

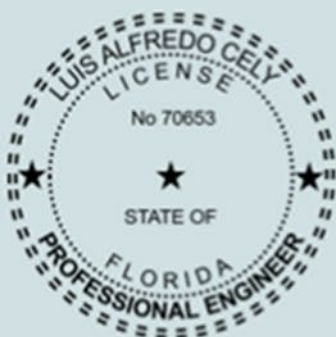
Redevelopment Traffic Study

1 Collins Ave Fine Dining Restaurant

Prepared by:
Alfka, LLC

Prepared for:
Philippe Miami, LLC

Project Number:
AMH2301



THIS ITEM HAS BEEN DIGITALLY SIGNED
AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL.
PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED
AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES

Alfka, LLC
400 North Tampa Street, Ste. 1440
Tampa, FL 33602
Certificate of Authorization: 30389
Luis Alfredo Cely, P.E. No. 70653



Table of Contents

Executive Summary	1
Trip Generation	2
Queue Analysis	2
Transportation Demand Management	7

Appendices

- A – US Census Means of Transportation to Work**
- B – Miami-Dade Transit Bus Service Routes**
- C – City of Miami Beach South Beach Trolley Map**
- D – Context Location Map**
- E – Land Use Plan**
- F – Site Plan, Floor Plan, and Site Access**
- G – ITETipGen Web Application Worksheets and Graphs**
- H – Coordination with City of Miami Beach Parking Dept.**
- I – Previous Project Approval**



Executive Summary

The commercial property at 1 Collins Avenue is proposed to be redeveloped into 1 a sit-down fine-dining restaurant. The commercial space was previously permitted as a sit-down restaurant with a total of 356 seats and as a 2,290 sq.ft. retail space. The proposed redevelopment will use the space allotted for the 356-seat restaurant and the 2,290 sq.ft. retail space. The proposed sit-down fine dining restaurant will have a total of 350 dining seats.

A trip generation study was completed based on the Fine-Dining Restaurant use for 1 Collins Avenue. The study shows that the proposed redevelopment is expected to result in a net decrease of 146 weekend peak hour trips when compared to the previous permitted 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.

Patrons of the proposed restaurant will use three (3) of the five (5) on-street parking spaces along South Pointe Drive, as valet pick-up / drop-off lanes. The design team has coordinated with the City's Parking Department for the use of the on-street parking spaces as valet service spaces. The proposed development will provide valet parking services through the company Caribbean Parking Systems Services, and the park manager for this project is Mr. Nelson Coriano. The Parking Lot located at 125 Collins Avenue is proposed to be used to service the property. 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 three (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 97.5% confidence interval). Please refer to Table 3 for the details of the valet operation analysis.

Loading operations for trucks are completed within Collins Avenue at the loading entrance for the One Ocean Building. The Proposed Fine Dining restaurant will continue to use this permitted location for the loading and unloading of deliveries.

To further improve traffic circulation within its project, 1 Collins Avenue 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

One Collins Avenue proposes to use the existing commercial space to serve as a sit-down fine-dining restaurant. The commercial space is located within the One Ocean development and was previously permitted as a fine-dining sit-down restaurant with an adjacent retail 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 350 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 decrease of 146 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

EXISTING WEEKEND PEAK HOUR									
ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips		
			In	Out	Total		In	Out	Total
851 / Convenience Store	2290	SF	91	90	181	20%	73	72	145
931 / Fine Dinning Restaurant	356	Seats	69	48	117	20%	55	38	93
Totals							128	110	238
PROPOSED WEEKEND PEAK HOUR									
ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips		
			In	Out	Total		In	Out	Total
931 / Fine Dinning Restaurant	350	Seats	68	48	116	20%	54	38	92
Totals							54	38	92
Total Trips Increase (Decrease)							(74)	(72)	(146)



Queue Analysis

Of the existing five (5) on street parking spaces on the westbound side of South Pointe Drive between Ocean Drive and Collins Avenue, three (3) are proposed to be converted to valet parking spaces. The use of the three (3) on-street parking spaces for valet use was coordinated with the City's Parking Department (see Appendix H). Figure 1 provides details of the site location and the existing on-street parking spaces. Appendix D, provides a Context Location Plan. The remaining two (2) parking spaces will be used to accommodate patrons using rideshare services.

Figure 1 - Existing On-Street Spaces



One Collins Avenue will subcontract with Caribbean Parking Systems to accommodate vehicular valet services. Caribbean Parking Systems 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 Caribbean Parking Systems to schedule pick-ups and reduce congestion at the valet area, as well as coordinate valet shuttles.

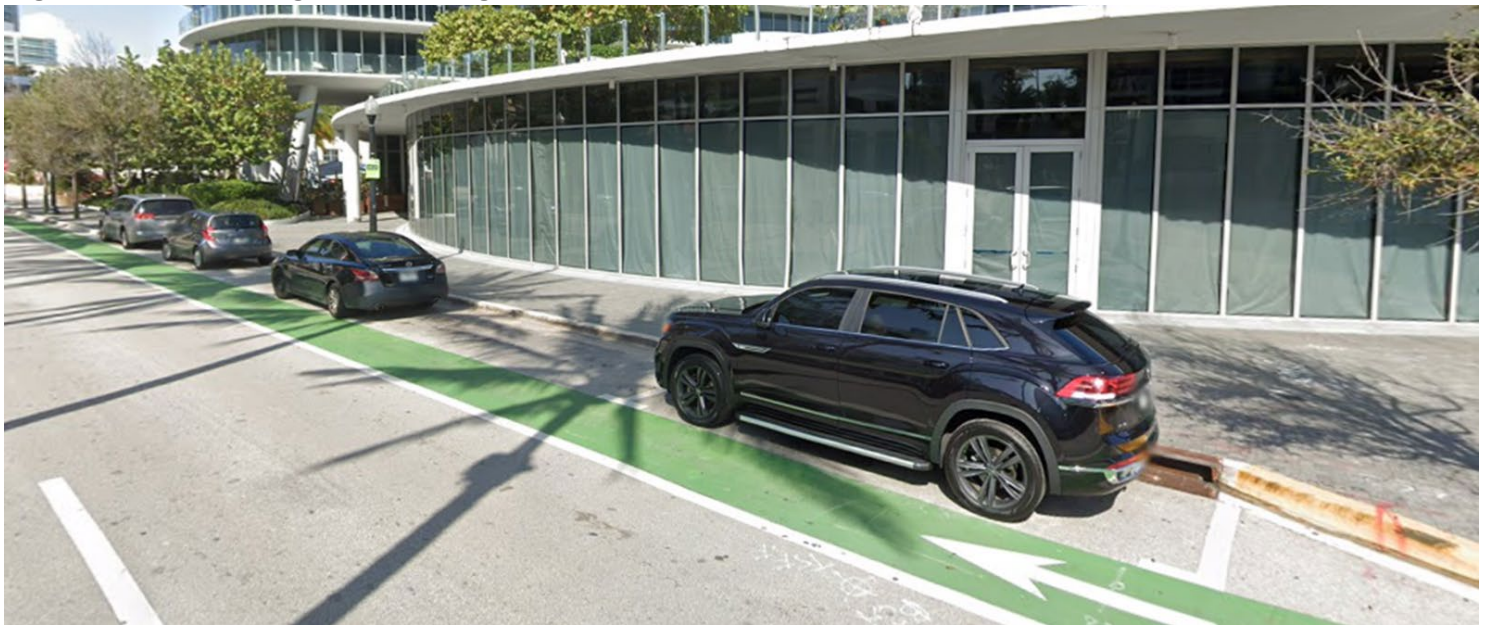


Figures 2 and 3 provide photographs of the site along Ocean and South Pointe Drives. As noted in the image, valet parking operations are to be maintained using three of the five on-street parking spaces along South Pointe Drive. All patrons are expected to valet or use the drop-off area for taxi or rideshare arrivals. Furthermore, it is recommended to add the following condition to the project approval to ensure none of the vehicular lanes or the bike lane are used for staging or queuing of vehicles: “All valet parking operations shall be conducted within the rented on-street parking space(s) for the valet ramp and shall not block, at any time, the bicycle lanes on South Pointe Drive.”.

Figure 2 - Site Photograph looking South towards the intersection of Ocean Drive and South Pointe Drive.



Figure 3 - Site Photograph Looking West towards the intersection of South Pointe Drive and Collins Ave.





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.

Caribbean Parking Systems Valet attendants will serve patrons with a valet station located in-front of the project site, adjacent to the dedicated on-street valet parking spaces. Valet attendants would travel along South Pointe Drive, Collins Avenue, 2nd Street and Ocean Drive to pick-up or drop-off vehicles. The calculated service time for vehicles parked at the 125 Collins Avenue Parking Garage is 5.0 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		Valet Attendant	Vehicle		Valet Attendant
Distance	1000 feet	Distance	1000 feet	Distance	1500 feet
Average Speed	25 mph	Average Speed	5 feet/sec.	Average Speed	25 mph
Travel Time	0.45 minutes	Travel Time	3.33 minutes	Travel Time	0.68 minutes
Controlled Delay	0.50 minutes	Controlled Delay	0.50 minutes	Controlled Delay	0.50 minutes
Vehicle Time	0.95 minutes	Pedestrian Time	3.83 minutes	Vehicle Time	1.18 minutes
Drop-Off Time 4.79 Minutes			Pick-Up Time 5.02 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 97.5% Confidence Interval). Please refer to Table 3 for the details of the valet operation analysis.

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

Peak Hour Arrival Vehicles	54 veh/hr	Attendant Pick-up Rate	5.0 min/veh
Peak Hour Departure Vehicles	38 veh/hr	Attendant Drop-off Rate	4.79 min/veh
Avg. Vehicle Arrival Rate (λ)	92 veh/hr	Avg. Attendant Service Rate	4.9 min/veh

Valet Attendants (s)	10 person	97.5% Confidence Interval	
Hourly Service Rate per Attendant (μ)	12.2 veh/hr		
Mean Service Rate for System ($s\mu$)	122.4 veh/hr		
Avg. Time Waiting in Queue (Wq)	0.57 minutes		
Avg. Time Spent in the System (W)	5.47 minutes		
Avg. Vehicles in the System (L)	8.4 veh	Probability M vehicles are waiting	2.5%
Avg. System Utilization (p)	75.2%	Waiting Vehicles (M)	4.0 veh
Probability no vehicles on queue (Po)	0.05%	Valet Parking Stalls	3 veh
Avg. Vehicles Waiting in Queue (Lq)	0.87 veh	Exceeding vehicles	1.0 veh



Transportation Demand Management Plan

One of the reasons the proposed Miami Beach location of the One Collins Avenue 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.

