M I L A

800 Lincoln Road
Miami Beach, Florida 33139

prepared for:
Greenspoon Marder

traffic report

TRAFTECH ENGINEERING, INC.

April 2021

Updated May 2021

TRAFTECH
ENGINEERING, INC.

May 26, 2021

800 Lincoln Road (Mila 2nd Floor)
c/o Adrienne Noto Esq.
Greenspoon Marder
600 Brickell Avenue, Suite 3600
Miami, Florida 33131

Re: 800 Lincoln Road (Mila 2nd Floor) - Traffic Engineering Evaluation

Dear Adrienne:

Traf Tech Engineering, Inc. prepared a traffic analysis associated with an existing 3-story commercial building located on the southwest corner of Lincoln Road and Meridian Avenue in the City of Miami Beach. The building has over 33,000 square feet of flexible retail space. The scope of the project is to expand the rooftop Mila Restaurant into the second floor. As discussed and agreed with the City of Miami Beach Transportation Department[1], the following topics are addressed in this technical memorandum:

- Described the current operation at the site
- Evaluated the valet operation
- Determined the potential impacts to the valet operation as a result of the expansion of the Mila Restaurant
- Prepared a Transportation Demand Management (TDM) plan

CURRENT OPERATION INCLUDING VALET

The 800 Lincoln Road building consists of a 3-story building with 33,131 square feet. The third floor is currently occupied by Mila Restaurant. The restaurant currently has a total of 247 seats. The existing layout of the third floor is shown on Sheet A-3.2 found in Attachment B.

[1] The traffic methodology is contained in Attachment A.

Valet service is provided to restaurant customers. A valet station (carp) is placed on the west side of Meridian Avenue at the entrance door of the 800 Lincoln Road Building. There are six (6) on-street parking spaces on the west side of Meridian Avenue in front of the subject building (between Lincoln Road and the alleyway located just south of the building). The two (2) southernmost parking spaces are used for valet purposes. Three valet runners are assigned to the valet operation starting at approximately 5:00 PM.

Traffic counts (valet use and on-street parking use) were conducted at the valet station, including on-street parking use on Friday, April 23, 2021 from 5:00 PM to 7:00 PM. The traffic counts are presented in Attachment C. As shown in Attachment C, the following observations are noted:

- The peak valet operation occurred between 5:45 PM and 6:45 PM. A total of 14 valet vehicles were counted. No traffic spillback blocking the southbound lane of Meridian Avenue was recorded. The time to park and return by the valet driver/runner ranged between 8 and 12 minutes per valet vehicle. It was observed that many valet vehicles were parked on the small parking lot located on the alleyway, south of the 800 Lincoln Road building.

- A total of 40 trips during the peak hour (5:30 PM to 6:30 PM) were recorded using the six (6) on-street parking spaces located on the west side of Meridian Avenue (for valet purposes, drop-off/pick-up or to park/unpark). The 40 trips included 23 inbound trips and 17 outbound trips. Similar to the peak-valet period, no traffic spillback blocking the southbound lane of Meridian Avenue was recorded.

FUTURE OPERATION INCLUDING FUTURE VALET NEEDS

The second floor was previously used for retail purposes. Mila Restaurant is planning to expand into the second floor and plans to add approximately 183 seats, for a total of approximately 420 seats (70% increase in seat expansion).

Based on the above, and the results of the traffic counts, it is recommended that up to five (5) valet runners be designated to the future expended Mila Restaurant. Additionally, two (2) additional on-street parking spaces may be required to accommodate the expected future valet operation.

Additionally, a valet queuing analysis was undertaken using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities[2]. For this analysis, the following input variables were used:

- Service Rate: Based on the current valet operation, a valet runner parks or unparks a vehicle, on average, in 7.1 minutes. This equates to approximately 8 valet vehicles parked or unparked per hour per valet runner.

- Demand Rate: Based on the current valet operation, 14 vehicles used the valet service during the peak hour (park or retrieval). Since the restaurant intensity is projected to increase by approximately 70 percent, the valet demand is projected to increase to approximately 24 vehicles.

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated at the valet station, at the 95% confidence level, is three (3) vehicles with up to five (5) valet runners. The results of the ITE queuing procedure is contained in Attachment D.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Traf Tech Engineering, Inc. prepared a Transportation Demand Management (TDM) plan for the expansion of the MILA Restaurant.

Travel Demand Management plans (TDM) establish policies and mechanisms to reduce automobile trips to and from designated facilities. TDM plans usually use several approaches to address all modes of transportation likely to be used to provide access to a facility such as single occupant driving, carpooling, transit, bicycling and walking. The goal of TDM plans is to increase the use of alternatives modes to single occupant driving, i.e., to reduce the number of automobile trips to and from the facility and consequently, minimizing automobile traffic impacts on the street system.

Successful TDM plans not only address all modes of transportation, but also use policies such as inducements for alternative modes (subsidies), physical enhancements (bike lockers, preferential parking for carpools) and disincentives for automobile use (no free parking for employees).

Potential measures for each mode are addressed below. Use of an employee transportation subsidy is also presented.

[2] By Vergil G. Stover and Frank J. Koepke.

Pedestrian Access

Walking not only reduces automobile trips and their contribution to congestion and emissions, it also provides health benefits to the employees who use this mode of transportation. It is, however, the mode that is least likely to be used for a number of reasons. It is unlikely that employees of the restaurant will reside within a reasonable walking distance (within ¼ - ½ mile) of the subject facility. However, the area near the subject project is a high pedestrian traffic area and therefore, many existing and future customers of the Mila Restaurant development are expected to be walking trips. Sidewalks exist on the east and west sides of Meridian Avenue as well as safe pedestrian crosswalks (with ramps and pedestrian signals) at Lincoln Road. Additionally, Lincoln Road, a pedestrian-only commercial street is located on the north side of the Mila Restaurant building. Hence, a large number of Mila Restaurant customers are expected to be pedestrian traffic from Lincoln Road.

Bicycling

The site of the 800 Lincoln Road offers two potential approaches to encourage cycling, the use of the Citi Bike program and use of restaurant employee-owned bicycles.

Use of Citi Bike could be supported by providing monthly passes to employees. Monthly passes are $15.00 for unlimited 30-minute rides and $25.00 for unlimited 60-minute rides. Within the immediate area of the project, there is one convenient Citi Bike rental station (Station 169) located approximately 500 feet from the Mila Restaurant: 1674 Meridian Avenue. Customers and employees will be informed of the Citi Bike Station 118. Additionally, the are several bicycle Racks located within walking distance (along Lincoln Road and on Meridian Avenue, just north of Lincoln Road). The 800 Meridian Avenue building has bicycle racks on the north side of the building on Lincoln Road (refer to Plan Sheet A-1.4 in Attachment B).

(Goal: Offer 2 free City Bike passes to restaurant employees. Integrate bikeshare information into communication materials for visitors).

Mass Transit

There is a wealth of transit options for the Mila Restaurant development. These transit routes include 150, 120 and C. The nearest bus stop for these services is located on Washington Avenue, just south of Lincoln Road (approximately 1,700 feet from the Mila Restaurant).. These transit routes provide frequent service and access to all of Miami-Dade County as well as connections to other destinations outside of the County. Employers of the restaurant can provide a significant

inducement to employees to use public transportation (Miami-Dade Transit, MDT) through a transit subsidy. Transit subsidies can also provide tax benefits to both employees and employers.

Additionally, the Miami Beach Trolley (South Beach Loop) provides free public transportation service along Washington Avenue and 17th Street with 20-minute headways.

MDT offers three methods to provide transit subsidies:

The employee uses pre-tax dollars from their salary to purchase monthly transit passes. There is no income tax on the portion of their salary used for transit passes. The pre-tax funds also reduce the employees' taxable salary, reducing the total amount of income tax paid by the employees. The employer pays the total cost of a monthly transit pass using a tax-deductible (to the employer) subsidy. The employer receives a tax deduction equivalent to the value of the

transit subsidies provided to the employees. The transit subsidy is a fringe benefit to employees and is not taxable income.

Both the employer and employees share the cost of transit passes, paying for them with pre-tax dollars. The employer reduces his/her payroll taxes. Employees do not pay income tax on the money used for transit passes.

MDT monthly passes if purchased by an individual are $112.50. Corporate discounts are available based on the number of participating employees. For 4 – 99 employees, monthly passes are $101.25 per employee, for 100 or more employees, the cost is $95.65 per employee.

Goal: Offer 2 free transit passes to restaurant employees.

Carpooling

Carpooling is historically the least effective alternative transportation mode, even when implemented on a regional basis. Given the relatively small employee base of a single employer, it is unlikely that carpooling will provide a significant amount of trip reduction. However, free valet parking could be made available to employees that carpool.

Goal: 2 free valet passes to carpool riders.

Please give me a call if you have any questions.

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

JOAQUIN E. VARGAS LICENSE No 44174 STATE OF FLORIDA PROFESSIONAL ENGINEER

May 26, 2021

ATTACHMENT A

Traffic Methodology

TRAFTECH ENGINEERING, INC.

