Operations Plan

Private School

Rendering by Touzet Studio

245-251 Washington Avenue

Miami Beach, Florida

Table of Contents

CONCEPT

The vision for this site is to beautify the vacant lot with a temporary location to serve as additional classroom, open space, and parking for a school at 224 2nd Street.

The proposed temporary location is strategically located between a residential neighborhood, businesses, and offices. The hope is to have the school located at the Property for a period of time not to exceed three (3) years.

The property, and proposed design, will foster a safe environment for growth and development of the child. The school intends to have students learning inside and outside of the classroom with games, gardening, playing, painting, science experiments, etc.

STUDENT CAPACITY

The school will gradually increase to an enrollment of forty (40) students. The ages of the students will be between four (4) and seven (7) years old. The school will have an open concept floor plan with one main assembly area on the first floor and two individual classroom spaces on a mezzanine level.

DROP-OFF/ PICK-UP

The school will efficiently utilize access from Washington Avenue and Collins Court. Vehicle access and parking will be from the rear, and pedestrian and bicycle access will be from the primary front.

The hours of operation will be between 7:00 AM and 3:00 PM. Although, classes will not begin until 9:00 AM. This intentionally permits sufficient drop-off and pick-up time. Students will be permitted to arrive between 7:00 AM and 9:00 AM, and pick-up will being at 1:00 PM.

Drop-off and pick-up will occur on site. The driveway will be accessible from Collins Court. The property will also incorporate five (5) bicycle racks for school employees and parents. As a school located within a mix of residential and businesses, the expectation is that a number of parents and guardians will walk to drop-off and pick-up the children.

STAFFING

In order to accommodate the steadily growing student capacity, the school staff is also projected to increase over time. Depending on the number of students enrolled, the maximum number of staff will be composed as follows:

- Four (4) full-time teachers
- One (1) full-time school administrator
- One (1) part-time staff member for food and snack distributions
- A janitorial service for daily cleaning.

ACCESS & SECURITY

All external access points will be secured during school hours. Vehicle drop-off and pick-up will be strictly located within the onsite driveway accessible from Collins Court. Staff will have secured access to the gates and temporary structure. The property will be equipped with video surveillance throughout. Additionally, the school will research hiring off-duty Miami Beach Police Department Officers.

DELIVERIES & COLLECTIONS

The following procedures will be implemented to ensure minimal impact on local residents and neighboring businesses:

All deliveries will be received within the on-site driveway. Deliveries will only be accepted between the hours of 7:00 AM to 5:00 PM. Due to the nature of use as a modestly sized school, the quantity and frequencies of deliveries will be limited.

Trash collection will similarly occur on the east side of the property from Collins Court. Collection will be take place during the City's regularly scheduled times for this property.

Kimley»Horn

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
- Proving 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
LICENSE
No. 78828
STATE OF
FLORIDA
PROFESSIONAL ENGINEER
6/20/19

