MIAMIBEACH

PLANNING DEPARTMENT

1700 Convention Center Drive, Miami Beach, Florida 33139; Tel: 305.673.7550; Web: www.miamibeachfl.gov/planning

LAST UPDATED: 10/09/18

BOARD APPLICATION CHECKLIST

A Pre-Application meeting must be scheduled via CAP to obtain a plan case number and for board staff review of all submittals.
Pre-Application meetings for applications that do not require a traffic study are scheduled on a first come-first served basis and must occur no later than five (5) business days prior to CAP First submittal.
Applications requiring a traffic study must meet with the Transportation Department and peer reviewer thirty (30) calendar days prior to the CAP First Submittal deadline to determine the methodology for the traffic impact study and obtain the Transportation Department's checklist. Fifteen (15) days prior to the First submittal the applicant must submit the traffic study via CAP. Seven (7) days prior to First submittal the Transportation Department/Peer Reviewer will provide first round of comments to the applicant. The applicant must address the comments and submit revised traffic study/plans by the CAP First Submittal deadline including a narrative responding to Transportation/Peer Reviewer comments.
Incomplete, or submittals found to be insufficient will not be placed on a Board agenda.

Property address: 3425 Collins Avenue **Board:** HPB **Date:** 08/04/2020

ITEM #	ITEM DESCRIPTION	REQUIRED
	CAP FIRST SUBMITTAL **To be uploaded online (CAP) by the applicant before 12:00 pm by First submittal deadline.** **ALL PLANS MUST BE DIMENSIONED AND LEGIBLE. INCLUDE A GRAPHIC SCALE.**	
1	Application Fee and Peer review fees shall be paid after Pre-Application meeting and before the First submittal. It is the applicant's responsibility to make this payment, if an invoice is not generated by the CAP system, the applicant should contact staff prior to first submittal to be invoiced and make payment.	✔
a	Is the property the primary residence & homestead of the applicant/property owner? (If yes, provide office of the Property Appraiser Summary Report).	
2	Copy of signed and dated check list issued at Pre-Application meeting.	✔
3	Completed Board Application, Affidavits & Disclosures of Interest (original signatures).	✔
4	Signed and dated Letter of Intent. **Letter must outline application details and identify hardships if Variances are requested**. (see also Items # 42,43 and 44).	✔
5	Mailing Labels: Upload property owner's list and copy of original certified letter from provider. See #52 for submittal of Hard copy / originals of these items.	✔
6	Copies of all current or previously active Business Tax Receipts.	
7	School Concurrency Application for projects with a net increase in residential units (no SFH). Provide Planning Department - Miami Dade - School Concurrency Application for Transmittal	✔
8	Survey: Electronic version of original signed & sealed, dated no more than six months from date of application. Survey must provide: lot area, grade per Section 114-1 of the City Code. (If no sidewalk exists, provide the elevation of the crown of the road) and spot elevations.	✔
9	**Architectural Plans and Exhibits (must be 11"x 17")**	✔
a	Cover Sheet with bullet point scope of work, clearly labeled "First Submittal" and dated with First Submittal deadline date. **Include copies of previous recorded board orders, if applicable.**	✔

Property address: 3425 Collins Avenue **Board:** HPB **Date:** 08/04/2020

ITEM #	ITEM DESCRIPTION	REQUIRED
b	Copy of the original survey included in plan package. See No. 8 above for survey requirements	✔
c	All Applicable Zoning Information (Use Planning Department zoning data sheet format).	✔
d	Context Location Plan, Min 8.5"X11" Color Aerial 1/2 mile radius, identifying project and showing name of streets. (no Google images)	✔
e	Full legal description of the property if not included in survey (for lengthy legal descriptions, attach as a separate document - label clearly).	✔
f	Existing FAR Shaded Diagrams (Single Family Districts: Unit Size and Lot Coverage Shaded Diagrams), if applicable	✔
g	Proposed FAR Shaded Diagrams (Single Family Districts: Unit Size and Lot Coverage Shaded Diagrams), if applicable.	✔
h	Site Plan (fully dimensioned with setbacks, existing and proposed, including adjacent right-of-way widths).	✔
i	Current color photographs, dated, Min 4"x 6" of project site and existing structures (no Google images)	✔
j	Current, color photographs, dated, Min 4"x6" of interior space (no Google images)	
k	Current color photographs, dated, Min 4"x 6" of context, corner to corner, across the street and surrounding properties with a key directional plan (no Google images)	✔
l	Existing Conditions Drawings (Floor Plans & Elevations with dimensions). Number of seats, furniture layout if applicable	
m	Demolition Plans (Floor Plans & Elevations with dimensions) If applicable	
n	Proposed Floor Plans and Roof Plan, including mechanical equipment plan and section marks. Plans shall indicate location of all property lines and setbacks.	✔
o	Proposed Elevations, materials & finishes noted (showing grade, base flood elevation, heights in NGVD values and free board if applicable)	✔
p	Proposed Section Drawings	✔
q	Color Renderings (elevations and three dimensional perspective drawings).	✔
10	**Landscape Plans and Exhibits (must be 11"x 17")**	✔
a	Landscape Plan - street and onsite - identifying existing, proposed landscape material, lighting, irrigation, raised curbs, tree survey and tree disposition plan, as well as underground and overhead utilities when street trees are required.	✔
b	Hardscape Plan, i.e. paving materials, pattern, etc.	✔
11	Copy of original Building Permit Card, & Microfilm, if available.	
12	Copy of previously approved building permits (provide building permit number) and/or Board Orders.	
13	Existing and Proposed detailed topographic survey depicting existing spot grades (NAVD) as well as all underground/overhead utilities and easements/agreements with recording data. See Part 1 / Section 1 / A. Surveying & Mapping Standards and submittal Requirements of the Public Works Manual. http://www.miamibeachfl.gov/publicworks/engineering/engineeringmanual.aspx?id=12920	
14	Vacant/Unoccupied structures or sites shall provide recent photographic evidence that the site and structure are secured and maintained. The applicant shall obtain and post a No Trespassing Sign from the City's Police Dept.	

Property address: 3425 Collins Avenue **Board:** HPB **Date:** 08/04/2020

ITEM #	ITEM DESCRIPTION	REQUIRED
15	Historic Resources Report (This report shall include, but not be limited to, copy of the original Building Permit Card and subsequent modifications, Microfilm records, existing condition analysis, photographic and written description of the history and evolution of the original building on the site, all available historic data including original plans, historic photographs and permit history of the structure and any other related information on the property.	
16	Contextual Elevation Line Drawings, corner to corner, across the street and surrounding properties (dated).	✔
17	Line of Sight studies.	
18	Structural Analysis of existing building including methodology for shoring and bracing.	
19	Proposed exterior and interior lighting plan, including photometric calculations.	
20	Exploded Axonometric Diagram (showing second floor in relationship to first floor).	
21	Neighborhood Context Study. (Planning will provide guidance if necessary for application.)	
22	Required yards open space calculations and shaded diagrams.	
23	Required yards section drawings.	
24	Variance and/or Waiver Diagram If applicable	✔
25	Schematic signage program	
26	Detailed sign(s) with dimensions and elevation drawings showing exact location.	
27	Elevation drawings showing area of building façade for sign calculation (Building ID signs).	
28	Daytime and nighttime renderings for illuminated signs.	
29	Floor Plan Indicating area where alcoholic beverages will be displayed.	
30	Survey showing width of the canal (Dimension shall be certified by a surveyor)	
31	Site Plan showing total projection of structures from seawall, location and dimension of all structures inclusive of dock, mooring piles, boat lift, etc.	
32	DERM recommendation/preliminary approval. Docks or any structures shall have approval stamp from DERM or other regulatory agency before submitting for a variance. A letter from DERM or other agency, explaining specific requirements for the project is recommended.	
33	Technical specifications of the boat lift and/ or boat, ship of vessel to be docked or moored.	
34	Survey shall include spot elevations in rear yard and elevation points on the dune adjacent to the property. Provide highest elevation point on the due within the property. Erosion control line and Bulkhead line shall be indicated if present.	
35	Scaled, signed, sealed and dated specific purpose survey (Alcohol License/Distance Separation) distance shown on survey with a straight line.	
36	Proposed Operational Plan: Include deliveries and trash pickup times, hours of operations, number of employees, security and restaurant menu (if applicable).	
37	Maneuvering plan for loading within the existing/proposed conditions, delivery and garbage trucks size (length and width).	
38	Traffic Study, Site plan(s) : Revised version and narrative addressing first round of comments from Transportation Department and peer review, provide a narrative. (See Transportation Department check list for requirements.) If applicable	✔
39	Sound Study report (Hard copy) with 1 CD.	
40	**Site Plan (Identify streets and alleys)**	
a	Identify: setbacks ✔ Height ✔ Drive aisle widths_____Streets and sidewalks widths_____	✔

Property address: 3425 Collins Avenue **Board:** HPB **Date:** 08/04/2020

ITEM #	ITEM DESCRIPTION	REQUIRED
b	# parking spaces & dimensions___✔___ Loading spaces locations & dimensions___✔___	✔
c	# of bicycle parking spaces_____	
d	Interior and loading area location & dimensions_____	
e	Street level trash room location and dimensions_____	
f	Delivery route_____Sanitation operation_____ Valet drop-off & pick-up_____Valet route in and out_____	
g	Valet route to and from _____auto-turn analysis for delivery and sanitation vehicles_____	
h	Indicate any backflow preventer and FPL vault if applicable	✔
i	Indicate location of the area included in the application if applicable	
j	Preliminary on-street loading plan	
41	**Floor Plan (dimensioned)**	
a	Total floor area	
b	Identify # seats indoors_____ outdoors_____ seating in public right of way _____ Total_____	
c	Occupancy load indoors and outdoors per venue_____ Total when applicable_____	
42	**The letter of Intent shall include and respond to all sea level rise and resiliency review criteria per section 133-50 of the City Code.**	✔
43	**The Letter of Intent for Variances shall include and respond to all review guidelines in the code as follows:**	
a	Section 118-53 (d) of the City Code for each Variance. If applicable	✔
44	**The Letter of Intent for Planning Board shall include and respond to all review guidelines in the code as follows:**	
a	For Conditional Use -Section 118-192 (a)(1)-(7)	
b	CU - NIE and or outdoor Entertainment Establishments - Section 142-1362 (a)(1)-(9)	
c	CU - Mechanical Parking - Section 130-38 (3)(c)(i)(1)-(2) & (4)(a)-(k)	
d	CU - Structures over 50,000 SQ.FT. - Section 118-192 (b) (1)-(11)	
e	CU - Religious Institutions - Section 118-192 (c) (1)-(11)	
f	For Lot Splits - Section 118-321 (B) (1)-(6). Also see application instructions	
	Notes: The applicant is responsible for checking above referenced sections of the Code. If not applicable write N/A	
Other	Gross square footage calculation and diagrams	✔
Other	Materials and finishes samples sheet	✔
Other	If modification, provide previously approved plans	✔

****ADDITIONAL INFORMATION AS MAY BE REQUIRED AT THE PRE-APPLICATION MEETING**

Property address: 3425 Collins Avenue **Board:** HPB **Date:** 08/04/2020

ITEM #	ITEM DESCRIPTION	REQUIRED
	FINAL SUBMITTAL (CAP & PAPER) **Plans should be clearly labeled "Final Submittal" and dated with Final Submittal deadline date. Final Submittal Documents must be uploaded to the CAP and hard copies must be submitted to the Planning Department prior to 12:00 P.M. on final submittal deadline. Staff will review and issue a notice to proceed or to continue submittal to a future meeting if the application is found incomplete.**	
45	Traffic Study, Site plan(s): This is the final traffic study including any modifications required to address comments from the City's Transportation Department. City's required permit by FDOT should be obtained prior to Final submittal (via CAP). If applicable	✔
	PAPER FINAL SUBMITTAL:	✔
46	Original application with all signed and notarized applicable affidavits and disclosures.	✔
47	Original of all applicable items.	✔
48	One (1) signed and sealed 11"X17" bound, collated set of all the required documents.	✔
49	14 collated copies of all required documents	✔
50	One (1) CD/DVD with electronic copy of entire final application package (plans, application, Letter of Intent, traffic/sound study, etc.) see CD/DVD formatting attached, for instructions.	✔
51	Traffic Study (Hard copy) If applicable	✔
52	Mailing Labels -2 sets of gummed labels and a CD including: Property owner's list and Original certified letter from provider.	✔

ADDITIONAL INFORMATION AND ACKNOWLEDGEMENTS

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

B. It is the responsibility of the applicant to confirm that documents submitted via CAP, Paper Submittal sets (14 copies), and electronic version on CD are consistent with each other and legible.

C. Plan revisions and supplemental documentation will not be accepted after the Final Submittal deadline

D. All documents required for Board applications must be submitted in an electronic format (PDF) via CD in the manner prescribed herein. The CD is considered the "Formal Submission", and must include the electronic version of all hard copy documents associated with the application. A new Updated CD will be required if any modifications are made before or after hearing. Failure to comply with the aforementioned may result in a rehearing before the applicable board at the applicant's expense.

E. Please note that the applicant will be required to submit revised plans pursuant to applicable Board Conditions no later than 60 days after Board Approval. (If applicable)

Matthew Barnes	Matthew Barnes	8/4/20
Applicant or Designee's Name	Applicant or Designee's Signature	Date

MIAMIBEACH

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LAND USE BOARD HEARING APPLICATION

The following application is submitted for review and consideration of the project described herein by the land use board selected below. A separate application must be completed for each board reviewing the proposed project.

Application Information

FILE NUMBER
HPB20-0430

◯ **Board of Adjustment**	◯ **Design Review Board**
☐ Variance from a provision of the Land Development Regulations	☐ Design review approval
☐ Appeal of an administrative decision	☐ Variance
◯ **Planning Board**	◉ **Historic Preservation Board**
☐ Conditional use permit	■ Certificate of Appropriateness for design
☐ Lot split approval	■ Certificate of Appropriateness for demolition
☐ Amendment to the Land Development Regulations or zoning map	☐ Historic district/site designation
☐ Amendment to the Comprehensive Plan or future land use map	☐ Variance

☐ **Other:**

Property Information – Please attach Legal Description as "Exhibit A"

ADDRESS OF PROPERTY
3425 Collins Avenue

FOLIO NUMBER(S)
02-3226-001-1440

Property Owner Information

PROPERTY OWNER NAME
3425 Collins, LLC

ADDRESS	CITY	STATE	ZIPCODE
3201 Collins Avenue	Miami Beach	FL	33140

BUSINESS PHONE	CELL PHONE	EMAIL ADDRESS
305-534-8800		sgeraghty@faena.com

Applicant Information (if different than owner)

APPLICANT NAME
same as owner

ADDRESS	CITY	STATE	ZIPCODE

BUSINESS PHONE	CELL PHONE	EMAIL ADDRESS

Summary of Request

PROVIDE A BRIEF SCOPE OF REQUEST
Modification of HPB File No. 7490 and 7603 and HPB20-0376 for construction of a detached ground floor addition consisting of a 250' tall residential condominium building.

Project Information			
Is there an existing building(s) on the site?	■ Yes	☐ No	
Does the project include interior or exterior demolition?	■ Yes	☐ No	
Provide the total floor area of the new construction.	142,694	SQ. FT.	
Provide the gross floor area of the new construction (including required parking and all usable area).	303,259	SQ. FT.	

Party responsible for project design				
NAME Luis Revuelta	■ Architect ☐ Contractor ☐ Landscape Architect ☐ Engineer ☐ Tenant ☐ Other_____			
ADDRESS 2950 SW 27 Avenue	CITY Miami	STATE FL	ZIPCODE 33133	
BUSINESS PHONE 305-590-5000	CELL PHONE	EMAIL ADDRESS luisrevuelta@revuelta.com		

Authorized Representative(s) Information (if applicable)				
NAME Neisen Kasdin	■ Attorney ☐ Contact ☐ Agent ☐ Other_____			
ADDRESS 98 SE 7 Street, Suite 1100	CITY Miami	STATE FL	ZIPCODE 33131	
BUSINESS PHONE 305-374-5600	CELL PHONE	EMAIL ADDRESS neisen.kasdin@akerman.com		
NAME Matthew Barnes	■ Attorney ☐ Contact ☐ Agent ☐ Other_____			
ADDRESS 98 SE 7 Street, Suite 1100	CITY Miami	STATE FL	ZIPCODE 33131	
BUSINESS PHONE 305-755-5825	CELL PHONE	EMAIL ADDRESS matthew.barnes@akerman.com		
NAME	☐ Attorney ☐ Contact ☐ Agent ☐ Other_____			
ADDRESS	CITY	STATE	ZIPCODE	
BUSINESS PHONE	CELL PHONE	EMAIL ADDRESS		

Please note the following information:

- A separate disclosure of interest form must be submitted with this application if the applicant or owner is a corporation, partnership, limited partnership or trustee.
- All applicable affidavits must be completed and the property owner must complete and sign the "Power of Attorney" portion of the affidavit if they will not be present at the hearing, or if other persons are speaking on their behalf.
- To request this material in alternate format, sign language interpreter (five-day notice is required), information on access for persons with disabilities, and accommodation to review any document or participate in any City sponsored proceedings, call 305.604.2489 and select (1) for English or (2) for Spanish, then option 6; TTY users may call via 711 (Florida Relay Service).

Please read the following and acknowledge below:

- Applications for any board hearing(s) will not be accepted without payment of the required fees. All checks are to be made payable to the "City of Miami Beach".

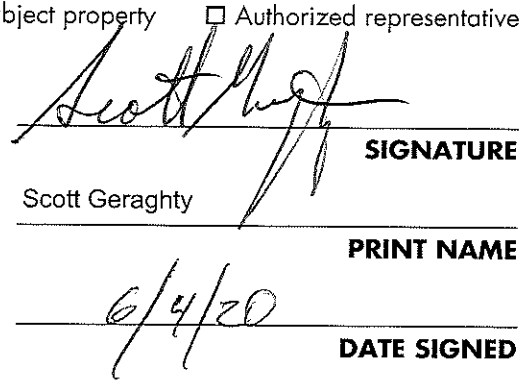
- Public records notice – All documentation submitted for this application is considered a public record subject to Chapter 119 of the Florida Statutes and shall be disclosed upon request.

- In accordance with the requirements of Section 2-482 of the code of the City of Miami Beach, any individual or group that will be compensated to speak or refrain from speaking in favor or against an application being presented before any of the City's land use boards, shall fully disclose, prior to the public hearing, that they have been, or will be compensated. Such parties include: architects, engineers, landscape architects, contractors, or other persons responsible for project design, as well as authorized representatives attorneys or agents and contact persons who are representing or appearing on behalf of a third party; such individuals must register with the City Clerk prior to the hearing.

- In accordance with Section 118-31. – Disclosure Requirement. Each person or entity requesting approval, relief or other action from the Planning Board, Design Review Board, Historic Preservation Board or the Board of Adjustment shall disclose, at the commencement (or continuance) of the public hearing(s), any consideration provided or committed, directly or on its behalf, for an agreement to support or withhold objection to the requested approval, relief or action, excluding from this requirement consideration for legal or design professional service rendered or to be rendered. The disclosure shall: (I) be in writing, (II) indicate to whom the consideration has been provided or committed, (III) generally describe the nature of the consideration, and (IV) be read into the record by the requesting person or entity prior to submission to the secretary/clerk of the respective board. Upon determination by the applicable board that the forgoing disclosure requirement was not timely satisfied by the person or entity requesting approval, relief or other action as provided above, then (I) the application or order, as applicable, shall immediately be deemed null and void without further force or effect, and (II) no application form said person or entity for the subject property shall be reviewed or considered by the applicable board(s) until expiration of a period of one year after the nullification of the application or order. It shall be unlawful to employ any device, scheme or artifice to circumvent the disclosure requirements of this section and such circumvention shall be deemed a violation of the disclosure requirements of this section.

- When the applicable board reaches a decision a final order will be issued stating the board's decision and any conditions imposed therein. The final order will be recorded with the Miami-Dade Clerk of Courts. The original board order shall remain on file with the City of Miami Beach Planning Department. Under no circumstances will a building permit be issued by the City of Miami Beach without a copy of the recorded final order being included and made a part of the plans submitted for a building permit.

The aforementioned is acknowledged by: ■ Owner of the subject property ☐ Authorized representative



SIGNATURE

Scott Geraghty

PRINT NAME

6/4/20

DATE SIGNED

OWNER AFFIDAVIT FOR INDIVIDUAL OWNER

STATE OF _____

COUNTY OF _____

I, _____, being first duly sworn, depose and certify as follows: (1) I am the owner of the property that is the subject of this application. (2) This application and all information submitted in support of this application, including sketches, data, and other supplementary materials, are true and correct to the best of my knowledge and belief. (3) I acknowledge and agree that, before this application may be publicly noticed and heard by a land development board, the application must be complete and all information submitted in support thereof must be accurate. (4) I also hereby authorize the City of Miami Beach to enter my property for the sole purpose of posting a Notice of Public Hearing on my property, as required by law. (5) I am responsible for remove this notice after the date of the hearing.

_____
SIGNATURE

Sworn to and subscribed before me this _____ day of _____ , 20_____. The foregoing instrument was acknowledged before me by _____ , who has produced _____ as identification and/or is personally known to me and who did/did not take an oath.

NOTARY SEAL OR STAMP

_____
NOTARY PUBLIC

My Commission Expires: _____

_____
PRINT NAME

ALTERNATE OWNER AFFIDAVIT FOR CORPORATION, PARTNERSHIP OR LIMITED LIABILITY COMPANY

STATE OF Florida

COUNTY OF Miami-Dade

I, Scott Geraghty, being first duly sworn, depose and certify as follows: (1) I am the Manager (print title) of 3425 Collins, LLC (print name of corporate entity). (2) I am authorized to file this application on behalf of such entity. (3) This application and all information submitted in support of this application, including sketches, data, and other supplementary materials, are true and correct to the best of my knowledge and belief. (4) The corporate entity named herein is the owner of the property that is the subject of this application. (5) I acknowledge and agree that, before this application may be publicly noticed and heard by a land development board, the application must be complete and all information submitted in support thereof must be accurate. (6) I also hereby authorize the City of Miami Beach to enter my property for the sole purpose of posting a Notice of Public Hearing on my property, as required by law. (7) I am responsible for remove this notice after the date of the hearing.

Scott Geraghty
SIGNATURE

Sworn to and subscribed before me this 4th day of June , 2020. The foregoing instrument was acknowledged before me by Scott Geraghty , who has produced FL driver license as identification and/or is personally known to me and who did/did not take an oath.

NOTARY SEAL OR STAMP

Caroline Pinto
Notary Public
State of Florida
My Commission Expires 09/11/2022
Commission No. GG 257258

Caroline Pinto
NOTARY PUBLIC

My Commission Expires: _____

Caroline Pinto
PRINT NAME

POWER OF ATTORNEY AFFIDAVIT

STATE OF Florida

COUNTY OF Miami-Dade

I, Scott Geraghty, being first duly sworn, depose and certify as follows: (1) I am the owner or representative of the owner of the real property that is the subject of this application. (2) I hereby authorize Neisen Kasdin to be my representative before the Historic Preservation Board. (3) I also hereby authorize the City of Miami Beach to enter my property for the sole purpose of posting a Notice of Public Hearing on my property, as required by law. (4) I am responsible for remove this notice after the date of the hearing.

Scott Geraghty, Manager of 3425 Collins, LL

PRINT NAME (and Title, if applicable)

SIGNATURE

Sworn to and subscribed before me this 4 day of June, 20 20. The foregoing instrument was acknowledged before me by Scott Geraghty, who has produced Fl driver license as identification and/or is personally known to me and who did/did not take an oath.

NOTARY SEAL OR STAMP

Caroline Pinto
Notary Public
State of Florida
My Commission Expires 09/11/2022
Commission No. GG 257258

My Commission Expires:

NOTARY PUBLIC

Caroline Pinto

PRINT NAME

CONTRACT FOR PURCHASE

If the applicant is not the owner of the property, but the applicant is a party to a contract to purchase the property, whether or not such contract is contingent on this application, the applicant shall list the names of the contract purchasers below, including any and all principal officers, stockholders, beneficiaries or partners. If any of the contact purchasers are corporations, partnerships, limited liability companies, trusts, or other corporate entities, the applicant shall further disclose the identity of the individuals(s) (natural persons) having the ultimate ownership interest in the entity. If any contingency clause or contract terms involve additional individuals, corporations, partnerships, limited liability companies, trusts, or other corporate entities, list all individuals and/or corporate entities.

NAME

DATE OF CONTRACT

NAME, ADDRESS AND OFFICE	% OF STOCK

In the event of any changes of ownership or changes in contracts for purchase, subsequent to the date that this application if filed, but prior to the date of a final public hearing, the applicant shall file a supplemental disclosure of interest.

DISCLOSURE OF INTEREST
CORPORATION, PARTNERSHIP OR LIMITED LIABILITY COMPANY

If the property that is the subject of the application is owned or leased by a corporation, partnership or limited liability company, list ALL of the owners, shareholders, partners, managers and/or members, and the percentage of ownership held by each. If the owners consist of one or more corporations, partnerships, trusts, partnerships or other corporate entities, the applicant shall further disclose the identity of the individual(s) (natural persons) having the ultimate ownership interest in the entity.

3425 Collins, LLC
NAME OF CORPORATE ENTITY

NAME AND ADDRESS	% OF OWNERSHIP
Leonard Blavatnik, 730 5th Ave, New York, NY 10019	100

NAME OF CORPORATE ENTITY

NAME AND ADDRESS	% OF OWNERSHIP

If there are additional corporate owners, list such owners, including corporate name and the name, address and percentage of ownership of each additional owner, on a separate page.

DISCLOSURE OF INTEREST
TRUSTEE

If the property that is the subject of the application is owned or leased by a trust, list any and all trustees and beneficiaries of the trust, and the percentage of interest held by each. If the owners consist of one or more corporations, partnerships, trusts, partnerships or other corporate entities, the applicant shall further disclose the identity of the individual(s) (natural persons) having the ultimate ownership interest in the entity.

_____

TRUST NAME

NAME AND ADDRESS	% INTEREST
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

COMPENSATED LOBBYIST

Pursuant to Section 2-482 of the Miami Beach City Code, all lobbyists shall, before engaging in any lobbying activities, register with the City Clerk. Please list below any and all persons or entities retained by the applicant to lobby City staff or any of the City's land development boards in support of this application.

NAME	ADDRESS	PHONE
Neisen Kasdin	98 SE 7 Street, Suite 1100, Miami, FL 33131	305-374-5600
Matthew Barnes	98 SE 7 Street, Suite 1100, Miami, FL 33131	305-755-5825

Additional names can be placed on a separate page attached to this application.

APPLICANT HEREBY ACKNOWLEDGES AND AGREES THAT (1) AN APPROVAL GRANTED BY A LAND DEVELOPMENT BOARD OF THE CITY SHALL BE SUBJECT TO ANY AND ALL CONDITIONS IMPOSED BY SUCH BOARD AND BY ANY OTHER BOARD HAVING JURISDICTION, AND (2) APPLICANT'S PROJECT SHALL COMPLY WITH THE CODE OF THE CITY OF MIAMI BEACH AND ALL OTHER APPLICABLE CITY, STATE AND FEDERAL LAWS.

APPLICANT AFFIDAVIT

STATE OF Florida

COUNTY OF Miami-Dade

I, Scott Geraghty, being first duly sworn, depose and certify as follows: (1) I am the applicant or representative of the applicant. (2) This application and all information submitted in support of this application, including sketches, data, and other supplementary materials, are true and correct to the best of my knowledge and belief.

Scott Geraghty

SIGNATURE

Sworn to and subscribed before me this 4th day of June, 20____. The foregoing instrument was acknowledged before me by Scott Geraghty, who has produced FL dl as identification and/or is personally known to me and who did/did not take an oath.

NOTARY SEAL OR STAMP

Caroline Pinto
Notary Public
State of Florida
My Commission Expires 09/11/2022
Commission No. GG 257258

Caroline Pinto

NOTARY PUBLIC

My Commission Expires: _____

Caroline Pinto

PRINT NAME

LEGAL DESCRIPTION

PARCEL 1

LOTS 1 THROUGH 8, INCLUSIVE, AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21. OF AMENDED MAP OF THE OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY. ACCORDING TO THE PLAT THEREOF. RECORDED IN PLAT BOOK 5. AT PACES 7 AND 8. OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY. FLORIDA.

TOGETHER WITH:

PARCEL 2

A PARCEL OF LAND BEING A PORTION OF SECTION 26. TOWNSHIP 53 SOUTH, RANGE 42 EAST. LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE SOUTH 82’ 33’ 12” E, ALONG THE SOUTH LINE OF LOTS 8 AND 1 OF SAID BLOCK 21, A DISTANCE OF 344.00 FEET TO THE EXISTING SOUTHEAST CORNER OF SAID LOT 1, BLOCK 21;

THENCE NORTH 06’ 49’ 29” EAST, ALONG THE EXISTING EAST LINE OF LOTS 1, 2, 3 AND 4 OF SAID BLOCK 21 AND ALSO ALONG THE BULKHEAD LINE. AS SHOWN IN THE PLAT MAP ENTITLED “ESTABLISHMENT OF EROSION CONTROL LINE”. AS RECORDED IN PEAT BOCK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, A DISTANCE Of 200.72 FEET TO THE EXISTING NORTHEAST CORNER OF SAO LOT 4;

THENCE SOUTH 82’ 38’ 28” EAST, ALONG THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 4. BLOCK 21, A DISTANCE OF 25.57 FEET TO A POINT ON THE EROSION CONTROL LINE AS SHOWN IN SAID PLAT MAP ENTITLED “ESTABLISHMENT OF EROSION CONTROL LINE”:

THENCE SOUTH 06’ 59’ 18” WEST, ALONG SAID EROSION CONTROL LINE A DISTANCE OF 200.76 FEET TO A PONT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82’ 33’ 12” WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1, BLOCK 21 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY. FLORIDA.

PARCELS 7 AND 2 COLLECTIVELY ALSO DESCRIBED AS FOLLOWS:

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO DE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE NORTH 07’ 26’ 48” EAST, ALONG THE PEST LINE OF LOTS 8, 7, 6 AND 5 OF SAID BLOCK 21, A DISTANCE OF 200.19 FEET TO THE NORTHWEST CORNER OF SAID LOT 5, BLOCK 21;

THENCE THENCE SOUTH 82’ .38’ 28” EAST, ALONG THE NORTH LINE OF LOTS 5 AND 4, OF SAID BLOCK 21 AND ALONG THE EASTERLY EXTENSION OF SAID LOT 4, A DISTANCE OF 367.39 FEET TO A PONT ON THE EROSION CONTROL LINE, AS SHOWN IN PLAT MAP ENTITLED “ESTABLISHMENT OF EROSION CONTROL LINE”, AS RECORDED W PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA;

THENCE SOUTH 06’ 59’ 18 WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.76 FEET TO A PONT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82’ 33” 72’ WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 AND ALONG THE SOUTH LINE OF SAID LOTS 1 AND 8, BLOCK 21 A DISTANCE OF 369.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

akerman

Akerman LLP
Three Brickell City Centre
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Miami, FL 33131
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September 8, 2020

Chair and Members of the Historic Preservation Board
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

RE: Versailles — COA for modifications to the previously approved COA for a new design for the detached ground floor addition; HPB20-0430

Dear Mr. Mooney,

Our firm represents 3425 Collins, LLC ("Owner") the owner of the parcel of land located at 3425 Collins Avenue (the "Property"), which is improved with the Versailles Hotel, a contributing historic structure in the Collins Waterfront Historic District.

Recently Aman Resorts/OKO Group joined with Owner to develop the Property as the last element of the Faena District. The proposed redevelopment is generally similar to the currently approved certificate of appropriateness ("COA")[1] in that the historic structure will be renovated and a new tower (a detached ground floor addition) will be constructed on the south side of the property as a residential condominium building. However, there are key differences, some of which were included in application HPB20-0376, which was an application for a partial COA for certain changes related to the historic tower that was approved by the Historic Preservation Board ("HPB") on June 9, 2020. Further details regarding the historic building were applied for in HPB20-0389. This application (the "Proposed Project") does not include any aspects dealing with the historic building because the details regarding the historic building were included with HPB20-0376 and HPB20-0389. The Proposed Project also does not include details of the rear yard areas which are subject to the Oceanfront and Dune Preservation Overlay Zone regulations, which will be handled in a separate application when the design of those areas is prepared.

[1] HPB File No. 7490 (design) and 7603 (variances), approved on March 8, 2016, as modified by HPB20-0376 and HPB20-0389.

The Proposed Project, along with the previously submitted applications restoring the historic building, demonstrates how the Aman design team is committed to preserving and restoring the past grandeur of the Versailles building while designing a new building that is sensitive to the unique context in which it will exist – all while maintaining the extremely high program requirements of Aman.

Faena District

The redevelopment of the Property is the last piece of the larger Faena District, stretching in parts from 32nd Street to 35th Street. The Faena District includes the neighboring Faena Hotel (formerly the Saxony and also a Roy France designed building), the Faena House condominium (designed by Sir Norman Foster and Brandon Haw and whose condominiums have sold for record high prices), the Casa Faena (formerly the Claridge), the Faena Parking Garage, the Bazaar (the historically replicated Atlantic Beach Hotel and another Roy France building), and the Forum (designed by Rem Koolhaas of the Office of Metropolitan Architecture). Beneath Faena Park, the Bazaar and the Forum is an underground parking garage. Altogether, the Faena District provides a couple of hundred parking spaces where before only a handful of surface parking spaces existed. The Faena District also involved the complete reconstruction of the beachwalk within the District boundaries as well as the construction of the 32nd Street and 35th Street end improvements and improvements to the 34th Street right of way ("34th").

The proposed project will continue the pattern that has made the Faena District a special place for residents and visitors alike — the preservation of important and invaluable historic buildings while injecting new life into the historic buildings and introducing new architecture and new uses that buoy the vibrancy and property values.

Inspiration for Proposed Project

The Aman Miami Beach project has been designed by world renowned architect Kengo Kuma, a 2016 recipient of a Global Award for Sustainable Architecture. Notably, Kuma designed the New National Stadium in Tokyo, site for the opening and closing ceremonies of the 2020-21 Summer Olympics. The following is from Kuma, describing the design inspiration and intent for the proposed project:

> The Art Deco and Post-War Modern architecture of the “Collins Waterfront Historic District” has unique characteristics, a rhythm, unlike any found elsewhere in the world. There is an architectural interplay akin to enjoying jazz that is played by geometry, with a freedom and openness in design and visual experience.
>
> With 20 surviving buildings, by far the most prolific architect of the era and in this historic district was Roy F. France. An architect from Chicago that specialized in resort hotels, France came on vacation with his wife to Miami Beach in 1931. Feeling extremely inspired by the surroundings, he moved back to continue expanding his design work. And inspired he was, virtually creating the mid-beach skyline with such properties as the Versailles, Sea Isle, Patrician, Ocean Grande and Cadillac, and later after the war, the Saxony, the San Souci, and further north, the Casablanca.

It is within this context, a context surrounded by masterpieces of Art Deco and Post-War Modern architecture, that we come to add our own design next to the Versailles Hotel, a design for Aman Miami Beach, and we hope to continue the legacy of this community's brilliant built environment.

Our goal is to emphasize the "unique rhythm" of this architectural landscape; creating something new, something unique, yet characteristic of the place. Like Roy France, our instrument, too is geometry, and together we play many of the same notes; emphasizing towering verticality, smoothing the hard edges, and intertwining the verticality with layers of horizontal planes, stepping back to create a light and free architectural rhythm that resonates with the ocean's horizon.

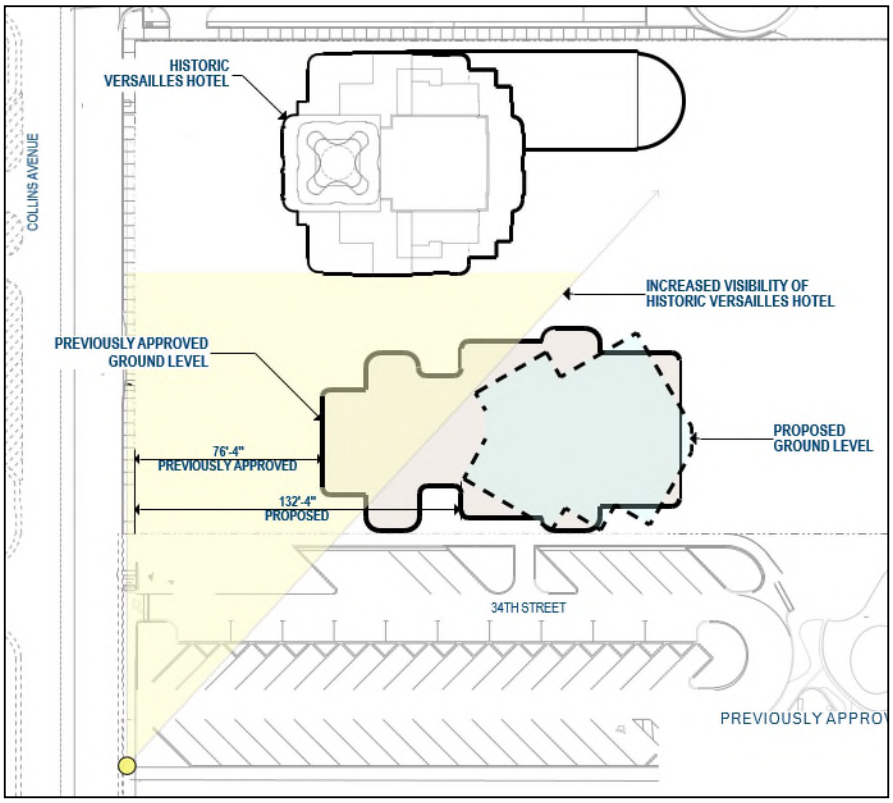
As Roy France said, "Let in the air and sun. That's what people come to Florida for."

Under this deep blue sky and vigorous sunshine, the colors throughout the historic district are naturally light, and for this reason we have departed from more traditional warm wood tones, choosing a color more appropriate to the context. Not a pure white, but rather what we might call a honey white. A color that activates our geometric music, our design rhythm and sets the tone for our composition.

Components of Proposed Project

Increased view of historic tower from Collins Avenue

A very important aspect of the design of the new residential tower is that the first floor lobby — which is approximately 55' tall — is setback 128'-4" from Collins Avenue which offers pedestrians and motorists heading north on Collins a full view of the iconic historic Versailles building. The previously approved project had a first floor setback of 76'-4", which offered improved views of the historic tower compared to the 1955 addition that completely obliterated the south elevation of the historic tower but not a full view. The code required setback at the ground and pedestal level is only 20'.



The greatly reduced footprint of the residential tower, all the way up to approximately

55' in height, creates a sense of openness at the lower levels, visually connecting people to both the historic tower and the rear of the property towards the ocean.

On the right is a rendered view looking north on Collins towards the Property. The view shows a comparison of the previously approved condominium building in the image on the top and the propsoed condominium on the bottom image, with an outline of the previously approved building shown in a dashed line on the image below.

At the upper floors the proposed residential building is also setback from Collins at a greater distance than what is required by code (50') and greater than the previously approved project. To the edge of the balconies the front setback is 93'-5" whereas with the previously approved project the front setback at the tower level was 65'-4".

Lower Density

The proposed project consists of only 23 residential units and 56 hotel rooms. The previously approved project had 63 residential units. The proposed project will have a very low impact on the neighborhood.

Access

The proposed project has separate driveway systems for the historic building and the residential building. Residents and visitors to the residential building will need to clear a security gate. If a vehicle does not clear security it can turn right and utilize the westernmost driveway connection into 34th. If a vehicle clears security the gate will open and it will proceed to the drop-off area under the canopy overhang. The valet driver will utilize the internal loop driveway and drive the vehicle to the basement level parking garage. When a resident or visitor leaves the residential building the valet driver will return the vehicle from the basement level to the space under the canopy overhang and to exit the Property the driver would utilize the westernmost driveway connection into 34th.

Parking for both the hotel and residential building will be provided in a subterranean parking garage. There are tandem spaces but mechanical parking is not utilized in the parking garage.

The loading spaces in the first basement level will be accessed through the driveway connection on 35th Street and vehicle will exit through the easternmost driveway connection to 34th. The loading spaces are all fully enclosed in the basement level of the parking garage.

Amendment to Faena District Overlay

The previously approved COA's included numerous variances that were granted for the project. The proposed project stays within the "envelope" of all the variances previously approved in HPB File No. 7603. Because the proposed project does not exceed any of the previously approved variances, the COA for the proposed project could restate and reapprove the same variances. However, Owner has made an application to the City to amend the Faena District Overlay regulations to, in essence, codify the previously approved variances. A copy of the proposed ordinance is enclosed as **Exhibit A**. As of the date of this submittal the ordinance for the Overlay amendments has passed review by the LUSC subcommittee on July 21 and it was recommended favorably by the Planning Board on August 25. Because of the proposed amendments to the Faena District Overlay, the application does not include any requests for variances.

Many of the previously granted variances related to the fact that the historic building was built prior to the implementation of the modern RM-3 zoning setback regulations and the historic building encroaches into the required north side setback. Therefore, in order for the new residential building to comply with the RM-3 sum of the side yard setbacks requirement it would have to be pushed further away from the south property line than otherwise necessary. From a historic preservation and design perspective, the opposite condition is desired – the new residential building should be pushed as far south as possible in order to provide distance between the historic building and the new residential building.

The amendments to the Faena District Overlay also propose to increase the allowable height for the Property from 200' to 250'. The increased height allows the same amount of allowable FAR to be distributed across a more slender and taller building, which is key to opening up views of the historic Versailles building from Collins Avenue. In fact, the proposed residential building has less FAR than the previously approved residential building – FAR was taken from the residential building and placed in the historic building for the reconstruction of the Gulf Stream Room and extension of the floorplates to the east. The first floor of residential units in the residential building is lifted up approximately 55' from the ground floor — allowing a smaller footprint for the lobby, which is very transparent with large expanses of glass — and this 55' tall opening at the ground floor is directly related to the requested 50-foot increase in height from 200' to 250'.

Also, increasing the height is consistent with the heights of other existing buildings in the Collins Waterfront Historic District. There are three buildings with heights over 250' – La Tour, Atlantis and Mirasol.

With regard to the modification of setback requirements, it is important to note that the Property is a uniquely situated property in the RM-3 zoning district. It is the only oceanfront property in the RM-3 district that has a public parking lot on both sides of it instead of neighboring private property. Thus, the Property is separated from its nearest neighbors by a much greater distance than a typical property. From property line to property line the nearest property to the south is a little more than 100' away and to the north the nearest property is a little over 300' away. Also, the historic Versailles building was built prior to the adoption of the modern RM-3 zoning standards and the building encroaches into the required north side

setback. The Gulf Stream Room and other additions to the historic tower will follow the existing setbacks of the historic building.

Sea Level Rise Criteria

In order to ensure that the Project is resilient in light of the effects of sea level rise, the sea level rise and resiliency review criteria from Section 133-50 of the LDRs is addressed below:

1) ***A recycling or salvage plan for partial or total demolition shall be provided.***
   Not applicable to the new residential tower.

2) ***Windows that are proposed to be replaced shall be hurricane proof impact windows.***
   All windows in the residential building will be hurricane proof impact windows.

3) ***Where feasible and appropriate, passive cooling systems, such as operable windows, shall be provided.***
   Sliding glass doors and operable windows where possible have been proposed in all residential units and hotel guestrooms.

4) ***Resilient landscaping (salt tolerant, highly water-absorbent, native, or Florida-friendly plants) shall be provided, in accordance with chapter 126 of the city Code.***
   Resilient landscaping has been provided.

5) ***The project applicant shall consider the adopted sea level rise projections in the Southeast Florida Regional Climate Action Plan, as may be revised from time-to-time by the Southeast Florida Regional Climate Change Compact. The applicant shall also specifically study the land elevation of the subject property and the elevation of surrounding properties.***
   The proposed residential building has it lobby set at 14'-0" NGVD, which is six feet above flood requirement.

6) ***The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-way and adjacent land, and shall provide sufficient height and space to ensure that the entry ways and exits can be modified to accommodate a higher street height of up to three additional feet in height.***
   All ramps will be able to absorb the additional 3 feet in height based on the current street elevation of Collins Avenue.

7) ***As applicable to all new construction, all critical mechanical and electrical systems shall be located above base flood elevation. All redevelopment projects shall, whenever practicable and economically reasonable, include the relocation of all critical mechanical and electrical systems to a location above base flood elevation.***

All critical mechanical and electrical equipment will be located between 1 and 2 feet above base flood elevation with the exception of the FPL vault, which will be located at grade elevation as required by FPL.

8) ***Existing buildings shall, wherever reasonably feasible and economically appropriate, be elevated up to base flood elevation, plus City of Miami Beach Freeboard.***
The existing building is located above the base flood elevation but it cannot be raised up to the freeboard due to its historic designation.

9) ***When habitable space is located below the base flood elevation plus City of Miami Beach Freeboard, wet or dry flood proofing systems will be provided in accordance with Chapter of 54 of the City Code.***
All proposed construction located below BFE will be dry flood proof construction up to the BFE plus freeboard. All entrances to the basement located below BFE plus freeboard will be protected with flood panels or gates.

10) ***As applicable to all new construction, stormwater retention systems shall be provided.***
The project's Stormwater Management System will be designed to meet the requirements for on-site retention for the State of Florida Department Of Environmental Protection, the City of Miami Beach and the State of Florida Department of Transportation.

11) ***Cool pavement materials or porous pavement materials shall be utilized.***
Cool pavement materials have been utilized.

12) ***The design of each project shall minimize the potential for heat island effects on-site.***
The project's parking is located below grade, eliminating parking lots which contribute to the heat island effect. Hardscape areas will be limited. Landscaped areas will be planted with green lawns, bushes and trees for shade.

For this application we believe the following edits should be made to existing conditions in the consolidated order (HPB20-0376) that are no longer applicable or have been addressed with this application (edits are explained and shown in strikethrough and underline format):

I.C.1.a, b and d

These three conditions were implemented due to the lack of design details provided at the June 9, 2020 HPB hearing. If found satisfactory to the Board, these conditions should be deleted.

~~a. The design of the north, south and east elevations of the new eastern extension of the Versailles building, as shown in the plans dated February 10, 2020, inclusive of the balcony design shall be further developed, in a manner to be reviewed and approved by the Board prior to the issuance of a Building Permit or a revision to any active Building Permit.~~

~~b. The plans for porte-cochere/entry canopy on the west side of the Versailles building, as shown in the plans dated February 10, 2020, shall be further developed and shall require the review and approval of the Board, prior to the issuance of a Building Permit or a revision to any active Building Permit that includes a porte-cohere/entry canopy.~~

~~d. The design of the entire rooftop addition on the Versailles building, as shown in the plans dated February 10, 2020, shall be further developed, in a manner to be reviewed and approved by the Board prior to the issuance of a Building Permit or a revision to any active Building Permit that includes a rooftop addition.~~

I.C.1.c

The interior design, including but not limited to materials, finishes and lighting elements of the new lobby of the Versailles building, as shown in the plans dated February 10, 2020, shall be further developed, in a manner to be reviewed and approved by the Board prior to the issuance of a temporary certificate of occupancy~~Building Permit or a revision to any active Building Permit~~.

I.C.1.e

This condition related to a loading space shown on the approved plans from 2016 and should be deleted.

~~e. The loading space proposed to be located at the drop off area for the new residential tower along Collins Avenue shall not be permitted. All loading spaces required for the new residential tower shall be located internal to the structure.~~

I.C.1.k

This condition related to the canopy on the west elevation of the historic tower shown on the approved plans from 2016 and should be deleted.

~~k. The final design and details of the proposed canopy located at the west elevation of the historic Versailles tower shall be provided, and all lighting and any required sprinkler systems shall be completely recessed into the structure, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.~~

I.C.3 and subsection a

This condition and sub-condition related to the demolition of the 1955 addition, which has already been demolished.

~~3. In accordance with Section 118-564(f)(6) of the City Code, the requirement that a full building permit for the new construction be issued prior to the issuance of a demolition permit for existing noncontributing structures, is hereby waived, if the following requirement is met:~~

~~a. A Building Permit for the reconstruction of the south wall of the historic Versailles tower, according to the plans approved by the Board, shall be issued prior to or concurrently with the permit for the total demolition of the 8-story 1955 south addition.~~

I.C.5.d, e, f, g and h

These conditions relate to streetscape improvements, improvements to 34th and public beach access at 34th that have all been completed so the conditions can be deleted.

~~d. Pursuant to the Escrow Agreement executed between the owner and the City, signed by both parties in March 2009, the owner has agreed to enter into a Streetscape Agreement for all public right-of-way improvements abutting the subject property, including 32nd Street between Collins Avenue and the Ocean, Collins Avenue, and 34th Street between Collins Avenue and the Ocean, inclusive of the City's public surface parking lot. The following conditions shall be required to be completed, as part of the Streetscape improvements, prior to the issuance of a Partial Certificate of Occupancy (P.C.O), Temporary Certificate of Occupancy (T.C.O.) or final Certificate of Occupancy (C.O.) for either the new building or existing building on the Versailles property (3425 Collins Avenue), whichever occurs last.~~

~~e. 34th Street: The owner will install drainage structures and hardscape improvements (including sidewalks, A.D.A. ramps, and vehicular approaches, as described in the City right-of-way plans adjacent to the east side of Collins Avenue at 34th Street), or will provide funding for such work, at the discretion of the City's Capital Improvement Projects Department.~~

~~f. 34th Street Surface Parking Lot: The owner will provide landscape and irrigation, or will provide funding for such improvements at the discretion of the City's Capital Improvement Projects Department for the 34th Street surface lot.~~

~~g. Public Beach Access at 34th Street: The owner will construct the paved public beach access, including all associated hardscape, landscape, and irrigation, from Collins Avenue to the Ocean. This shall also include all landscape, hardscape, and irrigation located between the east end of the 34th Street parking lot and the Ocean.~~

~~h. Pursuant to Condition 3.d.i below, the owner shall provide lighting in all landscape areas constructed or funded by the owner, in a manner to be reviewed and approved by staff.~~

<u>I.C.6 and all sub-sections</u>

These conditions all relate to construction of the public beachwalk, which has been completed so the conditions can be deleted.

~~6. The applicant has proffered and agreed to construct a grade level Public Beach Walk along the rear of the subject site, subject to the following conditions. The approval of the subject application is contingent upon such Public Beach Walk being constructed in accordance with the following conditions:~~

~~a. The existing raised boardwalk adjacent to the dune and the site, in between 34th and 35th Streets, shall be demolished and removed. A new Public Beach Walk shall be designed, permitted and built by the applicant and shall connect to the existing raised boardwalks to the north and to the south. All costs associated with the design, permitting and construction of the Public Beach Walk, as described herein, shall be borne by the applicant.~~

~~b. The applicant shall enter into and record a restrictive covenant, approved by the Miami Beach City Attorney, which runs with the land, confirming the applicant's agreement to~~

~~design, permit and construct a Public Beach Walk, in accordance with the conditions herein. The restrictive covenant shall be recorded in the public records, at the expense of the applicant.~~

~~c. The Public Beach Walk shall be generally consistent with the beach walk master plan, and shall require the review and approval of the Public Works Department, as well as all other applicable regulatory agencies and authorities.~~

~~d. The Public Beach Walk shall be substantially completed as soon as reasonably possible after the issuance of all required permits for its construction.~~

~~e. The construction of the Public Beach Walk will be timed to coincide with the beach walk project behind the Saxony Hotel. If the Versailles is ready for C.O. and construction of the Public Beach Walk has not commenced and completed, then the applicant shall post a bond, or provide other security acceptable to the City Attorney, for the cost of construction of the Public Beach Walk, to guarantee its construction and completion.~~

II.A. 1 through 17

These conditions spell out the variances previously approved. None of these variances are necessary due to the proposed amendments to the Faena District Overlay.

~~A. The applicant filed an application with the Planning Department for the following variance(s):~~

~~1. A variance to reduce 6' 0" from the minimum required setback of 11' 0" from the Erosion Control Line in order to construct a perimeter fence in the Dune Preservation Overlay District at 5'-0" from the Erosion Control Line and a height up to 16.50 NGVD.~~

~~2. A. A variance to reduce 10' 0" from the minimum required setback of 15' 0" from the side property line in order to construct a perimeter fence in the Oceanfront Overlay District at 5'- 0" from the north property line and a height up to 16.50 NGVD.~~

~~B. A variance to reduce 10' 0" from the minimum required setback of 15' 0" from the side property line in order to construct a perimeter fence in the Oceanfront Overlay District at 5'- 0" from the south property line and a height up to 16.50 NGVD.~~

~~3. A. A variance to reduce all minimum required pedestal street side setback of 16' 0" in order to construct new stairs up to the north property line facing 35th Street.~~

~~B. A variance to reduce 5' 7" from the minimum required pedestal street side setback of 16'-0" in order to construct a column in the elevated terrace at 10'-5" from the north property line facing 35th Street.~~

~~4. A. A variance to reduce by a range from 13'-2" to 5'-2" the minimum required pedestal street side setback of 16'-0" in order to construct the first and second floor at a setback ranging from 2'-10" to 10'-10" from the south property line facing 34th Street.~~

~~B. A variance to reduce a range from 15'-4" to 3" the minimum required pedestal street side setback of 16'-0" in order to construct the third and fourth floors of the new 16 story addition at a range from 8" to 15' 9" from the south property line facing 34th Street.~~

~~C. A variance to reduce 11'-0" from the minimum required pedestal street side setback of 16'-0" in order to construct a perimeter fence at 5'-0" from the south property line facing 34th Street and a maximum height of 16.50 NGVD.~~

~~5. A variance to reduce 31' 4" from the minimum required pedestal sum of the side setbacks of 32'-0" in order to provide a sum of the side yards of 8".~~

~~6. A variance to reduce 1' 10" from the minimum required subterranean street side setback of 10' 0" in order to construct columns at 8' 2" from the south property line facing 34th Street.~~

~~7. A. A variance to reduce a range from 15'-4" to 3" the minimum required tower street side setback of 16'-0" in order to construct the fourth through sixteen floors of the new 16 story addition at a range from 8" to 15' 9" from the south property line facing 34th Street.~~

~~B. A variance to reduce 7'-2" from the minimum required tower street side setback of 16'-0" in order to construct the pool and pool deck at 8'-10" from the south property line facing 34th Street.~~

~~8. A variance to reduce 25' 9" from the minimum required tower sum of the side setbacks of 32' 0" in order to provide a sum of the side yards of 6' 3".~~

~~9. A variance to exceed by 3'-0" the maximum permitted building height of 200'-0" in order to construct a new 16 story residential addition on the southwest side of the property with a maximum height of 203' 0" measured from base flood elevation plus 1' 0" (9.00' NGVD) to the top of the roof kitchen counter.~~

~~10. A. A variance to reduce 4'-0" from the minimum required subterranean street side setback of 10' 0" in order to leave underground sheet piles for the construction of the basement retaining walls at 6' 0" from the north property line facing 35th Street.~~

~~B. A variance to reduce a range from 10'-0" to 6'-0" from the minimum required subterranean street side setback of 10' 0" in order to leave underground sheet piles for the construction of the basement retaining walls at a range from 0' 0" to 4' 0" from the south property line facing 34th Street.~~

~~11. A variance to reduce 4'-0" from the minimum required subterranean rear setback of 50'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at 46' 0" from the rear property line.~~

~~12. A variance to reduce 4'-0" from the minimum required subterranean front setback of 20'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at 16' 0" from the front property line facing Collins Avenue.~~

~~13. A variance to exceed by 10.6% (9'-5") the maximum permitted width of 30% (26'-7") of the building's core front (88'-8") in order to construct a new porte-cochere with a width of 40.6% (36'-0") of the building's front, facing Collins Ave.~~

~~14. A variance to exceed by 3'-0" the maximum permitted height of 16'-0" for a porte-cochere in order to construct a new porte-cochere in front of the property up to 19'-0" in height, facing Collins Ave.~~

~~15. A variance to reduce 11'-6" from the minimum required front setback of 20'-0" for at grade parking in order to construct a new driveway at 8'-6" from the front property line facing Collins Avenue.~~

~~16. A variance to reduce by 10.47' the minimum required pedestal side facing a street setback of 16.0' in order to extend the floorplates on floors 2 through 5.~~

~~17. A variance to reduce by 10.47' the minimum required tower side facing a street setback of 16.0' in order to extend the floorplates on floors 6 through 14.~~

III.A

This Final Order consolidates all conditions and requirements for Certificate of Appropriateness approval as same are contained herein, in the original Orders dated November 14, 2014, ~~and~~ March 8, 2016 and June 9, 2020. Accordingly, this Order shall serve as the Final Order for the proposed project and, in the event of conflict between the provisions hereof and those of the November 14, 2014, ~~or~~ March 8, 2016 or June 9, 2020 Orders, the provisions hereof shall control.

For all of the aforementioned reasons we respectfully request your favorable review of the proposed project and we look forward to working with your staff and presenting the project to the Historic Preservation Board.

Sincerely,

Neisen O. Kasdin

Exhibit A

FAENA DISTRICT OVERLAY

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE LAND DEVELOPMENT REGULATIONS OF THE CODE OF THE CITY OF MIAMI BEACH, BY AMENDING CHAPTER 142, ENTITLED "ZONING DISTRICTS AND REGULATIONS," ARTICLE III, ENTITLED "OVERLAY DISTRICTS," AMENDING DIVISION 10, ENTITLED "FAENA DISTRICT OVERLAY," TO AMEND THE PARKING REQUIREMENT FOR PLACE OF ASSEMBLY USE; AMEND THE ALLOWABLE HEIGHT FOR RM-3 OCEANFRONT LOTS GREATER THAN 70,000 SQUARE FEET IN SIZE, WHICH ALSO CONTAIN A CONTRIBUTING HISTORIC STRUCTURE; AND AMEND THE ALLOWABLE SETBACKS AND REQUIRED YARDS FOR RM-3 OCEANFRONT LOTS GREATER THAN 70,000 SQUARE FEET IN SIZE, WHICH ALSO CONTAIN A CONTRIBUTING HISTORIC STRUCTURE; AND PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

WHEREAS, the City of Miami Beach ("City") desires to encourage private property owners to redevelop and manage properties under common ownership comprehensively rather than in a piecemeal manner; and

WHEREAS, the City seeks to encourage and incentivize new development and the preservation and restoration of structures located within the Collins Avenue corridor; and

WHEREAS, contributing historic structures located within the Collins Avenue corridor pre-date the City's land development regulations and therefore do not meet the zoning standards and are frequently permitted as legal nonconforming structures; and

WHEREAS, the preservation and restoration of the City's historic buildings and character furthers the general welfare and is especially important to the citizens of Miami Beach; and

WHEREAS, the preservation and restoration of historic structures is often possible through the construction of additions and/or new buildings on the same property; and

WHEREAS, the amendment set forth below is necessary to accomplish all of the above objectives.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:

SECTION 1. Chapter 142, Article III entitled "Overlay Districts", Division 10 "Faena District Overlay" is hereby amended as follows:

CHAPTER 142
ZONING DISTRICTS AND REGULATIONS

* * *

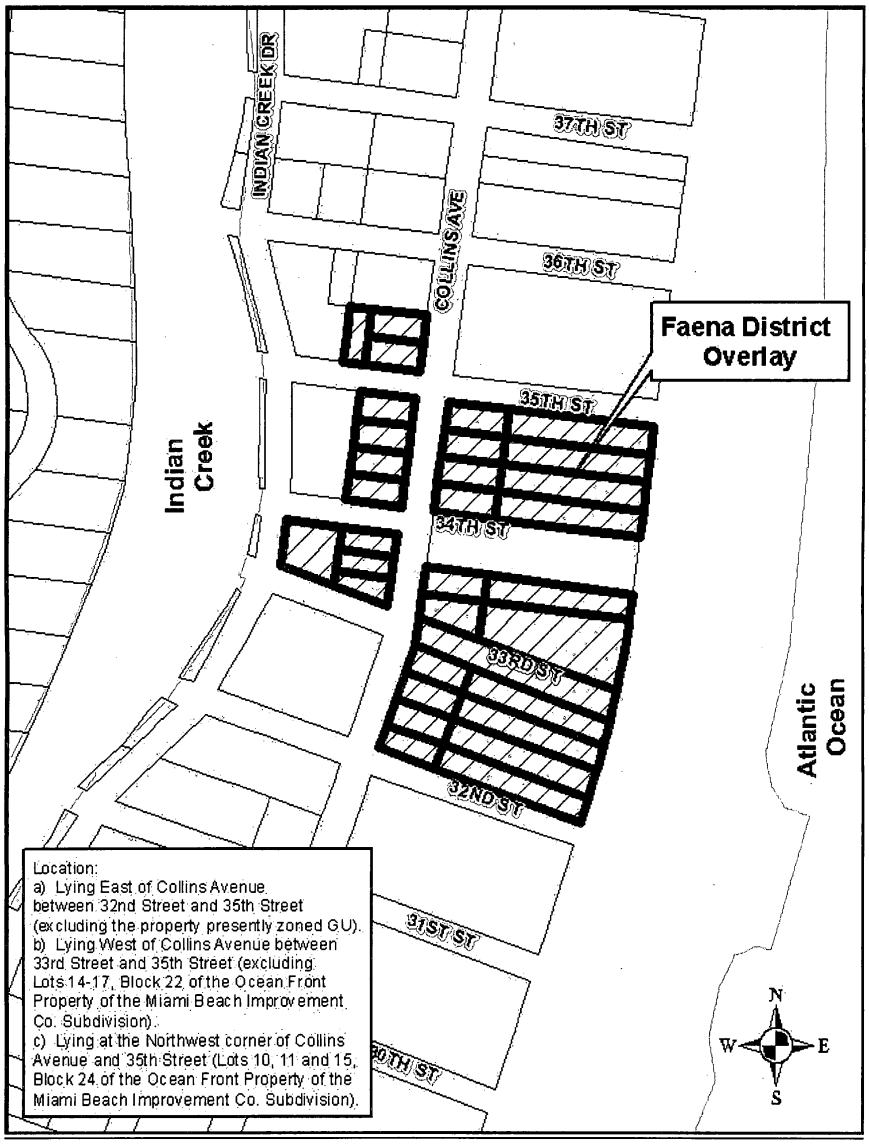
ARTICLE III
OVERLAY DISTRICTS

* * *

DIVISION 10. FAENA DISTRICT OVERLAY

Sec. 142-867. Location and purpose.