TO: 800 Lincoln Road

FROM: Joaquin Vargas DATE: April 14, 2021

SUBJECT: Proposed Traffic Methodology for 800 Lincoln Road

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800 Lincoln Road is an existing 3-story commercial building located on the southwest corner of Lincoln Road and Meridian Avenue in the City of Miami Beach. The building has over 33,000 square feet of flexible retail space. The scope of the project is to expand the rooftop Mila Restaurant into the second floor. The following is a summary of our proposed traffic analysis methodology in connection with the project:

- The current operation at the site will be documented (uses and intensities, number of seats, vacancies, etc.)

- Evaluate the current valet operation (location of valet station and queueing, parking, number of valet attendants and parking/retrieval routes). We will determine if improvements can be incorporated to the current valet operation.

- Determine the potential impacts to the valet operation as a result of the expansion of the Mila Restaurant. If required, improvements to the valet operation will be identified. Impacts to existing on-street parking and/or bicycle lanes will be addressed/mitigated.

- A Transportation Demand Management (TDM) plan will be prepared for the project. Employee incentives will be provided for the restaurant workers to encourage non-automobile modes of transportation. A TDM coordinator will be identified for the project.

8400 N. University Drive, Suite 309, Tamarac, FL 33321 T: 954-582-0988 F: 954-582-0989

ATTACHMENT B

Site Plan for Mila

M I L A

800 LINCOLN RD.
Miami Beach, FL 33139

SCOPE OF WORK

- Modification to Conditional Use Permit Issued Under Planning Board File No. PB18-0253

PLANNING BOARD
FINAL SUBMITTAL

April 23, 2021
STA Project #3801

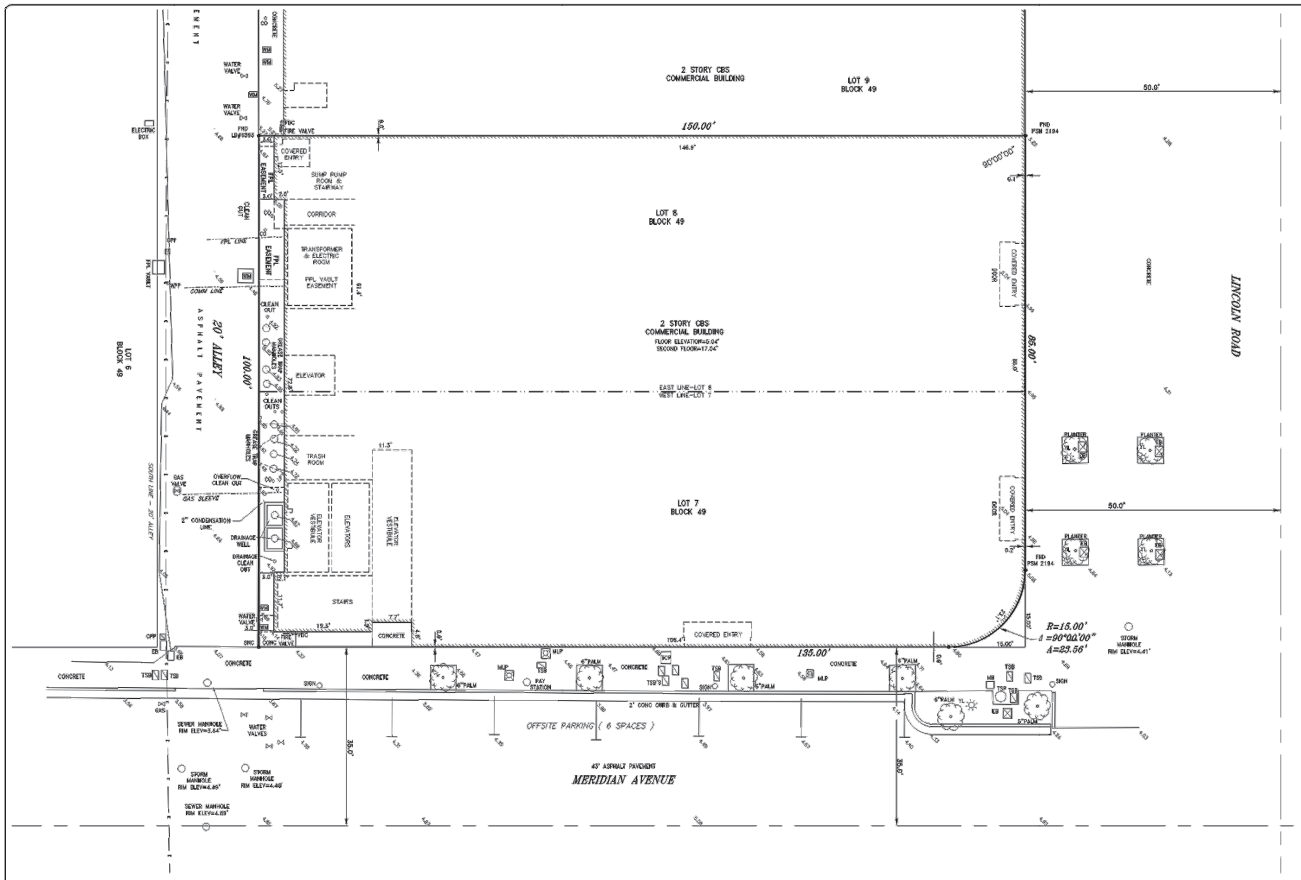
SHEET INDEX

3526 NORTH MIAMI AVE.
MIAMI, FL 33127
TEL: 305.571.1811
Todd Tragash, A.I.A. Florida Registration Number #11053
STA ARCHITECTURAL GROUP

PLANNING BOARD REVIEW - 4/23/2021
City of Miami Beach
777 17th Street, Suite, 201
Miami Beach, FL, 33139

Project # 3801
800 Lincoln Road, Level 2.
Miami Beach, FL, 33139

SKETCH OF SURVEY



LEGEND:

CKD	CHECKED BY
CONC	CONCRETE
DWN	DRAWN BY
FB/PG	FIELD BOOK AND PAGE
SIR	SET 5/8" IRON ROD & CAP #6448
SNC	SET NAIL AND CAP #6448
FIR	FOUND IRON ROD
FIP	FOUND IRON PIPE
FNC	FOUND NAIL AND CAP
FND	FOUND NAIL & DISC
P.B.	PLAT BOOK
M/D.C.R.	MIAMI/DADE COUNTY RECORDS
-E-	OVERHEAD ELECTRIC LINES
INV	INVERT ELEVATION
WM	WATER METER
-X-	CHAIN LINK/ WOOD FENCE
ELEV	ELEVATION
CBS	CONCRETE BLOCK STRUCTURE
EB	ELECTRIC BOX
TSB	TRAFFIC SIGNAL BOX
TCP	TRAFFIC CONTROL PANEL
BFP	BACK FLOW PREVENTER
CO	CLEAN OUT
COMM	COMMUNICATION
NTS	NOT TO SCALE
R	RADIUS
Δ	CENTRAL ANGLE
A	ARC LENGTH

NOTES :

1. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.
3. THIS SURVEY WAS DONE SOLELY FOR BOUNDARY PURPOSES AND DOES NOT DEPICT THE JURISDICTION OF ANY MUNICIPAL, STATE, FEDERAL OR OTHER ENTITIES.
4. UNDERGROUND IMPROVEMENTS NOT SHOWN.
5. ELEVATIONS SHOWN HEREON ARE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929.
6. BENCHMARK REFERENCE : MIAMI/DADE COUNTY BENCHMARK # A-36 ELEVATION = 7.34'
7. LAND DESCRIPTION SHOWN HEREON WAS PROVIDED BY THE CLIENT.

LAND DESCRIPTION:

LOTS 7 AND 8, BLOCK 49 OF "LINCOLN SUBDIVISION", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT 9, AT PAGE 69 OF THE PUBLIC RECORDS OF MIAMI/DADE COUNTY, FLORIDA.

10 0 10 20
GRAPHIC SCALE IN FEET

FLOOD ZONE INFORMATION	
COMMUNITY NUMBER	120651
PANEL NUMBER	0317 L
ZONE	AE
BASE FLOOD ELEVATION	8
EFFECTIVE DATE	09/11/09

I HEREBY CERTIFY THAT THE "SKETCH OF SURVEY" OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS SURVEYED IN THE FELD UNDER MY DIRECTION IN DECEMBER, 2018. I FURTHER CERTIFY THAT THIS SURVEY MEETS THE STANDARD OF PRACTICE FOR SURVEYING IN THE STATE OF FLORIDA ACCORDING TO CHAPTER 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE. PURSUANT TO SECTION 472.027, FLORIDA STATUTES. THERE ARE NO ABOVE GROUND ENCROACHMENTS OTHER THAN THOSE SHOWN HEREON, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

FOR THE FIRM, BY: ----------

RICHARD E. COUSINS
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. 4188

SURVEY DATE : 12/12/18

COUSINS SURVEYORS & ASSOCIATES, INC.
3921 SW 47TH AVENUE, SUITE 1011
DAVIE, FLORIDA 33314
CERTIFICATE OF AUTHORIZATION : LB # 6448
PHONE (954) 689-7766 FAX (954) 689-7799

