

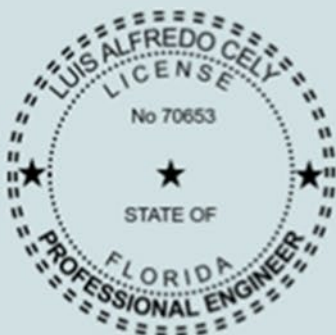
Redevelopment Traffic Study

Le Jardin Boucherie – 81 Washington Avenue

Prepared by:
Alfka, LLC

Prepared for:
Opus Interior

Project Number:
LNSY2301



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Executive Summary

Le Jardin Boucherie proposes to use the existing 81 Washington Avenue commercial space to serve as a sit-down fine-dining restaurant. The 81 Washington Avenue commercial space was previously used as a sit-down restaurant with a total of 246 seats. Le Jardin Boucherie will continue to function as a sit-down fine-dining restaurant with a total of 475 dining seats. This represents an increase of 229 dining seats.

A trip generation study was completed based on the Fine-Dining Restaurant use for Le Jardin Boucherie. The study shows that the proposed redevelopment is expected to result in a net increase of 61 weekend peak hour trips when compared to the previous use.

Recent Census Data shows an increase in multimodal use nationwide, and as such 2023 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 existing driveway on Washington Avenue for the site is going to be closed. The driveway closure will provide one additional on-street parking space. Patrons of the proposed restaurant will be offered to use valet parking services along Washington Avenue, three on-street parking spaces are to be used (2 existing parking spaces and the additional space created by the driveway closure). Le Jardin Boucherie will provide valet parking services through the company Elite Parking Services, and the park manager for this project is Mr. Alfred Lariviere. The Parking Garage located at 550 Lenox Avenue is proposed to be used to service the property. Elite Parking Services will provide during the weekend peak hour shuttles to assist valet attendants in picking up or dropping off vehicles from the project to the 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 use of (3) on-street parking spaces is adequate to handle valet parking operations for the redevelopment. Furthermore, the analysis identified that a total of 10 valet attendants would be required during the weekend peak hour (with a 97.9% confidence interval). Please refer to Table 3 for a detail of the valet operation analysis.

Loading operations for trucks are completed within Collins Court at the back of the property. The Proposed Fine Dining restaurant will continue to use Collin Court for the loading and unloading of deliveries.

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



Trip Generation

Le Jardin Boucherie proposes to use the existing 81 Washington Avenue commercial space to serve as a sit-down fine-dining restaurant. The 81 Washington Avenue commercial space was previously used as a fine-dining sit-down restaurant. The proposed redevelopment of the site is limited to the commercial space. Trip generation calculations were performed using Institute of Transportation Engineers’ (ITE’s) Trip Generation Manual, 11th Edition. ITE Land Use Code (LUC) 931 (Fine-Dining Restaurant) was used to estimate traffic from the proposed redevelopment. The redevelopment will function as a sit-down fine-dining restaurant with a total of 475 dining seats.

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 A). 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. 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 B), 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 C).

The proposed redevelopment is expected to result in net increase of 61 weekend peak hour trips when compared to the previous 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

| ITE Code / Description | Quantity | Units | Peak Hour Trips | | | Multimodal Reduction | Net Peak Hour Trips | | |
|--|----------|-------|-----------------|-----|-------|----------------------|---------------------|-----|-------|
| | | | In | Out | Total | | In | Out | Total |
| 931 / Fine Dining Restaurant - Existing | 246 | Seats | 48 | 33 | 81 | 20% | 38 | 26 | 64 |
| 931 / Fine Dining Restaurant - Proposed | 475 | Seats | 92 | 65 | 157 | 20% | 74 | 52 | 126 |
| Total Trips Increased (Decreased) | | | 44 | 32 | 76 | 20% | 35 | 26 | 61 |

Queue Analysis

The existing driveway on Washington Avenue for the site is going to be closed. The driveway closure will provide one additional on-street parking space. This additional on-street parking space, plus two more existing on-street




parking spaces are proposed to be used for valet operations, a total of three (3) on-street parking spaces. Figure 1 provides a detail of the site location and its existing assigned on-street parking spaces along Washington Avenue. Appendix D, provides a Context Location Plan.

Figure 1 - Existing On-Street Spaces



| | Unit | Size |
|---------|------|--------|
| Block A | Ft. | 259.94 |
| Block B | Ft. | 222.4 |
| Block C | Ft. | 525.7 |

-  Joe's Stone Crab
-  Joe's Stone Crab Valet Parking
-  Le Jardin Boucherie Valet

Le Jardin Boucherie will subcontract with Elite Parking to accommodate vehicular valet services. Elite Parking will provide all necessary attendants and vehicular shuttles based on daily traffic volume and for special events. There will be a Manager on-site at all times supervising the Valet services operation. An automated system 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 Elite Parking to schedule pick-ups and reduce congestion at the valet area.

Figures 2 and 3 provide photographs of the site along Washington Avenue. As noted on the image valet parking operations are to be maintained using Washington Avenue, using three (3) on-street valet parking spaces. All patrons are expected to valet or use the drop-off area for taxi or rideshare arrivals. The use of on-street parking spaces on Washington Avenue was discussed with the City of Miami Beach Parking Department on March 2nd, 2023. The meeting was attended by Ms. Maidoly Telleria, and Mr. Alberto Ventura from the Parking Department. The use of



Washington Avenue for Valet Parking Operations to support Le Jardin Boucherie was deemed as an acceptable location to the City's Parking Department Staff.

Figure 2 - Site Photograph Looking North towards the intersection of Washington Ave. and 1st St.