The overlay regulations of this division shall apply to the properties identified in the Overlay Map below:



The purpose of this overlay district is to allow limited flexibility of uses, ~~and~~ limited increases in heights, and limited flexibility in setbacks because of the common ownership and operation of the properties within the overlay district and the value of preserving historic buildings within the overlay district.

* * *

Sec. 142-869. Compliance with regulations.

The following overlay regulations shall apply to the Faena District Overlay. All development regulations in the underlying regulations shall apply, except as follows:

* * *

(a) One place of assembly may be permitted as a main permitted use, within the areas that have an underlying zoning designation of RM-2, in accordance with the following minimum requirements:

* * *

xvii. The required parking for a place of assembly is one space per eighty (80) square feet of floor area available for seating.

* * *

(g) Within areas that have an underlying zoning designation of RM-3, lots which are oceanfront lots with a lot area greater than 70,000 sq. ft. that also contain a contributing historic structure shall have a maximum height of 250 feet.

i. Any building with a height exceeding 203 feet shall have a front setback of 75 feet as measured to the closest face of a balcony.

(h) Within areas that have an underlying zoning designation of RM-3, lots which are oceanfront lots with a lot area greater than 70,000 sq. ft. that also contain a contributing historic structure:

i. The required pedestal and tower side street setback for alterations to and extensions of a contributing historic structure shall be equal to the existing setback of the contributing historic structure.

ii. The required pedestal side street setback for attached or detached additions to a contributing historic structure that are located on the ground is 0'.

iii. The subterranean, pedestal and tower side setbacks shall be zero (0') feet for properties abutting a GU zoned parcel, and which also provide a view corridor between an existing contributing building and the construction of a detached

ground level addition, subject to the review and approval of the historic preservation board, in accordance with the certificate of appropriateness review criteria.

vi. There are no required sum of the side yard setbacks for pedestal or tower side setbacks.

viii. The required subterranean rear setback is 46' from the bulkhead line.

ix. The required subterranean front setback is 15'.

x. The required front setback for at-grade parking and driveways is 8'-6".

xiv. The maximum permitted width of a porte-cochere for a contributing building may exceed the requirements of allowable encroachments as outlined in the city code section 142-1132, not to exceed the width of an original porte-cochere. The maximum permitted height of such porte-cochere shall be 19'.

xvi. The term "grade, average existing" which means the average grade elevation calculated by averaging spot elevations of the existing topography taken at ten-foot intervals along the property lines, shall be substituted for the term "grade" for purposes of fence and wall heights and setbacks. However, a fence or wall which faces Collins Avenue shall be measured from grade (the city sidewalk elevation at the centerline of the front of the property).

SECTION 2. CODIFICATION.
It is the intention of the Mayor and City Commission of the City of Miami Beach, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of the City of Miami Beach, Florida. The sections of this ordinance may be renumbered or re-lettered to accomplish such intention, and, the word "ordinance" may be changed to "section", "article", or other appropriate word.

SECTION 3. REPEALER.
All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

SECTION 4. SEVERABILITY.
If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

SECTION 5. EFFECTIVE DATE.
This Ordinance shall take effect ten days following adoption.

PASSED and **ADOPTED** this _____ day of _____, 2020.

ATTEST:

_____
Dan Gelber
Mayor

Rafael E. Granado
City Clerk

APPROVED AS TO
FORM AND LANGUAGE
& FOR EXECUTION

City Attorney Date

First Reading:
Second Reading:

Verified by: _____
Thomas Mooney, AICP
Planning Director

Underscore denotes new language
~~Strikethrough~~ denotes removed language

First submittal: August 17, 2020
Comments issued: August 28, 2020
Applicant responses in red: September 8, 2020

SUBJECT: HPB20-0430, 3425 Collins Avenue.

Please provide a narrative response to the comments listed below.

1. LETTER OF INTENT

a. none

2. ZONING

1. Survey shall be revised to be updated not older than 6 months old. The old 34th Street on the south side is not a street anymore. The survey has a last updated date of June 30, 2020. The survey has been revised to remove the reference to 34 Street.
2. Revise overall building height. Building height shall be measured from BFE+5'-0"= 13.0' NGVD, not from 14' NGVD. Indicate proposed overall building height on elevation drawings to the top of the counter at the roof (249'-0"). Overall building height reference level is 13 NGVD. Corrected in all Elevations.
3. A variance for triple stacking of vehicles is required. Triple stacked tandem spaces have been removed from the plans.
4. Revise zoning requirements on page A-004. Revise setback requirements in the table as per current required. The south side is not a street side it would be an interior side. Subterranean and pedestal setbacks are the same. Triple stacking of vehicles is proposed, which requires a variance. South side setback has been labeled as an interior side yard. Triple stacked tandem spaces have been removed from the plans.
5. Provide an enumerated parking plan showing number of parking spaces. Some spaces with dashed lines are not clear if they are parking spaces. Parking spaces have been numbered.
6. Note that the vehicular exit onto the parking area to the south removes existing parking spaces and will have to be approved by the City. Noted. Applicant had preliminary conversations with the Parking Department and they were supportive of the concept.
7. FAR diagrams shall be revised. Portions of terrace, including pool areas that are covered and on top of the slab of the floor below are not exempted from FAR. Revise FAR for the 16th floor to include these areas. Applicant does not agree with the assertion that this area on the 16th floor should be counted as FAR but for purposes of the submittal applicant has included it. The resulting total FAR is slightly above the allowable FAR (by only 0.7%) but applicant will rectify the total FAR by either continued discussion on the disputed areas on the 16th floor, modifications to other parts of the building, and the proposed ordinance to eliminate certain elements for counting towards FAR will also reduce the total FAR for the project. Final zoning review will occur with the building permit process. Triangular balconies must be completely open above the guardrail in

order to not count in FAR. The proposed vertical louvers are for privacy and are more than 75% open above the handrail. See details DA-106, DA-107, and DA-108.

3. DEFICIENCIES IN ARCHITECTURAL PRESENTATION

a. Provide context line drawn elevations. Added, see sheet A-018.
b. Provide photos of the site. Added, see sheets A-012 and A-013.
c. Provide photos of the surrounding properties. Added, see sheets A-014 and A-105.
d. Provide landscaping plans, landscaping comments cannot be issued at this time. Landscaping is not a part of this submittal.
e. Provide details of the proposed printed aluminum cladding. Provide installation details. Will the cladding have seams? Provide a physical material sample with printing for staff review. A sample has been requested. Details added in pages DA-106, DA-107, and DA-108.
f. Provide details of the vertical screening. Details added in pages DA-106, DA-107, and DA-108.
g. Provide an enlarged elevation and rendering of the south pedestal facing the parking lot. Enlarged elevation and rendering provided. See DA-109. See Rendering DA-115.
h. Provide a methodology from a licensed structural engineer on how the 3-level basement and foundations will be excavated. Include a timeline. A letter has been provided. The letter from the engineer should include some assurances that the structure will not fail during excavation and will have to be demolished like the Atlantic Beach Hotel across the street. Is the project using the same contractor as the Atlantic Beach? No.
i. DA.105 thru 111, correct red labeling. Corrected.
j. A-007, show previously approved site plan, not proposed. Corrected.
k. All pedestrian (eye) level renderings should be labeled as such. Renderings labels corrected DA 110 to DA 120.
l. Provide a rending(s) from the boardwalk. Rendering provided. DA-117.
m. Provide a rending from the intersection of Collins Av and 36th Street. Rendering is being prepared and will be presented at board meeting . Rendering from 35th Street included. See sheet DA-115.
n. CA-101, show outside of the enclosed portion of the building for clarification. Columns have been included. CA-101.
o. With the exception of the previously approved site plan, the previously approved floor plans should not be included. A completed separate set of plans could be included, and clearly labeled for reference. All previously approved drawing have been placed in a single section at the end. Pages AR-101.A to AR-402.A.

4. DESIGN/APPROPRIATENESS COMMENTS (Recommendations)

a. Staff recommends that a model of the building and surrounding buildings be constructed for the Board to review. Noted.
b. Staff recommends the exploration of the reduction of the overall height of the building, which may include the reduction of the pedestal portion. In order to

open up views to the historic building as much as possible applicant believes the building and overall site function the best if the building is 250' tall.

c. Staff recommends stepping back the portion of the east side of the building above 200'. From the boardwalk the portion of the building above 200' will be minimally visible.

d. Staff recommends elimination of the hotel exit onto Collins Avenue. The hotel exit onto Collins creates a "loop" system that allows vehicles who do not pass the security screening to exit back onto Collins, which reduces congestion in front of the hotel drop-off and keeps the hotel drop-off secure.

5. LANDSCAPING

a. none

6. PUBLIC WORKS

1. Construction on the frontage/rear/side property lines must not encroach under or above ground into the adjacent property and/or right-of-way (Public Works Manual Part I / Section 4 / B / I). Revised. The proposed design does not encroach into the adjacent property or ROW.

A. There appears to be driveway ramps on 34th and 35th Streets on the east side of the site which commence within the public right of way. Only the driveway approaches may be within the right of way. All driveway ramps must be within the private property. (Sheet A-001, A-007, & A-100.P). Corrected. Driveways and ramps are proposed outside of the ROW. A maximum cross slope of 2% is proposed at the approaches to the ROW. Drawings have been clarified. Sheet A-001, A-007, and A-100.P.

7. ENVIRONMENTAL REVIEW

Electric Vehicles Parking ordinance if parking lot/space/garage will be part of the project Please add our minimum EV parking spaces and charging stations standards below, per EV parking policy:

1. Electric vehicle parking spaces shall be painted green, or shall be marked by green painted lines or curbs.
2. Each electric vehicle parking space shall be marked by a sign designating the parking space as an electric vehicle parking space, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) of the Federal Highway Administration.
3. Each electric vehicle charging station shall be equipped with a sign that includes the following information: (i) voltage and amperage levels, (ii) any applicable usage fees, (iii) safety information, and (iv) contact information for the owner of the charging station, to allow a consumer to report issues relating to the charging station.
4. Electric vehicle charging stations shall contain a retraction device, coiled cord, or a fixture to hang cords and connectors above the ground surface.
5. Electric vehicle charging stations shall be screened from view from the right of way, with the exception of alleys.

6. Electric vehicle charging stations shall be maintained in good condition, appearance, and repair. https://www.miamibeachfl.gov/wp-content/uploads/2017/08/2016-3988-Ordinance.pdf. Acknowledged. Electric vehicles parking spaces as required by the ordinance have been added and labeled. A-005, A-100.2.P, and A-100.1.P.

The Aman Hotel at 3401 Collins Ave Miami Beach, FL

The amazing new Aman hotel at this iconic Miami beach site includes a three-level basement within the property and under the existing tower.

To accomplish this new Miami Beach feat, several successful techniques (proven in previous South Florida projects) provided by Keller North America (prior HJ Foundation and Hayward Baker) are proposed.

The project will commence by removing the existing sheet piling installed for the previous 1 level basement. Subsequently the East and South Facades of the existing building, which are to remain and preserved, will be underpinned via jet grouting (See description attached) to minimize its settlement. A Metal structure bracing will be build and installed to secure the remaining facades against vertical and lateral loads, such as wind, during construction and while it gets attached to the new structure.

Following, a complete property perimeter secant pile wall will be installed, including partitions and existing building support as required for the excavation, tremie pour and dewatering to allow for safe, water controlled, permanent waterproofing installation and basement construction. All new installation is based on minimal vibrations to prevent damage to existing and surrounding structures.

Similar projects in South Florida (with YouTube links) among others:

Aston Martin https://youtu.be/khgfAtmzc_c

Estates at Acqualina https://youtu.be/x6x2tjcETmY

Monad https://youtu.be/k-rEhDggIFY

601 Washington

Raleigh Hotel

Oceana Bal Harbour

Auberge Condominiums https://youtu.be/ram6CpX-Hkc

Residences by Armani https://youtu.be/w2fJp1oOl2I

Turnberry Ocean

Optima Plaza https://www.youtube.com/watch?v=cDxrYI87Yzw

River Landing https://youtu.be/5AFZq1BtD6U

Ocean Wave

Via Mizner (II, III)

830 Brickell

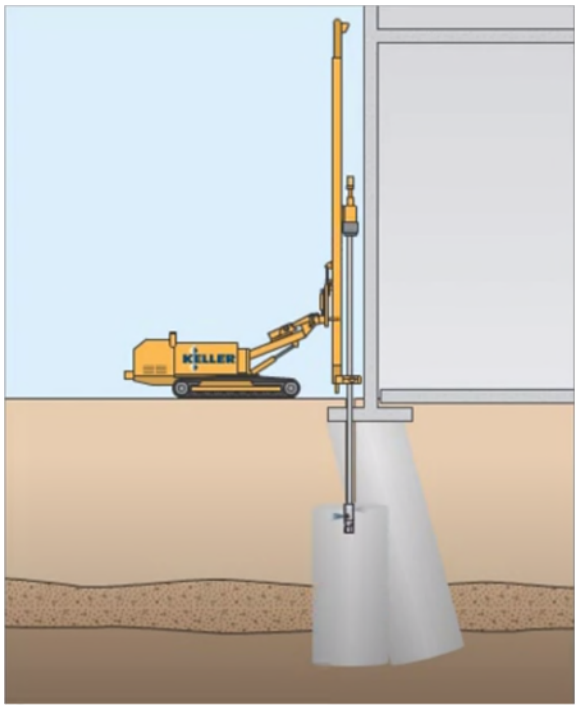
Underpinning

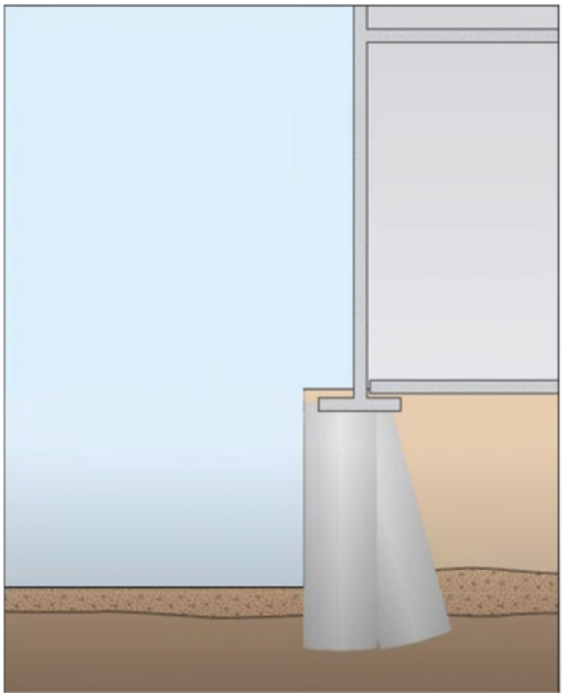
Underpinning provides additional support to existing foundations that are unable to safely support existing or future loads.

Foundation underpinning techniques bypass the problem soils by installing structural elements to transfer the building's load to underlying competent soils or bedrock.

Jet Grouting uses high velocity fluid jets to construct cemented soil of varying geometries in the ground.

Video https://youtu.be/u2MtF90NMXk





Process

Jet grouting creates in situ geometries of soilcrete (grouted soil), using a grouting monitor attached to the end of a drill stem. The jet grout monitor is advanced to the maximum treatment depth. Then high velocity jets (cement grout with optional water and air) are initiated from ports in the monitor. The jets erode and mix the in situ soil with grout as the drill stem and monitor are rotated and raised.

The jet grouting process constructs soilcrete panels, full columns, or partial columns with designed strength and/or permeability. The soilcrete geometry and physical properties are designed based on the in-situ soils.

Quality assurance

With 40 years of experience, working across the globe, Keller has seen and completed more jet grouting projects than any other contractor in the world. Our robust design, testing procedures and experience provide us confidence in knowing when the technique can be used and also most importantly what the limits of application are.

To meet the intent of the project and ensure that the jet grout program is successful, an in situ test program is generally installed prior to production. Based on review of the project borings, the application, and previous project experience, initial jet grout parameters (or sets of parameters) are established and executed in the field for the test program. The test program will specifically demonstrate the column spacing, overlap, and geometry of the jet grouted elements. The test program will also verify consistency of the grout batching, evaluate the equipment functionality, and confirm the real-time recording and reporting of the jet grout parameters. All of these processes are used to establish a standardized protocol for each specific soil type that is consistent and repeatable for the production columns.

Keller's proprietary data acquisition (DAQ) system enables us to continuously monitor and record specific jet grout parameters at the rig. The DAQ interface provides real-time information to the drill rig operator, while the column construction data is uploaded wirelessly to a server soon after completion to be used for report generation. These reports can then be reviewed in near real-time by project management and submitted to the client.

Secant piles

Are columns constructed adjacent (tangent) or overlapping (secant) to form structural or cutoff walls. From soil mixing to drilled shafts, Keller draws on its complete suite of techniques to optimize the design and construction of these walls.

https://youtu.be/1uQmTDNM2RA

Process

The columns are constructed using Cased CFA/auger cast. Sequenced construction of the elements helps ensure a tight connection to minimize water intrusion (final waterproofing and concrete wall will follow). The design incorporate beams for reinforcement. Bracing and walers provide additional lateral support, if needed.

Quality assurance

We use the latest technology, testing regimes and best practices protocols developed over many years to ensure the position, verticality and structural integrity of our pile walls.

Keller’s proprietary data acquisition (DAQ) system enables us to continuously monitor and record specific parameters at the rig. The DAQ interface provides real-time information to the drill rig operator, while the construction data is uploaded wirelessly to a server soon after completion to be used for report generation. These reports can then be reviewed in near real-time by project management and submitted to the client.

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DATE:06/24/2020 04:15:48 PM
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

HISTORIC PRESERVATION BOARD
City of Miami Beach, Florida

MEETING DATE: June 9, 2020

PROPERTY/FOLIO: 3425 Collins Avenue / 02-3226-001-1440

FILE NO: HPB20-0376

LEGAL: Lots 1 through 8 inclusive, and the 16.00 foot Alley all in Block 21, AMENDED PLAT OF OCEAN FRONT PROPERTY OF THE MIAMI BEACH SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 5, Pages 7 and 8, of the Public Records of Miami-Dade County, Florida.

IN RE: The application for modifications to a previously issued Certificate of Appropriateness for the partial demolition, renovation and restoration of the existing 16-story hotel building, including the total demolition of the 1955 south addition, and the construction of a new 16-story detached ground level addition. Specifically, the applicant is requesting modifications relative to the contributing Versailles building including the design of the public interior, partial demolition and expansion of the floor plates eastward and modifications to the rooftop addition including variances from the required side facing a street setbacks.

CONSOLIDATED ORDER

The City of Miami Beach Historic Preservation 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:

I. Certificate of Appropriateness

A. The subject site is located within the Collins Waterfront Local Historic District.

B. 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:

1. Is consistent with Sea Level Rise and Resiliency Review Criteria in Section 133-50(a) of the Miami Beach Code.

2. Is consistent with the Certificate of Appropriateness Criteria in Section 118-564(a)(1) of the Miami Beach Code.

3. Is consistent with Certificate of Appropriateness Criteria in Section 118-564(a)(2) of the Miami Beach Code.

4. Is not consistent with Certificate of Appropriateness Criteria 'b', & 'k' in Section 118-564(a)(3) of the Miami Beach Code.

5. Is consistent with Certificate of Appropriateness Criteria in Section 118-564(f)(4) of the Miami Beach Code.

C. The project would be consistent with the criteria and requirements of section 118-564 and 133-50(a) if the following conditions are met:

1. Revised elevation, site plan and floor plan drawings shall be submitted and, at a minimum, such drawings shall incorporate the following:

a. The design of the north, south and east elevations of the new eastern extension of the Versailles building, as shown in the plans dated February 10, 2020, inclusive of the balcony design shall be further developed, in a manner to be reviewed and approved by the Board prior to the issuance of a Building Permit or a revision to any active Building Permit.

b. The plans for porte-cochere/entry canopy on the west side of the Versailles building, as shown in the plans dated February 10, 2020, shall be further developed and shall require the review and approval of the Board, prior to the issuance of a Building Permit or a revision to any active Building Permit that includes a porte-cochere/entry canopy.

c. The interior design, including but not limited to materials, finishes and lighting elements of the new lobby of the Versailles building, as shown in the plans dated February 10, 2020, shall be further developed, in a manner to be reviewed and approved by the Board prior to the issuance of a Building Permit or a revision to any active Building Permit.

d. The design of the entire rooftop addition on the Versailles building, as shown in the plans dated February 10, 2020, shall be further developed, in a manner to be reviewed and approved by the Board prior to the issuance of a Building Permit or a revision to any active Building Permit that includes a rooftop addition.

~~a.~~ e. The loading space proposed to be located at the drop off area for the new residential tower along Collins Avenue shall not be permitted. All loading spaces required for the new residential tower shall be located internal to the structure.

~~b.~~ f. Any kitchen equipment and venting systems associated with the ground level café shall be chased internally through to the roof.

~~c.~~ g. The maximum FAR for the project site shall not exceed 3.0.

~~d. The design for the new tower addition shall be presented to the Board in the form of a Status Report at the December 9, 2014 meeting.~~

~~e. The proposed glass railings for the new balconies at the east elevation of the historic Versailles structure shall be replaced with masonry and glass railings and shall be consistent with the revised plans presented to the Board on November 14,~~

~~2014, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.~~

~~f. The vertical supports for the proposed front canopy structure at the west elevation of the historic Versailles structure shall incorporate decorative urns and palm trees and shall be consistent with the revised plans presented to the Board on November 14, 2014, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.~~

~~g.~~ h. The enclosed corridors located on the roof terrace of the new tower shall not be permitted, and shall be redesigned as open air corridors.

~~h.~~ i. The facades of the existing building shall be fully restored to the greatest extent possible, with the exceptions noted on the plans, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

~~i. The historic lobby of the existing building shall be fully restored to the greatest extent possible, according to available historic documentation, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board~~.

j. The original historic "Versailles" signage located on the west elevation shall be recreated to the greatest extent possible, according to available historic documentation, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

k. The final design and details of the proposed canopy located at the west elevation of the historic Versailles tower shall be provided, and all lighting and any required sprinkler systems shall be completely recessed into the structure, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

l. Final details of all exterior surface finishes and materials for the historic Versailles tower and the new residential tower, including samples, shall be submitted, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

m. A museum quality historic analysis and display of the existing historic structure, inclusive of a photographic and written description of the history and evolution of the original building and its changes of use over time, shall be submitted to and approved by staff, prior to the issuance of a Certificate of Occupancy or a Temporary Certificate of Occupancy; such historic analysis shall be displayed prominently within the public area of the historic structure, in a location to be determined by staff.

n. All roof-top fixtures, air-conditioning units and mechanical devices shall be clearly noted on a revised roof plan and elevation drawings and shall be screened from

view, in a manner to be reviewed and approved by staff, consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

2. In accordance with Section 118-395(b)(2) of the City Code, the requirement pertaining to an existing structure's setbacks and parking credits, is hereby waived, to allow for the reconstruction of the original floor slabs.

3. In accordance with Section 118-564(f)(6) of the City Code, the requirement that a full building permit for the new construction be issued prior to the issuance of a demolition permit for existing noncontributing structures, is hereby waived, if the following requirement is met:

   a. A Building Permit for the reconstruction of the south wall of the historic Versailles tower, according to the plans approved by the Board, shall be issued prior to or concurrently with the permit for the total demolition of the 8-story 1955 south addition.

4. Site plan approval is contingent upon meeting Public School Concurrency requirements. Applicant shall obtain a valid School Concurrency Determination Certificate (Certificate) issued by the Miami-Dade County Public Schools. The Certificate shall state the number of seats reserved at each school level. In the event sufficient seats are not available, a proportionate share mitigation plan shall be incorporated into a tri-party development agreement and duly executed prior to the issuance of a Building Permit.

5. 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. Street trees shall be required along 35th Street and Collins Avenue, if feasible, in a manner to be reviewed and approved by the Public Works Department.

   b. 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.

   c. Any overhead utilities located in the adjacent public right-of-ways, shall be placed underground, if feasible, and subject to the review and approval of the Public Works Department.

   d. Pursuant to the Escrow Agreement executed between the owner and the City, signed by both parties in March 2009, the owner has agreed to enter into a Streetscape Agreement for all public right-of-way improvements abutting the subject property, including 32nd Street between Collins Avenue and the Ocean, Collins Avenue, and 34th Street between Collins Avenue and the Ocean, inclusive of the City's public surface parking lot. The following conditions shall be required to be completed, as part of the Streetscape improvements, prior to the issuance of

a Partial Certificate of Occupancy (P.C.O), Temporary Certificate of Occupancy (T.C.O.) or final Certificate of Occupancy (C.O.) for either the new building or existing building on the Versailles property (3425 Collins Avenue), whichever occurs last.

e. 34th Street: The owner will install drainage structures and hardscape improvements (including sidewalks, A.D.A. ramps, and vehicular approaches, as described in the City right-of-way plans adjacent to the east side of Collins Avenue at 34th Street), or will provide funding for such work, at the discretion of the City's Capital Improvement Projects Department.

f. 34th Street Surface Parking Lot: The owner will provide landscape and irrigation, or will provide funding for such improvements at the discretion of the City's Capital Improvement Projects Department for the 34th Street surface lot.

g. Public Beach Access at 34th Street: The owner will construct the paved public beach access, including all associated hardscape, landscape, and irrigation, from Collins Avenue to the Ocean. This shall also include all landscape, hardscape, and irrigation located between the east end of the 34th Street parking lot and the Ocean.

h. Pursuant to Condition 3.d.i below, the owner shall provide lighting in all landscape areas constructed or funded by the owner, in a manner to be reviewed and approved by staff.

6. The applicant has proffered and agreed to construct a grade level Public Beach Walk along the rear of the subject site, subject to the following conditions. The approval of the subject application is contingent upon such Public Beach Walk being constructed in accordance with the following conditions:

a. The existing raised boardwalk adjacent to the dune and the site, in between 34th and 35th Streets, shall be demolished and removed. A new Public Beach Walk shall be designed, permitted and built by the applicant and shall connect to the existing raised boardwalks to the north and to the south. All costs associated with the design, permitting and construction of the Public Beach Walk, as described herein, shall be borne by the applicant.

b. The applicant shall enter into and record a restrictive covenant, approved by the Miami Beach City Attorney, which runs with the land, confirming the applicant's agreement to design, permit and construct a Public Beach Walk, in accordance with the conditions herein. The restrictive covenant shall be recorded in the public records, at the expense of the applicant.

c. The Public Beach Walk shall be generally consistent with the beach walk master plan, and shall require the review and approval of the Public Works Department, as well as all other applicable regulatory agencies and authorities.

d. The Public Beach Walk shall be substantially completed as soon as reasonably possible after the issuance of all required permits for its construction.

e. The construction of the Public Beach Walk will be timed to coincide with the beach walk project behind the Saxony Hotel. If the Versailles is ready for C.O. and construction of the Public Beach Walk has not commenced and completed, then the applicant shall post a bond, or provide other security acceptable to the City Attorney, for the cost of construction of the Public Beach Walk, to guarantee its construction and completion.

In accordance with Section 118-537, the applicant, the owner(s) of the subject property, the City Manager, Miami Design Preservation League, Dade Heritage Trust, or an affected person may appeal the Board's decision on a Certificate of Appropriateness to a special master appointed by the City Commission.

II. Variance(s)

A. The applicant filed an application with the Planning Department for the following variance(s):

1. A variance to reduce 6'-0" from the minimum required setback of 11'-0" from the Erosion Control Line in order to construct a perimeter fence in the Dune Preservation Overlay District at 5'-0" from the Erosion Control Line and a height up to 16.50 NGVD.

2. A. A variance to reduce 10'-0" from the minimum required setback of 15'-0" from the side property line in order to construct a perimeter fence in the Oceanfront Overlay District at 5'- 0" from the north property line and a height up to 16.50 NGVD.

   B. A variance to reduce 10'-0" from the minimum required setback of 15'-0" from the side property line in order to construct a perimeter fence in the Oceanfront Overlay District at 5'- 0" from the south property line and a height up to 16.50 NGVD.

3. A. A variance to reduce all minimum required pedestal street side setback of 16'-0" in order to construct new stairs up to the north property line facing 35th Street.

   B. A variance to reduce 5'-7" from the minimum required pedestal street side setback of 16'-0" in order to construct a column in the elevated terrace at 10'-5" from the north property line facing 35th Street.

4. A. A variance to reduce by a range from 13'-2" to 5'-2" the minimum required pedestal street side setback of 16'-0" in order to construct the first and second floor at a setback ranging from 2'-10" to 10'-10" from the south property line facing 34th Street.

   B. A variance to reduce a range from 15'-4" to 3" the minimum required pedestal street side setback of 16'-0" in order to construct the third and fourth floors of the

new 16 story addition at a range from 8" to 15'-9" from the south property line facing 34th Street.

C. A variance to reduce 11'-0" from the minimum required pedestal street side setback of 16'-0" in order to construct a perimeter fence at 5'-0" from the south property line facing 34th Street and a maximum height of 16.50 NGVD.

5. A variance to reduce 31'-4" from the minimum required pedestal sum of the side setbacks of 32'-0" in order to provide a sum of the side yards of 8".

6. A variance to reduce 1'-10" from the minimum required subterranean street side setback of 10'-0" in order to construct columns at 8'-2" from the south property line facing 34th Street.

7. A. A variance to reduce a range from 15'-4" to 3" the minimum required tower street side setback of 16'-0" in order to construct the fourth through sixteen floors of the new 16 story addition at a range from 8" to 15'-9" from the south property line facing 34th Street.

B. A variance to reduce 7'-2" from the minimum required tower street side setback of 16'-0" in order to construct the pool and pool deck at 8'-10" from the south property line facing 34th Street.

8. A variance to reduce 25'-9" from the minimum required tower sum of the side setbacks of 32'-0" in order to provide a sum of the side yards of 6'-3".

9. A variance to exceed by 3'-0" the maximum permitted building height of 200'-0" in order to construct a new 16 story residential addition on the southwest side of the property with a maximum height of 203'-0" measured from base flood elevation plus 1'-0" (9.00' NGVD) to the top of the roof kitchen counter.

10. A. A variance to reduce 4'-0" from the minimum required subterranean street side setback of 10'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at 6'-0" from the north property line facing 35th Street.

B. A variance to reduce a range from 10'-0" to 6'-0" from the minimum required subterranean street side setback of 10'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at a range from 0'-0" to 4'-0" from the south property line facing 34th Street.

11. A variance to reduce 4'-0" from the minimum required subterranean rear setback of 50'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at 46'-0" from the rear property line.

12. A variance to reduce 4'-0" from the minimum required subterranean front setback of 20'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at 16'-0" from the front property line facing Collins Avenue.

13. A variance to exceed by 10.6% (9'-5") the maximum permitted width of 30% (26'-7") of the building's core front (88'-8") in order to construct a new porte-cochere with a width of 40.6% (36'-0") of the building's front, facing Collins Ave.

14. A variance to exceed by 3'-0" the maximum permitted height of 16'-0" for a porte-cochere in order to construct a new porte-cochere in front of the property up to 19'-0" in height, facing Collins Ave.

15. A variance to reduce 11'-6" from the minimum required front setback of 20'-0" for at grade parking in order to construct a new driveway at 8'-6" from the front property line facing Collins Avenue.

16. A variance to reduce by 10.47' the minimum required pedestal side facing a street setback of 16.0' in order to extend the floorplates on floors 2 through 5.

17. A variance to reduce by 10.47' the minimum required tower side facing a street setback of 16.0' in order to extend the floorplates on floors 6 through 14.

B. The applicant has submitted plans and documents with the application that satisfy Article 1, Section 2 of the Related Special Acts, allowing the granting of a variance if the Board finds that practical difficulties exist with respect to implementing the proposed project at the subject property.

The applicant has submitted plans and documents with the application that also indicate the following, as they relate to the requirements of Section 118-353(d), Miami Beach City Code:

That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;

That the special conditions and circumstances do not result from the action of the applicant;

That granting the variance requested will not confer on the applicant any special privilege that is denied by this Ordinance to other lands, buildings, or structures in the same zoning district;

That literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this Ordinance and would work unnecessary and undue hardship on the applicant;

That the variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure;

That the granting of the variance will be in harmony with the general intent and purpose of this Ordinance and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare; and

That the granting of this request is consistent with the comprehensive plan and does not reduce the levels of service as set forth in the plan.

C. The Board hereby grants the requested variance(s) and imposes the following condition based on its authority in Section 118-354 of the Miami Beach City Code:

1. 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, even if the modifications do not affect variances approved by the Board.

2. Revised detailed drawings shall be submitted and, at a minimum, such drawings shall incorporate the following:

   f. The top of the foundation of any structure and the top of underground sheet piles shall be at least 3' below the grade elevation (3.58' NGVD) established for the property in order to provide enough rooting space for the proposed landscape.

3. 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.

4. A revised landscape plan, 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. Prior to the issuance of a building permit, the applicant shall submit a tree protection plan for all trees to be retained on site. Such plan shall be subject to the review and approval of staff, and shall include, but not be limited to a sturdy tree protection fence installed at the dripline of the trees prior to any construction.

   b. In order to identify, protect and preserve mature trees on site, which are suitable for retention and relocation, a Tree Report prepared by a Certified Tree Arborist shall be submitted for the mature trees on site.

   c. Any tree identified to be in good overall condition shall be retained, and protected in their current location if they are not in conflict with the proposed home, or they shall be relocated on site, if determined feasible, subject to the review and approval of staff. A tree care and watering plan also prepared by a Certified Arborist shall be submitted prior to the issuance of a Building Permit or Tree Removal/Relocation Permit. Subsequent to any approved relocation, a monthly report prepared by a

Certified Arborist shall be provided to staff describing the overall tree performance and adjustments to the maintenance plan in order to ensure survivability, such report shall continue for a period of 18 months unless determined otherwise by staff.

d. Existing trees to be retained on site shall be protected from all types of construction disturbance. Root cutting, storage of soil or construction materials, movement of heavy vehicles, change in drainage patterns, and wash of concrete or other materials shall be prohibited.

e. Street trees shall be required within the swale at the front of the property if not in conflict with existing utilities, in a manner to be reviewed and approved by the Public Works Department.

f. Any existing plant material within the public right-of-way may be required to be removed, at the discretion of the Public Works Department.

g. 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.

h. The utilization of root barriers and/or Silva Cells, as applicable, shall be clearly delineated on the revised landscape plan.

i. 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, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.

j. Prior to the issuance of a Certificate of Occupancy, the Landscape Architect or the project architect shall verify, in writing, that the project is consistent with the site and landscape plans approved by the Planning Department for Building Permit.

The decision of the Board regarding variances shall be final and there shall be no further review thereof except by resort to a court of competent jurisdiction by petition for writ of certiorari.

III. General Terms and Conditions applying to both 'I. *Certificate of Appropriateness'* and 'II. *Variances'* noted above.

A. This Final Order consolidates all conditions and requirements for Certificate of Appropriateness approval as same are contained herein, in the ~~original~~ Orders dated November 14, 2014 and March 8, 2016. Accordingly, this Order shall serve as the Final Order for the proposed project and, in the event of conflict between the provisions hereof

and those of the November 14, 2014 or March 8, 2016 Orders, the provisions hereof shall control.

B. A Construction Parking and Traffic Management Plan (CPTMP) shall be approved by the Parking Director pursuant to Chapter 106, Article II, Division 3 of the City Code, prior to the issuance of a Building Permit.

C. Where one or more parcels are unified for a single development, the property owner shall execute and record a unity of title or a covenant in lieu of unity of title, as may be applicable, in a form acceptable to the City Attorney.

D. Applicant agrees that in the event Code Compliance receives complaints of unreasonably loud noise from mechanical and/or electrical equipment, and determines the complaints to be valid, even if the equipment is operating pursuant to manufacturer specifications, the applicant shall take such steps to mitigate the noise with noise attenuating materials as reviewed and verified by an acoustic engineer, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

E. A copy of all pages of the recorded Final Order shall be scanned into the plans submitted for building permit and shall be located immediately after the front cover page of the permit plans.

F. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.

G. Satisfaction of all conditions is required for the Planning Department to give its approval on a Certificate of Occupancy; a Temporary Certificate of Occupancy or Partial Certificate of Occupancy may also be conditionally granted Planning Departmental approval.

H. 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.

I. The conditions of approval herein are binding on the applicant, the property's owners, operators, and all successors in interest and assigns.

J. 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.

K. The applicant agrees and shall be required to provide access to areas subject to this approval (not including private residences or hotel rooms) for inspection by the City (i.e.: Planning, Code Compliance, Building Department, Fire Safety), to ensure compliance with the plans approved by the Board and conditions of this order.

L. All applicable FPL transformers or vault rooms and backflow prevention devices shall be located within the building envelope with the exception of the valve (PIV) which may be visible and accessible from the street.

M. A copy of all pages of the recorded Final Order shall be scanned into the plans submitted for building permit and shall be located immediately after the front cover page of the permit plans.

N. Upon the issuance of a final Certificate of Occupancy or Certificate of Completion, as applicable, the project approved herein shall be maintained in accordance with the plans approved by the board and shall be subject to all conditions of approval herein, unless otherwise modified by the Board. Failure to maintain shall result in the issuance of a Code Compliance citation, and continued failure to comply may result in revocation of the Certificate of Occupancy, Completion and Business Tax Receipt.

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 amended and adopted by the Board, that the application is GRANTED for the above-referenced project subject to those certain conditions specified in Paragraph I, II,III of the Findings of Fact, to which the applicant has agreed.

PROVIDED, the applicant shall build substantially in accordance with the plans entitled "plans entitled "Versailles" as prepared by Nichols Brosch Wurst Wolfe & Associates, Inc, dated September 22, 2014, plans entitled "Versailles" as prepared by Nichols Brosch Wurst Wolfe & Associates, Inc, dated January 25, 2016, and plans entitled "Aman Resort at the Historic Versailles Hotel", as prepared by Revuelta architecture international, dated February 10, 2020, as approved by the Historic Preservation Board, as determined by staff.

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. 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 the 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 approval was granted, the application will expire and become null and void, unless the applicant makes an 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. If the Full Building Permit for the project 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 application will expire and become null and void.

In accordance with Chapter 118 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. Failure to comply with this **Order** shall subject the application to Chapter 118 of the City Code, for revocation or modification of the application.

Dated this 18 day of June, 2020

HISTORIC PRESERVATION BOARD
THE CITY OF MIAMI BEACH, FLORIDA

BY: _____
DEBORAH TACKETT
CHIEF OF HISTORIC PRESERVATION
FOR THE CHAIR

STATE OF FLORIDA)
)SS
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 18th day of June 2020 by Deborah Tackett, Chief of Historic Preservation, Planning Department, City of Miami Beach, Florida, a Florida Municipal Corporation, on behalf of the corporation. She is personally known to me.

MONIQUE FONG
MY COMMISSION #GG051914
EXPIRES: SEP 19, 2020
Bonded through 1st State Insurance

_____
NOTARY PUBLIC
Miami-Dade County, Florida
My commission expires: 9/19/2020

Approved As To Form:
City Attorney's Office: _____ (6/11/2020 | 10:14 AM EDT)

Filed with the Clerk of the Historic Preservation Board on Jessica Godbey (6/23/20)

~~Strike-Thru~~ denotes deleted language
Underscore denotes new language

CFN: 20160147877 BOOK 29994 PAGE 1689
DATE:03/10/2016 11:15:36 AM
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

HISTORIC PRESERVATION BOARD
City of Miami Beach, Florida

MEETING DATE: March 8, 2016

FILE NO: 7490

PROPERTY: 3425 Collins Avenue

APPLICANT: 3425 Collins, LLC

LEGAL: Lots 1 through 8 inclusive, and the 16.00 foot Alley all in Block 21, AMENDED PLAT OF OCEAN FRONT PROPERTY OF THE MIAMI BEACH SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 5, Pages 7 and 8, of the Public Records of Miami-Dade County, Florida.

IN RE: The applicant is requesting modifications to previously approved Certificate of Appropriateness for the partial demolition renovation and restoration of the existing 16-story hotel building, including the total demolition of the 1955 south addition, and the construction of a new 16-story detached ground level addition. Specifically, the applicant is requesting approval of additional demolition, design modifications and site plan modifications.

CONSOLIDATED ORDER

The City of Miami Beach Historic Preservation 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:

I. **Certificate of Appropriateness**

A. The subject site is located within the Collins Waterfront Local Historic District.

B. A Certificate of Appropriateness for the partial demolition renovation and restoration of the existing 16-story hotel building, including the total demolition of the 1955 south addition, and the construction of a new 16-story detached ground level addition was approved by the Board on November 14, 2014.

C. 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:

1. Is consistent with the Certificate of Appropriateness Criteria in Section 118-564(a)(1) of the Miami Beach Code.

2. Is not consistent with Certificate of Appropriateness Criteria 'a' & 'h' in Section 118-564(a)(2) of the Miami Beach Code.

3. Is not consistent with Certificate of Appropriateness Criteria 'b', 'c' & 'o' in Section 118-564(a)(3) of the Miami Beach Code.

4. Is consistent with Certificate of Appropriateness Criteria for Demolition in Section 118-564(f)(4) of the Miami Beach Code.

D. The project would be consistent with the criteria and requirements of section 118-564 if the following conditions are met:

1. Revised elevation, site plan and floor plan drawings shall be submitted and, at a minimum, such drawings shall incorporate the following:

a. The loading space proposed to be located at the drop off area for the new residential tower along Collins Avenue shall not be permitted. All loading spaces required for the new residential tower shall be located internal to the structure.

b. Any kitchen equipment and venting systems associated with the ground level café shall be chased internally through to the roof.

c. The maximum FAR for one project site shall not exceed 3.0.

d. The design for the new tower addition shall be presented to the Board in the form of a Status Report at the December 9, 2014 meeting.

e. The proposed glass railings for the new balconies at the east elevation of the historic Versailles structure shall be replaced with masonry and glass railings and shall be consistent with the revised plans presented to the Board on November 14, 2014, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

f. The vertical supports for the proposed front canopy structure at the west elevation of the historic Versailles structure shall incorporate decorative urns and palm trees and shall be consistent with the revised plans presented to the Board on November 14, 2014, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

g. The enclosed corridors located on the roof terrace of the new tower shall not be permitted, and shall be redesigned as open air corridors.

h. The facades of the existing building shall be fully restored to the greatest extent possible, with the exceptions noted on the plans, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

i. The historic lobby of the existing building shall be fully restored to the greatest extent possible, according to available historic documentation, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

j. The original historic "Versailles" signage located on the west elevation shall be recreated to the greatest extent possible, according to available historic documentation, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

k. The final design and details of the proposed canopy located at the west elevation of the historic Versailles tower shall be provided, and all lighting and any required sprinkler systems shall be completely recessed into the structure, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

l. Final details of all exterior surface finishes and materials for the historic Versailles tower and the new residential tower, including samples, shall be submitted, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

m. A museum quality historic analysis and display of the existing historic structure, inclusive of a photographic and written description of the history and evolution of the original building and its changes of use over time, shall be submitted to and approved by staff, prior to the issuance of a Certificate of Occupancy or a Temporary Certificate of Occupancy; such historic analysis shall be displayed prominently within the public area of the historic structure, in a location to be determined by staff.

n. All roof-top fixtures, air-conditioning units and mechanical devices shall be clearly noted on a revised roof plan and elevation drawings and shall be screened from view, in a manner to be reviewed and approved by staff, consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

2. In accordance with Section 118-395(b)(2) of the City Code, the requirement pertaining to an existing structure's setbacks and parking credits, is hereby waived, to allow for the reconstruction of the original floor slabs.

3. In accordance with Section 118-564(f)(6) of the City Code, the requirement that a full building permit for the new construction be issued prior to the issuance of a demolition permit for existing noncontributing structures, is hereby waived, if the following requirement is met:

a. A Building Permit for the reconstruction of the south wall of the historic Versailles tower, according to the plans approved by the Board, shall be issued prior to or concurrently with the permit for the total demolition of the 8-story 1955 south addition.

4. Site plan approval is contingent upon meeting Public School Concurrency requirements. Applicant shall obtain a valid School Concurrency Determination Certificate (Certificate) issued by the Miami-Dade County Public Schools. The Certificate shall state the number of seats reserved at each school level. In the event sufficient seats are not available, a proportionate share mitigation plan shall be incorporated into a tri-party development agreement and duly executed prior to the issuance of a Building Permit.

5. 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. Street trees shall be required along 35th Street and Collins Avenue, if feasible, in a manner to be reviewed and approved by the Public Works Department.

b. 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.

c. Any overhead utilities located in the adjacent public right-of-ways, shall be placed underground, if feasible, and subject to the review and approval of the Public Works Department.

6. Pursuant to the Escrow Agreement executed between the owner and the City, signed by both parties in March 2009, the owner has agreed to enter into a Streetscape Agreement for all public right-of-way improvements abutting the subject property, including 32nd Street between Collins Avenue and the Ocean, Collins Avenue, and 34th Street between Collins Avenue and the Ocean, inclusive of the City's public surface parking lot. The following conditions shall be required to be completed, as part of the Streetscape improvements, prior to the issuance of a Partial Certificate of Occupancy (P.C.O), Temporary Certificate of Occupancy (T.C.O.) or final Certificate of Occupancy (C.O.) for either the new building or existing building on the Versailles property (3425 Collins Avenue), whichever occurs last.

a. 34th Street: The owner will install drainage structures and hardscape improvements (including sidewalks, A.D.A. ramps, and vehicular approaches, as described in the City right-of-way plans adjacent to the east side of Collins Avenue at 34th Street), or will provide funding for such work, at the discretion of the City's Capital Improvement Projects Department.

b. 34th Street Surface Parking Lot: The owner will provide landscape and irrigation, or will provide funding for such improvements at the discretion of

the City's Capital Improvement Projects Department for the 34th Street surface lot.

c. Public Beach Access at 34th Street: The owner will construct the paved public beach access, including all associated hardscape, landscape, and irrigation, from Collins Avenue to the Ocean. This shall also include all landscape, hardscape, and irrigation located between the east end of the 34th Street parking lot and the Ocean.

d. Pursuant to Condition 3.d.i below, the owner shall provide lighting in all landscape areas constructed or funded by the owner, in a manner to be reviewed and approved by staff.

7. The applicant has proffered and agreed to construct a grade level Public Beach Walk along the rear of the subject site, subject to the following conditions. The approval of the subject application is contingent upon such Public Beach Walk being constructed in accordance with the following conditions:

a. The existing raised boardwalk adjacent to the dune and the site, in between 34th and 35th Streets, shall be demolished and removed. A new Public Beach Walk shall be designed, permitted and built by the applicant and shall connect to the existing raised boardwalks to the north and to the south. All costs associated with the design, permitting and construction of the Public Beach Walk, as described herein, shall be borne by the applicant.

b. The applicant shall enter into and record a restrictive covenant, approved by the Miami Beach City Attorney, which runs with the land, confirming the applicant's agreement to design, permit and construct a Public Beach Walk, in accordance with the conditions herein. The restrictive covenant shall be recorded in the public records, at the expense of the applicant.

c. The Public Beach Walk shall be generally consistent with the beach walk master plan, and shall require the review and approval of the Public Works Department, as well as all other applicable regulatory agencies and authorities.

d. The Public Beach Walk shall be substantially completed as soon as reasonably possible after the issuance of all required permits for its construction.

e. The construction of the Public Beach Walk will be timed to coincide with the beach walk project behind the Saxony Hotel. If the Versailles is ready for C.O. and construction of the Public Beach Walk has not commenced and completed, then the applicant shall post a bond, or provide other security acceptable to the City Attorney, for the cost of construction of the Public Beach Walk, to guarantee its construction and completion.

II. **Variance(s)**

A. No Variances were requested as a part of this application.

III. General Terms and Conditions applying to both 'I. *Certificate of Appropriateness*' and 'II. *Variances*' noted above.

A. This Final Order consolidates all conditions and requirements for Certificate of Appropriateness approval as same are contained herein, in the original Order dated November 14, 2014. Accordingly, this Order shall serve as the Final Order for the proposed project and, in the event of conflict between the provisions hereof and those of the November 14, 2014 Order, the provisions hereof shall control.

B. A Construction Parking and Traffic Management Plan (CPTMP) shall be approved by the Parking Director pursuant to Chapter 106, Article II, Division 3 of the City Code, prior to the issuance of a Building Permit.

C. Where one or more parcels are unified for a single development, the property owner shall execute and record an unity of title or a covenant in lieu of unity of title, as may be applicable, in a form acceptable to the City Attorney.

D. Applicant agrees that in the event Code Compliance receives complaints of unreasonably loud noise from mechanical and/or electrical equipment, and determines the complaints to be valid, even if the equipment is operating pursuant to manufacturer specifications, the applicant shall take such steps to mitigate the noise with noise attenuating materials as reviewed and verified by an acoustic engineer, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.

E. A copy of all pages of the recorded Final Order shall be scanned into the plans submitted for building permit, and shall be located immediately after the front cover page of the permit plans.

F. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.

G. Satisfaction of all conditions is required for the Planning Department to give its approval on a Certificate of Occupancy; a Temporary Certificate of Occupancy or Partial Certificate of Occupancy may also be conditionally granted Planning Departmental approval.

H. 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.

I. The conditions of approval herein are binding on the applicant, the property's owners, operators, and all successors in interest and assigns.

J. 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 November 14, 2014 and March 16, 2016 public hearings, 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 amended and adopted by the Board, that the application is GRANTED for the above-referenced project subject to those certain conditions specified in Paragraph I, II,III of the Findings of Fact, to which the applicant has agreed.

PROVIDED, the applicant shall build substantially in accordance with the plans entitled "Versailles" as prepared by Nichols Brosch Wurst Wolfe & Associates, Inc, dated September 22, 2014 and plans entitled "Versailles" as prepared by Nichols Brosch Wurst Wolfe & Associates, Inc, dated January 25, 2016, as approved by the Historic Preservation Board, as determined by staff.

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. 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 the 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 approval was granted, the application will expire and become null and void, unless the applicant makes an 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. If the Full Building Permit for the project 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 application will expire and become null and void.

In accordance with Chapter 118 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. Failure to comply with this **Order** shall subject the application to Chapter 118 of the City Code, for revocation or modification of the application.

Dated this 9th day of March, 2016

HISTORIC PRESERVATION BOARD
THE CITY OF MIAMI BEACH, FLORIDA

BY: _____
DEBORAH TACKETT

PRESERVATION AND DESIGN MANAGER
FOR THE CHAIR

STATE OF FLORIDA)
)SS
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 4th day of March 2016 by Deborah Tackett, Preservation and Design Manager, Planning Department, City of Miami Beach, Florida, a Florida Municipal Corporation, on behalf of the corporation. He is personally known to me.

YORUSALEM MENGISTU
MY COMMISSION #FF958774
EXPIRES: FEB 09, 2020
Bonded through 1st State Insurance

Yorusalem Mn.
NOTARY PUBLIC
Miami-Dade County, Florida
My commission expires: 2-9-20

Approved As To Form:
City Attorney's Office: [signature] (3/9/2016)

Filed with the Clerk of the Historic Preservation Board on Yorusalem Mn. (3-9-16)

~~Strike-Thru~~ denotes deleted language
Underscore denotes new language

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DATE:03/10/2016 11:15:52 AM
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

HISTORIC PRESERVATION BOARD
City of Miami Beach, Florida

MEETING DATE: March 8, 2016

FILE NO: 7603

PROPERTY: 3425 Collins Avenue

APPLICANT: 3425 Collins, LLC.

LEGAL: Lots 1 through 8, inclusive, and the 16.00 foot alley, all in block 21, of the amended map of the Ocean Front Property of Miami Beach Improvement Company, according to the plat thereof, recorded in plat book 5, pages 7 & 8 of the Public Records of Miami-Dade County, Florida.

IN RE: The application for modifications to previously approved variances to reduce the Dune Overlay and Oceanfront Overlay required setbacks; to reduce the minimum required subterranean, pedestal and tower setbacks, to reduce the required sum of the side pedestal and tower setbacks, to exceed the maximum building and fence height and to exceed the maximum projection of balconies. Additionally, new variances are requested to leave underground sheet piles within the required front, side and rear setbacks, to reduce the required front setback for a driveway, to exceed the maximum allowed height for a porte-cochere and to exceed its maximum length, all as part of the renovation of an existing historic building and the construction of a new 16-story residential building.

CONSOLIDATED ORDER

The City of Miami Beach Historic Preservation 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:

I. **Certificate of Appropriateness**

A. Certificate of Appropriateness has not been requested as part of this application.

II. **Variance(s)**

A. The applicant filed an application with the Planning Department for the following variance(s):

1. A variance to reduce 6'-0" from the minimum required setback of 11'-0" from the Erosion Control Line in order to construct a perimeter fence in the Dune Preservation Overlay District at 5'-0" from the Erosion Control Line and a height up to 16.50 NGVD.

2. A. A variance to reduce 10'-0" from the minimum required setback of 15'-0" from the side property line in order to construct a perimeter fence in the Oceanfront Overlay District at 5'- 0" from the north property line and a height up to 16.50 NGVD.

   B. A variance to reduce 10'-0" from the minimum required setback of 15'-0" from the side property line in order to construct a perimeter fence in the Oceanfront Overlay District at 5'- 0" from the south property line and a height up to 16.50 NGVD.

3. A. A variance to reduce all minimum required pedestal street side setback of 16'-0" in order to construct new stairs up to the north property line facing 35th Street.

   B. A variance to reduce 5'-7" from the minimum required pedestal street side setback of 16'-0" in order to construct a column in the elevated terrace at 10'-5" from the north property line facing 35th Street.

4. A. A variance to reduce by a range from 13'-2" to 5'-2" the minimum required pedestal street side setback of 16'-0" in order to construct the first and second floor at a setback ranging from 2'-10" to 10'-10" from the south property line facing 34th Street.

   B. A variance to reduce a range from 15'-4" to 3" the minimum required pedestal street side setback of 16'-0" in order to construct the third and fourth floors of the new 16 story addition at a range from 8" to 15'-9" from the south property line facing 34th Street.

   C. A variance to reduce 11'-0" from the minimum required pedestal street side setback of 16'-0" in order to construct a perimeter fence at 5'-0" from the south property line facing 34th Street and a maximum height of 16.50 NGVD.

5. A variance to reduce 31'-4" from the minimum required pedestal sum of the side setbacks of 32'-0" in order to provide a sum of the side yards of 8".

6. A variance to reduce 1'-10" from the minimum required subterranean street side setback of 10'-0" in order to construct columns at 8'-2" from the south property line facing 34th Street.

7. A. A variance to reduce a range from 15'-4" to 3" the minimum required tower street side setback of 16'-0" in order to construct the fourth through sixteen floors

of the new 16 story addition at a range from 6" to 15'-9" from the south property line facing 34th Street.

B. A variance to reduce 7'-2" from the minimum required tower street side setback of 16'-0" in order to construct the pool and pool deck at 8'-10" from the south property line facing 34th Street.

8. A variance to reduce 25'-9" from the minimum required tower sum of the side setbacks of 32'-0" in order to provide a sum of the side yards of 6'-3".

9. A variance to exceed by 3'-0" the maximum permitted building height of 200'-0" in order to construct a new 16 story residential addition on the southwest side of the property with a maximum height of 203'-0" measured from base flood elevation plus 1'-0" (9.00' NGVD) to the top of the roof kitchen counter.

10. A. A variance to reduce 4'-0" from the minimum required subterranean street side setback of 10'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at 6'-0" from the north property line facing 35th Street.

B. A variance to reduce a range from 10'-0" to 6'-0" from the minimum required subterranean street side setback of 10'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at a range from 0'-0" to 4'-0" from the south property line facing 34th Street.

11. A variance to reduce 4'-0" from the minimum required subterranean rear setback of 50'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at 46'-0" from the rear property line.

12. A variance to reduce 4'-0" from the minimum required subterranean front setback of 20'-0" in order to leave underground sheet piles for the construction of the basement retaining walls at 16'-0" from the front property line facing Collins Avenue.

13. A variance to exceed by 10.6% (9'-5") the maximum permitted width of 30% (26'-7") of the building's core front (88'-8") in order to construct a new porte-cochere with a width of 40.6% (36'-0") of the building's front, facing Collins Ave.

14. A variance to exceed by 3'-0" the maximum permitted height of 16'-0" for a porte-cochere in order to construct a new porte-cochere in front of the property up to 19'-0" in height, facing Collins Ave.

15. A variance to reduce 11'-6" from the minimum required front setback of 20'-0" for at grade parking in order to construct a new driveway at 8'-6" from the front property line facing Collins Avenue.

B. The applicant has submitted plans and documents with the application that satisfy Article 1, Section 2 of the Related Special Acts, allowing the granting of a variance if the Board finds that practical difficulties exist with respect to implementing the proposed project at the subject property.

The applicant has submitted plans and documents with the application that also indicate the following, as they relate to the requirements of Section 118-353(d), Miami Beach City Code:

That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;

That the special conditions and circumstances do not result from the action of the applicant;

That granting the variance requested will not confer on the applicant any special privilege that is denied by this Ordinance to other lands, buildings, or structures in the same zoning district;

That literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this Ordinance and would work unnecessary and undue hardship on the applicant;

That the variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure;

That the granting of the variance will be in harmony with the general intent and purpose of this Ordinance and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare; and

That the granting of this request is consistent with the comprehensive plan and does not reduce the levels of service as set forth in the plan.

C. The Board hereby grants the requested variance(s) and imposes the following condition based on its authority in Section 118-354 of the Miami Beach City Code:

1. 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, even if the modifications do not affect variances approved by the Board.

2. Revised detailed drawings shall be submitted and, at a minimum, such drawings shall incorporate the following:

a. The top of the foundation of any structure and the top of underground sheet piles shall be at least 3' below the grade elevation (3.58' NGVD) established for the property in order to provide enough rooting space for the proposed landscape.

3. 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.

4. A revised landscape plan, 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. Prior to the issuance of a building permit, the applicant shall submit a tree protection plan for all trees to be retained on site. Such plan shall be subject to the review and approval of staff, and shall include, but not be limited to a sturdy tree protection fence installed at the dripline of the trees prior to any construction.

   b. In order to identify, protect and preserve mature trees on site, which are suitable for retention and relocation, a Tree Report prepared by a Certified Tree Arborist shall be submitted for the mature trees on site.

   c. Any tree identified to be in good overall condition shall be retained, and protected in their current location if they are not in conflict with the proposed home, or they shall be relocated on site, if determined feasible, subject to the review and approval of staff. A tree care and watering plan also prepared by a Certified Arborist shall be submitted prior to the issuance of a Building Permit or Tree Removal/Relocation Permit. Subsequent to any approved relocation, a monthly report prepared by a Certified Arborist shall be provided to staff describing the overall tree performance and adjustments to the maintenance plan in order to ensure survivability, such report shall continue for a period of 18 months unless determined otherwise by staff.

   d. Existing trees to be retained on site shall be protected from all types of construction disturbance. Root cutting, storage of soil or construction materials, movement of heavy vehicles, change in drainage patterns, and wash of concrete or other materials shall be prohibited.

   e. Street trees shall be required within the swale at the front of the property if not in conflict with existing utilities, in a manner to be reviewed and approved by the Public Works Department.

   f. Any existing plant material within the public right-of-way may be required to be removed, at the discretion of the Public Works Department.

g. 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.

h. The utilization of root barriers and/or Silva Cells, as applicable, shall be clearly delineated on the revised landscape plan.

i. 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, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.

j. Prior to the issuance of a Certificate of Occupancy, the Landscape Architect or the project architect shall verify, in writing, that the project is consistent with the site and landscape plans approved by the Planning Department for Building Permit.

The decision of the Board regarding variances shall be final and there shall be no further review thereof except by resort to a court of competent jurisdiction by petition for writ of certiorari.