CLIENT :
PLAZA CONSTRUCTION

800 LINCOLN ROAD
MIAMI BEACH, FLORIDA 33139

REVISIONS	DATE	FB/PG	DWN	CKD
BOUNDARY AND IMPROVEMENTS SURVEY	05/05/15	SKETCH	AM	RECC
ADDED DIMENSION TO 20' ALLEY	07/26/16	SKETCH	JD	RECC
REVISED FLOOR ELEV./ADDITIONAL GRADES	11/11/16	SKETCH	JD	RECC
ADDED TREES AND DESCRIPTIONS TO SURVEY	03/08/16	SKETCH	CG	RECC
REVISED TREE LIST	05/22/17	SKETCH	JD	RECC
SHOW INSIDE FACE OF CURVED WALL	06/12/17	SKETCH	JD	RECC

REVISIONS	DATE	FB/PG	DWN	CKD
MEDICAL PINE AS-BUILT	04/28/17	SKETCH	JD	RECC
ADD TIES TO COMERCIA LINES FROM MEDICAL PALES.	05/31/17	SKETCH	JD	RECC
ADDED MISSING PALE	07/26/17	SKETCH	JD	RECC
UTILITY LOCATION ALONG THE NORTH SIDE OF THE ALLEY	08/14/18	DATA/CIVIL	RECC	
FINAL SURVEY	10/12/18	DATA/CIVIL	JD	RECC

PROJECT NUMBER : 7615-18

SCALE : 1" = 10'

SHEET 1 OF 1 SHEET

3526 NORTH MIAMI AVE.
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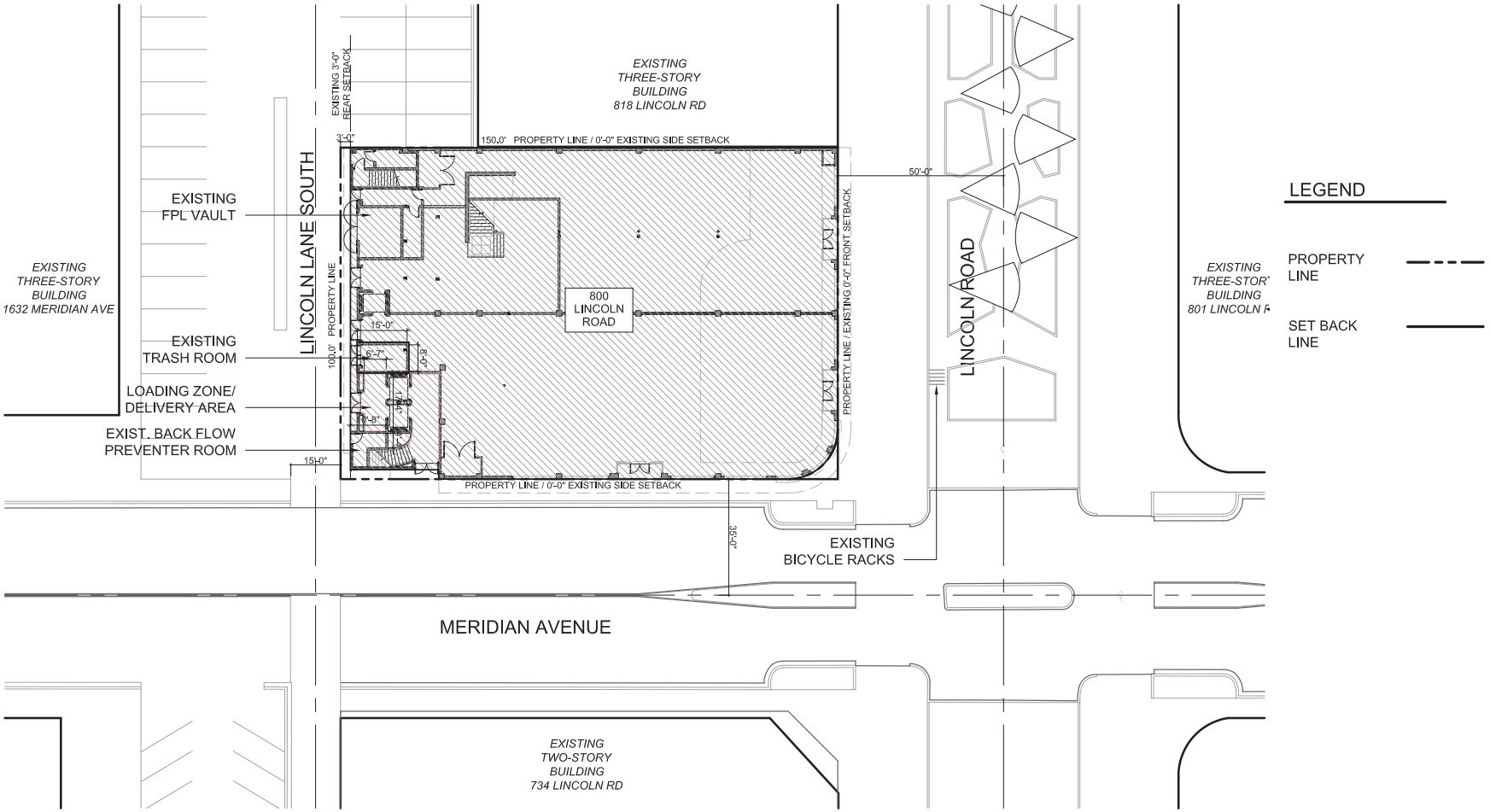
City of Miami Beach
777 17th Street, Suite, 201
Miami Beach, FL, 33139

Project # 3801
800 Lincoln Road, Level 2.
Miami Beach, FL, 33139

A-1.1
SURVEY



1 EXISTING SITE PLAN (NO CHANGES - PER HPB ORDER No 7550 & PB18-0253 CU))

SCALE: 1/32" = 1'-0"

N

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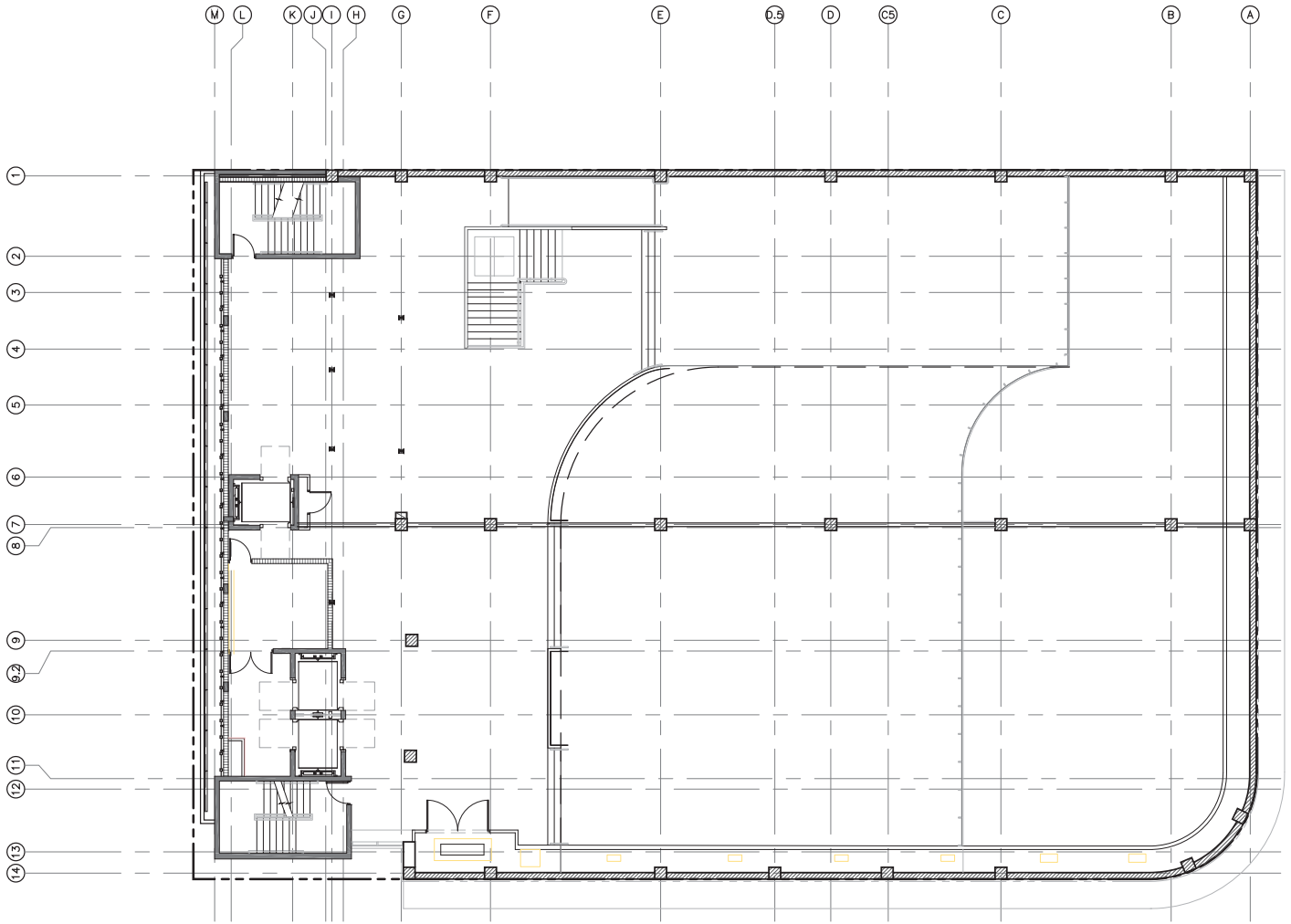
A- 1.4
SITE PLAN