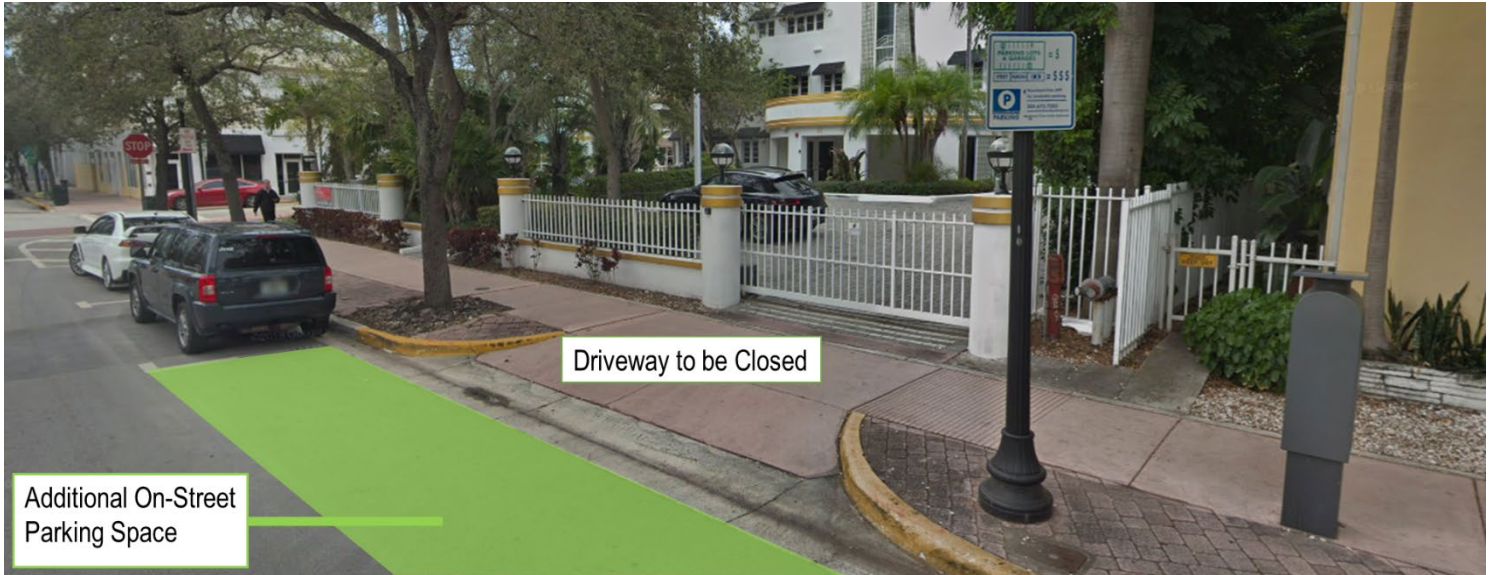


Figure 3 - Site Photograph Looking Westwards the intersection of Washington Ave. and 1st St.



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 three (3) on-street valet designated spaces.



Elite Parking Valet attendants will serve patrons with a valet station located in-front of the project site, adjacent to the three (3) dedicated on-street valet parking spaces. Valet attendants would travel along Washington Avenue and 5th Street to drop-off and along Alton Road to pick-up vehicles. The distances travelled are greater than 2,500 feet, to mitigate the longer distances vehicular shuttles are to be used by Elite Parking to assist valet attendants in travelling to/from the parking garage. The valet study conservatively assumes the use during peak time of 2 valet attendants per shuttle. The calculated service time for vehicles valeted at the 550 Lenox Avenue Parking Garage is 2 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 | | | Valet Attendant Shuttle | | | Pick-Up | | | Valet Attendant Shuttle | | |
|----------------------------|------|---------|---|------|---------|---------------------------|------|---------|---|------|---------|
| Distance | 2900 | feet | Distance | 3800 | feet | Distance | 2900 | feet | Distance | 3900 | feet |
| Average Speed | 15 | mph | Average Speed | 15 | mph | Average Speed | 15 | mph | Average Speed | 15 | mph |
| Travel Time | 2.20 | minutes | Travel Time | 2.88 | minutes | Travel Time | 2.20 | minutes | Travel Time | 2.95 | minutes |
| Controlled Delay | 0.50 | minutes | Controlled Delay | 1.00 | minutes | Controlled Delay | 0.50 | minutes | Controlled Delay | 1.00 | minutes |
| Vehicle Time | 2.70 | minutes | Valet Time | 3.88 | minutes | Vehicle Time | 2.70 | minutes | Valet Time | 3.95 | minutes |
| | | | <i>Assume at least 2 attendants per shuttle</i> | | | | | | <i>Assume at least 2 attendants per shuttle</i> | | |
| | | | Total Valet Time 1.94 minutes | | | | | | Total Valet Time 1.98 minutes | | |
| Drop-Off Time 4.64 Minutes | | | | | | Pick-Up Time 4.68 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 that three (3) vehicle drop-off spaces are adequate to handle valet parking operations for the redevelopment. Furthermore, the analysis identified that a total of 10 valet attendants would be required during the weekend peak hour (with a 98.2% 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 | 74 | veh/hr | Attendant Pick-up Rate | 4.7 | min/veh |
| Peak Hour Departure Vehicles | 52 | veh/hr | Attendant Drop-off Rate | 4.64 | min/veh |
| Avg. Vehicle Arrival Rate (λ) | 126 | veh/hr | Avg. Attendant Service Rate | 4.7 | min/veh |

| | | | | | |
|---|-------|---------|------------------------------------|------|-----|
| Valet Attendants (s) | 10 | person | 98.2% Confidence Interval | | |
| Hourly Service Rate per Attendant (μ) | 12.9 | veh/hr | | | |
| Mean Service Rate for System ($s\mu$) | 128.8 | veh/hr | | | |
| Avg. Time Waiting in Queue (Wq) | 19.08 | minutes | | | |
| Avg. Time Spent in the System (W) | 23.73 | minutes | | | |
| Avg. Vehicles in the System (L) | 49.8 | veh | Probability M vehicles are waiting | 1.8% | |
| Avg. System Utilization (p) | 97.8% | | Waiting Vehicles (M) | 4.0 | veh |
| Probability no vehicles on queue (Po) | 0.00% | | Valet Parking Stalls | 3 | veh |
| Avg. Vehicles Waiting in Queue (Lq) | 40.06 | veh | Exceeding vehicles | 1.0 | veh |



Transportation Demand Management Plan

One of the reasons the proposed Miami Beach location of the Le Jardin Boucherie Restaurant was selected is because it is within an urban, dense, and mixed-use land area. This type of land use promotes the use of sustainable transportation modes and provides opportunities to employees and patrons to use transportation modes that do not rely on single-occupant motor vehicle rides. A land-use plan is included under Appendix E to provide information on surrounding land uses.

Le Jardin Boucherie Restaurant Transportation Demand Management Plan (TDMP) includes elements to incentivize the preferred use of transit, cycling, carpooling, and other alternative transportation modes. These strategies have the goal of reducing the impacts of the project traffic on the surrounding roadway network and focus on promoting bicycling and walking, car/vanpooling, and alternatives to the typical single-occupant use of a motor vehicle to access the site, either as a patron or employee. TDMP Strategies include:

Employee Transportation Coordinator. To promote the use of alternative transportation modes, Le Jardin Boucherie Restaurant has designated Mr. Uri Pierre Noel, as the restaurant’s Employee Transportation Coordinator. Mr. Pierre Noel’s contact information is as follows:

Mr. Uri Pierre Noel
Phone: 609-288-2721
Email: Uri@thegroup.nyc
Address: 81 Washington Avenue
Miami Beach FL, 33139

Promoting Transit. Le Jardin Boucherie shall promote the use of transit with employees and patrons. Transit information will be posted within the site with information on transit route maps and route schedules. Carpooling and vanpooling program information shall be provided to employees, including the development of economic incentive programs (such as subsidized transit passes) to encourage employees’ participation in the reduction of single-occupant vehicular trips or the use of transit facilities.

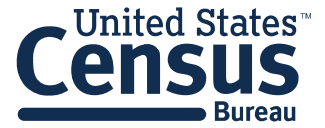
Promoting Pedestrian and Cycling. Washington Avenue and 1st Street have wide sidewalks (>5ft) which will be maintained as part of the operation of the restaurant. These wide sidewalks and streetscape amenities such as lighting, landscaping, benches, bike racks, and trash cans, create an environment which encourages walking and cycling. To promote the use of cycling, Le Jardin Boucherie will provide information to patrons and employees of nearby bicycle share programs. Furthermore, to incentivize the use of alternatives to single-vehicle occupant trips, the proposed development will remove existing parking spaces to improve the walkable nature of the community, while at the same time meeting zoning requirement and comprehensive plan goals for this area of the City.



