

May 11, 2022

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**RE: Washington Avenue Office Traffic Statement - #22112**

Dear Eric,

The proposed Washington Avenue Office project is located at 1665-1667 Washington Avenue in Miami Beach, Florida (see Attachment A for the site plan). The project proposes to demolish an existing office building consisting of 7,583 SF of office and 2,528 SF of retail and replacing it with an office building with 38,332 SF of office space and 500 SF of ground floor retail. The project is also proposing valet services. Access to the site will be provided via a two-way driveway located on Washington Avenue.

**Roadway Characteristics**

*Washington Avenue*

South of 5<sup>th</sup> Street, Washington Avenue is a two-way, divided, four-lane, collector roadway with parallel on-street parking that provides north / south access within the area. The posted speed limit is 30 mph. Between 5<sup>th</sup> Street and 16<sup>th</sup> Street, Washington Avenue is a two-way, divided, two-lane, collector roadway with an exclusive bike lane and parallel on-street parking. The posted

speed limit is 25 mph. North of 16<sup>th</sup> Street, Washington Avenue is a two-way, divided, four-lane, collector roadway with parallel on-street parking. The posted speed limit is 25 mph. This portion of Washington Avenue is segment number 40 of the most recent Miami Beach Transportation Master Plan. The City of Miami Beach has jurisdiction over Washington Avenue.

### **Trip Generation**

The proposed project trip generation was calculated based on the rates / equations published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site’s driveway. (Trip generation worksheets are available in Attachment B.)

The US census data states that 24.4% of the area uses alternative modes of transportation (4.5% transit, 19.4% walk, and 0.5% bike). For a more conservative analysis and consistent with the City of Miami Beach standards, only a 20% deduction was taken for other modes of transportation. Trip generation calculations were performed for a typical weekday, as well as, AM and PM peak hours of the adjacent street. The existing and proposed project trip generation calculations are summarized in Exhibit 1.

### **Exhibit 1 Project Trip Generation Summary**

#### **Proposed**

Proposed ITE Land Use Designation <sup>1</sup>	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
General Office Building <i>Land Use Code: 710</i>	38,332 SF	504	65	9	74	13	62	75
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	500 SF	28	1	0	1	2	2	4
<b>Total Gross Trips</b>		<b>680</b>	<b>66</b>	<b>9</b>	<b>75</b>	<b>15</b>	<b>64</b>	<b>79</b>
Other Modes of Transportation <sup>2</sup>		20%	-13	-2	-15	-2	-12	-14
Internalization <sup>3</sup>		AM 0.0% PM 0%	0	0	0	0	0	0
Retail Passby (PM) <sup>4</sup>		45.0%	-	-	-	-1	-1	-2
<b>Net Proposed Trips</b>			<b>53</b>	<b>7</b>	<b>60</b>	<b>12</b>	<b>51</b>	<b>63</b>

**Exhibit 1 (Continued)**  
**Project Trip Generation Summary**

**Existing**

Existing ITE Land Use Designation <sup>1</sup>	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
General Office Building <i>Land Use Code: 710</i>	7,583 SF	124	16	2	18	3	16	19
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	2,528 SF	138	4	2	6	8	8	16
<b>Total Gross Trips</b>		<b>262</b>	<b>20</b>	<b>4</b>	<b>24</b>	<b>11</b>	<b>24</b>	<b>35</b>
Other Modes of Transportation <sup>2</sup>		20%	-4	0	-4	-3	-5	-8
Internalization <sup>3</sup>	AM	19.0%	-2	-2	-4	0	0	0
	PM	0%						
Retail Passby (PM) <sup>4</sup>		45.0%	-	-	-	-3	-3	-6
<b>Net Existing Trips</b>			<b>14</b>	<b>2</b>	<b>16</b>	<b>5</b>	<b>16</b>	<b>21</b>

<sup>1</sup> Based on ITE Trip Generation Manual, 11<sup>th</sup> Edition.

<sup>2</sup> Based on US census data tract 42.06 (24.4%) and local characteristics, capped at 20% per City request.

<sup>3</sup> Based on ITE Trip Generation Handbook, 3<sup>rd</sup> Edition.

<sup>4</sup> Based on two ITE studies the average pass-by rate for shopping centers <40k SF is 66%, a 45% reduction was used for a more conservative analysis.

**Trip Difference**

	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
<b>Proposed</b>	<b>680</b>	<b>53</b>	<b>7</b>	<b>60</b>	<b>12</b>	<b>51</b>	<b>63</b>
<b>Existing</b>	<b>262</b>	<b>14</b>	<b>2</b>	<b>16</b>	<b>5</b>	<b>16</b>	<b>21</b>
<b>Difference</b>	<b>418</b>	<b>39</b>	<b>5</b>	<b>44</b>	<b>7</b>	<b>35</b>	<b>42</b>

## **Project Trip Distribution and Assignment**

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 644, shown in Exhibit 2. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. The TAZ can be summarized as 33% to the north, 16% to the south, 0% to the east, and 51% to the west.

**Exhibit 2: Cardinal Distribution Trips (TAZ 644)**

<b>DIRECTION</b>	<b>2015</b>	<b>2045</b>	<b>2024</b>
NNE	14.8%	12.1%	13.99%
ENE	0.0%	0.0%	0.00%
ESE	0.0%	0.0%	0.00%
SSE	0.0%	0.0%	0.00%
SSW	16.5%	13.9%	15.72%
WSW	30.4%	34.5%	31.63%
WNW	19.0%	20.3%	19.39%
NNW	19.4%	19.2%	19.34%

For estimating the trip distribution for the project location, consideration was given to conditions such as the roadway network accessed by the project, driveway placement and land uses, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project traffic was distributed and assigned to the roadway network and proposed driveway. Project trip distribution and trip assignment for the proposed project are shown in Exhibits 3 and 4, respectively.

# Washington Avenue Office



- % In
- % Out
- Project Location

## Exhibit 3 Project Trip Distribution



# Washington Avenue Office



- In 00 AM
- Out (00) PM
- Project Location

## Exhibit 4 Project Trip Assignment



## Turn Lane Requirements

The FDOT *Access Management Guidebook* (Chapter 6) and the American Association of State Highway and Transportation Officials (AASHTO) *Greenbook* provide guidelines and considerations to assist in the decision-making process for the need for exclusive right and left turn lanes. However, there are “no specific guidance on warrants for [exclusive] turn lanes based on number of turns in and out of unsignalized driveways.” The following are guidelines provided by the FDOT and AASHTO when considering exclusive turn lanes:

### *Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway:*

- 80-125 right turns / hour at a posted speed of 45 mph or less
- 35-55 right turns / hour at a posted speed of over 45 mph

### *Considerations for Exclusive Left-Turn Lanes:*

- When left-turn volumes exceed **100 vph** at signalized intersections
- Along multi-lane roadways with speeds in excess of 45 mph and a median opening serving a driveway
- Driveways located on curved roadways with speeds of 45 mph or higher
- Driveways located on two-lane roadways with posted speeds of 40 mph or higher that meet the Advancing and Opposing volume guidelines outlined in the AASHTO *Greenbook* (and the NCHRP Report 457)

### *When not to consider exclusive turn lanes:*

- Dense or built-out corridors with limited space
- Right-turn lanes would negatively impact pedestrians or bicyclists
- Vehicular movements from driveways or median openings that cross right- turn lanes resulting in multiple threat crashes
- Context classifications C2T, C4, C5, or C6

A review of the driveway was conducted based on the guidelines mentioned above to determine the necessity of any exclusive turn lanes at the project driveways. As the trips generated by the project are below the recommended thresholds, no exclusive turn lanes are required.

## **Circulation Plan**

The 14<sup>th</sup> Street project will be located at 1665-1667 Washington Avenue in Miami Beach, Florida. Access to the car lift for the on-site parking garage and the valet station is provided via a two-way driveway on Washington Avenue. The loading area for the project is located on the east side of the ground floor. Access to the loading area is also provided via a driveway located on Washington Avenue. A maneuverability analysis was performed at the project loading area and car lift (see Attachment E).

The development is located in an area that is conducive for pedestrian and cyclist activities. Sidewalks along all neighboring roadways and clearly marked crosswalks at all major intersections facilitate pedestrian activity to nearby restaurants, retail, and entertainment. The project's commitment to a covered bike storage area for three short term and six long term spaces within the ground level, nearby CitiBike stations (station 163) located on Lincoln Road approximately 0.1 miles southeast of the project and (station 164) on Washington Avenue approximately 0.1 miles north of the project, shared roadway along Washington Avenue north of 16<sup>th</sup> Street, and exclusive bike lanes along Washington Avenue south of 16<sup>th</sup> Street encourage cyclist activity within the area.

Transit is also readily available within the area surrounding the project. The project area is served by six Miami-Dade bus routes (115, 120, 150, L, M, and S) and three City of Miami Beach trolley routes (South Beach Loop, Middle Beach Loop, and Collins Express). The closest trolley stops to the project are located on Washington Avenue, approximately 100 feet south and 200 feet north of the project. The closest bus stops to the project are located on Lincoln Road, approximately 250 feet south of the project and on Washington Avenue, approximately 250 feet north of the project. Bus routes 115, L, M, and S are served by these bus stops. Attachment C shows the available transit documentation.



## Queuing Analysis

The project is proposing valet services for the office and retail parking. The project's parking garage is providing 60 mechanical parking spaces. The valet drop-off / pick-up area will be on the west side of ground floor. The queuing analysis for the proposed valet drop-off / pick-up areas was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*. The analysis was performed to determine the number of valet parking attendants required during the peak hour so that the queue does not extend past the valet storage area (95% confidence level analysis). The potential queues were calculated based on the AM and PM peak hour of the adjacent street (worst case scenario) published by the *Institute of Transportation Engineers (ITE)* trip generation rates and/or equations. The valet project trip generation is summarized in Exhibit 5. Queuing documentation is available in Attachment D.

**Exhibit 5  
Project Trip Generation**

Proposed ITE Land Use Designation <sup>1</sup>	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
General Office Building <i>Land Use Code: 710</i>	38,332 SF	504	65	9	74	13	62	75
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	500 SF	28	1	0	1	2	2	4
<b>Total Gross Trips</b>		<b>680</b>	<b>66</b>	<b>9</b>	<b>75</b>	<b>15</b>	<b>64</b>	<b>79</b>
Other Modes of Transportation <sup>2</sup>		20%	-13	-2	-15	-2	-12	-14
Internalization <sup>3</sup>	AM	0.0%	0	0	0	0	0	0
	PM	0%						
<b>Net Proposed Trips</b>			<b>53</b>	<b>7</b>	<b>60</b>	<b>13</b>	<b>52</b>	<b>65</b>

<sup>1</sup> Based on ITE Trip Generation Manual, 11<sup>th</sup> Edition.

<sup>2</sup> Based on US census data tract 42.06 (24.4%) and local characteristics, capped at 20% per City request.

<sup>3</sup> Based on ITE Trip Generation Handbook, 3<sup>rd</sup> Edition.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The analysis is based on the coefficient of utilization ( $\rho$ ) which is the ratio of the average arrival rate of vehicles to the average service rate.

$$\rho = \frac{\text{Average Demand Rate}}{\text{Average Service Rate}}$$

The average service rate corresponds to the time it will take a valet attendant to park / retrieve a vehicle. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage (M) is determined using the following equation:

$$M = \left\lceil \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right\rceil - 1$$

In this equation,  $P(x > M)$  is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

The processing rates were calculated by adding the time it will take a valet attendant to process the vehicles (**processing time**), the time it will take the attendant to circulate to the parking space (**driving time**), the time it will take him to park or retrieve a vehicle (**mechanical lift processing time, park processing time, and car elevator lift time**), and the time it will take the attendant to walk to/from the parking area (**walking time**). A processing time of 60 seconds per vehicle was used in the analysis. The driving time for the valet attendant was calculated on a conservative speed of 10 mph, and the walking time for the valet attendant was calculated on a jogging speed of 6 ft/sec.

The project is providing 60 mechanical parking spaces in the parking garage for the office and retail valet parking. Since the distance from the valet drop-off / pick-up area differs for inbound / outbound, a weighted average was taken of the inbound / outbound valet processing times (based on the entering / exiting split from the trip generation) to determine the average processing time for the mechanical valet parking. The weighted average was based on the inbound / outbound trip distribution, which is 20% inbound and 80% outbound. As the processing time for the valet parking differs for the inbound and outbound, a weighted average was taken to determine the average processing rate at the valet station.

The valet processing rate for the valet station can be seen in Exhibit 6. An iterative approach was used to determine the minimum number of valet attendants required during the PM peak hour of the adjacent street to serve both the entering and exiting vehicles that will ensure that the average queue at the valet station will not extend past the valet storage. Exhibit 7 shows the queuing calculations for the valet drop-off / pick-up area.

## Exhibit 6: Valet Station Processing Rate Mechanical Parking

### Inbound Valet Processing Rate (Mechanical Parking Space)

<b>Processing time:</b>	60 sec / 60 sec / 1 min = <b>1 min</b>
<b>Driving time:</b>	270 ft * 1 mile / 5280 ft * 1hr / 10 miles * 60 min / hr = <b>0.31 min</b>
<b>Mechanical Lift time:</b>	30 sec / lift * 2 lifts * 1 min / 60sec = <b>1.0 min</b>
<b>Park Processing time:</b>	<b>= 0.15 min</b>
<b>Car Elevator Lift time:</b>	30.583 ft * 100 ft / 1 min = <b>0.31 min</b>
<b>Walking time:</b>	178 ft / 6 ft / sec / 60 sec / min = <b>0.49 min</b>
<b>Total</b>	<b>= <u>3.26 min</u></b>

### Outbound Valet Processing Rate (Mechanical Parking Space)

<b>Processing time:</b>	60 sec / 60 sec / 1 min = <b>1 min</b>
<b>Driving time:</b>	200 ft * 1 mile / 5280 ft * 1hr / 10 miles * 60 min / hr = <b>0.23 min</b>
<b>Mechanical Lift time:</b>	30 sec / lift * 2 lifts * 1 min / 60sec = <b>1.0 min</b>
<b>Park Processing time:</b>	<b>= 0.45 min</b>
<b>Car Elevator Lift time:</b>	30.583 ft * 100 ft / 1 min = <b>0.31 min</b>
<b>Walking time:</b>	178 ft / 6 ft / sec / 60 sec / min = <b>0.49 min</b>
<b>Total</b>	<b>= <u>3.48 min</u></b>

### Mechanical Parking Weighted Valet Time

<b>20% Inbound:</b>	0.20*3.26 min = <b>0.65 min</b>
<b>80% Outbound:</b>	0.80*3.48 min = <b>2.78 min</b>
<b>Total</b>	<b>= <u>3.43 min</u></b>

## Exhibit 7: Valet Station Queuing Calculations

$$Q = \text{Processing rate} = \frac{60 \text{ min/hr}}{3.43 \text{ min/process}} = 34.95 \text{ process/hr}$$

$$q = \text{Demand Rate} = 65 \frac{\text{veh}}{\text{hr}}$$

$$N = \text{Service Positions} = 4 \text{ attendants}$$

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{65 \text{ veh/hr}}{4 \times 34.95 \text{ process/hr}} = 0.4650$$

$$Q_m = \text{Table Value} = 0.1447$$

$$M = \text{queue length which is exceeded 5\% of the time } [P(x>M)]$$

$$M = \frac{\ln P(x>M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.1447)}{\ln(0.4650)} - 1 = 0.39, \text{ say 1 Vehicle in queue}$$

The results of the analysis show that a total of four valet attendants would be able to handle the demand at the valet drop-off / pick-up area with approximately one vehicle on queue. It should be noted that the queuing analysis considers the worst-case scenario during the peak hour to ensure that the queue fits within the provided storage. Once operational the development can assess the actual need for valet attendants.

