

MEMORANDUM

To: Grant Webster
City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE



Date: April 3, 2025

**Subject: 1100 Lincoln Road
Traffic Impact Statement**

The purpose of this memorandum is to summarize the traffic impact statement prepared for the proposed repurposing of the property located at 1100 Lincoln Road in Miami Beach, Florida. The property proposed for repurposing is currently occupied by an approximately 78,000 square-foot movie theater with 18 movie screens. The proposed repurposing will replace the movie theater with an approximate 78,000 square-foot museum. The proposed museum will consist mostly of interactive art exhibits and will provide an ancillary food and beverage service for museum patrons. Note that no modifications are proposed to the existing structure, existing parking garage, existing parking operations, or existing loading operations. A project location map and conceptual site plan are provided in Attachment A. Kimley-Horn and Associates, Inc. has completed this traffic impact statement consistent with the approved City of Miami Beach methodology. The approved methodology detailing the traffic impact statement requirements is included in Attachment B. The following sections summarize the project trip generation calculations, parking evaluation, project operations narrative, loading operations narrative, and transportation demand management (TDM) strategies.

TRIP GENERATION

Trip generation calculations for the existing development and proposed repurposing were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 445 (Movie Theater). The trip generation for the proposed repurposing was determined using ITE LUC 580 (Museum). Note the existing movie theater is not operational during the weekday A.M. peak hour (one hour between 7-9 A.M.). Furthermore, the museum is also not expected to be operational during the weekday A.M. peak hour (one hour between 7-9 A.M.).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. The US Census data indicated that there is a 33.5% percent (33.5%) multimodal factor within the vicinity of the redevelopment. However, to provide a conservative analysis and to be consistent with guidance from the City of Miami Beach, a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations instead. It is expected that a portion of employees and visitors will choose to walk, bike, or use public transit to and from the proposed repurposing.

Three (3) Miami-Dade County Department of Transportation and Public Works (DPTW) routes and one (1) City of Miami Beach trolley operate currently operate within the vicinity of the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Attachment C.

- **DTPW Route 15** operates along 17 Street in the vicinity of the project site with the nearest stop located west of Lenox Avenue. This route operates with 30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **DTPW Route 20** operates along Alton Road in the vicinity of the project site with the nearest stop located south of Lincoln Road. This route operates with 30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **DTPW Route 101** operates along Alton Road in the vicinity of the project site with the nearest stop located north of Lincoln Road. This route operates with 30-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.
- **City of Miami Beach Trolley South Beach Loop** operates along Alton Road in the vicinity of the project site with the nearest stop located south of Lincoln Road. This route operates with approximately 20-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.

As shown in Table 1, the project is expected to result in a reduction of 190 net new weekday P.M. peak hour vehicular trips. Detailed trip generation information is included in Attachment D.

Table 1: P.M. Peak Hour Trip Generation Summary				
Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Net New External Trips
<i>Existing Development</i>				
Movie Theater (445)	18 movie screens	99	102	201
<i>Proposed Redevelopment</i>				
Museum (580)	78,000 square feet	2	9	11
Net New Project Trips		-97	-93	-190

PARKING EVALUATION

No changes are proposed to the existing six-story parking garage. The parking requirement for the existing movie theater was 280 spaces at the time of original approval. The parking garage currently provides 280 parking spaces per the as-built plans included in Attachment E. Note that, per the City of Miami Beach *Code of Ordinances 5.2.4.3(a)(4)*, parking is not required for the existing movie theater use or the proposed museum use. Nonetheless, the existing parking garage will be maintained as-is to provide parking for employees, patrons, and the public.

Note that valet parking is currently not provided for the existing movie theater and will not be provided for the proposed repurposing.

PROJECT OPERATIONS NARRATIVE

The proposed museum will consist mostly of interactive art exhibits staged within the existing movie theaters. An ancillary food and beverage service will be staged in the existing lobby area and will serve museum patrons throughout the interactive art experience. This service will provide packaged food and drinks and a dedicated dining area will not be provided. Given the scale and proposed operations of the food and beverage service, it is not expected to generate external trips.

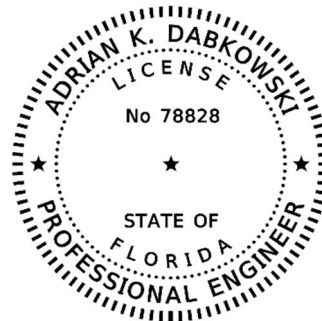
The proposed museum is expected to operate from 11:00 A.M. to 12:00 A.M. Any proposed modifications to this schedule will comply with the requirements outlined in the City of Miami Beach *Code of Ordinances*.

LOADING OPERATIONS NARRATIVE

As no changes are proposed to site access, the existing building, or the existing parking garage, loading and refuse operations will continue to operate as they currently do. Loading, unloading, and refuse collection will occur in the Lincoln Lane S alley south of the existing building. Loading and refuse vehicles will enter the loading area via 16 Street, east of Alton Road and will exit the loading area via Lincoln Lane S at Lenox Avenue.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

As the proposed repurposing results in a reduction in external vehicular trips, transportation demand management (TDM) strategies are not required as the repurposing itself reduces the impact of traffic on the surrounding roadway network. Additionally, there are eight (8) bicycle racks currently provided along Alton Road adjacent to the site. The applicant is willing to coordinate with the City of Miami Beach regarding the placement of bicycle racks adjacent to the site along Lincoln Road to further encourage bicycle mobility.



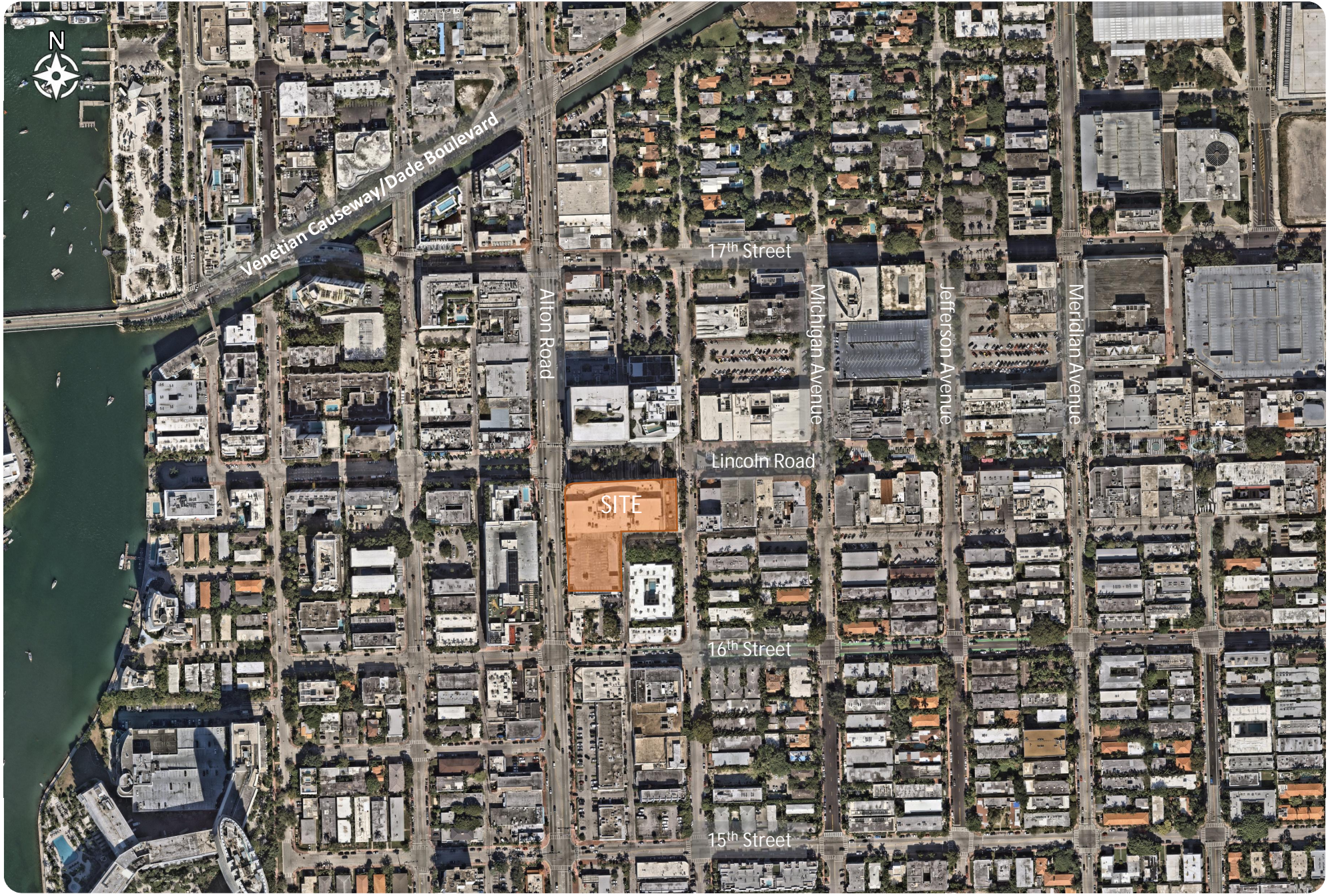
This item has been digitally signed and sealed by Adrian K. Dabkowski, P.E., PTOE, on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