One Collins Avenue 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, One Collins Avenue Restaurant has designated Mr. Abraham Merchant, as the restaurant’s Employee Transportation Coordinator. Mr. Merchant’s contact information is as follows:

Mr. Abraham Merchant
Phone: 212.871.5601
Email: amerchant@merchantshospitality.com

Promoting Transit. One Collins Avenue 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.

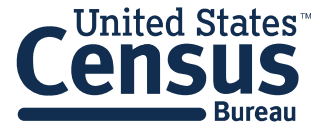
Promoting Pedestrian and Cycling. South Pointe Drive, Ocean Drive, and Collins Avenue have wide sidewalks (>5ft) which will be maintained as part of the operation of the restaurant with locations for open cafes, well established landscaping and local art which promotes and invites walking. These wide sidewalks and streetscape amenities such as lighting, landscaping, benches, bike racks, and trash cans, create an environment which encourages walking and cycling, and are proposed to remain. Furthermore, South Pointe Drive has bike lanes on both directions, which serve as a major east-west connector for the bicycle network, and Ocean Drive has bike lanes on both directions, which serve as a major north-south connector for the bicycle network. The project site is located right at the node which links these two major north-south and east-west connectors, promoting and inviting the use of alternative transportation modes for patrons and employees.



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

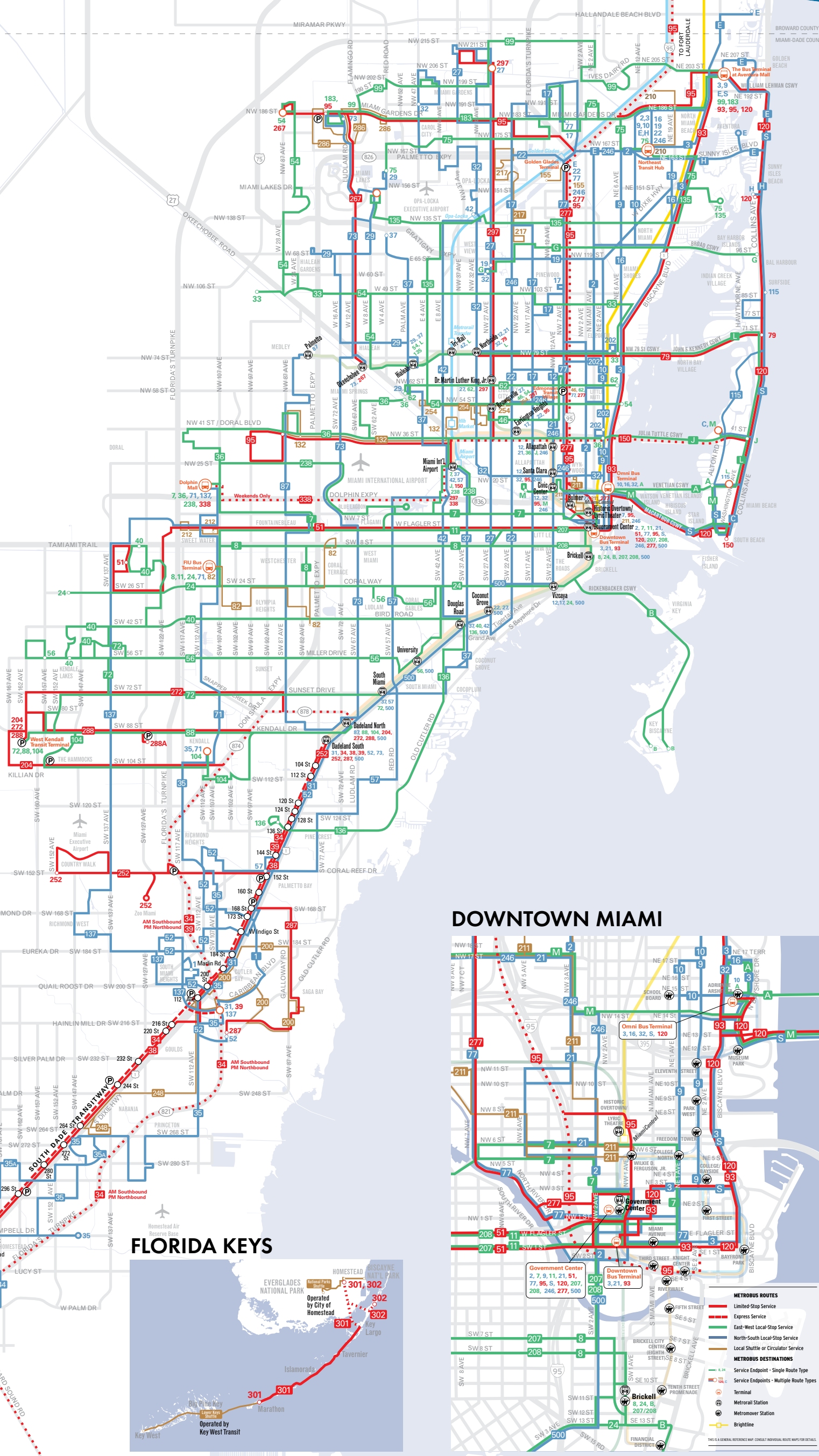


METROBUS SYSTEM

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.



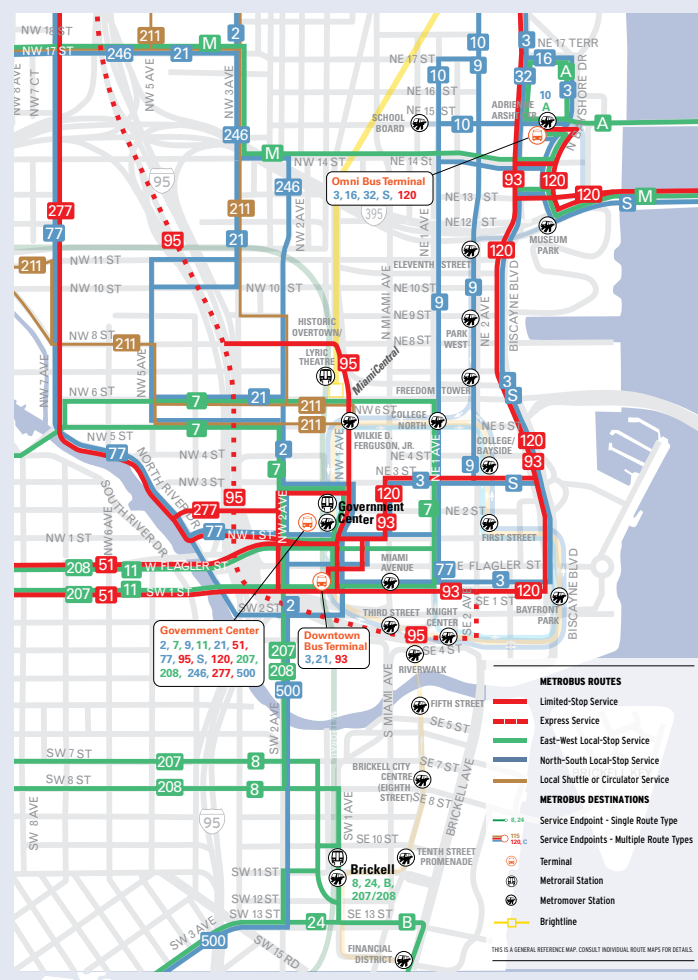
BROWARD COUNTY



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 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 C
City of Miami Beach South Beach Trolley Map



APPENDIX D

Context Location Plan



Context Location Plan



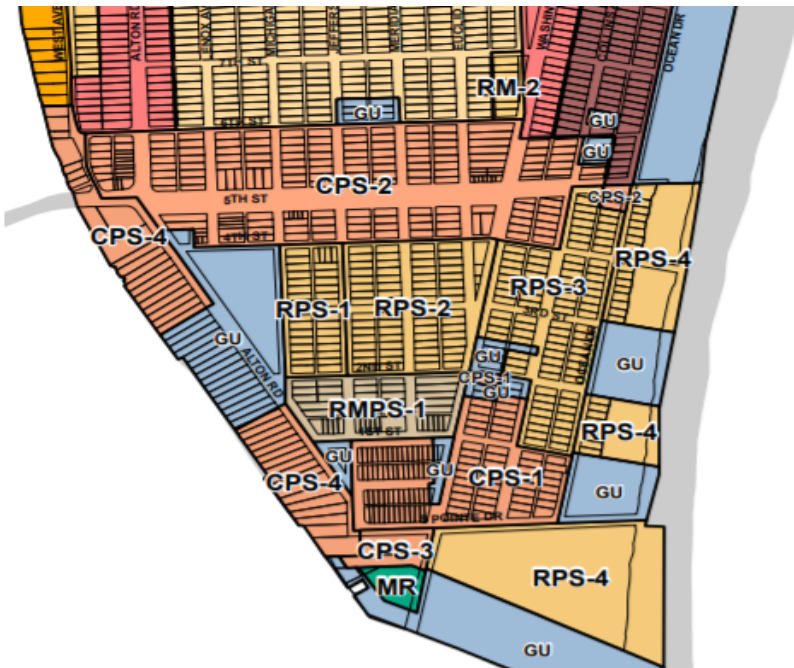


APPENDIX E

Land Use Plan



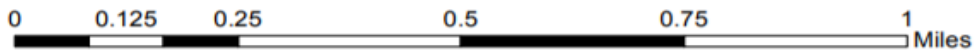
Land Use Plan



*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 F

Site Plan, Floor Plan and Site Access



NORBERTO ROSENSTEIN ARCHITECT, INC.
ARCHITECTURE - INTERIOR DESIGN - PLANNING

126 S. FEDERAL HIGHWAY SUITE # 202
DANIA BEACH, FLORIDA 33004
PH: (954) 922-6551

EMAIL: nro@norsteinarchitect.com
WEB: www.norsteinarchitect.com

STATE REG. NO. AR0016674
STATE REG. NO. AA26018096
NATL. REG. NO. 69178
COPYRIGHT © 2016
NORBERTO ROSENSTEIN ARCHITECT, INC.
ALL RIGHTS RESERVED. THIS DOCUMENT OR PARTS THEREOF, MAY NOT BE REPRODUCED IN ANY FORM WITHOUT PERMISSION.

