



November 7, 2025

Mr. Grant Webster
City of Miami Beach Transportation and Mobility Department
1700 Convention Center Drive
Miami Beach, Florida 33139

**Re: 1330 18 Street Redevelopment
Traffic Impact Statement
Traffic Application TRN25-0047
Planning Board Application PB25-0791**

Dear Mr. Webster:

Kimley-Horn and Associates, Inc. has prepared a traffic impact statement for the redevelopment of the property located at 1330 18 Street in Miami Beach, Florida. Currently, the site proposed for redevelopment is occupied by a 60-seat fine dining restaurant. The proposed redevelopment consists of expanding the existing restaurant from 60 seats to 132 seats. Note that neither the existing development nor the proposed redevelopment provide on-site parking or valet service. It is expected that all traffic generated by the proposed redevelopment will utilize rideshare or self-park in off-site public parking lots or garages in the vicinity of the project. The project is expected to be completed by 2026. A location map and conceptual site plan are provided in Attachment A. The following sections summarize the trip generation calculations, off-site parking evaluation, loading/refuse operations narrative, and transportation demand management (TDM) strategies.

This traffic impact statement's methodology is consistent with the requirements of the City of Miami Beach. The approved methodology correspondence detailing the traffic impact statement requirements is included in Attachment B.

TRIP GENERATION

Trip generation calculations for the existing development and the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for both the existing development and proposed redevelopment was determined using ITE Land Use Code (LUC) 931 (Fine Dining Restaurant).

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. The US Census data indicated that there is a 10.1% percent (10.1%) multimodal factor within the vicinity of the redevelopment. It is expected that a portion of patrons, employees, and visitors will choose to walk, bike, or use public transit to and from the proposed redevelopment.

Three (3) Miami-Dade County Department of Transportation and Public Works (DTPW) routes and two (2) City of Miami Beach Trolley routes currently operate in close proximity to the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Attachment C.

- **DTPW Route 15** operates along 20 Street in the vicinity of the project site with the nearest stop located east of Bay Road. This route operates with 30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.

- **DTPW Route 20** operates along 17 Street in the vicinity of the project site with the nearest stop located east of Alton Road. This route operates with 30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **DTPW Route 101** operates along Alton Road in the vicinity of the project site with the nearest stop located south of 19 Street. This route operates with 30-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.
- **City of Miami Beach Trolley South Beach Loop** operates along Alton Road in the vicinity of the project site with the nearest stop located south of 19 Street. This route operates with approximately 20-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.
- **City of Miami Beach Trolley Middle Beach Loop** operates along Alton Road in the vicinity of the project site with the nearest stop located south of 19 Street. This route operates with approximately 20-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.

Pass-by capture trip rates were determined based on average rates provided in the ITE *Trip Generation Manual*, 11th Edition. The pass-by rate for the restaurant land use is 44.0 percent (44.0%) during the P.M. peak hour.

The proposed redevelopment is expected to generate two (2) net new vehicle trips during the weekday A.M. peak hour and 12 net new vehicle trips during the weekday P.M. peak hour. Trip generation calculations are included as Attachment D.

OFF-SITE PARKING EVALUATION

On-site parking and valet will not be provided. It is expected that all vehicular traffic generated by the proposed redevelopment will utilize rideshare or self-park in off-site public parking areas in the vicinity of the project. Figure 2 in Attachment E was prepared to identify the locations of off-site public parking areas in the vicinity of the project. Figure 3 in Attachment E illustrates the pedestrian routes between the project and the nearby off-site parking areas.

There is one (1) public parking garage with approximately 427 parking spaces, five (5) public parking lots with approximately 317 parking spaces, and approximately 266 on-street parking spaces in the vicinity of the project. It is expected that this parking supply will be able to serve all project parking demand.

DELIVERY AND REFUSE OPERATIONS NARRATIVE

Delivery operations will occur within the designated on-street loading area located on the north side of 18 Street adjacent to the project site. Refuse operations will occur on the south side of 18 Street in front of the project site. Dumpsters will be rolled out onto 18 Street for refuse collection. Both delivery and refuse operations will occur outside of the restaurant's hours of operation (expected to be 4:00 P.M. to 12:00 A.M.).

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

The following Transportation Demand Management (TDM) strategies will be provided to encourage transit and bicycle mobility and reduce the impacts of project traffic on the surrounding roadway network:

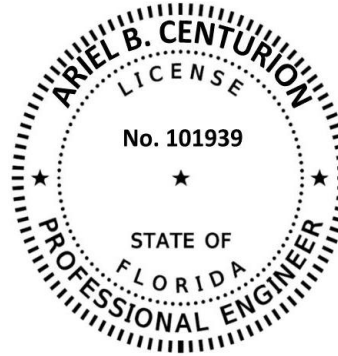
- Subsidized transit/ bikeshare passes for employees (one [1] pass per 10 employees)
- Two (2) bicycle racks in public right-of-way along 18 Street adjacent to the project site

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

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.



Ariel B. Centurion, P.E.



This item has been digitally signed and sealed by Ariel B. Centurion, P.E., on the date adjacent to the seal.