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

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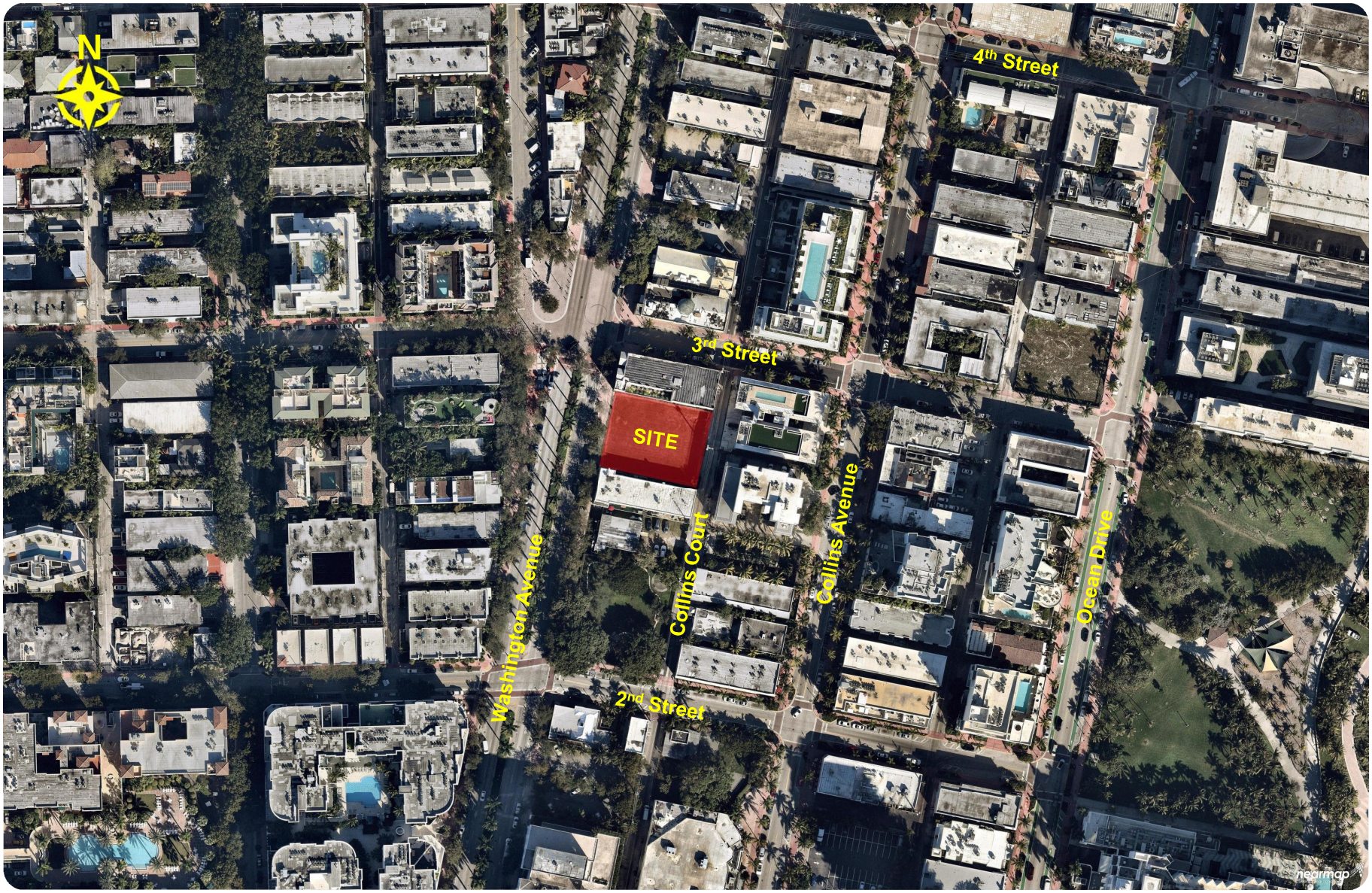
Attachment A-1

