



MEMORANDUM

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

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

Date: January 15, 2026

**Subject: San Juan Hotel – Proposed Expansion
Response to Traffic Impact Statement Comments (TRN25-0054)**

We have received comments provided by the City of Miami Beach received January 13, 2026. We offer the following responses:

1. Please include all ITE Trip generation references used in the preparation of the Traffic Impact Assessment.

Kimley-Horn Response: The traffic impact statement was updated to include ITE's Trip Generation Manual reference pages for LUC 310, LUC 899, and LUC 931. Please refer to Attachment C of the updated traffic impact statement contained in Attachment A-1.

2. As previously requested, please include a narrative within the traffic impact statement of the loading and unloading operations.

Kimley-Horn Response: The traffic impact statement was updated to include a loading operations section. Please refer to the updated traffic impact statement contained in Attachment A-1.

3. As previously requested, please include within the traffic impact assessment copies of any coordination meeting with FDOT.

Kimley-Horn Response: Correspondence regarding the request for a pre-application meeting with the Florida Department of Transportation (FDOT) is included in Attachment B-1.

4. Please provide a parking evaluation narrative section within the next traffic impact assessment submittal.

Kimley-Horn Response: The traffic impact statement was updated to include a parking evaluation section. The parking calculations prepared by others is included in Attachment A of the updated traffic impact statement included in Attachment A-1.

5. As part of the traffic assessment, please confirm the number of parking spaces reserved in the off-site parking garage for the use of the San Juan Hotel, and provide details of the parking spaces assigned to the Hotel, including any regular spaces, tandem or mechanical lifts, etc.

Kimley-Horn Response: There are a total of 100 regular parking spaces reserved in the three (3) off-site parking garages for use by the San Juan Hotel valet operations. Note that 40 spaces will be allocated at 1601 Collins Avenue, 25 spaces at 1601 Drexel Avenue, and 35 spaces at 237 20th Street. Please refer to the copy of the valet services agreement included in Attachment D of the updated traffic impact statement contained in Attachment A-1.

6. As previously requested, and as part of the traffic assessment, please include a copy of the agreement between the Hotel and the property owner of the off-site garage, which is being utilized by the valet staff of the Hotel.

Kimley-Horn Response: Please refer to the copy of the valet services agreement included in Attachment D of the updated traffic impact statement contained in Attachment A-1.

7. Please clarify how the 64.3% rideshare reduction is applied to the in/out net external vehicular trip for the Hotel and Restaurant uses on page 43 of 57 of the traffic assessment. Meaning, instead of deducting 64.3% individually from the in/out (20/9) net new external trips for a total of in/out (13/6), a total reduction of rideshare trips of (10/9) is shown for the restaurant use. The same applies to the hotel use.

Kimley-Horn Response: The 64.3% rideshare reduction was applied to the total net new external trip generation for the P.M. peak hour scenario, rather than to the inbound and outbound components independently. Since rideshare activity functions as a short-duration pick-up/drop-off operation, the resulting reduced trip total is then allocated directionally using a balanced distribution of 50% entering and 50% exiting to reflect typical rideshare activity. The same methodology is applied under the A.M. peak hour scenario.

Accordingly, the Fine Dining Restaurant's rideshare trip reduction presents as 10 inbound trips and 9 outbound trips, rather than applying the 64.3% reduction separately to the baseline 20 inbound trips and 9 outbound trips in the P.M. peak hour. The same methodology is applied to the Hotel use.

8. Please clearly identify on the site plan the proposed following TDM strategies:
 - a. The proposed five (5) short-term bicycle spaces (bicycle racks)
 - b. The proposed three (3) secure long-term bicycle parking spaces (bicycle rooms).

Kimley-Horn Response: The site plan was updated to illustrate and indicate the proposed five (5) short-term bicycle spaces (bicycle racks) and three (3) secure long-term bicycle parking spaces (bicycle rooms). Please refer to Attachment A of the updated traffic impact statement contained in Attachment A-1.

9. Additional comments may be provided as part of the traffic impacts assessment resubmittal.

Kimley-Horn Response: Comment noted.

10. Please provide a response letter with the next traffic impact assessment resubmittal.

Kimley-Horn Response: Comment noted.

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Attachment A-1
Updated Traffic Impact Statement



MEMORANDUM

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

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

Date: January 15, 2026

Subject: San Juan Hotel – Proposed Expansion (TRN25-0054)
Miami Beach, Florida
Traffic Impact Statement

Kimley-Horn and Associates, Inc has prepared a traffic impact statement for the proposed redevelopment at 1680 Collins Avenue in Miami Beach, Florida. Currently, the site is occupied by a 75-room hotel, including ancillary spaces, and a 2,280 square-foot liquor store. The proposed redevelopment consists of expanding the existing hotel to provide a total of 104 rooms, including ancillary spaces, and a 205-seat fine dining restaurant. The hours of operation for the proposed redevelopment fine dining restaurant will be from 12:00 P.M. to 12:00 A.M. Note that the existing 2,280 square-foot liquor store will be demolished. Further note that self-parking will not be provided onsite. All vehicles with the exception of taxi/rideshare vehicles will be valeted to the parking garages located at 1601 Collins Avenue (40 designated valet parking spaces), 1601 Drexel Avenue (25 designated valet parking spaces), or 237 20th Street (35 designated valet parking spaces). All valet trips currently utilize the existing drop-off/pick-up area with access from SR A1A/Collins Avenue, just south of 17th Street. As part of the proposed redevelopment, all hotel valet vehicles will utilize two (2) proposed drop-off/pick-up spaces located along the east side of James Avenue along the property's frontage and all restaurant valet vehicles will utilize the existing drop-off/pick-up area with access from SR A1A/Collins Avenue, just south of 17th Street. The anticipated build-out year of the proposed redevelopment is 2028. A location map and site plan are provided in Attachment A.

TRIP GENERATION ANALYSIS

Trip generation calculations for the existing development and the proposed redevelopment were performed using the 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 development was determined using ITE Land Use Code (LUC) 310 (Hotel) and LUC 899 (Liquor Store). The trip generation for the proposed redevelopment was determined using LUC 310 (Hotel) and LUC 931 (Fine Dining Restaurant).

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 tract in which the site is located. A multimodal factor of 48.7 percent (48.7%) was determined for the site. However, to provide a conservative analysis and consistent with City of Miami Beach requirements, a multimodal reduction factor of 20.0 percent (20.0%) was applied to the trip generation calculations. It is expected that a portion of patrons and employees will choose to walk, bike, or use public transit to and from the site.

Transit Route Information

Three (3) Miami Beach Trolley routes and seven (7) Miami-Dade County Department of Transportation Public Works (DTPW) routes currently operate in close proximity (within ½ mile) to the site 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 SR A1A/Collins Avenue in the vicinity of the project site with the nearest stop located north of 17th 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 Middle Beach Route** operates along SR A1A/Collins Avenue in the vicinity of the project site with the nearest stop located north of 17th 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 South Beach Route** operates along Washington Avenue in the vicinity of the project site with the nearest stop located north of Lincoln Road. 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 14** operates along SR A1A/Collins Avenue in the vicinity of the project site with the nearest stop located south of 17th Street. This route operates with approximately 30-minute headways in the northbound and southbound directions during the weekday A.M and P.M. peak hours.
- **MDT Route 15** operates along 17th Street in the vicinity of the project site with the nearest stop located on Lincoln Road east of Washington Avenue. This route operates with approximately 30-minute headways in the northbound and southbound directions during the weekday A.M and P.M. peak hours.
- **MDT Route 20** operates along 17th Street in the vicinity of the project site with the nearest stop located on Lincoln Road east of Washington Avenue. This route operates with approximately 30-minute headways in the northbound and southbound directions during the weekday A.M and P.M. peak hours.
- **MDT Route 36** operates along SR A1A/Collins Avenue in the vicinity of the project site with the nearest stop located north of 17th 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 79** operates along SR A1A/Collins Avenue in the vicinity of the project site with the nearest stop located south of 17th 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 SR A1A/Collins Avenue in the vicinity of the project site with the nearest stop located south of 17th 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 150** operates along SR A1A/Collins Avenue in the vicinity of the project site with the nearest stop located south of 17th Street. This route operates with approximately 30-minute headways in the northbound and southbound directions during the weekday A.M and P.M. peak hours.

Internal Capture

Internal capture is expected between the complementary land uses within a project. Internal capture trips for the proposed redevelopment were determined based upon methodology contained in the ITE’s, *Trip Generation Handbook*, 3rd Edition. The expected internal capture rate for the existing development is 3.1 percent (3.1%) during the P.M. peak hour and 1.8 percent (1.8%) during the weekday daily period. The expected internal capture rate for the proposed redevelopment is 7.4 percent (7.4%) during the P.M. peak hour and 5.0 percent (5.0%) during the weekday daily period.

Pass-by Capture

Pass-by capture trip rates were determined based on average rates provided in the ITE’s *Trip Generation Manual*, 12th Edition. The pass-by rate for LUC 931 (Fine Dining Restaurant) is 44.0% percent (44.0%) during the P.M. peak hour.

Net New Vehicle Trips

Table 1 below summarizes the expected trip generation during the weekday A.M. peak hour and the weekday P.M. peak hour for the proposed redevelopment. As Table 1 indicates, the project is expected to result in seven (7) net new weekday A.M. peak hour vehicular trips, a reduction of ten (10) net new weekday P.M. peak hour vehicular trips and an increase of 330 weekday daily vehicular trips. Detailed trip generation calculations are included in Attachment C.

Table 1: Proposed Net New Trip Generation				
A.M. Peak Hour (P.M. Peak Hour) <Daily>				
Future Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	New External Trips
<i>Existing Development</i>				
Hotel (310)	75 rooms	11 (3) <174>	10 (3) <172>	21 (6) <346>
Liquor Store (899)	2,280 square feet	0 (30) <95>	0 (27) <95>	0 (57) <190>
Subtotal:		11 (33) <269>	10 (30) <267>	21 (63) <536>
<i>Proposed Redevelopment</i>				
Hotel (310)	104 rooms	14 (13) <233>	14 (11) <230>	28 (24) <463>
Fine Dining Restaurant (931)	205 seats	0 (20) <202>	0 (9) <201>	0 (29) <403>
Subtotal:		14 (33) <435>	14 (20) <431>	28 (53) <866>
Net New Project Trips		3 (0) <166>	4 (-10) <164>	7 (-10) <330>

VALET OPERATIONS ANALYSIS

The valet queuing operations analysis was performed based on the methodology outlined in ITE's *Transportation and Land Development*, 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking travel lanes on James Avenue and Collins Avenue. Valet operations were analyzed for the number of valet attendants for the proposed increase in building occupancy.

All vehicles with the exception of taxi/rideshare vehicles will be valeted to the parking garages located at 1601 Collins Avenue (40 designated valet parking spaces), 1601 Drexel Avenue (25 designated valet parking spaces), or 237 20th Street (35 designated valet parking spaces). Please refer to the valet parking agreement provided by the applicant included in Attachment D. However, to provide a conservative analysis it was assumed that all vehicles would be valeted to the furthest parking garage from the site located at 1601 Drexel Avenue. All valet trips currently utilize the existing drop-off/pick-up area with access from SR A1A/Collins Avenue, just south of 17th Street. As part of the proposed redevelopment, all hotel valet vehicles will utilize two (2) proposed drop-off/pick-up spaces located along the east side of James Avenue along the property's frontage and all restaurant valet vehicles will utilize the drop off/pick-up area with access from SR A1A/Collins Avenue, just south of 17th Street.

Valet Routing

The hotel valet drop-off route consists of valet vehicles exiting the valet drop-off/pick-up area located along the east side of James Avenue, adjacent to the project site, traveling north along James Avenue, making a left-turn along 17th Street, traveling west along 17th Street, making a left-turn on Washington Avenue, traveling south along Washington Avenue, making a right-turn along 16th Street, traveling west along 16th Street and entering the off-site valet parking area located at 1601 Drexel Avenue. Valet vehicles will travel approximately 0.37 miles from the valet drop-off/pick-up area to the off-site valet parking garage driveway. The hotel valet pick-up route consists of vehicles exiting the off-site valet parking garage, traveling east on 16th Street, making a left-turn at Washington Avenue, traveling north on Washington Avenue, making a right-turn at Lincoln Road, traveling east on Lincoln Road, making a left-turn on James Avenue, traveling north on James Avenue and entering the valet drop-off/pick-up area located along the east side of James Avenue, adjacent to the project site. Valet vehicles will travel approximately 0.32 miles from the off-site valet parking garage driveway to the valet drop-off/pick-up area. Note that to provide a conservative analysis it was assumed that valet vehicles will be parked in the furthest parking space from the entrance of the parking garage.

The restaurant valet drop-off route consists of vehicles exiting the valet drop off/pick up area located along the west side of SR A1A/Collins Avenue and continuing south on SR A1A/Collins Avenue, making a right-turn onto 16th Street, traveling west along 16th Street, and entering the off-site valet parking garage located at 1601 Drexel Avenue. Valet vehicles will travel approximately 0.34 miles from the valet drop-off/pick-up area to the off-site valet parking garage driveway. The restaurant valet pick-up route consists of vehicles exiting the off-site valet parking garage, traveling east along 16th Street, making a left-turn along Washington Avenue, traveling north along Washington Avenue, making a right-turn on 17th Street, traveling east along 17th Street, making a right-turn on SR A1A/Collins Avenue, traveling south along SR A1A/Collins Avenue, and entering the valet drop-off/pick-up area located along the west side of SR A1A/Collins Avenue, adjacent to the project site. Valet vehicles will travel approximately 0.45 miles from the off-site valet parking garage driveway to the valet drop-off/pick-up area. Note that to provide a conservative analysis it was assumed that valet vehicles will be parked

in the furthest parking space from the entrance of the parking garage. A valet routing exhibit is provided in Attachment D.

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

Valet Assumptions

Valet trip generation calculations for the existing development and proposed redevelopment were prepared. A taxi/rideshare trip reduction factor of 59.6 percent (59.6%) for the A.M. peak hour was applied to the hotel trip generation and a factor of 64.3 percent (64.3%) for P.M. peak hour was applied to the hotel and restaurant trip generation to account for guests arriving via taxi/rideshare to the site. These taxi/rideshare reduction are based on actual field observations from the AC Hotel located at 3400 Biscayne Boulevard in Miami, Florida for the A.M. peak hour and from the Shelborne Hotel located at 1801 Collins Avenue in Miami Beach, Florida for the P.M. peak hour. Note that the AC Hotel only consists of hotel use, however, only the hotel portion of the proposed redevelopment is expected to generate traffic during the A.M. peak hour. Further note that the Shelborne Hotel consists of a hotel, café, ballroom space, restaurant space, and a bar/night club and therefore reflects a similar mix of uses as the proposed redevelopment during the P.M. peak hour. The proposed redevelopment is expected to generate three (3) net new A.M. peak hour valet trips and 39 net new P.M. peak hour valet trips. Note that the traffic volumes utilized in the valet analysis are total project valet trips and not net new valet trips.

Valet attendants will be stationed at the valet drop-off/pick-up area and at the off-site parking garage. Valet drop-off trip service times were calculated based on the time it would take a valet parking attendant to obtain and park a drop-off vehicle. Valet pick-up trip service times were calculated based on the time it would take a valet parking attendant to drive a parked vehicle back to a patron at the valet pick-up area. The following summarizes the drop-off and pick-up service times for the valet vehicles. Detailed travel time calculations are contained in Attachment D.

The following summarizes the hotel valet drop-off service time:

- Exchange between valet attendant and driver (0.5 minutes)
- Valet attendant drives vehicle from valet drop-off area to the furthest space in the off-site parking garage (2.3 minutes)
- Parking garage gate processing time (0.5 minutes)
- Intersection delay (2.0 minutes)
- **Total service rate: 5.3 minutes**

The following summarizes the hotel valet pick-up service time:

- Valet attendant drives vehicle from the furthest space in the off-site parking garage to the valet pick-up area (2.2 minute)
- Exchange between valet attendant and driver (0.5 minutes)
- Parking garage gate processing time (0.5 minutes)
- Intersection delay (1.5 minutes)
- **Total service rate: 4.7 minutes**

The following summarizes the restaurant valet drop-off service time:

- Exchange between valet attendant and driver (0.5 minutes)
- Valet attendant drives vehicle from valet drop-off area to the furthest space in the off-site parking garage (2.2 minutes)
- Parking garage gate processing time (0.5 minutes)
- Intersection delay (1.5 minutes)
- **Total service rate: 4.7 minutes**

The following summarizes the restaurant valet pick-up service time:

- Valet attendant drives vehicle from the furthest space in the off-site parking garage to the valet pick-up area (2.5 minute)
- Exchange between valet attendant and driver (0.5 minutes)
- Parking garage gate processing time (0.5 minutes)
- Intersection delay (2.5 minutes)
- **Total service rate: 6.0 minutes**

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (> 1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

Valet Analysis

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (> 1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage, M , which is exceeded P percent of the time. This analysis seeks to ensure that the queue length does not exceed the storage provided at a level of confidence of 95 percent (95%).

An iterative approach was used to determine the number of valet attendants required to accommodate the proposed increase in occupancy demand during the A.M. peak hour and P.M. peak hour analysis periods and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. Detailed valet analysis worksheets are provided in Attachment D.

Results of the valet operations analysis demonstrate that a maximum of two (2) valet attendants for the hotel valet operations during the A.M. and P.M. peak hours and a maximum of five (5) valet attendants for the restaurant valet operations for the P.M. peak hour would be required at the valet drop-off/pick-up area to not exceed the vehicle drop-off storage during the peak arrival/departure periods. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote use of public transportation, bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours. The applicant will commit to providing the following incentives including:

- Providing subsidized transit passes for the permanent employees
- Five (5) short-term bicycle parking spaces (bicycle racks)
- Three (3) secure long-term bicycle parking spaces (bicycle rooms)

LOADING OPERATIONS NARRATIVE

Loading operations will occur within the designated on-street loading areas located on the east side of James Avenue adjacent to the project site. A maneuverability analysis was prepared for ground level driveways and drive aisles within the site. The analysis was performed using Transoft's *AutoTurn 11* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2004/2011/2018. Note, the maneuverability analysis was prepared using delivery vans comparable to P design vehicles for deliveries and loading activities in the loading areas. The results of the maneuverability analysis indicate that loading vehicles are expected to execute on-street loading operations without obstructing the adjacent travel lane along James Avenue. Refer to Attachment E for the maneuverability analysis.

PARKING EVALUATION

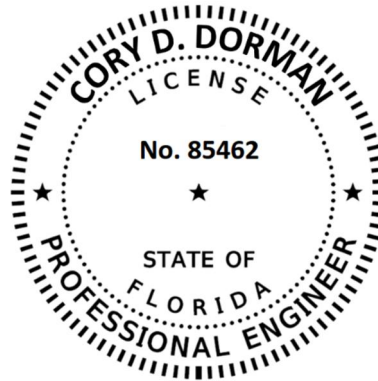
The parking requirement for the site based on the City of Miami Beach's *Code of Ordinances* and parking calculations prepared by others is 23 parking spaces. As part of the proposed redevelopment, 0 parking spaces will be provided on-site. However, per the existing valet services agreement for the site, a total of 100 parking spaces are available at the off-site parking garages to support parking demand. Note that 40 spaces will be allocated at 1601 Collins Avenue, 25 spaces at 1601 Drexel Avenue, and 35 spaces at 237 20th Street. Please refer to the detailed parking calculations included in Attachment A and the valet services agreement included in Attachment D.