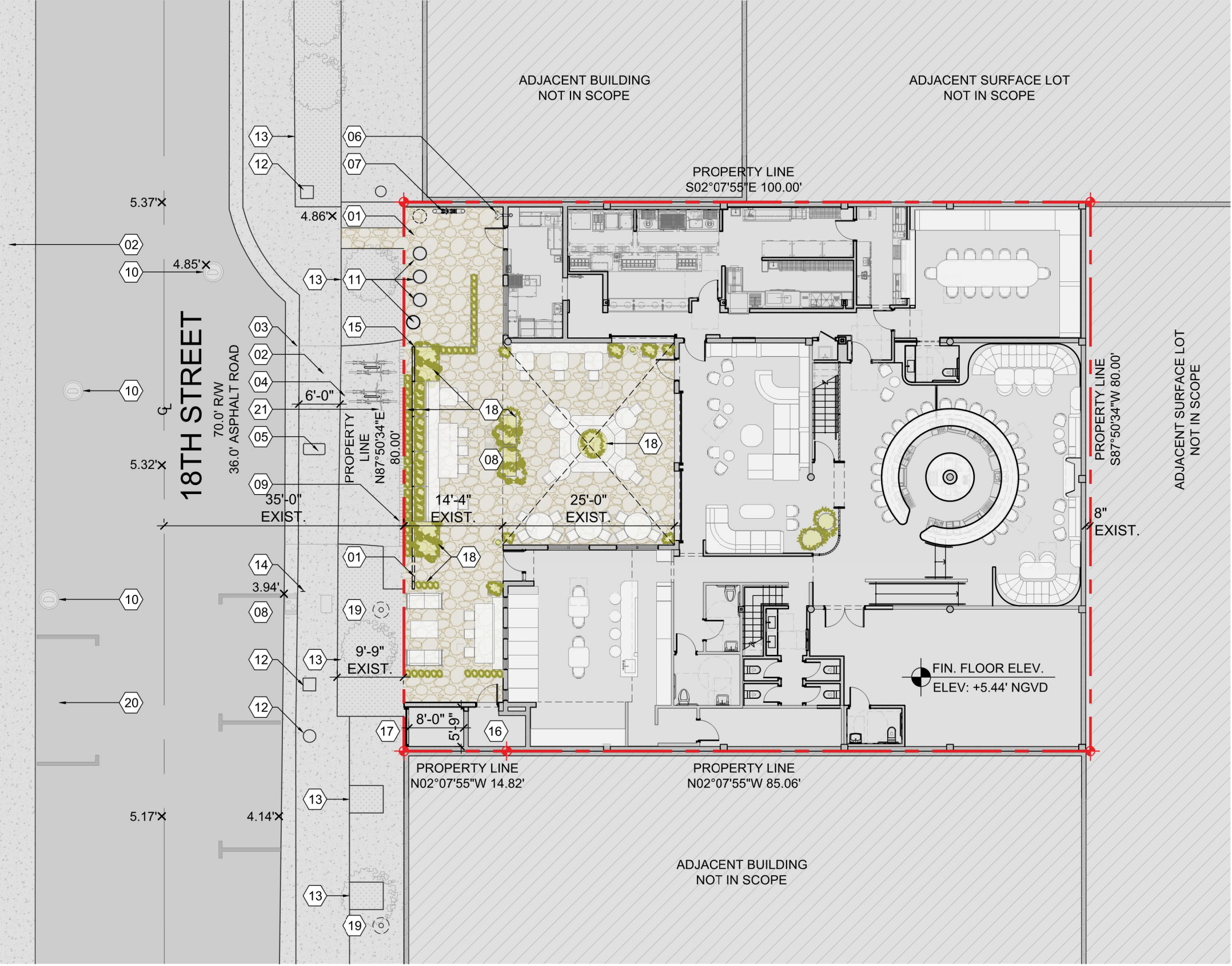
Signature must be verified on any electronic copies.

Ariel B. Centurion, P.E.
Florida Registration Number 101939
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, FL 33324

Attachment A

Location Map and Conceptual Site Plan





LEGEND

- 01 — EXIST. ENTRY / EXIT
- 02 — EXIST. CONC. SIDEWALK
- 03 — EXIST. CONC. GUTTER
- 04 — EXIST. CONC. DRIVEWAY
- 05 — EXIST. WATER METER
- 06 — EXIST. FDC
- 07 — EXIST. BACKFLOW PREVENTER
- 08 — EXIST. CATCH BASIN
- 09 — EXIST. TRENCH DRAIN
- 10 — EXIST. MANHOLE
- 11 — EXIST. MH FOR GREASE SYSTEM
- 12 — EXIST. POWER POST
- 13 — EXIST. LANDSCAPED AREA
- 14 — EXIST. NO PARKING SIGN
- 15 — EXIST. FENCE
- 16 — EXIST. METER ROOM
- 17 — EXIST. TRASH ROOM
- 18 — EXIST. PLANTERS
- 19 — EXIST. STREET LAMP
- 20 — EXIST. ON STREET LOADING
- 21 — PROPOSED BICYCLE RACKS (R. 1)



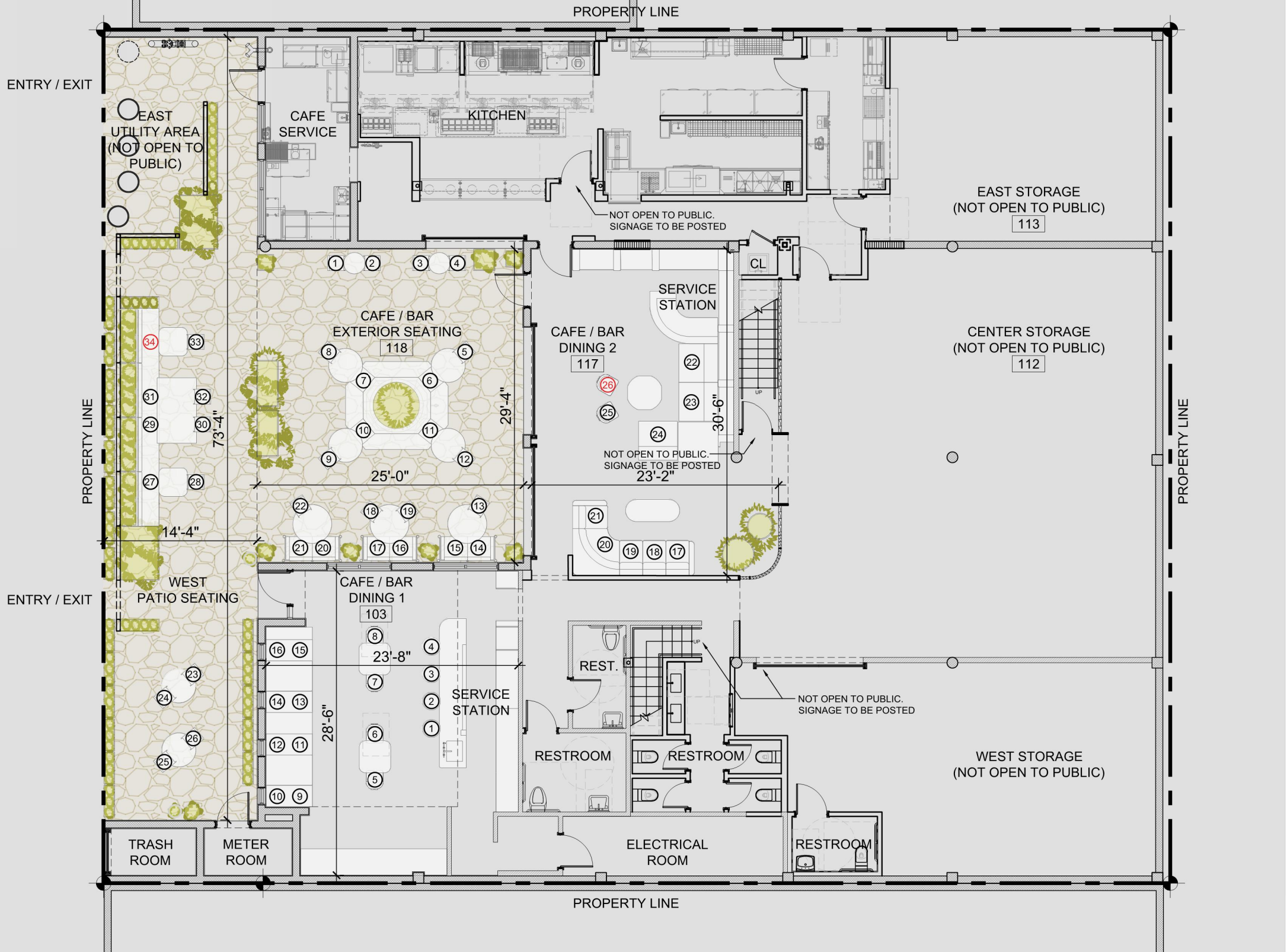
NOTE:
NO EXISTING OR PROPOSED SEATING ON THE CITY'S ROW. EXTERIOR SEATING IS LOCATED WITHIN THE PROPERTY LINES.

