

MIAMI BEACH

PLANNING DEPARTMENT

Staff Report & Recommendation

Planning Board

DATE: May 5, 2026

TO: Chairperson and Members
Planning Board

FROM: Thomas R. Mooney, AICP
Planning Director



SUBJECT: PB26-0828, **North Beach Residential Use Incentives – LDR Amendment.**

PB26-0829, **North Beach Residential Use Incentives – Comprehensive Plan Amendment.**

RECOMMENDATION

Discuss and continue the proposed ordinances amending the Comprehensive Plan and Land Development Regulations of the City Code (LDRs) to the June 2, 2026 Planning Board meeting. Transmittal of the applications to the City Commission may only occur at a duly noticed second public hearing, after the conclusion of a community outreach meeting.

BACKGROUND

On March 18, 2026, at the request of Commissioner Monica Matteo-Salinas, the City Commission referred a proposal to create residential use incentives for certain areas of North Beach (C4 B) to the Planning Board and the Land Use and Sustainability Committee (LUSC). The LUSC is scheduled to consider the proposal on May 26, 2026.

PLANNING BOARD AND CITY COMMISSION REVIEW REQUIREMENTS

The application submitted herein is in accordance with Section 7.1.10.2(a) of the LDRs, which requires the following 3-step process, prior to the review by the City Commission:

a. Step One – Planning Board Preliminary Review.

The Planning Board, at a duly noticed public hearing, shall perform an initial review of the proposed ordinance. Notice of the Planning Board preliminary review hearing shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations. If the proposed ordinance involves less than ten (10) contiguous acres, the notice requirements for the preliminary Planning Board review shall also include a minimum 30-day mail notice for all properties within 375 feet of the properties subject to the proposed floor area or FAR increase, and a 30-day published notice.

Prior to the Planning Board's preliminary review stage, the Administration, either internally or with the assistance of an outside consultant, will perform an impact analysis of the proposed FAR increase; and such impact analysis shall include, but not be limited to, the following:

1. Calculation of the actual square footage increase for affected properties such as, for

example, the maximum allowable square footage for residential, office, retail, hotel or other uses resulting from the FAR increase.

2. An infrastructure analysis regarding potential impacts on traffic/mobility, parking, water, sewer, resiliency, parks and open space, as well as any other area of concern identified by the City Commission or the Administration.
3. Massing studies, which illustrate the volume and location of the area associated with the proposed increase in FAR.

For private applications, the applicant shall be required to provide all data and exhibits related to the above noted impact analysis as part of the application submission. The findings of this impact analysis shall be presented to the Planning Board at the preliminary review stage.

b. Step Two – Community Outreach Meeting:

Subsequent to the Planning Board’s preliminary review meeting, the City shall facilitate a public meeting for all affected stakeholders, in order to solicit additional input and feedback, as well as for City staff to address any outstanding issues or questions. A reasonable effort shall be made to ensure that such public meeting is held no later than 45 days from the date of the preliminary review by the Planning Board. Courtesy notice of the meeting shall be given by the applicable City department, in coordination with the Planning Department, in a manner consistent with the City’s courtesy notices for other community meetings, workshops, or presentations.

c. Step Three – Planning Board Transmittal:

At a second duly noticed public hearing, which is separate and apart from the preliminary review hearing, the Planning Board shall consider and transmit the proposed ordinance to the City Commission with a recommendation. Notice of this transmittal hearing shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations.

After transmittal to the City Commission, the review requires a similar 3-step process:

a. Step One – First Reading Public Hearing:

After transmittal of the ordinance by the planning board, the City Commission shall hold a first reading public hearing. Notice of the first reading shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations. If the proposed ordinance involves less than ten (10) contiguous acres, the notice requirements for first reading shall also include a minimum 30-day mail notice for all properties within 375 feet of the properties subject to the proposed floor area or FAR increase, and a 30-day published notice.

b. Step Two – Community Workshop:

Subsequent to the approval of the ordinance at first reading, and prior to second reading, at least one additional community workshop, which is separate and apart from the first reading public hearing, shall be held. This additional community workshop shall be considered a courtesy meeting, and open to participation by all affected stakeholders, including residents, property owners, or businesses in the surrounding area that may be affected by the proposed floor area or FAR increase, as determined by the City Commission. Such community workshops may be held in a virtual, in-person or hybrid formats, at the discretion of the City Commission, and shall be noticed in a manner to be determined by the City Commission.

c. Step Three – Second Reading / Adoption Public Hearing:

After the community workshop described above, the City Commission shall hold a second reading public hearing to consider final adoption of the proposed ordinance. Notice of the second reading shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations.

REVIEW CRITERIA

Pursuant to Section 2.4.2 of the Resiliency Code, in reviewing a request for an amendment to these land development regulations (LDRs), the board shall consider the following when applicable:

1. Whether the proposed change is consistent and compatible with the comprehensive plan and any applicable neighborhood or redevelopment plans.

Consistent

The proposed LDR amendment is consistent with the goals, objectives, and policies of the Comprehensive Plan, as proposed to be amended.

2. Whether the proposed change would create an isolated district unrelated to adjacent or nearby districts.

Consistent

The proposed amendment does not create an isolated district.

3. Whether the change suggested is out of scale with the needs of the neighborhood or the city.

Partially Consistent

The proposed ordinance amendment does allow for a modest increase in the scale of development; however, the height limit increases would only allow for an additional one to two stories. The proposed reduction in the minimum setback requirements for below grade levels of the building would have a significantly negative impact on the surrounding area. Overall, with the removal of the setback increase, the benefits to the neighborhood would outweigh the potential modest impacts of the additional height and intensity.

4. Whether the proposed change would tax the existing load on public facilities and infrastructure.

Partially Consistent

The proposed amendment could result in development that increases the load on public facilities and infrastructure due to the proposed change in floor area ratio (FAR). The amendment, however, proposes a 50% reduction in the maximum permitted density which will result in larger residential units likely decreasing demand on public facilities and infrastructure.

5. Whether existing district boundaries are illogically drawn in relation to existing conditions on the property proposed for change.

Not Applicable

The proposed amendment does not modify underlying district boundaries.

6. Whether changed or changing conditions make the passage of the proposed change necessary.

Consistent

The loss of permanent residents and the desire to incentivize non-transient residential development makes passage of the proposed change necessary.

7. Whether the proposed change will adversely influence living conditions in the neighborhood.

Partially Consistent

The proposed reduction in the minimum setback requirements for below grade levels of the building would have a significantly negative impact on the surrounding area. With the removal of the proposed setback reduction, the proposed ordinance amendment should not adversely affect living conditions in the neighborhood.

8. Whether the proposed change will create or excessively increase traffic congestion beyond the levels of service as set forth in the comprehensive plan or otherwise affect public safety.

Partially Consistent

The proposed amendment could result in development that increases the load on public facilities and infrastructure due to the proposed change in floor area ratio (FAR). The amendment, however, proposes a 50% reduction in the maximum permitted density which will result in larger residential units likely decreasing demand on public facilities and infrastructure.

9. Whether the proposed change will seriously reduce light and air to adjacent areas.

Partially Consistent

The proposed reduction in the minimum setback requirements for below grade levels of the building would have a significantly negative impact on the surrounding area, and potentially result in reduced view corridors. With the removal of the proposed setback reduction, the proposed change should not reduce light and air to adjacent areas.

10. Whether the proposed change will adversely affect property values in the adjacent area.

Consistent

The proposed change should not adversely affect property values in the adjacent areas.

11. Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accordance with existing regulations.

Consistent

The proposed change will not be a deterrent to the improvement or development of adjacent properties.

12. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.

Partially Consistent

While the property can be used in accordance with existing zoning, the proposed amendments will incentivize non-transient residential development.

13. Whether it is impossible to find other adequate sites in the city for the proposed use in a district already permitting such use.

Not Applicable

COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA

Section 7.1.2.4 of the LDRs establishes the following review criteria when considering ordinances, adopting resolutions, or making recommendations:

1. Whether the proposal affects an area that is vulnerable to the impacts of sea level rise, pursuant to adopted projections.

Not Consistent

The proposed reduction in the minimum setback requirements for below grade levels of the building would significantly increase construction that is vulnerable to the impacts of sea

level rise. The proposal also affects areas that are vulnerable to the impacts of sea level rise in the long term.

- 2. Whether the proposal will increase the resiliency of the City with respect to sea level rise.

Partially Consistent

The proposal will increase the resiliency of the City with respect to sea level rise with new development that will better comply with the City’s resiliency requirements. However, the proposed reduction in the minimum setback requirements for below grade levels of the building would significantly increase construction that is vulnerable to the impacts of sea level rise.

- 3. Whether the proposal is compatible with the City’s sea level rise mitigation and resiliency efforts.

Partially Consistent

Overall, the proposal is compatible with the City’s sea level rise mitigation and resiliency efforts. However, the proposed reduction in the minimum setback requirements for below grade levels of the building would significantly increase construction that is vulnerable to the impacts of sea level rise.

ANALYSIS

In 2024, the City Commission adopted Ordinance 2024-4664, establishing non-transient residential use incentives for several areas of the city to incentivize the replacement or prevention of transient uses. One of the incentive areas included as part of the adopted ordinance is a portion of Mid Beach along Collins Avenue from 47th Street to 63rd Street. The mid-beach incentive area includes an FAR incentive for oceanfront properties of up to 3.5 and a maximum height of 220 feet.

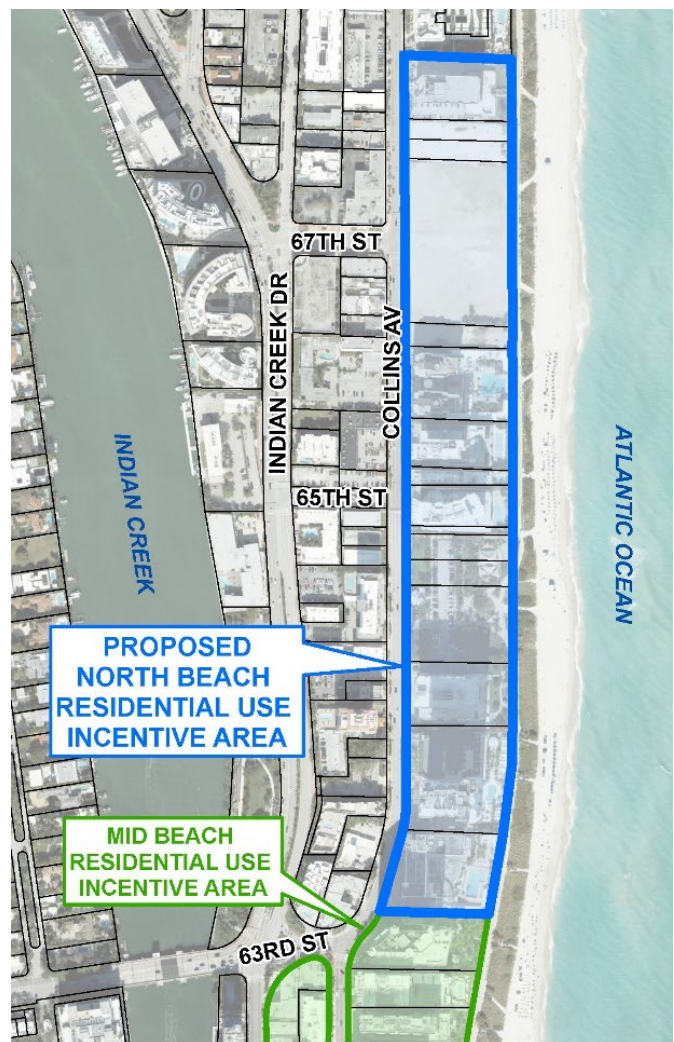
The proposed ordinance, initially requested by the owners of the property located at 6747 & 6757 Collins Avenue, seeks to establish a similar non-transient residential use incentive area from 63rd Street to approximately the 6800 Block (inclusive of the Sterling Condominium located at 6767 Collins Avenue).

The proposed incentive area, entitled the North Beach Residential Use Incentive Area, would be applicable to oceanfront RM-3 zoned properties with a lot area greater than 40,000 square feet and would permit a maximum FAR of 3.5 and a maximum building height of 220 feet.

FAR and height

For reference, the current maximum FAR limits in the RM-3 district are:

- 2.25 for lot area equal to or less than



45,000 square feet

- 2.75 for lot area greater than 45,000 square feet
- 3.0 for oceanfront lots with lot area greater than 45,000 square feet

The maximum height limits in the RM-3 district are:

- 150 feet for non-oceanfront lots
- 200 feet for oceanfront lots
- 50 feet for ground floor additions to existing structures on oceanfront lots

The FAR incentive represents an increase of approximately 34% for lots with an area between 40,000 and 45,000 square feet and approximately 16% for lots greater than 45,000 square feet. The height increase would generally allow for one to two additional floors. Additionally, it is important to note that the proposed incentive area is located within the North Beach Resort Historic District. As a condition of eligibility for the voluntary residential use incentives, any existing contributing building shall be retained, preserved and restored, as may be required by the Historic Preservation Board.

Subterranean setbacks

As part of the amendment, subterranean setbacks are proposed to be reduced to a minimum of 2 feet on all sides of a property. The current RM-3 subterranean setbacks are listed below:

- Front: 20 feet.
- Side: 7.5 feet.
- Rear: 20% of lot depth or 50 feet from the bulkhead line whichever is greater.

Staff has very serious concerns with this aspect of the code amendment and strongly recommends that the proposer remove this modification. The negative impacts on landscape and pervious areas within all required yards would be significant, as there would be no room for in-ground percolation. The rear yard area also serves as a transition zone between upland development and the more sensitive dune and beach area and the proposed reduction in the minimum setback would not only conflict with the dune and oceanfront overlays but would significantly reduce the amount of permeable area within a project site. Finally, below grade, including fully subterranean, areas of a building already present significant challenges with regard to long term resiliency, water management and flooding. Significantly increasing the size of already vulnerable portions of a building serves no legitimate public purpose and would exacerbate the proposed increases in FAR and building height.

Density limit

The proposed amendment also includes a provision that the maximum density of a project would be limited to 50% of the permitted density. In the RM-3 zoning district, the maximum permitted density is 150 dwelling units per acre, and this proposal would limit the density to 75 dwelling units per acre. Although oceanfront lots are likely to develop with luxury style units, staff believes that limiting the density would undermine the city's goal of increasing non-transient residential units and is not necessary. As such, staff is not supportive of the proposed density limit.

In accordance with the requirements for FAR increases, initial requester of the amendment has provided the following with the application submission:

1. **Impact analysis of the proposed FAR increase.** Eight properties/property assemblages have been identified that exceed 40,000 square feet and could take advantage of the proposed amendment representing a potential increase of approximately 310,000 square feet of additional FAR. It is important to note that the Deauville Hotel site has been excluded from this analysis.

2. **Infrastructure Analysis** regarding potential impacts on traffic/mobility, parking, water, sewer, resiliency, parks and open space.
3. **Massing Studies**, which illustrate the volume and location of the area associated with the proposed FAR increase.

To this end, the proposed FAR increases are modest and intended to incentivize the replacement of, or prevent new, transient uses within this portion of the city. The proposed amendment does not increase the maximum density limits; in fact, the amendment proposes to decrease density from what could otherwise be built today.

COMPREHENSIVE PLAN AMENDMENT AND REVIEW PROCESS

The proposal requires an amendment to the Comprehensive Plan for the proposed increases in intensity and density. Under Section 163.3184(2), Florida Statutes, this amendment shall follow the expedited state review process for adoption of comprehensive plan amendments.

