Kimley»Horn

MEMORANDUM

To: Grant Webster
City of Miami Beach

From: Raquel Selanikio, P.E.

Date: January 8, 2026

Subject: 1250 West Avenue Redevelopment
Traffic Assessment Methodology

The purpose of this memorandum is to summarize the traffic assessment methodology for the proposed redevelopment located at 1250 West Avenue in Miami Beach, Florida. Previously a Theoretical Traffic Assessment was prepared based on a conceptual site plan as part of the previous legislative approval the site was seeking. As the site plan has been developed and is now being submitted to the City, a revised methodology is prepared to provide analysis of the current development program, valet operations, entry gate queueing, and maneuverability analyses.

Currently, the site is occupied by a residential tower consisting of 238-high rise multifamily residential units. This existing tower is proposed to be demolished and replaced with the proposed redevelopment which consists of a mixed-use tower with 106-high rise multifamily residential units, 3,467 square feet of lounge space, and approximately 7,800 square feet of fitness/spa space. Note that a private dining room is proposed as an amenity for residents, however this use is private for residents only and therefore is not expected to generate additional uses. Parking will be provided on-site. A location map and conceptual site plan is provided in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 12th Edition and ITE's *Trip Generation Handbook*, 3rd Edition for both the existing development and proposed redevelopment plans. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 222 (Multifamily Housing [High Rise]). The trip generation for the proposed redevelopment was determined using ITE LUC 222 (Multifamily Housing [High Rise]), LUC 975 (Drinking Place), and LUC 492 (Health/Fitness Club).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. A multimodal factor of 13.3 percent (13.3%) was applied to the trip generation calculations to account for the urban environment in which the project site is located. It is expected that some residents, guests, patrons, and employees will choose to walk, bike, or use public transit to and from the redevelopment. Transit route information will be documented in the report. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 11.8 percent (11.8%) is expected for the proposed redevelopment during the P.M. peak hour.

Per feedback received from the City's reviewer during the pre-application meeting on December 18th 2025, proposed land uses, land use codes, and pass-by rates were reviewed and modified as needed. The results of the trip generation analysis indicate that the proposed redevelopment is expected to result in a reduction of 12 net new vehicle trips during the weekday A.M. peak hour and six (6) new vehicle trips during the weekday P.M. peak hour. Note that an increase of six (6) trips during a peak hour is a nominal change and therefore, no intersection capacity analyses are proposed. Trip generation calculations are included as Attachment B.

GARAGE ENTRY GATE OPERATIONS ANALYSIS

A 95th percentile entry gate analysis will be prepared for parking garage entry points if entry gates are provided. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in ITE's *Transportation and Land Development*, 1988. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

VALET OPERATIONS ANALYSIS

A valet operations queuing analysis will be prepared for the vehicle drop-off/pick-up area to assess expected vehicle queues. Trip generation estimates will be utilized to provide for the highest demand scenario either A.M. or P.M. peak hour. The valet operations queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. A detailed narrative of the valet operations for stacker spaces compared to tandem spaces will be prepared. A traffic circulation figure will be prepared to illustrate the valet routes to and from the vehicle drop-off/pick-up area.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the site access and loading vehicle access will be performed utilizing Transoft Solutions' *AutoTURN* software. Deficiencies related to maneuverability, traffic flow, and vehicular conflicts will be documented in the traffic impact statement. A narrative for the loading operations will also be provided as part of the maneuverability analysis.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies were 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 to the typical workday hours. Consistent with the Theoretical Traffic Assessment, the applicant has committed to providing the following incentives including:

- Provide transit information within the site including route schedules and maps.
- Provide designated scooter/motorcycle parking spaces
- Provide secure bike storage
- Provide wide hallways that can accommodate bikes
- Provide elevators that can accommodate bikes

DOCUMENTATION

The results of the traffic impact statement will be summarized in a technical letter. The letter will include graphics and tabulations necessary to summarize the assumptions and analysis. An electronic copy of the letter will be provided as part of the submittal package.