APPENDIX A

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 B

Miami-Dade Transit Bus Service Routes

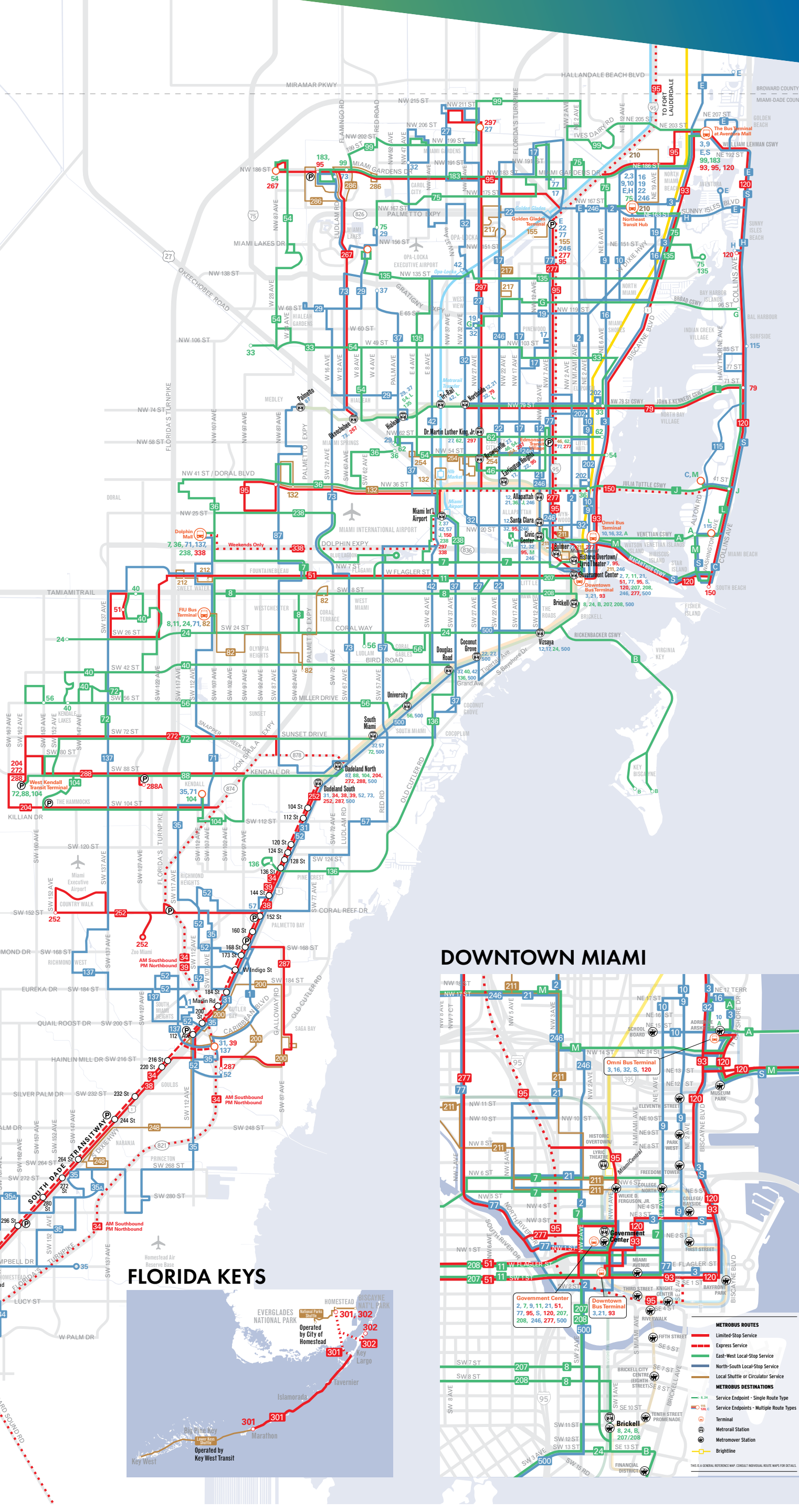


METROBUS SYSTEM

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.



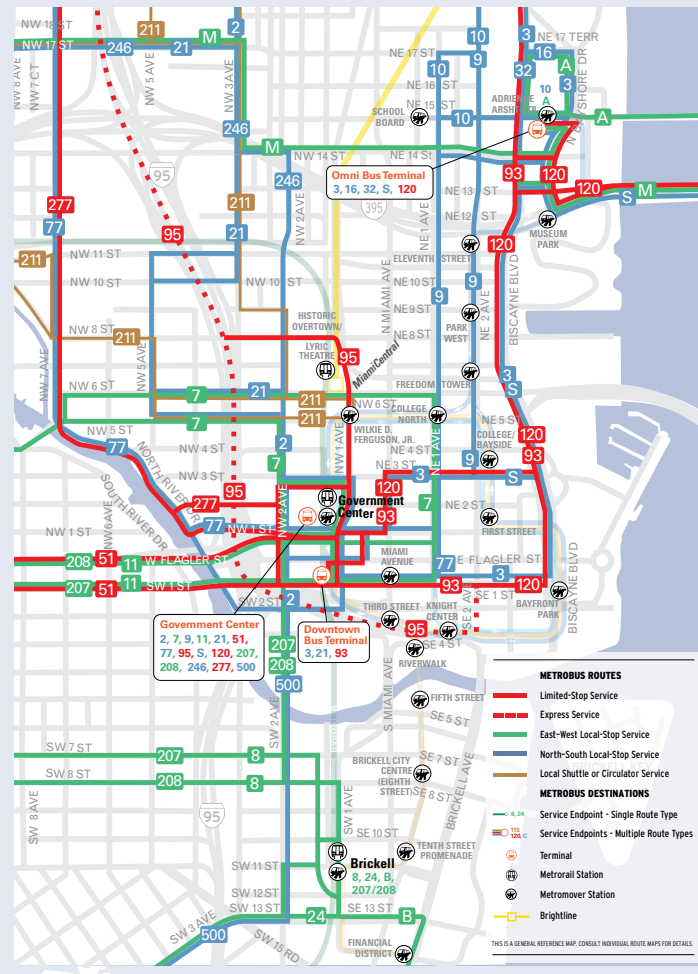
BROWARD COUNTY



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 SKYLAKES 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 Intl. 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