## **Conclusions**

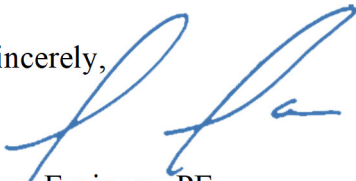
The results of the trip generation analysis show that the proposed development will generate 418 more daily trips, 44 more AM peak hour trips, and 42 more PM peak hour trips when compared to the existing use.

A review of the driveway was also conducted to determine the necessity of the exclusive turn lanes at the driveway. The driveway is along a two-lane roadway and the exclusive turn lanes volume thresholds are not met by the project trips. The project is also located in an urban center thus, the requirements for exclusive turn lanes are not applicable.

A valet queuing analysis was performed for the valet station (during the PM peak hour of the adjacent street) to ensure that the queue will not extend past the valet stacking area. The results of the analysis show that a total of four valet attendants would be able to handle the demand at the valet drop-off / pick-up area with approximately one vehicle on queue.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,



Juan Espinosa, PE  
Vice-President – Transportation

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# **Attachment A**

# **Attachment B**

**Scenario - 1**

Scenario Name: Existing

User Group:

Dev. phase: 1

No. of Years to 0

Project Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

**VEHICLE TRIPS BEFORE REDUCTION**

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
710 - General Office Building	General	1000 Sq. Ft. GFA	7.58	Weekday	Best Fit (LOG)	62	62	124
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.87\ln(X) + 3.05$	50%	50%	
710(1) - General Office Building	General	1000 Sq. Ft. GFA	7.58	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG)	16	2	18
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.86\ln(X) + 1.16$	88%	12%	
710(2) - General Office Building	General	1000 Sq. Ft. GFA	7.58	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	3	16	19
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.83\ln(X) + 1.29$	17%	83%	
822 - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	2.53	Weekday	Average	69	69	138
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				54.45	50%	50%	
822(1) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	2.53	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	4	2	6
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				2.36	60%	40%	
822(2) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	2.53	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	8	8	16
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				6.59	50%	50%	

**Scenario - 2**

Scenario Name: Proposed

User Group:

Dev. phase: 1

No. of Years to 0

Project Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

**VEHICLE TRIPS BEFORE REDUCTION**

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
710 - General Office Building	General	1000 Sq. Ft. GFA	38.33	Weekday	Best Fit (LOG)	252	252	504
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.87\ln(X) + 3.05$	50%	50%	
710(1) - General Office Building	General	1000 Sq. Ft. GFA	38.33	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG)	65	9	74
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.86\ln(X) + 1.16$	88%	12%	
710(2) - General Office Building	General	1000 Sq. Ft. GFA	38.33	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	13	62	75
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.83\ln(X) + 1.29$	17%	83%	
822 - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	0.5	Weekday	Average	14	14	28
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				54.45	50%	50%	
822(1) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	0.5	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	1	0	1
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				2.36	60%	40%	
822(2) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	0.5	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	2	2	4
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				6.59	50%	50%	

## AM Peak Hour Trip Generation and Internalization

*Washington Ave Office - Proposed Use*

Office Land Use 710 38,332 SF		Retail Land Use 822 500 SF		
In	Out	In	Out	
65	9	1	0	75 ITE Trips
-13	-2	0	0	-15 -20.0% Transit/Pedestrian
52	7	1	0	60 Non transit vehicle Trips
<b>UNBALANCED INTERNALIZATION</b>				
4% 2	28% 2	U	32% 0	29% 0
<b>BALANCED INTERNALIZATION</b>				
0	0	0	0	0 Internal
52	7 0.0%	1	0 0.0%	60 External Trips 0.0% % Internal
52	7	1	0	<b>60</b>
		0	0	0 0% Passby
52	7	1	0	<b>60 Net New External Trips</b>



## PM Peak Hour Trip Generation and Internalization

*Washington Ave Office - Proposed Use*

Office Land Use 710 38,332 SF		Retail Land Use 822 500 SF		
In	Out	In	Out	
13	62	2	2	79 ITE Trips
-2	-12	0	0	-14 -20.0%
11	50	2	2	65 Non transit vehicle Trips
<b>UNBALANCED INTERNALIZATION</b>				
31% 3	20% 10	<b>U</b>	8% 0	2% 0
		<b>U</b>		
Office		Retail		
In	Out	In	Out	
11	50	2	2	65 Vehicle Trips
<b>BALANCED INTERNALIZATION</b>				
0	0	0	0	0 Internal
11	50 0.0%	2	2 0.0%	65 External Trips 0.0% % Internal
11	50	2	2	<b>65</b>
		-1	-1	-2 45% Passby
11	50	1	1	<b>63 Net New External Trips</b>

## AM Peak Hour Trip Generation and Internalization

*Washington Ave Office - Existing Use*

Office Land Use 710 7,583 SF		Retail Land Use 822 2,528 SF		
In	Out	In	Out	
16	2	4	2	24 ITE Trips
-3	0	-1	0	-4 -20.0% Transit/Pedestrian
13	2	3	2	20 Non Transit Vehicle Trips
<b>UNBALANCED INTERNALIZATION</b>				
4% 1	28% 1	32% 1	29% 1	
<b>BALANCED INTERNALIZATION</b>				
-1	-1	-1	-1	
Office		Retail		
In	Out	In	Out	
13	2	3	2	20 Vehicle Trips
<b>BALANCED INTERNALIZATION</b>				
-1	-1	-1	-1	
12	1 13.3%	2	1 40.0%	-4 Internal 16 External Trips 20.0% % Internal
12	1	2	1	<b>16</b>
		0	0	0 0% Passby
12	1	2	1	<b>16 Net New External Trips</b>

## PM Peak Hour Trip Generation and Internalization

*Washington Ave Office - Existing Use*

Office Land Use 710 7,583 SF		Retail Land Use 822 2,528 SF		
In	Out	In	Out	
3	16	8	8	35 ITE Trips
-1	-3	-2	-2	-8 -20.0%
2	13	6	6	27 Non Transit Vehicle Trips
<b>UNBALANCED INTERNALIZATION</b>				
31% 1	20% 3	0	8% 0	2% 0
		<b>0</b>		
Office		Retail		
In	Out	In	Out	
2	13	6	6	27 Vehicle Trips
<b>BALANCED INTERNALIZATION</b>				
0	0	0	0	
0	0	0	0	
2	13	6	6	0 Internal 27 External Trips 0.0% % Internal
	0.0%		0.0%	
<b>2</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>27</b>
		-3	-3	-6 45% Passby
<b>2</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>21 Net New External Trips</b>

# COMMUTING CHARACTERISTICS BY SEX



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

## Census Tract 42.06, Miami-Dade County, Florida

Total Male Female

Label	Estimate	Estimate	Estimate
Workers 16 years and over	578	401	177
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	55.9%	64.1%	37.3%
Drove alone	35.6%	43.9%	16.9%
Carpooled	20.2%	20.2%	20.3%
In 2-person carpool	18.2%	17.2%	20.3%
In 3-person carpool	0.0%	0.0%	0.0%
In 4-or-more person carpool	2.1%	3.0%	0.0%
Workers per car, truck, or van	1.24	1.22	1.32
Public transportation (excluding taxicab)	4.5%	2.2%	9.6%
Walked	19.4%	15.2%	28.8%
Bicycle	0.5%	0.0%	1.7%
Taxicab, motorcycle, or other means	2.9%	1.2%	6.8%
Worked from home	16.8%	17.2%	15.8%
PLACE OF WORK			
Workers 16 years and over who did not work from home	481	332	149
VEHICLES AVAILABLE			
PERCENT ALLOCATED			

---

## Table Notes

---

### COMMUTING CHARACTERISTICS BY SEX

**Survey/Program:** American Community Survey

**Year:** 2019

**Estimates:** 5-Year

**Table ID:** S0801

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

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

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

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

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.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

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

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

#### Explanation of Symbols:

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

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

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

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

An "\*\*\*" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "\*\*\*\*\*" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

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

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

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

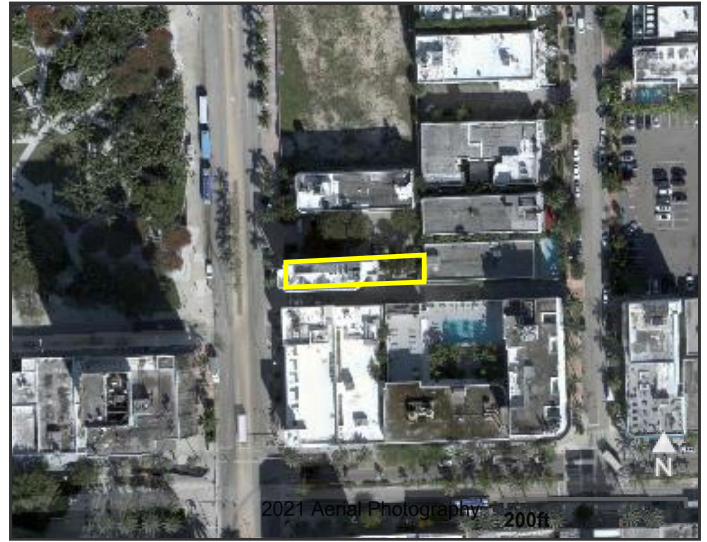


# OFFICE OF THE PROPERTY APPRAISER

## Summary Report

Generated On : 2/23/2022

Property Information	
Folio:	02-3234-019-0770
Property Address:	1665 WASHINGTON AVE Miami Beach, FL 33139-3118
Owner	1665 WASHINGTON AVE LLC
Mailing Address	1665 WASHINGTON AVE STE 400 MIAMI BEACH, FL 33139-3172
PA Primary Zone	6600 COMMERCIAL - LIBERAL
Primary Land Use	1813 OFFICE BUILDING - MULTISTORY : OFFICE BUILDING
Beds / Baths / Half	0 / 0 / 0
Floors	3
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	10,111 Sq.Ft
Lot Size	4,500 Sq.Ft
Year Built	1999



Assessment Information			
Year	2021	2020	2019
Land Value	\$1,530,000	\$1,800,000	\$1,800,000
Building Value	\$967,377	\$1,000	\$248,500
XF Value	\$64,298	\$76,579	\$0
Market Value	\$2,561,675	\$1,877,579	\$2,048,500
Assessed Value	\$2,065,336	\$1,877,579	\$2,048,500

Benefits Information				
Benefit	Type	2021	2020	2019
Non-Homestead Cap	Assessment Reduction	\$496,339		

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Short Legal Description
ALTON BEACH 1ST SUB PB 2-77 LOT 20 BLK 31 LOT SIZE 30.000 X 150 OR 21184-3937 0403 1

Taxable Value Information			
	2021	2020	2019
<b>County</b>			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$2,065,336	\$1,877,579	\$2,048,500
<b>School Board</b>			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$2,561,675	\$1,877,579	\$2,048,500
<b>City</b>			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$2,065,336	\$1,877,579	\$2,048,500
<b>Regional</b>			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$2,065,336	\$1,877,579	\$2,048,500

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
04/01/2003	\$1,550,000	21184-3937	Sales which are qualified
06/01/1999	\$1,500,000	18662-3631	Other disqualified
05/01/1991	\$600,000	15026-2440	Other disqualified

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Version:

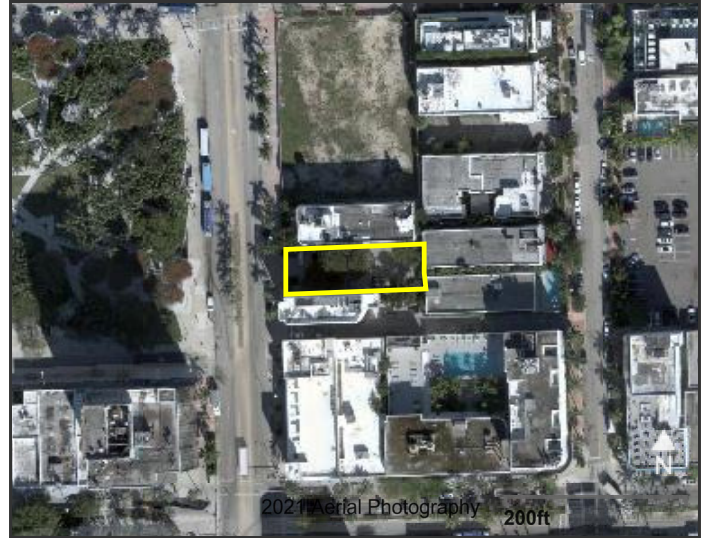


# OFFICE OF THE PROPERTY APPRAISER

## Summary Report

Generated On : 2/23/2022

Property Information	
Folio:	02-3234-019-0760
Property Address:	1667 WASHINGTON AVE Miami Beach, FL 33139-3118
Owner	BSD RALEIGH TRUSTEE LLC TRS RALEIGH LAND TRUST
Mailing Address	745 FIFTH AVE NEW YORK, NY 10155 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
Primary Land Use	2865 PARKING LOT/MOBILE HOME PARK : PARKING LOT
Beds / Baths / Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	7,500 Sq.Ft
Year Built	0



Assessment Information			
Year	2021	2020	2019
Land Value	\$3,000,000	\$3,000,000	\$3,000,000
Building Value	\$0	\$0	\$0
XF Value	\$13,300	\$13,537	\$13,775
Market Value	\$3,013,300	\$3,013,537	\$3,013,775
Assessed Value	\$3,013,300	\$3,013,537	\$3,013,775

Benefits Information				
Benefit	Type	2021	2020	2019
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

Short Legal Description
ALTON BEACH 1ST SUB PB 2-77 LOT 19 BLK 31 LOT SIZE 50.000 X 150 OR 20807-3904 1102 1

Taxable Value Information			
	2021	2020	2019
<b>County</b>			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,013,300	\$3,013,537	\$3,013,775
<b>School Board</b>			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,013,300	\$3,013,537	\$3,013,775
<b>City</b>			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,013,300	\$3,013,537	\$3,013,775
<b>Regional</b>			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,013,300	\$3,013,537	\$3,013,775