DESIGNED: N.R.
DRAWN: D.P.
CHECKED: N.R.

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY ME OR UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, COMPLY WITH ALL APPLICABLE CODES.

- DRY FLOOD PROOFING REQUIREMENTS:**
1. BUILDING CLASSIFIED AS TYPE II ACCORDING TO ASCE 24 TABLE 1-1, AND TO BE DRY FLOOD PROOFED IN ACCORDANCE WITH ASCE 24 (FBC 2015, BUILDING SECTION 1912.2)
 2. DRY FLOODPROOFED STRUCTURE OF AREA BELOW SHALL BE DESIGNED AND CONSTRUCTED SO THAT ANY STRUCTURE OF AREA BELOW THE APPLICABLE ELEVATION SPECIFIED IN ASCE 24 TABLE 6-1, TOGETHER WITH ATTENDANT UTILITY AND SANITARY FACILITIES, IS WATER-TIGHT WITH WALLS SUBSTANTIALLY IMPERMEABLE TO THE PASSAGE OF WATER AND WITH STRUCTURAL COMPONENTS HAVING THE CAPABILITY OF RESISTING HYDROSTATIC AND HYDRODYNAMIC LOADS AND EFFECTS OF BUOYANCY, ACCORDING TO ASCE 24 TABLE 1-1 FOR TYPE II CLASSIFICATION. THE STRUCTURE MUST BE FLOOD PROOFED TO AN ELEVATION OF BFE + 1 FT (+9'-0" NGVD).
 3. PROVIDED FLOOD PROOFING CERTIFICATE, SIGNED BY ARCHITECT/ENGINEER OF RECORDS WITH SHELL PERMIT.
 4. ALL CONSTRUCTION MATERIALS BELOW THE ELEVATION SPECIFIED IN ASCE 24 TABLE 5-1, SHALL BE CONSTRUCTED WITH FLOOD-DAMAGE-RESISTANT MATERIAL. ACCORDING TO ASCE 24 TABLE 1-1 TYPE II CLASSIFICATION, THE STRUCTURE MUST BE CONSTRUCTED WITH FLOOD-DAMAGE-RESISTANT MATERIALS TO AN ELEVATION OF BFE + 1 FT (+9'-0" NGVD).
 5. ANY UTILITIES AND ATTENDANT EQUIPMENT OUTSIDE THE DRY FLOOD PROOFED AREA AND ANY UTILITIES AND ATTENDANT EQUIPMENT SERVING THE RESIDENTIAL AREA WILL BE ELEVATED AT OR ABOVE BFE + 1 FT NGVD.
 6. PROVIDED FLOOD DAMS AT ALL OPENINGS TO 1'-0" ABOVE BFE WITH SHELL PERMIT.
 7. ALL STRUCTURE IS DRY FLOOD PROOFED TO 1'-0" ABOVE BFE. FLOOD PROOFING MEMBRANE INSTALLED 1 FT ABOVE (+9'-0" NGVD) BASE FLOOD ELEVATION PER SHELL DRAWINGS.
 8. UPLIFT STABILITY CALCULATION FOR CONCRETE SLAB GRADE PROVIDED BY STRUCTURAL ENGINEER WITH SHELL PERMIT.

REVIEWED and APPROVED FOR CODE COMPLIANCE
JUN 09 2017
NOVA ENGINEERING AND ENVIRONMENTAL LLC

REVISIONS	
COMM.	DATE
2017-12	5/1/2017

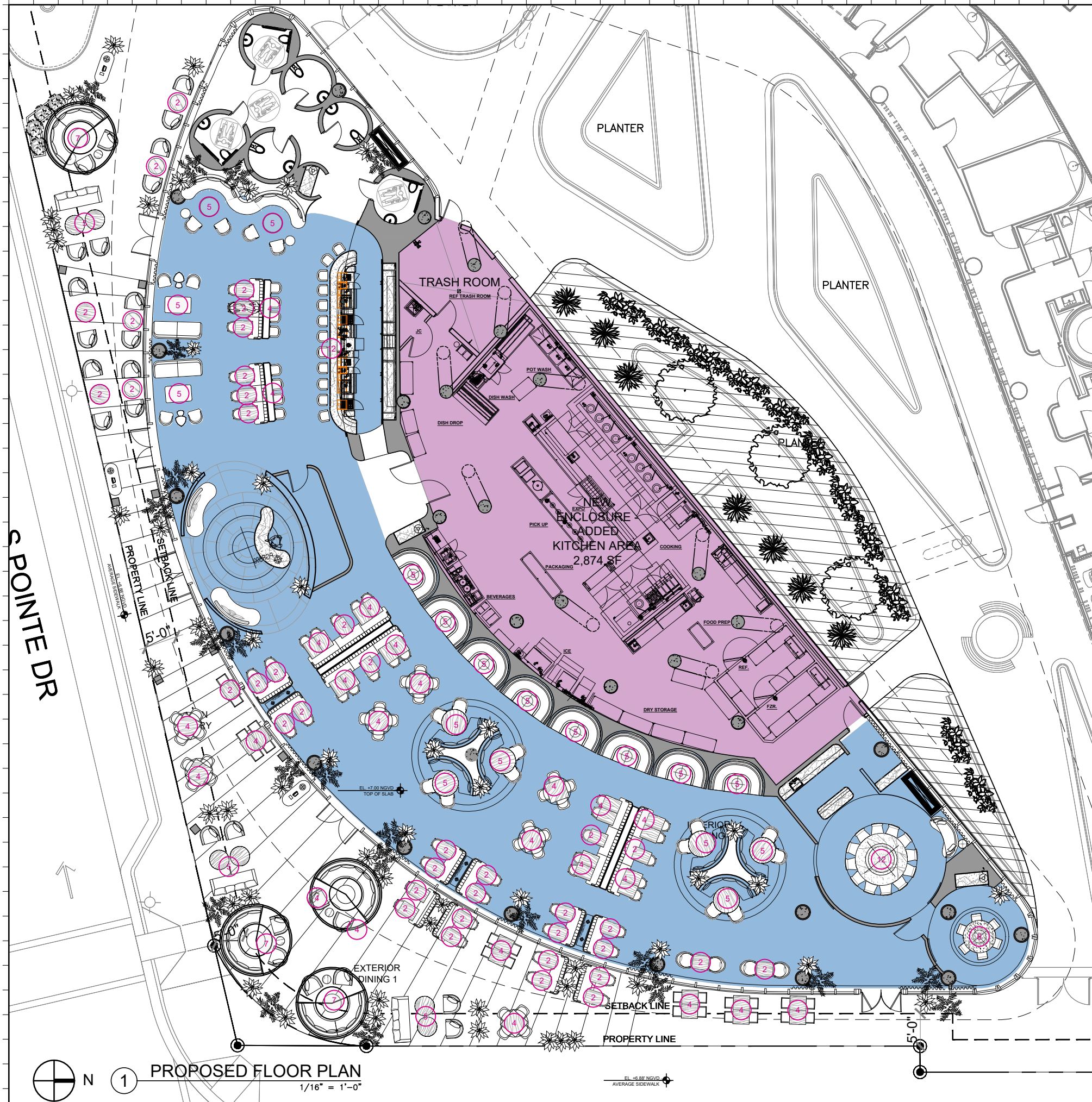
IL RICCIO
1 COLLINS AVE

MIAMI BEACH, FLORIDA
33139

SITE PLAN

A-1.1 OF 13





FLOOR PLAN GENERAL NOTES

1. SEPARATE PERMIT BY SPECIALTY CONTRACTOR FOR SPRINKLED SYSTEM, KITCHEN HOOD AND FIRE SUPPRESSANT
2. NO ARCHITECTURAL WORK TO BE DONE TO EXTERIOR OF BUILDING, SCOPE OF WORK LIMIT TO INTERIOR AND ENTRY OPEN PATIO
3. GROUND FLOOR OUTDOOR AREA TO CLOSE BY 12 AM

NOT INCLUDED IN CONSTRUCTION SCOPE

SEAT COUNT PER TABLE

FIRST FLOOR

BAR: 020 SEATS
 INDOOR DINING: 204 SEATS
 OUTDOOR DINING: 106 SEATS

TOTAL SEAT COUNT: 330 SEATS

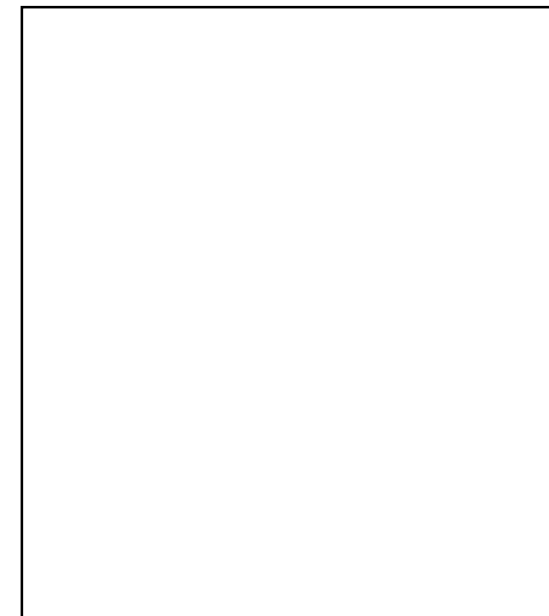
330 / 2 = 165
 165 / 75 = 2.2 (3 PLUMBING FIXTURES REQUIRED PER SEX)

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.