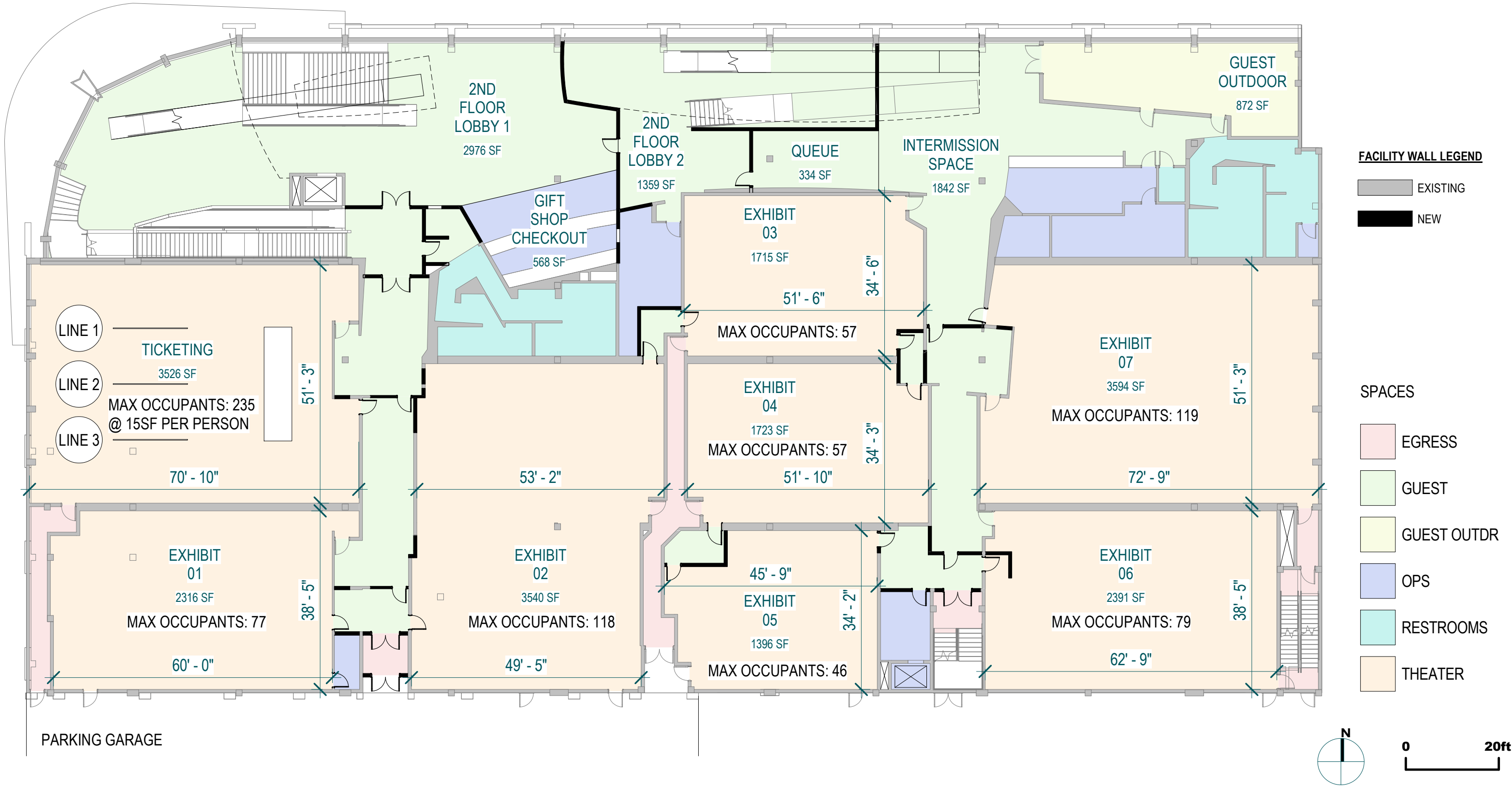
Adrian K. Dabkowski, P.E., PTOE
Florida Registration Number 78828
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, Florida 33324