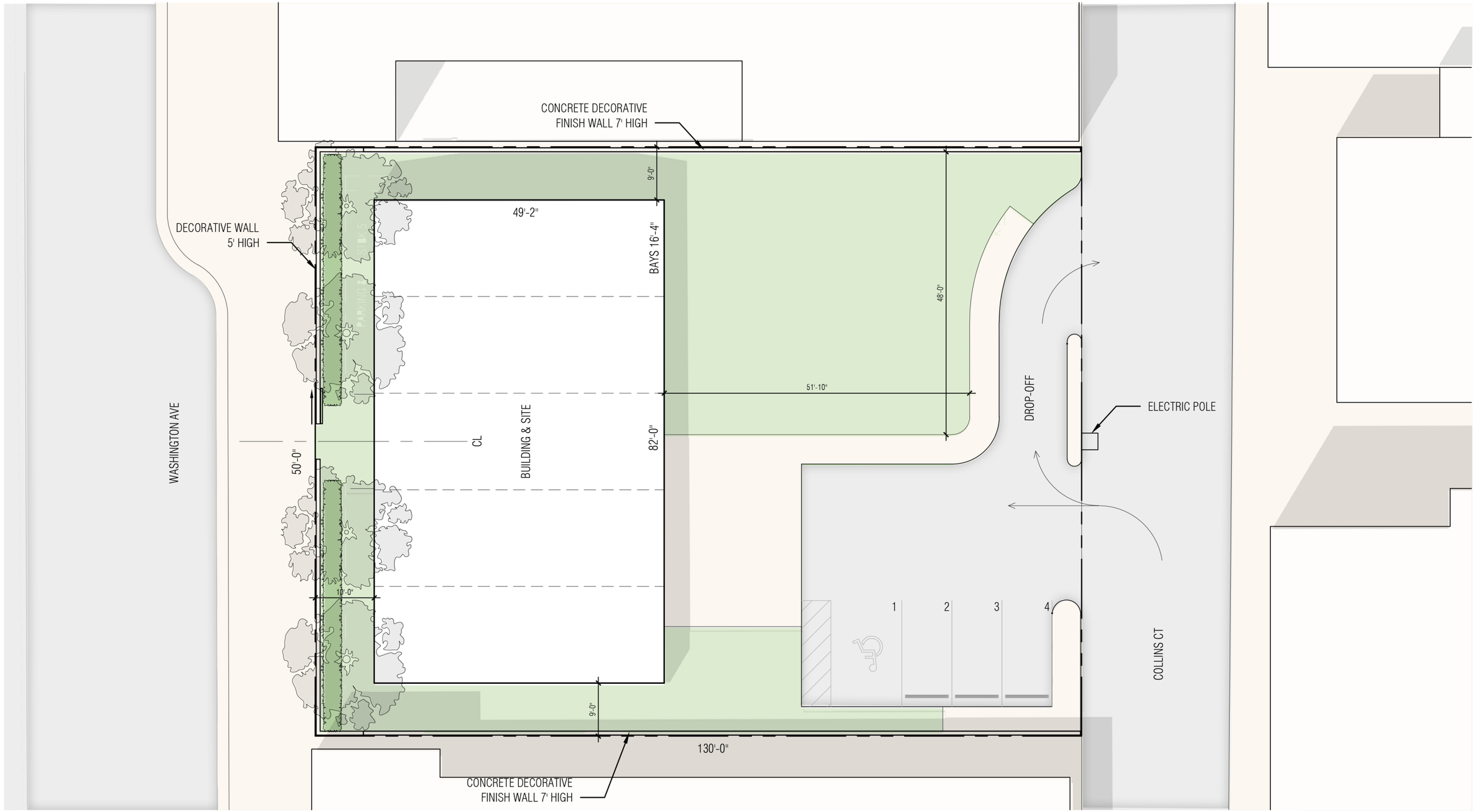
Conceptual Site Plan and Location Map



Kimley»Horn

Figure 1
Location Map
251 Washington Avenue
Miami Beach, Florida

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.

MIAMIBEACH RISING ABOVE

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

We are committed to providing excellent public service and safety to all who live, work and play in our vibrant, tropical, historic community.

Please do not print this e-mail unless necessary.

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@jdmarshall.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@jdmarshall.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

MIAMIBEACH RISING ABOVE

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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Please do not print this e-mail unless necessary.

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@jdmarshall.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

Kimley»Horn

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.

