

Redevelopment Traffic Study

Oche Darts Club - 200 South Pointe Drive

Prepared by:
Alfka, LLC

Prepared for:
Oche Miami, LLC

Project Number:
OCHE2001



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Executive Summary

Oche Miami, LLC proposes to use the existing 200 South Pointe Drive commercial space to serve as a dart club and sit-down quality restaurant. The 200 South Pointe Drive commercial space was previously occupied by Cibo, which functioned as a quality sit-down restaurant. The Oche redevelopment will function as a dart club with a total of 299 indoor dining seats and 196 rooftop dining seats. This represents a combined total of 395 seats. These two areas will have the following operation hours. Monday through Thursday from 11AM to 12AM, Friday and Saturday from 11AM to 2AM, and Sunday from 11AM to 12PM. During weekdays and Saturdays the rooftop closes at 8PM.

A trip generation study was completed based on the Quality Restaurant use for Oche. The study shows that the proposed Oche redevelopment is expected to result in a net increase of 11 weekday peak hour trips and a net decrease of 56 weekend peak hour trips when compared to the previous use of the Cibo Restaurant.

The Cibo Restaurant used a 20% Multimodal factor as part of its calculations based on US Census Data prior to 2013. Recent Census Data shows an increase in multimodal use nationwide, and as such 2018 data shows approximately a 25% multimodal use in Miami Beach, however as a conservative approach this Study assumes a 20% Multimodal factor. There are several Miami-Dade Transit lines that serve the vicinity of the project site,, these include Route S, M, C, 120 and 150. In addition the City of Miami Beach operates the South Beach Trolley, which also serves the subject project.

The previous development included the use of four (4) on-street reserved valet parking spaces along South Pointe Drive. The same area for the operation for the operation of the valet drop-off and pick-up operations will be maintained for the Oche development. Valet attendants will serve Oche patrons and park vehicles at the 125 Collins Avenue Parking Garage. The valet queuing operations analysis was performed based on the methodology outlined in ITE's Transportation and Land Development manual published in 1988. The analysis determined the four (4) existing vehicle drop-off spaces are adequate to handle valet parking operations for the Oche redevelopment. Furthermore, the analysis identified that a total of 7 valet attendants would be required during the weekend peak hour (with a 95.5% confidence interval). Please refer to Table 3 for a detail of the valet operation analysis.

To further improve traffic circulation within its project, Oche Miami, LLC is currently formulating its Transportation Demand Management (TDM) Plan. The TDM will incentivise the use of transit, cycling, carpooling and alternative transportation modes.



Trip Generation

Oche Miami, LLC proposes to use the existing 200 South Pointe Drive commercial space to serve as a dart club and sit-down quality restaurant. The 200 South Pointe Drive commercial space was previously occupied by Cibo, which functioned as a quality sit-down restaurant. The proposed redevelopment of the site is limited to the commercial space, with no proposed site modifications. Trip generation calculations were performed using Institute of Transportation Engineers' (ITE's) Trip Generation Manual, 9th Edition. ITE Land Use Code (LUC) 931 (Quality Restaurant) was used to estimate traffic from the proposed Oche redevelopment, in a similar manner to those used for the Cibo Restaurant (see Appendix A). The Oche redevelopment will function as a dart club with a total of 299 indoor dining seats and 196 rooftop dining seats. This represents a combined total of 395 seats. These two areas will have the following operation hours. Monday through Thursday from 11AM to 12AM, Friday and Saturday from 11AM to 2AM, and Sunday from 11AM to 12PM. During weekdays and Saturdays the rooftop area closes at 8PM.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census Means of Transportation to Work data was reviewed for the census tract containing the redevelopment (see Appendix B). A multimodal factor of 25.9 percent (25.9%) was determined for the area based on the census data for this tract, for the calculations a conservative 20% multimodal reduction factor was applied to the trip generation. The Cibo Restaurant used a 20% multimodal reduction factor, which was based on Census Data prior to 2013. Recent Census Data shows an increase in mode-shift occurring nationwide. It is expected that employees, patrons, and guests will choose to walk, bicycle or use public transit to and from the proposed redevelopment. There are several transit lines that serve the vicinity of the project site (see Appendix C), these include Route S, M, C, 120 and 150. In addition the City of Miami Beach operates the South Beach Trolley, which also serves the subject project (see Appendix D).

The proposed Oche redevelopment is expected to result in a net decrease of 38 weekday peak hour trips and a net decrease of 16 weekend peak hour trips when compared to the previously approved Cibo Restaurant development use. Detailed trip generation calculations are shown below on Table 1, as well as a comparison between the generated trips from the previous and the proposed redevelopment.

Table 1 - Trip Generation Summary

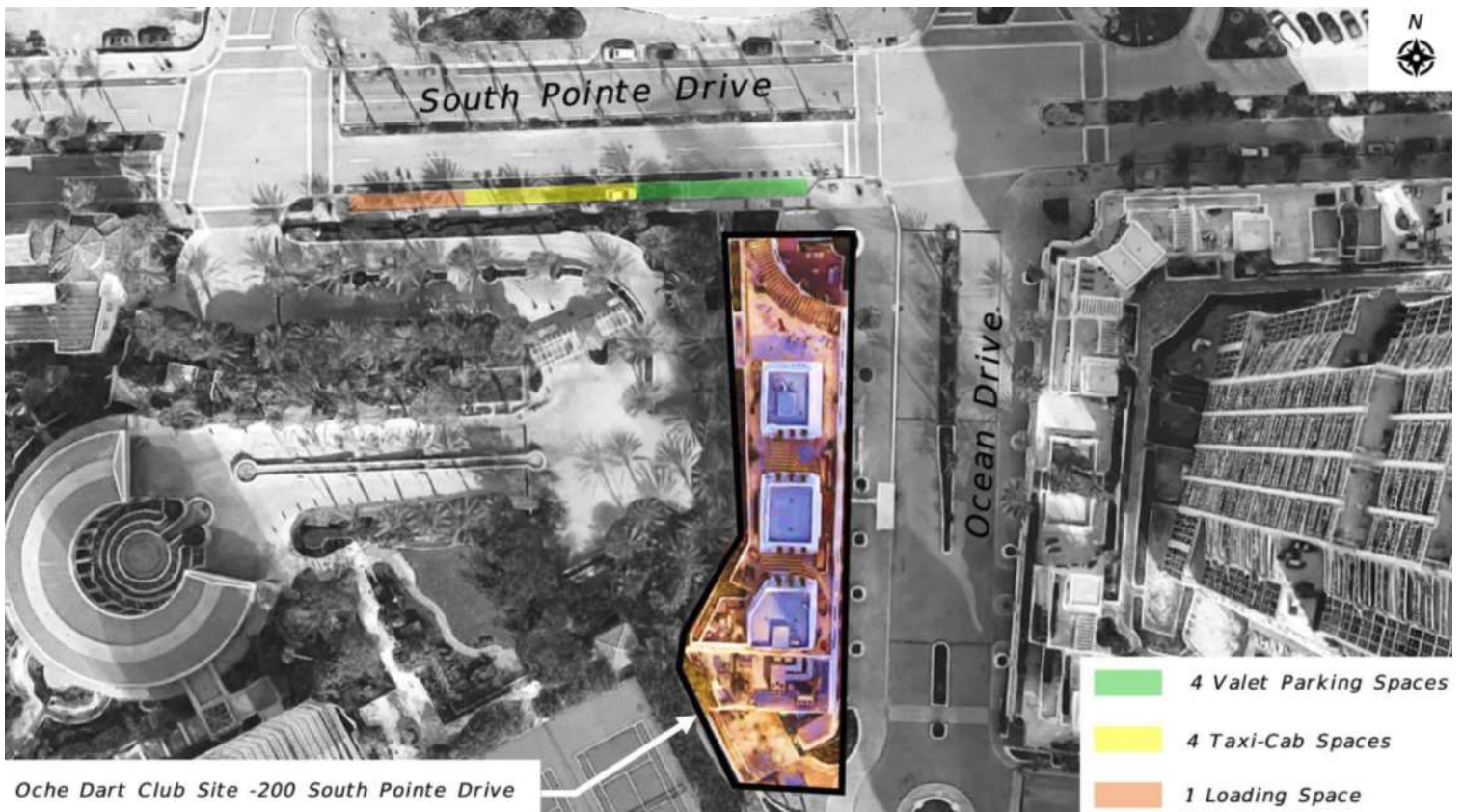
| Period | ITE Code / Description | Seats | Peak Hour Trips | | | Multimodal Reduction | Net Peak Hour Trips | | | Difference from Previous Development |
|-----------------------------------|--------------------------|-------|-----------------|-----|-------|----------------------|---------------------|-----|-------|--------------------------------------|
| | | | In | Out | Total | | In | Out | Total | |
| Weekday | 931 / Quality Restaurant | 399 | 70 | 34 | 104 | 20% | 56 | 27 | 83 | -38 |
| Weekend | 931 / Quality Restaurant | 399 | 80 | 55 | 135 | 20% | 64 | 44 | 108 | -16 |
| Cibo Restaurant Weekday Peak Hour | | 455 | 89 | 62 | 151 | 20% | 71 | 50 | 121 | |
| Cibo Restaurant Weekend Peak Hour | | 455 | 92 | 64 | 156 | 20% | 74 | 50 | 124 | |



Queue Analysis

The previous development included the use of four (4) on-street reserved valet parking spaces along South Pointe Drive. The same area for the operation for the operation of the valet drop-off and pick-up operations will be maintained for the Oche development. Figure 1 provides a detail of the site location and its existing assigned on-street parking spaces along South Pointe Drive. Appendix E, provides a Context Location Plan.

Figure 1 - Existing On-Street Spaces



Oche Miami, LLC will subcontract with PPK Parking to accommodate vehicular valet services. There are 120 parking spaces available for use of the Oche development at the parking garage located at 125 Collins Avenue. PPK will provide all necessary attendants based on traffic volume on a daily basis and for special events. There will be a Manager on site at all times supervising the Valet services operation. An automated system (O-Valet) will be used with patrons to help them order the vehicle in advance via a mobile app or mobile phone call / text message. This will allow PPK to schedule pick-ups and reduce congestion at the valet area.

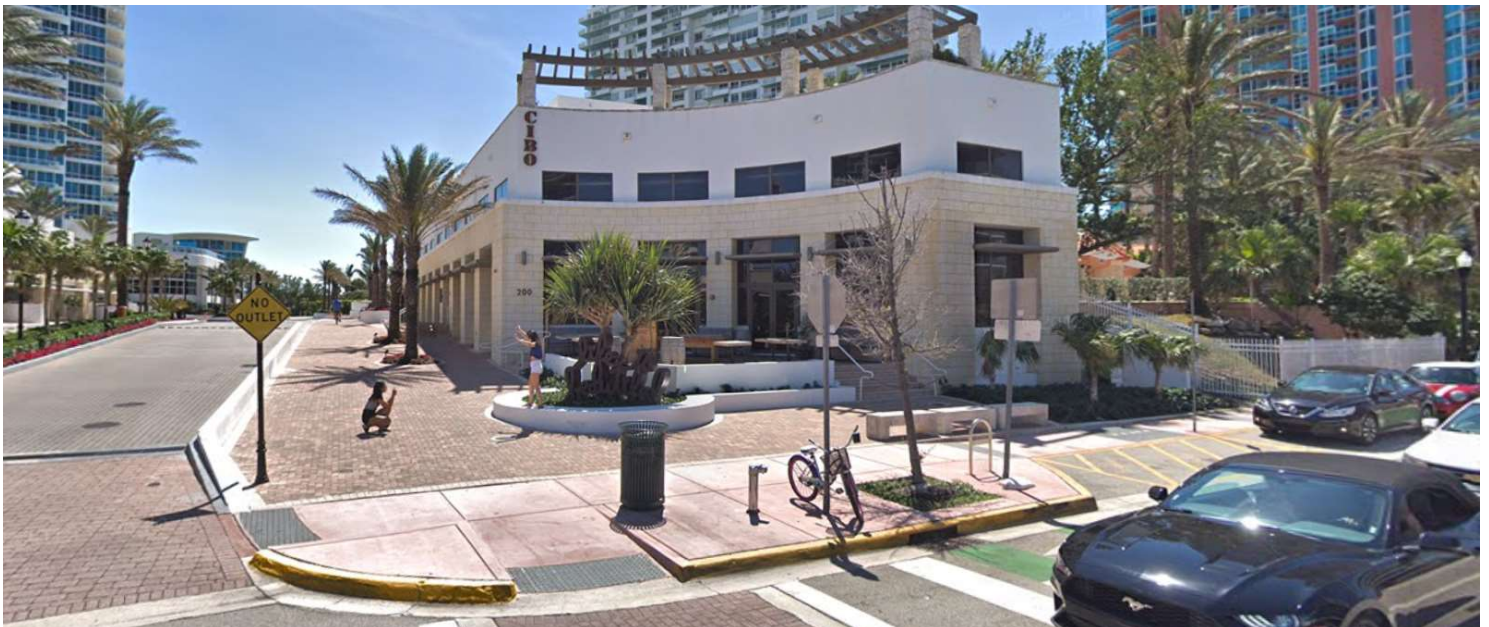


Figures 2 and 3 provide photographs of the site along South Pointe Drive and along Ocean Drive. As noted on the image valet parking operations are to be maintained using South Pointe Drive, through the use of the existing marked four (4) valet parking spaces. All Oche patrons are expected to valet or utilize the drop-off area if arriving via taxi or rideshare service.

Figure 2 - Site Photograph Looking East towards the intersection of South Pointe Drive and Ocean Drive



Figure 3 - Site Photograph Looking South-West towards the intersection of South Pointe Drive and Ocean Drive



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 exceeding the storage length provided on the four (4) on-street valet designated spaces. A highest demand condition and an average demand condition analyses were performed.



PPK Valet attendants will serve Oche patrons with a valet station located in-front of the project site, adjacent to the four (4) dedicated on-street valet parking spaces. The calculated service time for vehicles valeted at the 125 Collins Avenue Parking Garage is 4 minutes. Figure 4, shows the valet operation routes and Table 2 provides a summary of the travel times used to determine the valet service time.

Figure 4 - Valet Operation Routes



Table 2 - Valet Operation Travel Times

| Drop-Off | | | Pick-Up | | | | | | | | |
|---------------------------|-----|---------|------------------|-----|-----------|--------------------------|-----|---------|------------------|-----|-----------|
| Vehicle | | | Pedestrian | | | Vehicle | | | Pedestrian | | |
| Distance | 550 | feet | Distance | 550 | feet | Distance | 550 | feet | Distance | 550 | feet |
| Average Speed | 15 | mph | Average Speed | 5 | feet/sec. | Average Speed | 15 | mph | Average Speed | 5 | feet/sec. |
| Travel Time | 0.4 | minutes | Travel Time | 1.8 | minutes | Travel Time | 0.4 | minutes | Travel Time | 1.8 | minutes |
| Controlled Delay | 0.5 | minutes | Controlled Delay | 0.5 | minutes | Controlled Delay | 0.5 | minutes | Controlled Delay | 0.5 | minutes |
| Vehicle Time | 0.9 | minutes | Pedestrian Time | 2.3 | minutes | Vehicle Time | 0.9 | minutes | Pedestrian Time | 2.3 | minutes |
| Drop-Off Time 3.2 Minutes | | | | | | Pick-Up Time 3.2 Minutes | | | | | |

The valet queuing operations analysis was performed based on the methodology outlined in ITE’s Transportation and Land Development manual published in 1988. The analysis determined the four (4) existing vehicle drop-off spaces are adequate to handle valet parking operations for the Oche redevelopment. Furthermore, the analysis identified that a total of 7 valet attendants would be required during the weekend peak hour (with a 95.5% Confidence Interval). Please refer to Table 3 for a detail of the valet operation analysis.



Table 3 - Waiting Line Model - Multiple Server Analysis of Valet Operations

| | | | | | |
|-----------------------------------------|-----|--------|-----------------------------|-----|---------|
| Peak Hour Arrival Vehicles | 64 | veh/hr | Attendant Pick-up Rate | 3.2 | min/veh |
| Peak Hour Departure Vehicles | 44 | veh/hr | Attendant Drop-off Rate | 3.2 | min/veh |
| Avg. Vehicle Arrival Rate (λ) | 108 | veh/hr | Avg. Attendant Service Rate | 3.2 | min/veh |

| | | | | | |
|---------------------------------------------|-------|---------|------------------------------------|------|-----|
| Valet Attendants (s) | 7 | person | 95.5% Confidence Interval | | |
| Hourly Service Rate per Attendant (μ) | 18.5 | veh/hr | | | |
| Mean Service Rate for System ($s\mu$) | 129.2 | veh/hr | | | |
| Avg. Time Waiting in Queue (Wq) | 1.45 | minutes | | | |
| Avg. Time Spent in the System (W) | 4.70 | minutes | | | |
| Avg. Vehicles in the System (L) | 8.5 | veh | Probability M vehicles are waiting | 4.5% | |
| Avg. System Utilization (ρ) | 83.5% | | Waiting Vehicles (M) | 5.0 | veh |
| Probability no vehicles on queue (Po) | 0.2% | | Valet Parking Stalls | 4 | veh |
| Avg. Vehicles Waiting in Queue (Lq) | 2.61 | veh | Exceeding vehicles | 1.0 | veh |

Transportation Demand Management

Oche Miami, LLC is currently formulating its Transportation Demand Management (TDM) Plan to incentivise the use of transit, cycling, carpooling and alternative transportation modes. These strategies are to be completed with the goal of reducing the impacts of the project traffic on the surrounding roadway network. Typical measures used to manage transportation demand focus in promoting bicycling and walking, car/vanpooling and alternatives to the typical one (1) person use of a motor vehicle to access the site, either as a patron or employee. Ms. Karla Ibarra, is the General Manager of the Oche Miami Beach location and will be coordinating the implementation of the TDM strategies for Oche Miami, LLC. Ms. Ibarra may be reached at karla@oche.com.

A land use plan is included under Appendix F to provide information on surrounding land uses, and the Traffic Methodology Checklist developed by the City of Miami Beach for the Oche redevelopment project is included in Appendix H.



APPENDIX A

Traffic Study for Cibo Restaurant

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Kimley-Horn
and Associates, Inc.

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CMB PLANNING DEPT

Memorandum

To: Xavier Falconi, P.E.
City of Miami Beach

From: Adrian K. Dabkowski, P.E. (A) PTOE
John J. McWilliams, P.E.

Cc: Nick Di Donato, Liberty Entertainment Group
John Adams, Sieger Suarez Architectural Partnership

Date: May 14, 2013

Subject: Cibo Wine Bar Restaurant
200 South Pointe Drive
Valet Operations Analysis

5200 NW 33rd Avenue
Suite 109
Fort Lauderdale, Florida
33309

Kimley-Horn and Associates, Inc. has prepared a valet operations analysis for the proposed Cibo Wine Bar restaurant. The project consists of a 455-seat restaurant. The project is located on the southwest quadrant of South Pointe Drive and Ocean Drive. Refer to Figure 1 in Attachment A for a location map. The following sections summarize the analysis.

Valet Service and Operations

The Cibo Wine Bar restaurant will be served by one (1) valet drop-off/pick-up area. Restaurant patrons will retrieve vehicles in the proposed curb side drop-off and pick-up area adjacent to the restaurant on the south side of South Pointe Drive west of Ocean Drive. The curb side drop-off and pick-up area will be constructed as part of the restaurant development and will have a vehicle storage capacity of four (4) vehicles.

Self-parking will not be provided at the site. Therefore, with the exception of taxi trips, all restaurant patrons arriving by personal vehicle are assumed to valet their vehicle. Double Park, LLC will serve as the valet operator and will utilize the parking garage at 101 Ocean Drive (Bentley Beach Hotel Garage) and the surface parking lots at 125 Collins Avenue for valet operations. Figure 2 contained in Attachment A depicts the valet vehicle circulation routes.

Trip Generation

Highest Demand Condition

Trip generation for the proposed development was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 9th Edition, 2012. ITE Land Use Code 931 (Quality Restaurant) was used for the restaurant. In order to account for the area's urban environment, a

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multimodal reduction of 20 percent (20%) was applied to the site. It is expected that nearby residents, employees, and guests in adjacent hotels will choose to walk to the site. Restaurant patrons may walk to the adjacent retail stores, the beach, restaurants, and local places of interests. Additionally, it is expected that a portion of the trips including employee trips will utilize transit.

Trip generation rates were examined for the weekday P.M. peak hour of generator and weekend (Saturday) peak hour of generator which are considered the highest demand conditions. The project is expected to generate 121 net new trips during the weekday P.M. peak hour of generator of which 74 trips enter and 47 trips exit. During the weekend (Saturday) peak hour of generator, the project is expected to generate 124 net new trips of which 76 trips enter the site and 48 trips exit. Therefore, for highest demand conditions, weekend (Saturday) weekend peak hour of generator was used for analysis purposes as it generates more trips. Detailed trip generation calculations are contained in Attachment B.

Typical Demand Condition

An average demand condition was also examined which is equal to 25 percent of the highest demand scenario or 31 valet trips, of which 19 enter the site and 12 exit.

Valet Operations Analysis

The valet queuing operations analysis was performed based on the methodology outlined in the 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 South Pointe Drive. Two (2) analyses were developed, (1) for the highest demand condition and (2) for the typical demand condition.

Assumptions

In order to provide a conservative analysis it is assumed that all vehicle trips to the site will utilize the valet services.

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.

The average service rate corresponds to the time it would take a valet attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the restaurant's proposed curb side drop-off and pick-up area. The calculated average service time for both parking areas was 5.0 minutes. Detailed trip length calculations are included in Attachment C.



The average service rate for departing patrons corresponds to the time it would take the valet to walk to the parking, return with the vehicle to the valet area, and the patron exits the valet area. The calculated average service time for both parking areas was 4.0 minutes. Detailed trip length calculations are included in Attachment C.

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. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 90 percent. A total of four (4) vehicle drop-off/pick-up spaces are provided at the curb side drop-off and pick-up area.

Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate the proposed restaurant demand during the analysis hour and ensure that the 90th percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of four (4) valet attendants are required under average demand conditions with 13 valet attendants being needed during the Saturday peak hour of generator (highest demand condition) without blocking travel lanes on South Pointe Drive.

Conclusion

Based on the valet operations analysis performed, it was determined that the 90th percentile valet queues will not extend beyond the valet service area blocking travel lanes on South Pointe Drive. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between four (4) to 13 valet attendants may be required during typical and high demand peak 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.

Attachment A



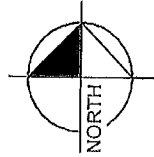
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Kimley-Horn
and Associates, Inc.

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Figure 1
Location Map
Cibo Wine Bar Restaurant
City of Miami Beach, Florida



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LEGEND

- ← Restaurant Valet Drop-off Route (Entering Trips)
- ← Restaurant Valet Pick-up Route (Exiting Trips)

FIGURE 2
PROPOSED VALET ROUTING
CIBO WINE BAR RESTAURANT



Attachment B

PEAK HOUR TRIP GENERATION COMPARISON

WEEKDAY (PEAK HOUR OF GENERATOR) TRIP GENERATION

| | ITE TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | GROSS VOLUMES | | | INTERNAL CAPTURE | | EXTERNAL TRIPS | | | 20% MULTIMODAL REDUCTION FACTOR | | NET NEW EXTERNAL TRIPS | | |
|----|-------------------------------------|-------------------|----------|-------------------|-----------|--------------------------|-----|---------------|-----|-------|------------------|-------|----------------|-----|-------|---------------------------------|-------|------------------------|-----|-------|
| | Land Use | ITE Edition | ITE Code | Scale | ITE Units | Percent | | In | Out | Total | Percent | Trips | In | Out | Total | Percent | Trips | In | Out | Total |
| | | | | | | In | Out | | | | | | | | | | | | | |
| 1 | Quality Restaurant | 9 | 931 | 465 | 664 | 59% | 41% | 89 | 62 | 151 | 0.0% | 0 | 89 | 62 | 151 | 20.0% | 30 | 74 | 47 | 121 |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | | | |
| | | ITE Land Use Code | | Rate or Equation | | Total: | | 89 | 62 | 151 | | | 89 | 62 | 151 | 19.9% | 30 | 74 | 47 | 121 |
| | | 931 | | $Y=0.4*(X)+31.78$ | | | | | | | | | | | | | | | | |

GROUP 1

PEAK HOUR TRIP GENERATION COMPARISON

WEEKEND (PEAK HOUR OF GENERATOR) TRIP GENERATION

| | ITE TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | GROSS VOLUMES | | | INTERNAL CAPTURE | | EXTERNAL TRIPS | | | 20% MULTIMODAL REDUCTION FACTOR | | NET NEW EXTERNAL TRIPS | | |
|-------------------|-------------------------------------|--------------------|----------|-------|-----------|--------------------------|-----|---------------|-----|-------|------------------|-------|----------------|-----|-------|---------------------------------|-------|------------------------|-----|-------|
| | Land Use | ITE Edition | ITE Code | Scale | ITE Units | Percent | | In | Out | Total | Percent | Trips | In | Out | Total | Percent | Trips | In | Out | Total |
| | | | | | | In | Out | | | | | | | | | | | | | |
| 1 | Quality Restaurant | 9 | 931 | 456 | seat | 59% | 41% | 92 | 64 | 160 | 0.0% | 0 | 92 | 64 | 160 | 20.0% | 32 | 76 | 48 | 124 |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | |
| Total: | | | | | | | | 92 | 64 | 160 | | | 92 | 64 | 160 | 20.6% | 32 | 76 | 48 | 124 |
| ITE Land Use Code | | Rate of Equallon | | | | | | | | | | | | | | | | | | |
| 931 | | $Y=0.36*(X)+16.72$ | | | | | | | | | | | | | | | | | | |

Attachment C

VALET Drop off/Pick-Up Calculated Travel Time

101 Ocean Drive Parking Garage Calculated Travel Time

| VEHICLE TRAVEL TIME | | VALET DROP-OFF | | VALET ATTENDANT TRAVEL TIME | |
|------------------------------------|-------------|---------------------------------------------------|-------------|------------------------------------|--|
| Travel Times (Assume 15 mph speed) | | Travel Times (Assume 5 ft/s speed) | | Travel Times (Assume 5 ft/s speed) | |
| To Valet Garage (In Vehicle) | Distance | Return from Valet Garage (Walk/Run) to Valet Area | Distance | | |
| | 0.207 miles | | 0.215 miles | | |
| Travel Time | 0.8 minutes | Travel Time | 3.8 minutes | | |
| Controlled Delay | 1.0 Minutes | | | | |
| Total Time | 5.6 Minutes | | | | |

125 Collins Avenue Parking Garage Calculated Travel Time

| VEHICLE TRAVEL TIME | | VALET DROP-OFF | | VALET ATTENDANT TRAVEL TIME | |
|------------------------------------|-------------|------------------------------------------------|-------------|------------------------------------|--|
| Travel Times (Assume 15 mph speed) | | Travel Times (Assume 5 ft/s speed) | | Travel Times (Assume 5 ft/s speed) | |
| To Valet Lot (In Vehicle) | Distance | Return from Valet Lot (Walk/Run) to Valet Area | Distance | | |
| | 0.203 miles | | 0.135 miles | | |
| Travel Time | 0.8 minutes | Travel Time | 2.4 minutes | | |
| Controlled Delay | 1.0 Minutes | | | | |
| Total Time | 4.2 Minutes | | | | |

101 Ocean Drive Parking Garage Calculated Travel Time

| VALET ATTENDANT TRAVEL TIME | | VALET PICK-UP | | VALET ATTENDANT TRAVEL TIME | |
|------------------------------------|-------------|-----------------------------------------------------|-------------|------------------------------------|--|
| Travel Times (Assume 5 ft/s speed) | | Travel Times (Assume 15 mph speed) | | Travel Times (Assume 15 mph speed) | |
| To Valet Garage (Walk/Run) | Distance | Return from Valet Garage (In Vehicle) to Valet Area | Distance | | |
| | 0.215 miles | | 0.333 miles | | |
| Travel Time | 2.6 minutes | Travel Time | 1.3 minutes | | |
| Controlled Delay | 1.0 Minutes | | | | |
| Total Time | 4.9 Minutes | | | | |

125 Collins Avenue Parking Garage Calculated Travel Time

| VALET ATTENDANT TRAVEL TIME | | VALET PICK-UP | | VALET ATTENDANT TRAVEL TIME | |
|------------------------------------|-------------|--------------------------------------------------|-------------|------------------------------------|--|
| Travel Times (Assume 5 ft/s speed) | | Travel Times (Assume 15 mph speed) | | Travel Times (Assume 15 mph speed) | |
| To Valet Garage (Walk/Run) | Distance | Return from Valet Lot (In Vehicle) to Valet Area | Distance | | |
| | 0.135 miles | | 0.143 miles | | |
| Travel Time | 1.6 minutes | Travel Time | 0.6 minutes | | |
| Controlled Delay | 1.0 Minutes | | | | |
| Total Time | 3.2 Minutes | | | | |

Attachment D

Weekend (Highest Demand Condition) Peak Hour of Generator

| | | | |
|--------------|----|-----|--------|
| Arrival Rate | IN | OUT | veh/hr |
| | 76 | 48 | |

| | | | |
|--------------|------|------|----------|
| Service Rate | IN | OUT | mins/veh |
| | 5.00 | 4.00 | |

Control Delay = min
Service Time = 4.61 mins/veh

Number of Valet Attendants (N) = 13
Level of Confidence = 0.90
Storage Provided On-Site = 4 vehicles

Total Entering and Exiting Vehicles(q) = 124 veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) = 13.01 veh/hr/pos
Average Service Rate (t) = 4.61 mins/veh
 $\rho (t/Q) = 0.733$

| | | | |
|-----------------------------------------------------|-------|-------|------|
| Expected (avg.) number of vehicles in the system | E(m)= | 0.60 | |
| Expected (avg.) number of vehicles waiting in queue | E(n)= | 10.14 | |
| Mean time in the queue | E(w)= | 0.29 | mins |
| Mean time in system | E(t)= | 4.90 | mins |

Proportion of customers who wait (P) $(E(w) > 0) = 21.94\%$
Probability of a queue exceeding a length (M) $P(x > M) = 10.00\%$

Queue length which is exceeded 10.00% of the times is equal to 1.3 vehicles

Average (Typical Demand Condition) Peak Hour of Generator

| | | | |
|--------------|----|-----|--------|
| Arrival Rate | IN | OUT | veh/hr |
| | 19 | 12 | |

| | | | |
|--------------|------|------|----------|
| Service Rate | IN | OUT | mins/veh |
| | 5.00 | 4.00 | |

Control Delay = min
 Service Time = 4.61 mins/veh

Number of Valet Attendants (N) = 4
 Level of Confidence = 0.90
 Storage Provided On-Site = 4 vehicles
 Total Entering and Exiting Vehicles(q) = 31 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 13.01 veh/hr/pos
 Average Service Rate (t) = 4.61 mins/veh
 rho (t/Q) = 0.596

| | | | |
|-----------------------------------------------------|-------|------|------|
| Expected (avg.) number of vehicles in the system | E(m)= | 0.42 | |
| Expected (avg.) number of vehicles waiting in queue | E(n)= | 2.80 | |
| Mean time in the queue | E(w)= | 0.80 | mins |
| Mean time in system | E(t)= | 5.42 | mins |

Proportion of customers who wait (P) (E(w) > 0) = 28.17%
 Probability of a queue exceeding a length (M) P(x > M) = 10.00%

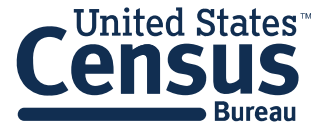
Queue length which is exceeded 10.00% of the times is equal to 0.8 vehicles



APPENDIX B

US Census Means of Transportation to Work

MEANS OF TRANSPORTATION TO WORK BY VEHICLES AVAILABLE



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.

Miami Beach city, Florida

| Label | Estimate |
|-------------------------------------------------|----------|
| ▼ Total: | 53,102 |
| No vehicle available | 8,959 |
| 1 vehicle available | 24,517 |
| 2 vehicles available | 15,855 |
| 3 or more vehicles available | 3,771 |
| ▶ Car, truck, or van - drove alone: | 28,123 |
| ▶ Car, truck, or van - carpooled: | 3,971 |
| ▶ Public transportation (excluding taxicab): | 5,106 |
| ▶ Walked: | 4,696 |
| ▶ Taxicab, motorcycle, bicycle, or other means: | 6,852 |
| ▶ Worked at home: | 4,354 |

Table Notes

MEANS OF TRANSPORTATION TO WORK BY VEHICLES AVAILABLE

Survey/Program:

American Community Survey

Universe:

Workers 16 years and over in households

Year:

2018

Estimates:

1-Year

Table ID:

B08141

Source: U.S. Census Bureau, 2018 American Community Survey 1-Year Estimates

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.

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

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

While the 2018 American Community Survey (ACS) data generally reflect the July 2015 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 delineations 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.



APPENDIX C

Miami-Dade Transit Bus Service Routes

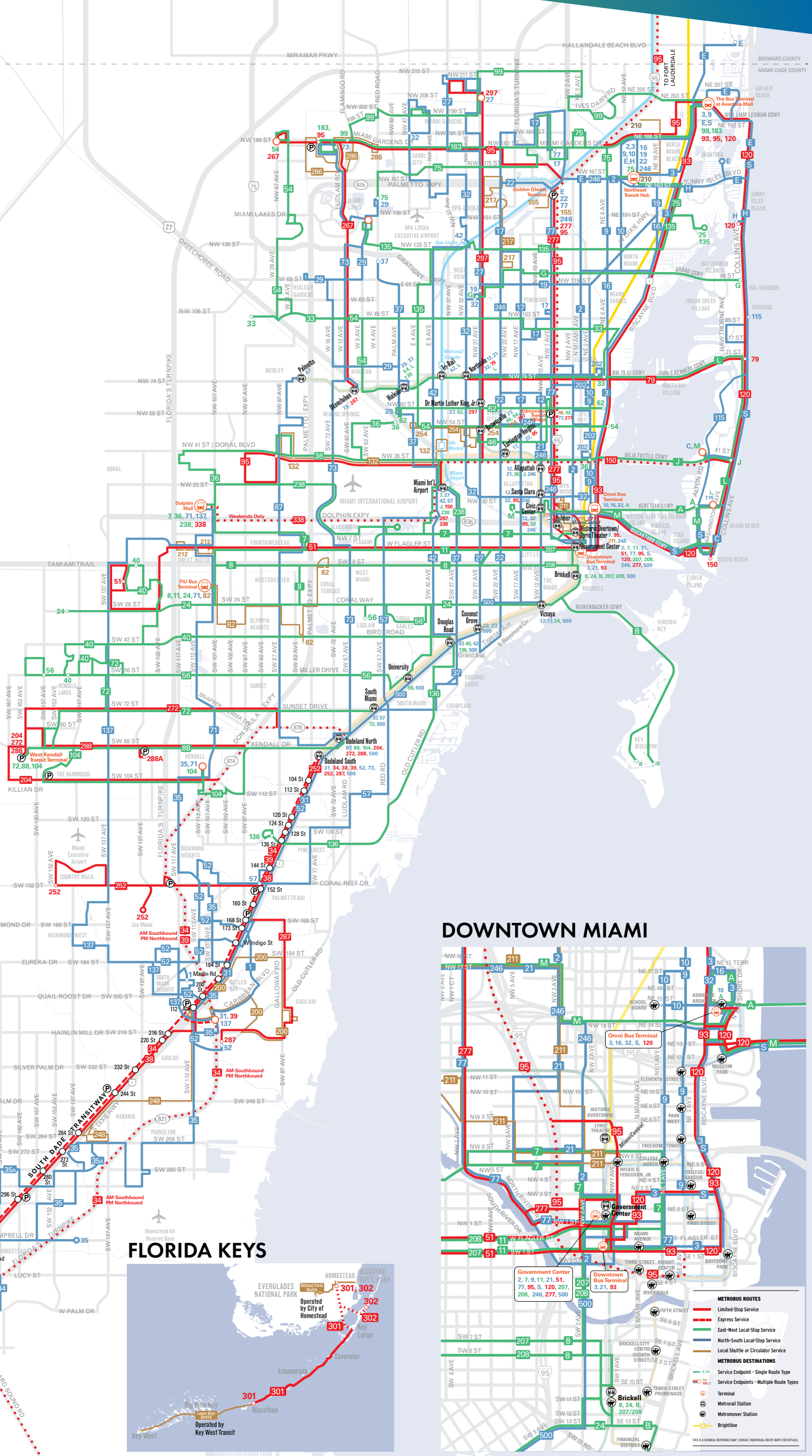


METROBUS SYSTEM

MAY 2019

- METROBUS ROUTES**
- Limited-Stop Service
 - Express Service
 - Non-stop Service
 - East-West Local-Stop Service
 - North-South Local-Stop Service
 - Local Shuttle or Circulator Service
- METROBUS DESTINATIONS**
- Service Endpoint - Single Route Type
 - Service Endpoints - Multiple Route Types
 - Terminal
 - Park and Ride Lot
 - South Dade Transit-Way Station
 - MetroRail & Station - Routes Serving Station
 - Tri-Rail
 - Brightline

THIS IS A GENERAL REFERENCE MAP. CONSULT INDIVIDUAL ROUTE MAPS FOR DETAILS.