Attachment A

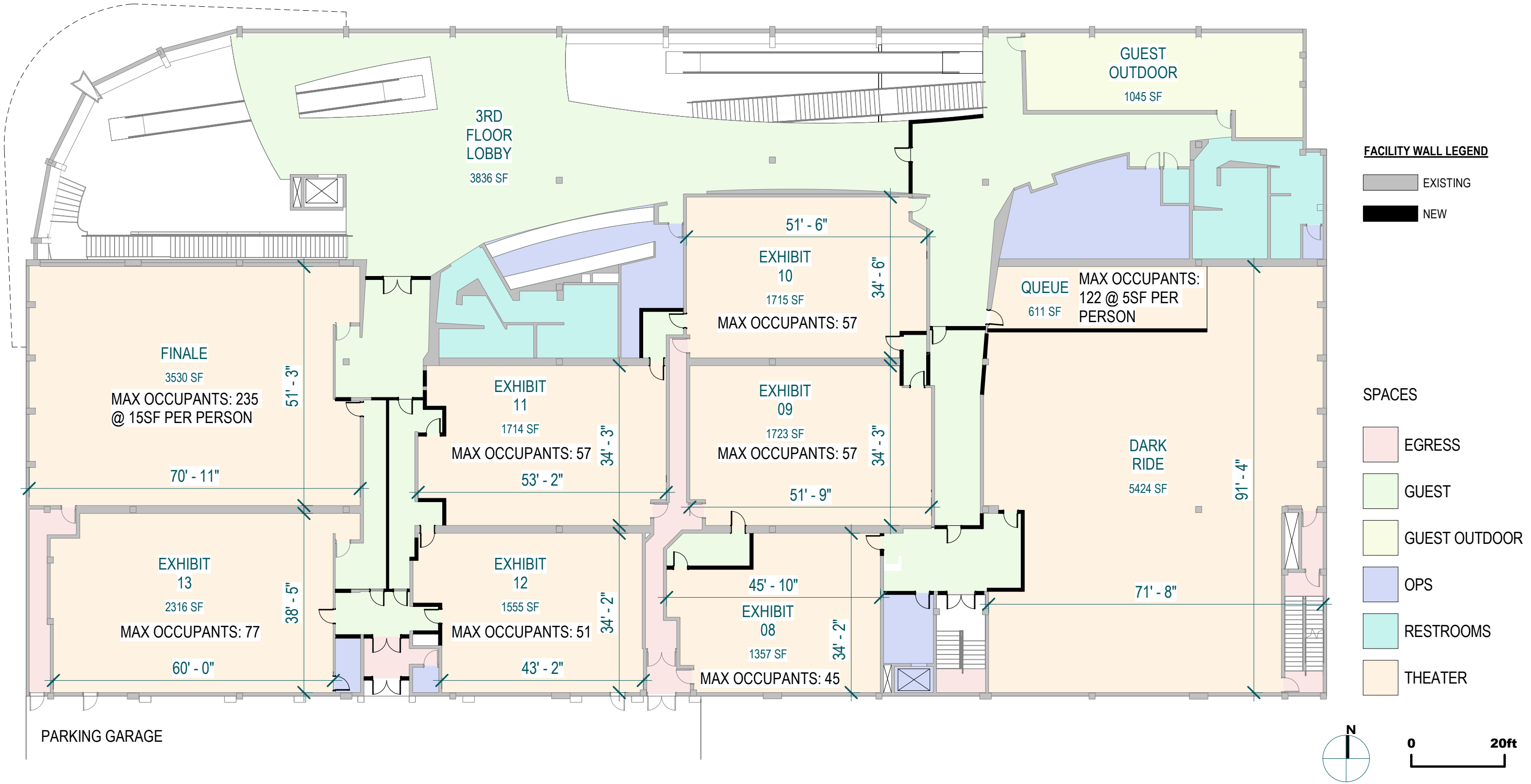
Project Location Map and Conceptual Site Plan



NOTE: MAX OCCUPANTS IN EXHIBITS BASED ON A-3 ASSEMBLY MUSEUM OCCUPANT LOAD FACTOR OF 30SF PER PERSON UNLESS OTHERWISE NOTED.



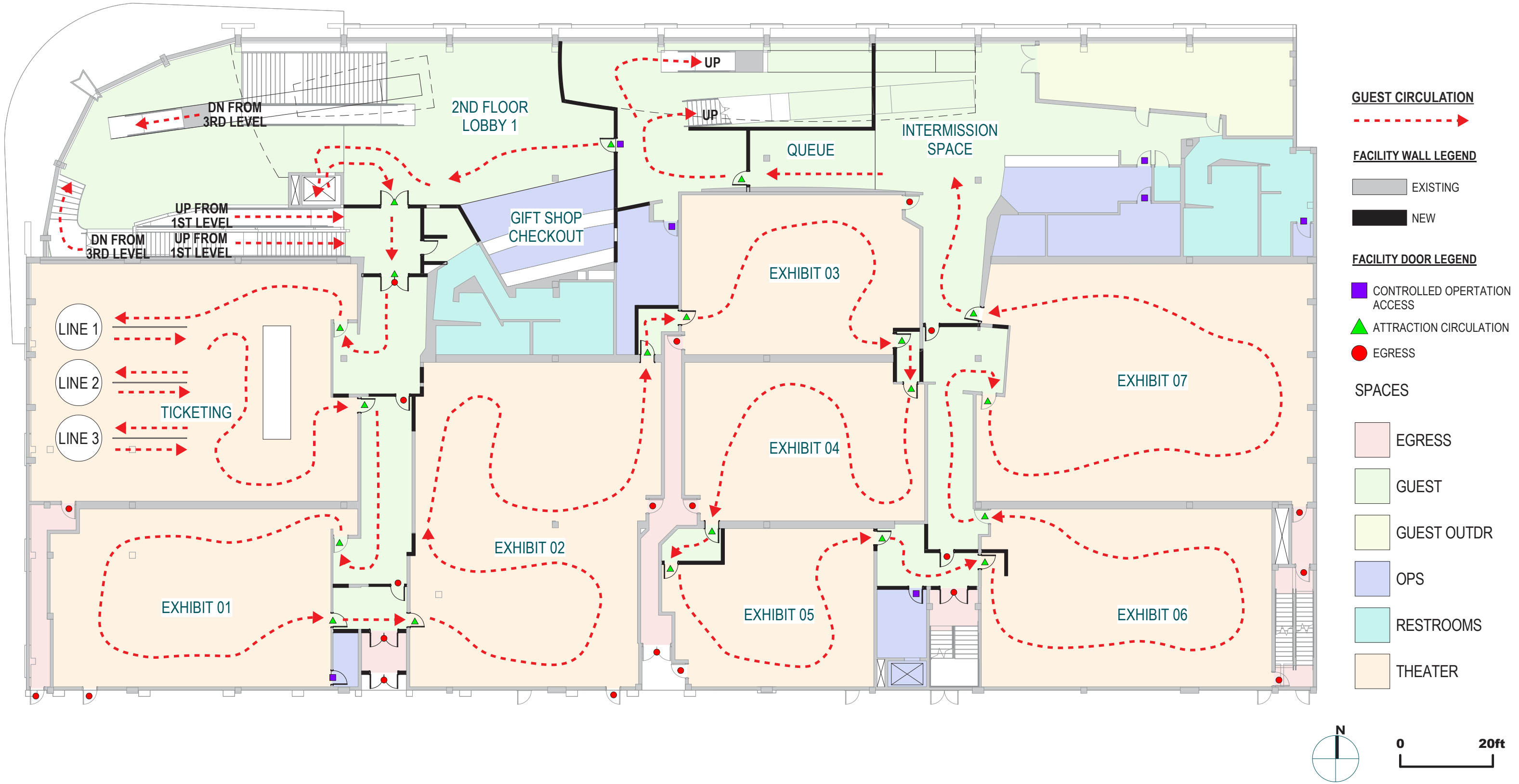
NOTE: MAX OCCUPANTS IN EXHIBITS BASED ON A-3 ASSEMBLY MUSEUM OCCUPANT LOAD FACTOR OF 30SF PER PERSON UNLESS OTHERWISE NOTED.