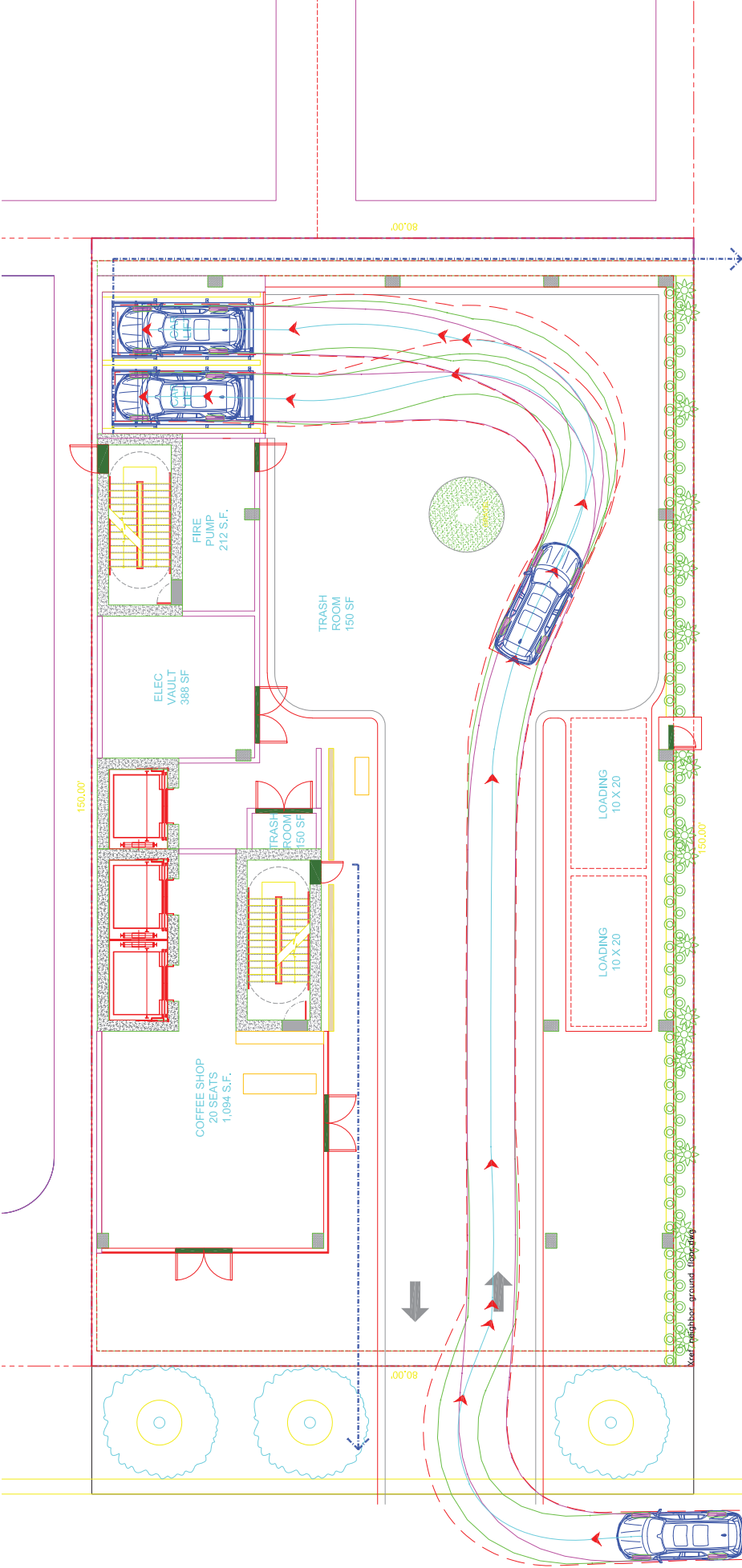
Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
07/22/2019	\$100	31553-4646	Corrective, tax or QCD; min consideration
02/12/2019	\$103,000,000	31326-2165	Atypical exposure to market; atypical motivation
04/11/2014	\$56,500,000	29112-2553	Qual on DOS, multi-parcel sale
12/17/2012	\$39,500,000	28412-1406	Not exposed to open-market; atypical motivation

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Version:



# **Attachment C**



ALLEY WAY

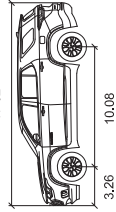
ALLEY WAY

**LEGEND**

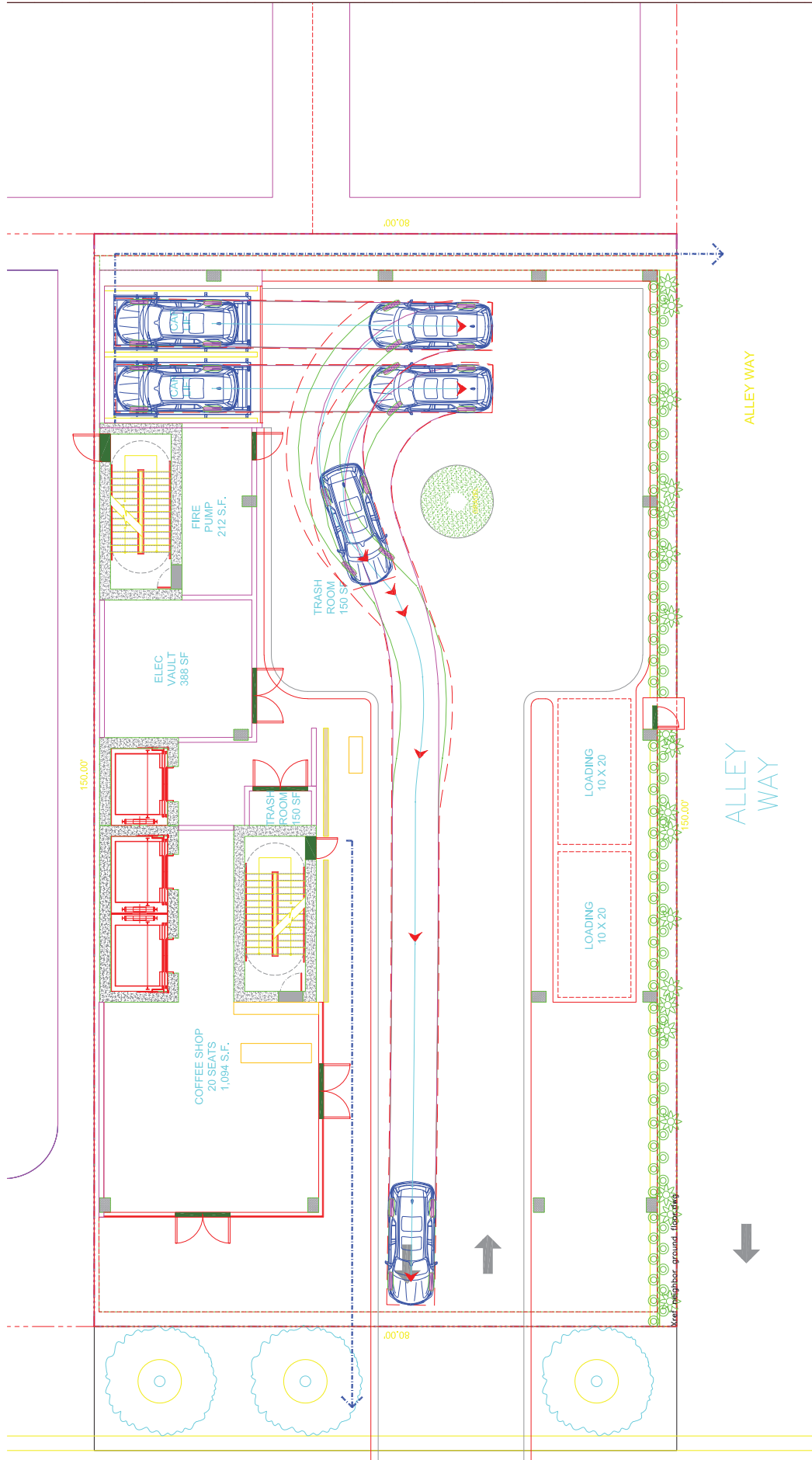
- FRONT WHEEL TRACK
- REAR WHEEL TRACK
- TRUCK PATH CENTERLINE
- - - TRUCK OVERHANG
- ▲ DIRECTION OF TRAVEL

**Chevrolet Traverse 2018**  
 feet

Width	: 6.55
Track	: 6.35
Lock to Lock Time	: 6.0
Steering Angle	: 36.6




**1** PROPOSED OVERALL LEVEL 1 FLOOR PLAN  
 SCALE: 1" = 16'-0"



**LEGEND**

- FRONT WHEEL TRACK
- REAR WHEEL TRACK
- TRUCK PATH CENTERLINE
- - - TRUCK OVERHANG
- ▲ DIRECTION OF TRAVEL

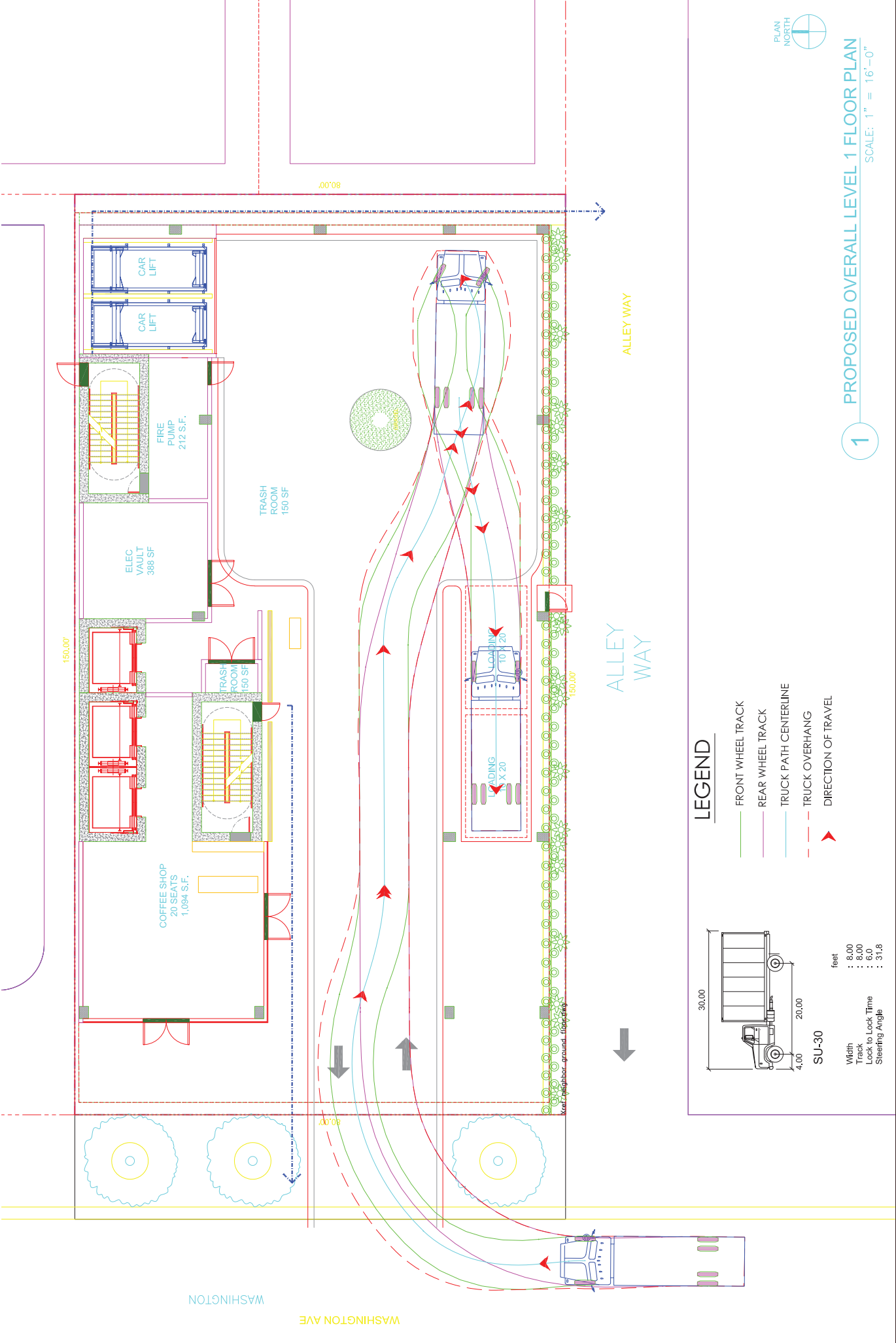
	<b>Chevrolet Traverse 2018</b>	feet
	Width	: 6.55
	Track	: 6.35
	Lock to Lock Time	: 6.0
	Steering Angle	: 36.6

1

**PROPOSED OVERALL LEVEL 1 FLOOR PLAN**

SCALE: 1" = 16'-0"

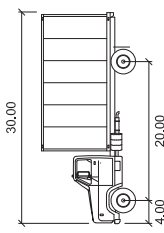




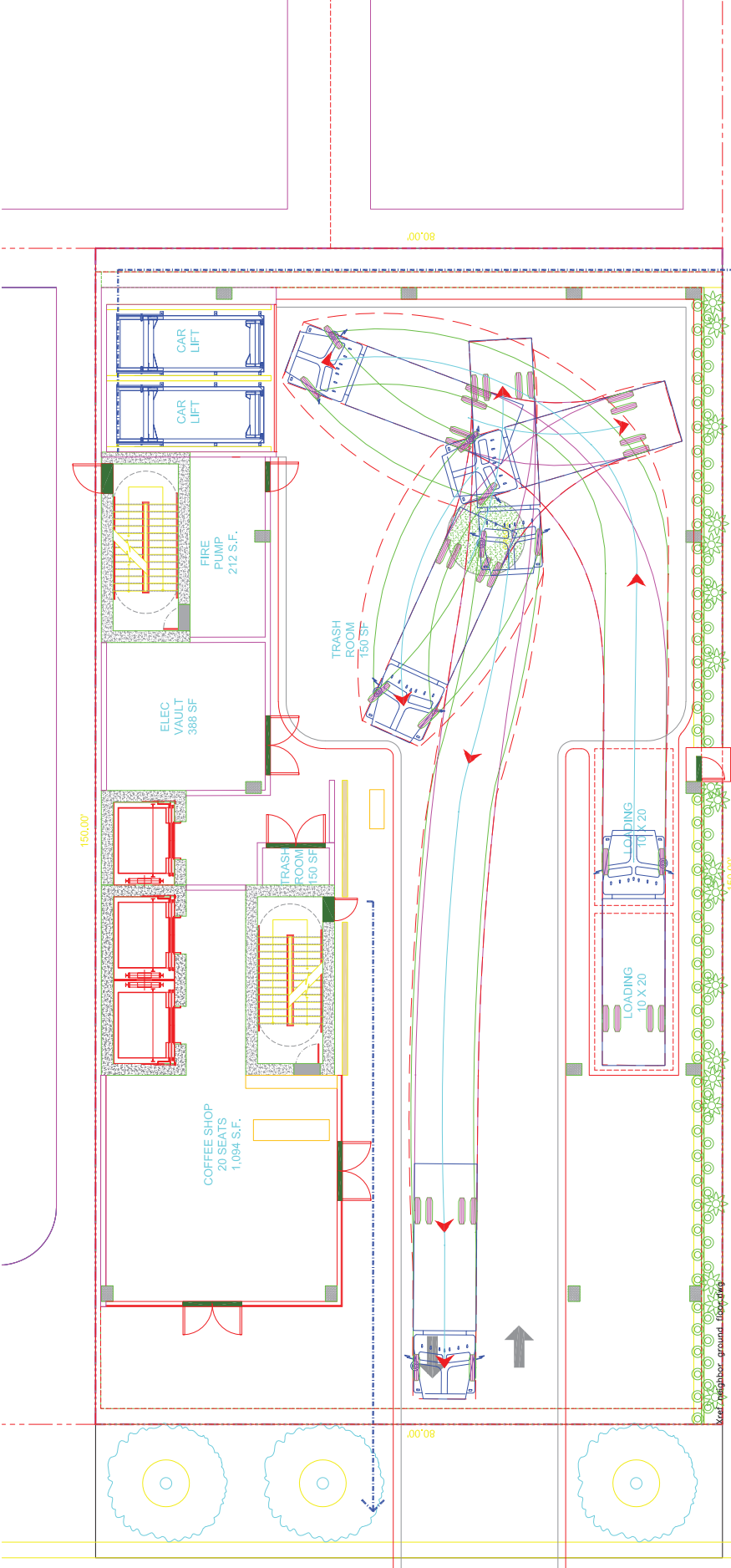
**1** PROPOSED OVERALL LEVEL 1 FLOOR PLAN  
SCALE: 1" = 16'-0"

**LEGEND**

- FRONT WHEEL TRACK
- REAR WHEEL TRACK
- TRUCK PATH CENTERLINE
- - - TRUCK OVERHANG
- ▲ DIRECTION OF TRAVEL



Width	: 4.00
Track	: 20.00
Lock to Lock Time	: 6.0
Sleeping Angle	: 31.8

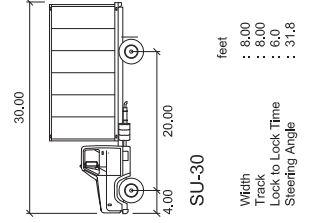


ALLEY WAY

ALLEY WAY

**LEGEND**

- FRONT WHEEL TRACK
- REAR WHEEL TRACK
- TRUCK PATH CENTERLINE
- - - TRUCK OVERHANG
- ▲ DIRECTION OF TRAVEL



feet  
 : 8.00  
 : 6.00  
 : 6.00  
 : 31.8

Width  
 Track  
 Hook to Lock, Time  
 Steering Angle

SU-30

1

**PROPOSED OVERALL LEVEL 1 FLOOR PLAN**

SCALE: 1" = 16'-0"