LEVEL 1 CALCULATED MAXIMUM TOTAL OCCUPANT LOAD

SPACE NAME	TYPE OF USE	AREA	OCCUPANCY SQ. FT/ PERSON	MAX OCCUPANCY LOAD
INTERIOR DINING	ASSEMBLY (LESS CONCENTRATED)	6116 SF	15	408
KITCHEN	KITCHEN	2870 SF	100	29

LEVEL 1 CALCULATED MAXIMUM TOTAL OCCUPANT LOAD = 437



Rev. _____ Date _____

PROGRESS PRINT
 2023-04-18

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF KOBI KARP AIA, AND MAY NOT BE DUPLICATED, USED, OR DISCLOSED WITHOUT THE EXPRESS WRITTEN CONSENT OF KOBI KARP ARCHITECTURE & INTERIOR DESIGN, INC. AIA (c) 2023

PERMIT SET

PLANNING BOARD
 FIRST SUBMITTAL

ONE OCEAN RESTAURANT
 RENOVATIONS
 1 COLLINS AVE
 MIAMI BEACH, FLORIDA. 33139

Owner:
 Name OWNER
 Address OWNER_ADDRESS1
 Address OWNER_ADDRESS2
 Tel. OWNER_PHONE
 Email OWNER_EMAIL

Consultant:
 Name
 Address
 Address
 Tel.
 Email

Consultant:
 Name
 Address
 Address
 Tel.
 Email

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



KOBI KARP
 Lic. # AR0012578

**LEVEL 01
 FLOOR PLAN**

Date 2023-04-03 Sheet No. _____
 Scale - A3.00
 Project 2292

C POINTE DR

PROPOSED FLOOR PLAN
 1/16" = 1'-0"



APPENDIX G

ITETripGen Web Application Worksheets and Graphs

1 Collins Ave

EXISTING WEEKEND PEAK HOUR

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips		
			In	Out	Total		In	Out	Total
851 / Convenience Store	2290	SF	91	90	181	20%	73	72	145
931 / Fine Dinning Restaurant	356	Seats	69	48	117	20%	55	38	93
Totals							128	110	238

PROPOSED WEEKEND PEAK HOUR

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips		
			In	Out	Total		In	Out	Total
931 / Fine Dinning Restaurant	350	Seats	68	48	116	20%	54	38	92
Totals							54	38	92

Total Trips Increase (Decrease) (74) (72) (146)

Land Use: 851 Convenience Store

Description

A convenience store is a small retail business that sells grocery and other everyday items that a person may need or want as a matter of convenience. Convenience stores are typically located along major thoroughfares to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) further support the convenience of the store. A convenience store is also commonly called a convenience market.

The product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine.

Coffee and pre-made sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

Convenience store/gas station (Land Use 945) is a related use.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arizona, California, New Jersey, New York, Ontario, Canada, Oregon, Pennsylvania, Texas, and Virginia.

Source Numbers

168, 253, 282, 542, 550, 862, 863, 882, 931, 955, 975

Convenience Store (851)

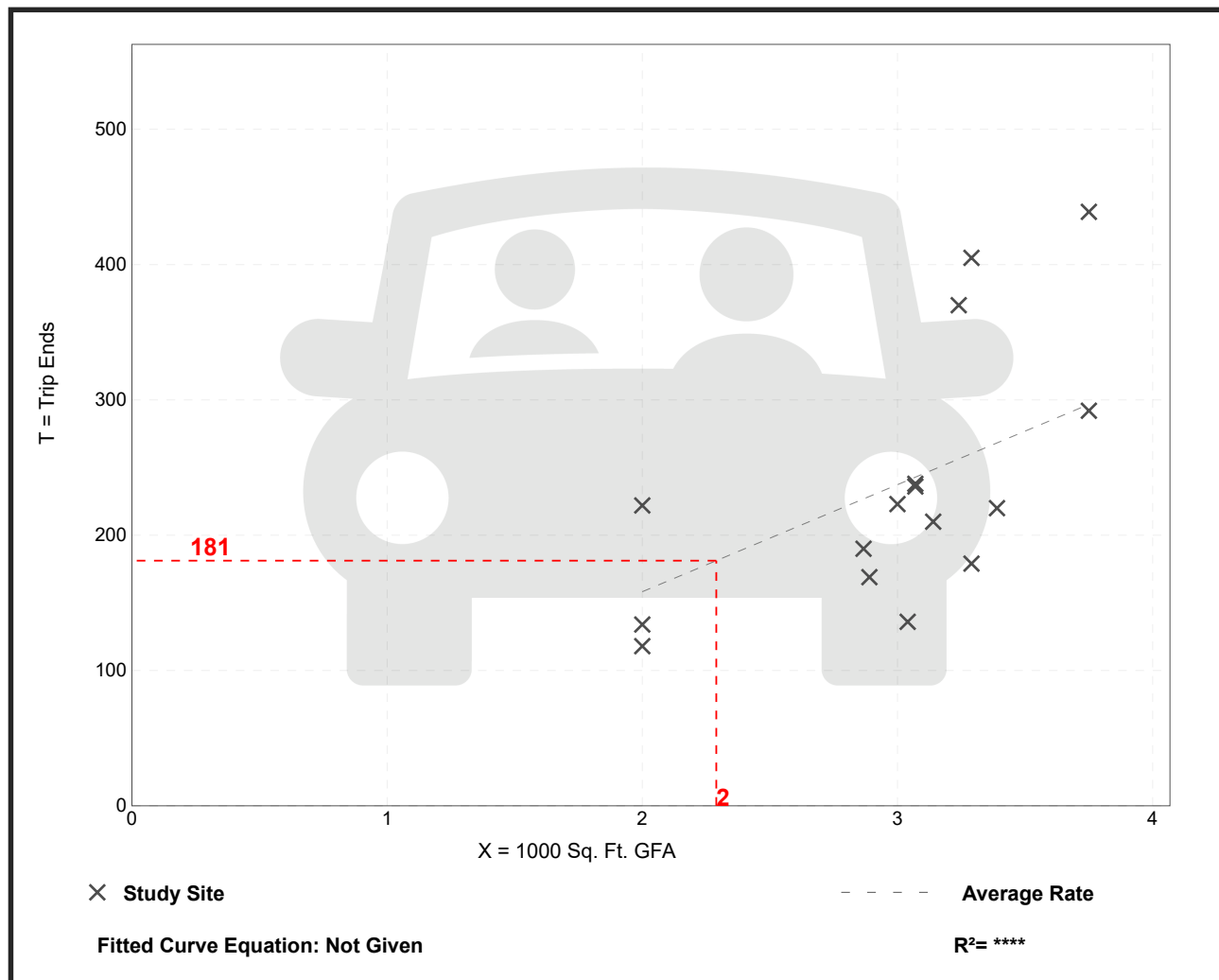
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
79.12	44.74 - 123.10	24.75

Data Plot and Equation



Land Use: 931

Fine Dining Restaurant

Description

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

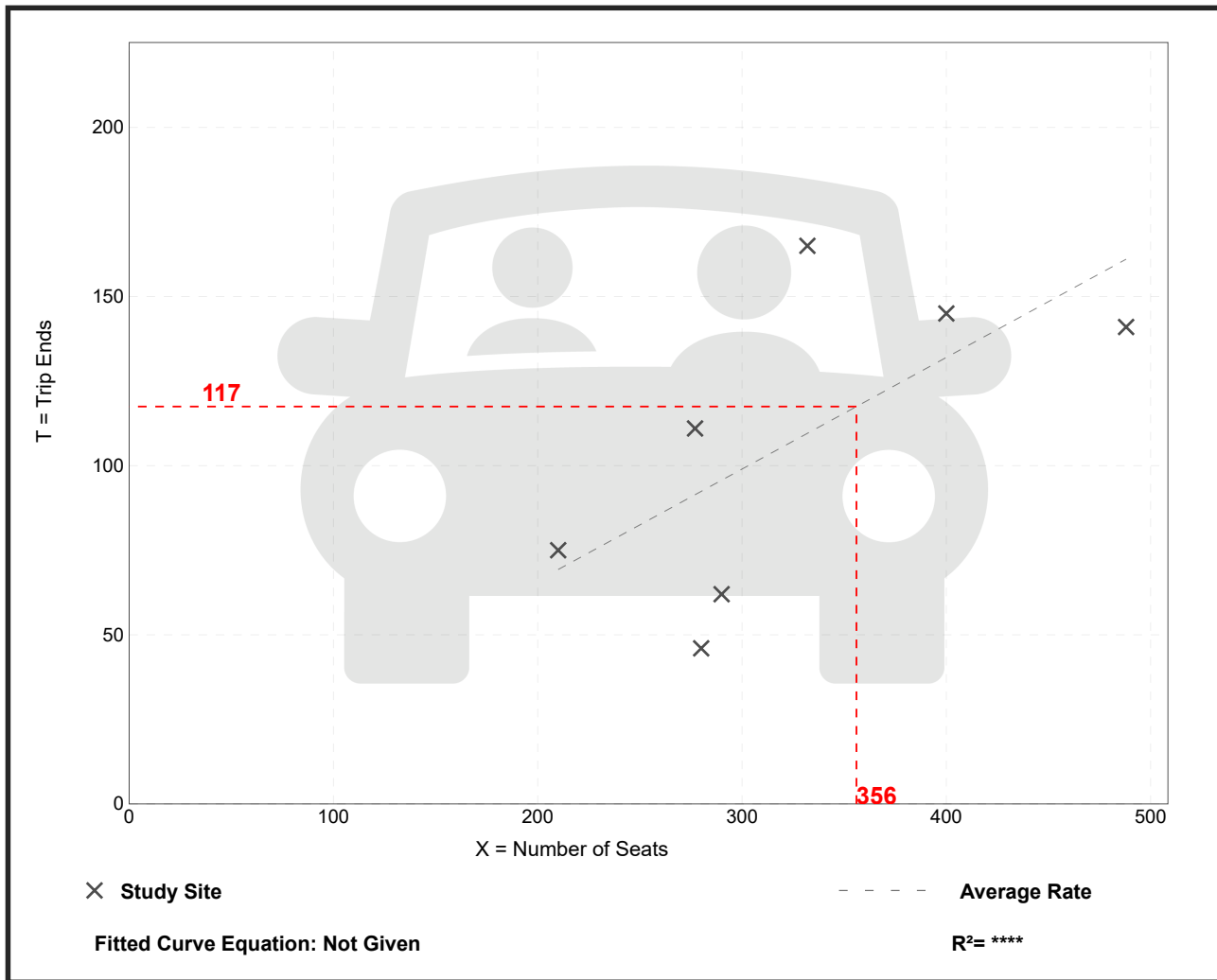
Vehicle Trip Ends vs: Seats
On a: Saturday, Peak Hour of Generator

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)