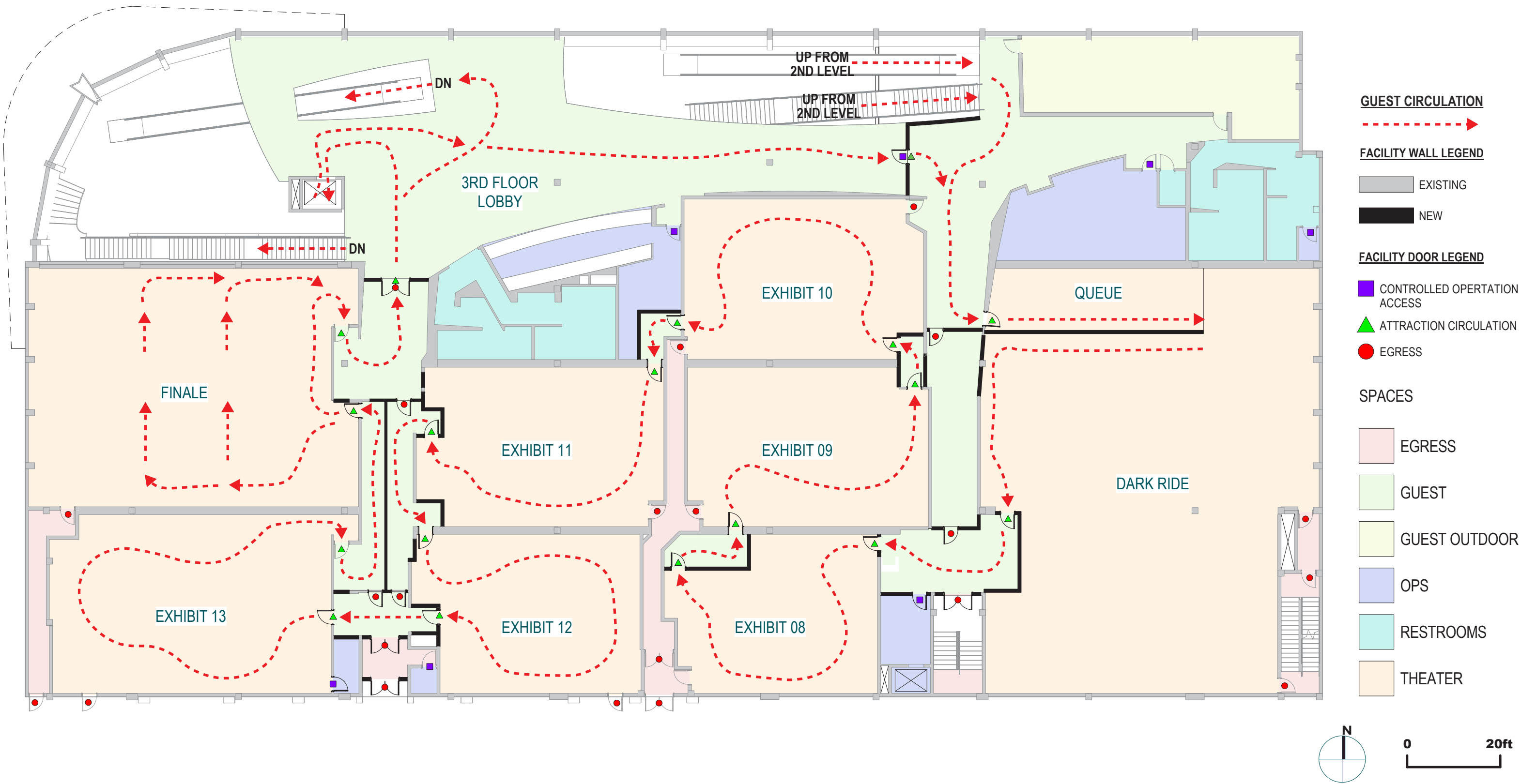
THEIR TICKETS:
S88°00'30"W 305.00'
LINCOLN ROAD



NOTE: TICKETING OPERATIONS WILL OCCUR ENTIRELY ON THE SECOND FLOOR AS INDICATED, PREVENTING ANY QUEUING ON THE FIRST FLOOR, LINCOLN ROAD, AND ALTON ROAD. MUSEUM PATRONS WILL THEN BE DIRECTED ONE-WAY THROUGH THE EXHIBIT ROOMS AS INDICATED ON THE PLANS.



NOTE: ONCE MUSEUM PATRONS GET TO THE THIRD LEVEL THEY WILL CONTINUE TO BE DIRECTED ONE-WAY THROUGH THE REST OF THE EXHIBIT ROOMS AS INDICATED ON THE PLANS. AFTER THE FINALE, MUSEUM PATRONS WILL MAKE THEIR WAY OUT OF THE BUILDING ON THE FIRST FLOOR.



Attachment B

Approved Methodology

Centurion, Ariel

From: Webster, Harrison <HarrisonWebster@miamibeachfl.gov>
Sent: Tuesday, February 18, 2025 2:00 PM
To: Paul Savage; Belush, Michael
Cc: Michael W. Larkin; Natalie Villadiego; Dabkowski, Adrian; Rodriguez, Otniel; Choueiry, Ghassan; Deschamps, Giselle; Eric Czerniejewski; Diana White; Centurion, Ariel
Subject: Re: 1100 Lincoln Road (Superhuman Museum) - Project Discussion (TRN25-0033)

Good afternoon Paul,

Hope you had a great weekend. FYI, the Methodology for 1100 Lincoln Road was approved. Feel free to submit the Traffic Impact Statement to TRN25-0033 once it's ready.

Thank you

Best

MIAMI BEACH

Grant Webster, Transportation Planner

TRANSPORTATION & MOBILITY DEPARTMENT

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From: Paul Savage <psavage@brzoninglaw.com>
Sent: Friday, January 31, 2025 4:39 PM
To: Webster, Harrison <HarrisonWebster@miamibeachfl.gov>; Belush, Michael <MichaelBelush@miamibeachfl.gov>
Cc: Michael W. Larkin <MLarkin@brzoninglaw.com>; Natalie Villadiego <nvilladiego@brzoninglaw.com>; Adrian.Dabkowski@Kimley-horn.com <Adrian.Dabkowski@Kimley-horn.com>; Rodriguez, Otniel <OtnielRodriguez@miamibeachfl.gov>; Choueiry, Ghassan <GhassanChoueiry@miamibeachfl.gov>; Deschamps, Giselle <GiselleDeschamps@miamibeachfl.gov>; Eric Czerniejewski <eczerniejewski@CORRADINO.com>; Diana White <dwhite@corradino.com>; Ariel.Centurion@kimley-horn.com <Ariel.Centurion@kimley-horn.com>
Subject: RE: PREAPP25-0298; Meeting of 2/6; 1100 Lincoln Road / Regal Cinema Site

[THIS MESSAGE COMES FROM AN EXTERNAL EMAIL - USE CAUTION WHEN REPLYING AND OPENING LINKS OR ATTACHMENTS]

Thank you Grant! Great news! I will see you next Thursday morning, and have a great weekend, too. Thank you all, again, Paul

Cell 786-280-7814

MEMORANDUM

To: Grant Webster
City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE

AK

Date: February 6, 2025

**Subject: 1100 Lincoln Road
Traffic Assessment Methodology**

The purpose of this memorandum is to summarize the traffic assessment methodology for the repurposing of the property located at 1100 Lincoln Road in Miami Beach, Florida. The property proposed for repurposing is currently occupied by an approximately 78,000 square-foot movie theater with 18 movie screens. The proposed repurposing will replace the movie theater with an approximate 78,000 square-foot museum. Note that no modifications are proposed to the existing structure, existing parking garage, existing parking operations, or existing loading operations. A location map and conceptual site plan are included in Attachment A. The anticipated build-out year for the site is 2026. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the existing development and proposed repurposing were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 445 (Movie Theater). The trip generation for the proposed repurposing was determined using ITE LUC 580 (Museum). Note the existing movie theater is not operational during the weekday A.M. peak hour (one hour between 7-9 A.M.). Furthermore, the museum is also not expected to be operational during the weekday A.M. peak hour (one hour between 7-9 A.M.).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. The US Census data indicated that there is a 33.5% percent (33.5%) multimodal factor within the vicinity of the redevelopment. However, to provide a conservative analysis and to be consistent with guidance from the City of Miami Beach, a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations instead. It is expected that a portion of employees and visitors will choose to walk, bike, or use public transit to and from the proposed repurposing. Transit route information will be documented in the report. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

The project is expected to result in a reduction of 190 net new vehicle trips during the P.M. peak hour. Detailed trip generation calculations are included as Attachment B.