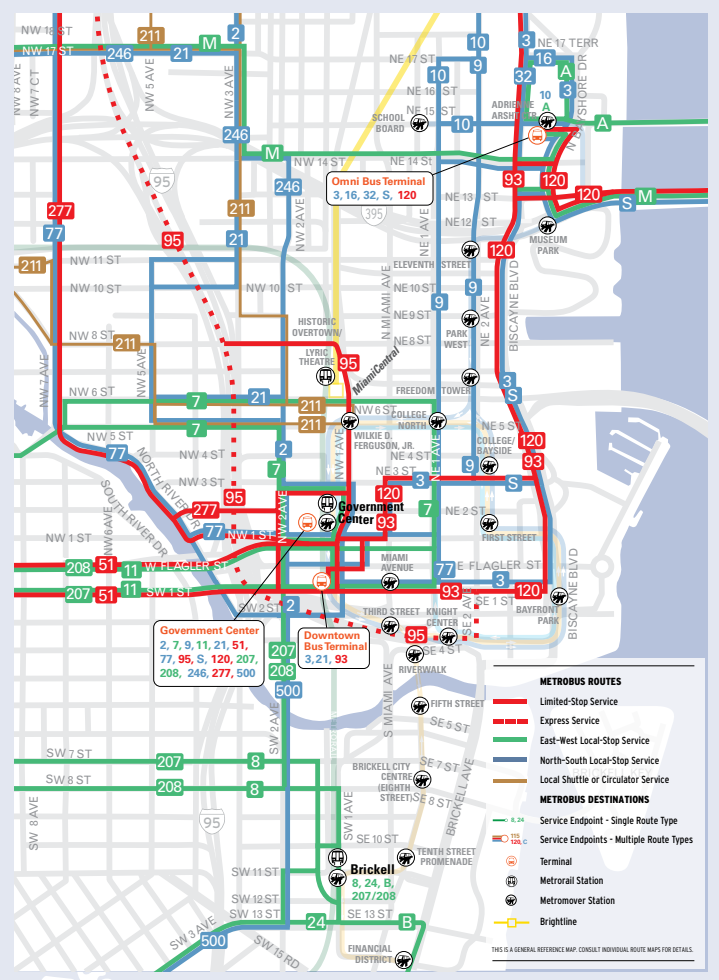
BROWARD COUNTY



FLORIDA KEYS



DOWNTOWN MIAMI



- Connects with MetroRail
- Serves Park & Ride Lot
- Overnight Service
- Serves Miami International Airport
- Connects with Tri-Rail
- Connects with Brightline

- 1 Perrine ↔ Quail Roost Dr/SW 117 Ave
- 2 163 St Mall, 84 St ↔ Downtown Miami
- 3 Aventura Mall ↔ Downtown Miami
- 7 Dolphin Mall, Miami Intl Airport ↔ Downtown Miami
- 8 FIU Maidique Campus ↔ Brickell MetroRail
- 9 Aventura, 163 St Mall ↔ Downtown Miami
- 10 SkyLake Mall ↔ Omni Metrobus Terminal
- 11 FIU Maidique Campus, Mall of the Americas ↔ Downtown Miami
- 12 Northside MetroRail ↔ Mercy Hospital
- 16 163 St Mall ↔ Omni Metrobus Terminal
- 17 Norwood ↔ Vizzaya MetroRail
- 19 (WEEKDAYS ONLY) MDC North Campus ↔ 163 St Mall
- 21 Northside MetroRail ↔ Downtown Miami
- 22 163 St Mall ↔ Coconut Grove MetroRail
- 24 CORAL WAY LIMITED - West Dade ↔ Brickell MetroRail
- 27 Miami Gardens ↔ Coconut Grove MetroRail
- 29 (WEEKDAYS ONLY) Miami Lakes Education Center ↔ Hialeah
- 31 BUSWAY LOCAL - South Dade Government Center ↔ Dadeland South MetroRail
- 32 Carol City ↔ Omni Metrobus Terminal
- 33 Hialeah ↔ NE 79 St/Biscayne Blvd
- 34 EXPRESS (WEEKDAY RUSH-HOUR ONLY) Florida City ↔ Dadeland South MetroRail
- 35 MDC Kendall Campus ↔ Florida City
- 36 Dolphin Mall, Doral, Miami Springs ↔ Midtown Miami
- 37 Hialeah ↔ South Miami MetroRail
- 38 BUSWAY MAX Dadeland South MetroRail ↔ Florida City
- 39 EXPRESS (WEEKDAY RUSH-HOUR ONLY) S Dade Govt Ctr ↔ Dadeland South MetroRail
- 40 Lakes of the Meadow, Tamiami Trail/SW 132 Ave ↔ Douglas Road MetroRail
- 42 Opa-locka Tri-Rail ↔ Douglas Road MetroRail
- 46 LIBERTY CITY CONNECTION (WEEKDAY RUSH-HOUR ONLY) Brownsville MetroRail ↔ Seventh Avenue Transit Village
- 51 FLAGLER MAX (WEEKDAYS ONLY) West Dade ↔ Downtown Miami
- 52 Dadeland South MetroRail ↔ South Dade Health Center
- 54 Miami Gardens Dr/NW 87 Ave, Hialeah Gardens ↔ Biscayne Blvd/NE 54 St
- 56 (WEEKDAYS ONLY) West Dade ↔ Miami Children's Hospital
- 57 (WEEKDAYS ONLY) Miami Intl Airport ↔ Jackson South Hospital
- 62 Hialeah ↔ Biscayne Blvd / 62 St
- 71 Dolphin Mall ↔ MDC Kendall Campus
- 72 West Kendall Terminal, Miller Square ↔ South Miami MetroRail
- 73 Miami Gardens Dr & NW 73 Ave Park & Ride ↔ Dadeland South MetroRail
- 75 Miami Lakes Educational Center ↔ FIU Biscayne Bay Campus
- 77 Norwood ↔ Downtown Miami
- 79 STREET MAX (WEEKDAY RUSH-HOUR ONLY) Northside MetroRail ↔ 72 St / Miami Beach
- 82 WESTCHESTER CIRCULATOR (NO SUNDAYS) FIU Maidique Campus ↔ Flagami
- 87 Palmetto MetroRail, Doral ↔ Dadeland North MetroRail
- 88 Dadeland North MetroRail ↔ West Kendall Terminal
- 93 BISCAYNE MAX (WEEKDAYS ONLY) Downtown Miami ↔ Aventura Mall
- 95 EXPRESS GOLDEN GLADES (WEEKDAY RUSH-HOUR ONLY) Carol City, Aventura Mall, Golden Glades ↔ Downtown Miami, Civic Center
- 95 EXPRESS DADE BROWARD (WEEKDAY RUSH-HOUR ONLY) ROUTE 195: Broward Blvd ↔ Downtown Miami
- ROUTE 196: Sheridan St ↔ Downtown Miami
- ROUTE 295: Broward Blvd ↔ Civic Center
- ROUTE 296: Sheridan St ↔ Civic Center
- 99 Miami Gardens Dr & NW 73 Ave Park & Ride ↔ Aventura Mall
- A ROUTE 101: Omni ↔ 20th Street & West Avenue / Miami Beach
- B ROUTE 102: Brickell MetroRail ↔ Key Biscayne
- C ROUTE 103: South Beach ↔ Mt. Sinai Medical Center
- 104 West Kendall Terminal ↔ Dadeland North MetroRail
- E ROUTE 105: Golden Glades ↔ Hallandale Beach
- G ROUTE 107: 94 St / Miami Beach ↔ MDC North Campus
- H ROUTE 108: 163 Street Mall ↔ Haulover Park
- J ROUTE 110: Miami Intl Airport ↔ 41 St / Miami Beach
- L ROUTE 112: Lincoln Rd ↔ Hialeah MetroRail
- M ROUTE 113: Civic Center ↔ Mt. Sinai Hospital
- 115 MID-NORTH BEACH CONNECTION - Collins Ave / 88 St ↔ Lincoln Rd
- S ROUTE 119: Downtown Miami ↔ Aventura Mall
- 120 BEACH MAX Downtown Miami ↔ Haulover Park, Aventura Mall
- 132 TRI-RAIL DORAL SHUTTLE (WEEKDAY RUSH-HOUR ONLY): Doral ↔ Hialeah Market Tri-Rail
- 135 Hialeah MetroRail, Miami Lakes ↔ FIU Biscayne Bay Campus
- 136 (WEEKDAY RUSH-HOUR ONLY) SW 136 St / US1 ↔ Douglas Road MetroRail
- 137 WEST DADE CONNECTION Dolphin Mall ↔ South Dade Gov Center
- 150 MIAMI BEACH AIRPORT EXPRESS Miami Intl Airport ↔ South Beach
- 155 BISCAYNE GARDENS CIRCULATOR (WEEKDAYS ONLY)
- 183 Miami Gardens Dr & NW 73 Ave Park & Ride ↔ Aventura Mall
- 200 CUTLER BAY LOCAL
- 202 LITTLE HAITI CONNECTION Biscayne Shopping Plaza, NW 5 Ave / 83 St ↔ Miami Design District
- 204 KILLIAN KAT (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ↔ Dadeland North MetroRail
- 207 LITTLE HAVANA CONNECTION (CLOCKWISE) Downtown Miami, Brickell ↔ SW 25 Ave via SW 1 St & SW 7 St
- 208 LITTLE HAVANA CONNECTION (COUNTERCLOCKWISE) Downtown Miami, Brickell ↔ SW 27 Ave via W Flagler St & S1
- 210 SKYLAKE CIRCULATOR SkyLake Mall ↔ 163 Street Mall
- 211 OVERTOWN CIRCULATOR (WEEKDAYS ONLY)
- 212 SWEETWATER CIRCULATOR (WEEKDAYS ONLY)
- 217 BUNCHE PARK CIRCULATOR (WEEKDAYS ONLY) NW 127 St / 22 Ave ↔ N Dade Health Center
- 238 EAST-WEST CONNECTION (WEEKDAYS ONLY) Dolphin Mall ↔ Miami Int. Airport
- 246 NIGHT OWL Downtown Miami ↔ 163 St Mall
- 248 PRINCETON CIRCULATOR Southland Mall ↔ SW 264 St, Naranja (Weekdays Only)
- 252 CORAL REEF MAX Country Walk ↔ Dadeland South MetroRail, Zoo Miami (Weekends Only)
- 254 BROWNSVILLE CIRCULATOR (WEEKDAYS ONLY) Caleb Center ↔ Jefferson Reeves Park, Hialeah (Thursday only)
- 267 LUDLAM LIMITED (WEEKDAY RUSH-HOUR ONLY) NW 186 St/87 Ave ↔ Okeechobee MetroRail
- 272 SUNSET KAT (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ↔ Dadeland North MetroRail
- 277 NW 7 AVENUE MAX (WEEKDAY RUSH-HOUR ONLY) Downtown Miami ↔ Golden Glades Park & Ride
- 286 NORTH POINTE CIRCULATOR (NO SUNDAYS) Miami Gardens Dr & NW 73 Ave Park & Ride ↔ NW 57 Ave/NW 176 St
- 287 SAGA BAY MAX (WEEKDAY RUSH-HOUR ONLY) S Dade Health Center ↔ Dadeland South MetroRail
- 288 KENDALL CRUISER (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal, SW 127 Ave Park & Ride ↔ Dadeland North MetroRail
- 297 27th AVE ORANGE MAX (WEEKDAYS ONLY) Miami Intl Airport ↔ Miami Gardens
- 301 DADE-MONROE EXPRESS Florida City ↔ Marathon Key
- 302 CARD SOUND EXPRESS Florida City ↔ Ocean Reef Club
- 338 WEEKEND EXPRESS (WEEKENDS ONLY) Miami Intl Airport ↔ Dolphin Mall
- 344 (WEEKDAYS ONLY) Florida City ↔ MDC Homestead Campus
- 500 MIDNIGHT OWL Dadeland South MetroRail ↔ Downtown Miami

DRIVE LESS. LIVE MORE.™



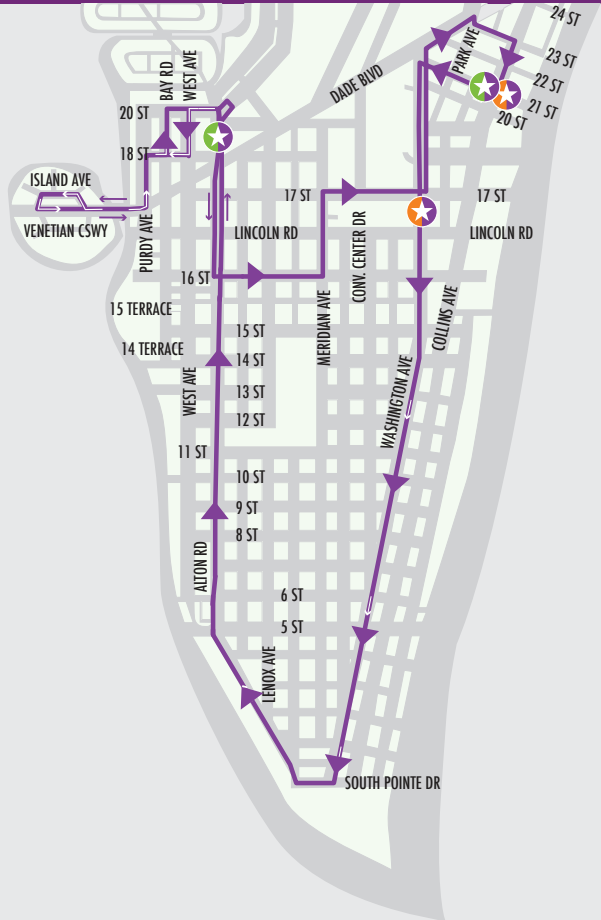
APPENDIX D

City of Miami Beach South Beach Trolley Map



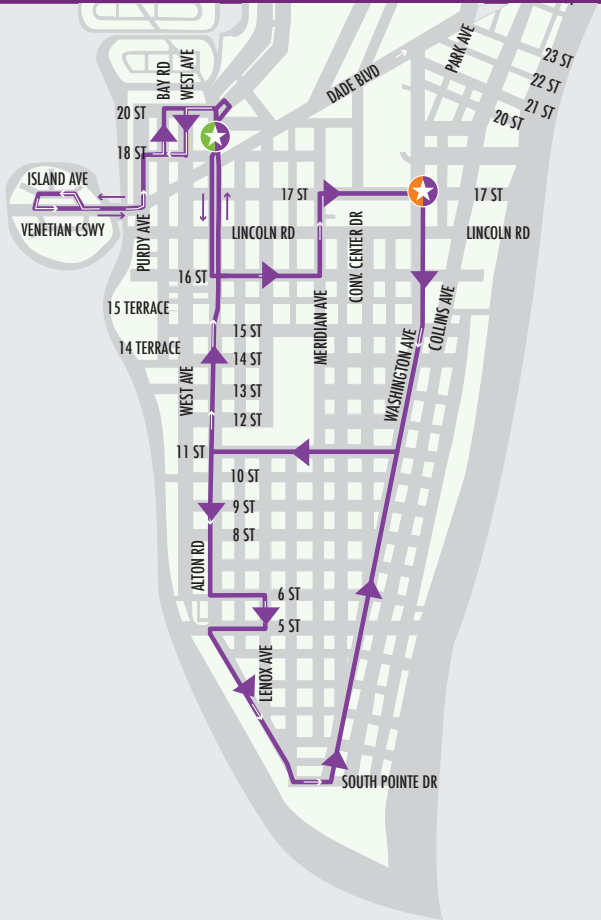
SOUTH BEACH LOOP - A

(Clockwise - Approximately 20 minutes)



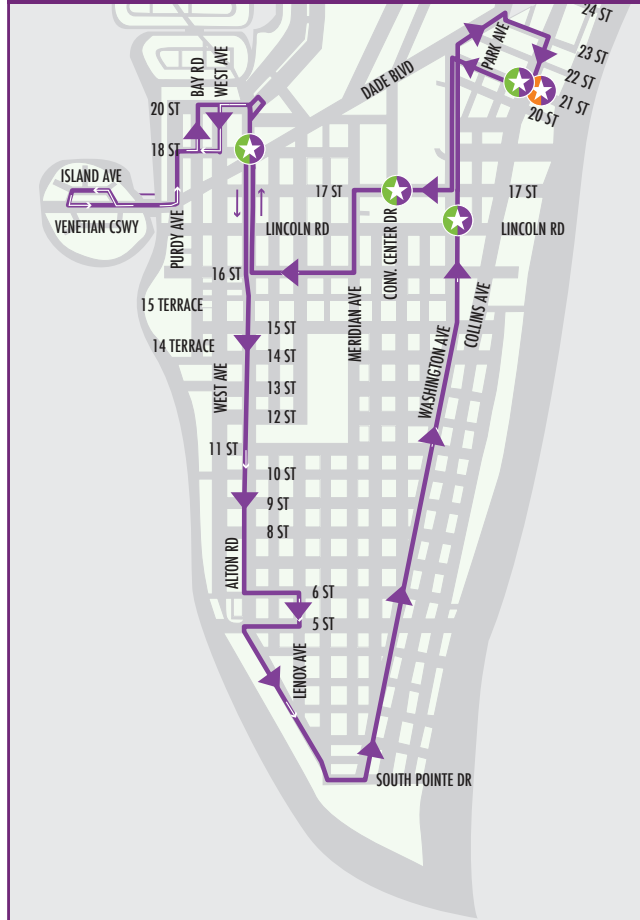
SOUTH BEACH LOOP - VIA 11 ST

(Approximately 40 minutes)



SOUTH BEACH LOOP - B

(Counter Clockwise - Approximately 20 minutes)





APPENDIX E

Context Location Plan



Context Location Plan





APPENDIX F

Land Use Plan



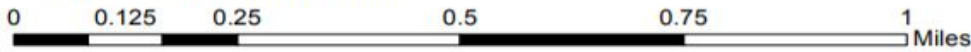
Land Use Plan



*A t l a n t i c
O c e a n*

MIAMI BEACH PLANNING DEPARTMENT

1700 CONVENTION CENTER DRIVE
MIAMI BEACH, FLORIDA 33139
P 305.673.7550 F 305.673.7559



LAND USE MAP MIAMI-DADE COUNTY





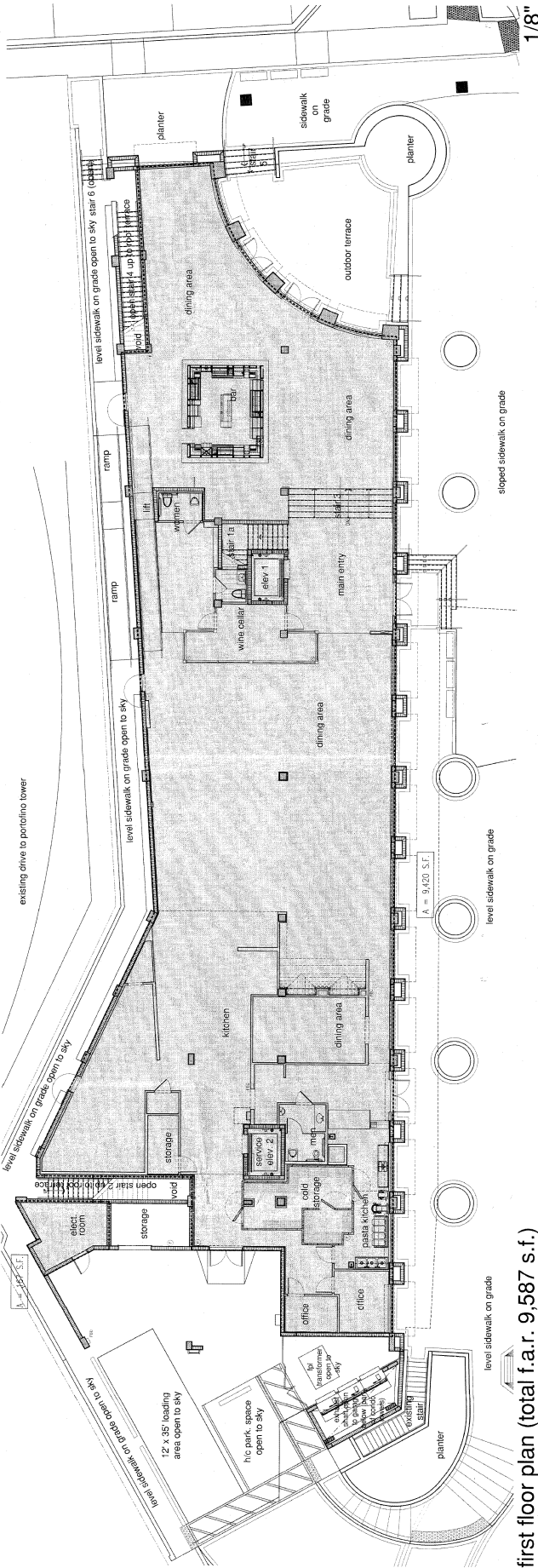
APPENDIX G

Site Plan, Floor Plan and Site Access

Address: Cibo Wine Bar SoBe
Miami Beach, FL 33139

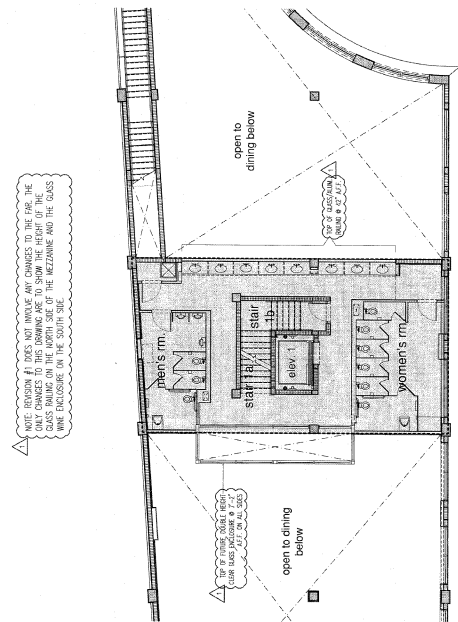
Owner: South Beach Ocean Parcel, Ltd. II
Miami Beach, FL 33139

Continuum - Cibo Wine Bar SoBe
miami beach, fl.

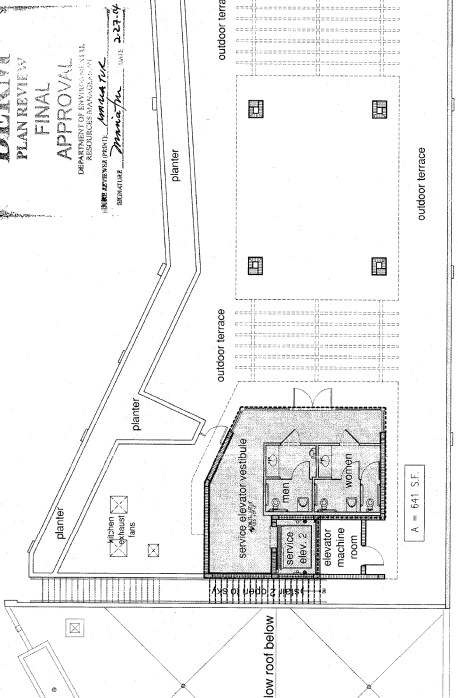


first floor plan (total f.a.r. 9,587 s.f.)

NOTE: OUTDOOR TERRACES NOT WITHIN ANY CHANGES TO THE PARCEL. THE GRASS PAVING ON THE NORTH SIDE OF THE MEZZANINE AND THE GRASS WINE ENCLOSURE ON THE SOUTH SIDE.



mezzanine level floor plan (total f.a.r. 1,366 s.f.) 1/8"



roof terrace level floor plan (total f.a.r. 980 s.f.)

first, mezzanine & roof terrace level F.A.R. plans



NOTE: THIS DRAWING IS PROVIDED FOR REFERENCE ONLY. NO CHANGES ARE PROPOSED TO THE FAR FOR THIS BUILDING.

RESTAURANT TOTAL F.A.R. 11,933 S.F.
(12,000 S.F. ALLOWED FOR THIS RETAIL PARCEL BY AMENDED DEVELOPMENT AGREEMENT DATED MARCH 5, 1999)

The Sieger Suarez Architectural Partnership

14121 Southwest 118th Avenue, Miami, Florida, 33186, 305/274-2702

OSHA 36, State F.A.A.
10/7/2002
10/7/2002

A1.00

OCHE MIAMI RESTAURANT

200 SOUTH POINTE DR.,
MIAMI BEACH, FLORIDA 33139



JAMES R. WILLIAMS AIA

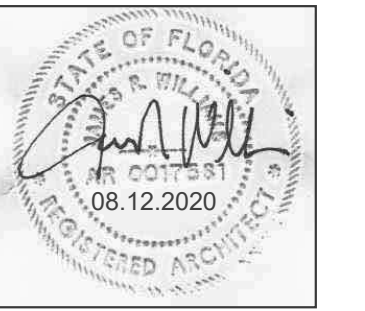
7700 CONGRESS AVE.
SUITE 1114
BOCA RATON, FLORIDA 33487
TEL 561 997 1244
FAX 561 997 1675

JAMES R. WILLIAMS - AR 0017581

OCHE MIAMI RESTAURANT

200 SOUTH POINTE DR.,
MIAMI BEACH, FLORIDA 33139

FLORIDA LICENSURE: AA26002219



THIS ITEM HAVE BEEN ELECTRONICALLY SIGNED AND SEALED BY JAMES R. WILLIAMS ON THE DATE ADJACENT TO THE SEAL USING A SHA AUTHENTICATION CODE.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SHA AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

PROJECT NO. 20112
DESIGNED BY: MPB
DRAWN BY: RC
CHECKED BY: JRW/MPB

SUBMITTALS:
PROGRESS SET: 07.29.2020
PERMIT SET: 08.12.2020

REVISIONS:

PROJECT TEAM & INDEX

| PROJECT TEAM | | DESCRIPTION OF WORK | KEY PLAN N.T.S. | DRAWING INDEX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| CLIENT: OCHE MIAMI LLC 200 SOUTH POINTE DR. MIAMI BEACH, FLORIDA 33139 P: 561.758.8393 GILLES@OCHE.COM | INTERIOR DESIGNER: DRAPE DESIGN INDUSTRIGATA 46C 0357 OSLO NORWAY P: +47 47 01 84 61 BJORN@DRAPEDESIGN.NO WWW.DRAPEDESIGN.NO | <ol style="list-style-type: none"> THE SCOPE OF WORK INVOLVES A 9,587 SF PROPOSED RESTAURANT WITH DART PLAYING AREAS IN AN EXISTING 2 STORY, STAND ALONE BUILDING WITH ACCESS TO EXISTING RESTROOMS AT MEZZANINE. (ONLY FIRST FLOOR WILL BE UTILIZED FOR BUSINESS, NO ROOF ACCESS, NO OUTDOOR SEATING). THE EXISTING BUILDING WILL RECEIVE NEW INTERIOR FURNISHINGS AND FINISHES UNDER A SEPARATE PERMIT. NO CHANGE IN OCCUPANCY OR CONSTRUCTION TYPE IS PROPOSED UNDER THIS PERMIT. THE SCOPE OF WORK FOR THIS PERMIT INVOLVES FURNISHING THE EXISTING INTERIOR SPACE WITH NEW KITCHEN EQUIPMENT, NEW BAR, NEW STORAGE AREAS AND FURNITURE. NO WORK TO BE DONE TO EXISTING HVAC AND MECHANICAL EQUIPMENT, EXISTING SPRINKLERS, EXISTING FIRE ALARM COMPONENTS, EXISTING ELECTRICAL OR PLUMBING FIXTURES. THERE IS NO PROPOSED NEW LANDSCAPING OR CHANGES TO EXISTING BUILDING EXTERIOR. ALL EXISTING EXTERIOR WINDOWS, EXISTING DOORS AND WATERPROOFING COMPONENTS WILL NOT BE ALTERED. EGRESS THROUGHOUT THE BUILDING IS NOT AFFECTED BY THE PROPOSED INTERIOR RENOVATIONS. NO FAR IS BEING ADDED AS A RESULT OF THIS NEW WORK. NO CHANGES ARE PROPOSED FOR ANY EXISTING FIRE RATED ASSEMBLIES OR EXISTING PENETRATIONS THROUGH SUCH ASSEMBLIES. SOME ADDITIONAL PENETRATIONS MAY BE NECESSARY THROUGH EXISTING WALL ASSEMBLIES PER FIRE STOPPING DETAILS SHOWN ON THESE DRAWINGS. NO CHANGES ARE PROPOSED TO ANY EXTERIOR WALLS OR LOAD BEARING COMPONENTS. ALL WORK SHALL BE DONE IN ACCORDANCE WITH F.B.C., LOCAL CODES AND ORDINANCES. | | <table border="1"> <thead> <tr> <th>SHEET #</th> <th>DRAWING NAME</th> </tr> </thead> <tbody> <tr><td colspan="2">ARCHITECTURAL</td></tr> <tr><td>1 A01</td><td>COVERSHEET - PROJECT TEAM AND INFORMATION</td></tr> <tr><td>2 A02</td><td>GENERAL NOTES & LEGEND</td></tr> <tr><td>3 A03</td><td>ACCESSIBILITY DETAILS</td></tr> <tr><td>4 A12</td><td>LIFE SAFETY PLAN</td></tr> <tr><td>5 A21</td><td>FLOOR PLAN</td></tr> <tr><td>6 A22</td><td>OVERALL REFLECTED CEILING PLAN</td></tr> <tr><td>7 A24</td><td>KITCHEN EQUIPMENT PLAN</td></tr> <tr><td>8 A41</td><td>PARTIAL FLOOR PLAN</td></tr> <tr><td>9 A42</td><td>PARTIAL FLOOR PLAN</td></tr> <tr><td>10 A51</td><td>INTERIOR ELEVATIONS</td></tr> <tr><td>11 A52</td><td>INTERIOR ELEVATIONS</td></tr> <tr><td>12 A61</td><td>WALL ASSEMBLIES</td></tr> <tr><td>13 A62</td><td>FIRE RATED ASSEMBLIES</td></tr> <tr><td colspan="2">ELECTRICAL</td></tr> <tr><td>14 E01</td><td>ELECTRICAL NOTES</td></tr> <tr><td>15 E2.1</td><td>LIGHTING PLAN</td></tr> <tr><td>16 E3.1</td><td>POWER PLAN</td></tr> <tr><td>17 E4.1</td><td>EQUIPMENT SCHEDULE POWER</td></tr> <tr><td>18 E5.1</td><td>RISER DIAGRAM</td></tr> <tr><td colspan="2">PLUMBING</td></tr> <tr><td>19 P0.1</td><td>PLUMBING NOTES</td></tr> <tr><td>20 P2.1</td><td>SANITARY PLAN</td></tr> <tr><td>21 P3.1</td><td>DOMESTIC WATER PLAN</td></tr> <tr><td>22 P4.1</td><td>EQUIPMENT SCHEDULE ELECTRICAL</td></tr> <tr><td>23 P5.1</td><td>RISER DIAGRAM</td></tr> </tbody> </table> | SHEET # | DRAWING NAME | ARCHITECTURAL | | 1 A01 | COVERSHEET - PROJECT TEAM AND INFORMATION | 2 A02 | GENERAL NOTES & LEGEND | 3 A03 | ACCESSIBILITY DETAILS | 4 A12 | LIFE SAFETY PLAN | 5 A21 | FLOOR PLAN | 6 A22 | OVERALL REFLECTED CEILING PLAN | 7 A24 | KITCHEN EQUIPMENT PLAN | 8 A41 | PARTIAL FLOOR PLAN | 9 A42 | PARTIAL FLOOR PLAN | 10 A51 | INTERIOR ELEVATIONS | 11 A52 | INTERIOR ELEVATIONS | 12 A61 | WALL ASSEMBLIES | 13 A62 | FIRE RATED ASSEMBLIES | ELECTRICAL | | 14 E01 | ELECTRICAL NOTES | 15 E2.1 | LIGHTING PLAN | 16 E3.1 | POWER PLAN | 17 E4.1 | EQUIPMENT SCHEDULE POWER | 18 E5.1 | RISER DIAGRAM | PLUMBING | | 19 P0.1 | PLUMBING NOTES | 20 P2.1 | SANITARY PLAN | 21 P3.1 | DOMESTIC WATER PLAN | 22 P4.1 | EQUIPMENT SCHEDULE ELECTRICAL | 23 P5.1 | RISER DIAGRAM |
| SHEET # | DRAWING NAME | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ARCHITECTURAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 A01 | COVERSHEET - PROJECT TEAM AND INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 A02 | GENERAL NOTES & LEGEND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 A03 | ACCESSIBILITY DETAILS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 A12 | LIFE SAFETY PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 A21 | FLOOR PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 A22 | OVERALL REFLECTED CEILING PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 A24 | KITCHEN EQUIPMENT PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 A41 | PARTIAL FLOOR PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 A42 | PARTIAL FLOOR PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 A51 | INTERIOR ELEVATIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 A52 | INTERIOR ELEVATIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 A61 | WALL ASSEMBLIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 A62 | FIRE RATED ASSEMBLIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELECTRICAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 E01 | ELECTRICAL NOTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 E2.1 | LIGHTING PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 E3.1 | POWER PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 E4.1 | EQUIPMENT SCHEDULE POWER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 E5.1 | RISER DIAGRAM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PLUMBING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 P0.1 | PLUMBING NOTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 P2.1 | SANITARY PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 P3.1 | DOMESTIC WATER PLAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 P4.1 | EQUIPMENT SCHEDULE ELECTRICAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 P5.1 | RISER DIAGRAM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ARCHITECT: AW ARCHITECTS INC. 7700 CONGRESS AVENUE, SUITE 1114 BOCA RATON, FLORIDA 33487 P: 561.997.1244 F: 561.997.1675 WWW.AWARCHS.COM | ELECTRICAL PLUMBING: KAMM CONSULTING 1408 ORANGE AVENUE FORT PIERCE, FL 34950 P: 772.595.1744 F: 772.595.1745 | CODE INFORMATION GOVERNING CODE: 2017 FLORIDA BUILDING CODE 6TH ED. - EXISTING BUILDING (FBCEB) 2017 FLORIDA BUILDING CODE 6TH ED. - BUILDING (FBCB) 2017 FLORIDA BUILDING CODE 6TH ED. - ACCESSIBILITY (FAC) 2017 FLORIDA BUILDING CODE 6TH ED. - PLUMBING (FBCP) 2017 FLORIDA BUILDING CODE 6TH ED. - FUEL GAS (FBCG) 2017 FLORIDA BLDG CODE 6TH ED. - ENERGY CONSERV. (FBC) FLORIDA FIRE PREVENTION CODE, 6TH ED. BASED ON - NFPA 1, FIRE CODE & NFPA 101 LIFE SAFETY CODE 2014 NATIONAL ELECTRICAL CODE - NFPA-70 2010 ADA STANDARD FOR ACCESSIBLE DESIGN 02-4210-000-0134 PROPERTY CONTROL NUMBER: LEGAL DESCRIPTION: 3 54 42 0 410 AC SOUTH BEACH PARK SUB PB 6-77 COMM SELY COR OF BISCAYNE ST & WASHINGTON AVE TH S 10 DEG W 6.16FT N 87 DEG E 566.28FT FOR POB N 87 DEG E 69.34FT S01 DEG W 212.06FT S04 DEG W 25.56FT N 85 DEG W 4.33FT S04 DEG W 15.83FT S62 DEG W 15.52FT S27 DEG E 4.33FT S62 DEG W 36.38FT N27 DEG E 68.49FT N 62 DEG E 2.00FT N27 DEG W 8.33FT N26 DEG E 60.35FT N02 DEG W 154.92FT TO POB LOT SIZE 17859 SQ FT AKA RESTAURANT PARCEL LOCATION: MIAMI BEACH, FLORIDA OCCUPANCY CLASSIFICATION: ASSEMBLY GROUP A-2 (FBC-B 304.1 & FPPC -6.1.11.1) TOTAL GROSS PROJECT SQUARE FOOTAGE: 9,587 SF (FIRST FLOOR USE ONLY) EXISTING ROOF HEIGHT: 43'-3" A.F.F. (2-STORY) TYPE OF CONSTRUCTION: II, SPRINKLERED (FBC-B 602.5 & FPPC 12.2.1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEFERRED SUBMITTALS A. WALK-IN COOLER/FREEZER SHOP DRAWINGS B. SIGNAGE SHOP DRAWINGS C. FIRE ALARM D. FIRE SPRINKLER SYSTEM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COVER SHEET

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ABBREVIATIONS

| | | | |
|----------|---------------------------------------|--------|--------------------------------------|
| AB | ANCHOR BOLT | MEMB | MEMBRANE |
| A/C | AIR CONDITIONING | MTL | METAL |
| AFF | ABOVE FINISH FLOOR | MFC | METAL FURRING CHANNEL |
| ALUM | ALUMINUM | MFR | MANUFACTURER |
| APPROX | APPROXIMATE | MIN | MINIMUM |
| ARCH | ARCHITECTURAL/ARCHITECT | MIR | MIRROR |
| BD | BOARD | MISC | MISCELLANEOUS |
| BLDG | BUILDING | MO | MASONRY OPENING |
| BLK | BLOCK | MR | MOISTURE RESISTANT |
| BOTT | BOTTOM | NAT | NATURAL |
| BRG | BEARINGS | NFPA | NATIONAL FIRE PROTECTION ASSOCIATION |
| BTWN | BETWEEN | NGVD | NATIONAL GEODETIC VERTICAL DATUM |
| CAB | CABINET | NIC | NOT IN CONTRACT |
| CEIL/CLG | CEILING | # | NUMBER |
| CEM | CEMENT | NOA | NOTICE OF ACCEPTANCE |
| CL | CLOSET | NOM | NOMINAL |
| CLR | CLEAR | NTS | NOT TO SCALE |
| COL | COLUMN | OA | OVERALL, OUTSIDE AIR |
| CONC | CONCRETE | OC | ON CENTER |
| CONSTR | CONSTRUCTION | OPG | OPENING |
| CONT | CONTINUOUS | OPP | OPPOSITE |
| CONTR | CONTRACTOR | ORIG | ORIGINAL |
| CT | CERAMIC TILE | PL | PLATE |
| CTR | CENTER | PLAS | PLASTER |
| DEG | DEGREE | PLYWD | PLYWOOD |
| DEPT | DEPARTMENT | PNL | PANEL |
| DET | DETAIL | PNT | PAINT |
| DF | DRINKING FOUNTAIN | POL | POLISHED |
| DIA | DIAMETER | PREFAB | PREFABRICATED |
| DIM | DIMENSION | PROJ | PROJECT |
| DN | DOWN | PSF | POUNDS/SQUARE FOOT |
| DR | DOOR | PSI | POUNDS/SQUARE INCH |
| DWG | DRAWING | PRTR | PRESSURE TREATED |
| EA | EACH | PTD | PAINTED |
| EL | ELEVATION | PVMT | PAVEMENT |
| ELEC | ELECTRICAL-ELECTRIC | QTY | QUANTITY |
| EQ | EQUAL | REF | REFRIGERATOR |
| EQUIP | EQUIPMENT | REQD | REQUIRED |
| EQUIV | EQUIVALENT | REINF | REINFORCE-REINFORCING |
| EW | EACH WAY | RET | RETURN |
| EXH | EXHAUST | REV | REVERSE, REVISION |
| EXIST | EXISTING | RGD | RIGID |
| EXT | EXTERIOR-EXTERNAL | RM | ROOM |
| F.B.C. | FLORIDA BUILDING CODE | RO | ROUGH OPENING |
| FD | FLOOR DRAIN | SCHED | SCHEDULE |
| FFPC | FLORIDA FIRE PREVENTION CODE | SD | SOAP DISPENSER |
| FIN | FINISH | SEP | SEPARATE |
| FLR | FLOOR | SECT | SECTION |
| FLUOR | FLUORESCENT | SHLF | SHELF |
| FTG | FOOTING | SHT | SHEET |
| FURR | FURRING | SIM | SIMILAR |
| GA GALV | GAGE, GAUGE GALVANIZED | SPEC | SPECIFICATION |
| GL | GLASS | SPKR | SPEAKER |
| GR | GRADE | SQ | SQUARE |
| GYP | GYPSUM | STD | STANDARD |
| HB | HOSE BIBB | STL | STEEL |
| HCP | HANDICAP | STOR | STORAGE |
| HDW | HARDWARE | SUB | SUBSTITUTE |
| HGT | HEIGHT | SURF | SURFACE |
| HM | HOLLOW METAL | SUSP | SUSPEND-SUSPENDE |
| HR | HOUR | SYS | SYSTEM |
| HVAC | HEATING/VENTILATING/ AIR CONDITIONING | T & G | TONGUE & GROOVE |
| HW | HOT WATER | TEL | TELEPHONE |
| IN | INCH | THK | THICK-THICKNESS |
| INCA | INCANDESCENT | TPH | TOILET PAPER HOLDER |
| INCL | INCLUDE | TRNS | TRANSFORMER |
| INFO | INFORMATION | TYP | TYPICAL |
| INSUL | INSULATE-INSULATION | UGND | UNDERGROUND |
| INT | INTERIOR | UL | UNDERWRITERS LAB. |
| KIT | KITCHEN | VERT | VERTICAL |
| LAM | LAMINATED | W | WITH |
| LAV | LAVATORY | WC | WATER CLOSET |
| LB | POUND | WH | WATER HEATER |
| LIN | LINEAR | WM | WIRE MESH |
| LL | LIGHT | W/O | WITHOUT |
| LT | LIVE LOAD | WP | WATERPROOF |
| LVR | LOUVER | WS | WEATHER STRIPPING |
| MATL | MATERIAL | WWF | WELDED WIRE FABRIC |
| MAX | MAXIMUM | | |
| MECH | MECHANICAL | | |

GENERAL CONDITIONS

G001. THE GENERAL CONTRACTOR AND ANY SUBCONTRACTORS REQUIRED BY THE GENERAL CONTRACTOR SHALL CARRY PUBLIC LIABILITY, PROPERTY, AND WORKMEN'S COMPENSATION INSURANCE IN SUCH AMOUNTS DEEMED ACCEPTABLE TO OWNER, FINANCING AGENCY AND STATE LAW. VALID CERTIFICATES OF ALL POLICIES SHALL BE PROVIDED TO THE OWNER WITH OWNER/GC LISTED AS ADDITIONAL INSURED. PRIOR TO CONTRACT EXECUTION.

G002. IF ANY DISCREPANCIES, CONFLICTING INFORMATION, ERRORS OR OMISSIONS ARE PRESENT, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT AND THE OWNER IMMEDIATELY. ANY DISCREPANCY, OR CONFLICT NOT BROUGHT TO THE ATTENTION OF THE ARCHITECT AND OWNER PRIOR TO THE FINAL PRICING SHALL BE CORRECTED BY THE CONTRACTOR AT NO COST TO OWNER.

G003. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT ACCORDING TO THE MOST STRINGENT REQUIREMENT OF THE LOCAL CODES IN EFFECT AND THE FLORIDA BUILDING CODE IN EFFECT INCLUDING SUPPLEMENTS. IF THERE ARE ANY DISCREPANCIES, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IN WRITING PRIOR TO PROCEEDING WITH CONSTRUCTION. IF CONSTRUCTION DOES NOT MEET THESE STANDARDS, ALL TIME AND EXPENSE SPENT TO RECTIFY THE ERROR SHALL BE SOLELY BORNE BY THE CONTRACTOR.

G004. THE CONTRACTOR SHALL INCLUDE ALL WORK NECESSARY TO ASSURE THE PROJECT COMPLIES WITH THE MOST STRINGENT REQUIREMENTS OF THE F.B.C., CURRENT EDITION, INCLUDING SUPPLEMENTS, UNIFORM ACCESSIBILITY STANDARDS, NFPA-101 FLA. FIRE PREVENTION CODE, CURRENT EDITION, AND ALL OTHER APPLICABLE CODES AS GENERALLY DEPICTED IN THESE DRAWINGS.

G005. THE CONTRACTOR SHALL REFER TO THE BUILDING STRUCTURAL DRAWINGS FOR INFORMATION RELATIVE TO THE BUILDING SHELL AND FOR COORDINATION.

G006. THE CONTRACTOR, ALL SUBCONTRACTORS AND ALL VENDORS SHALL FAMILIARIZE THEMSELVES WITH AND CONFORM TO ANY AND ALL REQUIREMENTS SET FORTH BY THE OWNER OR MUNICIPALITY RELATIVE TO THE HOURS OF WORK.

G007. THE WORK SHALL BE LIMITED TO THE SCOPE REASONABLY INFERRED IN THE CONTRACT DOCUMENTS. NO ADDITIONAL WORK SHALL BE EXECUTED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER AND ARCHITECT. ANY ADDITIONAL WORK DONE WITHOUT PRIOR WRITTEN APPROVAL SHALL BE AT THE SOLE EXPENSE OF THE CONTRACTOR.

G008. SHOULD THE SCOPE OF WORK FOR ANY REASON NOT BE FULLY OR CLEARLY INDICATED IN THE CONTRACT DOCUMENTS, THE ARCHITECT SHOULD BE CONTACTED IMMEDIATELY.

G009. THE CONTRACTOR SHALL OBTAIN ALL PERMITS, AND SECURE ALL CERTIFICATES OF INSPECTION AND OCCUPANCY THAT ARE REQUIRED BY THE GOVERNING JURISDICTION. THE OWNER SHALL RECEIVE A COPY OF THE PERMIT AND CERT. OF OCCUPANCY UPON ISSUANCE.

G010. THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION SCHEDULE, COORDINATING ALL SUBCONTRACTORS, SUPPLIERS, AND OTHER VENDORS.

G011. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND DISTRIBUTING ALL CURRENT DRAWINGS TO ALL SUBCONTRACTORS AND VENDORS FOR THE DURATION OF THE PROJECT. CONTRACTOR SHALL NOT SPLIT UP SETS WHEN DISTRIBUTING. THE CONTRACTOR SHALL MAINTAIN ON SITE IN A CONVENIENT LOCATION, A COMPLETE SET OF THE SIGNED AND SEALED PERMIT DOCUMENTS, INCLUDING ALL THE LATEST REVISIONS, ADDENDA, SHOP DRAWINGS, AND SUPPLEMENTAL INFORMATION AS MAY BE REQUIRED FOR PROPER EXECUTION OF THE PROJECT.

G012. THE CONTRACTOR SHALL SCHEDULE AND COORDINATE ALL WORK WITH SUBCONTRACTORS, SUPPLIERS, VENDORS AND SPECIALTY CONTRACTORS.

G013. THE CONTRACTOR SHALL MAINTAIN FULL-TIME SUPERVISION OF SITE AT ALL TIMES DURING PERFORMANCE OF THE WORK IN THIS CONTRACT AND UNTIL ALL THE WORK IS COMPLETED AND ACCEPTED. THE CONTRACTOR SHALL DIRECTLY SUPERINTEND THE WORK, NO WORK SHALL BE PERFORMED ON SITE WITHOUT THE PRESENCE OF THE CONTRACTOR'S SUPERINTENDENT.

G014. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY UTILITIES INCLUDING ELECTRIC, WATER, AND TELEPHONE REQUIRED FOR THE COMPLETION OF THE PROJECT.

G015. THE CONTRACTOR SHALL PROVIDE AT ALL TIMES PROTECTION FROM WEATHER AND EXCESSIVE DUST THAT MAY IN ANY WAY DAMAGE THE WORK, MATERIALS, FIXTURES, EQUIPMENT, OR PRESENT DANGER TO PERSONNEL. ANY WORK UNDER CONTRACT BY G.C., DAMAGED BY A FAILURE TO PROVIDE ADEQUATE PROTECTION, SHALL BE REMOVED AND REPLACED WITH NEW WORK OR EQUIPMENT AT THE CONTRACTOR'S EXPENSE.

G016. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PERSONS OR PROPERTY THAT OCCUR AS A RESULT OF THE CONTRACTOR'S FAULT OR NEGLIGENCE, AND SHALL TAKE PROPER SAFETY AND HEALTH PRECAUTIONS TO PROTECT THE WORKS, THE WORKERS, THE PUBLIC, AND THE PROPERTY OF OTHERS. THE CONTRACTOR SHALL HOLD AND SAVE THE OWNER, ITS OFFICERS AND AGENTS, FREE FROM LIABILITY OF ANY NATURE CAUSED BY CONTRACTOR'S PERFORMANCE.