This process requires a public hearing by the local planning agency (Planning Board), a public transmittal hearing before the City Commission, after which the amendment must be transmitted to several state agencies for a 30-day review period, and a final adoption public hearing before the City Commission. The amendment is effective 31 days after it is adopted if there are no appeals.

NEXT STEPS

Following the Planning Board's preliminary review meeting, City staff will schedule a public meeting for all affected stakeholders, to solicit additional input and feedback. Assuming this community outreach meeting can take place later in May, it is anticipated that the Planning Board may be able to consider and transmit the proposed ordinance to the City Commission with a recommendation on June 2, 2026. However, if staff cannot schedule a community outreach meeting prior to June 2, 2026, the proposal would need to be continued to a future date.

STAFF RECOMMENDATION

Staff recommends that the Planning Board discuss and continue the proposed ordinances amending the Comprehensive Plan and LDRs to the June 2, 2026 Planning Board meeting.

North Beach Residential Use Incentives – LDR Amendments

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE MIAMI BEACH RESILIENCY CODE, BY AMENDING CHAPTER 7, ENTITLED "ZONING DISTRICTS AND REGULATIONS," BY AMENDING ARTICLE II, ENTITLED "DISTRICT REGULATIONS," BY AMENDING SECTION 7.2.6, ENTITLED "RM-3 RESIDENTIAL MULTIFAMILY, HIGH INTENSITY," TO ESTABLISH SUBSECTION 7.2.6.5, ENTITLED "NORTH BEACH RESIDENTIAL USE INCENTIVE AREA (RM-3)," TO PROVIDE FAR AND HEIGHT INCENTIVES TO ENCOURAGE THE DEVELOPMENT OF RESIDENTIAL USES AND THE CONVERSION OF EXISTING TRANSIENT USES TO RESIDENTIAL USES FOR PROPERTIES ZONED RM-3 THAT FRONT COLLINS AVENUE BETWEEN 63 STREET ON THE SOUTH AND ON THE NORTH BY THE SOUTH 50 FEET OF LOT 48, BLOCK 1, OF THE AMENDED PLAT OF THE SECOND OCEANFRONT SUBDIVISION; AND PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City of Miami Beach (the "City") enacts laws which promote the public health, safety, and general welfare of its citizens; and

WHEREAS, in 2024, the City adopted Ordinance No. 2024-4664 entitled "Residential Use Incentives," which created floor area and height incentives in multiple neighborhoods to encourage development of residential uses and conversion of existing transient uses to residential uses in response to declining residential populations and quality of life impacts resulting therefrom; and

WHEREAS, the "Mid Beach Residential Use Incentives" in Section 7.2.6.4 of the Resiliency Code apply to properties fronting Collins Avenue between 47th Street in the south and 63rd Street on the north; and

WHEREAS, there are numerous vacant oceanfront properties north of 63 Street; and

WHEREAS, vacant oceanfront properties negatively impact the quality of life and economy of the City; and

WHEREAS, the City seeks to further encourage residential development and conversion of transient uses by creating the North Beach Residential Use Incentives that apply to certain oceanfront properties north of 63 Street that satisfy additional criteria; and

WHEREAS, the proposed amendment will ensure that vacant oceanfront properties north of 63rd Street will not be developed with previously approved transient uses, as well as encourage residential development that will not be used for short-term or other transient purposes in furtherance of the City's objective to encourage growth of the permanent resident population; and

WHEREAS, the amendments set forth below are necessary to accomplish all of the above objectives; and

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF

THE CITY OF MIAMI BEACH, FLORIDA.

SECTION 1. Chapter 7, entitled “Zoning Districts and Regulations,” Article II, entitled “District Regulations,” is hereby amended to establish section 7.2.6.5, entitled “North Beach Residential Use Incentive Area (RM-3)” as follows:

CHAPTER 7 ZONING DISTRICTS AND REGULATIONS

* * *

ARTICLE II. DISTRICT REGULATIONS

* * *

Section. 7.2.6 RM-3 RESIDENTIAL MULTIFAMILY, HIGH INTENSITY

* * *

7.2.6.5 North Beach Residential Use Incentive Area (RM-3)

a. Location and Purpose (North Beach Residential Use Incentive Area – RM-3)

The following regulations shall apply to oceanfront properties that front Collins Avenue between 63rd Street on the south and the northern boundary of the south 50 feet of lot 48, Block 1, of the Amended Plat of the Second Oceanfront Subdivision recorded in Plat Book 28 Page 28 of the Public Records of Miami-Dade County. The purpose of the overlay shall be to incentivize the development of non-transient residential uses.

b. Development Regulations (North Beach Residential Use Incentive Area (RM-3)

For developments that comply with the requirements for “Residential Use Incentives” in section 7.1.11 of the Resiliency Code, the following regulations shall apply:

<u>DEVELOPMENT REGULATIONS TABLE</u>	
<u>MAXIMUM FAR</u>	
<u>Oceanfront lots with a lot area greater than 40,000 square feet (1)</u>	<u>3.5</u>
<u>BUILDING HEIGHT</u>	
<u>Oceanfront Lots</u>	<u>220</u>
<u>(1) Oceanfront lots with a lot area greater than 40,000 square feet shall be entitled to 3.5 FAR provided that the maximum density of a project permitted under this section is 50% of the maximum density permitted by the underlying zoning district. Additionally, notwithstanding the minimum setback requirements set forth in Section 7.2.6.3, subterranean levels developed partially or fully below grade may be setback by a minimum of 2 feet from any property line.</u>	

SECTION 2. REPEALER.

All ordinances or parts of ordinances and all section and parts of sections in conflict herewith be and the same are hereby repealed.

SECTION 3. CODIFICATION.

It is the intention of the City Commission, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of the City of Miami Beach as amended; that the sections of this ordinance may be renumbered or relettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word.

SECTION 4. SEVERABILITY.

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

SECTION 5. EFFECTIVE DATE.

This Ordinance shall take effect ten days following adoption.

PASSED AND ADOPTED this _____ day of _____, 2026

Steven Meiner, Mayor

ATTEST:

Rafael E. Granado, City Clerk

APPROVED AS TO FORM AND
LANGUAGE AND FOR EXECUTION

City Attorney

Date

First Reading: _____, 2026

Second Reading: _____, 2026

Verified by: _____
Thomas R. Mooney, AICP
Planning Director

North Beach Residential Use Incentives – Comprehensive Plan Amendment

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CITY OF MIAMI BEACH YEAR 2040 COMPREHENSIVE PLAN, PURSUANT TO THE EXPEDITED STATE REVIEW PROCESS OF SECTION 163.3184(3), FLORIDA STATUTES, BY AMENDING THE “RESILIENT LAND USE & DEVELOPMENT ELEMENT,” GOAL RLU 1, ENTITLED “LAND USE,” BY AMENDING POLICY RLU 1.1.7, ENTITLED “ HIGH DENSITY MULTI FAMILY RESIDENTIAL (RM-3),” TO PROVIDE FAR INCENTIVES TO ENCOURAGE THE DEVELOPMENT OF RESIDENTIAL USES AND THE CONVERSION OF EXISTING TRANSIENT USES TO RESIDENTIAL USES FOR PROPERTIES LOCATED IN THE “NORTH BEACH RESIDENTIAL USE INCENTIVE AREA”; AND PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, TRANSMITTAL AND AN EFFECTIVE DATE.

WHEREAS, the City of Miami Beach (the “City”) enacts laws which promote the public health, safety, and general welfare of its citizens; and

WHEREAS, in 2024, the City adopted Ordinance No. 2024-4663 entitled “Residential Use Incentives – Comprehensive Plan Amendment,” which amended the City’s Year 2040 Comprehensive Plan to create floor area and height incentives in multiple neighborhoods to encourage development of residential uses and conversion of existing transient uses to residential uses in response to declining residential populations and quality of life impacts resulting therefrom; and

WHEREAS, the “Mid Beach Residential Use Incentives” in Section 7.2.6.4 of the Resiliency Code apply to properties fronting Collins Avenue between 47th Street in the south and 63rd Street on the north; and

WHEREAS, there are numerous vacant oceanfront properties north of 63 Street; and

WHEREAS, vacant oceanfront properties negatively impact the quality of life and economy of the City; and

WHEREAS, the City seeks to further encourage residential development and conversion of transient uses by creating the North Beach Residential Use Incentives that apply to certain oceanfront properties north of 63 Street that satisfy additional criteria; and

WHEREAS, allowing for residential use incentives in the North Beach area will ensure that vacant oceanfront properties north of 63 Street will not be developed with previously approved transient uses, as well as encourage residential development that will not be used for short-term or other transient purposes in furtherance of the City’s objective to encourage growth of the permanent resident population; and

WHEREAS, the amendments set forth below are necessary to accomplish all of the above objectives.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:

SECTION 1. The following amendments to the City's 2040 Comprehensive Plan Resilient Land Use & Development Element are hereby adopted:

RESILIENT LAND USE & DEVELOPMENT ELEMENT

* * *

GOAL RLU 1: LAND USE

* * *

POLICY RLU 1.1.7 HIGH DENSITY MULTIFAMILY RESIDENTIAL (RM-3)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new high density multi-family residential and hotel areas.

Uses which may be permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, multiple family dwellings, apartment hotels and hotels.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 150 dwelling units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed the following:

- a floor area ratio of 2.25 on lot area equal to or less than 45,000 sq. ft.;
- a floor area ratio of 2.75 on lot area greater than 45,000 sq. ft.;
- a floor area ratio 3.0 on oceanfront lots with lot area greater than 45,000 sq. ft.;
- a floor area ratio of 2.0 on oceanfront lots in architectural district;
- a floor area ratio of 3.0 for lots which, as of November 14, 1998, are oceanfront lots with a lot area greater than 100,000 sq. ft. with an existing building, however, the lesser of an additional floor area ratio of 0.15 or 20,000 sq. ft. for the purpose of providing hotel amenities.

- For developments located in the Mid Beach Residential Use Incentive Area, as described in the Land Development Regulations, that comply with the requirements for Residential Use Incentives in Policy RLU 1.2.8, the floor area ratio shall not exceed the following:
 - a floor area ratio of 2.6 on lot area equal to or less than 45,000 sq. ft.;
 - a floor area ratio of 3.2 on lot area greater than 45,000 sq. ft.;
 - a floor area ratio 3.5 on oceanfront lots with lot area greater than 45,000 sq. ft.;
- For developments located in the North Beach Residential Use Incentive Area, as described in the Land Development Regulations that comply with the requirements for Residential Use Incentives in Policy RLU 1.2.8, the floor area ratio shall not exceed 3.5 on lots with a lot area equal to or greater than 40,000 sq. ft.

* * *

SECTION 2. CODIFICATION.

It is the intention of the City Commission that this Ordinance be entered into the Comprehensive Plan of the City of Miami Beach, FL, and it is hereby ordained that the sections of this Ordinance may be renumbered or re-lettered to accomplish such intention; and that the word “ordinance” may be changed to “section,” “article,” or other appropriate word.

SECTION 3. REPEALER.

All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

SECTION 4. SEVERABILITY.

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

SECTION 5. TRANSMITTAL.

The Planning Director is hereby directed to transmit this ordinance to the appropriate state, regional, and county agencies as required by applicable law.

SECTION 6. EFFECTIVE DATE.

This Ordinance shall take effect until 31 days after the state land planning agency notifies the City that the plan amendment package is complete following adoption, pursuant to Section 163.3184(3), Florida Statutes.

PASSED AND ADOPTED this _____ day of _____, 2026

Steven Meiner, Mayor

ATTEST:

Rafael E. Granado, City Clerk

APPROVED AS TO FORM AND
LANGUAGE AND FOR EXECUTION

City Attorney

Date

First Reading: _____, 2026

Second Reading: _____, 2026

Verified by: _____

Thomas R. Mooney, AICP
Planning Director

North Beach Overlay Residential Use Incentives											
Parcel	Zoning	Lot Area (SF)	Current FAR	Incentive FAR	% Increase	Current Max Floor Area (SF)	Incentive Max Floor Area (SF)	Potential Floor Area Increase (SF)	Existing Density ¹	Current Max Density	Incentive Max Density
02-3211-059-0001 (Sterling Condo)	RM-3	66,608	3.0	3.5	17%	199,824	233,128	33,304	184 units	150 DUA (229 units)	75 DUA (114 units)
02-3211-007-0430 and 02-3211-007-0440 (BTL Investments assemblage)	RM-3	41,624	2.25	3.5	56%	93,654	145,684	52,030	N/A (vacant land)	150 DUA (143 units)	75 DUA (71 units)
02-3211-007-0410 and 02-3211-007-0400 (Sherry Frontenac assemblage)	RM-3	99,300	3.0	3.5	17%	297,900	347,550	49,650	269 hotel keys	150 DUA (341 units)	75 DUA (170 units)
02-3211-007-0390 (Monte Carlo Apartments)	RM-3	49,650	3.0	3.5	17%	148,950	173,775	24,825	136 units	150 DUA (170 units)	75 DUA (85 units)
02-3211-078-0001 (Bel-Aire on the Ocean Condo)	RM-3	49,822	3.0	3.5	17%	149,466	174,377	24,911	129 units	150 DUA (171 units)	75 DUA (85 units)
02-3211-033-0001 (Mar del Plata Condo)	RM-3	65,000 ²	3.0	3.5	17%	195,000	227,500	32,500	151 units	150 DUA (223 units)	75 DUA (111 units)
02-3211-073-0001 (Akoya Condo)	RM-3	104,544	3.0	3.5	17%	313,632	365,904	52,272	387 units	150 DUA (360 units)	75 DUA (180 units)

¹ Information obtained from building microfilm records, Declarations of Condominium and other condominium documents, and online sources, as available.

² Lot size estimate obtained via Geographic Information Systems polygon tool.

North Beach Overlay Residential Use Incentives											
Parcel	Zoning	Lot Area (SF)	Current FAR	Incentive FAR	% Increase	Current Max Floor Area (SF)	Incentive Max Floor Area (SF)	Potential Floor Area Increase (SF)	Existing Density ¹	Current Max Density	Incentive Max Density
02-3211-064-0001 (Casablanca Condo)	RM-3	81,500	3.0	3.5	17%	244,500	285,250	40,750	288 units	150 DUA (280 units)	75 DUA (140 units)
02-3211-060-0001 (La Gorce Palace Condo)	RM-3	67,427	3.0	3.5	17%	202,281	235,994.5	33,713.5	207 units	150 DUA (232 units)	75 DUA (116 units)

Total Potential Floor Area Increase: 343,955.5 square feet

Note: The Deauville site has been excluded from the above analysis because its unique overlay district regulations make application of the proposed incentives unlikely.