As the proposed repurposing is expected to result in a reduction in peak hour trips, analyses of external intersections are not proposed. Additionally, as no changes are proposed to the existing parking garage, existing parking operations, or existing loading operations analyses of the existing entry gates and garage maneuverability are not proposed.

PARKING EVALUATION

A summary of the proposed on-site parking supply, including conventional parking spaces, mechanical-lift spaces, ADA spaces, and bicycle parking, will be prepared and included as part of the traffic assessment and compared to the number of required parking spaces calculated by the architect per City of Miami Beach requirements. Note that repurposing program parking requirements will be documented in the traffic assessment.

PROJECT OPERATIONS NARRATIVE

Details regarding proposed museum operations will be described in the traffic assessment. This narrative will include details regarding the proposed museum along with the proposed ancillary food and beverage service that will be provided within the museum.

LOADING OPERATIONS NARRATIVE

Details regarding site loading and refuse operations will be described in the traffic assessment. This narrative will include details regarding loading and refuse vehicle access, location of loading areas, and loading and refuse vehicle circulation within the site.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies will be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours.

DOCUMENTATION

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

O:\adabkowski\1100 Lincoln Road\Correspondence\1100 Lincoln Road Traffic Assessment Methodology.docx

Methodology attachments removed to avoid providing duplicate attachments.

Attachment C

Transit Service Data

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

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

Frequencies are approximate and may vary depending on traffic and road conditions.
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.
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Español: El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobús en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más información, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

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

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



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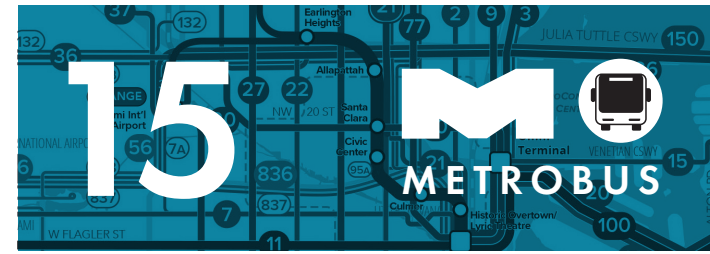
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- Servicio local los siete días de la semana.
- Va desde South Beach hasta la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover, pasando por Venetian Causeway.



- Sèvis lokal sèt jou sou sèt.
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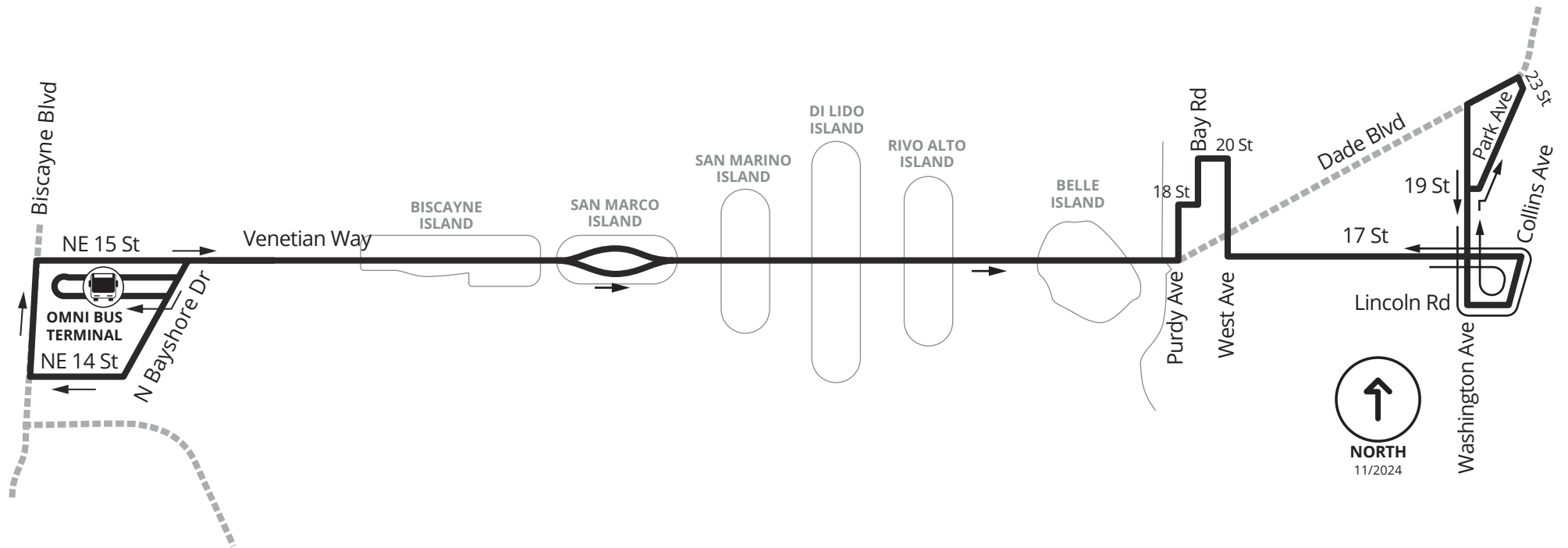
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WEEKDAY DIAS LABORABLES LASEMÈN	4:00 a.m.	11:30 p.m.	30 min
SATURDAY SÁBADO SAMDI	5:00 a.m.	12:00 a.m.	30 min
SUNDAY DOMINGO DIMANCH	5:00 a.m.	7:00 a.m.	60 min
	7:00 a.m.	8:00 p.m.	40 min
	8:00 p.m.	12:00 a.m.	60 min

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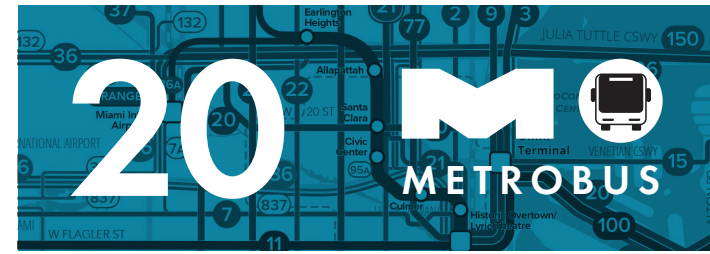
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- Stops include the Adrienne Arsht Center Metromover Station / Omni Metrobus Terminal.