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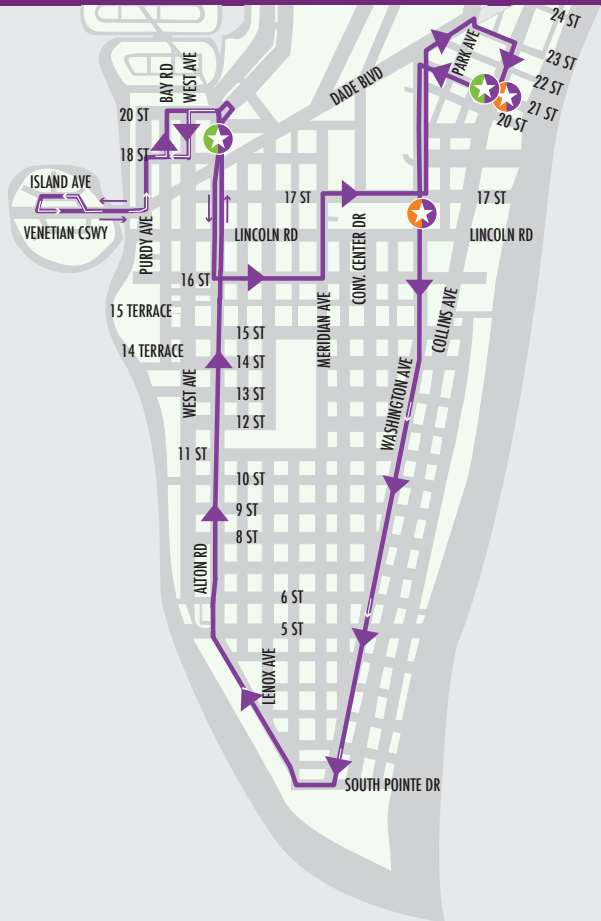
APPENDIX C

City of Miami Beach South Beach Trolley Map



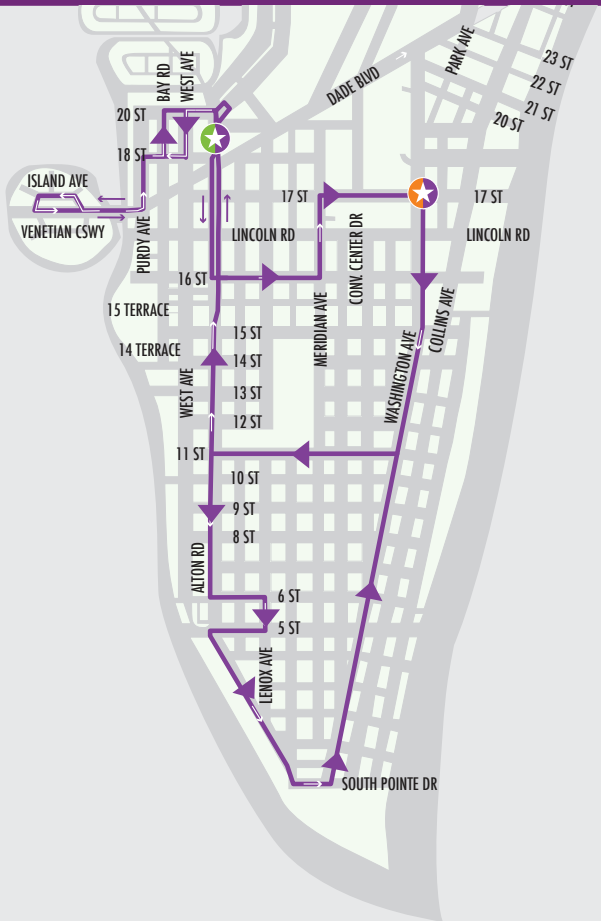
SOUTH BEACH LOOP - A

(Clockwise - Approximately 20 minutes)



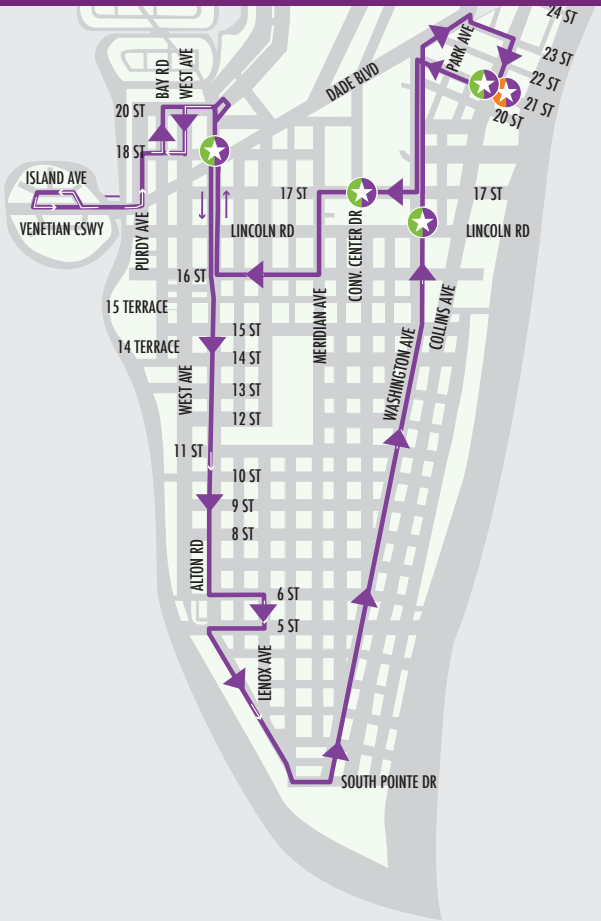
SOUTH BEACH LOOP - VIA 11 ST

(Approximately 40 minutes)



SOUTH BEACH LOOP - B

(Counter Clockwise - Approximately 20 minutes)





APPENDIX D

Context Location Plan



Context Location Plan





APPENDIX E

Land Use Plan



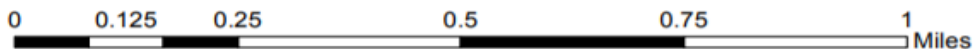
*A t l a n t i c
O c e a n*

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 F

Site Plan, Floor Plan and Site Access

PROJECT #

LE JARDIN BOUCHERIE / OMAKASE

PROJECT ADDRESS

81 WASHINGTON AVE MIAMI BEACH 33129



www.legeardstudio.com

230 NW 24TH ST UNIT 324
MIAMI FL 33127

PRELIMINARY REVIEW

| | |
|--|---|
| ISSUED | ○ |
| REVISED AND RESUBMITTED | ○ |
| NEW DRAWING | ○ |
| OMITTED | — |
| REFER TO SEPARATE ISSUED DRAWING (RE: DRAWING LOG) | * |



81 WASH AVE

MIAMI BEACH, FL

DATE: 11/08/2022
 DRAWN BY: A.P.
 SCALE: AS NOTED

REVISION:

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| 02/04/2022 |
| 02/21/2022 |
| 02/23/2022 |
| 03/05/2022 |
| 03/29/2022 |
| 03/30/2022 |
| 03/31/2022 |
| 05/03/2022 |
| 05/17/2022 |

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DRAWING TITLE:

COVER SHEET

DRAWING NO:

T-00.00

81 WASH AVE

MIAMI BEACH, FL

DATE: 11/08/2022
DRAWN BY:
SCALE: AS NOTED

REVISION:

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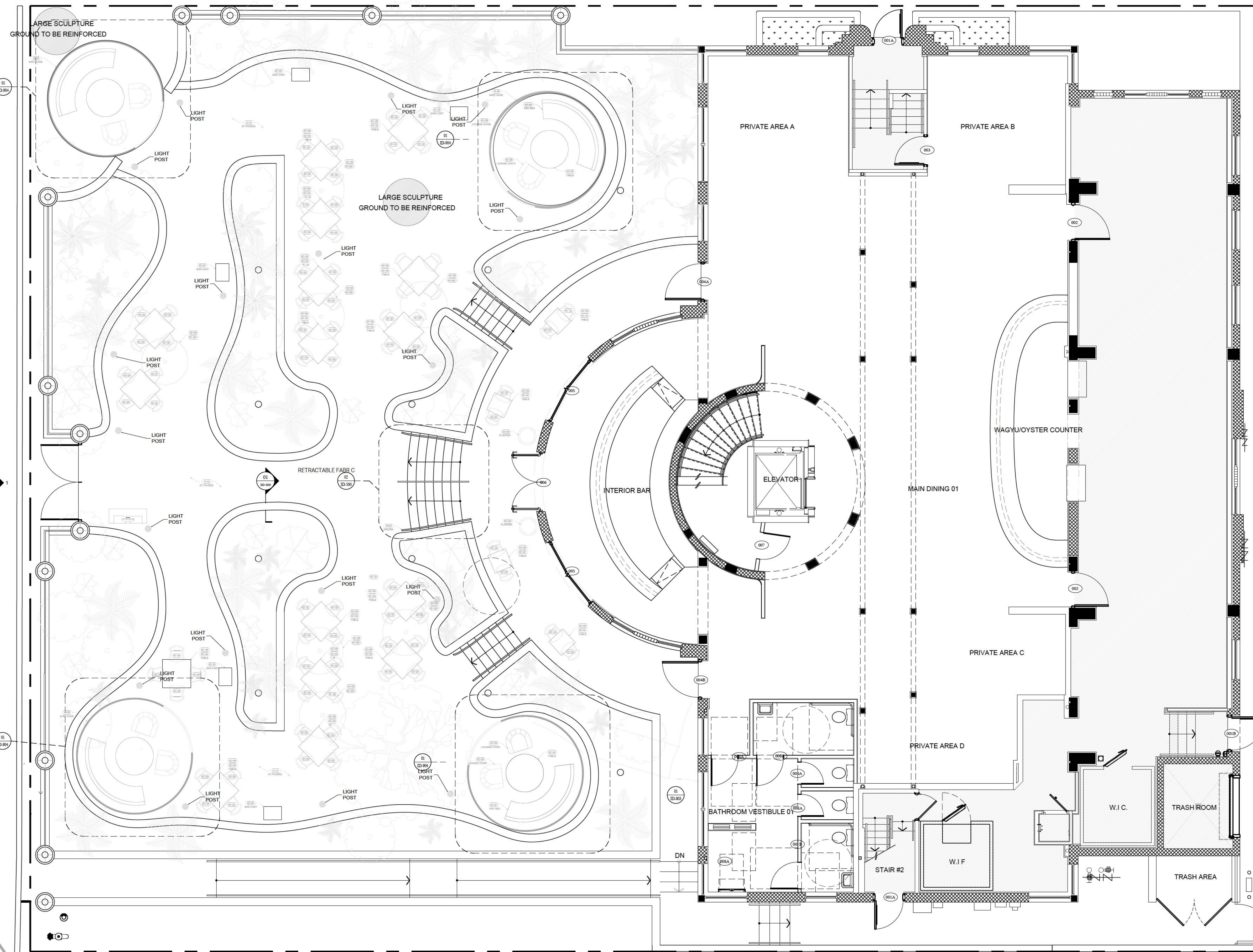
DRAWING TITLE:

SITE PLAN

DRAWING NO:

ID-000.00

WASHINGTON AVE



EXISTING DRIVEWAY TO BE CLOSED

EXISTING LOADING AREA ON COLLINS CT. (ALLEY)

1 SITE PLAN

FUTURE VALET PARKING AREA

SCALE: 3/16" = 1' - 0"

81 WASH AVE

MIAMI BEACH, FL

DATE: 11/08/2022
DRAWN BY:
SCALE: AS NOTED

REVISION:

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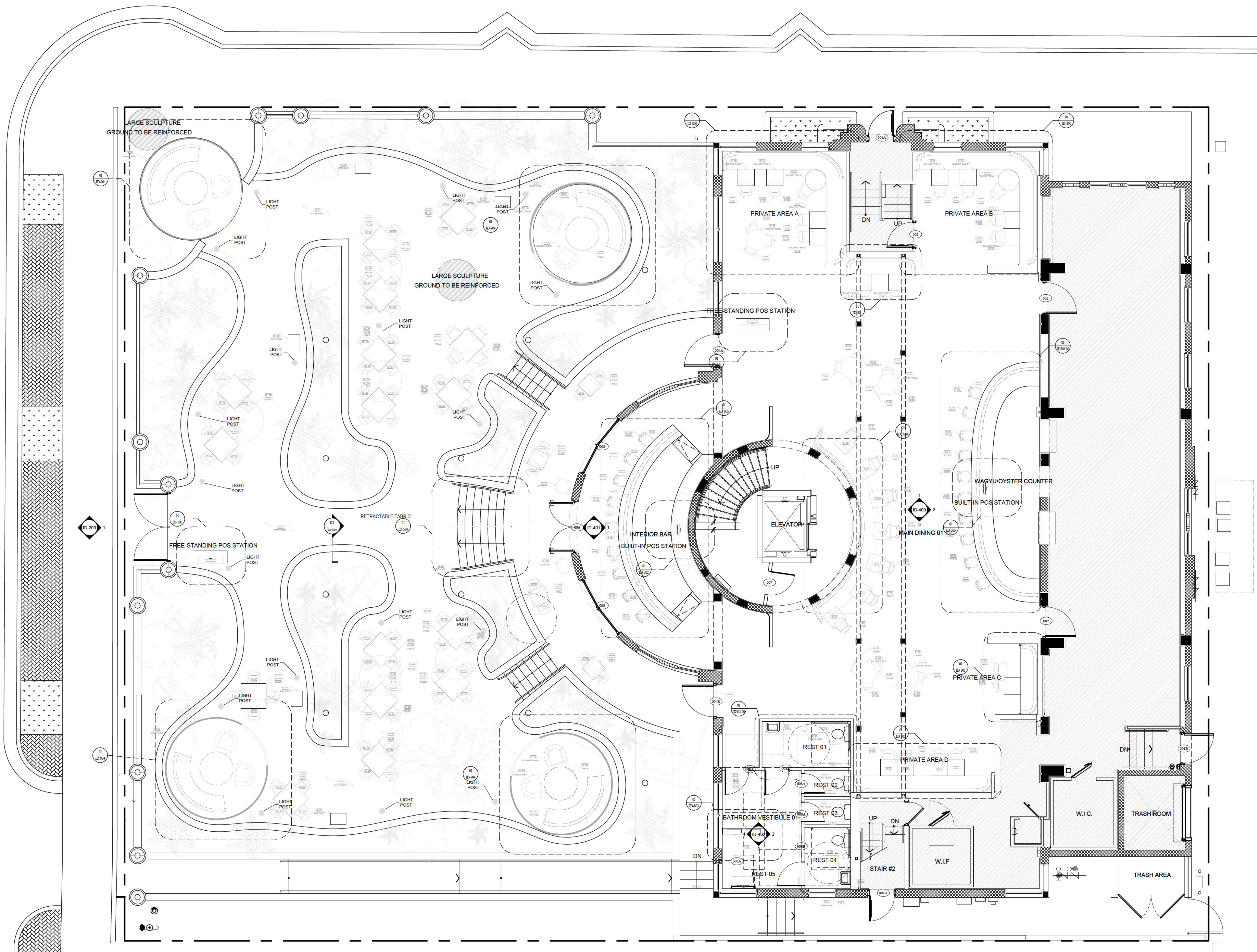
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DRAWING TITLE:

**GROUND LEVEL
FF&E PLAN**

DRAWING NO:

ID-130.00



1 GROUND LEVEL FF&E PLAN

SCALE: 3/16" = 1' - 0"

81 WASH AVE

MIAMI BEACH, FL

DATE: 11/08/2022
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SCALE: AS NOTED

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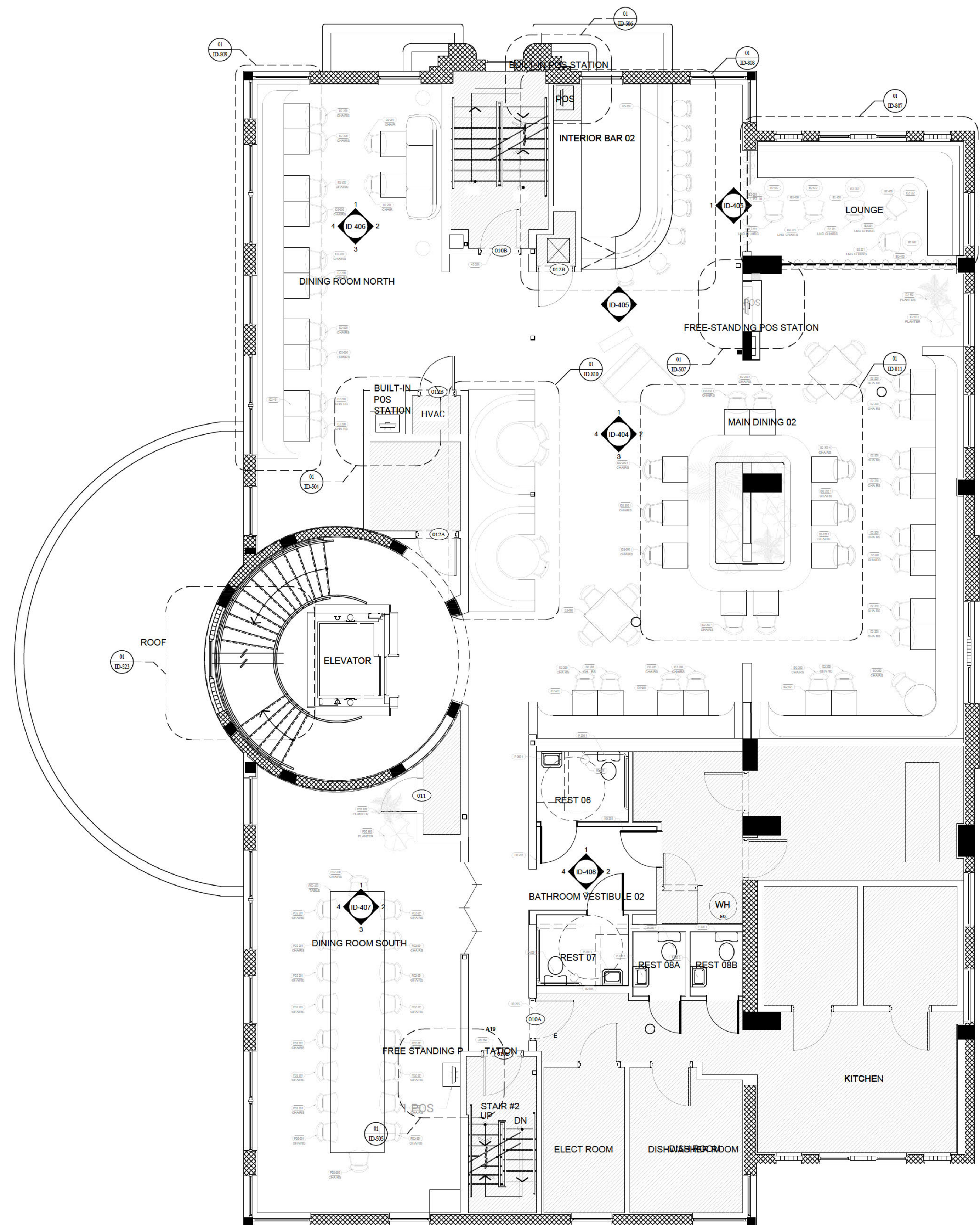
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DRAWING TITLE:

**SECOND LEVEL
FF&E PLAN**

DRAWING NO:

ID-131.00



1 SECOND LEVEL FF&E PLAN

SCALE: 3/16" = 1' - 0"

81 WASH AVE

MIAMI BEACH, FL

DATE: 11/08/2022
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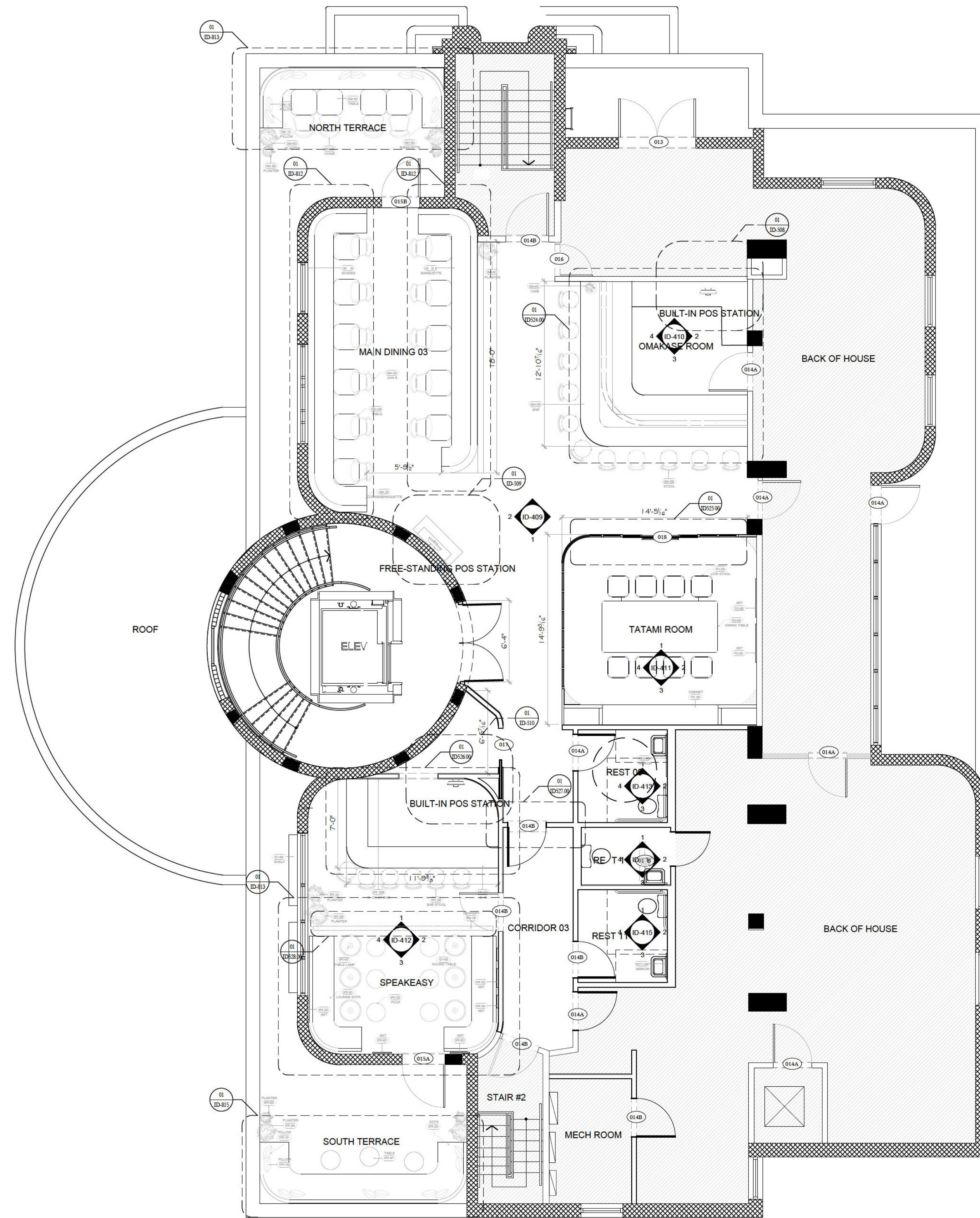
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DRAWING TITLE:

**THIRD LEVEL
FF&E PLAN**

DRAWING NO:

ID-132.00



1 THIRD LEVEL FF&E PLAN

SCALE: 3/16" = 1' - 0"



www.legeardstudio.com

230 NW 24TH ST UNIT 324
MIAMI FL 33127

81 WASH AVE

MIAMI BEACH, FL

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DRAWING TITLE:

**EXTERIOR
RENDERING 02**

DRAWING NO:

ID-901.00

81 WASH AVE

MIAMI BEACH, FL

DATE: 11/08/2022
DRAWN BY: A.P.
SCALE: AS NOTED

REVISION:

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DRAWING TITLE:

**EXTERIOR
RENDERING 06**

DRAWING NO:

ID-905.00





APPENDIX G

ITETripGen Web Application Worksheets and Graphs

Land Use: 931

Fine Dining Restaurant

Description

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

Additional Data

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

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

Source Numbers

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

Fine Dining Restaurant (931)

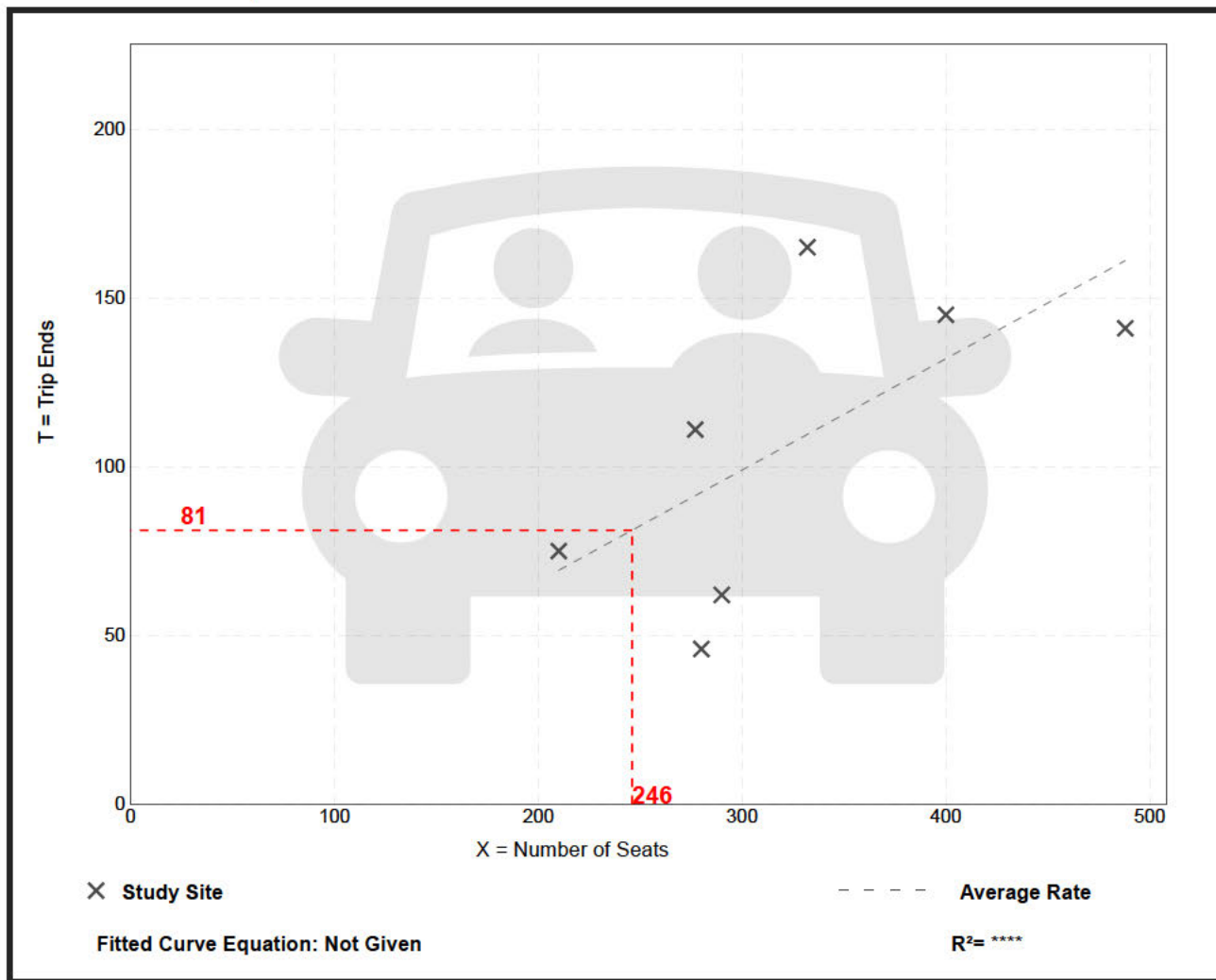
Vehicle Trip Ends vs: Seats
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Seats: 325
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.33 | 0.16 - 0.50 | 0.11 |

Data Plot and Equation



Fine Dining Restaurant (931)