III. General Terms and Conditions applying to both 'I. *Certificate of Appropriateness*' and 'II. *Variances*' noted above.

A. Where one or more parcels are unified for a single development, the property owner shall execute and record an unity of title or a covenant in lieu of unity of title, as may be applicable, in a form acceptable to the City Attorney.

B. A Construction Parking and Traffic Management Plan (CPTMP) shall be approved by the Parking Director pursuant to Chapter 106, Article II, Division 3 of the City Code, prior to the issuance of the Board Order.

C. Site plan approval is contingent upon meeting Public School Concurrency requirements. Applicant shall obtain a valid School Concurrency Determination Certificate (Certificate) issued by the Miami-Dade County Public Schools. The Certificate shall state the number of seats reserved at each school level. In the event sufficient seats are not available, a proportionate share mitigation plan shall be incorporated into a tri-party development agreement and duly executed prior to the issuance of a Building Permit.

D. The Applicant agrees that a project manager will be retained to ensure that all aspects of the development permitting and licensing processes are coordinated and consistent with the approved plans. The applicant agrees to submit the name and contact information for the project manager to the Planning Department within 90 days of the March 8, 2016

meeting. Failure to comply with this condition within the specified time shall result in notice and a hearing before the Board to extend the timeframe.

E. All costs associated with the design, construction and maintenance of all improvements required within the public right-of-way shall be the responsibility of the applicant.

F. This Final Order consolidates all conditions and requirements for Variance approvals as same are contained herein, in the original BOA Final Order dated December 5, 2014. Accordingly, this Order shall serve as the Final Order for the proposed project and, in the event of conflict between the provisions hereof and those of the December 5, 2014 Order, the provisions hereof shall control.

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

H. The applicant shall comply with all conditions imposed by the Public Works Department.

I. The applicant shall submit a Hold Harmless Covenant Running with the Land to the City Attorney's Office in a form acceptable to the City Attorney indemnifying and holding harmless the city against any claim or loss in the event of an accident involving a motor vehicle or other instrumentality due to the proximity of the new building to the public right-of-way

J. 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.

K. A copy of all pages of the recorded Final Order shall be scanned into the plans submitted for building permit, and shall be located immediately after the front cover page of the permit plans.

L. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.

M. Satisfaction of all conditions is required for the Planning Department to give its approval on a Certificate of Occupancy; a Temporary Certificate of Occupancy or Partial Certificate of Occupancy may also be conditionally granted Planning Departmental approval.

N. 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.

O. The conditions of approval herein are binding on the applicant, the property's owners, operators, and all successors in interest and assigns.

P. 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 December 5, 2014 Board of Adjustment public hearing and the March 16, 2016 Historic Preservation Board 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 amended and adopted by the Board, that the application is GRANTED for the above-referenced project subject to those certain conditions specified in Paragraph I, II,III of the Findings of Fact, to which the applicant has agreed.

PROVIDED, the applicant shall build substantially in accordance with the plans entitled "Versailles", as prepared by Nichols Brosch Wurst Wolfe & Associates, Inc., dated January 20, 2016, as approved by the Historic Preservation Board, as determined by staff.

This Final Order consolidates all conditions and requirements for variance approval as same are contained herein, in the original Order of December 5, 2014 and in the Consolidated Order of March 16, 2016. Accordingly, this Order shall serve as the Final Order for the proposed project and, in the event of conflict between the provisions hereof and those of the December 5, 2014 and March 16, 2016 Orders, the provisions hereof shall control.

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. 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 the 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 approval was granted (December 5, 2014), the application will expire and become null and void, unless the applicant makes an 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. If the Full Building Permit for the project 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 application will expire and become null and void.

In accordance with Chapter 118 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. Failure to comply with this Order shall subject the application to Chapter 118 of the City Code, for revocation or modification of the application.

Dated this 9th day of March, 2016.

HISTORIC PRESERVATION BOARD
THE CITY OF MIAMI BEACH, FLORIDA

BY: _____
DEBORAH TACKETT
PRESERVATION AND DESIGN MANAGER
FOR THE CHAIR

STATE OF FLORIDA)
)SS
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 9th day of March 2016 by Deborah Tackett, Preservation and Design Manager, Planning Department, City of Miami Beach, Florida, a Florida Municipal Corporation, on behalf of the corporation. He is personally known to me.

YORUSALEM MENGISTU
MY COMMISSION #FF968774
EXPIRES: FEB 09, 2020
Bonded through 1st State Insurance

_____
NOTARY PUBLIC
Miami-Dade County, Florida
My commission expires: 2-9-20

Approved As To Form:
City Attorney's Office: _____ (3/9/2016)

Filed with the Clerk of the Historic Preservation Board on _____ (3-9-16)

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DATE:04/20/2012 11:38:25 AM
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

DOCUMENT COVER PAGE : HPB 7266

(Space above this line reserved for recording office use)

ORDER/HISTORIC PRESERVATION BOARD
VERSAILLES ON THE OCEAN, LLC
PROPERTY LOCATED AT:
3425 COLLINS AVENUE, MIAMI BEACH, FL

HISTORIC PRESERVATION BOARD
City of Miami Beach, Florida

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 Designee) 9-21-11 (Date)
Personally known to me or Produced ID
Notary Public, State of Florida at Large
Printed Name: Randy Cesar
My Commission Expires: (Seal)
This document contains 9 pages.

Notary Public State of Florida
Randy Cesar
My Commission DD975668
Expires 03/28/2014

MEETING DATE: September 13, 2011

FILE NO: 7266

PROPERTY: 3425 Collins Avenue

LEGAL: Lots 1 through 8 inclusive, and the 16.00 foot Alley all in Block 21, AMENDED PLAT OF OCEAN FRONT PROPERTY OF THE MIAMI BEACH SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 5, Pages 7 and 8, of the Public Records of Miami-Dade County, Florida.

IN RE: The Application for a Certificate of Appropriateness for the partial demolition, renovation and restoration of an existing 9-story building and an existing 13-story building, including the installation of new balconies on the east and south elevations, and the construction of a new 10-story multifamily building with a roof-top pool deck at the rear of the site, along with a new landscape and hardscape plan for the entire site.

ORDER

The applicant, Versailles on the Ocean, LLC, filed an application with the City of Miami Beach Planning Department for a Certificate of Appropriateness.

The City of Miami Beach Historic Preservation 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. The subject structure is classified as 'Contributing' in the Miami Beach Historic Properties Database and is located within the Collins Waterfront Local Historic District.

B. 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 consistent with the Certificate of Appropriateness Criteria in Section 118-564(a)(1) of the Miami Beach Code, is consistent with the Certificate of Appropriateness Criteria in Section 118-564(a)(2) of the Miami Beach Code, is not consistent with Certificate of Appropriateness Criteria 'c', 'h' & 'n-o' in Section 118-564(a)(3) of the Miami Beach Code, and is consistent with the Certificate of Appropriateness Criteria in Section 118-564(f)(4) of the Miami Beach Code.

C. The project would be consistent with the criteria and requirements of section 118-564 if the following conditions are met:

1. A detailed study and analysis, drawn plans and written procedures, for the rehabilitation and restoration of the existing structures on site, including all proposed demolition and methods of attachment to the new structures on site, shall be prepared and submitted by a Professional Structural Engineer, registered in the State of Florida, and submitted to City staff prior to the issuance of any Building Permit. Such study, plans and procedures shall fully ensure the safety of the public, as well as the protection of the existing structures on the subject site and all existing structures adjacent to the subject site during the course of construction.

2. 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. The final design and details of the west elevation of the residential tower shall be provided, subject to the review and approval of staff.

   b. The lobby of the 1940 hotel shall be fully restored to the greatest extent possible, consistent with available historic documentation, in a manner to be reviewed and approved by staff.

   c. The facades of the existing buildings shall be fully restored to the greatest extent possible, with the exceptions noted on the plans, subject to the review and approval of staff.

   d. The final design and details of the restored ballroom of the 1940 building shall be provided and its original south wall shall be substantially restored to the original design, subject to the review and approval of staff.

   e. The final design and details of the proposed porte-cocheres shall be provided, and all lighting and any required sprinkler systems shall be completely recessed into the structure, in a manner to be reviewed and approved by staff.

   f. Further study and development of the north elevation of the first floor, inclusive of the porte-cochere, shall be required, in order to eliminate any conflict with the existing ballroom and better enhance the pedestrian character of the street, subject to the review and approval of staff. The final design and details of the proposed drop-off area shall be subject to the review and approval of staff.

   g. The final design and details of the proposed concrete roof-top canopy of the new residential tower shall be provided, in a manner to be reviewed and approved by staff.

   h. A fully enclosed air conditioned trash room that is sufficiently sized to handle the entire trash load of the building at all times shall be required, located within the envelope of the building, in a manner to be reviewed and approved by staff. It shall not be located fronting any street.

i. The final location and details of all exterior ramp and railing systems, including materials, dimensions and finishes, shall be subject to the review and approval of staff.

j. The design and location of the proposed 'satellite kitchen, storage, and prep area' at the southeast corner of the site, shall not be fully developed and designed, in a manner to be approved by staff.

k. Unless otherwise permitted by Code, accessory outdoor bar counters shall not be operated or utilized between 8:00 p.m. and 8:00 a.m., as required by City Code.

l. The final design and details of all exterior site structures shall be provided, and shall be subject to the review and approval of staff.

m. A museum quality historic analysis and display of the existing structure, inclusive of a photographic and written description of the history and evolution of the original building and its changes of use over time, shall be submitted to and approved by staff, prior to the issuance of a Certificate of Occupancy or a Temporary Certificate of Occupancy; such historic analysis shall be displayed prominently within the public area of the historic structure, in a location to be determined by staff.

n. Manufacturers drawings and Dade County product approval numbers for all new windows, doors and glass shall be required.

o. All roof-top fixtures, air-conditioning units and mechanical devices shall be clearly noted on a revised roof plan and shall be screened from view, in a manner to be approved by staff.

p. 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.

3. 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. Tall hedge material shall not be permitted anywhere along the perimeter of the property.

b. Any trees adjacent to the right-of-way shall be consistent compatible with the streetscape plan for the neighborhood, subject to the review and approval of staff.

c. All exterior walkways shall consist of decorative pavers, decorative concrete or other decorative material, subject to the review and approval of staff.

d. 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.

e. The utilization of root barriers and/or structural soil, as applicable, shall be clearly delineated on the revised landscape plan.

f. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all backflow preventers 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 preventers, 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.

g. 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.

h. Prior to the issuance of a Certificate of Occupancy, the Landscape Architect for the project architect shall verify, in writing, that the project is consistent with the site and landscape plans approved by the Planning Department for Building Permit.

4. All building signage shall be consistent in type, composed of flush mounted, non-plastic, individual letters and shall require a separate permit.

5. 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.

6. 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.

7. All new and altered elements, spaces and areas shall meet the requirements of the Florida Accessibility Code (FAC).

8. The project shall comply with any landscaping or other sidewalk/street improvement standards as may be prescribed by a relevant Urban Design Master Plan approved prior to the completion of the project and the issuance of a Certificate of Occupancy. Specifically, all streetscape, sidewalk and landscape improvements in the public rights-of-way along 34th Street, Collins Avenue and 35th Street, shall be consistent with the

approved CIP plans for this area and shall be paid for at the sole expense of the applicant, prior to the issuance of a CO.

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. The Historic Preservation Board (HPB) or the Planning Director shall retain the right to call the owners and/or operators back before the HPB, 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.

      ii. 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.

      iii. Exterior speakers, except those required to address Building and Life Safety Code, shall not be attached to the exterior of any building or structure on the property. Small, ground level speakers, within the landscape areas, may be permitted, but only for ambient, back ground music, which does not interfere with normal conversation.

   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 7PM 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 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.

l. All planting/landscaping in the public right-of-way must be approved by the Public Works and Parks Departments.

11. The Certificate of Appropriateness for Demolition shall only remain in effect for the period of time that there is an active Certificate of Appropriateness for the associated new construction on the subject property.

12. 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 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.

13. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.

14. 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.

15. The conditions of approval herein are binding on the applicant, the property's owners, operators, and all successors in interest and assigns.

16. 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 amended by the Board, that the Certificate of Appropriateness is

GRANTED for the above-referenced project subject to those certain conditions specified in paragraph C of the Findings of Fact (Condition Nos. 1-16, inclusive) hereof, to which the applicant has agreed.

PROVIDED, the applicant shall build substantially in accordance with the plans approved by the Historic Preservation Board, as determined by staff, entitled "Versaille Hotel", as prepared by Kobi Karp Architecture and Interior Design, Inc., dated 7/2011.

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. 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 a Certificate of Appropriateness 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 Certificate of Appropriateness was granted, the Certificate of Appropriateness will expire and become null and void. If the Full Building Permit for the project 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 Certificate of Appropriateness will expire and become null and void.

In accordance with Section 118-561 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. Failure to comply with this **Order** shall subject the Certificate of Appropriateness to Section 118-564, City Code, for revocation or modification of the Certificate of Appropriateness.

Dated this 16th day of SEPTEMBER, 20 11.

HISTORIC PRESERVATION BOARD
THE CITY OF MIAMI BEACH, FLORIDA

BY: _____
THOMAS R. MOONEY, AICP
DESIGN AND PRESERVATION MANAGER
FOR THE CHAIR

JFM

STATE OF FLORIDA)
)SS
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 16 day of September 2011 by Thomas R. Mooney, Design and Preservation Manager, Planning Department, City of Miami Beach, Florida, a Florida Municipal Corporation, on behalf of the corporation. He is personally known to me.

Notary Public State of Florida
Randy Cesar
My Commission DD975688
Expires 03/28/2014

Randy Cesar
NOTARY PUBLIC
Miami-Dade County, Florida
My commission expires: 3/28/2014

Approved As To Form:
Legal Department: _____ (9-15-2011)

Filed with the Clerk of the Historic Preservation Board on 9-16-2011 (RC)

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TRM

DOCUMENT COVER PAGE :

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ORDER/HISTORIC PRESERVATION BOARD
VERSAILLES ON THE OCEAN, LLC
PROPERTY LOCATED AT:
3425 COLLINS AVENUE, MIAMI BEACH, FL

CFN 20120609485
OR Bk 28247 Pgs 4095 - 4102; (8pgs)
RECORDED 08/29/2012 09:40:44
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

PLANNING BOARD
CITY OF MIAMI BEACH, FLORIDA

PROPERTY: 3425 Collins Avenue

FILE NO. 2050

IN RE: The Application by Versailles on the Ocean, LLC., requesting a Conditional Use Permit pursuant to Sections 130-38 and 118-193 of the Land Development Regulations of the City Code to construct and operate subterranean parking with approximately 56 mechanical lift spaces and approximately 10 standard spaces, as required parking for a new 10-story, 54-unit residential addition inclusive of a rooftop pool deck, as well as, Conditional Use approval, pursuant to Section 142-1362 of the Land Development Regulations of the City Code, for the aggregate of Neighborhood Impact Establishment within the historic Versailles Hotel, inclusive of outdoor venues, not operating as entertainment establishments, open to the public, with background music only.

LEGAL DESCRIPTION: Lots 1 through 8 inclusive, and the 16.00 foot Alley, Block 21, "Amended Plat of the Ocean Front property of Miami Beach Subdivision, according to the plat thereof, as recorded in Plat Book 5, Pages 7 and 8, of the Public Records of Miami-Dade County, Florida.

MEETING DATE: March 27, 2012

CONDITIONAL USE PERMIT

The applicant, Versailles on the Ocean, LLC., filed an application with the Planning Director for a Conditional Use Permit pursuant to Sections 130-38, 118-193, and 142-1362 of the Land Development Regulations of the Code of the City of Miami Beach, Florida. Notice of the request for Conditional Use 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 record for this matter:

That the property in question is located in the RM-3, Residential multifamily high intensity 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 the staff recommendation, 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. Additionally, the applicant shall provide a progress report to the Board 120 days after facilities constituting a neighborhood impact establishment are open and operating. 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 Versailles on the Ocean, LLC, as owner and operator of the property. Subsequent owners and operators shall be required to appear before the Board to affirm their understanding of the conditions listed herein.

3. 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.

4. Any 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.

5. The applicant, now and in the future, shall abide by all the documents and statements submitted with this application for Conditional Use permit for mechanical parking lifts and a Neighborhood Impact Establishment.

6. The hours of operation shall be as follows, as proposed by the applicant:

    - **The Hotel Dinner Service Restaurant** - from 6:00 PM to 2:00 AM, 7 days a week, and may provide supplemental beverage services to patrons from 12:00 noon to 2:00 AM.
    - **The Hotel Day Restaurant** – from 6:00 AM to 2:00 AM, 7 days a week
    - **The Hotel Lounge -** from 12:00 noon to 5:00 AM, 7 days a week
    - **The Beachside Lounge** – from 9:00 AM to 2:00 AM, 7 days a week

- **The Rooftop Pool Deck and Bar** – from 9:00 AM to 12:00 AM, Monday thru Thursday, and from 9:00 AM to 2:00 PM Friday, Saturday and Sunday
- **Sky Lounge** – from 9:00 AM to 2:00 AM, 7 days a week
- **The Coffee Bar** – from 9:00 AM to 2:00 AM, 7 days a week

7. The occupancy content for each venue and amenity would be as determined by the Fire Marshall.

8. No outdoor venue shall have music, whether live or recorded, whether amplified or non-amplified, which is played at a volume that is defined as entertainment, i.e., louder than ambient background music (defined as a sound level that does not interfere with normal conversation), as proposed by the applicant provided that:

   a. Outdoor entertainment may take place, until 10:00 PM on Sunday through Thursday and until midnight on Friday and Saturday, on the hotel pool deck, for events which are either:
      i. Events which have been granted a special event permit; or

      ii. Events which are the usual and customary hotel accessory events, such as weddings and receptions.

   b. In the outdoor dining area along the Collins Avenue side of the dinner service restaurant:

      i. Small loudspeakers with limited low-frequency (bass) output be placed so that the sound is concentrated within the dining space away from Collins Avenue; and

      ii. The ambient background music shall be turned off at 10:00 PM on Sunday through Thursday and at midnight on Friday and Saturday.

   c. Access to any indoor area that plays music at a volume that is defined as entertainment, shall be restricted to the hotel lobby or a vestibule as a sound buffer effectively mitigating sound within the premises from reaching the outside.

9. The sound systems shall be installed, maintained, and operated in compliance with the specifications and requirements of the Noise Ordinance and the Noise Study dated December 30, 2011 by The Audio Bug, Inc., and any amendments or supplements thereto. The installation of speakers shall be as recommended by the sound study and the installation plan shall be submitted to staff for review and approval prior to obtaining a building permit. Before business operations begin, The Audio Bug Inc., or similarly qualified sound consultant shall test the sound system for compliance with these requirements, and a report of such compliance shall be submitted to staff for review and approval before the issuance of a Business Tax Receipt.

10. All hotel and all condominium vehicle parking and retrieval shall be performed by valet attendants; all self-parking shall be prohibited. Valet attendants shall adhere to the traffic route plan submitted by the applicant. No pick-up or drop-off shall be permitted on 34th Street. There shall be sufficient valet attendants to handle demand.

11. As per Section 130-251 of the City Code a declaration of restrictive covenant running with the land stipulating that a valet operator shall be provided for such parking for so long as the use continues, in form and substance acceptable to the City Attorney and the Planning Director, and recorded in the official records of Miami Dade County, shall be submitted prior to the issuance of a building permit. In all other respects, the hotel and the condominium shall conduct their respective operations in compliance with the specifications and requirements of the following Kimley-Horn and Associates, Inc. reports and correspondence. (a) Traffic Impact Analysis, December 2011; (b) Valet Operations Analysis, December 29, 2011; (c) Maneuverability Analysis, January 20, 2012; (d) Response to Peer Review Comments, February 15, 2012; (e) Response to City Review Comments; and (f) all other reports and correspondence dated on or before the date of the approval of this Conditional Use Permit.

12. Valet storage of vehicles on the upper level of the mechanical lifts in the parking garage shall be exclusively for the condominium use, as proposed by the applicant.

13. The applicant shall contact and make arrangements with the City's Parking Department for the use of the two municipal parking facilities. If those arrangements are not made, the applicant shall find other storage facilities for its hotel guests and patrons. In either event, the arrangements/plan shall be submitted to the Planning Department for review and approval. The arrangements/plan shall also specify where any vehicles which cannot be accommodated in the specified parking facilities may be parked.

14. The condominium valet and parking operations shall:

    a. Use for vehicle drop-off and pick-up, the porte cochere on 35th Street, via a dedicated driveway loop and;

    b. Park vehicles in the 56 mechanical spaces in the garage, which shall be exclusively for the condominium use, as proposed by the applicant. The applicant shall submit to the Planning Department, for review and approval, applicant's arrangements/plan specifying where any vehicles which cannot be accommodated in the garage may be parked.

15. The hotel valet parking operations shall:

    a. Use for vehicle drop-off and pick-up, the porte cochere on Collins Avenue north of 34th Street via a dedicated driveway loop; and

    b. Park vehicles in the municipal parking facilities on Collins Avenue at 34th Street and 35th Street, if an agreement with the City's Parking Department is reached. If an agreement is not reached, vehicles shall be parked at other storage facilities as may be available.

16. The applicant shall coordinate with the City's Parking Department for the removal of 5 parking spaces on the north side of 34th Street and the installation of signage on the sidewalk at the garage driveway.

17. The applicant shall coordinate with the City's Parking Department for the posting of cautionary "Vehicle Crossing" sidewalk signs at all vehicle entrance and exit points to the hotel and

condominium to alert pedestrians and bicyclists; and "Pedestrian/Bicycle Crossing" signs to alert drivers.

18. The garage and mechanical lifts shall be in operation 24 hours per day, seven days a week, as proposed by the applicant. In addition to the valet attendants, there shall be security personnel of at least one on site person monitoring the garage operation 24 hours a day, seven days a week to address any emergencies. The security office shall be located less than 100 feet from the mechanical lift operation. The mechanical parking lifts shall also be monitored by remote surveillance. The generators shall be tested every six months. The lifts shall also be capable of manual operation if the emergency stand-by generators fail. The generators shall be located where they will minimize negative impacts from their operation or testing, such as noise and fumes. The proposed generator locations shall be submitted for review and approval by staff. There shall be in place an emergency procedure which includes a quick response service contract with the supplier and the manual operation mechanism which provides for the availability of repair personnel 24 hours a day, 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 (a) manufacturer's specifications, and as detailed in the operations plan, as proposed by the applicant; and (b) the noise study dated December 30, 2011 by The Audio Bug, Inc., and all amendments and supplements to it up to the date of the Planning Board meeting at which this Conditional Use Permit is approved.

19. The calculations for the required parking for the project shall be determined by the Planning Department. A final determination for the required parking shall be conducted prior to approval of a Building Permit, Certificate of Occupancy or Business Tax Receipt, whichever comes first, and any deficiency shall be paid by a fee-in-lieu which shall be satisfied in one-time payment prior to the issuance of a Building Permit.

20. Mechanical parking systems shall also satisfy the following conditions:

    (a) The noise or vibration from the operation of mechanical parking lifts, car elevators, or robotic parking systems shall not be plainly audible to or felt by any individual standing outside an apartment or hotel unit at any adjacent or nearby property. In addition, noise and vibration barriers shall be utilized to ensure that surrounding walls decrease sound and vibration emissions outside of the parking garage;

    (b) 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;

    (c) All free-standing mechanical parking lifts must be designed so that power is required to lift the car, but that no power is required to lower the car, in order to ensure that the lift can be lowered and the top vehicle can be accessed in the event of a power outage; robotic garages and vehicle elevators must have backup generators sufficient to power the system;

    (d) All mechanical lifts must be designed to prevent lowering of the lift when a vehicle is

parked below the lift;

(e) The ceiling heights of any parking level with parking lifts within the parking garage shall be a minimum of 11 feet by six inches;

(f) All parking lifts shall only be operated using a spring loaded underwriters laboratories (UL) approved key switch control. No push button is allowed;

(g) All electrical components of the lifts shall be underwriters laboratories (UL) approved;

(h) 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 and submitted to the Planning Department; and

(i) All parking lifts shall be maintained and kept in good working order.

21. Deliveries and trash and garbage pick-ups shall take place at the loading zone on 35th Street next to the cul-de-sac drop off/pick up area for the condominium of the property, as shown on the plans. The applicant shall work with the City to have the area designated and signed as a loading zone, as proffered. The trash/garbage containers shall have rubber wheels and pick-up shall take place at the curb. Deliveries and trash and garbage pick-ups for the restaurant in the southwest corner of the site shall take place on 34th Street at the designated service area shown on the plans. All trash/garbage for residential, hotel and hotel accessory uses shall be compacted and located in air-conditioned trash/garbage holding rooms.

22. The applicant shall enter into a contract with an appropriate waste removal operator, and at that time a more detailed sanitation plan shall be provided to Planning Department staff for review and approval, such plan to include a copy of the fully-signed contract with the waste removal operator.

23. The applicant shall provide roaming security service at entry points and throughout the interior and exterior of the hotel and the condominium 24 hours a day, 7 days a week. Staffing shall be sufficient to meet demand. Security cameras shall be strategically placed throughout the property as shown on the submitted plans. During special events, or as otherwise needed, management shall hire off-duty police officers, or private security personnel for additional security.

24. 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

25. 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. 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.

26. The applicant has proffered and agreed to construct a grade level Public Beach Walk along the rear of the subject site, subject to the following conditions. The approval of the subject application is contingent upon such Public Beach Walk being constructed in accordance with the following conditions:

    a. The existing raised board walk adjacent to the dune and the site, in between 34th and 35th Streets, shall be demolished and removed. A new Public Beach Walk shall be designed, permitted and built by the applicant and shall connect to the existing raised boardwalks to the north and to the south. All costs associated with the design, permitting and construction of the Public Beach Walk, as described herein, shall be borne by the applicant.

    b. The applicant shall enter into and record a restrictive covenant, approved by the Miami Beach City Attorney, which runs with the land, confirming the applicant's agreement to design, permit and construct a Public Beach Walk, in accordance with the conditions herein. The restrictive covenant shall be recorded in the public records, at the expense of the applicant.

    c. The Public Beach Walk shall be generally consistent with the beach walk master plan, and shall require the review and approval of the Public Works Department, as well as all other applicable regulatory agencies and authorities.

    d. The Public Beach Walk shall be substantially completed as soon as reasonably possible after the issuance of all required permits for its construction.

    e. The construction of the Public Beach Walk will be timed to coincide with the beach walk project behind the Saxony Hotel. If the Versailles is ready for C.O. and construction of the Public Beach Walk has not commenced and completed, then the applicant shall post a bond, or provide other security acceptable to the City Attorney, for the cost of construction of the Public Beach Walk, to guarantee its construction and completion.

27. The applicant shall resolve outstanding violations and fines on the property, if any, prior to the issuance of a building permit for the redevelopment project.

28. Without in any manner limiting the general rights of the Planning Director or the Planning Board to recall the owner or operator or to modify this Conditional use Permit, the Planning Board shall retain the right to call the owner or operator back before them and modify the hours of operation should there be valid complaints about loud, excessive, unnecessary, or unusual noise.

29. A violation of any provision of the Code of the City of Miami Beach, Florida, as may be amended from time to time, including without limitation a violation of Chapter 46, Article IV, "Noise," (a.k.a. "noise ordinance") shall be deemed a violation of this Conditional Use Permit and subject to the remedies as described in section 118-194.

30. 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.

31. 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 building permit, certificate of use, certificate of occupancy, certificate of completion, or business tax receipt shall be issued until this requirement has been satisfied.

32. 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 the 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.

33. 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 5th day of June, 2012.

PLANNING BOARD OF THE
CITY OF MIAMI BEACH, FLORIDA

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

STATE OF FLORIDA)
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 5th day of June, 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.

_____
Notary:
Print Name: Teresa Maria
Notary Public, State of Florida
My Commission Expires: 12-2-13
Commission Number: DD928148

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

[NOTARIAL SEAL]

Approved As To Form:
Legal Department (Held 6-5-2012)

CFN 2010R0842030
OR Bk 27523 Pgs 3893 - 3897; (5pgs)
RECORDED 12/16/2010 10:59:15
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

BEFORE THE

BOARD OF ADJUSTMENT

OF THE CITY OF MIAMI BEACH, FLORIDA

IN RE: The application of
VERSAILLES HOTEL AND CONDOMINIUM ASSOC.
3425 COLLINS AVENUE
MIAMI BEACH, FLORIDA
(FOR LEGAL DESCRIPTION PLEASE
SEE EXHIBIT "A".)

MEETING DATE: JULY 12, 2010
FILE NO. 3465

ORDER

The applicant, Versailles Hotel and Condominium Assoc., filed an application with the Planning Department for a variance in order to provide cooking facilities in the existing 274 units, as follows:

1. A variance to waive a range of 140 s.f. to 8 s.f. of the required 400 s.f. minimum unit size in order to retain the existing units at a range of 260 s.f. to 392 s.f. and to provide cooking facilities within them.

Notice of the request for variance was given as required by law and mailed to owners of property within a distance of 375 feet of the exterior limits of the property on which application was made.

THE BOARD FINDS that the property in question is located in the RM-3 Zoning District.

THE BOARD FURTHER FINDS, based upon evidence, testimony, information and documentation presented to the Board, and portions of the staff report and recommendations, as applicable, which are incorporated herein by this reference, that with regard to the requested variances when conditioned as provided for in this Order:

That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;

That the special conditions and circumstances do not result from the action of the applicant;

That granting the variance requested will not confer on the applicant any special privilege that is denied by this Ordinance to other lands, buildings, or structures in the same zoning district;

That literal interpretation of the provisions of this Ordinance would deprive the applicant of

rights commonly enjoyed by other properties in the same zoning district under the terms of this Ordinance and would work unnecessary and undue hardship on the applicant;

That the variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure;

That the granting of the variance will be in harmony with the general intent and purpose of this Ordinance and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare; and

That the granting of this request is consistent with the comprehensive plan and does not reduce the levels of service as set forth in the plan.

IT IS THEREFORE ORDERED, by the Board, that the variance be APPROVED as requested and set forth above; with the following conditions to which the applicant has agreed:

1. This variance only applies to the residential units. This variance does not apply to any commercial condominium units.

2. The applicant shall ensure that the residential units are brought up to code, with respect to all required building, structural, electrical, and plumbing permits necessary to legalize work previously performed within the building without proper permits.

3. The permits necessary to achieve Condition #2 above shall be applied for within six (6) months of this hearing date, and be obtained within one (1) year of this hearing date. Any required work associated with these permits shall be completed within eighteen months (18) months from the date of this hearing, and any equipment, kitchen facilities, etc. that cannot be permitted within this timeframe shall be removed. If the necessary building permits are not obtained within the specified time limits, the applicant shall, prior to expiration of such period, apply to the Board for an extension of time. At the hearing on such application, the Board may deny or approve the request and modify the above conditions or impose additional conditions. Failure to comply with this order shall subject the variance to Section 118-356, City Code, for revocation or modification of the variance.

4. 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, even if the modifications do not affect variances approved by the Board.

5. A landscape plan for the entire site, prepared by a Professional Landscape Architect, inclusive of street trees as per the City of Miami Beach Master Street Tree Plan, shall be submitted to and approved by staff before a building permit is issued for the construction.

6. The applicant shall comply with all conditions imposed by the Public Works Department.

7. The conditions on this Order are binding on the applicant, the property's owners and all successors in interest and assigns.

8. 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.

9. 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, except to the extent of the variance granted herein.

10. This Order shall be recorded, at the expense of the applicant, in the Public Records of Miami-Dade County; the original or a certified copy shall be provided to the Planning Department prior to the issuance of a Building Permit.

PROVIDED, the applicant shall build substantially in accordance with the plans approved by the Board of Adjustment, as determined by staff, entitled "Versailles Hotel", as prepared by UCI Design, dated May 11, 2010, modified in accordance with the conditions set forth in this Order and staff review and approval.

The applicant shall have a full building permit for the work contemplated herein issued by the Building Department on or before July 12, 2011 (within twelve months of the date of this hearing) as per the above conditions. If the full building permit is not obtained within the specified time limits, the applicant shall apply to the Board for an extension of time prior to expiration of such period; otherwise, this Order will expire, and become null and void, unless the issuance of such permit is stayed by an appeal of this Order to a court of competent jurisdiction.

This Order does not constitute a building permit, but upon presentation of a recorded copy of this Order to the Planning Department, a permit shall be processed and approved (subject to compliance with the conditions hereof) in accordance with and pursuant to the ordinances of the City of Miami Beach.

Board of Adjustment of
The City of Miami Beach, Florida

By: _____
Richard G. Lorber, AICP, LEED AP
Acting Planning Director
City of Miami Beach
1700 Convention Center Drive
Miami Beach, Florida 33139

STATE OF FLORIDA)
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 5th day of August, 2010, 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.

NOTARY PUBLIC STATE OF FLORIDA
TERESA MARIA
MY COMMISSION # DD 928148
EXPIRES: December 2, 2013
Bonded Thru Budget Notary Services

Notary:
Print Name:
Notary Public, State of Florida

[NOTARIAL SEAL]
My Commission Expires:

Approved As To Form:
Legal Department (Deborah Turner)

Filed with the Clerk of the Board of Adjustment on 08/05/10

F:\PLAN\$zba\FINALORD\3465 - Order - 3425 Collins Av - 07-10.doc

EXHIBIT "A"

Lots 1 through 8, and the 16.00 foot alley, All in, Block 21, AMENDED PLAT OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY SUBDIVISION, a subdivision recorded in Plat Book 5 at page 7 & 8 of the public records of Dade County, Florida, more particularly described as follows:

Bounded on the West by the Westerly line of Block 21; Bounded on the East by the Erosion Control Line of the Atlantic Ocean, recorded in Plat Book 105, at page 62 of the public records of Dade County, Florida; Bounded on the North by the Northerly line of Block 21, extended Easterly to the Erosion Control Line; Bounded on the South by the Southerly line of Block 21, extended Easterly to the Erosion Control Line.

akerman

Akerman LLP
Three Brickell City Centre
98 Southeast Seventh Street
Suite 1100
Miami, FL 33131
Tel: 305.374.5600
Fax: 305.374.5095

August 17, 2020

Thomas Mooney
Director of Planning Department
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

RE: School Concurrency for 3425 Collins Avenue, HPB20-0430

Dear Mr. Mooney,

The Property at 3425 Collins Avenue has an active school concurrency reservation for a 67-unit multifamily residential project. The school concurrency reservation letter is enclosed as Exhibit 1. The reservation letter was vested by (1) the property owner entering into a proportionate share mitigation agreement (enclosed as Exhibit 2) and (2) the issuance of a master building permit for the 67-unit project (B1504467). The master building permit is still an active building permit.

Application HPB20-0430 proposes to develop the property at 3425 Collins Avenue with 23 multifamily residential units and 56 hotel rooms. Because the proposed project has less residential units and a vested school concurrency reservation, there is no need to apply for a new school concurrency reservation as long as the master building permit remains active.

Please accept this letter and enclosed materials in lieu of a school concurrency application for HPB20-0430.

Sincerely,

Matthew Barnes, AICP

Exhibit 1

Miami-Dade County Public Schools
giving our students the world

June 29, 2016

VIA ELECTRONIC MAIL

Matthew A. Barnes, Principal Planner, AICP
Akerman LLP
Brickell City Centre
98 SE 7 Street
Miami, FL 33131
matthew.barnes@akerman.com

RE: SCHOOL CONCURRENCY DETERMINATION – FINDING
3425 COLLINS AVENUE- HPB FILE NO. 7490
LOCATED AT 3425 COLLINS AVENUE
SP0215081701102- FOLIO No.: 0232260011440

Dear Applicant:

Pursuant to State Statutes and the Interlocal Agreements for Public School Facility Planning in Miami-Dade County (ILA), the above-referenced residential development application (Application) was reviewed for compliance with Public School Concurrency.

The review revealed that the applicable Level of Service (LOS) standard of 100% Florida Inventory of School Houses (FISH) was met at the elementary and middle school levels. While at the time of determination the LOS standard was not met at the high school level, the Applicant has since then entered into a Tri-Party Public School Concurrency Proportionate Share Mitigation Development Agreement (Agreement), which was approved and executed by The School Board of Miami-Dade County, Florida, the City of Miami Beach and the Applicant, effective April 21, 2016. The applicant is mitigating the deficiency of the two senior high school seats by creating a mitigation bank, consisting of 25 student stations, 23 of which will be banked and available to other developers, as such, the Applicant has now fully complied with the mitigation terms. Additionally, the capacity for three seats at the elementary school level and two seats at the middle school level have been reserved for a one-year period, under Master Concurrency Number **MA0215081701102** (Certificate).

The reservation term for this Application will expire on **March 9, 2017.** The concurrency reservation may be extended for additional one-year periods, provided: 1) City of Miami Beach confirms the Application is still valid; 2) you request an extension at least 120 days prior to the expiration date, via email address concurrency@dadeschools.net; and 3) the total reservation period does not exceed

six years from the original effective date of the Certificate. Failure to request an extension at least 120 days prior to the expiration date will result in revocation of the reservation, and a new application must be submitted.

Extensions will be granted, upon payment of the corresponding review fee and acknowledgement from the local government. The reservation period may not exceed the term of the development approval issued by the City.

Therefore, this letter serves as the Finding of Available School Facility Capacity for the Application (Finding). Please be reminded that by virtue of the fact Applicant has a right to cancel the Agreement in accordance with the conditions enumerated therein, this Finding is likewise subject to rescission if those conditions were to be triggered.

Should you have any questions, please feel free to contact me at 305 995-4501

Sincerely,

Ivan M. Rodriguez, R.A.
Director

IMR:ir
L-538

Enclosure

cc: Ms. Ana Rijo-Conde, AICP
Mr. Michael A. Levine
Ms. Nathaly Simon
City of Miami Beach
School Concurrency Master File

Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System

School Concurrency Determination

MDCPS Application Number:	SP0215081701102	Local Government (LG):	Miami Beach
Date Application Received:	8/17/2015 11:32:13 AM	LG Application Number:	HPB File No. 7490
Type of Application:	Site Plan	Sub Type:	Redevelopment

Applicant's Name: 3425 Collins Avenue, LLC
Address/Location: 3425 Collins Avenue
Master Folio Number: 0232260011440
Additional Folio Number(s):

PROPOSED # OF UNITS: 67
SINGLE-FAMILY DETACHED UNITS: 0
SINGLE-FAMILY ATTACHED UNITS: 0

MULTIFAMILY UNITS: 67

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
3741	NORTH BEACH ELEMENTARY	-181	3	0	NO	Current CSA
3741	NORTH BEACH ELEMENTARY	0	3	0	NO	Current CSA Five Year Plan
6541	NAUTILUS MIDDLE	62	2	2	YES	Current CSA
7201	MIAMI BEACH SENIOR	-149	2	0	NO	Current CSA
7201	MIAMI BEACH SENIOR	0	2	0	NO	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						
5481	TREASURE ISLAND ELEMENTARY	273	3	3	YES	Adjacent CSA
7048	ALONZO AND TRACY MOURNING SENIOR HIGH BISCAYNE BAY	-169	2	0	NO	Adjacent CSA
7048	ALONZO AND TRACY MOURNING SENIOR HIGH BISCAYNE BAY	0	2	0	**YES***	Adjacent CSA Five Year Plan

*An Impact reduction of 22.36% included for charter and magnet schools (Schools of Choice).

MDCPS has conducted a public school concurrency review for this application and has determined that it **DOES MEET (Concurrency Met)** all applicable LOS Standards for a Final Development order as adopted in the local Government's Educational Element and incorporated in the Interlocal Agreement for Public School Facility Planning in Miami-Dade County. * **LOS Standard met through Proportionate Share Mitigation Agreement.**

Master Concurrency Number:	MA0215081701102	Total Number of Units:	67
Issue Date:	March 9, 2016	Expiration Date:	March 9, 2017
Capacity Reserved:	Elementary:3 / Middle:2 / Senior: 2		

MDCPS Administrator

MDCPS Authorized Signature

1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax / concurrency@dadeschools.net

Exhibit 2

CFN 2016R0265964
OR BK 30065 Pgs 2846-2904 (59Pgs)
RECORDED 05/06/2016 09:06:55
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

This instrument prepared by
Ana Rijo-Conde
Miami-Dade County Public Schools
1450 NE 2Avenue, Room 525
Miami, Florida 33132

After Recording return to:
Ana R. Craft, Esquire
School Board Attorney's Office
1450 NE 2nd Avenue, #430
Miami, FL 33132

PUBLIC SCHOOL CONCURRENCY PROPORTIONATE SHARE MITIGATION DEVELOPMENT AGREEMENT

THIS PUBLIC SCHOOL CONCURRENCY PROPORTIONATE SHARE MITIGATION DEVELOPMENT AGREEMENT ("**Agreement**"), is made and entered this 21st day of April, 2016, by and between **THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA,** a body corporate and political subdivision of the State of Florida, hereinafter referred to as "**School Board**" or "**School District,**" whose address is 1450 NE 2ND Avenue, Miami, Florida 33132; **CITY OF MIAMI BEACH**, a municipal corporation of the State of Florida, hereinafter referred to as "**City**", whose address is 1700 Convention Center Drive, Miami Beach, Florida 33139; and **3425 COLLINS, LLC, a Delaware limited liability company,** hereinafter referred to as "**Applicant**" or "**Property Owner**", whose address is 3201 Collins Avenue, Miami Beach, Florida 33140. The School Board, City and Applicant are sometimes referred to in this Agreement individually as "**Party**" and collectively as the "**Parties.**"

RECITALS:

WHEREAS, the Applicant is the fee simple owner of that certain tract of land (consisting of Folio # 0232260011440) located in the City, more particularly described

on **Exhibit "A"**, attached hereto and incorporated herein (the "**Property**"). The location of the Property described in **Exhibit "A"** is further illustrated within a Sketch To Accompany A Legal Description, certified to the School Board, appearing in **Exhibit "B"**; and

WHEREAS, the Applicant has submitted an application seeking approval to develop no more than 67 multifamily residential dwelling units on the Property (the "**Development Proposal**"); and

WHEREAS, the School Board and the City entered into that certain Amended and Restated Interlocal Agreement for Public School Facility Planning in Miami-Dade County, dated December 12, 2007 (adopted and executed by the City on February 13, 2008), to implement public school concurrency and to coordinate the approval of residential development with the provision of adequate public school facilities ("**ILA**"), incorporated herein by reference; and

WHEREAS, the Historic Preservation Board of the City of Miami Beach, Florida, granted a Certificate of Appropriateness (HPB File No. 7490) on November 14, 2014 (incorporated herein by reference), approving Applicant's Development Proposal, subject to conditions, one of which is Applicant's compliance with school concurrency requirements; and

WHEREAS, the Parties agree that: (1) adequate School Facility Capacity is not available for two (2) of the senior high school students generated by the proposed residential dwelling units, at the Level of Service Standard within the Concurrency Service Area in which the Development Proposal is located, to accommodate the

anticipated number of public school students that the Development Proposal will generate; (2) the needed School Facility Capacity for the applicable Concurrency Service Area is not available in any contiguous Concurrency Service Areas within the same Geographic Area; and (3) available School Facility Capacity will not be in place or under actual construction within three (3) years after the approval of the Development Proposal; and

WHEREAS, the Parties agree that authorizing these new residential dwelling units will result in a failure of the Level of Service Standard for School Facility Capacity in the applicable Concurrency Service Area, or will exacerbate existing deficiencies in Level of Service Standards; and

WHEREAS, the Parties agree that Public School Concurrency shall be satisfied by the Applicant's execution of this legally binding Agreement and full compliance therewith, to provide mitigation proportionate to the demand for Public School Facilities to be created by these new residential dwelling units ("**Monetary Proportionate Share Mitigation**"); and

WHEREAS, the School Board, at its meeting of December 2, 2015 (Agenda Item F-2), authorized entering into a Public School Concurrency Proportionate Share Mitigation Development Agreement between the School Board, the City of Miami Beach and 500 ALTON ROAD VENTURES, LLC, a Delaware Limited Liability Company; SOUTH BEACH HEIGHTS I, LLC, a Delaware Limited Liability Company, 1220 SIXTH, LLC, a Delaware Limited Liability Company, and KGM EQUITIES, LLC, a Delaware Limited Liability Company (collectively, "**600 Alton**"), which agreement is

effective March 10 2016, and is incorporated herein by reference (and hereinafter defined as the "**600 Alton Agreement**"); and

WHEREAS, as a part of the 600 Alton Agreement, the School Board authorized the creation of a Mitigation Bank containing sixteen (16) high school seats, available for purchase by other developers once 600 Alton fully funds the bank, and all other provisions under the 600 Alton Agreement have been satisfied, but in no event later than June 2, 2016 (hereinafter referred to as "**Mitigation Bank**" or "**Mitigation Bank #2015-003**"); and

WHEREAS, to satisfy its Monetary Proportionate Share Mitigation requirement, the Applicant has expressed a preference to purchase two (2) high school seats from the proposed Mitigation Bank #2015-003. Since Mitigation Bank #2015-003 has not yet been fully established, and in the event it is not in place by June 2, 2016, the Parties have agreed that the Applicant will provide the full capital cost of a twenty-five (25) seat high school classroom ("**School Project**") which will be added to the first three (3) years of the School District's Facilities Work Program, as further described below; and

WHEREAS, the Parties further agree that the Applicant shall pay Monetary Proportionate Share Mitigation funding as further stipulated herein; and

WHEREAS, The School Board of Miami-Dade County, Florida, has authorized the execution of this Agreement in accordance with Board Item F-1, Board Action No. 118,077, at its meeting of March 9, 2016; and

WHEREAS, the City of Miami Beach, at its meeting of March 9, 2016, duly passed and adopted on that date, Resolution No. 2016-29329, authorizing the appropriate City officials to enter into this Agreement; and

WHEREAS, the Applicant has duly approved this Agreement, and represented to the School Board and to the City, and hereby confirms, that Sergio Jalife, has been and is hereby fully authorized to execute this Agreement on behalf of 3425 COLLINS, LLC, a Delaware limited liability company, pursuant to that certain Written Consent of the Managers of 3425 Collins LLC adopted on January 20, 2016, attached hereto and incorporated herein by reference.

NOW, THEREFORE, in Consideration of the Sum of Ten Dollars ($10.00), the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto, intending to be legally bound, hereby agree as follows:

1. **INCORPORATION OF RECITALS.** The foregoing recitals are true and correct and are hereby incorporated into this Agreement by this reference as if fully set forth herein.

2. **DEFINITION OF MATERIAL TERMS.** Any terms that are not defined herein are defined as set forth in the ILA or in the 600 Alton Agreement. In the event of a conflict between the ILA, the 600 Alton Agreement and this Agreement, the ILA shall control.

3. **LEGALLY BINDING COMMITMENT.** The Parties agree that this Agreement constitutes a legally binding commitment by the Applicant to provide Monetary Proportionate Share Mitigation for the Development Proposal for the Property sought to be approved by the City.

4. **MONETARY PROPORTIONATE SHARE MITIGATION ALTERNATIVES AND ESCROW AGREEMENT.**

A. **Mitigation Alternatives**: The Parties agree that the Applicant shall satisfy its Monetary Proportionate Share Mitigation requirement under this Agreement through one of the following two mitigation alternatives. As a condition of this Agreement, the Developer will deposit the sum of Six Hundred Ninety-Eight Thousand, Four Hundred Seventy-Five Dollars ($698,475.00) ("**Monetary Proportionate Share Mitigation Payment**") into an Escrow Account, to be held by the School Board Attorney's Office, as Escrow Agent, in compliance with the provisions set forth in that certain escrow agreement, attached hereto and incorporated herein as **Exhibit "C"** ("**Escrow Agreement**"), in order to ensure funds are available to cover the creation of either the School Project or the cost of banked seats, as further described below:

Alternative #1: Purchase of available Capacity Credits from Mitigation Bank #2015-003: The School District shall be the sole authority to determine that Mitigation Bank #2015-003 has been fully funded by 600 Alton and that Banked Seats are available for purchase by other developers. If Mitigation Bank #2015-003 ***is established*** by June 2, 2016, the Applicant shall purchase student stations ("**Capacity Credits**" or "**Banked Seats**"), to satisfy the Applicants Monetary Proportionate Share Mitigation requirement

under this Agreement. The purchase price of the Banked Seat(s) has been established at $ 31,546 (Thirty One Thousand Five Hundred Forty Six Dollars) per seat. As such, the amount of the Monetary Proportionate Share Mitigation cost under this option shall be Sixty Three Thousand Ninety Two Dollars ($63,092).

Alternative #2: Provide full capital cost of a public school project: The School District shall be the sole authority to determine that Mitigation Bank #2015-003 has been fully funded by 600 Alton and that Banked Seats are available for purchase by other developers. If Mitigation Bank #2015-003 ***is not established*** by June 2, 2016, then the Parties agree that the Applicant shall provide the full capital cost of one (1) senior high school classroom of twenty-five (25) student stations, which will be added to the first three (3) years of the School District's Facilities Work Program. The Monetary Proportionate Share Mitigation cost under this Option is Six Hundred Ninety Eight Thousand Four Hundred Seventy-Five Dollars ($698,475), as set forth below. These Monetary Proportionate Share Mitigation funds shall be used by the School District to provide for the creation of the School Project.

B. Issuance of Finding: Upon the full execution of this Agreement by all appropriate Parties and receipt of the Monetary Proportionate Share Mitigation Payment, the School District shall issue a Finding of Available School Facility Capacity ("**Finding**") pursuant to the ILA. The duration and effect of this Finding shall be in accordance with the ILA. However, in no event shall this Finding, or any allocation of student seats based on this Finding ("**School Concurrency Allocation**"), continue to be effective if the Applicant fails to perform his/her/its obligations under this Agreement. Conversely, once Applicant has completely performed his/her/its obligations under this

Agreement, Applicant shall be entitled to rely on the Finding and School Concurrency Allocation to the extent of the School Capacity provided by the Monetary Proportionate Share Mitigation. Delivery of the Monetary Proportionate Share Mitigation payment shall be made by the Applicant within thirty (30) calendar days following the full and proper execution of this Agreement, unless otherwise extended at the sole and absolute discretion of the School Board or designee (defined hereinafter as Effective Date).

C. Escrow Agreement: The Applicant will fund the Escrow Account in accordance with this Agreement. Delivery of the Monetary Proportionate Share Mitigation Payment in the amount of Six Hundred Ninety-Eight Thousand Four Hundred Seventy-Five Dollars ($698,475) shall be made by wire transfer or any other method of payment acceptable to the School Board's Office of Treasury Management, and Escrow Agent is hereby authorized to disburse escrowed funds in accordance with terms and conditions set forth in Exhibit "C" hereof.

If the Applicant purchases two (2) Banked Seats from Mitigation Bank 2015-003 under Alternative #1, at the established price of $31,546 per seat (total $63,092), all subject to Board and City approval, the Applicant will be eligible to receive Educational Facilities Impact Fee Credits up to the amount of the total purchase price of the Banked Seats. As further detailed in Section 5, below, the Applicant has already paid Educational Facilities Impact Fees in the amount of $90,175, which exceeds the purchase price of the Banked Seats. In this event, the Escrow Agent is hereby authorized to disburse the full amount held in Escrow to the Applicant, less any fees and costs.

Under Alternative #2, the Applicant has agreed to provide the full monetary contribution

equal to the cost of one senior high school classroom containing twenty-five (25) student stations, less any Educational Facilities Impact Fee Credits assessed or paid to Miami-Dade County ("**County**"). The cost of the School Project has been established at $788,650, which was derived based on the cost per student station, as published by the State of Florida DOE, for October of 2017 (the anticipated commencement date of construction). If the School Project is to be constructed, then a line item in the amount of $788,650 will be added to the District's Facilities Work Program as part of the next update, for the creation of twenty-five (25) student stations at Miami Beach Senior High School, as contained in the Board approved Work Program.

As stated above, the Developer has already paid Educational Facilities Impact Fees in the amount of $90,175. As such, the Monetary Proportionate Share Mitigation Payment of $698,475 (capital construction cost of $788,650 less impact fee credits of $90,175) will be retained by the District for construction of the School Project. In this event, the Escrow Agent is hereby authorized to disburse the full amount held in Escrow to The School Board of Miami-Dade County, Florida, to be designated for the School Project.

In the event Applicant fails to pay the Monetary Proportionate Share Mitigation Payment as provided for herein, the School District, at its sole option, may cancel this Agreement and may credit the reserved seats to the Concurrency Service Area from which they were reserved. Issuance of a Finding by the School District shall be a pre-condition to issuance of building permits by the City for the subject Development Proposal.

5. **EDUCATIONAL FACILITIES IMPACT FEE CREDIT.** As consideration for the Applicant's Monetary Proportionate Share Mitigation specified

herein, ***and as further elaborated in Section 6(c) of this Agreement***, the Parties agree that the School District shall provide a credit of Ninety Thousand One Hundred Seventy Five Dollars ($90,175), which is the Educational Facilities Impact Fees imposed by County and paid by the Applicant for construction of the Development Proposal ("**Impact Fee Credit**"). The Impact Fee Credit amount was determined by the County, pursuant to the then current Miami-Dade County Educational Facilities Impact Fee Ordinance (Chapter 33K, of Miami-Dade County Code of Ordinances), the Interlocal Agreement Between Dade County and The School Board of Dade County, Florida, relating to Educational Facilities Impact Fee Monies, and the Metropolitan Dade County Educational Facilities Impact Fee Administrative Procedures Manual, as each may have been amended or may be amended from time to time. The amount of the Impact Fee Credit does not include any administrative or other fees which the County may impose as part of its administrative process, and has been rounded-off to the nearest dollar amount.

6. **MITIGATION BANKING.** In the event that Alternative #2 is triggered, the Applicant will provide for the cost of construction by the School District of twenty-five (25) high school seats, resulting in twenty three (23) seats in excess of the two (2) seats needed to be mitigated by the Applicant. As such, the Applicant has the right to transfer the excess twenty three (23) seats ("**New Capacity Credits**") to future residential developments, as set forth in this Agreement. In order for the School District to manage and transfer New Capacity Credits for the Applicant, a mitigation bank shall be established in connection with this Development Proposal ("**New Mitigation Bank**") for the School Project. The School District shall create and administer the New Mitigation Bank as follows:

a. **Monetary Proportionate Share Mitigation Cost.** The Monetary Proportionate Share Mitigation amount of Seven Hundred Eighty Eight Thousand Six Hundred Fifty Dollars ($788,650) is the cost of the senior high school classroom, and is derived by multiplying the total number of student stations to be constructed (25 seats), by the student station cost of $31,546, which is the construction cost projected by the Florida Department of Education to be in place at the time of construction of the School Project (October 2017) (i.e. 25 student stations x $31,546 cost per station = $788,650). In this Agreement, "**student station**" and "**seat**" shall be used interchangeably unless otherwise specified.

b. **Number of New Banked Seats.** The number of New Banked Seats shall be established by determining the excess number of school seats, if any, resulting from construction of the School Project ("**New Banked Seats**"), to wit: the number of seats to be constructed (25), less the number of seats needed to be mitigated (2), resulting in twenty three (23) New Banked Seats for the subject Development Proposal (i.e. 25 seats constructed – 2 mitigated seats = 23 New Banked Seats). In this Agreement, **"New Banked Seats"** and **"New Capacity Credits"** shall be used interchangeably unless otherwise specified.

c. **Estimated Educational Facilities Impact Fee Credits.** Pursuant to the Miami-Dade County Educational Facilities Impact Fee Ordinance, the Applicant has paid Educational Facilities Impact Fee(s) ("**Impact Fee**") for the subject Development Proposal. The Impact Fee in the amount of $90,175

(rounded-off to the nearest dollar) has been paid by Applicant to Miami-Dade County for the subject Development Proposal. The Impact Fee payment does not include any administrative or other fees, which the County may have imposed as part of its administrative process.

d. **Mitigation Banking Cost**. The Mitigation Banking Cost of $698,475 is the total combined value of the twenty three Banked Seats, which will be eligible and available for transferring New Capacity Credits to future residential development applicants ("**Mitigation Banking Cost**"). The Mitigation Banking Cost is derived by subtracting the Impact Fee paid ($90,175) from the Monetary Proportionate Share Mitigation amount ($788,650), resulting in $698,475 (i.e. $788,650.00 - $90,175= $698,475).

e. **Reimbursable Value of new Banked Seats.** At the time that the Monetary Proportionate Share Mitigation payment is made by the Applicant, and after clearance of all funds, the School District shall issue written confirmation to the Applicant validating the number of New Banked Seats available for transfer. New Capacity Credits may only be transferred to future residential development proposals within the same Concurrency Service Area or adjacent Concurrency Service Areas, and within the same Geographic Area. For purposes of crediting the Applicant for each New Banked Seat, the reimbursable value of each New Banked Seat has been established at $25,415 ("**Reimbursable Value**"). This Reimbursable Value is obtained by subtracting the Mitigation Banking Cost ($698,475), less the value of the two mitigated seats ($63,092), and dividing the result by the twenty-five (25) seats

to be created as a result of School Project, resulting in an individual Reimbursable Value of $25,415 per Banked Seat (i.e. $698,475 less $63,092 = $635,383 divided by 25 seats = $25,415). Applicant hereby authorizes the School District to enter into any required agreement with future developers who may desire to purchase New Capacity Credits from the New Mitigation Bank, under the terms and conditions set forth herein, and to effectuate the transfer of New Capacity Credits accordingly. Payment by the School District to the Applicant for the Final Reimbursable Value of the new Banked Seats purchased shall be made within thirty (30) days after the final reconciliation of funds is completed by the School District.

f. **Expiration of New Capacity Credits**. New Capacity Credits may be purchased by future applicant(s) within six (6) years from the date the School Board authorized the execution of this Agreement, which in this instance, is hereby established as March 9, 2016, and subject to expiration of timeframe set forth under Section 17 hereof. After 5:00 PM (Miami Time), March 8, 2022, any remaining New Capacity Credits created by the Monetary Proportionate Share Mitigation option shall be deemed expired, and any New Banked Seat(s) not yet transferred will be returned to the Concurrency Service Area where the School Project was constructed.

g. **Purchasing of New Capacity Credits by Future Applicants**. The School District agrees to make known to all future residential development applicants within the Concurrency Service Area or Adjacent Concurrency Service Areas within the same Geographic Area, the option to purchase New

Capacity Credits from this New Mitigation Bank. Future applicants may purchase New Capacity Credit(s) only if the Mitigation Bank(s) has sufficient number of available seats to provide for the entire school capacity deficiency.

h. **Priority of Capacity Credit Transfers.** In the event multiple mitigation banks are created by other applicants, for the same Concurrency Service Area or Adjacent Concurrency Service Areas within the same Geographic Area, the Capacity Credits shall be made available for transfer to future applicants in the order in which the Mitigation Bank has been established and the Banked Seats are readily available for transfer to another residential developer applicant, as set forth in Section 17 of this Agreement.

i. **Annual Reports.** The School District will provide annual reports to the Applicant ("**Annual Reports**"), containing the balance of New Banked Seats remaining, if any, and New Capacity Credit transfers, if any, prior to July 1 of each year. The School District shall charge an annual administrative fee as may be established in the Procedures Manual for Implementing the Amended and Restated Interlocal Agreement for Public School Facility Planning in Miami-Dade County. The annual administrative fee shall be paid by the Applicant to the School District prior to issuance of the Annual Report. Upon expiration or transfer of all New Capacity Credits, the School District shall issue a final report to Applicant ("**Final Report**").

7. **SCHOOL CAPACITY IMPROVEMENT.** The School District agrees to apply the Monetary Proportionate Share Mitigation payment made by the Applicant

toward the School Projects described under Section 4 of this Agreement. The School Project will include the Monetary Proportionate Share Mitigation, which will be reflected in the District's Facilities Work Program at the time of its next annual update following the execution of this Agreement and receipt of the Monetary Proportionate Share Mitigation payment as set forth herein.

8. **EFFECTIVE DATE.** This Agreement shall take effect upon the last of the Parties signing this Agreement, but in no event later than April 8, 2016. Failure to deliver this Agreement to the School Board executed by the Applicant by March 8, 2016 and by the City by March 18, 2016 may, in the sole discretion of the School District, result in the revocation of the Concurrency Determination issued by the School District on August 25, 2015, incorporated herein by reference.

9. **TERM.** This Agreement shall expire upon the Parties' completion of their performance of all obligations herein or within six (6) years from Effective Date, whichever comes first.

10. **STATUTORY COMPLIANCE.** The Parties agree that this Agreement satisfies the requirements for a binding Proportionate Share Mitigation agreement in Section 163.3180(6)(h)2, Florida Statutes and as provided for in the ILA.