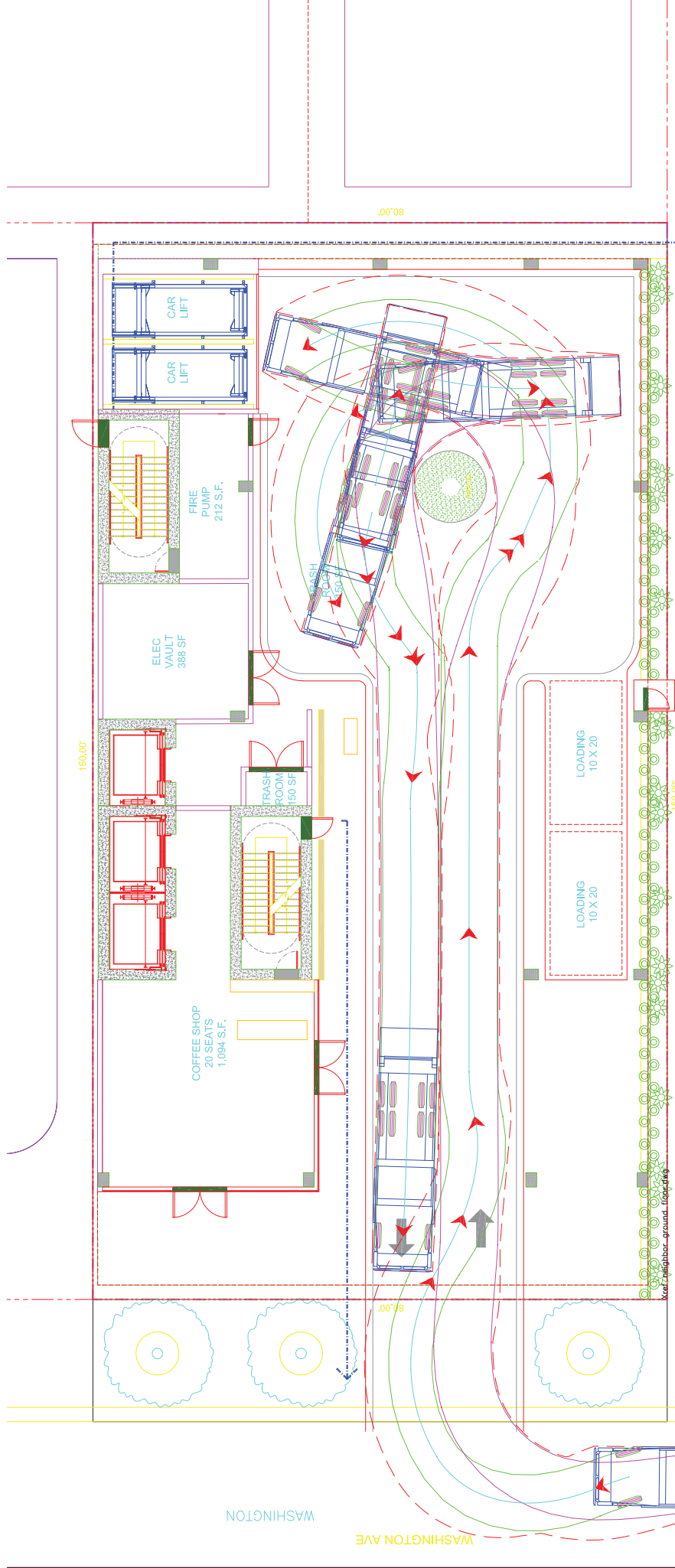


WASHINGTON

WASHINGTON AVE

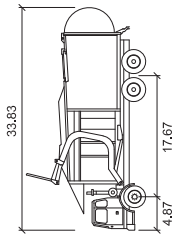


**1** PROPOSED OVERALL LEVEL 1 FLOOR PLAN  
SCALE: 1" = 16'-0"



**LEGEND**

- FRONT WHEEL TRACK
- REAR WHEEL TRACK
- TRUCK PATH CENTERLINE
- TRUCK OVERHANG
- DIRECTION OF TRAVEL



**Wayne Titan**

Width	: 8.46
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

feet

35.83

17.67

4.87

ALLEY WAY

ALLEY WAY

WASHINGTON

WASHINGTON AVE

150.00'

.0008

ELEC VAULT  
388 SF

FIRE PUMP  
212 S.F.

COFFEE SHOP  
20 SEATS  
1,094 S.F.

TRASH ROOM  
150 SF

CAR LIFT

CAR LIFT

LOADING  
10 X 20

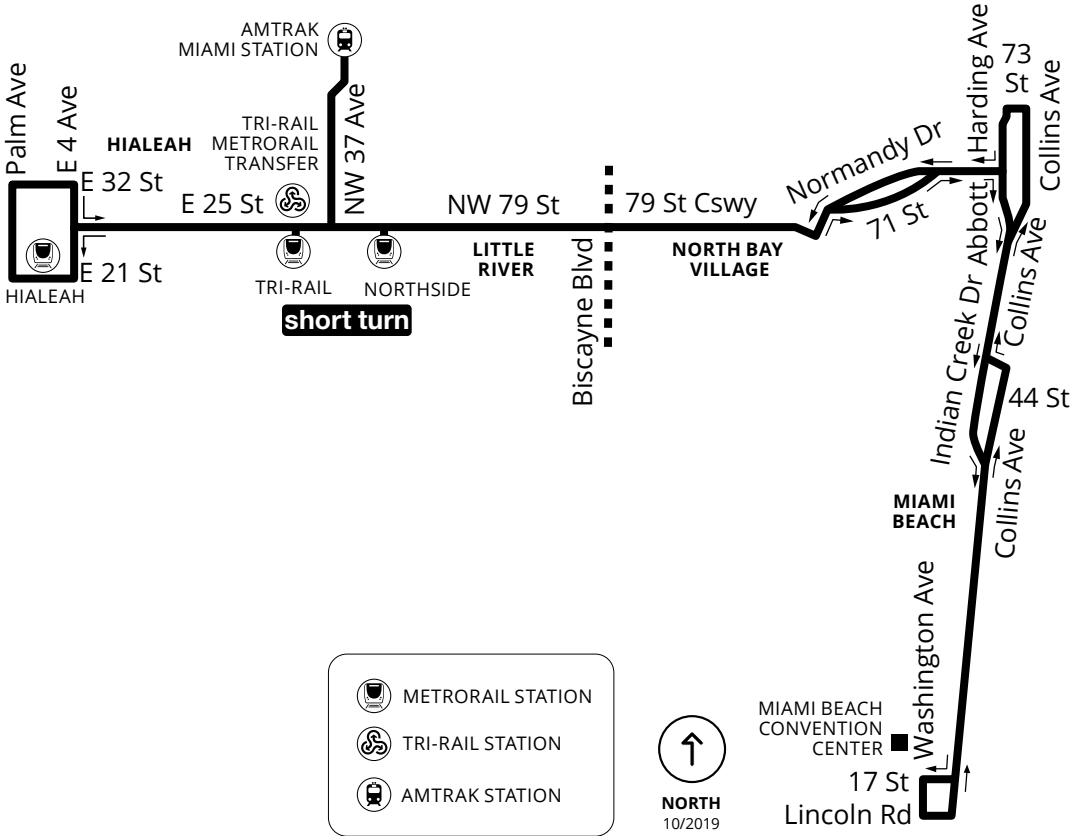
LOADING  
10 X 20



Work Neighbor ground floor

150.00'

.0008



@GoMiamiDade



GO Miami-Dade Transit



Back

## Schedule



112 Route L  
- Weekday (Westbound)  
WASHINGTON AV 17 ST

**4:39 AM**

Dest: L - Hialeah Station

**5:21 AM**

Dest: L - Hialeah Station

**6:06 AM**

Dest: L - Amtrak Station

**6:23 AM**

Dest: L - Amtrak Station

**6:35 AM**

Dest: L - Hialeah Station

**6:47 AM**

Dest: L - Amtrak Station

**6:59 AM**

Dest: L - Hialeah Station

**7:11 AM**

Dest: L - Amtrak Station

**7:23 AM**

Dest: L - Hialeah Station

**7:35 AM**

Dest: L - Amtrak Station

**7:47 AM**

Dest: L - Hialeah Station

**7:59 AM**

Dest: L - Amtrak Station

**8:11 AM**

Dest: L - Hialeah Station

**8:23 AM**

Dest: L - Amtrak Station

**8:35 AM**

Dest: L - Hialeah Station

**8:47 AM**

Dest: L - Amtrak Station

**8:59 AM**

Dest: L - Hialeah Station

**9:11 AM**

Dest: L - Amtrak Station

**9:23 AM**

Dest: L - Hialeah Station

**9:35 AM**

Dest: L - Amtrak Station

**9:47 AM**

Dest: L - Hialeah Station

**9:59 AM**

Dest: L - Amtrak Station

**10:14 AM**

Dest: L - Hialeah Station

**10:29 AM**

Dest: L - Amtrak Station

**10:44 AM**

Dest: L - Hialeah Station

**10:59 AM**

Dest: L - Amtrak Station

**11:14 AM**

Dest: L - Hialeah Station

**11:29 AM**

Dest: L - Amtrak Station

**11:44 AM**

Dest: L - Hialeah Station

**11:59 AM (14 min)**

Dest: L - Amtrak Station

**12:14 PM**

Dest: L - Hialeah Station



Back

## Schedule



**12:44 PM**

Dest: L - Hialeah Station

**12:59 PM**

Dest: L - Amtrak Station

**1:14 PM**

Dest: L - Hialeah Station

**1:29 PM**

Dest: L - Amtrak Station

**1:44 PM**

Dest: L - Hialeah Station

**1:59 PM**

Dest: L - Amtrak Station

**2:14 PM**

Dest: L - Hialeah Station

**2:29 PM**

Dest: L - Amtrak Station

**2:44 PM**

Dest: L - Hialeah Station

**2:59 PM**

Dest: L - Amtrak Station

**3:12 PM**

Dest: L - Hialeah Station

**3:23 PM**

Dest: L - Amtrak Station

**3:35 PM**

Dest: L - Hialeah Station

**3:47 PM**

Dest: L - Amtrak Station

**3:59 PM**

Dest: L - Hialeah Station

**4:11 PM**

Dest: L - Amtrak Station

**4:23 PM**

Dest: L - Hialeah Station

**4:35 PM**

Dest: L - Amtrak Station

**4:47 PM**

Dest: L - Hialeah Station

**4:59 PM**

Dest: L - Hialeah Station

**5:11 PM**

Dest: L - Amtrak Station

**5:23 PM**

Dest: L - Hialeah Station

**5:35 PM**

Dest: L - Amtrak Station

**5:47 PM**

Dest: L - Hialeah Station

**5:59 PM**

Dest: L - Amtrak Station

**6:11 PM**

Dest: L - Hialeah Station

**6:23 PM**

Dest: L - Northside Station

**6:38 PM**

Dest: L - Hialeah Station

**6:53 PM**

Dest: L - Hialeah Station

**7:10 PM**

Dest: L - Northside Station

**7:23 PM**

Dest: L - Hialeah Station

**7:39 PM**

Dest: L - Northside Station

[Back](#)

## Schedule



---

**8:19 PM**

Dest: L - Hialeah Station

---

**8:49 PM**

Dest: L - Hialeah Station

---

**9:29 PM**

Dest: L - Hialeah Station

---

**10:09 PM**

Dest: L - Hialeah Station

---

**10:49 PM**

Dest: L - Hialeah Station

---

**11:29 PM**

Dest: L - Northside Station

---

**12:09 AM**

Dest: L - Hialeah Station

---

**12:41 AM**

Dest: L - Northside Station

---

**1:41 AM**

Dest: L - Northside Station

---

**2:41 AM**

Dest: L - Northside Station

---

**3:41 AM**

Dest: L - Amtrak Station

---

---

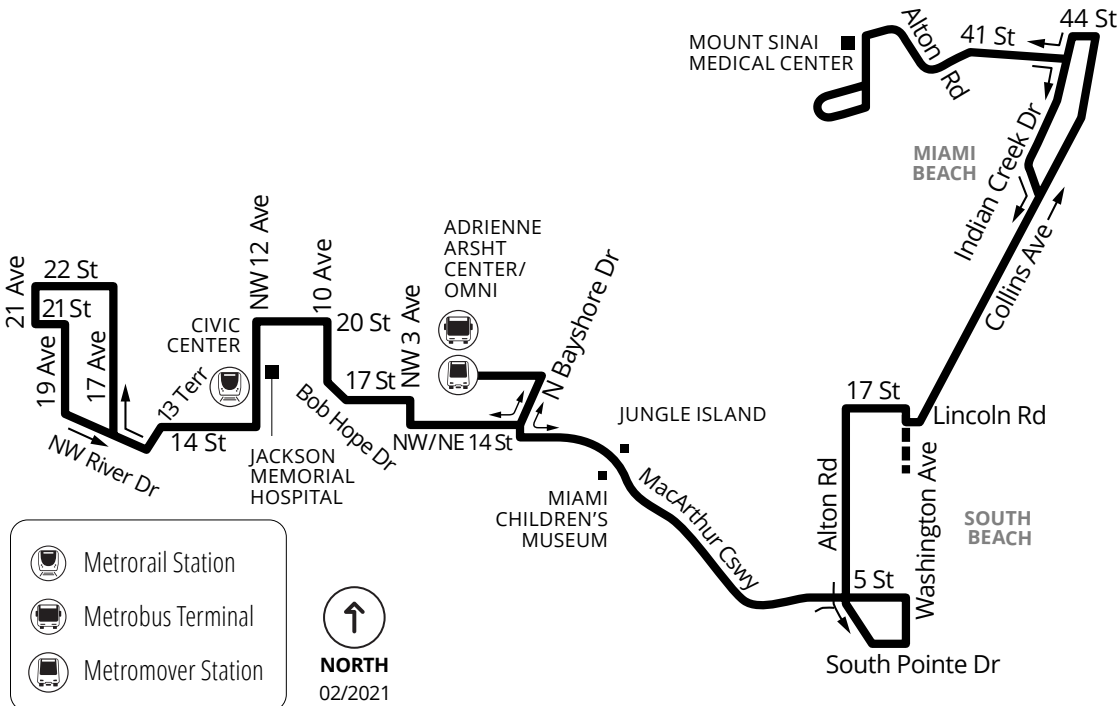





[view full web site](#)