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

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Cory D. Dorman, P.E., PTOE



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

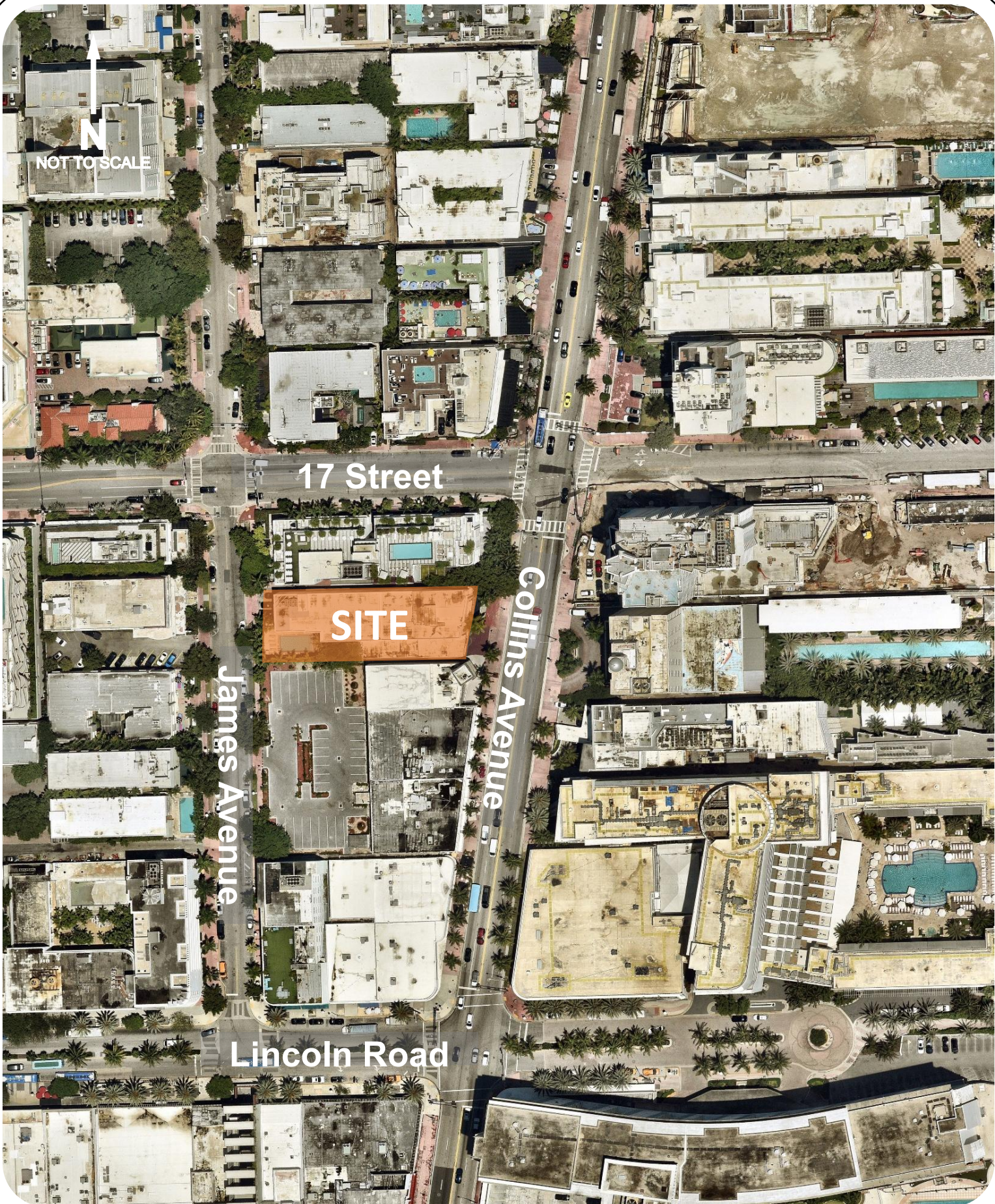
This item has been digitally signed and sealed by Cory D. Dorman, P.E., PTOE on the date adjacent to the seal.



Signature must be verified on any electronic copies.

Attachment A
Location Map and Site Plan

Location Map

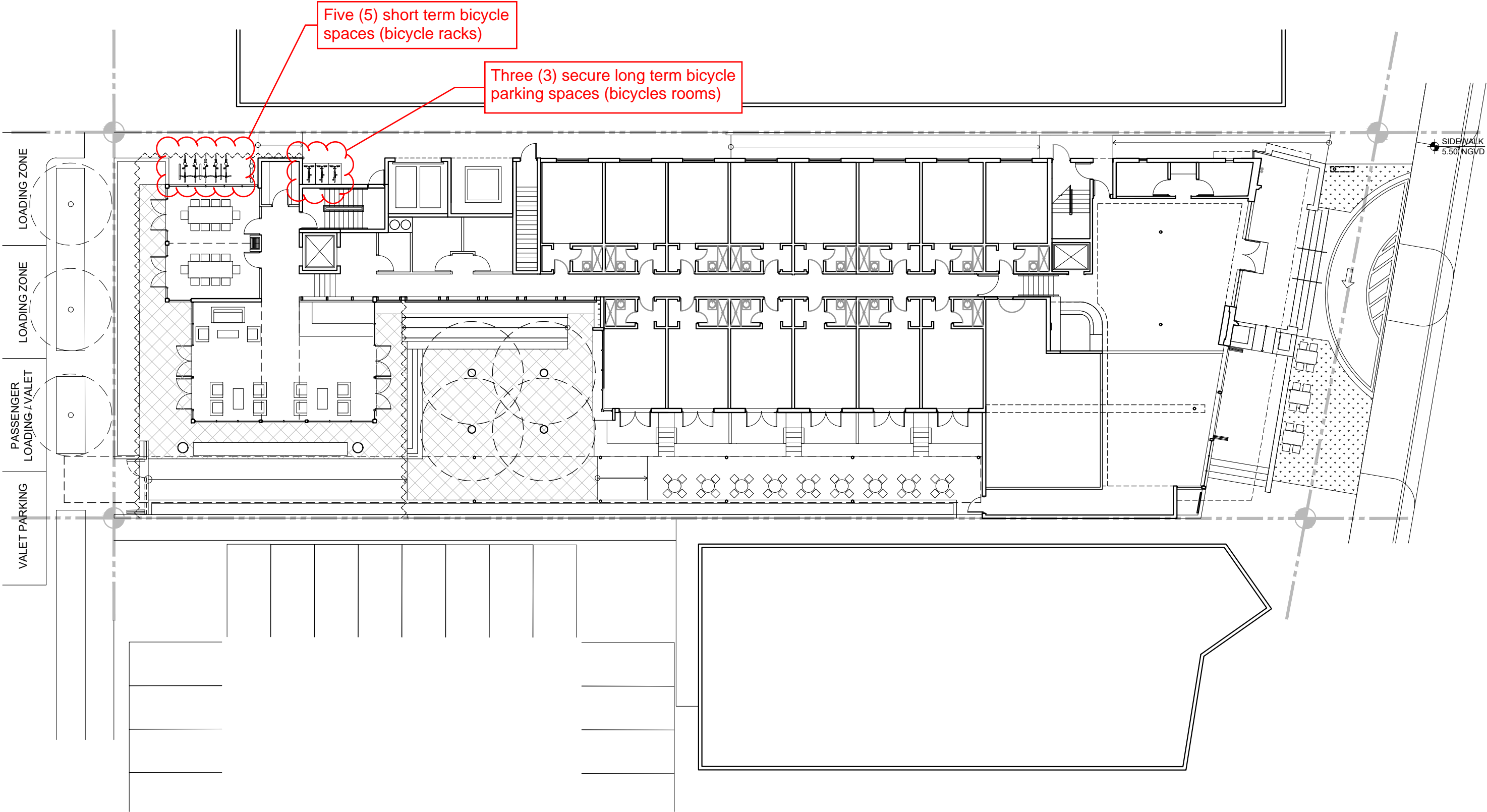


Site Plan

GROUND FLOOR

JAMES AVENUE

COLLINS AVENUE



Zoning Data Table

MIAMI BEACH

Planning Department
1700 Convention Center Drive, 2nd Floor
Miami Beach, Florida 33139, www.miamibeachfl.gov
305.673.7550

COMMERCIAL - ZONING DATA SHEET

ALL INFORMATION REQUIRED BELOW MUST BE SUBMITTED AS REQUESTED. THE FORMAT OF THIS DOCUMENT MAY NOT BE MODIFIED OR ALTERED IN ANY WAY. SUBMITTALS FOUND INSUFFICIENT OR INCOMPLETE MAY RESULT IN A FAILED REVIEW

ITEM #	Project Information				
1	Address: 1680 Collins Ave. Miami Beach, FL 33139	Folio number(s):	02-3234-019-0630	Year built:	1948
2	Board file number(s), Determination of Architectural Significance:	HPB 25-0683, Contributing		Lot Area:	17,902 sf
3	Located within a Local Historic District (Yes or No): Yes	Zoning District:	CD-3	Lot width:	75 ft
4	Individual Historic Site (Yes or No):	Yes		Lot Depth:	238'-8"
5	Base Flood Elevation:	8.00' NGVD	Grade value in NGVD:		5.58' (1) 4.80' (2)
6	Adjusted grade (BFE+Grade / 2):	N/A	Free board:	5'-0"	
7	Proposed Use:	Hotel			
8	Proposed Accessory Use:	Restaurant Accessory to Hotel Use			
9	Signed and sealed Landscape Plans (Tree/Vegetation Survey, Tree Disposition Plan, and Irrigation Plan):	Yes, provided			
ZONING INFORMATION / CALCULATION		Required	Existing	Proposed	Deficiencies
13	Floor Area Ratio (FAR)	44755 sf	32,970 sf	44,755 sf	
14	Building Height	55 ft (3)	40 ft	43 ft (4) 55' (5)	
15	At grade parking lot on the same lot				
a	Front setbacks	N/A	N/A	N/A	
b	Side interior setback	N/A	N/A	N/A	
c	Side facing street setback	N/A	N/A	N/A	
d	Rear setback	N/A	N/A	N/A	
16	Subterranean, Pedestal & Tower (non-Oceanfront)	Required	Existing	Proposed	Deficiencies
a	Front setbacks	0'-0"	20'-3" (6) 24'-3" (7)	20'-3" (6) 5'-0" (7)	
b	Side interior setback	0'-0"	5'-0"	5'-0"	
c	Side facing street setback	0'-0"	0'-0"	0'-0"	
d	Rear setback	N/A (8)	N/A (8)	N/A (8)	
17	Subterranean, Pedestal & Tower (non-Oceanfront)	Required	Existing	Proposed	Deficiencies
a	Front setbacks	N/A	N/A	N/A	
b	Side interior setback	N/A	N/A	N/A	
c	Side facing street setback	N/A	N/A	N/A	
d	Rear setback	N/A	N/A	N/A	
18	Minimum Apartment Unit Size	Required	Existing	Proposed	Deficiencies
a	New Construction	N/A	N/A	N/A	
b	Rehabilitated Buildings	200 SF (9)	270 SF	270 SF	
c	Hotel Unit	335 SF	N/A	335 SF	
19	Average Apartment Unit Size	Required	Existing	Proposed	Deficiencies
a	New Construction	N/A	N/A	N/A	
b	Rehabilitated Buildings	N/A	N/A	N/A	
c	Hotel Unit	N/A	N/A	N/A	
20	Required Open-space ratio (RPS, CPS)	N/A	N/A	N/A	
21	Parking	23	3	0	
22	Loading	2	0	2 (10)	

Notes: Indicate N/A if not applicable.

Attachment B
Transit Route Information

City of Miami Beach Trolley Routes

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

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

LET US DO THE DRIVING!

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



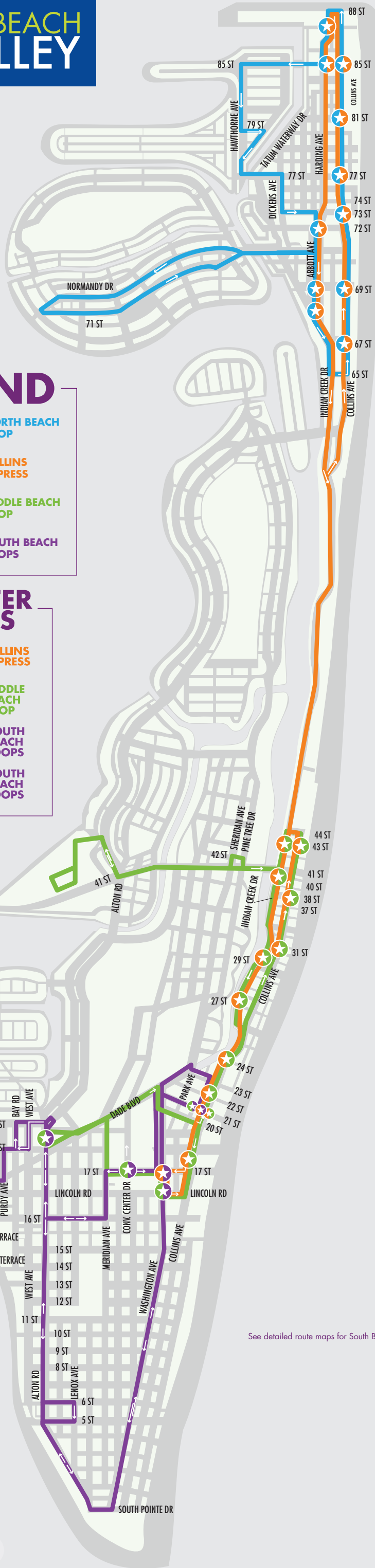
South Beach Loop

We value your privacy

We use cookies to enhance your browsing experience, serve personalized ads or content, and analyze our traffic. By clicking "Accept All", you consent to our use of cookies. [Cookie Policy](#)



MIAMI BEACH TROLLEY



LEGEND

- NORTH BEACH LOOP
- COLLINS EXPRESS
- MIDDLE BEACH LOOP
- SOUTH BEACH LOOPS

TRANSFER POINTS

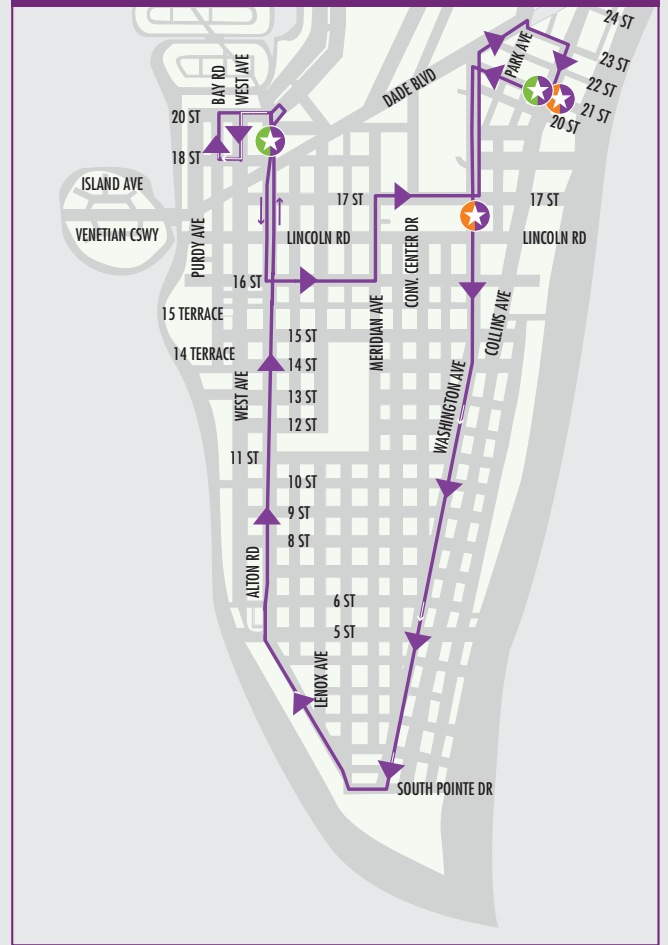
- NORTH BEACH LOOP
- COLLINS EXPRESS
- MIDDLE BEACH LOOP
- SOUTH BEACH LOOPS



See detailed route maps for South Beach Loops ▶

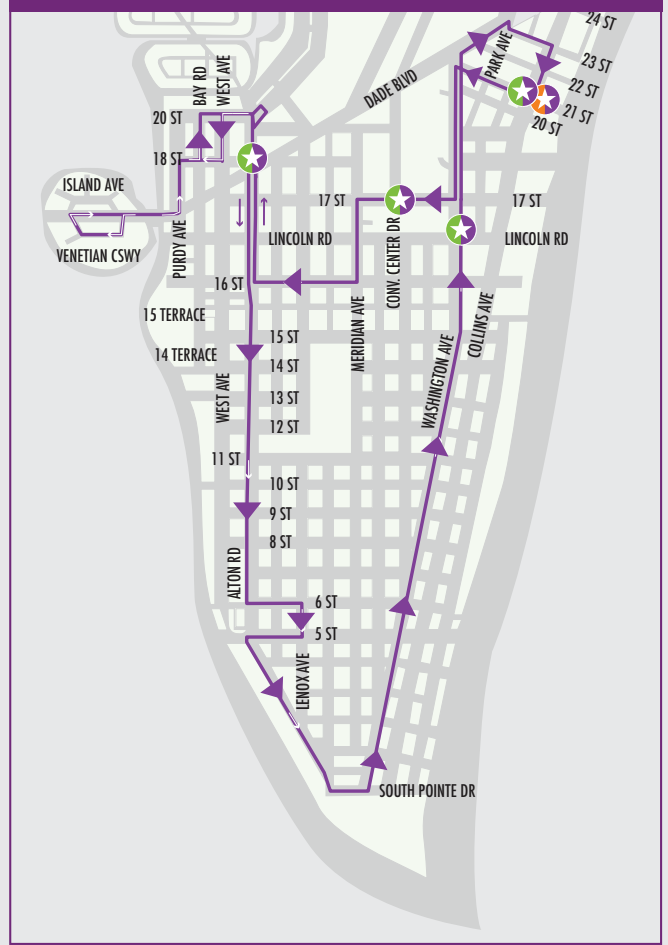
SOUTH BEACH LOOP - A

Clockwise



SOUTH BEACH LOOP - B

Counter Clockwise



DTPW Routes and Headways

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	5:30 a.m.	10:00 p.m.	30 min
SATURDAY SÁBADO SAMDI	6:00 a.m.	10:00 p.m.	30 min
SUNDAY DOMINGO DIMANCH	6:00 a.m.	10:00 p.m.	30 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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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.

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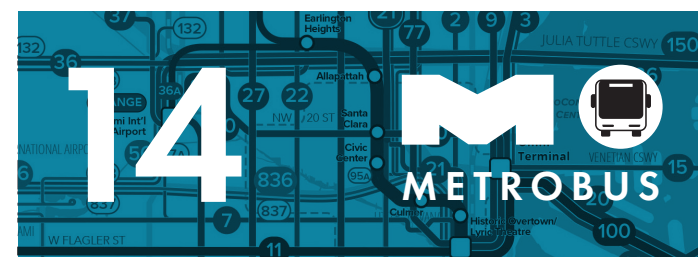
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MARCH 2024 | MARZO 2024 | MAS 2024

- Local service seven days a week.
- Travels from Mt. Sinai Medical Center to Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station along Collins Ave, Washington Ave, and the MacArthur Causeway.



- Servicio local los siete días de la semana.
- Va desde Mt. Sinai Medical Center hasta la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover, pasando por Collins Ave, Washington Ave y MacArthur Causeway.

- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan Mt. Sinai Medical Center pou rive nan Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station sou Collins Ave, Washington Ave, ak MacArthur Causeway.