11. **NOTICES AND DELIVERABLES.**

A. All notices or communications and deliverables under this Agreement by any Party to the others shall be sufficiently given or delivered if dispatched by (a) certified U.S. mail, postage pre-paid, return receipt requested, (b) hand

delivery, (c) Federal Express or other comparable overnight mail service, (d) telephone facsimile transmission with transmission receipt, or (e) electronic mail to the following addresses, or as the same may be changed in writing from time to time. Whenever any of the Parties desires to give notice to the others, such notice must be in writing, addressed to the Party for whom it is intended at the place last specified. The place for giving of notice shall remain such until it is changed by written notice in compliance with the provisions of this paragraph. Until otherwise designated by amendment to this Agreement, the Parties designate the following as the respective places for giving notice ("**Notice**"):

In the case of Notice or communication to the School Board:

The School Board of Miami-Dade County, Florida
c/o Superintendent of Schools
1450 N.E. Second Avenue, Room 912
Miami, Florida 33132

With copies to:

Miami-Dade County Public Schools
Facilities Planning
Attn: Deputy Chief Facilities & Eco-Sustainability Officer
1450 N.E. Second Avenue, Room 525
Miami, Florida 33132
Arijo@dadeschools.net; and concurrency@dadeschools.net

The School Board of Miami-Dade County, Florida
c/o School Board Attorney
1450 NE 2 Avenue, Suite 400
Miami, Florida 33132
Walter.Harvey@dadeschools.net
Acraft@dadeschools.net

In the case of Notice or communication to the Applicant:

Mr. Sergio Jalife, Manager
3425 Collins, LLC
3201 Collins Avenue
Miami Beach, FL 33140

With copy to:

Neisen Kasdin, Esquire
Akerman LLP
Brickell City Centre
98 SE 7th Street
Miami, Florida 33131
Fax: (305) 374-5095
Email: neisen.kasdin@akerman.com

In the case of Notice or communication to the City:

Michael Belush, AICP, Principal Planner
Planning Department, City of Miami Beach
1700 Convention Center Dr., Miami Beach, FL 33139
Fax: 305-673-7559
michaelbelush@miamibeachfl.gov

With a copy to:

Raul Aguila, City Attorney
OFFICE OF THE CITY ATTORNEY
1700 Convention Center Dr., Miami Beach, FL 33139
RaulAguila@miamibeachfl.gov

B. For purposes of this Agreement, the Superintendent of Schools or his/her designee shall be the Party designated by the School Board to grant or deny any and all approvals required under this Agreement, including, without limitation, issuance of reports, as provided herein.

C. Except as otherwise provided in this Agreement, any Notice or deliverable shall be deemed received only upon actual delivery at the address set forth above. Notices or deliverables delivered after 5:00 PM (at the place of delivery) or on a non-business day, shall be deemed received on the next business day. If any time for giving Notice contained in this Agreement would otherwise expire on a non-business day, the Notice period shall be extended to the next succeeding business day. "**Day**" as used in this Agreement shall be defined as calendar day, unless otherwise provided. Counsel for the School Board, counsel for the City and counsel for the Applicant may deliver Notice on behalf of the School Board, the City and the Applicant, respectively. Any Party or other person to whom Notices are to be sent or copied may notify the other Parties of any change in name or address to which Notices shall be sent by providing the same pursuant to this provision.

12. **RELEASE.** When all of the Parties' obligations set forth herein are fully paid and performed, each Party shall release all other Parties from this Agreement, and all Parties shall release all other Parties from any and all future claims, costs or liabilities arising out of the provision of Monetary Proportionate Share Mitigation in accordance with this Agreement. These releases shall be simultaneously exchanged and shall be recorded in the Official Records of Miami-Dade County, Florida, evidencing such performance.

13. **VENUE; CHOICE OF LAW; ATTORNEY'S FEES.** This Agreement shall be interpreted and construed in accordance with and governed by the

laws of the State of Florida without regard to its conflicts of laws provisions. Any controversies or legal issues arising out of this Agreement, and any action involving the enforcement or interpretation of any rights hereunder, shall be submitted to the jurisdiction of the State Court of the 11th Judicial Circuit, in and for, Miami-Dade County, Florida. The Parties agree that in the event of any dispute of whatever nature relating to this Agreement, venue shall be in Miami-Dade County, Florida. The Parties further agree that, in the event of a dispute among the Parties, each Party shall be responsible for its own attorney's fees and costs through all appeals.

14. **CAPTIONS AND PARAGRAPH HEADINGS.** Captions and paragraph headings contained in this Agreement are for convenience and reference only. They in no way define, describe, extend or limit the scope or intent of this Agreement.

15. **NO WAIVER.** No waiver of any provision of this Agreement shall be effective unless it is in writing, and signed by the Party against whom it is asserted. Any such written waiver shall only be applicable to the specific instance to which it relates, and shall not be deemed to be a continuing or future waiver. The failure of any Party to insist upon strict performance of any of the covenants, provisions or conditions of this Agreement shall not be construed as waiving or relinquishing any such covenants, provisions or conditions, but the same shall continue and remain in full force and effect.

16. **EXHIBITS.** All Exhibits attached hereto contain additional terms of this Agreement, and are incorporated herein by reference.

17. **AMENDMENTS AND ENCUMBRANCE OF PROPORTIONATE SHARE MITIGATION PAYMENT.** No modification, amendment, or alteration

in the terms or conditions contained herein shall be effective, unless contained in a written document prepared, in recordable form, with the same formality as this Agreement and duly executed by all the Parties to this Agreement. Additionally, this Agreement may be modified only until the earliest of the following times: (a) issuance of the first principal building permit for the Development Project; or (b) the School District Encumbers ("**Encumbers**" shall mean monies committed by contract or purchase order in a manner that obligates the School Board to expend the funded amount upon delivery of goods or the rendering of services provided by a vendor, supplier or contractor for the School Project) any portion of the Monetary Proportionate Share Mitigation payment; or (c) six (6) months after the date that this Agreement is authorized by the School Board; or (d) the Applicant provides written notice to the Parties advising that the New Mitigation Bank is to be established and the School District may immediately transfer New Banked Seats to other residential development applicants, as set forth in Section 6 of this Agreement. No refunds shall be made thereafter.

18. **COVENANT RUNNING WITH THE LAND.** This Agreement shall constitute a covenant running with the land and shall be recorded by the School Board, at the Applicant's expense, in the public records of Miami-Dade County, Florida, and shall remain in full force and effect and be binding upon the undersigned Applicant, and its heirs, successors and assigns, until such time as the same expires in accordance with the provisions hereof, or is otherwise modified or released pursuant to an instrument executed on behalf of the Parties.

19. **ASSIGNMENT**. The Applicant may assign its rights, obligations and responsibilities under this Agreement to a third party purchaser of all or any part of fee

simple title to the Property. Any such assignment shall be in writing and shall require the prior written consent of all of the Parties, such consent not to be unreasonably withheld. At the election of the School District, such consent may be conditioned upon the written agreement of the assignee to assume all of Applicant/Assignor's duties and obligations under this Agreement and to comply with conditions and procedures to aid in the monitoring and enforcement of the assignee's performance of the Monetary Proportionate Share Mitigation under this Agreement. The Assignor under such assignment shall furnish the Parties with a copy of the duly executed assignment, in recordable form, within ten (10) days of the date of execution of same. The Parties further agree that an assignment of this Agreement shall only be permitted where (a) the Applicant/Assignor has mitigated for the public school impacts of the subject Property with Monetary Proportionate Share Mitigation payment having been made, (b) this Agreement is being assigned to the purchaser of the subject Property, and (c) the assigned Monetary Proportionate Share Mitigation continues to be used for the subject Property.

20. **DEFAULT**. If any Party fails to perform or observe any of the material terms and conditions of this Agreement for a period of thirty (30) calendar days after receipt of written notice of such default from another Party, the Party giving notice of default may terminate this Agreement by providing the parties with ten (10) days additional written notice. Failure of any Party to exercise its rights in the event of any breach by one or more other Parties shall not constitute a waiver of such rights. No Party shall be deemed to have waived any failure to perform by another Party unless such waiver is in writing and signed by the other Parties. Such waiver shall be limited to the terms specifically contained therein.

21. **COUNTERPARTS.** This Agreement may be executed in three (3) counterparts, each of which when executed and delivered shall be deemed to be an original; however, all such counterparts together shall constitute but one and the same instrument. Signature and acknowledgment pages, if any, may be detached from the counterparts and attached to a single copy of this document to physically form one document. The School Board shall be the last party to execute this Agreement.

22. **RECORDING OF DOCUMENTS.** The School District shall record this Agreement and any related documentation, including without limitation, Assignments, if any, and Releases, within thirty (30) days after proper execution thereof and receipt of the document and recordation costs, in the Public Records of Miami-Dade County, Florida. The Applicant shall pay all recordation costs to the School District.

23. **SEVERABILITY.** If any provision of this Agreement is declared invalid or unenforceable by a court of competent jurisdiction, the invalid or unenforceable provision will be stricken from the Agreement, and the balance of the Agreement will remain in full force and effect as long as doing so would not affect the overall purpose or intent of the Agreement.

24. **WAIVER OF TRIAL BY JURY. THE PARTIES WAIVE TRIAL BY JURY IN ANY ACTION, PROCEEDING OR COUNTERCLAIM BROUGHT BY ANY PARTY AGAINST ANY OTHER PARTY OR PARTIES WITH RESPECT TO ANY MATTER ARISING UNDER THIS AGREEMENT.**

25. **TIME IS OF THE ESSENCE.** Time is of the essence in the performance of this Agreement.

26. **MERGER CLAUSE.** This Agreement and all Exhibits thereto set forth the entire agreement among the Parties, and it supersedes all prior and contemporaneous negotiations, understandings and agreements, written or oral, among the Parties.

[SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF, the Parties have made and executed this Agreement on the respective dates under each signature:

APPLICANT/PROPERTY OWNER

WITNESSES:

Print Name: Elizabeth Sanchez

Print Name: Raymond A. deLa Vega

3425 COLLINS, LLC,
A Delaware limited liability company

By: _____
Sergio Jalife, Manager, as Authorized Signatory pursuant to that certain Written Consent of the Managers of 3425 Collins, LLC, dated January 20, 2016, attached hereto and incorporated herein as **Exhibit "D"**
1st day of March, 2016.

STATE OF FLORIDA)
)
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 1 day of March, 2016, by Sergio Jalife, Manager, as Authorized Signatory, on behalf of 3425 Collins, LLC, a Delaware limited liability company He is [X] personally known to me or [ ] has produced_____ as identification and who further acknowledged that he signed the above instrument with full authority, as set forth therein, on behalf of said limited liability company.

MAYELIN MORENO
MY COMMISSION #FF174875
EXPIRES November 6, 2018
(407) 398-0153 FloridaNotaryService.com

Notary Public, State of Florida
Print Name: Mayelin Moreno
My commission expires: 11/6/2018

[THIS SPACE IS INTENTIONALLY LEFT BLANK]

SCHOOL BOARD

THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA

WITNESSES:

Print Name: IVAN M. RODRIGUEZ

Print Name: MICHAEL A. LEVINE

By: _____ (Seal)
Alberto M. Carvalho,
Superintendent of Schools

21 day of April, 2016

RECOMMENDED:

Jaime G. Torrens
Chief Facilities Officer

TO THE SCHOOL BOARD:
Approved as to Form and legal sufficiency:

4/14/16
School Board Attorney

ACKNOWLEDGMENT

STATE OF FLORIDA)
) **SS:**
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 21 day of April, 2016 by ALBERTO M. CARVALHO, as Superintendent of Schools, acting on behalf of THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA, a public body corporate and politic existing under the laws of the State of Florida, who personally appeared before me, and is [x] personally known to me or [ ] produced _____ as identification, and who further acknowledged that he signed the above instrument with full authority, as set forth therein, on behalf of The School Board of Miami-Dade County, Florida.

Notary: Sandra Johnakin
Print Name: Sandra Johnakin
My Commission expires: _____

[NOTARY SEAL]

SANDRA JOHNAKIN
Notary Public, State of Florida
My Comm. Expires July 5, 2017
No. FF6142
Bonded thru Arthur J. Gallagher & Co.

CITY OF MIAMI BEACH:

WITNESSES:

Print Name: Samantha Barrios

Print Name: Verónica Pereira

City of Miami Beach:

By: _____

Philip Levine, Mayor

7th day of April, 2016

ATTEST:

4/7/16

RAFAEL GRANADO, City Clerk

GRETHEL AGUIAR
MY COMMISSION # EE 848377
EXPIRES: November 1, 2016
Bonded Thru Notary Public Underwriters

MIAMI BEACH INCORPORATED MARCH 26TH 1915

By: _____

Acting Planning ~~Director~~

ATTEST

APPROVED AS TO FORM AND LANGUAGE AND FOR EXECUTION:

By _____

City Attorney

Date: 2-26-16

4-4-16

ACKNOWLEDGMENT

STATE OF FLORIDA)
) **SS:**
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 7th day of April, 2016, by Philip Levine as Mayor, acting on behalf of City of Miami Beach:, a Municipal Corporation, existing under the laws of the State of Florida. He/she personally appeared before me, and is [x] personally known to me or [ ] produced _____ as identification, , and who acknowledged that he/she signed the above instrument with full authority, as set forth therein, on behalf of City of Miami Beach, Florida.

GRETHEL AGUIAR
MY COMMISSION # EE 848377
EXPIRES: November 1, 2016
Bonded Thru Notary Public Underwriters

[NOTARY SEAL]

Notary: _____
Print Name: Grethel Aguiar
My Commission expires: 11/1/16

STONER & ASSOCIATES, Inc.
SURVEYORS - MAPPERS
4341 S.W. 62nd Avenue, Davie, FL 33314
T: (954) 585-0997 • F: (954) 585-3927

Exhibit "A"

This is to certify that the following legal description describes a parcel of land located at 3425 Collins Avenue, City of Miami Beach, Florida 33140. Miami-Dade County property folio No. 02-3226-001-1440.

LEGAL DESCRIPTION

FORMER VERSAILLES HOTEL CONDOMINIUM

PARCEL 1

LOTS 1 THROUGH 8, INCLUSIVE, AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21, OF AMENDED MAP OF THE OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 2

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE SOUTH 82° 33' 12" E, ALONG THE SOUTH LINE OF LOTS 8 AND 1 OF SAID BLOCK 21, A DISTANCE OF 344.00 FEET TO THE EXISTING SOUTHEAST CORNER OF SAID LOT 1, BLOCK 21;

THENCE NORTH 06° 49' 29" EAST, ALONG THE EXISTING EAST LINE OF LOTS 1, 2, 3 AND 4 OF SAID BLOCK 21 AND ALSO ALONG THE BULKHEAD LINE, AS SHOWN IN THE PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, A DISTANCE OF 200.72 FEET TO THE EXISTING NORTHEAST CORNER OF SAID LOT 4;

THENCE SOUTH 82° 38' 28" EAST, ALONG THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 4, BLOCK 21, A DISTANCE OF 25.57 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN SAID PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE";

THENCE SOUTH 06° 59' 18" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.76 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 33' 12" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1, BLOCK 21 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

PARCELS 1 AND 2 COLLECTIVELY ALSO DESCRIBED AS FOLLOWS:

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE NORTH 07° 26' 48" EAST, ALONG THE WEST LINE OF LOTS 8, 7, 6 AND 5 OF SAID BLOCK 21, A DISTANCE OF 200.19 FEET TO THE NORTHWEST CORNER OF SAID LOT 5, BLOCK 21;

THENCE SOUTH 82° 38' 28" EAST, ALONG THE NORTH LINE OF LOTS 5 AND 4, OF SAID BLOCK 21 AND ALONG THE EASTERLY EXTENSION OF SAID LOT 4, A DISTANCE OF 367.39 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA;

THENCE SOUTH 06° 59' 18" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.76 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 33' 12" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 AND ALONG THE SOUTH LINE OF SAID LOTS 1 AND 8, BLOCK 21 A DISTANCE OF 369.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

AREA PARCEL 1 = 1.5780 ACRES (68,736 SQUARE FEET) MORE OR LESS.
AREA PARCEL 2 = 0.1165 ACRES (5,076 SQUARE FEET) MORE OR LESS
TOTAL AREA (PARCELS 1 AND 2) = 1.6945 ACRES (73,812 SQUARE FEET) MORE OR LESS.

NOTE: THE ABOVE LEGAL DESCRIPTION WAS PREPARED BY STONER & ASSOCIATES, INC. AND IS NOT BASED ON A TITLE SEARCH.

OWNERSHIP NOTE:

PARCEL 1:
PARCEL 1, SHOWN HEREON IS COMPRISED OF LOTS 1 THRU 8, INCLUSIVE AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21, OF AMENDED MAP OF OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF , RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. THE OWNERSHIP OF PARCEL 1 IS VESTED IN 3425 COLLINS, LLC, AS SHOWN IN THE "GENERAL WARRANTY DEED", RECORDED IN OFFICIAL RECORDS BOOK 28768, PAGE 1588, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

PARCEL 2:
PARCEL 2, SHOWN HEREON IS COMPRISED OF THE AREA OF LAND LYING BETWEEN THE BULKHEAD LINE AND THE EROSION CONTROL LINE, BOTH SHOWN ON THE PLAT ENTITLED "EROSION CONTROL LINE", RECORDED IN PLAT BOOK 105, PAGE 62, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AND THE NORTH LINE OF LOT 4 AND THE SOUTH LINE OF LOT 1, BOTH LINES EXTENDED EAST TO THE EROSION CONTROL LINE. PARCEL 2 IS ADDED TO THE UPLAND PROPERTY PURSUANT FLORIDA STATUTES, TITLE XI, CHAPTER 161 BEACH AND SHORE PRESERVATION, s.s. 161-141-161.211.

ss. 161.141 PROPERTY RIGHTS OF STATE AND PRIVATE UPLAND OWNERS IN BEACH RESTORATION PROJECT AREAS. ...ANY ADDITIONS TO THE UPLAND PROPERTY LANDWARD OF THE ESTABLISHED LINE OF MEAN HIGH WATER WHICH RESULT FROM THE RESTORATION PROJECT REMAIN THE PROPERTY OF THE UPLAND OWNER SUBJECT TO ALL GOVERNMENTAL REGULATIONS AND ARE NOT TO BE USED TO JUSTIFY INCREASED DENSITY OR THE RELOCATION OF THE COASTAL CONSTRUCTION CONTROL LINE AS MAY BE IN EFFECT FOR SUCH UPLAND PROPERTY.
s.s. 161.151 DEFINITIONS. (3) "EROSION CONTROL LINE" MEANS THE LINE DETERMINED IN ACCORDANCE WITH THE PROVISIONS OF ss. 161.141-161.211 WHICH REPRESENTS THE LANDWARD EXTENT OF THE CLAIMS OF THE STATE IN ITS CAPACITY AS SOVEREIGN TITLEHOLDER OF THE SUBMERGED BOTTOMS AND SHORES OF THE ATLANTIC OCEAN, THE GULF OF MEXICO, AND THE BAYS, LAGOONS AND OTHER TIDAL REACHES THEREOF ON THE DATE OF THE RECORDING OF THE SURVEY AS AUTHORIZED IN s. 161.181.

WALTER DE LA ROCHA

WALTER DE LA ROCHA, P.S.M.
PROFESSIONAL SURVEYOR AND MAPPER NO. 6081
STATE OF FLORIDA
STONER & ASSOCIATES, INC., L.B. 6633

SEAL

NOT VALID UNLESS SEALED HERE WITH AN EMBOSSED SURVEYOR'S SEAL

EXHIBIT "B"

BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE SURVEY

REDUCED COPY
DO NOT SCALE

PARKING SPACES:

NO INTERIOR PARKING SPACES MARKED WITHIN THE PROPERTY.

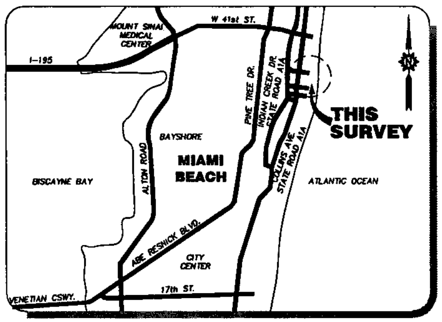
SURVEYOR'S REFERENCES:

1. MIAMI BEACH IMPROVEMENT COMPANY'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, PAGES 7 & 8, MIAMI-DADE COUNTY, FLORIDA.
2. FDOT RIGHT OF WAY MAP FOR STATE ROAD A-1-A, SECTION 87080-MISC.-3.
3. FDOT PROJECT NETWORK CONTROL FOR STATE ROAD A-1-A, FINANCIAL PROJECT ID. 414641-1-52-01.
4. DEPARTMENT OF ENVIRONMENTAL PROTECTION COASTAL CONSTRUCTION CONTROL LINE. RECORDED 2/10/82 IN BULKHEAD PLAT BOOK NO. 82R, & 31800 BOOK 74, PAGE 25 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
5. EROSION CONTROL LINE, RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
6. STONER & ASSOCIATES, INC. PROJECTS NUMBER 04-8545, 11-7728, 12-7843.
7. FLORIDA STATUTES

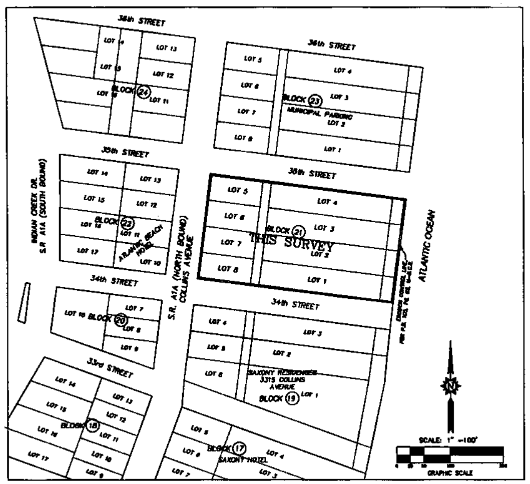
SURVEY NOTES:

THIS SURVEY REPRESENTS A BOUNDARY, TOPOGRAPHIC AND TREE SURVEY WAS PREPARED IN ACCORDANCE WITH THE STANDARDS OF PRACTICE FOR SURVEYING ESTABLISHED BY THE BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODES, PURSUANT TO SECTION 472.027, FLORIDA STATUTES. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

1. THE LOTS SHOWN HEREON ARE BASED UPON THE PLAT OF MIAMI BEACH IMPROVEMENT COMPANY'S SUBDIVISION, AS RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
2. STONER & ASSOCIATES, INC., DID NOT SEARCH THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA FOR OWNERSHIP, RIGHTS-OF-WAY, EASEMENTS OR OTHER MATTERS AFFECTING THE PROPERTY BEING SURVEYED. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
3. THIS SURVEY MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1"=20'.
4. THE DESCRIPTION OF THE SUBJECT PROPERTY FORMS A MATHEMATICALLY CLOSED FIGURE WITH NO GORES, GAPS, OVERLAYS OR HIATUS. PARCEL 2 LEGAL DESCRIPTION AND COLLECTIVE LEGAL DESCRIPTION OF PARCELS 1 AND 2 AUTHORED BY STONER & ASSOCIATES, INC. WITHOUT THE BENEFIT OF A TITLE SEARCH OR COMMITMENT FOR TITLE INSURANCE.
5. AREA PARCEL 1 = 1.5780 ACRES (68,736 SQUARE FEET) MORE OR LESS.
   AREA PARCEL 2 = 0.1165 ACRES (5,076 SQUARE FEET) MORE OR LESS
   TOTAL AREA (PARCELS 1 AND 2) = 1.6945 ACRES (73,812 SQUARE FEET) MORE OR LESS.
6. THERE WAS NO OBSERVED EVIDENCE WITHIN THE PROPERTY SHOWN HEREON OF CURRENT EARTH MOVING, BUILDING CONSTRUCTION, BUILDING ADDITION OR RENOVATION AT TIME OF SURVEY. HOWEVER THE EAST PORTION OF THE PROPERTY IS BEING USED AS TEMPORARY COMPOUND FOR THE BUILDING CONSTRUCTION LOCATED SOUTH OF SOUTH THE MUNICIPAL PARKING.
7. THERE WAS NO EVIDENCE OF THE SITE AS BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
8. THIS SURVEY IS LIMITED TO THE LOCATION OF ABOVE GROUND IMPROVEMENTS ONLY. SUBSURFACE UTILITIES, FOUNDATIONS AND ENCROACHMENTS WERE NOT LOCATED AND ARE NOT SHOWN HEREON. THIS SITE COULD HAVE UNDERGROUND INSTALLATIONS THAT ARE NOT SHOWN HEREON. BEFORE DESIGN, CONSTRUCTION OR EXCAVATION, CONTACT SUNSHINE STATE ONE CALL OF FLORIDA (1-800-432-4770) AND THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION OF UTILITIES.
9. THE LOCATION OF THE COASTAL CONSTRUCTION CONTROL LINE (C.C.C.L.) SHOWN HEREON ARE BASED ON INFORMATION OBTAINED FROM THE MIAMI-DADE COUNTY DEPARTMENT OF NATURAL PROTECTION AND RECORDED IN MISCELLANEOUS PLAT BOOK 74, PAGE 25, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. SEE SHEET 8 OF 10. POINT OF ORIGIN OF LINE IS P.R.M. 87-78-A-1.
10. PROPERTY LYING SEAWARD OF THE COASTAL CONSTRUCTION LINE IS SUBJECT TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION REVIEW AND PERMITTING BEFORE CONSTRUCTION.
11. EROSION CONTROL LINE AND BULKHEAD LINE CALCULATED BASED ON DATA SHOWN IN PLAT MAP ENTITLED ESTABLISHMENT OF EROSION CONTROL LINE, RECORDED IN PLAT BOOK 105, PAGE 62, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
12. BEARINGS SHOWN HEREON ARE BASED ON A BEARING OF NORTH 07° 26' 48" EAST, ALONG THE WEST LINE OF BLOCK 21, OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. BEARINGS ARE RELATIVE TO THE FLORIDA STATE PLANE COORDINATES SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983/90, BASED ON REAL TIME KINEMATICS GPS OBSERVATIONS.
13. DISTANCES DENOTED AS (P) PLAT, REPRESENT MEASUREMENTS DERIVED FROM THE FOLLOWING PLAT OF RECORD: MIAMI BEACH IMPROVEMENT COMPANY'S SUBDIVISION, PLAT BOOK 5, PAGES 7&8 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
14. HORIZONTAL CONTROL WAS VERIFIED BY TRAVERSE CLOSURES EXCEEDING 1 FOOT IN 10,000 FEET.
15. THE ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29), US. SURVEY FOOT. BENCHMARK OF ORIGIN = MIAMI-DADE COUNTY BENCHMARK "B-313", DESCRIBED AS A SURVEY BENCHMARK BRASS DISK STAMPED "B 313 1970" SET ON TOP OF CONCRETE RAMP DIRECTLY OVER A CATCH BASIN, LOCATED AT THE SOUTHEAST CORNER OF COLLINS AVENUE AND 38th STREET, 81.7 FEET SOUTH OF THE SOUTH CURB OF 38th STREET; 57.8' EAST OF THE EAST CURB OF COLLINS AVENUE. ELEVATION=4.33 FEET (NGVD29).
16. ELEVATION CONVERSION FACTOR FOR THE SITE: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) = NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29) - 1.55'.
17. THE STORM DRAINAGE AND SANITARY SEWER AS-BUILT DATA SHOWN HEREON WAS COLLECTED FOR ENGINEERING DESIGN PURPOSES ONLY. THE AS-BUILT DATA IS LIMITED TO RIM ELEVATIONS, INVERT ELEVATIONS, PIPE SIZES AND PIPE TYPES ONLY FOR THOSE STRUCTURES IDENTIFIED BY THE CLIENT, FOR THE REST, AS-BUILT DATA IS LIMITED TO RIM ELEVATIONS ONLY. THE SURVEYOR DID NOT PHYSICALLY ENTER ANY OF THE STRUCTURES; ALL OF THE MEASUREMENTS WERE COLLECTED (WITH THE STRUCTURE LID REMOVED) BY VISUAL OBSERVATIONS IN ACTIVE FACILITIES WITH WATER AND EFFLUVIUM PRESENT. THE CONNECTIONS BETWEEN STRUCTURES WERE NOT INSPECTED AND THE CONDITION OF THE PIPES WAS NOT DETERMINED. CRITICAL ELEVATIONS AND DIMENSIONS SHOULD BE VERIFIED WITH THE FACILITIES PUMPED DOWN AND CLEANED OUT TO FACILITATE ACCURATE COLLECTION OF AS-BUILT DATA. THE SIZE AND TYPE OF PIPES SHOULD BE CONFIRMED BEFORE ORDERING REPLACEMENT PIPES OR CONNECTING PIPES.
18. BUILDING DIMENSIONS WERE MEASURED AT GROUND LEVEL AND ARE OVERALL. BUILDING TIES ARE TO THE EXTERIOR WALLS. ARCHITECTURAL DETAILS MAY NOT BE SHOWN. THE BUILDINGS WERE ALSO SURVEYED WITH LASER SCANNING BY COONER & ASSOCIATES, INC., IN CASE OF DISCREPANCY LASER SCANNING SURVEY HOLDS.
19. THE SYMBOLS REFLECTED IN THE LEGEND AND ON THIS SURVEY MAY HAVE BEEN ENLARGED FOR CLARITY. THE SYMBOLS HAVE BEEN PLOTTED AT THE CENTER OF THE FIELD LOCATION AND MAY NOT REPRESENT THE ACTUAL SHAPE OF THE FEATURE IT REPRESENTS.
20. 13. THIS FIRM HAS IDENTIFIED VARIOUS TYPES OF TREES LOCATED ON THIS SITE BASED ON COMMON KNOWLEDGE OF TREE SPECIES. A QUALIFIED LANDSCAPE ARCHITECT SHOULD BE EMPLOYED FOR POSITIVE IDENTIFICATION OF TREE SPECIES. TREE DIAMETERS ARE APPROXIMATE AND WERE MEASURED AT BREAST HEIGHT. ONLY TREES 3 CALIPER INCHES IN DIAMETER OR LARGER WERE LOCATED AND SHOWN ON THE SURVEY. HEDGES AND GROUND COVER WERE NOT LOCATED AND ARE NOT SHOWN. EXOTIC TREES SUCH AS MELALEUCA, BRAZILIAN PEPPER AND AUSTRALIAN PINE WERE NOT LOCATED OR SHOWN HEREON. LANDSCAPING (INCLUDING BUT NOT LIMITED TO SHRUBS, ORNAMENTAL PLANTS AND IRRIGATION EQUIPMENT) WERE NOT LOCATED OR SHOWN HEREON.
21. THE PROPERTY SHOWN HEREON WAS NOT INSPECTED BY STONER & ASSOCIATES, INC. FOR ENVIRONMENTAL HAZARDS.
22. THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF THE SURVEY ON THE DATES INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITIONS EXISTING AT THE TIME OF SURVEY.
23. PORTIONS OF THE PROPERTY SHOWN HEREON ARE LOCATED WITHIN THE FOLLOWING FLOOD ZONES: ZONE AE (ELEV. 8 NGVD29) AND ZONE X AS SHOWN ON FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 12086C0338 L, COMMUNITY NUMBER 120635, MIAMI-DADE COUNTY UNINCORPORATED AREAS. EFFECTIVE DATE SEPTEMBER 11, 2009. (THE APPROXIMATE FLOOD ZONE DEMARCATION LINE IS SHOWN HEREON)
24. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES ARE PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
25. THE INFORMATION CONTAINED IN THIS DOCUMENT WAS PREPARED BY STONER & ASSOCIATES, INC. (S&A). S&A HAS TAKEN ALL REASONABLE STEPS TO ENSURE THE ACCURACY OF THIS DOCUMENT. WE CANNOT GUARANTEE THAT ALTERATIONS AND/OR MODIFICATIONS WILL NOT BE MADE BY OTHERS AFTER IT LEAVES OUR POSSESSION. THIS DOCUMENT MUST BE COMPARED TO THE ORIGINAL HARD COPY (WHICH BEARS THE RAISED SURVEYOR'S CERTIFICATION SEAL IF APPLICABLE) TO ENSURE THE ACCURACY OF THE INFORMATION CONTAINED HEREON AND TO FURTHER ENSURE THAT ALTERATIONS AND/OR MODIFICATIONS HAVE NOT BEEN MADE. S&A MAKES NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE ACCURACY OF THE INFORMATION CONTAINED IN THIS OR ANY DOCUMENT TRANSMITTED OR REVIEWED BY COMPUTER OR OTHER ELECTRONIC MEANS. CONTACT S&A DIRECTLY FOR VERIFICATION OF ACCURACY.



LOCATION MAP
(NOT TO SCALE)



LEGAL DESCRIPTION (SEE OWNERSHIP NOTE BELOW):

FORMER VERSAILLES HOTEL CONDOMINIUM

PARCEL 1

LOTS 1 THROUGH 8, INCLUSIVE, AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21, OF AMENDED MAP OF THE OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 2

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE SOUTH 82° 33' 12" E, ALONG THE SOUTH LINE OF LOTS 8 AND 1 OF SAID BLOCK 21, A DISTANCE OF 344.00 FEET TO THE EXISTING SOUTHEAST CORNER OF SAID LOT 1, BLOCK 21;

THENCE NORTH 08° 48' 28" EAST, ALONG THE EXISTING EAST LINE OF LOTS 1, 2, 3 AND 4 OF SAID BLOCK 21 AND ALSO ALONG THE BULKHEAD LINE, AS SHOWN IN THE PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, A DISTANCE OF 200.72 FEET TO THE EXISTING NORTHEAST CORNER OF SAID LOT 4;

THENCE SOUTH 82° 38' 28" EAST, ALONG THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 4, BLOCK 21, A DISTANCE OF 25.57 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN SAID PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE";

THENCE SOUTH 08° 59' 18" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.76 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 33' 12" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1, BLOCK 21 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

PARCELS 1 AND 2 COLLECTIVELY ALSO DESCRIBED AS FOLLOWS:

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE NORTH 07° 26' 48" EAST, ALONG THE WEST LINE OF LOTS 8, 7, 6 AND 5 OF SAID BLOCK 21, A DISTANCE OF 200.19 FEET TO THE NORTHWEST CORNER OF SAID LOT 5, BLOCK 21;

THENCE THENCE SOUTH 82° 38' 28" EAST, ALONG THE NORTH LINE OF LOTS 5 AND 4, OF SAID BLOCK 21 AND ALONG THE EASTERLY EXTENSION OF SAID LOT 4, A DISTANCE OF 367.30 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA;

THENCE SOUTH 08° 59' 18" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.76 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 33' 12" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 AND ALONG THE SOUTH LINE OF SAID LOTS 1 AND 8, BLOCK 21 A DISTANCE OF 369.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

OWNERSHIP NOTE:

PARCEL 1:
PARCEL 1, SHOWN HEREON IS COMPRISED OF LOTS 1 THRU 8, INCLUSIVE AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21, OF AMENDED MAP OF OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF . RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. THE OWNERSHIP OF PARCEL 1 IS VESTED IN 3425 COLLINS, LLC. AS SHOWN IN THE "GENERAL WARRANTY DEED", RECORDED IN OFFICIAL RECORDS BOOK 28788, PAGE 1588, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

PARCEL 2:
PARCEL 2, SHOWN HEREON IS COMPRISED OF THE AREA OF LAND LYING BETWEEN THE BULKHEAD LINE AND THE EROSION CONTROL LINE, BOTH SHOWN ON THE PLAT ENTITLED "EROSION CONTROL LINE", RECORDED IN PLAT BOOK 105, PAGE 62, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AND THE NORTH LINE OF LOT 4 AND THE SOUTH LINE OF LOT 1, BOTH LINES EXTENDED EAST TO THE EROSION CONTROL LINE. PARCEL 2 IS ADDED TO THE UPLAND PROPERTY PURSUANT FLORIDA STATUTES, TITLE XI, CHAPTER 161 BEACH AND SHORE PRESERVATION, s.s. 161-141-161.211.

ss. 161.141 PROPERTY RIGHTS OF STATE AND PRIVATE UPLAND OWNERS IN BEACH RESTORATION PROJECT AREAS. ...ANY ADDITIONS TO THE UPLAND PROPERTY LANDWARD OF THE ESTABLISHED LINE OF MEAN HIGH WATER WHICH RESULT FROM THE RESTORATION PROJECT REMAIN THE PROPERTY OF THE UPLAND OWNER SUBJECT TO ALL GOVERNMENTAL REGULATIONS AND ARE NOT TO BE USED TO JUSTIFY INCREASED DENSITY OR THE RELOCATION OF THE COASTAL CONSTRUCTION CONTROL LINE AS MAY BE IN EFFECT FOR SUCH UPLAND PROPERTY.
s.s. 161.151 DEFINITIONS. (3) "EROSION CONTROL LINE" MEANS THE LINE DETERMINED IN ACCORDANCE WITH THE PROVISIONS OF ss. 161.141-161.211 WHICH REPRESENTS THE LANDWARD EXTENT OF THE CLAIMS OF THE STATE IN ITS CAPACITY AS SOVEREIGN TITLEHOLDER OF THE SUBMERGED BOTTOMS AND SHORES OF THE ATLANTIC OCEAN, THE GULF OF MEXICO, AND THE BAYS, LAGOONS AND OTHER TIDAL REACHES THEREOF ON THE DATE OF THE RECORDING OF THE SURVEY AS AUTHORIZED IN s. 161.181.

COMMENTS TO ITEMS NOTED UNDER EASEMENT ONLY REPORT

THE EASEMENTS AND OTHER MATTERS OF RECORD SHOWN HEREON ARE BASED UPON EASEMENTS ONLY REPORT PERFORMED BY PARAMOUNT TITLE SERVICES, INC., SEARCH No.: 14-855-1.

1. EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS AND CONDITIONS SET FORTH ON PLAT OF AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, PLAT BOOK 5, PAGE 7, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. THIS ITEM AFFECTS THE PROPERTY. THERE ARE NO EASEMENTS SHOWN OR DESCRIBED IN SAID PLAT. RESTRICTIONS, RESERVATIONS, COVENANTS AND CONDITIONS ARE BLANKET IN NATURE. NOT PLOTTABLE. (AS TO PARCEL 1)
2. EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS AND CONDITIONS SET FORTH ON PLAT OF MAP OF MIAMI BEACH, PLAT BOOK 2, PAGE 78, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. THIS ITEM DOES NOT AFFECT THE SURVEYED PROPERTY, WHICH IS LOCATED IN PLAT BOOK 5, PAGE 7 (AS TO PARCEL 1)
3. PERPETUAL EASEMENT FOR STATE ROAD RIGHT OF WAY AND TEMPORARY EASEMENT TO FILL, GRADE AND SLOPE: TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA TO STATE ROAD DEPARTMENT OF FLORIDA, A STATE AGENCY, DATED SEPTEMBER 22, 1958, FILED MAY 12, 1959 IN O.R. BOOK 1418, PAGE 78. THIS ITEM DOES NOT AFFECT THE SURVEYED PROPERTY. (AS TO PARCELS 1 AND 2) EASEMENTS REFERRED TO IN O.R. BOOK ARE IN SECTIONS 22 AND 27, TOWNSHIP 53 SOUTH, RANGE 43 EAST. THE PROPERTY IS LOCATED IN SECTION 26.
4. RESOLUTION: THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA TO THE PUBLIC, DATED DECEMBER 19, 1979, FILED JANUARY 22, 1980 IN O.R. BOOK 10633, PAGE 878. THIS ITEM DOES NOT AFFECT THE SURVEYED PROPERTY (AS TO PARCELS 1 AND 2). NOT PLOTTED. RESOLUTION EXPIRED IN DECEMBER 2003.
5. DECLARATION OF RESTRICTIVE COVENANTS: VERSAILLES OF THE OCEAN, LLC. A FLORIDA LIMITED LIABILITY COMPANY TO CITY OF MIAMI BEACH, A FLORIDA MUNICIPAL CORPORATION, DATED JULY 17, 2013, FILED AUGUST 8, 2013 IN O.R. BOOK 28763, PAGE 3233. THIS ITEM AFFECTS THE SURVEYED PROPERTY BUT NOT A MATTER OF SURVEY. (AS TO PARCELS 1 AND 2) NOT PLOTTABLE.
6. DECLARATION OF CONDOMINIUM: VERSAILLES HOTEL CONDOMINIUM ASSOCIATION, INC. A FLORIDA CORPORATION NOT FOR PROFIT TO THE PUBLIC, DATED APRIL 27, 1984, FILED APRIL 27, 1984 IN O.R. BOOK 12131, PAGE 12131, PAGE 96 (TERMINATED BY O.R. BOOK 27873, PAGE 4344 AND O.R. BOOK 28788, PAGE 1571). THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY BUT NOT A MATTER OF SURVEY. (AS TO PARCELS 1 AND 2) NOT PLOTTABLE.
7. ORDER: BOARD OF ADJUSTMENT OF THE CITY OF MIAMI BEACH, FLORIDA, TO VERSAILLES HOTEL AND CONDOMINIUM ASSOCIATIONS, DATED JULY 12, 2010, FILED DECEMBER 16, 2010 IN O.R. BOOK 27523, PAGE 3893. THIS ITEM NO LONGER APPLIES TO THE BUILDING WHICH IS IN REFERENCE TO ADDING COOKING FACILITIES TO UNITS.
8. ORDER: HISTORIC PRESERVATION BOARD OF THE CITY OF MIAMI BEACH TO 3425 COLLINS, LLC, DATED NOVEMBER 12, 2013, FILED DECEMBER 30, 2013 IN O.R. BOOK 28968, PAGE 1950. THIS ITEM IS IN REFERENCE TO THE INSTALLATION OF A SUPER GRAPHIC ON THE SOUTH FACADE OF THE BUILDING.

THIS SURVEY IS CERTIFIED TO:

THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA AND WALTER J. HARVEY, SCHOOL BOARD ATTORNEY AND HIS SUCCESSORS IN OFFICE.

SURVEYOR'S CERTIFICATE:

THIS IS TO CERTIFY THAT THIS BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE (TREE AND COASTAL CONSTRUCTION LINE) SURVEY WAS MADE UNDER MY RESPONSIBLE CHARGE AND IS ACCURATE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY MEETS THE STANDARDS OF PRACTICE, ESTABLISHED BY THE BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODES, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

SIGNATURE DATE: 1/25/16

Walter De La Rocha

WALTER DE LA ROCHA
PROFESSIONAL SURVEYOR AND MAPPER NO. 6081
STATE OF FLORIDA
STONER AND ASSOCIATES, INC. L.B. 6633
wdelarocha@stonersurveyors.com

NO.	REVISION	DATE	BY :
1	LOCATE BOARDWALK FROM 35th ST. TO 36th ST.	04/07/14	WDLR
2	REVISE PARCEL 2 OWNERSHIP	04/28/14	WDLR

STONER & ASSOCIATES, Inc.
SURVEYORS - MAPPERS
Florida Licensed Surveying and Mapping Business No. 6633
4341 S.W. 62nd AVENUE, TOWN OF DAVIE, FLORIDA 33314
TEL (954) 585-0997
FAX (954) 585-3927

BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE SURVEY OF:
FORMER VERSAILLES HOTEL CONDOMINIUM
A PORTION OF P.B. 5, PAGES 7-8, M-D.C.R.
AND A PORTION OF SECTION 26-53-42
3425 COLLINS AVENUE, MIAMI BEACH, FL 33140

DATE OF SURVEY: 03/26/14
DRAWN: WDLR
CHECKED: JDS
BOOK/PAGE(S): 951/01-08 & FIELD DATA COLLECTOR

SEAL

NOT VALID UNLESS SEALED HERE WITH AN EMBOSSED SURVEYOR'S SEAL

PROJECT
14-8029

SHEET NO.
1 OF 2

EXHIBIT "B"

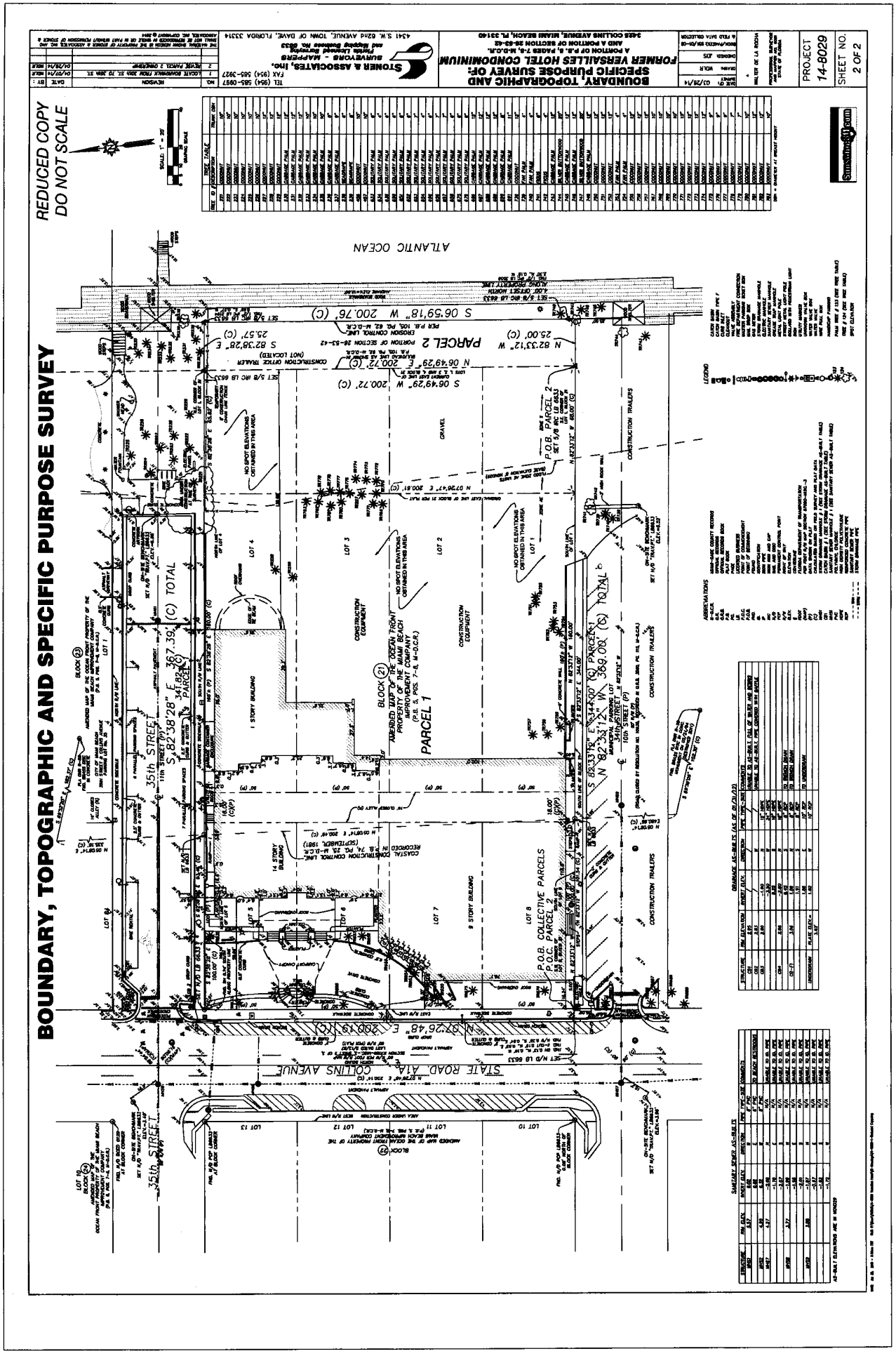

BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE SURVEY
REDUCED COPY
DO NOT SCALE
SPECIFIC PURPOSE SURVEY OF:
FORMER VERSAILLES HOTEL CONDOMINIUM
A PORTION OF P.B. 5, PAGES 7-9, M-D.C.R.
AND A PORTION OF SECTION 28-53-42
3422 COLLINS AVENUE, MIAMI BEACH, FL 33140
STONER & ASSOCIATES, Inc.
SURVEYORS - MAPPERS
and Mapping Business No. 5813
4341 S.W. 62nd AVENUE, TOWN OF DAVIE, FLORIDA 33314
TEL (954) 585-0997
FAX (954) 585-3927
PROJECT 14-8029
SHEET NO. 2 OF 2
ATLANTIC OCEAN
COLLINS AVENUE
STATE ROAD A1A
PARCEL 1
PARCEL 2
BLOCK (21)
AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY
(P.B. 5, PGS. 7-9, M-D.C.R.)
P.O.B. PARCEL 2
P.O.B. COLLECTIVE PARCELS
P.O.C. PARCEL 2
LEGEND
ABBREVIATIONS
SANITARY SEWER AS-BUILTS
DRAINAGE AS-BUILTS (AS OF 01/2013)

Exhibit "C"

Escrow Agreement

Pursuant to Public School Concurrency Proportionate Share Mitigation Development Agreement by and between The School Board of Miami-Dade County, Florida and 3425 Collins, LLC

ESCROW AGREEMENT
Relating to Public School Concurrency Proportionate Share Mitigation Development Agreement
by and between
The School Board of Miami-Dade County, Florida
and
3425 Collins, LLC

THIS ESCROW AGREEMENT dated this 21st day of April, 2016 (the "**Escrow Agreement**"), is entered into by and among **THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA,** a political subdivision of the State of Florida ("**Board**" or "**School Board**" or "**School District**"), whose business address is 1450 NE 2 Avenue, Room 923, Miami, Florida 33132, and **3425 COLLINS, LLC**, a Delaware limited liability company ("**Applicant**" or "**Developer**"), authorized to do business in the State of Florida, whose business address is 3201 Collins Avenue, Miami Beach, Florida 33140, collectively known as the "**Parties,**" and individually, a "**Party**", and the SCHOOL BOARD ATTORNEY'S OFFICE, as escrow agent ("**Escrow Agent**").

RECITALS

WHEREAS, the Applicant is the fee simple owner of that certain tract of land (consisting of Folio # 0232260011440) located in the City of Miami Beach, Florida, (the "**City")** more particularly described in **Exhibit "A",** attached hereto and incorporated herein (the "**Property**"). The legal description and location of the Property are both described in Exhibit "A"; and

WHEREAS, the Applicant has submitted an application seeking approval to develop no more than 67 multifamily residential dwelling units on the Property (the "**Development Proposal**"); and

WHEREAS, the School Board and the City entered into that certain Amended and Restated Interlocal Agreement for Public School Facility Planning in Miami-Dade County, dated December 12, 2007 (adopted and executed by the City on February 13, 2008), to implement public school concurrency and to coordinate the approval of residential development with the provision of adequate public school facilities ("**ILA**"), incorporated herein by reference; and

WHEREAS, the Historic Preservation Board of the City of Miami Beach, Florida, granted a Certificate of Appropriateness (HPB File No. 7490) on November 18, 2014 (incorporated herein by reference), approving Applicant's Development Proposal, subject to conditions, one of which is Applicant's compliance with school concurrency requirements; and

WHEREAS, the Parties agree that since adequate School Facility Capacity is not available for two (2) of the senior high school students generated under the

Development Proposal, a Proportionate Share Mitigation Option must be selected to mitigate the lack of available capacity at the senior high school level; and

WHEREAS, the Parties have executed a Public School Concurrency Proportionate Share Mitigation Development Agreement ("**Mitigation Agreement**"), incorporated herein by reference, and executed concurrently with this Escrow Agreement; and

WHEREAS, as a part of the 600 Alton Agreement, as defined in the Mitigation Agreement, the School Board authorized the creation of a Mitigation Bank containing sixteen (16) high school seats, available for purchase by other developers once 600 Alton fully funds the bank, and all other provisions under the 600 Alton Agreement have been satisfied, ***but in no event earlier*** than June 2, 2016 (hereinafter referred to as "**Mitigation Bank #2015-003**"); and

WHEREAS, the Applicant has expressed a preference to purchase two (2) high school seats from Mitigation Bank #2015-003 to satisfy its Monetary Proportionate Share Mitigation requirement ("**Banked Seats**"). However, since Mitigation Bank #2015-003 has not yet been fully established, and in the event it is not in place by June 2, 2016, the Parties have agreed that the Applicant will provide the full capital cost of a twenty-five (25) seat high school classroom ("**School Project**"). The foregoing alternatives are defined as "**Alternative #1**" and "**Alternative #2**", respectively; and

WHEREAS, the Applicant agrees to fund its obligation under either scenario by depositing the amount of $698,475 with The School Board of Miami-Dade County, Florida, in order to ensure funds are available to cover the creation of either the School Project, or the cost of the Banked Seats ("**Escrow Account**"); and

WHEREAS, the Parties agree that the School Board Attorney's Office shall serve as Escrow Agent and, as such, shall manage the Escrow Account in accordance with the terms and conditions of this Escrow Agreement.

NOW THEREFORE, in Consideration of the Sum of Ten and No/100 ($10.00) Dollars and of the promises and agreements of the Parties contained herein, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties and the Escrow Agent agree as follows:

ARTICLE 1
RECITALS

Section 1.1 **Incorporation of recitals.**

The above recitals are true and correct and are incorporated herein by reference.

ARTICLE 2
ESCROW DEPOSIT

Section 2.1. **Purpose.** The purpose of the Escrow Agreement is to ensure that sufficient funding, in the amount of $ 698,475.00, is available to cover the creation of either the School Project or the cost of Banked Seats, in accordance with the Mitigation Agreement, and allowing the Escrow Agent to disburse said funds as directed herein.

Section 2.2. **Responsibility of Applicant/ Receipt of Escrow Property.**

Within thirty (30) calendar after execution hereof, Applicant shall deliver to the The School Board of Miami-Dade County, Florida, via wire transfer or any other method set forth in the Mitigation Agreement, the Sum of Six Hundred Ninety-Eight Thousand, Four Hundred Seventy-Five Dollars ($698,475.00) (the "**Escrow Property**"), in immediately available funds to be held in escrow by the School Board Attorney's Office in compliance herewith. Time is of the essence.

The Parties agree that if Applicant fails to pay the Monetary Proportionate Share Mitigation Payment, as provided for in the Mitigation Agreement and herein, the School District, at its sole discretion, may cancel the Mitigation Agreement. In that event, this Escrow Agreement shall be deemed automatically terminated and of no further force and effect.

Section 2.3. **Disbursements of Escrow Property.**

Section 2.3.1. The Escrow Agent is hereby authorized to disburse the Escrow Property in accordance with a payment authorization form depicted in **Exhibit B-1** executed by the Superintendent or his designee as Authorized Signatories, as defined below, and in accordance with the terms and conditions set forth in this Escrow Agreement ("**Payment Authorization Form**"). The District shall deliver to Escrow Agent the Payment Authorization Form by June 3, 2016, instructing Escrow Agent to disburse in accordance with Alternative #1 or Alternative #2, both defined below.

Section 2.3.2. The Mitigation Agreement provides that the School District shall be the sole authority to determine that Mitigation Bank #2015-003 has been fully funded by 600 Alton and that Banked Seats, as defined therein, are available for purchase by other developers. The Parties hereby agree that Escrow Agent shall have two alternatives to disburse the Escrow Property, as follows: **Alternative #1:** If the School District determines that Mitigation Bank #2015-003 ***has*** been established, by June 2, 2016, then the Parties agree that the Applicant will purchase Banked Seats to satisfy the Applicant's Monetary Proportionate Share Mitigation requirement under the Mitigation Agreement; or **Alternative #2**: If the

School District determines that the Mitigation Bank #2015-003 ***has not*** been established by June 2, 2016, then the Parties agree that the Escrow Property shall be used to provide for the creation of the School Project.

Section 2.3.3. Alternative #1 – Disburse to Applicant. Under Alternative #1, the Applicant would be able to Purchase available Capacity Credits from Mitigation Bank#2015-003. In this event, the Escrow Agent is hereby authorized to disburse, within thirty (30) calendar days following June 3, 2016, the full amount of the Escrow Property to the Applicant, less any fees and costs.

Section 2.3.4. Alternative #2 – Disburse to the School Board. Under Alternative #2, the Applicant has agreed to provide the full monetary contribution for the creation of the School Project. In this event, the Escrow Agent is hereby authorized to disburse, within thirty (30) calendar days following June 3, 2016, the full amount of the Escrow Property to The School Board of Miami-Dade County, Florida, to be designated for the School Project.

Section 2.4. Tax Reporting.

Along with the delivery of the sums to be placed in escrow, Applicant shall provide the Escrow Agent with its certified tax identification number and any other reasonably appropriate forms and documents that the Escrow Agent may request. The Parties understand that if such tax reporting documentation is not provided to the Escrow Agent, the Escrow Agent may be required by the Internal Revenue Code of 1986, as amended, and the Regulations promulgated thereunder, to withhold a portion of any interest or other income earned on the Escrow Property, if applicable.

Section 2.5. Termination.

This Escrow Agreement shall automatically terminate on the date upon which the Escrow Property is fully disbursed by the Escrow Agent in accordance with the terms of this Escrow Agreement, whereupon this Escrow Agreement shall be of no further force and effect except that the provisions of Sections 4.1, 4.4, 5.3 and 5.4 hereof shall survive such termination. In addition, failure by Applicant to deposit funds in accordance with Section 2.2 of this Agreement shall automatically terminate this Escrow Agreement, and the Escrow Agent shall be relieved from all responsibility hereunder.

ARTICLE 3
DUTIES OF THE ESCROW AGENT

Section 3.1. Scope of Responsibility.

Notwithstanding any provision to the contrary, the Escrow Agent is obligated only to perform the duties specifically set forth in this Escrow Agreement, which shall be

deemed purely ministerial in nature. The Escrow Agent will not be responsible or liable for the failure of any Party to perform in accordance with this Escrow Agreement. The Escrow Agent shall neither be responsible for, nor chargeable with, knowledge of the terms and conditions of any other agreement, instrument, or document other than this Escrow Agreement, whether or not an original or a copy of such agreement has been provided to the Escrow Agent; and the Escrow Agent shall have no duty to know or inquire as to the performance or nonperformance of any provision of any such other agreement, instrument, or document. References in this Escrow Agreement to any other agreement, instrument, or document are for the convenience of the Parties, and the Escrow Agent has no duties or obligations with respect thereto. This Escrow Agreement sets forth all matters pertinent to the escrow contemplated hereunder, and no additional obligations of the Escrow Agent shall be inferred or implied from the terms of this Escrow Agreement or any other agreement.

Section 3.2. Attorneys and Agents.

The Escrow Agent shall be entitled to rely on and shall not be liable for any action reasonably taken in accordance with the advice of competent counsel or other professionals retained or consulted by the Escrow Agent. The Escrow Agent may perform any and all of its duties through its agents, representatives, attorneys, custodians, and/or nominees.

Section 3.3. Reliance.

The Escrow Agent shall not be liable for any action taken or not taken by it in accordance with the direction or consent of the Parties or their respective agents, representatives, successors, or assigns. The Escrow Agent shall not be liable for acting or refraining from acting upon any notice, request, consent, direction, requisition, certificate, order, affidavit, letter, or other paper or document believed by it, in good faith, to be genuine and correct and to have been signed or sent by the proper person or persons, without further inquiry into the person's or persons' authority. Concurrent with the execution of this Escrow Agreement, the Parties shall deliver to the Escrow Agent an authorized signatories' form, as depicted in **Exhibit B-2** attached hereto and made a part hereof ("**Authorized Signatories**"). Consequently, the Parties agree that the Escrow Agent may rely on Payment Authorization Form, depicted in Exhibit B-2, duly executed by Authorized Signatories in accordance with Exhibit B-1 in disbursement of Escrow Property.

Section 3.4. Right Not Duty Undertaken.

The permissive rights of the Escrow Agent to do things enumerated in this Escrow Agreement shall not be construed as duties.

Section 3.5. **No Financial Obligation.**

No provision of this Escrow Agreement shall require the Escrow Agent to risk or advance its own funds or otherwise incur any financial liability or potential financial liability in the performance of its duties or the exercise of its rights under this Escrow Agreement.

Section 3.6. **Attorney-Client Relationship with the School Board.**

The Parties hereto acknowledge that the Escrow Agent has an attorney-client relationship with the School Board. Applicant hereby waives any claim or defense that Escrow Agent is engaged in a conflict of interest by virtue of its service as Escrow Agent under this Agreement and Applicant further agrees not to assert in any future litigation that Escrow Agent should be prohibited, by reason of acting as Escrow Agent, from providing representation and legal services to or for the benefit of the School Board, including but not limited to representation of the School Board in litigation adverse to Applicant.

ARTICLE 4
PROVISIONS CONCERNING THE ESCROW AGENT

Section 4.1. **Limitation of Liability.**

The Escrow Agent shall not be liable, directly or indirectly, for any (i) damages, losses or expenses arising out of the services provided hereunder, other than damages, losses or expenses, subject to and within the limitations of section 768.28, F.S., which have been finally adjudicated to have directly resulted from the Escrow Agent's gross negligence or willful misconduct, or (ii) special, indirect or consequential damages or losses of any kind whatsoever (including without limitation lost profits), even if the Escrow Agent has been advised of the possibility of such losses or damages and regardless of the form of action.