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# M 113 ON GPS APPS




-  Metrobus Terminal
-  Metrobus Terminal
-  Metrobus Terminal

**NORTH**  
02/2021



WEEKDAYS / DIAS LABORABLES / JOU LASEMÈN

EASTBOUND RUMBO ESTE / DIREKSYON IS		MORNING / MAÑANA / MATEN								AM	PM	AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ										
	NW 21 Ave & 22 St	5:42	6:20	6:55	7:45	8:30	9:15	9:55	10:55	11:55	12:55	1:55	2:55	3:40	4:30	5:15	6:00	6:45	7:35	8:35	9:35	
	NW 12 Ave & 15 St	5:48	6:27	7:03	7:53	8:38	9:23	10:03	11:03	12:03	1:03	2:03	3:03	3:48	4:38	5:23	6:08	6:53	7:42	8:42	9:42	
	Omni Terminal / Arshnt Metromover	5:58	6:39	7:16	8:06	8:51	9:37	10:17	11:17	12:17	1:17	2:17	3:17	4:02	4:52	5:37	6:22	7:07	7:55	8:55	9:55	
	Alton Rd & 2 St	6:08	6:49	7:27	8:17	9:02	9:48	10:28	11:28	12:28	1:28	2:28	3:28	4:14	5:04	5:49	6:34	7:18	8:06	9:06	10:06	
	5 St & Lenox Ave	6:13	6:54	7:33	8:23	9:08	9:54	10:34	11:34	12:34	1:34	2:34	3:34	4:20	5:10	5:55	6:40	7:24	8:12	9:12	10:11	
	17 St & Lenox Ave	6:21	7:04	7:43	8:33	9:18	10:04	10:44	11:44	12:44	1:44	2:44	3:44	4:30	5:20	6:05	6:50	7:32	8:20	9:20	10:19	
	Lincoln Rd & James Ave	6:26	7:10	7:49	8:39	9:25	10:11	10:51	11:51	12:51	1:51	2:51	3:51	4:37	5:27	6:12	6:57	7:38	8:26	9:26	10:24	
	Indian Creek Dr & 43 St	6:35	7:20	7:59	8:51	9:37	10:23	11:03	12:03	1:03	2:03	3:03	4:03	4:49	5:39	6:24	7:09	7:49	8:37	9:37	10:33	
	41 St & Meridian Ave	6:42	7:27	8:06	8:58	9:44	10:30	11:10	12:10	1:10	2:10	3:10	4:11	4:57	5:47	6:32	7:16	7:56	8:44	9:44	10:39	
	41 St & Alton Rd	6:43	7:29	8:08	9:00	9:46	10:32	11:12	12:12	1:12	2:12	3:12	4:13	4:59	5:49	6:34	7:17	7:57	8:45	9:45	10:40	
	Mt Sinai Hospital	6:45	7:31	8:10	9:02	9:48	10:34	11:14	12:14	1:14	2:14	3:14	4:15	5:01	5:51	6:36	7:19	7:59	8:47	9:47	10:42	
	Alton Rd & 39 St	6:47	7:33	8:12	9:04	9:50	-	-	-	-	-	-	-	4:17	5:03	5:53	6:38	-	8:01	8:49	-	-
WESTBOUND RUMBO OESTE / DIREKSYON IWÈS		MORNING / MAÑANA / MATEN								AM	PM	AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ										
	Alton Rd & 39 St	-	-	7:02	7:43	8:25	9:17	10:13	-	-	-	-	-	-	-	4:29	5:14	6:06	7:12	8:12	8:57	
	Mt Sinai Hospital	5:43	6:26	7:05	7:46	8:28	9:20	10:16	11:16	12:16	1:16	2:06	2:56	3:46	4:32	5:17	6:09	7:15	8:15	9:00		
	41 St & Alton Rd	5:45	6:28	7:07	7:48	8:30	9:23	10:19	11:19	12:19	1:19	2:09	2:59	3:49	4:34	5:19	6:11	7:17	8:17	9:02		
	41 St & Meridian Ave	5:46	6:30	7:09	7:50	8:32	9:25	10:21	11:21	12:21	1:21	2:11	3:01	3:51	4:36	5:21	6:13	7:19	8:19	9:04		
	Indian Creek Dr & 40 St	5:50	6:34	7:14	7:55	8:38	9:31	10:27	11:27	12:27	1:27	2:17	3:07	3:57	4:42	5:27	6:19	7:25	8:25	9:10		
	Lincoln Rd & Washington Ave	5:56	6:42	7:24	8:06	8:49	9:43	10:39	11:39	12:39	1:39	2:29	3:19	4:09	4:54	5:39	6:31	7:36	8:36	9:21		
	Alton Rd & Lincoln Rd	6:01	6:47	7:29	8:11	8:54	9:49	10:45	11:45	12:45	1:45	2:35	3:25	4:15	5:00	5:45	6:37	7:41	8:41	9:26		
	Alton Rd & 2 St	6:08	6:54	7:38	8:21	9:05	10:00	10:56	11:56	12:56	1:56	2:46	3:36	4:26	5:11	5:56	6:48	7:50	8:50	9:35		
	Omni Terminal / Arshnt Metromover	6:13	6:59	7:44	8:27	9:11	10:06	11:02	12:02	1:02	2:02	2:52	3:42	4:32	5:17	6:02	6:54	7:56	8:56	9:41		
	NW 12 Ave & 16 St	6:21	7:07	7:52	8:37	9:21	10:16	11:12	12:12	1:12	2:12	3:02	3:52	4:42	5:27	6:12	7:04	8:04	9:04	9:49		
	NW 21 Ave & 22 St	6:34	7:20	8:05	8:50	9:35	10:30	11:26	12:26	1:26	2:26	3:16	4:06	4:56	5:41	6:26	7:16	8:16	9:16	10:01		
	NW 21 Ave & 22 St	6:44	7:30	8:15	9:00	9:45	10:40	11:36	12:36	1:36	2:36	3:26	4:16	5:06	5:51	6:36	7:26	8:26	9:26	10:09		

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.

**SATURDAY / SÁBADO / SAMDI**

EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING / MAÑANA / MATEN						AM	PM	AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ									
	NW 21 Ave & 22 St	5:53	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:15	9:15	10:15
NW 12 Ave & 15 St	5:59	7:32	8:32	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	7:32	8:22	9:22	10:21	
 Omni Terminal / Arshnt Metromover	6:09	7:43	8:43	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:43	8:33	9:33	10:31	
Alton Rd & 2 St	6:19	7:53	8:53	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	7:53	8:43	9:43	10:41	
5 St & Lenox Ave	6:24	7:59	8:59	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	7:59	8:49	9:49	10:46	
17 St & Lenox Ave	6:32	8:08	9:08	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:11	8:07	8:57	9:57	10:53	
Lincoln Rd & James Ave	6:37	8:14	9:15	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19	7:17	8:13	9:03	10:03	10:58	
Indian Creek Dr & 43 St	6:45	8:24	9:27	10:31	11:31	12:31	1:31	2:31	3:31	4:30	5:30	6:30	7:27	8:23	9:13	10:11	11:06	
41 St & Meridian Ave	6:51	8:31	9:35	10:39	11:39	12:39	1:39	2:39	3:39	4:37	5:37	6:37	7:34	8:30	9:20	10:17	11:12	
41 St & Alton Rd	6:52	8:33	9:37	10:41	11:41	12:41	1:41	2:41	3:41	4:39	5:39	6:39	7:35	8:31	9:21	10:18	11:13	
Mt Sinai Hospital	6:54	8:35	9:39	10:43	11:43	12:43	1:43	2:43	3:43	4:41	5:41	6:41	7:37	8:33	9:23	10:20	11:15	
Alton Rd & 39 St	6:56	8:37	9:41	10:45	11:45	12:45	1:45	-	3:45	4:43	5:43	6:43	7:39	8:35	-	-	-	
WESTBOUND RUMBO OESTE / DIREKSYON IWÈS	MORNING / MAÑANA / MATEN						AM	PM	AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ									
Alton Rd & 39 St	-	7:07	-	8:57	9:57	10:57	11:57	12:57	1:57	-	3:57	4:57	5:57	6:57	7:57	8:57		
Mt Sinai Hospital	6:10	7:10	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00		
41 St & Alton Rd	6:12	7:12	8:02	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:02	5:02	6:02	7:02	8:02	9:02		
41 St & Meridian Ave	6:13	7:14	8:04	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:04	5:04	6:04	7:04	8:04	9:04		
Indian Creek Dr & 40 St	6:17	7:19	8:09	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:10	5:10	6:10	7:10	8:10	9:10		
Lincoln Rd & Washington Ave	6:24	7:28	8:19	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:21	5:21	6:21	7:20	8:20	9:20		
Alton Rd & Lincoln Rd	6:29	7:33	8:24	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:27	5:27	6:27	7:25	8:25	9:25		
Alton Rd & 2 St	6:36	7:41	8:33	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:37	5:37	6:37	7:34	8:34	9:34		
5 St & Lenox Ave	6:41	7:47	8:39	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:43	5:43	6:43	7:40	8:40	9:40		
 Omni Terminal / Arshnt Metromover	6:48	7:55	8:47	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:53	5:53	6:53	7:48	8:48	9:48		
NW 12 Ave & 16 St	6:59	8:07	8:59	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:05	6:05	7:05	7:59	8:59	9:59		
NW 21 Ave & 22 St	7:09	8:17	9:09	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:15	6:15	7:14	8:08	9:08	10:08		

**Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.**

Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.

SUNDAY / DOMINGO / DIMANCH

EASTBOUND RUMBO ESTE / DIREKSYON IS		MORNING / MAÑANA / MATEN					AM	PM	AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ					
	NW 21 Ave & 22 St	5:54	7:29	8:25	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:35	
	NW 12 Ave & 15 St	6:01	7:36	8:32	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:43	
	Omni Terminal / Arshnt Metromover	6:10	7:45	8:41	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:54	
	Alton Rd & 2 St	6:20	7:55	8:51	9:49	10:49	11:50	12:50	1:50	2:50	3:50	4:50	6:05	
	5 St & Lenox Ave	6:25	8:00	8:56	9:55	10:55	11:56	12:56	1:56	2:56	3:56	4:56	6:11	
	17 St & Lenox Ave	6:33	8:08	9:05	10:04	11:04	12:05	1:05	2:05	3:05	4:05	5:05	6:20	
	Lincoln Rd & James Ave	6:38	8:13	9:11	10:10	11:10	12:11	1:11	2:11	3:11	4:11	5:11	6:26	
	Indian Creek Dr & 43 St	6:47	8:22	9:21	10:20	11:21	12:22	1:22	2:22	3:22	4:22	5:22	6:37	
	41 St & Meridian Ave	6:53	8:28	9:28	10:27	11:28	12:29	1:29	2:29	3:29	4:29	5:29	6:44	
	41 St & Alton Rd	6:54	8:29	9:30	10:29	11:30	12:31	1:31	2:31	3:31	4:31	5:31	6:46	
	Mt Sinai Hospital	6:56	8:31	9:32	10:31	11:32	12:33	1:33	2:33	3:33	4:33	5:33	6:48	
	Alton Rd & 39 St	6:58	8:33	9:34	10:33	11:34	12:35	1:35	2:35	3:35	4:35	5:35	-	
WESTBOUND RUMBO OESTE / DIREKSYON IWÈS		MORNING / MAÑANA / MATEN					AM	PM	AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ					
	Alton Rd & 39 St	-	7:07	-	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57
	Mt Sinai Hospital	6:10	7:10	8:10	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
	41 St & Alton Rd	6:12	7:12	8:12	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02
	41 St & Meridian Ave	6:13	7:13	8:13	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03
	Indian Creek Dr & 40 St	6:18	7:18	8:18	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09
	Lincoln Rd & Washington Ave	6:27	7:27	8:27	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19
	Alton Rd & Lincoln Rd	6:31	7:31	8:31	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24
	Alton Rd & 2 St	6:38	7:38	8:38	9:33	10:33	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34
	5 St & Lenox Ave	6:43	7:43	8:43	9:39	10:39	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40
	Omni Terminal / Arshnt Metromover	6:50	7:50	8:50	9:48	10:48	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49
	NW 12 Ave & 16 St	7:01	8:01	9:02	10:00	11:00	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01
	NW 21 Ave & 22 St	7:11	8:11	9:12	10:10	11:10	12:11	1:11	2:11	3:11	4:11	5:11	6:11	7:10

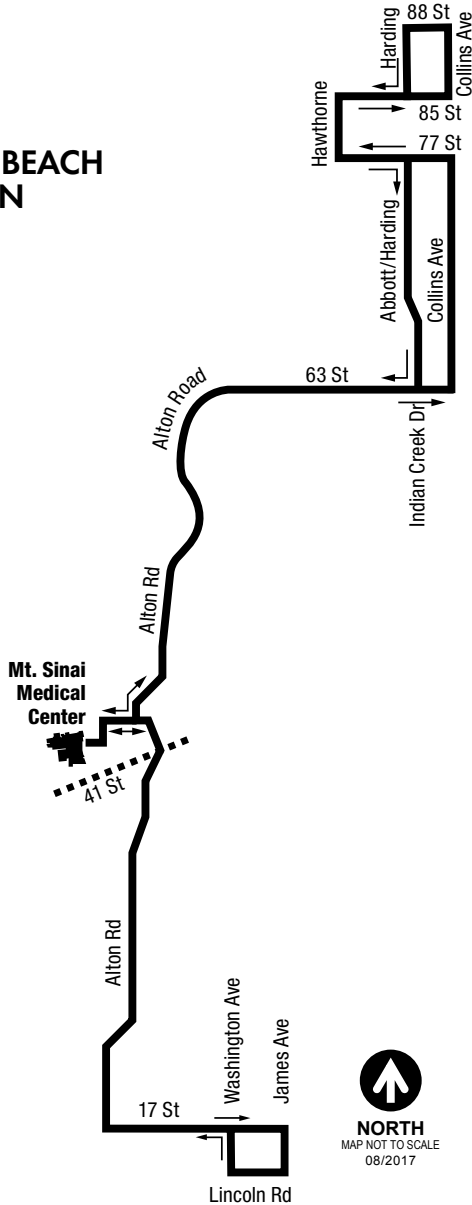
Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



# 115

## MID-NORTH BEACH CONNECTION



@GoMiamiDade



GO Miami-Dade Transit



**WEEKDAYS | ENTRE SEMANA | LA SEMÈN**

SOUTHBOUND RUMBO SUR DIREKSYON SID	MORNING MAÑANA / MATIN						AM	PM	AFTERNOON TARDE   APREMIDI						
	Collins Ave & 87 St	7:20	8:10	9:00	9:50	10:40	11:30	12:20	1:10	2:00	2:50	3:40	4:30	5:20	6:10
Abbott Ave & 69 St	7:34	8:24	9:12	10:02	10:52	11:42	12:32	1:22	2:12	3:02	3:52	4:42	5:32	6:22	7:12
Mt Sinai Hospital	7:47	8:37	9:25	10:15	11:05	11:55	12:45	1:35	2:25	3:15	4:05	4:55	5:45	6:35	7:22
Lincoln & Washington	8:04	8:54	9:44	10:34	11:24	12:14	1:04	1:54	2:44	3:34	4:24	5:14	6:04	6:54	7:37
NORTHBOUND RUMBO NORTE DIREKSYON NÒ	MORNING MAÑANA / MATIN						AM	PM	AFTERNOON TARDE   APREMIDI						
	Lincoln & Washington	8:06	8:56	9:46	10:36	11:26	12:16	1:06	1:56	2:46	3:36	4:26	5:16	6:06	6:56
Mt Sinai Hospital	8:21	9:11	10:00	10:50	11:40	12:30	1:20	2:10	3:00	3:50	4:40	5:30	6:20	7:10	
Collins Ave & 69 St	8:35	9:25	10:14	11:04	11:54	12:44	1:34	2:24	3:14	4:04	4:54	5:44	6:34	7:22	
Collins Ave & 87 St	8:51	9:41	10:30	11:20	12:10	1:00	1:50	2:40	3:30	4:19	5:09	5:59	6:49	7:37	

**WEEKENDS | FINES DE SEMANA | WIKENN**

SOUTHBOUND RUMBO SUR DIREKSYON SID	MORNING MAÑANA / MATIN						AM	PM	AFTERNOON TARDE   APREMIDI						
	Collins Ave & 87 St	7:20	8:10	9:00	9:50	10:40	11:30	12:20	1:10	2:00	2:50	3:40	4:30	5:20	6:10
Abbott Ave & 69 St	7:30	8:20	9:11	10:01	10:51	11:41	12:31	1:21	2:11	3:01	3:51	4:41	5:31	6:21	7:10
Mt Sinai Hospital	7:40	8:30	9:22	10:12	11:02	11:52	12:42	1:32	2:22	3:12	4:02	4:52	5:42	6:32	7:20
Lincoln & Washington	7:54	8:44	9:38	10:28	11:18	12:08	12:58	1:48	2:38	3:28	4:18	5:08	5:58	6:48	7:33
NORTHBOUND RUMBO NORTE DIREKSYON NÒ	MORNING MAÑANA / MATIN						AM	PM	AFTERNOON TARDE   APREMIDI						
	Lincoln & Washington	7:56	8:46	9:40	10:30	11:20	12:10	1:00	1:50	2:40	3:30	4:20	5:10	6:00	6:50
Mt Sinai Hospital	8:08	8:58	9:52	10:42	11:32	12:22	1:12	2:02	2:52	3:42	4:32	5:22	6:12	7:02	
Collins Ave & 69 St	8:20	9:11	10:05	10:55	11:49	12:35	1:25	2:15	3:05	3:55	4:46	5:36	6:26	7:13	
Collins Ave & 87 St	8:34	9:25	10:19	11:09	11:59	12:49	1:39	2:29	3:19	4:09	5:00	5:50	6:40	7:25	