NOTE:
THE SECOND FLOOR IS NOT PART OF THIS PERMIT SCOPE OF WORK.

NOTE:
THE EXTERIOR TRAVERTINE FLAGSTONE FLOORING AT EXTERIOR TERRACE AND PEDESTRIAN PATHWAY ENTRY/EXIT WERE SUBMITTED UNDER PERMIT BC2525913.

NOTE:
INTERIOR LAYOUT SHOWN AS NOT PART OF SCOPE WAS SUBMITTED UNDER PERMIT BC2424812.

PROPOSED SITE PLAN SCALE: 1/16"=1'-0"



EXISTING GROUND FLOOR PLAN 

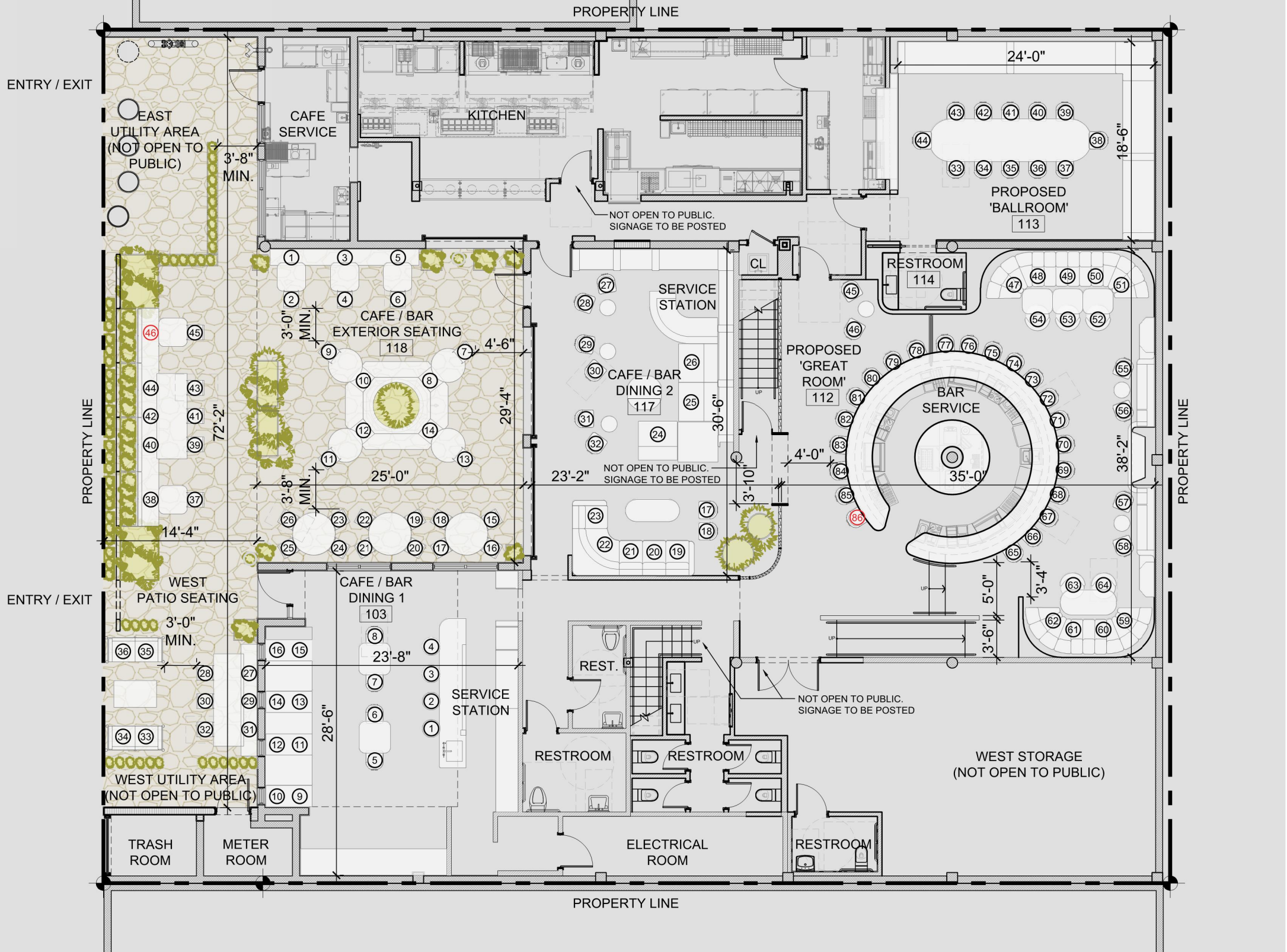
SCALE: 3/32"=1'-0"

FLOOR AREA
GROSS AREA -INTERIOR 8,164 S.F.
GROSS AREA -EXTERIOR 1,824 S.F.