MORE INFORMATION
MÁS INFORMACIÓN | PLUS ENFÒMASYON

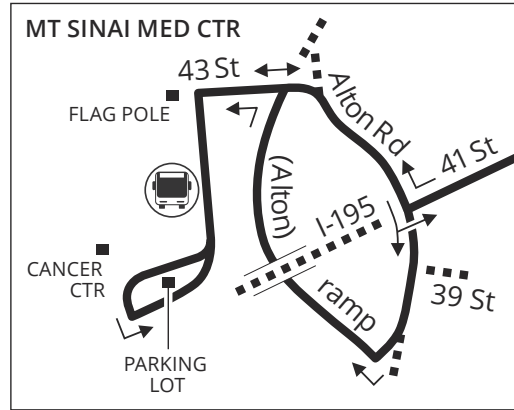
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

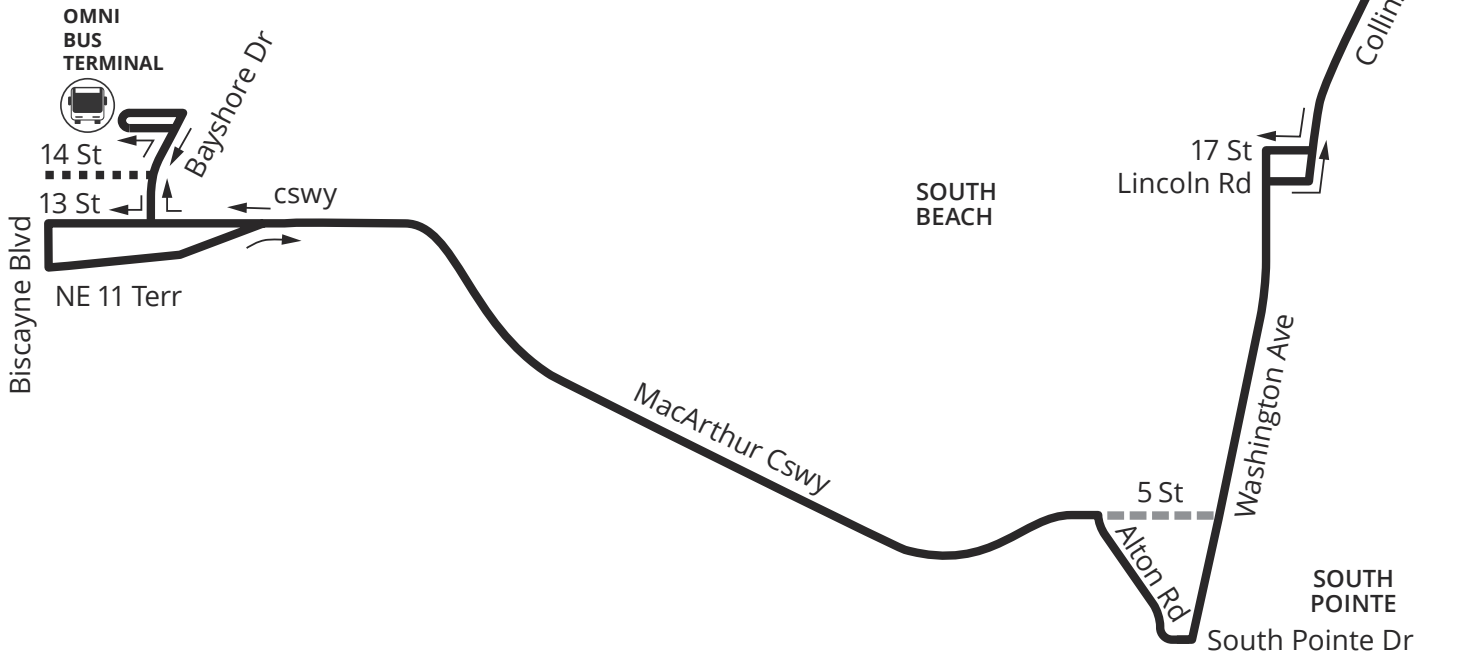
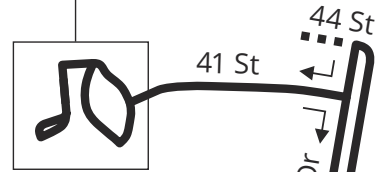




14



MID BEACH



NORTH

11/2023

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

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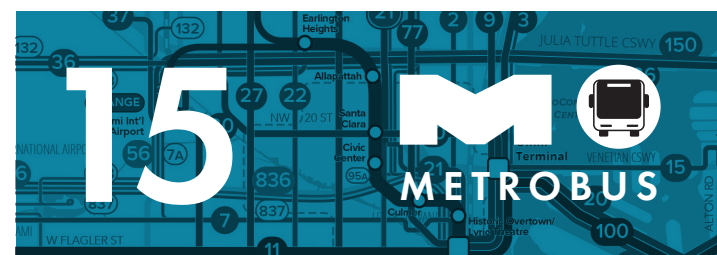
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APRIL 2024 | ABRIL 2024 | AVRIL 2024

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



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

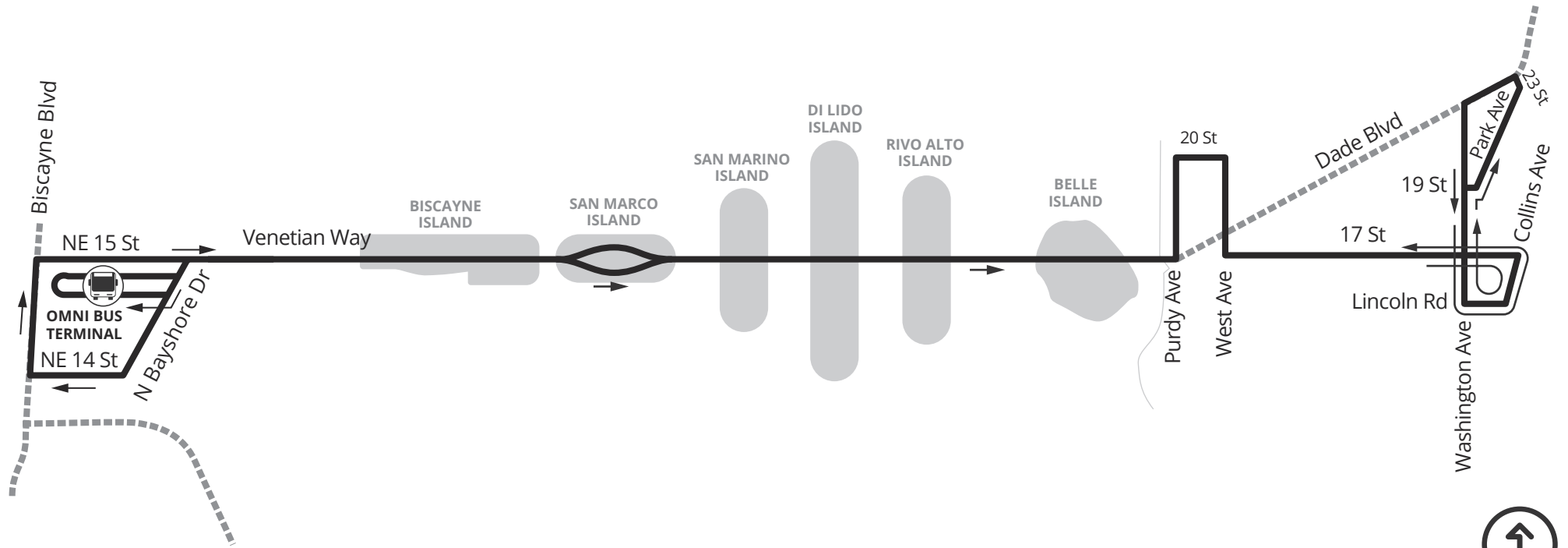


- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan South Beach pou rive nan Tèminal Omni Metrobus / Adrienne Arsht Metromover Station sou Venetian Causeway la.





15



NORTH
11/2023

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

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

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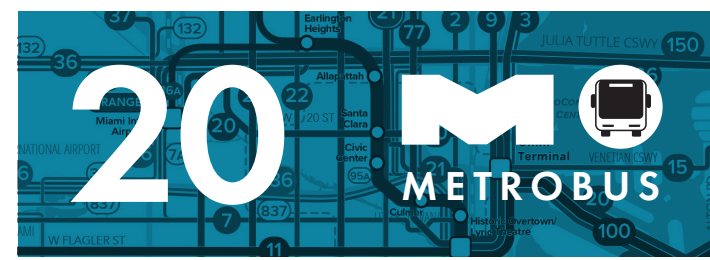
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MARCH 2024 | MARZO 2024 | MAS 2024

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



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



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



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	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
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	6:00 a.m.	10:00 p.m.	15 min (36+36A) 30 min (36) 30 min (36A)
	10:00 p.m.	12:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
SATURDAY SÁBADO SAMDI	5:00 a.m.	7:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	7:00 a.m.	10:00 p.m.	15 min (36+36A) 30 min (36) 30 min (36A)
	10:00 p.m.	12:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
SUNDAY DOMINGO DIMANCH	5:00 a.m.	6:00 a.m.	60 min (36A)
	6:00 a.m.	8:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	8:00 a.m.	8:00 p.m.	20 min (36+36A) 40 min (36) 40 min (36A)
	8:00 p.m.	12:00 a.m.	60 min (36A)

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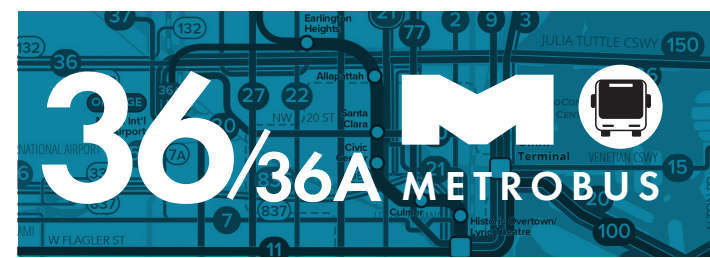


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MARCH 2024 | MARZO 2024 | MAS 2024

- Local service seven days a week.
- Travels from Downtown Doral to South Beach along NW/NE 36 St, the Julia Tuttle Causeway and Collins Ave.
- Route 36A travels from Miami International Airport station.
- Stops include Allapattah Metrorail station.



- Servicio local los siete días de la semana.
- Va desde el downtown del Doral hasta South Beach, pasando por NW/NE 36 St, Julia Tuttle Causeway y Collins Ave.
- La ruta 36A comienza en la estación del Aeropuerto Internacional de Miami.
- Con parada en la estación de Allapattah del Metrorail.



- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan Downtown Doral rive nan South Beach sou NW/NE 36 St, Julia Tuttle Causeway ak Collins Ave.
- Wout 36A vwayaje soti nan estasyon Ayewopò Entènasyonal Miami.
- Arè yo gen ladan estasyon Allapattah Metrorail.



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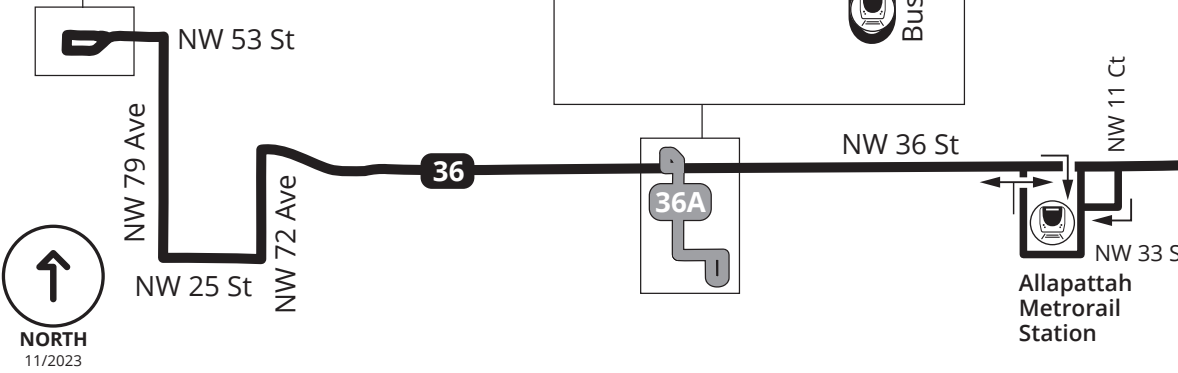
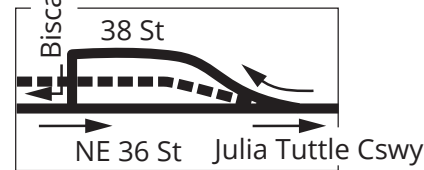
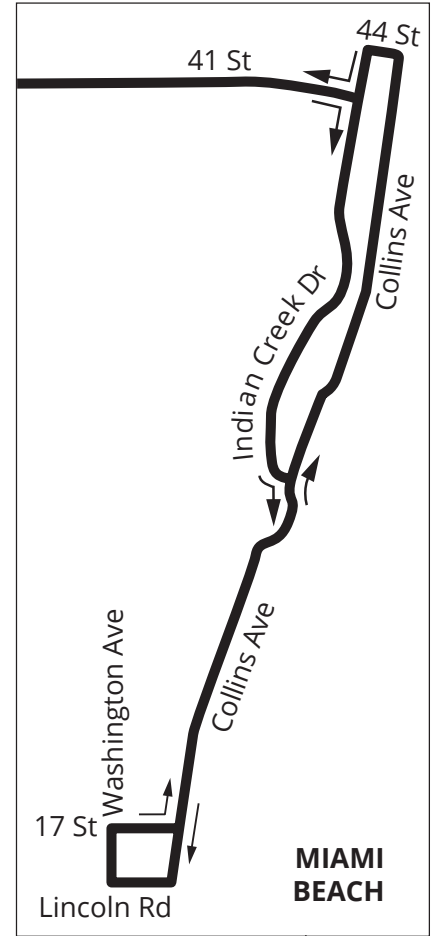
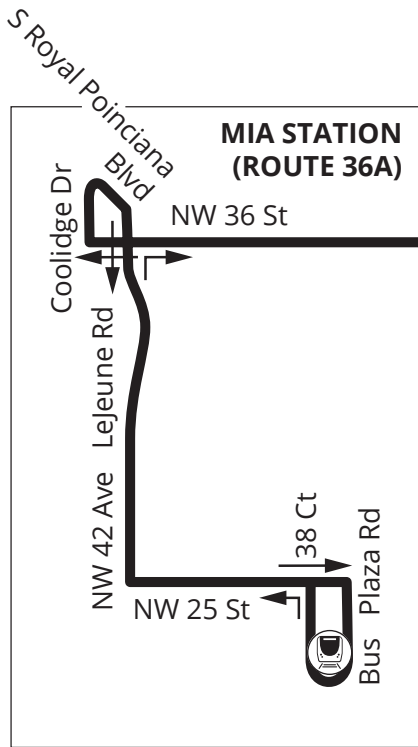
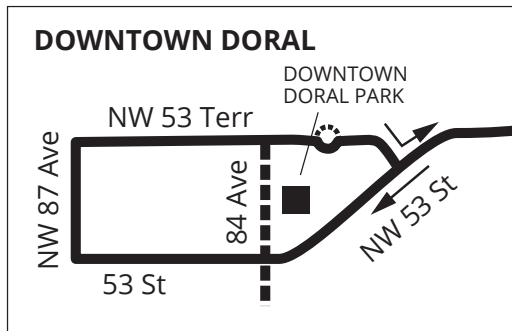
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



36/36A



SERVICE FREQUENCIES

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)
SATURDAY SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	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)

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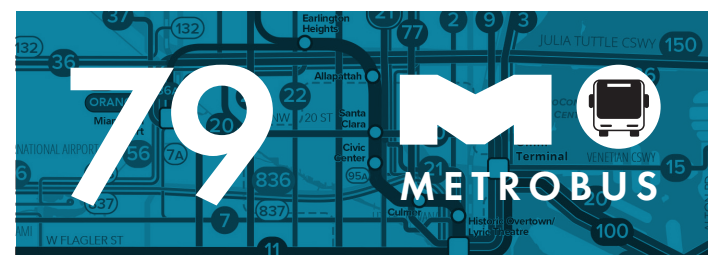


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311 (305.468.5900) TTY/Florida Relay: 711



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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 lannwit yo fèt soti nan estasyon Northside Metrorail.



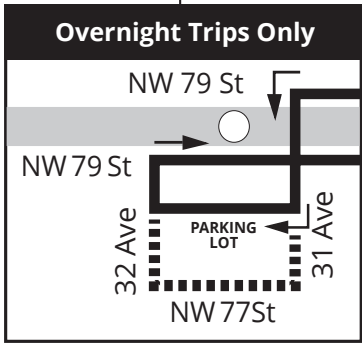
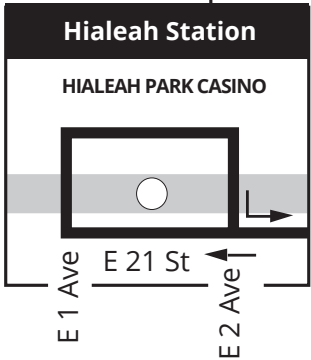
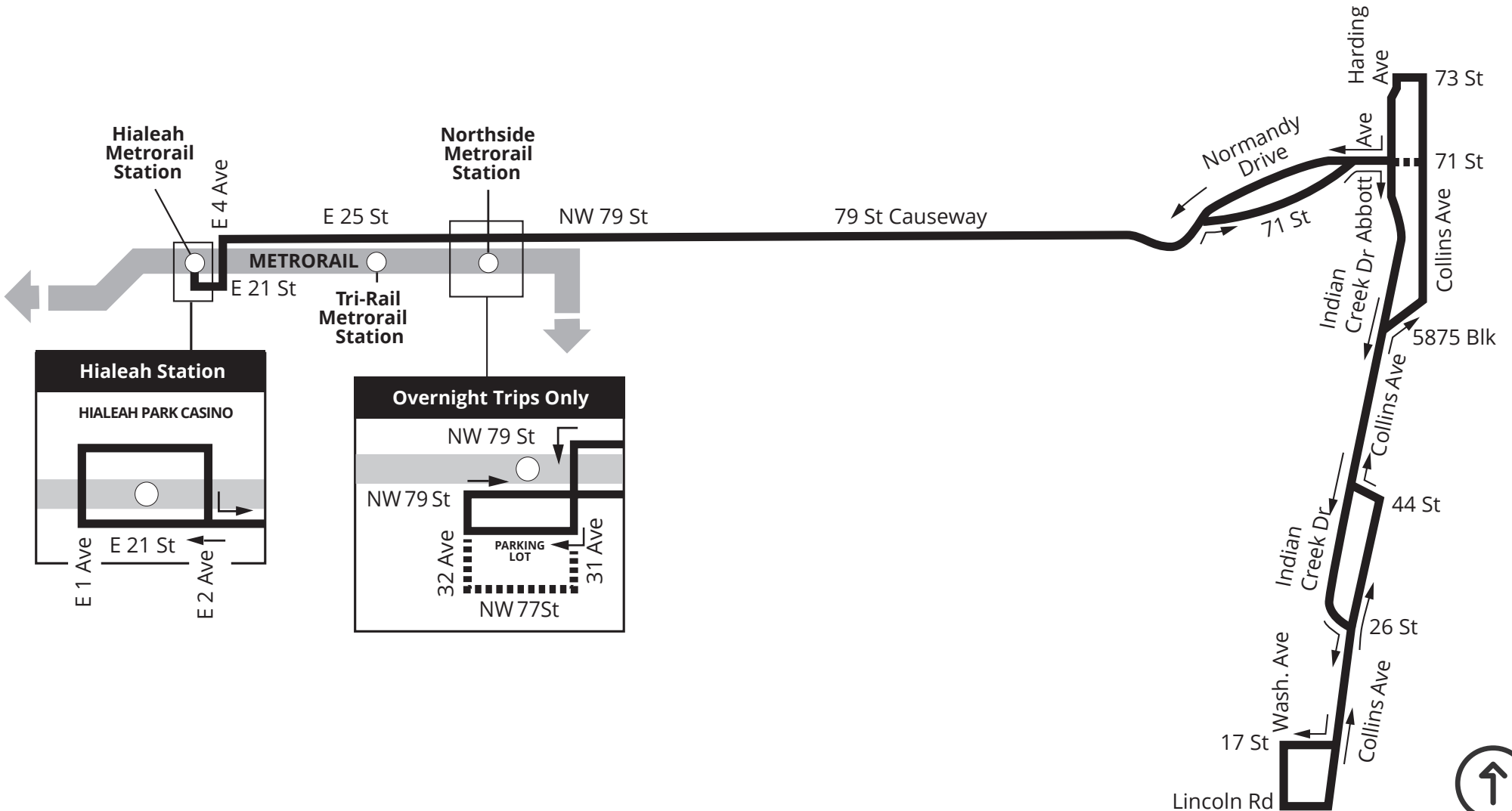
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



79



NORTH
11/2023

SERVICE FREQUENCIES

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)

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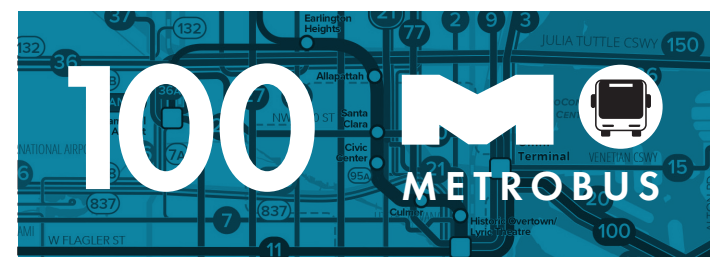


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311 (305.468.5900) TTY/Florida Relay: 711



@GoMiamiDade GO Miami-Dade Transit



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 soti nan Tèminal Otobis la nan Aventura Mall pou rive nan Downtown Miami travè Miami Beach.
- Arè yo gen ladan estasyon Adrienne Arsht Center Metromover / Omni Metrobus tèminal, ak estasyon Metrorail / Metromover Government Center.