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. Ore yo apwoksimatif. Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



**115**

MID-NORTH  
BEACH  
CONNECTION



@GoMiamiDade

miamidade.gov/transit



311



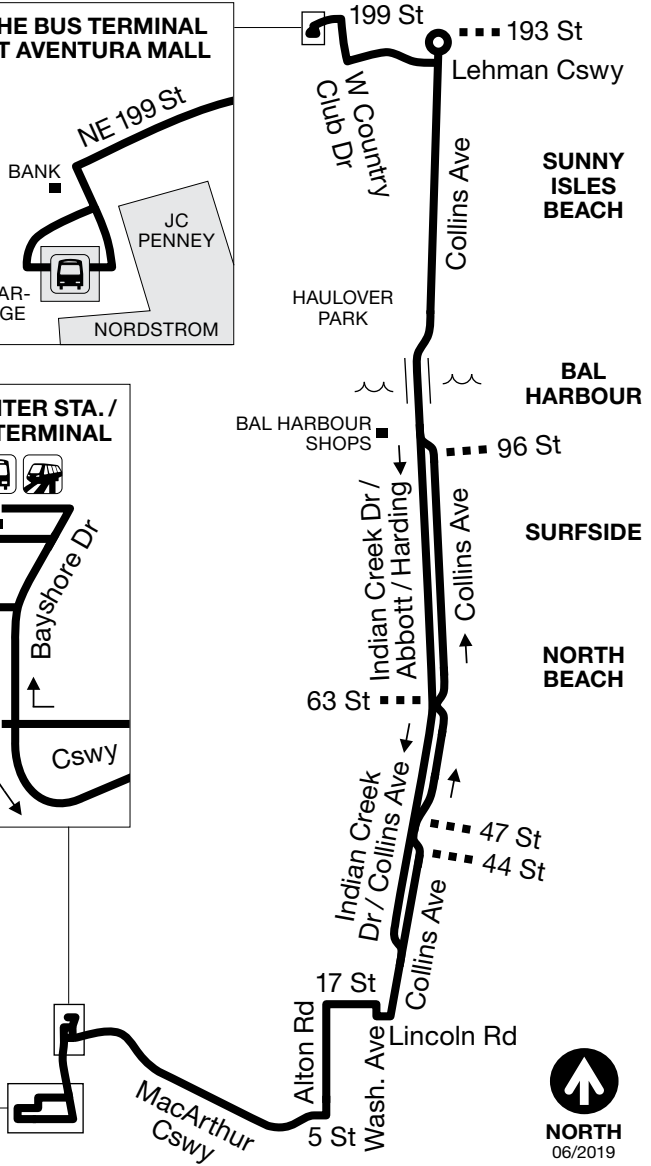
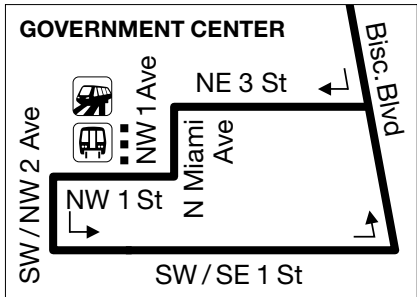
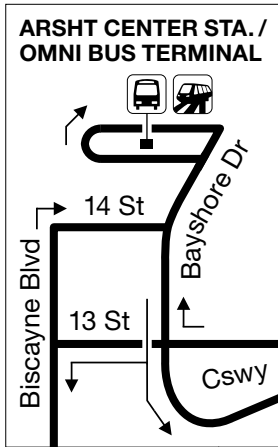
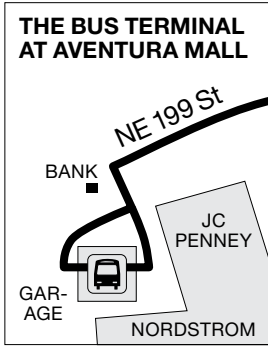
GO Miami-Dade Transit



or 305.468.5900 TTY/Fla Relay: 711







NORTH  
06/2019



@GoMiamiDade



GO Miami-Dade Transit



Back

## Schedule



### 119 Route S

- Weekday (Northbound)

COLLINS AV 17 ST

**5:28 AM**

Dest: S - Aventura Mall

**5:52 AM**

Dest: S - Aventura Mall

**6:05 AM**

Dest: S - Aventura Mall

**6:19 AM**

Dest: S - Aventura Mall

**6:34 AM**

Dest: S - Aventura Mall

**6:49 AM**

Dest: S - Aventura Mall

**7:04 AM**

Dest: S - Aventura Mall

**7:22 AM**

Dest: S - Aventura Mall

**7:37 AM**

Dest: S - Aventura Mall

**7:53 AM**

Dest: S - Aventura Mall

**8:09 AM**

Dest: S - Aventura Mall

**8:25 AM**

Dest: S - Aventura Mall

**8:41 AM**

Dest: S - Aventura Mall

**8:56 AM**

Dest: S - Aventura Mall

**9:13 AM**

Dest: S - Aventura Mall

**9:29 AM**

Dest: S - Aventura Mall

**9:46 AM**

Dest: S - Aventura Mall

**10:01 AM**

Dest: S - Aventura Mall

**10:16 AM**

Dest: S - Aventura Mall

**10:31 AM**

Dest: S - Aventura Mall

**10:46 AM**

Dest: S - Aventura Mall

**11:01 AM**

Dest: S - Aventura Mall

**11:16 AM**

Dest: S - Aventura Mall

**11:31 AM**

Dest: S - Aventura Mall

**11:46 AM**

Dest: S - Aventura Mall

**12:01 PM (12 min)**

Dest: S - Aventura Mall

**12:16 PM**

Dest: S - Aventura Mall

**12:31 PM**

Dest: S - Aventura Mall

**12:46 PM**

Dest: S - Aventura Mall

**1:01 PM**

Dest: S - Aventura Mall

**1:16 PM**

Dest: S - Aventura Mall

Back

## Schedule



**1:46 PM**

Dest: S - Aventura Mall

**2:02 PM**

Dest: S - Aventura Mall

**2:18 PM**

Dest: S - Aventura Mall

**2:34 PM**

Dest: S - Aventura Mall

**2:49 PM**

Dest: S - Aventura Mall

**3:04 PM**

Dest: S - Aventura Mall

**3:19 PM**

Dest: S - Aventura Mall

**3:34 PM**

Dest: S - Aventura Mall

**3:49 PM**

Dest: S - Aventura Mall

**4:04 PM**

Dest: S - Aventura Mall

**4:19 PM**

Dest: S - Aventura Mall

**4:31 PM**

Dest: S - Aventura Mall

**4:43 PM**

Dest: S - Aventura Mall

**4:55 PM**

Dest: S - Aventura Mall

**5:07 PM**

Dest: S - Aventura Mall

**5:19 PM**

Dest: S - Aventura Mall

**5:31 PM**

Dest: S - Aventura Mall

**5:43 PM**

Dest: S - Aventura Mall

**5:55 PM**

Dest: S - Aventura Mall

**6:07 PM**

Dest: S - Aventura Mall

**6:19 PM**

Dest: S - Aventura Mall

**6:31 PM**

Dest: S - Aventura Mall

**6:43 PM**

Dest: S - Aventura Mall

**6:55 PM**

Dest: S - Aventura Mall

**7:07 PM**

Dest: S - Aventura Mall

**7:18 PM**

Dest: S - Aventura Mall

**7:27 PM**

Dest: S - Aventura Mall

**7:40 PM**

Dest: S - Aventura Mall

**7:56 PM**

Dest: S - Aventura Mall

**8:10 PM**

Dest: S - Aventura Mall

**8:28 PM**

Dest: S - Aventura Mall

**8:50 PM**

Dest: S - Aventura Mall

Back

## Schedule



---

**9:40 PM**

Dest: S - Aventura Mall

---

**10:05 PM**

Dest: S - Aventura Mall

---

**10:27 PM**

Dest: S - Aventura Mall

---

**10:51 PM**

Dest: S - Aventura Mall

---

**11:16 PM**

Dest: S - Aventura Mall

---

**11:46 PM**

Dest: S - Aventura Mall

---

**12:14 AM**

Dest: S - Aventura Mall

---

**12:42 AM**

Dest: S - Aventura Mall

---

**1:12 AM**

Dest: S - Aventura Mall

---

**1:42 AM**

Dest: S - Aventura Mall

---

**2:42 AM**

Dest: S - Aventura Mall

---

**3:42 AM**

Dest: S - Aventura Mall

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**4:42 AM**

Dest: S - Aventura Mall

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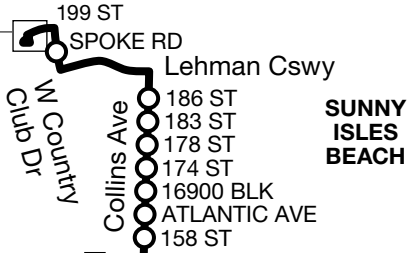
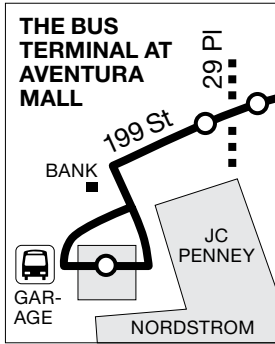
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# 120

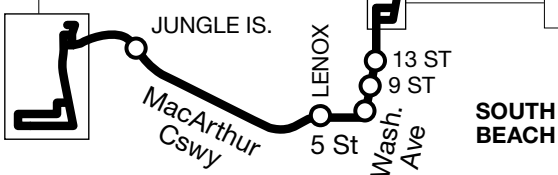
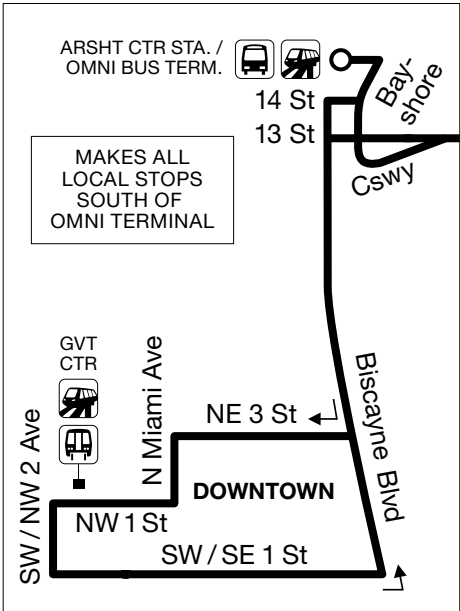
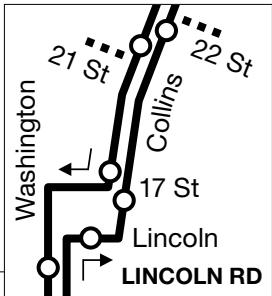
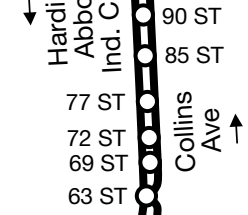
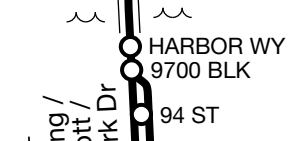
BEACH MAX



**short turn**



**LIMITED STOPS**



**NORTH**  
06/2019



WEEKDAYS / DIAS LABORABLES / LACÈMEN

NORTHBOUND RUMBO NORTE / DIREKSYON NÒ	MORNING MAÑANA / MATEN			EVERY / CADA / CHAK 15 min AVERAGE / PROMEDIO / MWAYÈN		EVERY / CADA / CHAK 12 min AVERAGE / PROMEDIO / MWAYÈN			EVENING / NOCHE / ASWÈ																												
				FROM/DESDE/DE	TO/HASTA/A	FROM/DESDE/DE	AM	PM																			TO/HASTA/A										
	Stephen P Clark Center	5:00	5:45	6:15	6:45	10:00	10:12	5:00	5:15	5:30	5:46	6:02	6:20	6:40	7:05	7:35	8:15	8:55	9:30																		
Omni Terminal Arsh t Metromover	5:10	5:55	6:26	6:56	10:18	10:30	5:19	5:34	5:49	6:05	6:21	6:39	6:59	7:18	7:48	8:28	9:08	9:43																			
Lincoln Rd & James Ave	5:26	6:12	6:43	7:14	10:40	10:52	5:41	5:56	6:11	6:27	6:43	7:01	7:21	7:38	8:08	8:48	9:28	10:03																			
Collins Ave & 43 St	5:33	6:20	6:51	7:22	10:50	11:02	5:51	6:06	6:21	6:37	6:53	7:11	7:31	7:48	8:18	8:58	9:38	10:12																			
Collins Ave & 69 St	5:40	6:28	6:59	7:31	11:00	11:12	6:02	6:17	6:32	6:48	7:04	7:20	7:40	7:57	8:27	9:07	9:47	10:20																			
Collins Ave & # 9701	5:47	6:36	7:08	7:40	11:10	11:22	6:12	6:27	6:42	6:58	7:12	7:28	7:48	8:05	8:35	9:15	9:55	10:28																			
Haulover Club Parking Lot	7:13	8:04	8:57	9:28	10:00	10:30	11:00	11:27	11:52	12:15	12:39	1:03	1:27	1:51	2:15	2:39	3:03	3:28	3:52	4:17	4:41	5:05	5:29	5:53	6:17	6:47	7:17										
Collins Ave At 16900 Blk	5:53	6:42	7:47	8:21	8:33	8:46	9:15	9:48	10:18	10:48	11:18	11:43	12:06	12:30	12:53	1:18	1:42	2:06	2:30	2:54	3:19	3:43	4:08	4:32	4:56	5:20	5:44	6:08	6:35	7:06	7:35	7:55	8:12	8:42	9:22	10:02	10:34
Bus Terminal at Aventura Mall	5:59	6:50	7:59	8:33	8:45	8:58	9:27	10:00	10:30	11:00	11:30	11:55	12:18	12:42	1:05	1:30	1:54	2:18	2:42	3:07	3:32	3:56	4:21	4:45	5:09	5:33	5:57	6:21	6:48	7:17	7:46	8:06	8:23	8:53	9:33	10:12	10:44
SOUTHBOUND RUMBO SUR / DIREKSYON SID	MORNING / MAÑANA / MATEN											AM	PM	AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ																							
Bus Terminal at Aventura Mall	6:00	6:30	6:54	7:21	7:33	7:45	8:00	8:27	8:59	9:31	10:05	10:31	10:56	11:20	11:44	12:08	12:32	12:56	1:20	1:44	2:08	2:31	2:51	3:15	3:38	3:58	4:24	4:59	5:33	6:12	6:37	7:07	7:47	8:27	9:07	9:49	10:31
Collins Ave & # 16830	6:13	6:43	7:09	7:36	7:48	8:02	8:17	8:44	9:16	9:48	10:22	10:48	11:13	11:37	12:01	12:25	12:49	1:13	1:37	2:01	2:25	2:48	3:08	3:32	3:55	4:17	4:43	5:18	5:52	6:28	6:53	7:23	8:03	8:43	9:23	10:05	10:45
Haulover Club Parking Lot	6:00	6:30	6:55	7:23	8:29	9:02	9:32	10:00	10:11	10:35	11:01	11:25	11:49	12:13	12:37	1:01	1:25	1:49	2:13	2:37	2:56	3:20	3:44	4:07	4:31	4:59	5:34	6:06									
	EVERY / CADA / CHAK 15 min AVERAGE / PROMEDIO / MWAYÈN		EVERY / CADA / CHAK 12 min AVERAGE / PROMEDIO / MWAYÈN			EVENING / NOCHE / ASWÈ																															
	FROM/DESDE/DE	TO/HASTA/A	FROM/DESDE/DE	AM	PM	TO/HASTA/A																															
Bal Harbour Shops	6:05	10:55	11:08	4:51	5:06	5:26	5:41	6:00	6:15	6:35	7:00	7:30	8:10	8:50	9:30	10:11	10:51																				
Abbott Ave & 69 St	6:14	11:06	11:19	5:02	5:17	5:37	5:52	6:10	6:25	6:45	7:10	7:40	8:20	9:00	9:40	10:20	11:00																				
Indian Creek Dr & 40 St	6:23	11:19	11:32	5:15	5:30	5:50	6:05	6:20	6:35	6:55	7:20	7:50	8:30	9:10	9:50	10:29	11:09																				
Washington Ave & Lincoln Rd	6:31	11:29	11:42	5:25	5:40	6:00	6:15	6:30	6:45	7:05	7:30	8:00	8:40	9:20	10:00	10:38	11:18																				
Omni Terminal / Arsh t Metromover	6:46	11:49	12:02	5:49	6:04	6:19	6:34	6:49	7:04	7:24	7:49	8:19	8:59	9:39	10:17	10:55	11:35																				
Stephen P Clark Center	6:56	12:01	12:14	6:02	6:15	6:30	6:45	7:00	7:15	7:35	8:00	8:30	9:10	9:50	10:27	11:05	11:45																				

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions. | Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.