MEMORANDUM

To: Ghassan Choueiry, P.E, T.E.
City of Miami Beach

From: Cory D. Dorman, P.E., PTOE 

Date: March 24, 2026

**Re: 6301-6767 Collins Avenue
Miami Beach, FL 33141
Code Amendment Trip Generation Statement Methodology**

The purpose of this memorandum is to summarize the trip generation statement methodology for the proposed Code Amendment/North Beach Overlay that will include several properties within North Beach in Miami Beach, Florida. The following properties are subject to the proposed Code Amendment:

- Parcel 1: 02-3211-059-0001 (Sterling Condo) - 6767 Collins Avenue
- Parcel 2:
 - Parcel 2a: 02-3211-007-0430 (BTL Investments assemblage) - 6757 Collins Avenue
 - Parcel 2b: 02-3211-007-0440 (BTL Investments assemblage) - 6747 Collins Avenue
- Parcel 3:
 - Parcel 3a: 02-3211-007-0410 (Sherry Frontenac assemblage) - 6605 Collins Avenue
 - Parcel 3b: 02-3211-007-0400 (Sherry Frontenac assemblage) - 6565 Collins Avenue
- Parcel 4: 02-3211-007-0390 (Monet Carlo Apartments) - 6551 Collins Avenue
- Parcel 5: 02-3211-078-0001 (Bel-Aire on the Ocean Condo) - 6515 Collins Avenue
- Parcel 6: 02-3211-033-0001 (Mar de Plata Condo) - 6423 Collins Avenue
- Parcel 7: 02-3211-073-0001 (Akoya Condo) - 6365 Collins Avenue
- Parcel 8: 02-3211-064-0001 (Casablanca Condo) - 6345 Collins Avenue
- Parcel 9: 02-3211-060-0001 (La Gorce Palace Condo) - 6301 Collins Avenue

Please note that the property located at 6701 Collins Avenue was excluded from this analysis as a result of its specific overlay district regulations.

Based on the current zoning regulations, the properties included the proposed Code Amendment are permitted to develop 150 residential dwelling units per acre or hotel rooms based on a floor area ratio (FAR) of 3.0. However, the proposed Code Amendment will require that properties proffer a covenant to limit the proposed use to residential only with 75 residential dwelling units per acre. Therefore, the trip generation statement methodology was prepared to evaluate the change in vehicular trip generation potential between the existing and proposed maximum allowable development intensities for the properties included in the proposed North Beach Overlay/Code Amendment. A location map and folio summary for the subject parcels are provided in Attachment A.

MAXIMUM ALLOWABLE DEVELOPMENT POTENTIALS

To evaluate the proposed maximum allowable residential-only development potential for each property, two (2) comparative trip generation scenarios were prepared as residential or hotel uses are permitted under existing zoning regulations. Scenario 1 evaluates the existing maximum allowable hotel

development potential for each parcel as compared to the proposed maximum allowable residential-only development potential and Scenario 2 evaluates the existing maximum allowable residential development potential for each parcel as compared to the proposed maximum allowable residential-only development potential.

Existing Maximum Allowable Development Potential (Scenario 1)

A summary of the existing maximum allowable hotel development potential for each property based on a FAR of 3.0 is provided below. Based on input provided by the applicant's team, the maximum number of hotel rooms was estimated by reducing the maximum permitted floor area by 30 percent (30%) and dividing the resulting net square footage by the minimum average unit size of 335 square feet.

- Parcel 1: 417 hotel rooms
- Parcel 2: 195 hotel rooms
- Parcel 3: 622 hotel rooms
- Parcel 4: 311 hotel rooms
- Parcel 5: 312 hotel rooms
- Parcel 6: 407 hotel rooms
- Parcel 7: 655 hotel rooms
- Parcel 8: 510 hotel rooms
- Parcel 9: 422 hotel rooms

Existing Maximum Allowable Development Potential (Scenario 2)

A summary of the existing maximum allowable residential development potential for each property based on 150 residential dwelling units per acre is provided below:

- Parcel 1: 229 dwelling units
- Parcel 2: 143 dwelling units
- Parcel 3: 341 dwelling units
- Parcel 4: 170 dwelling units
- Parcel 5: 171 dwelling units
- Parcel 6: 223 dwelling units
- Parcel 7: 360 dwelling units
- Parcel 8: 280 dwelling units
- Parcel 9: 232 dwelling units

Proposed Maximum Allowable Development Potential

A summary of the proposed maximum allowable residential development potential for each property based on 75 residential dwelling units per acre is provided below:

- Parcel 1: 114 dwelling units
- Parcel 2: 71 dwelling units
- Parcel 3: 170 dwelling units
- Parcel 4: 85 dwelling units
- Parcel 5: 85 dwelling units
- Parcel 6: 111 dwelling units
- Parcel 7: 180 dwelling units

- Parcel 8: 140 dwelling units
- Parcel 9: 116 dwelling units

A location map and folio summary for the subject parcels are provided in Attachment A.

TRIP GENERATION

Trip generation calculations for the existing maximum allowable development potential and proposed maximum development potential were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 12th Edition. Trip generation calculations were prepared for the weekday A.M. and P.M. peak hours.

The trip generation for the existing maximum allowable development potential scenarios was determined using ITE Land Use Code (LUC) 310 (Hotel) and LUC 222 (Multifamily Housing [High-Rise]). The trip generation for the proposed code amendment maximum allowable development potential was determined using LUC 222 (Multifamily Housing [High-Rise]).

Multimodal Reduction

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 which the properties are located. Two (2) multimodal factors were determined for the properties included in the proposed Code Amendment. A multimodal factor of 23.8 percent (23.8%) was determined for Parcels 1 and 2. However, to provide a conservative analysis, a multimodal factor of 20.0 percent (20.0%) was applied. Additionally, a multimodal factor of 8.4 percent (8.4%) was determined for Parcels 3 through 9. It is expected that a portion of residents and guests will choose to walk, bike, or use public transit to and from these sites.

Transit Route Information

Two (2) Miami Beach Trolley routes and three (3) Miami-Dade County Department of Transportation Public Works (DTPW) routes currently operate in close proximity (within ½ mile) to the study area during the weekday A.M. and P.M. peak hours. Detailed transit route information is included in Attachment B.

- **Miami Beach Trolley Collins Express Route** operates along Collins Avenue in the vicinity of the project study area with the nearest stop located south of 67th Street. This route operates with approximately 20-minute headways in the northbound and southbound directions during the weekday A.M. and P.M. peak hours.
- **Miami Beach Trolley North Beach Route** operates along Collins Avenue in the vicinity of the project study area with the nearest stop located south of 67th Street. This route operates with approximately 20-minute headways in the northbound and southbound directions during the weekday A.M. and P.M. peak hours.
- **MDT Route 79** operates along Collins Avenue in the vicinity of the project study area with the nearest stop located south of 67th Street. This route operates with approximately 15-minute headways in the northbound and southbound directions during the weekday A.M. and P.M. peak hours.
- **MDT Route 100** operates along Collins Avenue in the vicinity of the project study area with the nearest stop located south of 67th Street. This route operates with approximately 7.5-minute headways in the northbound and southbound directions during the weekday A.M. and P.M. peak hours.

- **MDT Route 279** operates along 71st Street in the vicinity of the project study area with the nearest stop located east of Indian Creek Drive. This route operates with approximately 24-minute headways in the eastbound and westbound directions during the weekday A.M and P.M. peak hours.

Net New Amendment Trips (Scenario 1)

As shown in Table 1, the proposed Code Amendment is expected to result in a reduction of 981 net new vehicle trips during the weekday A.M. peak hour and a reduction of 2,247 net new vehicle trips during the weekday P.M. peak hour as compared to the existing maximum allowable hotel development potential for the subject parcels. Table 2 summarizes the corresponding reductions in net new trips for each parcel under this scenario. The detailed trip generation calculations are included in Attachment C.

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Table 1: Proposed Maximum Development Potential Net New Trip Generation by Parcel – Scenario 1					
A.M. Peak Hour (P.M. Peak Hour)					
Parcel	Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	New External Trips
<i>Existing Maximum Allowable Development Potential</i>					
Parcel 1	Hotel (310)	417 rooms	59 (121)	55 (118)	114 (239)
Parcel 2		195 rooms	27 (46)	26 (43)	53 (89)
Parcel 3		622 rooms	101 (221)	92 (212)	193 (433)
Parcel 4		311 rooms	50 (98)	47 (93)	97 (191)
Parcel 5		312 rooms	50 (98)	47 (94)	97 (192)
Parcel 6		407 rooms	66 (136)	60 (131)	126 (267)
Parcel 7		655 rooms	106 (235)	98 (225)	204 (460)
Parcel 8		510 rooms	82 (177)	76 (169)	158 (346)
Parcel 9		422 rooms	68 (142)	63 (136)	131 (278)
Subtotal			609 (1,274)	564 (1,221)	1,173 (2,495)
<i>Proposed Maximum Allowable Redevelopment Potential</i>					
Parcel 1	Multifamily Housing (High-Rise) (222)	114 dwelling units	6 (14)	12 (10)	18 (24)
Parcel 2		71 dwelling units	3 (9)	8 (5)	11 (14)
Parcel 3		170 dwelling units	9 (25)	22 (15)	31 (40)
Parcel 4		85 dwelling units	5 (12)	11 (8)	16 (20)
Parcel 5		85 dwelling units	5 (12)	11 (8)	16 (20)
Parcel 6		111 dwelling units	5 (17)	15 (10)	20 (27)
Parcel 7		180 dwelling units	9 (27)	24 (16)	33 (43)
Parcel 8		140 dwelling units	7 (20)	19 (13)	26 (33)
Parcel 9		116 dwelling units	6 (16)	15 (11)	21 (27)
Subtotal			55 (152)	137 (96)	192 (248)
Net New Project Trips			-554 (-1,122)	-427 (-1,125)	-981 (-2,247)

Table 2: Proposed Maximum Allowable Development Potential by Parcel – Scenario 1			
A.M. Peak Hour (P.M. Peak Hour)			
Parcel	Entering Trips	Exiting Trips	New External Trips
Parcel 1	-53 (-107)	-43 (-108)	-96 (-215)
Parcel 2	-24 (-37)	-18 (-38)	-42 (-75)
Parcel 3	-92 (-196)	-70 (-197)	-162 (-393)
Parcel 4	-45 (-86)	-36 (-85)	-81 (-171)
Parcel 5	-45 (-86)	-36 (-86)	-81 (-172)
Parcel 6	-61 (-119)	-45 (-121)	-106 (-240)
Parcel 7	-97 (-208)	-74 (-209)	-171 (-417)
Parcel 8	-75 (-157)	-57 (-156)	-132 (-313)
Parcel 9	-62 (-126)	-48 (-125)	-110 (-251)
Net New Project Trips	-554 (-1,122)	-427 (-1,125)	-981 (-2,247)

Net New Amendment Trips (Scenario 2)

As shown in Table 3, the proposed Code Amendment is expected to result in a reduction of 192 net new vehicle trips during the weekday A.M. peak hour and a reduction of 253 net new vehicle trips during the weekday P.M. peak hour as compared to the existing maximum allowable residential development potential for the subject parcels. Table 4 summarizes the corresponding reductions in net new trips for each parcel under this scenario. Trip generation calculations are included in Attachment C.

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Table 3: Proposed Maximum Development Potential Net New Trip Generation by Parcel – Scenario 2					
A.M. Peak Hour (P.M. Peak Hour)					
Parcel	Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	New External Trips
<i>Existing Maximum Allowable Development Potential</i>					
Parcel 1	Multifamily Housing (High-Rise) (222)	229 dwelling units	10 (30)	27 (18)	37 (48)
Parcel 2		143 dwelling units	6 (19)	17 (11)	23 (30)
Parcel 3		341 dwelling units	18 (50)	44 (32)	62 (82)
Parcel 4		170 dwelling units	9 (25)	22 (15)	31 (40)
Parcel 5		171 dwelling units	9 (25)	22 (15)	31 (40)
Parcel 6		223 dwelling units	12 (32)	29 (21)	41 (53)
Parcel 7		360 dwelling units	19 (52)	47 (34)	66 (86)
Parcel 8		280 dwelling units	15 (41)	36 (26)	51 (67)
Parcel 9		232 dwelling units	12 (34)	30 (21)	42 (55)
Subtotal			110 (308)	274 (193)	384 (501)
<i>Proposed Maximum Allowable Redevelopment Potential</i>					
Parcel 1	Multifamily Housing (High-Rise) (222)	114 dwelling units	6 (14)	12 (10)	18 (24)
Parcel 2		71 dwelling units	3 (9)	8 (5)	11 (14)
Parcel 3		170 dwelling units	9 (25)	22 (15)	31 (40)
Parcel 4		85 dwelling units	5 (12)	11 (8)	16 (20)
Parcel 5		85 dwelling units	5 (12)	11 (8)	16 (20)
Parcel 6		111 dwelling units	5 (17)	15 (10)	20 (27)
Parcel 7		180 dwelling units	9 (27)	24 (16)	33 (43)
Parcel 8		140 dwelling units	7 (20)	19 (13)	26 (33)
Parcel 9		116 dwelling units	6 (16)	15 (11)	21 (27)
Subtotal			55 (152)	137 (96)	192 (248)
Net New Project Trips			-55 (-156)	-137 (-97)	-192 (-253)

Table 4: Proposed Maximum Allowable Development Potential by Parcel – Scenario 2			
A.M. Peak Hour (P.M. Peak Hour)			
Parcel	Entering Trips	Exiting Trips	New External Trips
Parcel 1	-4 (-16)	-15 (-8)	-19 (-24)
Parcel 2	-3 (-10)	-9 (-6)	-12 (-16)
Parcel 3	-9 (-25)	-22 (-17)	-31 (-42)
Parcel 4	-4 (-13)	-11 (-7)	-15 (-20)
Parcel 5	-4 (-13)	-11 (-7)	-15 (-20)
Parcel 6	-7 (-15)	-14 (-11)	-21 (-26)
Parcel 7	-10 (-25)	-23 (-18)	-33 (-43)
Parcel 8	-8 (-21)	-17 (-13)	-25 (-34)
Parcel 9	-6 (-18)	-15 (-10)	-21 (-28)
Net New Project Trips	-55 (-156)	-137 (-97)	-192 (-253)

PARKING EVALUATION

As part of the forthcoming land use board application, the required and provided number of parking spaces will be provided based on the proposed maximum allowable development potential.

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CONCLUSION

As the proposed Code Amendment is expected to result in a reduction of 981 net new vehicle trips during the weekday A.M. peak hour and a reduction of 2,247 net new vehicle trips during the weekday P.M. peak hour when compared to the existing maximum allowable hotel development potential, and a reduction of 192 net new vehicle trips during the weekday A.M. peak hour and a reduction of 253 net new vehicle trips during the weekday P.M. peak hour when compared to the existing maximum allowable residential development potential, no further analysis is proposed at this time. Please note that a site plan traffic study methodology and traffic impact analysis, if required, will be prepared as part of the forthcoming land use board application.

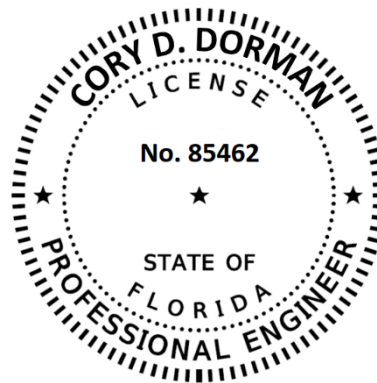
Should you have any questions or require additional information, please do not hesitate to contact our office.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Cory D. Dorman, P.E., PTOE



This item has been digitally signed and sealed by Cory D. Dorman, P.E., PTOE on the date adjacent to the seal.

Signature must be verified on any electronic copies.