1 EXISTING SECOND FLOOR PLAN

SCALE: 1/16"=1'-0"

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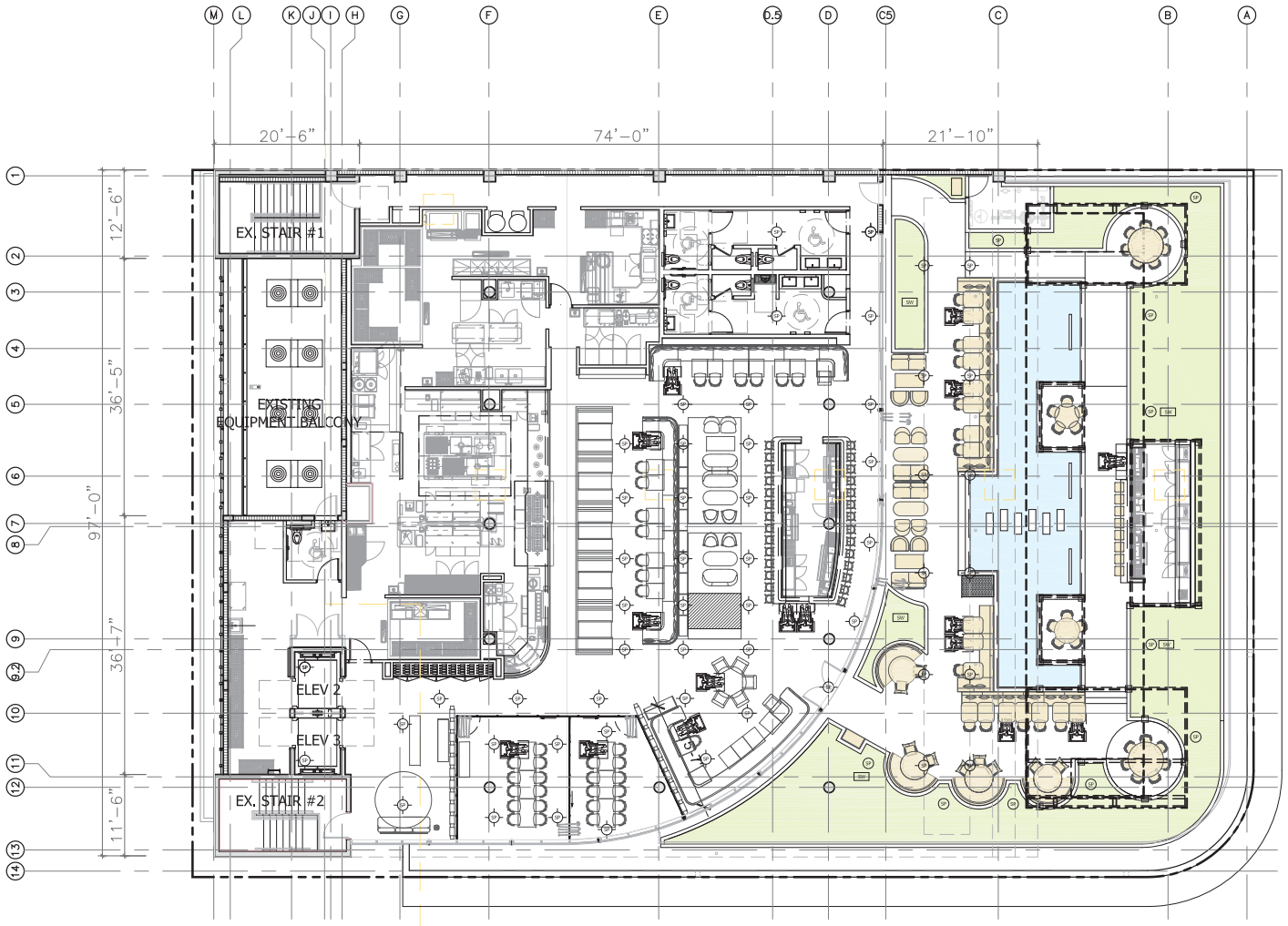
A-3.1

EXISTING SECOND FLOOR PLAN



1 EXISTING THIRD FLOOR PLAN

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

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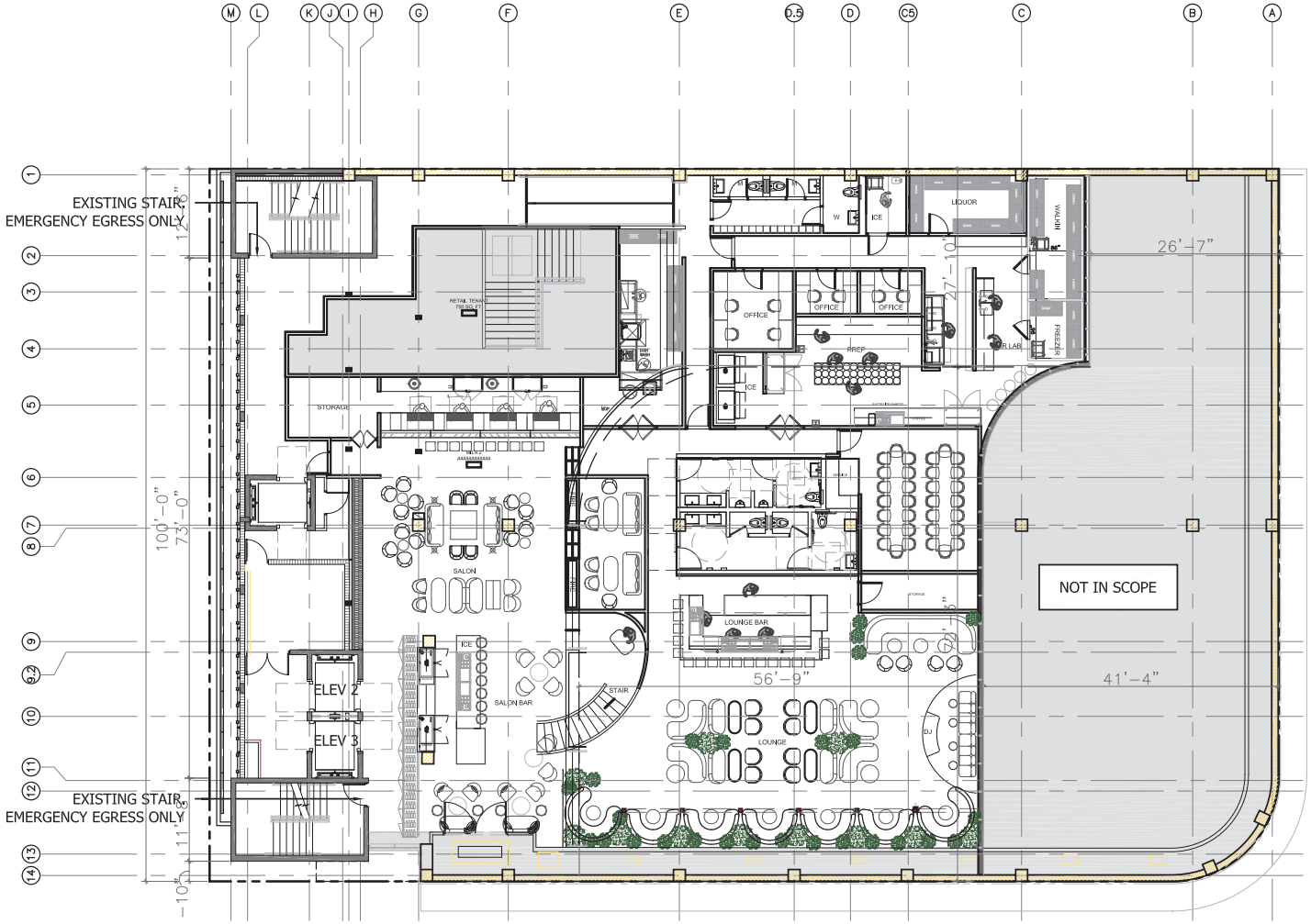
Miami Beach, FL, 33139

Project # 3801
800 Lincoln Road, Level 2.
Miami Beach, FL, 33139

A-3.2

EXISTING THIRD FLOOR PLAN



1 PROPOSED SECOND FLOOR PLAN

SCALE: 1/16"=1'-0"