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Attachment A

Location Map and Site Plan

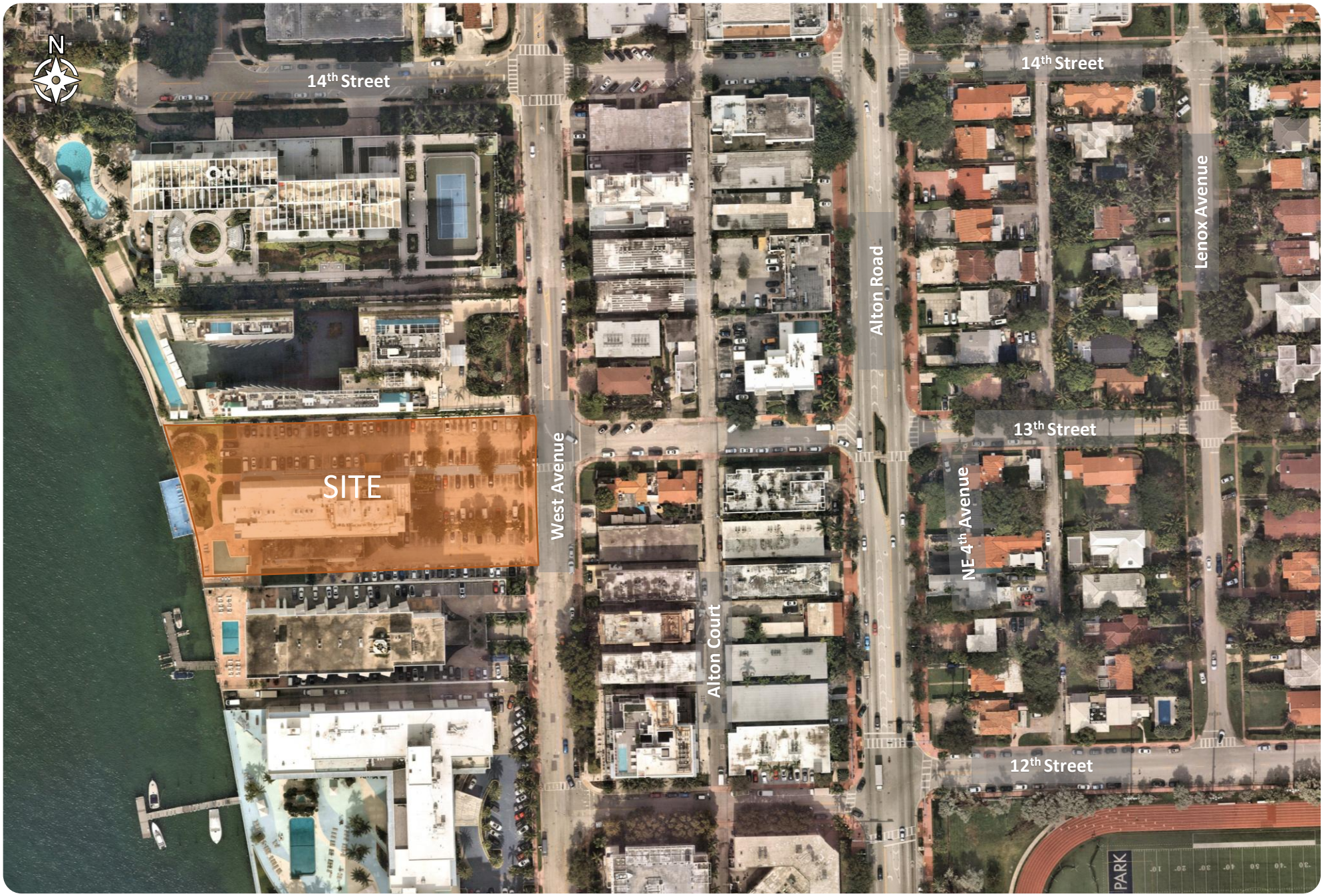

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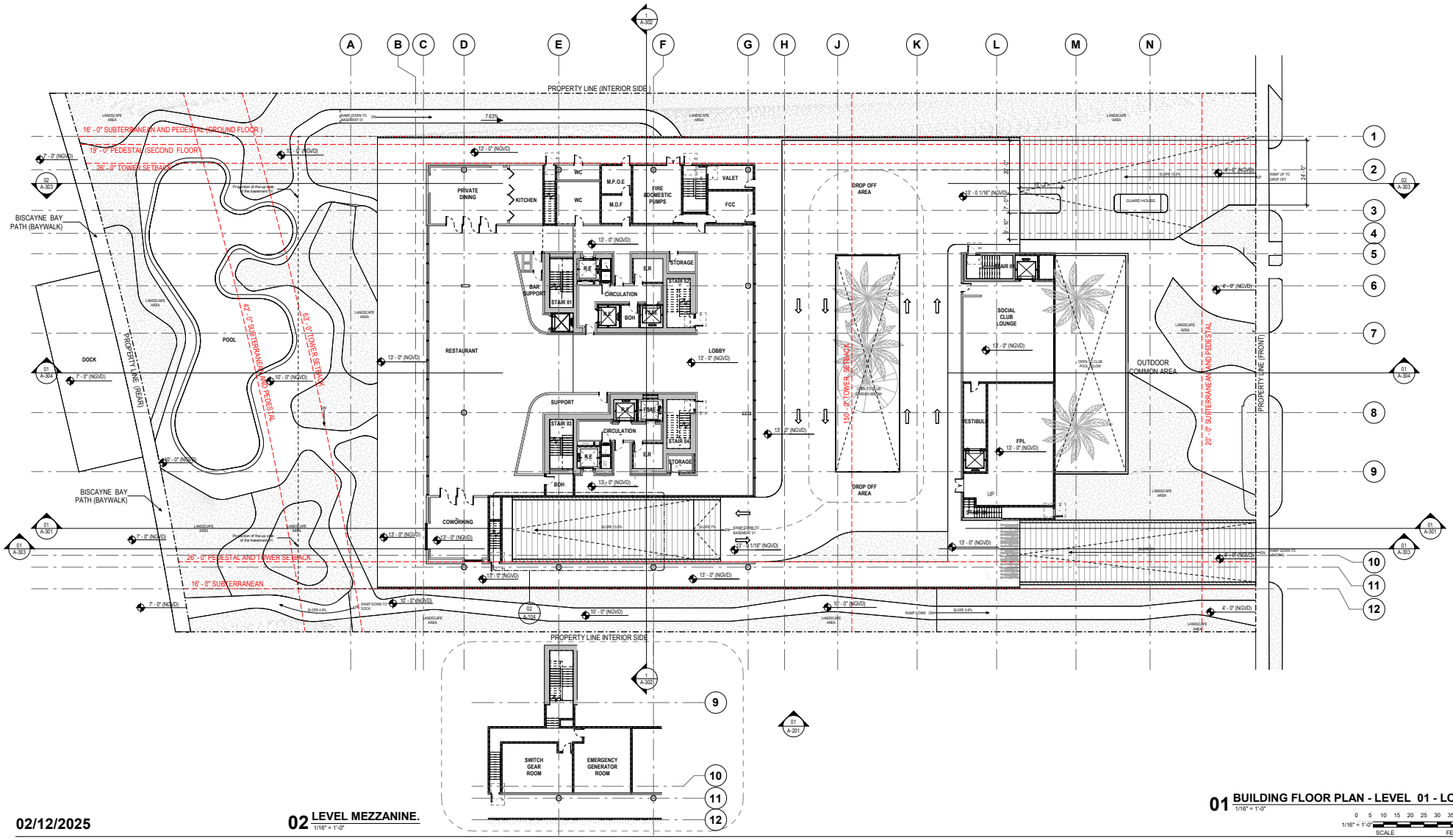
Figure 1
Project Location Map
1250 West Avenue
Miami Beach, Florida



02/12/2025

02 LEVEL MEZZANINE.
1/16" = 1'-0"

01 BUILDING FLOOR PLAN - LEVEL 01 - LOBBY
1/16" = 1'-0"

0 5 10 15 20 25 30 35 40 45
1/16" = 1'-0"
SCALE FEET

odp
ARCHITECTURE AND DESIGN

1250 WEST AVENUE

1250 West Avenue, Miami Beach, Florida

N

LEVEL 01 - LOBBY

Attachment B

Trip Generation Calculations

Existing Development A.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Multifamily Housing (High-Rise)	12	222	238	DU	T = 0.2(X)	29%	71%	14	34	48	13.3%	6	12	30	42	0.0%	0	12	30	42	0.0%	0	12	30	42
								Total:	14	34	48	13.3%	6	12	30	42	0.0%	0	12	30	42	0.0%	0	12	30	42

Proposed Redevelopment A.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Multifamily Housing (High-Rise)	12	222	106	DU	T = 0.2(X)	29%	71%	6	15	21	13.3%	3	5	13	18	0.0%	0	5	13	18	0.0%	0	5	13	18
2	Drinking Place	12	975	3.467	KSF	[1]	50%	50%	0	0	0	13.3%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
3	Health/Fitness Club	12	492	7.8	KSF	T = 1.79(X)	51%	49%	7	7	14	13.3%	2	6	6	12	0.0%	0	6	6	12	0.0%	0	6	6	12
								Total:	13	22	35	13.3%	5	11	19	30	0.0%	0	11	19	30	0.0%	0	11	19	30

Note: [1] The drinking place land use is expected to be closed during the A.M. peak hour.