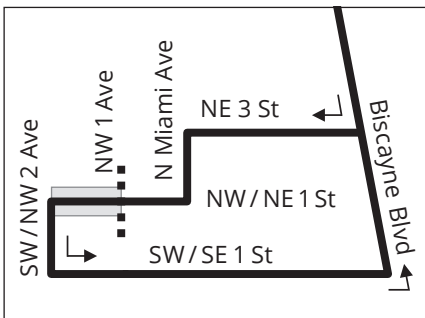
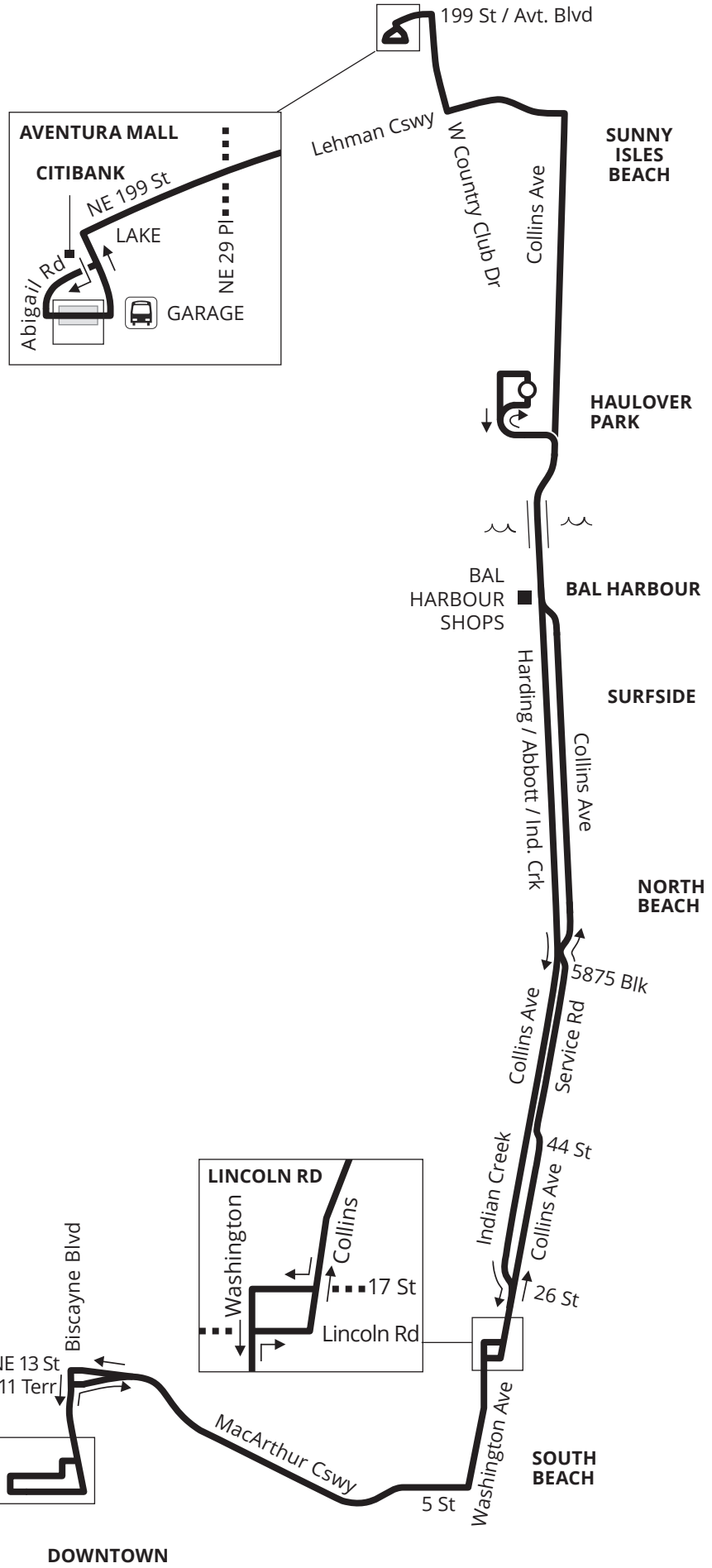
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



100



SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
<p>SEVEN DAYS A WEEK LOS SIETE DIAS SET JOU YON SEMEN</p>	5:00 a.m.	11:00 p.m.	30 min

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



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



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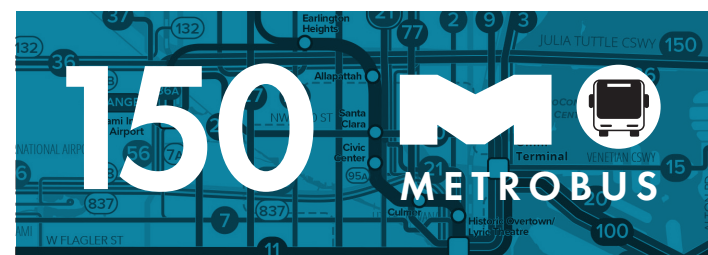
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NOVEMBER 2023 | NOVIEMBRE 2023 | NOVANM 2023

MIAMI BEACH AIRPORT EXPRESS

- Express service and limited-stop service, seven days a week.
- Express service from Miami International Airport Metrorail station to Mid Beach along the Julia Tuttle Causeway.
- Limited-stop service from Mid Beach to South Beach along Collins Ave / Indian Creek Dr and Washington Ave.



- Servicio expreso y con paradas limitadas, los siete días de la semana.
- Servicio expreso desde la estación del Metrorail del Aeropuerto Internacional de Miami hasta Mid Beach por Julia Tuttle Causeway.
- Servicio con paradas limitadas desde Mid Beach hasta South Beach por Collins Ave/Indian Creek Dr y Washington Ave.

- Sèvis ekspres ak sèvis arè limite, sèt jou sou sèt.
- Sèvis ekspres soti nan estasyon Metrorail Ayewopò Entènasyonal Miami rive nan Mid Beach sou Julia Tuttle Causeway.
- Sèvis arè limite soti nan Mid Beach rive nan South Beach sou Collins Ave / Indian Creek Dr ak Washington Ave.

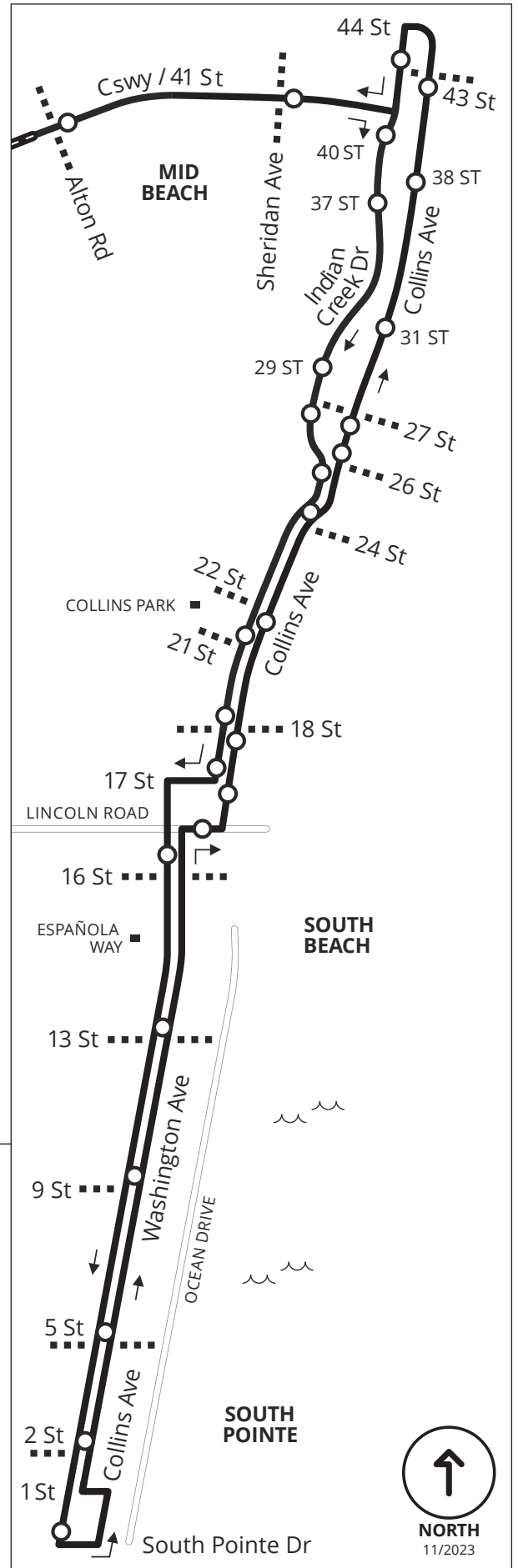
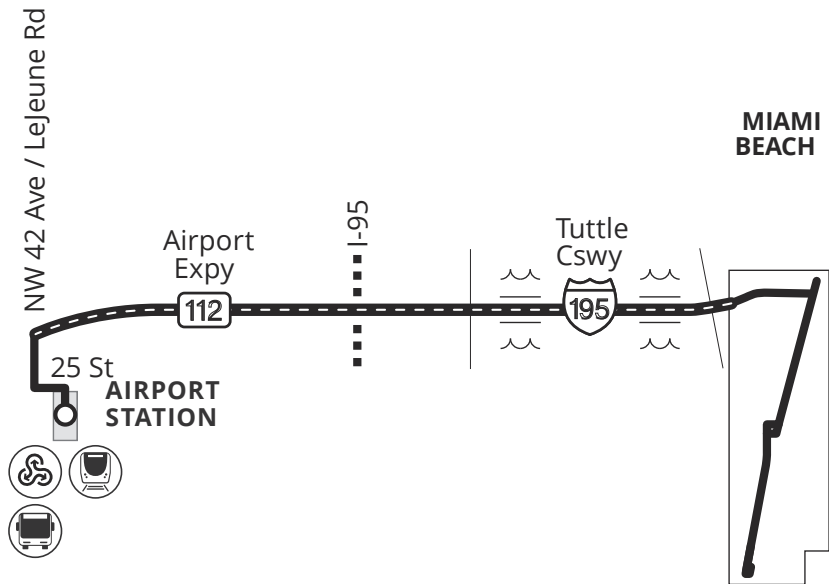




150

MIAMI BEACH AIRPORT EXPRESS

LIMITED STOPS
entire route



Attachment C
Trip Generation Calculations

A.M. and P.M. Peak Hour Calculations

Existing Development A.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Hotel	12	310	75	ROOM	T = 0.34(X)	52%	48%	14	12	26	20.0%	5	11	10	21	0.0%	0	11	10	21	0.0%	0	11	10	21
2	Liquor Store	12	899	2.28	KSF	(1)	0%	0%	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
Total:									14	12	26	20.0%	5	11	10	21	0.0%	0	11	10	21	0.0%	0	11	10	21

Proposed Redevelopment A.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Hotel	12	310	104	ROOM	T = 0.34(X)	52%	48%	18	17	35	20.0%	7	14	14	28	0.0%	0	14	14	28	0.0%	0	14	14	28
2	Fine Dining Restaurant	12	931	205	SEAT	(2)	0%	0%	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
Total:									18	17	35	20.0%	7	14	14	28	0.0%	0	14	14	28	0.0%	0	14	14	28

Note:

⁽¹⁾ Land Use hours of operation do not occur within the A.M. peak hour.

⁽²⁾ Land Use is assumed to be closed during the A.M. peak hour, as ITE does not provide trip generation data during the A.M. peak period.

NET NEW TRIPS	3	4	7
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Existing Development P.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Hotel	12	310	75	ROOM	$T = 0.85(X) - 55.22$	51%	49%	5	4	9	20.0%	2	4	3	7	14.3%	1	3	3	6	0.0%	0	3	3	6
2	Liquor Store	12	899	2.28	KSF	$\ln(T) = 0.48 \ln(X) + 3.90$	50%	50%	37	36	73	20.0%	15	30	28	58	1.7%	1	30	27	57	0.0%	0	30	27	57
Total:									42	40	82	20.0%	16	34	31	65	3.1%	2	33	30	63	0.0%	0	33	30	63

Proposed Redevelopment P.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Hotel	12	310	104	ROOM	$T = 0.85(X) - 55.22$	51%	49%	17	16	33	20.0%	6	14	13	27	11.1%	3	13	11	24	0.0%	0	13	11	24
2	Fine Dining Restaurant	12	931	205	SEAT	$T = 0.33(X)$	67%	33%	46	22	68	20.0%	14	37	17	54	5.6%	3	35	16	51	44.0%	22	20	9	29
Total:									63	38	101	20.0%	20	51	30	81	7.4%	6	48	27	75	29.3%	22	33	20	53
																						NET NEW TRIPS	0	-10	-10	

Internal Capture Reduction Calculations

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

GROSS TRIP GENERATION		Existing Development		Proposed Redevelopment	
INPUT		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	30	28	0	0
	Restaurant	0	0	37	17
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	4	3	14	13
		34	31	51	30
INTERNAL TRIPS					
OUTPUT		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	1	0	0
	Restaurant	0	0	2	1
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	1	0	1	2
		1	1	3	3
INTERNAL CAPTURE REDUCTION					
OUTPUT	Land Use	Internal Capture Reduction		Internal Capture Reduction	
	Total % Reduction	3.1%		7.4%	
	Office	0.0%		0.0%	
	Retail	1.7%		0.0%	
	Restaurant	0.0%		5.6%	
	Cinema/Entertainment	0.0%		0.0%	
	Residential	0.0%		0.0%	
	Hotel	14.3%		11.1%	
EXTERNAL TRIPS					
OUTPUT	Land Use	<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>	
		Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	30	27	0	0
	Restaurant	0	0	35	16
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	3	3	13	11
		33	30	48	27

Weekday Daily Calculations

Existing Development Weekday Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Hotel	12	310	75	ROOM	T = 5.84(X)	50%	50%	219	219	438	20.0%	87	176	175	351	1.42%	5	174	172	346	0.0%	0	174	172	346
2	Liquor Store	12	899	2.28	KSF	T = 107.21(X)	50%	50%	122	122	244	20.0%	49	98	97	195	2.56%	5	95	95	190	0.0%	0	95	95	190
Total:									341	341	682	20.0%	136	274	272	546	1.8%	10	269	267	536	0.0%	0	269	267	536

Proposed Redevelopment Weekday Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition ⁽¹⁾	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Hotel	12	310	104	ROOM	T = 5.84(X)	50%	50%	304	303	607	20.0%	121	244	242	486	4.7%	23	233	230	463	0.0%	0	233	230	463
2	Fine Dining Restaurant	11	931	205	SEAT	T = 2.6(X)	50%	50%	267	266	533	20.0%	107	214	212	426	5.4%	23	202	201	403	0.0%	0	202	201	403
Total:									571	569	1,140	20.0%	228	458	454	912	5.0%	46	435	431	866	0.0%	0	435	431	866

⁽¹⁾ Note that ITE 11th Edition was utilized for LUC 931 as ITE 12th Edition does not provide data for the land use under the weekday analysis period.

NET NEW TRIPS	166	164	330
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Internal Capture Reduction Calculations

ITE Trip Generation Handbook, 3rd Edition methodology for Daily based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour.

GROSS TRIP GENERATION		Existing Development		Proposed Redevelopment	
INPUT		<i>Weekday</i>		<i>Weekday</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	98	97	0	0
	Restaurant	0	0	214	212
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	176	175	244	242
		274	272	458	454
INTERNAL TRIPS					
OUTPUT		<i>Weekday</i>		<i>Weekday</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	3	2	0	0
	Restaurant	0	0	12	11
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	2	3	11	12
		5	5	23	23
INTERNAL CAPTURE REDUCTION					
OUTPUT	Land Use	Internal Capture Reduction		Internal Capture Reduction	
	Total % Reduction	1.8%		5.0%	
	Office	0.0%		0.0%	
	Retail	2.6%		0.0%	
	Restaurant	0.0%		5.4%	
	Cinema/Entertainment	0.0%		0.0%	
	Residential	0.0%		0.0%	
	Hotel	1.4%		4.7%	
EXTERNAL TRIPS					
OUTPUT	Land Use	<i>Weekday</i>		<i>Weekday</i>	
		Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	95	95	0	0
	Restaurant	0	0	202	201
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	174	172	233	230
		269	267	435	431

US Census Data

Land Use Code (LUC) ITE References

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

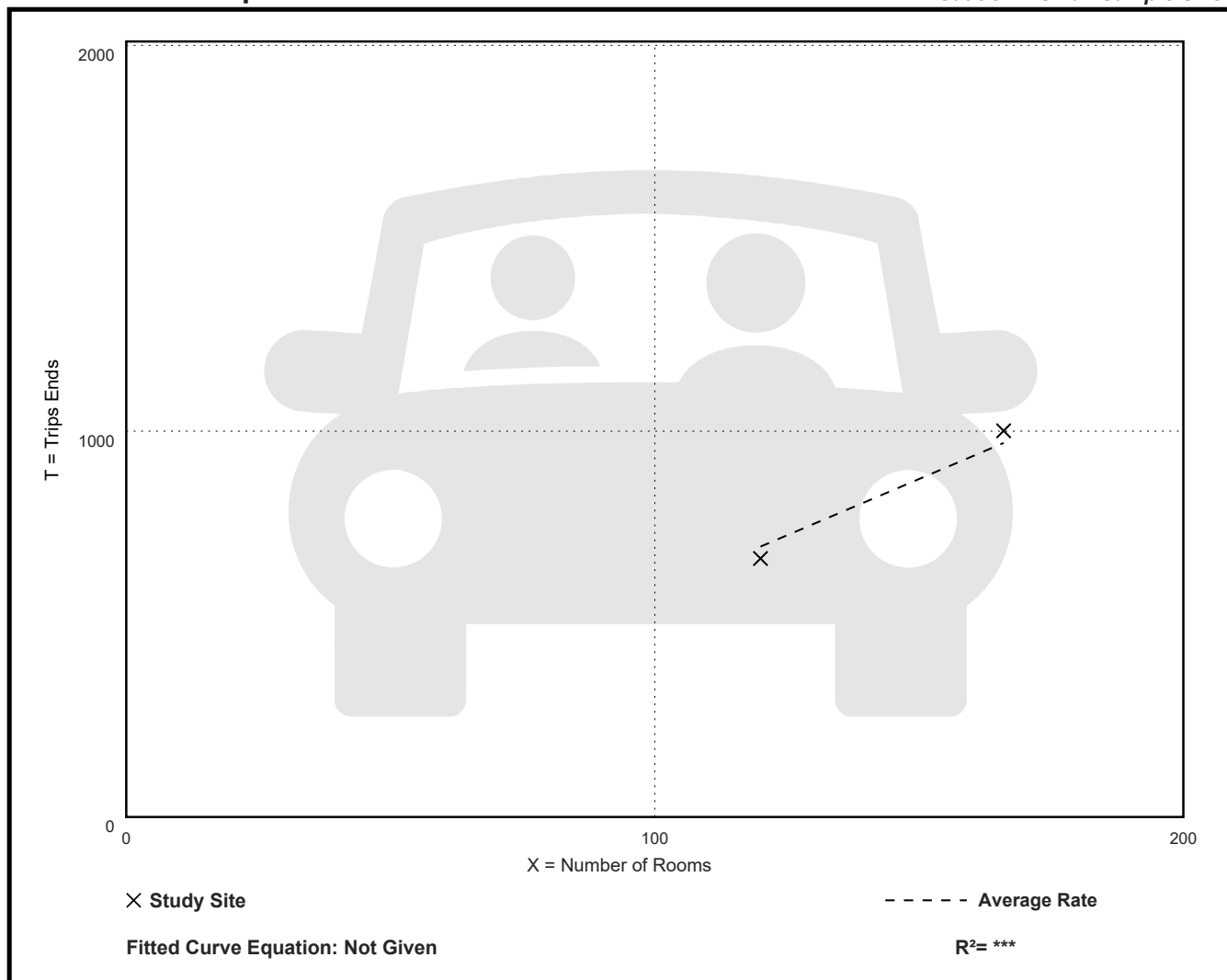
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Rooms: 143
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
5.84	5.58 - 6.03	***