G017. THE JOB SITE SHALL REMAIN FREE FROM RUBBISH AND DEBRIS. DISPOSAL OF ALL CONSTRUCTION DEBRIS SHALL CONFORM TO BUILDING REGULATIONS.

G.18. EACH SUBCONTRACTOR INSTALLING HIS WORK, IS ACCEPTING THE CONDITION OF THE UNDERLYING SURFACE TO WHICH HE IS APPLYING HIS MATERIAL. EACH SUB-CONTRACTOR SHALL PROTECT THE WORK OF OTHER CONTRACTORS. ANY CONFLICTS ARE TO BE RESOLVED BETWEEN THE SUB-CONTRACTORS INVOLVED AND ANY WORK DAMAGED SHALL BE REPLACED BY THE SUB-CONTRACTOR CAUSING THE DAMAGE. THE ARCHITECT SHALL BE NOTIFIED OF SUCH CONFLICTS BY THE GENERAL CONTRACTOR AND ANY EXPENSES SHALL BE REIMBURSED BY THAT SUB-CONTRACTOR.

G019. THE CONTRACTOR SHALL EXPEDITE THE DELIVERY OF LONG LEAD TIME ITEMS TO INSURE DELIVERY CONFORMING TO THE CONSTRUCTION SCHEDULE. THE CONTRACTOR WILL PROVIDE AND INSTALL ALL EQUIPMENT, FIXTURES, APPLIANCES, FURNISHINGS, ETC. UNLESS SPECIFICALLY NOTED OTHERWISE ON THE CONTRACT DOCUMENTS. MANUFACTURER'S INSTALLATION INSTRUCTIONS AND SPECIFICATIONS SHALL BE STRICTLY ADHERED TO, AND ARE CONSIDERED A PART OF THE CONTRACT DOCUMENTS. ONLY MANUFACTURER APPROVED INSTALLERS ARE TO BE USED IF APPLICABLE.

G020. UPON COMPLETION OF THE PROJECT, ISSUANCE OF THE OCCUPANCY CERTIFICATE AND ACCEPTANCE BY THE OWNER, THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ALL EQUIPMENT MAINTENANCE AND INSTRUCTION MANUALS AND WARRANTIES.

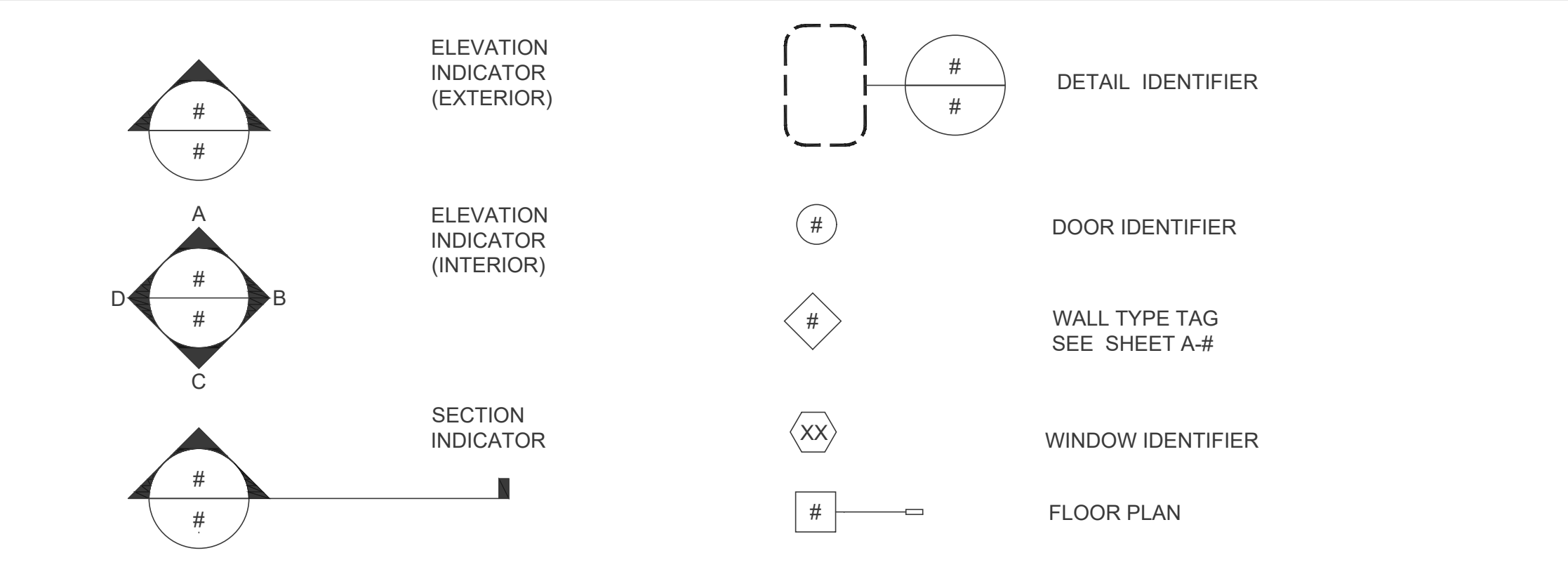
G021. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL PROVIDE THE ARCHITECT WITH 3 SETS OF "AS BUILT" MARKED PLANS, THE ELECTRICAL CONTRACTORS AS BUILT DRAWINGS SHALL BE INCLUDED. THESE DRAWINGS SHALL BE TRANSMITTED TO THE OWNER, AND ARCHITECT.

G022. THE CONTRACTOR SHALL WARRANT AND GUARANTEE ALL WORK, EQUIPMENT, FIXTURES, DOORS, WINDOWS, HARDWARE, ETC. FOR A MINIMUM PERIOD OF ONE YEAR FROM THE DATE OF COMPLETION AS EVIDENCE BY THE CERTIFICATE OF OCCUPANCY UNLESS OTHERWISE REQUIRED. CONTRACTOR SHALL CONTACT OWNER ELEVEN MONTHS FROM DATE OF COMPLETION TO SCHEDULE A WARRANTY INSPECTION. FAILURE BY THE CONTRACTOR TO INITIATE THIS INSPECTION SHALL AUTOMATICALLY EXTEND THE WARRANTY PERIOD FOR ONE YEAR EACH YEAR UNTIL THE INSPECTION HAS OCCURRED.

G023. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY WORK THAT IS NOT IN CONFORMANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE CORRECTION OF FAULTY WORKMANSHIP OR MATERIALS WITHIN THE WARRANTY PERIOD.

G024. THE CONTRACTOR SHALL LAY OUT THE WORK FROM BASE LINES AND BENCH MARKS INDICATED ON THE DRAWINGS AND BE RESPONSIBLE FOR ALL LINES, LEVELS AND MEASUREMENTS OF ALL WORK EXECUTED UNDER THE CONTRACT. THE CONTRACTOR SHALL VERIFY THE FIGURES BEFORE LAYING OUT THE WORK AND WILL BE HELD RESPONSIBLE FOR ANY ERROR RESULTING FROM THE FAILURE TO DO SO.

SYMBOLS LEGEND



GENERAL CONSTRUCTION NOTES

- CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION. USE NOTED DIMENSIONS ONLY, DO NOT SCALE THE DRAWINGS. (NOTIFY ARCHITECT IMMEDIATELY OF ANY VARIATIONS ON THE CONSTRUCTION DOCUMENTS)
- APPLY AND/OR INSTALL ALL PRODUCTS AND MATERIALS ACCORDING TO MANUFACTURER'S PUBLISHED INSTRUCTIONS OR, IF NO INSTRUCTIONS EXIST, INSTALL PER STANDARD INDUSTRY PRACTICE.
- ALL DIMENSIONS ARE NOMINAL TO FACE OF STRUCTURE.
- ALL WINDOWS AND EXTERIOR DOORS SHALL BE WEATHERSTRIPPED. WINDOW UNITS SHALL DISPLAY LABELS SHOWING COMPLIANCE WITH THE APPLICABLE CODES.
- CONTRACTOR'S SCOPE OF WORK INCLUDES ALL CONSTRUCTION NECESSARY TO ACCOMPLISH THE INTENDED DESIGN. IT IS NOT THE INTENT OF THESE PLANS TO SHOW EVERY DETAIL OF CONSTRUCTION.
- REFER TO ELECTRICAL DRAWINGS FOR CHASE LOCATIONS.
- ALL INTERIOR WALLS ARE 3 5/8" METAL STUDS (25 GAUGE) AT 24" O.C. UNLESS OTHERWISE NOTED
- WINDOW INSTALLER TO VERIFY ALL WINDOW OPENINGS IN FIELD PRIOR TO WINDOW PLACEMENT AND NOTIFY ARCHITECT OF ANY DISCREPANCIES.
- NO CHANGES OR SUBSTITUTIONS IN MATERIALS, BY THE GENERAL CONTRACTOR, SHALL BE MADE WITHOUT WRITTEN APPROVAL FROM THE ARCHITECT.
- PRIOR TO THE SUBMISSION OF ANY PRICING THE SUBCONTRACTORS SHALL VISIT THE PROJECT SITE AND VERIFY THE ARCHITECT'S DIMENSIONS, DETAILS, AND INFORMATION PERTAINING TO THE PROJECT. IF ANY DISCREPANCIES OR CONFLICTING INFORMATION ARE PRESENT, THE SUBCONTRACTORS SHALL NOTIFY THE OWNER IMMEDIATELY. ANY DISCREPANCY, OR CONFLICT NOT BROUGHT TO THE ATTENTION OF THE ARCHITECT AND OWNER PRIOR TO THE FINAL PRICING SHALL BE THE RESPONSIBILITY OF THE SUBCONTRACTORS AND NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR SHALL INCLUDE IN HIS COST ALL WORK NECESSARY TO ASSURE THE PROJECT'S COMPLIANCE WITH THE MOST STRINGENT REQUIREMENTS OF THE APPLICABLE CODES. THIS CONDITION SHALL PASS THROUGH TO ALL SUBCONTRACTS.
- THE SUBCONTRACTORS SHALL REFER TO AND COORDINATE THEIR WORK WITH ALL THE APPROPRIATE SHOP DRAWINGS FOR INFORMATION RELATIVE TO THE BUILDING STRUCTURE, COLUMNS, FLOOR AND ROOF FRAMING.

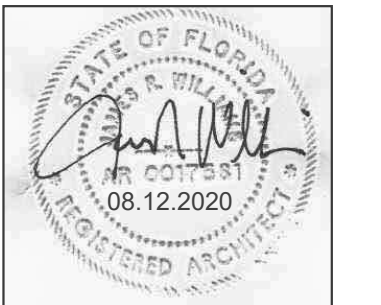


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THIS ITEM HAVE BEEN ELECTRONICALLY SIGNED AND SEALED BY JAMES R. WILLIAMS ON THE DATE ADJACENT TO THE SEAL USING A SHA AUTHENTICATION CODE.

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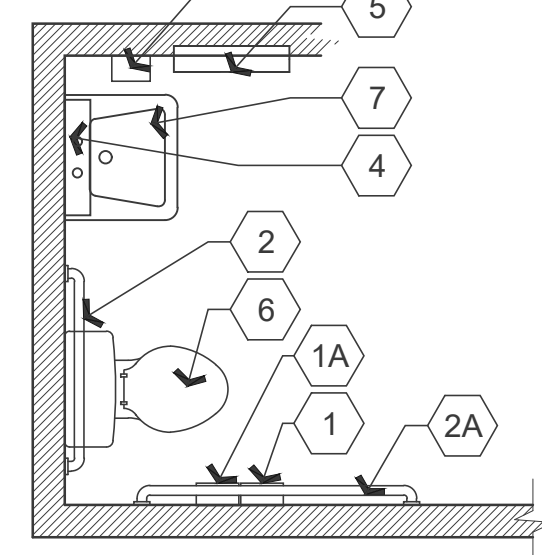
| | |
|---------------|------------|
| PROJECT NO. | 20112 |
| DESIGNED BY: | MPB |
| DRAWN BY: | RC |
| CHECKED BY: | JRW/MPB |
| SUBMITTALS: | |
| PROGRESS SET: | 07.29.2020 |
| PERMIT SET: | 08.12.2020 |

REVISIONS:

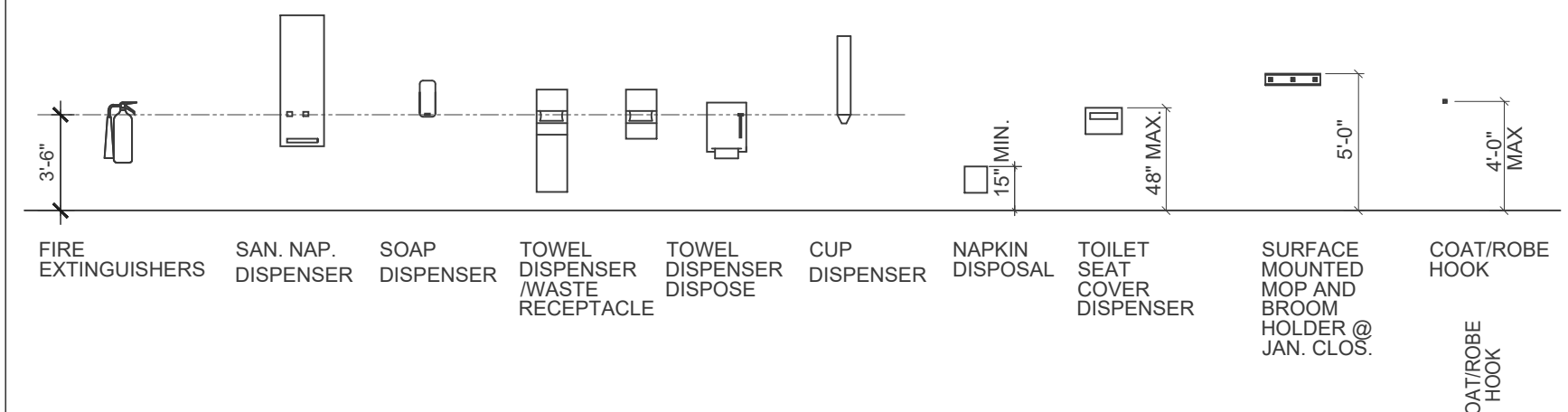
INDEX & GENERAL NOTES

A0.2

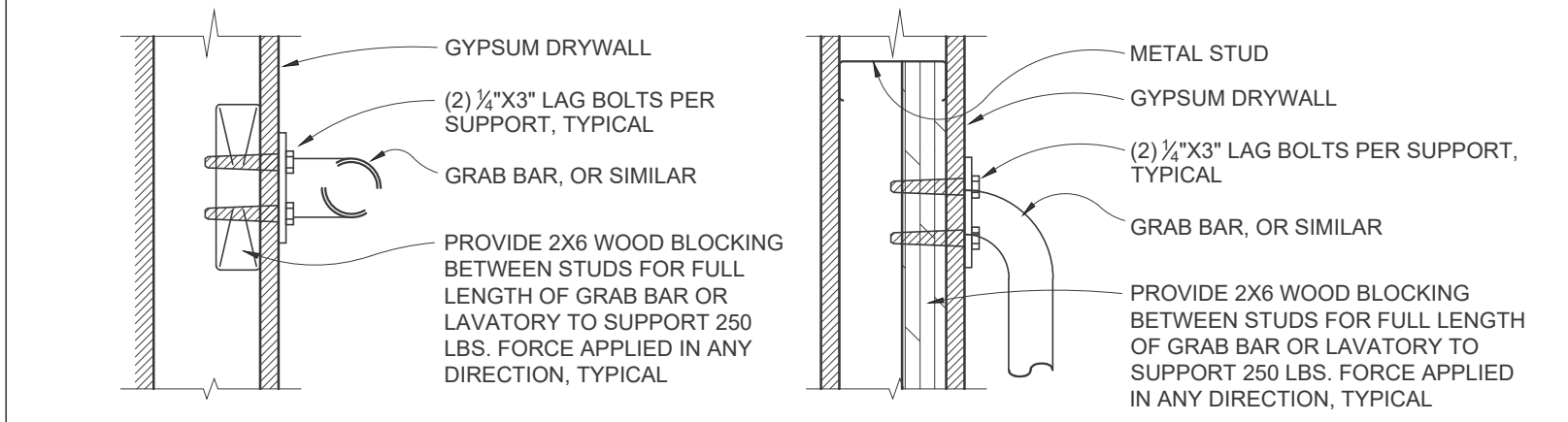
- 1 SURFACE MOUNTED MULTI-ROLL TOILET TISSUE DISPENSER CENTERLINE A 7" TO 9" IN FRONT OF WATER CLOSET AND OUTLET OF DISPENSER MIN 15" TO MAX 48" A.F.F.
- 1A SANITARY NAPKIN DISPOSAL W/ INLET OF DISPOSAL MIN 15" TO MAX 48" A.F.F.
- 2 1-1/2" H.C. 36" L STAINLESS STEEL GRAB BARS W/ CONCEALED MOUNTINGS.
- 2A 1-1/2" H.C. 42" L STAINLESS STEEL GRAB BARS W/ CONCEALED MOUNTINGS.
- 3 SURFACE MOUNTED SOAP DISPENSER.
- 4 MIRROR - BOTTOM AT MAX. 40" A.F.F.
- 5 SEMI RECESSED PAPER TOWEL DISPENSER AND WASTE RECEPTACLE.
- 6 H.C. WATER CLOSET.
- 7 H.C. LAVATORY AND FAUCET
NOTE: ACCESSIBLE KNEE SPACE PER F.A.C. FIGURES 306.2 AND 306.3. EXPOSED WATER AND DRAIN PIPES UNDER LAVATORY SHALL BE INSULATED OR OTHERWISE CONFIGURED TO PROTECT AGAINST CONTACT. THERE SHALL BE NO SHARP OR ABRASIVE SURFACES UNDER LAVATORIES AND SINKS.



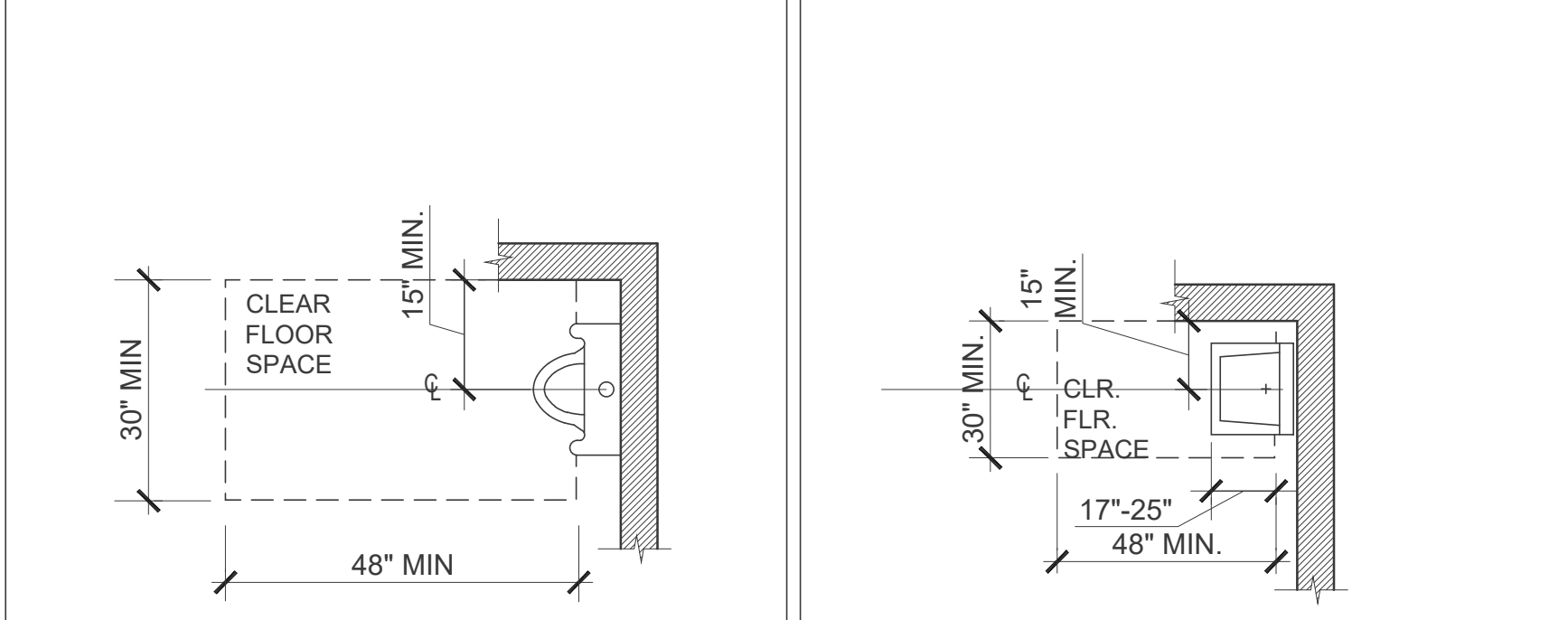
TYPICAL ACCESSIBLE RESTROOM
REPRESENTED ACCESSORIES AND FIXTURES- MAY NOT REFLECT ACTUAL ORIENTATION/SIZE OR FEATURES OF RESTROOM. SEE CONSTRUCTION PLANS.



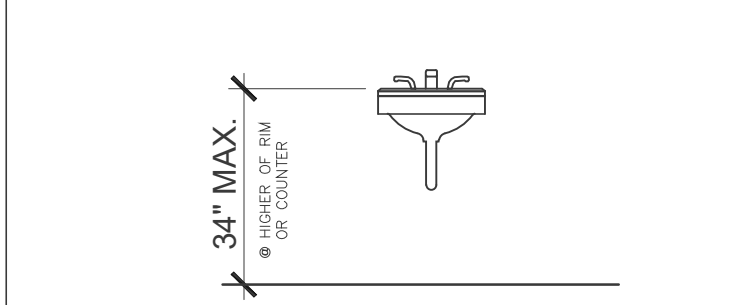
TYPICAL MOUNTING HEIGHTS
NOT ALL DIAGRAMS APPLY



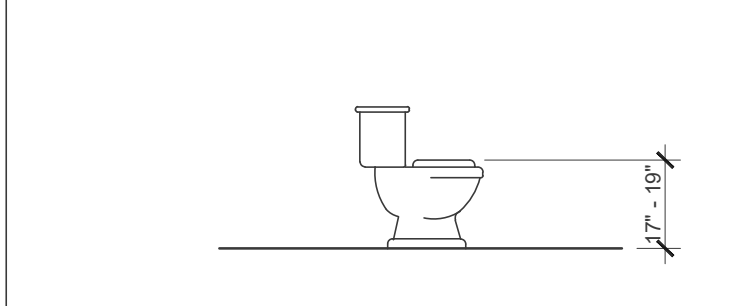
TYPICAL GRAB BAR BACKING DETAIL



URINAL FLOOR CLEARANCE



LAVATORY HEIGHT



TOILET HEIGHT

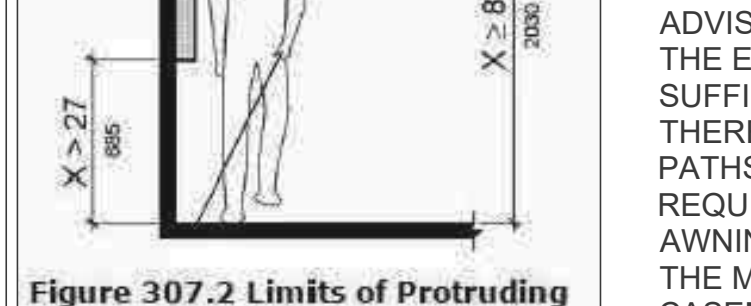
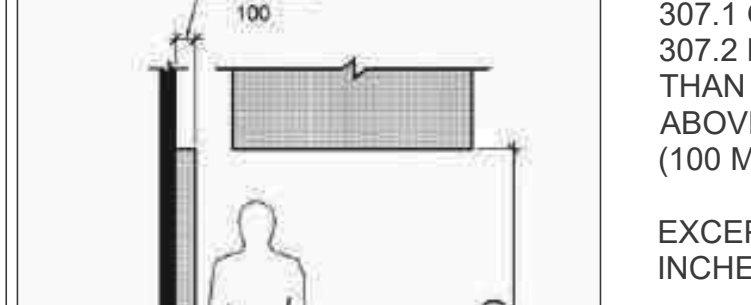
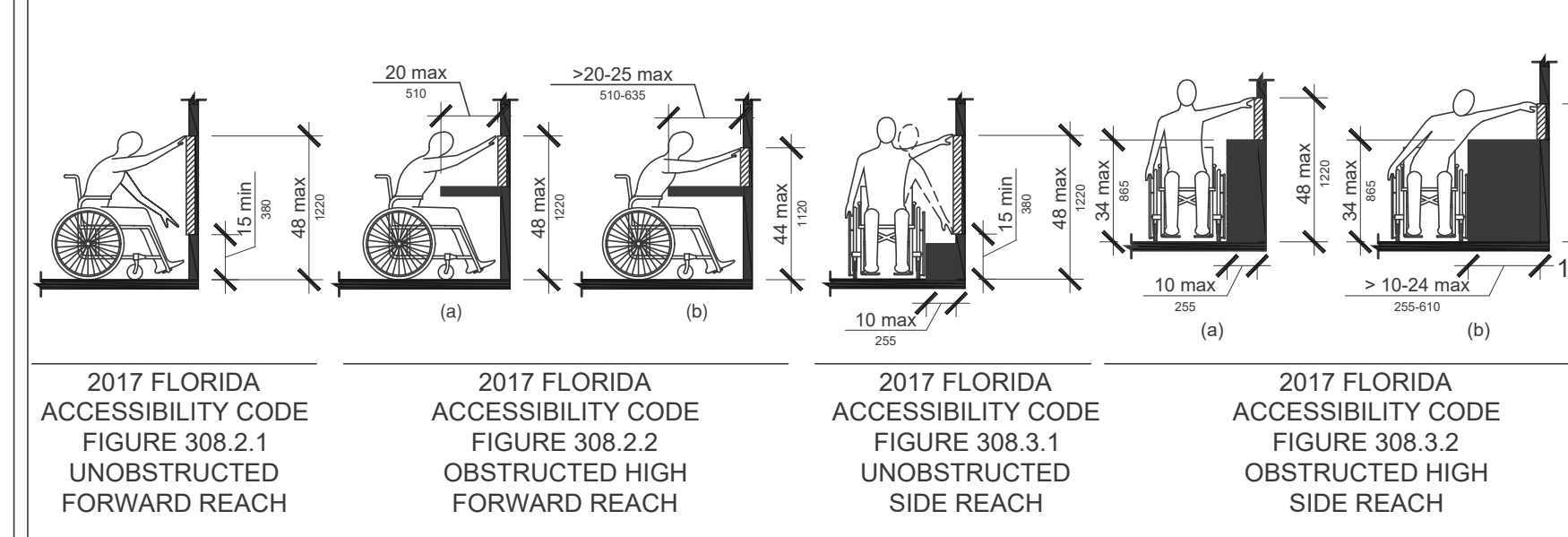


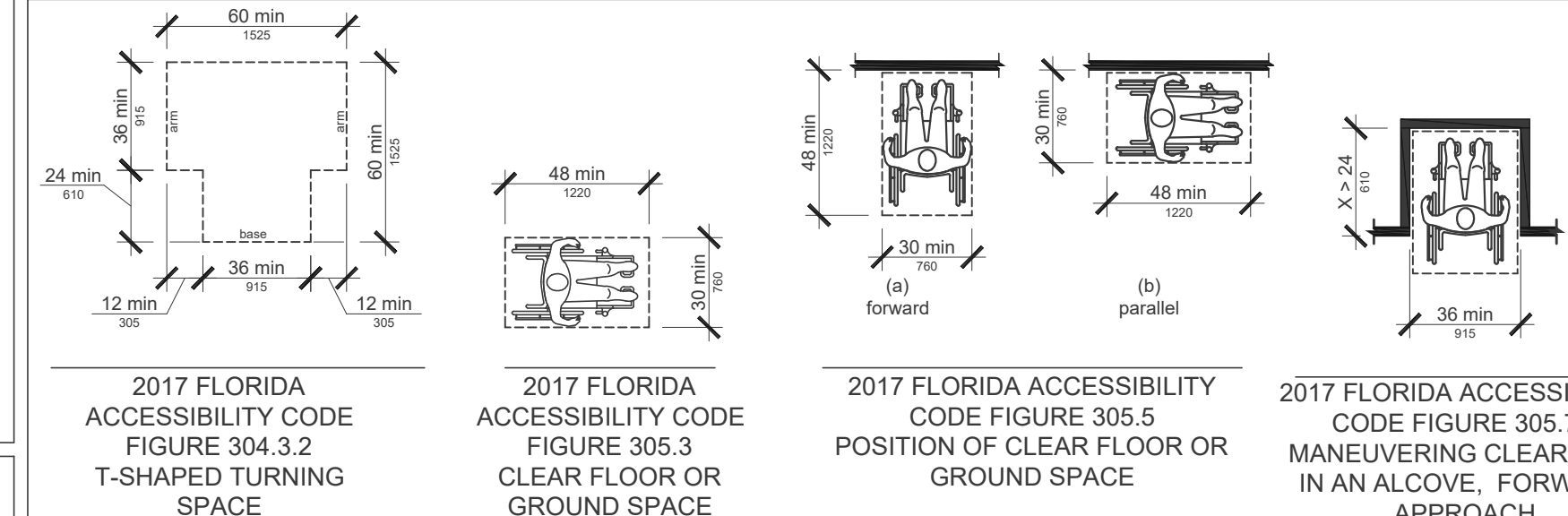
Figure 307.2 Limits of Protruding Objects

PROTRUDING OBJECTS

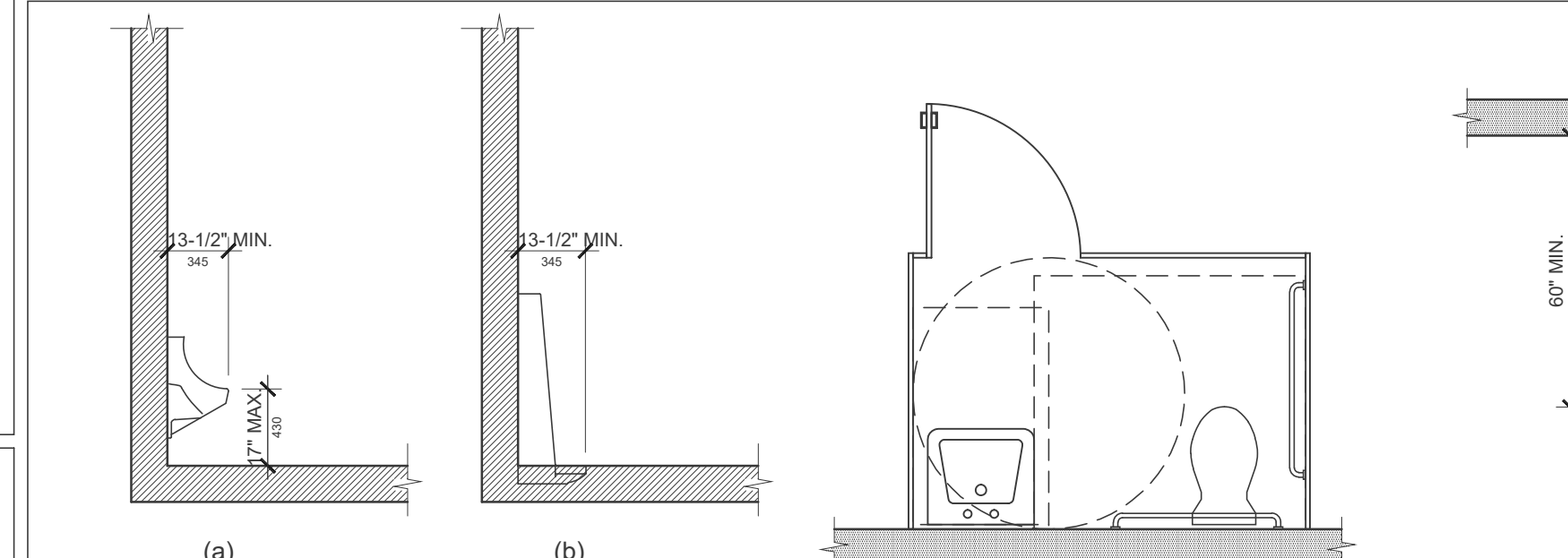
307.1 GENERAL. PROTRUDING OBJECTS SHALL COMPLY WITH 307.307.2 PROTRUSION LIMITS. OBJECTS WITH LEADING EDGES MORE THAN 27 INCHES (685 MM) AND NOT MORE THAN 80 INCHES (2030 MM) ABOVE THE FINISH FLOOR OR GROUND SHALL PROTRUDE 4 INCHES (100 MM) MAXIMUM HORIZONTALLY INTO THE CIRCULATION PATH.
EXCEPTION: HANDRAILS SHALL BE PERMITTED TO PROTRUDE 4 1/2 INCHES (115 MM) MAXIMUM.
ADVISORY 307.2 PROTRUSION LIMITS. WHEN A CANE IS USED AND THE ELEMENT IS IN THE DETECTABLE RANGE, IT GIVES A PERSON SUFFICIENT TIME TO DETECT THE ELEMENT WITH THE CANE BEFORE THERE IS BODY CONTACT. ELEMENTS LOCATED ON CIRCULATION PATHS, INCLUDING OPERABLE ELEMENTS, MUST COMPLY WITH REQUIREMENTS FOR PROTRUDING OBJECTS. FOR EXAMPLE, AWNINGS AND THEIR SUPPORTING STRUCTURES CANNOT REDUCE THE MINIMUM REQUIRED VERTICAL CLEARANCE. SIMILARLY, CASEMENT WINDOWS, WHEN OPEN, CANNOT ENCRoACH MORE THAN 4 INCHES (100 MM) INTO CIRCULATION PATHS ABOVE 27 INCHES (685 MM).
A FRONTAL VIEW SHOWS A PERSON USING A CANE WALKING ALONG A WALL. A WALL-MOUNTED OBJECT MORE THAN 27 INCHES (685 MM) FROM THE FLOOR PROTRUDES NO MORE THAN 4 INCHES (100 MM) FROM THE WALL SURFACE. AN OBJECT OVERHEAD PROVIDES VERTICAL CLEARANCE THAT IS GREATER THAN 80 INCHES (2030 MM).



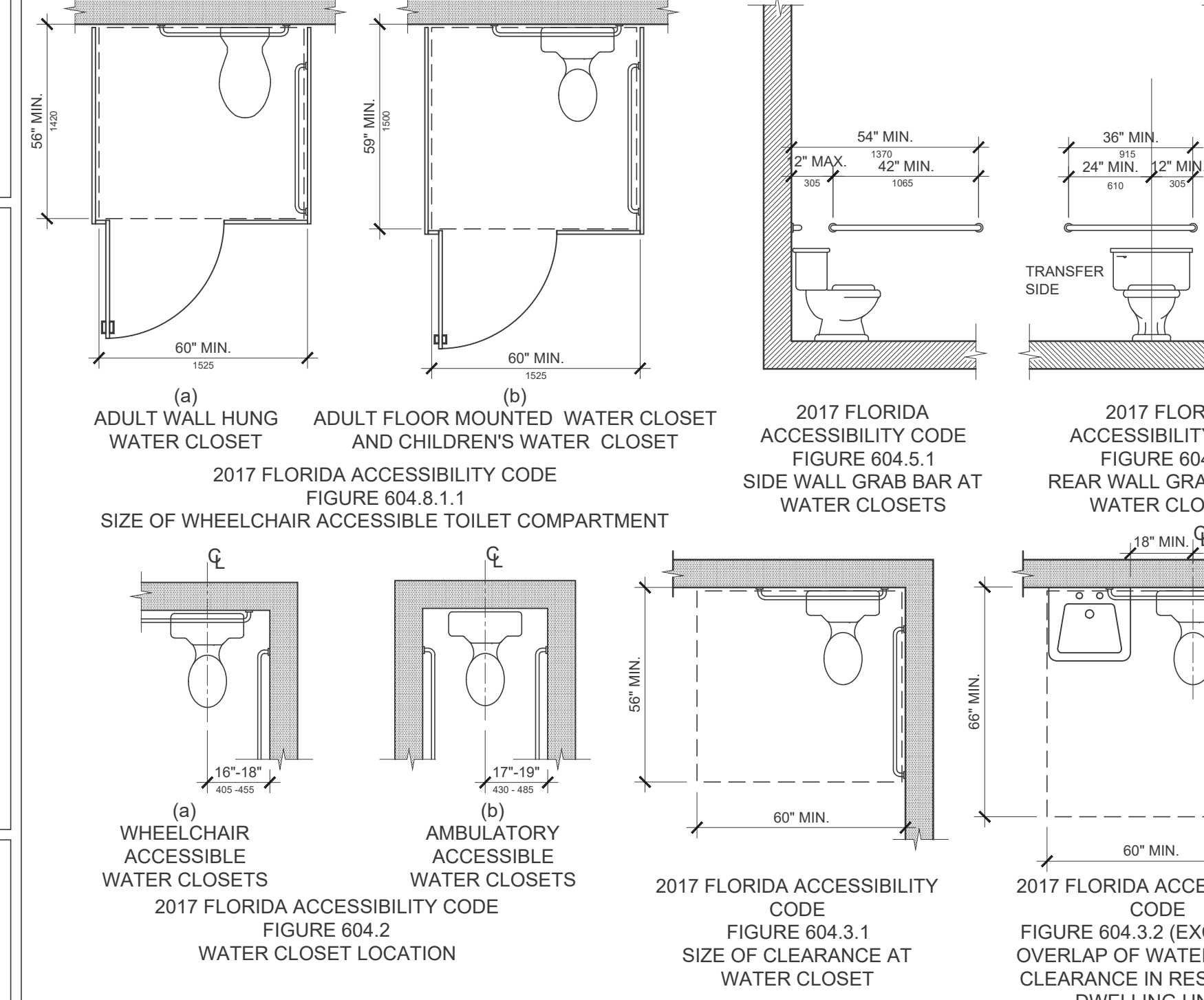
REACH LIMITS FOR WHEELCHAIR USERS



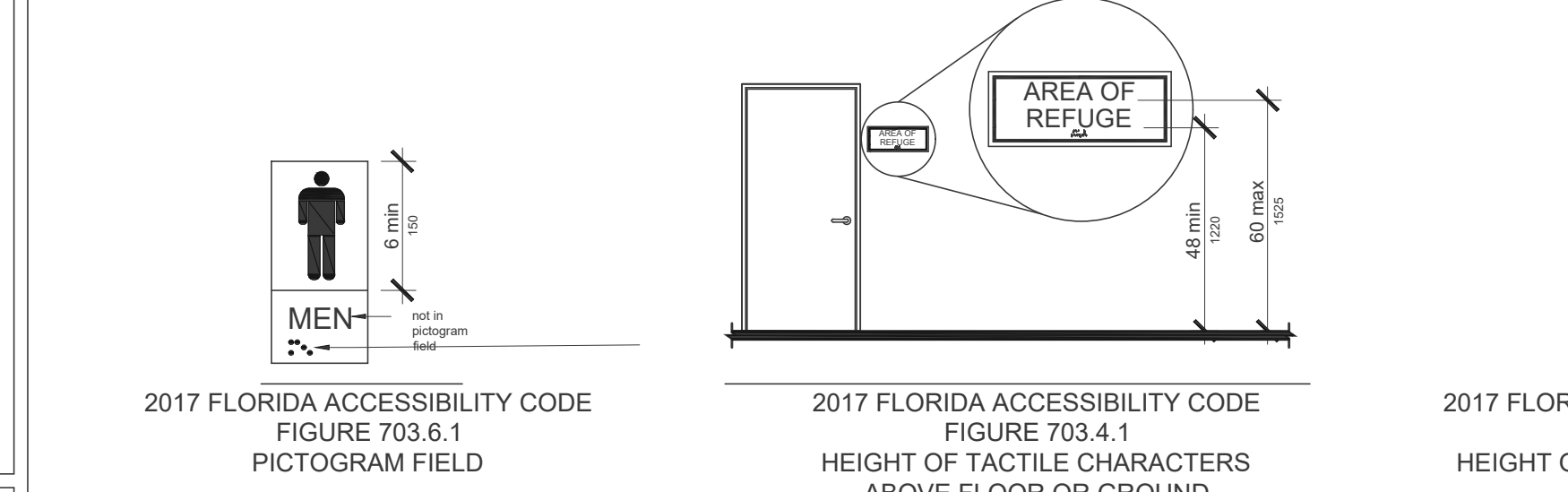
TURNING SPACE & CLEAR GROUND OR FLOOR SPACE



TOILET ROOMS AND DRINKING FOUNTAINS

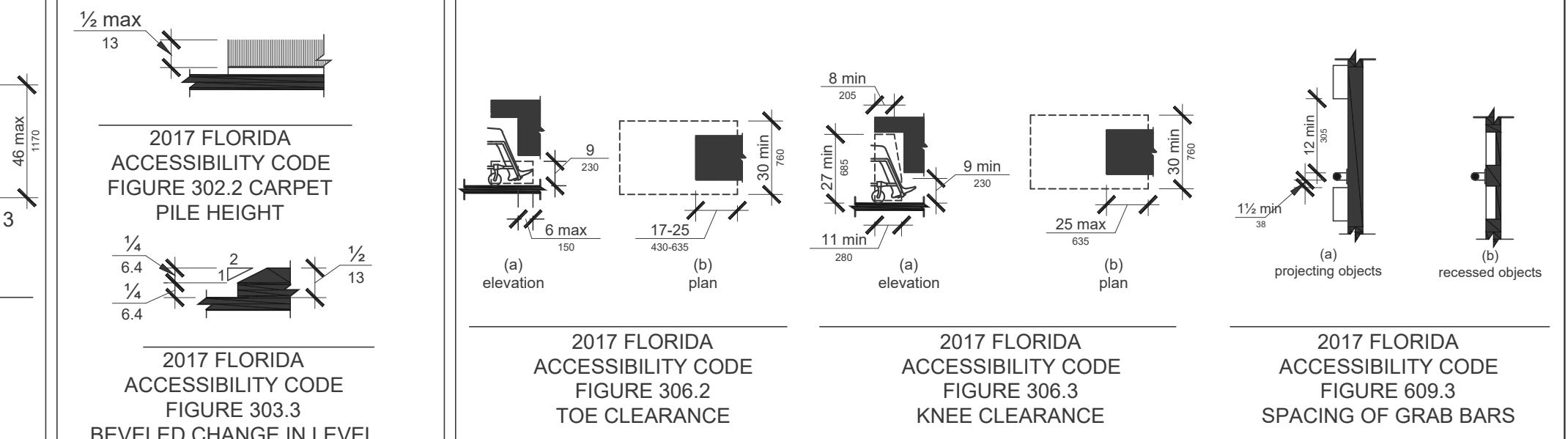


TOILET ROOMS AND DRINKING FOUNTAINS

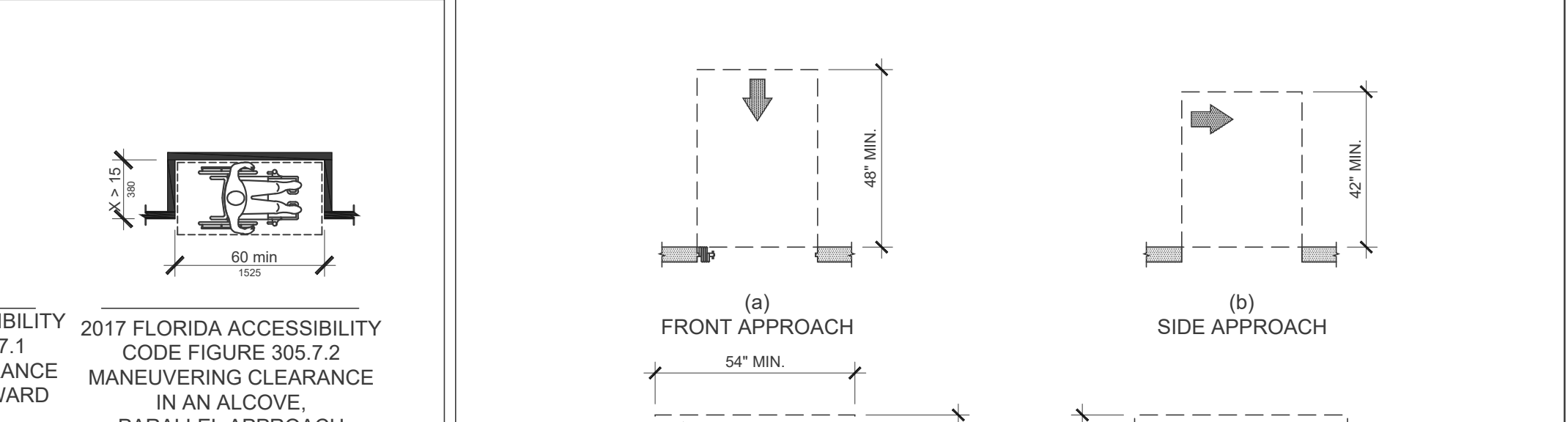


703.1 PICTOGRAM FIELD
703.2 CHARACTER HEIGHT. CHARACTER HEIGHT MEASURED VERTICALLY FROM THE BASELINE OF THE CHARACTER SHALL BE 5/8 INCH (16 MM) MINIMUM AND 2 INCHES (51 MM) MAXIMUM BASED ON THE HEIGHT OF THE UPPERCASE LETTER "I".
EXCEPTION: WHERE SEPARATE RAISED AND VISUAL CHARACTERS WITH THE SAME INFORMATION ARE PROVIDED, RAISED CHARACTER HEIGHT SHALL BE PERMITTED TO BE 1/2 INCH (13 MM) MINIMUM.
703.3 INSTALLATION HEIGHT AND LOCATION. SIGNS WITH TACTILE CHARACTERS SHALL COMPLY WITH 703.4.
703.4.1 HEIGHT ABOVE FINISH FLOOR OR GROUND. TACTILE CHARACTERS ON SIGNS SHALL BE LOCATED 48 INCHES (1220 MM) MINIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE, MEASURED FROM THE BASELINE OF THE LOWEST TACTILE CHARACTER AND 60 INCHES (1525 MM) MAXIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE, MEASURED FROM THE BASELINE OF THE HIGHEST TACTILE CHARACTER.
EXCEPTION: TACTILE CHARACTERS FOR ELEVATOR CAR CONTROLS SHALL NOT BE REQUIRED TO COMPLY WITH 703.4.1.
703.4.2 LOCATION. WHERE A TACTILE SIGN IS PROVIDED AT A DOOR, THE SIGN SHALL BE LOCATED ALONGSIDE THE DOOR AT THE LATCH SIDE. WHERE A TACTILE SIGN IS PROVIDED AT DOUBLE DOORS WITH ONE ACTIVE LEAF, THE SIGN SHALL BE LOCATED ON THE INACTIVE LEAF. WHERE A TACTILE SIGN IS PROVIDED AT DOUBLE DOORS WITH TWO ACTIVE LEAFS, THE SIGN SHALL BE LOCATED TO THE RIGHT OF THE RIGHT HAND DOOR. WHERE THERE IS NO WALL SPACE AT THE LATCH SIDE OF A SINGLE DOOR OR AT THE RIGHT SIDE OF DOUBLE DOORS, SIGNS SHALL BE LOCATED ON THE NEAREST ADJACENT WALL. SIGNS CONTAINING TACTILE CHARACTERS SHALL BE LOCATED SO THAT A CLEAR FLOOR SPACE OF 18 INCHES (455 MM) MINIMUM BY 18 INCHES (455 MM) MINIMUM, CENTERED ON THE TACTILE CHARACTERS, IS PROVIDED BEYOND THE ARC OF ANY DOOR SWING BETWEEN THE CLOSED POSITION AND 45 DEGREE OPEN POSITION.
EXCEPTION: SIGNS WITH TACTILE CHARACTERS SHALL BE PERMITTED ON THE PUSH SIDE OF DOORS WITH CLOSERS AND WITHOUT HOLD-OPEN DEVICES.
703.5 VISUAL CHARACTERS. VISUAL CHARACTERS SHALL COMPLY WITH 703.5.
703.5.6 HEIGHT FROM FINISH FLOOR OR GROUND. VISUAL CHARACTERS SHALL BE 40 INCHES (1015 MM) MINIMUM ABOVE THE FINISH FLOOR OR GROUND.
EXCEPTION: VISUAL CHARACTERS INDICATING ELEVATOR CAR CONTROLS SHALL NOT BE REQUIRED TO COMPLY WITH 703.5.6.

