### **Emily Balter**

| Akcay, Firat < FiratAkcay@miamibeachfl.gov> |
|---|
| Tuesday, March 15, 2022 5:17 PM             |
| Michael W. Larkin; Emily Balter             |
| 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.

RISING ABOVE

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

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: Michael W. Larkin <MLarkin@brzoninglaw.com>
Sent: Tuesday, March 15, 2022 5:00 PM
To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>; Emily Balter <ebalter@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 ]

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?



ZONING, LAND USE AND ENVIRONMENTAL LAW

### **Michael W. Larkin**

Bercow Radell Fernandez Larkin + Tapanes 200 S. Biscayne Boulevard, Suite 300, Miami, FL 33131 MLarkin@brzoninglaw.com | www.brzoninglaw.com O: (305) 377 6231 | F: (305) 377 6222 | M: (305) 505 0526 vCard Biography The information contained in this electronic message is privileged and confidential and is intended only for the use of the individual named above and others who have been specifically authorized to receive it. If the recipient is not the intended recipient, you are hereby notified that any dissemination, distribution or duplication of the communication is strictly prohibited. If you have received this communication in error, or if any problems occur with transmission, please immediately notify us by telephone (305) 374-5300.

From: Akcay, Firat <<u>FiratAkcay@miamibeachfl.gov</u>>
Sent: Tuesday, March 15, 2022 4:53 PM
To: Emily Balter <<u>ebalter@brzoninglaw.com</u>>
Cc: Michael W. Larkin <<u>MLarkin@brzoninglaw.com</u>>
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.



### NOTES:

1. WHERE THE INTERSECTION ANGLE Ø IS 90° OR LESS, DIMENSION "A" CONTR

- 2. WHERE THE INTERSECTION ANGLE Ø 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.



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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From: Emily Balter <<u>ebalter@brzoninglaw.com</u>>
Sent: Tuesday, March 15, 2022 3:38 PM
To: Akcay, Firat <<u>FiratAkcay@miamibeachfl.gov</u>>
Cc: Michael W. Larkin <<u>MLarkin@brzoninglaw.com</u>>
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!



ZONING, LAND USE AND ENVIRONMENTAL LAW

### **Emily Balter**

Bercow Radell Fernandez Larkin + Tapanes 200 S. Biscayne Boulevard, Suite 300, Miami, FL 33131 ebalter@brzoninglaw.com | www.brzoninglaw.com O: (305) 377 6232 | F: (305) 377 6222 vCard Biography

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From: Akcay, Firat <<u>FiratAkcay@miamibeachfl.gov</u>> Sent: Wednesday, February 23, 2022 10:33 PM To: Emily Balter <<u>ebalter@brzoninglaw.com</u>> Cc: Michael W. Larkin <<u>MLarkin@brzoninglaw.com</u>> 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,

riami**beach** RISING ABOVE Firat Akcay Transportation Engineer Transportation and Mobility Department 1688 Meridian Avenue, Suite 801, Miami Beach, FL 33139 Tel: 305-673-7000, ext 26839

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Please do not print this e-mail unless necessary.

From: Emily Balter <<u>ebalter@brzoninglaw.com</u>>
Date: Wednesday, February 23, 2022 at 8:05 PM
To: Akcay, Firat <<u>FiratAkcay@miamibeachfl.gov</u>>
Cc: Michael W. Larkin <<u>MLarkin@brzoninglaw.com</u>>
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 2<sup>nd</sup> Street, temporary operation at 420 Jefferson Avenue, and a two-story temporary tent structure at 251 Washington Avenue. The renovations at 224 2<sup>nd</sup> 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!



ZONING, LAND USE AND ENVIRONMENTAL LAW

### **Emily Balter**

vCard

Bercow Radell Fernandez Larkin + Tapanes 200 S. Biscayne Boulevard, Suite 300, Miami, FL 33131 ebalter@brzoninglaw.com | www.brzoninglaw.com O: (305) 377 6232 | F: (305) 377 6222

Biography

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# 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*, 10<sup>th</sup> 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.

# Kimley **»Horn**

### 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,  $\rho$ , 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 95<sup>th</sup> 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 3<sup>rd</sup> Street, along Collins Avenue just south of 2<sup>nd</sup> Street, and along Ocean Drive just north of 2<sup>nd</sup> Street.