Section 4.2. **Resignation or Removal.**

The Escrow Agent may resign by furnishing written notice of its resignation to the Parties, and the Parties may remove the Escrow Agent by furnishing to the Escrow Agent a joint written notice of its removal along with payment of all expenses to which it is entitled under this Agreement through the date of termination. Such resignation or removal, as the case may be, shall be effective thirty (30) days after the delivery of such notice or upon the earlier appointment of a successor, and the Escrow Agent's sole responsibility thereafter shall be to safely keep the Escrow Property and to deliver the same to a successor escrow agent as shall be appointed by the Parties, as evidenced by a joint written notice filed with the Escrow Agent or in accordance with a court order. If the Parties have failed to appoint a successor escrow agent prior to the expiration of thirty (30) days following the delivery of

such notice of resignation or removal, the Escrow Agent may petition any court of competent jurisdiction for the appointment of a successor escrow agent or for other appropriate relief, and any such resulting appointment shall be binding upon the Parties.

Section 4.3. Compensation.

Unless otherwise provided for herein, the Escrow Agent shall not receive any compensation for its services as Escrow Agent.

Section 4.4. Disagreements.

If any conflict, disagreement or dispute arises between, among, or involving any of the Parties hereto concerning the meaning or validity of any provision hereunder or concerning any other matter relating to this Escrow Agreement, or the Escrow Agent is in doubt as to the action to be taken hereunder, the Escrow Agent may, at its option, retain the Escrow Property until the Escrow Agent (i) receives a final non-appealable order of a court of competent jurisdiction or a final non-appealable arbitration decision directing delivery of the Escrow Property, (ii) receives a written agreement executed by each of the Parties involved in such disagreement or dispute directing delivery of the Escrow Property, in which event the Escrow Agent shall be authorized to disburse the Escrow Property in accordance with such final court order, arbitration decision, or agreement, or (iii) files an interpleader action in any court of competent jurisdiction, and upon the filing thereof, the Escrow Agent shall be relieved of all liability as to the Escrow Property and shall be entitled to recover reasonable, actual out of pocket attorneys' fees, expenses and other costs incurred by it in commencing and maintaining any such interpleader action. The Escrow Agent shall be entitled to act on any such agreement, court order, or arbitration decision without further question, inquiry, or consent.

Section 4.5. Attachment of Escrow Property; Compliance with Legal Orders.

In the event that any Escrow Property shall be attached, garnished or levied upon by any court order, or the delivery thereof shall be stayed or enjoined by an order of a court, or any order, judgment or decree shall be issued by any court order affecting the Escrow Property, the Escrow Agent is hereby expressly authorized, in its reasonable discretion, to respond as it deems appropriate or to comply with all writs, orders or decrees so issued. In the event that the Escrow Agent obeys or complies with any such writ, order or decree it shall not be liable to any of the Parties or to any other person, firm or corporation, should, by reason of such compliance notwithstanding, such writ, order or decree be subsequently reversed, modified, annulled, set aside or vacated.

Section 4.6 Force Majeure.

The Escrow Agent shall not be responsible or liable for any failure or delay in the performance of its obligation under this Escrow Agreement arising out of or caused,

directly or indirectly, by circumstances beyond its reasonable control, including, without limitation, acts of God; earthquakes; fire; flood; wars; acts of terrorism; civil or military disturbances; sabotage; epidemic; riots; interruptions, loss or malfunctions of utilities, computer (hardware or software) or communications service interruptions; accidents; labor disputes; acts of civil or military authority; governmental action; or School District recess, it being understood that the Escrow Agent shall use commercially reasonable efforts which are consistent with accepted practices in the banking industry to resume performance as soon as reasonably practicable under the circumstances.

ARTICLE 5
MISCELLANEOUS

Section 5.1. **Successors and Assigns.**

This Escrow Agreement shall be binding on and inure to the benefit of the Parties and the Escrow Agent and their respective successors and permitted assigns. No other persons shall have any rights under this Escrow Agreement. No assignment of the interest of any of the Parties hereunder shall be binding unless and until (i) written notice of such assignment shall be delivered to the other Party and the Escrow Agent and (ii) the Party requesting such assignment shall have received the prior written consent of the other Party and the Escrow Agent (such consent not to be unreasonably withheld).

Section 5.2. **Escheat.**

The Parties are aware that under applicable state law, property which is presumed abandoned may under certain circumstances escheat to the applicable state. The Escrow Agent shall have no liability to the Parties, their respective heirs, legal representatives, successors and assigns, or any other party, should any or all of the Escrow Property escheat by operation of law.

Section 5.3. **Notices.**

All notices, requests, demands, and other communications required under this Escrow Agreement shall be in writing, in English, and shall be deemed to have been duly given if delivered (i) personally, (ii) by overnight delivery with a reputable national overnight delivery service (iii) by mail or by certified mail, return receipt requested, and postage prepaid or (iv) by electronic mail. A notice shall be deemed given on the date it is received by the other Party. If notice is given to a Party, it shall be given at the address for such Party set forth below. It shall be the responsibility of the Parties, or their respective counsels, to notify the Escrow Agent and the other Party in writing of any name or address changes. In the case of communications delivered to the Escrow Agent, such communications shall be deemed to have been given on the date received by the Escrow Agent.

If to the School Board:

The School Board of Miami-Dade County, FL
1450 NE 2nd Avenue, Room 912
Miami, FL 33132
Attention: Superintendent of Schools

Copy to: The School Board of Miami-Dade County, FL
1450 NE 2nd Avenue, Room 923
Miami, FL 33132
Attention: Chief Facilities Officer
JTorrens@dadeschools.net

Copy to: The School Board of Miami-Dade County, FL
1450 NE 2nd Avenue, Room 400
Miami, FL 33132
Attention: School Board Attorney's Office
Walter.Harvey@dadeschools.net

If to 3425 Collins, LLC:

Mr. Sergio Jalife, Manager
3425 Collins, LLC
3201 Collins Avenue
Miami Beach, FL 33140

Copy to:
Neisen Kasdin, Esquire
Akerman LLP
Brickell City Centre
98 SE 7th Street
Miami, Florida 33131
Fax: (305) 374-5095
Email: neisen.kasdin@akerman.com

If to the Escrow Agent:

The School Board of Miami-Dade County, FL
1450 NE 2nd Avenue, Room 400
Miami, FL 33132
Attention: School Board Attorney's Office
Walter.Harvey@dadeschools.net ***and***
Acraft@dadeschools.net

Section 5.4. Governing Law, Attorney's Fees and Venue.

This Escrow Agreement shall be governed by and construed in accordance with the laws of the State of Florida. In the event of litigation, each Party shall be responsible for its own attorney's fees and costs through all appeals. Irrespective of conflict of laws, venue shall be in Miami-Dade County, Florida.

Section 5.5. Entire Agreement.

This Escrow Agreement and the Mitigation Agreement by and between The School Board of Miami-Dade County, FL and 3425 Collins, LLC, set forth the entire agreement and understanding of the Parties related to the Escrow Property.

Section 5.6. Effective Date/ Amendment.

This Escrow Agreement shall be effective concurrently with Effective Date of the Mitigation Agreement, and it shall remain in effect until the Escrow Property has been duly disbursed in accordance herewith or earlier, as provided for under Section 2.5 hereof. Unless otherwise provided for herein under Article 2, this Escrow Agreement may be amended, modified, superseded, rescinded, or canceled only by a written instrument executed by the Parties and the Escrow Agent.

Section 5.7. Waivers.

The failure of any Party to this Escrow Agreement at any time or times to require performance of any provision under this Escrow Agreement shall in no manner affect the right at a later time to enforce the same performance. A waiver by any Party to this Escrow Agreement of any such condition or breach of any term, covenant, representation, or warranty contained in this Escrow Agreement, in any one or more instances, shall neither be construed as a further or continuing waiver of any such condition or breach nor a waiver of any other condition or breach of any other term, covenant, representation, or warranty contained in this Escrow Agreement.

Section 5.8. Headings.

Section headings of this Escrow Agreement have been inserted for convenience of reference only and shall in no way restrict or otherwise modify any of the terms or provisions of this Escrow Agreement.

Section 5.9. Joint Participation.

All of the Parties to this Agreement have participated fully in the negotiation and preparation hereof and accordingly this Escrow Agreement shall not be more strictly construed against any one of the Parties hereto.

Section 5.10. Sovereign Immunity.

None of the provisions contained in this Escrow Agreement shall be deemed as waiver of Sovereign Immunity by the School Board.

Section 5.11. Counterparts.

This Escrow Agreement may be executed in one or more counterparts, each of which when executed shall be deemed to be an original, and such counterparts shall together constitute one and the same instrument.

[The remainder of this page intentionally left blank.]

IN WITNESS WHEREOF, this Escrow Agreement has been duly executed as of the date first written above.

THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA

By: _____

Name: Alberto M. Carvalho

Title: Superintendent of Schools

WITNESSES:

_____

Print Name: _____

_____

Print Name: _____

TO THE SCHOOL BOARD:
APPROVED AS TO FORM AND LEGAL SUFFICIENCY & ACCEPTED BY AS ESCROW AGENT:

By: _____

Name: Walter J. Harvey

Title: School Board Attorney

RECOMMENDED:

By: _____

Name: _____

Title: Chief Facilities Officer

APPROVED AS TO FINANCIAL SUFFICIENCY: _____

By: _____

Name: LEONARDO FERNANDEZ

Title: Treasurer

[3425 COLLINS, LLC]

3425 COLLINS, LLC, a Delaware limited liability Company ("Applicant")

By: _____ Date: March 1, 2016

Print Name: Sergio Jalife

Title: Manager

Authorized Signatory pursuant to that certain

Written Consent of the Managers of 3425 Collins, LLC,

dated January 20, 2016

Witness: _____

Print Name: Elizabeth Sancha

Witness: _____

Print Name: RAYMOND R. DE LA VEGA

TO 3425 COLLINS, LLC:

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

BY: _____

COUNSEL FOR APPLICANT

EXHIBIT "A"
TO
ESCROW AGREEMENT

LEGAL DESCRIPTION & LOCATION SKETCH

[Consisting of 5 pages]

STONER & ASSOCIATES, Inc.
SURVEYORS - MAPPERS
4341 S.W. 62nd Avenue, Davie, FL 33314
T: (954) 585-0997 • F: (954) 585-3927

This is to certify that the following legal description describes a parcel of land located at 3425 Collins Avenue, City of Miami Beach, Florida 33140. Miami-Dade County property folio No. 02-3226-001-1440.

LEGAL DESCRIPTION

FORMER VERSAILLES HOTEL CONDOMINIUM

PARCEL 1

LOTS 1 THROUGH 8, INCLUSIVE, AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21, OF AMENDED MAP OF THE OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 2

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE SOUTH 82° 33' 12" E, ALONG THE SOUTH LINE OF LOTS 8 AND 1 OF SAID BLOCK 21, A DISTANCE OF 344.00 FEET TO THE EXISTING SOUTHEAST CORNER OF SAID LOT 1, BLOCK 21;

THENCE NORTH 06° 49' 29" EAST, ALONG THE EXISTING EAST LINE OF LOTS 1, 2, 3 AND 4 OF SAID BLOCK 21 AND ALSO ALONG THE BULKHEAD LINE, AS SHOWN IN THE PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, A DISTANCE OF 200.72 FEET TO THE EXISTING NORTHEAST CORNER OF SAID LOT 4;

THENCE SOUTH 82° 38' 28" EAST, ALONG THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 4, BLOCK 21, A DISTANCE OF 25.57 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN SAID PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE";

THENCE SOUTH 06° 59' 18" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.76 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 33' 12" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1, BLOCK 21 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

PARCELS 1 AND 2 COLLECTIVELY ALSO DESCRIBED AS FOLLOWS:

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE NORTH 07° 26' 48" EAST, ALONG THE WEST LINE OF LOTS 8, 7, 6 AND 5 OF SAID BLOCK 21, A DISTANCE OF 200.19 FEET TO THE NORTHWEST CORNER OF SAID LOT 5, BLOCK 21;

THENCE SOUTH 82° 38' 28" EAST, ALONG THE NORTH LINE OF LOTS 5 AND 4, OF SAID BLOCK 21 AND ALONG THE EASTERLY EXTENSION OF SAID LOT 4, A DISTANCE OF 367.39 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA;

THENCE SOUTH 06° 59' 18" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.76 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 33' 12" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 AND ALONG THE SOUTH LINE OF SAID LOTS 1 AND 8, BLOCK 21 A DISTANCE OF 369.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

AREA PARCEL 1 = 1.5780 ACRES (68,736 SQUARE FEET) MORE OR LESS.
AREA PARCEL 2 = 0.1165 ACRES (5,076 SQUARE FEET) MORE OR LESS
TOTAL AREA (PARCELS 1 AND 2) = 1.6945 ACRES (73,812 SQUARE FEET) MORE OR LESS.

NOTE: THE ABOVE LEGAL DESCRIPTION WAS PREPARED BY STONER & ASSOCIATES, INC. AND IS NOT BASED ON A TITLE SEARCH.

OWNERSHIP NOTE:

PARCEL 1:
PARCEL 1, SHOWN HEREON IS COMPRISED OF LOTS 1 THRU 8, INCLUSIVE AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21, OF AMENDED MAP OF OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF , RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. THE OWNERSHIP OF PARCEL 1 IS VESTED IN 3425 COLLINS, LLC, AS SHOWN IN THE "GENERAL WARRANTY DEED", RECORDED IN OFFICIAL RECORDS BOOK 28768, PAGE 1588, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

PARCEL 2:
PARCEL 2, SHOWN HEREON IS COMPRISED OF THE AREA OF LAND LYING BETWEEN THE BULKHEAD LINE AND THE EROSION CONTROL LINE, BOTH SHOWN ON THE PLAT ENTITLED "EROSION CONTROL LINE", RECORDED IN PLAT BOOK 105, PAGE 62, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AND THE NORTH LINE OF LOT 4 AND THE SOUTH LINE OF LOT 1, BOTH LINES EXTENDED EAST TO THE EROSION CONTROL LINE. PARCEL 2 IS ADDED TO THE UPLAND PROPERTY PURSUANT FLORIDA STATUTES, TITLE XI, CHAPTER 161 BEACH AND SHORE PRESERVATION, s.s. 161-141-161.211.

ss. 161.141 PROPERTY RIGHTS OF STATE AND PRIVATE UPLAND OWNERS IN BEACH RESTORATION PROJECT AREAS. ...ANY ADDITIONS TO THE UPLAND PROPERTY LANDWARD OF THE ESTABLISHED LINE OF MEAN HIGH WATER WHICH RESULT FROM THE RESTORATION PROJECT REMAIN THE PROPERTY OF THE UPLAND OWNER SUBJECT TO ALL GOVERNMENTAL REGULATIONS AND ARE NOT TO BE USED TO JUSTIFY INCREASED DENSITY OR THE RELOCATION OF THE COASTAL CONSTRUCTION CONTROL LINE AS MAY BE IN EFFECT FOR SUCH UPLAND PROPERTY.
s.s. 161.151 DEFINITIONS. (3) "EROSION CONTROL LINE" MEANS THE LINE DETERMINED IN ACCORDANCE WITH THE PROVISIONS OF ss. 161.141-161.211 WHICH REPRESENTS THE LANDWARD EXTENT OF THE CLAIMS OF THE STATE IN ITS CAPACITY AS SOVEREIGN TITLEHOLDER OF THE SUBMERGED BOTTOMS AND SHORES OF THE ATLANTIC OCEAN, THE GULF OF MEXICO, AND THE BAYS, LAGOONS AND OTHER TIDAL REACHES THEREOF ON THE DATE OF THE RECORDING OF THE SURVEY AS AUTHORIZED IN s. 161.181.

Walter De La Rocha

WALTER DE LA ROCHA, P.S.M.
PROFESSIONAL SURVEYOR AND MAPPER NO. 6081
STATE OF FLORIDA
STONER & ASSOCIATES, INC., L.B. 6633

SEAL

NOT VALID UNLESS SEALED HERE WITH AN EMBOSSED SURVEYOR'S SEAL

BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE SURVEY

REDUCED COPY
DO NOT SCALE

PARKING SPACES:

NO INTERIOR PARKING SPACES MARKED WITHIN THE PROPERTY.

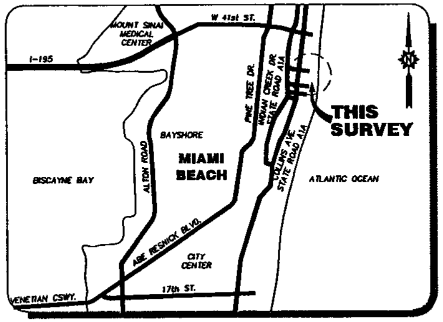
SURVEYOR'S REFERENCES:

1. MIAMI BEACH IMPROVEMENT COMPANY'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, PAGES 7 & 8, MIAMI-DADE COUNTY, FLORIDA.
2. FDOT RIGHT OF WAY MAP FOR STATE ROAD A-1-A, SECTION 87080-4880.-1.
3. FDOT PROJECT NETWORK CONTROL FOR STATE ROAD A-1-A, FINANCIAL PROJECT ID. 414641-1-52-01.
4. DEPARTMENT OF ENVIRONMENTAL PROTECTION COASTAL CONSTRUCTION CONTROL LINE, RECORDED 2/10/82 IN BULKHEAD PLAT BOOK NO. 83R. & 31600 BOOK 74, PAGE 25 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
5. EROSION CONTROL LINE, RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
6. STONER & ASSOCIATES, INC. PROJECTS NUMBER 04-5545, 11-7729, 12-7843.
7. FLORIDA STATUTES

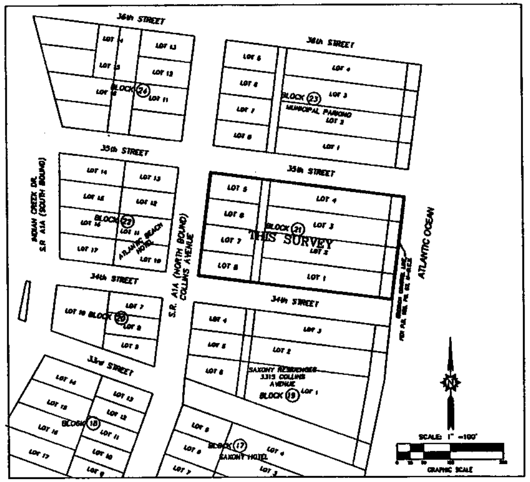
SURVEY NOTES:

THIS SURVEY REPRESENTS A BOUNDARY, TOPOGRAPHIC AND TREE SURVEY WAS PREPARED IN ACCORDANCE WITH THE STANDARDS OF PRACTICE FOR SURVEYING ESTABLISHED BY THE BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODES, PURSUANT TO SECTION 472.027, FLORIDA STATUTES. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

1. THE LOTS SHOWN HEREON ARE BASED UPON THE PLAT OF MIAMI BEACH IMPROVEMENT COMPANY'S SUBDIVISION, AS RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
2. STONER & ASSOCIATES, INC., DID NOT SEARCH THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA FOR OWNERSHIP, RIGHTS-OF-WAY, EASEMENTS OR OTHER MATTERS AFFECTING THE PROPERTY BEING SURVEYED. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
3. THIS SURVEY MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1"=20'.
4. THE DESCRIPTION OF THE SUBJECT PROPERTY FORMS A MATHEMATICALLY CLOSED FIGURE WITH NO GORES, GAPS, OVERLAYS OR HIATUS. PARCEL 2 LEGAL DESCRIPTION AND COLLECTIVE LEGAL DESCRIPTION OF PARCELS 1 AND 2 AUTHORED BY STONER & ASSOCIATES, INC. WITHOUT THE BENEFIT OF A TITLE SEARCH OR COMMITMENT FOR TITLE INSURANCE.
5. AREA PARCEL 1 = 1.5780 ACRES (68,736 SQUARE FEET) MORE OR LESS.
AREA PARCEL 2 = 0.1165 ACRES (5,076 SQUARE FEET) MORE OR LESS
TOTAL AREA (PARCELS 1 AND 2) = 1.6945 ACRES (73,812 SQUARE FEET) MORE OR LESS.
6. THERE WAS NO OBSERVED EVIDENCE WITHIN THE PROPERTY SHOWN HEREON OF CURRENT EARTH MOVING, BUILDING CONSTRUCTION, BUILDING ADDITION OR RENOVATION AT TIME OF SURVEY. HOWEVER THE EAST PORTION OF THE PROPERTY IS BEING USED AS TEMPORARY COMPOUND FOR THE BUILDING CONSTRUCTION LOCATED SOUTH OF SOUTH THE MUNICIPAL PARKING.
7. THERE WAS NO EVIDENCE OF THE SITE AS BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
8. THIS SURVEY IS LIMITED TO THE LOCATION OF ABOVE GROUND IMPROVEMENTS ONLY. SUBSURFACE UTILITIES, FOUNDATIONS AND ENCROACHMENTS WERE NOT LOCATED AND ARE NOT SHOWN HEREON. THIS SITE COULD HAVE UNDERGROUND INSTALLATIONS THAT ARE NOT SHOWN HEREON. BEFORE DESIGN, CONSTRUCTION OR EXCAVATION, CONTACT SUNSHINE STATE ONE CALL OF FLORIDA (1-800-432-4770) AND THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION OF UTILITIES.
9. THE LOCATION OF THE COASTAL CONSTRUCTION CONTROL LINE (C.C.C.L) SHOWN HEREON ARE BASED ON INFORMATION OBTAINED FROM THE MIAMI-DADE COUNTY DEPARTMENT OF NATURAL PROTECTION AND RECORDED IN MISCELLANEOUS PLAT BOOK 74, PAGE 25, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. SEE SHEET 8 OF 10. POINT OF ORIGIN OF LINE IS P.R.M. 87-76-A-1.
10. PROPERTY LYING SEAWARD OF THE COASTAL CONSTRUCTION LINE IS SUBJECT TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION REVIEW AND PERMITTING BEFORE CONSTRUCTION.
11. EROSION CONTROL LINE AND BULKHEAD LINE CALCULATED BASED ON DATA SHOWN IN PLAT MAP ENTITLED ESTABLISHMENT OF EROSION CONTROL LINE, RECORDED IN PLAT BOOK 105, PAGE 62, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
12. BEARINGS SHOWN HEREON ARE BASED ON A BEARING OF NORTH 07° 26' 46" EAST, ALONG THE WEST LINE OF BLOCK 21, OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. BEARINGS ARE RELATIVE TO THE FLORIDA STATE PLANE COORDINATES SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983/90, BASED ON REAL TIME KINEMATICS GPS OBSERVATIONS.
13. DISTANCES DENOTED AS (P) PLAT, REPRESENT MEASUREMENTS DERIVED FROM THE FOLLOWING PLAT OF RECORD: MIAMI BEACH IMPROVEMENT COMPANY'S SUBDIVISION, PLAT BOOK 5, PAGES 7&8 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
14. HORIZONTAL CONTROL WAS VERIFIED BY TRAVERSE CLOSURES EXCEEDING 1 FOOT IN 10,000 FEET.
15. THE ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29), US. SURVEY FOOT. BENCHMARK OF ORIGIN = MIAMI-DADE COUNTY BENCHMARK "B-313", DESCRIBED AS A SURVEY BENCHMARK BRASS DISK STAMPED "B 313 1970" SET ON TOP OF CONCRETE RAMP DIRECTLY OVER A CATCH BASIN, LOCATED AT THE SOUTHEAST CORNER OF COLLINS AVENUE AND 38th STREET, 81.7 FEET SOUTH OF THE SOUTH CURB OF 38th STREET, 57.8' EAST OF THE EAST CURB OF COLLINS AVENUE. ELEVATION=4.33 FEET (NGVD29).
16. ELEVATION CONVERSION FACTOR FOR THE SITE: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) = NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29) – 1.58'.
17. THE STORM DRAINAGE AND SANITARY SEWER AS-BUILT DATA SHOWN HEREON WAS COLLECTED FOR ENGINEERING DESIGN PURPOSES ONLY. THE AS-BUILT DATA IS LIMITED TO RIM ELEVATIONS, INVERT ELEVATIONS, PIPE SIZES AND PIPE TYPES ONLY FOR THOSE STRUCTURES IDENTIFIED BY THE CLIENT, FOR THE REST, AS-BUILT DATA IS LIMITED TO RIM ELEVATIONS ONLY. THE SURVEYOR DID NOT PHYSICALLY ENTER ANY OF THE STRUCTURES; ALL OF THE MEASUREMENTS WERE COLLECTED (WITH THE STRUCTURE LID REMOVED) BY VISUAL OBSERVATIONS IN ACTIVE FACILITIES WITH WATER AND EFFLUVIUM PRESENT. THE CONNECTIONS BETWEEN STRUCTURES WERE NOT INSPECTED AND THE CONDITION OF THE PIPES WAS NOT DETERMINED. CRITICAL ELEVATIONS AND DIMENSIONS SHOULD BE VERIFIED WITH THE FACILITIES PUMPED DOWN AND CLEANED OUT TO FACILITATE ACCURATE COLLECTION OF AS-BUILT DATA. THE SIZE AND TYPE OF PIPES SHOULD BE CONFIRMED BEFORE ORDERING REPLACEMENT PIPES OR CONNECTING PIPES.
18. BUILDING DIMENSIONS WERE MEASURED AT GROUND LEVEL AND ARE OVERALL. BUILDING TIES ARE TO THE EXTERIOR WALLS. ARCHITECTURAL DETAILS MAY NOT BE SHOWN. THE BUILDINGS WERE ALSO SURVEYED WITH LASER SCANNING BY COGNER & ASSOCIATES, INC., IN CASE OF DISCREPANCY LASER SCANNING SURVEY HOLDS.
19. THE SYMBOLS REFLECTED IN THE LEGEND AND ON THIS SURVEY MAY HAVE BEEN ENLARGED FOR CLARITY. THE SYMBOLS HAVE BEEN PLOTTED AT THE CENTER OF THE FIELD LOCATION AND MAY NOT REPRESENT THE ACTUAL SHAPE OF THE FEATURE IT REPRESENTS.
20. 13. THIS FIRM HAS IDENTIFIED VARIOUS TYPES OF TREES LOCATED ON THIS SITE BASED ON COMMON KNOWLEDGE OF TREE SPECIES. A QUALIFIED LANDSCAPE ARCHITECT SHOULD BE EMPLOYED FOR POSITIVE IDENTIFICATION OF TREE SPECIES. TREE DIAMETERS ARE APPROXIMATE AND WERE MEASURED AT BREAST HEIGHT. ONLY TREES 3 CALIPER INCHES IN DIAMETER OR LARGER WERE LOCATED AND SHOWN ON THE SURVEY. HEDGES AND GROUND COVER WERE NOT LOCATED AND ARE NOT SHOWN. EXOTIC TREES SUCH AS MELALEUCA, BRAZILIAN PEPPER AND AUSTRALIAN PINE WERE NOT LOCATED OR SHOWN HEREON. LANDSCAPING (INCLUDING BUT NOT LIMITED TO SHRUBS, ORNAMENTAL PLANTS AND IRRIGATION EQUIPMENT) WERE NOT LOCATED OR SHOWN HEREON.
21. THE PROPERTY SHOWN HEREON WAS NOT INSPECTED BY STONER & ASSOCIATES, INC. FOR ENVIRONMENTAL HAZARDS.
22. THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF THE SURVEY ON THE DATES INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITIONS EXISTING AT THE TIME OF SURVEY.
23. PORTIONS OF THE PROPERTY SHOWN HEREON ARE LOCATED WITHIN THE FOLLOWING FLOOD ZONES: ZONE AE (ELEV. 8 NGVD29) AND ZONE X AS SHOWN ON FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 12086C0336 L, COMMUNITY NUMBER 120635, MIAMI-DADE COUNTY UNINCORPORATED AREAS. EFFECTIVE DATE SEPTEMBER 11, 2009. (THE APPROXIMATE FLOOD ZONE DEMARCATION LINE IS SHOWN HEREON)
24. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES ARE PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
25. THE INFORMATION CONTAINED IN THIS DOCUMENT WAS PREPARED BY STONER & ASSOCIATES, INC. (S&A). S&A HAS TAKEN ALL REASONABLE STEPS TO ENSURE THE ACCURACY OF THIS DOCUMENT. WE CANNOT GUARANTEE THAT ALTERATIONS AND/OR MODIFICATIONS WILL NOT BE MADE BY OTHERS AFTER IT LEAVES OUR POSSESSION. THIS DOCUMENT MUST BE COMPARED TO THE ORIGINAL HARD COPY (WHICH BEARS THE RAISED SURVEYOR'S CERTIFICATION SEAL IF APPLICABLE) TO ENSURE THE ACCURACY OF THE INFORMATION CONTAINED HEREON AND TO FURTHER ENSURE THAT ALTERATIONS AND/OR MODIFICATIONS HAVE NOT BEEN MADE. S&A MAKES NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE ACCURACY OF THE INFORMATION CONTAINED IN THIS OR ANY DOCUMENT TRANSMITTED OR REVIEWED BY COMPUTER OR OTHER ELECTRONIC MEANS. CONTACT S&A DIRECTLY FOR VERIFICATION OF ACCURACY.



LOCATION MAP
(NOT TO SCALE)



LEGAL DESCRIPTION (SEE OWNERSHIP NOTE BELOW):

FORMER VERSAILLES HOTEL CONDOMINIUM

PARCEL 1

LOTS 1 THROUGH 8, INCLUSIVE, AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21, OF AMENDED MAP OF THE OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 2

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE SOUTH 82° 33' 12" E, ALONG THE SOUTH LINE OF LOTS 8 AND 1 OF SAID BLOCK 21, A DISTANCE OF 344.00 FEET TO THE EXISTING SOUTHEAST CORNER OF SAID LOT 1, BLOCK 21;

THENCE NORTH 08° 40' 28" EAST, ALONG THE EXISTING EAST LINE OF LOTS 1, 2, 3 AND 4 OF SAID BLOCK 21 AND ALSO ALONG THE BULKHEAD LINE, AS SHOWN IN THE PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, A DISTANCE OF 200.72 FEET TO THE EXISTING NORTHEAST CORNER OF SAID LOT 4;

THENCE SOUTH 82° 38' 28" EAST, ALONG THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 4, BLOCK 21, A DISTANCE OF 25.57 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN SAID PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE";

THENCE SOUTH 08° 59' 16" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.76 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 33' 12" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1, BLOCK 21 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

PARCELS 1 AND 2 COLLECTIVELY ALSO DESCRIBED AS FOLLOWS:

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE NORTH 07° 26' 46" EAST, ALONG THE WEST LINE OF LOTS 8, 7, 6 AND 5 OF SAID BLOCK 21, A DISTANCE OF 200.18 FEET TO THE NORTHWEST CORNER OF SAID LOT 5, BLOCK 21;

THENCE THENCE SOUTH 82° 38' 28" EAST, ALONG THE NORTH LINE OF LOTS 5 AND 4, OF SAID BLOCK 21 AND ALONG THE EASTERLY EXTENSION OF SAID LOT 4, A DISTANCE OF 367.39 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA;

THENCE SOUTH 08° 59' 16" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.76 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 33' 12" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 AND ALONG THE SOUTH LINE OF SAID LOTS 1 AND 8, BLOCK 21 A DISTANCE OF 369.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

OWNERSHIP NOTE:

PARCEL 1:
PARCEL 1, SHOWN HEREON IS COMPRISED OF LOTS 1 THRU 8, INCLUSIVE AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21, OF AMENDED MAP OF OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. THE OWNERSHIP OF PARCEL 1 IS VESTED IN 3425 COLLINS, LLC AS SHOWN IN THE "GENERAL WARRANTY DEED", RECORDED IN OFFICIAL RECORDS BOOK 28788, PAGE 1586, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

PARCEL 2:
PARCEL 2, SHOWN HEREON IS COMPRISED OF THE AREA OF LAND LYING BETWEEN THE BULKHEAD LINE AND THE EROSION CONTROL LINE, BOTH SHOWN ON THE PLAT ENTITLED "EROSION CONTROL LINE", RECORDED IN PLAT BOOK 105, PAGE 62, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AND THE NORTH LINE OF LOT 4 AND THE SOUTH LINE OF LOT 1, BOTH LINES EXTENDED EAST TO THE EROSION CONTROL LINE. PARCEL 2 IS ADDED TO THE UPLAND PROPERTY PURSUANT FLORIDA STATUTES, TITLE XI, CHAPTER 161 BEACH AND SHORE PRESERVATION, s.s. 161-141-161.211.

ss. 161.141 PROPERTY RIGHTS OF STATE AND PRIVATE UPLAND OWNERS IN BEACH RESTORATION PROJECT AREAS. ...ANY ADDITIONS TO THE UPLAND PROPERTY LANDWARD OF THE ESTABLISHED LINE OF MEAN HIGH WATER WHICH RESULT FROM THE RESTORATION PROJECT REMAIN THE PROPERTY OF THE UPLAND OWNER SUBJECT TO ALL GOVERNMENTAL REGULATIONS AND ARE NOT TO BE USED TO JUSTIFY INCREASED DENSITY OR THE RELOCATION OF THE COASTAL CONSTRUCTION CONTROL LINE AS MAY BE IN EFFECT FOR SUCH UPLAND PROPERTY.
s.s. 161.151 DEFINITIONS (3) "EROSION CONTROL LINE" MEANS THE LINE DETERMINED IN ACCORDANCE WITH THE PROVISIONS OF ss. 161.141-161.211 WHICH REPRESENTS THE LANDWARD EXTENT OF THE CLAIMS OF THE STATE IN ITS CAPACITY AS SOVEREIGN TITLEHOLDER OF THE SUBMERGED BOTTOMS AND SHORES OF THE ATLANTIC OCEAN, THE GULF OF MEXICO, AND THE BAYS, LAGOONS AND OTHER TIDAL REACHES THEREOF ON THE DATE OF THE RECORDING OF THE SURVEY AS AUTHORIZED IN s. 161.181.

COMMENTS TO ITEMS NOTED UNDER EASEMENT ONLY REPORT

THE EASEMENTS AND OTHER MATTERS OF RECORD SHOWN HEREON ARE BASED UPON EASEMENTS ONLY REPORT PERFORMED BY PARAMOUNT TITLE SERVICES, INC., SEARCH No.: 14-855-1.

1. EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS AND CONDITIONS SET FORTH ON PLAT OF AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, PLAT BOOK 5, PAGE 7, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. THIS ITEM AFFECTS THE PROPERTY. THERE ARE NO EASEMENTS SHOWN OR DESCRIBED IN SAID PLAT. RESTRICTIONS, RESERVATIONS, COVENANTS AND CONDITIONS ARE BLANKET IN NATURE. NOT PLOTTABLE. (AS TO PARCEL 1)
2. EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS AND CONDITIONS SET FORTH ON PLAT OF MAP OF MIAMI BEACH, PLAT BOOK 2, PAGE 79, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. THIS ITEM DOES NOT AFFECT THE SURVEYED PROPERTY, WHICH IS LOCATED IN PLAT BOOK 5, PAGE 7 (AS TO PARCEL 1)
3. PERPETUAL EASEMENT FOR STATE ROAD RIGHT OF WAY AND TEMPORARY EASEMENT TO FILL, GRADE AND SLOPE: TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA TO STATE ROAD DEPARTMENT OF FLORIDA, A STATE AGENCY, DATED SEPTEMBER 22, 1958, FILED MAY 12, 1959 IN O.R. BOOK 1418, PAGE 78. THIS ITEM DOES NOT AFFECT THE SURVEYED PROPERTY. (AS TO PARCELS 1 AND 2) EASEMENTS REFERRED TO IN O.R. BOOK ARE IN SECTIONS 23 AND 27, TOWNSHIP 53 SOUTH, RANGE 43 EAST. THE PROPERTY IS LOCATED IN SECTION 26.
4. RESOLUTION: THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA TO THE PUBLIC, DATED DECEMBER 19, 1979, FILED JANUARY 22, 1980 IN O.R. BOOK 10633, PAGE 878. THIS ITEM DOES NOT AFFECT THE SURVEYED PROPERTY (AS TO PARCELS 1 AND 2). NOT PLOTTED. RESOLUTION EXPIRED IN DECEMBER 2003.
5. DECLARATION OF RESTRICTIVE COVENANTS: VERSAILLES OF THE OCEAN, LLC. A FLORIDA LIMITED LIABILITY COMPANY TO CITY OF MIAMI BEACH, A FLORIDA MUNICIPAL CORPORATION, DATED JULY 17, 2013, FILED AUGUST 8, 2013 IN O.R. BOOK 28763, PAGE 3233. THIS ITEM AFFECTS THE SURVEYED PROPERTY BUT NOT A MATTER OF SURVEY. (AS TO PARCELS 1 AND 2) NOT PLOTTABLE.
6. DECLARATION OF CONDOMINIUM: VERSAILLES HOTEL CONDOMINIUM ASSOCIATION, INC. A FLORIDA CORPORATION NOT FOR PROFIT TO THE PUBLIC, DATED APRIL 27, 1984, FILED APRIL 27, 1984 IN O.R. BOOK 12131, PAGE 12134, PAGE 86 (TERMINATED BY O.R. BOOK 27873, PAGE 4344 AND O.R. BOOK 28788, PAGE 1571). THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY BUT NOT A MATTER OF SURVEY. (AS TO PARCELS 1 AND 2) NOT PLOTTABLE.
7. ORDER: BOARD OF ADJUSTMENT OF THE CITY OF MIAMI BEACH, FLORIDA, TO VERSAILLES HOTEL AND CONDOMINIUM ASSOCIATIONS, DATED JULY 12, 2010, FILED DECEMBER 16, 2010 IN O.R. BOOK 27523, PAGE 3893. THIS ITEM NO LONGER APPLIES TO THE BUILDING WHICH IS IN REFERENCE TO ADDING COOKING FACILITIES TO UNITS.
8. ORDER: HISTORIC PRESERVATION BOARD OF THE CITY OF MIAMI BEACH TO 3425 COLLINS, LLC, DATED NOVEMBER 12, 2013, FILED DECEMBER 30, 2013 IN O.R. BOOK 28988, PAGE 1950. THIS ITEM IS IN REFERENCE TO THE INSTALLATION OF A SUPER GRAPHIC ON THE SOUTH FACADE OF THE BUILDING.

THIS SURVEY IS CERTIFIED TO:

THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA AND WALTER J. HARVEY, SCHOOL BOARD ATTORNEY AND HIS SUCCESSORS IN OFFICE.

SURVEYOR'S CERTIFICATE:

THIS IS TO CERTIFY THAT THIS BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE (TREE AND COASTAL CONSTRUCTION LINE) SURVEY WAS MADE UNDER MY RESPONSIBLE CHARGE AND IS ACCURATE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY MEETS THE STANDARDS OF PRACTICE, ESTABLISHED BY THE BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODES, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

SIGNATURE DATE: 1/25/16

WALTER DE LA ROCHA

WALTER DE LA ROCHA
PROFESSIONAL SURVEYOR AND MAPPER NO. 6081
STATE OF FLORIDA
STONER AND ASSOCIATES, INC. L.B. 6633
wdelarocha@stonersurveyors.com

NO.	REVISION	DATE	BY :
1	LOCATE BOARDWALK FROM 35th ST. TO 38th ST.	04/07/14	WDLR
2	REVISE PARCEL 2 OWNERSHIP	04/28/14	WDLR

STONER & ASSOCIATES, Inc.
SURVEYORS - MAPPERS
Florida Licensed Surveying and Mapping Business No. 6633
TEL (954) 585-0997
FAX (954) 585-3927
4341 S.W. 62nd AVENUE, TOWN OF DAVIE, FLORIDA 33314

BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE SURVEY OF:
FORMER VERSAILLES HOTEL CONDOMINIUM
A PORTION OF P.B. 5, PAGES 7-8, M-D.C.R.
AND A PORTION OF SECTION 26-53-42
3425 COLLINS AVENUE, MIAMI BEACH, FL 33140

DATE OF SURVEY: 03/26/14
DRAWN: WDLR
CHECKED: JDS
BOOK/PAGE(S): [illegible]
& FIELD DATA COLLECTOR

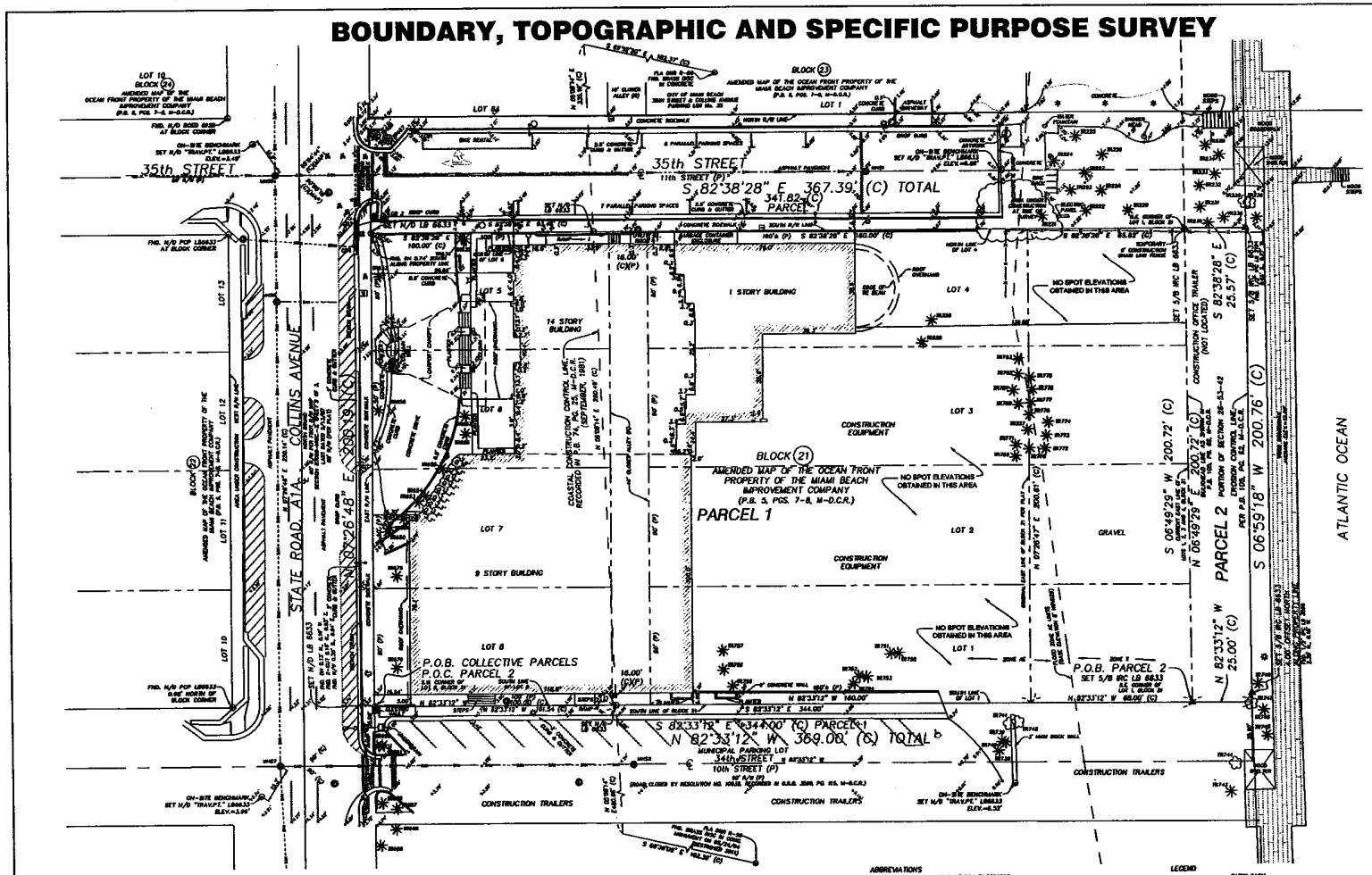
SEAL

NOT VALID UNLESS SEALED HERE WITH AN EMBOSSED SURVEYOR'S SEAL

PROJECT
14-8029

SHEET NO.
1 OF 2

BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE SURVEY



REDUCED COPY
DO NOT SCALE

SCALE: 1" = 20'
GRAPHIC SCALE

TREE TABLE		
TREE ID #	DESCRIPTION	TRUNK DBH
221	COCONUT	16"
222	COCONUT	16"
223	COCONUT	16"
224	COCONUT	16"
225	COCONUT	15"
226	COCONUT	15"
227	COCONUT	15"
228	COCONUT	15"
229	COCONUT	14"
230	CABBAGE PALM	12"
231	CABBAGE PALM	12"
232	CABBAGE PALM	12"
233	CABBAGE PALM	10"
234	CABBAGE PALM	10"
235	CABBAGE PALM	10"
236	CABBAGE PALM	8"
237	CABBAGE PALM	8"
238	SEAGRAPE	8"
239	SEAGRAPE	8"
680	COCONUT	16"
681	COCONUT	16"
682	SOLITARY PALM	6"
683	SOLITARY PALM	6"
684	SOLITARY PALM	6"
685	SOLITARY PALM	6"
686	SOLITARY PALM	6"
687	SOLITARY PALM	6"
688	SOLITARY PALM	7"
689	SOLITARY PALM	7"
690	SOLITARY PALM	7"
691	SOLITARY PALM	7"
692	SOLITARY PALM	7"
693	SOLITARY PALM	8"
694	SOLITARY PALM	8"
695	SOLITARY PALM	8"
696	SOLITARY PALM	8"
697	CABBAGE PALM	12"
698	CABBAGE PALM	12"
699	CABBAGE PALM	12"
700	CABBAGE PALM	12"
701	CABBAGE PALM	11"
702	COCONUT	12"
703	COCONUT	12"
704	COCONUT	12"
705	COCONUT	12"
706	COCONUT	12"
707	COCONUT	12"
708	COCONUT	12"
709	COCONUT	12"
710	COCONUT	12"
711	COCONUT	12"
712	COCONUT	12"
713	COCONUT	12"
714	COCONUT	12"
715	COCONUT	9"
716	COCONUT	9"
717	COCONUT	9"
718	COCONUT	9"
719	COCONUT	7"
720	COCONUT	10"
721	COCONUT	10"
722	COCONUT	10"
723	COCONUT	10"
724	COCONUT	10"
725	COCONUT	10"
726	COCONUT	10"
727	COCONUT	10"
728	COCONUT	10"
729	COCONUT	10"
730	COCONUT	10"
731	COCONUT	10"
732	COCONUT	10"
733	COCONUT	10"
734	COCONUT	10"
735	COCONUT	10"
736	COCONUT	10"
737	COCONUT	10"
738	COCONUT	10"
739	COCONUT	10"
740	PINE PALM	6"
741	PINE PALM	6"
742	PINE	6"
743	CABBAGE PALM	12"
744	SILVER BUTTONWOOD	20"
745	CABBAGE PALM	12"
746	CABBAGE PALM	12"
747	SILVER BUTTONWOOD	20"
748	CABBAGE PALM	12"
749	COCONUT	12"
750	COCONUT	12"
751	COCONUT	12"
752	COCONUT	12"
753	PINE PALM	6"
754	PINE PALM	6"
755	COCONUT	12"
756	COCONUT	12"
757	COCONUT	12"
758	COCONUT	12"
759	COCONUT	12"
760	COCONUT	12"
761	COCONUT	10"

DBH = DIAMETER AT BREAST HEIGHT

SANITARY SEWER AS-BUILTS

STRUCTURE	RIM ELEV.	INVERT ELEV.	DIRECTION	PIPE TYPE-SIZE	COMMENTS
MH57	5.57	0.88	W	6" PVC	
		0.80	E	6" PVC	TO BEACH MANHOLE
MH58	4.90	0.38	N	6" PVC	
MH57	4.27	-0.46	N	N/A	UNABLE TO ID. PIPE
		-1.78	E	N/A	UNABLE TO ID. PIPE
		-2.07	S	N/A	UNABLE TO ID. PIPE
MH58	3.72	-1.92	N	N/A	UNABLE TO ID. PIPE
		-1.66	E	N/A	UNABLE TO ID. PIPE
		-2.01	S	N/A	UNABLE TO ID. PIPE
MH59	3.68	-1.87	N	N/A	UNABLE TO ID. PIPE
		-0.67	E	N/A	UNABLE TO ID. PIPE
		-1.62	S	N/A	UNABLE TO ID. PIPE
		-1.72	W	N/A	UNABLE TO ID. PIPE

AS-BUILT ELEVATIONS ARE IN NGVD29

DRAINAGE AS-BUILTS (AS OF 01/31/22)

STRUCTURE	RIM ELEVATION	INVERT ELEV.	DIRECTION	PIPE TYPE-SIZE	COMMENTS
CB1	3.93	/	/	/	UNABLE TO AS-BUILT, OUT OF WATER AND BERM
CB2	3.82	/	W	/	UNABLE TO AS-BUILT, PIPE COVERED WITH WATER
CB3	3.80	-1.68	N	15" HDPE	
		-1.68	W	24" HDPE	
		-2.28	S	18" HDPE	
CB4	3.84	-2.60	N	18" HDPE	
		0.43	S	6" RCP	TO BENCH DRAIN
CB-P1	3.64	1.88	S	6" RCP	TO BENCH DRAIN
		1.81	S	8" RCP	
UNKNOWN	FLAT ELEV.=	1.88	E	10" RCP	TO UNKNOWN
	3.87	1.82	W	10" RCP	

ABBREVIATIONS

M-D.C.R.	MIAMI-DADE COUNTY RECORDS
O.R.	OFFICIAL RECORDS
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
LB	LICENSED BUSINESS
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
FND.	FOUND
ID	IDENTIFICATION
ø	IRON PIPE
IRC	IRON ROD AND CAP
R/S	RISE AND SINK
P.C.P.	PERMANENT CONTROL POINT
R/W	RIGHT OF WAY
ELEV.	ELEVATION
CONC.	CONCRETE
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
(SAME)	PER PLAT R/W MAP SECTION 87050-2502-3
(P)	DATA SHOWN ON PLAT
(C)	CALCULATED BASED ON FIELD SURVEY AND PLAT DATA
MHSI	STORM DRAINAGE MANHOLE # 1 (SEE STORM DRAINAGE AS-BUILT TABLE)
CBI	CATCH BASIN # 1 (SEE STORM DRAINAGE AS-BUILT TABLE)
MHSI	SANITARY SEWER MANHOLE # 1 (SEE SANITARY SEWER AS-BUILT TABLE)
PVC	POLYVINYL CHLORIDE
HDPE	HIGH DENSITY POLYETHYLENE
RCP	REINFORCED CONCRETE PIPE
--- San ---	SANITARY SEWER PIPE
--- Storm ---	STORM DRAINAGE PIPE

LEGEND

CATCH BASIN
CATCH BASIN TYPE 'F'
CURB INLET
ELEVATION
VALVE ASSEMBLY
FIRE DEPARTMENT CONNECTION
MASTER PARKING SOCKET BOX
GAS DROP BOX
GAS METER
STORM DRAINAGE MANHOLE
ELECTRIC MANHOLE
SANITARY SEWER MANHOLE
CIRCLINE SNAP MANHOLE
METAL LIGHT POLE
STREET METAL LIGHT POLE
BOLLARD W/ RED PEDESTRIAN LIGHT
SIGN
UTILITY MARKER
UNKNOWN VALVE BOX
WATER VALVE BOX
WATER VALVE
WIRE PULL BOX
RAINBOW PARKING
PALM TREE # 123 (SEE TREE TABLE)
TREE # 124 (SEE TREE TABLE)
SPOT ELEVATION

SunshineSU.com

NO.	REVISION	DATE	BY
1	ADDED BOUNDARY FROM 35th ST. TO 36th ST.	04/07/14	WDLR
2	REVISED PARCEL 2 DESCRIPTION	04/08/14	WDLR

SURVEYOR'S NOTES: 1) BEARINGS ARE BASED ON THE SOUTH RIGHT OF WAY LINE OF 35th STREET AS BEING S 82°38'28" E. 2) ALL UTILITIES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS ONLY. 3) ALL ELEVATIONS SHOWN HEREON ARE IN FEET AND BASED ON NGVD 29. 4) SEE SHEET 2 FOR SURVEYOR'S NOTES, LEGEND AND ABBREVIATIONS. 5) SEE SHEET 1 FOR LEGAL DESCRIPTION OF PARCEL 2.

STONER & ASSOCIATES, INC.
SURVEYING AND MAPPING
Florida Licensed Surveying and Mapping Business No. 6533
4341 S.W. 62nd AVENUE, TOWN OF DAVIE, FLORIDA 33314
TEL. (954) 585-0987
FAX (954) 585-3927

BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE SURVEY OF:
FORMER VERSAILLES HOTEL CONDOMINIUM
A PORTION OF P.B. 5, PAGES 7-8, M-D.C.R.
AND A PORTION OF SECTION 36-53-42
3425 COLLINS AVENUE, MIAMI BEACH, FL 33140

DATE OF SURVEY: 03/26/14
DRAWN: WDLR
CHECKED: JDS
SURVEYED: 03/26/14
FIELD DATA COLLECTION

WALTER DE LA ROCHA
PROFESSIONAL SURVEYOR AND MAPPER NO. 6565
STATE OF FLORIDA

PROJECT
14-8029

SHEET NO.
2 OF 2

EXHIBIT "B-1"
TO
ESCROW AGREEMENT

PAYMENT AUTHORIZATION FORM

TO: Walter J. Harvey, Esquire
School Board Attorney's Office
1450 NE 2nd Avenue, #430
Miami, FL 33132

FROM: Mr. Jaime G. Torrens
Chief Facilities Officer
Miami Dade County Public Schools
1450 NE 2nd Avenue, #912
Miami, FL 33132

SUBJECT: REQUEST FOR DISBURSEMENT FROM ESCROW ACCOUNT RELATING TO 3425 COLLINS, LLC

DATE: June 3, 2016

We hereby instruct you, Escrow Agent in the referenced matter pursuant to that certain Escrow Agreement dated _____ by and between The School Board of Miami-Dade County, Florida and 3425 Collins, LLC, to disburse the full amount of the Escrow Property, as defined therein, as follows: [only box marked "X" applies]

[ ] Alternative #1 – $ _____ to the Applicant; or

[ ] Alternative #2 – $ _____ to the School Board

Approved by:

_____
Name:
Title: Chief Facilities Officer
Date: _____

We hereby approve disbursement of Escrow Property in accordance with Alternative # _____ above and instruct Treasurer for The School Board of Miami-Dade County, Florida to disburse the Escrow Property to: _____
_____
_____

Approved by:
School Board Attorney's Office,
as Escrow Agent:

_____
Name:
Title: _____
Date: _____

EXHIBIT "B-2"
TO
ESCROW AGREEMENT

CERTIFICATE AS TO AUTHORIZED SIGNATURES AUTHORIZING REQUESTS FOR DISBURSEMENT PURSUANT TO ESCROW AGREEMENT

The specimen signatures shown below are the specimen signatures of the individuals who have been designated as authorized representatives of THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FL, authorized to initiate and approve disbursements pursuant to the Escrow Agreement to which this Exhibit B-2 is attached, on behalf of THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA. At a minimum, the signatures of the Chief Facilities Officer or designee, and the School Board Attorney or designee, are required.

Name / Title	Specimen Signature
_____ Name Chief Facilities Officer	_____ Signature
_____ Name Deputy Chief Facilities Officer	_____ Signature
_____ Title	
_____ Name School Board Attorney	_____ Signature
_____ Name Assistant School Board Attorney	_____ Signature
_____ Title	

Exhibit "D"

Written Consent of the Managers of 3425 Collins, LLC
dated January 20, 2016

WRITTEN CONSENT OF THE MANAGERS OF
3425 COLLINS LLC

The undersigned, constituting one of the Class A Managers (the "Class A Manager") and the sole Class B Manager (the "Class B Manager" and, collectively with the Class A Manager, the "Managers") of 3425 COLLINS LLC, a Delaware limited liability company (the "Company"), do hereby consent in writing to the following resolutions as of January 20, 2016, and direct that this action be filed with the records of the Company.

WHEREAS, reference is hereby made to that certain Public School Concurrency Proportionate Share Mitigation Development Agreement as of the date hereof (the "School Concurrency Agreement") by and among the Company, The School Board of Miami-Dade County, Florida, a body corporate and political subdivision of the State of Florida (the "School Board"), and the City of Miami Beach, Florida, a municipal corporation of the State of Florida (the "City");

WHEREAS, in connection with School Concurrency the Agreement, the Company may enter into, execute and deliver certain other documents, agreements, assignments, indemnities, certificates, affidavits, acknowledgements and other instruments as may be required by the School Board and/or the City (collectively, the "Other Documents");

WHEREAS, the Managers, on behalf of the Company, have determined that it is in the best interests of the Company to enter into and execute the School Concurrency Agreement and the Other Documents (collectively, the "Transaction Documents").

NOW, THEREFORE, BE IT RESOLVED, that the Managers do hereby waive all formal requirements, including the necessity of holding a formal or informal meeting, and any requirement that notice of such meeting be given; and

RESOLVED FURTHER, that each of the Transaction Documents and all of the transactions contemplated thereby, be, and each of them hereby is, approved, ratified and adopted in all respects; and

RESOLVED FURTHER, that Sergio Jalife, as Manager of the Company (the "Authorized Signatory"), be, and hereby is, authorized, empowered and directed to enter into and deliver, the Transaction Documents on behalf of the Company; and

RESOLVED FURTHER, that the Authorized Signatory be, and hereby is, authorized and directed to pay such fees as the Authorized Signatory, in his sole and absolute discretion, determines to be appropriate or desirable to carry out and perfect all of the terms and provisions of the Transaction Documents, and to consummate the transactions contemplated therein and thereby; and

RESOLVED FURTHER, that the execution of any document authorized by the foregoing resolutions, or any document executed in the accomplishment of any action or actions so authorized, is (or shall become upon delivery) the enforceable and binding act and obligation of the Company, without the necessity of the signature or attestation of any other authorized signatory or the affixing of any company seal; and

RESOLVED FURTHER, that all actions previously taken by the Authorized Signatory in furtherance of the foregoing resolutions are hereby ratified, approved and confirmed in all respects; and

RESOLVED FURTHER, that the omission from these resolutions of any agreement or other arrangement contemplated by any of the agreements or instruments described in the foregoing resolutions

or any action to be taken in accordance with any requirement of any of the agreements or instruments described in the foregoing resolutions shall in no manner derogate from the authority of the Authorized Signatory to take all actions necessary, desirable, advisable or appropriate to consummate, effectuate, carry out or further the transactions contemplated by, and the intent and purposes of, the foregoing resolutions; and

RESOLVED FURTHER, that this Written Consent may be executed by one or more of the signatories hereto in any number of separate counterparts, each of which shall be deemed an original and all of which, taken together, shall be deemed to constitute one and the same instrument.

[Signature(s) on following page(s).]

IN WITNESS WHEREOF, the undersigned has executed this Written Consent as of the date first above written.