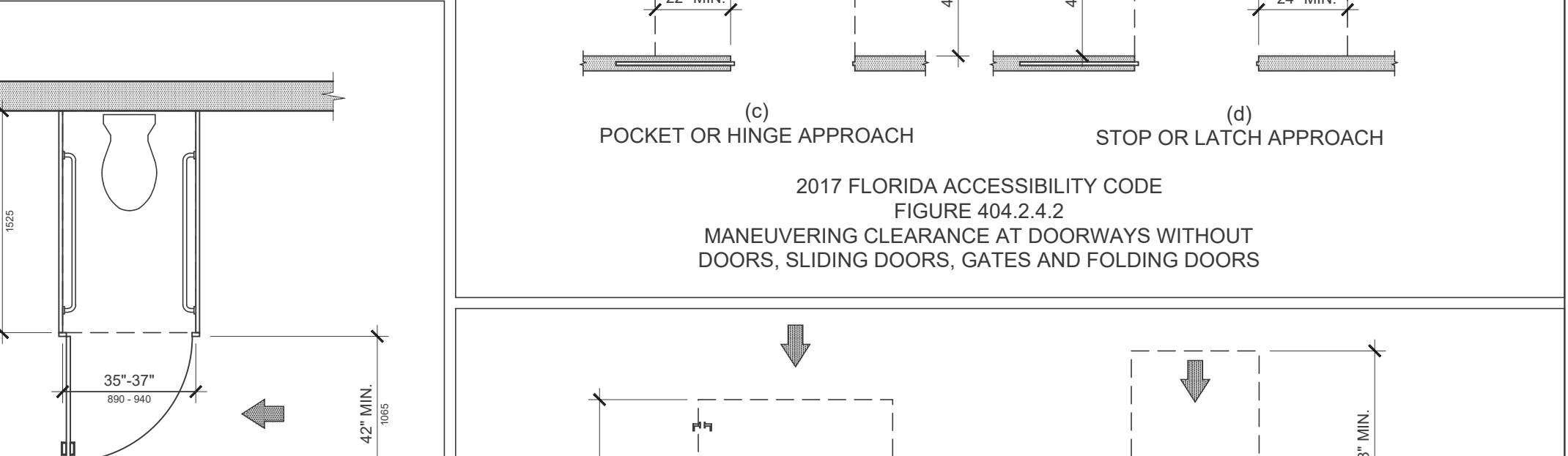
TYPICAL ACCESSIBLE SIGNAGE



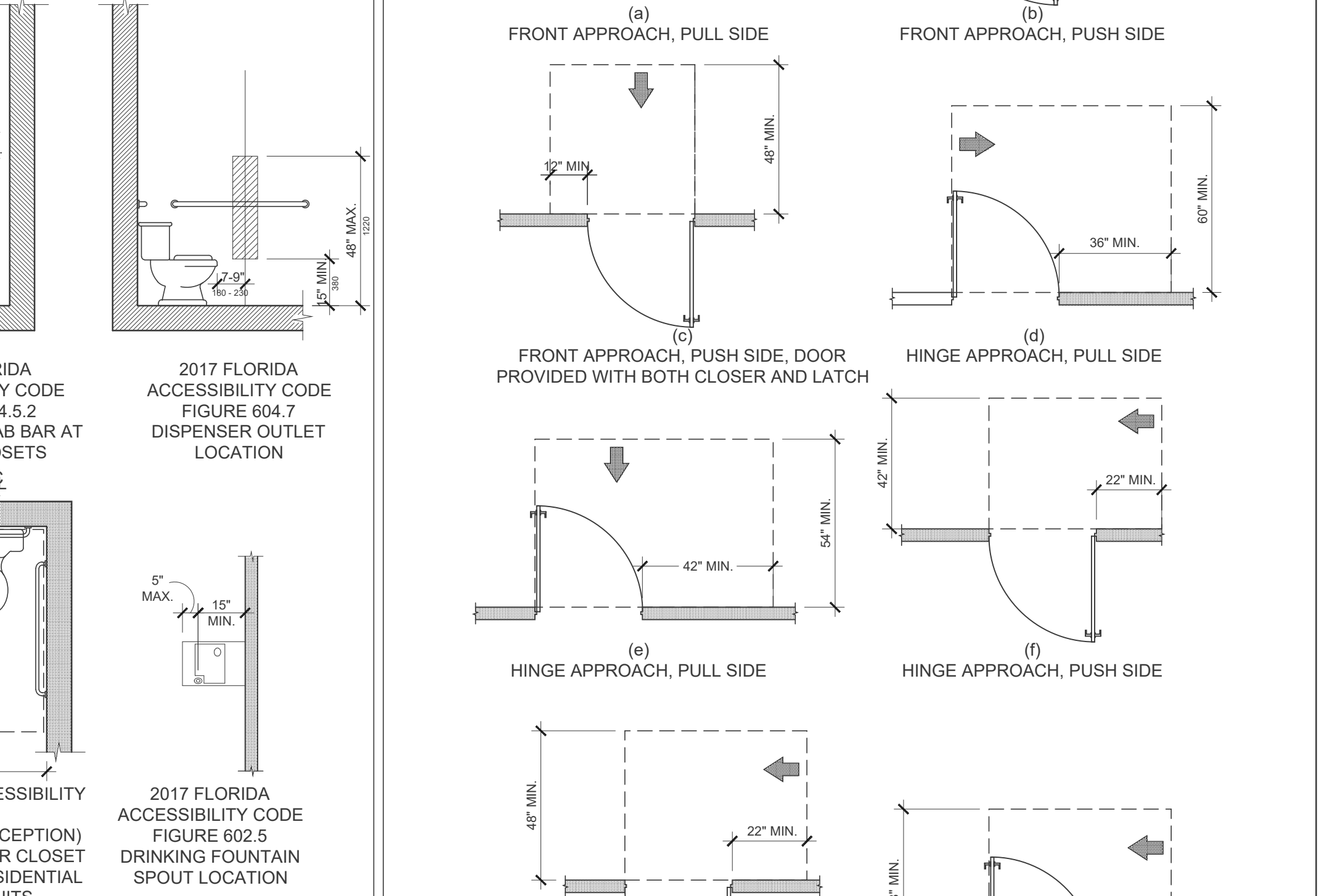
CHANGES IN LEVEL



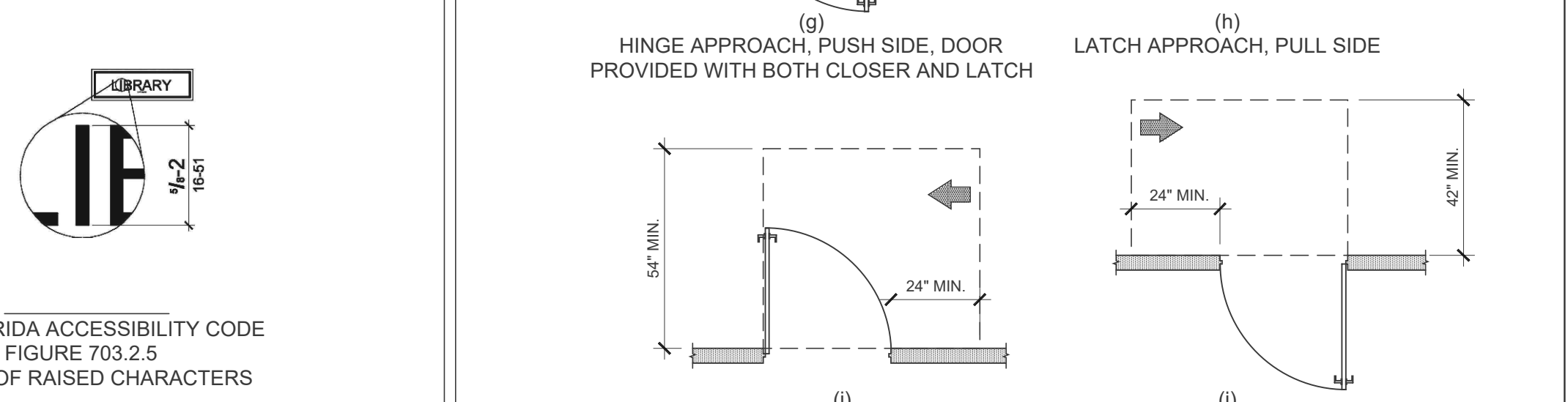
TOE, KNEE CLEARANCE AND GRAB BAR SPACING



TOE, KNEE CLEARANCE AND GRAB BAR SPACING

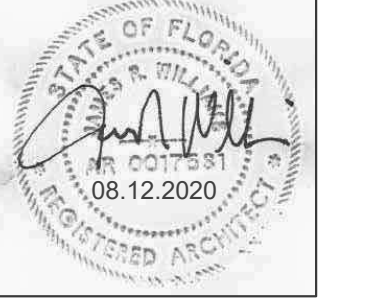


TOE, KNEE CLEARANCE AND GRAB BAR SPACING



703.2.5 CHARACTER HEIGHT. CHARACTER HEIGHT MEASURED VERTICALLY FROM THE BASELINE OF THE CHARACTER SHALL BE 5/8 INCH (16 MM) MINIMUM AND 2 INCHES (51 MM) MAXIMUM BASED ON THE HEIGHT OF THE UPPERCASE LETTER "I".
EXCEPTION: WHERE SEPARATE RAISED AND VISUAL CHARACTERS WITH THE SAME INFORMATION ARE PROVIDED, RAISED CHARACTER HEIGHT SHALL BE PERMITTED TO BE 1/2 INCH (13 MM) MINIMUM.
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EXCEPTION: TACTILE CHARACTERS FOR ELEVATOR CAR CONTROLS SHALL NOT BE REQUIRED TO COMPLY WITH 703.4.1.
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EXCEPTION: SIGNS WITH TACTILE CHARACTERS SHALL BE PERMITTED ON THE PUSH SIDE OF DOORS WITH CLOSERS AND WITHOUT HOLD-OPEN DEVICES.
703.5 VISUAL CHARACTERS. VISUAL CHARACTERS SHALL COMPLY WITH 703.5.
703.5.6 HEIGHT FROM FINISH FLOOR OR GROUND. VISUAL CHARACTERS SHALL BE 40 INCHES (1015 MM) MINIMUM ABOVE THE FINISH FLOOR OR GROUND.
EXCEPTION: VISUAL CHARACTERS INDICATING ELEVATOR CAR CONTROLS SHALL NOT BE REQUIRED TO COMPLY WITH 703.5.6.

TYPICAL ACCESSIBLE SIGNAGE



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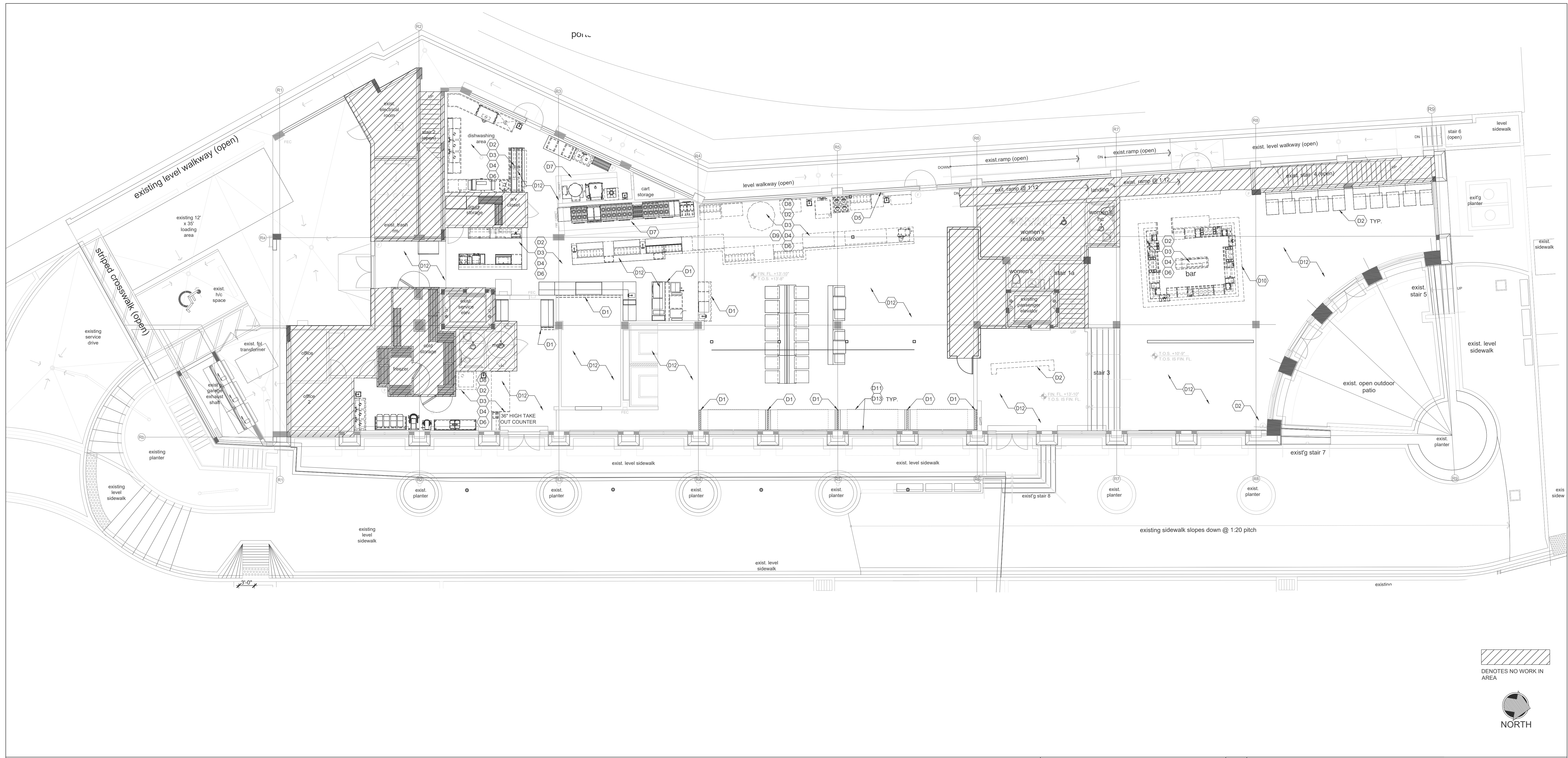
PROJECT NO: 20112
DESIGNED BY: MPB
DRAWN BY: RC
CHECKED BY: JRW/MPB

SUBMITTALS:
PROGRESS SET: 07.29.2020
PERMIT SET: 08.12.2020

REVISIONS:

DEMOLITION FLOOR PLAN

A 1.1



1 DEMOLITION FLOOR PLAN
SCALE: 1/8" = 1'-0"

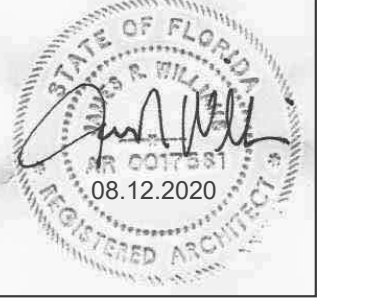
DEMOLITION PLAN GENERAL NOTES

1. THE CONTRACTOR SHALL OBTAIN A DEMOLITION PERMIT AND ANY OTHER REQUIRED APPROVALS PRIOR TO THE EXECUTION OF ANY DEMOLITION, AND FURNISH ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THE DEMOLITION, SELECTIVE REMOVAL AND SUBSEQUENT OFF SITE DISPOSAL OR STORAGE OF ALL ITEMS WITHIN THE PROJECT AREA. A SCHEDULE SHALL BE SUBMITTED TO OWNER ALONG WITH THE DEMOLITION BID.
2. THE CONTRACTOR SHALL COORDINATE DEMOLITION WITH THE LANDLORD, OWNER, LEASING AGENT AND/OR TENANT AND SHALL MEET THE RULES AND REGULATIONS SET FORTH BY THE LANDLORD, OWNER, AND/OR LEASING AGENT.
3. THE CONTRACTOR SHALL SUPPLY THE LANDLORD & CLIENT WITH ALL DOCUMENTATION REQUESTED.
4. THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION DUMPSTER AND/OR CHUTE LOCATION WITH LANDLORD PRIOR TO PLACEMENT. THE CONTRACTOR SHALL PROTECT THE ARCADE BUILDING EXTERIOR, ROADWAY, AND LANDSCAPE FROM DAMAGE DURING THE DEMOLITION. THE PROJECT AREA SHALL BE MAINTAINED IN A SAFE AND CLEAN CONDITION AT ALL TIMES.
5. IF ANY HAZARDOUS MATERIALS ARE ENCOUNTERED DURING DEMOLITION, COMPLY WITH APPLICABLE REGULATIONS, LAWS AND ORDINANCES RELATIVE TO REMOVAL, HANDLING, AND PROTECTION AGAINST EXPOSURE OR ENVIRONMENTAL POLLUTION. NOTIFY LANDLORD AND OWNER IMMEDIATELY.
6. ALL ITEMS OF SALVAGEABLE VALUE AS DETERMINED BY THE CLIENT, LANDLORD, LEASING AGENT AND/OR TENANT SHALL BE CAREFULLY REMOVED, SURFACE CLEANED, LABELED, STORED AND TURNED OVER TO THE OWNER AND/OR LANDLORD.
7. RECONNECT ELECTRICAL OUTLETS AFFECTED BY DEMOLITION TO PANELS AS REQUIRED BY NEW LAYOUT. TERMINATE EXPOSED CONNECTIONS PER N.E.C. ANY PLUMBING ENCOUNTERED IN AREA AFFECTED BY DEMOLITION SHALL BE CAPPED TO BUILDING STANDARD.
8. REMOVE EXISTING INTERIOR PARTITIONS AS INDICATED ON THE DEMOLITION PLAN. ALL FIRE PROTECTION DEVICES SUCH AS HORN STROBES, PULL STATIONS, SMOKE DETECTORS, FIRE EXTINGUISHERS, HOSE CABINETS ETC. SHALL BE SALVAGED, LABELED AND STORED FOR RE-USE. THE FIRE ALARM, FIRE SPRINKLER SYSTEM SHALL BE MAINTAINED IN OPERABLE CONDITION AT ALL TIMES.
9. CONTRACTOR SHALL COORDINATE DEMOLITION WITH CLIENT SPECIFICATIONS AND TENANT'S DRAWINGS CONTACT ARCHITECT AND CLIENT PRIOR TO DEMOLISHING ITEMS NOT SPECIFIED ON THE PLANS.
10. COORDINATE WITH CONSTRUCTION DRAWINGS PRIOR TO BEGINNING DEMOLITION.
11. THE DISPOSAL OF ALL DEMOLITION ITEMS TO BE BY THE CONTRACTOR, HAULED AWAY FROM THE SITE. OWNER RESERVES THE RIGHT OF FIRST REFUSAL.
12. CONTRACTOR TO CAREFULLY REMOVE AND STORE ALL DOORS AND FRAMES THAT ARE INDICATED TO BE REMOVED FOR POSSIBLE LANDLORD STORAGE.
13. POWER TO BUILDING SHALL BE MAINTAINED AT ALL TIMES. COORDINATE WITH LANDLORD AND OBTAIN APPROVAL WITH LANDLORD 72 HOURS PRIOR TO PROPOSED INTERRUPTION.
14. REMOVE ALL WIRING FROM DEMOLISHED RECEPTACLES TO SOURCE PANEL. REMOVE ALL ABANDONED WIRING.
15. THE CONTRACTOR SHALL FULLY ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS AND SHALL HAVE VISITED THE JOB SITE AND BE FULLY INFORMED AS TO THE NATURE OF THE EQUIPMENT AND FACILITIES NEEDED FOR THE PROPER EXECUTION OF THE WORK.
16. CONTRACTOR IS RESPONSIBLE TO FURNISH, INSTALL AND MAINTAIN CLEAN CONSTRUCTION FILTERS ON THE FLOOR AIR HANDLERS AND TO FURNISH, INSTALL AND MAINTAIN AIR FILTERS PRIOR TO PERFORMING TEST AND BALANCE OF AIR CONDITIONING SYSTEM.
17. THE CONTRACT DOCUMENTS ARE INTENDED TO BE COMPLEMENTARY. DEMOLITION SHALL NOT BE LIMITED TO THE WORK SHOWN ON THESE DRAWINGS BUT SHALL INCLUDE ALL DEMOLITION NECESSARY TO ACCOMMODATE THE NEW WORK.
18. ALL FIRE EXTINGUISHERS AND F.E. CABINETS SCHEDULED TO BE REMOVED AND STORED FOR REUSE.
19. RETAIN EXISTING EXIT LIGHTS, CLEAN, REPAIR AND REUSE IF IN GOOD CONDITION WHERE APPLICABLE AT LOCATIONS SHOWN ON REFLECTED CEILING PLAN.
20. PATCH ALL HOLES AND OPENINGS CREATED AS A RESULT OF DEMOLITION. SUCH PATCHING SHALL INCLUDE BUT IS NOT LIMITED TO: REMOVED DUCTWORK, PIPING, PLUMBING FIXTURES, CONDUIT, SWITCHES, RECEPTACLES, LIGHT FIXTURES, CONTROLS AND JUNCTION BOXES. THE DEMOLITION OPERATIONS SHALL AT ALL TIMES BE CARRIED ON IN SUCH A MANNER SO AS TO PREVENT DAMAGE OR DUSTING TO ADJOINING SPACES.
21. MAINTAIN PREMISES AND PUBLIC PROPERTIES FREE FROM ACCUMULATION OF WASTE, DEBRIS, AND RUBBISH CAUSED BY OPERATIONS. AT COMPLETION OF WORK, LEAVE PREMISES AND PUBLIC PROPERTIES BROOM CLEAN ON A DAILY BASIS.
22. NO STRUCTURAL ELEMENTS SHALL BE REMOVED. CONTACT ARCHITECT PRIOR TO REMOVAL OF ANY CONCRETE, MASONRY OR STRUCTURAL STEEL.
23. THE G.C. SHOULD MAINTAIN LIFE SAFETY STANDARDS AT ALL TIMES.
24. G.C. TO STRIP DOWN PARTITIONS THAT ARE PART OF THE SCOPE OF WORK TO DETERMINE IF IT CAN BE DEMOLISHED OR NOT. G.C. TO NOTIFY ARCHITECT BEFORE REMOVING ANY ADDITIONAL OR STRUCTURAL ELEMENTS.

| DEMOLITION KEYNOTES | | LEGEND | |
|---------------------|----------------------------------------------------------------------|-----------|------------------------------------------|
| MARK | DESCRIPTION | | |
| (D1) | DEMOLISH EXISTING WALL. REFER TO DEMOLITION NOTES. | — | DEMOTES EXISTING WALL TO REMAIN |
| (D2) | DEMOLISH EXISTING MILL WORK. REFER TO DEMOLITION NOTES. | - - - - - | DEMOTES EXISTING WALL TO BE DEMOLISHED |
| (D3) | DEMOLISH EXISTING KITCHEN EQUIPMENT. REFER TO DEMOLITION NOTES. | ⊕ | DEMOTES EXISTING DOOR / WINDOW TO REMAIN |
| (D4) | DEMOLISH EXISTING KITCHEN PLUMBING FIXTURES AND CAP ALL PIPES. | --- | EXISTING RATED TENANT DEMISING WALL |
| (D5) | DEMOLISH EXISTING TILE WALL. REFER TO DEMOLITION NOTES. | | |
| (D6) | REMOVE ELECTRICAL BACK TO SOURCE. REFER TO DEMOLITION NOTES. | | |
| (D7) | EXISTING HOOD TO REMAIN. REFER TO DEMOLITION NOTES. | | |
| (D8) | EXISTING HOOD TO BE DEMOLISHED. REFER TO DEMOLITION NOTES. | | |
| (D9) | REMOVE EXISTING LIGHT FIXTURE. REFER TO DEMOLITION NOTES. | | |
| (D10) | EXISTING BAR SOFFITS TO BE DEMOLISHED REFER TO DEMOLITION NOTES. | | |
| (D11) | EXISTING ROLL-UP DOORS TO BE DEMOLISHED. REFER TO DEMOLITION NOTES. | | |
| (D12) | EXISTING CEILING TO REMAIN. REFER TO DEMOLITION NOTES. | | |
| (D13) | EXISTING HANGING SOFFIT TO BE DEMOLISHED. REFER TO DEMOLITION NOTES. | | |

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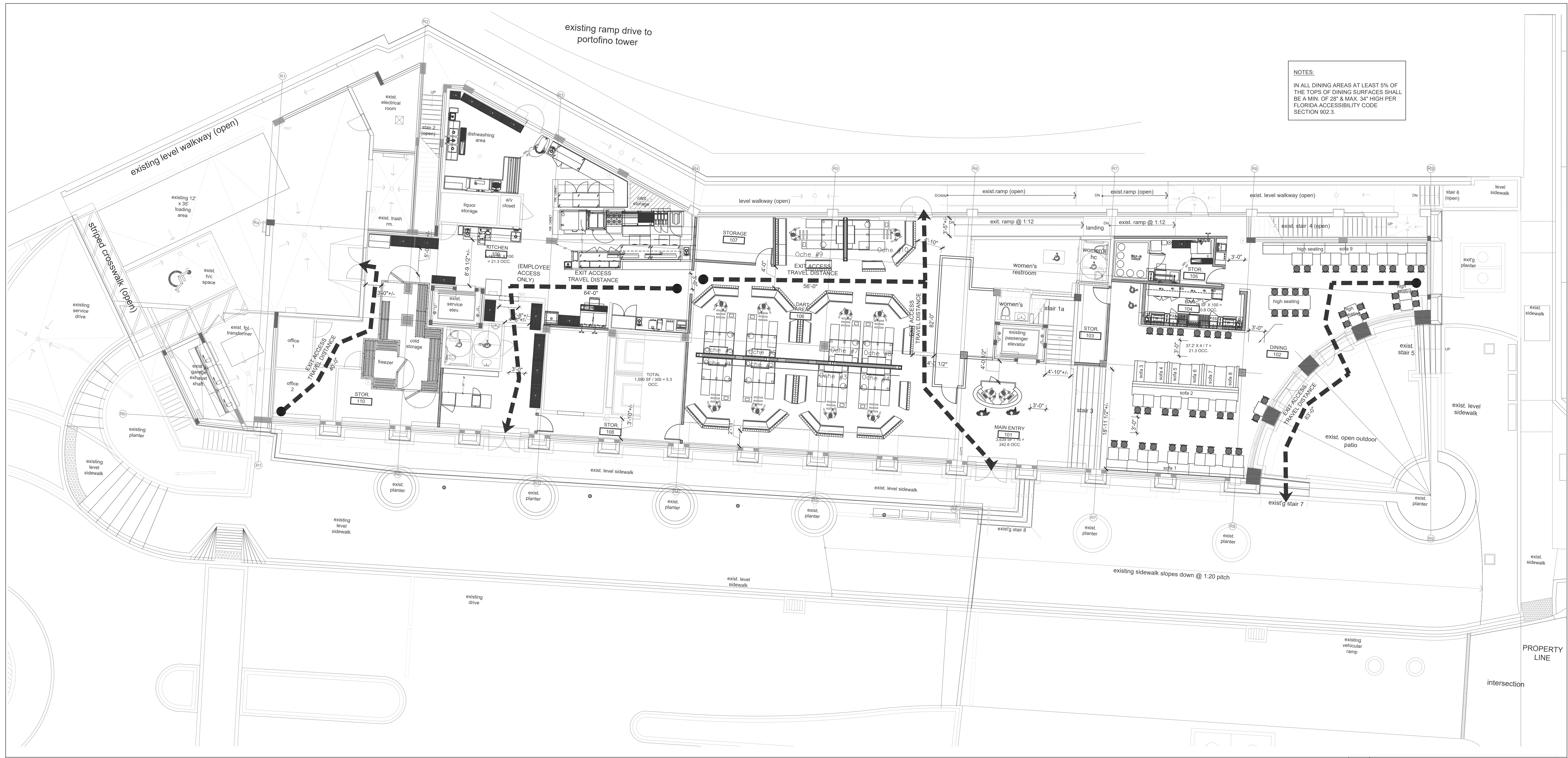
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PROJECT NO: 20112
DESIGNED BY: MPB
DRAWN BY: RC
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SUBMITTALS:
PROGRESS SET: 07.29.2020
PERMIT SET: 08.12.2020

REVISIONS:

LIFE SAFETY FLOOR PLAN

A1.2



NOTES:
IN ALL DINING AREAS AT LEAST 5% OF THE TOPS OF DINING SURFACES SHALL BE A MIN. OF 28" & MAX. 34" HIGH PER FLORIDA ACCESSIBILITY CODE SECTION 902.3.

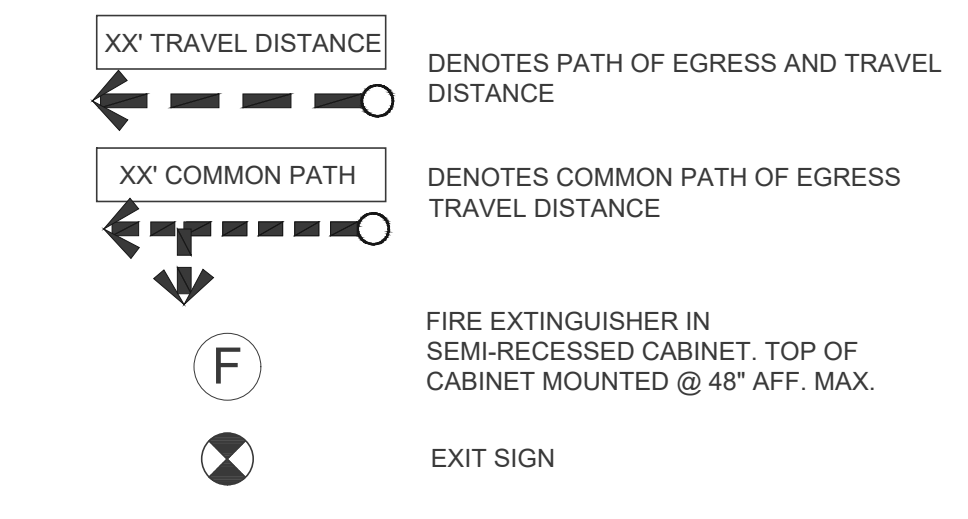
1 LIFE SAFETY FLOOR PLAN
SCALE: 1/8" = 1'-0"

LIFE SAFETY PLAN GENERAL NOTES

- OCCUPANCY CLASSIFICATION IS ASSEMBLY A-2.
- CLASSIFICATION OF HAZARD IS ORDINARY HAZARD IN ACCORDANCE WITH NFPA 101 - 6.2.2.3.
- SYSTEM IS TO BE FULLY AUTOMATIC SPRINKLERED.
- BUILDING SPACE IS FITTED WITH A SPRINKLER SYSTEM. SPRINKLER SYSTEM SHALL BE INSTALLED BY AN APPROVED AUTOMATIC FIRE SPRINKLER CONTRACTOR WHO MUST SUBMIT COMPLETE ENGINEERED SPRINKLER PLANS AND HYDRAULIC CALCULATIONS SIGNED AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER. THE SYSTEM SHALL COMPLY WITH N.F.P.A. SECTIONS 13, 14, 20 AND ALL APPLICABLE SECTIONS OF THE BUILDING CODE.
- BUILDING IS FITTED WITH A SPRINKLER SYSTEM. ALL SPRINKLER HEADS IN FINISHED AREAS SHALL BE CHROME PLATED, SEMI RECESSED.
- FURNITURE SHOWN FOR EGRESS INFORMATION ONLY
- ALL FIRE AND/OR SMOKE SEPARATION WALLS MUST BE IDENTIFIED ABOVE DECORATIVE CEILING AND IN CONCEALED SPACES BY STENOILED SIGN READING: "FIRE AND SMOKE BARRIER PROTECT ALL OPENINGS"
- HEADROOM IN ALL MEANS OF EGRESS SHALL BE MINIMUM 7'-6" WITH PROJECTIONS NOT LESS THAN 6'-8"
- ABRUPT CHANGES IN ELEVATION OF WALKING SURFACES SHALL NOT EXCEED 1/4". CHANGES IN ELEVATION BETWEEN 1/4" AND 1/2" SHALL BE LEVELED 1 TO 2.
- ANY DOOR IN THE MEANS OF EGRESS SHALL MEET THE REQUIREMENTS UNDER NFPA 101 (SECTION 7.2.1). DOOR LEAVES SHALL BE ARRANGED TO BE OPENED READILY FROM THE EGRESS SIDE WHENEVER THE BUILDING IS OCCUPIED PER NFPA 101 (7.2.1.5.1). LOCKS, IF PROVIDED SHALL NOT REQUIRE THE USE OF A KEY, A TOOL, OR SPECIAL KNOWLEDGE OR EFFORT FOR THE OPERATION FROM THE EGRESS SIDE PER NFPA 101 (7.2.1.5.2).
- EXTERIOR DOOR ASSEMBLIES SHALL BE PERMITTED TO HAVE KEY-OPERATED LOCKS FROM THE EGRESS SIDE, PROVIDED THAT THE FOLLOWING CRITERIA ARE MET PER NFPA 101 (7.2.1.5.1):
(1) THIS ALTERNATIVE IS PERMITTED IN CHAPTERS 11 THROUGH 43 FOR THE SPECIFIC OCCUPANCY.
(2) A READILY VISIBLE, DURABLE SIGN IN LETTERS NOT LESS THAN 1 IN. HIGH ON A CONTRASTING BACKGROUND THAT READS AS FOLLOWS IS LOCATED ON OR ADJACENT TO THE DOOR LEAF: "THIS DOOR TO REMAIN UNLOCKED WHEN THE BUILDING IS OCCUPIED."
(3) THE LOCKING DEVICE IS OF A TYPE THAT IS READILY DISTINGUISHABLE AS LOCKED.
(4) A KEY IS IMMEDIATELY AVAILABLE TO ANY OCCUPANT INSIDE THE BUILDING WHEN IT IS LOCKED.
- COORDINATE WITH TENANT FOR EXACT LOCATION OF FURNITURE AND OUTLETS.
- REFER TO ELECTRICAL ENGINEER'S DRAWINGS FOR EXIT SIGNAGE AND EMERGENCY LIGHTING INFORMATION.
- PER N.F.P.A. 101 CHAPTER 10 AND SECTION 38.3.3 & FBC 803.9
 - INTERIOR WALL AND CEILING FINISH MATERIAL SHALL BE CLASS A OR CLASS B IN EXITS AND IN EXIT ACCESS CORRIDORS.
 - INTERIOR WALL AND CEILING FINISHES SHALL BE CLASS A, CLASS B, OR CLASS C IN AREAS OTHER THAN EXITS OR EXIT ACCESS CORRIDORS.
 - ALL INTERIOR WALL AND CEILING FINISHES SHALL BE CLASSIFIED IN ACCORDANCE WITH ASTM E 84 PER CHAPTER 10 OF NFPA 101. CLASS A SHALL BE CHARACTERIZED BY FLAME SPREAD INDEX OF 0-25 AND SMOKE DEVELOPED INDEX OF 0-450. CLASS B SHALL BE CHARACTERIZED BY FLAME SPREAD INDEX OF 26-75 AND SMOKE DEVELOPED INDEX OF 0-450. CLASS C SHALL BE CHARACTERIZED BY FLAME SPREAD INDEX OF 76-200 AND SMOKE DEVELOPED INDEX OF 0-450.
 - INTERIOR FLOOR FINISH IN EXIT ENCLOSURES SHALL BE CLASS I OR II. CARPET SHALL COMPLY WITH ASTM D2859. FLOOR COVERINGS OTHER THAN CARPET SHALL HAVE A MINIMUM CRITICAL RADIANT FLUX OF 0.1W/sq. cm.

NOTES:
1. MEANS OF FIRE PROTECTION BY AUTOMATIC FIRE SPRINKLER SYSTEM & HAND HELD FIRE EXTINGUISHERS.
2. SEPARATE PERMIT BY SPECIALTY CONTRACTOR FOR SPRINKLER SYSTEM & FIRE ALARM DESIGN.