NOTE:
 - THE SECOND FLOOR IS NOT PART OF THIS PERMIT SCOPE OF WORK.
 - OUTDOOR SPEAKERS & SPECIAL EVENTS SHALL NOT BE PERMITTED.

SEATING CALCULATION			
LABEL	ROOM NAME	NO.	MIN. ADA SEATS
INTERIOR			
103	CAFE / BAR DINING 1	16	1
117	CAFE / BAR DINING 2	10	1
	INTERIOR TOTAL	26	2
EXTERIOR			
118	CAFE / BAR EXTERIOR SEATING	30	2
	WEST PATIO SEATING	4	1
	EXTERIOR TOTAL	34	3
	TOTAL	60	5

NUMBER OF OCCUPANTS	
NOTE: THE EXISTING OCCUPANT LOAD CALCULATION WAS APPROVED UNDER CMB PERMIT BC2424812.	
INTERIOR TOTAL	59
EXTERIOR TOTAL	58



PROPOSED GROUND FLOOR PLAN
 SCALE: 3/32"=1'-0"

FLOOR AREA
GROSS AREA -INTERIOR 8,164 S.F.
GROSS AREA -EXTERIOR 1,824 S.F.

NOTE:
 - THE SECOND FLOOR IS NOT PART OF THIS PERMIT SCOPE OF WORK.
 - OUTDOOR SPEAKERS & SPECIAL EVENTS SHALL NOT BE PERMITTED.

SEATING CALCULATION			
LABEL	ROOM NAME	NO.	MIN. ADA SEATS
INTERIOR			
103	CAFE / BAR DINING 1	16	1
112	PROPOSED 'GREAT ROOM'	20	1
	PROPOSED 'GREAT ROOM' BAR SEATING	22	2
113	PROPOSED 'BALLROOM'	12	1
117	CAFE / BAR DINING 2	16	1
	INTERIOR TOTAL	86	6
EXTERIOR			
118	CAFE / BAR EXTERIOR SEATING	36	2
	WEST PATIO SEATING	10	1
	EXTERIOR TOTAL	46	3
	TOTAL	132	9

NUMBER OF OCCUPANTS	
NOTE: SEPARATE SHEET PROVIDED WITH OCCUPANT LOAD CALCULATION TABLE FOR BREAKDOWN BASED ON FFPC 8TH EDITION AND FBC 2023.	
INTERIOR TOTAL	139
EXTERIOR TOTAL	59

Attachment B
Approved Methodology

MEMORANDUM

To: Grant Webster
City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE AK
Ariel B. Centurion, P.E. ABC

Date: August 8, 2025

**Subject: 1330 18 Street Redevelopment
Traffic Impact Statement Methodology**

The purpose of this memorandum is to summarize the traffic impact statement methodology for the proposed redevelopment of the property located at 1330 18 Street in Miami Beach, Florida. Currently, the site proposed for redevelopment is occupied by a 60-seat fine dining restaurant. The proposed redevelopment consists of expanding the existing restaurant from 60 seats to 140 seats. Note that neither the existing development nor the proposed redevelopment will provide on-site parking or valet service. It is expected that all traffic generated by the proposed redevelopment will utilize rideshare or self-park in off-site public parking lots or garages in the vicinity of the project. As the proposed redevelopment does not generate specific vehicular site trips to a designated parking area, analysis of external intersections is not proposed.

A location map and a conceptual site plan are provided in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the existing development and the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for both the existing development and proposed redevelopment was determined using ITE Land Use Code (LUC) 931 (Fine Dining Restaurant).

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. The US Census data indicated that there is a 10.1% percent (10.1%) multimodal factor within the vicinity of the redevelopment. It is expected that a portion of patrons, employees, and visitors will choose to walk, bike, or use public transit to and from the proposed redevelopment. Transit route information will be documented in the report.

Pass-by capture trip rates were determined based on average rates provided in the ITE *Trip Generation Manual*, 11th Edition. The pass-by rate for the restaurant land use is 44.0 percent (44.0%) during the P.M. peak hour.

The proposed redevelopment is expected to generate two (2) net new vehicle trips during the weekday A.M. peak hour and 12 net new vehicle trips during the weekday P.M. peak hour. Trip generation calculations and US Census *Means of Transportation to Work* data are included as Attachment B. As

the proposed redevelopment does not generate specific vehicular site trips to a designated parking area, analysis of external intersections is not proposed.

OFF-SITE PARKING EVALUATION

A figure documenting the locations of off-site public parking areas in the vicinity of the project site will be provided in the traffic impact statement. This figure will also include the approximate parking capacity of each parking area identified.

DELIVERY AND REFUSE OPERATIONS NARRATIVE

A narrative regarding delivery and refuse operations will be provided in the traffic impact statement. Details such as expected loading hours and location of loading areas will be included in this narrative.

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 to the typical workday hours. Proposed TDM strategies will be documented in the traffic impact statement.

DOCUMENTATION

The results of the traffic impact statement will be summarized in a technical memorandum. The document will also include text and graphics necessary to summarize the assumptions and analysis.

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Attachments removed to avoid duplication.

Attachment C
Transit Route Information

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	6:00 a.m.	7:00 p.m.	30 min
	7:00 p.m.	12:00 a.m.	60 min
SATURDAY SÁBADO SAMDI	6:00 a.m.	10:00 p.m.	30 min
	10:00 p.m.	12:00 a.m.	60 min
SUNDAY DOMINGO MANCH	6:00 a.m.	7:00 a.m.	60 min
	7:00 a.m.	8:00 p.m.	30 min
	8:00 p.m.	10:00 p.m.	60 min

Frequencies are approximate and may vary depending on traffic and road conditions.
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.
Asosye yo apwaksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

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Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov.

Español: El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobús en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más información, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov.