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



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



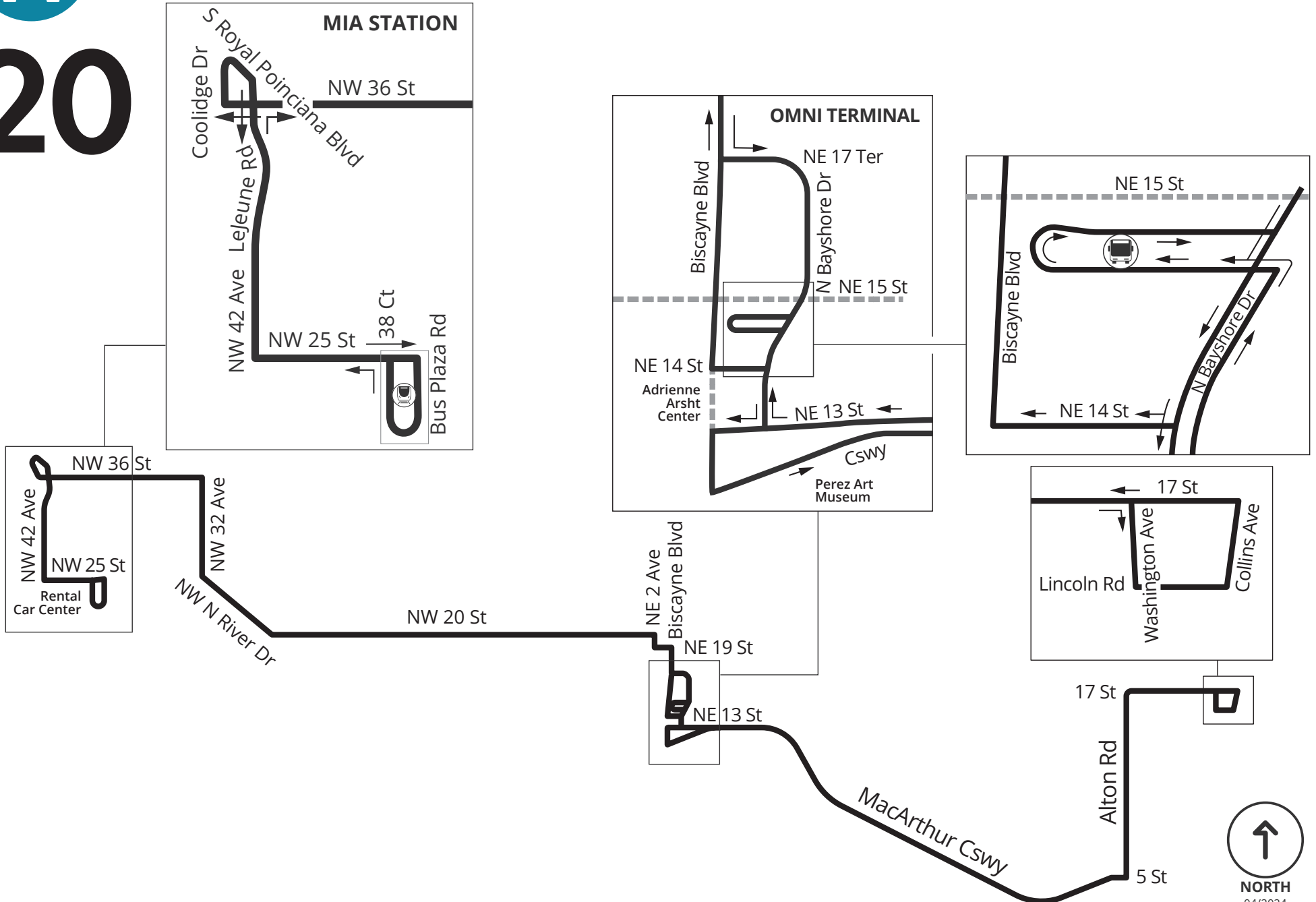
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Table with 4 columns: FROM (DESDE / DE), TO (HASTA / A), EVERY (CADA / CHAK), and a specific frequency of 30 min. The table is for WEEKDAY (DIAS LABORABLES / LASEMÈN) with times 5:00 a.m. to 10:00 p.m.

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

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Includes QR code and image of a bus.

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.

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.

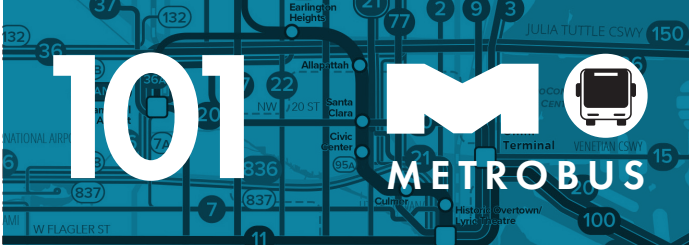
Español: El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés.

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.

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.

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.

miamidade.gov/transportation
Information • Información • Enfòmasyon
311 (305.468.5900) TTY/Florida Relay: 711
Includes QR code and social media icons.



NOVEMBER 2024 | NOVIEMBRE 2024 | NOVAM 2024

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



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



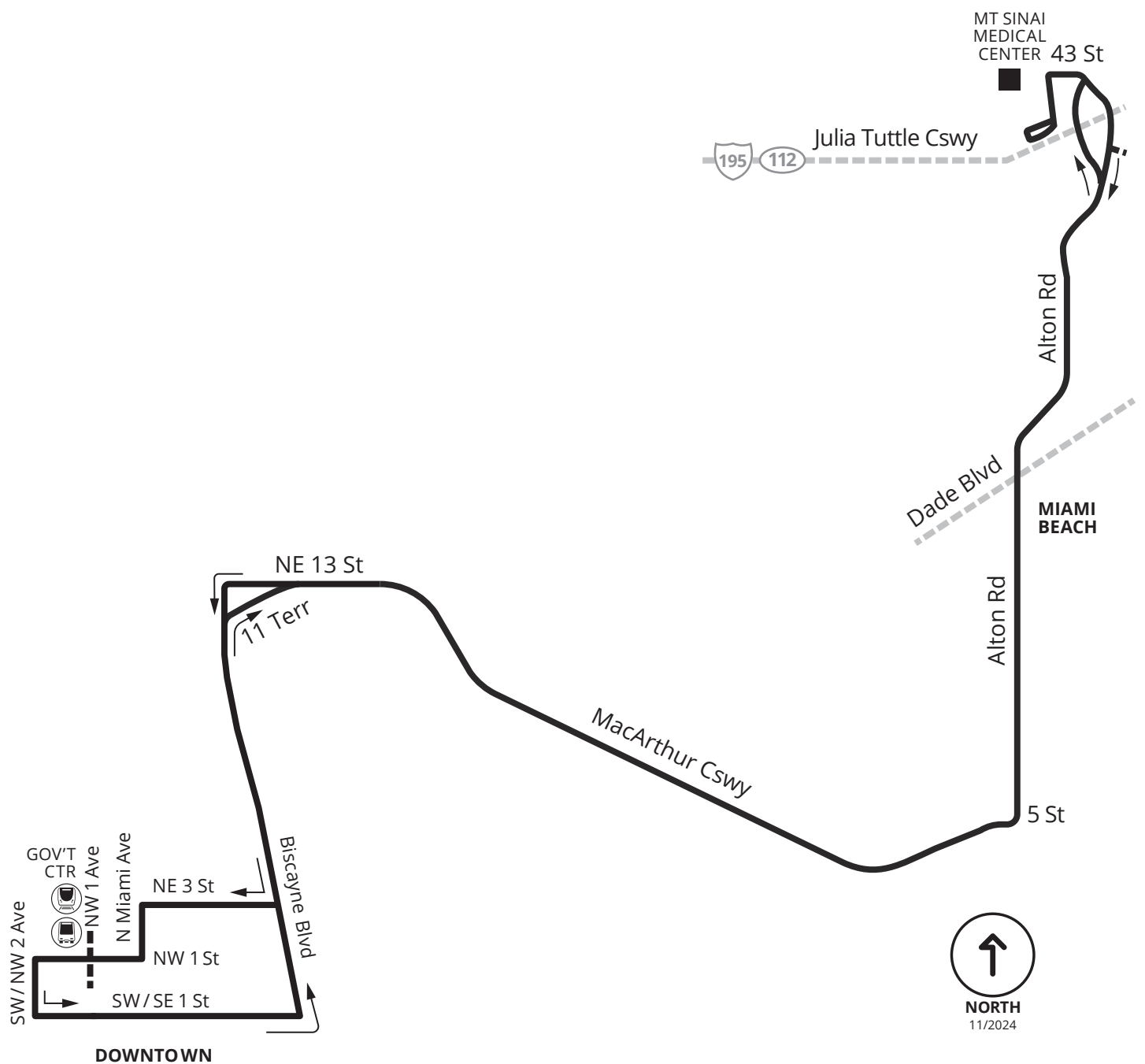
- Sèvis lokal lasemèn.
- Vwayaje soti nan Mt. Sinai Medical Center nan Miami Beach pou ale nan Estasyon Anba Government Center Metrorail nan Anba Lavi Miami sou Alton Rd, MacArthur Causeway ak Biscayne Blvd.