LIFE SAFETY PLAN LEGEND



LIFE SAFETY KEY NOTES

- THE CONTRACTOR SHALL PROVIDE AND INSTALL (1) 10 L.B. ABC TYPE U.L. LISTED FIRE EXTINGUISHER 1 PER 75'-0" OR 2500 S.F. LOCATION SHALL BE APPROVED BY FIRE MARSHALL PRIOR TO INSTALLATION.
- CLEAR FLOOR AREA FOR ACCESS OF PERSONS WITH DISABILITIES

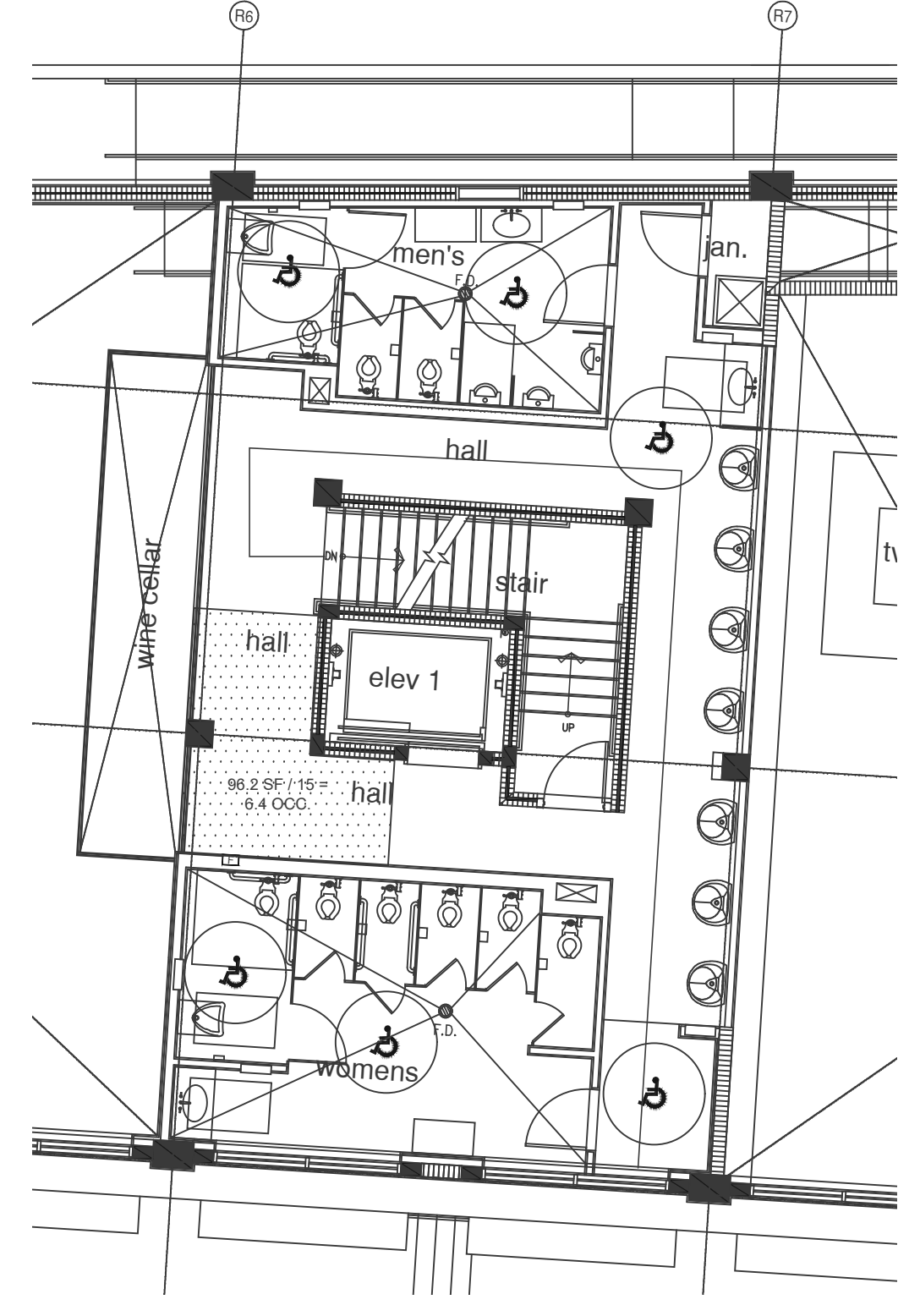
OCCUPANT LOAD CALCULATIONS

| DESCRIPTION | AREA (SF) | PERSONS |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------|
| MAXIMUM FLOOR AREA ALLOWANCE PER OCCUPANT PER FBC SECTION 1004.1.2 WITH ASSEMBLY A-2 AREA FUNCTION OF SPACE - OCCUPANT LOAD FACTOR 15 NET (DINING) | 3,639 SF / 15 | 242.6 |
| MAXIMUM FLOOR AREA ALLOWANCE PER OCCUPANT PER FBC SECTION 1004.1.2 WITH ASSEMBLY A-2 AREA FUNCTION OF SPACE - OCCUPANT LOAD FACTOR (BAR + STANDING) | 37.2' X 4' / 7 | 21.3 |
| MAXIMUM FLOOR AREA ALLOWANCE PER OCCUPANT PER FBC SECTION 1004.1.2 WITH BUSINESS & AREA FUNCTION OF SPACE - OCCUPANT LOAD FACTOR (BAR TENDING) | 78 SF / 100 | 0.8 |
| MAXIMUM FLOOR AREA ALLOWANCE PER OCCUPANT PER FBC SECTION 1004.1.2 WITH KITCHEN - OCCUP. LOAD FACTOR 200 GROSS | 2,133 SF / 200 | 10.7 |
| MAXIMUM FLOOR AREA ALLOWANCE PER OCCUPANT PER FBC SECTION 1004.1.2 WITH STORAGE AREA FUNCTION OF SPACE - OCCUPANT LOAD FACTOR 100 GROSS | 2,133 SF / 100 | 21.3 |
| MAXIMUM FLOOR AREA ALLOWANCE PER OCCUPANT PER FBC SECTION 1004.1.2 WITH STORAGE AREA FUNCTION OF SPACE - OCCUPANT LOAD FACTOR 100 GROSS | 1,590 SF / 300 | 5.3 |
| MAXIMUM FLOOR AREA ALLOWANCE PER OCCUPANT PER FBC SECTION 1004.1.2 WITH ASSEMBLY A-2 AREA FUNCTION OF SPACE - OCCUPANT LOAD FACTOR 15 NET (MEZZANINE) | 96 SF / 15 | 6.4 |
| ACCESSORIES AREAS SUCH AS EXTERIOR HALLWAYS, EXTERIOR STAIRS, EXTERIOR WALLS. | 1,633 SF | |
| TOTAL BUILDING AREA | 9,169 SF | |

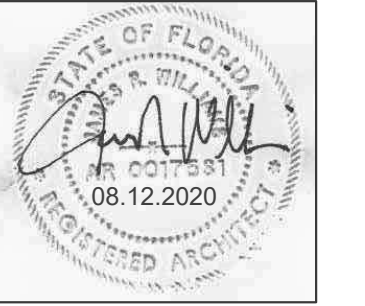
| | | |
|----------------------------------------------|-----|---------|
| TOTAL OCCUPANTS PER FBC-B SECTION 1004 | 298 | PERSONS |
| TOTAL OCCUPANTS PER NFPA 101 SECTION 7.3.1.2 | 298 | PERSONS |

EGRESS REQUIREMENTS

| REQUIREMENT | REQUIRED | PROVIDED |
|-----------------------------------------------------------------------------------------------------------------------------------------|----------|----------|
| MIN. NUMBER OF EXITS PER FBC TABLE 1006.3.1 AND SECTION 1006.3.2 OCCUPANT LOAD OF 1 - 500 | 2 | 7 |
| MINIMUM REQUIRED EGRESS WIDTH PER FBC SECTION 1006.3.2 & FFPC TABLE 14.8.3.1 IS .02" PER OCCUP. 298 OCCUP. = | 59.6" | 468" |
| MINIMUM REQUIRED STAIR EGRESS WIDTH PER FBC SECTION 1005.3.1 & FFPC TABLE 14.8.3.1 IS .03" PER OCCUP. 298 OCCUP. = | 89.4" | 264" |
| MAXIMUM COMMON PATH OF EGRESS TRAVEL LENGTH PER FBC SECTION 1006.2.1 & NFPA 101 12.2.6.2.1 WITH SPRINKLER SYSTEM ASSEMBLY A-2 OCCUPANCY | 75' | 46'-0" |
| EXIT ACCESS TRAVEL DISTANCE PER FBC TABLE 1017.2 & NFPA 101 12.2.6.2 (1) WITH SPRINKLER SYSTEM ASSEMBLY A-2 OCCUPANCY | 250' | 82'-0" |
| MINIMUM CORRIDOR WIDTH PER FBC SECTION 1020.2 & NFPA SECTION 101 12.2.3.8 | 44" | 44" |
| MINIMUM CORRIDOR FIRE RATING PER FBC TABLE 1020.1 FOR GROUP A-2 - OCCUPANCY W/ OCCUPANT T LOAD SERVED BY CORRIDOR W/ SPRINKLER SYSTEM | N/A | N/A |
| MAXIMUM DEAD END CORRIDORS PER FBC TABLE 1020.4 AND NFPA 101-7.5.1.5 | 20' | N/A |



2 LIFE SAFETY MEZZANINE FLOOR PLAN
SCALE: 1/8" = 1'-0"

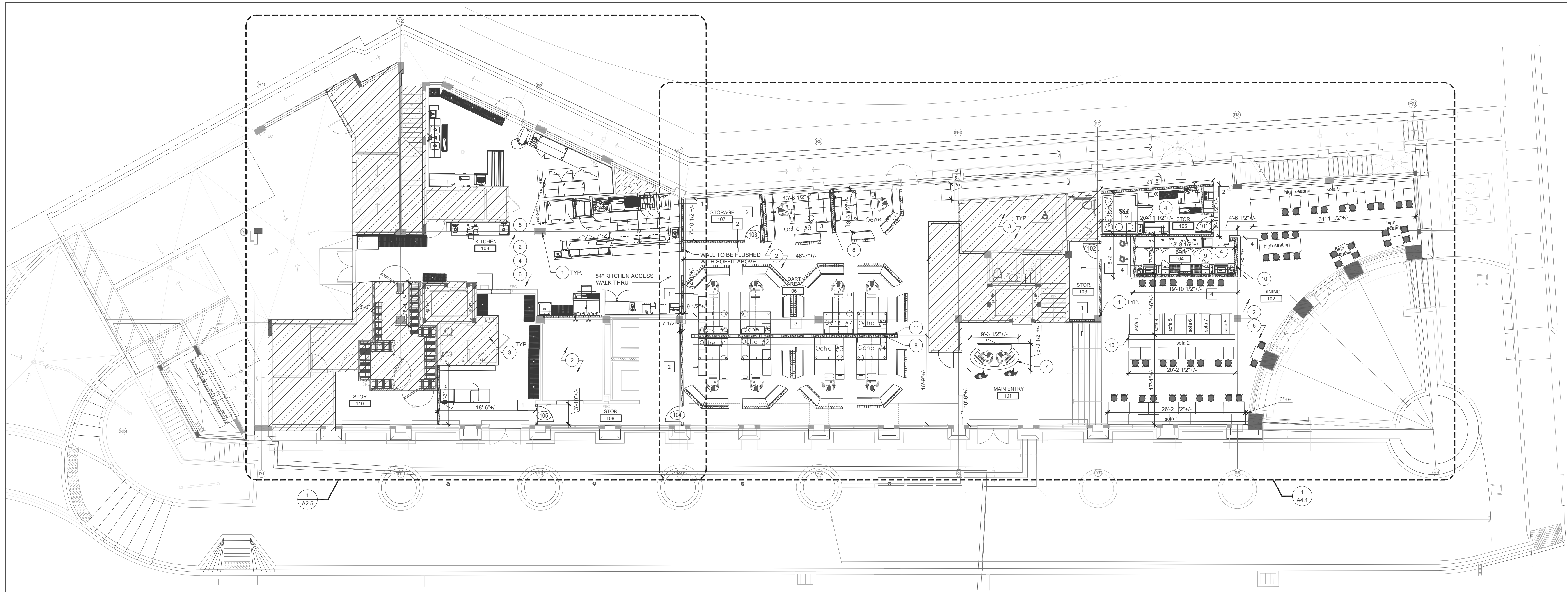


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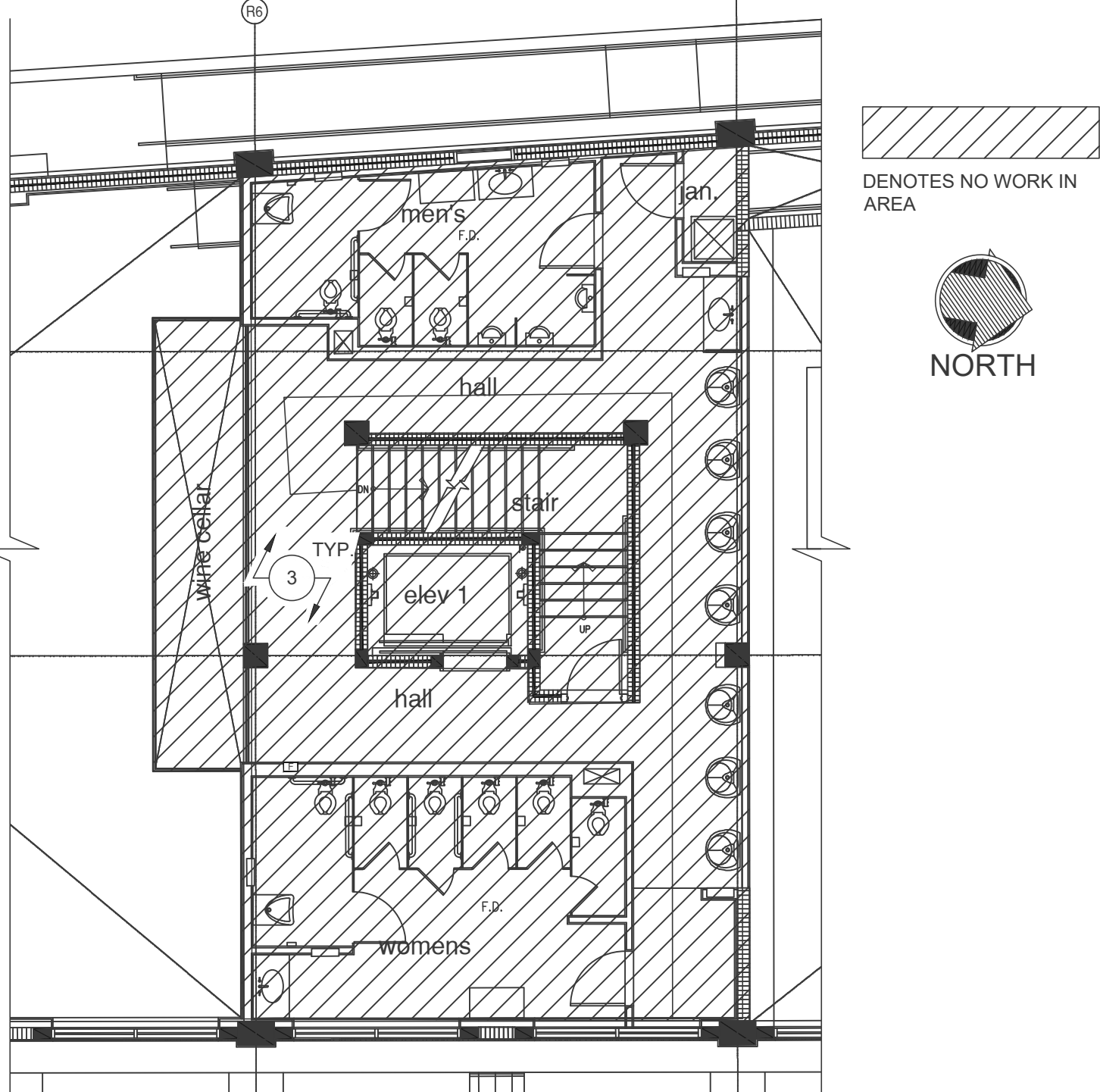
PROJECT NO: 20112
DESIGNED BY: MPB
DRAWN BY: RC
CHECKED BY: JRW/MPB
SUBMITTALS:
PROGRESS SET: 07.29.2020
PERMIT SET: 08.12.2020

REVISIONS:



NOTE:
1. SEPARATE PERMIT BY SPECIALTY CONTRACTOR FOR SPRINKLED SYSTEM, KITCHEN HOOD AND FIRE SUPPRESSANT SYSTEM IF NECESSARY.
2. NO ARCHITECTURAL WORK TO BE DONE TO EXTERIOR OF BUILDING.

1 FLOOR PLAN
SCALE: 1/8" = 1'-0"



2 MEZZANINE FLOOR PLAN
SCALE: 1/8" = 1'-0"

FLOOR PLAN GENERAL NOTES

- 1 ALL STRUCTURAL COLUMNS TO REMAIN.
- 2 ALL ELECTRICAL CONNECTIONS TO REMAIN. REFER TO ELECTRICAL FOR NEW POWER.
- 3 ALL TOILET PLUMBING FIXTURES TO REMAIN.
- 4 REFER TO KITCHEN PLAN FOR NEW KITCHEN EQUIPMENT.
- 5 EXISTING KITCHEN HOODS TO REMAIN.
- 6 ALL FLOOR DRAINS TO REMAIN.
- 7 POS COUNTER. REFER TO KITCHEN EQUIPMENT PLAN.
- 8 NEW ELECTRONIC DARTS MILLWORK SYSTEM. ELECTRONIC BOARD WITH TV SCORE BOARD LOCATED ABOVE. REFER TO INTERIOR DETAILS & ELECTRICAL SHEETS.
- 9 NEW 70" HORIZONTAL ENTERTAINMENT TV LOCATION, BOTT. OF TV TO BE LOCATED 52" AFF @ WALL. VERIFY W/ CLIENT PRIOR TO INSTALLATION (PROVIDE LOW VOLTAGE & DATA).
- 10 DENOTES LOW WALL BELOW COUNTER
- 11 4" X 4" STEEL TUBE. ATTACHED TO CONCRETE FLOOR

GENERAL CONSTRUCTION NOTES

- CGN1. ALL NEW WALLS TO BE TAPED, SPACKLED, AND SANDED SMOOTH READY TO RECEIVE NEW FINISH. LEVEL 2 FINISH TO BE APPLIED ABOVE 10'-0" UP TO BOTTOM OF EXISTING STEEL DECK.
- CGN2. REFER TO SHEET A4.1 FOR TYPICAL PARTITION TYPES. ALL PARTITIONS ARE TO BE WALL TYPE 3 UNLESS OTHERWISE NOTED
- CGN3. DIMENSIONS SHALL BE CALCULATED, DO NOT SCALE DRAWINGS. IN THE EVENT OF CONFLICT BETWEEN DRAWINGS AND SPECIFICATIONS OR WITHIN EITHER DOCUMENT NOT CLARIFIED BY ARCHITECT, THE BETTER QUALITY OR GREATER QUANTITY OF WORK SHALL BE PROVIDED IN ACCORDANCE WITH THE ARCHITECT'S INTERPRETATION
- CGN4. DO NOT MECHANICALLY SECURE OR BRACED NEW PARTITIONS TO EXISTING WINDOW MULLIONS, WINDOW SILLS, DUCTWORK, CONDUIT OR PIPING.
- UCGN5. CORNER BEADS ARE TO BE INSTALLED ON ALL CORNERS AND TO BE SPACKLED SMOOTH WITH ADJACENT AREA.
- CGN6. STUD SIZE SHALL BE PER MANUFACTURER SPECIFICATION FOR HEIGHT, GAUGE AND SPACING UNLESS OTHERWISE NOTED.
- CGN7. DOUBLE STUDS ARE REQUIRED @ BOTH JAMBS OF DOOR FRAMES & HEADER.
- CGN8. STUDS AT DOOR JAMBS AND ON TOPS OF DOOR FRAMES MUST BE SCREWED TO RUNNERS AT TOP, BOTTOMS AND BOTH SIDES.
- CGN9. THIS FLOOR MUST REMAIN IN A STATE OF SAFE CONDITIONS WITH REGARD TO FIRE SAFETY FOR PERSONNEL WORKING ON THE FLOOR. ALL FIRE STAIRS, ALARMS, SPEAKERS ETC. MUST REMAIN ACCESSIBLE AND OPERABLE AT ALL TIMES.
- CGN10. THE CONTRACT DOCUMENTS ARE INTENDED TO BE COMPLIMENTARY. CONSTRUCTION SHALL NOT BE LIMITED TO THE WORK SHOWN ON THESE DRAWINGS BUT SHALL INCLUDE ALL CONSTRUCTION NECESSARY TO ACCOMMODATE THE NEW WORK.
- CGN11. PER FBC 708.2: INSULATING MATERIALS WHEN CONCEALED AS INSTALLED IN BUILDINGS OF ANY TYPE OF CONSTRUCTION SHALL HAVE A FLAME SPREAD RATING OF NOT MORE THAN 75 AND A SMOKE DEVELOPED RATING ON NOT MORE THAN 450
- CGN12. PER FBC 717.5: COMBUSTIBLES SHALL NOT BE PERMITTED IN CONCEALED SPACES OF BUILDINGS OF TYPE I OR II CONSTRUCTION. ANY WOOD OR WOOD BACKING TO BE FIRE-RETARDANT TYPE
- CGN13. CONTRACTOR MUST PROVIDE PORTABLE FIRE EXTINGUISHERS DURING CONSTRUCTION PER FLORIDA FIRE PREVENTION CODE NFPA 1 (2007 EDITION) COMPLY TO SECTION 16.3.6
- CGN14. PER NFPA 1 (2007 EDITION) AT LEAST ONE APPROVED FIRE EXTINGUISHER SHALL BE PROVIDED IN PLAIN SIGHT ON EACH FLOOR AT EACH USABLE STAIRWAY AS SOON AS COMBUSTIBLE MATERIAL ACCUMULATES. PER NFPA 1 SECTION 16.3.6.1 2007 EDITION THE SUITABILITY, DISTRIBUTION, AND MAINTENANCE OF EXTINGUISHERS SHALL BE IN ACCORDANCE WITH SECTION 13.6

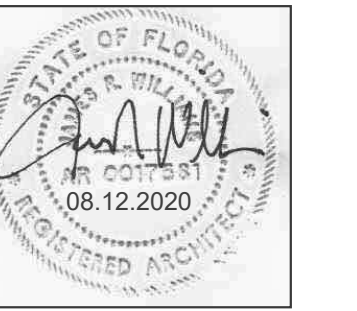
SYMBOLS LEGEND

- ELEVATION INDICATOR (EXTERIOR)
- ELEVATION INDICATOR (INTERIOR)
- SECTION INDICATOR
- ROOM NAME
- ROOM LABELS
- DETAIL IDENTIFIER

FLOOR PLAN LEGEND

- KEY NOTE. SEE DESIGNATED # FOR MORE INFORMATION.
- 101 DOOR REFERENCE NUMBER. SEE DOOR & HARDWARE SCHEDULE FOR SPECS
- DENOTES EXISTING CONCRETE STRUCTURE
- DENOTES PROPOSED WALL
- DENOTES INSULATED WALL
- PARTITION DESIGNATION. SEE FLOOR PLAN FOR DESIGNATION OF DETAIL. SEE CORRESPONDING WALL SECTION ON DETAIL SHEET
- CLEAR FLOOR AREA FOR ACCESSIBILITY. REFER TO LIFE SAFETY PLAN
- FLD FLOOR DRAIN. REFER TO PLUMBING

FLOOR PLAN

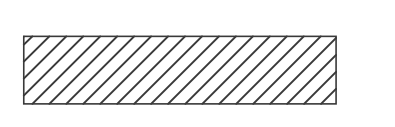


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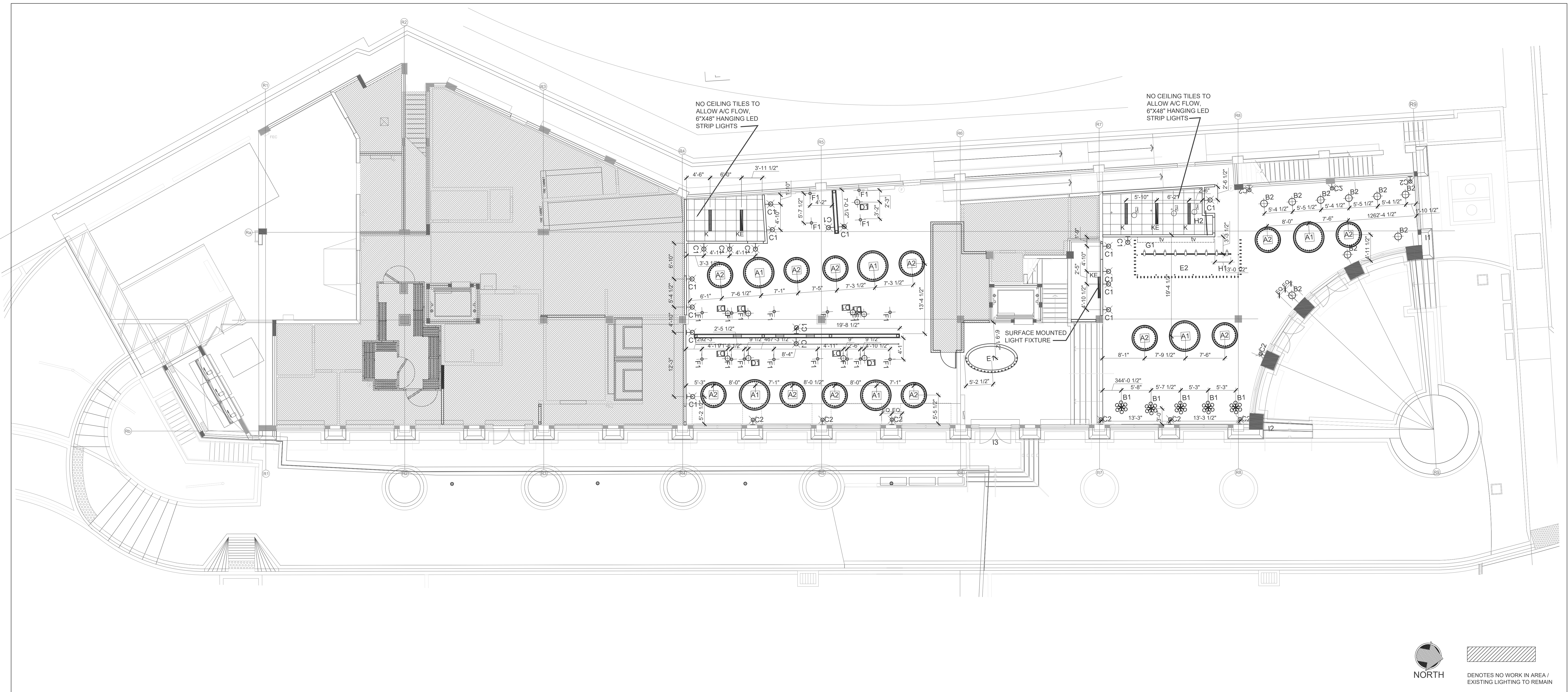
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NORTH



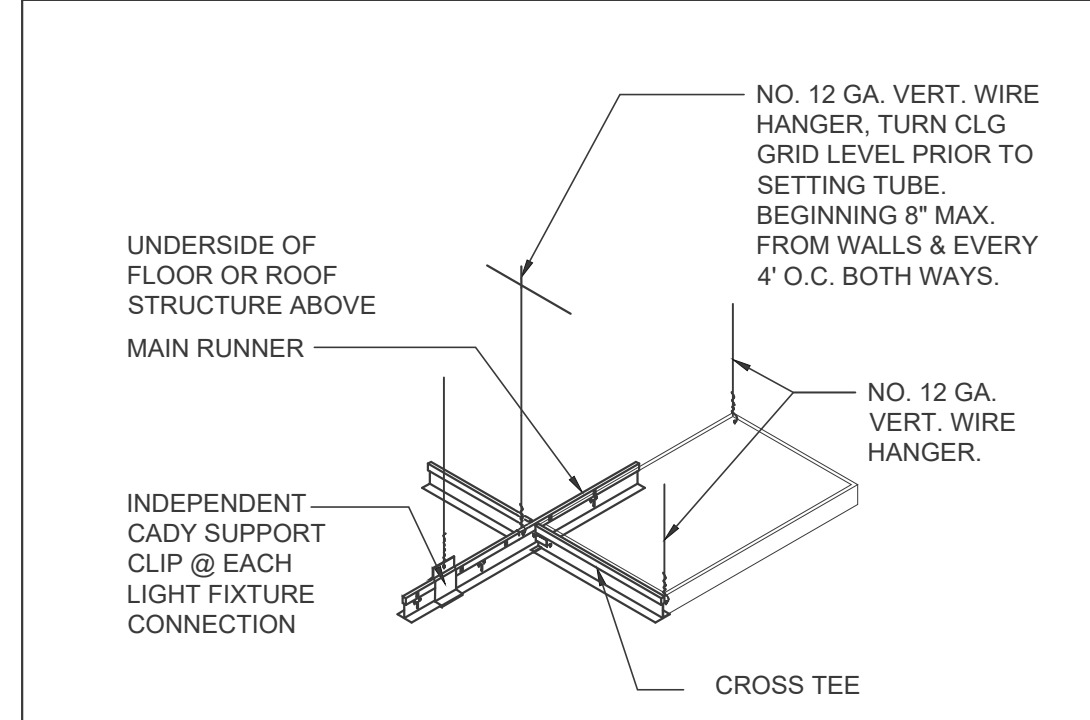
DENOTES NO WORK IN AREA / EXISTING LIGHTING TO REMAIN



1 OVERALL REFLECTED CEILING PLAN
SCALE: 3/32" = 1'-0"

CEILING PLAN GENERAL NOTES

- REFER TO ENGINEER'S DRAWINGS FOR SWITCHING, POWER AND EXIT SIGNAGE INFORMATION.
- COORDINATE LIGHT LOCATIONS WITH EXISTING HVAC EQUIPMENT.
- ALL LIGHT FIXTURES TO BE CENTERED IN ROOM U.N.O. SEE PLAN.
- ARCHITECT AND OWNER TO HAVE FINAL DECISION ON LOCATIONS. IF QUESTIONS ARISE IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM THE ARCHITECT PRIOR TO COMMENCEMENT OF WORK.
- ALL ELECTRICAL, PLUMBING, LIFE SAFETY ACCESS PANEL LOCATIONS TO BE VERIFIED AND APPROVED BY ARCHITECT PRIOR TO INSTALLATION.
- ALL RECESSED FIXTURES SHALL BE PROVIDED WITH REQUIRED STRUCTURAL SUPPORTS AS REQUIRED BY THE CURRENTLY ADOPTED ISSUE OF THE UNIFORM BUILDING CODE, AS WELL AS ANY LOCAL CODES.
- CEILING MINIMUM FINISH CLASSIFICATION "C", PER TABLE 803.9 FBC-10.
- ALL EMERGENCY BATTERY PACK FIXTURES SHALL BE PROVIDED WITH A CONSTANT HOT CONNECTION TO THE CHARGING LEAD.
- ALL DIMMING BRANCH CIRCUITS SHALL BE PROVIDED WITH A DEDICATED NEUTRAL CONDUCTOR FOR EACH ZONE/CHANNEL.
- ALL FLUORESCENT DIMMING ZONES/CHANNEL SHALL BE PROVIDED WITH 3 LINE VOLTAGE CONDUCTORS (NEUTRAL, DIMMED, HOT, SWITCHED HOT) OR 2 LINE VOLTAGE CONDUCTORS AS REQUIRED BY THE CONTROL/BALLAST TYPE.
- ALL LOW VOLTAGE LIGHTING SYSTEMS SHALL COMPLY WITH 2005 SEC ART. 411 AND SHALL BE LISTED PER 411.3
- ALL ELECTRICAL EQUIPMENT LOCATED OUTSIDE SHALL BE WEATHERPROOFED.
- ALL LOW VOLTAGE WIRING NOT RUN IN CONDUIT SHALL BE PLENUM RATED.
- CONTRACTOR TO VERIFY EXACT FACEPLATE/DEVICE COLOR WITH OWNER/ARCHITECT PRIOR TO ORDERING/ROUGH-IN.



2 LATERAL BRCG. @ SUSP. CLG.
SCALE: N.T.S.

LIGHTING SCHEDULE

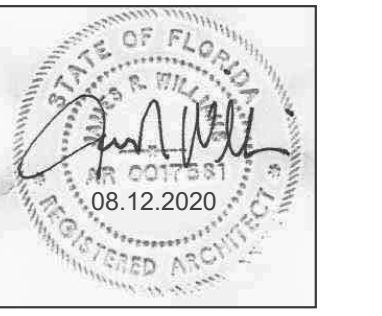
| Pos. | Nr. | Type. | Supplier | Comment | Dimmable |
|------|-----|--------------------------------------------------|-----------|--------------------|----------|
| A1 | 6 | Pendant with 40 3,6w led incandescent bulbs | Oche | | yes |
| A2 | 12 | Pendant with 30 3,6w led incandescent bulbs | Oche | | yes |
| B1 | 5 | Pendant with 6 3,6w led incandescent bulbs | Oche | | yes |
| B2 | 9 | Pendant with 1 3,6w led incandescent bulbs | Oche | | yes |
| C1 | 21 | wall fixtures with 1 3,6w led incandescent bulbs | Oche | | yes |
| C2 | 10 | wall fixtures with 1 3,6w led incandescent bulbs | Oche | | yes |
| D1 | 9 | table lamps with 1 3,6w led incandescent bulbs | Oche | | yes |
| E1 | 1 | Pendant raft with 19 3,6w led incandescent bulbs | Oche | | yes |
| E2 | 1 | Pendant with 52 3,6w led incandescent bulbs | Oche | | yes |
| F1 | 18 | Par 16 GU-10 lamp | Oche | | yes |
| G1 | 9 | Black spots on a suspended track. 14 w Led | EI | | yes |
| G2 | 3 | Black spots on a suspended track. 14 w Led | EI | | yes |
| H1 | 1 | Led strip warm white under the bartop in front | EI | apr. 10500 mm long | yes |
| H2 | 1 | Led strip warm white over service station | EI | apr. 1730 mm long | yes |
| H3 | 3 | Led strip warm white in bottle shelves backbar | EI | apr. 3600 mm long | yes |
| I1 | 1 | Led sign on the facade | Signmaker | | no |
| I2 | 1 | Led sign on the facade | Signmaker | | no |
| I3 | 1 | Led sign on the facade | Signmaker | | no |
| J | 3 | Ceiling light in backroom | EI | | |
| TV | 2 | tv's in the backbar tv signal plus power | EI | | |

PROJECT NO: 20112
DESIGNED BY: MPB
DRAWN BY: RC
CHECKED BY: JRW/MPB

SUBMITTALS:
PROGRESS SET: 07.29.2020
PERMIT SET: 08.12.2020

REVISIONS:

REFLECTED CEILING PLAN



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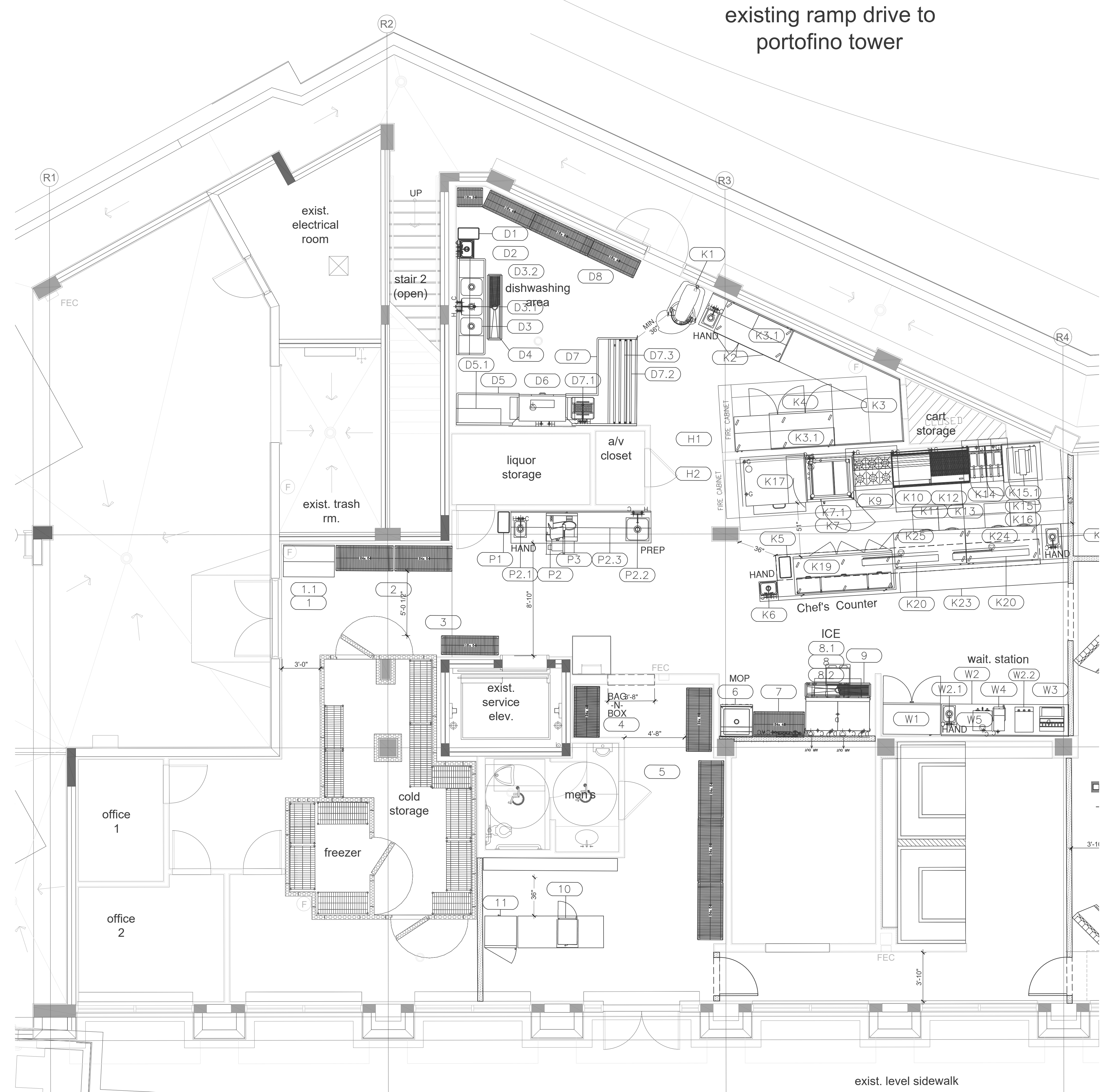
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PROGRESS SET: 07.29.2020
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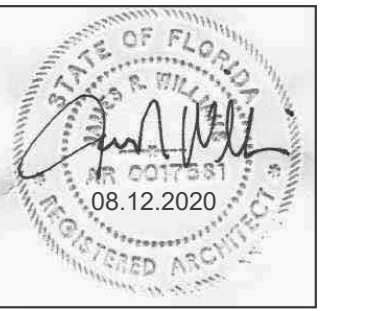
KITCHEN EQUIPMENT PLAN

A2.5



1 PARTIAL FLOOR PLAN
SCALE: 1/4" = 1'-0"





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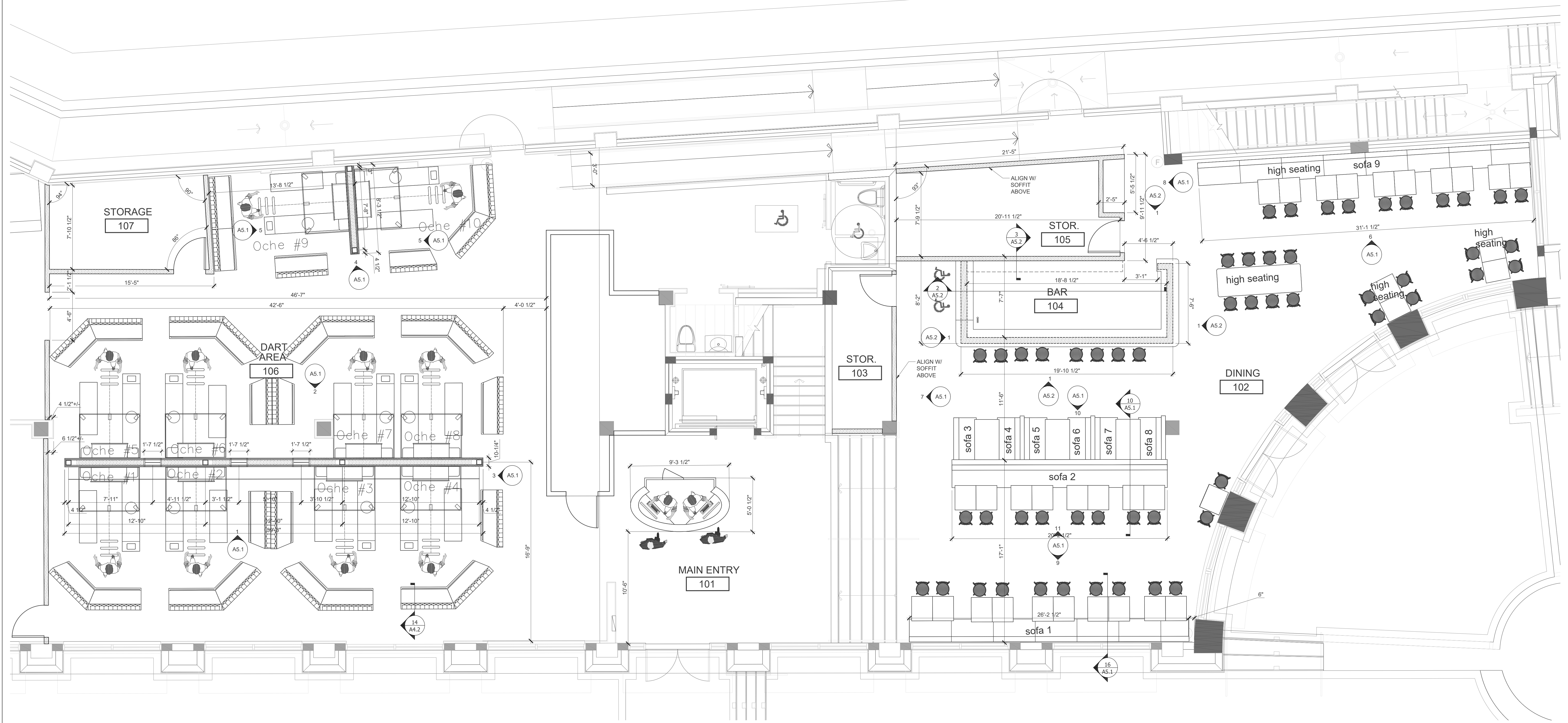
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SUBMITTALS:
PROGRESS SET: 07.29.2020
PERMIT SET: 08.12.2020

REVISIONS:

PARTIAL FLOOR PLAN

A4.1



1 PARTIAL FLOOR PLAN
SCALE: 1/4" = 1'-0"

8/13/2020 10:13:39 AM rcajura S:\A\Projects\200000\20112\20112_Drawings\20112_Current\20112_A4.1_Partial_Floor_Plan.dwg