Cory D. Dorman, P.E., PTOE
Florida Registration Number 85462
Kimley-Horn and Associates, Inc.
2 Alhambra Plaza, Suite 500
Coral Gables, FL 33134

Attachment A

Location Map and Folio/Maximum Allowable
Development Potential Summary

Location Map

↑
N
NOT TO SCALE



Legend

- Parcel 1 - ●
- Parcel 2 - □
 - Parcel 2a - ○
 - Parcel 2b - ○
- Parcel 3 - □
 - Parcel 3a - ○
 - Parcel 3b - ○
- Parcel 4 - ●
- Parcel 5 - ●
- Parcel 6 - ●
- Parcel 7 - ●
- Parcel 8 - ●
- Parcel 9 - ○

Existing and Proposed Maximum Allowable
Development Potentials

Parcel	Current Max Floor Area (SF)	30% Deduction	Net Maximum Hotel Area	Minimum Average Unit Size	Maximum Number of Hotel Rooms
02-3211-059-0001 (Sterling Condo)	199,824	30%	139,876	335	417
02-3211-007-0430 and 02-3211-007-0440 (BTL Investments assemblage)	93,654	30%	65,557	335	195
02-3211-007-0410 and 02-3211-007-0400 (Sherry Frontenac assemblage)	297,900	30%	208,530	335	622
02-3211-007-0390 (Monte Carlo Apartments)	148,950	30%	104,265	335	311
02-3211-078-0001 (Bel-Aire on the Ocean Condo)	149,466	30%	104,626	335	312
02-3211-033-0001 (Mar del Plata Condo)	195,000	30%	136,500	335	407
02-3211-073-0001 (Akoya Condo)	313,632	30%	219,542	335	655
02-3211-064-0001 (Casablanca Condo)	244,500	30%	171,150	335	510
02-3211-060-0001 (La Gorce Palace Condo)	202,281	30%	141,596	335	422

North Beach Overlay Residential Use Incentives

Parcel	Zoning	Lot Area (SF)	Current FAR	Incentive FAR	% Increase	Current Max Floor Area (SF)	Incentive Max Floor Area (SF)	Potential Floor Area Increase (SF)	Current Max Density	Incentive Max Density
02-3211-059-0001 (Sterling Condo)	RM-3	66,608	3.0	3.5	17%	199,824	233,128	33,304	150 DUA (229 units)	75 DUA (114 units)
02-3211-007-0430 and 02-3211-007-0440 (BTL Investments assemblage)	RM-3	41,624	2.25	3.5	56%	93,654	145,684	52,030	150 DUA (143 units)	75 DUA (71 units)
02-3211-007-0410 and 02-3211-007-0400 (Sherry Frontenac assemblage)	RM-3	99,300	3.0	3.5	17%	297,900	347,550	49,650	150 DUA (341 units)	75 DUA (170 units)
02-3211-007-0390 (Monte Carlo Apartments)	RM-3	49,650	3.0	3.5	17%	148,950	173,775	24,825	150 DUA (170 units)	75 DUA (85 units)
02-3211-078-0001 (Bel-Aire on the Ocean Condo)	RM-3	49,822	3.0	3.5	17%	149,466	174,377	24,911	150 DUA (171 units)	75 DUA (85 units)
02-3211-033-0001 (Mar del Plata Condo)	RM-3	65,000 ¹	3.0	3.5	17%	195,000	227,500	32,500	150 DUA (223 units)	75 DUA (111 units)
02-3211-073-0001 (Akoya Condo)	RM-3	104,544	3.0	3.5	17%	313,632	365,904	52,272	150 DUA (360 units)	75 DUA (180 units)
02-3211-064-0001 (Casablanca Condo)	RM-3	81,500	3.0	3.5	17%	244,500	285,250	40,750	150 DUA (280 units)	75 DUA (140 units)
02-3211-060-0001 (La Gorce Palace Condo)	RM-3	67,427	3.0	3.5	17%	202,281	235,994.5	33,713.5	150 DUA (232 units)	75 DUA (116 units)

Total Potential Floor Area Increase: 343,955.5 square feet

Note: The Deauville site has been excluded from the above analysis because its unique overlay district regulations make application of the proposed incentives unlikely.

¹ Lot size estimate obtained via Geographic Information Systems polygon tool.

Attachment B

Transit Service Data

City of Miami Beach Trolley Routes



COLLINS EXPRESS



TROLLEY CONNECTIONS

NORTH BEACH LOOP  **COLLINS EXPRESS**

COLLINS EXPRESS  **MIDDLE BEACH LOOP**

MIDDLE BEACH LOOP  **SOUTH BEACH LOOP**

COLLINS EXPRESS  **SOUTH BEACH LOOP**





NORTH BEACH LOOP

TROLLEY CONNECTION



DTPW Routes and Headways

SERVICE FRECUENCIAS

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	12:00 a.m.	4:00 a.m.	60 min (Northside-M Beach)
	4:00 a.m.	6:00 a.m.	30 min (Hialeah-M Beach)
	6:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00a.m.	30 min (Hialeah-M Beach)
	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
SATURDAY SÁBADO SAMDI	5:00 a.m.	7:00 a.m.	30 min (Hialeah-M Beach)
	7:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00 a.m.	30 min (Hialeah-M Beach)
SUNDAY DOMINGO DIMANCH	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	8:00 a.m.	30 min (Hialeah-M Beach)
	8:00 a.m.	8:00 p.m.	20 min (Hialeah-M Beach)
	8:00 p.m.	12:00 a.m.	60 min (Hialeah-M Beach)

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 apwoksimatif epi yo ka varye selon kondisyon siklasyon sou wout yo.

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@miamidadegov.

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 Coordinador. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidadegov.

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 toudè 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 fòma (teip 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 Coordinador. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidadegov.



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@GoMiamiDade **GO Miami-Dade Transit**



APRIL 2024 | ABRIL 2024 | AVRIL 2024

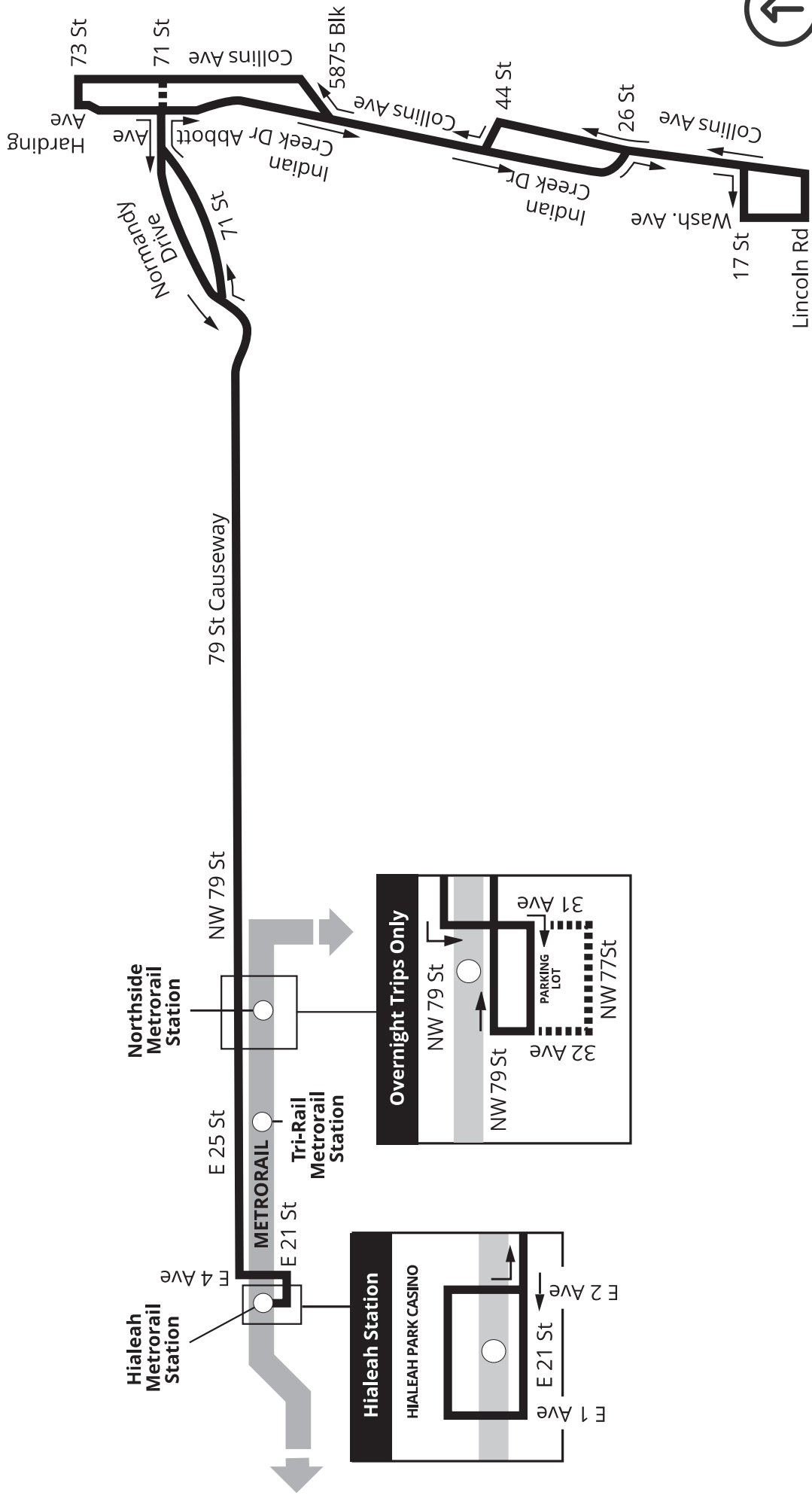
- Local service seven days a week.
- Travels from Hialeah Metrorail Station to South Beach along NW/NE 79 St, the 79th Street Causeway and Collins Ave
- Overnight trips travel from Northside Metrorail Station

- Servicio local los siete días de la semana.
- Va desde la estación de Hialeah del Metrorail hasta South Beach, pasando por NW/NE 79 St, 79th Street Causeway y Collins Ave.
- En el horario nocturno el recorrido comienza en la estación Northside del Metrorail.
- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan estasyon Hialeah Metrorail pou rive nan South Beach sou NW/NE 79 St, 79th Street Causeway ak Collins Ave.
- Vwayaj lanmwit yo fèt soti nan estasyon Northside Metrorail.





79



NORTH
11/2023

SERVICE FRECUENCIAS

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	12:00 a.m.	4:00 a.m.	60 min (Aventura-Downtown)
	4:00 a.m.	6:00 a.m.	20 min (Haulover-Downtown) 40 min (Aventura-Haulover)
	6:00 a.m.	10:00 p.m.	7.5 min (Haulover-Downtown) 10 min (Aventura-Haulover)
	10:00 p.m.	12:00 a.m.	15 min (Aventura-Downtown)
SATURDAY SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min (Aventura-Downtown)
	5:00 a.m.	7:00 a.m.	15 min (Haulover-Downtown) 30 min (Aventura-Haulover)
	7:00 a.m.	10:00 p.m.	7.5 min (Haulover-Downtown) 15 min (Aventura-Haulover)
	10:00 p.m.	12:00 a.m.	15 min (Haulover-Downtown) 30 min (Aventura-Haulover)
SUNDAY DOMINGO DIMANCH	12:00 a.m.	5:00 a.m.	60 min (Aventura-Downtown)
	5:00 a.m.	6:00 a.m.	30 min (Haulover-Downtown) 60 min (Aventura-Haulover)
	6:00 a.m.	8:00 a.m.	15 min (Haulover-Downtown) 30 min (Aventura-Haulover)
	8:00 a.m.	8:00 p.m.	10 min (Haulover-Downtown) 30 min (Aventura-Haulover)
	8:00 p.m.	12:00 a.m.	30 min (Haulover-Downtown) 60 min (Aventura-Haulover)

Frecuencias are approximate and may vary depending on traffic and road conditions.
 Los frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.
 Asosye yo apwoksimatif epi yo ka varye selon kondisyon siklasyon 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@miamidadegov.

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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 toudè 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@miamidadegov.



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APRIL 2024 | ABRIL 2024 | AVRIL 2024



- Local service seven days a week.
 - Travels from the Bus Terminal at Aventura Mall to Downtown Miami through Miami Beach.
 - Stops include the Adrienne Arsht Center Metromover station / Omni Metrobus terminal, and Government Center Metrorail / Metromover station.
-
- Servicio local los siete días de la semana.
 - Va desde la terminal de autobuses en Aventura Mall hasta el downtown de Miami, pasando por Miami Beach.
 - Con paradas en la estación Adrienne Arsht Center del Metromover / terminal Omni del Metrobús y la estación Government Center del Metrorail y el Metromover.

- Sèvis lokal sèt jou psou sèt.
- Vwayaje soi nan Terminal Otobis la nan Aventura Mall pou rivè nan Downtown Miami travè Miami Beach.
- Arè yo gen ladan estasyon Adrienne Arsht Center Metromover / Omni Metrobus terminal, ak estasyon Metrorail / Metromover Government Center.



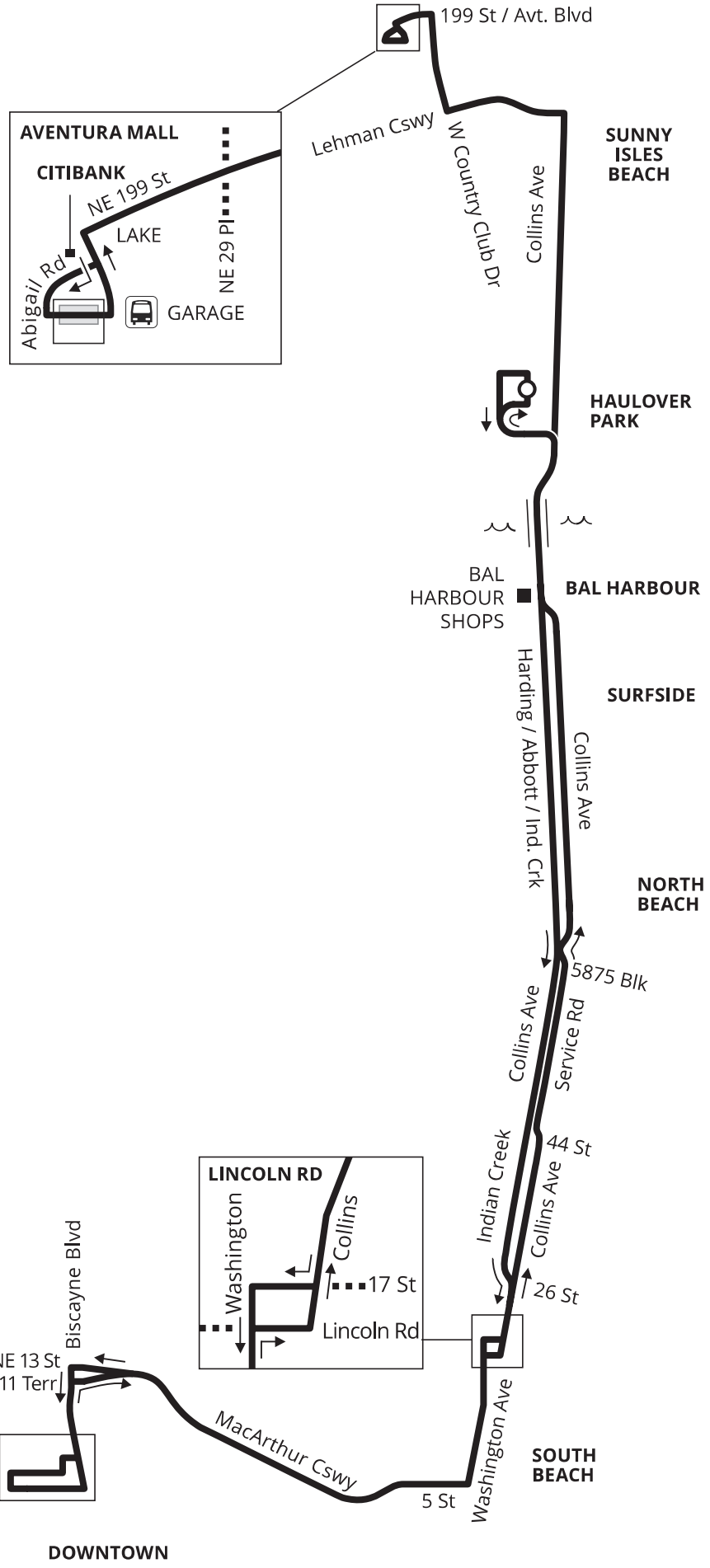
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



100



NORTH
11/2023

SERVICE FRECUENCIAS

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	5:45 a.m.	8:15 a.m.	24 min
	4:00 p.m.	6:00 p.m.	24 min

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786-321-5842

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MIAMI-DADE COUNTY

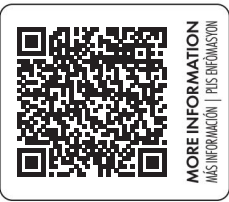
279 METROBUS

MARCH 2024 | MARZO 2024 | MAS 2024

79 STREET MAX

- Limited-stop weekday morning and afternoon service.
- Travels from Northside Metrorail station to 73 St & Collins Ave on Miami Beach along NW/NE 79 St and the 79th Street Causeway.