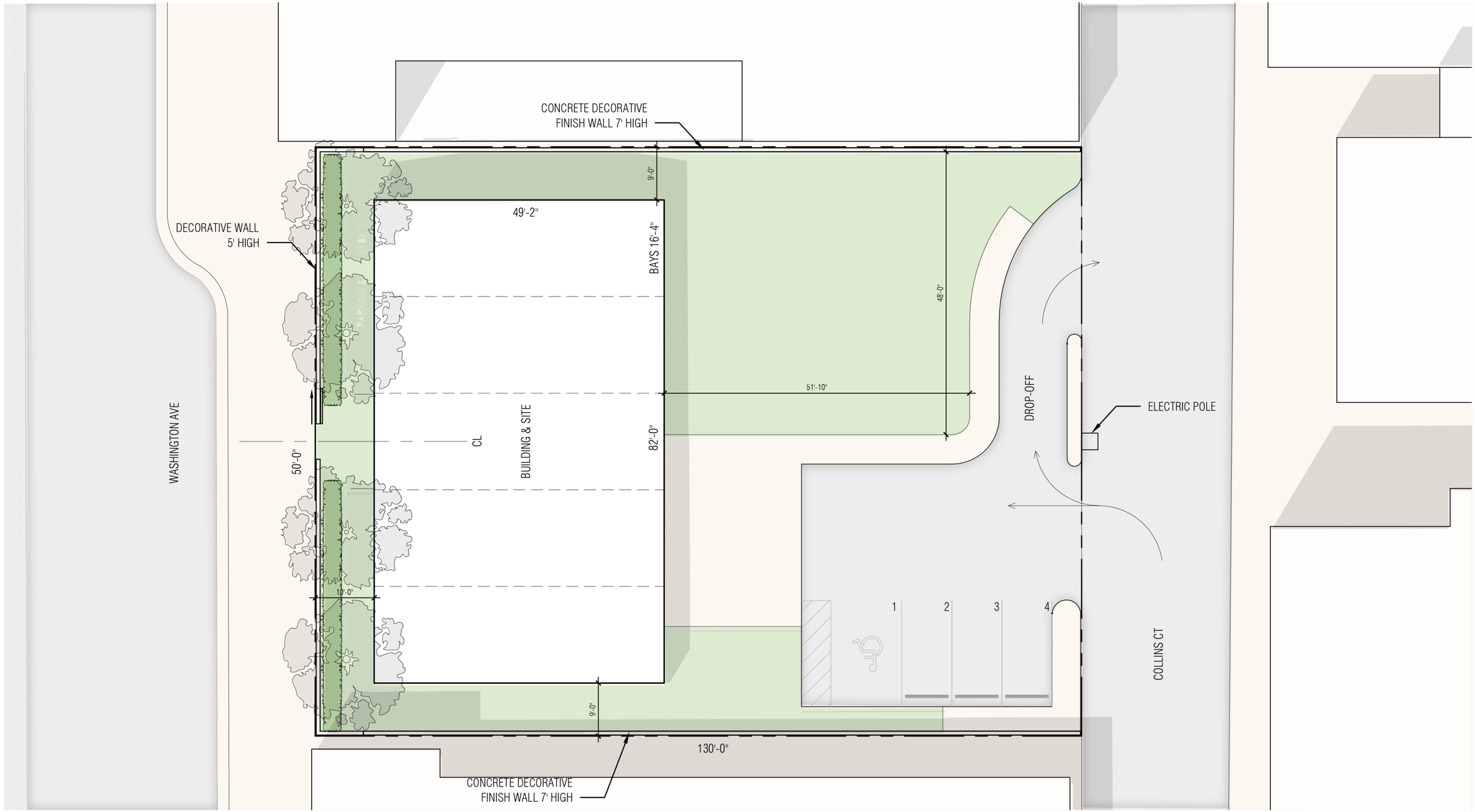
DOCUMENTATION

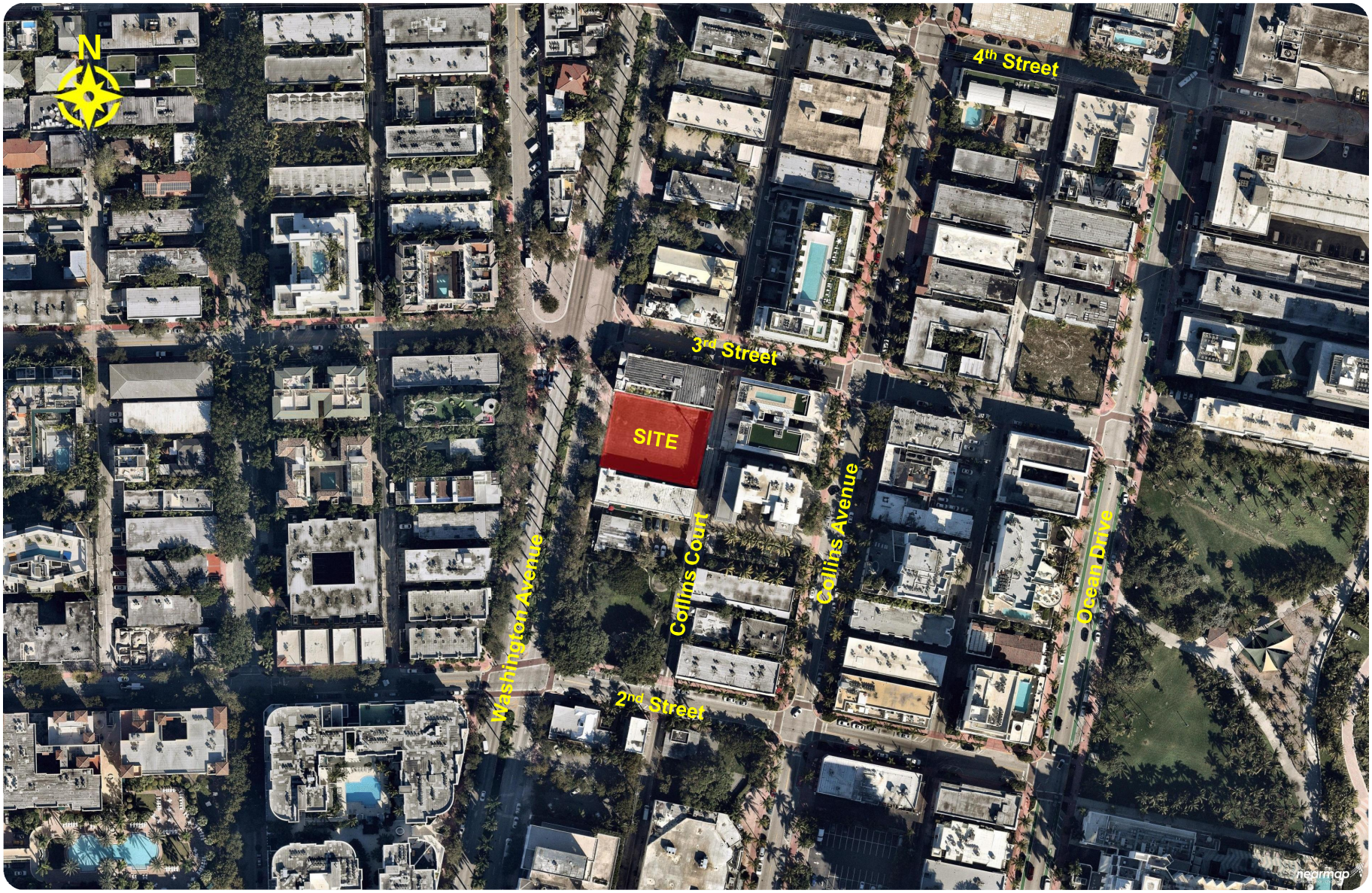
The results of the traffic study will be summarized in a technical letter. The letter will include supporting documents including calculations and output worksheets. The letter will also include text and graphics necessary to summarize the assumptions and analysis.

Attachment A

Conceptual Site Plan and Location Map

SITE PLAN





Kimley»Horn

Figure 1
Location Map
251 Washington Avenue
Miami Beach, Florida

Attachment B

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

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		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	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
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

		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	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
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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		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

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

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

		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		