Data Plot and Equation

Caution – Small Sample Size



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

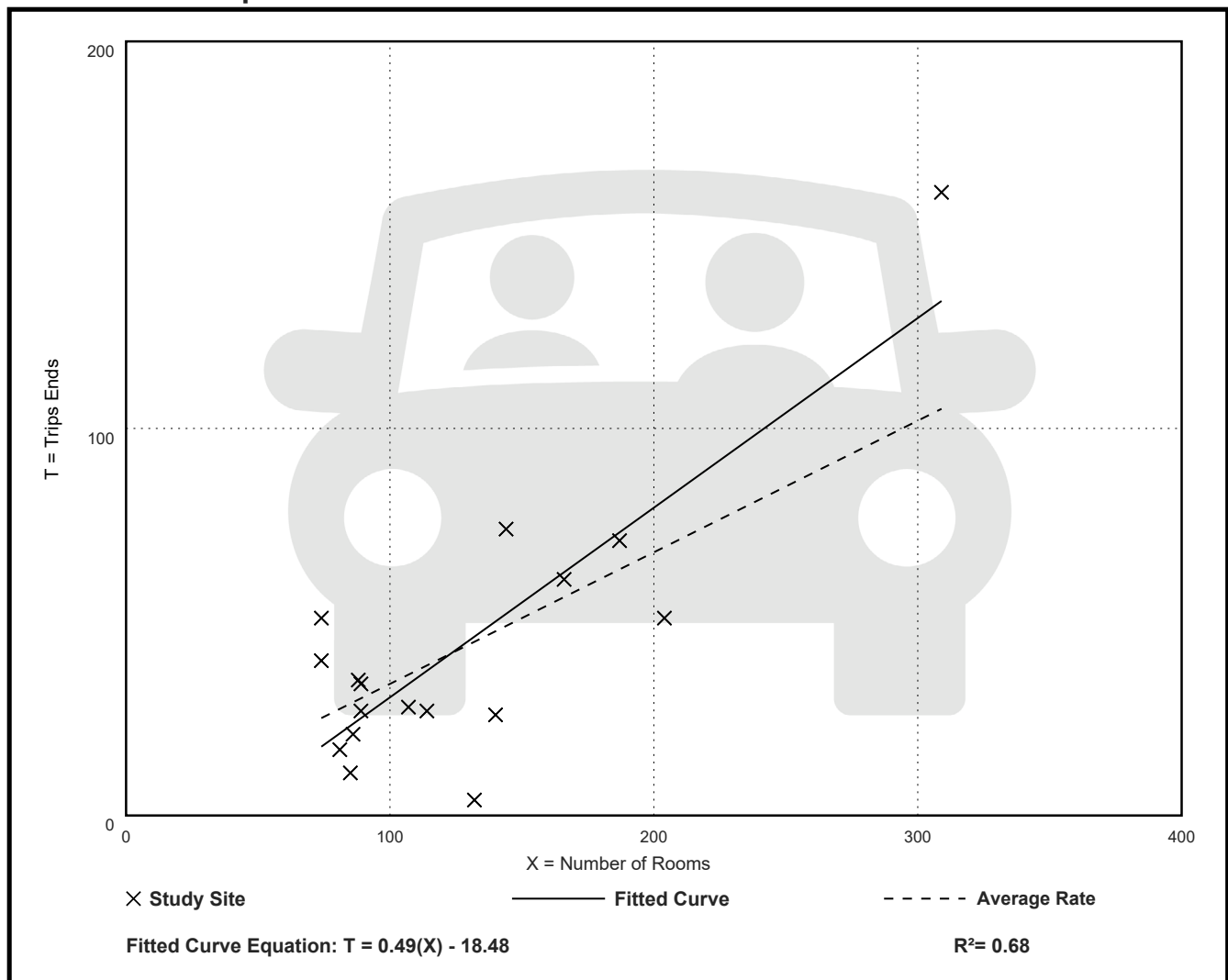
Avg. Num. of Rooms: 128

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

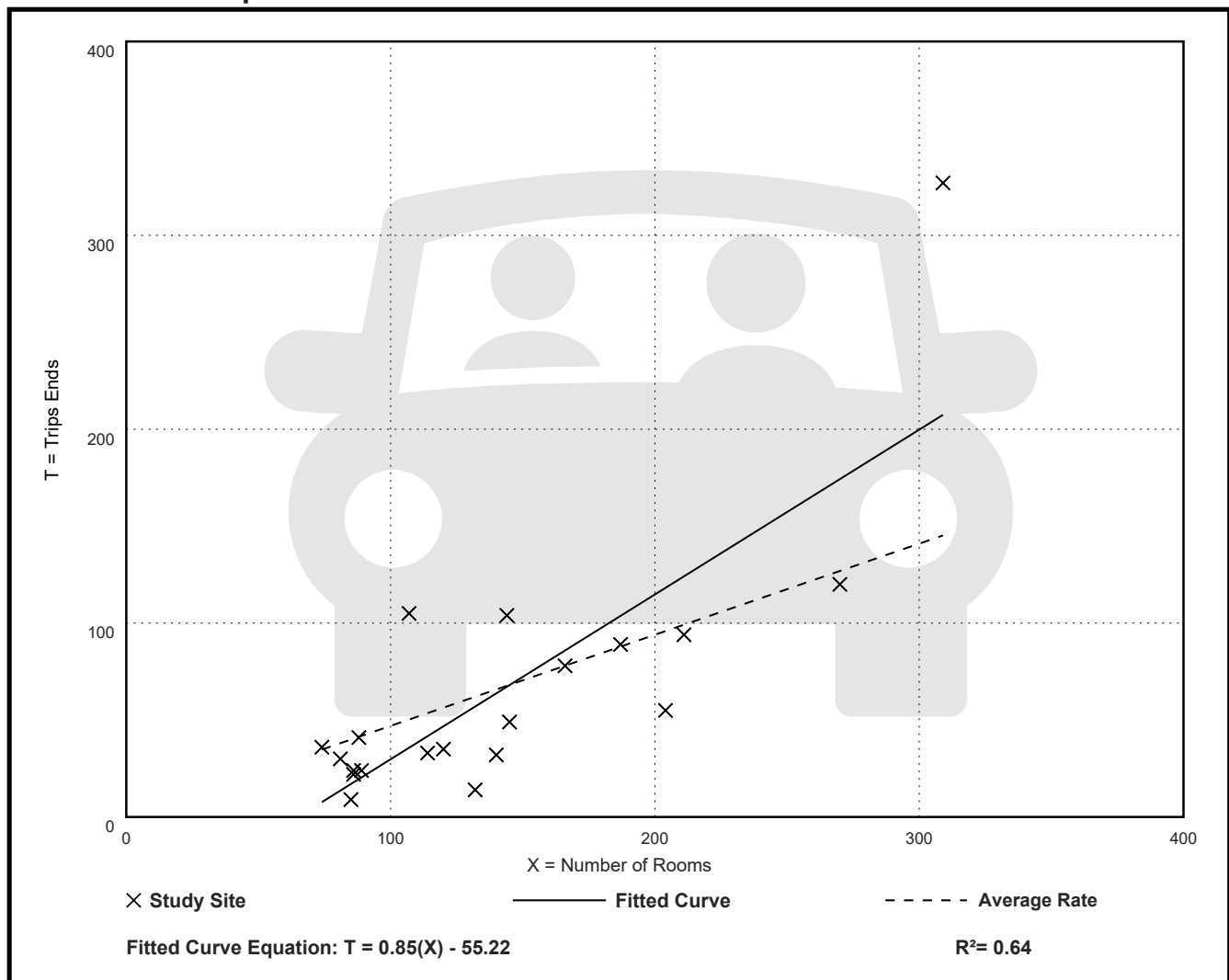
Avg. Num. of Rooms: 142

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



Land Use: 899

Liquor Store

Description

A liquor store specializes in the sale of prepackaged alcoholic beverages including wine, beer, and spirits intended to be consumed off the store's premises. Liquor stores may also include limited sales of soft drinks, snack foods, or alcohol-related merchandise.

Additional Data

The sites were surveyed in the 1990s, the 2010s, and the 2020s in Alberta (CAN), Minnesota, and New Jersey.

Source Numbers

870, 973, 1004, 1049, 1219, 1282

Liquor Store (899)

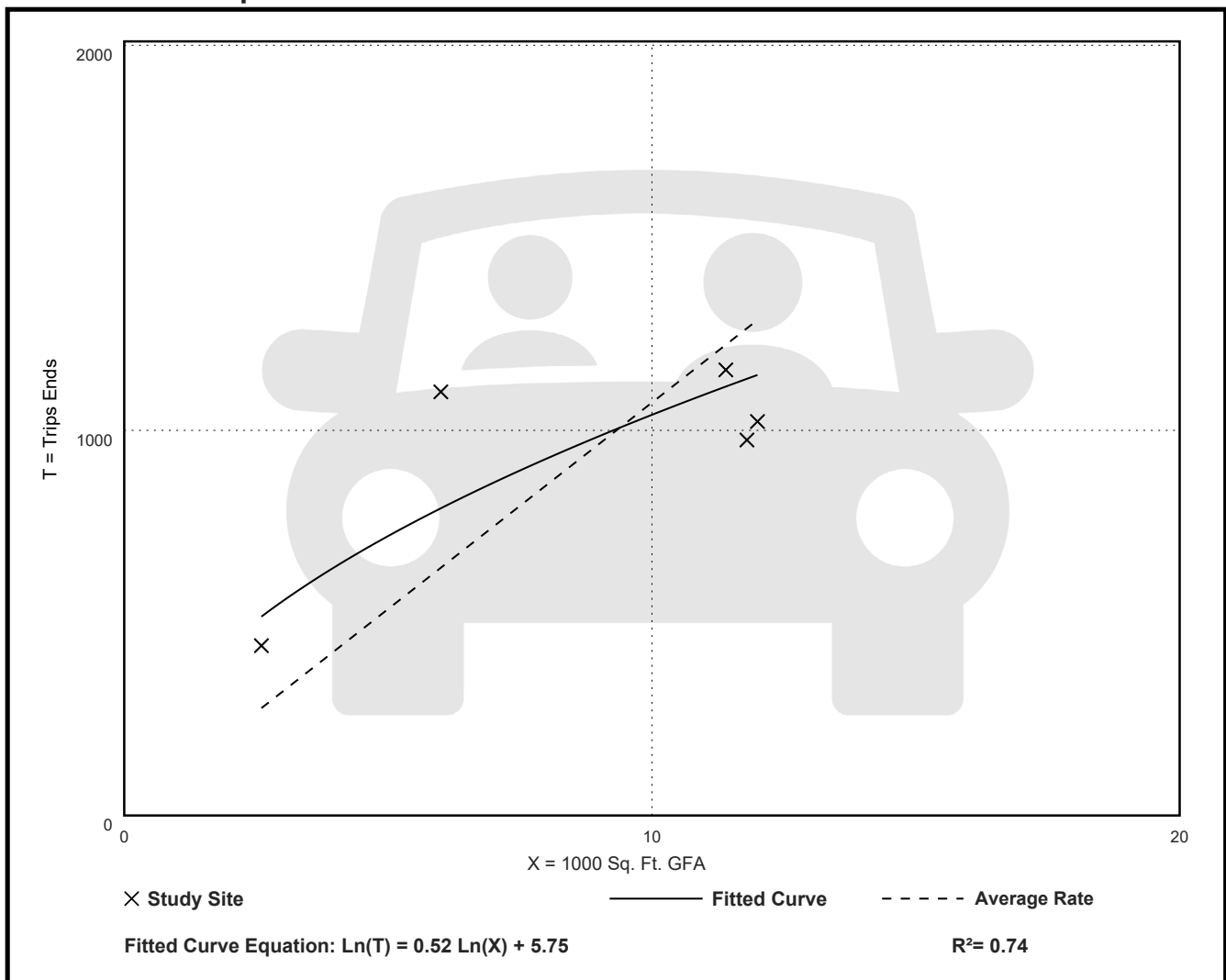
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.21	82.63 - 183.33	40.75

Data Plot and Equation



Liquor Store (899)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

**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: 3

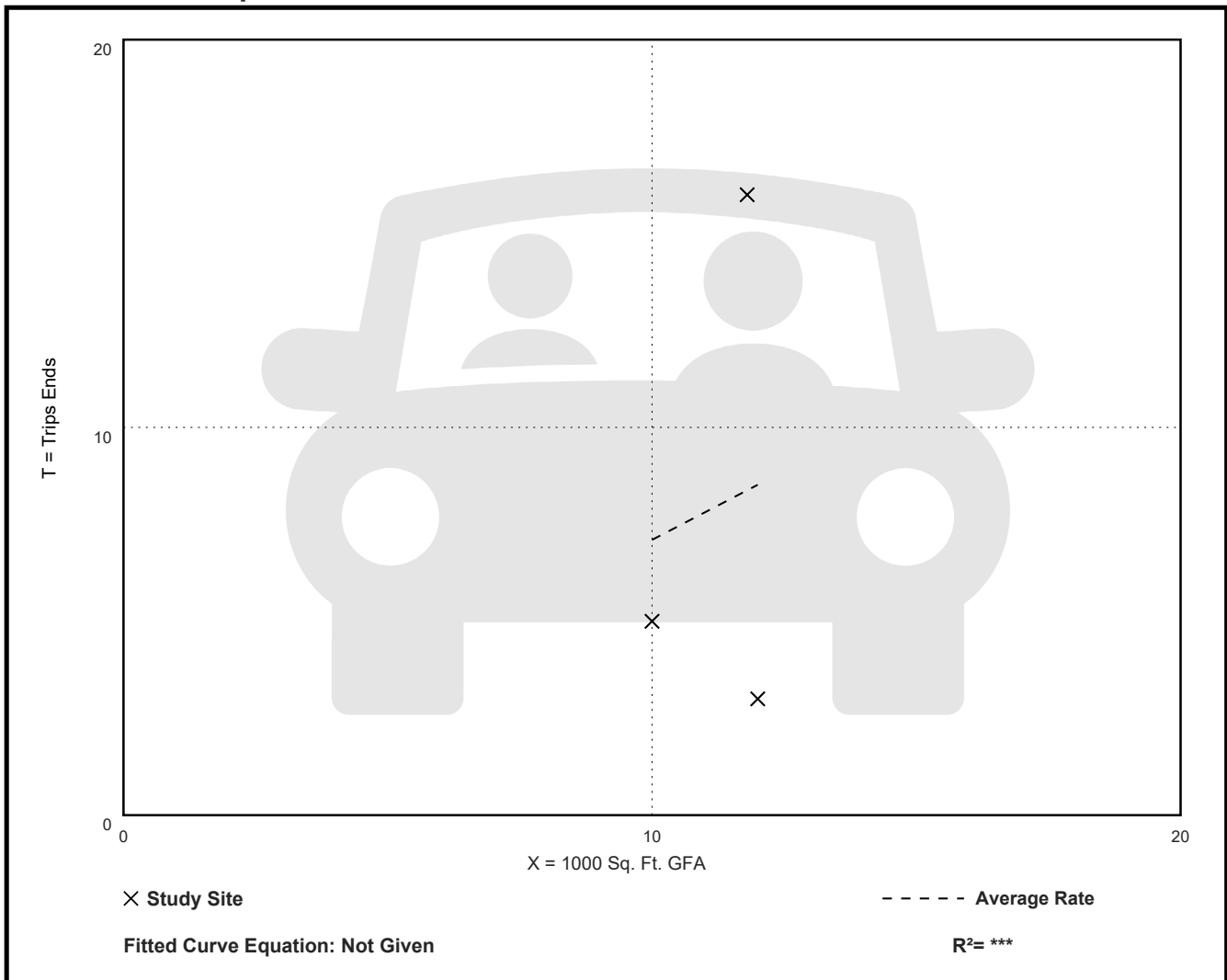
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 83% entering, 17% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.71	0.25 - 1.36	0.59

Data Plot and Equation



Liquor Store (899)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

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: 11

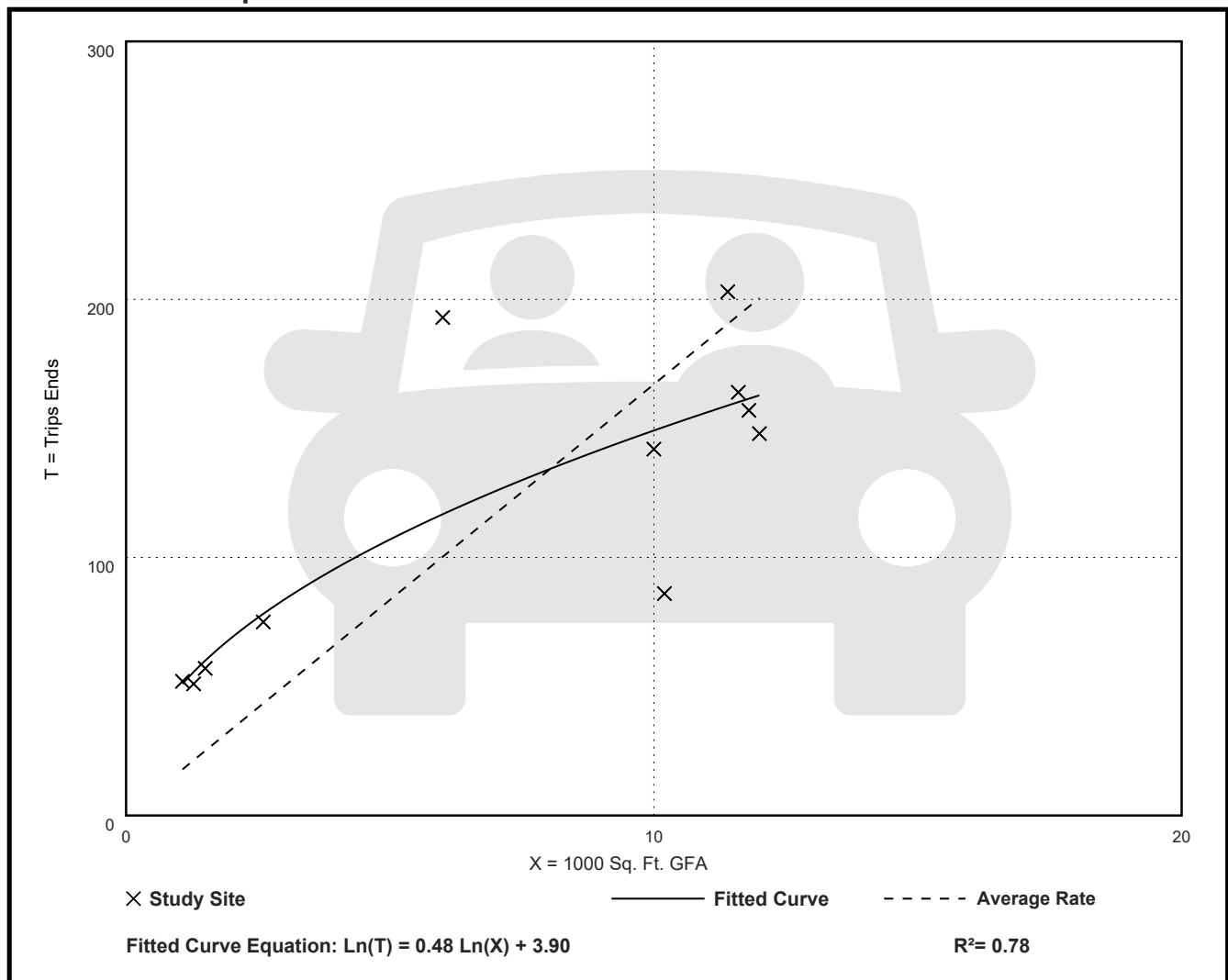
Avg. 1000 Sq. Ft. GFA: 7

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.71	8.43 - 48.60	8.72

Data Plot and Equation



Land Use: 931

Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant.