- Servicio con paradas limitadas en las mañanas y las tardes de los días laborables.
- Va desde la estación Northside del Metrorail hasta 73 St y Collins Ave en Miami Beach, pasando por NW/NE 79 St y 79th Street Causeway.
- Sèvis arè limite nan maten ak apre midi nan lasemèn.
- Vwayaje soti nan estasyon Northside Metrorail pou rive nan 73 St & Collins Ave sou Miami Beach sou NW/NE 79 St ak 79th Street Causeway.



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MIAMI-DADE COUNTY

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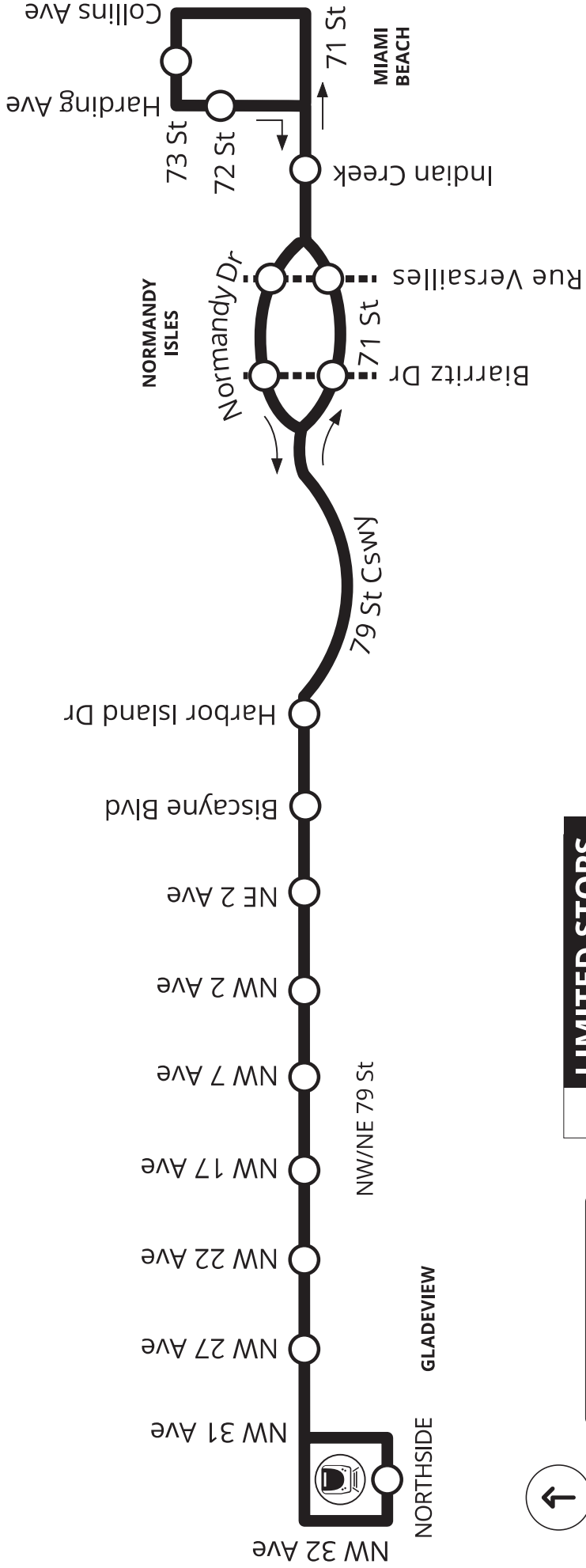
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279

79 STREET MAX



NORTH
11/2023



Metrorail Station



LIMITED STOPS
entire route

Attachment C

Trip Generation Calculations

Scenario 1: Trip Generation Calculations

Scenario 1 : Maximum Allowable Existing Development Potential A.M. Peak Hour Trip Generation Calculations

Parcel	Land Use	TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		VEHICLE TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS					
		TRF Edition	TRF LUC	Scale	TRF Unit	Equation/Rate	Entering %	Exiting %	In	Out	Factor	MR Trips	In	Out	Rate	IC Trips	In	Out	Rate	PB Trips	In	Out	Total		
Parcel 1	Hotel	12	310	417	ROOM	T = 0.34(X)	52%	48%	74	68	142	20.0%	28	59	55	114	0.0%	0	59	55	114	114			
Parcel 2	Hotel	12	310	195	ROOM	T = 0.34(X)	52%	48%	34	32	66	20.0%	13	27	26	53	0.0%	0	27	26	53	53			
Parcel 3	Hotel	12	310	622	ROOM	T = 0.34(X)	52%	48%	110	101	211	8.4%	18	101	92	193	0.0%	0	101	92	193	193			
Parcel 4	Hotel	12	310	311	ROOM	T = 0.34(X)	52%	48%	55	51	106	8.4%	9	50	47	97	0.0%	0	50	47	97	97			
Parcel 5	Hotel	12	310	312	ROOM	T = 0.34(X)	52%	48%	55	51	106	8.4%	9	50	47	97	0.0%	0	50	47	97	97			
Parcel 6	Hotel	12	310	407	ROOM	T = 0.34(X)	52%	48%	72	66	138	8.4%	12	66	60	126	0.0%	0	66	60	126	126			
Parcel 7	Hotel	12	310	655	ROOM	T = 0.34(X)	52%	48%	116	107	223	8.4%	19	106	98	204	0.0%	0	106	98	204	204			
Parcel 8	Hotel	12	310	510	ROOM	T = 0.34(X)	52%	48%	90	83	173	8.4%	15	82	76	158	0.0%	0	82	76	158	158			
Parcel 9	Hotel	12	310	422	ROOM	T = 0.34(X)	52%	48%	74	69	143	8.4%	12	68	63	131	0.0%	0	68	63	131	131			
Total:								880	628	1,308	10.2%	135	609	564	3,519	0.0%	0	609	564	1,173	0.0%	0	609	564	1,173

Scenario 1 : Maximum Allowable Proposed Redevelopment Potential A.M. Peak Hour Trip Generation Calculations

Parcel	Land Use	TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		VEHICLE TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS					
		TRF Edition	TRF LUC	Scale	TRF Unit	Equation/Rate	Entering %	Exiting %	In	Out	Factor	MR Trips	In	Out	Rate	IC Trips	In	Out	Rate	PB Trips	In	Out	Total		
Parcel 1	Multifamily-Housing (High-Rise)	12	222	114	DU	T = 0.2(X)	29%	71%	7	16	23	20.0%	3	6	0.0%	0	6	12	0.0%	0	6	12	18		
Parcel 2	Multifamily-Housing (High-Rise)	12	222	170	DU	T = 0.2(X)	29%	71%	10	24	34	8.4%	3	9	0.0%	0	9	22	0.0%	0	9	22	31		
Parcel 3	Multifamily-Housing (High-Rise)	12	222	85	DU	T = 0.2(X)	29%	71%	5	12	17	8.4%	1	5	0.0%	0	5	11	0.0%	0	5	11	16		
Parcel 4	Multifamily-Housing (High-Rise)	12	222	85	DU	T = 0.2(X)	29%	71%	5	12	17	8.4%	1	5	0.0%	0	5	11	0.0%	0	5	11	16		
Parcel 5	Multifamily-Housing (High-Rise)	12	222	111	DU	T = 0.2(X)	29%	71%	6	16	22	8.4%	2	5	0.0%	0	5	15	0.0%	0	5	15	20		
Parcel 6	Multifamily-Housing (High-Rise)	12	222	180	DU	T = 0.2(X)	29%	71%	10	26	36	8.4%	3	9	0.0%	0	9	24	0.0%	0	9	24	33		
Parcel 7	Multifamily-Housing (High-Rise)	12	222	140	DU	T = 0.2(X)	29%	71%	8	20	28	8.4%	2	7	0.0%	0	7	19	0.0%	0	7	19	26		
Parcel 8	Multifamily-Housing (High-Rise)	12	222	116	DU	T = 0.2(X)	29%	71%	7	16	23	8.4%	2	6	0.0%	0	6	15	0.0%	0	6	15	21		
Total:								62	152	214	10.4%	22	55	137	192	0.0%	0	55	137	192	0.0%	0	55	137	192

Parcel	NET NEW TRIPS	In	Out	Total
Parcel 1	-54	-43	-86	-139
Parcel 2	-24	-18	-42	-62
Parcel 3	-92	-70	-162	-252
Parcel 4	-45	-36	-81	-126
Parcel 5	-45	-36	-81	-126
Parcel 6	-61	-45	-106	-161
Parcel 7	-97	-74	-171	-271
Parcel 8	-75	-57	-132	-207
Parcel 9	-62	-48	-110	-170

Scenario 1 : Maximum Allowable Existing Development Potential P.M. Peak Hour Trip Generation Calculations

Parcel	Land Use	TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
		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
Parcel 1	Hotel	12	310	417	ROOM	T = 0.85(X) - 55.22	51%	49%	152	147	299	20.0%	60	121	118	239	0.0%	0	121	118	239	0.0%	0	121	118	239
Parcel 2	Hotel	12	310	195	ROOM	T = 0.85(X) - 55.22	51%	49%	57	54	111	20.0%	22	46	43	89	0.0%	0	46	43	89	0.0%	0	46	43	89
Parcel 3	Hotel	12	310	622	ROOM	T = 0.85(X) - 55.22	51%	49%	241	232	473	8.4%	40	221	212	433	0.0%	0	221	212	433	0.0%	0	221	212	433
Parcel 4	Hotel	12	310	311	ROOM	T = 0.85(X) - 55.22	51%	49%	107	102	209	8.4%	18	98	93	191	0.0%	0	98	93	191	0.0%	0	98	93	191
Parcel 5	Hotel	12	310	312	ROOM	T = 0.85(X) - 55.22	51%	49%	107	103	210	8.4%	18	98	94	192	0.0%	0	98	94	192	0.0%	0	98	94	192
Parcel 6	Hotel	12	310	407	ROOM	T = 0.85(X) - 55.22	51%	49%	148	143	291	8.4%	24	136	131	267	0.0%	0	136	131	267	0.0%	0	136	131	267
Parcel 7	Hotel	12	310	655	ROOM	T = 0.85(X) - 55.22	51%	49%	256	246	502	8.4%	42	235	225	460	0.0%	0	235	225	460	0.0%	0	235	225	460
Parcel 8	Hotel	12	310	510	ROOM	T = 0.85(X) - 55.22	51%	49%	193	185	378	8.4%	32	177	169	346	0.0%	0	177	169	346	0.0%	0	177	169	346
Parcel 9	Hotel	12	310	422	ROOM	T = 0.85(X) - 55.22	51%	49%	155	148	303	8.4%	26	142	136	278	0.0%	0	142	136	278	0.0%	0	142	136	278
Total:								1,416	1,360	2,776	10.1%	281	1,274	1,221	2,495	0.0%	0	1,274	1,221	2,495	0.0%	0	1,274	1,221	2,495	

Scenario 1 : Maximum Allowable Proposed Redevelopment Potential P.M. Peak Hour Trip Generation Calculations

Parcel	Land Use	TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS						
		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			
Parcel 1	Multifamily Housing (High-Rise)	12	222	114	DU	T = 0.26(X)	61%	39%	18	12	30	20.0%	6	14	10	24	0.0%	0	14	10	24	0.0%	0	14	10	24			
Parcel 2	Multifamily Housing (High-Rise)	12	222	71	DU	T = 0.26(X)	61%	39%	11	7	18	20.0%	4	9	5	14	0.0%	0	9	5	14	0.0%	0	9	5	14			
Parcel 3	Multifamily Housing (High-Rise)	12	222	170	DU	T = 0.26(X)	61%	39%	27	17	44	8.4%	4	25	15	40	0.0%	0	25	15	40	0.0%	0	25	15	40			
Parcel 4	Multifamily Housing (High-Rise)	12	222	85	DU	T = 0.26(X)	61%	39%	13	9	22	8.4%	2	12	8	20	0.0%	0	12	8	20	0.0%	0	12	8	20			
Parcel 5	Multifamily Housing (High-Rise)	12	222	85	DU	T = 0.26(X)	61%	39%	13	9	22	8.4%	2	12	8	20	0.0%	0	12	8	20	0.0%	0	12	8	20			
Parcel 6	Multifamily Housing (High-Rise)	12	222	111	DU	T = 0.26(X)	61%	39%	18	11	29	8.4%	2	17	10	27	0.0%	0	17	10	27	0.0%	0	17	10	27			
Parcel 7	Multifamily Housing (High-Rise)	12	222	180	DU	T = 0.26(X)	61%	39%	29	18	47	8.4%	4	27	16	43	0.0%	0	27	16	43	0.0%	0	27	16	43			
Parcel 8	Multifamily Housing (High-Rise)	12	222	140	DU	T = 0.26(X)	61%	39%	22	14	36	8.4%	3	20	13	33	0.0%	0	20	13	33	0.0%	0	20	13	33			
Parcel 9	Multifamily Housing (High-Rise)	12	222	116	DU	T = 0.26(X)	61%	39%	18	12	30	8.4%	3	16	11	27	0.0%	0	16	11	27	0.0%	0	16	11	27			
Total:								169	109	278	10.4%	30	152	1274	1221	2495	0.0%	0	152	111	263	126	125	251	0.0%	0	126	125	251

Scenario 2: Trip Generation Calculations

Scenario 2: Maximum Allowable Existing Development Potential A.M. Peak Hour Trip Generation Calculations