**SATURDAY / SÁBADO / SAMDI**






NORTHBOUND RUMBO NORTE / DIREKSYON NÒ	MORNING / MAÑANA / MATEN		EVERY / CADA / CHAK 20 min AVERAGE / PROMEDIO / MWAYÈN		EVERY / CADA / CHAK 15 min AVERAGE / PROMEDIO / MWAYÈN		EVENING / NOCHE / ASWÈ																							
	FROM/DESDE/DE	TO/HASTA/A	FROM/DESDE/DE	TO/HASTA/A	AM	PM	FROM/DESDE/DE	TO/HASTA/A	AM	PM	FROM/DESDE/DE	TO/HASTA/A	AM	PM																
Stephen P Clark Center	6:00	6:36	7:00	10:00	10:15	6:30	7:00	7:30	8:00	8:30	9:00	9:30																		
Omni Terminal / ArshT Metromover	6:09	6:45	7:09	10:10	10:25	6:40	7:08	7:38	8:08	8:38	9:08	9:38																		
Lincoln Rd & James Ave	6:25	7:01	7:25	10:28	10:43	6:59	7:24	7:54	8:24	8:54	9:24	9:54																		
Collins Ave & 43 St	6:34	7:10	7:34	10:39	10:54	7:10	7:35	8:05	8:35	9:05	9:35	10:05																		
Collins Ave & 69 St	6:44	7:20	7:44	10:49	11:04	7:19	7:44	8:14	8:44	9:14	9:44	10:13																		
Collins Ave & # 9701	6:50	7:26	7:50	10:56	11:11	7:25	7:50	8:20	8:50	9:20	9:50	10:17																		
	MORNING / MAÑANA / MATEN							AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ																						
Haulover Club Parking Lot	8:16	9:01	9:41	10:21	11:01	11:31	12:01	12:31	1:01	1:31	2:01	2:31	3:01	3:31	4:01	4:31	5:02	5:32	6:02	6:32	7:30	8:25	9:25							
Collins Ave At 16900 Blk	6:57	7:33	7:57	8:42	9:23	10:03	10:43	11:18	11:48	12:18	12:48	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:49	5:19	5:49	6:19	6:49	7:04	7:17	7:56	8:56	9:56	10:23	
Bus Terminal at Aventura Mall	7:11	7:47	8:13	8:58	9:39	10:19	10:59	11:34	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34	4:04	4:34	5:05	5:35	6:05	6:35	7:05	7:19	7:32	8:11	9:11	10:11	10:35	
SOUTHBOUND RUMBO SUR / DIREKSYON SID	EVENING / NOCHE / ASWÈ											AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ																		
Bus Terminal at Aventura Mall	5:49	6:11	6:44	7:24	8:00	8:38	9:17	9:51	10:21	10:51	11:21	11:51	12:21	12:51	1:21	1:51	2:21	2:51	3:21	3:50	4:20	4:50	5:20	6:25	6:57	7:29	7:59	8:43	9:35	10:30
Collins Ave & # 16830	6:02	6:24	7:00	7:40	8:16	8:54	9:34	10:08	10:38	11:08	11:38	12:08	12:38	1:08	1:38	2:08	2:38	3:08	3:38	4:08	4:38	5:08	5:38	6:43	7:15	7:45	8:15	8:59	9:51	10:42
Haulover Club Parking Lot	6:41	7:20	7:59	8:35	9:14	9:53	10:23	10:53	11:23	11:53	12:23	12:53	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53	5:23	6:10								
			EVERY / CADA / CHAK 20 min AVERAGE / PROMEDIO / MWAYÈN		EVERY / CADA / CHAK 15 min AVERAGE / PROMEDIO / MWAYÈN		EVENING / NOCHE / ASWÈ																							
Bal Harbour Shops	6:10	6:32	10:02	10:17	AM	PM	5:47	6:19	6:52	7:23	7:53	8:23	9:07	9:59	10:49															
Abbott Ave & 69 St	6:18	6:40	10:11	10:26			5:56	6:28	7:01	7:31	8:01	8:31	9:15	10:07	10:57															
Indian Creek Dr & 40 St	6:26	6:48	10:20	10:35			6:05	6:37	7:09	7:39	8:09	8:39	9:23	10:15	11:05															
Washington Ave & Lincoln Rd	6:33	6:55	10:30	10:45			6:15	6:47	7:18	7:48	8:18	8:48	9:32	10:22	11:12															
Omni Terminal / ArshT Metromover	6:48	7:11	10:49	11:04			6:34	7:06	7:36	8:06	8:36	9:06	9:50	10:36	11:26															
Stephen P Clark Center	6:58	7:22	11:01	11:16			6:46	7:16	7:46	8:16	8:46	9:16	10:00	10:45	11:35															

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions. | Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. Vre le biso yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



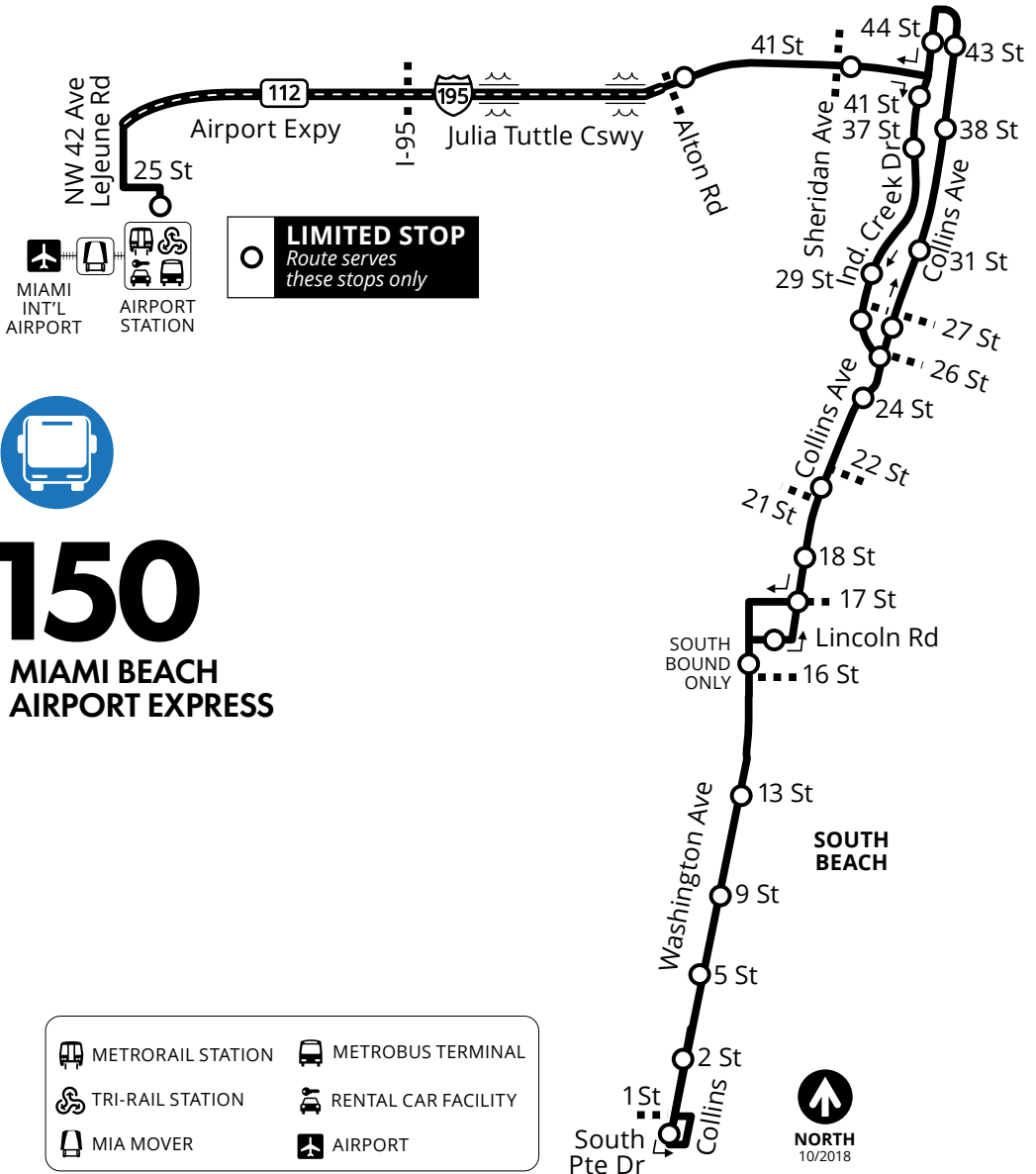
11.2021

SUNDAY / DOMINGO / DIMANCH

NORTHBOUND RUMBO NORTE / DIREKSYON NÒ		MORNING / MAÑANA / MATEN											AM	PM	AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ																	
 <b>Stephen P Clark Center</b>	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	9:00		
 <b>Omni Terminal / Arsht Metromover</b>	6:06	6:36	7:06	7:36	8:08	8:38	9:08	9:38	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10	3:40	4:10	4:40	5:10	5:40	6:08	6:38	7:08	7:38	8:06	9:06		
<b>Lincoln Rd &amp; James Ave</b>	6:20	6:50	7:20	7:50	8:24	8:54	9:24	9:54	10:27	10:57	11:27	11:57	12:27	12:57	1:27	1:57	2:27	2:57	3:27	3:57	4:27	4:57	5:27	5:57	6:23	6:53	7:23	7:53	8:20	9:20		
<b>Collins Ave &amp; 43 St</b>	6:29	6:59	7:29	7:59	8:33	9:03	9:33	10:05	10:38	11:08	11:38	12:08	12:38	1:08	1:38	2:08	2:38	3:08	3:38	4:08	4:38	5:08	5:38	6:08	6:33	7:03	7:33	8:03	8:29	9:29		
<b>Collins Ave &amp; 69 St</b>	6:37	7:07	7:37	8:08	8:42	9:12	9:42	10:15	10:48	11:18	11:48	12:18	12:48	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:48	5:18	5:48	6:17	6:42	7:12	7:42	8:11	8:37	9:37		
<b>Collins Ave &amp; # 9701</b>	6:41	7:11	7:41	8:14	8:48	9:18	9:48	10:21	10:54	11:24	11:54	12:24	12:54	1:24	1:54	2:24	2:54	3:24	3:54	4:25	4:55	5:25	5:55	6:23	6:48	7:18	7:48	8:15	8:41	9:41		
<b>Collins Ave at 16900 Blk</b>	6:47	7:17	7:47	8:21	8:55	9:25	9:55	10:28	11:01	11:31	12:01	12:31	1:01	1:31	2:01	2:31	3:01	3:31	4:01	4:32	5:02	5:32	6:02	6:29	6:54	7:24	7:54	8:21	8:47	9:47		
 <b>Bus Terminal at Aventura Mall</b>	7:00	7:30	8:02	8:36	9:10	9:40	10:11	10:44	11:17	11:47	12:17	12:47	1:17	1:47	2:17	2:47	3:17	3:47	4:17	4:48	5:18	5:48	6:16	6:43	7:08	7:38	8:08	8:34	9:00	10:00		
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEN											AM	PM	AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ																	
 <b>Bus Terminal at Aventura Mall</b>	6:01	6:41	7:07	7:34	8:01	8:31	9:00	9:24	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:51	5:23	5:55	6:26	6:57	7:30	8:00	8:29	8:59	9:27
<b>Collins Avs &amp; # 16830</b>	6:12	6:52	7:18	7:45	8:14	8:44	9:13	9:37	10:06	10:36	11:06	11:36	12:06	12:36	1:06	1:36	2:06	2:36	3:06	3:36	4:06	4:36	5:07	5:39	6:11	6:41	7:12	7:45	8:12	8:41	9:11	9:39
<b>Bal Harbour Shops</b>	6:18	6:58	7:24	7:51	8:21	8:51	9:20	9:44	10:14	10:44	11:14	11:44	12:14	12:44	1:14	1:44	2:14	2:44	3:14	3:44	4:14	4:44	5:15	5:47	6:18	6:48	7:19	7:52	8:18	8:47	9:17	9:45
<b>Abbott Ave &amp; 69 St</b>	6:26	7:06	7:32	8:00	8:30	9:00	9:29	9:53	10:23	10:53	11:23	11:53	12:23	12:53	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53	5:24	5:56	6:26	6:56	7:27	8:00	8:26	8:55	9:25	9:53
<b>Indian Creek Dr &amp; 40 St</b>	6:34	7:14	7:40	8:09	8:39	9:09	9:38	10:02	10:32	11:02	11:32	12:02	12:32	1:02	1:32	2:02	2:32	3:02	3:32	4:02	4:32	5:02	5:33	6:05	6:35	7:05	7:36	8:08	8:34	9:03	9:33	10:01
<b>Washington Ave &amp; Lincoln Rd</b>	6:40	7:20	7:46	8:16	8:46	9:16	9:45	10:11	10:41	11:11	11:41	12:11	12:41	1:11	1:41	2:11	2:41	3:11	3:41	4:11	4:41	5:11	5:42	6:13	6:43	7:13	7:44	8:15	8:41	9:10	9:40	10:08
 <b>Omni Terminal / Arsht Metromover</b>	6:51	7:31	8:00	8:30	9:00	9:30	9:59	10:29	10:59	11:29	11:59	12:29	12:59	1:29	1:59	2:29	2:59	3:29	3:59	4:29	4:59	5:29	6:00	6:30	7:00	7:30	8:01	8:28	8:54	9:23	9:53	10:21
 <b>Stephen P Clark Center</b>	7:00	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10	3:40	4:10	4:40	5:10	5:40	6:10	6:40	7:10	7:40	8:10	8:37	9:03	9:32	10:02	10:30

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions. | Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.