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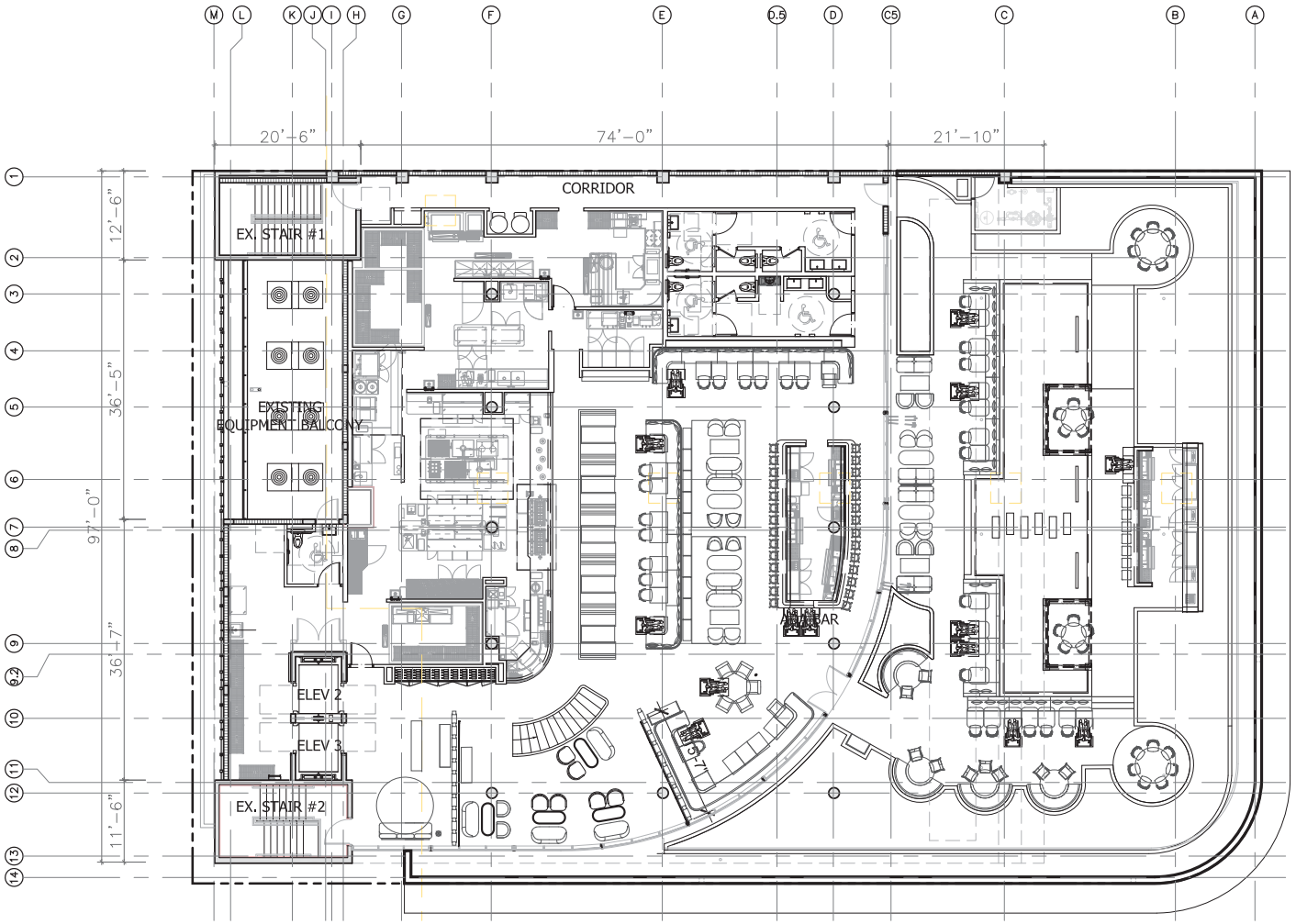
A-3.3

PROPOSED SECOND FLOOR PLAN



1 PROPOSED THIRD FLOOR PLAN

SCALE: 1/16"=1'-0"

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Miami Beach, FL, 33139

A-3.4

PROPOSED THIRD FLOOR PLAN

ATTACHMENT C

Valet Operation Traffic Counts

MILA
800 LINCOLN ROAD
MIAMI BEACH, FL. (4/23/2021)
April 23, 2021

TIME	ENTER	EXIT	VALET DEPART	VALET RETURN
5:00-5:15	7	5		
			C 5:17	C 5:18
5:15-5:30	4	3		
5:30-5:45	6	5	C 5:36	C 5:46
			R 5:44	R 5:55
5:45-6:00	4	2	C 5:48	C 5:56
			S 5:54	S 5:56
			C 5:57	C 6:09
			R 5:55	R 6:05
6:00-6:15	7	5	R 6:06	R 6:08
			S 6:07	S 6:08
			C 6:10	C 6:18
			R 6:10	R 6:18
6:15-6:30	6	5	C 6:19	C 6:29
			R 6:19	R 6:29
6:30-6:45	3	3	C 6:31	C 6:47
			R 6:31	R 6:37
			S 6:31	S 6:34
			R 6:39	R 6:47
6:45-7:00	6	5	C 6:50	C 6:57
			R 6:50	R 6:57
			C 6:58	C 7:00

VALET RUNNERS C = CAMILLO R= RENE S= SANTIAGO

NOTE: 3 valet runners, average park/un-park time is 7.1 minutes

ATTACHMENT D

Valet Analysis

Queuing Analysis based on ITE Procedures
800 Lincoln (Parking and Retrieval)

q = 24 veh/hr (inbound/outbound demand rate*)

Q = 8 veh/hr (service rate**)

$$p = \frac{q}{NQ} = 0.60 \text{ (N = 5 valet runners)}$$

$$Q_M = 0.2418$$

Using Acceptable Probability of 5% (95% Confidence Level)

$$M = \left(\frac{Ln\ (x > M) - Ln\ (Q_M)}{Ln\ (p)} \right) - 1$$

$$M = \left(\frac{Ln(0.05) - Ln(0.2418)}{Ln(0.60)} \right) - 1$$

$$M = \left(\frac{-2.9957 - (-1.42)}{-0.51} \right) - 1$$

M = 3.1 – 1 = 2.1, say 3 vehicles

* Based on actual traffic counts, current valet operation had 14 vehicles during the peak valet hour. With a 70% increase in intensity, the projected valet use is approximately 24 vehicles.

** The average time to park or unpark a vehicle, based on actual traffic counts was 7.1 minutes, or 8 vehicles per hour.

TRAFTECH ENGINEERING, INC.

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

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

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

where:

M = queue length which is exceeded p percent of the time
N = number of service channels (drive-in positions)
Q = service rate per channel (vehicles per hour)
$\rho = \dfrac{\text{demand rate}}{\text{service rate}} = \dfrac{q}{NQ}$ = utilization factor
q = demand rate on the system (vehicles per hour)
Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

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

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

4runners → .2870

5runners = .2415

6runners → .1965

Solution

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

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

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

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

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

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

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

MILA Miami LLC
800 Lincoln Road

OPERATIONS PLAN

Planning Board Submission
December 28, 2018

TABLE OF CONTENTS

TEAM MEMBERS

GREGORY GALY

Greg has worked in the hospitality business both in the south of France and in the United States for his entire career. After graduating with dual Bachelors in Marketing and Finance he joined luxury dining group Fig & Olive in 2006. During his tenure, Greg held various executive positions, growing within the company from Chief Financial Officer to Vice President and ultimately President by 2014.

During his time at Fig and Olive, Greg developed and managed the systems and people that enabled the luxury dining group to operate Fig & Olive effectively across multiple units in the United States, including New York City, Chicago, Los Angeles, Newport beach and Washington D.C.

As Director of Finance and then CFO, Greg developed all the financial systems from budgeting and monitoring EBITDA/Profitability in real time, to implementing restaurant management software "Compeat", enabling full integration of accounting, back office and workforce solutions.

As Vice President and then President, Greg grew the company from $15M in sales (2011) to $65M (2015), serving over 1 million guests a year and employing over 1,000 employees.

As Fig & Olive's President, Greg oversaw the company's major departments and functions, including Finance, Food & Beverage, Information Technology, Human Resources, Public Relation and Marketing.

Thierry Marx – Executive Chef & Partner

Jury of "TOP CHEF" over 5 seasons in France, Marx is recognized as a guru within the industry. Thanks to his impressive culinary background, his approachable personality and mindful living Marx has established on extraordinary reputation and a strong following.

After graduating from Culinary School in 1980, Chef Marx trained with the most notable chefs, in the finest restaurants (Ledoyen, Robuchon, Taillevent) until he received his first Michelin star at "Roc en Val" in Tours, in 1988 and another Michelin star at "Cheval Blanc" in Nimes, in 1991.

His passion and love for Asian cuisine and techniques took him to Asia, where he spent a few years training and improving his craft. Marx still travels to Asia frequently, and spends a few months a year in Japan, to refresh, meditate and search for inspiration, new textures and spectacular flavors. In 2016, he opened the fine dining restaurant "Bistro Marx" in Ginza, Tokyo.

Since April 2010, he has been Executive Chef at Mandarin Oriental, Paris for the 2 Michelin Star gastronomic restaurant "Sur-mesure by Thierry Marx" and "Le Camelia."

Devoted to make the restaurant industry a more accessible world, Thierry Marx funded the French center of culinary innovation and "Cuisine Mode D'employ". He is a founding member of the "Collège Culinaire de France" (Culinary College of France) and the "Disciples d'Escoffier" (Disciples of Escoffier).

Jennifer Le Nechet

"To develop recipes, you always need a story. Inspiration can come from everywhere: a film, an exhibition, a meeting, a decoration... It is not enough just to make the right mix in a recipe. You have to share your creations, to show generosity."

Jennifer goes from brewery to cocktail with ease, focusing on alcohols, spirits, and homemade syrups or infusions, and finding inspiration from her daily life.

Real self-taught bartender at "Café Moderne" in Paris, Jennifer became the first woman and first French candidate to win the award for "Best Bartender of the World". The prize is awarded by an international jury present at the World Class 2016 competition.