CLASS A MANAGER:

Sergio Jalife

CLASS B MANAGER:

ACCESS INDUSTRIES MANAGEMENT LLC,
a Delaware limited liability company

DocuSigned by:
By: 0BA4CF2AB2ED427...
Name: Peter L. Thorén
Title: Executive Vice President

DocuSigned by:
By: F4CD79A1E78C465...
Name: Richard B. Storey
Title: Executive Vice President

{37187047;3}

Transportation Impact Analysis

Versailles Development

Miami Beach, Florida

Prepared For:
OKO Group
4100 NE 2nd Ave, Unit 307
Miami, FL 33137
(305) 800-1000

Prepared By:
Kittelson & Associates, Inc.
117 NE 1st Ave Ste 08-122
Miami, FL 33132
(786) 766-7374

Project Manager: Jessica Josselyn
Project Principal: Stephanie Shealey, PE

Project No. 25000

September 8, 2020

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APPENDICES

Section 1
Introduction

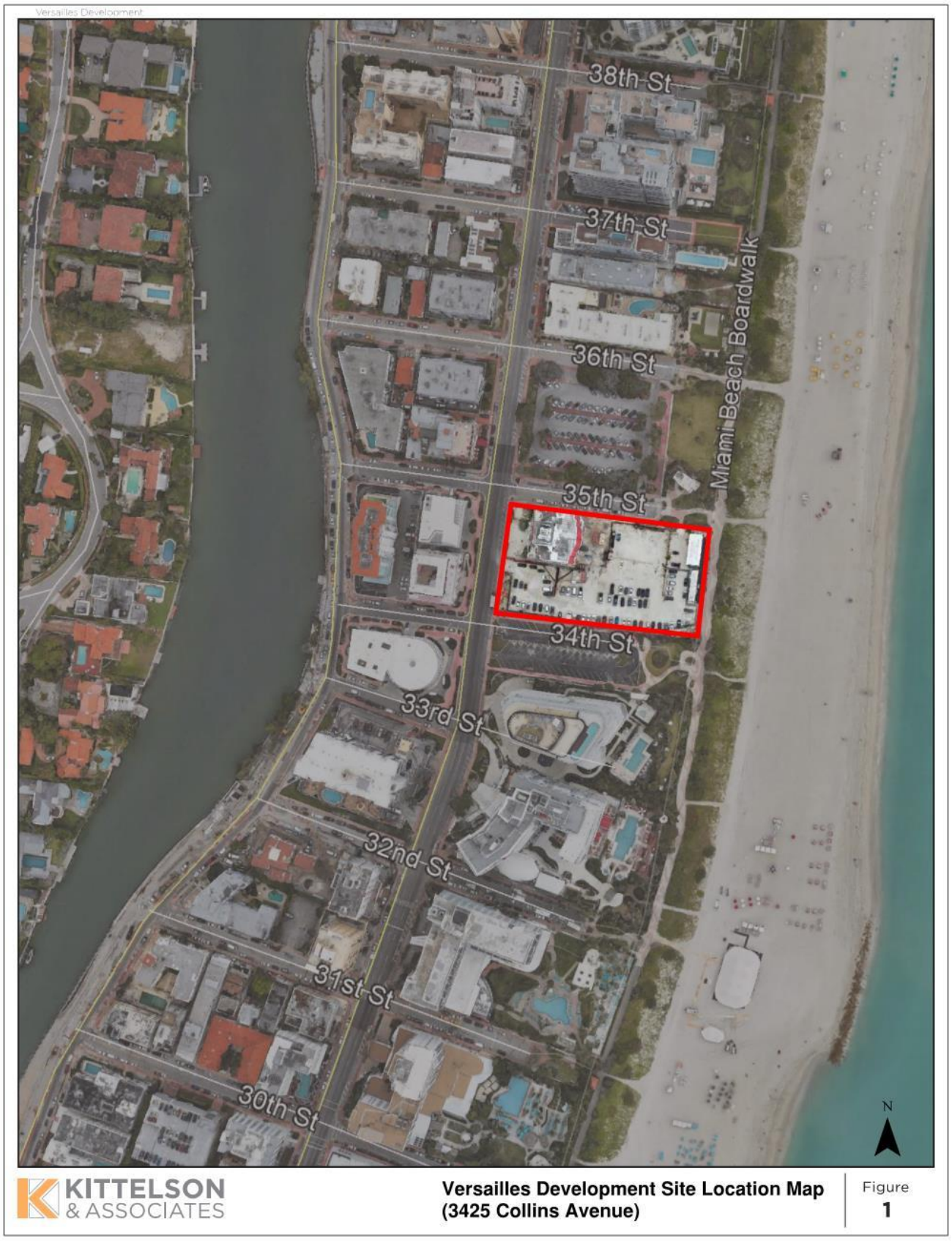
INTRODUCTION

PROJECT DESCRIPTION

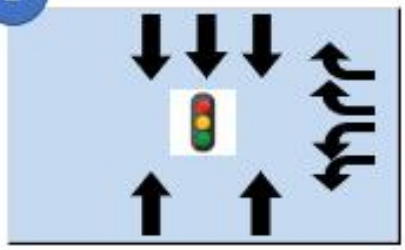
The Versailles Hotel, located at 3425 Collins Avenue, is an existing historic property housing 289 rooms on the east side of Collins Avenue between 34th and 35th Streets in Miami Beach, Florida (see **Figure 1**). The OKO Group seeks to renovate and convert the historic property into a 56-room upscale hotel with a restricted-access restaurant and spa amenities. In addition to the historic building renovation, an additional new building of 23 dwelling units of upscale residential condominiums is being proposed on the property. The property site plan is shown in **Appendix A**. At the time of this submittal, the development program may reduce; therefore, the evaluation herein is conservative.

Access into the site is proposed via Collins Avenue, providing separate access for the condominium and the hotel uses. Two main exit points are proposed, one onto 34th Street and one onto 35th Street. For security purposes and to eliminate the potential of vehicles backing onto Collins Avenue, a third exit is proposed along Collins Avenue for those vehicles that are denied access onto the property. The current property has one curb cut/driveway facilitating both inbound and outbound trips. Therefore, following the approval with the City, the OKO Group and consultant team will coordinate with the Florida Department of Transportation (FDOT) and file an Access Connection Permit.

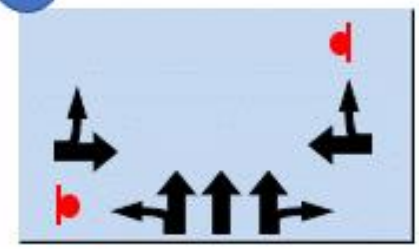
The analysis methodology was discussed with and agreed to by the City of Miami Beach Transportation Department, and is included in **Appendix B**. The study area intersections, associated lane configurations and intersection control types are shown in **Figure 2**.


Versailles Development
38th St
37th St
36th St
35th St
34th St
33rd St
32nd St
31st St
30th St
Miami Beach Boardwalk
N
KITTELSON & ASSOCIATES
Versailles Development Site Location Map
(3425 Collins Avenue)
Figure
1

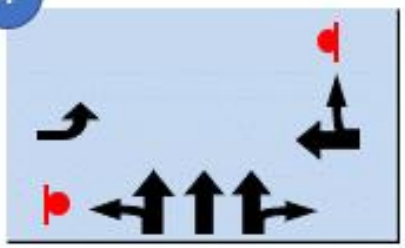
1 Collins Ave & Indian Creek Dr



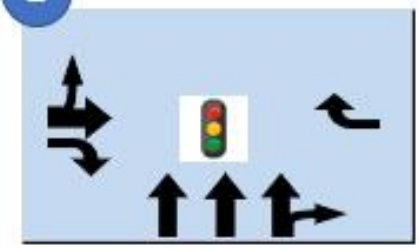
3 Collins Ave & 35th St



4 Collins Ave & 34th St



2 Collins Ave & Indian Creek Dr/26th St



KITTELSON & ASSOCIATES

Existing Lane Configuration and Intersection Control

Figure **2**

Section 2
Data Collection

DATA COLLECTION

INTERSECTIONS

Traffic counts were collected at the study area intersections on Saturday, February 29, 2020 during the midday (11 AM to 1 PM) peak period and Tuesday, March 3, 2020 during the PM (4-6 PM) peak period. The following intersections were included in the study area:

1. Collins Avenue at Indian Creek Drive (south) (signalized)
2. Collins Avenue at 34th Street (unsignalized)
3. Collins Avenue at 35th Street (unsignalized)
4. Collins Avenue at Indian Creek Drive (north) (signalized)

The counts taken during the PM peak period at the Collins Avenue and 34th Street intersection were corrupted, and thus were filmed again on Thursday March 5, 2020. Due to nearby construction during the recount, the northbound volumes at the intersection of Collins Avenue and 34th Street were manually adjusted to match the downstream volumes from the intersection of Collins Avenue and 35th Street, based on the counted turning movement distribution.

The raw turning movement counts are included in **Appendix C.** The counts were adjusted using a seasonal factor of 0.97 and 0.96, based on the Peak Season Factor Category Report for Miami-Dade County North (included as **Appendix D**). Signal timing information was obtained from Miami-Dade County for the intersections of Collins Avenue at Indian Creek Drive to the north and to the south of the site, as shown in **Appendix E**. Pedestrian and bicycle counts were also collected as part of the turning movement count collection.

ON-GOING ROADWAY PROJECTS

The Florida Department of Transportation has the following projects within the study area:

1. FIN: 443902-1 Resurfacing project.
2. FIN: 440170-1 Signalized Intersection Lighting project.
3. FIN: 441886-1 Pedestrian Safety Improvement project.

The developer will coordinate with FDOT regarding these projects. However, given the site development will occur outside the FDOT ROW, no conflicts are expected.

The development team is also aware of the City's emphasis and prioritization of bicycling and walking as a main form of transportation. The design team will prioritize the safety and circulation of these movements within the vicinity of the site.

Section 3
Existing Conditions Analysis

EXISTING CONDITIONS ANALYSIS

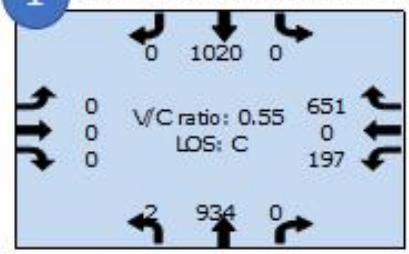
The existing intersection turning movements were analyzed to provide a baseline operational analysis.

INTERSECTION ANALYSIS

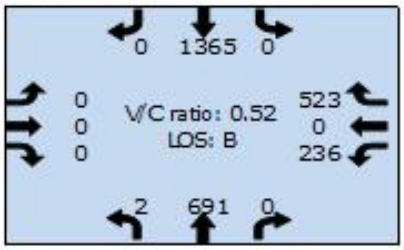
The existing intersection turning movement volumes were analyzed with existing roadway geometry and signal timing using Highway Capacity Manual (HCM) procedures and the latest Synchro software. The HCM 6th edition Two-Way Stop Control methodology was used for unsignalized intersections, and the HCM 2000 methodology was used for reporting signalized intersections, as the HCM 6th methodologies cannot handle pedestrian-only phases. The existing seasonally-adjusted turning movement volumes, intersection LOS, and highest v/c ratio are shown in **Figure 3**, with Synchro printouts included in **Appendix F**.

As shown in **Figure 3**, all study intersections and approaches currently operate acceptably at LOS D or better. Although there are some delays on the minor street stop-controlled approaches, there is sufficient capacity for the existing vehicular volumes.

1 Collins Ave & Indian Creek Dr

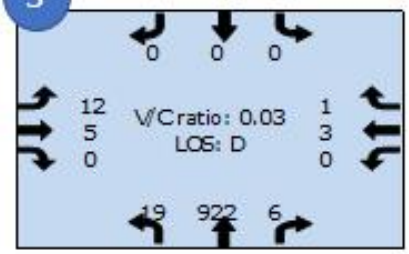


Weekday

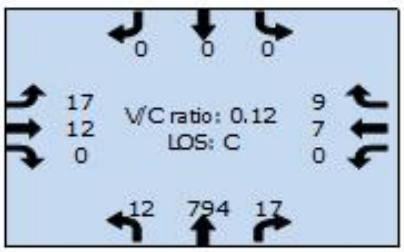


Weekend

3 Collins Ave & 35th St

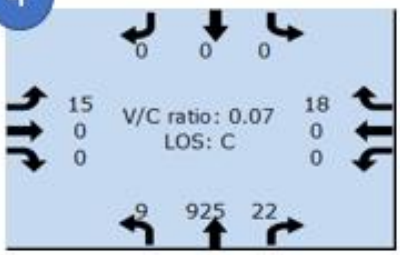


Weekday

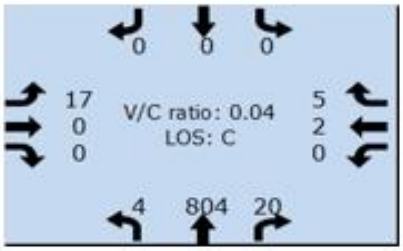


Weekend

4 Collins Ave & 34th St

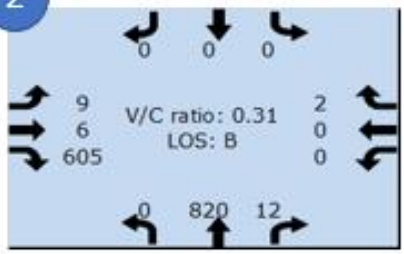


Weekday

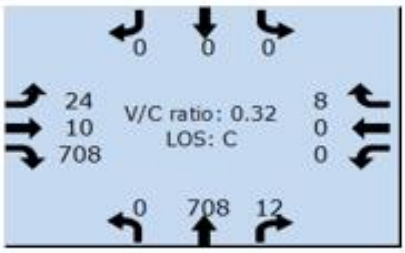


Weekend

2 Collins Ave & Indian Creek Dr/26th St



Weekday



Weekend

KITTELSON & ASSOCIATES

Existing Conditions, Weekday PM and Weekend Midday Peak Periods

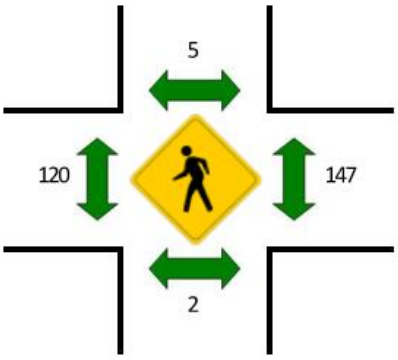
Figure 3

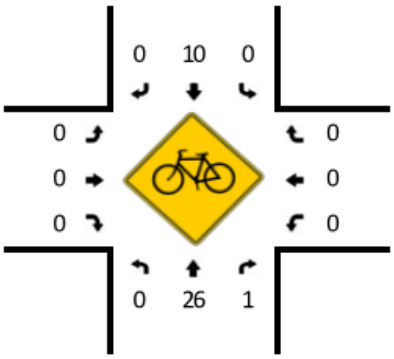
Pedestrians and Bicyclists

The following summarizes the pedestrian and bicycle movements at the two adjacent intersections to the site, 34th Street and 35th Street. The data suggests that permanent pedestrian crossings across Collins Avenue should be explored by the City and State given the distance to the closest midblock crossings to the north and south of the site. Per the City's request, signal warrants were conducted at the 34th Street and Collins Avenue intersection given it had the higher volume of the two adjacent stop-controlled intersections; however, the minor street approaches counted do not meet the minimum Eight-Hour/Four-Hour/One-Hour warrants in the existing condition for the peak hours identified, indicating that the warrants would not be met if hourly data was available. The warrants are found in **Appendix F**. Pedestrian crossing needs were also evaluated and are discussed further on in this report.

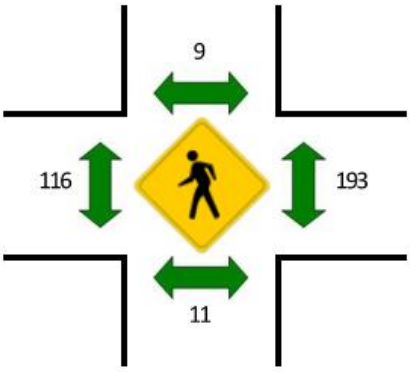
Collins Avenue and 34th Street

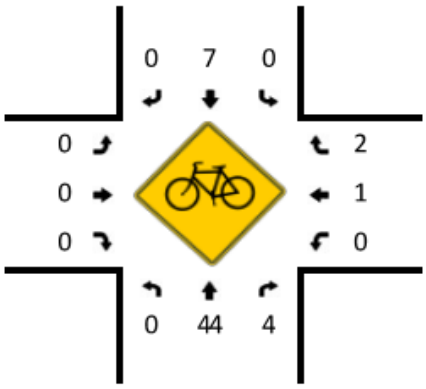
Weekday PM Peak Period





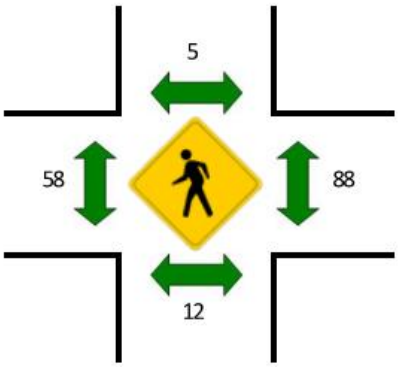
Weekend Midday Peak Period



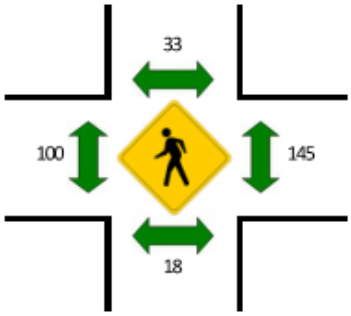


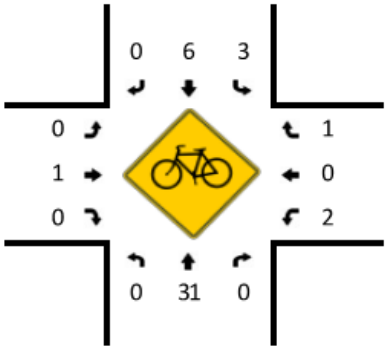
Collins Avenue and 35th Street

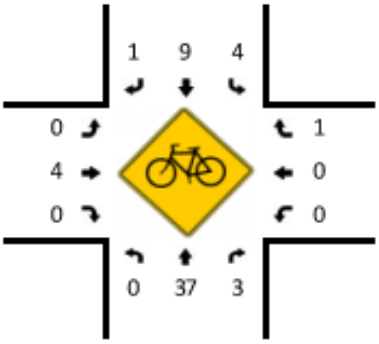
Weekday PM Peak Period



Weekend Midday Peak Period







Section 4
Trip Generation and Distribution

TRIP GENERATION AND DISTRIBUTION

PROJECT TRIP GENERATION

The anticipated trip generation was based on the ITE Trip Generation Manual, 10th Edition. General Urban/Suburban was used for the setting/location of the hotel and condo for trip generation purposes, as limited data is available for more urban contexts. **Table 1** provides the trip generation summary for the previous use as compared to the proposed site plans for the weekday and weekend peak hours. Although the City did not request a weekday AM peak period analysis, the trip generation was still calculated for information purposes only. The results of the trip generation analysis show a significant decrease in gross vehicular traffic for all time periods over the previous use.

With the City's agreement during the methodology meeting, the hotel restaurant and spa amenities were considered ancillary uses due to their exclusivity and restricted access. It is anticipated that hotel goers already captured in the trip generation will be the patrons to those supporting uses on the property.

The vehicular trip generation estimate is conservative. It is expected that employees of the hotel and condominium may use transit, walking or biking for their commute. It is also anticipated that the number of condominium suites may be reduced upon finalizing the site plan.

Table 1. Trip Generation

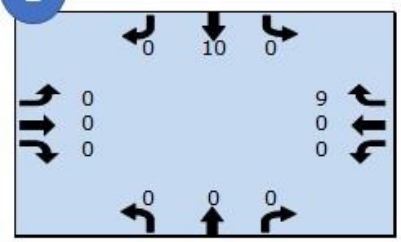
Weekday										
Land Use Type	ITE Code	Intensity		Daily Trips	AM Peak-Hour Trip			PM Peak-Hour Trip		
					In	Out	Total	In	Out	Total
Approved Use										
Hotel	310	289	Rooms	2,416	82	57	139	88	85	173
Proposed Use										
Multifamily Housing (High-Rise)	222	23	DU	102	5	14	19	10	6	16
Hotel	310	56	Rooms	468	14	9	23	17	17	34
TOTAL					19	23	42	27	23	50
DELTA					-63	-34	-97	-61	-62	-123

Weekend							
Land Use Type	ITE Code	Intensity		Daily Trips	Saturday Peak-Hour		
					In	Out	Total
Approved Use							
Hotel	310	289	Rooms	2,367	114	90	204
Proposed Use							
Multifamily Housing (High-Rise)	222	23	DU	104	17	14	31
Hotel	310	56	Rooms	459	24	19	43
TOTAL					41	33	74
DELTA					-73	-57	-130

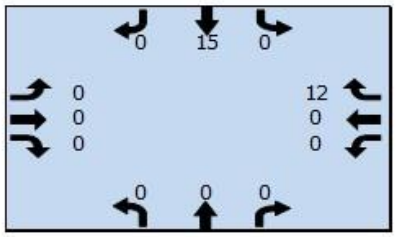
PROJECT TRIP DISTRIBUTION & ASSIGNMENT

The project trip distribution was based on the existing distribution of traffic volumes on Collins Avenue south of Indian Creek Drive/26th Street, on Collins Avenue north of Indian Creek Drive/44th Street, and on 41st Street, west of Indian Creek Drive. Thirty-seven percent was assumed to travel to/from the north; twenty-two percent was assumed to travel to/from the south; and forty-one percent was assumed to travel to/from the west. All trips enter the site via Collins Avenue between 34th Street and 35th Street. Exiting vehicles from the hotel exit onto 35th Street, while existing vehicles from the condos exit onto 34th Street. **Figure 4** displays the resulting trip distribution and trip assignment.

1 Collins Ave & Indian Creek Dr

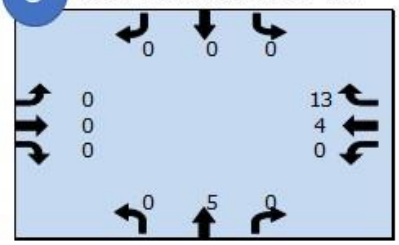


Weekday

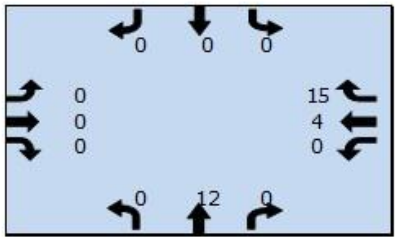


Weekend

3 Collins Ave & 35th St

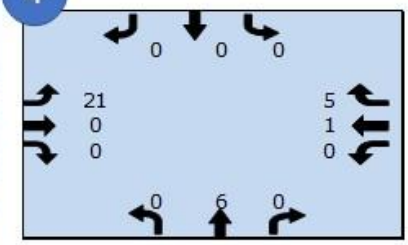


Weekday

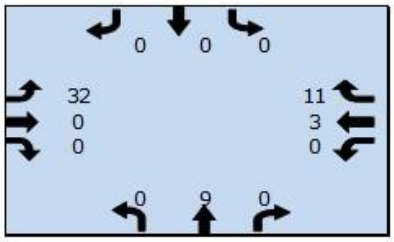


Weekend

4 Collins Ave & 34th St

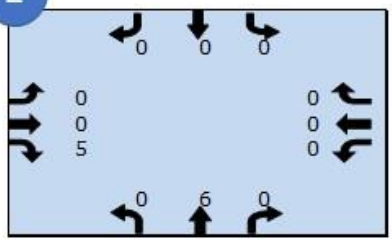


Weekday

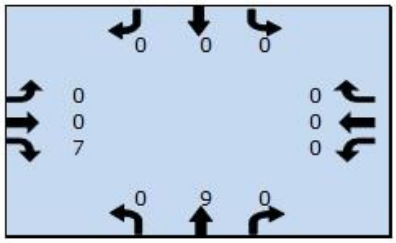


Weekend

2 Collins Ave & Indian Creek Dr/26th St



Weekday



Weekend

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Trip Distribution and Assignment

Figure 4

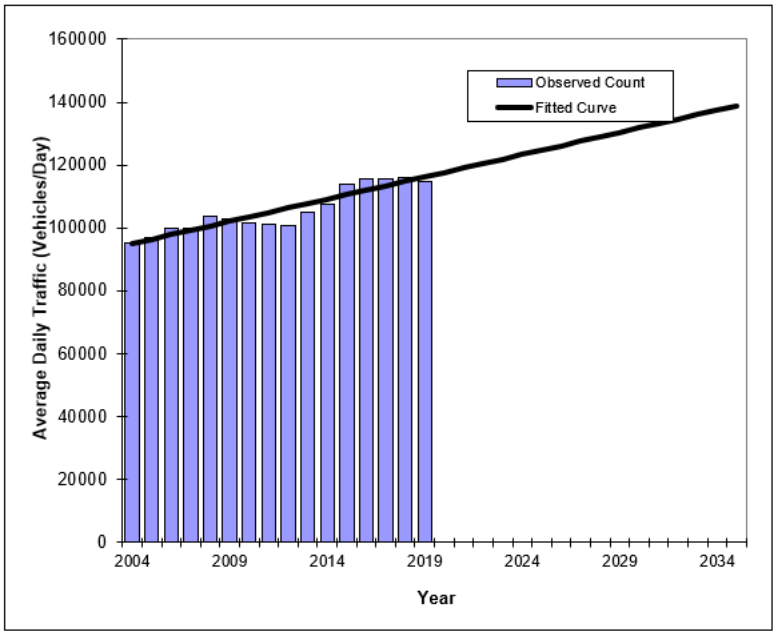
Section 5 Future Conditions Analysis

FUTURE CONDITIONS ANALYSIS

BACKGROUND GROWTH AND BUILDOUT YEAR

Per the methodology, the background growth rate was based on the historic growth rate for Miami-Dade County, as shown in **Table 2**, with a 1.50% growth rate assumed. The build-out year assumed for the analysis is 2024.

Table 2. Historic Growth for Miami-Dade County



	Traffic (ADT/AADT)	
Year	Count*	Trend**
2004	95000	95000
2005	96900	96400
2006	100000	97800
2007	99900	99200
2008	103500	100600
2009	102900	102100
2010	101400	103500
2011	101200	104900
2012	100700	106300
2013	104800	107700
2014	107500	109100
2015	113900	110600
2016	115500	112000
2017	115700	113400
2018	116000	114800
2019	114700	116200
2020 Opening Year Trend		
2020	N/A	117600
2022 Mid-Year Trend		
2022	N/A	120500
2024 Design Year Trend		
2024	N/A	123300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	1,415
Trend R-squared:	86.35%
Trend Annual Historic Growth Rate:	1.49%
Trend Growth Rate (2019 to Design Year):	1.22%
Printed:	18-May-20
Straight Line Growth Option	

INTERSECTION ANALYSIS

No-Build

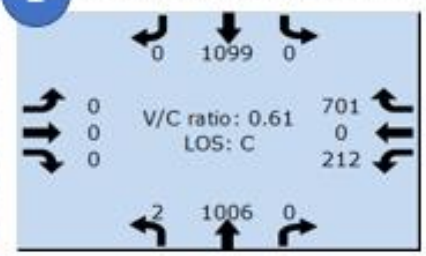
No-build volumes were prepared by growing the existing intersection turning movements counts by the above noted growth rate of 1.50% through the year 2024. The No-Build intersection turning movement volumes were analyzed with existing roadway geometry and signal timing using Highway Capacity Manual (HCM) procedures and the latest Synchro software. The HCM 6th edition Two-Way Stop Control methodology was used for unsignalized intersections, and the HCM 2000 methodology was used for reporting signalized intersections, as the HCM 6th methodologies cannot handle pedestrian-only phases.

The no-build intersection analysis results are shown in **Figure 5.** The No-Build Synchro printouts are included in **Appendix G.** While v/c ratios have increased slightly with the additional background traffic, all movements maintain the level of service of the existing year, and there is still sufficient capacity for the vehicular volumes.

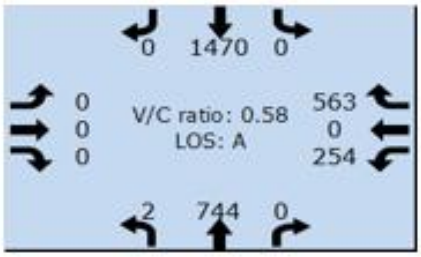
Build-Out

The Build-out volumes include the background growth and project trips. The Build-out intersection turning movement volumes were analyzed with existing roadway geometry and signal timing using Highway Capacity Manual (HCM) procedures and the latest Synchro software. The HCM 6th edition Two-Way Stop Control methodology was used for unsignalized intersections, and the HCM 2000 methodology was used for reporting signalized intersections, as the HCM 6th methodologies cannot handle pedestrian-only phases. The Build-out intersection analysis results are shown in **Figure 6**, with Synchro printouts included in **Appendix H**. While v/c ratios have increased slightly with the additional project trips, all movements maintain the level of service of the existing year, and there is still sufficient capacity for the vehicular volumes.

1 Collins Ave & Indian Creek Dr

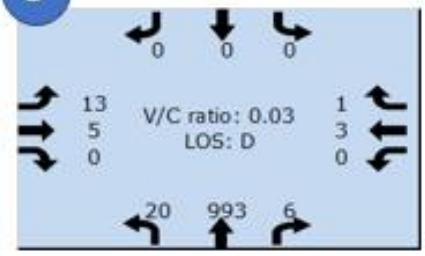


Weekday

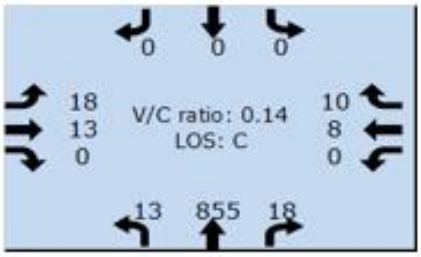


Weekend

3 Collins Ave & 35th St

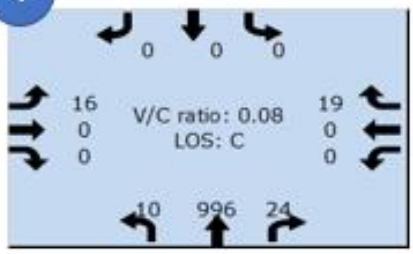


Weekday



Weekend

4 Collins Ave & 34th St



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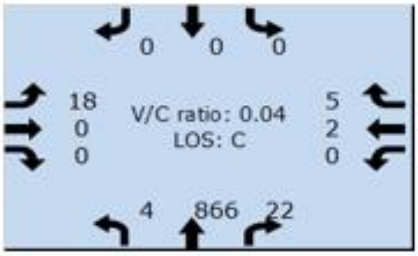
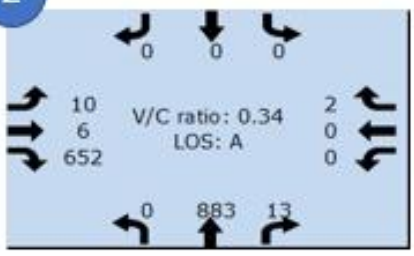


Weekend

2 Collins Ave & Indian Creek Dr/26th St



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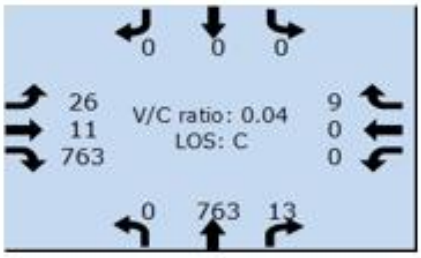

Weekend

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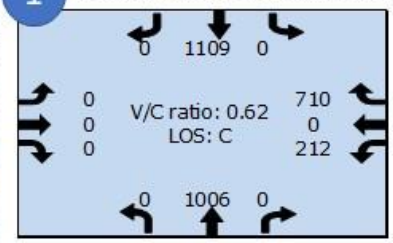
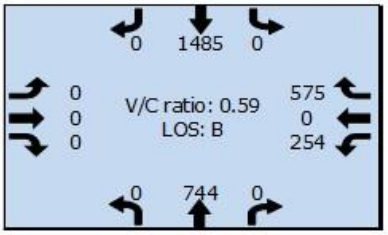
Year 2024 No-Build Conditions, Weekday PM and Weekend Midday Peak Periods

Figure 5

1 Collins Ave & Indian Creek Dr

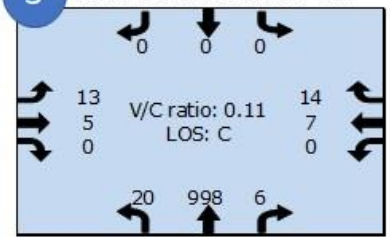


Weekday

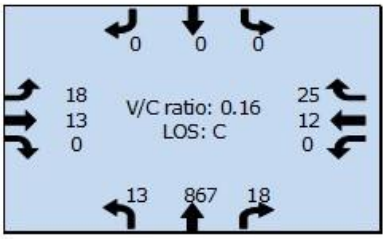


Weekend

3 Collins Ave & 35th St

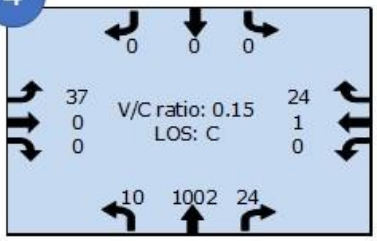


Weekday

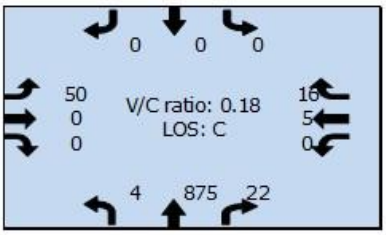


Weekend

4 Collins Ave & 34th St

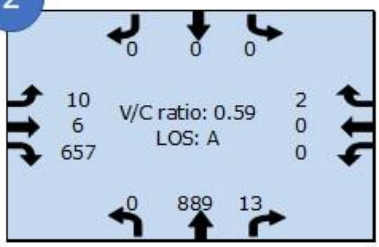


Weekday

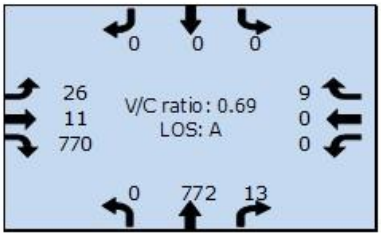


Weekend

2 Collins Ave & Indian Creek Dr/26th St



Weekday



Weekend

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Year 2024 Build-out Conditions, Weekday PM and Weekend Midday Peak Periods

Figure 6

ACCESS MANAGEMENT AND SITE CIRCULATION

Collins Avenue is categorized as a Class 7 roadway for access management. Under this classification, with a posted speed of 45 mph or less, a minimum of 125 feet is required between driveways, 660 feet is required from a full median opening, and 1,320 feet is required between signalized intersections.

Excerpt from the Florida Department of Transportation Access Management Guidebook 2019

Table 3 – Access Management Standards for Controlled Access Facilities

Roadway Access Class	FDOT Context Classification	Median Type	Connection Spacing (feet)		Median Opening Spacing (feet)		Minimum Signal Spacing (feet)***
			≤45mph Posted	>45mph Posted	Directional	Full	
2	C1 Natural, C2 Rural	Restrictive w/Service Roads	660	1320	1,320	2,640	2,640
3	C1 Natural, C2 Rural, C2T Rural Town, C3R Suburban Residential, C3C Suburban Commercial	Restrictive	440	660	1,320	2,640	2,640
4	C2T Rural Town, C4 Urban General, C5 Urban Center, C6 Urban Core	Non-Restrictive**	440	660			2,640
5		Restrictive	245	440	660	2,640/ 1,320*	2,640/ 1,320*
6		Non-Restrictive**	245	440			1,320
7		Both Median Types**	125		330	660	1,320

**Spacing 1,320 feet when roadway speed limit is 45 mph or below*

***It is recommended that additional safety/operational analysis is completed for non-restrictive medians*

****Traffic signals, proposed at intervals closer than the access management standard for the designated access class, will only be approved where the need for such signal(s) is clearly demonstrated for the safety and operation of the roadway through the signal warrant process. (F.A.C. Rule Chapter: 14-97.003) Applicants requesting or requiring the addition, removal, or modification of a traffic signal for Category E, F, and G connections, must submit an Intersection Control Evaluation Form, Form 750-010-30 (F.A.C. Rule Chapter: 14-96.003). This language is in the draft version of rule 14-96.*

Source: Adapted from FDM 201 - Design Controls and FDOT Context Classification

Driveway Spacing

There is currently ~50 feet between the southernmost driveway entrance along Collins Avenue from the Collins Avenue and 34th Street intersection. Similar to the existing driveway spacing, the proposed driveway arrangement also does not meet the minimum spacing; however, the proposed driveway design and site circulation provides several benefits, all with the intent to keep the site's traffic off of Collins Avenue and to maintain the highest levels of security for the site's clientele:

- One ingress point on Collins Avenue with physically separated lanes to keep the hotel and condominium traffic separated for efficiency purposes
- One egress point on Collins Avenue that will ONLY serve trips not allowed onto the property to safely exit. This additional "horseshoe feature" is common to hotels along Collins Avenue and removes the potential for back-up movements occurring from the site onto Collins Avenue.
- One egress point on 34th Street and one egress point on 35th Street to direct trips to side streets rather than Collins Avenue, further reducing conflicts.

The driveway category for this site best falls within Category B. Discussions are on-going with FDOT regarding this access modification and variance. Upon the City's approval of the development, the development team will complete the FDOT access connection permit process.

Excerpt from the Florida Department of Transportation Access Management Guidebook 2019

Table 1 – Driveway Category Criteria

Driveway Category	Vehicle Trips/Day	Vehicle Trips/Hour	Typical Land Uses
A	1 – 20	1 – 5	1 or 2 single family homes
B	21 – 600	6 – 60	3 to 60 housing or apartment units. Small office in converted home.
C	601 – 1,200	61 – 120	Small "Strip" shopping center (20-75,000 sq. ft.) Gas station/ convenience market
D	1,201 – 4,000	121 – 400	150,000 ft shopping center Grocery/drugstore with 10-15 smaller stores
E	4,001 – 10,000	401 – 1,000	Local Mall Wholesale Club
F	10,001 – 30,000	1,001 – 3,000	Regional Mall (Outlet)
G	30,001+	3,001	Large Regional Mall

Source: FDOT

Queueing Analysis

Weekday PM peak period queueing analysis were conducted to ensure no impact to the surrounding roadway network. The weekday PM peak period was selected given it has the highest roadway volumes when compared to the weekend peak period.

Valet Analysis

Based on the assumptions described below and given the high-end clientele of the site, no more than 1 car at a time is anticipated in the valet queue.

Valet Processing Time

Hotel Tower Valet Time

Processing Time:	51 sec / 60 sec / 1 min = **0.85 min**
Driving time (most distant space):	600 ft * 1 mile/5280 ft * 1 hr/10 miles * 60 min/hr = **0.68 min**
Park Processing Time:	**1.25 min**
Walking Time:	800 ft / 6 ft/sec / 60 sec/min = **2.22 min**
Total	**5.00 min**

Condo Tower Valet Time

Processing Time:	51 sec / 60 sec / 1 min = **0.85 min**
Driving time (most distant space):	800 ft * 1 mile/5280 ft * 1 hr/10 miles * 60 min/hr = **0.91 min**
Park Processing Time:	**1.25 min**
Walking Time:	600 ft / 6 ft/sec / 60 sec/min = **1.67 min**
Total	**4.68 min**

Inbound/Outbound Vehicles PM Peak Hour

Hotel Tower

$$\mathrm{Q} = \text{Processing Rate} = \frac{60 \text{ min/hr}}{4.68 \text{ min/process}} = 13\ process/hr$$

$$q = Demand\ Rate = 36 \frac{veh}{hr}$$

$$N = Service\ Positions = 6\ attendants$$

$$\rho = Utilization\ factor = \frac{q}{(NQ)} = \frac{36veh/hr}{6x13process/hr} = 0.462$$

$$Q_m = Table\ Value = 0.076$$

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

$$M = \frac{lnP(x > M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.076)}{\ln(0.462)} - 1 = 0\ vehicles\ in\ queue$$

Condo Tower

$$\text{Q} = \text{Processing Rate} = \frac{60\ \text{min/hr}}{5.00\ \text{min/process}} = 12\ process/hr$$

$$q = Demand\ Rate = 18\frac{veh}{hr}$$

$$N = Service\ Positions = 4\ attendants$$

$$\rho = Utilization\ factor = \frac{q}{(NQ)} = \frac{18veh/hr}{4x12process/hr} = 0.375$$

$$Q_m = Table\ Value = 0.077$$

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

$$M = \frac{lnP(x > M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.077)}{\ln(0.375)} - 1 = 0\ vehicles\ in\ queue$$

Security Gate Analysis

It is anticipated that the security check point may process vehicles into the site under 3 minutes per vehicle. Nearly 100% of the patrons visiting either the hotel or the condominiums will be vetted prior to arrival; therefore, minimizing the time required to clear security. At a processing rate of 3 minutes per vehicle, the hotel queue will be 2 vehicles maximum and the condo queue will be 1 vehicle maximum during the weekday PM peak period.

Pedestrian Circulation and Access

Pedestrian facilities were incorporated into the site design. Similar to the security system required for vehicles, the same may be assumed for pedestrian access. Therefore pedestrian-scale gate access will be

available for those going to and from the site by foot. Pedestrian access to the site is provided from Collins Avenue.

Deliveries

Deliveries will access the site via 35th Street. Trucks will be routed to the backside/east side of the hotel.

Parking

Parking will be provided via an attached parking garage. The developer is working closely with the City regarding parking requirements related to the garage as well as the on-street parking along 35th Street and 34th Street.

PEDESTRIAN CROSSING JUSTIFICATION

The purpose of this section is to evaluate the justification of a marked pedestrian crossing across Collins Avenue within the vicinity of the development per the requirements of FDOT's Traffic Engineering Manual (TEM) Section 3.8.

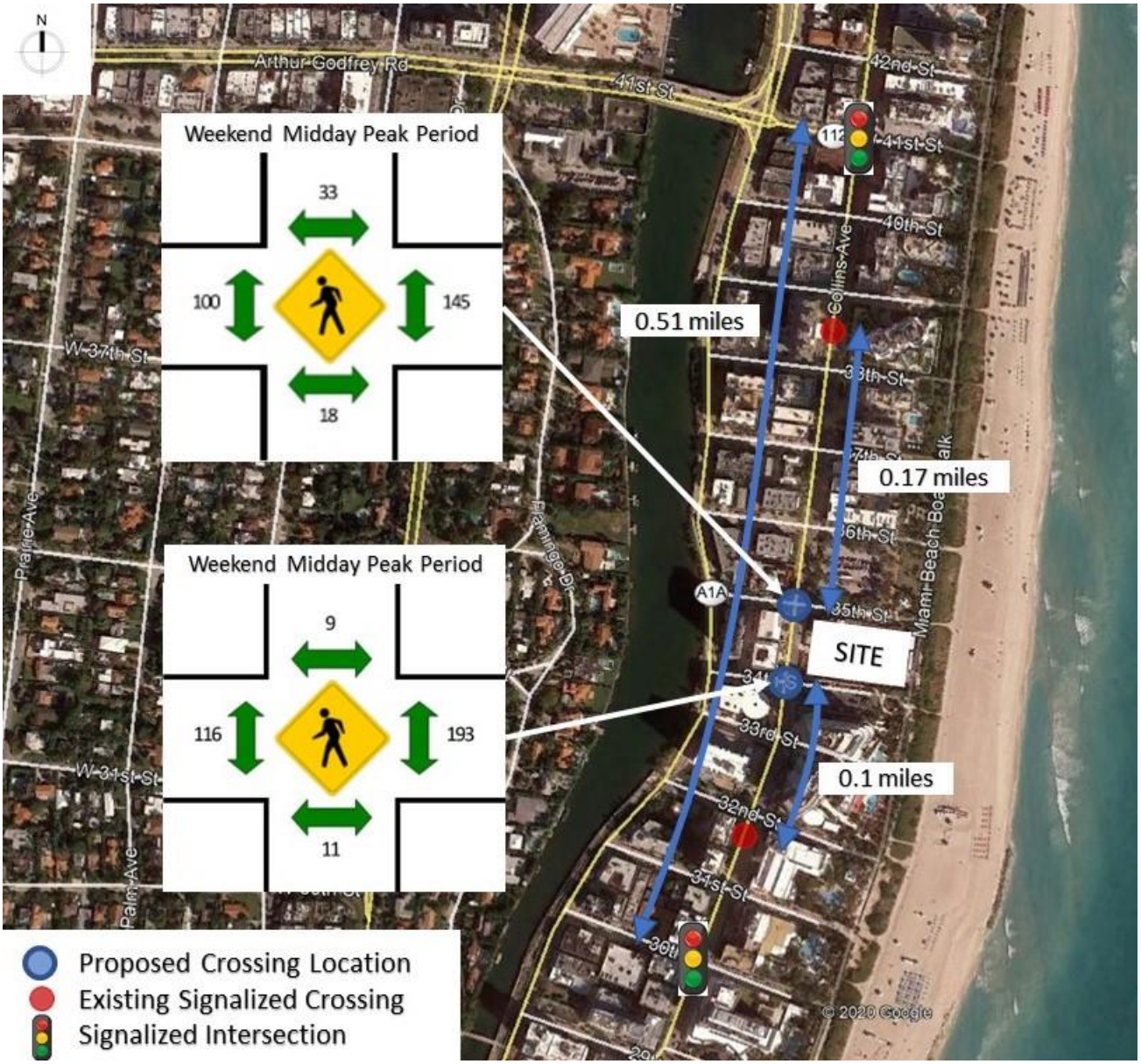
Pedestrian Demand

The study location meets the exceptions to the minimum pedestrian volume demand criteria based on TEM Section 3.8.5(3). The roadway falls within a C6 Urban Core Context Classification, therefore minimum pedestrian volumes are not needed to justify the crossing. Although minimum pedestrian volumes are not needed, the existing volumes meet the demand requirements. A total of 51 pedestrians were counted crossing Collins Avenue at 35th Street and 20 pedestrians were counted at 34th Street during a typical weekend midday peak hour, which meets the minimum threshold of 20 or more pedestrians during a single hour. The counted pedestrian volumes are shown in **Figure 7**.

Proximity to Pedestrian Generators and Attractors

The land use surrounding the study area is predominantly commercial and residential with a focus on tourism. The beach is located approximately 0.1 miles to the east with beach access on both 34th Street and 35th Street. The Miami Beach Boardwalk is also located approximately 0.1 miles to the east, adjacent to the beach. Miami Beach reported approximately 8.6 million visitors in 2018.

Figure 7: Pedestrian Crossing Volumes and Crossing Location Distances



Distance Between Crossing Locations

The Florida Design Manual (FDM), Chapter 222 Pedestrian Facilities, specifies that the minimum distance to the nearest alternative crossing location should be 300 feet. The nearest crossing locations to the study area are signalized midblock pedestrian crossings located approximately 0.17 miles (900 ft) north and 0.10 miles (500 ft) south along Collins Avenue, shown in **Figure 7**, which meets the 300-foot minimum requirement.

Signal Spacing

The FDM, Chapter 201 Design Controls, specifies that signals should be spaced at 1,320 feet on a facility with Access Classification 7. The spacing between adjacent signalized intersections is approximately 0.51 miles (2,700 ft), which meets the FDM requirements. The proposed crossing locations are outside of the influence area of the adjacent signalized intersections.

Pedestrian-Vehicular Crash History

Crash data was reviewed in the vicinity of the site. Crash data was pulled from Signal Four Analytics from 2015 to 2019. There were 10 pedestrian crashes within a quarter mile of the study intersection over the crash study period. Five of the 10 pedestrian crashes resulted in at least one injury, three resulted in possible injuries, and one resulted in a fatality. One pedestrian crash occurred at the intersection of 35th Street in 2017 and one occurred at the intersection of 34th Street in 2018, both with reported possible injuries.

Minimum Vehicular Volume

A minimum of 2,000 Average Daily Traffic (ADT) is needed on the uncontrolled roadway segment per TEM Section 3.8.5(4). The 2019 Annual Average Daily Traffic (AADT) volume was pulled from Florida Traffic Online. The existing AADT on Collins Avenue is approximately 13,000, which meets the 2,000 ADT requirement.

Summary

A summary of the marked crosswalk considerations across Collins Avenue within the development vicinity is provided in **Table 3**. Installation of a new marked pedestrian crosswalk is recommended at this location due to meeting the TEM Section 3.8 criteria.

Table 3: Summary of Crosswalk Criteria at Collins Avenue and 34th Street/35th Street

Midblock Crosswalk Considerations		Met
Pedestrian Demand	Generators, Attractors, Flow across roadway	☑
	Minimum Count Thresholds	☑
	Multi-use Trail	N/A
Location Characteristics	> 2,000 ADT	☑
	> 300 ft. to adjacent crosswalk	☑
	> 1,320 ft. spacing between signals	☑
	Outside influence area of adjacent signalized intersections	☑
Recommended for Marked Crosswalk:		**Yes**

Additional consideration should be given as to the selection of pedestrian treatments that are used in conjunction with a marked pedestrian crossing at the study location.

Pedestrian Hybrid Beacon Warrant

The TEM Section 3.8 and the Manual on Uniform Traffic Control Devices (MUTCD) Chapter 4F provides guidance on the criteria to determine which pedestrian crossing treatments are appropriate based on speeds, traffic volumes, and pedestrian volumes - including Rectangular Rapid Flashing Beacons (RRFB) and Pedestrian Hybrid Beacons (PHB). The posted speed limit on Collins Avenue is 35 MPH. Figure 3.8-3 from the TEM and 4F-1 from the MUTCD is applicable. The approximate length of a crossing at 35th Street is 40', with a counted approach volume of 857 vehicles on the major street, and 51 pedestrian crossings in the peak hour. The approximate length of a proposed crossing at 34th Street is 40', with a counted approach volume of 854 vehicles, and 20 pedestrian crossings in the peak hour. Depending where the City would like to install a crossing, an RRFB or PHB criteria is met.

Figure 3.8-3. Guidelines for the Installation of Pedestrian Treatments on Low-Speed Roadways

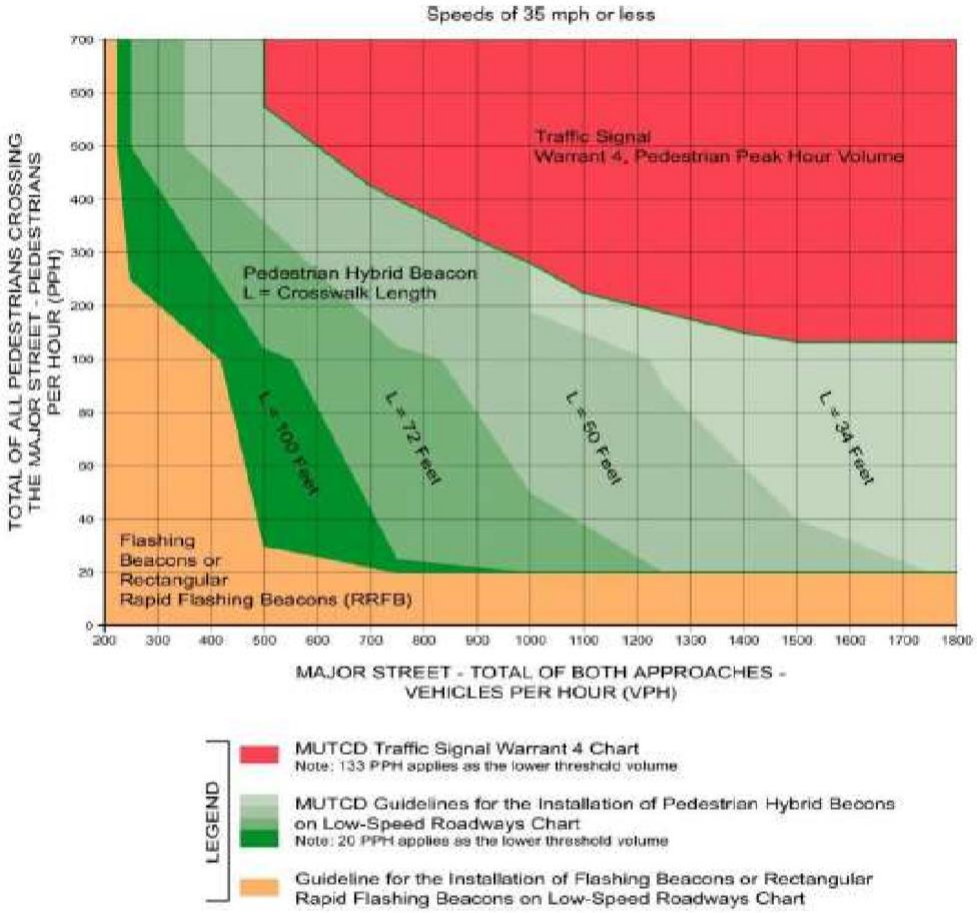
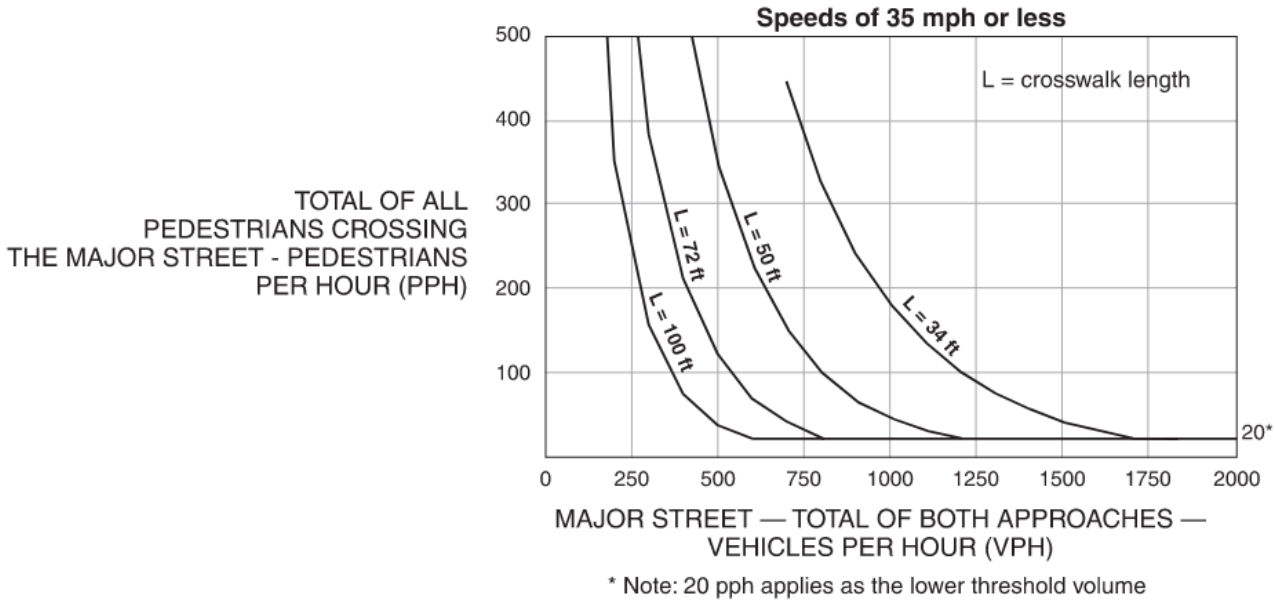


Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



The TEM Section 3.8.6(3) provides that a mid-block crossing within a coordinated signal system that does not meet MUTCD Signal Warrant 4, but does meet the PHB criteria could be upgraded to a pedestrian traffic signal. The City has multiple options to consider to provide safe crossings in the vicinity of the development.

TRANSPORTATION DEMAND MANAGEMENT

The proposed site is located in an urban environment where multiple modes of travel are easily accessible and may be used to manage demand on the adjacent roadways. The American Community Survey (ACS) Census Bureau, based on 2018 5-year estimates, reports that approximately 55% of work trips within the vicinity of the proposed development are made by car, while 23% use public transportation, 16% walk, and 2% bike. The proposed development consists of upscale hotel rooms and condominiums. It is expected that some employees, patrons, residents, and visitors may choose to not drive for all of their trips to and from the site. Additionally, some hotel shifts may occur outside the typical commute hours to further reduce trips during peak periods. Miami-Dade Transit provides service on Collins Avenue. The following routes service nearby stops:

- Route 112 operates with 10-15 minute frequency during the peak periods
- Route 119 operates with 10-15 minute frequency during the peak periods
- Miami Beach Trolley operates with 10-15 minute frequency during the peak periods

Section 6 Summary

SUMMARY

The proposed project redevelops the historic Versailles Hotel site at 3425 Collins Avenue in Miami Beach, FL. As part of the project, the internal site circulation will be altered to accommodate security and safety needs of the hotel and condominium clientele while also providing efficient ingress and egress access points to and from the surrounding roadway network.

Operations

The addition of project traffic does not have a significant impact on the operations of the roadways and intersections. There is sufficient capacity at the four study intersections with the additional development traffic.

Access Management

Collins Avenue is categorized as a Class 7 roadway for access management. Under this classification, with a posted speed of 45 mph or less, a minimum of 125 feet is required between driveways, 660 feet is required from a full median opening, and 1,320 feet is required between signalized intersections.

There is currently ~50 feet between the southernmost driveway entrance along Collins Avenue from the Collins Avenue and 34th Street intersection. Similar to the existing driveway spacing, the proposed driveway arrangement also does not meet the minimum spacing; however, the proposed driveway design and site circulation provides several benefits, all with the intent to keep the site's traffic off of Collins Avenue and to maintain the highest levels of security for the site's clientele:

- One ingress point on Collins Avenue with physically separated lanes to keep the hotel and condominium traffic separated for efficiency purposes
- One egress point on Collins Avenue that will ONLY serve trips not allowed onto the property to safely exit. This additional "horseshoe feature" is common to hotels along Collins Avenue and removes the potential for back-up movements occurring from the site onto Collins Avenue.
- One egress point on 34th Street and one egress point on 35th Street to direct trips to side streets rather than Collins Avenue, further reducing conflicts.

The driveway category for this site best falls within Category B. Discussions are on-going with FDOT regarding this access modification and variance. Upon the City's approval of the development, the development team will complete the FDOT Access Connection Permit process.

Pedestrian Crossing Justification

A midblock pedestrian crossing is proposed across Collins Avenue within the vicinity of the development between 34th Street and 35th Street. The proposed locations meet the pedestrian crossing criteria as provided in the TEM Section 3.8 and outlined in **Table 4**.

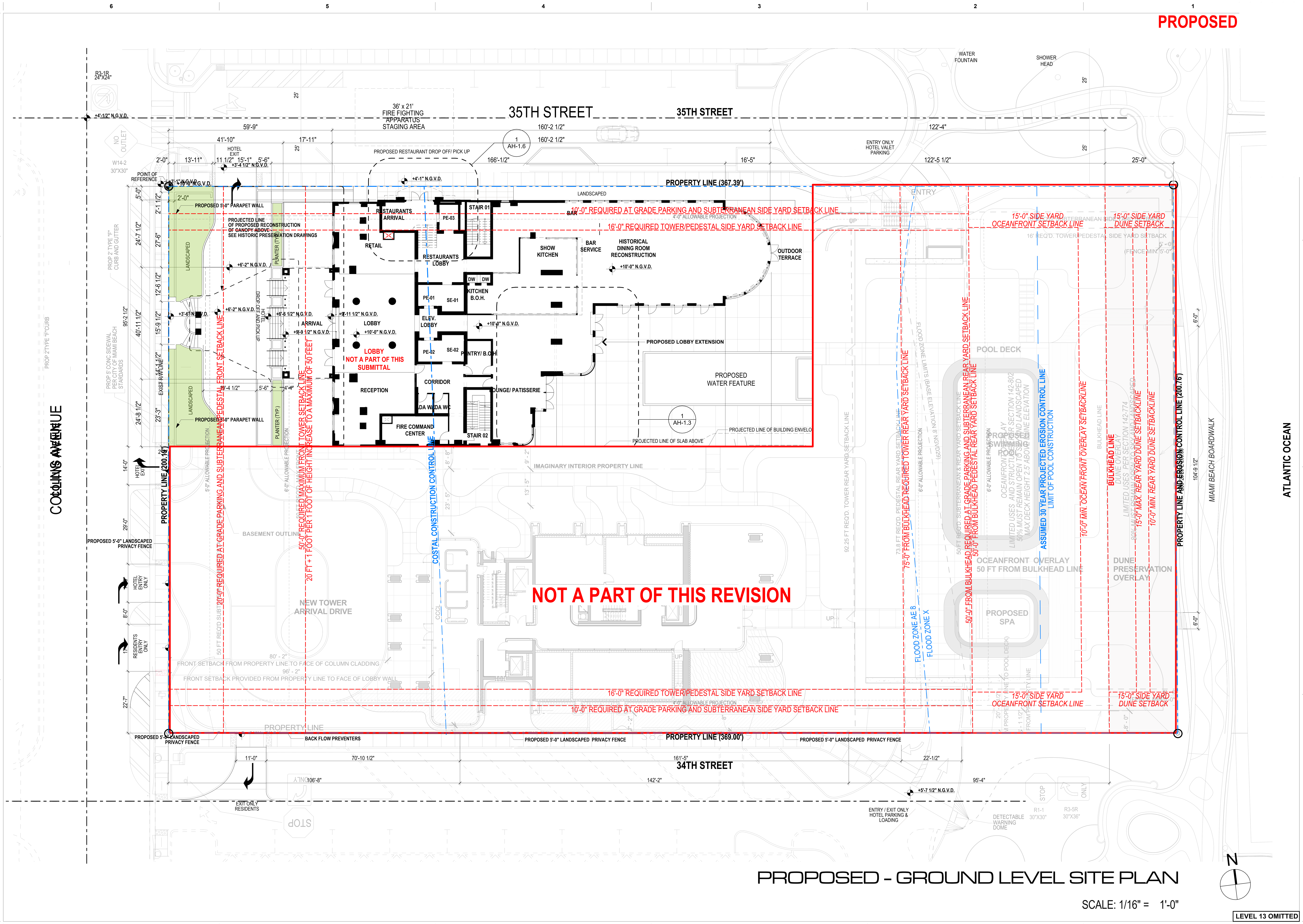
Table 4: Summary of Crosswalk Criteria at Collins Avenue and 34th Street/35th Street

Midblock Crosswalk Considerations		Met
Pedestrian Demand	Generators, Attractors, Flow across roadway	☑
	Minimum Count Thresholds	☑
	Multi-use Trail	N/A
Location Characteristics	> 2,000 ADT	☑
	> 300 ft. to adjacent crosswalk	☑
	> 1,320 ft. spacing between signals	☑
	Outside influence area of adjacent signalized intersections	☑
Recommended for Marked Crosswalk:		**Yes**

Dependent upon where the City would like to locate a pedestrian crossing within the site's immediate study area, various treatments meet the criteria in the TEM and MUTCD – RRFB, PHB, and a pedestrian traffic signal.