Additional Data

If the fine dining restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2010s, and the 2020s in Arizona, California, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

338, 339, 368, 437, 440, 976, 1053, 1204

Fine Dining Restaurant (931)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 6

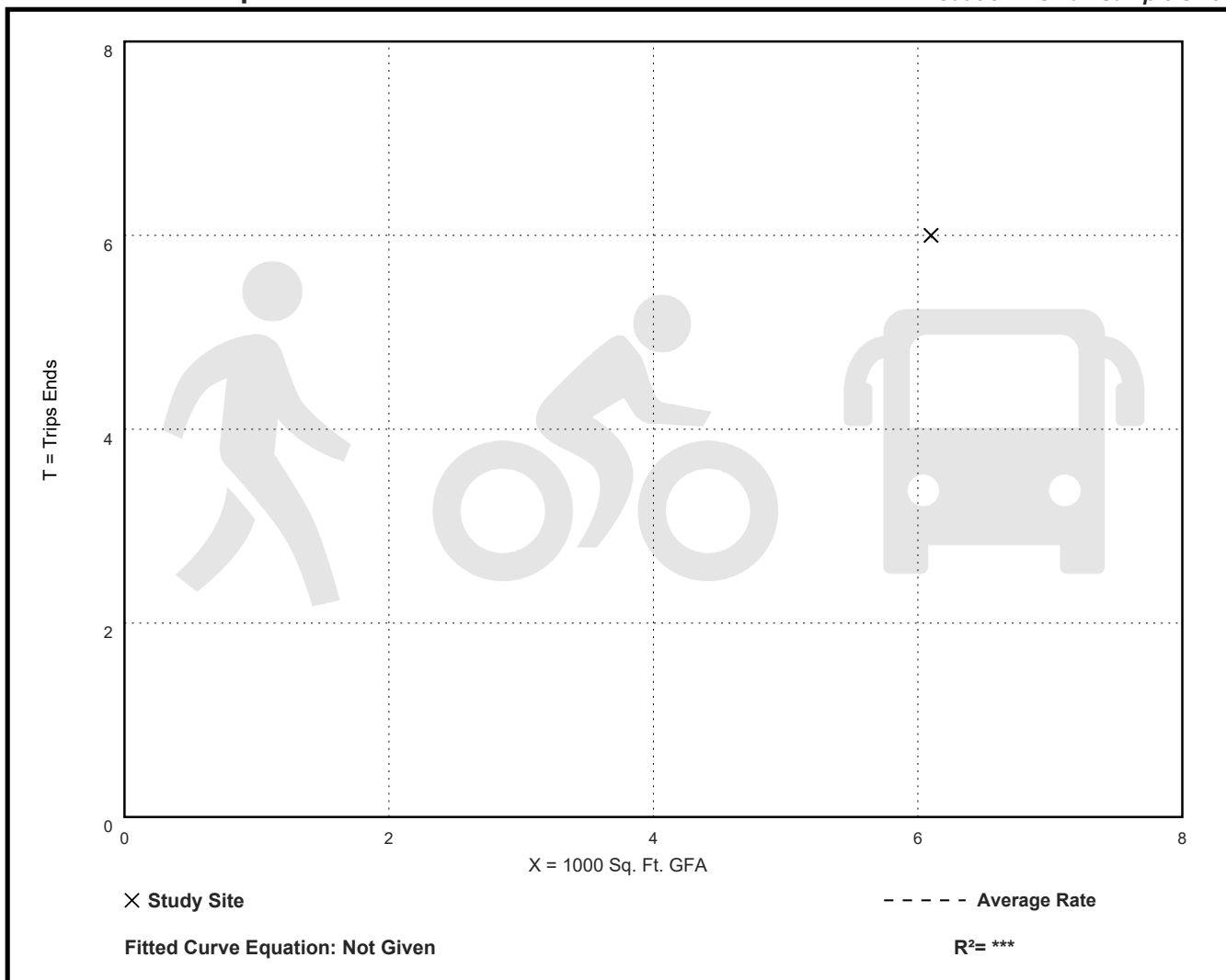
Directional Distribution: 83% entering, 17% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.98	0.98 - 0.98	***

Data Plot and Equation

Caution – Small Sample Size



Land Use: 931

Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

Additional Data

If the fine dining restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

126, 260, 291, 301, 338, 339, 368, 437, 440, 976, 1053

Fine Dining Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 10

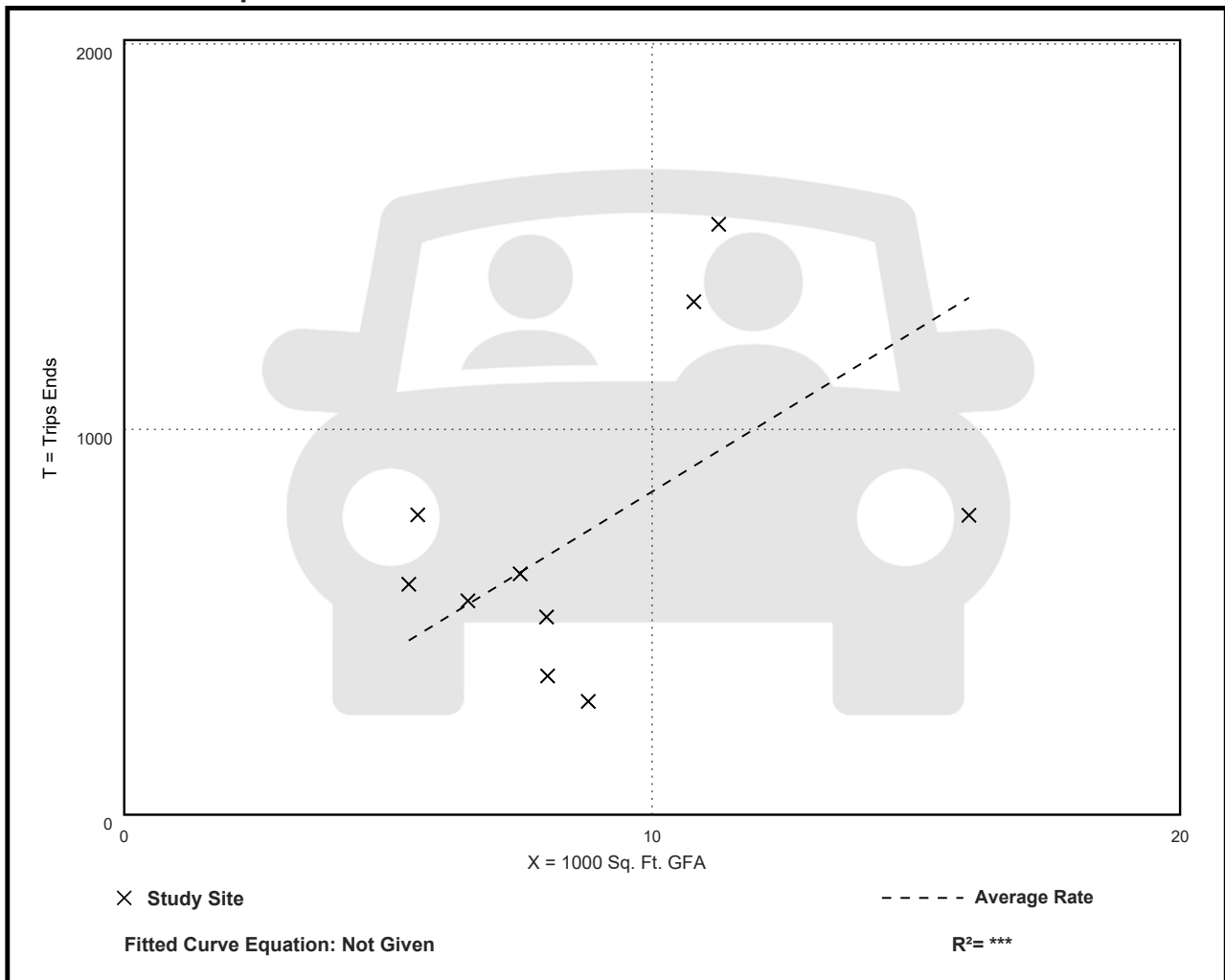
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
83.84	33.45 - 139.93	40.01

Data Plot and Equation



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.

$$(13+12+476)/(1,327-298) = 48.7\%$$

Census Tract 42.05; Miami-Dade County; Florida

Label	Estimate	Margin of Error
▼ Total:	1,327	±340
▼ Car, truck, or van:	404	±178
Drove alone	346	±172
▼ Carpooled:	58	±53
In 2-person carpool	58	±53
In 3-person carpool	0	±15
In 4-person carpool	0	±15
In 5- or 6-person carpool	0	±15
In 7-or-more-person carpool	0	±15
▼ Public transportation (excluding taxicab):	13	±19
Bus	0	±15
Subway or elevated rail	0	±15
Long-distance train or commuter rail	0	±15
Light rail, streetcar or trolley (carro público in Puerto Rico)	13	±19
Ferryboat	0	±15
Taxicab	35	±54
Motorcycle	0	±15
Bicycle	12	±20
Walked	476	±249
Other means	89	±60
Worked from home	298	±159

Valet Trip Generation Calculations

EXISTING WEEKDAY AM PEAK HOUR NET NEW EXTERNAL VALET TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					NEW EXTERNAL VEHICLE TRIPS			RIDESHARE TRIPS ⁽²⁾			PASS-BY TRIPS			VALET TRIPS ⁽¹⁾			
Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	In	Out	Total	% Rideshare	In	Out	Total	In	Out	Total	In	Out	Total
Hotel	12	310	75	ROOM	11	10	21	59.6%	7	6	13	0	0	0	4	4	8
Total					11	10	21		7	6	13	0	0	0	4	4	8

PROPOSED WEEKDAY AM PEAK HOUR NET NEW EXTERNAL VALET TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					NEW EXTERNAL VEHICLE TRIPS			RIDESHARE TRIPS ⁽²⁾			PASS-BY TRIPS			VALET TRIPS ⁽¹⁾			
Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	In	Out	Total	% Rideshare	In	Out	Total	In	Out	Total	In	Out	Total
Hotel	12	310	104	ROOM	14	14	28	59.6%	9	8	17	0	0	0	5	6	11
Fine Dining Restaurant	12	931	205	SEAT	0	0	0	0.0%	0	0	0	0	0	0	0	0	0
Total					14	14	28		9	8	17	0	0	0	5	6	11

NET NEW VALET TRIPS				1	2	3
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Notes

- (1) Valet trips are the sum of net new external trips and pass-by trips minus rideshare trips. Rideshare trip factors are applied to net new external trips as pass-by trips are not expected to utilize rideshare.
- (2) A rideshare factor of 59.6 percent (59.6%) was applied to the trip generation based on data collected at the AC Hotel located at 3400 Biscayne Boulevard in Miami, Florida.

EXISTING WEEKDAY PM PEAK HOUR NET NEW EXTERNAL VALET TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					NEW EXTERNAL VEHICLE TRIPS			RIDESHARE TRIPS ⁽²⁾			PASS-BY TRIPS			VALET TRIPS ⁽¹⁾			
Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	In	Out	Total	% Rideshare	In	Out	Total	In	Out	Total	In	Out	Total
Hotel	12	310	75	ROOM	3	3	6	64.3%	2	2	4	0	0	0	1	1	2
Total					3	3	6		2	2	4	0	0	0	1	1	2

PROPOSED WEEKDAY PM PEAK HOUR NET NEW EXTERNAL VALET TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					NEW EXTERNAL VEHICLE TRIPS			RIDESHARE TRIPS ⁽²⁾			PASS-BY TRIPS			VALET TRIPS ⁽¹⁾			
Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	In	Out	Total	% Rideshare	In	Out	Total	In	Out	Total	In	Out	Total
Hotel	12	310	104	ROOM	13	11	24	64.3%	8	7	15	0	0	0	5	4	9
Fine Dining Restaurant	12	931	205	SEAT	20	9	29	64.3%	10	9	19	15	7	22	25	7	32
Total					33	20	53		18	16	34	15	7	22	30	11	41

NET NEW VALET TRIPS				29	10	39
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Notes

- (1) Valet trips are the sum of net new external trips and pass-by trips minus rideshare trips. Rideshare trip factors are applied to net new external trips as pass-by trips are not expected to utilize rideshare.
- (2) A rideshare factor of 64.3 percent (64.3%) was applied to the trip generation based on data collected at The Shelborne Hotel located at 1801 Collins Avenue, Miami Beach, Florida.

Driveway Volume Study

Location: AC Hotel by Marriott Miami Wynwood, 3400 Biscayne Blvd
 City: Miami, FL

Date: 6/20/2023

VOLUME (# of Vehicles)								
Time (AM)	TAXI		UBER/LYFT		OTHER RIDESHARE		GARAGE	
	Drop-Off	Pick-Up	Drop-Off	Pick-Up	Drop-Off	Pick-Up	IN	OUT
7:30 AM	0	0	0	1	0	1	1	0
7:45 AM	0	0	0	0	0	4	0	0
8:00 AM	0	0	0	2	1	2	0	0
8:15 AM	0	0	0	1	3	2	0	0
8:30 AM	0	0	0	1	1	0	0	0
8:45 AM	0	0	0	0	0	0	5	5
9:00 AM	1	0	0	1	0	4	2	4
9:15 AM	0	0	0	2	0	1	0	2
Totals	1	0	0	8	5	14	8	11

RIDESHARE TRIPS 28
 TOTAL TRIPS 47

WEEKDAY A.M. PEAK HOUR RIDESHARE FACTOR **59.6%**

VOLUME (# of Vehicles)								
Time (PM)	TAXI		UBER/LYFT		OTHER RIDESHARE		GARAGE	
	Drop-Off	Pick-Up	Drop-Off	Pick-Up	Drop-Off	Pick-Up	IN	OUT
4:00 PM	0	0	1	1	2	0	3	1
4:15 PM	0	0	1	0	4	1	0	2
4:30 PM	0	0	0	0	0	1	2	1
4:45 PM	0	0	0	0	0	1	1	2
5:00 PM	0	0	0	0	3	2	0	1
5:15 PM	0	0	0	0	0	0	2	6
5:30 PM	0	0	2	0	0	2	1	4
5:45 PM	0	0	1	0	2	0	2	2
Totals	0	0	5	1	11	7	11	19

RIDESHARE TRIPS 24
 TOTAL TRIPS 54

WEEKDAY P.M. PEAK HOUR RIDESHARE FACTOR **44.4%**

Trip Gen Study

Location: SR A1A/Florida State Rd & Shelbourne In/Out Dwy
City: Miami Beach, FL

3/1/2022
Tuesday

Time	Trip Gen Study	
	INBOUND	
	Rideshare/Taxi	Valet
4:00 PM	3	1
4:15 PM	1	2
4:30 PM	3	1
4:45 PM	1	2
5:00 PM		2
5:15 PM	2	2
5:30 PM	5	3
5:45 PM	1	2
6:00 PM	1	1
6:15 PM	5	1
6:30 PM	3	1
6:45 PM	3	1
7:00 PM	5	
7:15 PM	4	2
7:30 PM	7	4
7:45 PM	1	
Totals	45	25
Rideshare/Taxi Percentage		64.3%

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+

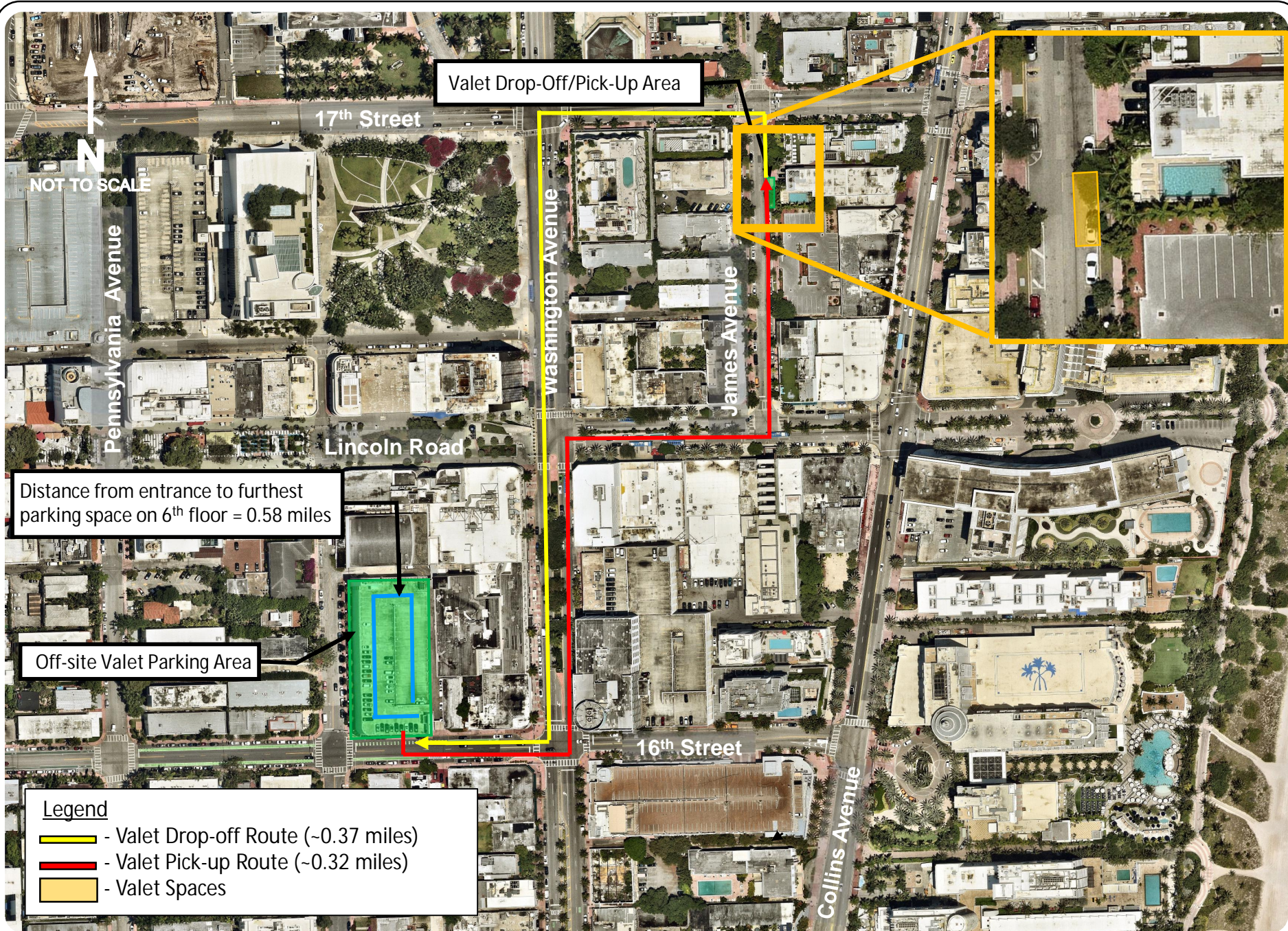
The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

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

Attachment D
Valet Operations Analysis

Valet Routing Figures





Distance from entrance to furthest parking space on 6th floor = 0.58 miles

Off-site Valet Parking Area

Valet Drop-Off/Pick-Up Area

- Legend**
- Valet Drop-off Route (~0.34 miles)
 - Valet Pick-up Route (~0.45 miles)
 - Valet Spaces

Valet Travel Times

Valet Calculated Travel Time - Hotel Valet Drop-off/Pick-up

Valet Parking Calculated Travel Time

VALET DROP-OFF			
VEHICLE TRAVEL TIME		VALET ATTENDANT TRAVEL TIME	
Travel Times (Assume 25 mph speed)		Travel Times (Assume 5 ft/s speed)	
To Off-Site Valet Parking Area (In vehicle)		Return from Off-Site Valet Parking Area (Walk/Run) to Valet Area	
Distance	Travel Time	Distance	Travel Time
0.95 miles	2.3 minutes	0.00 miles	0.0 minutes
Valet Attendant Exchange	0.5 Minutes		
Parking Garage Gate	0.5 Minutes		
Intersection Delay	2.0 Minutes		
Total Time	5.3 Minutes		

Valet Parking Calculated Travel Time

VALET PICK-UP			
VALET ATTENDANT TRAVEL TIME		VEHICLE TRAVEL TIME	
Travel Times (Assume 5 ft/s speed)		Travel Times (Assume 25 mph speed)	
To Off-Site Valet Parking Area (Walk/Run)		Return from Off-Site Valet Parking Area (In Vehicle) to Valet Area	
Distance	Travel Time	Distance	Travel Time
0.00 miles	0.0 minutes	0.90 miles	2.2 minutes
Valet Attendant Exchange	0.5 Minutes		
Parking Garage Gate	0.5 Minutes		
Intersection Delay	1.5 Minutes		
Total Time	4.7 Minutes		

Valet Calculated Travel Time - Restaurant Valet Drop-off/Pick-up

Valet Parking Calculated Travel Time

VALET DROP-OFF			
VEHICLE TRAVEL TIME		VALET ATTENDANT TRAVEL TIME	
Travel Times (Assume 25 mph speed)		Travel Times (Assume 5 ft/s speed)	
To Off-Site Valet Parking Area (In vehicle)		Return from Off-Site Valet Parking Area (Walk/Run) to Valet Area	
Distance	Travel Time	Distance	Travel Time
0.92 miles	2.2 minutes	0.00 miles	0.0 minutes
Valet Attendant Exchange	0.5 Minutes		
Parking Garrage Gate	0.5 Minutes		
Intersection Delay	1.5 Minutes		
Total Time	4.7 Minutes		

Valet Parking Calculated Travel Time

VALET PICK-UP			
VALET ATTENDANT TRAVEL TIME		VEHICLE TRAVEL TIME	
Travel Times (Assume 5 ft/s speed)		Travel Times (Assume 25 mph speed)	
To Off-Site Valet Parking Area (Walk/Run)		Return from Off-Site Valet Parking Area (In Vehicle) to Valet Area	
Distance	Travel Time	Distance	Travel Time
0.00 miles	0.0 minutes	1.03 miles	2.5 minutes
Valet Attendant Exchange	0.5 Minutes		
Parking Garage Gate	0.5 Minutes		
Intersection Delay	2.5 Minutes		
Total Time	6.0 Minutes		

Valet Analysis

Valet Services Agreement

VALET SERVICES AGREEMENT

This VALET SERVICES AGREEMENT (this “**Agreement**”) is entered into as of the later of the signature dates below (the “**Effective Date**”), by and between San Juan Hotel, a Florida limited liability company, having a business address at 1680 Collins Ave, Miami Beach FL 33139 (“**Owner**”), and Beach Front Parking Inc (“**Operator**”), with its principal office and place of business at 1000 Fifth Street Suite 200, Miami Beach, FL 33139.