Kreyòl Ayisyen: Miami-Dade Transit (MDT) angaje li a bay pasaje ak konesans limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo. MDT pibliye enfòmasyon sou trajè otobis yo an Espanyòl ak an Kreyòl Ayisyen epi li bay asistans nan toude lang yo nan Sant Repons nou an 3-1-1 oswa 305-468-5900. Pou plis enfòmasyon, rele Biwo Dwa Sivik ak Relasyon Travay MDT la nan 786-469-5486.

Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aparèy ak sèvis komunikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senk jou. Pou jwenn dokiman nan lòt fòm (tep odyo, Bray oswa disk konpit), sèvis yon entèprèt ki pale lang siy oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Relasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidade.gov.



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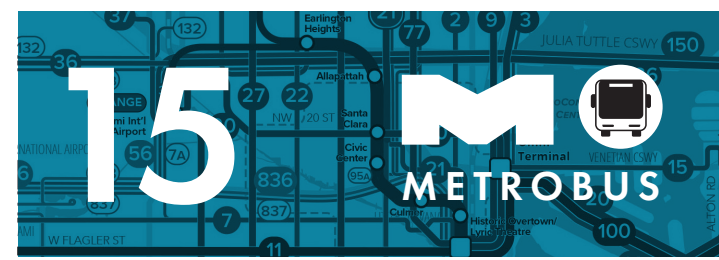
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NOVEMBER 2024 | NOVIEMBRE 2024 | NOVANM 2024

- Local service seven days a week
- Travels from South Beach to Omni Metrobus Terminal / Adrienne Arsht Metromover Station along the Venetian Causeway.



- Servicio local los siete días de la semana.
- Va desde South Beach hasta la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover, pasando por Venetian Causeway.



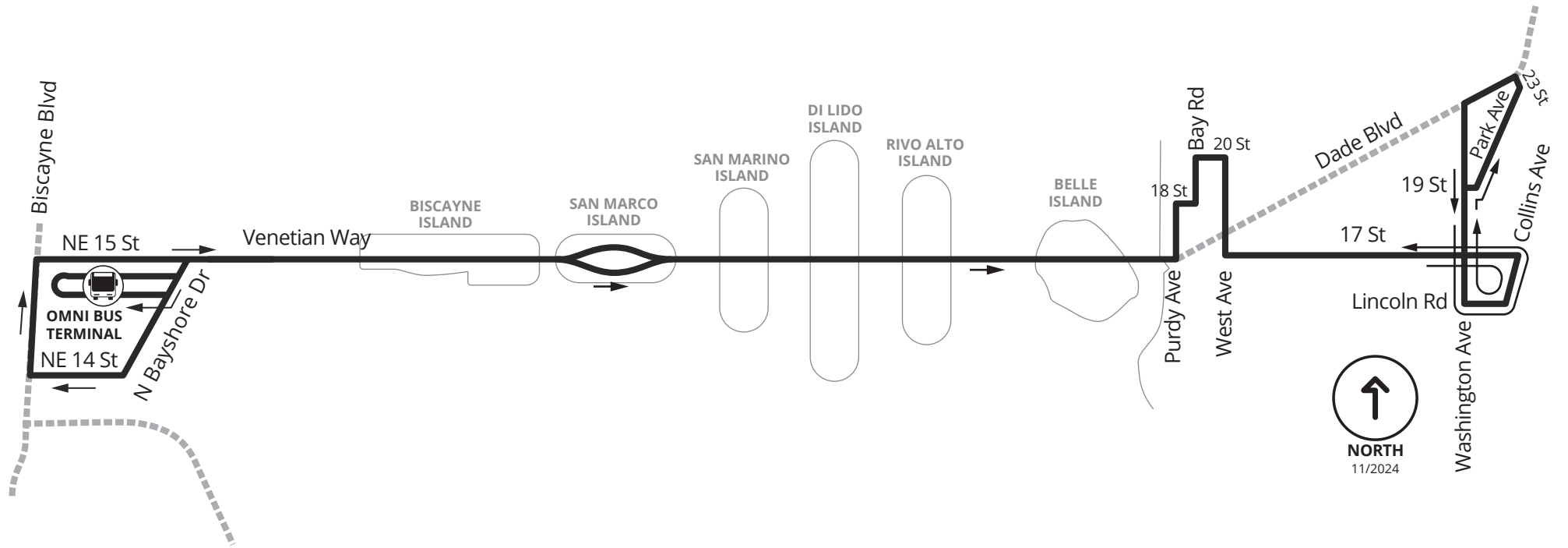
- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan South Beach pou rive nan Tèminal Omni Metrobus / Adrienne Arsht Metromover Station sou Venetian Causeway la.



MORE INFORMATION
MÁS INFORMACIÓN | PLUS ENFÒMASYON



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SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

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SUNDAY DOMINGO DIMANCH	5:00 a.m.	7:00 a.m.	60 min
	7:00 a.m.	8:00 p.m.	40 min
	8:00 p.m.	12:00 a.m.	60 min

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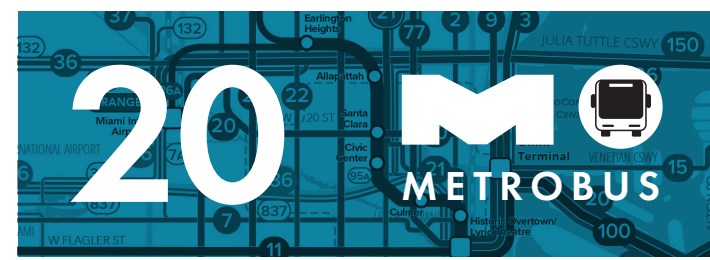
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- Local service seven days a week.
- Travels from South Beach to Miami International Airport Metrorail Station along Alton Rd, MacArthur Cswy, NW 20 St, and NW 36 St.
- Stops include the Adrienne Arsht Center Metromover Station / Omni Metrobus Terminal.



- Servicio local los siete días de la semana.
- Va desde South Beach hasta la estación del Metrorail del Aeropuerto Internacional de Miami, pasando por Alton Road, MacArthur Cswy., NW 20 St y NW 36 St.
- Con parada en la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover.



