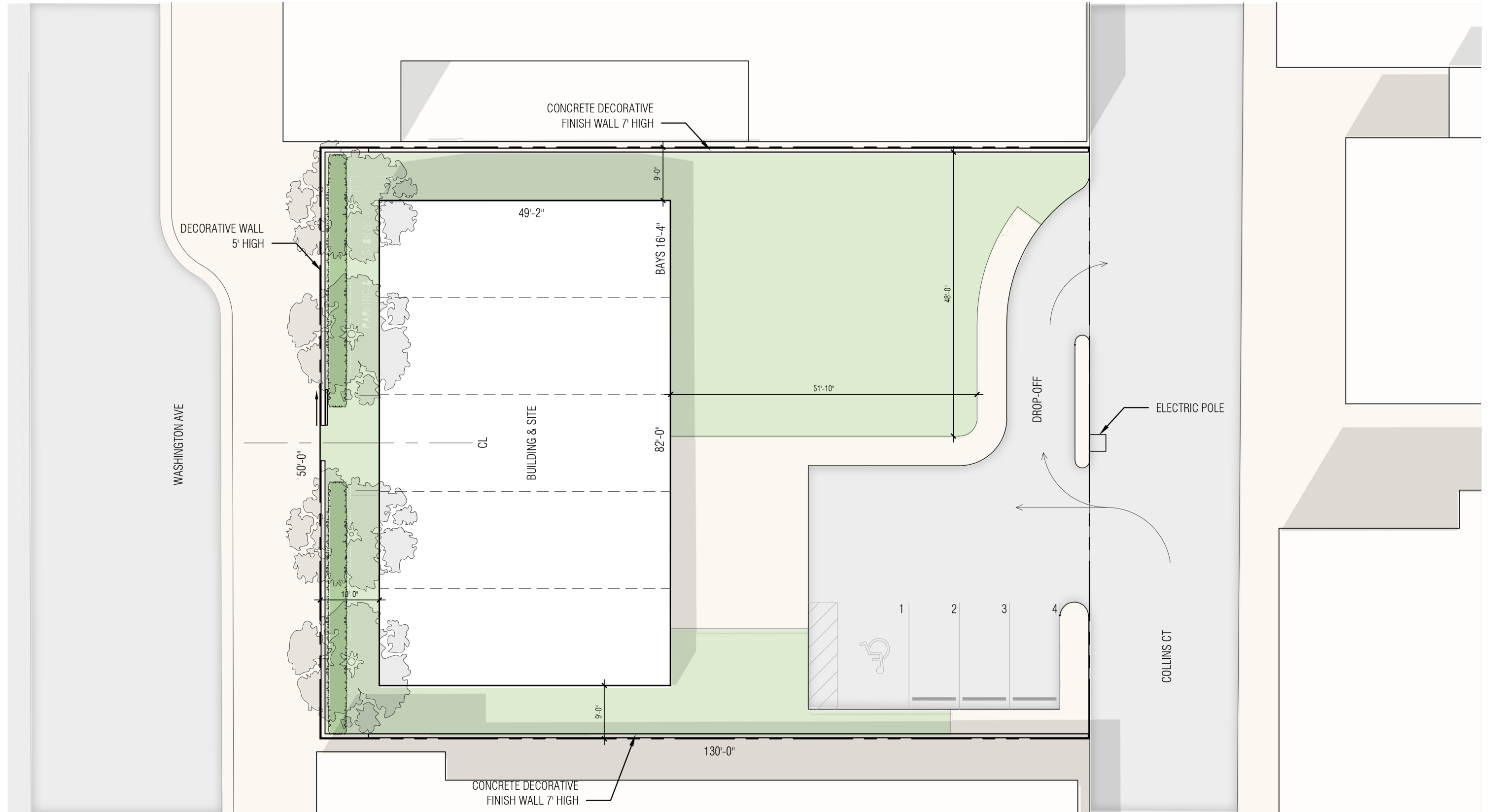
DOCUMENTATION

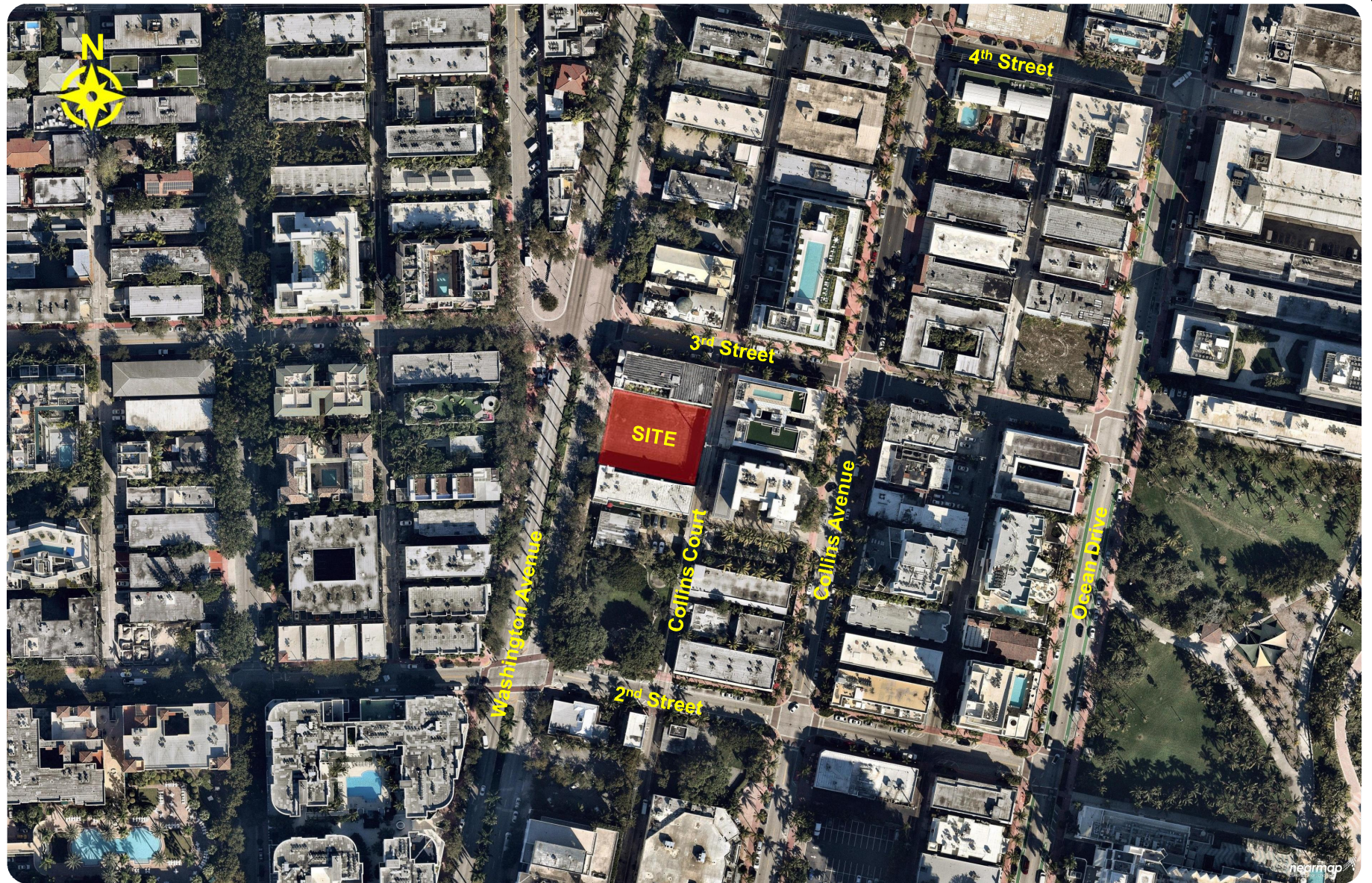
The results of the traffic study will be summarized in a technical letter. The letter will include supporting documents including calculations and output worksheets. The letter will also include text and graphics necessary to summarize the assumptions and analysis.

Attachment A

Conceptual Site Plan and Location Map

SITE PLAN





Attachment B

Trip Generation Calculations and
U.S. Census Journey to Work Data

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
						In	Out																					
GROUP 1	1	Elementary School	10	520	40	STU	54%	46%	15	12	27	20.0%	5	12	10	22	0.0%	0	12	10	22	0.0%	0	12	10	22		
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		ITE Land Use Code	Rate or Equation			Total:			15	12	27	20.0%	5	12	10	22	0.0%	0	12	10	22	0.0%	0	12	10	22		
		520	Y=0.67(X)																									

PROPOSED WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS						
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total				
						In	Out																						
GROUP 2	1	Elementary School	10	520	40	STU	45%	55%	6	8	14	20.0%	3	5	6	11	0.0%	0	5	6	11	0.0%	0	5	6	11			
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	14																												
	15																												
		ITE Land Use Code	Rate or Equation			Total:			6	8	14	20.0%	3	5	6	11	0.0%	0	5	6	11	0.0%	0	5	6	11			
		520	Y=0.34(X)																										