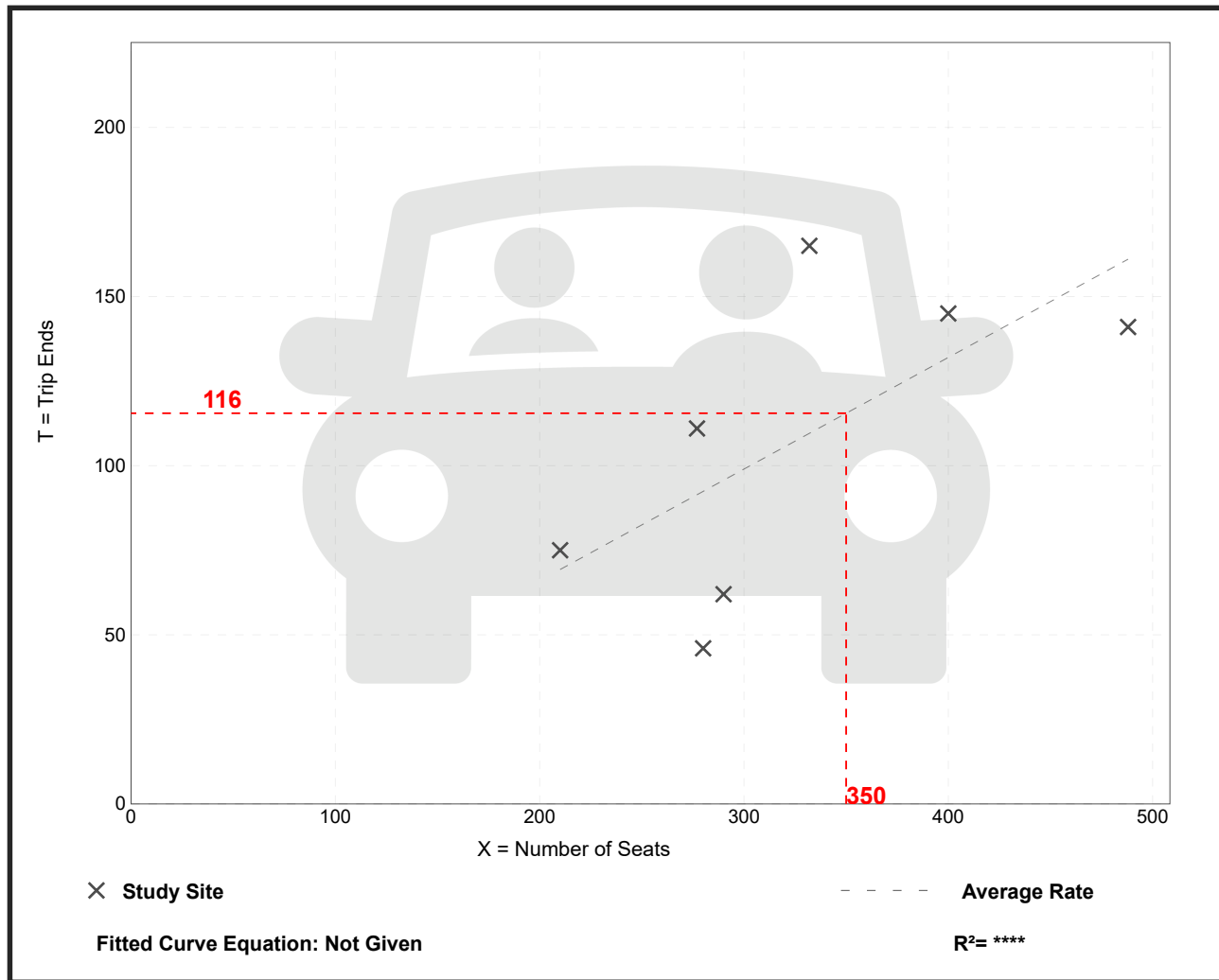
Vehicle Trip Ends vs: Seats
On a: Saturday, Peak Hour of Generator

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

Coordination with City of Miami Beach Parking Department



Alfredo Cely <alfredo@alfka.com>

PB23-0598 - Traffic Study Submittal - 1 Collins Ave - Valet Analysis and Stand

Ventura, Alberto <AlbertoVentura@miamibeachfl.gov>

Mon, May 1, 2023 at 9:10 AM

To: "Nicholas J. Rodriguez-Caballero" <nrodriguez@brzoninglaw.com>, "Rodriguez, Otniel" <OtnielRodriguez@miamibeachfl.gov>, "Beltran, Monica" <MonicaBeltran@miamibeachfl.gov>
Cc: Alfredo Cely <alfredo@alfka.com>, "Michael W. Larkin" <MLarkin@brzoninglaw.com>, Maidoly Telleria <Mtelleria@brzoninglaw.com>, Alfred <alfred@elite-parking.net>, "Gutierrez, Samira" <SamiraGutierrez@miamibeachfl.gov>, "Goncalves, Katie" <KatieGoncalves@miamibeachfl.gov>, "Herrera, Miriam" <MiriamHerrera@miamibeachfl.gov>, "Garavito, Alejandro" <AlejandroGaravito@miamibeachfl.gov>, "Madan, Rogelio" <RogelioMadan@miamibeachfl.gov>

Good morning Nick,

The valet operator will only be allowed to use four parking spaces, not five.

Thank you,

Alberto Ventura, Assistant Director

Parking Department

1755 Meridian Avenue, Miami Beach, FL 33139
305-673-7000 ext. 22315/ fax# 305-673-6054

albertoventura@miamibeachfl.gov

www.miamibeachfl.gov

We are committed to providing excellent public service and safety to all who live, work and play in our vibrant, tropical, historic community

MIAMIBEACH



It's easy being Green! Please consider our environment before printing this email

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

Sent: Monday, April 24, 2023 12:05 PM

To: Rodriguez, Otniel <OtnielRodriguez@miamibeachfl.gov>; Beltran, Monica <MonicaBeltran@miamibeachfl.gov>; Ventura, Alberto <AlbertoVentura@miamibeachfl.gov>

Cc: Alfredo Cely <alfredo@alfka.com>; Michael W. Larkin <MLarkin@brzoninglaw.com>; Maidoly Telleria <Mtelleria@brzoninglaw.com>; Alfred <alfred@elite-parking.net>; Gutierrez, Samira <SamiraGutierrez@miamibeachfl.gov>; Goncalves, Katie <KatieGoncalves@miamibeachfl.gov>; Herrera, Miriam <MiriamHerrera@miamibeachfl.gov>; Garavito, Alejandro <AlejandroGaravito@miamibeachfl.gov>; Madan, Rogelio <RogelioMadan@miamibeachfl.gov>

Subject: PB23-0598 - Traffic Study Submittal - 1 Collins Ave - Valet Analysis and Stand

[THIS MESSAGE COMES FROM AN EXTERNAL EMAIL - USE CAUTION WHEN REPLYING AND OPENING LINKS OR ATTACHMENTS]

Good morning Otniel, Monica, and Alberto,

Attached please find the traffic analysis for PB23-0598, the proposed CUP for [1 Collins Avenue](#), CU-1 and CU-2. We are submitting under the July PB cycle.

Below please find the methodology used to develop this analysis.

Methodology:

The commercial property at [1 Collins Avenue](#) is proposed to be redeveloped into a sit-down fine-dining restaurant. The commercial space was previously permitted as a sit-down restaurant with a total of 356 seats and as a 2,290 sq.ft. retail space. The proposed redevelopment will use the space allotted for the 356-seat restaurant and the 2,290 sq.ft. retail space. The proposed sit-down fine dining restaurant will have a total of 540 dining seats. The Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) was used to estimate vehicular traffic for the originally permitted condition (restaurant + retail) and the proposed condition (restaurant only). Because the proposed development generates less vehicular traffic than originally permitted, no additional review of existing or proposed traffic conditions was completed. The proposed restaurant will provide valet parking services to its patrons. To estimate the required amount of valet attendants to maintain an adequate queue within the available five on-street parking spaces, a valet queuing operations analysis was performed based on the methodology outlined in ITE’s Transportation and Land Development manual published in 1988. To assist the owner in developing a Transportation Demand Management Plan, the study provides multiple Transportation Demand Strategies to be used to encourage the use of transportation modes different than single-passenger vehicular uses.

Please let us know if you have any comments.

Thank you,

Nick



Nicholas J. Rodriguez-Caballero

Bercow Radell Fernandez Larkin + Tapanes

200 S. Biscayne Boulevard, Suite 300, Miami, FL 33131

nrodriguez@brzoninglaw.com | www.brzoninglaw.com

O: (305) 377 6234 | F: (305) 377 6222

vCard

Biography



APPENDIX I

Previous Project Approval



CFN 2012R0522479
DR Bk 28202 Pgs 1208 - 1216f (9pgs)
RECORDED 07/25/2012 11:56:07
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

DOCUMENT COVER PAGE

For those documents not providing the required space on the first page, this cover page must be attached.

It must describe the document in sufficient detail to prohibit its transference to another document.

An additional recording fee for this page must be remitted.

(Space above this line reserved for recording office use)

Document Title: order
(Mortgage, Deed, Construction Lien, Etc.)

Executing Party: _____

Legal Description: _____
(If Applicable)

As more fully described in above described document.

Return Document To / Prepared By:
A. Gonzalez
333 Avenue of the Americas

**F.S. 695.26 Requirements for recording instruments affecting real property—
(Relevant excerpts of statute)**

(1) No instrument by which the title to real property or any interest therein is conveyed, assigned, encumbered, or otherwise disposed of shall be recorded by the clerk of the circuit court unless:

(e) **A 3-inch by 3-inch space at the top right-hand corner on the first page** and a 1-inch by 3-inch space at the top right-hand corner on each subsequent page are reserved for use by the clerk of the court...

CERTIFICATION

THIS IS TO CERTIFY THAT THE ATTACHED DOCUMENT IS A TRUE AND ACCURATE COPY OF THE ORIGINAL ON FILE IN THE OFFICE OF THE PLANNING DEPARTMENT.

CITY OF MIAMI BEACH

(Signature of Planning Director or Designer) [Signature] (Date) 7-10-2012
Personally known to me or Produced ID: _____

[Signature]
Notary Public, State of Florida at Large
Printed Name: Teresa Maria
My Commission Expires: (Seal) 12-2-13

This document contains 8 pages.

TERESA MARIA
MY COMMISSION # DD 928148
EXPIRES: December 2, 2013
Bonded Thru Budget Notary Services



**DESIGN REVIEW BOARD
City of Miami Beach, Florida**

MEETING DATE: July 3, 2012

FILE NO: 18988

PROPERTY: 2-30 & 46-64 Ocean Drive, 1-35 & 69 Collins Avenue.
BLOCK 1

LEGAL: Lots 1,2,3,5, 6, 7, 8, 9, 10, 11, 12, 13 & 17 less the easterly 15 feet of Lots 7 & 8, and portions of the alley between said lots, Block 1, of Ocean Beach Fl, According to the Plat Thereof, as recorded in Plat Book 2 at Page 38, of the Public Records of Miami-Dade County, Florida.