NET NEW TRIPS	-1	-11	-12

Existing Development P.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Multifamily Housing (High-Rise)	12	222	238	DU	T = 0.26(X)	61%	39%	38	24	62	13.3%	8	33	21	54	0.0%	0	33	21	54	0.0%	0	33	21	54
								Total:	38	24	62	13.3%	8	33	21	54	0.0%	0	33	21	54	0.0%	0	33	21	54

Proposed Redevelopment P.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Multifamily Housing (High-Rise)	12	222	106	DU	T = 0.26(X)	61%	39%	17	11	28	13.3%	4	15	9	24	16.7%	4	13	7	20	0.0%	0	13	7	20
2	Drinking Place	12	975	3.467	KSF	T = 6.44(X)	66%	34%	15	7	22	13.3%	3	13	6	19	15.8%	3	11	5	16	0.0%	0	11	5	16
3	Health/Fitness Club	12	492	7.8	KSF	T = 3.77(X)	57%	43%	17	12	29	13.3%	4	15	10	25	4.0%	1	15	9	24	0.0%	0	15	9	24
								Total:	49	30	79	13.3%	11	43	25	68	11.8%	8	39	21	60	0.0%	0	39	21	60
																							NET NEW TRIPS	**6**	**0**	**6**

Internal Capture Reduction Calculations

ITE Trip Generation Handbook, 3rd Edition methodology for the P.M. peak hour.

GROSS TRIP GENERATION		Existing Development		Proposed Redevelopment	
INPUT		*Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.*		*Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.*	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	0	0	13	6
	Cinema/Entertainment	0	0	15	10
	Residential	33	21	15	9
	Hotel	0	0	0	0
		33	21	43	25
INTERNAL TRIPS					
OUTPUT		*Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.*		*Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.*	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	0	0	2	1
	Cinema/Entertainment	0	0	0	1
	Residential	0	0	2	2
	Hotel	0	0	0	0
		0	0	4	4
INTERNAL CAPTURE REDUCTION					
	Land Use	Internal Capture Reduction		Internal Capture Reduction	
OUTPUT	***Total % Reduction***	***0.0%***		***11.8%***	
	Office	0.0%		0.0%	
	Retail	0.0%		0.0%	
	Restaurant	0.0%		15.8%	
	Cinema/Entertainment	0.0%		4.0%	
	Residential	0.0%		16.7%	
	Hotel	0.0%		0.0%	
EXTERNAL TRIPS					
OUTPUT	Land Use	*Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.*		*Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.*	
		Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	0	0	11	5
	Cinema/Entertainment	0	0	15	9
	Residential	33	21	13	7
	Hotel	0	0	0	0
		33	21	39	21

Means of Transportation to Work

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

Label	Census Tract 43.01; Miami-Dade County; Florida	
	Estimate	Margin of Error
(24+32+86)/(1,551-487)= 13.3%		
Total:	1,551	±247
Car, truck, or van:	819	±192
Drove alone	800	±187
Carpooled:	19	±27
In 2-person carpool	12	±24
In 3-person carpool	0	±15
In 4-person carpool	0	±15
In 5- or 6-person carpool	0	±15
In 7-or-more-person carpool	7	±14
Public transportation (excluding taxicab):	24	±26
Bus	24	±26
Subway or elevated rail	0	±15
Long-distance train or commuter rail	0	±15
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±15
Ferryboat	0	±15
Taxicab	14	±21
Motorcycle	18	±22
Bicycle	32	±29
Walked	86	±62
Other means	71	±83
Worked from home	487	±192

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2023

Estimates: 5-Year

Table ID: B08301

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

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

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

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundar by Year.

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 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 tru value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Da

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

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

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

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The margin of error could not be computed because there were an insufficient number of sample observations.

***

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

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