RECITALS

A. Owner is the owner and/or operator of a hotel known as San Juan Hotel located at 1680 Collins Ave. Miami Beach, FL 33139 (the “**Business**”); and

B. Owner and Operator desire that Operator, under the direction of Owner, provide on call valet services at and for the Business (the “**Services**”), which shall include, but not be limited to, the following:

(i) On call valet services for guests, invitees, and visitors of the Business (“**Patrons**”) which may include discounted or complimentary valet services for certain management and other designees of Owner, or its management company as mutually agreed upon by Owner and Operator.

(ii) vehicle pickup and delivery to and from the Business to one or more designated parking lots which are owned or leased by Operator and are located in the vicinity of the Business and approved by Owner from time to time (the “**Storage Facilities**”);

(iii) collection of all valet service fees other than overnight hotel guests; and

(iv) all other services, duties and obligations of Operator as set forth in this Agreement.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Owner and Operator agree as follows:

1. Services. Operator will provide the Services in accordance with the terms and conditions of this Agreement. See Exhibit “A”

2. Term.

(a) The term of this Agreement shall commence on January 1st. 2026 (the “**Commencement Date**”) and continue in effect Two (2) years (the “**Initial Term**”). After the Initial Term, this Agreement shall renew on a month-to-month basis (each a “**Renewal Term**”) until terminated by either party in accordance with this Section 2 (Initial Term and Renewal Term are collectively, the “**Term**”).

(c) Owner or Operator may terminate this Agreement, with or without cause, with thirty (30) days written notice.

(d) Upon any termination or expiration of this Agreement, Operator shall cooperate with Owner as reasonably requested by Owner to transition the Services to a new service provider.

3. Operator Compensation.

(a) As compensation for services rendered by Operator under this Agreement, Operator

will be entitled to retain all transient/visitors and overnight revenue. Such valet service fees shall be in amounts as mutually agreed to by the parties from time to time. See Exhibit "A"

- (b) As compensation for services rendered by Operator under this Agreement, Operator will be entitled to retain Thirty-five and 00/100 (\$35.00) plus taxes (\$37.45), of overnight parking collected by Owner of Hotel Folio revenue. Overnight valet service fees shall be in amount of US\$35.00 plus Taxes or as mutually agreed by the parties from time to time.

(c)

4. Expenses and Taxes. Operator shall be solely responsible for any and all costs and expenses necessary and required in connection with and attributable to maintaining, conducting, and supervising the Services, which shall include but not be limited to the following: any and all wages and salaries of all of Operator's agents, employees, contractors/subcontractors, representatives and other personnel ("**Operator Personnel**"), administrative expenses, state sales tax, if applicable, on transient valet service revenue, costs incurred in maintaining the insurance required herein, overtime fees, employee bonus or incentive programs instituted by Operator (the purpose of which is to reduce accident, theft, or damage claims), license and permit fees, employee benefit costs, uniforms, signage, printing, dry cleaning or laundry costs, accounting fees, advertising costs, supplies (including without limitations tickets, receipts, and other parking documentation required to properly operate a valet service) and other out-of-pocket expenses incurred by Operator directly related to the management, performance and operation of the Services. If any State, City, County or other government sales, parking, use, excise, gross receipts or other tax or charge (collectively, Sales Tax) shall apply to the valet revenues, then **Owner** shall be responsible for collecting such Sales Tax along with the overnight valet fees. Owner represents and warrants that it will provide Operator with all Gross Valet Revenues it collects daily. Owner shall be responsible to reimburse the operator the meter rentals payment to the City of Miami Beach in case the Hotel decides to rent them or is necessary due to high hotel occupancy. Owner will remit payment to Operator for all overnight valet fees collected no later than five (5) days after receiving the invoice.

5. Complimentary Parking: Operator shall provide Owner with complimentary and discounted valet services as defined in Exhibit A to be distributed at Owner's sole discretion.

6. Operator's Standard of Operation.

(a) First Class. Operator is aware and agrees that the Business is a first-class operation and that the management of the Services in a first-class and proper manner is essential to the business of the Business. Operator agrees that at all times during the Term, Operator will perform the Services in a first-class and high-quality manner and manage and maintain the Services in a manner conforming to the image and quality of service, cleanliness and professional standards of the Business. Operator further agrees to treat the Patrons of the Business with courtesy and consideration at all times throughout the Term of the agreement.

(b) Uniforms and Appearance. Uniforms and general appearance of Operator Personnel shall be dictated by Owner in its sole discretion. The Services, including, without limitation, the appearance, dress, uniform and deportment of all Operator Personnel employed in and around the Business, and the appearance, number, location, nature and subject matter of any signs, lettering, and announcements, tags or any other kinds of forms of inscriptions displayed in or about the Business shall conform to the regulations and policies that Owner may from time to time require.

7. Operator's Obligations. During the Term, Operator agrees to do as follows:

- (a) Abide by standards of operation set forth in Section 6 above.

(b) Provide the On Call valet services at the Business at hours and on schedule to be determined by The Operator and Owner in its sole and absolute discretion (the “**Operating Hours**”), which may be subject to change at any time and from time to time by Owner with notice to Operator.

(c) Manage and furnish the Services during the Operating Hours during each day of the Term (including, without limitation, holidays), unless otherwise expressly consented to in writing (email sufficing) by Owner. All vehicle pick-ups and deliveries shall be made by Operator as expeditiously as practicable with due regard for safety.

(d) Provide a reasonable and adequate number of Operator Personnel, including supervisory and managerial staff, at the Business to furnish the Services in accordance with terms and conditions of this Agreement and with a level of service consistent with or better than those provided by other similarly situated valet operators working at first class operations. Staffing levels will be set weekly in Operator’s commercially reasonable discretion based on Owner’s forecasted daily vehicle volume, special events and other factors and circumstances impacting staffing needs. Operator shall provide substantial (e.g., 200%, 300%) increases in staffing in connection with special events, upon not less than forty-eight (48) hours prior notice from Owner but shall employ commercially reasonable efforts to meet substantial increases on shorter notice, with due regard to the extent of the increase and the timing of the notice. Notwithstanding anything to the contrary herein, Operator acknowledges and agrees that Operator Personnel are employees of Operator, and neither Owner, its management company, nor any of their respective affiliates has or will have any direct or indirect employment relationship with any of Operator Personnel.

(e) Employ enough properly trained Operator Personnel in order to render prompt, efficient, and courteous service to Patrons of the Business and provide additional staff as required and requested in accordance with the preceding subsection. Training of Operator Personnel shall be provided by Operator at Operator’s sole expense and shall be approved in advance by Owner.

(f) Pay all expenses, licenses and permit fees, salaries/payroll and wages of all Operator Personnel assigned to the Business, as well as payroll taxes, dues or fringe benefits, workers’ compensation charges, and employer’s liability insurance, employee health insurance premiums, supplies, insurance premiums for coverage’s required hereunder, employee fidelity bond premiums, deductible (or otherwise not insured) portions of damage claims, repairs, legal and accounting fees, telephone and any other expenses incurred by Operator in connection with the Business.

(g) Observe, conform to and comply with all laws, ordinances, rules, regulations or orders of all duly constituted authorities of the city, state and federal governments having proper jurisdiction over the Services, including, without limitation, those that pertain to operation of motor vehicles.

(h) Apply for and obtain all necessary licenses and permits required to perform the Services and deliver true copies thereof to Owner prior to the commencement of any Services and deliver copies of any renewals thereof to Owner.

(i) Accept Patrons’ vehicles at the valet loading area at the Business designated by Owner and transport said vehicles to and from the Storage Facilities using only the routes approved by Owner from time to time in the Owner’s sole and absolute discretion.

(j) Service all Patrons of the Business provided the vehicle in question is a standard passenger vehicle (e.g., no motorcycles, antique vehicles, heavy commercial vehicles or vehicles with more than four wheels) and is deemed safe to operate in Operator’s sole discretion. All vehicles received by Operator pursuant to this Agreement shall be retrieved from the Storage Facilities and returned only upon the request of the Business management or the Patron in possession of the proper claim ticket.

(k) Provide and maintain sufficient supplies and equipment to assure efficient and proper provision of the Services, including, without limitation, approved uniforms, parking cards, tickets, signs, time clocks, etc.

(l) Ensure that all valet attendants are clean, neat and tidy and attired in approved uniforms (with nametags) provided by Operator. Operator shall cause any Operator Personnel who fails to satisfy such requirements to be immediately removed from providing the Services until such Operator Personnel can satisfy such requirements.

(m) Recommend to Owner from time-to-time appropriate valet rates to charge for the Services and provide to Owner from time to time competitive valet rate analysis. Actual valet and other parking rates charged at the Business will be set by the Owner in its sole discretion, and any changes thereto shall be implemented only with prior written (email sufficing) approval of Owner. The initial valet rates at the Business are set forth on Exhibit A, attached hereto, which may be increased from time to time to reflect revised valet rates set and approved as mutually agreed by Owner and Operator.

(n) Post all signs as may be required by law. Operator will submit any proposed signs or displays to Owner for its approval and consent as to style, form, contents, character, location and size.

(o) Exercise commercially reasonable efforts to make the necessary arrangements for off-site storage in nearby parking lots and garages if, at any given time, the Storage Facilities are filled to capacity.

(p) Retain all ticket stubs, claim checks, employee records, theft and accident claim information until six (6) months (at a minimum or as otherwise required by law) after: (i) the date to which such valet ticket relates, (ii) the date on which such employee ceases employment in connection with the Services, or (iii) the date on which such claim is settled or otherwise closed, whichever date is applicable. Operator shall handle all incident claims directly but shall promptly report all accidents and incidents to Business management. Operator's claims handling process shall be subject to the review and reasonable approval of Owner.

(q) Use commercially reasonable efforts to protect all motor vehicles and damage or casualty while under the care, custody, possession, bailment or control of Operator, or any of the Operator Personnel. Operator shall be solely liable and/or responsible for (i) damage caused to any vehicles by Operator and (ii) the loss or theft of the contents of Patron vehicles while under the care, custody, possession, bailment and/or control of Operator or any of the Operator Personnel subject to the terms of Section 9 (Indemnification) below.

(r) Abide by all Owner rules and regulations as they apply to the conduct of employees and contractors of the Business, as such rules and regulations may be amended from time to time by Owner in its sole discretion.

(s) Provide any and all equipment that Operator deems necessary in connection with the Services.

(t) Use the "San Juan Hotel" trademark or any other trademarks or intellectual property rights owned by Owner, its management company or any of their respective affiliates ("**Owner IP**") only upon executing a license or other agreement required by the applicable registered holder of the Owner IP, provided the terms of such agreement and the fees, if any, to be paid pursuant thereto are mutually agreeable. Operator expressly recognizes and acknowledges that this Agreement does not confer upon

Operator or any of its affiliates any right in, or the right to use, any of Owner IP. Any use of Owner IP shall only be done with the express prior written consent of Owner. This approval and consent rights of Owner includes print media (newspapers and magazines), broadcast media (radio, television/cable), electronic media (internet, electronic communications), collateral (printed tickets, newsletters) or any other form of advertising or marketing in connection with Owner IP.

(u) Agree not to print any advertising on valet claim tickets, except as required or approved by Owner.

(v) Obtain written approval of Owner prior to contracting or sub-contracting any third party to perform any of the Services at the Business.

(w) Reimburse Owner for all management, front desk or the accounting department rebates, adjustments to guests' folios or free notifications if due to lack of, or poor, service from Operator.

(x) Provide to Owner complete transparency with respect to its financial documents, policies of insurance and other books and records required for proper management of Operator's performance of the Services ("**Books and Records**"), which shall be available for inspection and copying by Owner with twenty-four (24) hours prior written notice. The Books and Records of Operator shall reflect all of Operator's material transactions with respect to the Service and shall be appropriate and adequate to comply with Owner's transparency and disclosure requirements. Exercise of Owner's right to inspection and copying of Operator's Books and Records under this subsection may be made by any of Owner's management or Owner's designated agents or attorneys.

(y) At all times maintain clear and clean access to and around all doorways and pathways at the Business, unless otherwise approved by Owner.

(z) Require all Operator Personnel to participate in a mandatory valet education program, if any, directed by Owner.

(aa) Provide a designated supervisor at the Business. Such supervisor shall be trained in all aspects of valet operations. Owner shall have the right to approve or request replacement of any and all supervisors.

(bb) Upon Owner's request and at Owner's expense, Operator shall (i) create post-card size "Thank You" cards (the "**Thank You Cards**") to be placed on all vehicles serviced, and (ii) offer any other amenities as provided by Owner (ex: bottled water) to all Patrons upon return of their vehicles. Owner may provide Operator with additional language to be printed on the Thank You Cards, final form of which is subject to Owner's review and approval in its sole discretion.

8. Owner's Obligations. During the Term, Owner shall do the following:

- (a) Maintain and repair the premises of the Business, including but not limited to the porte cochere, valet zone, Storage Facilities, sidewalk, curb and all entrances to and from the Business and related structures. All utilities used in connection with the Services at the Business shall be paid by Owner.
- (b) Valet attendants stationed at Owner's property will be owner responsibility
- (c) Make Business restrooms available for the reasonable use of Operator Personnel.
- (d) Transfer to Operator via check or wire transfer Operator's portion of the valet revenue for the prior month by the 5th day of each month.

9. Insurance.

(a) Operator shall pay for and maintain in full force and effect for the benefit of Owner the following insurance coverage during the Term of the Agreement, however neither Operator's failure to provide and maintain such insurance, nor Operator's insurer's failure to pay claims in whole or in part, will reduce, limit or otherwise alter Operator's liability or responsibility under:

- (i) Workers' Compensation insurance with statutory limits for all applicable state regulations and Employers Liability insurance with policy limits of not less than one million dollars (\$1,000,000);
- (ii) Commercial General Liability insurance for any and all claims for damages due to bodily injury (including mental anguish and death), personal injury or property damage with policy limits of not less than one million dollars (\$1,000,000) each occurrence, with an annual aggregate limit of two million dollars (\$2,000,000) and waiver of subrogation in favor of Owner, Concord, and Franchisor.
- (iii) Automotive Liability Insurance covering losses for owned, non-owned or hired vehicles including comprehensive and collision coverage with a combined single limit of not less than One million dollars (\$1,000,000) per occurrence.
- (iv) Umbrella Liability with policy limit of three million dollars (\$3,000,000) each occurrence and aggregate.
- (v) Garage keeper's legal liability insurance insuring valet parking and door services operations with policy limits of not less than One Million dollars (\$1,000,000) each occurrence.
- (vi) Comprehensive crime insurance including employee theft, premise, transit and depositor's forgery coverage with limits as to any given occurrence of not less than one million dollars (1,000,000).
- (vii) Such other insurance, and in such amounts as may from time to time be reasonably required by Owner against other insurable hazards which at the time are commonly insured against in the case of valet operations similarly situated.

(b) Operator shall provide to Owner acceptable proof of every policy of insurance required to be maintained under this Agreement: (i) prior to commencement of this Agreement, (ii) no later than thirty (30) days into any successive renewal periods, and (iii) promptly upon written request of Owner.

(c) All insurance required under this Agreement shall be issued by insurance companies authorized to do business in Florida. Such companies shall have a rating by A.M. Best Company of at least "A" or better and a financial size of at least "Class X". Certificates of Insurance evidencing all coverages required hereunder shall be furnished by Operator to Owner concurrently with the execution of this Agreement and thereafter upon Owner's reasonable request. These Certificates shall contain a provision that the coverages afforded under the policies shall not be reduced or cancelled until at least thirty (30) days prior written notice has been delivered to Owner. Certificate shall include confirmation of contractual indemnity, a listing of additional insured and reflect the requirements set forth herein.

(d) Operator shall be solely responsible for providing Workers' Compensation coverage for its employees. Operator shall ensure that all Owner-approved third-party contractors/sub-contractors of Operator carry the coverages agreed upon in this Agreement while such contractors/sub-contractors are performing the Services hereunder. In no event shall Owner be responsible for injuries to such contractors/sub-contractors or their personnel while at the Business or the Storage Facilities, except to the extent such injuries are caused by the gross negligence or willful misconduct of Owner.

10. Indemnification.

(a) Operator does hereby agree to defend, indemnify and hold harmless Proprietor and its affiliates, subsidiaries, Proprietors and lenders, and each of its and their respective affiliates, subsidiaries, Proprietors, lenders, management companies, members, managers, partners, shareholders, officers, directors, employees, representatives, agents, successors and assigns (collectively, the “**Proprietor Indemnified Parties**”) against, from, and to pay on behalf of or reimburse the Proprietor Indemnified Parties arising from or related to the Services provided under this Agreement, provided the same was not the result of the negligence, recklessness or willful misconduct of Proprietor or any Proprietor Personnel (as defined below). Operator’s obligation to indemnify hereunder shall not be limited by the insurance provisions of this Agreement nor be restricted to insurance proceeds, if any, received by the parties.

(b) Owner does hereby agree to indemnify Operator and its members, managers, partners, and other affiliates and their respective assigns (collectively, the “**Operator Indemnified Parties**”) against, and to protect, save and hold harmless the Operator Indemnified Parties from, and to pay on behalf of or reimburse the Operator Indemnified Parties as and when incurred for, any and all Losses that may be imposed on or incurred by any of the Operator Indemnified Parties as a consequence of, in connection with, incident to, resulting from or arising out of or in any way related to: (i) any negligent or willful act or omission made by Owner or any of its agents, employees or other personnel (collectively, the “**Owner Personnel**”) at the Business that causes any loss, damage or injury to Operator; or (ii) any breach by any Owner Personnel of any of the covenants and/or representations and warranties made by Owner under this Agreement, provided the same was not the result of the sole negligence, recklessness or willful misconduct of Operator or any Operator Party.

(c) In the event any action or proceeding is brought against any of the indemnified parties by reason of a claim for which a party hereto has agreed to save said indemnified parties harmless and indemnified pursuant to this Agreement, the indemnifying party, upon written notice from such indemnified parties, shall (i) if insured, present the claim to the applicable insurer for assumption and defense by the insurer, subject to any insurance policy requirements, or (ii) if uninsured, at such indemnifying party’s sole expense, answer and otherwise defend such action or proceeding using counsel approved in writing by such indemnified parties, such approval not to be unreasonably withheld.