# **Kimley»Horn**

Mr. Firat Akcay, June 20, 2019, Page 3

### 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

K:\FTL\_TPTO\143096000-251 Washington Avenue\correspondence\\tr\06 20 19 letter.docx

**Attachment A-1** 

# **Conceptual Site Plan and Location Map**



Kimley≫Horn © 2019

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></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@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 <<u>FiratAkcay@miamibeachfl.gov</u>> Sent: Tuesday, June 18, 2019 1:47 PM To: Dabkowski, Adrian <<u>Adrian.Dabkowski@Kimley-horn.com</u>> Cc: Ferrer, Josiel <<u>JOSIELFERRER@miamibeachfl.gov</u>>; Iliev, Alex <<u>Alex.Iliev@kimley-horn.com</u>>; John D Marshall 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 <<u>Adrian.Dabkowski@Kimley-horn.com</u>> Sent: Monday, June 17, 2019 4:37 PM To: Akcay, Firat <<u>FiratAkcay@miamibeachfl.gov</u>> Cc: Ferrer, Josiel <<u>JOSIELFERRER@miamibeachfl.gov</u>>; Iliev, Alex <<u>Alex.Iliev@kimley-horn.com</u>>; John D Marshall <<u>john@jdmarshall.com</u>>; Emily Balter <<u>ebalter@brzoninglaw.com</u>> 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 *Whorn*

### **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

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*, 10<sup>th</sup> 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.

Firat Akcay, June 18, 2019, Page 2

# Kimley »Horn

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 95<sup>th</sup> 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.

K:\FTL\_TPTO\143096000-251 Washington Avenue\correspondence\memo\06 17 19 251 Washington Avenue Methodology.docx

# **Attachment A**

**Conceptual Site Plan and Location Map** 

## SITE PLAN







Kimley≫Horn © 2019

Figure 1 Location Map 251 Washington Avenue Miami Beach, Florida

# **Attachment B**

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

|   | ITE TRIP GENERATION CHARACTERISTICS |                |             |             |              |           | DIRECTIONAL<br>DISTRIBUTION |    | GROSS<br>VOLUMES |       |         | MULTIMODAL<br>REDUCTION |    | EXTERNAL TRIPS |       | INTERNAL<br>CAPTURE |             | NET NEW<br>EXTERNAL TRIPS |     |       | PASS-BY<br>CAPTURE |             | NET NEW<br>EXTERNAL TRIPS |     | RIPS  |
|---|-------------------------------------|----------------|-------------|-------------|--------------|-----------|-----------------------------|----|------------------|-------|---------|-------------------------|----|----------------|-------|---------------------|-------------|---------------------------|-----|-------|--------------------|-------------|---------------------------|-----|-------|
|   | Land Use                            | ITE<br>Edition | ITE<br>Code | Scale       | ITE<br>Units | Per<br>In | rcent<br>Out                | In | Out              | Total | Percent | MR<br>Trips             | In | Out            | Total | Percent             | IC<br>Trips | In                        | Out | Total | Percent            | PB<br>Trips | In                        | Out | Total |
|   | 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    |
|   | 2                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 3                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 4                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| G | 5                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| R | 6                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 0 | 7                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| U | 8                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| Р | 9                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 10                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1 | 11                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 12                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 13                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 14                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 15                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | ITE Land Use Code                   |                | Ra          | ate or Equa | ation        | _         | 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 AM PEAK HOUR TRIP GENERATION

#### PROPOSED WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

|     | ITE TRIP GENERATION CHARACTERISTICS   |                |             |             |              | DIREC<br>DISTRI | TIONAL<br>BUTION | GROSS<br>VOLUMES |     |       | MULTIMODAL<br>REDUCTION |             | EXTERNAL TRIPS |     |       | INTERNAL<br>CAPTURE |             | NET NEW<br>EXTERNAL TRIPS |     |       | PASS-BY<br>CAPTURE |             | NET NEW<br>EXTERNAL TRIPS |     | IPS   |
|-----|---------------------------------------|----------------|-------------|-------------|--------------|-----------------|------------------|------------------|-----|-------|-------------------------|-------------|----------------|-----|-------|---------------------|-------------|---------------------------|-----|-------|--------------------|-------------|---------------------------|-----|-------|
|     | Land Use                              | ITE<br>Edition | ITE<br>Code | Scale       | ITE<br>Units | Per<br>In       | cent<br>Out      | In               | Out | Total | Percent                 | MR<br>Trips | In             | Out | Total | Percent             | IC<br>Trips | In                        | Out | Total | Percent            | PB<br>Trips | In                        | Out | Total |
|     | 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    |
|     |                                       |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
|     | 3                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 4   | -                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| G   | i i i i i i i i i i i i i i i i i i i |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| R   | i                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 0   |                                       |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| U   | 3                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| P 9 |                                       |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | D                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 2 1 | 1                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | 2                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | 3                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | 4                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | 5                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
|     | ITE Land Use Code                     |                | Ra          | ate or Equa | ation        |                 | 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    | )            | -               |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |

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## U.S. Census Bureau



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.