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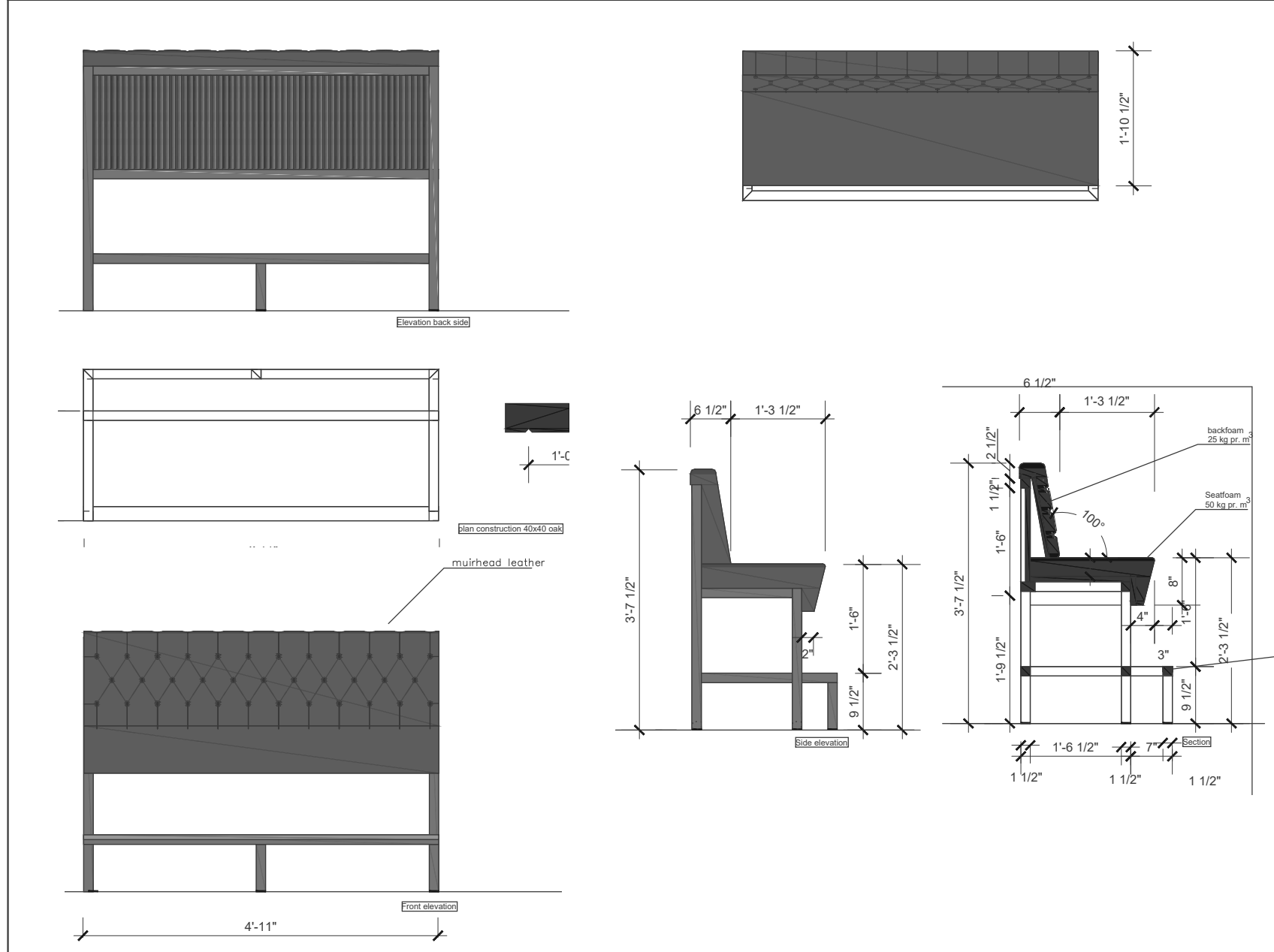
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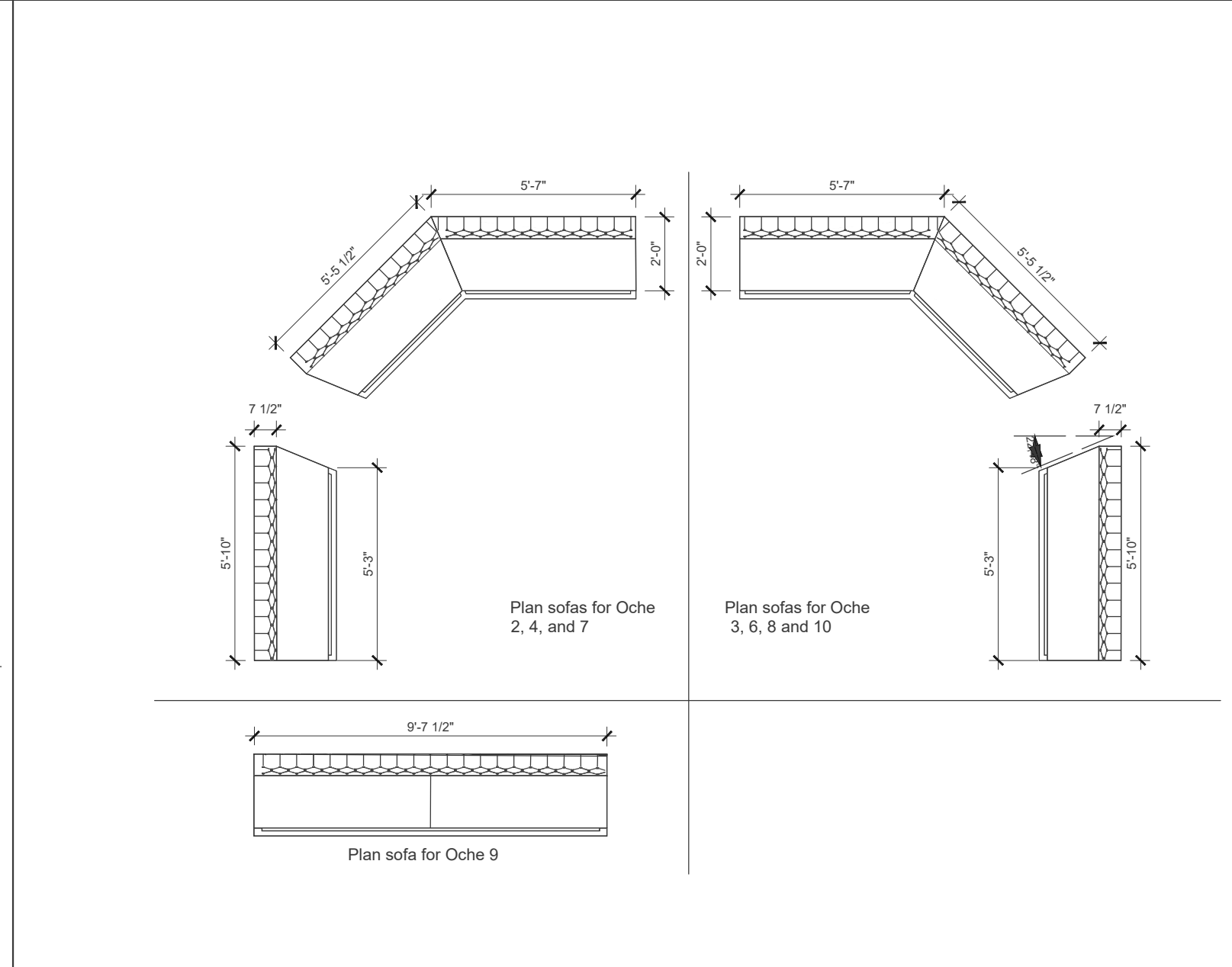
**BUILDING
INTERIOR
ELEVATION &
DETAILS**

A5.1

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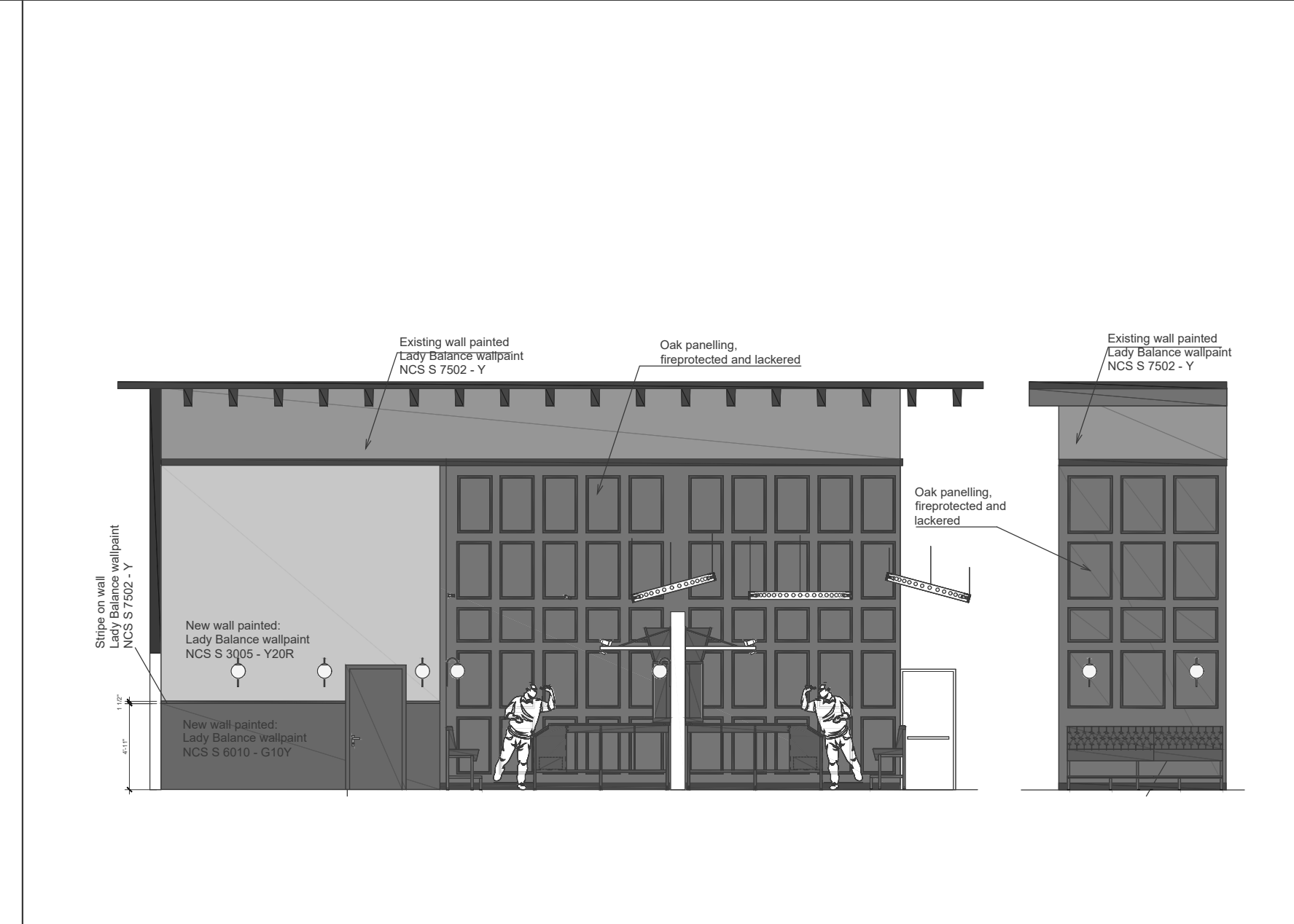
17 OCHE STATION - FURNITURE SEATING
SCALE: 1/2" = 1'-0"



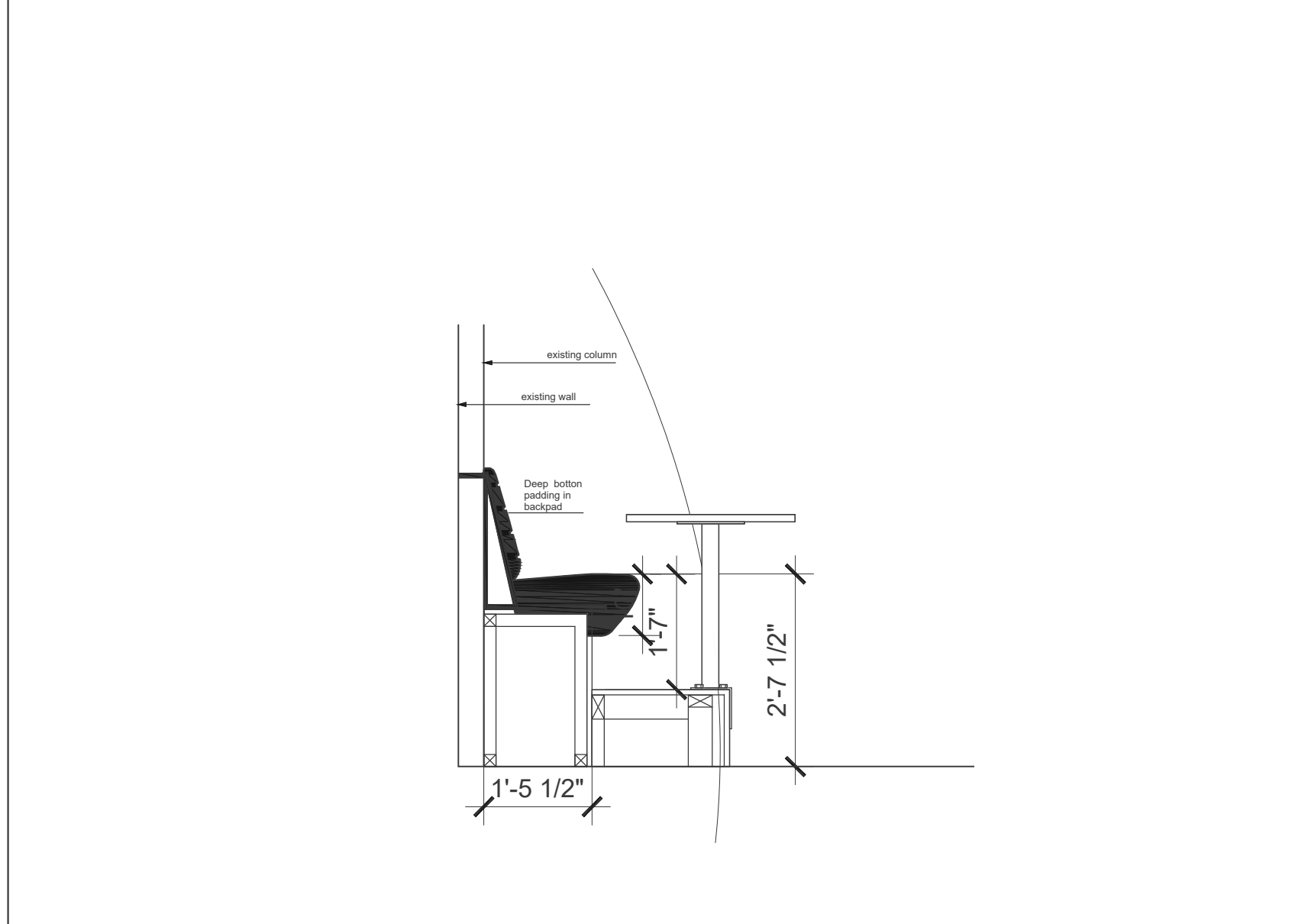
12 OCHE SOFA FURNITURE - STATIONS # 2, 3, 4, 6, 7, 8, 9 & 10
SCALE: 1/4" = 1'-0"



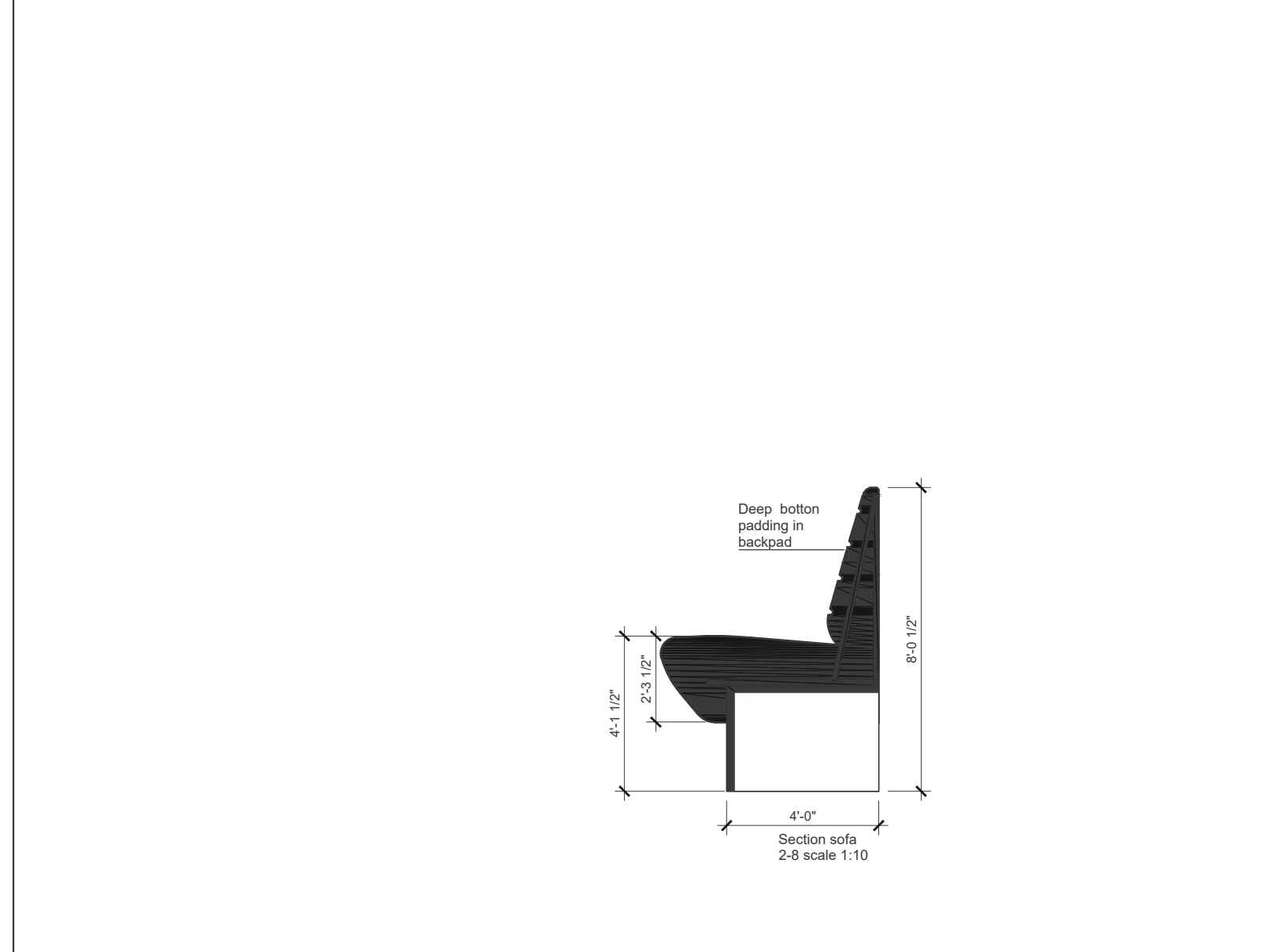
8 BAR STORAGE - SERVING AREA
SCALE: 1/4" = 1'-0"



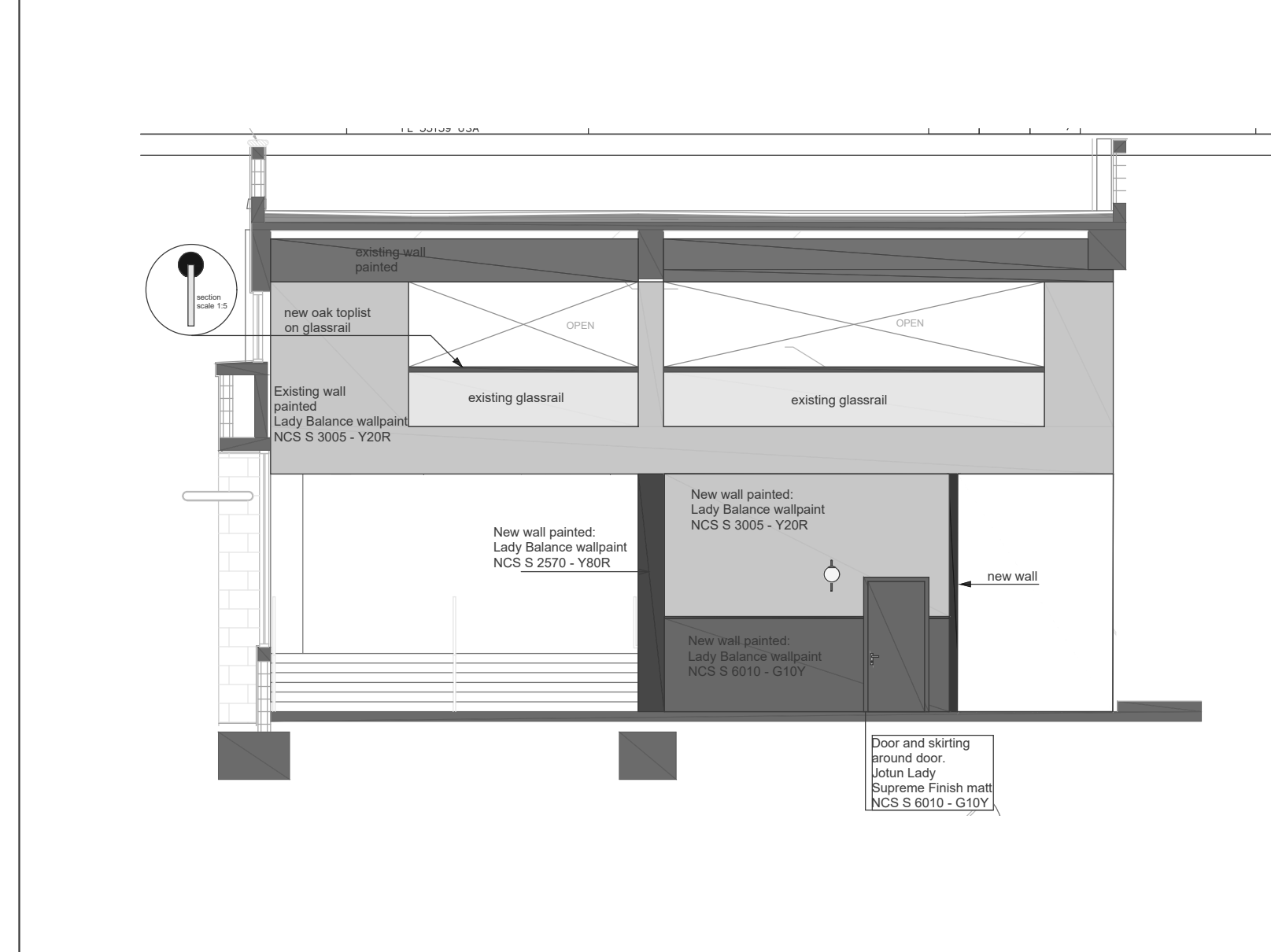
4 OCHE STATIONS # 9 & 10 - SIDE VIEW
SCALE: 1/8" = 1'-0"



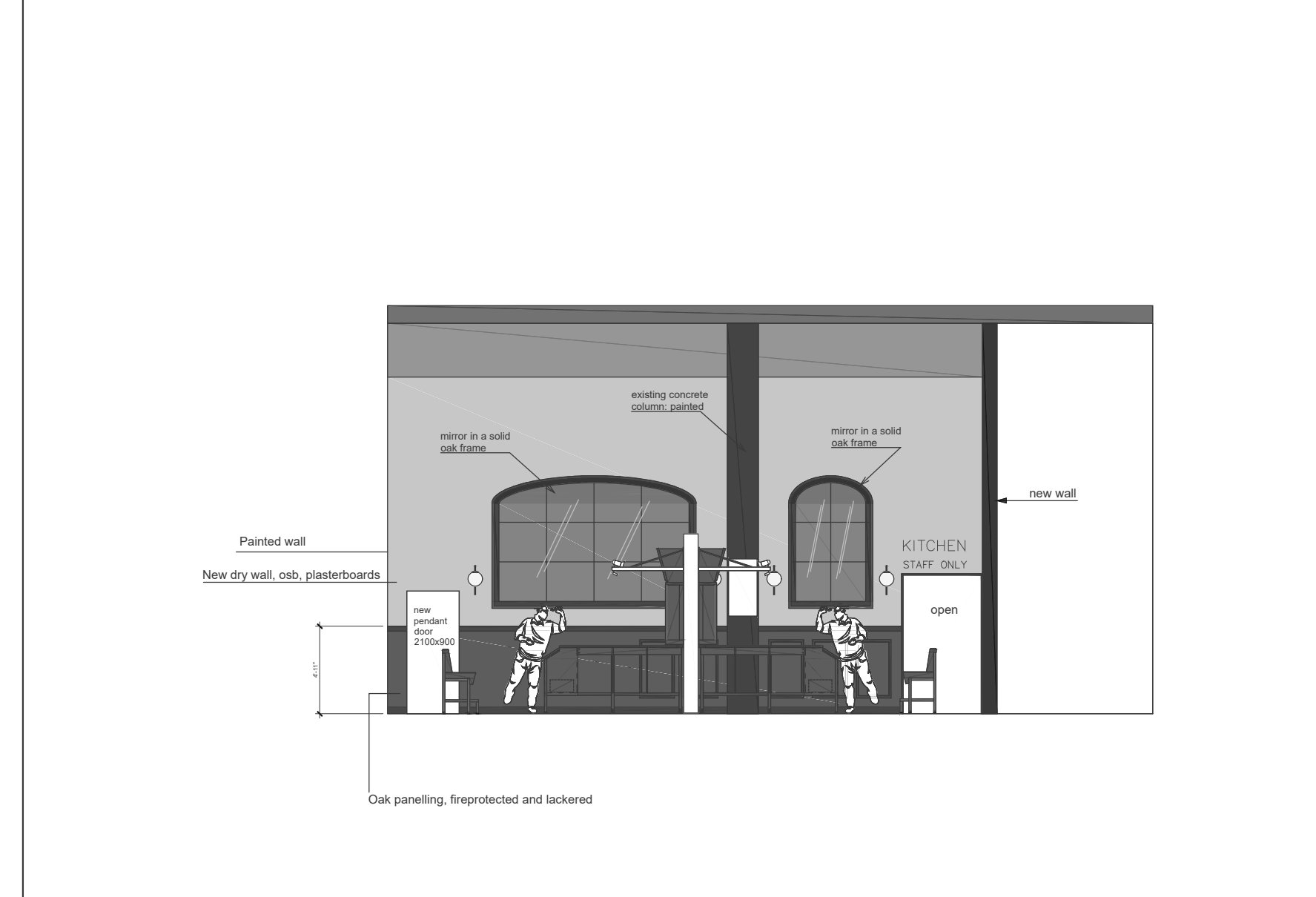
16 LOBBY INTERIOR ELEVATION - DINING SEATING HIGH TOPS
SCALE: 1/2" = 1'-0"



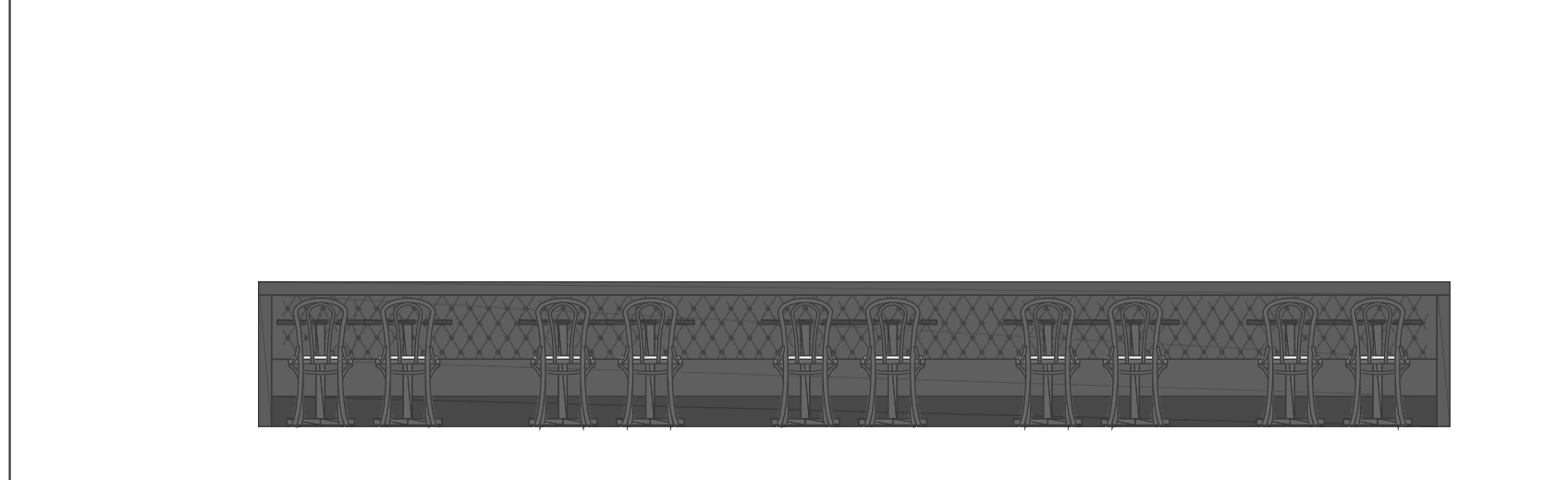
11B LOBBY INTERIOR ELEVATION - DINING SEATING
SCALE: 1/4" = 1'-0"



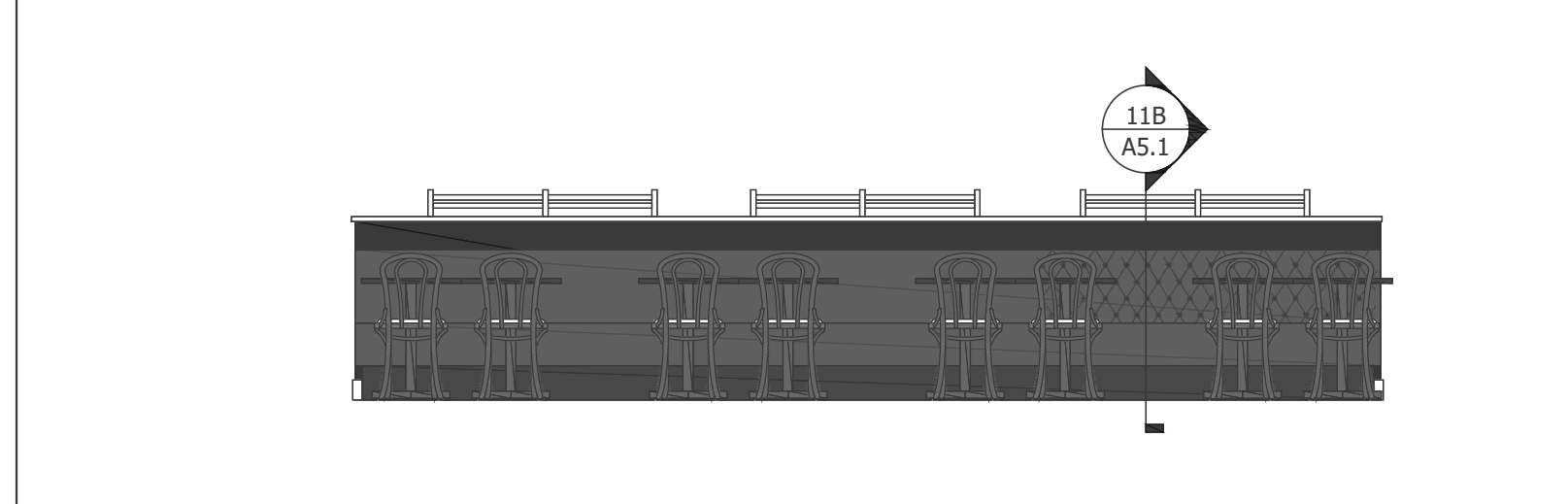
7 LOBBY INTERIOR ELEVATION - DINING AREA
SCALE: 1/8" = 1'-0"



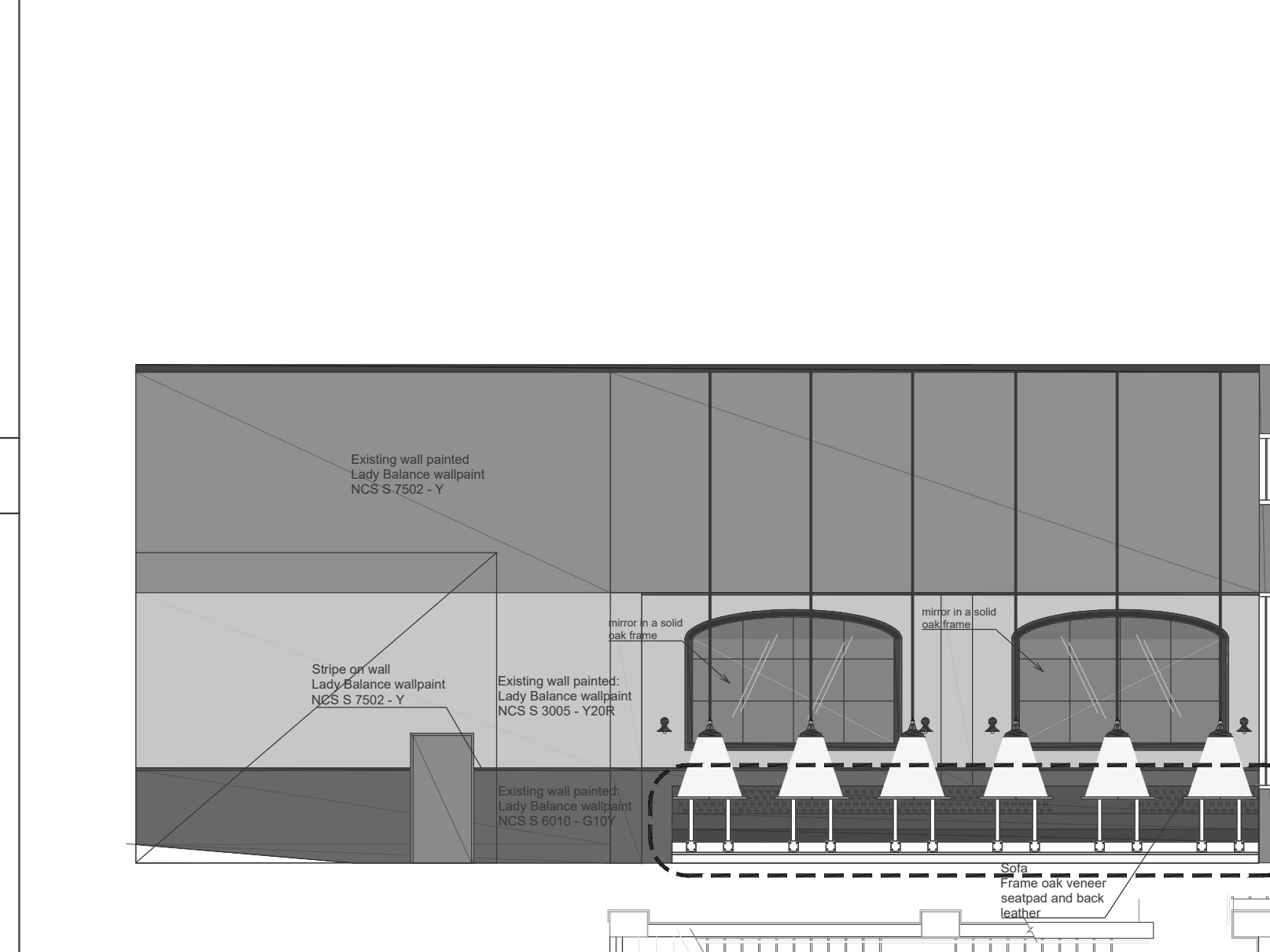
3 OCHE STATIONS # 4 & 8 - SIDE VIEW
SCALE: 1/8" = 1'-0"



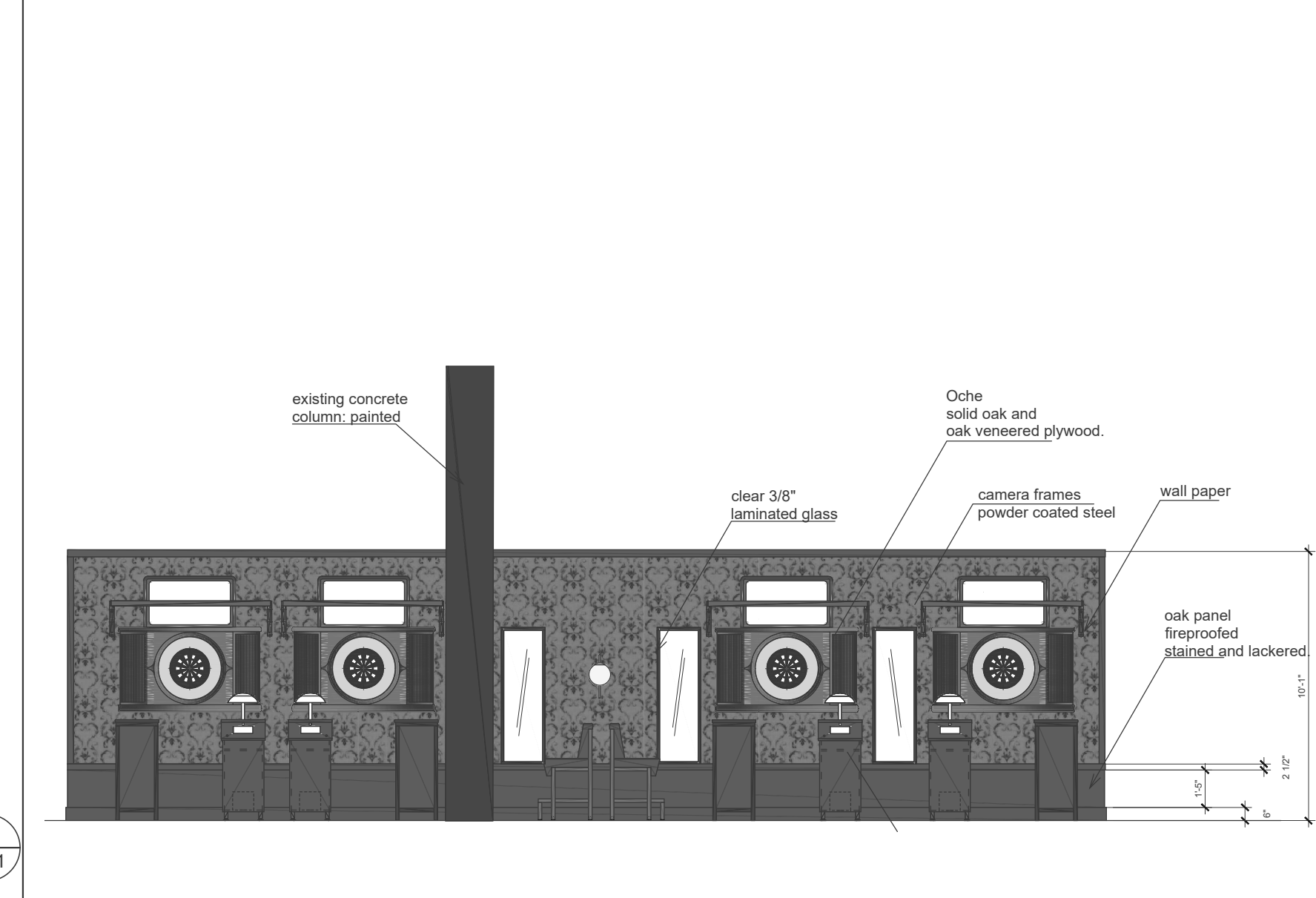
15 LOBBY INTERIOR ELEVATION - DINING SEATING
SCALE: 1/4" = 1'-0"



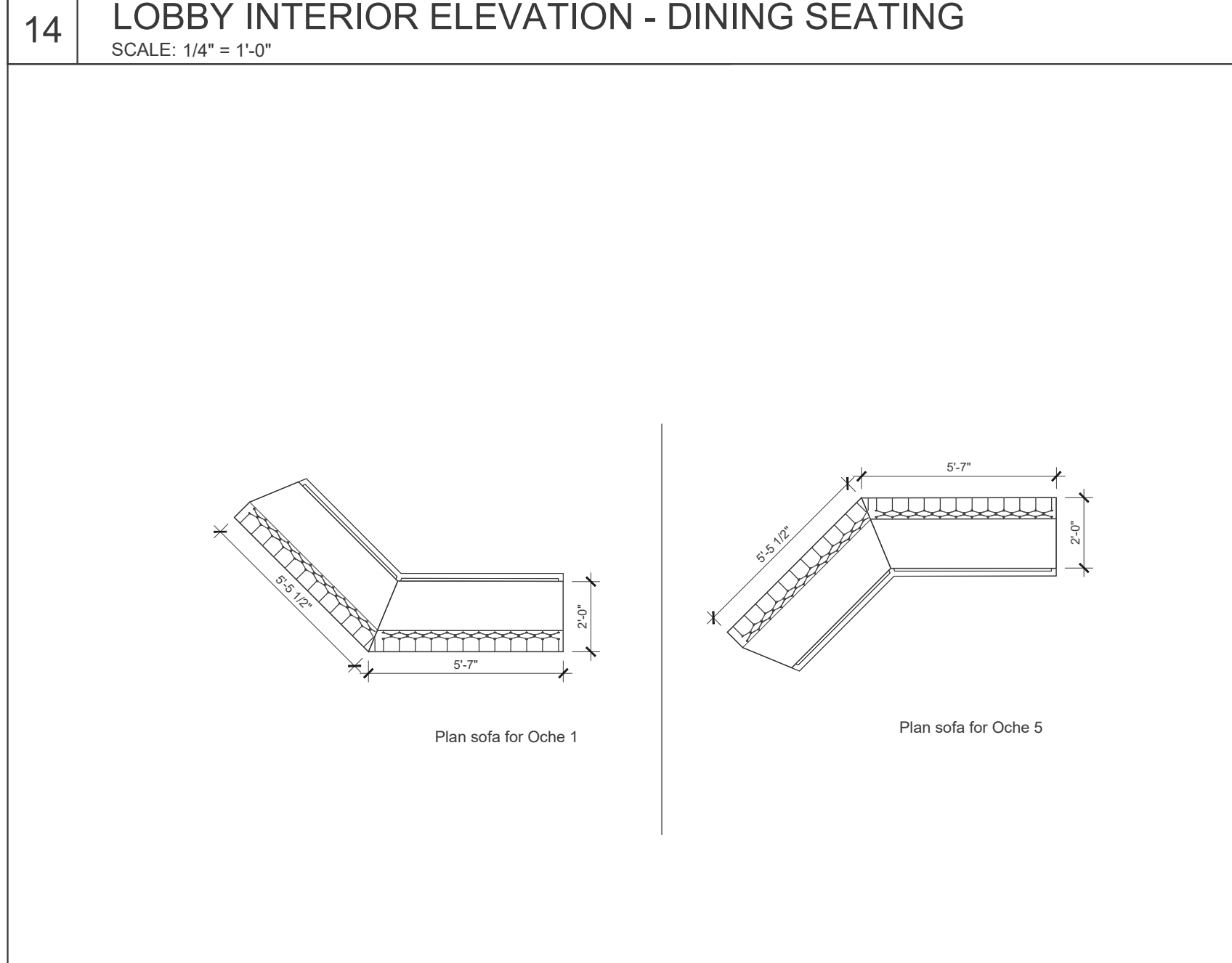
11 LOBBY INTERIOR ELEVATION - DINING SEATING
SCALE: 1/4" = 1'-0"