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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 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

Demolished by Emergency Demolition Order of Building Official 2003

☐☐☐☐☐

STATUS: CONTRIBUTING

ADDRESS: 245 WASHINGTON AVENUE

OTHER ADDRESSES:

LEGAL: BLOCK 8, LOT 14 ZONING: RPS-3

NEIGHBORHOOD DISTRICT: OCEAN BEACH - ORIGINAL SUBDIVISION

ORIGINAL OWNER: M. STEINHARDT CURRENT OWNER: BEATRICE KALSTEIN 245 WASHINGTON AVE. MIAMI BEACH, FL 33139.

PROPERTY NAME: PREVIOUS NAMES: MECCA APARTMENTS

ARCHITECT: B. KINGSTON HALL DATE OF CONSTRUCTION: 1936

STYLE/PERIOD: MEDITERRANEAN / ART-DECO TRANSITIONAL EXTERIOR CONDITION: ~~POOR~~ POOR (UNSECURE)

CURRENT USE: RESIDENTIAL (VACANT)

STATEMENT OF SIGNIFICANCE: MODEST FACADE (STUCCO) W/ SCORED HORIZONTAL BANDING ACROSS FRONT; SYMMETRICAL AXIS W/ BANDED & FLUTED PILASTER ENTRY WAY; TILE CAPPED PARAPET

PREPARED BY: F. DEL TORO DATE: 1996

[redacted]

Owner MRS. LINA PASCAL

Permit No. 39569 Cost $ 19,000....

rear of Lot 15 Block 8 Subdivision OCEAN BEACH Address 251 Washington Avenue (rear)

General Contractor Val Sokoloff 1100

Bond No. none

Architect Leonard Glasser

Engineer

Zoning Regulations: Use BB Area 19 Lot Size 50 X 130

Building Size: Front 30' Depth 58' Height 12' Stories 1

Certificate of Occupancy No.