IN RE: The Application for modifications to a previously issued Design Review Approval for the construction of a new condo-hotel complex with two (2) 7-story buildings on vacant lots. Specifically the applicant is requesting design modifications to the previously approved project.

ORDER

The applicant, TRG-Block One, Ltd, filed an application with the City of Miami Beach Planning Department for Design Review Approval.

The City of Miami Beach Design Review Board makes the following FINDINGS OF FACT, based upon the evidence, information, testimony and materials presented at the public hearing and which are part of the record for this matter:

- A. Based on the plans and documents submitted with the application, testimony and information provided by the applicant, and the reasons set forth in the Planning Department Staff Report, the project as submitted is not consistent with Design Review Criteria 3 & 17 in Section 118-251 of the Miami Beach Code.
- B. The project would be consistent with the criteria and requirements of section 118-251 if the following conditions are met:
 - 1. Revised elevation, site plan and floor plan drawings shall be submitted to and approved by staff; at a minimum, such drawings shall incorporate the following:
 - a. Where applicable, true curved glass railings shall be required at the corners of the structures where the reduced radii of the curves will result in the faceted glass railings having an adverse impact upon the integrity of the smoothly curved project design, subject to the review and approval of staff.

[Signature]

- b. The final design and details, including materials and finishes of all exterior security devices shall be provided, in a manner to be reviewed and approved by staff.
 - c. The final design and detailing of all exterior and interior lighting visible from adjacent rights-of-way shall be provided, in a manner to be reviewed and approved by staff.
 - d. All exterior building signage shall be composed of flush mounted, back lit letters, and shall require a separate permit.
 - e. Manufacturers drawings and Dade County product approval numbers for all new windows, doors and glass shall be required.
 - f. All roof-top fixtures, air-conditioning units and mechanical devices, both existing and proposed, shall be clearly noted on a revised roof plan and shall be screened from view, in a manner to be approved by staff.
 - g. Prior to the issuance of a Certificate of Occupancy, the project Architect shall verify, in writing, that the subject project has been constructed in accordance with the plans approved by the Planning Department for Building Permit.
2. A revised landscape plan, prepared by a Professional Landscape Architect, registered in the State of Florida, and corresponding site plan, shall be submitted to and approved by staff. The species type, quantity, dimensions, spacing, location and overall height of all plant material shall be clearly delineated and subject to the review and approval of staff. At a minimum, such plan shall incorporate the following:
- a. The proposed park on the northwest corner of the site shall be open to the public from dawn to dusk and shall be fully maintained by the applicant and/or its successor, the condominium association. Fencing, sign and gate details for the proposed park shall be subject to the review and approval of staff. Seating areas shall also be required and bike racks shall be located outside the fenced park so that they are accessible from the sidewalk, subject to the review and approval of staff.
 - b. Substantially more shade trees shall be required within the park area, including along First Street and Collins Avenue, subject to the review and approval of staff.
 - c. The final design and details of all exterior paving shall be provided, subject to the review and approval of staff. If non City standard materials are provided in the rights of way, any and all signs designating private property shall be prohibited on the subject site, including along all driveways, walkways and plazas.
 - d. Bicycle racks shall be provided, in a manner to be reviewed and approved by staff.

- e. Parking of vehicles shall be prohibited within the drop off area along South Pointe Drive. Such area shall be exclusively utilized for active valet drop-off and pick-up only.
 - f. All right-of-way trees shall include up-lighting, irrigation, and fertilization trenches, and possible structural soils within the sidewalk, as well as the use of the City's standard bound aggregate system, subject to the review and approval of staff.
 - g. Shade trees in accordance with the City Streetscape plans for South Pointe Drive, shall be extended along the entire portion of South Pointe Drive adjacent to the subject property in the areas where the eyebrow above the ground level storefront would not interfere with such tree placement, in a manner to be reviewed and approved by staff
 - h. A fully automatic irrigation system with 100% coverage and an automatic rain sensor in order to render the system inoperative in the event of rain. Right-of-way areas shall also be incorporated as part of the irrigation system.
 - i. The utilization of root barriers and/or structural soil, as applicable, shall be clearly delineated on the revised landscape plan.
 - j. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all backflow preventors and all other related devices and fixtures; such fixtures and devices shall not be permitted within any required yard or any area fronting a street or sidewalk. The location of backflow preventors, siamese pipes or other related devices and fixtures, if any, and how they are screened with landscape material from the right-of-way, shall be clearly indicated on the site and landscape plans and shall be subject to the review and approval of staff.
 - k. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all applicable FPL transformers or vault rooms; such transformers and vault rooms, and all other related devices and fixtures, shall not be permitted within any required yard or any area fronting a street or sidewalk. The location of any exterior transformers, and how they are screened with landscape material from the right-of-way, shall be clearly indicated on the site and landscape plans and shall be subject to the review and approval of staff.
 - l. Prior to the issuance of a Certificate of Occupancy, the Landscape Architect for the project shall verify, in writing, that the project is consistent with the site and landscape plans approved by the Planning Department for Building Permit.
3. The final exterior surface color scheme, including color samples, shall be subject to the review and approval of staff and shall require a separate permit.
4. A traffic mitigation plan, which addresses all roadway Level of Service (LOS) deficiencies relative to the concurrency requirements of the City Code, if required, shall be submitted prior to the issuance of a Building Permit and the

final building plans shall meet all other requirements of the Land Development Regulations of the City Code.

5. The final building plans shall meet all applicable requirements of the Land Development Regulations of the City Code.
6. All new and altered elements, spaces and areas shall meet the requirements of the Florida Accessibility Code (FAC).
7. The applicant may be required to submit a separate analysis for water and sewer requirements, at the discretion of the Public Works Director, or designee. Based on a preliminary review of the proposed project, the following may be required by the Public Works Department:
 - a. A traffic and neighborhood impact study shall be conducted as a means to measure a proposed development's impact on transportation and neighborhoods. The study shall address all roadway Level of Service (LOS) deficiencies relative to the concurrency requirements of the City Code, and if required, shall be submitted prior to the issuance of a Building Permit. The final building plans shall meet all other requirements of the Land Development Regulations of the City Code. The developer shall refer to the most recent City of Miami Beach's Traffic and Neighborhood Impact Methodology as issued by the Public Works Department.
 - b. Remove/replace sidewalks, curbs and gutters on all street frontages, if applicable. Unless otherwise specified, the standard color for city sidewalks is red, and the standard curb and gutter color is gray.
 - c. Mill/resurface asphalt in rear alley along property, if applicable.
 - d. Provide underground utility service connections and on-site transformer location, if necessary.
 - e. Provide back-flow prevention devices on all water services.
 - f. Provide on-site, self-contained storm water drainage for the proposed development.
 - g. Meet water/sewer concurrency requirements including a hydraulic water model analysis and gravity sewer system capacity analysis as determined by the Department and the required upgrades to water and sewer mains servicing this project.
 - h. Payment of City utility impact fees for water meters/services.
 - i. Provide flood barrier ramps to underground parking or minimum slab elevation to be at highest adjacent crown road elevation plus 8".
 - j. Right-of-way permit must be obtained from Public Works.
 - k. All right-of-way encroachments must be removed.

- I. All planting/landscaping in the public right-of-way must be approved by the Public Works and Parks Departments.
8. The project shall coordinate and comply with any landscaping or other sidewalk/street improvement standards prescribed by the CIP approved South Pointe Streetscape Project, prior to the completion of the project approved herein and the issuance of a Certificate of Occupancy.
9. The Applicant agrees to the following operational conditions for all permitted uses and shall bind itself, lessees, permittees, concessionaires, renters, guests, users, and successors and assigns and all successors in interest in whole or in part to comply with the following operational and noise attenuation requirements and/or limitations. The applicant shall ensure through appropriate contracts, assignments and management rules that these restrictions are enforced and the applicant agrees to include the rules and regulations set forth in these conditions in any contract or assignment.

a. NOISE CONDITIONS

- i. No commercial outdoor bar counters shall be permitted on the premises.
- ii. The Design Review Board (DRB) or the Planning Director shall retain the right to call the owners and/or operators back before the DRB, at the expense of the owners and/ or operators, to impose and/or modify the hours of operation, or amend or impose other conditions, should there be a valid violation (as determined by Code Compliance) about loud, excessive, unnecessary, or unusual noise or other conditions of this approval. An adverse adjudication of a violation against the owner or operator is not necessary for the board to have jurisdiction over the matter under this condition. This condition vests jurisdiction independent of any other condition hereof.
- iii. A violation of Chapter 46, Article IV, "Noise," of the Code of the City of Miami Beach, Florida (a/k/a "noise ordinance"), as amended, shall be deemed a violation of this approval and subject the approval to modification in accordance with the procedures for modification of prior approvals as provided for in the Code, and subject the applicant to the review provided for in the first sentence of this subparagraph.
- iv. Except as may be required for fire or building code/Life Safety Code purposes, no loudspeakers shall be affixed to or otherwise located on the exterior of the premises.
- v. No outdoor live music shall be permitted at any time, inclusive of percussion, musical instrument, or vocal.
- vi. Entertainment establishments, as well as dance halls, as defined in the Miami Beach City Code, shall be prohibited, and the applicant will not seek permits therefore.