Appendix A:
Proposed Site Plan

PROPOSED



PROPOSED - GROUND LEVEL SITE PLAN

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

LEVEL 13 OMITTED

revuelta
architecture international
Miami
Santiago, Chile
revuelta-architecture.com
2950 SW 27TH AVE, SUITE 110
MIAMI, FL 33133
T. 305.590.5000
F. 305.590.5040

Project

AMAN HOTEL AND RESIDENCE
3425 COLLINS AVE.
MIAMI, FL 33140

Owner Information

OKO GROUP
4100 N.E. 2ND AVENUE
MIAMI, FL 33137
(305) 573-1158

Luis O. Revuelta
AR-0007972

HPB - October 13, 2020

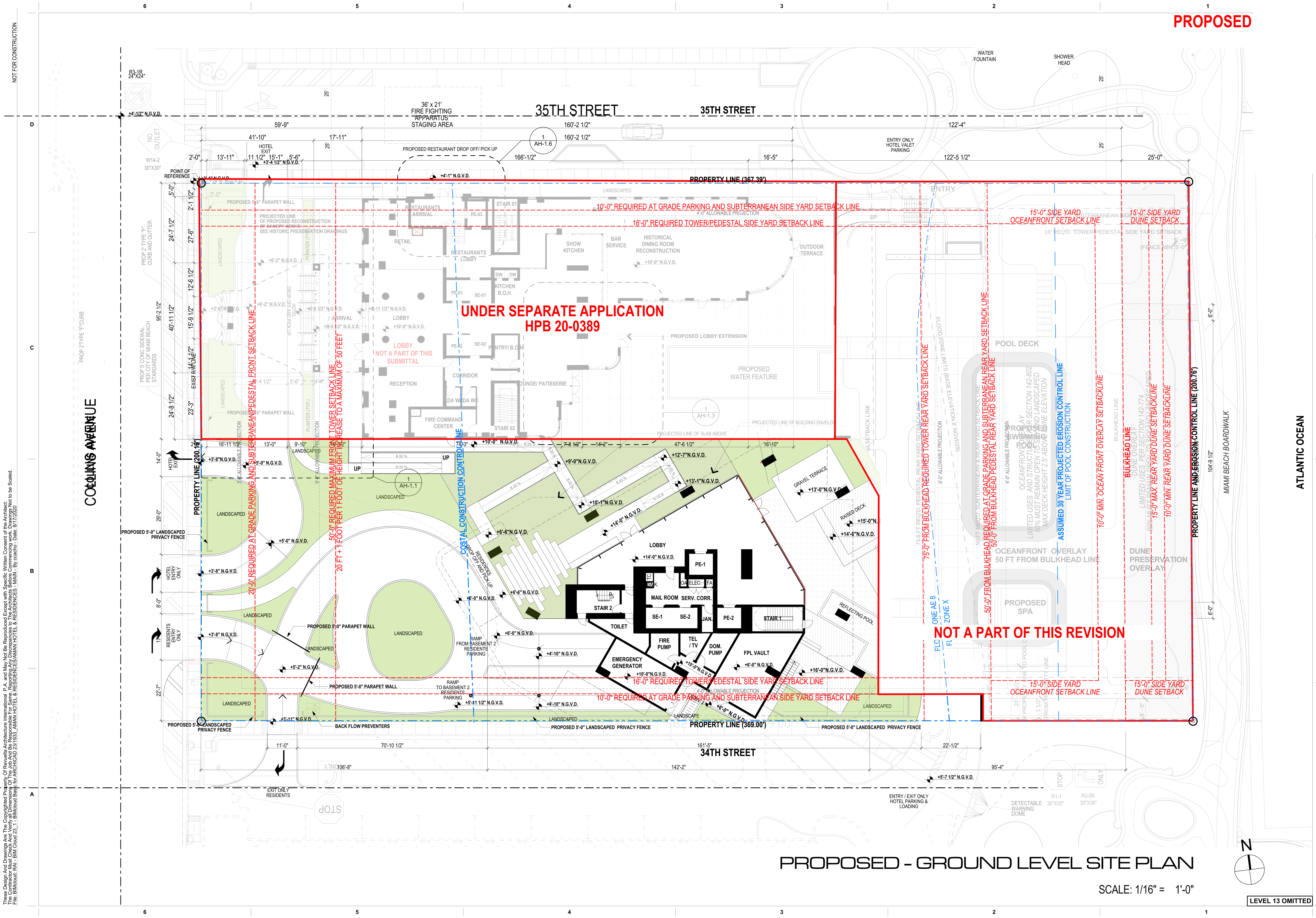
Date: 8/17/2020

Scale: AS SHOWN

Project No.: 1933

Sheet Name: PROPOSED - GROUND LEVEL SITE PLAN

Sheet No.: **AH-100.P**



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architecture international

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HPB - October 13, 2020

Date
8/17/2020

Scale
AS SHOWN

Project No.
1933

Sheet Name
PROPOSED - GROUND LEVEL SITE PLAN

Sheet No.
A-100.P

Appendix B: Methodology

METHODOLOGY

Based on the meeting with the City of Miami Beach Transportation and Mobility Department, the following methodology will be followed for this traffic impact study:

1. The study area was determined to include the following intersections:
    a. Collins Avenue at Indian Creek Drive (south) (signalized)
    b. Collins Avenue at 34th Street (unsignalized)
    c. Collins Avenue at 35th Street (unsignalized)
    d. Collins Avenue at Indian Creek Drive (north) (signalized)
2. Data will be collected within two weeks of the methodology meeting due to upcoming scheduled nearby construction.
3. The study time periods will be:
    a. Weekday PM Peak Period (4 PM to 6 PM)
    b. Weekend Peak Period (11 AM to 1 PM)
4. Jaywalking data will be collected in the immediate vicinity of the 34th Street and 35th Street intersections with Collins Avenue.
5. Traffic signal warrants will be conducted for the unsignalized intersections.
6. Pedestrian crossing needs will be assessed in the immediate vicinity of the development.
7. Site circulation and access will need to be reviewed. Coordination with FDOT will be necessary if requesting a second access point on Collins Avenue. Safe conditions for all movements are critical.

Appendix C:
Turning Movement Counts

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Collins Ave -- Indian Creek Dr (South)
CITY/STATE: Miami Beach, FL

QC JOB #: 15202401
DATE: Tue, Mar 3 2020

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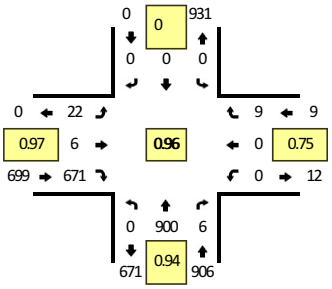
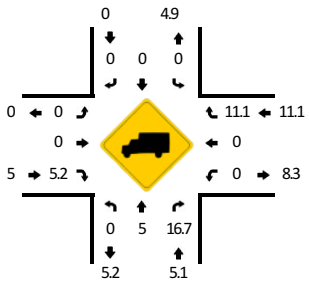
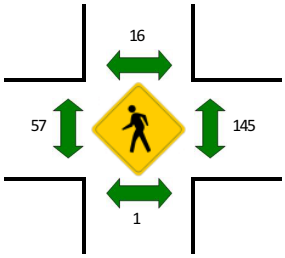
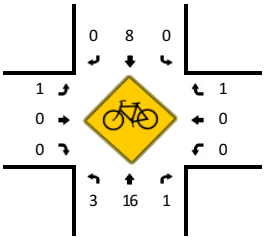
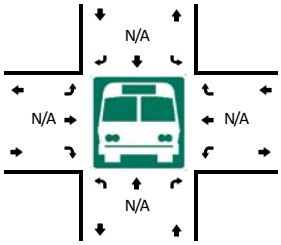
Peak 15-Min: 5:00 PM -- 5:15 PM

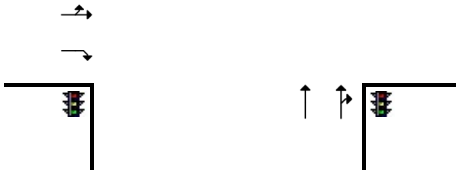


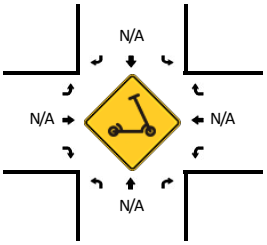












15-Min Count Period Beginning At	Collins Ave (Northbound)				Collins Ave (Southbound)				Indian Creek Dr (South) (Eastbound)				Indian Creek Dr (South) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	205	5	0	0	0	0	0	4	8	154	0	0	0	1	0	377	
4:15 PM	0	216	0	0	0	0	0	0	5	1	159	0	0	0	2	0	383	
4:30 PM	0	236	3	0	0	0	0	0	9	2	167	0	0	0	3	0	420	
4:45 PM	0	208	2	0	0	0	0	0	5	2	169	0	0	0	3	0	389	1569
5:00 PM	0	240	1	0	0	0	0	0	3	1	176	0	0	0	1	0	422	1614
5:15 PM	0	202	3	0	0	0	0	0	1	0	162	0	0	0	0	0	368	1599
5:30 PM	0	190	0	0	0	0	0	0	2	4	150	0	0	0	1	0	347	1526
5:45 PM	0	222	8	0	0	0	0	0	3	1	142	0	0	0	0	0	376	1513

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	960	4	0	0	0	0	0	12	4	704	0	0	0	4	0	1688
Heavy Trucks	0	48	4		0	0	0		0	0	28		0	0	4		84
Buses																	
Pedestrians		0				40				92				124			256
Bicycles	8	8	4		0	4	0		0	0	0		0	0	0		24
Scooters																	

Comments:

Report generated on 3/20/2020 12:58 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Collins Ave -- Indian Creek Dr (South)
CITY/STATE: Miami Beach, FL

QC JOB #: 15202402
DATE: Sat, Feb 29 2020

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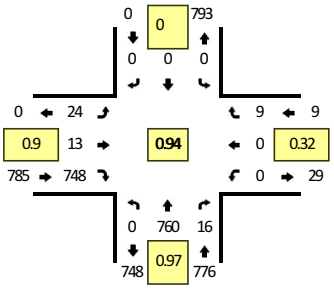
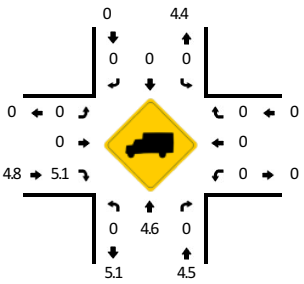
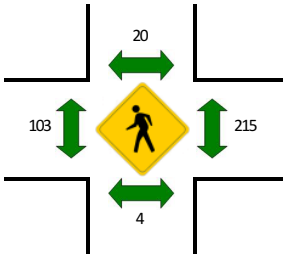
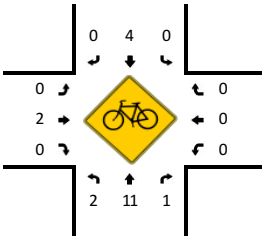
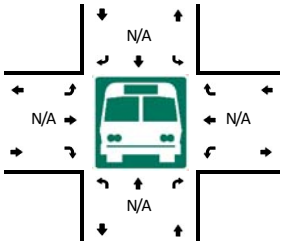
Peak 15-Min: 12:00 PM -- 12:15 PM

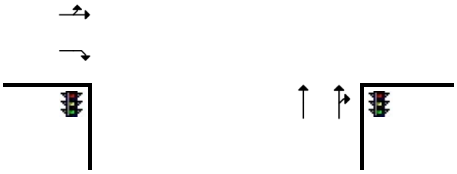


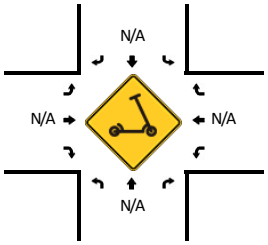












15-Min Count Period Beginning At	Collins Ave (Northbound)				Collins Ave (Southbound)				Indian Creek Dr (South) (Eastbound)				Indian Creek Dr (South) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	161	4	0	0	0	0	0	6	1	180	0	0	0	3	0	355	
11:15 AM	0	147	3	0	0	0	0	0	3	1	180	0	0	0	2	0	336	
11:30 AM	0	154	5	0	0	0	0	0	2	1	193	0	0	0	4	0	359	
11:45 AM	0	170	2	0	0	0	0	0	9	1	171	0	0	0	0	0	353	1403
12:00 PM	0	198	1	0	0	0	0	0	5	4	209	0	0	0	1	0	418	1466
12:15 PM	0	190	6	0	0	0	0	0	10	2	180	0	0	0	7	0	395	1525
12:30 PM	0	180	3	0	0	0	0	0	1	3	177	0	0	0	0	0	364	1530
12:45 PM	0	192	6	0	0	0	0	0	8	4	182	0	0	0	1	0	393	1570

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	792	4	0	0	0	0	0	20	16	836	0	0	0	4	0	1672
Heavy Trucks	0	48	0		0	0	0		0	0	52		0	0	0		100
Buses																	
Pedestrians		0				4				68				144			216
Bicycles	8	4	4		0	4	0		0	0	0		0	0	0		20
Scooters																	

Comments:

Report generated on 3/20/2020 12:58 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Collins Ave -- 34th St
CITY/STATE: Miami Beach, FL

QC JOB #: 15202403
DATE: Thu, Mar 5 2020

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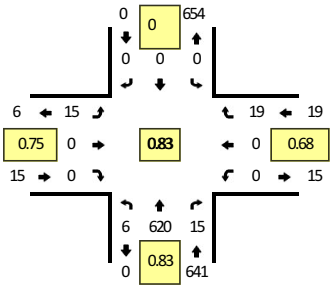
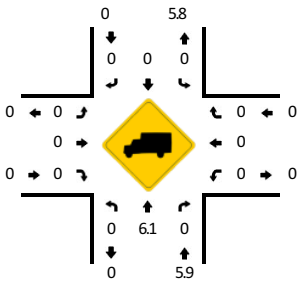
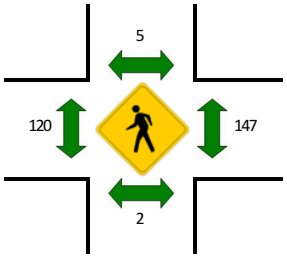
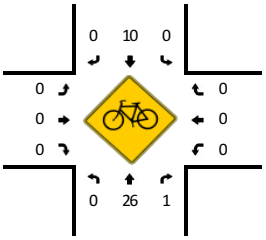
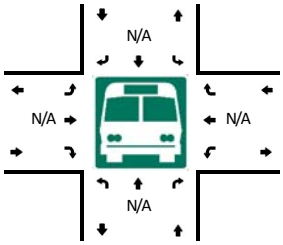
Peak 15-Min: 5:45 PM -- 6:00 PM

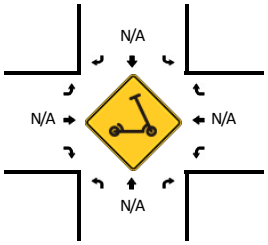












15-Min Count Period Beginning At	Collins Ave (Northbound)				Collins Ave (Southbound)				34th St (Eastbound)				34th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	160	4	0	0	0	0	0	3	0	0	0	0	0	4	0	173	
4:15 PM	0	170	2	0	0	0	0	0	3	0	0	0	0	0	5	0	180	
4:30 PM	1	130	2	0	0	0	0	0	4	0	0	0	0	0	6	0	143	
4:45 PM	3	133	4	0	0	0	0	0	4	0	0	0	0	0	5	0	149	645
5:00 PM	1	137	3	0	0	0	0	0	3	0	0	0	0	0	4	0	148	620
5:15 PM	3	139	3	0	0	0	0	0	2	0	0	0	0	0	5	0	152	592
5:30 PM	0	159	4	0	0	0	0	0	5	0	0	0	0	0	3	0	171	620
5:45 PM	2	185	5	0	0	0	0	0	5	0	0	0	0	0	7	0	204	675

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	740	20	0	0	0	0	0	20	0	0	0	0	0	28	0	816
Heavy Trucks	0	52	0		0	0	0		0	0	0		0	0	0		52
Buses																	
Pedestrians		0				0				140				164			304
Bicycles	0	20	4		0	8	0		0	0	0		0	0	0		32
Scooters																	

Comments:

Report generated on 3/20/2020 12:58 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Collins Ave -- 34th St
CITY/STATE: Miami Beach, FL

QC JOB #: 15202404
DATE: Sat, Feb 29 2020

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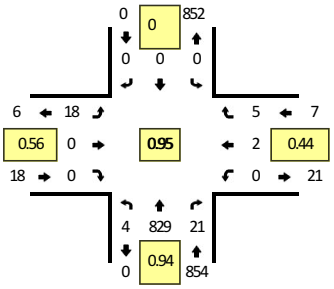
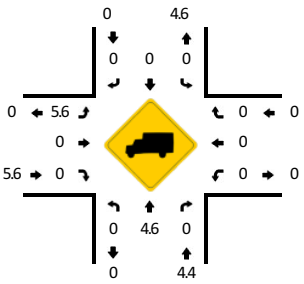
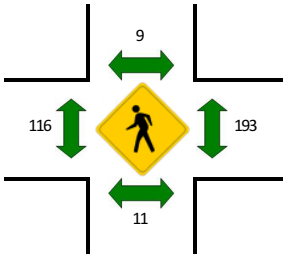
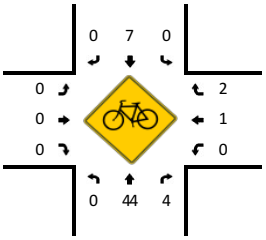
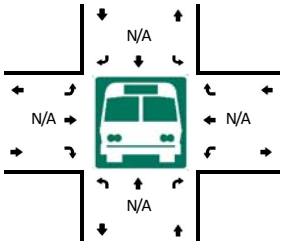
Peak 15-Min: 12:15 PM -- 12:30 PM

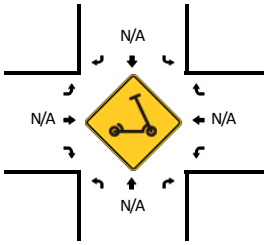












15-Min Count Period Beginning At	Collins Ave (Northbound)				Collins Ave (Southbound)				34th St (Eastbound)				34th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	3	189	2	0	0	0	0	0	4	1	0	0	0	2	2	0	203	
11:15 AM	2	178	3	0	0	0	0	0	4	0	0	0	0	2	1	0	190	
11:30 AM	1	173	4	0	0	0	0	0	0	0	0	0	0	0	2	0	180	
11:45 AM	0	199	4	0	0	0	0	0	6	0	0	0	0	1	0	0	210	783
12:00 PM	2	209	6	0	0	0	0	0	1	0	0	0	0	1	0	0	219	799
12:15 PM	1	224	3	0	0	0	0	0	3	0	0	0	0	0	1	0	232	841
12:30 PM	1	197	8	0	0	0	0	0	8	0	0	0	0	0	4	0	218	879
12:45 PM	0	202	2	0	0	0	0	0	1	2	0	0	0	1	0	0	208	877

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	896	12	0	0	0	0	0	12	0	0	0	0	0	4	0	928
Heavy Trucks	0	40	0		0	0	0		0	0	0		0	0	0		40
Buses																	
Pedestrians		0				12				84				120			216
Bicycles	0	24	0		0	12	0		0	0	0		0	0	0		36
Scooters																	

Comments:

Report generated on 3/20/2020 12:58 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

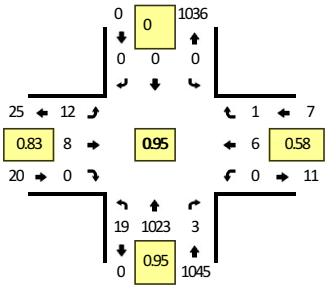
Type of peak hour being reported: Intersection Peak

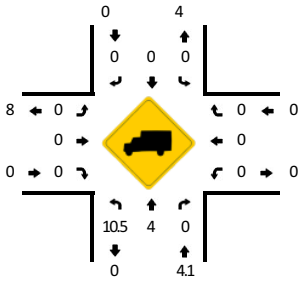
Method for determining peak hour: Total Entering Volume

LOCATION: Collins Ave -- 35th St
CITY/STATE: Miami Beach, FL

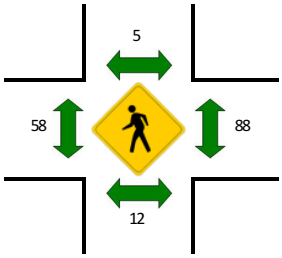
QC JOB #: 15202405
DATE: Tue, Mar 3 2020

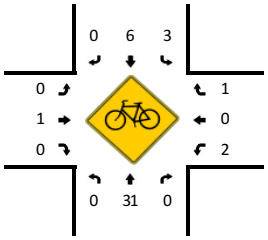
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

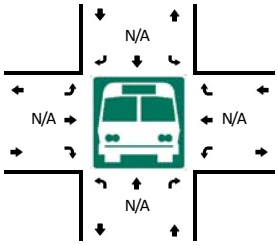


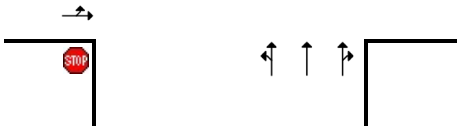


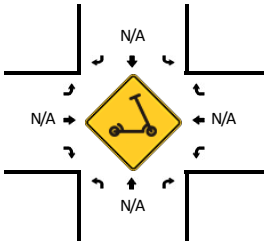
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Collins Ave (Northbound)				Collins Ave (Southbound)				35th St (Eastbound)				35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	240	0	0	0	0	0	0	5	3	0	0	0	0	0	0	248	
4:15 PM	2	258	0	0	0	0	0	0	4	0	0	0	0	1	0	0	265	
4:30 PM	2	256	2	0	0	0	0	0	2	2	0	0	0	1	1	0	266	
4:45 PM	4	245	0	0	0	0	0	0	3	3	0	0	0	3	0	0	258	1037
5:00 PM	9	265	0	0	0	0	0	0	4	2	0	0	0	2	0	0	282	1071
5:15 PM	4	257	1	0	0	0	0	0	3	1	0	0	0	0	0	0	266	1072
5:30 PM	2	210	2	0	0	0	0	0	3	2	0	0	0	1	0	0	220	1026
5:45 PM	5	228	3	0	0	0	0	0	3	0	0	0	0	0	1	0	240	1008

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	1060	0	0	0	0	0	0	16	8	0	0	0	8	0	0	1128
Heavy Trucks	0	40	0		0	0	0		0	0	0		0	0	0		40
Buses																	
Pedestrians		4				8				44				48			104
Bicycles	0	20	0		0	0	0		0	0	0		8	0	0		28
Scooters																	

Comments:

Report generated on 3/20/2020 12:58 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

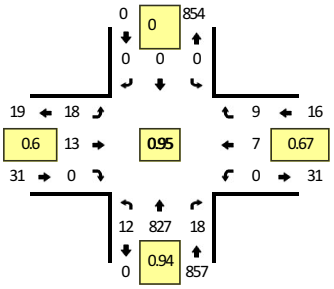
Type of peak hour being reported: Intersection Peak

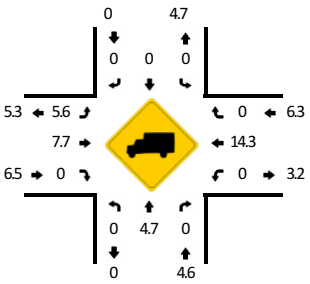
Method for determining peak hour: Total Entering Volume

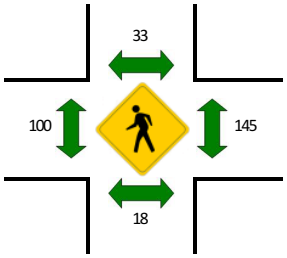
LOCATION: Collins Ave -- 35th St
CITY/STATE: Miami Beach, FL

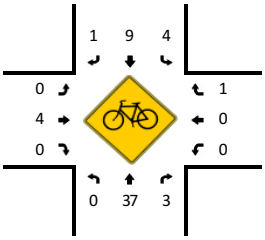
QC JOB #: 15202406
DATE: Sat, Feb 29 2020

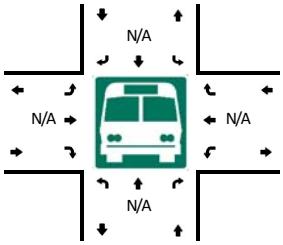
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

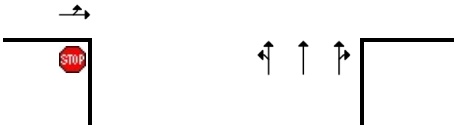


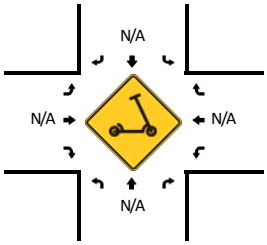












15-Min Count Period Beginning At	Collins Ave (Northbound)				Collins Ave (Southbound)				35th St (Eastbound)				35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	2	188	2	0	0	0	0	0	4	2	0	0	0	0	1	0	199	
11:15 AM	2	169	5	0	0	0	0	0	3	4	0	0	0	1	1	0	185	
11:30 AM	0	168	1	0	0	0	0	0	4	1	0	0	0	0	1	0	175	
11:45 AM	2	199	7	0	0	0	0	0	6	3	0	0	0	1	2	0	220	779
12:00 PM	2	207	2	0	0	0	0	0	8	5	0	0	0	2	4	0	230	810
12:15 PM	3	219	7	0	0	0	0	0	1	4	0	0	0	2	1	0	237	862
12:30 PM	5	202	2	0	0	0	0	0	3	1	0	0	0	2	2	0	217	904
12:45 PM	4	186	3	0	0	0	0	0	3	7	0	0	0	0	4	0	207	891

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	876	28	0	0	0	0	0	4	16	0	0	0	8	4	0	948
Heavy Trucks	0	36	0		0	0	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		32				40				72				96			240
Bicycles	0	20	0		0	20	0		0	0	0		0	0	0		40
Scooters																	

Comments:

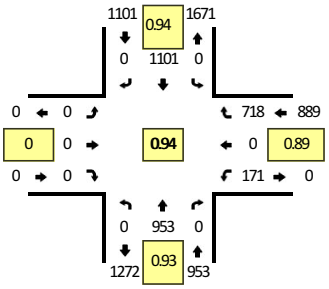
Report generated on 3/20/2020 12:58 PM

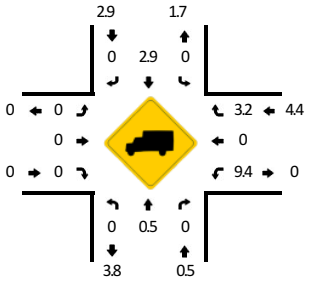
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

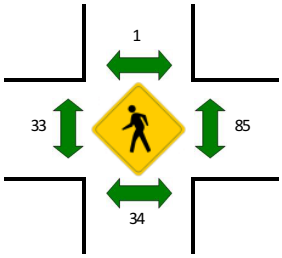
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

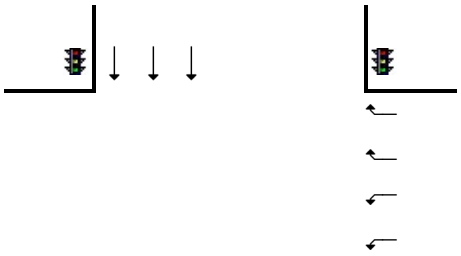
LOCATION: Collins Ave/Indian Creek Dr (North) -- W 44th St | **QC JOB #:** 15202407
CITY/STATE: Miami Beach, FL | **DATE:** Tue, Mar 3 2020

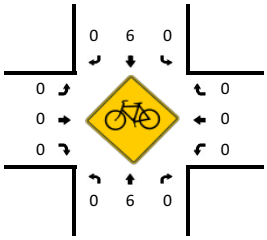
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

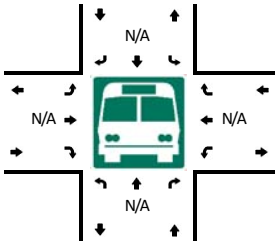


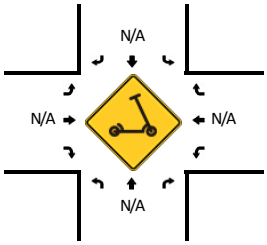












15-Min Count Period Beginning At	Collins Ave/Indian Creek Dr (North) (Northbound)				Collins Ave/Indian Creek Dr (North) (Southbound)				W 44th St (Eastbound)				W 44th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	223	0	0	0	300	0	0	0	0	0	0	60	0	169	0	752	
4:15 PM	0	231	0	0	0	265	0	0	0	0	0	0	44	0	164	0	704	
4:30 PM	0	226	0	0	0	292	0	0	0	0	0	0	33	0	185	0	736	
4:45 PM	0	228	0	0	0	252	0	0	0	0	0	0	34	0	175	0	689	2881
5:00 PM	0	256	0	0	0	265	0	0	0	0	0	0	39	0	173	0	733	2862
5:15 PM	0	243	0	0	0	292	0	0	0	0	0	0	65	0	185	0	785	2943
5:30 PM	0	251	0	2	0	264	0	0	0	0	0	0	51	0	156	0	724	2931
5:45 PM	0	223	0	0	0	242	0	0	0	0	0	0	50	0	164	0	679	2921

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	972	0	0	0	1168	0	0	0	0	0	0	260	0	740	0	3140
Heavy Trucks	0	8	0		0	24	0		0	0	0		24	0	36		92
Buses																	
Pedestrians		32				0				32				112			176
Bicycles	0	8	0		0	8	0		0	0	0		0	0	0		16
Scooters																	

Comments:

Report generated on 3/20/2020 12:58 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

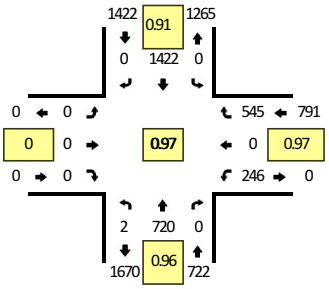
Type of peak hour being reported: Intersection Peak

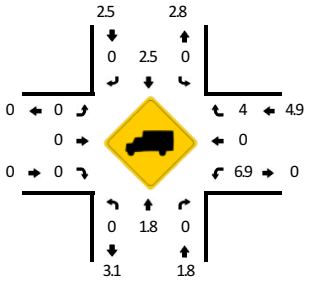
Method for determining peak hour: Total Entering Volume

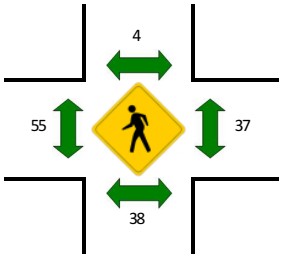
LOCATION: Collins Ave/Indian Creek Dr (North) -- W 44th St
CITY/STATE: Miami Beach, FL

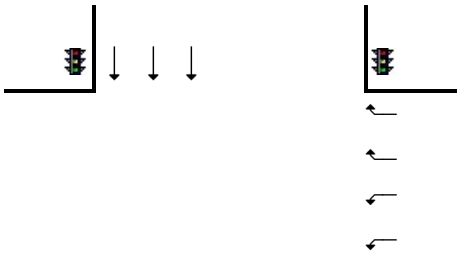
QC JOB #: 15202408
DATE: Sat, Feb 29 2020

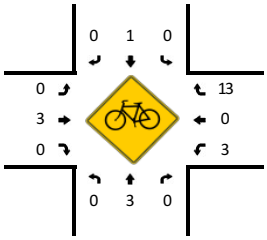
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

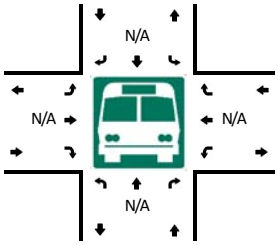


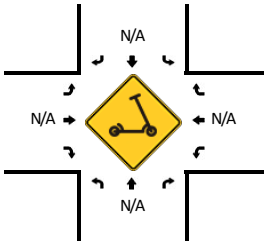












15-Min Count Period Beginning At	Collins Ave/Indian Creek Dr (North) (Northbound)				Collins Ave/Indian Creek Dr (North) (Southbound)				W 44th St (Eastbound)				W 44th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	156	0	0	0	330	0	1	0	0	0	0	46	0	126	0	659	
11:15 AM	0	143	0	0	0	432	0	0	0	0	0	0	49	0	101	0	725	
11:30 AM	0	169	0	0	0	392	0	0	0	0	0	0	49	0	119	0	729	
11:45 AM	0	167	0	1	0	392	0	0	0	0	0	0	63	0	128	0	751	2864
12:00 PM	0	189	0	0	0	310	0	0	0	0	0	0	71	0	125	0	695	2900
12:15 PM	0	181	0	1	0	350	0	0	0	0	0	0	54	0	149	0	735	2910
12:30 PM	0	183	0	0	0	370	0	0	0	0	0	0	58	0	143	0	754	2935
12:45 PM	0	175	0	0	0	316	0	0	0	0	0	0	64	0	129	0	684	2868

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	732	0	0	0	1480	0	0	0	0	0	0	232	0	572	0	3016
Heavy Trucks	0	16	0		0	36	0		0	0	0		12	0	16		80
Buses																	
Pedestrians		12				0				20				24			56
Bicycles	0	0	0		0	4	0		0	0	0		0	0	16		20
Scooters																	

Comments:

Report generated on 3/20/2020 12:58 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D:
Peak Season Factor Category Report

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.03	1.06
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
* 5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.96	0.99
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.98	1.01
18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.99	1.02
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.01	1.04
47	11/17/2019 - 11/23/2019	1.02	1.05
48	11/24/2019 - 11/30/2019	1.02	1.05
49	12/01/2019 - 12/07/2019	1.02	1.05
50	12/08/2019 - 12/14/2019	1.03	1.06
51	12/15/2019 - 12/21/2019	1.03	1.06
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.04	1.07
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.00	1.03
4	01/20/2019 - 01/26/2019	0.99	1.02
5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.96	0.99
*15	04/07/2019 - 04/13/2019	0.96	0.99
*16	04/14/2019 - 04/20/2019	0.96	0.99
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.98	1.01
20	05/12/2019 - 05/18/2019	0.99	1.02
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.01	1.04
25	06/16/2019 - 06/22/2019	1.01	1.04
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.01	1.04
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.02	1.05
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.03	1.06
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.02	1.05
44	10/27/2019 - 11/02/2019	1.02	1.05
45	11/03/2019 - 11/09/2019	1.03	1.06
46	11/10/2019 - 11/16/2019	1.03	1.06
47	11/17/2019 - 11/23/2019	1.03	1.06
48	11/24/2019 - 11/30/2019	1.03	1.06
49	12/01/2019 - 12/07/2019	1.04	1.07
50	12/08/2019 - 12/14/2019	1.04	1.07
51	12/15/2019 - 12/21/2019	1.04	1.07
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.00	1.03

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8702 MIAMI DADE NORTH EXP

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.02	1.05
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.02	1.05
4	01/20/2019 - 01/26/2019	1.01	1.04
5	01/27/2019 - 02/02/2019	1.00	1.03
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.98	1.01
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	0.99	1.02
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.01	1.04
25	06/16/2019 - 06/22/2019	1.01	1.04
26	06/23/2019 - 06/29/2019	1.01	1.04
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.02	1.05
29	07/14/2019 - 07/20/2019	1.02	1.05
30	07/21/2019 - 07/27/2019	1.02	1.05
31	07/28/2019 - 08/03/2019	1.03	1.06
32	08/04/2019 - 08/10/2019	1.03	1.06
33	08/11/2019 - 08/17/2019	1.03	1.06
34	08/18/2019 - 08/24/2019	1.03	1.06
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.01	1.04
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.01	1.04
47	11/17/2019 - 11/23/2019	1.01	1.04
48	11/24/2019 - 11/30/2019	1.01	1.04
49	12/01/2019 - 12/07/2019	1.02	1.05
50	12/08/2019 - 12/14/2019	1.02	1.05
51	12/15/2019 - 12/21/2019	1.02	1.05
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.02	1.05

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8703 MIAMI DADE SOUTH EXP

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.02	1.06
2	01/06/2019 - 01/12/2019	1.01	1.05
3	01/13/2019 - 01/19/2019	1.01	1.05
4	01/20/2019 - 01/26/2019	0.99	1.03
5	01/27/2019 - 02/02/2019	0.98	1.02
* 6	02/03/2019 - 02/09/2019	0.97	1.01
* 7	02/10/2019 - 02/16/2019	0.96	1.00
* 8	02/17/2019 - 02/23/2019	0.96	1.00
* 9	02/24/2019 - 03/02/2019	0.96	1.00
*10	03/03/2019 - 03/09/2019	0.96	1.00
*11	03/10/2019 - 03/16/2019	0.97	1.01
*12	03/17/2019 - 03/23/2019	0.96	1.00
*13	03/24/2019 - 03/30/2019	0.96	1.00
*14	03/31/2019 - 04/06/2019	0.96	1.00
*15	04/07/2019 - 04/13/2019	0.96	1.00
*16	04/14/2019 - 04/20/2019	0.96	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.01
*18	04/28/2019 - 05/04/2019	0.97	1.01
19	05/05/2019 - 05/11/2019	0.98	1.02
20	05/12/2019 - 05/18/2019	0.99	1.03
21	05/19/2019 - 05/25/2019	0.99	1.03
22	05/26/2019 - 06/01/2019	1.00	1.04
23	06/02/2019 - 06/08/2019	1.00	1.04
24	06/09/2019 - 06/15/2019	1.01	1.05
25	06/16/2019 - 06/22/2019	1.02	1.06
26	06/23/2019 - 06/29/2019	1.03	1.07
27	06/30/2019 - 07/06/2019	1.04	1.08
28	07/07/2019 - 07/13/2019	1.05	1.09
29	07/14/2019 - 07/20/2019	1.06	1.10
30	07/21/2019 - 07/27/2019	1.05	1.09
31	07/28/2019 - 08/03/2019	1.04	1.08
32	08/04/2019 - 08/10/2019	1.03	1.07
33	08/11/2019 - 08/17/2019	1.02	1.06
34	08/18/2019 - 08/24/2019	1.02	1.06
35	08/25/2019 - 08/31/2019	1.02	1.06
36	09/01/2019 - 09/07/2019	1.02	1.06
37	09/08/2019 - 09/14/2019	1.02	1.06
38	09/15/2019 - 09/21/2019	1.03	1.07
39	09/22/2019 - 09/28/2019	1.02	1.06
40	09/29/2019 - 10/05/2019	1.02	1.06
41	10/06/2019 - 10/12/2019	1.01	1.05
42	10/13/2019 - 10/19/2019	1.01	1.05
43	10/20/2019 - 10/26/2019	1.01	1.05
44	10/27/2019 - 11/02/2019	1.01	1.05
45	11/03/2019 - 11/09/2019	1.02	1.06
46	11/10/2019 - 11/16/2019	1.02	1.06
47	11/17/2019 - 11/23/2019	1.02	1.06
48	11/24/2019 - 11/30/2019	1.02	1.06
49	12/01/2019 - 12/07/2019	1.02	1.06
50	12/08/2019 - 12/14/2019	1.02	1.06
51	12/15/2019 - 12/21/2019	1.02	1.06
52	12/22/2019 - 12/28/2019	1.01	1.05
53	12/29/2019 - 12/31/2019	1.01	1.05

* PEAK SEASON

Appendix E:
Signal Timing Sheets

TOD Schedule Report

for 2679: Collins Av&Indian Creek Dr&44 St

Print Date: 9/24/2019

Print Time: 4:55 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2679	Collins Av&Indian Creek Dr&44 St	DOW-3		[19] WKND-MORN	140	87	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	-	WBR	NBT	WBL	PED
0	83	0	0	9	68	20	19



Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
Phase Bank	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	5	5	5	23	23	23	5	5	5	1	1	1	50	50	50	0	50	50	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 WBR	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	8	8	8	20	20	20	4	2
6 NBT	5	5	5	23	23	23	5	5	5	1	1	1	50	50	50	0	50	50	4	2
7 WBL	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	15	15	15	25	25	25	4	2
8 PED	5	5	5	13	13	13	0	0	0	0	0	0	0	0	0	0	0	0	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2--5678
External Permit 0	-2--5678
External Permit 1	-2--5678
External Permit 2	-2--5678

TOD Schedule Report

for 2679: Collins Av&Indian Creek Dr&44 St

Print Date: 9/24/2019

Print Time: 4:55 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	-	WBR	NBT	WBL	PED		
	1	90	0	41	0	0	7	28	12	19	0	66
	2	100	0	47	0	0	13	28	16	19	0	15
	3	100	0	47	0	0	13	28	16	19	0	53
	4	140	0	87	0	0	11	70	16	19	0	108
	5	100	0	47	0	0	13	28	16	19	0	53
	6	100	0	47	0	0	13	28	16	19	0	53
	8	105	0	52	0	0	7	39	16	19	0	75
	9	105	0	48	0	0	14	28	20	19	0	75
	10	120	0	63	0	0	9	48	20	19	0	22
	11	140	0	83	0	0	12	65	20	19	0	45
	12	120	0	63	0	0	22	35	20	19	0	70
	13	100	0	48	0	0	13	29	15	19	0	53
	14	105	0	53	0	0	18	29	15	19	0	75
	15	120	0	68	0	0	18	44	15	19	0	70
	16	100	0	48	0	0	14	28	15	19	0	30
	17	100	0	48	0	0	14	28	15	19	0	61
	18	140	0	83	0	0	9	68	20	19	0	131
	19	140	0	83	0	0	9	68	20	19	0	87
	20	120	0	68	0	0	14	48	15	19	0	22
	21	120	0	68	0	0	14	48	15	19	0	22
	22	90	0	41	0	0	7	28	12	19	0	66
	23	90	0	41	0	0	7	28	12	19	0	66

Local TOD Schedule

Time	Plan	DOW
0000	1	Su S
0000	2	M T W Th F
0700	18	M T W Th F
0930	2	M T W Th F
1000	2	Su S
1400	19	M T W Th F
2000	1	Su S
2200	2	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Schedule Report

for 2679: Collins Av&Indian Creek Dr&44 St

Print Date: 9/24/2019

Print Time: 4:55 PM

No Calendar Defined/Enabled

SIGNAL HEAD DETAILS

7

3-SECT., 1-WAY
2 AS
650-1-311

2 6

EXIST. TO REMAIN

7

EXIST. TO BE REMOVED

4R

EXIST. TO BE REMOVED

4R

EXIST. TO BE RELOCATED
650-4
2 AS

PEDESTRIAN SIGNAL HEAD DETAILS

P6 P8

EXIST. TO REMAIN

F

EXIST. TO REMAIN

SIGN DETAILS

X

AIA
Collins Ave

EXIST. TO REMAIN

Y

44 STREET

EXIST. TO REMAIN

A

EXIST. TO REMAIN

B

EXIST. TO REMAIN

C

EXIST. TO REMAIN

D

TURNING VEHICLES TO

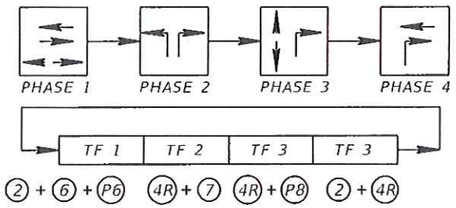
EXIST. SIGN PANEL TO BE RELOCATED
700-3-501
1 EA

E

RIGHT TURN ON RED FROM RIGHT LANE ONLY

EXIST. SIGN PANEL TO BE RELOCATED
700-3-501
1 EA

S.O.P.



SIGNAL OPERATION

1. MAJOR STREET: SR-A1A/COLLINS AVE./ INDIAN CREEK DR.
   MINOR STREET: 44TH ST.
2. S.O.P. AS SHOWN
3. PHASE 1 IS RECALL AND PHASE 2 IS ACTUATED

NOTES

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS & WASTE MANAGEMENT, TRAFFIC SIGNALS & SIGNS DIVISION.
2. DIMENSIONS FOR PROPOSED TRAFFIC LOOPS SHALL BE 6' X 30'.

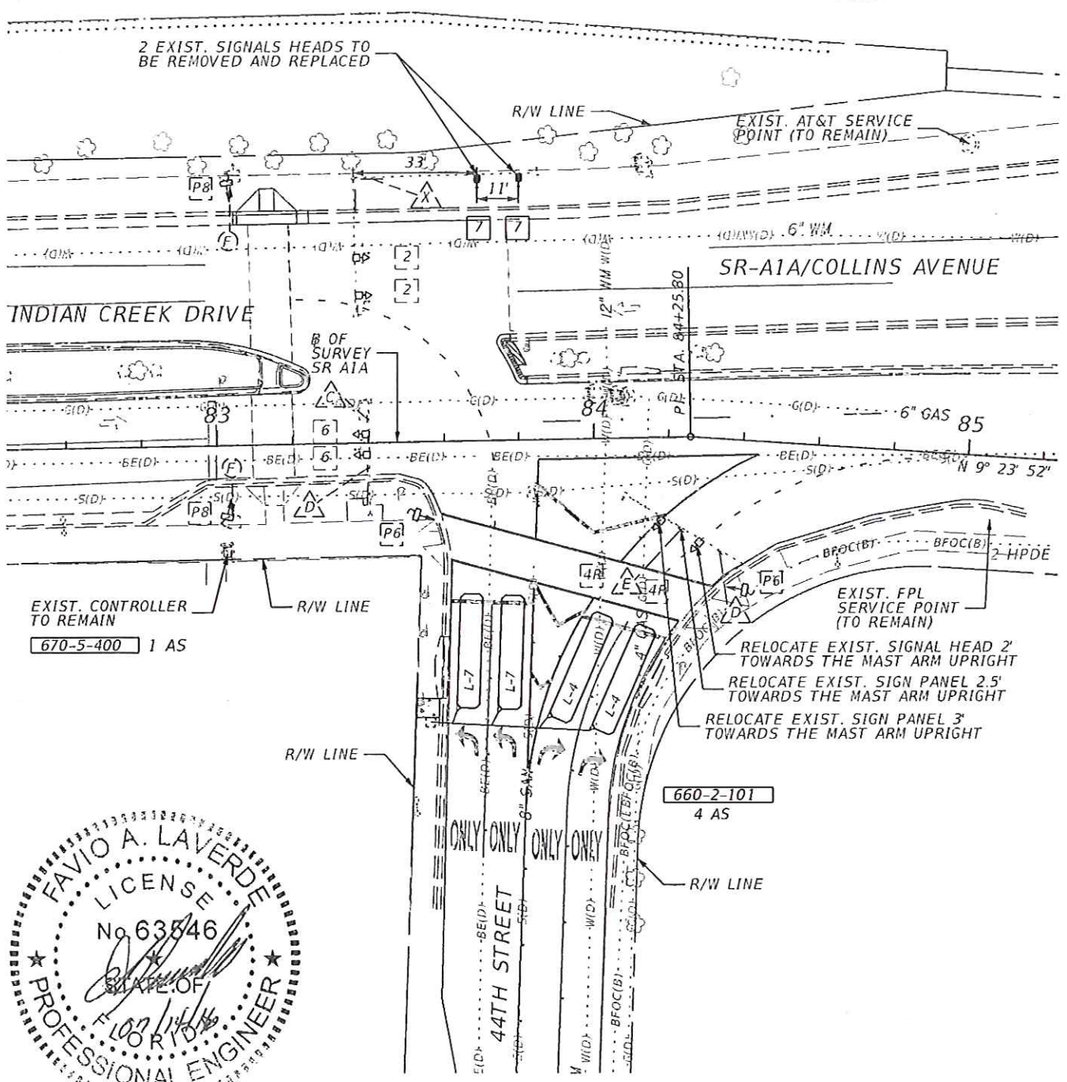
UNDER POWER CORP.
7900 NW 60 Street
Doral, FL 33166
11/29/16

DETECTORS FOR LOOPS				
LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.	DELAY TIME (SEC)
L-4	2		1	
L-7	2		1	

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.

REMOVAL ITEMS:

690-10 2 EA



FAVIO A. LAVERDE LICENSE No. 63546 STATE OF FLORIDA PROFESSIONAL ENGINEER
11/29/16

SR-A1A/COLLINS AVENUE/INDIAN CREEK DR. & 44th STREET
ID. No. 2679

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

TRACE CONSULTANTS, INC.
12485 SW 137 AVENUE, SUITE 207
MIAMI, FLORIDA 33186
TEL. (305) 281-1195
C.A. NO. 29942
ENGINEER OF RECORD: FAVIO LAVERDE, P.E. NO. 63546

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
A1A	MIAMI-DADE	250629-3-32-01

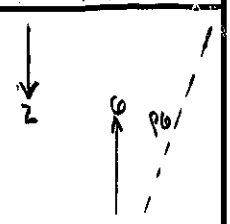
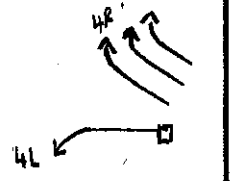
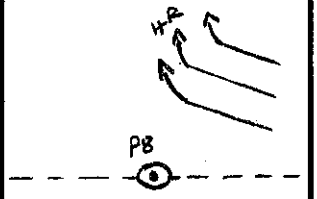
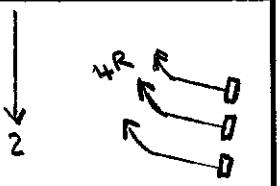
SIGNALIZATION PLAN

SHEET NO. 6

despitia 6/27/2016 3:00:33 PM Z:\1015 - D-6 DW Traffic Ops Design Consultant\Indian Creek_Collins Avenue & 44th Stre

SIGNAL OPERATING PLAN

N

Timing Phases	Direction	SB	NB	WB						Ped Heads				Movements/Display/Actuation
	Head No.	2	6	4L	4R					P6	P8			
2+6 N/S COLLINS AV RECALL	Dwell	G	G	←R	R					W/F	DW			
	Clear to 7	Y	Y	←R	R					DW	DW			
	Clear to 8	Y	Y	←R	R					DW	DW			
7 WBLT 44 ST ACTUATED	Dwell	R	R	←/←	→					DW	DW			
	Clear to 8	R	R	←Y	→					DW	DW			
	Clear to 2+5	R	R	←Y	→					DW	DW			
P8 PED To cross E/W ACTUATED	Dwell	R	R	←R	→					DW	W/F			
	Clear to 2+6	R	R	←R	←Y→					DW	DW			
2+5 WB RT 44 ST ACTUATED	Dwell	G	R	←R	→					DW	DW			
	Clear to 2+6	G	R	←R	←Y→					DW	DW			
	Dwell													
	Clear to													
	Dwell													
	Clear to													
Flashing Operation		FY	FY	F←R	FR									Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
H. FRANCILLON	4/4/02	COLLINS AV / INDIAN CREEK DR & 44 ST		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	4/4/02	Date 4/5/02 By MASTEC	9	2679

Blank12

TOD Schedule Report

for 2672: Collins Av&26 St

Print Date: 1/17/2020

Print Time: 2:06 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2672	Collins Av&26 St	DOW-6	TOD	[07] NOON/LUNCH	120	58	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	PED	EW	-	SBT	-	-
0	62	20	26	0	62	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
Phase Bank	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 NBT	5	5	5	13	13	13	7	7	7	1	1	1	35	35	35	0	35	35	4	2.3
3 PED	5	5	5	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 EW	5	5	5	15	15	15	7	7	7	2.5	2.5	2.5	10	10	10	16	16	16	4	2.3
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 SBT	5	5	5	13	13	13	7	7	7	1	1	1	35	35	35	0	35	35	4	2.3
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6--
External Permit 0	-234-6--
External Permit 1	-234-6--
External Permit 2	-234-6--

TOD Schedule Report

for 2672: Collins Av&26 St

Print Date: 1/17/2020

Print Time: 2:06 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 PED	4 EW	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
	1	100	0	42	20	26	0	42	0	0	0	46
	2	95	0	37	20	26	0	37	0	0	0	72
	3	100	0	42	20	26	0	42	0	0	0	55
	4	90	0	32	20	26	0	32	0	0	0	55
	5	110	0	52	20	26	0	52	0	0	0	96
	6	130	0	72	20	26	0	72	0	0	0	72
	7	120	0	62	20	26	0	62	0	0	0	58
	8	110	0	52	20	26	0	52	0	0	0	16
	11	90	0	32	20	26	0	32	0	0	0	26
	12	90	0	32	20	26	0	32	0	0	0	86
	13	90	0	32	20	26	0	32	0	0	0	37
	14	110	0	52	20	26	0	52	0	0	0	103
	15	120	0	62	20	26	0	62	0	0	0	51
	16	90	0	32	20	26	0	32	0	0	0	37
	17	90	0	32	20	26	0	32	0	0	0	37
	18	100	0	42	20	26	0	42	0	0	0	71
	22	100	0	42	20	26	0	42	0	0	0	12
	25	140	0	82	20	26	0	82	0	0	0	0

Local TOD Schedule

Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	1	F S
0300	22	M T W Th
0300	4	Su
0700	5	Su
0700	1	M T W Th F S
0930	2	M T W Th
1000	8	Su F S
1400	14	Su F S
1500	3	M T W Th
1800	6	Su F S
1900	18	M T W Th
2200	1	M T W Th
2200	6	F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1800	PED RECALL	8---4---	M T W ThF
2200	PED RECALL	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1000	PED RECALL	8---4---	Su S
1800	PED RECALL	--------	Su S
1800	PED RECALL	8---4---	M T W ThF
2200	PED RECALL	--------	M T W ThF

* Settings

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGN (X)
699-1-1
[3 EA]

SIGN (Y)
699-1-1
[1 EA]

LED INTERNALLY ILLUMINATED
STREET NAME SIGN DETAILS

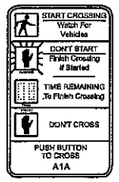
SINGLE SIDED SIGNS W/ WHITE LETTERS ON INTERNALLY ILLUMINATED REFLECTIVE GREEN BACKGROUND SIGN PANEL (RIGID MOUNT ON EXISTING MAST ARM)

P2 P4 P6

PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
6 AS
653-191

PEDESTRIAN SIGNAL HEAD DETAIL

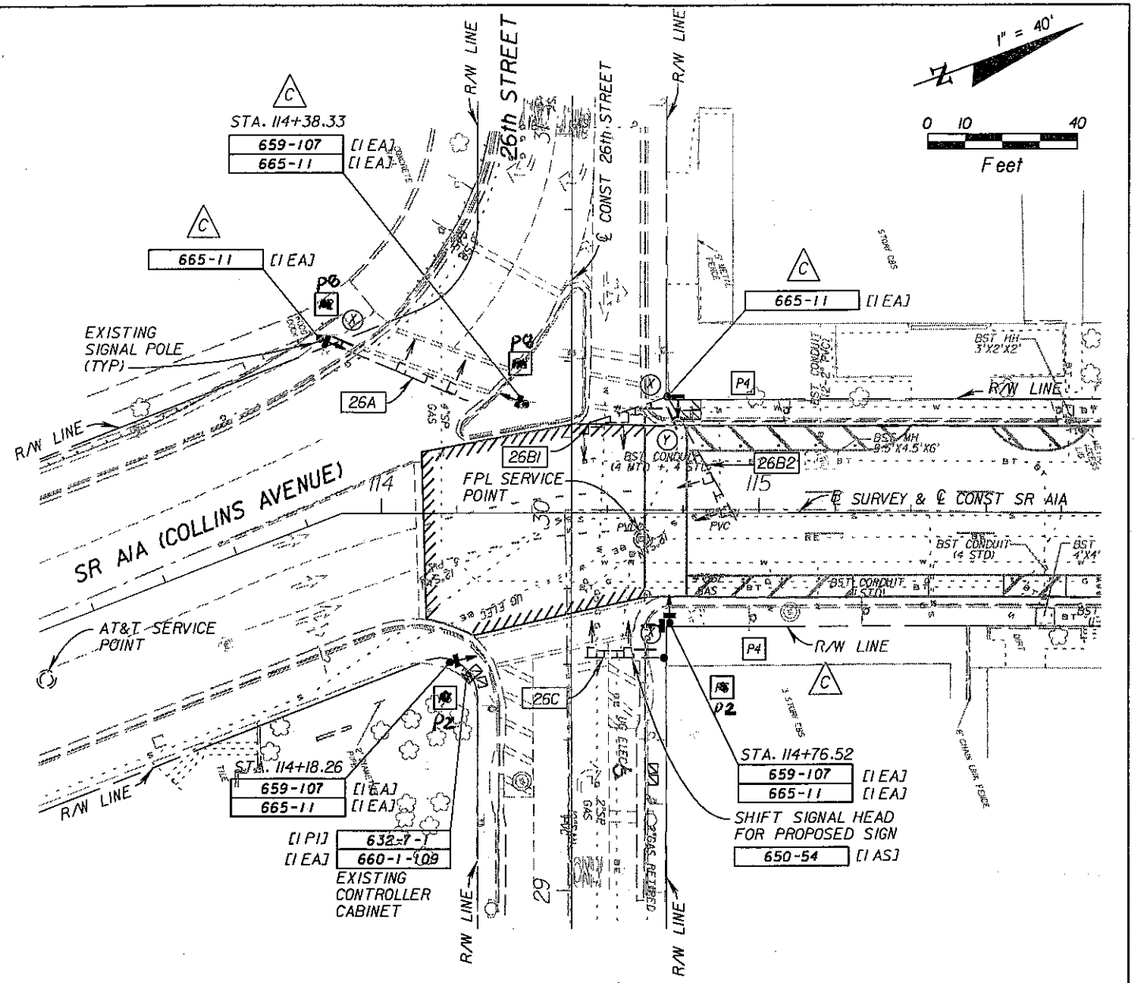
(C)



RIO-3E (9" X 15")
(MODIFIED)
[4 AS]
INCLUDED IN 665-11

PEDESTRIAN SIGN DETAIL

PEDESTRIAN DETECTOR SIGN PER MIAMI-DADE COUNTY STANDARDS
PAY ITEM NO. 665-11 INCLUDES THIS SIGN



NOTES:

1. SERVICE PLANNER "KAREN ELLZEY" (FP&L) (305) 442-5290
2. SERVICE PLANNER "RICHARD RENFROW" (AT&T) (305) 260-2240
3. PAY ITEM NO 700-48-60 IS FOR REMOVAL OF EXISTING STREET NAME SIGNS ON EXISTING SIGNAL MAST ARMS.
4. PROPOSED PEDESTRIAN SIGNAL HEADS TO BE ALIGNED WITH THE CENTER OF THE FAR SIDE END OF CROSSWALK THEY SERVE.