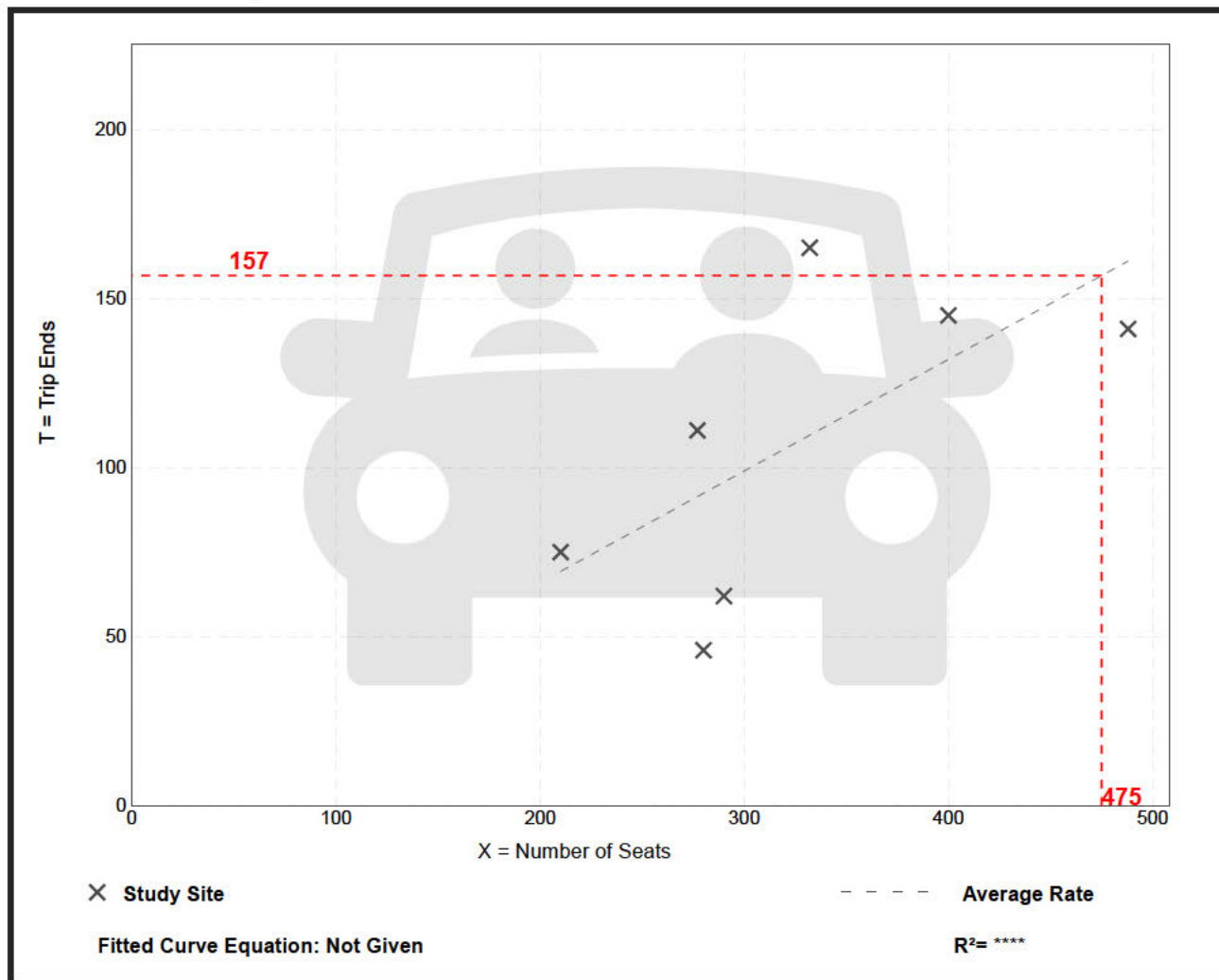
Vehicle Trip Ends vs: Seats
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Seats: 325
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.33 | 0.16 - 0.50 | 0.11 |

Data Plot and Equation





APPENDIX H

Communication with Valet Operator Regarding Garage



Alfredo Cely <alfredo@alfka.com>

Feedback from VALET per City Comments 81 Washington - Traffic Study Questions

Uri Pierre-Noel <uri@thegroup.nyc>

Tue, Mar 21, 2023 at 12:46 PM

To: "Nicholas J. Rodriguez-Caballero" <nrodriguez@brzoninglaw.com>

Cc: Alfredo Cely <alfredo@alfka.com>, Petar Krsikapa <petar@thegroup.nyc>, Jasmin Polimac <jasmin@thegroup.nyc>, "julien@legeardstudio.com" <julien@legeardstudio.com>

Greetings All,

As requested below is an email from Alfred from the valet company confirming the 5th street Garage is our only choice. He is also familiar with the reviewer who made the comments as Dani was involved with the review and approval of Stubborn Seed.

Uri Pierre Noel

Construction Project Manager

609-288-2721

[Uri@thegroup.nyc](mailto:uri@thegroup.nyc)www.thegroup.nyc

THE GROUP

From: Alfred <alfred@elite-parking.net>**Sent:** Tuesday, March 21, 2023 12:43 PM**To:** Uri Pierre-Noel <uri@thegroup.nyc>**Cc:** Ruben Perez-Sanchez <ruben@elite-parking.net>**Subject:** RE: 81 Washington - Traffic Study Questions

Good afternoon Uri. It was a pleasure speaking with you yesterday. As I mentioned in our conversation with regards to available legal valet parking spaces for your new restaurant location on 81 Washington Avenue there are no available private or public lots or garages other than the spaces that I currently have at [550 Lennox Avenue](#). Recently I went over this with Monica the director of parking and also sent an email to traffic explaining and detailing this to them. For this reason, I just recently applied for a valet license for the location Stubborn Seed restaurant which is across the street from your restaurant, using 550 Lennox as a pre-approved storage location. Hopefully this will clarify things. Should you have any further questions feel free to contact me. Thank you

Sent via the Samsung Galaxy S22 Ultra 5G, an AT&T 5G smartphone

----- Original message -----

From: Uri Pierre-Noel <uri@thegroup.nyc>

Date: 3/20/23 3:44 PM (GMT-05:00)

To: Alfred <alfred@elite-parking.net>

Cc: Ruben Perez-Sanchez <ruben@elite-parking.net>

Subject: 81 Washington - Traffic Study Questions

Good Afternoon Alfred and Ruben,

The city has completed a preliminary review of our CUP submission and had the following comments.

| Plan Review | Version: 1 | Date Received: 03/07/2023 | Date Completed: 03/17/2023 |
|--|------------|--|----------------------------|
| 1. Transportation - LUB Review - Fail | | Dani Fawaz Ph: email: DaniFawaz@miamibeachfl.gov | |
| Comments: The City's Transportation and Mobility Department does not support valet routes including mid-block U-turns. These movements tend to be unsafe and create delays on the network. | | | |
| The transportation Demand Management seems a little bit weak and generic. The Traffic consultant should elaborate more on each strategy and provide incentives. | | | |
| Per City Ordinance (Article VIII, Division 2) accepted engineering standards for trip duration to and from the authorized vehicle storage location: a distance of no more than 2,500 feet from the ramp to the vehicle storage location (distances greater than 2,500 feet may be approved by the city manager); | | | |

The city is concerned that the storage lot at 550 Lenox is too far from the property. Please confirm if there is a closer storage location that can be used for the analysis? We need to at least conduct due diligence before we request an exception to this rule requiring valet storage lots to be within 2,500 feet of the valet ramp.

What documents can you provide to illustrate your team has conducted the due diligence needed?

Uri Pierre Noel
Construction Project Manager

609-288-2721
Uri@thegroup.nyc
www.thegroup.nyc

THE GROUP