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GO Miami-Dade Transit

miamidade.gov/transit



311 or 305.468.5900 TTY/Fla Relay: 711



**SEVEN DAYS A WEEK**LOS SIETE DIAS  
SET JOU YON SEMEN

EVERY CADA / CHAK

**20m****EASTBOUND**

RUMBO ESTE / DIREKSYON IS

**FROM**  
DESDE • DE**UNTIL\***  
HASTA • A**MIA METRORAIL  
STATION****6:00**  
a.m.**11:40**  
p.m.

41 ST &amp; ALTON RD

**6:14**  
a.m.**11:52**  
p.m.41 ST & INDIAN  
CREEK**6:20**  
a.m.**11:57**  
p.m.LINCOLN RD &  
WASHINGTON AVE**6:29**  
a.m.**12:06**  
a.m.SOUTH POINTE DR &  
WASHINGTON AVE**6:39**  
a.m.**12:16**  
a.m.**WESTBOUND**

RUMBO OESTE / DIREKSYON WES

**FROM**  
DESDE • DE**UNTIL\***  
HASTA • ASOUTH POINTE DR &  
WASHINGTON AVE**5:10**  
a.m.**10:55**  
p.m.LINCOLN RD &  
WASHINGTON AVE**5:20**  
a.m.**11:05**  
p.m.41 ST & INDIAN  
CREEK**5:29**  
a.m.**11:14**  
p.m.

41 ST &amp; ALTON RD

**5:33**  
a.m.**11:18**  
p.m.**MIA METRORAIL  
STATION****5:45**  
a.m.**11:30**  
p.m.**\*LAST FOUR TRIPS 30 MINUTES APART**

ULTIMOS CUATRO VIAJES 30 MINUTOS APARTE/DENYE KAT SOTI 30 MINIT APA

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

**150**MIAMI  
BEACH  
AIRPORT  
EXPRESSMIAMI  
DADE  
COUNTY

@GoMiamiDade



GO Miami-Dade Transit

miamidade.gov/transit 311 or 305.468.5900 TTY/Fla Relay: 711



# MIAMI BEACH TROLLEY

## LEGEND

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

## TRANSFER POINTS

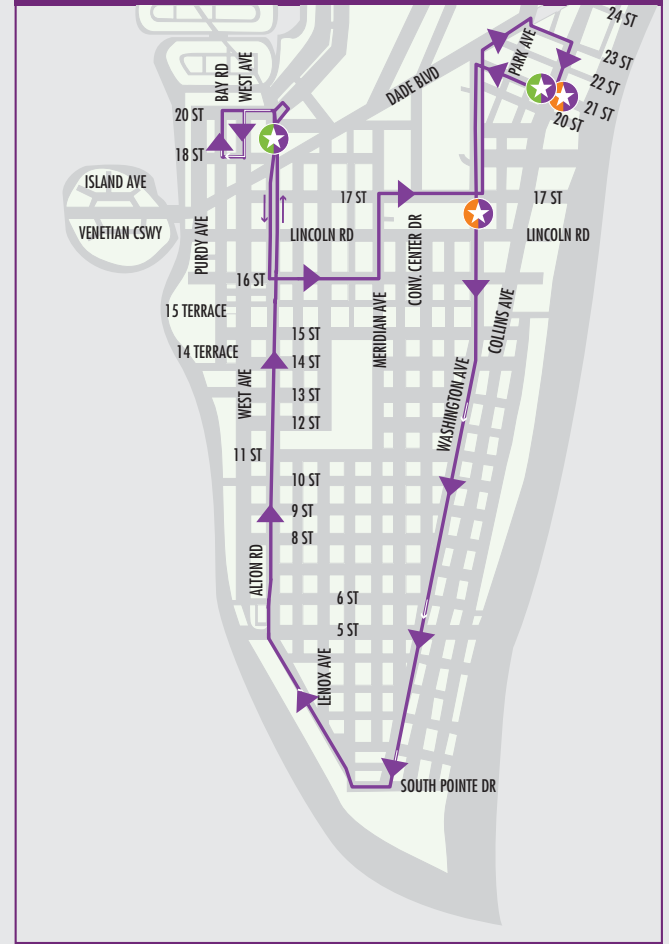
- NORTH BEACH LOOP
- COLLINS EXPRESS
- MIDDLE BEACH LOOP
- SOUTH BEACH LOOPS



See detailed route maps for South Beach Loops ▶

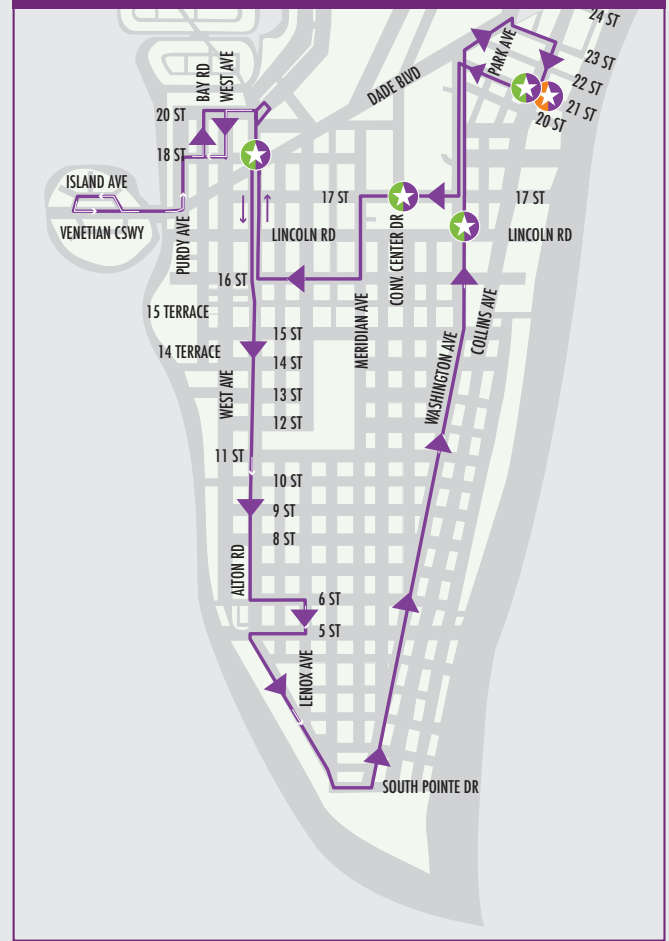
### SOUTH BEACH LOOP - A

*Clockwise*



### SOUTH BEACH LOOP - B

*Counter Clockwise*



# **Attachment D**

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8-9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[ \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right] - 1$$

where:

$M$  = queue length which is exceeded  $p$  percent of the time

$N$  = number of service channels (drive-in positions)

$Q$  = service rate per channel (vehicles per hour)

$\rho = \frac{\text{demand rate}}{\text{service rate}} = \frac{q}{NQ} = \text{utilization factor}$

$q$  = demand rate on the system (vehicles per hour)

$Q_M$  = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

**TABLE 8-11**  
Table of  $Q_M$  Values

$P$	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$$\rho = \frac{q}{NQ} = \frac{\text{arrival rate, total}}{\text{(number of channels)(service rate per channel)}}$$

$N$  = number of channels (service positions)

### Solution

Step 1:  $Q = \frac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3 \text{ services per hour}$

Step 2:  $q = (110 \text{ veh/45 min}) \times (60 \text{ min/hr}) = 146.7 \text{ vehicles per hour}$

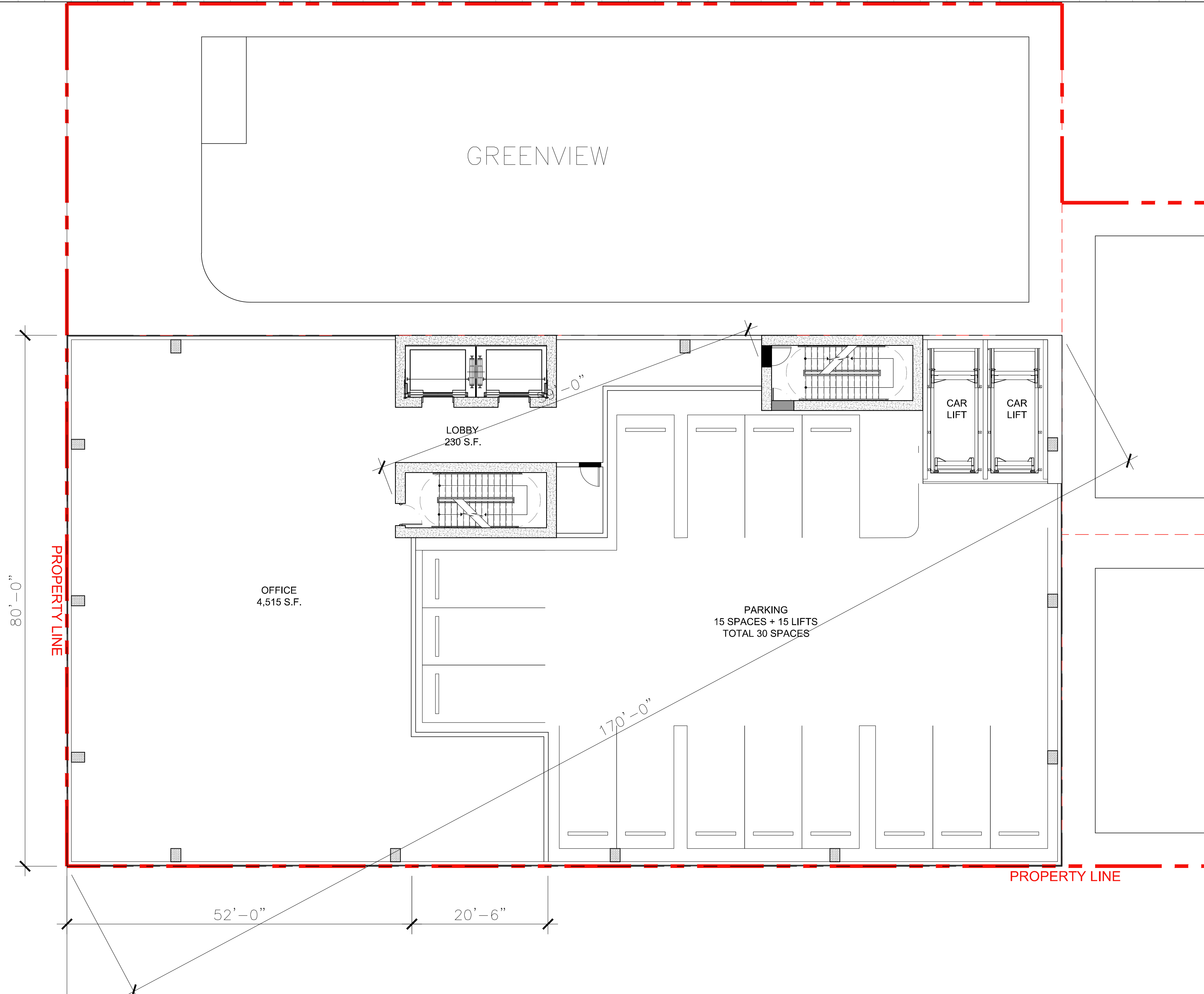
Step 3:  $\rho = \frac{q}{NQ} = \frac{146.7}{(6)(27.3)} = 0.8956$

Step 4:  $Q_M = 0.7303$  by interpolation between 0.8 and 0.9 for  $N = 6$  from the table of  $Q_M$  values (see Table 8-11).

Step 5: The acceptable probability of the queue,  $M$ , being longer than the storage, 18 spaces in this example, was stated to be 5%.  $P(x > M) = 0.05$ , and:

$$M = \left[ \frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956} \right] - 1 = \left[ \frac{-2.996 - (-0.314)}{-0.110} \right] - 1$$

$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$



Rev.	Date	Rev.	Date

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**ZONING Package**

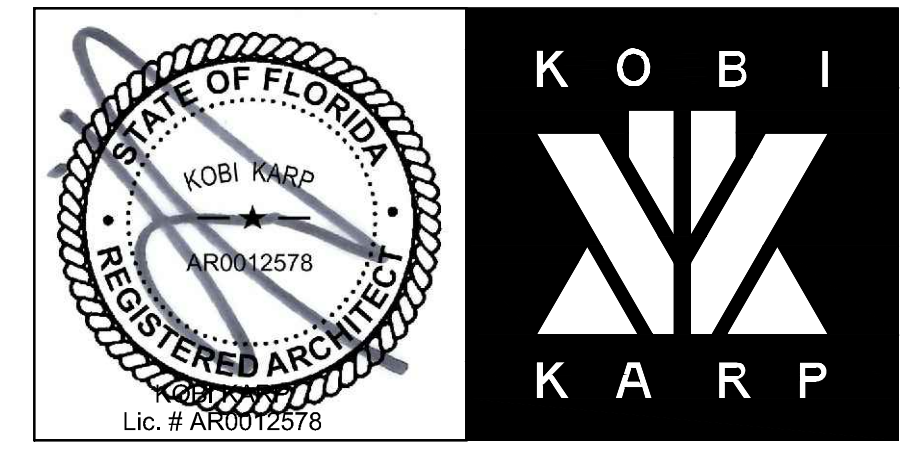
**MIXED USE - COMMERCIAL - OFFICE - RESIDENCE**  
 1665-1667 WASHINGTON AVENUE  
 MIAMI BEACH, FLORIDA 33139

**Owner:**  
 SHVO  
 New York, NY

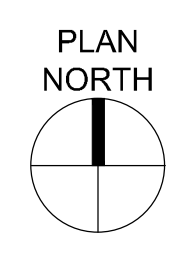
**Landscape Architect:**

**Civil:**

**Architect:**  
 Kobi Karp Architecture and Interior Design, Inc.  
 571 NW 28th St  
 Miami, Florida 33127 USA  
 Tel: +1(305) 573 1818  
 Fax: +1(305) 573 3766



1 LEVEL 2, 3  
 1/8" = 1'-0"



**LEVEL 2,3**

Date 03-23-2021	Sheet No.
Scale	A1.02
Project 2132	



# CITI Elevator [\(https://citlelevator.com/\)](https://citlelevator.com/)

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(<https://citilevator.com/wp-content/uploads/2021/01/Car-Elevator-thru-car-scaled-CITI-ELEVATOR.jpg>)

# Car Elevator - Optima

## CAR ELEVATOR- A SPACE-SAVING SOLUTION

Car Elevators are an investment, with the potential for an instant payoff in modern urban developments. They allow for significant space savings and design flexibility for building planners and architects. The result: more innovative design, a touch of luxury, and increased property values. In large, metropolitan Canadian cities like Toronto, Vancouver, Montreal, and Calgary, as well as US cities like NYC, vehicle elevators are increasingly becoming a necessity.

For auto aficionados, a car elevator is the ultimate solution that can provide a safe and cost-effective parking space.

Car elevators are engineered with a lower average speed and heavy load capacity for tough everyday working conditions. This means that your vehicle elevator will last—and enhance your property—for the long haul.

Our car elevator prices are among some of the most cost-effective on the market today. We guarantee that we'll work with you to customize your car elevator dimensions and size (for both commercial as well as residential buildings) to suit your project's needs

## CAR ELEVATOR BENEFITS



### TIME SAVING

Car Elevators are designed to save time and provide safe and cost-effective parking solutions.



### SPACE SAVING

Miniaturization of the motor and using a counter weight system has made it feasible to house the MRL's machinery right in the elevator shaft rather than in a costly, space-occupying; additional machine.



### DURABLE

Car elevators are engineered for a heavy load capacity and tough everyday working conditions.

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## Features

### MACHINE ROOM LESS TECHNOLOGY

- Stainless Steel Cab
- Glass Cab
- NEMA 4 Call/ Sends
- Security Access.
- Auto vertical Bi-Parting landing doors.
- Auto vertical Bi-Parting Car doors.
- Remote Call send.
- In-Cab Signal light for stop location.



See it in action!

## Gallery

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 **Code:** ASME A17.1/CSA B44

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 **Loading Class:** Class B

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 **Capacity:** 12,000 lbs. (higher Capacity Available)

---

 **Max Travel:** UP to 65 ft Hydro (Higher Traction)

---

 **Max Size:** UP TO 240 Sq/ft

---

 **Speed:** Up to 100 F.P.M.

---

 **Power:** 208/480/600- 3 phase 60hz

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### DOWNLOADS

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 **Brochure** (<https://citlelevator.com/wp-content/uploads/2021/04/OPTIMA-AUTOMOBILE-ELEVATOR-BROCHURE-WEB-Rev1.pdf>)

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