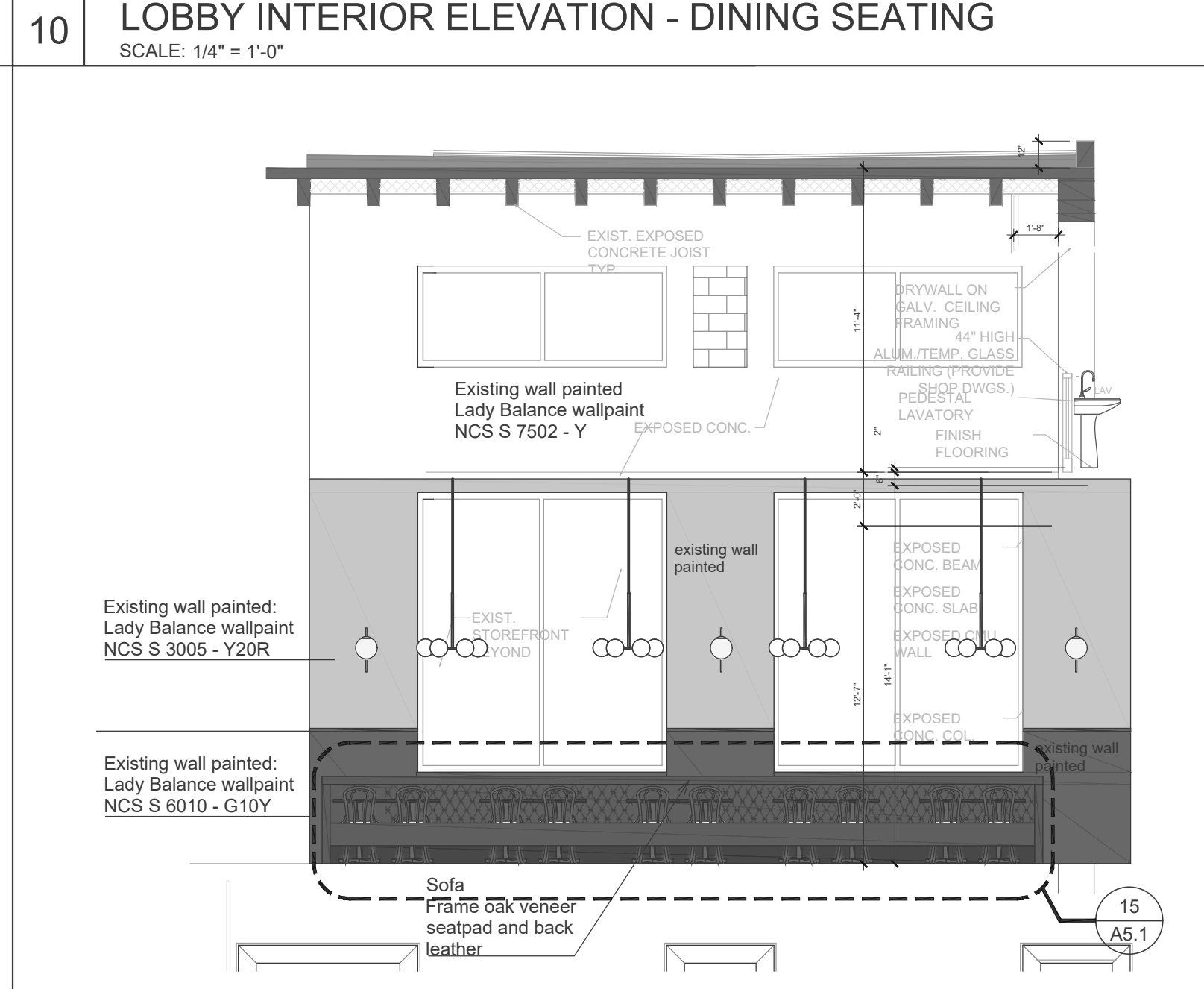
6 LOBBY INTERIOR ELEVATION - DINING SEATING
SCALE: 1/8" = 1'-0"



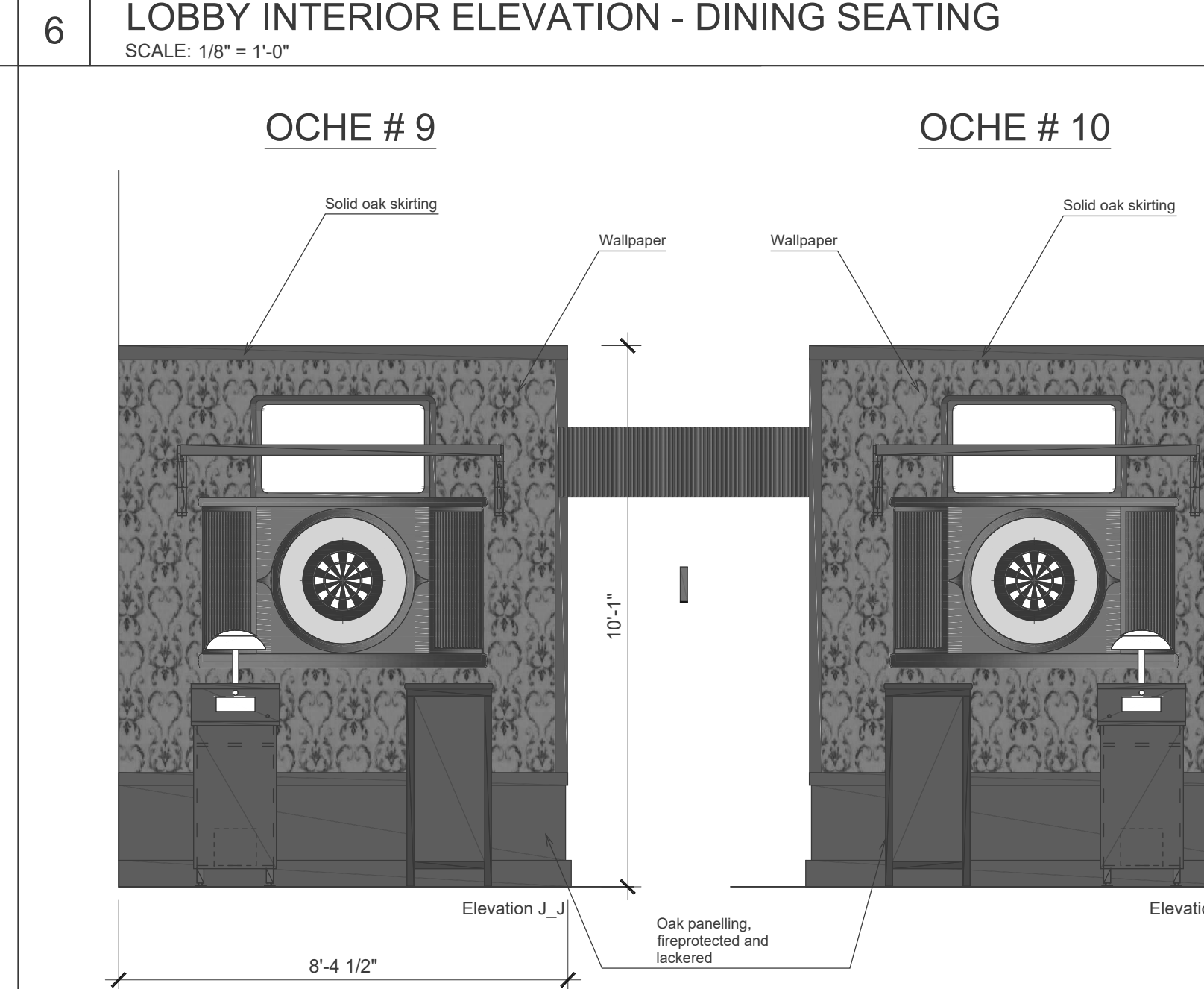
2 OCHE STATIONS # 5-8
SCALE: 3/16" = 1'-0"



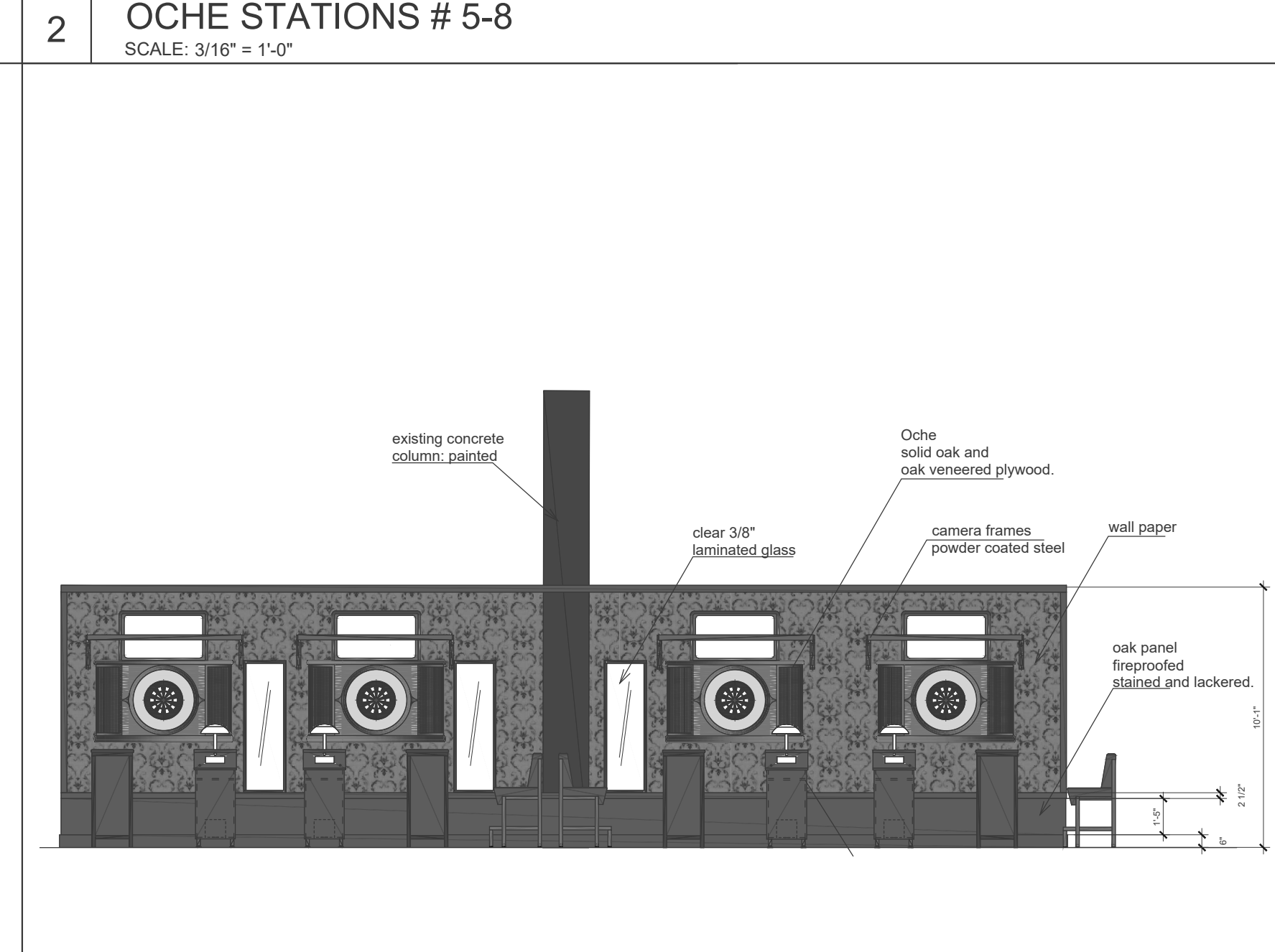
13 OCHE SOFA FURNITURE - STATIONS # 1 & 5
SCALE: 1/4" = 1'-0"



9 LOBBY INTERIOR ELEVATION - DINING SEATING
SCALE: 3/16" = 1'-0"



5 OCHE STATION # 9 & 10 - FRONT VIEW
SCALE: 3/8" = 1'-0"

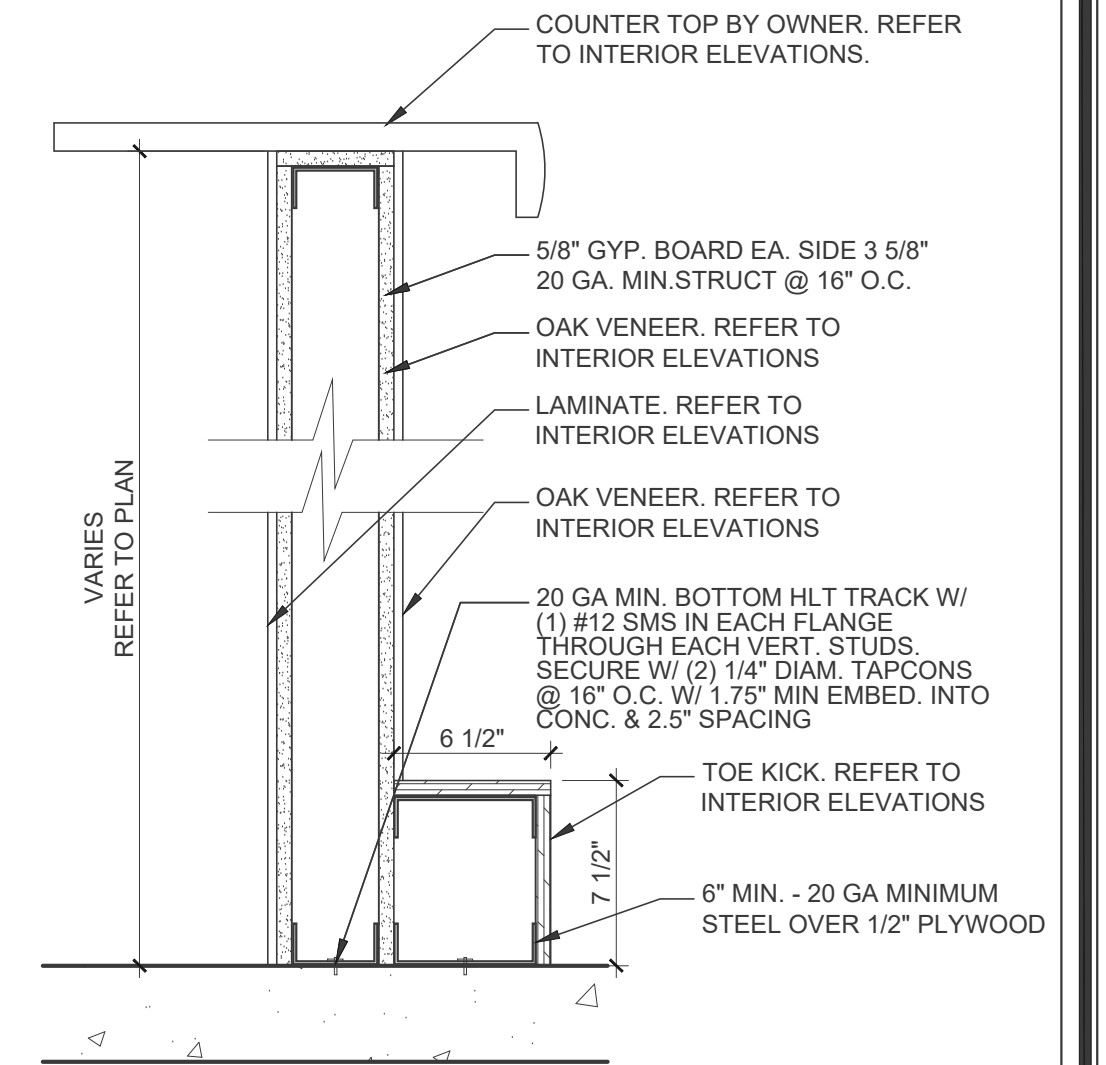
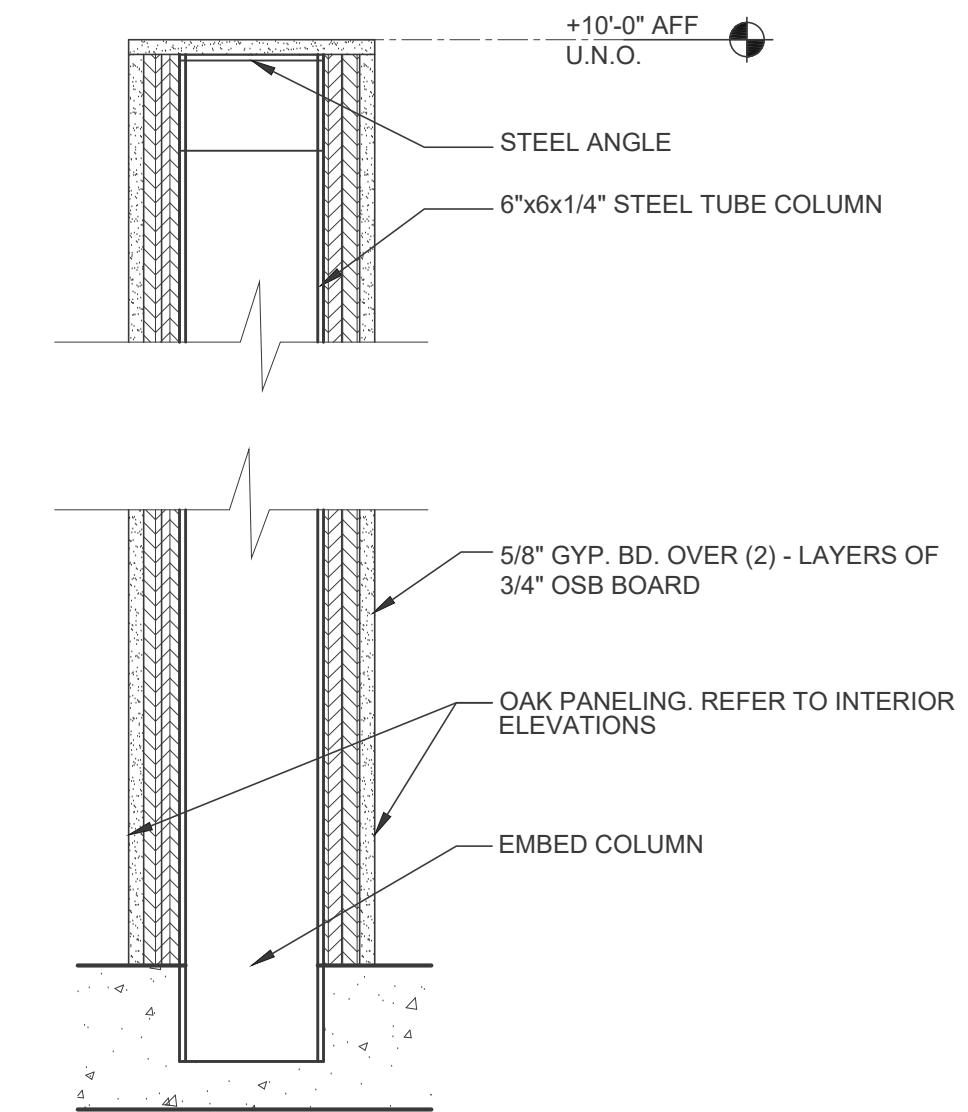
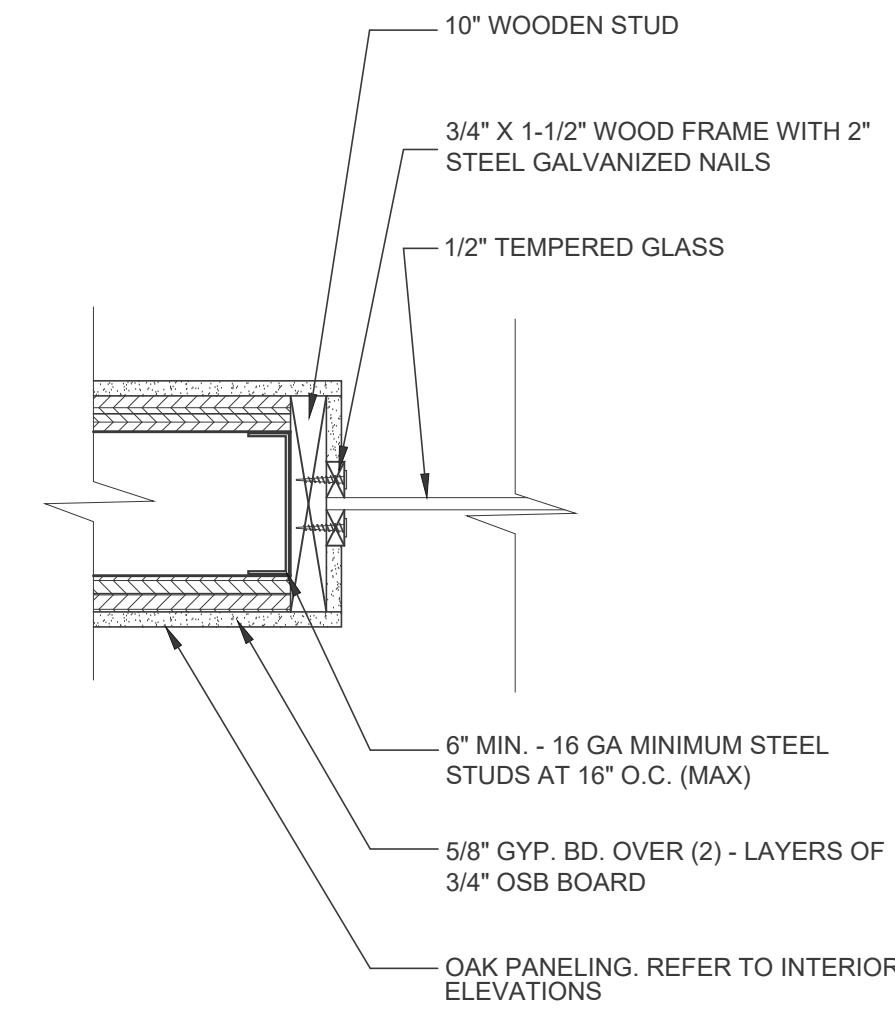
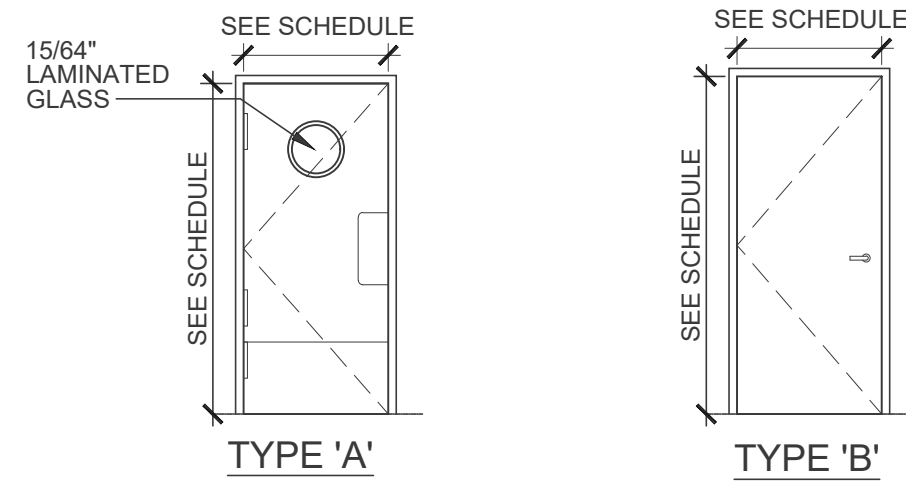


1 OCHE STATIONS # 1-4
SCALE: 3/16" = 1'-0"

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| DOOR SCHEDULE | | | | | | | | | | | | |
|---------------|-----------|------------|-----------|---------------|-------|------------|------------|-----------|------|----------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DOOR NUMBER | DOOR SIZE | | | DOOR MATERIAL | | | | FRAME MAT | | HARDWARE | | REMARKS |
| | SIZE | HEIGHT | THICKNESS | TYPE | GLASS | GLASS TYPE | GLASS TYPE | TYPE | TYPE | TYPE | TYPE | |
| 101 | 3'-0" | 6'-10 5/8" | 1 3/4" | A | ● | | | | | | | DOOR HANDLES, PULLS, ETC. MUST BE EASILY GRASPABLE AND OPERABLE (I.E. LEVEL HANDLES) AS PER IBC 11-A-1.3.3 STORAGE DOORS SHALL HAVE SUPREME FINISH MATTE NCS 5-610 - 610Y, UNLESS NOTED OTHERWISE. ALL LOCKS TO BE SUBMASTERED. |
| 102 | 3'-0" | 8'-0" | 1 3/4" | B | | ● | | | | | | |
| 103 | 3'-0" | 8'-0" | 1 3/4" | B | | ● | | | | | | |
| 104 | 3'-0" | 8'-0" | 1 3/4" | B | | ● | | | | | | |
| 105 | 3'-0" | 8'-0" | 1 3/4" | B | | ● | | | | | | |

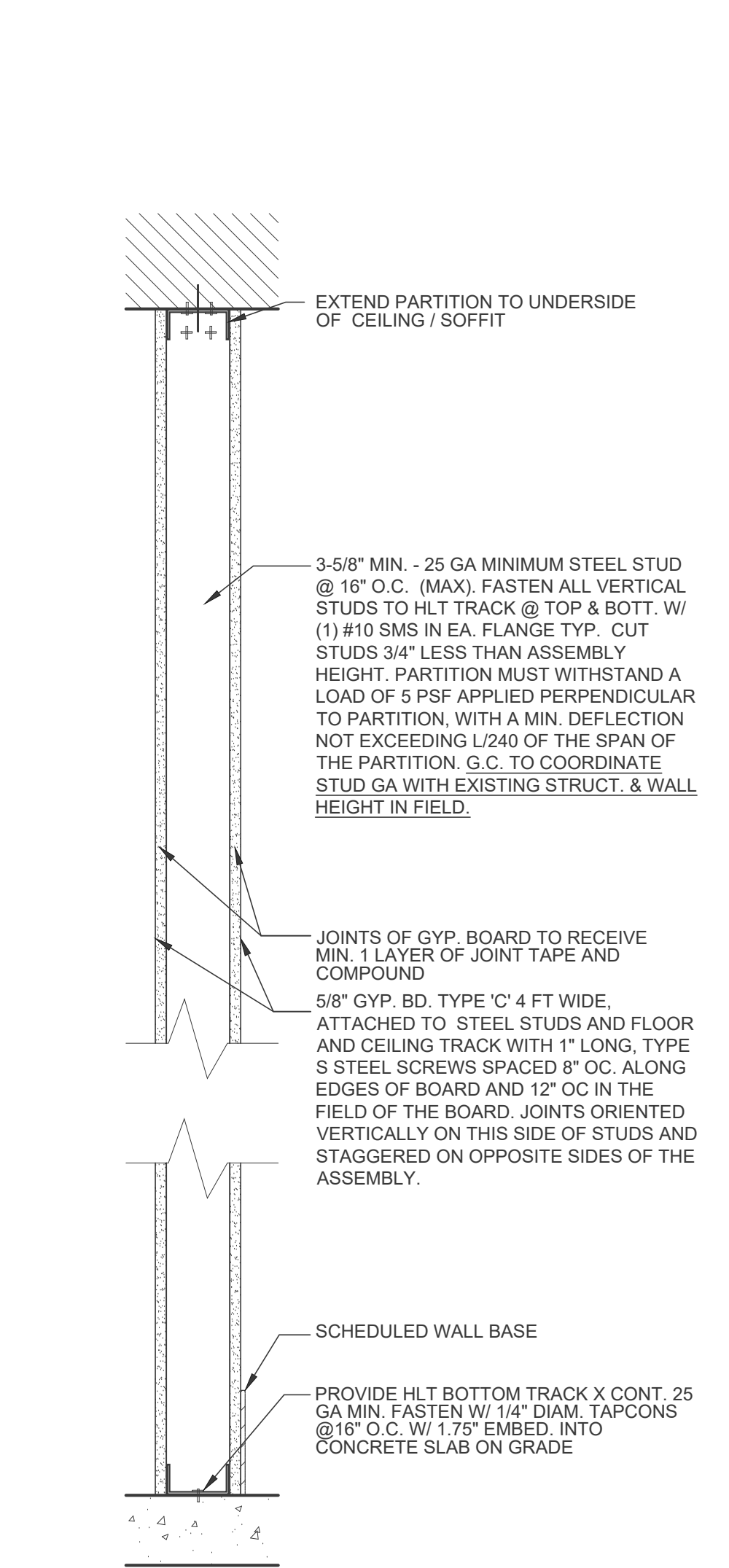
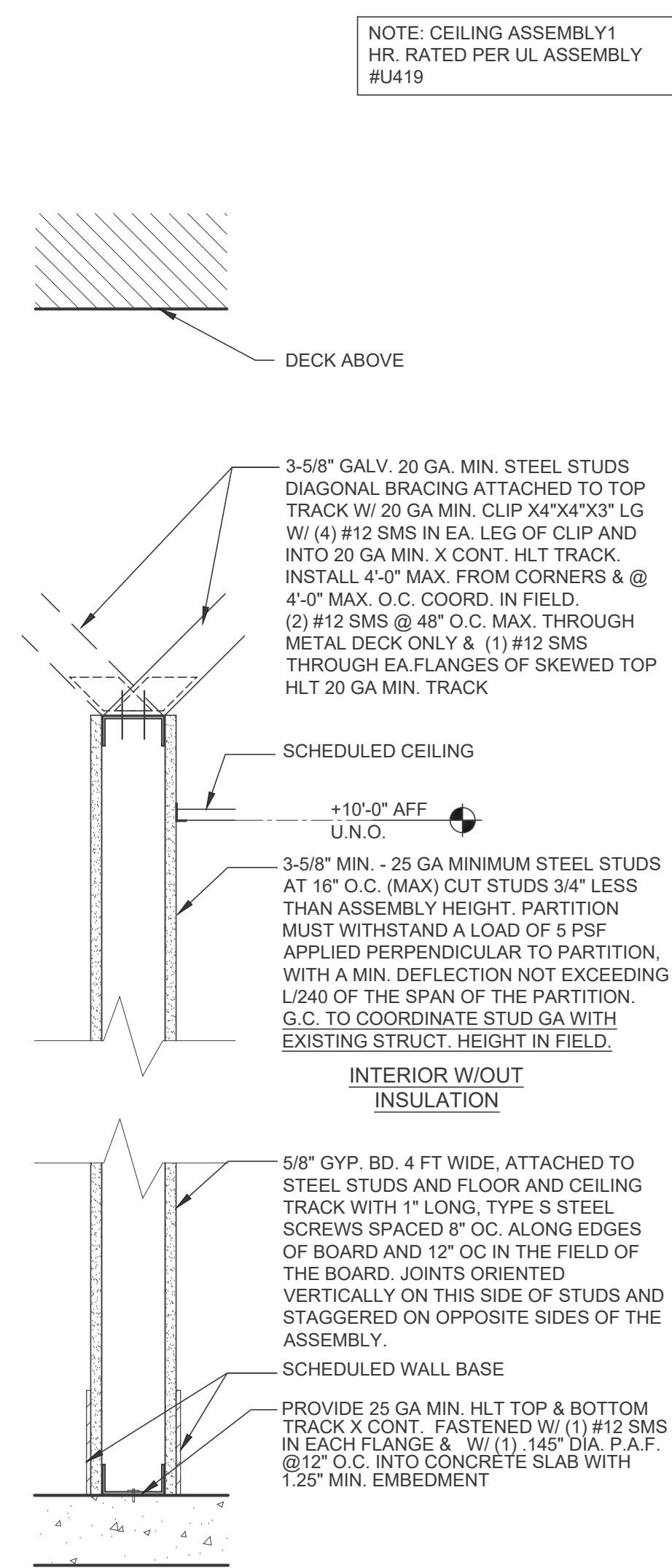
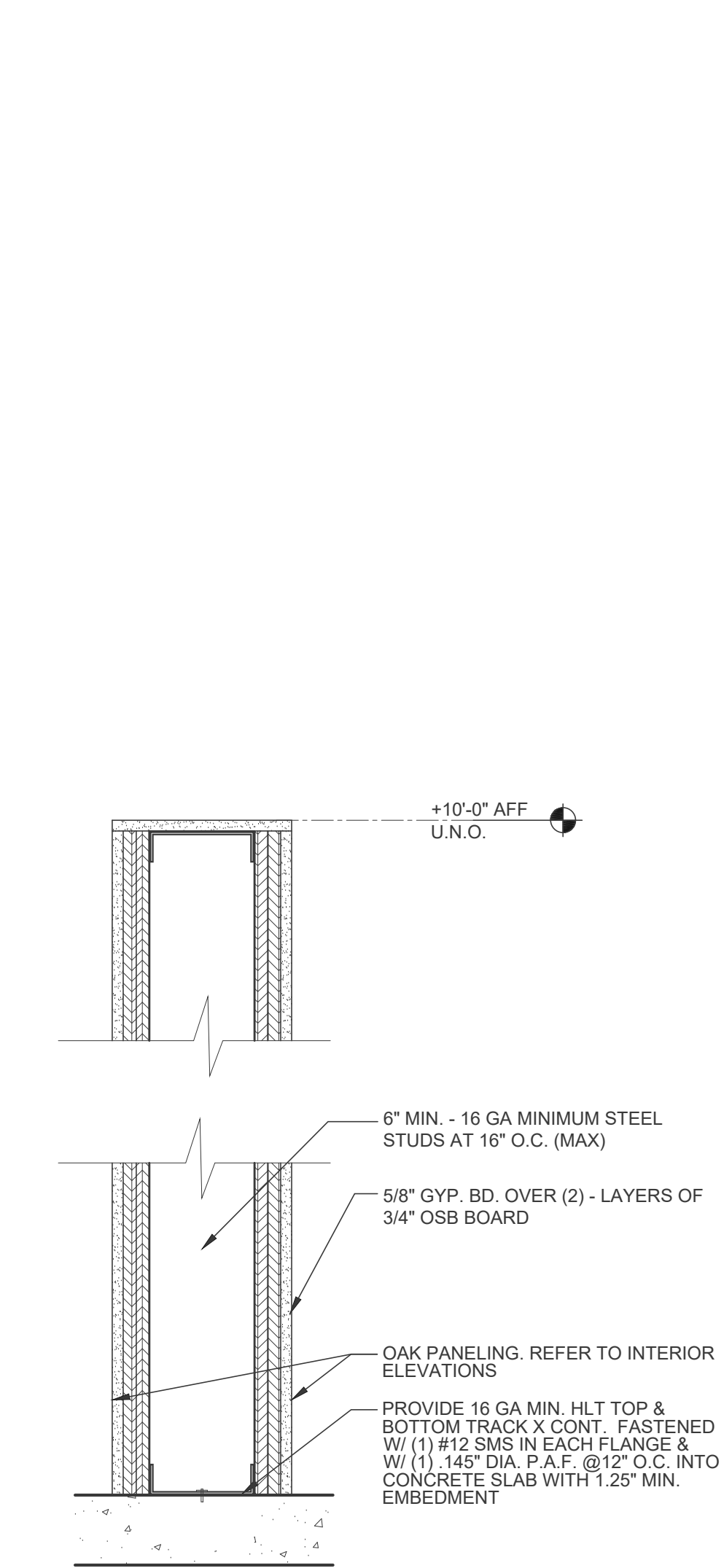
NOTE:
1. CLOSER TO MAINTAIN 5 POUNDS OR LESS OPENING FORCE PER ADA REQ.



6 OCHE WINDOW DETAIL
SCALE: 1 1/2" = 1'-0"

5 COLUMN DETAIL
SCALE: 1 1/2" = 1'-0"

4 PARTITION WALL TYPE 4
SCALE: 1 1/2" = 1'-0"



3 PARTITION WALL TYPE 3
SCALE: 1 1/2" = 1'-0"

2 PARTITION WALL TYPE 2
SCALE: 1 1/2" = 1'-0"

1 PARTITION WALL TYPE 1
SCALE: 1 1/2" = 1'-0"



JAMES R. WILLIAMS AIA

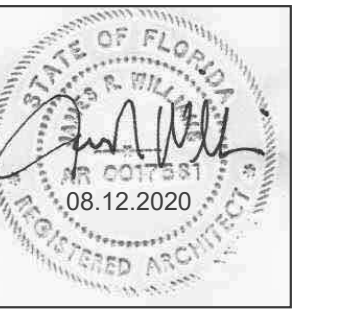
7700 CONGRESS AVE.
SUITE 1114
BOCA RATON, FLORIDA 33487
TEL 561 997 1244
FAX 561 997 1675

JAMES R. WILLIAMS - AR 0017581

OCHE MIAMI RESTAURANT

200 SOUTH POINTE DR.,
MIAMI BEACH, FLORIDA 33139

FLORIDA LICENSURE: AA26002219



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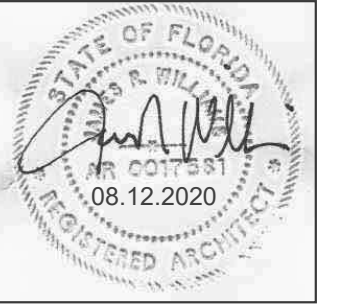
PROJECT NO: 20112
DESIGNED BY: MPB
DRAWN BY: RC
CHECKED BY: JRW/MPB
SUBMITTALS:
PROGRESS SET: 07.29.2020
PERMIT SET: 08.12.2020

REVISIONS:

WALL TYPES,
WALL
SECTIONS &
DETAILS

A6.1

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| | |
|---------------|------------|
| PROJECT NO. | 20112 |
| DESIGNED BY: | MPB |
| DRAWN BY: | RC |
| CHECKED BY: | JRW/MPB |
| SUBMITTALS: | |
| PROGRESS SET: | 07.29.2020 |
| PERMIT SET: | 08.12.2020 |

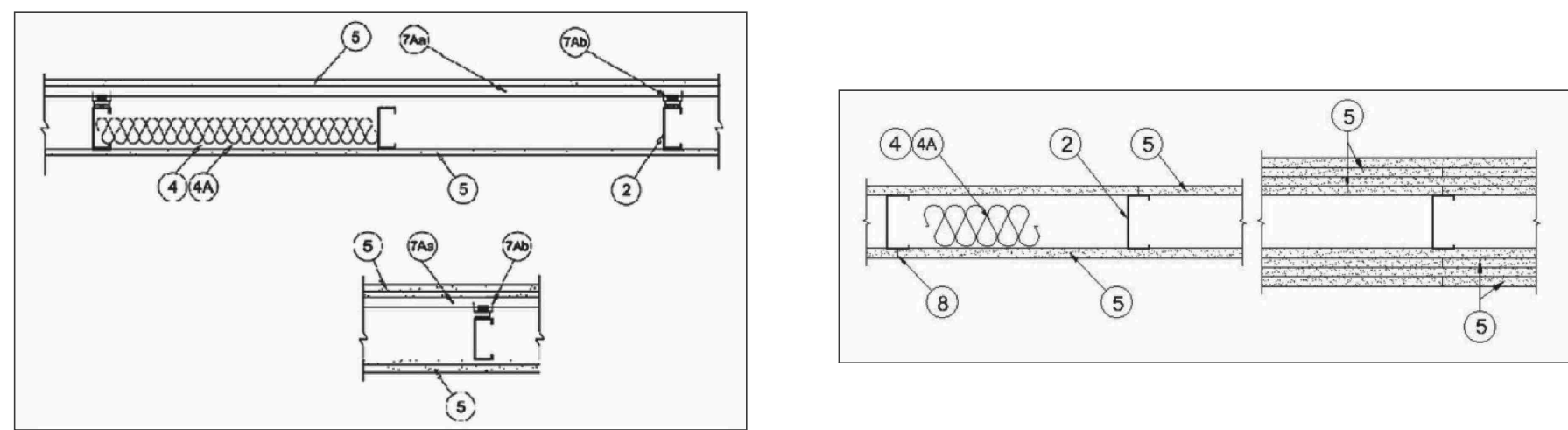
REVISIONS:

FIRE RATED ASSEMBLIES

A6.2

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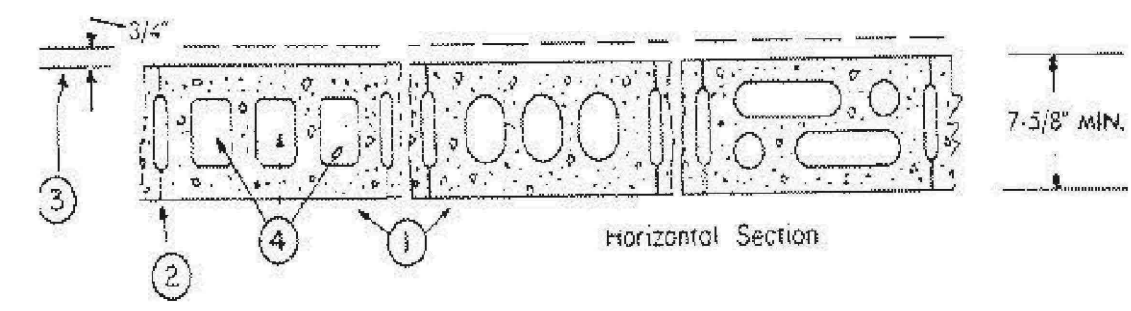
DESIGN NO. U419
MARCH 11, 2014
MAY 14, 2014
NONBEARING WALL RATINGS — 1, 2, 3 OR 4 HR (SEE ITEMS 4 & 5)