Parcel	Land Use	TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
		T/E Edition	T/E LUC	Scale	T/E 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
Parcel 1	Multifamily Housing (High-Rise)	12	222	229	DU	T = 0.2(X)	29%	71%	13	33	46	20.0%	9	10	27	37	0.0%	0	10	27	37	0.0%	0	10	27	37
Parcel 2	Multifamily Housing (High-Rise)	12	222	143	DU	T = 0.2(X)	29%	71%	8	21	29	20.0%	6	6	17	23	0.0%	0	6	17	23	0.0%	0	6	17	23
Parcel 3	Multifamily Housing (High-Rise)	12	222	341	DU	T = 0.2(X)	29%	71%	20	48	68	8.4%	6	18	44	62	0.0%	0	18	44	62	0.0%	0	18	44	62
Parcel 4	Multifamily Housing (High-Rise)	12	222	170	DU	T = 0.2(X)	29%	71%	10	24	34	8.4%	3	9	22	31	0.0%	0	9	22	31	0.0%	0	9	22	31
Parcel 5	Multifamily Housing (High-Rise)	12	222	171	DU	T = 0.2(X)	29%	71%	10	24	34	8.4%	3	9	22	31	0.0%	0	9	22	31	0.0%	0	9	22	31
Parcel 6	Multifamily Housing (High-Rise)	12	222	223	DU	T = 0.2(X)	29%	71%	13	32	45	8.4%	4	12	29	41	0.0%	0	12	29	41	0.0%	0	12	29	41
Parcel 7	Multifamily Housing (High-Rise)	12	222	360	DU	T = 0.2(X)	29%	71%	21	51	72	8.4%	6	19	47	66	0.0%	0	19	47	66	0.0%	0	19	47	66
Parcel 8	Multifamily Housing (High-Rise)	12	222	280	DU	T = 0.2(X)	29%	71%	16	40	56	8.4%	5	15	36	51	0.0%	0	15	36	51	0.0%	0	15	36	51
Parcel 9	Multifamily Housing (High-Rise)	12	222	232	DU	T = 0.2(X)	29%	71%	13	33	46	8.4%	4	12	30	42	0.0%	0	12	30	42	0.0%	0	12	30	42
Total:									124	306	430	10.4%	46	110	274	384	0.0%	0	110	274	384	0.0%	0	110	274	384

Scenario 2: Maximum Allowable Proposed Redevelopment Potential A.M. Peak Hour Trip Generation Calculations

Parcel	Land Use	TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
		T/E Edition	T/E LUC	Scale	T/E 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
Parcel 1	Multifamily Housing (High-Rise)	12	222	114	DU	T = 0.2(X)	29%	71%	7	16	23	20.0%	5	6	12	18	0.0%	0	6	12	18	0.0%	0	6	12	18
Parcel 2	Multifamily Housing (High-Rise)	12	222	170	DU	T = 0.2(X)	29%	71%	10	24	34	8.4%	3	9	22	31	0.0%	0	9	22	31	0.0%	0	9	22	31
Parcel 3	Multifamily Housing (High-Rise)	12	222	85	DU	T = 0.2(X)	29%	71%	5	12	17	8.4%	1	5	11	16	0.0%	0	5	11	16	0.0%	0	5	11	16
Parcel 4	Multifamily Housing (High-Rise)	12	222	85	DU	T = 0.2(X)	29%	71%	5	12	17	8.4%	1	5	11	16	0.0%	0	5	11	16	0.0%	0	5	11	16
Parcel 5	Multifamily Housing (High-Rise)	12	222	111	DU	T = 0.2(X)	29%	71%	6	16	22	8.4%	2	5	15	20	0.0%	0	5	15	20	0.0%	0	5	15	20
Parcel 6	Multifamily Housing (High-Rise)	12	222	180	DU	T = 0.2(X)	29%	71%	10	26	36	8.4%	3	9	24	33	0.0%	0	9	24	33	0.0%	0	9	24	33
Parcel 7	Multifamily Housing (High-Rise)	12	222	140	DU	T = 0.2(X)	29%	71%	8	20	28	8.4%	2	7	19	26	0.0%	0	7	19	26	0.0%	0	7	19	26
Parcel 8	Multifamily Housing (High-Rise)	12	222	116	DU	T = 0.2(X)	29%	71%	7	16	23	8.4%	2	6	15	21	0.0%	0	6	15	21	0.0%	0	6	15	21
Total:									62	152	214	10.4%	22	55	137	192	0.0%	0	55	137	192	0.0%	0	55	137	192

NET NEW TRIPS			
Parcel 1	-4	-137	-192
Parcel 2	-3	-9	-12
Parcel 3	-3	-22	-31
Parcel 4	-4	-11	-15
Parcel 5	-4	-11	-15
Parcel 6	-7	-14	-21
Parcel 7	-10	-23	-33
Parcel 8	-8	-17	-25
Parcel 9	-6	-15	-21

Scenario 2: Maximum Allowable Existing Development Potential P.M. Peak Hour Trip Generation Calculations

Parcel	Land Use	TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS					
		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
Parcel 1	Multifamily Housing (High-Rise)	12	222	229	DU	T = 0.26(X)	61%	39%	37	23	60	20.0%	12	30	18	48	0.0%	0	30	18	48	0.0%	0	30	18	48
Parcel 2	Multifamily Housing (High-Rise)	12	222	143	DU	T = 0.26(X)	61%	39%	23	14	37	20.0%	7	19	11	30	0.0%	0	19	11	30	0.0%	0	19	11	30
Parcel 3	Multifamily Housing (High-Rise)	12	222	341	DU	T = 0.26(X)	61%	39%	54	35	89	8.4%	7	50	32	82	0.0%	0	50	32	82	0.0%	0	50	32	82
Parcel 4	Multifamily Housing (High-Rise)	12	222	170	DU	T = 0.26(X)	61%	39%	27	17	44	8.4%	4	25	15	40	0.0%	0	25	15	40	0.0%	0	25	15	40
Parcel 5	Multifamily Housing (High-Rise)	12	222	171	DU	T = 0.26(X)	61%	39%	27	17	44	8.4%	4	25	15	40	0.0%	0	25	15	40	0.0%	0	25	15	40
Parcel 6	Multifamily Housing (High-Rise)	12	222	223	DU	T = 0.26(X)	61%	39%	35	23	58	8.4%	5	32	21	53	0.0%	0	32	21	53	0.0%	0	32	21	53
Parcel 7	Multifamily Housing (High-Rise)	12	222	360	DU	T = 0.26(X)	61%	39%	57	37	94	8.4%	8	52	34	86	0.0%	0	52	34	86	0.0%	0	52	34	86
Parcel 8	Multifamily Housing (High-Rise)	12	222	280	DU	T = 0.26(X)	61%	39%	45	28	73	8.4%	6	41	26	67	0.0%	0	41	26	67	0.0%	0	41	26	67
Parcel 9	Multifamily Housing (High-Rise)	12	222	232	DU	T = 0.26(X)	61%	39%	37	23	60	8.4%	5	34	21	55	0.0%	0	34	21	55	0.0%	0	34	21	55
Total:								342	217	559	10.4%	58	308	193	501	0.0%	0	308	193	501	0.0%	0	308	193	501	

Scenario 2: Maximum Allowable Proposed Redevelopment Potential P.M. Peak Hour Trip Generation Calculations

Parcel	Land Use	TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS					
		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
Parcel 1	Multifamily Housing (High-Rise)	12	222	114	DU	T = 0.26(X)	61%	39%	18	12	30	20.0%	6	14	10	24	0.0%	0	14	10	24	0.0%	0	14	10	24
Parcel 2	Multifamily Housing (High-Rise)	12	222	170	DU	T = 0.26(X)	61%	39%	11	7	18	8.4%	4	25	15	40	0.0%	0	25	15	40	0.0%	0	25	15	40
Parcel 3	Multifamily Housing (High-Rise)	12	222	170	DU	T = 0.26(X)	61%	39%	27	17	44	8.4%	4	25	15	40	0.0%	0	25	15	40	0.0%	0	25	15	40
Parcel 4	Multifamily Housing (High-Rise)	12	222	85	DU	T = 0.26(X)	61%	39%	13	9	22	8.4%	2	12	8	20	0.0%	0	12	8	20	0.0%	0	12	8	20
Parcel 5	Multifamily Housing (High-Rise)	12	222	85	DU	T = 0.26(X)	61%	39%	13	9	22	8.4%	2	12	8	20	0.0%	0	12	8	20	0.0%	0	12	8	20
Parcel 6	Multifamily Housing (High-Rise)	12	222	111	DU	T = 0.26(X)	61%	39%	18	11	29	8.4%	2	17	10	27	0.0%	0	17	10	27	0.0%	0	17	10	27
Parcel 7	Multifamily Housing (High-Rise)	12	222	180	DU	T = 0.26(X)	61%	39%	29	18	47	8.4%	4	27	16	43	0.0%	0	27	16	43	0.0%	0	27	16	43
Parcel 8	Multifamily Housing (High-Rise)	12	222	140	DU	T = 0.26(X)	61%	39%	22	14	36	8.4%	3	20	13	33	0.0%	0	20	13	33	0.0%	0	20	13	33
Parcel 9	Multifamily Housing (High-Rise)	12	222	116	DU	T = 0.26(X)	61%	39%	18	12	30	8.4%	3	16	11	27	0.0%	0	16	11	27	0.0%	0	16	11	27
Total:								169	109	278	10.4%	30	152	96	248	0.0%	0	152	96	248	0.0%	0	152	96	248	

Parcel	NET NEW TRIPS
Parcel 1	-156
Parcel 2	-8
Parcel 3	-24
Parcel 4	-10
Parcel 5	-6
Parcel 6	-16
Parcel 7	-25
Parcel 8	-17
Parcel 9	-42
Parcel 1	-28
Parcel 2	-13
Parcel 3	-7
Parcel 4	-13
Parcel 5	-20
Parcel 6	-15
Parcel 7	-26
Parcel 8	-25
Parcel 9	-18
Parcel 1	-21
Parcel 2	-13
Parcel 3	-34
Parcel 4	-18
Parcel 5	-10
Parcel 6	-28

U.S. Census Tract Data



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.

Census Tract 39.14, Miami-Dade County, Florida

Label $(249+79+203)/(2436-209)=23.8\%$

Label	Estimate	Margin of Error
▼ Total:	2,436	±516
▼ Car, truck, or van:	1,490	±383
Drove alone	1,364	±366
▼ Carpooled:	126	±100
In 2-person carpool	126	±100
In 3-person carpool	0	±14
In 4-person carpool	0	±14
In 5- or 6-person carpool	0	±14
In 7-or-more-person carpool	0	±14
▼ Public transportation (excluding taxicab):	249	±185
Bus	249	±185
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	98	±121
Motorcycle	43	±69
Bicycle	79	±79
Walked	203	±134
Other means	65	±71
Worked from home	209	±123

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2019

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates housing units for states and counties.

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.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

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.

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

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations 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 delineation lists 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.

Explanation of Symbols:

An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute standard error and thus the margin of error. A statistical test is not appropriate.

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, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

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.

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



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.

Census Tract 39.21, Miami-Dade County, Florida

Label

$$(98+16+18)/(1991-411)=8.4\%$$

Estimate

Margin of Error

Label	Estimate	Margin of Error
▼ Total:	1,991	±310
▼ Car, truck, or van:	1,407	±270
Drove alone	1,211	±275
▼ Carpooled:	196	±117
In 2-person carpool	196	±117
In 3-person carpool	0	±14
In 4-person carpool	0	±14
In 5- or 6-person carpool	0	±14
In 7-or-more-person carpool	0	±14
▼ Public transportation (excluding taxicab):	98	±60
Bus	67	±66
Subway or elevated rail	31	±46
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	25	±25
Motorcycle	0	±14
Bicycle	16	±20
Walked	18	±20
Other means	16	±18
Worked from home	411	±162

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2019

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates housing units for states and counties.

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.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

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.

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

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations 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 delineation lists 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.

Explanation of Symbols:

An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute standard error and thus the margin of error. A statistical test is not appropriate.

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, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

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.

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

ITE Data Excerpts

Land Use: 222

Multifamily Housing (High-Rise)

Description

High-rise multifamily housing is a residential building with more than 10 floors (levels) of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevators, and a set of hallways.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the 12 sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 1.6 residents per occupied dwelling unit.

For the 26 sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 98 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 2000s and the 2010s in California, District of Columbia, New York, Ontario (CAN), Oregon, and Virginia.