Use APARTMENT HOUSE- 4 UNITS- 1 bedroom & 1 bath each uni

Type of Construction #2 CBS Foundation Spread Footing 12 x 24 Roof Flat Date Sept. 24,1952

PLUMBING Contractor # 34003 M. H. Robertson Sewer Connection Date Oct. 6, 1952

Temporary Water Closet

Water Closets 4
Lavatories 4
Bath Tubs 4
Showers
Urinals
Sinks 4
Dish Washing Machine
Laundry Trays
Laundry Washing Machines
Drinking Fountains
Floor Drains
Grease Traps
Safe Wastes

Swimming Pool Traps
Steam or Hot Water Boilers
ROUGH APPROVAL E. Cox, 10-9-52
FINAL APPROVAL OK, E. Cox, 1-5-53

Down Spouts
Wells

METRO ORD. #75-34
REGISTRATION DATE 5-4-78

GAS Contractor
Gas Ranges 4
Elec. Gas Water Heaters 4
Gas Space Heaters
Gas Refrigerators
Gas Steam Tables
Gas Broilers

Gas Ovens
Gas Clothes Drying Machine
Gas Vents for Stove

GAS Rough APPROVAL L. Rothman, 11-14-52
GAS FINAL APPROVAL OK, E. Cox, 12-31-52

AIR CONDITIONING Contractor
SEPTIC TANK Contractor
OIL BURNER Contractor
SPRINKLER Contractor

ELECTRICAL Contractor #37989 Kenny Electric Co: Date Nov.6,1952

OUTLETS: Switches 28, Lights 28, Receptacles 32
HEATERS: Water 4, Space 4
FIXTURES 28

Ranges
Irons 4
Refrigerators 4
Fans
Motors
Appliances

Temporary Service
Neon Transformers
Sign Outlets
Meter Change
Centers of Distributions 8
Service 1,
Violations

Electrical Contractor Date

FINAL APPROVAL By H. Rosser Date 12-29-52

Alterations or Repairs—Over

Building Permits:

Plumbing Permits:

Electrical Permits:

PALL MALL APARTMENTS

Owner LOUIS PALL | Mailing Address | Permit No. 10413

Lot 15 Block 8 | Subdivision Ocean Beach | No. 251 Street Washington Ave | Date Oct.12-1937

General Contractor Jess E. Marcoux | Address

Bond # 1716

Architect Edw. A. Nolan | Address N-C

Front 40' Depth 55' | Height | Stories 2 | Use Apartment house 4- units

Type of construction c/b/s/ | Cost C$ 18,000.oo | Foundation spread footing | Roof flat

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Plumbing Contractor Fixzit # 10503 | Address | Date Oct.21-1937

No. fixtures 42 | Rough approved by Gas OK JJ Farrey- Nov.5-1937 | Date

Gas OK JJ Farrey- Nov.10-1937

~~No. Receptacles~~ GAS - 12 -

Plumbing Contractor | Address | Date

No. fixtures set | Final approved by | Date

Sewer connection - 1 -- | Septic tank | Make | Date

Electrical Contractor Harold E Dare # 9814 | Address | Date Nov. 8-1937

No. outlets 40 40 | Heaters | Stoves | Motors | Fans | Temporary service

10-receptacles- Refrigerators 4

Rough approved by | Centers 4 | Date

Electrical Contractor Harold E. Dare # 10218 | Address | Date Dec.20-1937

No. fixtures set 49 | Final approved by H. C. Inman | Date

Date of service December 28th-1937

Alterations or repairs # 19883. Painting - Fein, painter $ 190..... Date Apr.4,1945