- vii. Special events pursuant to the Miami Beach City Code may not be held on the premises and the applicant agrees that it will not seek or authorize applications for such permits.

b. OPERATIONAL CONDITIONS

- i. All trash containers shall utilize rubber wheels, or the path for the trash containers shall consist of a surface finish that reduces noise, in a manner to be reviewed and approved by staff.
 - ii. Adequate trash room space, air conditioned and noise baffled, shall be provided, in a manner to be approved by the Planning and Public Works Departments. Sufficient interior space must be provided so that doors can remain closed while trash and trash bags are being deposited in dumpsters. Doors shall remain closed and secured when not in active use.
 - iii. Trash room(s)/garbage room(s) shall be large enough, or sufficient in number to accommodate enough dumpsters so that no more than one pick up of garbage per day will be necessary.
 - iv. Garbage dumpster covers shall be closed at all times except when in active use.
 - v. Garbage pickups and service deliveries shall not take place between 6PM and 8AM.
 - vi. Outdoor cooking anywhere on the premises is prohibited. Kitchen and other cooking odors will be contained within the premises. All kitchens and other venting shall be chased to the roof and venting systems shall be employed as necessary to minimize or dissipate smoke, fumes and odors.
 - vii. Equipment and supplies shall not be stored in areas visible from streets, alleys or nearby buildings.
10. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.
11. At the time of completion of the project, only a **Final** Certificate of Occupancy (CO) or **Final** Certificate of Completion (CC) may be applied for; the staging and scheduling of the construction on site shall take this into account. All work on site must be completed in accordance with the plans approved herein, as well as any modifications approved or required by the Building, Fire, Planning, CIP and Public Works Departments, inclusive of all conditions imposed herein, and by other Development Review Boards, and any modifications required pursuant to field inspections, prior to the issuance of a CO or CC. This shall not prohibit the issuance of a Partial or Temporary CO, or a Partial or Temporary CC.
12. The Final Order is not severable, and if any provision or condition hereof is held void or unconstitutional in a final decision by a court of competent jurisdiction, the order shall be returned to the Board for reconsideration as to whether the order

meets the criteria for approval absent the stricken provision or condition, and/or it is appropriate to modify the remaining conditions or impose new conditions.

13. The conditions of approval herein are binding on the applicant, the property's owners, operators, and all successors in interest and assigns.
14. Nothing in this order authorizes a violation of the City Code or other applicable law, nor allows a relaxation of any requirement or standard set forth in the City Code.

IT IS HEREBY ORDERED, based upon the foregoing findings of fact, the evidence, information, testimony and materials presented at the public hearing, which are part of the record for this matter, and the staff report and analysis, which are adopted herein, including the staff recommendations which were adopted by the Board, that the Application for Design Review approval is GRANTED for the above-referenced project subject to those certain conditions specified in Paragraph B of the Findings of Fact (Condition Nos. 1-14, inclusive) hereof, to which the applicant has agreed.

PROVIDED, the applicant shall build substantially in accordance with the plans approved by the Design Review Board, as determined by staff, entitled "Block 1", as prepared by TEN Arquitectos and The Sieger Suarez Architectural Partnership, dated 4-6-12.

No building permit may be issued unless and until all conditions of approval that must be satisfied prior to permit issuance as set forth in this Order have been met. The issuance of Design Review Approval does not relieve the applicant from obtaining all other required Municipal, County and/or State reviews and permits, including final zoning approval. If adequate handicapped access is not provided on the Board-approved plans, this approval does not mean that such handicapped access is not required.

When requesting a building permit, the plans submitted to the Building Department for permit shall be consistent with the plans approved by the Board, modified in accordance with the conditions set forth in this Order.

If the Full Building Permit for the project is not issued within eighteen (18) months of the meeting date at which the original Design Review Approval was granted, the Design Review Approval will expire and become null and void, unless the applicant makes application to the Board for an extension of time, in accordance with the requirements and procedures of Chapter 118 of the City Code; the granting of any such extension of time shall be at the discretion of the Board. At the hearing on any such application, the Board may deny or approve the request and modify the above conditions or impose additional conditions. If the Full Building Permit should expire for any reason (including but not limited to construction not commencing and continuing, with required inspections, in accordance with the applicable Building Code), the Design Review Approval will expire and become null and void.

In accordance with Section 118-264 of the City Code, the violation of any conditions and safeguards that are a part of this Order shall be deemed a violation of the land development regulations of the City Code.





CFN 2012R0522481
 DR Bk 28202 Pgs 1222 - 1229 (8pgs)
 RECORDED 07/25/2012 11:56:07
 HARVEY RUVIN, CLERK OF COURT
 MIAMI-DADE COUNTY, FLORIDA

**PLANNING BOARD
 CITY OF MIAMI BEACH, FLORIDA**

PROPERTY: 2-30 + 46-64 Ocean Drive and 1-35 + 69 Collins Avenue – Block 1.

FILE NO. 2070

IN RE: The request by TRG, BLOCK ONE, LTD., for Conditional Use approval pursuant to Sections 118-192 and 130-38 of the City Code, for a mechanical parking garage with lifts for a portion of the required parking for the project, which includes 50 residential units, 3,290 square feet of retail, 7,880 square feet of restaurant, and 200 required parking spaces.

LEGAL DESCRIPTION: See Exhibits attached.

MEETING DATE: June 26, 2012

CONDITIONAL USE PERMIT

The applicant, TRG, BLOCK ONE, LTD., filed an application for Conditional Use approval under Sections 118-192 and 130-38 of the Land Development Regulations of the City Code. Notice of the request was given as required by law and mailed out to owners of property within a distance of 375 feet of the exterior limits of the property upon which the application was made.

The Planning Board of the City of Miami Beach makes the following FINDINGS OF FACT, based upon the evidence, information, testimony and materials presented at the public hearing and which are part of the of the record for this matter:

- That the property in question is located in the CPS-1 Commercial Performance Standard limited mixed use Zoning District;
- That the use is consistent with the Comprehensive Plan for the area in which the property is located;
- That the intended use or construction will not result in an impact that will exceed the thresholds for the levels of service as set forth in the Comprehensive Plan;
- That structures and uses associated with the request are consistent with the Land Development Regulations;
- That the public health, safety, morals, and general welfare will not be adversely affected;
- That necessary safeguards will be provided for the protection of surrounding property, persons, and neighborhood values.

IT IS THEREFORE ORDERED, based upon the foregoing findings of fact, the evidence, information, testimony and materials presented at the public hearing, which are part of the record for this matter, and the staff report and analysis, which is adopted herein, including staff recommendations, as modified by the Planning Board, that a Conditional Use Permit as requested and set forth above, be GRANTED subject to the following conditions to which the applicant has agreed:

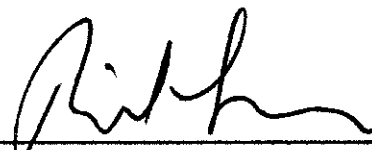
1. The Planning Board shall maintain jurisdiction of this Conditional Use Permit. If deemed necessary, at the request of the Planning Director, the applicant shall provide a progress report to the Board. The Board reserves the right to modify the Conditional Use approval at the time of a progress report in a non-substantive manner, to impose additional conditions to address possible problems and to determine the timing and need for future progress reports. This Conditional Use is also subject to modification or revocation under City Code Sec. 118-194 (c).
2. This Conditional Use Permit is issued to TRG-BLOCK ONE, LTD as owner of the property. Any change of owner, or operator, or 50% (fifty percent) or more stock ownership change shall be required to appear before the Board to affirm their understanding of the conditions listed herein.
3. Substantial modifications to the plans submitted and approved as part of the application, as determined by the Planning Director or designee, may require the applicant to return to the Board for approval of the modified plans.
4. The conditions of approval for this Conditional Use Permit are binding on the applicant, the property owners, operators, and all successors in interest and assigns.
5. Parking operation shall be by valet attendants only, except for residential unit owners who may park their vehicles on the ground level of the garage. Otherwise, no self parking shall be permitted.
6. There shall be personnel on-site monitoring the garage operation during hours of operation seven days a week. The structure, operation, procedures, maintenance, service response procedures, remote technical service team, local, on-site service team, and spare parts inventory shall be in accordance with the requirements of the manufacturer.
7. When construction has been completed, but before the commencement of the garage operations authorized by this Conditional Use Permit and before the issuance of a Business Tax Receipt, the garage operations shall be fully tested under the supervision of one of the noise consultants currently approved by the City to ensure that all aspects of the garage operation fully comply with applicable codes and this approval with respect to noise. The garage shall not begin operating until staff has received and approved in writing a final written report from the noise consultant stating that as tested, all aspects of the garage operation fully comply with the sound study. Thereafter, all aspects of the garage operation shall fully and continuously comply with the parameters of said testing.
8. For mechanical lifts, the parking lift platform must be sealed and of a sufficient width and length (minimum of eight feet by 16 feet) to completely cover the bottom of the vehicle on the platform to prevent dripping liquids or debris onto the vehicle below, where applicable.
9. All mechanical lifts must be designed to prevent lowering of the lift when a vehicle is parked below the lift, where applicable.
10. All electrical components of the lifts shall be underwriters laboratories (UL) approved, where applicable.

11. All mechanical parking systems, including lifts, elevators and robotic systems, must be inspected and serviced at least once per year with an annual safety report signed by a licensed mechanical engineer.
12. All vehicle elevators shall be maintained and kept in good working order.
13. The backup generators shall be maintained in proper operating condition. The location of the generators shall be submitted for the review and approval by staff to ensure that any negative impacts associated with the operation or testing of the equipment are minimized. The generators shall be installed in accordance with Code requirements regarding minimum flood plain criteria.
14. There shall be approval by the Public Works Department of the parking bay as proposed, or with an equivalent of 4 parking spaces. Any modifications shall be submitted to the Planning Director for review and approval.
15. The applicant shall submit an MOT (Method of Transportation) to Public Works Department staff for review and approval prior to the issuance of a building permit. The MOT shall address any traffic flow disruption due to construction activity on the site.
16. Prior to the issuance of a building permit, the applicant shall participate in a Transportation Concurrency Management Area Plan (TCMA Plan), if deemed necessary, by paying its fair share cost, as may be determined as determined by the Concurrency Management Division.
17. A final concurrency determination shall be conducted prior to the issuance of a Building Permit. Mitigation fees and concurrency administrative costs shall be paid prior to the project receiving any Building Permit.
18. The applicant shall resolve outstanding violations and fines, if any, prior to the issuance of a building permit for the parking facility.
19. A violation of Chapter 46, Article IV, "Noise," of the Code of the City of Miami Beach, Florida (a/k/a "noise ordinance"), as may be amended from time to time, shall be deemed a violation of this Conditional Use Permit and subject to the remedies as described in section 118-194, Code of the City of Miami Beach, Florida.
20. This order is not severable, and if any provision or condition hereof is held void or unconstitutional in a final decision by a court of competent jurisdiction, the order shall be returned to the Board for reconsideration as to whether the order meets the criteria for approval absent the stricken provision or condition, and/or it is appropriate to modify the remaining conditions or impose new conditions.
21. Within a reasonable time after applicant's receipt of this Modified Conditional Use Permit as signed and issued by the Planning Director, the applicant shall record it in the Public Records of Miami-Dade County at applicant's expense and then return the recorded instrument to the Planning Department. No certificate of use, certificate of occupancy, certificate of completion or Business Tax Receipt shall be issued until this requirement has been satisfied.