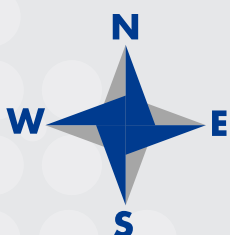
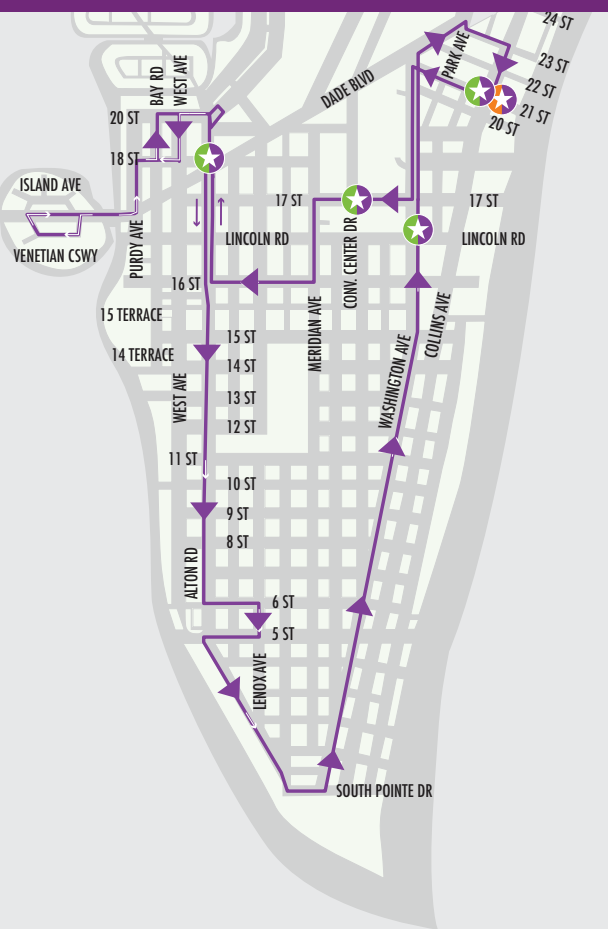
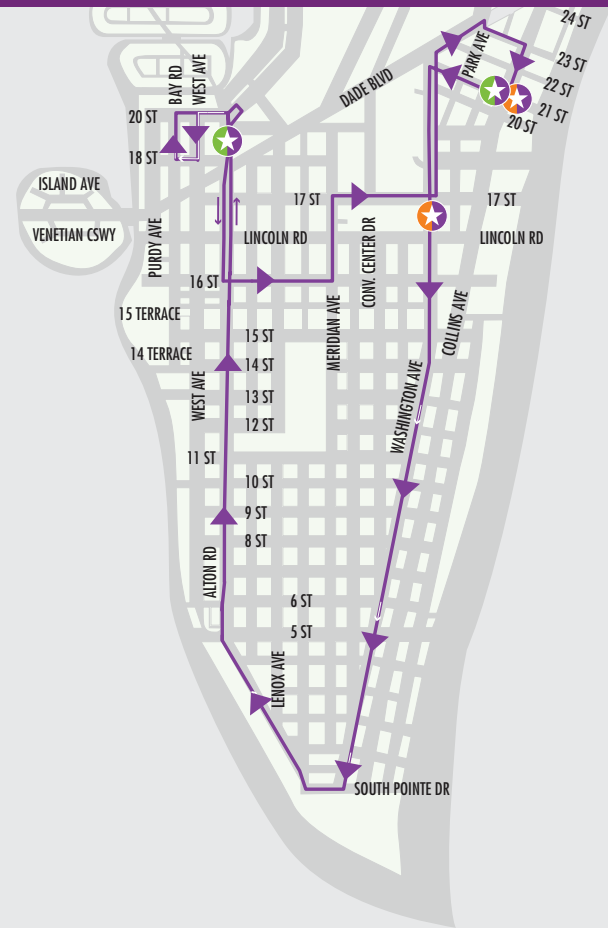


MORE INFORMATION
MÁS INFORMACIÓN | PLUS ENFOMASYON



101





See detailed route maps for South Beach Loops ►

For a full list of trolley stops visit: miamibeachtrolley.com

[City Hall](#)[Services](#)[Contact](#)

CITYWIDE FREE TROLLEY

[HOME](#) > [CITY HALL](#) > [TRANSPORTATION AND MOBILITY](#) > CITYWIDE FREE TROLLEY



MIAMI BEACH TROLLEY

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

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

LET US DO THE DRIVING

Attachment D

Trip Generation Calculations

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out																			
GROUP 1	1	Movie Theater	11	445	18	mov	49%	51%	123	128	251	20.0%	50	99	102	201	0.0%	0	99	102	201	0.0%	0	99	102	201
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		123	128	251	20.0%	50	99	102	201	0.0%	0	99	102	201	0.0%	0	99	102	201	
445		Y=13.96(X)																								

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
							In	Out																		
GROUP 2	1	Museum	11	580	78	ksf	16%	84%	2	12	14	20.0%	3	2	9	11	0.0%	0	2	9	11	0.0%	0	2	9	11
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation		Total:		2	12	14	20.0%	3	2	9	11	0.0%	0	2	9	11	0.0%	0	2	9	11	
		580		Y=0.18(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	-97	-93	-190

Means of Transportation to Work

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

Label	Census Tract 42.04; Miami-Dade County; Florida	Estimate	Margin of Error
<div> <div></div> <div>Total:</div> </div>	$(60+170+110)/(1,230-215) = 33.5\%$	1,230	±319
<div> <div></div> <div>Car, truck, or van:</div> </div>		523	±216
Drove alone		418	±166
<div> <div></div> <div>Carpooled:</div> </div>		105	±120
In 2-person carpool		105	±120
In 3-person carpool		0	±15
In 4-person carpool		0	±15
In 5- or 6-person carpool		0	±15
In 7-or-more-person carpool		0	±15
<div> <div></div> <div>Public transportation (excluding taxicab):</div> </div>		60	±50
Bus		48	±45
Subway or elevated rail		0	±15
Long-distance train or commuter rail		0	±15
Light rail, streetcar or trolley (carro público in Puerto Rico)		12	±19
Ferryboat		0	±15
Taxicab		0	±15
Motorcycle		0	±15
Bicycle		170	±139
Walked		110	±84
Other means		152	±146
Worked from home		215	±135