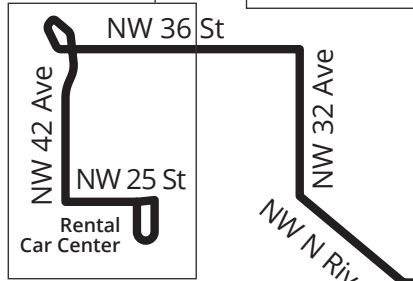
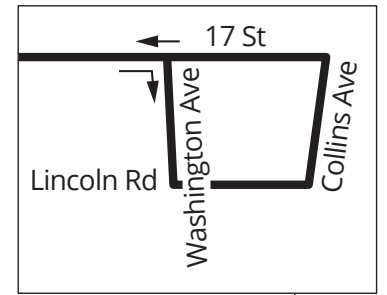
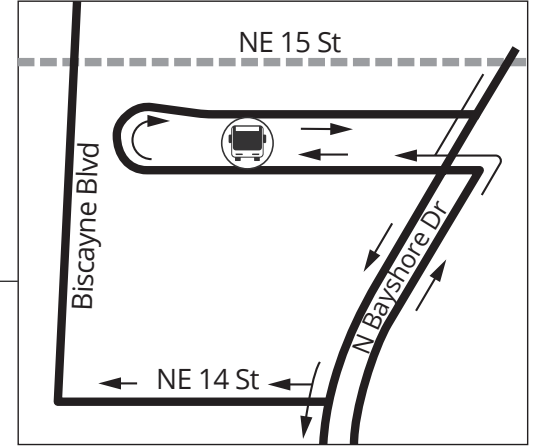
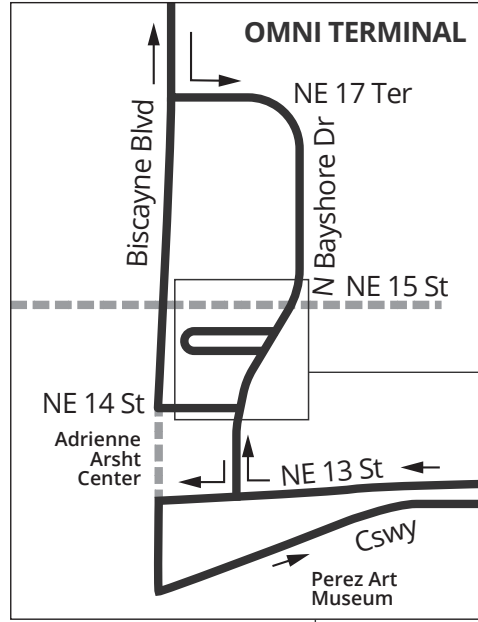
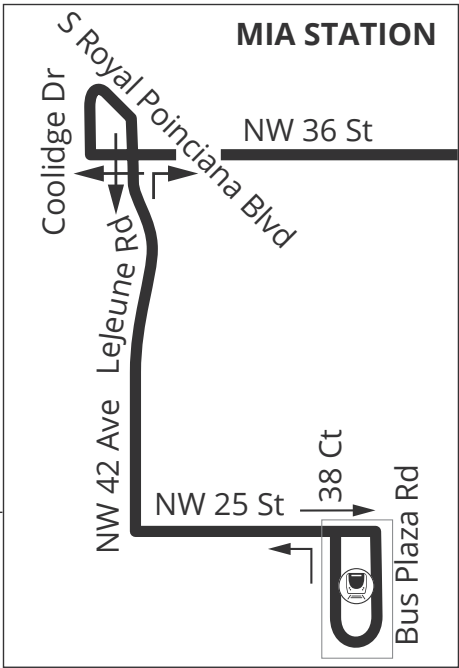
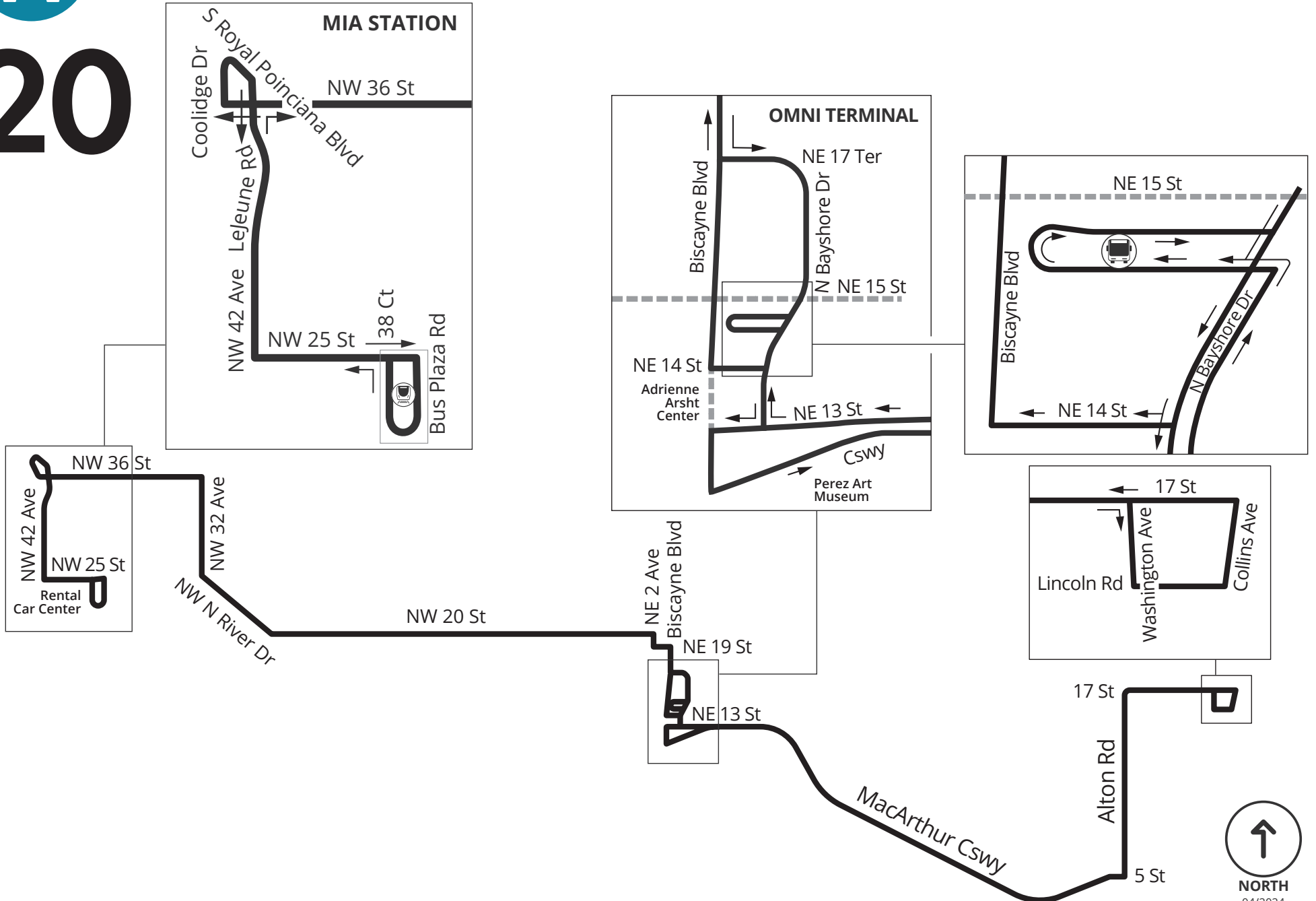
- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan South Beach pou rive nan Estasyon Metrorail Ayewopò Entènasyonal Miami an sou Alton Rd, MacArthur Cswy, NW 20 St, ak NW 36 St.
- Arè yo gen ladan Estasyon Metromover Adrienne Arsht Center / Omni Metrobus Terminal.