BUILDING PERMIT # 27025 Awning- no uprights on City property- $ 100..... April 16,1948

BUILDING PERMIT # 30359 Remodeling - changing four apartment units into eight units -(8)- No outside work: Each apartment unit must contain at least 400 sq. ft. - Joseph J. Foos, , contractor $ 3,000..... July 18, 1949

OVER

BUILDING PERMIT # 32366 Four new kitchen windows - no plans- Owner, day labor $ 400...April 24, 1950
33192 Painting, outside - Owner $ 100...July 27, 1950
#44839 by owner, day labor: Installing new windows: $ 500: June 7, 1954

#60978 The Cornell Co. of Fla: Reroof 24½ squares - $1082.00 - Jan. 7, 1960
#75620 Cornell Roofing Co.: Reroof - $415 - 1/10/66
#75671 Carruth Roofing Co., Inc.: Reroof - $600 -1/19/66
#75691 Adams & Beagle Roofing Co., Inc.: Reroof rear 1-story apt. - $550 - 1/24/66
#85144 - Orkin Exterminating - Tent Fumigation $758.00 9/26/70

#26480 1/31/85 owner water blast, seal and apint $1,500.

PLUMBING PERMIT # 28522 J.B. Forbes - 4 sinks, August 1, 1949
38039 Dixie Bell Oil Company: one hot water booster May 7, 1956
#47079 G J. Pitsch, 1 Gas Water Heater 2/20/69

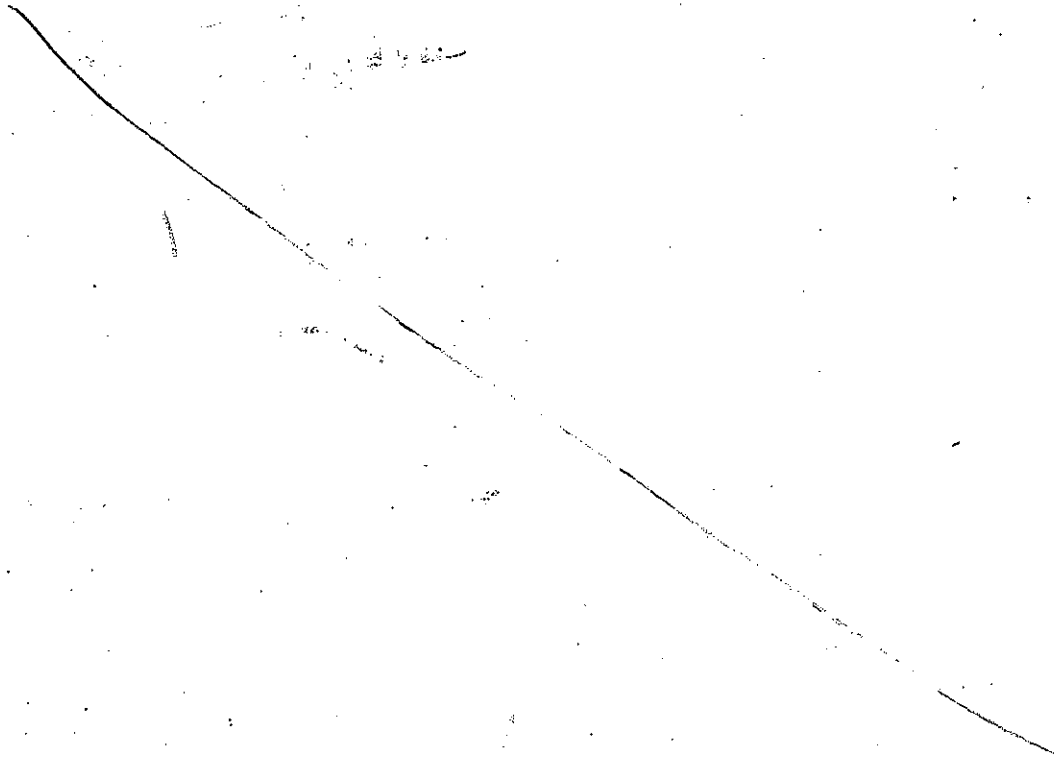
#20898 9/17/81 Palmotto Roof - reroof 17 sq $3,200.
#62244 9/9/85 Vega & Son Plumbing 1 replace gas range, repair gas piping