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| (222+1 | 1+118)/1,680=20.9% |
|--------|--------------------|
|        |                    |

|   | Census Tract 45<br>County, F | i, Miami-Dade<br>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.

An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
 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** 

|   | ITE TRIP GENERATION CHARACTERISTICS |                |             |             |              |           | DIRECTIONAL<br>DISTRIBUTION |    | GROSS<br>VOLUMES |       |         | MULTIMODAL<br>REDUCTION |    | EXTERNAL TRIPS |       | INTERNAL<br>CAPTURE |             | NET NEW<br>EXTERNAL TRIPS |     |       | PASS-BY<br>CAPTURE |             | NET NEW<br>EXTERNAL TRIPS |     | RIPS  |
|---|-------------------------------------|----------------|-------------|-------------|--------------|-----------|-----------------------------|----|------------------|-------|---------|-------------------------|----|----------------|-------|---------------------|-------------|---------------------------|-----|-------|--------------------|-------------|---------------------------|-----|-------|
|   | Land Use                            | ITE<br>Edition | ITE<br>Code | Scale       | ITE<br>Units | Per<br>In | rcent<br>Out                | In | Out              | Total | Percent | MR<br>Trips             | In | Out            | Total | Percent             | IC<br>Trips | In                        | Out | Total | Percent            | PB<br>Trips | In                        | Out | Total |
|   | 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    |
|   | 2                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 3                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 4                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| G | 5                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| R | 6                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 0 | 7                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| U | 8                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| Р | 9                                   |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 10                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1 | 11                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 12                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 13                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 14                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | 15                                  |                |             |             |              |           |                             |    |                  |       |         |                         |    |                |       |                     |             |                           |     |       |                    |             |                           |     |       |
|   | ITE Land Use Code                   |                | Ra          | ate or Equa | ation        | _         | 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 AM PEAK HOUR TRIP GENERATION

#### PROPOSED WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

|     | ITE TRIP GENERATION CHARACTERISTICS   |                |             |             |              | DIREC<br>DISTRI | TIONAL<br>BUTION | GROSS<br>VOLUMES |     |       | MULTIMODAL<br>REDUCTION |             | EXTERNAL TRIPS |     |       | INTERNAL<br>CAPTURE |             | NET NEW<br>EXTERNAL TRIPS |     |       | PASS-BY<br>CAPTURE |             | NET NEW<br>EXTERNAL TRIPS |     | IPS   |
|-----|---------------------------------------|----------------|-------------|-------------|--------------|-----------------|------------------|------------------|-----|-------|-------------------------|-------------|----------------|-----|-------|---------------------|-------------|---------------------------|-----|-------|--------------------|-------------|---------------------------|-----|-------|
|     | Land Use                              | ITE<br>Edition | ITE<br>Code | Scale       | ITE<br>Units | Per<br>In       | cent<br>Out      | In               | Out | Total | Percent                 | MR<br>Trips | In             | Out | Total | Percent             | IC<br>Trips | In                        | Out | Total | Percent            | PB<br>Trips | In                        | Out | Total |
|     | 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    |
|     |                                       |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
|     | 3                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 4   | -                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| G   | i i i i i i i i i i i i i i i i i i i |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| R   | i                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 0   |                                       |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| U   | 3                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| P 9 |                                       |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | D                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 2 1 | 1                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | 2                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | 3                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | 4                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
| 1   | 5                                     |                |             |             |              |                 |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |
|     | ITE Land Use Code                     |                | Ra          | ate or Equa | ation        |                 | 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    | )            | -               |                  |                  |     |       |                         |             |                |     |       |                     |             |                           |     |       |                    |             |                           |     |       |

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## U.S. Census Bureau



B08301

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|---|------------------------------|--------------------------|
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| 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                    |
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| Taxicab   | 0                            | +/-13                    |
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**Attachment D-1** 

**Queuing Analysis** 

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



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