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SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	5:00 a.m.	10:00 p.m.	30 min

Frequencies are approximate and may vary depending on traffic and road conditions / Frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías / Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo



MetroCONNECT
YOUR FREE AND DIRECT CONNECTION TO MIAMI-DADE TRANSIT

SCAN TO DOWNLOAD THE APP OR CALL 786-321-5842



MIAMI-DADE COUNTY Powered by VIA

Language Assistance: Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305- 468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov.

Español: El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobús en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más información, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov.

Kreyòl Ayisyen: Miami-Dade Transit (MDT) angaje li a bay pasaje ak konesans limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo. MDT pibliye enfòmasyon sou trajè otobis yo an Espanyòl ak an Kreyòl Ayisyen epi li bay asistans nan toude lang yo nan Sant Repons nou an 3-1-1 oswa 305-468-5900. Pou plis enfòmasyon, rele Biwo Dwa Sivik ak Relasyon Travay MDT la nan 786-469-5486.

Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aparèy ak sèvis kominikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senk jou. Pou jwenn dokiman nan lòt fòm (tep odyo, Bray oswa disk konpit), sèvis yon entèprete ki pale lang siy oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Relasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidade.gov.



miamidade.gov/transportation

Information • Información • Enfòmasyon
311 (305.468.5900) TTY/Florida Relay: 711



@GoMiamiDade



GO Miami-Dade Transit

101



MARCH 2025 MARZO 2025 | MAS 2025

- Local weekday service.
- Travels from Mt. Sinai Medical Center in Miami Beach to Government Center Metrorail Station in Downtown Miami along Alton Rd, MacArthur Causeway and Biscayne Blvd.



- Servicio local los días laborables.
- Brinda servicio desde Mt. Sinai Medical Center en Miami Beach hasta la estación Government Center del Metrorail en el downtown de Miami, a lo largo de Alton Rd, MacArthur Causeway y Biscayne Blvd.



- Sèvis lokal lasemèn.
- Vwayaje soti nan Mt. Sinai Medical Center nan Miami Beach pou ale nan Estasyon Anba Government Center Metrorail nan Anba Lavi Miami sou Alton Rd, MacArthur Causeway ak Biscayne Blvd.