Source Numbers

818, 862, 901, 910, 949, 963, 964, 966, 967, 1056, 1057, 1076, 1077

Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 23

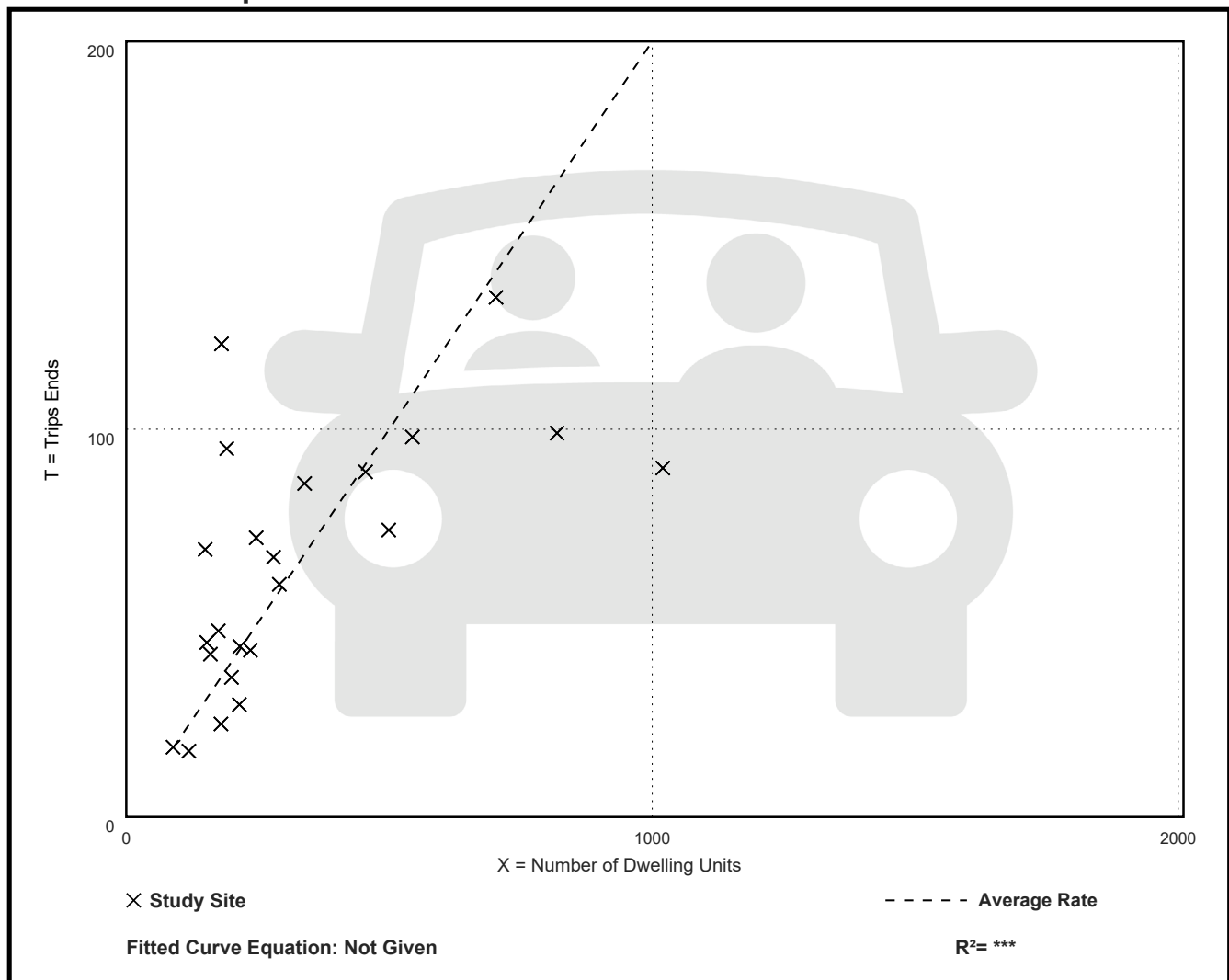
Avg. Num. of Dwelling Units: 324

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.09 - 0.67	0.12

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 23

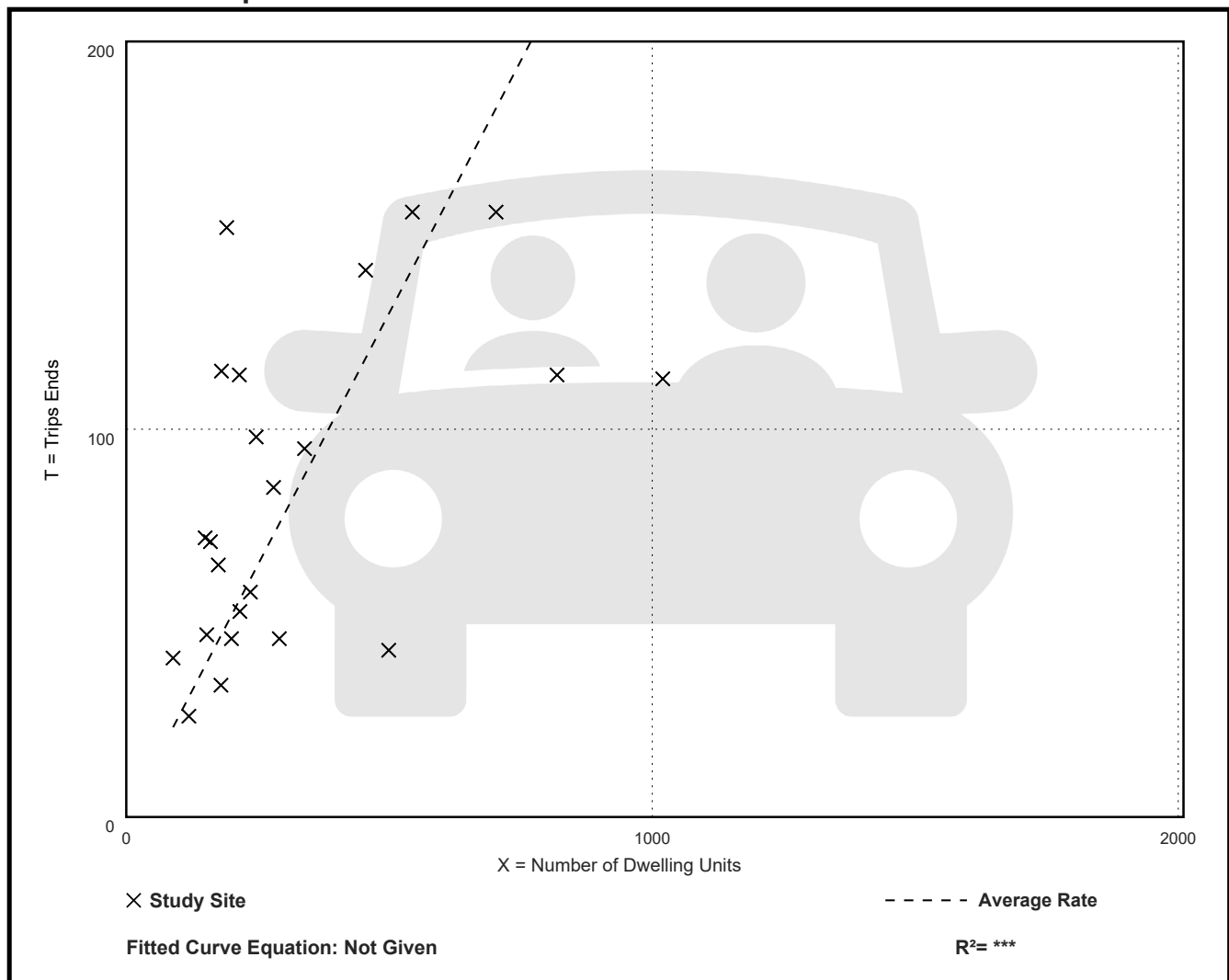
Avg. Num. of Dwelling Units: 324

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.09 - 0.80	0.16

Data Plot and Equation



Land Use: 310 Hotel

Description

A hotel is a place of lodging that provides overnight accommodation and supporting facilities such as a full-service restaurant, concierge service, valet parking, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room.

Additional Data

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, District of Columbia, Delaware, Florida, Indiana, Minnesota, New Jersey, Ontario (CAN), Pennsylvania, South Dakota, Vermont, and Washington.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention space, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

357, 507, 577, 728, 867, 872, 925, 951, 1009, 1021, 1026, 1046, 1219, 1222, 1224

Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 17

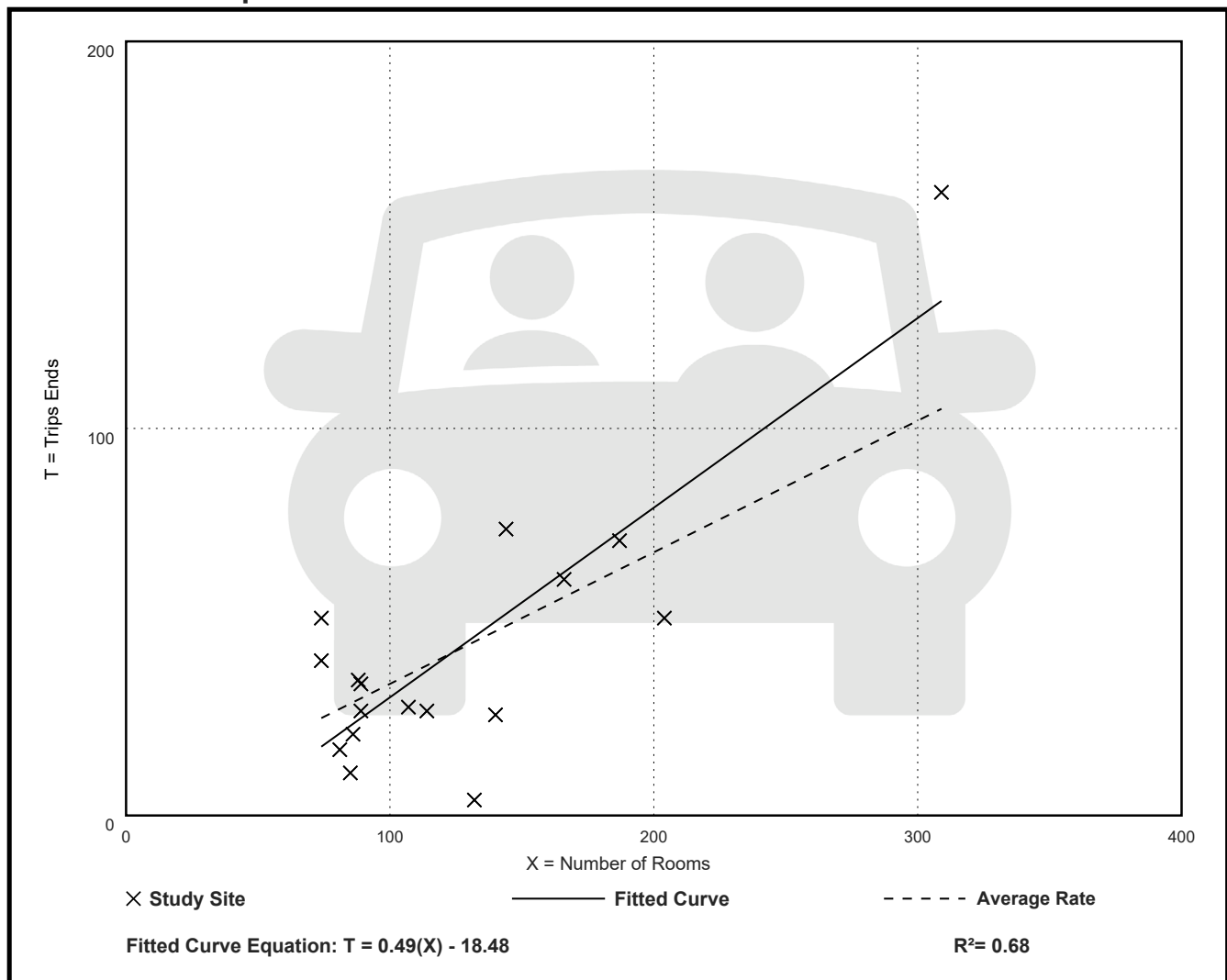
Avg. Num. of Rooms: 128

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.34	0.03 - 0.69	0.16

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 20

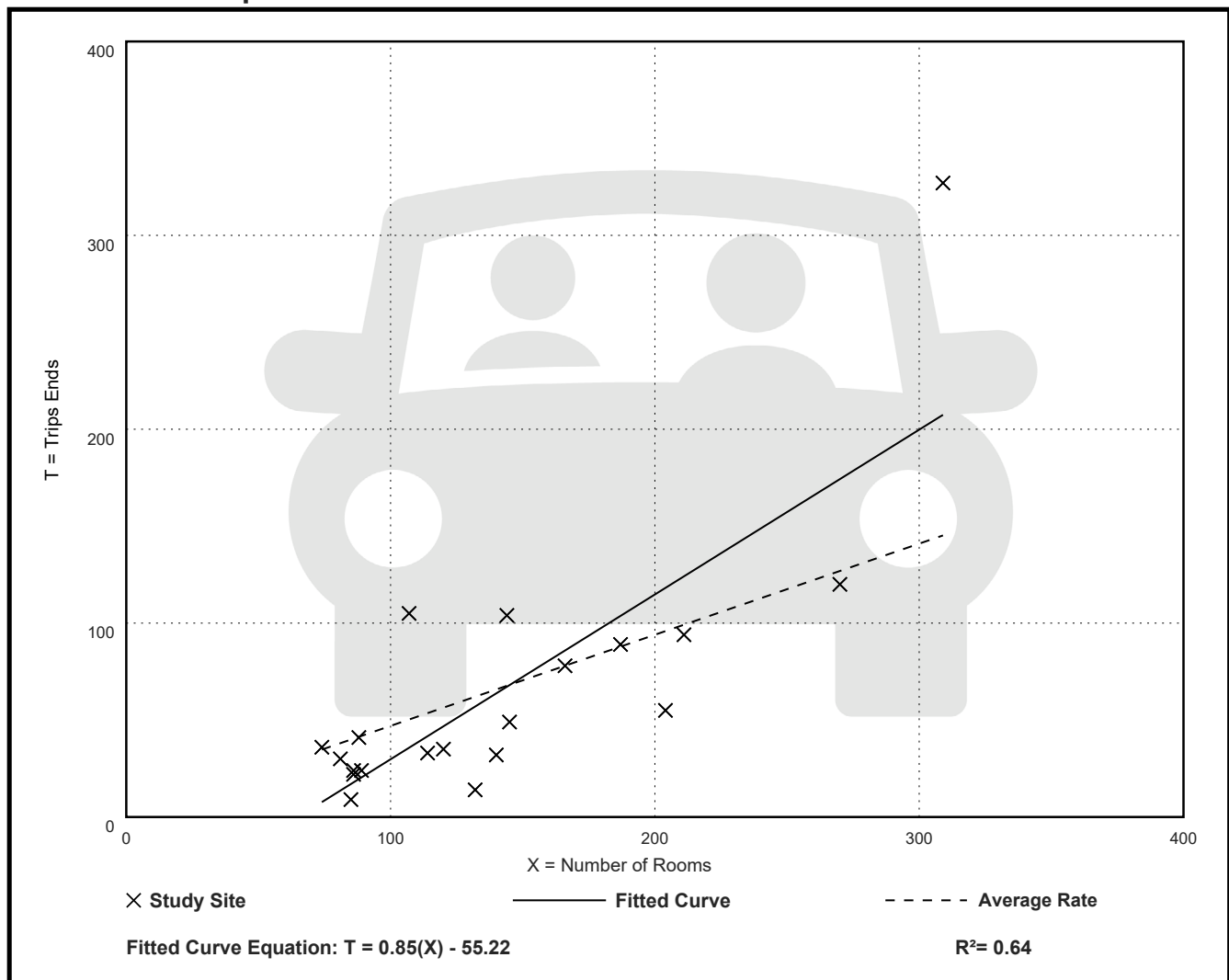
Avg. Num. of Rooms: 142

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.11 - 1.06	0.28

Data Plot and Equation



UTILITY IMPACT ANALYSIS

for

North Beach Overlay Residential Use Incentives

6301 - 6767 Collins Avenue
Miami Beach, FL 33141

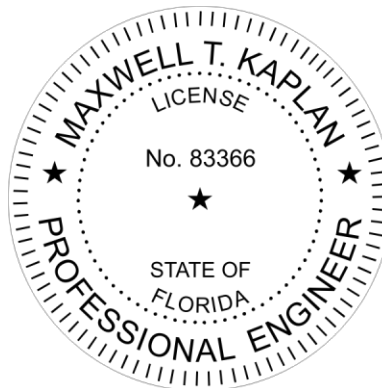
Prepared for:

BTL Investments, LLC

Prepared by



6300 NW 31ST Avenue
Fort Lauderdale, FL 33309
954-202-7000



Maxwell Kaplan, P.E.
Florida Professional Engineer License No. 83366
March 25, 2026

The purpose of this report is to provide a utility impact analysis for the proposed zoning amendment to the North Beach Overlay Residential district in the city of Miami Beach. The properties included in the analysis range from the property at the address 6301 Collins Avenue at the south end to the property at the address 6767 Collins Avenue at the north end. A parcel map is provided in the following pages for reference.

The City proposes to amend the code to increase the maximum floor area ratio (FAR) and decrease the maximum density permitted within the district. The proposed incentive will increase the Floor Area Ratio (FAR) to 3.5, and decrease the maximum density from 150 dwelling units per acre to 75 dwelling units per acre. The intent is to discourage transient uses and incentivize development of larger family-friendly apartment units at lower density.

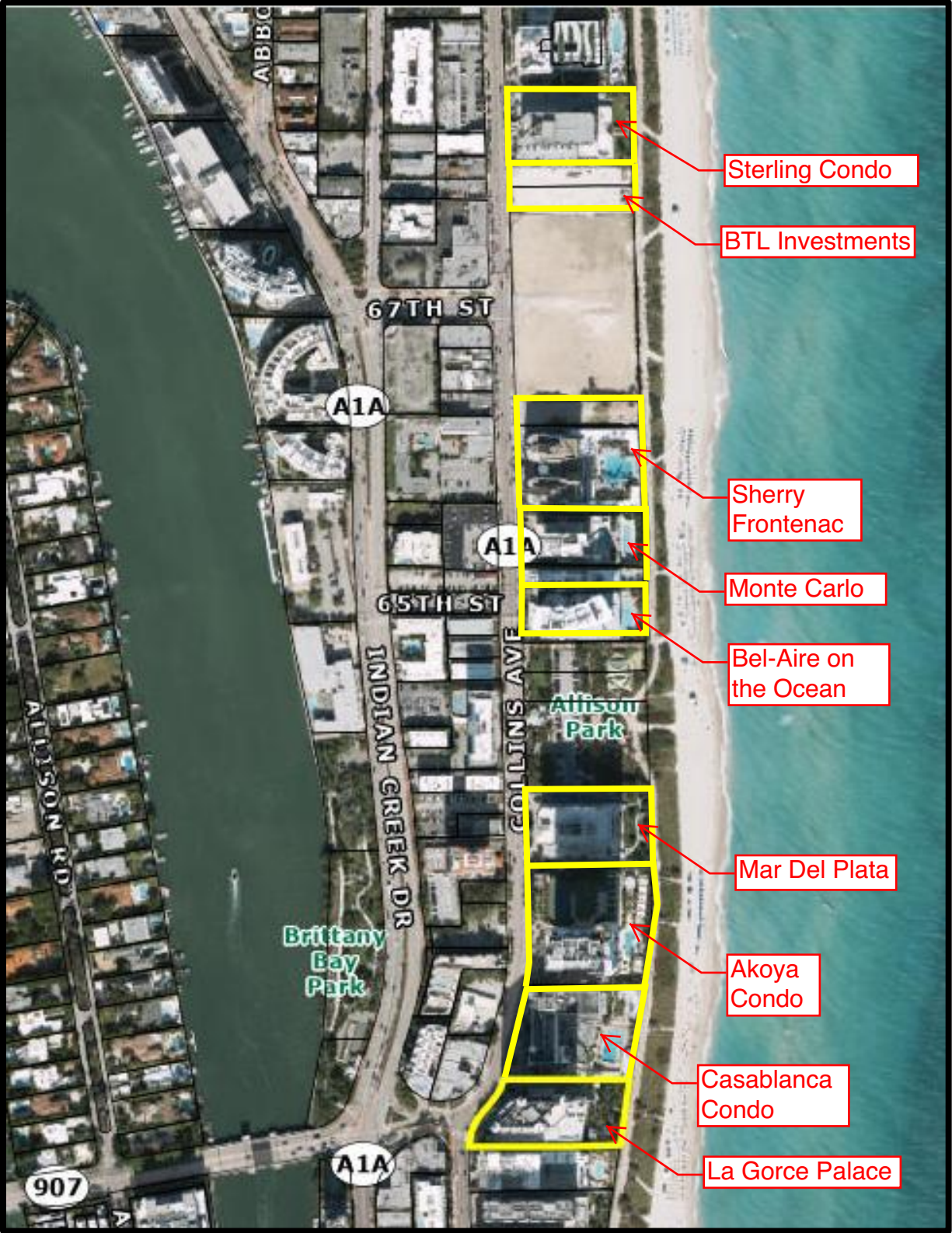
The properties currently have access to the existing 8" water main and 18" gravity sewer main within Collins Avenue. The downstream lift station City of Miami Beach Pump Station 0019 is currently under no moratorium and will not be compromised by the flow generated by new development.