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2023

Estimates: 5-Year

Table ID: B08301

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

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

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

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

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

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

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

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

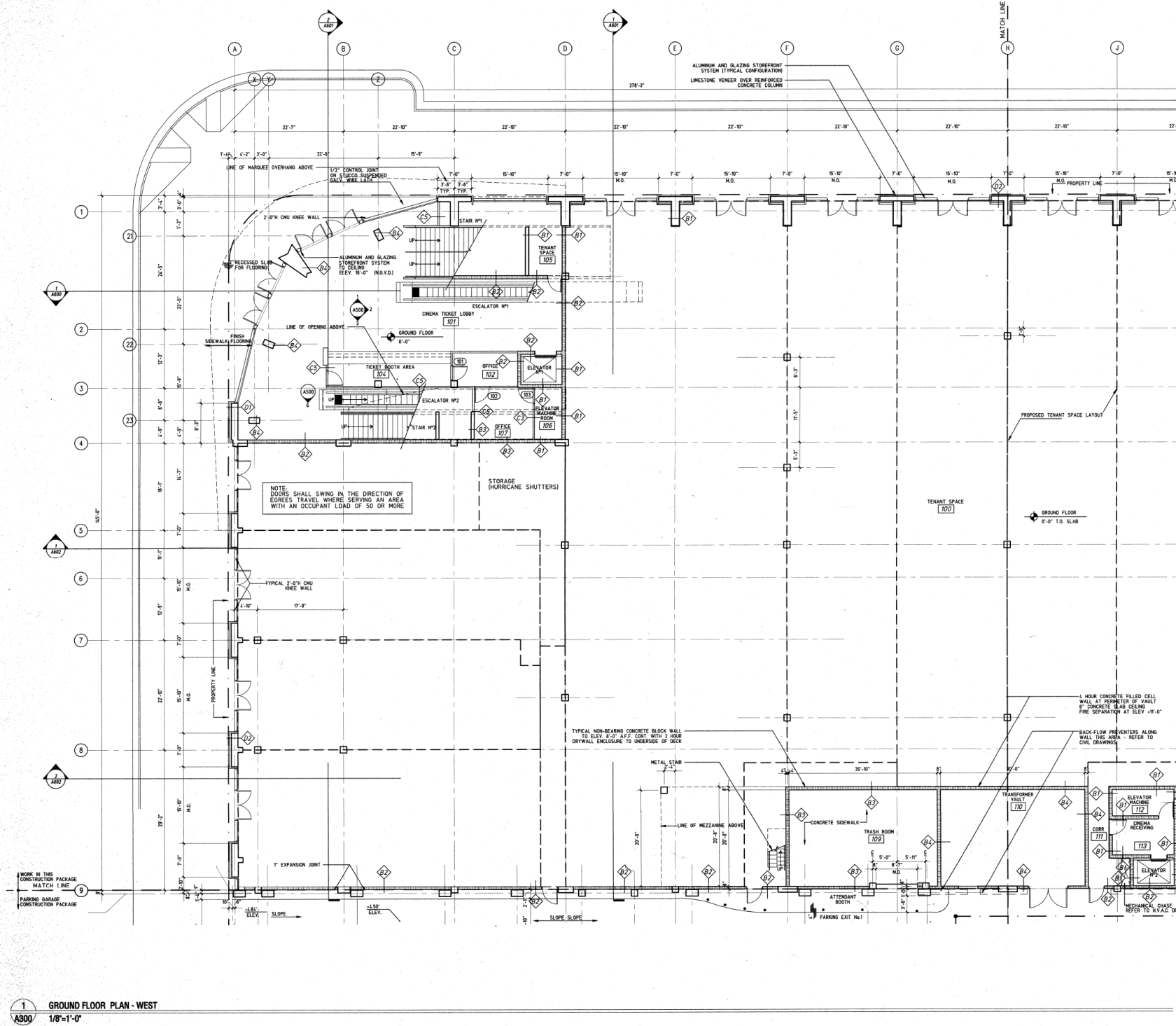
Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

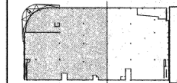
- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.
- N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.
- (X)
The estimate or margin of error is not applicable or not available.
- median-
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")
- median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").
- **
The margin of error could not be computed because there were an insufficient number of sample observations.
- ***

Attachment E

Existing Movie Theater As-Built Plans Excerpt



1 GROUND FLOOR PLAN - WEST
A300 1/8"=1'-0"



KEY PLAN

Reference Notes:

1. FOR PARTITION TYPES REFER TO SHT. A-700 AND A-701
2. FOR DOOR SCHEDULE AND DETAILS REFER TO SHT. A-701
3. REFER TO A700 FOR ROOM FINISH SCHEDULE

General Notes:

1. NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH S.F.A.C. LATEST EDITION AND ITS AMENDMENTS
2. THIS BUILDING IS FULLY SPRINKLERED
3. DATUM ELEVATION 4'-0" = 0'-0" (NAVD)

FOR CONSTRUCTION

FINESTRA
DEVELOPMENT CORP.

zyscovich
ARCHITECTS
100 N. BROADWAY BLVD., SUITE 400, MIAMI, FL 33130
TEL: 305.575.5225 FAX: 305.577.4333
CIVIL: 305.577.2200
ADMINISTRATIVE: 305.577.4333

BEACH CINEMA

Lincoln Road and Allen Road, Miami Beach, Florida

PHASE III - INTERIOR PACKAGE

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Ground Floor Plan-West

Revised: _____
Revised: _____
Revised: _____
Revised: _____

0615MOV1 FEBRUARY 2, 1998

PHASE III
A 300

F.A.R. ANALYSIS

	BASE F.A.R.	SITE AREA	ALLOWABLE	PROPOSED
CD-3				
SITE	3.5	48,040 sq. ft.	168,096 sq. ft.	168,292 sq. ft. (3 FLOORS @ 46,400 SQ. FT.)
CD-2				
SITE	10	22,506 sq. ft.	22,506 sq. ft.	7,652 sq. ft. (GROUND FLOOR)
ALLEY	10	3,000 sq. ft.	3,000 sq. ft.	1,020 sq. ft. (GROUND FLOOR)

PARKING ANALYSIS

RETAIL PARKING REQUIREMENTS

0 SPACES REQUIRED BY CODE

CINEMA PARKING REQUIREMENTS

0 SPACES FOR THE FIRST 500 SEATS

1 SPACE TOP EVERY 8 SEATS OVER 500

NUMBER OF SEATS BEING PROPOSED IN CINEMA = 2,742 SEATS

2,742 ÷ 8 = 342.75 SEATS → 343 SPACES REQUIRED

2,742 ÷ 8 = 342.75 SEATS → 343 SPACES REQUIRED

LOADING DOCK PARKING REQUIREMENTS

CINEMA RETAIL = 31,503 sq. ft.

GARAGE RETAIL = 8,000 sq. ft.

TOTAL RETAIL = 39,503 sq. ft. REQUIRES 3 SPACES

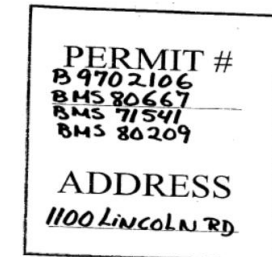
CINEMA (PUBLIC ASSEMBLY) = 2 SPACES

TOTAL REQUIRED = 5 SPACES

TOTAL PROVIDED = 5 SPACES

SETBACK ANALYSIS

FRONT	0
SIDE	0
REAR	5 ft.



AS-BUILT



NOT TO SCALE