MORE INFORMATION
MÁS INFORMACIÓN | PLUS ENFÒMASYON

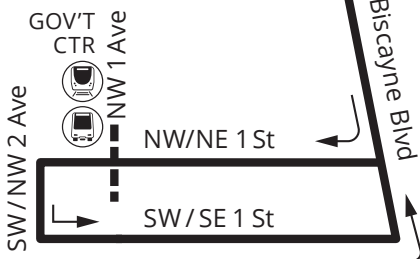
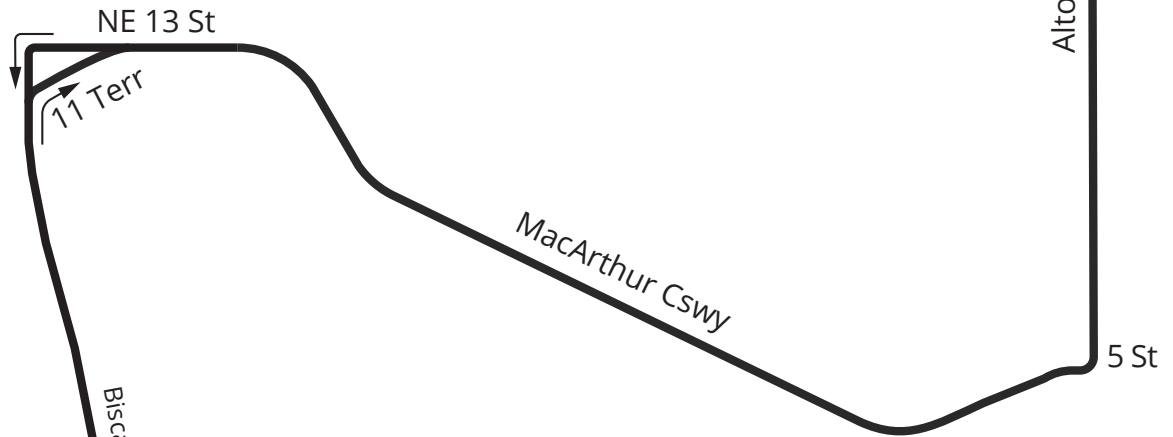
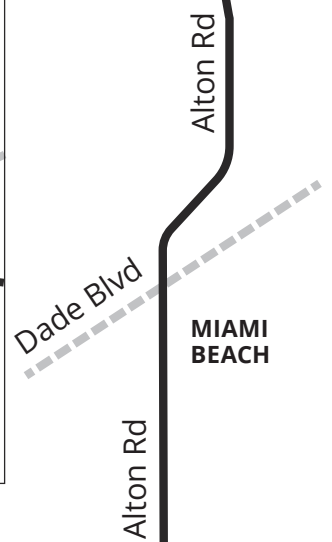
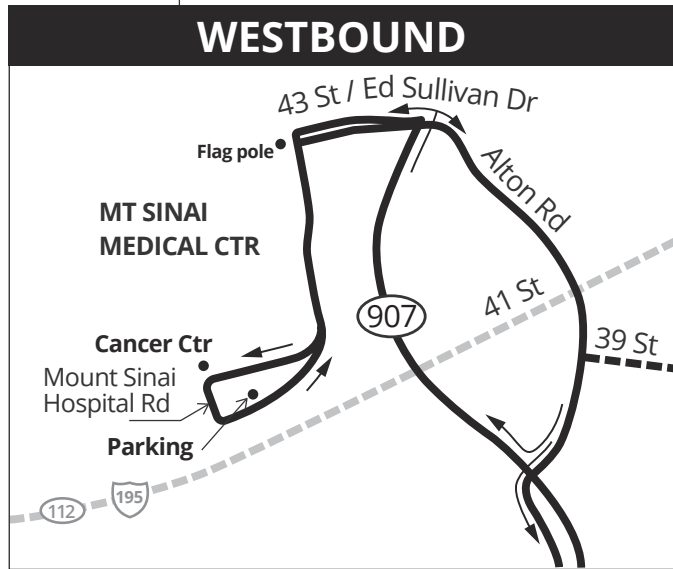
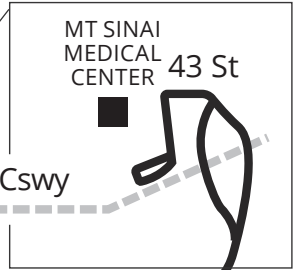
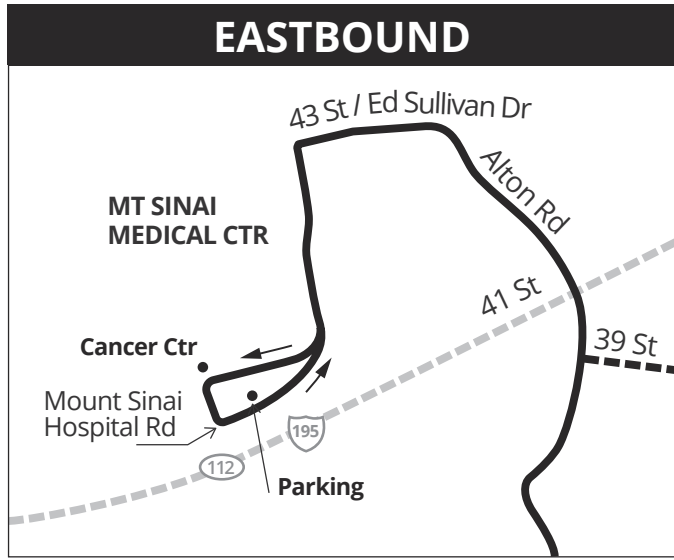
DRIVE LESS.LIVE MORE.™



DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



101



NORTH
03/2025



The citywide trolley service currently operates 15 hours a day, from 8 a.m. to 11 p.m., 7 days a week at approximately 20-minute average service frequency along each route.

We thank you for your continued support and are looking forward to serving you!

LET US DO THE DRIVING!

Miami Beach's FREE trolley provides a reliable transportation alternative complementing the existing transit network and providing connection to regional transit routes, improving the mobility and the quality of life of residents and the visitors alike.



Attachment D

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	Fine Dining Restaurant	11	931	60	SEAT	T = 0.02(X)	69%	31%	1	0	1	10.1%	0	1	0	1	0.0%	0	1	0	1	0.0%	0	1	0	1
2																										
3																										
4																										
5																										
6																										
7																										
8																										
9																										
10																										
11																										
12																										
13																										
14																										
15																										
Total:									1	0	1	10.1%	0	1	0	1	0.0%	0	1	0	1	0.0%	0	1	0	1

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	Fine Dining Restaurant	11	931	132	SEAT	T = 0.02(X)	69%	31%	2	1	3	10.1%	0	2	1	3	0.0%	0	2	1	3	0.0%	0	2	1	3
2																										
3																										
4																										
5																										
6																										
7																										
8																										
9																										
10																										
11																										
12																										
13																										
14																										
15																										
Total:									2	1	3	10.1%	0	2	1	3	0.0%	0	2	1	3	0.0%	0	2	1	3

NET NEW TRIPS	1	1	2
----------------------	---	---	---

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	Fine Dining Restaurant	11	931	60	SEAT	T = 0.28(X)	67%	33%	11	6	17	10.1%	2	10	5	15	0.0%	0	10	5	15	44.0%	7	6	2	8	
2																											
3																											
4																											
5																											
6																											
7																											
8																											
9																											
10																											
11																											
12																											
13																											
14																											
15																											
Total:									11	6	17	10.1%	2	10	5	15	0.0%	0	10	5	15	44.0%	7	6	2	8	

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	Fine Dining Restaurant	11	931	132	SEAT	T = 0.28(X)	67%	33%	25	12	37	10.1%	4	22	11	33	0.0%	0	22	11	33	44.0%	15	12	6	18	
2																											
3																											
4																											
5																											
6																											
7																											
8																											
9																											
10																											
11																											
12																											
13																											
14																											
15																											
Total:									25	12	37	10.1%	4	22	11	33	0.0%	0	22	11	33	44.0%	15	12	6	18	
																						NET NEW TRIPS			6	4	10

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	Estimate	Margin of Error
$(12+35+52)/(1,285-309) = 10.1\%$		
Census Tract 41.06; Miami-Dade County; Florida		
▼ Total:	1,285	±216
▼ Car, truck, or van:	798	±204
Drove alone	798	±204
▼ Carpooled:	0	±15
In 2-person carpool	0	±15
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	0	±15
▼ Public transportation (excluding taxicab):	12	±20
Bus	12	±20
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	34	±33
Motorcycle	15	±26
Bicycle	35	±27
Walked	52	±33
Other means	30	±37
Worked from home	309	±104

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 population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population states and counties.

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

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

Source: U.S. Census Bureau, 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 [Geographic Boundaries 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 the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

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 Data](#).

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 for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

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

N

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

(X)

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

median-

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

median+

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

**

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

Attachment E
Off-Site Parking Figures