The following analysis compares the water, sewer, stormwater, and solid waste demands for the existing developments, current maximum development density, and the proposed incentive maximum density. The total demand projections for the three (3) different scenarios are summarized in the table on the next page. The analysis tables for the water/sewer, stormwater utility, and solid waste with the breakdowns for the individual properties and the totals for the existing, current maximum density, and incentive maximum density are provided in the following pages.

Based on the comparison of the total demand projections, the incentive maximum density results in significant decreases in the level of service required for the water, sewer, stormwater, and solid waste services. The incentive maximum density is projected to require a lower level of service in comparison to the existing demand, thus development under the new incentive maximum density will have a de minimis impact on the services.

Facility/Service	Standard Factor per Unit	Existing Developments Total Demand	Current Maximum Density Total Demand	Incentive Maximum Density Total Demand
Potable Water (GPD)	135 gpd/unit (apartment) 115 gpd/unit (hotel)	231,005	290,115	144,720
Sanitary Sewer (GPD)	135 gpd/unit	231,005	290,115	144,720
Stormwater Utility (ERU)	1 ERU/unit	1,751	2,149	1,072
Solid Waste (tons/year)	1.275 tons/year/unit	2,233	2,740	1,367

PARCEL MAP



Sterling Condo

BTL Investments

Sherry Frontenac

Monte Carlo

Bel-Aire on the Ocean

Mar Del Plata

Akoya Condo

Casablanca Condo

La Gorce Palace

WATER & SEWER DEMAND ANALYSIS

Property	Address	Existing Density		Current Maximum Density		Incentive Maximum Density		
		Existing Density	Demand Flow Rate (GPD/unit)	Current Maximum Density (150 Dwellings/Acre)	Demand Flow Rate (GPD/unit)	Incentive Maximum Density (75 Dwellings/Acre)	Demand Flow Rate (GPD/unit)	Incentive Max. Density Demand Flow (GPD)
02-3211-059-0001 (Sterling)	6767 Collins Avenue	184 units (apt)	135	229 units (apt)	135	114 units (apt)	135	15,390
02-3211-007-0430 / 02-3211-007-0440 (BTL Investments)	6747 Collins Avenue	Vacant	-	143 units (apt)	135	71 units (apt)	135	9,585
02-3211-007-0410 / 02-3211-007-0400 (Sherry Frontenac)	6565 Collins Avenue	269 units (hotel)	115	341 units (apt)	135	170 units (apt)	135	22,950
02-3211-007-0390 (Monte Carlo)	6551 Collins Avenue	136 units (apt)	135	170 units (apt)	135	85 units (apt)	135	11,475
02-3211-078-0001 (Bel-Aile on the Ocean)	6515 Collins Avenue	129 units (apt)	135	171 units (apt)	135	85 units (apt)	135	11,475
02-3211-033-0001 (Mar del Plata)	6423 Collins Avenue	151 units (apt)	135	223 units (apt)	135	111 units (apt)	135	14,985
02-3211-073-0001 (Akoya)	6365 Collins Avenue	387 units (apt)	135	360 units (apt)	135	180 units (apt)	135	24,300
02-3211-064-0001 (Casablanca)	6345 Collins Avenue	288 units (apt)	135	280 units (apt)	135	140 units (apt)	135	18,900
02-3211-060-0001 (La Gorce Palace)	6301 Collins Avenue	207 units (apt)	135	232 units (apt)	135	116 units (apt)	135	15,660
			Existing Density/Total (GPD):	Max. Total Units	Current Max. Density/Total Demand (GPD):	Max. Total Units	Incentive Max. Density/Total Demand (GPD):	
			231,005	2,149	290,115	1,072	144,720	

SOLID WASTE DEMAND ANALYSIS

Property	Address	Existing Density	Existing Density		Current Maximum Density				Incentive Maximum Density			
			Demand Rate (tons/year/unit)	Existing Demand (tons/year)	Current Maximum Density (150 Dwellings/Acre)	Demand Rate (tons/year/unit)	Current Density Demand (tons/year)	Incentive Maximum Density (75 Dwellings/Acre)	Demand Rate (tons/year/unit)	Incentive Maximum Density Demand (tons/year)		
02-3211-059-0001 (Sterling)	6767 Collins Avenue	184 units (apt)	1.275	235	229 units (apt)	1.275	292	114 units (apt)	1.275	145		
02-3211-007-0430 / 02-3211-007-0440 (BTL Investments)	6747 Collins Avenue	Vacant	-	-	143 units (apt)	1.275	182	71 units (apt)	1.275	91		
02-3211-007-0410 / 02-3211-007-0400 (Sherry Fontenac)	6565 Collins Avenue	269 units (hotel)	1.275	343	341 units (apt)	1.275	435	170 units (apt)	1.275	217		
02-3211-007-0390 (Monte Carlo)	6551 Collins Avenue	136 units (apt)	1.275	173	170 units (apt)	1.275	217	85 units (apt)	1.275	108		
02-3211-078-0001 (Bel-Aire on the Ocean)	6515 Collins Avenue	129 units (apt)	1.275	164	171 units (apt)	1.275	218	85 units (apt)	1.275	108		
02-3211-033-0001 (Mar del Plata)	6423 Collins Avenue	151 units (apt)	1.275	193	223 units (apt)	1.275	284	111 units (apt)	1.275	142		
02-3211-073-0001 (Akoya)	6365 Collins Avenue	387 units (apt)	1.275	493	360 units (apt)	1.275	459	180 units (apt)	1.275	230		
02-3211-064-0001 (Casablanca)	6345 Collins Avenue	288 units (apt)	1.275	367	280 units (apt)	1.275	357	140 units (apt)	1.275	179		
02-3211-060-0001 (La Gorce Palace)	6301 Collins Avenue	207 units (apt)	1.275	264	232 units (apt)	1.275	296	116 units (apt)	1.275	148		
			Existing Density Total (Tons/year):	2,233	Total Units	2,149	Current Max. Density Total (Tons/year):	2,740	Total Units	1,072	Incentive Max. Density Total (Tons/year):	1,367



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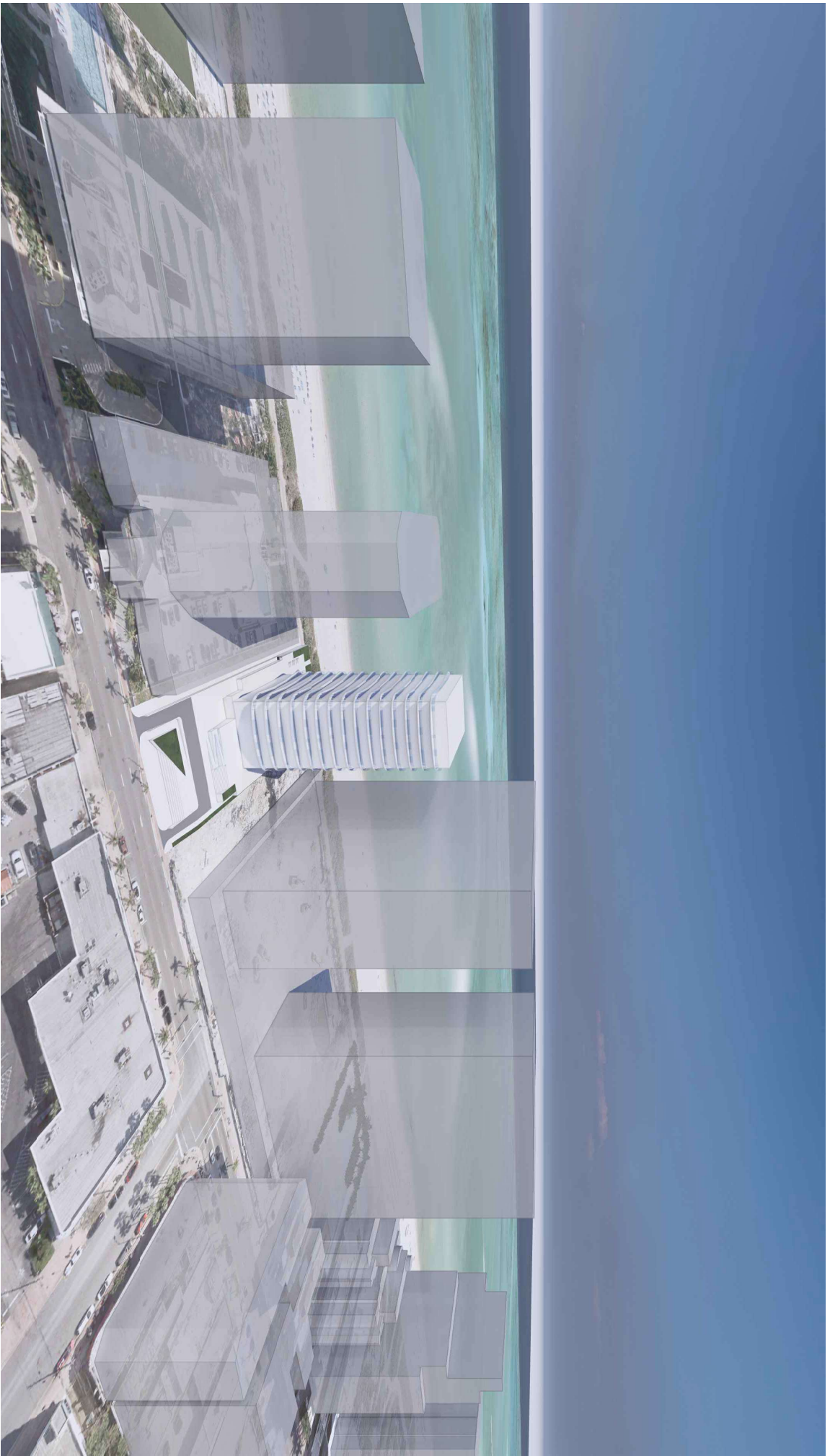
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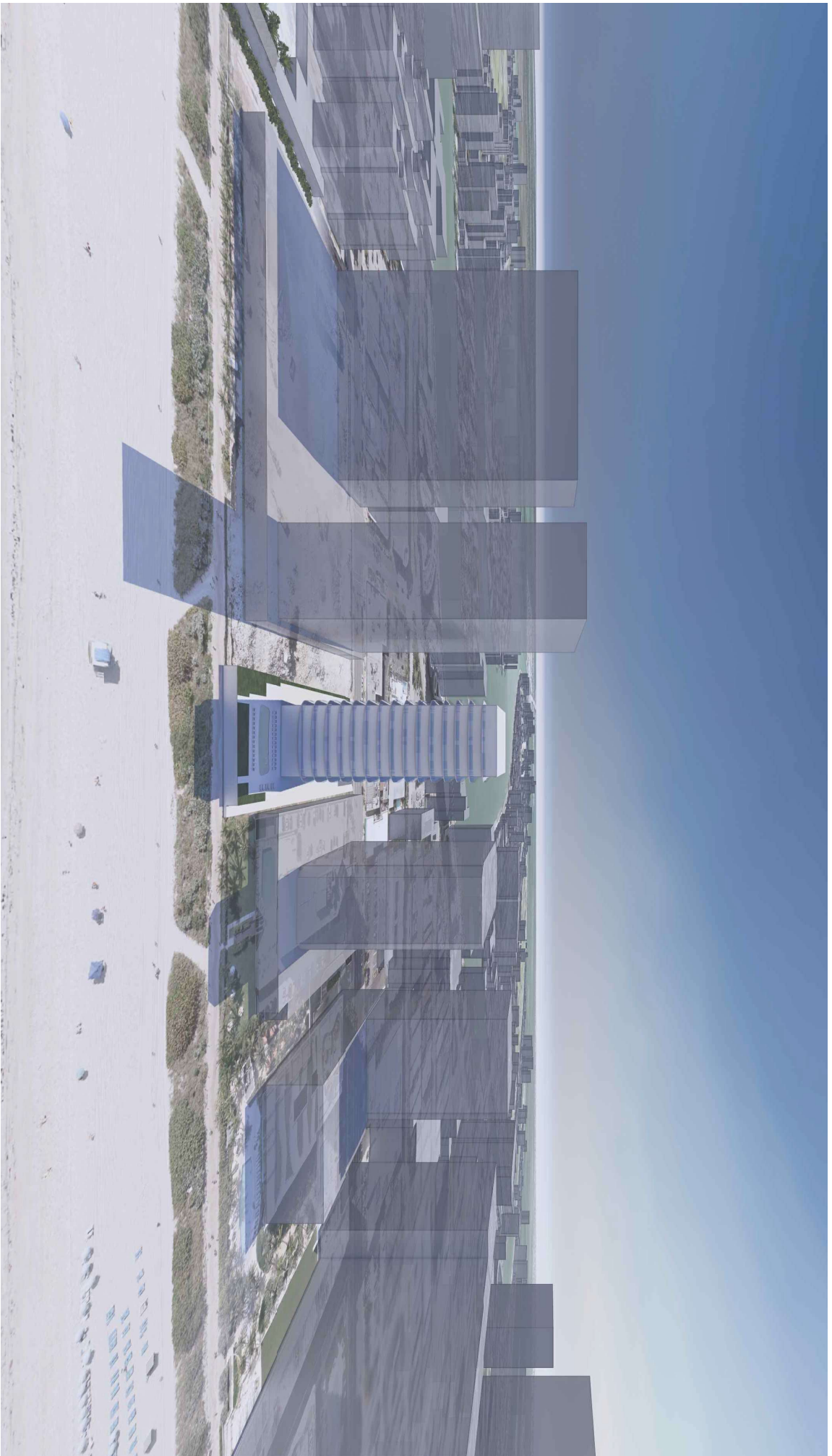
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