11. General Provisions.

(a) Governing Law & Arbitration. This Agreement shall be deemed to be made in, and in all respects shall be interpreted, construed and governed by and in accordance with the laws of the State of Florida without regard to principles of conflict of laws. However, except for claims of equitable relief, if a dispute arises between the parties hereto, a meeting or teleconference shall be held promptly between such parties to attempt in good faith to negotiate a resolution of the dispute. The parties agree to participate in good faith discussion for a period of ten (10) business days. If the parties are not successful in resolving the dispute through good faith discussions, then the parties agree to submit to resolution by arbitration in accordance with the Commercial Arbitration Rules of the American Arbitration Association (the “**Rules**”). Any hearing under the Rules shall take place at Miami, Florida in accordance with Rule 11 of the Rules. The hearing shall be before one arbitrator in accordance with Rule 17 of the Rules. Any award rendered by the arbitrator pursuant to this Agreement and the Rules shall be enforceable in the Superior Court of the County of Miami Dade, in and for the State of Florida as the court having exclusive jurisdiction over such arbitration. Such arbitration shall be binding and final. IN AGREEING TO ARBITRATION, THE PARTIES ACKNOWLEDGE THAT IN THE EVENT OF A DISPUTE ARISING FROM THIS AGREEMENT, EACH PARTY IS GIVING UP THE RIGHT TO HAVE THE DISPUTE DECIDED IN A COURT OF LAW BEFORE A JUDGE OR JURY AND INSTEAD ARE ACCEPTING THE USE OF ARBITRATION FOR RESOLUTION.

(b) Expenses. Except as otherwise specifically provided, each party shall be responsible for

his own fees, costs and other expenses incurred in negotiating and preparing this Agreement and in carrying out the transactions contemplated hereunder.

(c) Entire Agreement. This Agreement contains all the agreements of the parties hereto and no prior agreement or understanding pertaining to such matter shall be effective for any purpose. No provision of this Agreement may be amended or added to except by an agreement in writing signed by the parties hereto.

(d) Binding Effect. This Agreement shall inure to the benefit of, and shall be binding upon, the respective successors and assigns of each of the parties hereto. Owner may assign this Agreement to any successor or assignee, provided that the terms of this Agreement shall apply with respect to such assignee. Operator may not assign this Agreement or subcontract the performance of any portions of the Services without Owner's prior written consent, which, if provided, shall require that the assignee or subcontractor, on its behalf, and on behalf of its employees, officers, and agents, execute this Agreement, and agree to be subject to all of the terms and conditions of this Agreement.

(f) Notice. Any and all notices, demands or other communications under this Agreement shall be in writing and shall be served personally, by a national courier service guaranteeing next business day delivery, by facsimile or electronic mail with a confirmation of receipt or by registered or certified mail, return receipt requested, first-class postage prepaid. If served by facsimile, electronic mail or courier service, service conclusively shall be deemed made one (1) business day after the facsimile or electronic transmission or the notice is delivered to the courier service. If served personally, service conclusively shall be deemed made on the date of service. If served by mail as aforesaid, service conclusively shall be deemed made on the delivery date recorded on the return receipt by the U.S. Postal Service or, if refused, on the fourth business day after mailing. Notices shall be made to the following:

To Owner: San Juan Hotel
 Attn: Cristian Mena
 1680 Collins Ave
 Miami Beach, FL 33139
 Email: cristian@sjhsouthbeach.com

To Operator: Beach Front Parking Inc
 Attn: Karen Anderson
 1000 Fifth Street Suite 200
 Miami Beach FL 33139
 Ph: (305) 323-3809
 Email: kanderson@valetparkingsobe.com

or, in any case, to such changed address or person, as each party shall have specified in written notice to the other party pursuant to this Agreement.

(g) Force Majeure. Except as otherwise expressly provided in this Agreement, any prevention, delay or stoppage caused by fire, earthquake, explosion, flood, hurricane, the elements or any other similar cause beyond the reasonable control of the party from whom performance is required, or any of their clients; acts of God or the public enemy; actions, restrictions, limitations or interference of governmental authorities or agents; war, invasion, insurrection, rebellion; riots; strikes or lockouts; or inability to obtain necessary materials, goods, equipment, services, utilities or labor shall excuse the performance of such party for a period equal to the duration of such prevention, delay or stoppage; provided, however, in no event shall financial incapability excuse the performance of either party.

(h) Amendment and Waiver. No provision of this Agreement or any of the documents referred to herein may be amended, modified, supplemented, changed, waived, discharged or terminated, except by a writing signed by or on behalf of each party hereto.

(i) Severability. If any provision of this Agreement, or the application thereof, shall for any reason and to any extent be determined by a court of competent jurisdiction to be invalid or unenforceable under applicable law, a valid provision that most closely matches the intent of the original shall be substituted and the remaining provisions of this Agreement shall be interpreted so as best to reasonably effect its original intent.

(j) No Waiver. No failure or delay by any party to insist upon the strict performance of any covenant, duty, agreement or condition of this Agreement or to exercise any right or remedy consequent upon a breach thereof shall constitute a waiver of any such breach or any other covenant, duty, agreement or condition.

(k) Further Assurances. Each party agrees and covenants that it will at any time and from time to time, upon the request of the other, execute, acknowledge, deliver or perform all such further acts, deeds, assignments, transfers, conveyances and assurances as may be required to carry out the terms and provisions of this Agreement.

(l) Cumulative Rights and Remedies. The rights and remedies of the parties hereunder shall not be mutually exclusive and the exercise by any party of any right to which it is entitled shall not preclude the exercise of any other right it may have.

(m) Attorneys' Fees. In the event any suit or arbitration is brought by any party hereto to enforce the terms of this Agreement, the prevailing party shall be entitled to recover its reasonable attorneys' fees and expenses and court costs incurred therein, as determined by the judge of the court or arbitrator, as applicable.

(n) Titles. The titles, captions or headings of the sections and subsections herein are inserted for convenience of reference only and are not intended to be a part of or to affect the meaning or interpretation of this Agreement.

(o) Independent Contractor. The services to be rendered by Operator hereunder are as an independent contractor only; nothing herein contained shall be construed to create a partnership, joint venture, or a relationship of employment or agency. Operator Personnel are not entitled to any employment rights or benefits from Owner. Operator understands that neither Operator nor any Operator Personnel are entitled to submit any claim for injury or illness either directly to Owner or under any workers' compensation coverage maintained by Owner, in any state. Operator shall be solely responsible, and agrees to indemnify and hold Owner harmless, for all medical costs and other damages or claims resulting from any injury or illness to Operator or any Operator Personnel suffered while performing the Services. Other than as specifically set forth in this Agreement, neither party shall have the authority to bind, commit, or otherwise obligate the other party in any manner whatsoever.

(p) Authority. The parties hereto represent and warrant that they have the full power, authority and legal right to execute, deliver, perform and observe the provisions of this Agreement and to carry out the transactions contemplated in this Agreement. The execution, delivery and performance by the parties have been duly authorized by all necessary legal action and the parties have obtained any necessary consent, approval of, notice to or any action by any person, firm, company or governmental entity or agency necessary or appropriate to consummate the transaction contemplated hereby. There are no actions, claims, suits, proceedings or investigations pending or, to each party's knowledge, threatened

against such party in, before or by any court or governmental entity or other person, which could have an adverse impact on the rights and entitlements of the other party under this Agreement.

(q) Confidentiality. Operator acknowledges and agrees that the Confidential Information (as defined below) of Owner, its management company or their respective affiliates, which is shared with, made available to or obtained by Operator or its representatives in connection with this Agreement shall remain the sole and exclusive property of Owner (or its management company, as applicable), and the sale, unauthorized use, or disclosure of any Confidential Information by Operator or its representatives is strictly prohibited. Operator will keep Owner and its management company's Confidential Information confidential and will only use the Confidential Information to perform Operator's obligations under this Agreement. Operator shall be responsible for any breach of this Section (Confidentiality) by any of its representative. For purposes of this Agreement, "**Confidential Information**" means any information that is not generally known to the public and that is or was used, developed or obtained by Owner or its management company or their respective affiliates in connection with their businesses or this Agreement.

(r) Representation by Counsel. Each party hereto represents and agrees with each other that it has been represented by or had the opportunity to be represented by, independent counsel of its own choosing, and that it has had the full right and opportunity to consult with its respective attorneys, that to the extent, if any, that it desired, it availed itself of this right and opportunity, that it or its authorized officers (as the case may be) have carefully read and fully understand this Agreement in its entirety and have had it fully explained to them by such party's respective counsel, that each is fully aware of the contents thereof and its meaning, intent and legal effect, and that it or its authorized officer (as the case may be) is competent to execute this Agreement and has executed this Agreement free from coercion, duress or undue influence.

(s) Time is of the Essence. Time is of the essence with respect to the performance of every provision of this Agreement in which time of performance is a factor.

(t) Survival. All provisions of this Agreement which by their nature should survive completion, expiration or termination shall survive the same, including, without limitation, ownership and confidentiality provisions, indemnity and limitations of liability.

(u) Counterparts. This Agreement may be executed in any number of counterparts and any single counterpart or set of counterparts signed, in either case, by all the parties hereto shall be deemed to constitute a full and original agreement for all purposes. Facsimile or scanned signatures shall be as valid as original signatures.

IN WITNESS WHEREOF, the parties have executed this Valet and Parking Service Agreement as of the Effective Date.

Signature Page Follows

"OPERATOR"

Beach Front Parking Inc

By:  _____
Karen Anderson (Jan 15, 2026 10:01:12 EST)

Name: Karen Anderson

Its: Owner

Date: 1/15/2026

"OWNER"

San Juan Hotel

By:  _____

Name: Nawaz Gilani

Its: Manager

Date: 1/14/2026

EXHIBIT A

Valet Rates, Services and Other Provisions

THIS EXHIBIT IS ATTACHED TO AND IS AN IMPORTANT PART OF THE CAPTIONED VALET SERVICE AGREEMENT. ANY CONFLICTS OR INCONSISTENCIES BETWEEN THE VALET SERVICE AGREEMENT AND THIS EXHIBIT SHALL BE CONSTRUED IN FAVOR OF THIS EXHIBIT A.

A. SERVICES:

1. Services. Contractor guarantees valet storage for up to 100 vehicles. Contractor shall: (i) pick up vehicles of Owners, visitors and guests at a designated area near the main entrance of the Hotel; (ii) park the vehicles within an area of approximately 100 storage spaces in the Storage Facilities; and (iii) return the vehicles to the designated area near the main entrance of the Hotel at the request of the vehicles. Service Location. The location of the Valet Services shall be as Follow:
 - a) Hotel: San Juan Hotel. 1680 Collins Ave, Miami Beach FL 33139
 - b) Storage Facilities:
 - a. 1601 Collins Ave., Miami Beach FL 33139
 - b. 1601 Drexel Ave., Miami Beach FL 33139
 - c. 237 20th Street, Miami Beach FL 33139
2. Employees.
 - a. Operator shall use its own employees' staff to provide the On Call Valet Services.
 - b. Operator shall provide Owner's guests, visitors, patrons on call valet service 24 hours a day seven days a week.
 - c. Operator shall at all time maintain a staff of efficient, skilled, courteous and prudent employees in sufficient number to properly operate the facility with a five-star service based on the demand.
 - d. Operator shall maintain similar operating standards established by Owner (for hotel employees) for Contractor's employees, including those with respect to greetings, personal appearance, and Owner standards.
 - e. Owner may provide custom uniforms at Owner's expense.
3. Hours of Operation. Operator agrees to operate On Call Valet Services in an efficient manner and on continues basis, 24-hours a day, seven

days a week, 365 days a year. Owner shall give notice at least 48 hours prior to the date such additional staff is needed. Such notice shall include the dates and times and additional staffing requirements.

B. Parking Fees and Taxes:

1. Overnight Guests. Owner shall collect on behalf of Operator all fees for guests of Owner using the overnight service. The fee for each vehicle using the overnight service (“Overnight Fee”) shall be Thirty-five 00/Dollars (\$35.00) Taxes included. Owner may, at any time, reduce the fee charged to overnight guests at Owner’s discretion, but payments to Operator shall not be reduced. Notwithstanding the foregoing, no amounts due to Operator for the Overnight Fee may be reduced or otherwise discounted. Owner shall provide a daily report to Operator detailing overnight charges received, the number of overnight guests and the applicable rate. The applicable rate and any taxes due shall be posted to the overnight guest folio. Operator shall be entitled to 100% of the fees collected.
2. Transient Customers. Operator shall be entitled to collect such fees (“Fees”) from daily users of the Services as Owner has reasonably established. Operator shall collect Twenty and 00/Dollars (\$25.00) per vehicle for up to three hours of valet services. Thirty and 00/Dollars (\$30.00) per five hours, after six hours overnight rates will apply. Such Fees shall be generally consistent with similar fees charged for similar services at the other beachfront hotels located in Miami Beach. Operator shall retain all fees and Owner shall have no claim to any such amounts. Operator shall be responsible for collecting all daily revenues and shall retain all transient revenue collected.
3. Complimentary Parking. Operator shall provide owner One (1) complimentary monthly parking space via valet service or self-parking at the garage.







Valet Services Agreement San Juan Hotel

Final Audit Report

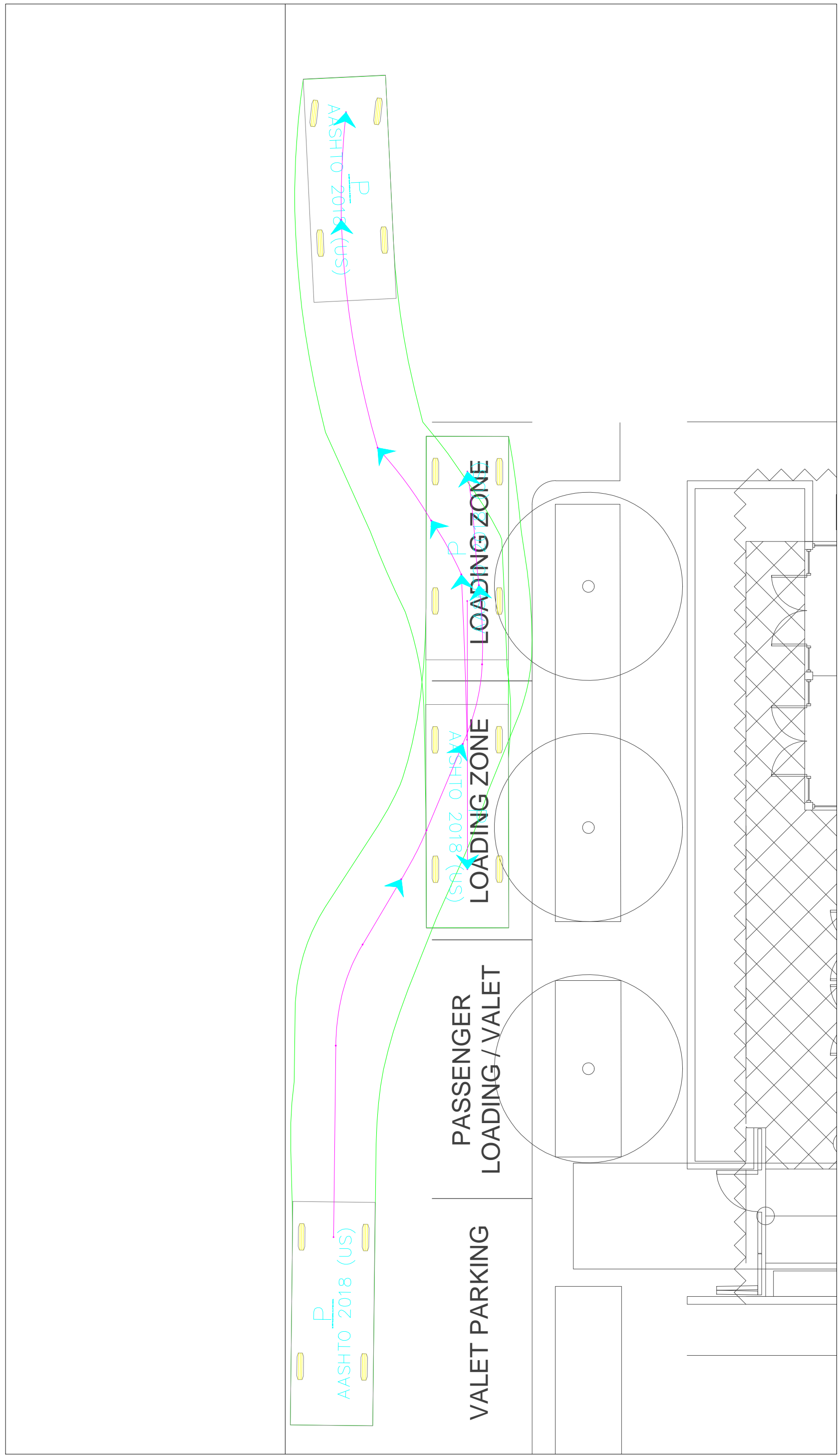
2026-01-15

Created:	2026-01-15
By:	emily torres (et.beachfrontparking@gmail.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAACOLsG-chCO9ofjI5AfWwrOMwYXeyBAjg

"Valet Services Agreement San Juan Hotel" History

-  Document created by emily torres (et.beachfrontparking@gmail.com)
2026-01-15 - 1:37:29 PM GMT
-  Document emailed to Karen (kanderson@valetparkingsobe.com) for signature
2026-01-15 - 1:37:34 PM GMT
-  Email viewed by Karen (kanderson@valetparkingsobe.com)
2026-01-15 - 2:59:59 PM GMT
-  Signer Karen (kanderson@valetparkingsobe.com) entered name at signing as Karen Anderson
2026-01-15 - 3:01:10 PM GMT
-  Document e-signed by Karen Anderson (kanderson@valetparkingsobe.com)
Signature Date: 2026-01-15 - 3:01:12 PM GMT - Time Source: server
-  Agreement completed.
2026-01-15 - 3:01:12 PM GMT

Attachment E
Maneuverability Analysis



Attachment B-1
FDOT Correspondence

Dorman, Cory

From: Martin, Alexandra <Alexandra.Martin@dot.state.fl.us> on behalf of D6 PermitsHelp <D6PermitsHelp@dot.state.fl.us>
Sent: Thursday, January 15, 2026 1:20 PM
To: Dorman, Cory; DAdesky, Derek; Reyes, Leonor
Cc: Jett, Elizabeth; Mendoza, Marcos; Figueroa, Mariger; D6 PermitsHelp
Subject: RE: FDOT Pre-Application Meeting Request: San Juan Hotel

Categories: External

Good afternoon,

Please find below our upcoming date and time option for the pre-application meeting via Microsoft TEAMS. These meetings are scheduled on Wednesdays on a "first come, first served" basis. We kindly request you to confirm at your earliest convenience to secure your slot. An invite will be sent once the meeting is confirmed.

Date:	1/28/2026
Time:	9:30 AM

Thanks,
Alexandra Martin
Permits Administrative Assistant
Florida Department of Transportation – District 6
1000 NW 111th Avenue, #6201, Miami, FL 33172
Office: (305) 470-5367
Email: Alexandra.Martin@dot.state.fl.us

Customer Driven!
For Permit Information: [OSP – One Stop Permitting](#)



From: Dorman, Cory <cory.dorman@kimley-horn.com>
Sent: Thursday, January 15, 2026 11:55 AM
To: D6 PermitsHelp <D6PermitsHelp@dot.state.fl.us>
Cc: DAdesky, Derek <Derek.DAdesky@kimley-horn.com>; Reyes, Leonor <Leonor.Reyes@kimley-horn.com>; Figueroa, Mariger <Mariger.Figueroa@dot.state.fl.us>; Jett, Elizabeth <Elizabeth.Jett@dot.state.fl.us>; Mendoza, Marcos <Marcos.Mendoza@dot.state.fl.us>
Subject: RE: FDOT Pre-Application Meeting Request: San Juan Hotel

Alexandra,

Please see below. Note that the pre-app form was also filled-out and submitted including the conceptual site plan with driveway distances and trip generation calculations.