At MILA, Jennifer will design a unique and exclusive cocktail list, will be in charge of selecting the most outstanding organic sakes, wines and alcohols and will train prior to opening the bartender team.

800 Lincoln Road

HOURS OF OPERATIONS

HOURS OF OPERATIONS
Sunday-Thursday: 11am – 12 am
Friday: 11am – 12am / Indoor Bar until 2am / Outdoor Bar until 2am
Saturday: 11am – 2am / Indoor Bar until 2am / Outdoor Bar until 2am

Lunch/Brunch menu: 11am – 4pm
Mid-Day Menu: 4pm – 5pm
Dinner Menu: 5pm – 11 pm (Sunday–Thursday); 5pm – 2am (Fri + Sat)

Access
Restaurant access will be provided through the Main Entrance on Meridian Avenue.

STAFFING LEVELS FOR THE NEW RESTAURANT

According to the hours of operation applied for under this Conditional Use Permit, the Applicant expects to have 60 employees staffed at any point in time.

ACCESS & SECURITY

Patrons of the restaurant will be able to gain entry through the principle entrance along Meridian Avenue. Once through the entrance, the elevators will then take guests to the rooftop. At the rooftop, patrons will be greeted by a grand hostess area with seating for patrons. Additionally, patrons who are over 21 years of age will have to option to wait in the bar and lounge areas.

The entrance will have, at a minimum, two (2) ushers to greet and escort patrons into the facility, which will also serve as security for the facility. These ushers will assist management, host, and service staff to ensure the safety of its members and patrons.

VALET PARKING

There are multiple parking facilities along the south side of the Property. Additionally, the Applicant has worked with the Parking Department and will utilize the existing valet parking locations along Lincoln Road in accordance with the Lincoln Road Valet Parking Concession Agreement. The valet service will services at all times that the restaurant is operational.

DELIVERIES & COLLECTIONS

The following procedures will be implemented to ensure minimal impact on local residents.

MILA Miami, LLC will work with one of the City approved waste collection companies for daily collections. Collections will occur daily between 8:00 AM and 5:00 PM along Meridian Avenue. All refuse will be wheeled from the air-conditioned, enclosed garbage room at the southwest corner of the Property. There are freight loading zones on the north side of Lincoln Road along Meridian Avenue as well as on Jefferson Avenue between Lincoln Road and Lincoln Lane South.

All deliveries will occur during weekday hours between 8:00 AM and 5:00 PM.

SIGNATURE DISHES & CREATIONS BY Chef Marx

Japanese Charcoal Beef

Japanese style Daurade

Blue lobster with a side of squid-ink and fried lobster mitts, and a white miso dip.

Wagyu beef Roll with truffled miso sauce

MILĀ

800 Lincoln Road

SAMPLE MAIN MENU

Bites, soups & salads

Edamame
Shishito peppers
Miso Soup
Seafood Soup
Seaweed Salad
Lobster Salad
Sashimi Salad
Tempura
Gyoza

Price: $8 to $30

Desserts

Price: $10 to $18

Lunch Prix Fixe $25 plus add on

Cold dishes

Tartares
Ceviches
Tataki
Marinated Sashimi
Crispy Rice
Tuna pizza
Carpaccios

Price: $12 to $32

Cocktails, Wines & Sake Menus

Mixology & Food Tasting experience at the Experimental Mixology Bar

From the robata grill

Beef, Chicken
Shrimp, Salmon,
Seared Scallops
Veggies
Skewers

Price: $16 to $24

Sushi, sashimi, & specials rolls

Price: $6 to $24

Whole Fishes & Premium meat cuts for 2 or 4ppl

Hot dishes

Omakase experience
Chilean seabass
Grilled whole fish
Lobster
Miso Black Cod
Wagyu beef
Beef tenderloin
Fried Rice
Noodles

Price: $16 to $58

Weekend Brunch $75 Brunch buffet with Bottomless Champagne options (Moet or Dom Perignon)

Supplement to the Operations Plan for Mila Florida LLC*
Previously Approved by the Planning Board Under File No. PB18-0253

*Mila Florida LLC, a Delaware limited liability company known as Mila Miami, LLC/All operational items except those as detailed herein will remain the same as previously approved by the Planning Board under File No. PB18-0253.

I. HOURS OF OPERATION

The hours of operations of the restaurant will remain the same as previously approved, which are as follows:

- Sunday – Thursday: 11:00 a.m. to 12:00 a.m.
- Friday:
    - 11:00 a.m. to 12:00 a.m.
    - Indoor Bar & Outdoor Bar: Until 2:00 a.m.
- Saturday:
    - 11:00 a.m. to 2:00 a.m.
    - Indoor Bar & Outdoor Bar: Until 2:00 a.m.

- Lunch/Brunch Menu: 11:00 a.m. – 4:00 p.m.
- Mid-Day Menu 4:00 p.m. – 5:00 p.m.
- Dinner Menu:
    - 5:00 p.m. – 11:00 p.m. (Sunday – Thursday)
    - 5:00 p.m. – 2:00 a.m. (Friday – Saturday)

The hours of operations for the indoor and outdoor entertainment operations for the restaurant are as follows:

- Monday – Friday 6:00 p.m. - 2:00 a.m.
- Saturday – Sunday: 12:00 p.m. – 2:00 a.m.

II. SOUND SYSTEM DATA

The Applicant is only seeking to add "entertainment" in the form of a small live jazz band (e.g. to provide an atmosphere for brunch) and a DJ to play music to patrons dining outdoors at the Restaurant. However, both the live jazz band and the DJ will play music at a level that does **not** interfere with normal conversation. In addition to the limit on the volume from the music being played at a level that does **not** interfere with normal conversation, any amplified instrument to be utilized by the jazz band and equipment to be utilized by the DJ will be hooked up to the house sound system, and the volume will be controlled only by restaurant management.

Edward Dugger + Associates, P.A. ("ED+A") visited the property to inspect the placements of the existing loudspeakers and system controls and has confirmed that the limits have been set and volume controls are accessible to management and cannot exceed the preset limits that were inspected by ED+A. Further, the existing sound system was designed and installed for a dining environment and not to create an outdoor club atmosphere. Enclosed with the application materials, please find a complete Audio System Memorandum as prepared by ED+A. On September 09, 2020, the City of Miami Beach Planning Staff and Code Compliance Staff also visited the property to inspect the sound system.

Below please find the audio equipment list for the Applicant for both indoors and outdoors:

Audio Equipment	Location
2 Monitor Audio Radius 45 Speakers with Wall Brackets	Entryway
2 Monitor Audio Radium 45 Speakers with Wall Brackets	Elevators
2 Tannoy CMS603DC Ceiling Speakers	Host
3 Tannoy CMS603DC Ceiling Speakers	Hall
4 Tannoy CMS603DC Ceiling Speakers	Private Dining Room 1
2 Tannoy CMS603DC Ceiling Speakers	Private Dining Room 2
4 Tannoy CMS603DC Ceiling Speakers	Dining Soffit
7 Tannoy AMS5DC Speakers with Brackets	Dining Banquette
3 Tannoy AMS5DC Speakers with Brackets	Round Table Dining
6 TW Audio C5 Speakers with Brackets	Bar Area Near Diners
6 TW Audio C5 Speakers with Brackets	Bar Area Near Windows
2 Bag End D10E-I Sub Cabinets with Fly Hardware + 2 MXB Sub Processors	Near Diners
2 TW Audio B10 Sub Cabinets with Fly Hardware	Near Bar
4 JBL Control SB2210	Outside
12 Tannoy AMS5DC Speakers Installed on the Soffit	Outside
8 JBL Speakers – Control 25	Landscape
2 JBL Speakers – Control 28	Bar Area
2 Tannoy CMS503DC LP Ceiling Speakers	Bathrooms
2 Tannoy CMS503DC LP Ceiling Speakers	Bathroom Hall

Supplement to the Operations Plan for Mila Florida LLC*
Previously Approved by the Planning Board Under File No. PB20-0391 f/k/a PB18-0253 to Include the Second Floor Expansion

*Mila Florida LLC, a Delaware limited liability company known as Mila Miami, LLC/All operational items except those as detailed herein will remain the same as previously approved by the Planning Board under File No. PB20-0391 f/k/a PB18-0253.

I. HOURS OF OPERATION

The hours of operations of the third floor are as follows:

- Sunday – Thursday: 11:00 a.m. to 1:00 a.m.
- Friday-Saturday:
    - 11:00 a.m. to 2:00 a.m.
    - Indoor Bar & Outdoor Bar: Until 2:00 a.m.

The hours of operations for the indoor and outdoor entertainment operations for the third floor restaurant are as follows:

- Monday – Friday 6:00 p.m. - 2:00 a.m.
- Saturday – Sunday: 12:00 p.m. – 2:00 a.m.

The hours of operation of the second floor are as follows:

- Monday-Sunday: 11:00 a.m. – 4:00 a.m.

The hours of operation for the indoor entertainment operations for the second floor are as follows:

- Seven Days a Week: 8:00 p.m. – 4:00 a.m.

II. EMPLOYEES

- The third floor restaurant space currently employs approximately 200 employees.
- The second floor expansion will employ approximately 100 additional employees.