ELECTRICAL PERMIT # 29213 Baird Electric: 8 switch outlets, 4 receptacles - July 25, 1949 OK-Meginniss 7/26/49
29246 Baird Electric: 8 Light outlets, 2 Receptacles, 8 Fixtures, 1 Refrigerator, 1 iron, August 1, 1949
251 Washington # 47367 Astor Electric: one receptacle May 4, 1956 OK, Fidler 5/9/1956

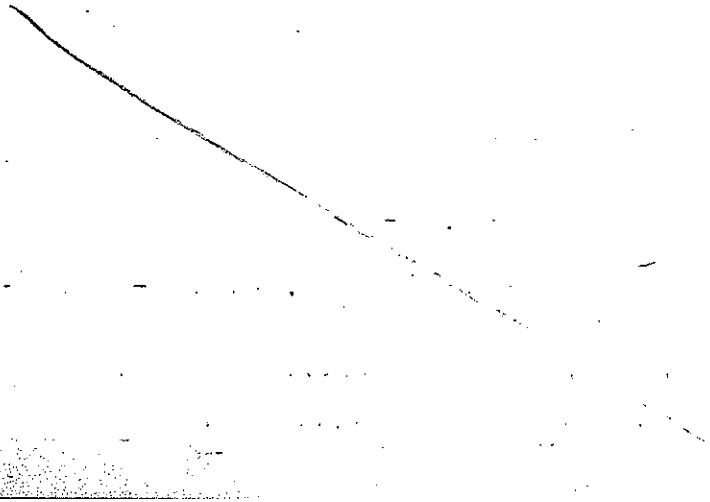
BUILDING PERMITS: #BD890055 - 9-22-89 - Juelle Inc. - Demo Unsafe Structure - $7,000.00

#14877-Gordon Roofing-Re-roof 35 sqs-$2000-4-10-79

#21848 3/22/82 Levv Gray Roof - reroof $4,900.



ELECTRICAL PERMITS: #79578 7/27/84 Victoria Elect - 20 light outlets, 20 fixtures, 1 repair



MECCA APARTMENTS *

O. Engelberg

Owner M. STEINHARDT | Mailing Address | Permit No. 9233

Lot 14 | Block 8 | Subdivision O.B. | No. 245 | Street Washington Av | Date Nov. 30-1936

1099

General Contractor A.Kaplan | Address

Architect B. Kingston Hall | Address

Front 39-10 | Depth 129-9 | Height | Stories 1 | Use Apartment house 8 units & 3 hotel rooms

Type of construction c-b-s- | Cost $ 20,000.00 | Foundation Spread footing | Roof flat

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Plumbing Contractor Fixzit # 9658 | Address | Date Dec. 3-1936

No. fixtures 82 | Rough approved by gas ok JJ Farrey- June 1937 | Date

No. Receptacles

Plumbing Contractor People's Gas Co. #10144 | Address | Date June 14-1937

1 gas stove - 9 gas heater

No. fixtures set | Final approved by | Date

Sewer connection -- 1 -- | Septic tank | Make | Date

Electrical Contractor Goddard # 7910 | Address | Date Dec. 18-1936

No. outlets 61 54 | Heaters | Stoves | Motors | Fans | Temporary service

Receptacles 55

Rough approved by | Refrigerators 8 | Date

Electrical Contractor Goddard # 8137 | Address | Date Jan. 12-1937

No. fixtures set 92 | Final approved by H.C. Inman | Date

Date of service Jan. 13- 1937

Alterations or repairs # 12186- Alteration for Boiler room $ 500.00- Date Jan 18-1939

Giller Contracting Company

Building Permit # 12196- 1 Oil Burner & tank (275 gals) Merritt Oil Burner Mfg. Co. $170-Jan. 23-1939

34920 Painting - Owner $ 200.... Jan. 19, 1951

35609 Roof repairs - Guaranty Roofing Co. Inc. $ 82.....April 18, 1951

37871 Roofing - Pearce Nu-Roof Coating Co.Inc. $ 840.... Jan. 21, 1952