- FLOOR AND CEILING RUNNERS — (NOT SHOWN) — FOR USE WITH ITEM 2 - CHANNEL SHAPED, FABRICATED FROM MIN 25 MSG CORROSION-PROTECTED STEEL, MIN DEPTH TO ACCOMMODATE STUD SIZE, WITH MIN 1-1/4 IN. LONG LEGS, ATTACHED TO FLOOR AND CEILING WITH FASTENERS 24 IN. OC. MAX.
 - STEEL STUDS — CHANNEL SHAPED, FABRICATED FROM MIN 25 MSG CORROSION-PROTECTED STEEL, MIN DEPTH AS INDICATED UNDER ITEM 5, SPACED A MAX OF 24 IN. OC. STUDS TO BE CUT 3/8" TO 3/4" IN. LESS THAN ASSEMBLY HEIGHT.
 - WOOD STRUCTURAL PANEL SHEATHING — (OPTIONAL, FOR USE WITH ITEM 5 ONLY.) - (NOT SHOWN) - 4 FT WIDE, 7/16 IN. THICK ORIENTED STRAND BOARD (OSB) OR 1532 IN. THICK STRUCTURAL 1 SHEATHING (PLYWOOD) COMPLYING WITH DOC P51 OR PS2, OR APA STANDARD PRP-108, MANUFACTURED WITH EXTERIOR GLUE, APPLIED HORIZONTALLY OR VERTICALLY TO THE STEEL STUDS, VERTICAL JOINTS CENTERED ON STUDS, AND STAGGERED ONE STUD SPACE FROM WALLBOARD JOINTS. ATTACHED TO STUDS WITH HEAD SELF-DRILLING TAPPING SCREWS WITH A MIN. HEAD DIAM. OF 0.292 IN. AT MAXIMUM 6 IN. OC. IN THE PERIMETER AND 12 IN. OC. IN THE FIELD. WHEN USED, FASTENER LENGTHS FOR GYPSUM PANELS INCREASED BY MIN. 1/2 IN.
 - BATTS AND BLANKETS* — (REQUIRED AS INDICATED UNDER ITEM 5) — MINERAL WOOL BATTS, FRICTION FITTED BETWEEN STUDS AND RUNNERS. MIN NOM THICKNESS AS INDICATED UNDER ITEM 5. SEE BATTS AND BLANKETS (BKNV OR BZJZ) CATEGORIES FOR NAMES OF CLASSIFIED COMPANIES.
 - GYPSUM BOARD* — GYPSUM PANELS WITH BEVELED, SQUARE OR TAPERED EDGES, APPLIED VERTICALLY OR HORIZONTALLY. VERTICAL JOINTS CENTERED OVER STUDS AND STAGGERED ONE STUD CAVITY ON OPPOSITE SIDES OF STUDS. VERTICAL JOINTS IN ADJACENT LAYERS (MULTILAYER SYSTEMS) STAGGERED ONE STUD CAVITY. HORIZONTAL JOINTS NEED NOT BE BACKED BY STEEL FRAMING. HORIZONTAL EDGE JOINTS AND HORIZONTAL BUTT JOINTS ON OPPOSITE SIDES OF STUDS NEED NOT BE STAGGERED. HORIZONTAL EDGE JOINTS AND HORIZONTAL BUTT JOINTS IN ADJACENT LAYERS (MULTILAYER SYSTEMS) STAGGERED A MIN OF 12 IN.
 - FASTENERS — (NOT SHOWN) — FOR USE WITH ITEMS 2 AND 2F - TYPE 6 OR S-12 STEEL SCREWS USED TO ATTACH PANELS TO STUDS (ITEM 2) OR FURRING CHANNELS (ITEM 7). SINGLE LAYER SYSTEMS: 1 IN. LONG FOR 1/2 AND 5/8 IN. THICK PANELS OR 1-1/4 IN. LONG FOR 3/4 IN. THICK PANELS, SPACED 8 IN. OC. WHEN PANELS ARE APPLIED HORIZONTALLY, OR 8 IN. OC. ALONG VERTICAL AND BOTTOM EDGES AND 12 IN. OC. IN THE FIELD WHEN PANELS ARE APPLIED VERTICALLY. TWO LAYER SYSTEMS: FIRST LAYER - 1 IN. LONG FOR 1/2 AND 5/8 IN. THICK PANELS OR 1-1/4 IN. LONG FOR 3/4 IN. THICK PANELS, SPACED 16 IN. OC. SECOND LAYER - 1-5/8 IN. LONG FOR 1/2 IN., 5/8 IN. THICK PANELS OR 2-1/4 IN. LONG FOR 3/4 IN. THICK PANELS, SPACED 16 IN. OC. WITH SCREWS OFFSET 8 IN. FROM FIRST LAYER. THREE-LAYER SYSTEMS: FIRST LAYER - 1 IN. LONG FOR 1/2 IN., 5/8 IN. THICK PANELS, SPACED 24 IN. OC. SECOND LAYER - 1-5/8 IN. LONG FOR 1/2 IN., 5/8 IN. THICK PANELS, SPACED 24 IN. OC. THIRD LAYER - 2-1/4 IN. LONG FOR 1/2 IN., 5/8 IN. THICK PANELS OR 2-5/8 IN. LONG FOR 5/8 IN. THICK PANELS, SPACED 24 IN. OC. FOURTH LAYER - 2-5/8 IN. LONG FOR 1/2 IN., 5/8 IN. THICK PANELS OR 2-5/8 IN. LONG FOR 5/8 IN. THICK PANELS, SPACED 24 IN. OC. FIFTH LAYER - 2-5/8 IN. LONG FOR 1/2 IN. THICK PANELS OR 3 IN. LONG FOR 5/8 IN. THICK PANELS, SPACED 12 IN. OC. SCREWS OFFSET MIN 6 IN. FROM LAYER BELOW.
 - FURRING CHANNELS — (OPTIONAL, NOT SHOWN, FOR SINGLE OR DOUBLE LAYER SYSTEMS) — RESILIENT FURRING CHANNELS FABRICATED FROM MIN 25 MSG CORROSION-PROTECTED STEEL, SPACED VERTICALLY A MAX OF 24 IN. OC. FLANGE PORTION ATTACHED TO EACH INTERSECTING STUD WITH 1/2 IN. LONG TYPE S-12 STEEL SCREWS. NOT FOR USE WITH ITEM 5A AND 5E.
 - JOINT TAPE AND COMPOUND — VINYL OR CASEIN DRY OR PREMIXED JOINT COMPOUND APPLIED IN TWO COATS TO JOINTS AND SCREW HEADS OF OUTER LAYERS. PAPER TAPE, NOM 2 IN. WIDE, EMBEDDED IN FIRST LAYER OF COMPOUND OVER ALL JOINTS OF OUTER LAYER PANELS. PAPER TAPE AND JOINT COMPOUND MAY BE OMITTED WHEN GYPSUM PANELS ARE SUPPLIED WITH A SQUARE EDGE.
 - SIDING, BRICK OR STUCCO — (OPTIONAL, NOT SHOWN) — ALUMINUM, VINYL OR STEEL SIDING, BRICK VENEER OR STUCCO, MEETING THE REQUIREMENTS OF LOCAL CODE AGENCIES, INSTALLED OVER GYPSUM PANELS. BRICK VENEER ATTACHED TO STUDS WITH CORRUGATED METAL WALL TIES ATTACHED TO EACH STUD WITH STEEL SCREWS, NOT MORE THAN EACH SIXTH COURSE OF BRICK.
 - CALLING AND SEALANTS* — (OPTIONAL, NOT SHOWN) — A BEAD OF ACOUSTICAL SEALANT APPLIED AROUND THE PARTITION PERIMETER FOR SOUND CONTROL.
- UNITED STATES GYPSUM CO — TYPE AS

REFER TO UL FIRE RESISTANT DIRECTORY FOR COMPLETE DETAILS OF THIS ASSEMBLY

DESIGN NO. U905
MARCH 11, 2014
BEARING WALL RATING — 2 HR.
NONBEARING WALL RATING — 2 HR.



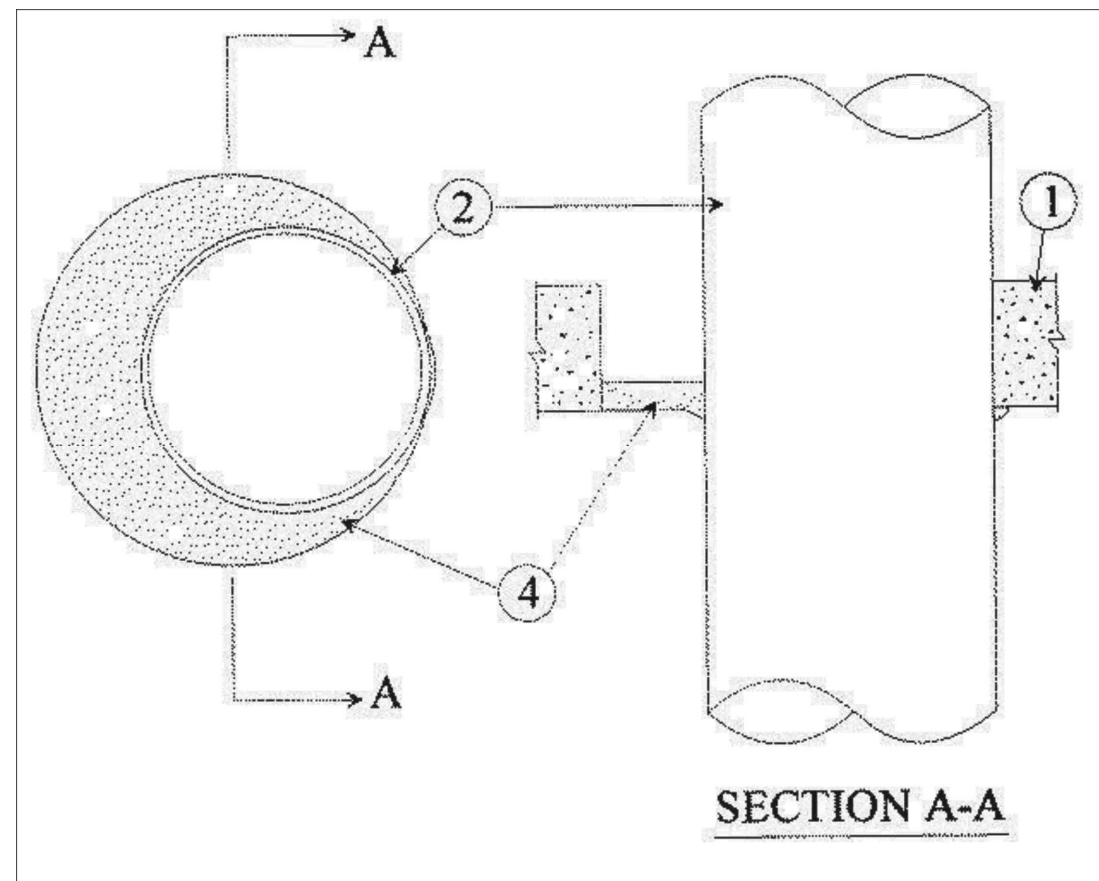
THIS DESIGN WAS EVALUATED USING A LOAD DESIGN METHOD OTHER THAN THE LIMIT STATES DESIGN METHOD (E.G., WORKING STRESS DESIGN METHOD), FOR JURISDICTIONS EMPLOYING THE LIMIT STATES DESIGN METHOD, SUCH AS CANADA, A LOAD RESTRICTION FACTOR SHALL BE USED — SEE GUIDE BKNV OR BZJZ

- CONCRETE BLOCKS* — VARIOUS DESIGNS. CLASSIFICATION D-2 (2 HR). SEE CONCRETE BLOCKS' CATEGORY FOR LIST OF ELIGIBLE MANUFACTURERS.
- MORTAR — BLOCKS LAID IN FULL BED OF MORTAR. NOM. 3/8 IN. THICK, OF NOT LESS THAN 2-1/4 AND NOT MORE THAN 3-1/2 PARTS OF CLEAN SHARP SAND TO 1 PART PORTLAND CEMENT (PROPORTIONED BY VOLUME) AND NOT MORE THAN 50 PERCENT HYDRATED LIME (BY MORTAR VOLUME). VERTICAL JOINTS STAGGERED.
- PORTLAND CEMENT STUCCO OR GYPSUM PLASTER — ADD 1/2 HR TO CLASSIFICATION IF USED. WHERE COMBUSTIBLE MEMBERS ARE FRAMED IN WALL, PLASTER OR STUCCO MUST BE APPLIED ON THE FACE OPPOSITE FRAMING TO ACHIEVE A MAX. CLASSIFICATION OF 1-1/2 HR. ATTACHED TO CONCRETE BLOCKS (ITEM 1).
- LOOSE MASONRY FILL — IF ALL CORE SPACES ARE FILLED WITH LOOSE DRY EXPANDED SLAG, EXPANDED CLAY OR SHALE (ROTARY KILN PROCESS), WATER REPELLANT VERMICULITE MASONRY FILL INSULATION, OR SILICONE TREATED PERLITE LOOSE FILL INSULATION ADD 2 HR TO CLASSIFICATION.
- FOAMED PLASTIC* — (OPTIONAL-NOT SHOWN) — 1-1/2 IN. THICK MAX, 4 FT WIDE SHEATHING ATTACHED TO CONCRETE BLOCKS (ITEM 1). ATLAS ROOFING CORP — "ENERGYSHIELD PRO WALL INSULATION" AND "ENERGYSHIELD PRO 2 WALL INSULATION"
- CARLISLE COATINGS & WATERPROOFING INC — TYPE R2+ SHEATH
- FIRESTONE BUILDING PRODUCTS CO L L C — "ENVERGE™ CI FOIL EXTERIOR WALL INSULATION" AND "ENVERGE™ CI GLASS EXTERIOR WALL INSULATION"
- HUNTER PANELS — TYPES XCI-CLASS A, XCI 286
- RMAX OPERATING L L C — "TSX-8500", "TSX-8510", "THERMASHEATH-XP", "ECOMAXCI", "THERMASHEATH-3", "DURASHEATH-3"
- THE DOW CHEMICAL CO — TYPES THERMAX SHEATHING, THERMAX LIGHT DUTY INSULATION, THERMAX HEAVY DUTY INSULATION, THERMAX METAL BUILDING BOARD, THERMAX WHITE FINISH INSULATION, THERMAX CI EXTERIOR INSULATION, THERMAX XARMOR CI EXTERIOR INSULATION, THERMAX IH INSULATION, THERMAX PLUS LINER PANEL, THERMAX HEAVY DUTY PLUS (HDP) AND TUFF-R™ CI INSULATION
- 5A. BUILDING UNITS — AS AN ALTERNATE TO ITEMS 5, MIN. 1-IN THICK POLYISOCYANURATE COMPOSITE FOAMED PLASTIC INSULATION BOARDS, NOM. 48 BY 48 OR 96 IN.
- RMAX OPERATING L L C — "THERMASHEATH-SI", "ECOBASECI", "THERMABASE-CI"

REFER TO UL FIRE RESISTANT DIRECTORY FOR COMPLETE DETAILS OF THIS ASSEMBLY

SYSTEM NO. C-AJ-1184

MARCH 12, 1999
F RATING — 3 HR
T RATING — 0 HR

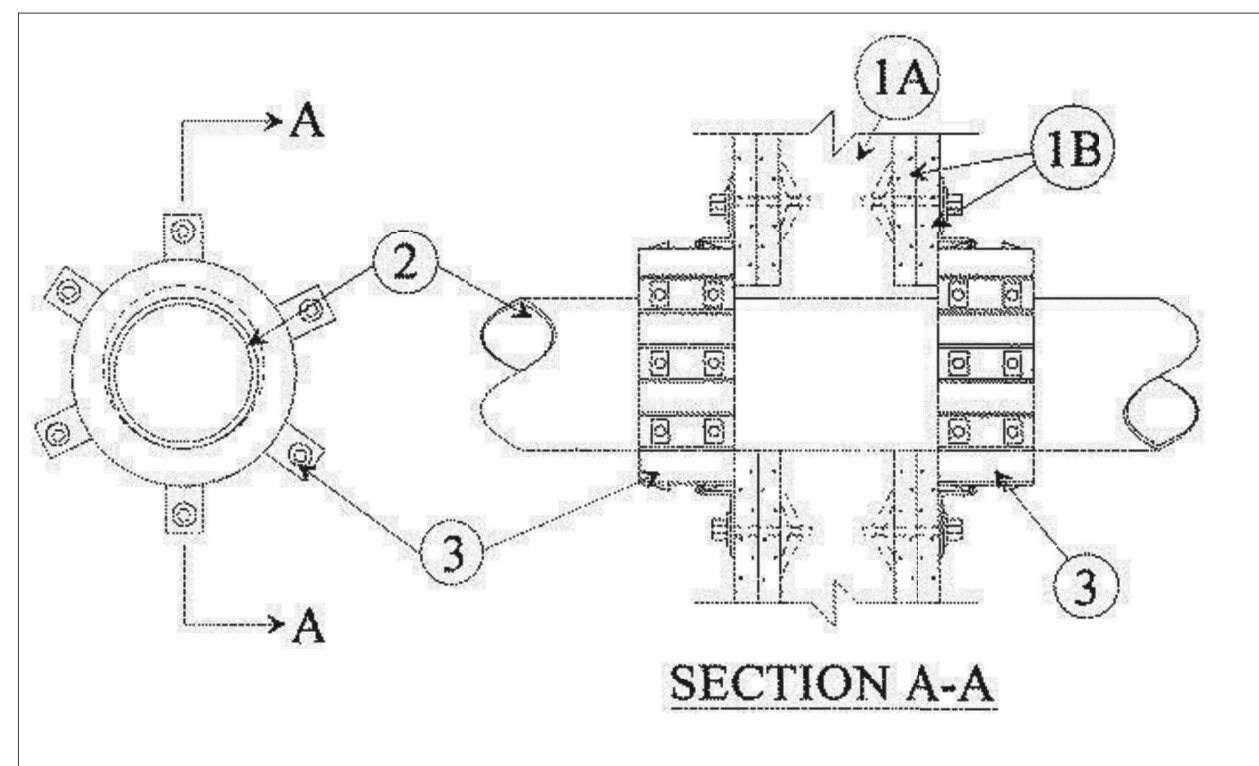


- FLOOR OR WALL ASSEMBLY — MIN 4-1/2 IN. THICK REINFORCED LIGHTWEIGHT OR NORMAL WEIGHT (100-150 PCF) CONCRETE. WALL MAY ALSO BE CONSTRUCTED OF ANY UL CLASSIFIED CONCRETE BLOCKS*. FLOOR MAY ALSO BE CONSTRUCTED OF ANY MIN 7-1/2 IN. THICK UL CLASSIFIED HOLLOW CORE PRECAST CONCRETE UNITS*. MAX DIAM OF OPENING IS 14 IN. WHEN CONCRETE FLOOR OR WALL IS USED AND MAX 7 IN. WHEN PRECAST CONCRETE UNITS ARE USED.
SEE CONCRETE BLOCKS (CAZT) AND PRECAST CONCRETE UNITS (CFTV) CATEGORIES IN THE FIRE RESISTANCE DIRECTORY FOR NAMES OF MANUFACTURERS.
- THROUGH-PENETRANTS — ONE METALLIC PIPE, CONDUIT OR TUBING TO BE INSTALLED EITHER CONCENTRICALLY OR ECCENTRICALLY WITHIN THE FIRESTOP SYSTEM. THE ANNULAR SPACE BETWEEN PIPE, CONDUIT OR TUBING AND PERIPHERY OF OPENING SHALL BE MIN 0 IN. (POINT CONTACT) TO MAX 3-1/4 IN. PIPE, CONDUIT OR TUBING TO BE RIGIDLY SUPPORTED ON BOTH SIDES OF FLOOR OR WALL ASSEMBLY. THE FOLLOWING TYPES AND SIZES OF METALLIC PIPES, CONDUITS OR TUBING MAY BE USED:
A. STEEL PIPE — NOM 10 IN. DIAM (OR SMALLER) SCHEDULE 10 (OR HEAVIER) STEEL PIPE.
B. IRON PIPE — NOM 10 IN. DIAM (OR SMALLER) CAST OR DUCTILE IRON PIPE.
C. CONDUIT — NOM 4 IN. DIAM (OR SMALLER) STEEL ELECTRICAL METALLIC TUBING OR STEEL CONDUIT.
D. COPPER TUBING — NOM 4 IN. DIAM (OR SMALLER) TYPE L (OR HEAVIER) COPPER TUBING.
E. COPPER PIPE — NOM 4 IN. DIAM (OR SMALLER) REGULAR (OR HEAVIER) COPPER PIPE.
- FORMS — (NOT SHOWN, OPTIONAL) — USED AS A FORM TO PREVENT LEAKAGE OF FILL MATERIAL DURING INSTALLATION. FORMS TO BE RIGID SHEET MATERIAL, CUT TO FIT THE CONTOUR OF THE PENETRATING ITEM AND POSITIONED AS REQUIRED TO ACCOMMODATE THE REQUIRED THICKNESS OF FILL MATERIAL. FORMS TO BE REMOVED AFTER FILL MATERIAL HAS CURED. ADDITIONAL FORMING MATERIAL MAY BE USED. CONCRETE BLOCK WALL IS PENETRATED. A MIN 1/2 IN. THICKNESS OF MIN 4 PCF MINERAL WOOL BATT INSULATION IS FIRMLY PACKED INTO THE ANNULUS AS A PERMANENT FORM AND RECESSED FROM BOTH SURFACES OF THE WALL AS REQUIRED TO ACCOMMODATE THE REQUIRED THICKNESS OF FILL MATERIAL.
- FILL, VOID OR CAVITY MATERIAL* — SEALANT — MIN 1 IN. THICKNESS OF FILL MATERIAL APPLIED WITHIN THE ANNULUS. AT THE POINT CONTACT LOCATION BETWEEN THROUGH PENETRANT AND CONCRETE, A MIN 1/2 IN. DIAM BEAD OF FILL MATERIAL SHALL BE APPLIED AT THE CONCRETE THROUGH PENETRANT INTERFACE. WHEN PRECAST CONCRETE UNITS ARE USED, THE FILL MATERIAL SHALL BE INSTALLED WITHIN ANNULAR SPACE. FLUSH WITH LOWER SURFACE OF FLOOR. WHEN CONCRETE BLOCK WALL IS PENETRATED, A MIN 1 IN. THICKNESS OF FILL MATERIAL SHALL BE APPLIED WITHIN THE ANNULUS FLUSH WITH BOTH SURFACES OF WALL.
HILTI CONSTRUCTION CHEMICALS, DIV OF HILTI INC — FS-ONE SEALANT

*BEARING THE UL CLASSIFICATION MARK
LAST UPDATED ON 1999-03-12

SYSTEM NO. W-L-2078

NOVEMBER 29, 2005
F RATINGS — 1 AND 2 HR (SEE ITEM 1)
T RATINGS — 0, 1 AND 2 HR (SEE ITEMS 2 AND 3)
L RATING AT AMBIENT — 3 CFM/SQ FT
L RATING AT 400 F — LESS THAN 1 CFM/SQ FT

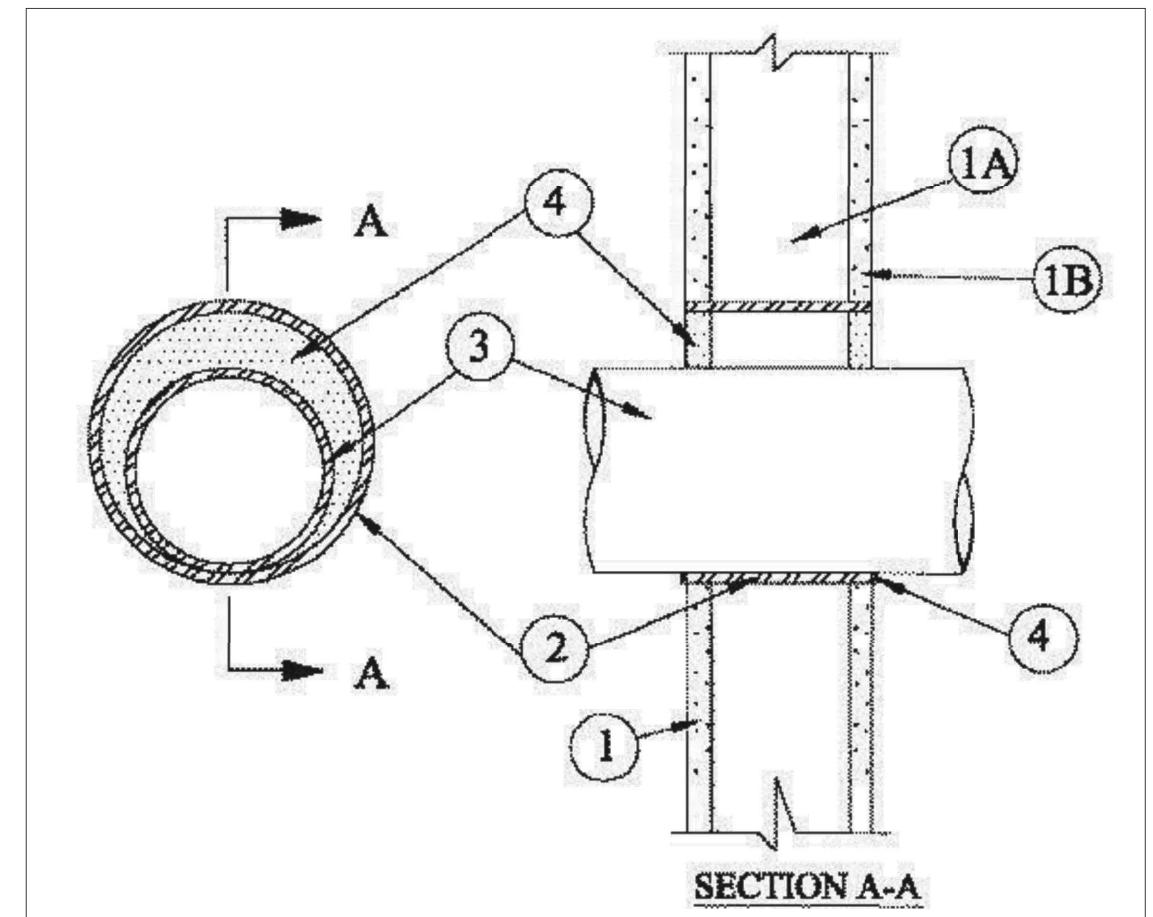


- WALL ASSEMBLY — THE FIRE-RATED GYPSUM BOARD/STUD WALL ASSEMBLY SHALL BE CONSTRUCTED OF THE MATERIALS AND IN THE MANNER SPECIFIED IN THE INDIVIDUAL U300, U400 OR V400 SERIES WALL AND PARTITION DESIGNS IN THE UL FIRE RESISTANCE DIRECTORY AND SHALL INCLUDE THE CONSTRUCTION FEATURES NOTED BELOW:
A. STUDS — WALL FRAMING MAY CONSIST OF EITHER WOOD STUDS OR STEEL CHANNEL STUDS. WOOD STUDS TO CONSIST OF NOM 2 BY 4 IN. LUMBER SPACED MAX 16 IN. OC. STEEL STUDS TO BE MIN 2-1/2 IN. WIDE AND SPACED MAX 24 IN. OC.
B. GYPSUM BOARD* — NOM 5/8 IN. THICK GYPSUM BOARD, AS SPECIFIED IN THE INDIVIDUAL WALL AND PARTITION DESIGN. MAX DIAM OF OPENING IS 11-1/2 IN.
THE HOURLY F RATING OF THE FIRESTOP SYSTEM IS EQUAL TO THE HOURLY FIRE RATING OF THE WALL ASSEMBLY IN WHICH IT IS INSTALLED.
2. THROUGH-PENETRANTS — ONE NONMETALLIC PIPE, CONDUIT OR TUBING TO BE INSTALLED WITHIN THE FIRESTOP SYSTEM. THE ANNULAR SPACE BETWEEN PIPE AND PERIPHERY OF OPENING SHALL BE MIN 0 IN. (POINT CONTACT) TO MAX 1/2 IN. PIPE OR CONDUIT TO BE RIGIDLY SUPPORTED ON BOTH SIDES OF THE WALL ASSEMBLY. THE FOLLOWING TYPES AND SIZES OF NONMETALLIC PIPES MAY BE USED:
A. POLYVINYL CHLORIDE (PVC) PIPE — NOM 10 IN. DIAM (OR SMALLER) SCHEDULE 40 SOLID-CORE OR CELLULAR CORE PVC PIPE FOR USE IN CLOSED (PROCESS OR SUPPLY) OR VENTED (DRAIN, WASTE OR VENT) PIPING SYSTEM.
B. CHLORINATED POLYVINYL CHLORIDE (CPVC) PIPE — NOM 10 IN. DIAM (OR SMALLER) SDR13.5 CPVC PIPE FOR USE IN CLOSED (PROCESS OR SUPPLY) PIPING SYSTEMS.
C. ACRYLONITRILE BUTADIENE STYRENE (ABS) PIPE — NOM 6 IN. DIAM (OR SMALLER) SCHEDULE 40 SOLID-CORE OR CELLULAR CORE ABS PIPE FOR USE IN CLOSED (PROCESS OR SUPPLY) OR VENTED (DRAIN, WASTE OR VENT) PIPING SYSTEMS.
D. FLAME RETARDANT POLYPROPYLENE (FRPP) PIPE — NOM 6 IN. DIAM (OR SMALLER) SCHEDULE 40 FRPP PIPE FOR USE IN CLOSED (PROCESS OR SUPPLY) OR VENTED (DRAIN, WASTE OR VENT) PIPING SYSTEM.
E. POLYVINYLIDENE FLUORIDE (PVDF) PIPE — NOM 4 IN. DIAM (OR SMALLER) PVDF PIPE FOR USE IN CLOSED (PROCESS OR SUPPLY) OR VENTED (DRAIN, WASTE OR VENT) PIPING SYSTEM.
WHEN MAX IN. DIAM PIPE IS USED, T RATING IS EQUAL TO THE HOURLY FIRE RATING OF THE WALL. WHEN NOM 6 IN. OR 10 IN. DIAM PIPE IS USED, T RATING IS 0 HR.
3. FIRESTOP DEVICE* — FIRESTOP COLLAR — FIRESTOP COLLAR SHALL BE INSTALLED IN ACCORDANCE WITH THE ACCOMPANYING INSTALLATION INSTRUCTIONS. COLLAR TO BE INSTALLED AND LATCHED AROUND THE PIPE AND SECURED TO BOTH SIDES OF THE WALL USING THE ANCHOR HOOKS PROVIDED WITH THE COLLAR. (MINIMUM TWO ANCHOR HOOKS FOR 1-1/2 AND 2 IN. DIAM PIPES, THREE ANCHOR HOOKS FOR 3 AND 4 IN. DIAM PIPES, FOUR ANCHOR HOOKS FOR 6 IN. DIAM PIPES, TEN ANCHOR HOOKS FOR 8 IN. DIAM PIPES AND TWELVE ANCHOR HOOKS FOR 10 IN. DIAM PIPES). THE ANCHOR HOOKS ARE TO BE SECURED TO THE SURFACE OF WALL WITH 3/16 IN. DIAM BY 2-1/2 IN. LONG STEEL TOGGLE BOLTS ALONG WITH WASHERS, AS AN ALTERNATE FOR PIPE SIZES OF NOM 4 IN. DIAM OR LESS, MIN NO. 10 BY 1-1/2 IN. LONG DRYWALL OR LAMINATE SCREWS WITH MIN 3/4 IN. STEEL WASHERS MAY BE USED. WHEN THE DRYWALL OR LAMINATE SCREW IS USED, T RATING SHALL NOT EXCEED 1 HR.
HILTI CONSTRUCTION CHEMICALS, DIV OF HILTI INC — CP 643 501/57N, CP 643 632/N, CP 643 903/N, CP 643 1104/N, CP 643 1606/N, CP 644 2008/ AND CP 644 2501/0* FIRESTOP COLLARS
- FILL, VOID OR CAVITY MATERIAL* — SEALANT — (NOT SHOWN) — MIN 1/2 IN. THICKNESS OF SEALANT APPLIED WITHIN THE ANNULAR SPACE FOR NOM 6 IN. AND 10 IN. DIAM PIPES. FLUSH WITH EACH SIDE OF WALL. SEALANT IN ANNULAR SPACE IS OPTIONAL FOR MAX 6 IN. DIAM PIPES. A MIN 1/4 IN. THICKNESS OF SEALANT IS REQUIRED WITHIN THE ANNULAR SPACE. FLUSH WITH EACH SIDE OF WALL. TO ATTAIN THE L RATINGS FOR MAX 6 IN. DIAM PIPES.
HILTI CONSTRUCTION CHEMICALS, DIV OF HILTI INC — FS-ONE SEALANT

*BEARING THE UL CLASSIFICATION MARK
LAST UPDATED ON 2005-11-29

SYSTEM NO. W-L-1164

DECEMBER 06, 2000
F RATINGS — 1 AND 2 HR (SEE ITEMS 1 AND 4)
T RATING — 0 HR
L RATING AT 400 F — LESS THAN 1 CFM/SQ FT



- WALL ASSEMBLY — THE 1 OR 2 HR FIRE-RATED GYPSUM WALLBOARD/STUD WALL ASSEMBLY SHALL BE CONSTRUCTED OF THE MATERIALS AND IN THE MANNER DESCRIBED IN THE INDIVIDUAL U400 SERIES WALL OR PARTITION DESIGN IN THE UL FIRE RESISTANCE DIRECTORY AND SHALL INCLUDE THE FOLLOWING CONSTRUCTION FEATURES:
A. STUDS — WALL FRAMING MAY CONSIST OF EITHER WOOD STUDS OR STEEL CHANNEL STUDS. WOOD STUDS TO CONSIST OF NOM 2 BY 4 IN. LUMBER SPACED 16 IN. OC. STEEL STUDS TO BE MIN 2-1/2 IN. WIDE AND SPACED MAX 24 IN. OC. WHEN STEEL STUDS ARE USED AND THE DIAM OF OPENING EXCEEDS THE WIDTH OF STUD CAVITY, THE OPENING SHALL BE FRAMED ON ALL SIDES USING LENGTHS OF STEEL STUD INSTALLED BETWEEN THE VERTICAL STUDS AND SCREW-ATTACHED TO THE STEEL STUDS AT EACH END. THE FRAMED OPENING IN THE WALL SHALL BE 4 TO 6 IN. WIDER AND 4 TO 6 IN. HIGHER THAN THE DIAM OF THE PENETRATING ITEM SUCH THAT WHEN THE PENETRATING ITEM IS INSTALLED IN THE OPENING, A 2 TO 3 IN. CLEARANCE IS PRESENT BETWEEN THE PENETRATING ITEM AND THE FRAMING ON ALL FOUR SIDES.
B. GYPSUM BOARD* — THE GYPSUM WALLBOARD TYPE, THICKNESS, NUMBER OF LAYERS, FASTENER TYPE AND SHEET ORIENTATION SHALL BE AS SPECIFIED IN THE INDIVIDUAL U300 OR U400 SERIES DESIGN IN THE UL FIRE RESISTANCE DIRECTORY. MAX DIAM OF OPENING IN STEEL STUD WALLS IS 32 IN. MAX DIAM OF OPENINGS IN WOOD STUD WALLS IS 14-1/2 IN.
THE HOURLY F RATING OF THE FIRESTOP SYSTEM IS EQUAL TO THE HOURLY FIRE RATING OF THE WALL ASSEMBLY IN WHICH IT IS INSTALLED.
2. STEEL SLEEVE — NOM 32 IN. DIAM (OR SMALLER) SCHEDULE 40 (OR HEAVIER) STEEL PIPE SLEEVE FRICTION FIT IN NOM 32 IN. DIAM CIRCULAR OPENING CUT THROUGH GYPSUM BOARD LAYERS. LENGTH OF STEEL SLEEVE TO BE EQUAL TO THICKNESS OF WALL.
3. THROUGH-PENETRANT* — ONE METALLIC PIPE, CONDUIT OR TUBING INSTALLED EITHER CONCENTRICALLY OR ECCENTRICALLY WITHIN THE FIRESTOP SYSTEM. THE ANNULAR SPACE BETWEEN PIPE, CONDUIT OR TUBING AND THE STEEL SLEEVE SHALL BE MIN OF 0 IN. (POINT CONTACT) TO MAX 1-7/8 IN. PIPE, CONDUIT OR TUBING TO BE RIGIDLY SUPPORTED ON BOTH SIDES OF WALL ASSEMBLY. THE FOLLOWING TYPES AND SIZES OF METALLIC PIPES, CONDUITS OR TUBING MAY BE USED:
A. STEEL PIPE — NOM 30 IN. DIAM (OR SMALLER) SCHEDULE 10 (OR HEAVIER) STEEL PIPE.
B. IRON PIPE — NOM 30 IN. DIAM (OR SMALLER) SERVICE WEIGHT (OR HEAVIER) CAST IRON SOIL PIPE OR CLASS 50 (OR HEAVIER) DUCTILE IRON PRESSURE PIPE.
C. CONDUIT — NOM 4 IN. DIAM (OR SMALLER) STEEL ELECTRICAL METALLIC TUBING.
D. COPPER TUBING — NOM 6 IN. DIAM (OR SMALLER) TYPE L (OR HEAVIER) COPPER TUBING.
E. COPPER PIPE — NOM 6 IN. DIAM (OR SMALLER) REGULAR (OR HEAVIER) COPPER PIPE.
- FILL, VOID OR CAVITY MATERIAL* — SEALANT — MIN 5/8 IN. AND 1-1/4 IN. THICKNESS OF FILL MATERIAL APPLIED WITHIN ANNULUS. FLUSH WITH BOTH SURFACES OF WALL ASSEMBLY FOR 1 OR 2 HR RATED WALLS. RESPECTIVELY. MIN 1/2 IN. DIAM BEAD OF CALK APPLIED TO THE PENETRATING/GYPSUMBOARD INTERFACE AT THE POINT CONTACT LOCATION ON BOTH SIDES OF WALL.
HILTI CONSTRUCTION CHEMICALS, DIV OF HILTI INC — FS-ONE SEALANT

*BEARING THE UL CLASSIFICATION MARK
LAST UPDATED ON 2000-12-06



APPENDIX H

Traffic Study Methodology Checklist

Property address: 200 S Pointe Drive **Board:** PB **Date:** 07.31.20

TRANSPORTATION DEPARTMENT CHECK LIST

Incomplete, or submittals found to be insufficient will not be placed on a Board agenda.

| ITEM # | ITEMS TO BE SUBMITTED BY APPLICANT 15 DAYS PRIOR BOARD FIRST SUBMITTAL (VIA CSS) ** To be uploaded online (CSS) by the applicant before 1:00 pm ALL PLANS MUST BE DIMENSIONED AND LEGIBLE. INCLUDE A GRAPHIC SCALE. | Required |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 1 | Copy of signed and dated check list issued at Transportation meeting. | |
| 2 | Contents of Traffic Study | X |
| a | Name of development. | X |
| b | All proposed uses. | X |
| c | A legible map showing the study site in relation to the surrounding network. Context Location Plan, Min 8.5"X11" Color Aerial 1/2 mile radius, identifying project and showing name of streets. (no Google images) | X |
| 3 | Land Use Information | |
| a | Zoning district | X |
| b | Existing land uses. | X |
| c | All proposed uses. | X |
| 4 | Site Plan, Floor plans and Site Accessibility. | |
| a | Survey: original signed & sealed, dated no more than six months from date of application. Survey must provide: lot area, grade per Section 114-1 of the City Code. (If no sidewalk exists, provide the elevation of the crown of the road) and spot elevations. | X |
| b | Site plan -(fully dimensioned with setbacks, existing and proposed, including adjacent right-of-way widths). with a brief narrative identifying the key features below on the plan/drawing: | X |
| c | North arrow and legend shall be placed on drawings and figures | X |
| d | Site Boundaries and adjacent streets (Street Names | X |
| e | Location of existing driveways on site and/or street intersections in close proximity to the site (include dimensions) | X |
| f | Existing rights-of-way of adjacent roadways, lane configurations, and width of pavement | X |
| g | Existing sidewalks with dimensions and/or existing multi use trails on all adjacent streets | X |
| h | Proposed site plan/ floor plans: | X |
| i | Proposed building configuration and pedestrian access including sidewalks (include dimensions) | X |
| j | Identify: setbacks <u>X</u> Height <u> </u> Drive aisle widths <u> </u> Streets and sidewalks widths <u>X</u> | X |
| k | Location and design of all proposed driveways <u> </u> Parking layout, internal circulation <u> </u> | X |
| l | # parking spaces & dimensions <u>X</u> Loading spaces locations & dimensions <u>X</u> | X |
| m | # of bicycle parking spaces <u>X</u> | X |
| n | Interior and loading area location & dimensions <u>X</u> | X |
| o | Delivery route <u>X</u> Sanitation operation <u>X</u> Valet drop-off & pick-up <u>X</u> Valet route in and out <u>X</u> | |
| p | Valet route to and from <u>X</u> auto-turn analysis for delivery and sanitation vehicles <u>X</u> | |
| q | Preliminary on-street loading plan | X |
| r | Any deed restrictions affecting access or transportation to/from site | X |
| s | Existing and proposed medians & median openings | |
| t | Existing Conditions Drawings (Floor Plans & Elevations with dimensions). Number of seats, furniture layout if applicable | X |
| u | Proposed Floor Plans and Roof Plan, including mechanical equipment plan and section marks. Plans shall indicate location of all property lines and setbacks. | X |

Indicate N/A If Not Applicable

Initials: FA

Transportation Department, 1688 Meridian Avenue, Suite 801r
Miami Beach, Florida 33139, www.miamibeachfl.gov
305.673.7514


Property address: _____

| | | |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------|---|
| v | Maneuvering plan for loading within the existing/proposed conditions, delivery and garbage trucks size (length and width). | X |
| | Floor Plan (dimensioned) | |
| w | Total floor area | X |
| x | Identify # seats indoors <u>X</u> outdoors <u>X</u> seating in public right of way <u>X</u> Total _____ | |
| y | Occupancy load indoors and outdoors per venue <u>X</u> Total when applicable <u>X</u> | |
| 5 | Influence Area | |
| | Study area will be determined during the methodology meeting | |
| | Committed developments within study area including trip generation | |
| 6 | Data Collection | |
| | Data collection of vehicles, heavy vehicles, bicycles, pedestrians, transit routes and transit ridership at stops within study area | |
| | Field visit and observations shall be documented with pictures and other reports as applicable | X |
| | All data collected shall be presented in raw(excel) and pdf format | |
| 7 | Existing Condition Analysis | |
| | Roadway network characteristics within the study area. | |
| | Traffic volume (Graphics must be provided which show the various peak volume and turning movements) | |
| | Capacity and Level of Service(LOS) analysis utilizing Traffic Modelling Software(Synchro latest version) | |
| | The signal timing data sheets (if applicable) | |
| | Synchro model results | |
| 8 | Trip Generation | |
| | Trip generation calculations presented in table format based on ITE Trip Generation Manual 9th Edition or another acceptable and pre-agreed method. | X |
| 9 | Trip Distribution | |
| | Trip distribution analysis presented in table and figure format. | |
| 10 | Future Condition Analysis | |
| | Background Growth Traffic and Future Traffic Analysis | |
| | Synchro model results | |
| 11 | Queue Analysis | x |
| 12 | Multi-Modal Review and Analysis | x |
| | Bicycle and Pedestrian Facilities | |
| | Provide information on existing and committed bicycle facilities in the area. | |
| | SUPPLEMENTAL STUDIES - to be determined during methodology meeting | |
| 13 | Valet Service Analysis | x |
| 14 | Transportation Demand Management Plan | X |
| 15 | Other: | |
| | <i>Notes: The applicant is responsible for checking above referenced sections of the Code. If not applicable write N/A</i> | |

ADDITIONAL INFORMATION AND ACKNOWLEDGEMENTS

A. Other information/documentation required for First submittal will be identified during Pre-Application meeting but may be modified based on further analysis.

Luis Alfredo Cely, P.E.
Applicant's or designee's Name



Applicant's or designee's signature

8/17/2020
Date