III. ACCESS & SECURITY

- Patrons of the restaurant space will gain access to the restaurant through the principal entrance along Meridian Avenue. Once through the entrance, the elevators will then take guests to the third floor restaurant space.
- In order to gain access to the second floor, the staircase between the second and third floor will be utilized.
- Currently, Mila employs one security officer downstairs to welcome guests to the restaurant and one security officer on the third floor to monitor the existing restaurant operations. Mila will employ one additional security officer to monitor the second floor restaurant operations.
- The security officer who is stationed downstairs will be positioned there throughout all hours of operation and through closing to monitor crowd control and prevent queuing.

Furthermore, the existing third floor restaurant space contains a bar/lounge area in which patrons can utilize while waiting for their dining accommodations.

IV. PARKING

- Mila currently utilizes and will continue to utilize the valet service for its restaurant patrons. There is a valet station currently placed on the west side of Meridian Avenue at the entrance of the 800 Lincoln Road Building. Enclosed with the application materials please find a Traffic Engineering Evaluation, which includes an analysis on the current valet operation serving the property.

V. ENTERTAINMENT OPERATIONS & SOUND SYSTEM DATA

- Mila's current Conditional Use Permit permits "entertainment" in the form of a DJ playing recorded music at a volume that does not interfere with normal conversation on the third floor of the existing restaurant space.
- Mila will utilize the second floor expansion space for patrons to dine and will also utilize that space to host events, such as weddings, corporate meetings, Bar and Bat Mitzvahs, etc. In addition to the approved "entertainment" operations for the third floor restaurant space, Mila is seeking to add entertainment, which includes music to be played above an ambient level, to the second floor restaurant expansion space, which is completely enclosed and not open to the exterior. The forms of entertainment that Mila will have on the second floor are a DJ, jazz band, and live performers.
- Enclosed with the application materials please find an updated Sound System Report for the second floor as prepared by Edward Dugger + Associates, P.A. ("ED+A"). The Applicant will follow the suggestions and guidelines contained within Sound System Report, which forms the Applicant's noise attenuation plan together with the plans and other application materials, and concludes that the noise attenuation plan will comply with the City's noise ordinance and ensures that the sounds produced from the second floor sound system will be inaudible from outside the building.
- The information provided in the sound study and analysis therein is consistent with that submitted for similar type projects with past CUP applications.

EDWARD DUGGER + ASSOCIATES, P.A.
Consultants in Architectural Acoustics

ACOUSTICAL REVIEW

Date: 28 May 2021

To: James E. Rauh
Partner

Greenspoon Marder
600 Brickell Avenue, 36th Floor
Miami, Florida 33131

From: Sam Shroyer, ASA INCE
Irineo Jaimes ASA
Edward Dugger, FAIA ASA NCAC INCE

Re: **Acoustical Consulting Services – Audio System Inspection**
Mila Restaurant, Rooftop Lounge & Mixology Bar
800 Lincoln Road
Miami Beach, Florida 33139
ED+A 201243.1

Mr. Rauh,

Edward Dugger + Associates (ED+A) has prepared this report documenting review and comments concerning Mila Florida LLC's (Mila's) application for a neighborhood impact establishment operating as an entertainment establishment on the vacant and unoccupied mezzanine/second level at 800 Lincoln Road. ED+A has been commissioned by Mila to provide acoustical consulting services to eliminate or minimize any potential adverse noise impacts that entertainment could have on other interior uses adjacent to and below the space, as well as the exterior of the building.

Please contact ED+A with any questions or comments.

REGULATORY CRITERIA

Standards for Entertainment Establishments are included in Miami Beach Code of Ordinances Division 6. Section 142-1361 defines Entertainment as "*any live show or live performance or music amplified or nonamplified*," with the exception of "*background music, amplified or nonamplified, played at a volume that does not interfere with normal conversation.*"

Supplemental review guideline criteria to be applied by the Planning Board in addition to standard review guidelines for conditional uses are included in Section 142-1362. Specifically, Section 142-1362(7) requires review of a Noise Attenuation Plan (NAP). The NAP is to address "*how noise will be controlled to meet the requirements of the noise ordinance.*" This document is intended serve as the NAP.

The Ordinance's standards, included in Section 46-152, are as follows:

- "*It shall be unlawful for any person to make, continue or cause to be made or continued any unreasonably loud, excessive, unnecessary or unusual noise.*" Acts declared to be unreasonably loud, excessive, unnecessary or unusual noises are enumerated.
- "*The operation of any…device between the hours of 11:00 p.m. and 7:00 a.m. in such a manner as to be plainly audible at a distance of 100 feet from the building, structure or vehicle in which it is located shall be prima facie evidence of a violation of this section.*"

ARCHITECTURAL ACOUSTICS

ED+A has reviewed the original architectural plans prepared by Touzet Studio in 2017 as well as plans detailing the proposed restaurant and bar prepared by STA Architectural Group (STA) to assess acoustical aspects of the design.

The mezzanine was originally open to the northernmost portion of the first floor. Two retail spaces currently occupy the open-ceiling portion of the first floor; one has enclosed their space with a demising wall and a ceiling to separate itself from the open space and mezzanine. The proposed design introduces an additional demising wall to separate these areas. The second floor and mezzanine will then be fully enclosed and will no longer be exposed to exterior doors or windows on the first floor; thereby eliminating these façade elements that would have acted as the "acoustical weak links" of the building's exterior. ED+A is working with STA and the project team so that the specify demising wall structures will sufficiently reduce noise transmitting to the space(s) below, ultimately minimizing the potential for audible sound outside of the building. ED+A suggests that a demising wall assembly with a minimum sound transmission class (STC) of STC 55 to

60, which will be confirmed by one or more test reports published by independent testing laboratories.

For increased sound transmission loss at low-frequencies, ED+A suggests Acoustiblok mass loaded vinyl (or a product of equal performance) be included in the assembly, metal studs spacing of 24 in. on center (as opposed to 16 in. on center), mineral wool or similar fibrous material in the wall cavity, and the consideration of resilient channels perpendicular to the studs and spaced 24 in. on center. Opting for a wall assembly of lesser acoustical performance will only reduce the maximum sound levels that can be generated within the proposed space while maintaining compliance with code criteria.

Miami Beach Planning Staff has expressed concerns that "the proposed open staircase linking the second floor to the third floor will not keep the proposed entertainment levels separated," allowing "the proposed entertainment at above ambient level on the second floor" to "potentially travel to the third floor and the terrace," recommending that the Applicant "explore the possibility to enclose the staircase and provide a vestibule on the third floor or second floor to contain the proposed entertainment on the second floor."

Consider the path along which sound must propagate to travel to the locations referenced by Staff; into the stairway, up and around the stairs to the third level, into the enclosed restaurant on the third level, back from the direction which it entered the stairway, over a distance of 90 ft before encountering the existing exterior glass structure, if an exterior door happens to be open in this hypothetical propagation path it would then cross 50 ft of the open air terrace which would further diminished its level via air absorption, it is very unlikely that it would have an impact as "i.e., the total summation of all sound at the point of observation".

Furthermore, entertainment levels of significant amplitude would be required to increase ambient sound levels on the third floor restaurant or terrace, primarily due to the theoretical path of propagation described previously—even without considering that the majority of such propagating energy would consist of sound reflected by the hard, smooth surfaces in the stairway—and not sound with a direct path of propagation between these locations. If permitted by code(s) and architecturally feasible, mounting acoustically absorptive panels on stairway wall surfaces could provide additional attenuation.

Koncept Systems – the audio system designer – has also suggested the use of a limiting device configured to trigger an automatic reduction in system output levels when the door is open. This method of controlling sound transmission between adjacent areas has been successfully implemented Miami Beach establishments in the past.

SOUND SYSTEM DESIGN SPECIFICATIONS

In a May 6, 2021 report, ED+A recommended the following design criteria to allow for effective control and management of sound generated throughout the property:

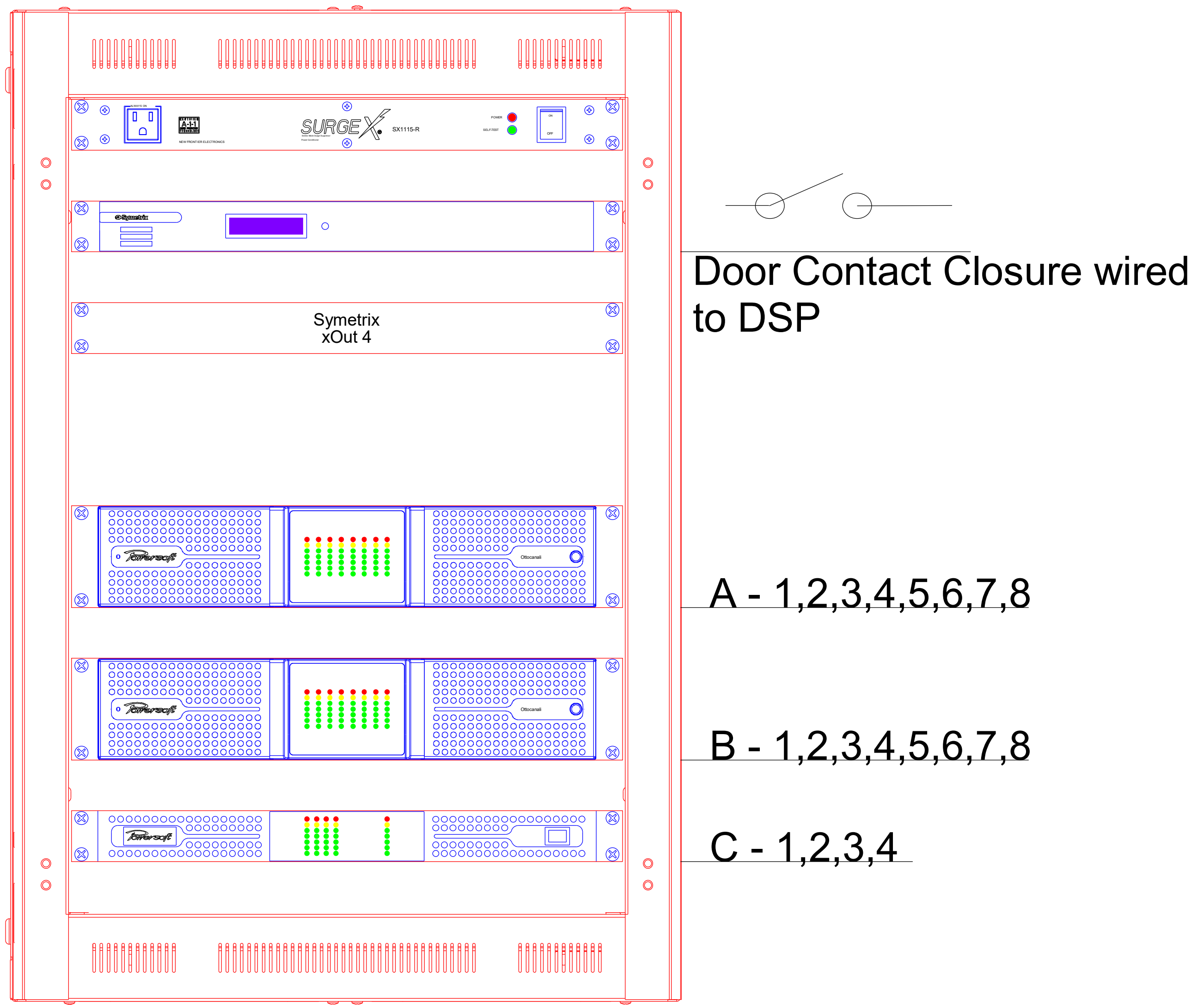
1. Volume controls should be accessible to management only.
2. All sound—prerecorded or otherwise—should be reproduced through a permanent "house" system. Entertainers should not utilize additional loudspeakers or system components.
3. Sound should be provided to each area separately via designated "zones" of the audio system.
4. Distributed audio systems, consisting of several small- to medium-sized loudspeakers should be used to spread sound throughout the venue.
5. Measures should be taken to effectively control and reduce the presence of low-frequency sound in other parts of the building and its exterior.
6. The system should be governed through use of modern digital signal processors (DSP) that allow for this type of functionality and adjustment.
7. Applying acoustical treatment can also be applied to wall and/or ceiling surfaces to reduce the buildup of sound (reverberation) within the space while also increasing the acoustical comfort of patrons.
8. In absence of objective noise level requirements and an audio system layout, tests should be performed to establish maximum allowable sound levels.

SOUND SYSTEM DESIGN REVIEW

ED+A has reviewed Koncept Systems' proposed sound system design and loudspeaker plan for the second floor of the building and offer the following comments addressing the design specifications listed above:

1. Mila has effectively granted access to third floor and open-air restaurant volume controls to management and engineering staff only and will continue to do so on the second floor.
2. The system design includes input locations for entertainers and use of a Symmetrix DSP will eliminate the need for additional loudspeakers, and as is done currently on the third floor and open-air restaurant, entertainers will be required to use the house system for the reproduction of audio signals.
3. According to the Koncept Systems plan, the audio system will consist of eight designated coverage areas, or "zones."
4. The system is made of up several small frame loudspeakers, intended to evenly distribute their acoustical output throughout the aforementioned zones and ultimately the venue as a whole. Therefore, less amplification will be required to maintain an evenly distributed sound field throughout the venue, which will decrease the level of sound impinging the wall surfaces and that transmitted to adjacent areas and the building's exterior.
5. The proposed system components will allow for equalization functions to reduce or limit the level of low-frequency sound generated by the system.
6. Audio signals will be processed via a Symetrix DSP, which will be used to set, limit, and control the system output.
7. While acoustically-absorptive materials would be beneficial if installed throughout the second floor, they would be most effective if mounted on wall surfaces in the stairway; this would reduce the level of reflected sound that could potentially propagate to other floors or out of the building.
8. An audio system layout has been provided, and also there will be post-construction acoustical measurements to establish maximum allowable sound levels to address the lack of objective noise level requirements.

In conclusion, the applicant's noise attenuation plan for the fully enclosed second floor addition to the restaurant will comply with the City's noise ordinance and ensure the sound produced from the second floor sound system will be inaudible from outside the building.



Lowell
LWR-1623

Rev	Date	Notes

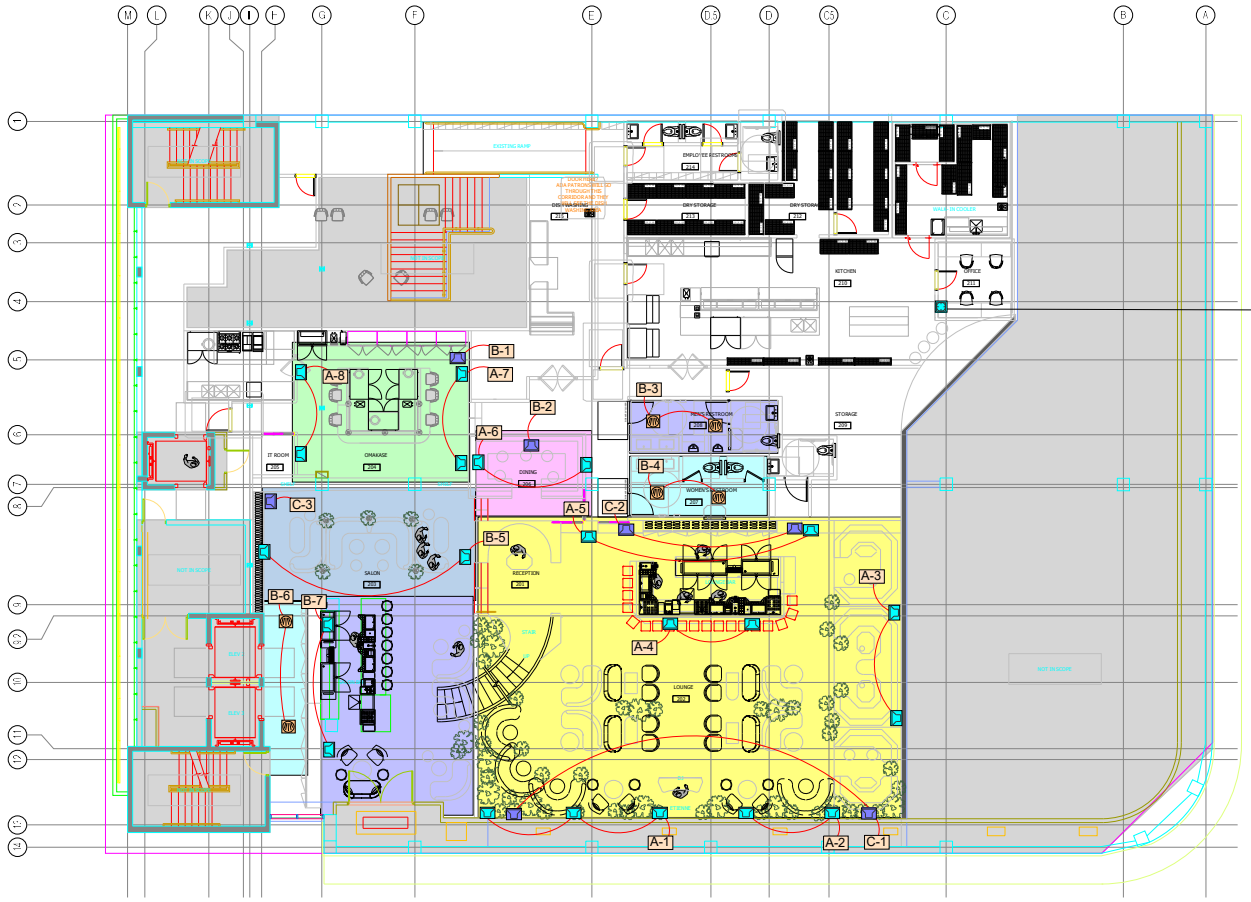
Symbols Used

Client

Title **Mila Second Floor**

KONCEPT AUDIO VIDEO LIGHTING
2672 NW 112th Ave
Doral, FL 33172

Drawn By: EC	Scale: NTS	Date: 5/26/2021
Issued For:	Audio Rack	
Drawing No:	AV-02	Rev



Rev	Date	Notes

Symbols Used

Client

Title: Mila Second Floor

KONCEPT
2672 NW 112th Ave
Doral, FL 33172

SEC	Scale: NTS	Date: 5/27/2021
Drawing:	Audio	
Drawing No:	AV-01A	