22. The establishment and operation of this Conditional Use shall comply with all the aforementioned conditions of approval; non-compliance shall constitute a violation of the Code of the City of Miami Beach, Florida, and shall be subject to enforcement procedures set forth in Section 114-8 of said Code and such enforcement procedures as are otherwise available. Any failure by the applicant to comply with the conditions of this Order shall also constitute a basis for consideration by the Planning Board for a revocation of this Conditional Use.
23. Nothing in this order authorizes a violation of the City Code or other applicable law, nor allows a relaxation of any requirement or standard set forth in the City Code

Dated this 23rd day of July, 2012

PLANNING BOARD OF THE
CITY OF MIAMI BEACH, FLORIDA

BY: 
Richard G. Lorber, AICP, LEED AP
Acting Planning Director
For Chairman

STATE OF FLORIDA)
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 23rd day of July, 2012 by Richard G. Lorber, Acting Planning Director of the City of Miami Beach, Florida, a Florida Municipal Corporation, on behalf of the corporation. He is personally known to me.



TERESA MARIA
MY COMMISSION # DD 928148
EXPIRES: December 2, 2013
Bonded Thru Budget Notary Services

[NOTARIAL SEAL(STAMP)]



Notary: TERESA MARIA
Print Name: TERESA MARIA
Notary Public, State of Florida
My Commission Expires: 12-2-13
Commission Number: DD928148

Approved As To Form:
Legal Department (Meld 7-20-12)

Exhibit "A-1"

Legal Description of the Land

PARCEL 1:

Lots 1, 5 and 6, Block 1, of OCEAN BEACH, FLA., according to the Plat thereof, as recorded in Plat Book 2, at Page 38 of the Public Records of Miami-Dade County, Florida, less and except therefrom the Easterly 15.00 feet for road widening purposes.

PARCEL 2:

Lots 2 and 3, Block of OCEAN BEACH, FLA., according to the Plat thereof, as recorded in Plat Book 2, at Page 38 of the Public Records of Miami-Dade County, Florida, less and except therefrom the Easterly 15.00 feet of said Lot 3 for road widening purposes.

PARCEL 3:

Lots 7 and 8, less the Easterly 15.00 feet of said Lots 7 and 8 for road widening purposes, 9, 10, 11, 12 and 13, Block 1, of OCEAN BEACH, FLA., according to the Plat thereof, as recorded in Plat Book 2, at Page 38 of the Public Records of Miami-Dade County, Florida. Also less and excepting from said Lots 7 and 8, that part described as follows:

Commence at the Northeast corner of said Lot 7 and run North 79 degrees 12' 25" West, a distance of 15.00 feet to the Point of Beginning (P.O.B.) said distance being measured along the Northerly line of Lot 7; thence continue North 79 degrees 12' 25" West along the Northerly line of Lot 7, a distance of 4.00 feet; thence run South 10 degrees 47' 35" West, a distance of 84.56 feet to the Point of Curvature (P.C.) of a Circular Curve concave Northwesterly and having for its elements, a Central Angle of 76 degrees 51' 22" and a Radius of 25.90 feet; thence run Southwesterly along the Arc of said Curve for a distance of 33.53 feet to a Point of Intersection (P.I.) with the Southerly line of Lot 8; thence run North 87 degrees 38' 47" East along the said Southerly line of Lot 8 for a distance of 23.94 feet to a point; thence run North 10 degrees 47' 35" East along a line 15.00 feet Westerly of and parallel with Easterly line of said Lots 7 and 8 for a distance of 103.46 feet to the Point of Beginning (P.O.B.).

PARCEL 4:

That portion of the alley in Block 1 of OCEAN BEACH, FLA, according to the plat thereof as recorded in Plat Book 2, Page 38, of the Public Records of Miami - Dade County, Florida, lying south of the north line of lot 5 extended westerly to the west line of said alley, and lying north of the north right-of-way line of South Pointe Drive (f/k/a Biscayne Street).

PARCEL 5:

Lot 17, Block 1, of OCEAN BEACH, FLA., according to the plat thereof as recorded in Plat Book 2, Page 38, of the Public Records of Miami - Dade County, Florida.

PARCEL 6:

The East one-half (E 1/2) of that certain alley lying adjacent to the Westerly lot lines of Lots 1, 2 and 3, in Block 1, of OCEAN BEACH, FLA., according to the plat thereof as recorded in Plat Book 2, Page 38 of the Public Records of Miami - Dade County, Florida.

PARCEL 7:

The West one-half (W 1/2) of that certain alley lying adjacent to the Easterly line of Lot 17, in Block 1, of OCEAN BEACH, FLA., according to the plat thereof as recorded Plat Book 2, Page 38 of the Public Records of Miami - Dade County, Florida.

Exhibit "A-2"

Legal Description of Appurtenances

AIR SPACE PARCEL 1:

A parcel of air space lying above Lot 4, Block 1 of "Ocean Beach FLA." according to the plat thereof as recorded in Plat Book 2, Page 38 of the Public Records of Miami-Dade County, Florida, in which the lower horizontal plane lies at an elevation of 22.50' N.G.V.D. and the upper horizontal plane lies at the elevation 32.50' N.G.V.D. the horizontal location of this air space parcel is more particularly described as follows: Commence at the Northwest corner of Lot 1, Block 1 of said Plat of "Ocean Beach FLA." as recorded in Plat Book 2, Page 38 of the Public Records of Miami-Dade County, Florida; thence from said point of commencement (P.O.C.) run South 00 degrees 00' 00" East along the West line of said Lot 1 and the West line of Lots 2 and 3 of said Block 1 for 150.00 feet to the point of beginning (P.O.B.) of a parcel hereinafter described; from said P.O.B., run North 90 degrees 00' 00" East for 11.33 feet; thence South 00 degrees 00' 00" East along a line 11.33 feet East of and parallel to the West line of said Block 1 for 50.00 feet to a point; thence South 90 degrees 00' 00" West for 11.33 feet; thence North 00 degrees 00' 00" West along the West line of Lot 4, Block 1 for 50.00 feet to the point of beginning.

EASEMENT PARCEL 1:

Easement(s) for the benefit of Air Space Parcel 1, and Parcels 1 through 7 above (the "Block-One Parcels") as created by that certain Reciprocal Easement Agreement by and between TRG-Block One, Ltd., a Florida limited partnership and Taverna Opa of South Beach, Inc., a Florida corporation, recorded in Official Records Book 25464, Page 302, of the Public Records of Miami-Dade County, Florida for purposes of ingress and egress to build and maintain improvements, over and under the following described lands ("TRG Construction Easement"): Lot 4 in Block 1, and also that portion of the alley lying West of and adjacent to Lot 4 in Block 1 of OCEAN BEACH, FLA., according to the Plat thereof recorded in Plat Book 2, Page 38, of the Public Records of Miami-Dade County, Florida, less the easterly 15 feet thereof for road widening purposes.

Subject to the terms and provisions contained in said instrument.

EASEMENT PARCEL 2:

Easement(s) for the benefit of Air Space Parcel 1 and all of the "Block-One Parcels" as created by that certain Reciprocal Easement Agreement by and between TRG-Block One, Ltd., a Florida limited partnership and Taverna Opa of South Beach, Inc., a Florida corporation recorded in Official Records Book 25464, Page 302, of the Public Records of Miami-Dade County, Florida, for purposes of ingress and egress under, over and across the following described lands ("TRG Alley Easement"):

That portion of the alley lying West of and adjacent to Lot 4 in Block 1 of OCEAN BEACH, FLA., according to the Plat thereof recorded in Plat Book 2, Page 38, of the Public Records of Miami-Dade County, Florida

Subject to the terms and provisions contained in said instrument.

EASEMENT PARCEL 3:

Easement(s) for the benefit of Air Space Parcel 1 and all of the "Block-One Parcels" as created by that certain Reciprocal Easement Agreement by and between TRG-Block One, Ltd., a Florida limited partnership and Taverna Opa of South Beach, Inc., a Florida corporation recorded in Official Records Book 25464, Page 302, of the Public Records of Miami-Dade County, Florida, for purposes of access to maintain the improvements located within Air Space Parcel 1 on, over, through and across the following described lands ("TRG Maintenance Easement"):

That portion of Lot 4 in Block 1 of OCEAN BEACH, FLA., according to the Plat thereof recorded in Plat Book 2, Page 38, of the Public Records of Miami-Dade County, Florida, that extends ten (10) feet Northward, Eastward and Westward around the Air Space, and Southward, from the Air Space to the ground of the Taverna Property and on, over, under, through and across all portions of the Alley.

Subject to the terms and provisions contained in said instrument.

EASEMENT PARCEL 4:

Easement(s) for the benefit of Air Space Parcel 1 and all of the "Block-One Parcels" as created by that certain Reciprocal Easement Agreement by and between TRG-Block One, Ltd., a Florida limited partnership and Taverna Opa of South Beach, Inc., a Florida corporation recorded in Official Records Book 25464, Page 302, of the Public Records of Miami-Dade County, Florida, for purposes of locating building foundation improvements over, within and across the following described lands ("TRG Foundation Encroachment Easement"):

Lot 4, Block 1, of OCEAN BEACH, FLA, according to the plat thereof as recorded in Plat Book 2, Page 38, of the Public Records of Miami - Dade County, Florida, less the easterly 15 feet thereof for road widening purposes, and less and except Air Space Parcel 1.

Subject to the terms and provisions contained in said instrument.

EASEMENT PARCEL 5:

Easement(s) for the benefit of Air Space Parcel and all of the "Block-One Parcels" as created by that certain Reciprocal Easement Agreement executed by and between TRG-Block One, Ltd., a Florida limited partnership and Southpointe Heights, LLC, a Delaware limited liability company, recorded in Official Records Book 25532, Page 3463, of the Public Records of Miami - Dade County, Florida, for purposes of ingress and egress under, over and across the following described lands:

That portion of the alley lying East of and adjacent to Lots 14 and 15 in Block 1 of OCEAN BEACH, FLA., according to the plat thereof as recorded in Plat Book 2, Page 38, of the Public Records of Miami - Dade County, Florida.

Subject to the terms and provisions contained in said instrument.