B08301

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

2013-2017 American Community Survey 5-Year Estimates

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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.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that 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.

$$(222+11+118)/1,680=20.9\%$$

	Census Tract 45, Miami-Dade County, Florida	
	Estimate	Margin of Error
Total:	1,680	+/-350
Car, truck, or van:	938	+/-263
Drove alone	793	+/-205
Carpooled:	145	+/-163
In 2-person carpool	145	+/-163
In 3-person carpool	0	+/-13
In 4-person carpool	0	+/-13
In 5- or 6-person carpool	0	+/-13
In 7-or-more-person carpool	0	+/-13
Public transportation (excluding taxicab):	222	+/-153
Bus or trolley bus	174	+/-148
Streetcar or trolley car (carro publico in Puerto Rico)	0	+/-13
Subway or elevated	14	+/-23
Railroad	34	+/-53
Ferryboat	0	+/-13
Taxicab	0	+/-13
Motorcycle	0	+/-13
Bicycle	11	+/-17
Walked	118	+/-78
Other means	14	+/-23
Worked at home	377	+/-164

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 Accuracy of the Data). 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.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions 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 definitions 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 Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Attachment C-1
Trip Generation

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
						In	Out																					
1	1	Elementary School	10	520	40	STU	54%	46%	15	12	27	20.0%	5	12	10	22	0.0%	0	12	10	22	0.0%	0	12	10	22		
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	14																											
	15																											
		ITE Land Use Code	Rate or Equation			Total:		15	12	27	20.0%	5	12	10	22	0.0%	0	12	10	22	0.0%	0	12	10	22			
		520	Y=0.67(X)																									

PROPOSED WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS						
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total				
						In	Out																						
2	1	Elementary School	10	520	40	STU	45%	55%	6	8	14	20.0%	3	5	6	11	0.0%	0	5	6	11	0.0%	0	5	6	11			
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		ITE Land Use Code	Rate or Equation			Total:		6	8	14	20.0%	3	5	6	11	0.0%	0	5	6	11	0.0%	0	5	6	11				
		520	Y=0.34(X)																										



B08301

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Universe: Workers 16 years and over

2013-2017 American Community Survey 5-Year Estimates

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$$(222+11+118)/1,680=20.9\%$$

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Worked at home	377	+/-164

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 Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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entities.

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Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

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8. An '(X)' means that the estimate is not applicable or not available.

Attachment D-1
Queuing Analysis

Student Drop-off (A.M. Peak Hour)

Arrival Rate

Drop-off
12

 veh/hr

Service Rate

Drop-off
2.00

 mins/veh

Level of Confidence = 0.95
Storage Provided On-Site = 2 vehicles

Total Entering and Exiting Vehicles(q) = 12 veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) = 30.00 veh/hr/pos
Average Service Rate (t) = 2.00 mins/veh
rho (t/Q) = 0.400

	N		N-1		
0.70	1		0	P(n=0)=	1.000
0.75	2		1	P(n=1)=	0.000
Service Time = 2.00 mins/veh					

Expected (avg.) number of vehicles in the system	E(m)=	0.27	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.67	
Mean time in the queue	E(w)=	1.33	mins
Mean time in system	E(t)=	3.33	mins

Proportion of customers who wait (P) (E(w) > 0)=		40.00%	
Probability of a queue exceeding a length (M) P(x > M)=		5.00%	

Queue length which is exceeded 5.00% of the times is equal to 1.1 vehicles

Student Pick-up (P.M. Peak Hour)

Arrival Rate

Pick-up
5

 veh/hr

Service Rate

Pick-up
2.00

 mins/veh

Level of Confidence = 0.95
Storage Provided On-Site = 2 vehicles

Total Entering and Exiting Vehicles(q) = 5 veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) = 30.00 veh/hr/pos
Average Service Rate (t) = 2.00 mins/veh
rho (t/Q) = 0.167

	N		N-1		
0.70	1		0	P(n=0)=	1.000
0.75	2		1	P(n=1)=	0.000
Service Time = 2.00 mins/veh					

Expected (avg.) number of vehicles in the system	E(m)=	0.03	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.20	
Mean time in the queue	E(w)=	0.40	mins
Mean time in system	E(t)=	2.40	mins

Proportion of customers who wait (P) (E(w) > 0)= 16.67%
Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the times is equal to 0.1 vehicles