REMOVAL PAY ITEMS	
ITEM #	QUANTITY
690-20	6
690-31	2
690-70	4
700-48-60	4

INTERSECTION IDENTIFICATION NO. 2672

SR A1A (COLLINS AVENUE) / 26th STREET

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

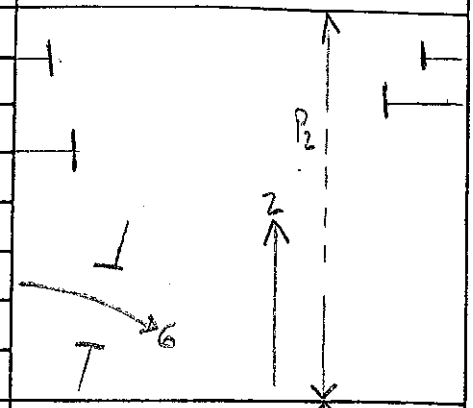
Kimley-Horn and Associates, Inc.
Certificate Of Authorization No. 696
Burt L. Baldo, P.E.
P.E. License No. 53120
1691 Michigan Avenue - Suite 400
Miami Beach, Florida 33139-2557

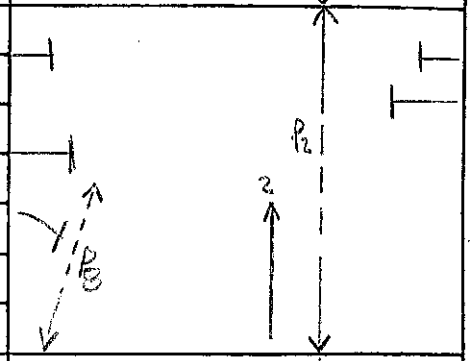
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
A1A	MIAMI-DADE	418089-1-52-01

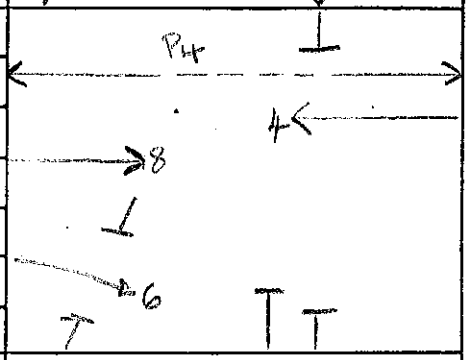
SIGNALIZATION PLAN

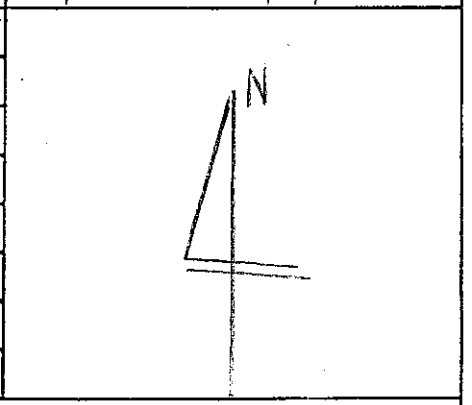
SHEET NO. T-4

PHASE		SIGNAL HEAD NUMBER												
	INT	2	4	6	8	P_2	P_4	P_8						
	R/W	G	R	G	R	W	DW	DW						
	PED. CL	G	R	G	R	FDW	DW	DW						
ϕ_{2+6} (2+6+P_2)	TO ϕ_3	G	R	Y	R	DW	DW	DW						
NBND & SBND	TO ϕ_4	Y	R	G	R	DW	DW	DW						
COLLINS AV	CLEAR													
RECALL	CLEAR													
	CLEAR													
	CLEAR													
	R/W	G	R	R	R	W	DW	W						
ϕ_3 (2+P_2+P_8)	PED. CL	G	R	R	R	FDW	DW	FW						
NBND COLLINS AV & WEST SIDE PED ACTUATED BY P_8	TO ϕ_4	Y	R	R	R	DW	DW	DW						
	TO ϕ_2	G	R	R	R	DW	DW	DW						
	CLEAR													
	CLEAR													
	CLEAR													
	R/W	R	G	G	G	DW	W	DW						
ϕ_4 (4+P_4+8+6)	PED. CL	R	G	G	G	DW	FW	DW						
EBND & WBND & SBND	TO ϕ_2	R	Y	G	Y	DW	DW	DW						
26 ST	CLEAR													
ACTUATED BY 4	CLEAR													
	CLEAR													
	CLEAR													
	R/W													
	PED. CL													
	CLEAR TO													
	CLEAR													
	CLEAR													
	CLEAR													
	CLEAR													
FLASH OPERATION		FY	FR	FY	FR									









Drawn: H. FRANCILLON — Date: 7/31/98

Check: H. HERNANDEZ — Date: 10/9/98

Division Engineer — Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

ASSET NO. 2672

COLLINS AV & 26 ST

Placed In Service		Phasing Number
Date: -/94	By: MITCHELL	6

Appendix F:
Existing Conditions
Synchro Reports and Signal Warrant Analysis

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	197	651	934	0	0	1020
Future Volume (vph)	197	651	934	0	0	1020
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	0.97	0.88	0.95			0.91
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3242	2733	3574			5036
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3242	2733	3574			5036
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	212	700	1004	0	0	1097
RTOR Reduction (vph)	0	153	0	0	0	0
Lane Group Flow (vph)	212	547	1004	0	0	1097
Confl. Peds. (#/hr)		28		37	37	
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	8%	4%	1%	0%	0%	3%
Turn Type	Prot	Prot	NA			NA
Protected Phases	7	5	6			2
Permitted Phases						
Actuated Green, G (s)	31.9	31.9	96.1			96.1
Effective Green, g (s)	31.9	31.9	96.1			96.1
Actuated g/C Ratio	0.23	0.23	0.69			0.69
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	2.5	2.5	1.0			1.0
Lane Grp Cap (vph)	738	622	2453			3456
v/s Ratio Prot	0.07	c0.20	c0.28			0.22
v/s Ratio Perm						
v/c Ratio	0.29	0.88	0.41			0.32
Uniform Delay, d1	44.7	52.2	9.6			8.8
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.2	13.3	0.0			0.2
Delay (s)	44.8	65.5	9.6			9.0
Level of Service	D	E	A			A
Approach Delay (s)	60.7		9.6			9.0
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	5	0	0	3	1	19	922	6	0	0	0
Future Vol, veh/h	12	5	0	0	3	1	19	922	6	0	0	0
Conflicting Peds, #/hr	13	0	10	10	0	13	90	0	57	57	0	90
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	13	6	0	0	3	1	21	1036	7	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	561	1232	-	-	1229	592	90	0	0
Stage 1	90	90	-	-	1139	-	-	-	-
Stage 2	471	1142	-	-	90	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	463	179	0	0	179	389	1057	-	-
Stage 1	-	-	0	0	278	-	-	-	-
Stage 2	500	278	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	398	147	-	-	147	368	966	-	-
Mov Cap-2 Maneuver	398	147	-	-	147	-	-	-	-
Stage 1	-	-	-	-	249	-	-	-	-
Stage 2	466	249	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	19.6	26.4	0.3
HCM LOS	C	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	966	-	-	265	173
HCM Lane V/C Ratio	0.022	-	-	0.072	0.026
HCM Control Delay (s)	8.8	0.1	-	19.6	26.4
HCM Lane LOS	A	A	-	C	D
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1

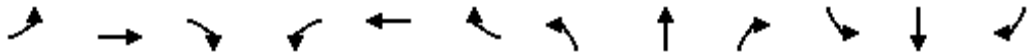
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	0	0	0	18	9	925	22	0	0	0
Future Vol, veh/h	15	0	0	0	0	18	9	925	22	0	0	0
Conflicting Peds, #/hr	2	0	5	5	0	2	147	0	120	120	0	147
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	0	0
Mvmt Flow	18	0	0	0	0	22	11	1114	27	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	617	-	-	-	1417	693	147	0	0
Stage 1	147	-	-	-	1270	-	-	-	-
Stage 2	470	-	-	-	147	-	-	-	-
Critical Hdwy	6.4	-	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	-	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	430	0	0	0	138	335	996	-	-
Stage 1	-	0	0	0	241	-	-	-	-
Stage 2	501	0	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	334	-	-	-	101	297	857	-	-
Mov Cap-2 Maneuver	334	-	-	-	101	-	-	-	-
Stage 1	-	-	-	-	206	-	-	-	-
Stage 2	448	-	-	-	-	-	-	-	-

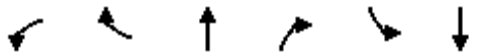
Approach	EB	WB	NB
HCM Control Delay, s	16.4	18.1	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	857	-	-	334	297
HCM Lane V/C Ratio	0.013	-	-	0.054	0.073
HCM Control Delay (s)	9.3	0.1	-	16.4	18.1
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	6	605	0	0	2	0	820	12	0	0	0
Future Volume (vph)	9	6	605	0	0	2	0	820	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	4.0			6.3		6.3				
Lane Util. Factor		1.00	1.00			1.00		0.91				
Frpb, ped/bikes		1.00	0.97			0.99		1.00				
Flpb, ped/bikes		1.00	1.00			1.00		1.00				
Frt		1.00	0.85			0.86		1.00				
Flt Protected		0.97	1.00			1.00		1.00				
Satd. Flow (prot)		1844	1488			1081		4910				
Flt Permitted		0.97	1.00			1.00		1.00				
Satd. Flow (perm)		1844	1488			1081		4910				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	10	7	672	0	0	2	0	911	13	0	0	0
RTOR Reduction (vph)	0	17	0	0	0	2	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	672	0	0	0	0	924	0	0	0	0
Confl. Peds. (#/hr)	1		26	26		1	162		85	85		162
Confl. Bikes (#/hr)									18			7
Heavy Vehicles (%)	0%	0%	5%	0%	0%	50%	0%	5%	8%	0%	0%	0%
Turn Type	Perm	NA	Free			Perm		NA				
Protected Phases		4						2				
Permitted Phases	4		Free			8						
Actuated Green, G (s)		2.8	100.0			2.8		84.6				
Effective Green, g (s)		2.8	100.0			2.8		84.6				
Actuated g/C Ratio		0.03	1.00			0.03		0.85				
Clearance Time (s)		6.3				6.3		6.3				
Vehicle Extension (s)		2.5				1.0		1.0				
Lane Grp Cap (vph)		51	1488			30		4153				
v/s Ratio Prot								0.19				
v/s Ratio Perm		0.00	c0.45			0.00						
v/c Ratio		0.01	0.45			0.00		0.22				
Uniform Delay, d1		47.3	0.0			47.2		1.5				
Progression Factor		1.00	1.00			1.00		1.00				
Incremental Delay, d2		0.1	1.0			0.0		0.1				
Delay (s)		47.3	1.0			47.3		1.6				
Level of Service		D	A			D		A				
Approach Delay (s)		2.1			47.3			1.6			0.0	
Approach LOS		A			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	1.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	236	523	691	0	0	1365
Future Volume (vph)	236	523	691	0	0	1365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	0.97	0.88	0.95			0.91
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3242	2733	3574			5036
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3242	2733	3574			5036
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	254	562	743	0	0	1468
RTOR Reduction (vph)	0	199	0	0	0	0
Lane Group Flow (vph)	254	363	743	0	0	1468
Confl. Peds. (#/hr)		28		37	37	
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	8%	4%	1%	0%	0%	3%
Turn Type	Prot	Prot	NA			NA
Protected Phases	7	5	6			2
Permitted Phases						
Actuated Green, G (s)	17.9	17.9	70.1			70.1
Effective Green, g (s)	17.9	17.9	70.1			70.1
Actuated g/C Ratio	0.18	0.18	0.70			0.70
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	2.5	2.5	1.0			1.0
Lane Grp Cap (vph)	580	489	2505			3530
v/s Ratio Prot	0.08	c0.13	0.21			c0.29
v/s Ratio Perm						
v/c Ratio	0.44	0.74	0.30			0.42
Uniform Delay, d1	36.6	38.9	5.6			6.3
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.4	5.7	0.0			0.4
Delay (s)	37.0	44.6	5.7			6.7
Level of Service	D	D	A			A
Approach Delay (s)	42.2		5.7			6.7
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	12	0	0	7	9	12	794	17	0	0	0
Future Vol, veh/h	17	12	0	0	7	9	12	794	17	0	0	0
Conflicting Peds, #/hr	13	0	10	10	0	13	90	0	57	57	0	90
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	19	13	0	0	8	10	13	892	19	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	490	1084	-	-	1075	526	90	0	0
Stage 1	90	90	-	-	985	-	-	-	-
Stage 2	400	994	-	-	90	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	508	219	0	0	221	429	1057	-	-
Stage 1	-	-	0	0	329	-	-	-	-
Stage 2	552	326	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	429	184	-	-	186	406	966	-	-
Mov Cap-2 Maneuver	429	184	-	-	186	-	-	-	-
Stage 1	-	-	-	-	303	-	-	-	-
Stage 2	510	300	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	19.7	19.4	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	966	-	-	277	268
HCM Lane V/C Ratio	0.014	-	-	0.118	0.067
HCM Control Delay (s)	8.8	0.1	-	19.7	19.4
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2

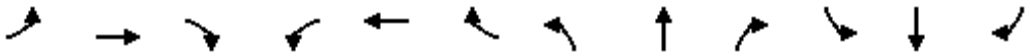
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	0	0	2	5	4	804	20	0	0	0
Future Vol, veh/h	17	0	0	0	2	5	4	804	20	0	0	0
Conflicting Peds, #/hr	2	0	5	5	0	2	147	0	120	120	0	147
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	0	0
Mvmt Flow	20	0	0	0	2	6	5	969	24	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	548	-	-	-	1258	619	147	0	0
Stage 1	147	-	-	-	1111	-	-	-	-
Stage 2	401	-	-	-	147	-	-	-	-
Critical Hdwy	6.4	-	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	-	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	471	0	0	0	172	374	996	-	-
Stage 1	-	0	0	0	287	-	-	-	-
Stage 2	551	0	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	388	-	-	-	129	331	857	-	-
Mov Cap-2 Maneuver	388	-	-	-	129	-	-	-	-
Stage 1	-	-	-	-	251	-	-	-	-
Stage 2	529	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.8	21.3	0
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	857	-	-	388	229
HCM Lane V/C Ratio	0.006	-	-	0.053	0.037
HCM Control Delay (s)	9.2	0	-	14.8	21.3
HCM Lane LOS	A	A	-	B	C
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	10	708	0	0	8	0	708	12	0	0	0
Future Volume (vph)	24	10	708	0	0	8	0	708	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	4.0			4.0		6.3				
Lane Util. Factor		1.00	1.00			1.00		0.91				
Frpb, ped/bikes		1.00	0.97			0.99		1.00				
Flpb, ped/bikes		1.00	1.00			1.00		1.00				
Frt		1.00	0.85			0.86		1.00				
Flt Protected		0.97	1.00			1.00		1.00				
Satd. Flow (prot)		1833	1488			1081		4903				
Flt Permitted		0.97	1.00			1.00		1.00				
Satd. Flow (perm)		1833	1488			1081		4903				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	27	11	787	0	0	9	0	787	13	0	0	0
RTOR Reduction (vph)	0	37	0	0	0	8	0	0	0	0	0	0
Lane Group Flow (vph)	0	1	787	0	0	1	0	800	0	0	0	0
Confl. Peds. (#/hr)	1		26	26		1	162		85	85		162
Confl. Bikes (#/hr)									18			7
Heavy Vehicles (%)	0%	0%	5%	0%	0%	50%	0%	5%	8%	0%	0%	0%
Turn Type	Perm	NA	Free			Perm		NA				
Protected Phases		4						2				
Permitted Phases	4		Free			8						
Actuated Green, G (s)		4.2	110.0			6.5		93.2				
Effective Green, g (s)		4.2	110.0			6.5		93.2				
Actuated g/C Ratio		0.04	1.00			0.06		0.85				
Clearance Time (s)		6.3				4.0		6.3				
Vehicle Extension (s)		2.5				2.5		1.0				
Lane Grp Cap (vph)		69	1488			63		4154				
v/s Ratio Prot								0.16				
v/s Ratio Perm		0.00	c0.53			0.00						
v/c Ratio		0.02	0.53			0.01		0.19				
Uniform Delay, d1		50.9	0.0			48.7		1.5				
Progression Factor		1.00	1.00			1.00		1.00				
Incremental Delay, d2		0.1	1.3			0.0		0.1				
Delay (s)		51.0	1.3			48.8		1.6				
Level of Service		D	A			D		A				
Approach Delay (s)		3.6			48.8			1.6			0.0	
Approach LOS		A			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	2.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.9
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

SIGNAL WARRANT ANALYSIS

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B for 80% columns only. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-hr)	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
10/15

City: **Miami Beach**
County: **87 – Miami Dade**
District: **Six**

Engineer: **Stephanie Shealey**
Date: **May 18, 2020**

Major Street: **Collins Avenue** # Lanes: **3** Major Approach Speed: **35**
Minor Street: **34th Street** # Lanes: **1** Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
4-5pm	611	20
5-6pm	641	19

Eight Hour Volumes (Condition B)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
4-5pm	611	20
5-6pm	641	19

Highest Four Hour Vehicular Volumes

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
4-5pm	611	20
5-6pm	641	19

Highest Four Hour Pedestrian Volumes

Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street
4-5pm	611	20
5-6pm	641	19

Vehicular Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
5-6pm	641	19	675

Pedestrian Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street
5-6pm	641	267

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Miami Beach**	Engineer:	**Stephanie Shealey**
County:	**87 – Miami Dade**	Date:	**May 18, 2020**
District:	**Six**		

Major Street:	**Collins Avenue**	Lanes:	**3**	Major Approach Speed:	**35**
Minor Street:	**34th Street**	Lanes:	**1**	Minor Approach Speed:	**25**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ 70% ☑ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. ☑ Yes ☐ No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). ☐ Yes ☑ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☑ Yes ☐ No
80% Satisfied: ☐ Yes ☐ No
70% Satisfied: ☐ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	4-5pm	**5-6pm**						
Major	611	641						
Minor	20	19						

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☐ Yes	☑ No
100% Satisfied:	☐ Yes	☐ No
80% Satisfied:	☐ Yes	☐ No
70% Satisfied:	☐ Yes	☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**4-5pm**	**5-6pm**						
Major	611	641						
Minor	20	19						

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Miami Beach	Engineer:	Stephanie Shealey
County:	87 – Miami Dade	Date:	May 18, 2020
District:	Six		

Major Street:	Collins Avenue	Lanes:	3	Major Approach Speed:	35
Minor Street:	34th Street	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ Yes ☑ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☑ Yes ☐ No

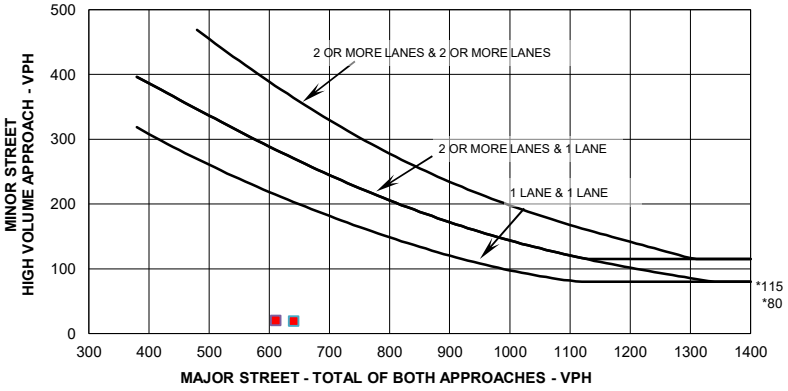
Satisfied: ☐ Yes ☑ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
4-5pm	611	20
5-6pm	641	19

FIGURE 4C-1: Criteria for "100%" Volume Level



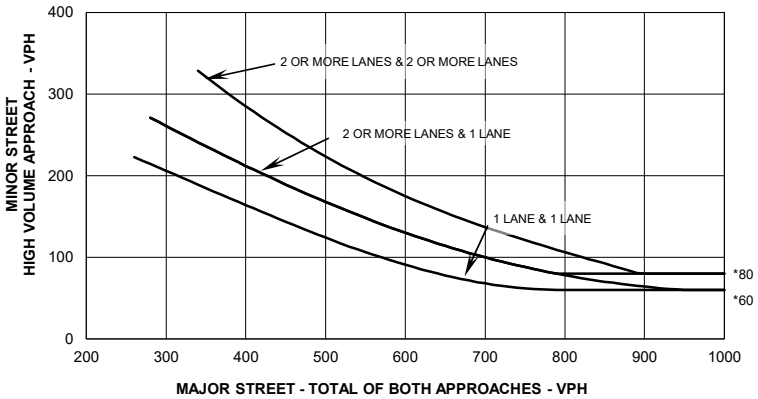
** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Miami Beach	Engineer:	Stephanie Shealey
County:	87 – Miami Dade	Date:	May 18, 2020
District:	Six		

Major Street:	Collins Avenue	Lanes:	3	Major Approach Speed:	35
Minor Street:	34th Street	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5-6pm	641	19

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

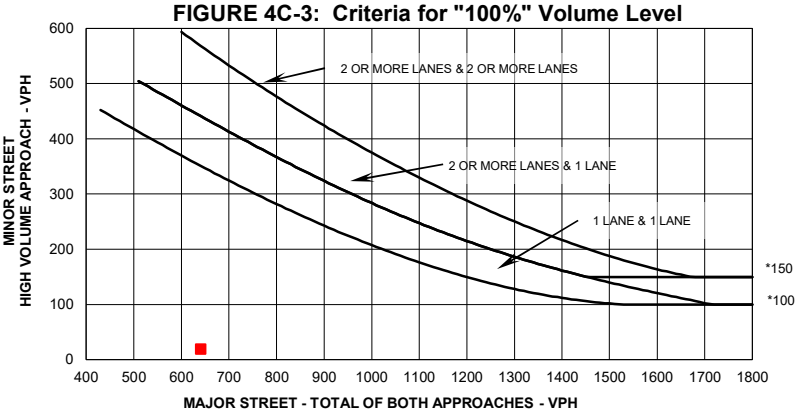
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	18.1	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	19	
Fulfilled?:	☐ Yes ☑ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	660	
Fulfilled?:	☑ Yes ☐ No	

Plot volume combination on the applicable figure below.

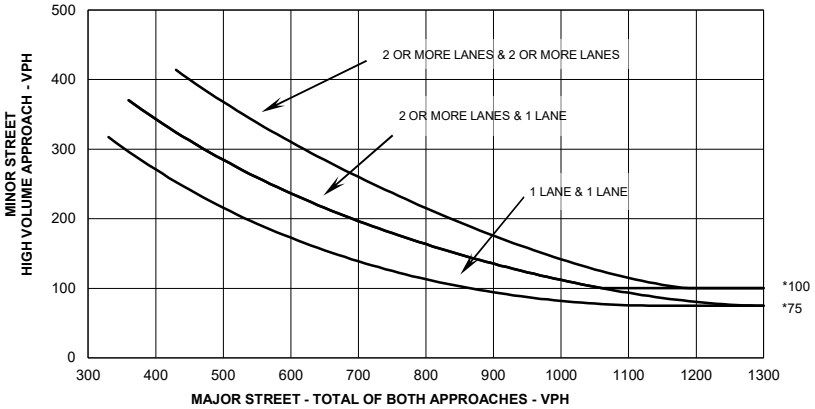
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Miami Beach	Engineer:	Stephanie Shealey
County:	87 – Miami Dade	Date:	May 18, 2020
District:	Six		

Major Street:	Collins Avenue	Lanes:	3	Major Approach Speed:	35
Minor Street:	34th Street	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ 70% ☑ 100%

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

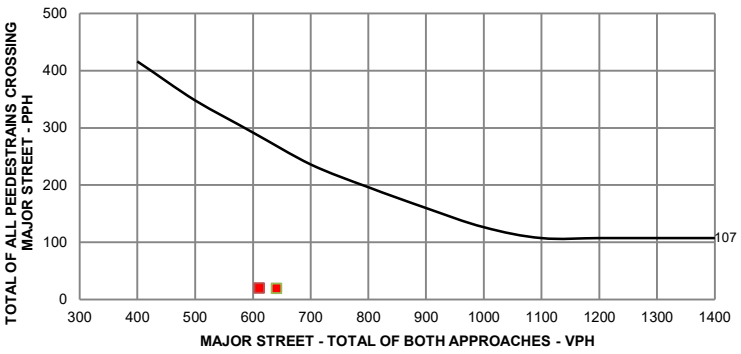
Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
4-5pm	611	20
5-6pm	641	19

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

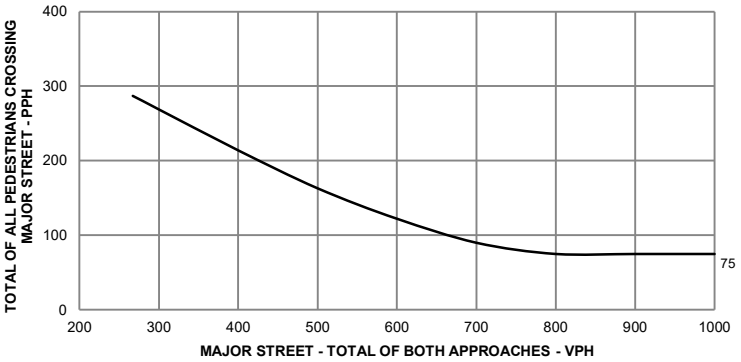


** Note: 107 pph applies as the lower threshold volume*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



** Note: 75 pph applies as the lower threshold volume*

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

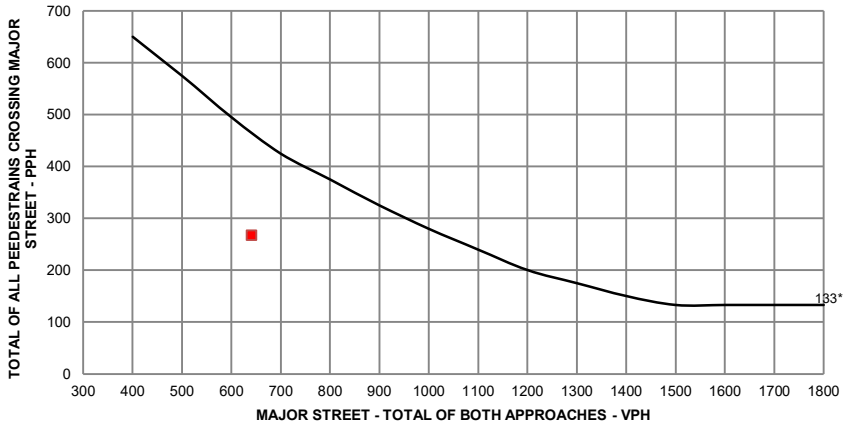
Applicable:	☐ Yes	☐ No
Satisfied:	☐ Yes	☑ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total
5-6pm	641	267

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour

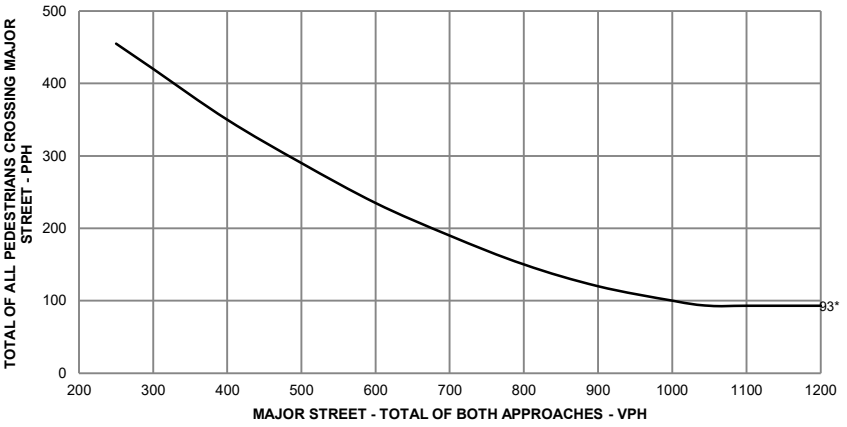


** Note: 133 pph applies as the lower threshold volume*

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



** Note: 93 pph applies as the lower threshold volume*

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Miami Beach**	Engineer:	**Stephanie Shealey**
County:	**87 – Miami Dade**	Date:	**May 18, 2020**
District:	**Six**		

Major Street:	**Collins Avenue**	Lanes:	**3**	Major Approach Speed:	**35**
Minor Street:	**34th Street**	Lanes:	**1**	Minor Approach Speed:	**25**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☐ No

Criteria				Fulfilled? Yes	Fulfilled? No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.		Minutes:	Gaps:		
3. The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.					

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Miami Beach**	Engineer:	**Stephanie Shealey**
County:	**87 – Miami Dade**	Date:	**May 18, 2020**
District:	**Six**		

Major Street:	**Collins Avenue**	Lanes:	**3**	Major Approach Speed:	**35**
Minor Street:	**34th Street**	Lanes:	**1**	Minor Approach Speed:	**25**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft.).

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☑ No

Criteria	Fulfilled? Yes	Fulfilled? No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	**Yes**	
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Miami Beach**	Engineer:	**Stephanie Shealey**
County:	**87 – Miami Dade**	Date:	**May 18, 2020**
District:	**Six**		

Major Street:	**Collins Avenue**	Lanes:	**3**	Major Approach Speed:	**35**
Minor Street:	**34th Street**	Lanes:	**1**	Minor Approach Speed:	**25**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☐ No

Criteria		Hour	Volume		Met?		Fulfilled?	
			Major	Minor	Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)							
	Warrant 1, Condition B (80% satisfied)							
	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.							
2. Adequate trial of other remedial measure has failed to reduce crash frequency.		Measure tried:						
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.		Observed Crash Types:	Number of crashes per 12 months:					

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Miami Beach**	Engineer:	**Stephanie Shealey**
County:	**87 – Miami Dade**	Date:	**May 18, 2020**
District:	**Six**		

Major Street:	**Collins Avenue**	Lanes:	**3**	Major Approach Speed:	**35**
Minor Street:	**34th Street**	Lanes:	**1**	Minor Approach Speed:	**25**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☐ No

Criteria								Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.	Entering Volume:									
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.	Warrant:	1	2	3						
		Satisfied?:									
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)							← Hour				
							←Volume				

Characteristics of Major Routes		Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:				
	Minor Street:				
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:				
	Minor Street:				
3. Appears as a major route on an official plan.	Major Street:				
	Minor Street:				

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Miami Beach**	Engineer:	**Stephanie Shealey**
County:	**87 – Miami Dade**	Date:	**May 18, 2020**
District:	**Six**		

Major Street:	**Collins Avenue**	Lanes:	**3**	Major Approach Speed:	**35**
Minor Street:	**34th Street**	Lanes:	**1**	Minor Approach Speed:	**25**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Approach Lane Criteria

1. How many approach lanes are there at the track crossing? ☐ 1 ☐ 2 or

If there is 1 lane, use Figure 4C-9 and if there are 2 or more, use Figure 4C-10. ☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: ☐ Yes ☐ No

Satisfied: ☐ Yes ☐ No

Criteria	Fulfilled? Yes	Fulfilled? No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	☐	☐
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance)	☐	☐

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs		Adjustment Factors from Tables
Occurrences of Rail traffic per day		
% of High Occupancy Buses on Minor-Street Approach		**1.00**
Enter D (feet)		
% of Tractor-Trailer Trucks on Minor-Street Approach		**0.50**

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		

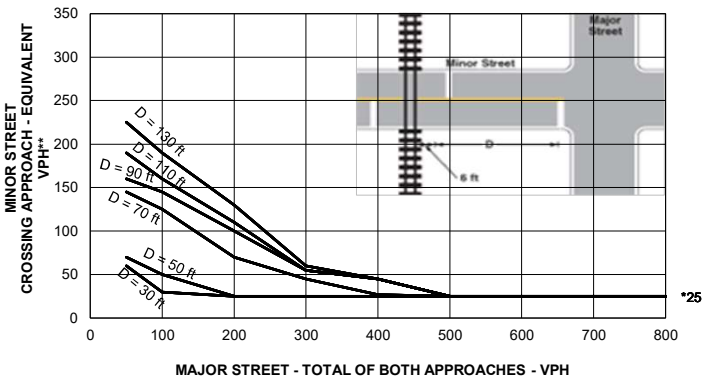
D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		

D (ft) Major Vol. Minor Vol.

FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



** Note: 25 vph applies as the lower threshold volume*

** *Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate*

Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		

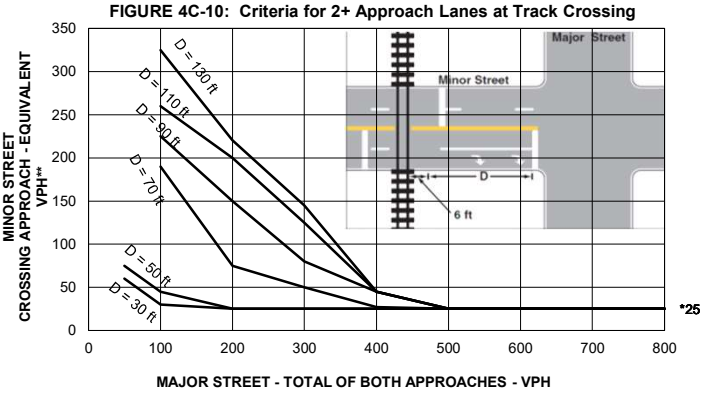
D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		

D (ft) Major Vol. Minor Vol.

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



** Note: 25 vph applies as the lower threshold volume*

** *Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate*

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Miami Beach**	Engineer:	**Stephanie Shealey**
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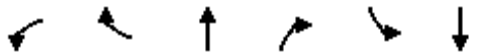
CONCLUSIONS

Remarks:

WARRANTS SATISFIED:

☑ Warrant 1	☐ Not Applicable
☑ Warrant 2	☐ Not Applicable
☑ Warrant 3	☐ Not Applicable
☑ Warrant 4	☐ Not Applicable
☐ Warrant 5	☑ Not Applicable
☐ Warrant 6	☑ Not Applicable
☐ Warrant 7	☑ Not Applicable
☐ Warrant 8	☑ Not Applicable
☐ Warrant 9	☑ Not Applicable

Appendix G:
No-Build Synchro Reports



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	212	701	1006	0	0	1099
Future Volume (vph)	212	701	1006	0	0	1099
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	0.97	0.88	0.95			0.91
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3242	2733	3574			5036
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3242	2733	3574			5036
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	228	754	1082	0	0	1182
RTOR Reduction (vph)	0	125	0	0	0	0
Lane Group Flow (vph)	228	629	1082	0	0	1182
Confl. Peds. (#/hr)		28		37	37	
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	8%	4%	1%	0%	0%	3%
Turn Type	Prot	Prot	NA			NA
Protected Phases	7	5	6			2
Permitted Phases						
Actuated Green, G (s)	35.4	35.4	92.6			92.6
Effective Green, g (s)	35.4	35.4	92.6			92.6
Actuated g/C Ratio	0.25	0.25	0.66			0.66
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	2.5	2.5	1.0			1.0
Lane Grp Cap (vph)	819	691	2363			3330
v/s Ratio Prot	0.07	c0.23	c0.30			0.23
v/s Ratio Perm						
v/c Ratio	0.28	0.91	0.46			0.35
Uniform Delay, d1	42.0	50.8	11.5			10.5
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	16.2	0.1			0.3
Delay (s)	42.2	67.0	11.6			10.8
Level of Service	D	E	B			B
Approach Delay (s)	61.2		11.6			10.8
Approach LOS	E		B			B

Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	5	0	0	3	1	20	993	6	0	0	0
Future Vol, veh/h	13	5	0	0	3	1	20	993	6	0	0	0
Conflicting Peds, #/hr	13	0	10	10	0	13	90	0	57	57	0	90
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	15	6	0	0	3	1	22	1116	7	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	595	1314	-	-	1311	632	90	0	0
Stage 1	90	90	-	-	1221	-	-	-	-
Stage 2	505	1224	-	-	90	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	443	160	0	0	160	367	1057	-	-
Stage 1	-	-	0	0	255	-	-	-	-
Stage 2	477	254	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	377	130	-	-	130	347	966	-	-
Mov Cap-2 Maneuver	377	130	-	-	130	-	-	-	-
Stage 1	-	-	-	-	226	-	-	-	-
Stage 2	440	226	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	20.9	29.1	0.4
HCM LOS	C	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	966	-	-	247	154
HCM Lane V/C Ratio	0.023	-	-	0.082	0.029
HCM Control Delay (s)	8.8	0.2	-	20.9	29.1
HCM Lane LOS	A	A	-	C	D
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1

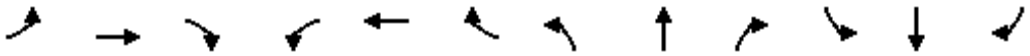
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	0	0	0	0	19	10	996	24	0	0	0
Future Vol, veh/h	16	0	0	0	0	19	10	996	24	0	0	0
Conflicting Peds, #/hr	2	0	5	5	0	2	147	0	120	120	0	147
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	0	0
Mvmt Flow	19	0	0	0	0	23	12	1200	29	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	653	-	-	-	1506	737	147	0	0
Stage 1	147	-	-	-	1359	-	-	-	-
Stage 2	506	-	-	-	147	-	-	-	-
Critical Hdwy	6.4	-	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	-	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	411	0	0	0	122	313	996	-	-
Stage 1	-	0	0	0	219	-	-	-	-
Stage 2	477	0	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	313	-	-	-	89	277	857	-	-
Mov Cap-2 Maneuver	313	-	-	-	89	-	-	-	-
Stage 1	-	-	-	-	185	-	-	-	-
Stage 2	418	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	17.3	19.2	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	857	-	-	313	277
HCM Lane V/C Ratio	0.014	-	-	0.062	0.083
HCM Control Delay (s)	9.3	0.1	-	17.3	19.2
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	6	652	0	0	2	0	883	13	0	0	0
Future Volume (vph)	10	6	652	0	0	2	0	883	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	4.0			6.3		6.3				
Lane Util. Factor		1.00	1.00			1.00		0.91				
Frpb, ped/bikes		1.00	0.97			0.99		1.00				
Flpb, ped/bikes		1.00	1.00			1.00		1.00				
Frt		1.00	0.85			0.86		1.00				
Flt Protected		0.97	1.00			1.00		1.00				
Satd. Flow (prot)		1842	1488			1081		4910				
Flt Permitted		0.97	1.00			1.00		1.00				
Satd. Flow (perm)		1842	1488			1081		4910				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	7	724	0	0	2	0	981	14	0	0	0
RTOR Reduction (vph)	0	17	0	0	0	2	0	0	0	0	0	0
Lane Group Flow (vph)	0	1	724	0	0	0	0	995	0	0	0	0
Confl. Peds. (#/hr)	1		26	26		1	162		85	85		162
Confl. Bikes (#/hr)									18			7
Heavy Vehicles (%)	0%	0%	5%	0%	0%	50%	0%	5%	8%	0%	0%	0%
Turn Type	Perm	NA	Free			Perm		NA				
Protected Phases		4						2				
Permitted Phases	4		Free			8						
Actuated Green, G (s)		2.8	100.0			2.8		84.6				
Effective Green, g (s)		2.8	100.0			2.8		84.6				
Actuated g/C Ratio		0.03	1.00			0.03		0.85				
Clearance Time (s)		6.3				6.3		6.3				
Vehicle Extension (s)		2.5				1.0		1.0				
Lane Grp Cap (vph)		51	1488			30		4153				
v/s Ratio Prot								0.20				
v/s Ratio Perm		0.00	c0.49			0.00						
v/c Ratio		0.01	0.49			0.00		0.24				
Uniform Delay, d1		47.3	0.0			47.2		1.5				
Progression Factor		1.00	1.00			1.00		1.00				
Incremental Delay, d2		0.1	1.1			0.0		0.1				
Delay (s)		47.3	1.1			47.3		1.6				
Level of Service		D	A			D		A				
Approach Delay (s)		2.3			47.3			1.6			0.0	
Approach LOS		A			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	1.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	254	563	744	0	0	1470
Future Volume (vph)	254	563	744	0	0	1470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	0.97	0.88	0.95			0.91
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3242	2733	3574			5036
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3242	2733	3574			5036
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	273	605	800	0	0	1581
RTOR Reduction (vph)	0	165	0	0	0	0
Lane Group Flow (vph)	273	440	800	0	0	1581
Confl. Peds. (#/hr)		28		37	37	
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	8%	4%	1%	0%	0%	3%
Turn Type	Prot	Prot	NA			NA
Protected Phases	7	5	6			2
Permitted Phases						
Actuated Green, G (s)	20.8	20.8	67.2			67.2
Effective Green, g (s)	20.8	20.8	67.2			67.2
Actuated g/C Ratio	0.21	0.21	0.67			0.67
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	2.5	2.5	1.0			1.0
Lane Grp Cap (vph)	674	568	2401			3384
v/s Ratio Prot	0.08	c0.16	0.22			c0.31
v/s Ratio Perm						
v/c Ratio	0.41	0.78	0.33			0.47
Uniform Delay, d1	34.2	37.4	6.9			7.8
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.3	6.3	0.0			0.5
Delay (s)	34.5	43.7	7.0			8.3
Level of Service	C	D	A			A
Approach Delay (s)	40.8		7.0			8.3
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	13	0	0	8	10	13	855	18	0	0	0
Future Vol, veh/h	18	13	0	0	8	10	13	855	18	0	0	0
Conflicting Peds, #/hr	13	0	10	10	0	13	90	0	57	57	0	90
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	20	15	0	0	9	11	15	961	20	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	522	1158	-	-	1148	561	90	0	0
Stage 1	90	90	-	-	1058	-	-	-	-
Stage 2	432	1068	-	-	90	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	487	198	0	0	200	407	1057	-	-
Stage 1	-	-	0	0	304	-	-	-	-
Stage 2	528	301	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	404	165	-	-	167	385	966	-	-
Mov Cap-2 Maneuver	404	165	-	-	167	-	-	-	-
Stage 1	-	-	-	-	278	-	-	-	-
Stage 2	479	275	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	21.6	21.1	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	966	-	-	251	244
HCM Lane V/C Ratio	0.015	-	-	0.139	0.083
HCM Control Delay (s)	8.8	0.1	-	21.6	21.1
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3

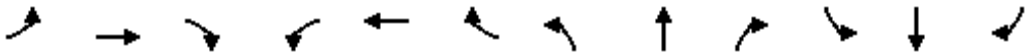
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	0	0	0	2	5	4	866	22	0	0	0
Future Vol, veh/h	18	0	0	0	2	5	4	866	22	0	0	0
Conflicting Peds, #/hr	2	0	5	5	0	2	147	0	120	120	0	147
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	0	0
Mvmt Flow	22	0	0	0	2	6	5	1043	27	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	577	-	-	-	1334	657	147	0	0
Stage 1	147	-	-	-	1187	-	-	-	-
Stage 2	430	-	-	-	147	-	-	-	-
Critical Hdwy	6.4	-	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	-	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	454	0	0	0	155	353	996	-	-
Stage 1	-	0	0	0	264	-	-	-	-
Stage 2	529	0	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	373	-	-	-	116	313	857	-	-
Mov Cap-2 Maneuver	373	-	-	-	116	-	-	-	-
Stage 1	-	-	-	-	231	-	-	-	-
Stage 2	506	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.2	22.8	0
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	857	-	-	373	211
HCM Lane V/C Ratio	0.006	-	-	0.058	0.04
HCM Control Delay (s)	9.2	0	-	15.2	22.8
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	11	763	0	0	9	0	763	13	0	0	0
Future Volume (vph)	26	11	763	0	0	9	0	763	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	4.0			4.0		6.3				
Lane Util. Factor		1.00	1.00			1.00		0.91				
Frpb, ped/bikes		1.00	0.97			0.99		1.00				
Flpb, ped/bikes		1.00	1.00			1.00		1.00				
Frt		1.00	0.85			0.86		1.00				
Flt Protected		0.97	1.00			1.00		1.00				
Satd. Flow (prot)		1833	1488			1081		4903				
Flt Permitted		0.97	1.00			1.00		1.00				
Satd. Flow (perm)		1833	1488			1081		4903				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	29	12	848	0	0	10	0	848	14	0	0	0
RTOR Reduction (vph)	0	39	0	0	0	9	0	0	0	0	0	0
Lane Group Flow (vph)	0	2	848	0	0	1	0	862	0	0	0	0
Confl. Peds. (#/hr)	1		26	26		1	162		85	85		162
Confl. Bikes (#/hr)									18			7
Heavy Vehicles (%)	0%	0%	5%	0%	0%	50%	0%	5%	8%	0%	0%	0%
Turn Type	Perm	NA	Free			Perm		NA				
Protected Phases		4						2				
Permitted Phases	4		Free			8						
Actuated Green, G (s)		4.2	110.0			6.5		93.2				
Effective Green, g (s)		4.2	110.0			6.5		93.2				
Actuated g/C Ratio		0.04	1.00			0.06		0.85				
Clearance Time (s)		6.3				4.0		6.3				
Vehicle Extension (s)		2.5				2.5		1.0				
Lane Grp Cap (vph)		69	1488			63		4154				
v/s Ratio Prot								0.18				
v/s Ratio Perm		0.00	c0.57			0.00						
v/c Ratio		0.02	0.57			0.01		0.21				
Uniform Delay, d1		50.9	0.0			48.7		1.6				
Progression Factor		1.00	1.00			1.00		1.00				
Incremental Delay, d2		0.1	1.6			0.0		0.1				
Delay (s)		51.0	1.6			48.8		1.7				
Level of Service		D	A			D		A				
Approach Delay (s)		3.9			48.8			1.7			0.0	
Approach LOS		A			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	3.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.9
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Appendix H:
Build-Out Synchro Reports

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	212	710	1006	0	0	1109
Future Volume (vph)	212	710	1006	0	0	1109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	0.97	0.88	0.95			0.91
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3242	2733	3574			5036
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3242	2733	3574			5036
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	228	763	1082	0	0	1192
RTOR Reduction (vph)	0	124	0	0	0	0
Lane Group Flow (vph)	228	639	1082	0	0	1192
Confl. Peds. (#/hr)		28		37	37	
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	8%	4%	1%	0%	0%	3%
Turn Type	Prot	Prot	NA			NA
Protected Phases	7	5	6			2
Permitted Phases						
Actuated Green, G (s)	35.7	35.7	92.3			92.3
Effective Green, g (s)	35.7	35.7	92.3			92.3
Actuated g/C Ratio	0.26	0.26	0.66			0.66
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	2.5	2.5	1.0			1.0
Lane Grp Cap (vph)	826	696	2356			3320
v/s Ratio Prot	0.07	c0.23	c0.30			0.24
v/s Ratio Perm						
v/c Ratio	0.28	0.92	0.46			0.36
Uniform Delay, d1	41.8	50.7	11.7			10.6
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	16.9	0.1			0.3
Delay (s)	41.9	67.6	11.7			10.9
Level of Service	D	E	B			B
Approach Delay (s)	61.7		11.7			10.9
Approach LOS	E		B			B

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	5	0	0	7	14	20	998	6	0	0	0
Future Vol, veh/h	13	5	0	0	7	14	20	998	6	0	0	0
Conflicting Peds, #/hr	13	0	10	10	0	13	90	0	57	57	0	90
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	15	6	0	0	8	16	22	1121	7	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	599	1319	-	-	1316	634	90	0	0
Stage 1	90	90	-	-	1226	-	-	-	-
Stage 2	509	1229	-	-	90	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	441	158	0	0	159	365	1057	-	-
Stage 1	-	-	0	0	253	-	-	-	-
Stage 2	475	252	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	350	128	-	-	129	345	966	-	-
Mov Cap-2 Maneuver	350	128	-	-	129	-	-	-	-
Stage 1	-	-	-	-	225	-	-	-	-
Stage 2	411	224	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	21.7	23.2	0.4
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	966	-	-	236	221
HCM Lane V/C Ratio	0.023	-	-	0.086	0.107
HCM Control Delay (s)	8.8	0.2	-	21.7	23.2
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.4

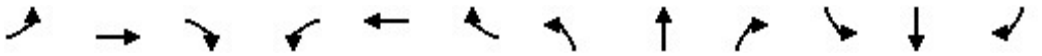
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	0	0	0	1	24	10	1002	24	0	0	0
Future Vol, veh/h	37	0	0	0	1	24	10	1002	24	0	0	0
Conflicting Peds, #/hr	2	0	5	5	0	2	147	0	120	120	0	147
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	0	0
Mvmt Flow	45	0	0	0	1	29	12	1207	29	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	656	-	-	-	1513	740	147	0	0
Stage 1	147	-	-	-	1366	-	-	-	-
Stage 2	509	-	-	-	147	-	-	-	-
Critical Hdwy	6.4	-	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	-	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	409	0	0	0	121	312	996	-	-
Stage 1	-	0	0	0	217	-	-	-	-
Stage 2	475	0	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	301	-	-	-	88	276	857	-	-
Mov Cap-2 Maneuver	301	-	-	-	88	-	-	-	-
Stage 1	-	-	-	-	184	-	-	-	-
Stage 2	403	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	19	21.1	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	857	-	-	301	254
HCM Lane V/C Ratio	0.014	-	-	0.148	0.119
HCM Control Delay (s)	9.3	0.1	-	19	21.1
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.5	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	6	657	0	0	2	0	889	13	0	0	0
Future Volume (vph)	10	6	657	0	0	2	0	889	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	4.0			6.3		6.3				
Lane Util. Factor		1.00	1.00			1.00		0.91				
Frpb, ped/bikes		1.00	0.97			0.99		1.00				
Flpb, ped/bikes		1.00	1.00			1.00		1.00				
Frt		1.00	0.85			0.86		1.00				
Flt Protected		0.97	1.00			1.00		1.00				
Satd. Flow (prot)		1842	1488			1081		4910				
Flt Permitted		0.97	1.00			1.00		1.00				
Satd. Flow (perm)		1842	1488			1081		4910				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	7	730	0	0	2	0	988	14	0	0	0
RTOR Reduction (vph)	0	17	0	0	0	2	0	0	0	0	0	0
Lane Group Flow (vph)	0	1	730	0	0	0	0	1002	0	0	0	0
Confl. Peds. (#/hr)	1		26	26		1	162		85	85		162
Confl. Bikes (#/hr)									18			7
Heavy Vehicles (%)	0%	0%	5%	0%	0%	50%	0%	5%	8%	0%	0%	0%
Turn Type	Perm	NA	Free			Perm		NA				
Protected Phases		4						2				
Permitted Phases	4		Free			8						
Actuated Green, G (s)		2.8	100.0			2.8		84.6				
Effective Green, g (s)		2.8	100.0			2.8		84.6				
Actuated g/C Ratio		0.03	1.00			0.03		0.85				
Clearance Time (s)		6.3				6.3		6.3				
Vehicle Extension (s)		2.5				1.0		1.0				
Lane Grp Cap (vph)		51	1488			30		4153				
v/s Ratio Prot								0.20				
v/s Ratio Perm		0.00	c0.49			0.00						
v/c Ratio		0.01	0.49			0.00		0.24				
Uniform Delay, d1		47.3	0.0			47.2		1.5				
Progression Factor		1.00	1.00			1.00		1.00				
Incremental Delay, d2		0.1	1.2			0.0		0.1				
Delay (s)		47.3	1.2			47.3		1.6				
Level of Service		D	A			D		A				
Approach Delay (s)		2.3			47.3			1.6			0.0	
Approach LOS		A			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	2.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	254	575	744	0	0	1485
Future Volume (vph)	254	575	744	0	0	1485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	0.97	0.88	0.95			0.91
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3242	2733	3574			5036
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3242	2733	3574			5036
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	273	618	800	0	0	1597
RTOR Reduction (vph)	0	164	0	0	0	0
Lane Group Flow (vph)	273	454	800	0	0	1597
Confl. Peds. (#/hr)		28		37	37	
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	8%	4%	1%	0%	0%	3%
Turn Type	Prot	Prot	NA			NA
Protected Phases	7	5	6			2
Permitted Phases						
Actuated Green, G (s)	21.3	21.3	66.7			66.7
Effective Green, g (s)	21.3	21.3	66.7			66.7
Actuated g/C Ratio	0.21	0.21	0.67			0.67
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	2.5	2.5	1.0			1.0
Lane Grp Cap (vph)	690	582	2383			3359
v/s Ratio Prot	0.08	c0.17	0.22			c0.32
v/s Ratio Perm						
v/c Ratio	0.40	0.78	0.34			0.48
Uniform Delay, d1	33.8	37.1	7.1			8.1
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.3	6.5	0.0			0.5
Delay (s)	34.1	43.6	7.2			8.6
Level of Service	C	D	A			A
Approach Delay (s)	40.7		7.2			8.6
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	13	0	0	12	25	13	866	18	0	0	0
Future Vol, veh/h	18	13	0	0	12	25	13	866	18	0	0	0
Conflicting Peds, #/hr	13	0	10	10	0	13	90	0	57	57	0	90
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	20	15	0	0	13	28	15	973	20	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	529	1170	-	-	1160	567	90	0	0
Stage 1	90	90	-	-	1070	-	-	-	-
Stage 2	439	1080	-	-	90	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	483	195	0	0	197	404	1057	-	-
Stage 1	-	-	0	0	300	-	-	-	-
Stage 2	523	297	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	373	163	-	-	164	382	966	-	-
Mov Cap-2 Maneuver	373	163	-	-	164	-	-	-	-
Stage 1	-	-	-	-	274	-	-	-	-
Stage 2	445	271	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	22.4	21	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	966	-	-	242	267
HCM Lane V/C Ratio	0.015	-	-	0.144	0.156
HCM Control Delay (s)	8.8	0.1	-	22.4	21
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5

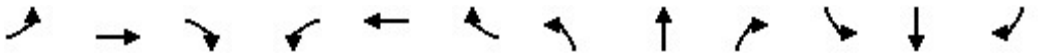
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	0	0	0	5	16	4	875	22	0	0	0
Future Vol, veh/h	50	0	0	0	5	16	4	875	22	0	0	0
Conflicting Peds, #/hr	2	0	5	5	0	2	147	0	120	120	0	147
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	0	0
Mvmt Flow	60	0	0	0	6	19	5	1054	27	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	584	-	-	-	1345	663	147	0	0
Stage 1	147	-	-	-	1198	-	-	-	-
Stage 2	437	-	-	-	147	-	-	-	-
Critical Hdwy	6.4	-	-	-	6.5	7.1	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	-	-	-	4	3.9	3.1	-	-
Pot Cap-1 Maneuver	449	0	0	0	153	350	996	-	-
Stage 1	-	0	0	0	261	-	-	-	-
Stage 2	524	0	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	343	-	-	-	115	310	857	-	-
Mov Cap-2 Maneuver	343	-	-	-	115	-	-	-	-
Stage 1	-	-	-	-	228	-	-	-	-
Stage 2	471	-	-	-	-	-	-	-	-

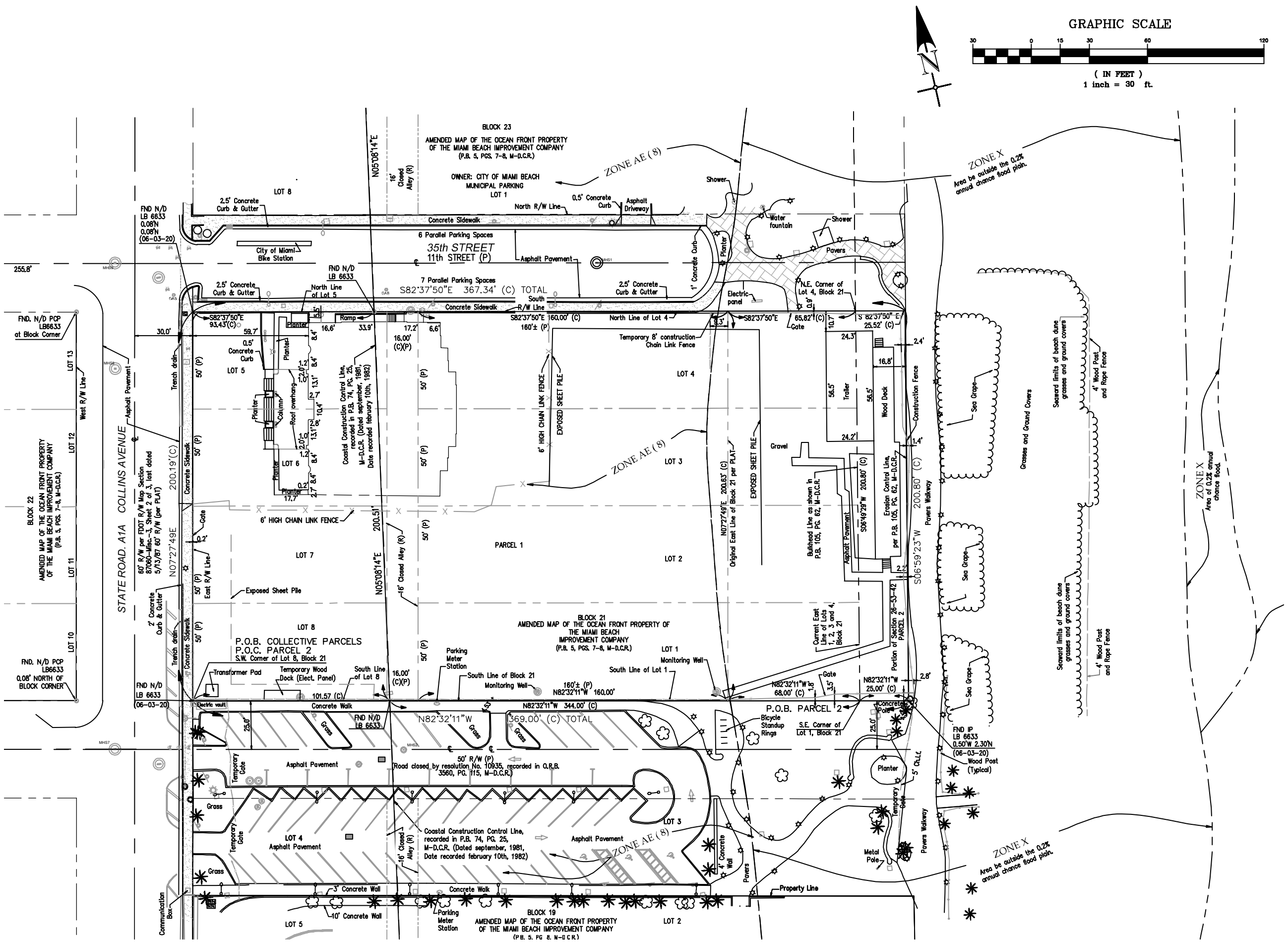
Approach	EB	WB	NB
HCM Control Delay, s	17.7	23.4	0
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	857	-	-	343	221
HCM Lane V/C Ratio	0.006	-	-	0.176	0.114
HCM Control Delay (s)	9.2	0	-	17.7	23.4
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.6	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	11	770	0	0	9	0	772	13	0	0	0
Future Volume (vph)	26	11	770	0	0	9	0	772	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	4.0			4.0		6.3				
Lane Util. Factor		1.00	1.00			1.00		0.91				
Frpb, ped/bikes		1.00	0.97			0.99		1.00				
Flpb, ped/bikes		1.00	1.00			1.00		1.00				
Frt		1.00	0.85			0.86		1.00				
Flt Protected		0.97	1.00			1.00		1.00				
Satd. Flow (prot)		1833	1488			1081		4904				
Flt Permitted		0.97	1.00			1.00		1.00				
Satd. Flow (perm)		1833	1488			1081		4904				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	29	12	856	0	0	10	0	858	14	0	0	0
RTOR Reduction (vph)	0	39	0	0	0	9	0	0	0	0	0	0
Lane Group Flow (vph)	0	2	856	0	0	1	0	872	0	0	0	0
Confl. Peds. (#/hr)	1		26	26		1	162		85	85		162
Confl. Bikes (#/hr)									18			7
Heavy Vehicles (%)	0%	0%	5%	0%	0%	50%	0%	5%	8%	0%	0%	0%
Turn Type	Perm	NA	Free			Perm		NA				
Protected Phases		4						2				
Permitted Phases	4		Free			8						
Actuated Green, G (s)		4.2	110.0			6.5		93.2				
Effective Green, g (s)		4.2	110.0			6.5		93.2				
Actuated g/C Ratio		0.04	1.00			0.06		0.85				
Clearance Time (s)		6.3				4.0		6.3				
Vehicle Extension (s)		2.5				2.5		1.0				
Lane Grp Cap (vph)		69	1488			63		4155				
v/s Ratio Prot								0.18				
v/s Ratio Perm		0.00	c0.58			0.00						
v/c Ratio		0.02	0.58			0.01		0.21				
Uniform Delay, d1		50.9	0.0			48.7		1.6				
Progression Factor		1.00	1.00			1.00		1.00				
Incremental Delay, d2		0.1	1.6			0.0		0.1				
Delay (s)		51.0	1.6			48.8		1.7				
Level of Service		D	A			D		A				
Approach Delay (s)		3.9			48.8			1.7			0.0	
Approach LOS		A			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.9
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



LOCATION MAP
(NOT TO SCALE)

LEGEND

- CATCH BASIN
- CATCH BASIN TYPE F
- CURB INLET
- CLEANOUT
- VALVE ASSEMBLY
- LIGHT POLES
- FIRE DEPARTMENT CONNECTION
- MASTER PARKING TICKET BOX
- MAIL DROP BOX
- GAS METER
- STORM DRAINAGE MANHOLE
- ELECTRIC MANHOLE
- SANITARY SEWER MANHOLE
- GREASE TRAP MANHOLE
- METAL LIGHT POLE
- STREET METAL LIGHT POLE
- BOLLARD WITH PEDESTRIAN LIGHT
- SIGN
- UTILITY MARKER
- UNKNOWN VALVE BOX
- WATER VALVE BOX
- WATER VALVE
- WIRE PULL BOX
- HANDICAP PARKING
- SPOT ELEVATION

BOUNDARY SURVEY ABBREVIATIONS

M-D.C.R.	MIAMI-DADE COUNTY RECORDS
O.R.	OFFICIAL RECORDS
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
LB	LICENSED BUSINESS
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
C.C.C.L.	COASTAL CONSTRUCTION CONTROL LINE
FND	FOUND
ID	IDENTIFICATION
IP	IRON PIPE
IRC	IRON ROD AND CAP
N/D	NAIL AND DISC
PCP	PERMANENT CONTROL POINT
NAVD88	NORTH AMERICAN VERTICAL DATUM OF 1988
NGVD29	NATIONAL GEODETIC VERTICAL DATUM OF 1929
SR	STATE ROAD
R/W	RIGHT OF WAY
ELEV.	ELEVATION
℄	CENTERLINE
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
(MAP)	PER FDOT R/W MAP SECTION 87060-MISC.-3
(P)	DATA SHOWN ON PLAT
(C)	CALCULATED BASED ON FIELD SURVEY AND PLAT DATA
DEPT.	DEPARTMENT

SURVEYOR'S NOTES

1. THE LOTS SHOWN HEREON ARE BASED UPON THE PLAT OF MIAMI BEACH IMPROVEMENT COMPANY'S SUBDIVISION, AS RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAM-DADE COUNTY, FLORIDA.
2. THIS SURVEY MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1"=30'.
3. AREA PARCEL 1 = 1.5780 ACRES (68,736 SQUARE FEET) MORE OR LESS.
   AREA PARCEL 2 = 0.1165 ACRES (5,076 SQUARE FEET) MORE OR LESS
   TOTAL AREA (PARCELS 1 AND 2) = 1.6945 ACRES (73,812 SQUARE FEET) MORE OR LESS.
4. THIS SURVEY IS LIMITED TO THE LOCATION OF ABOVE GROUND IMPROVEMENTS ONLY. SUBSURFACE UTILITIES, FOUNDATIONS AND ENCROACHMENTS WERE NOT LOCATED AND ARE NOT SHOWN HEREON. THIS SITE COULD HAVE UNDERGROUND INSTALLATIONS THAT ARE NOT SHOWN HEREON. BEFORE DESIGN, CONSTRUCTION OR EXCAVATION, CONTACT SUNSHINE STATE ONE CALL OF FLORIDA (1-800-432-4770) AND THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION OF UTILITIES.
5. THE LOCATION OF THE COASTAL CONSTRUCTION CONTROL LINE (C.C.C.L) SHOWN HEREON ARE BASED ON INFORMATION OBTAINED FROM THE MIAMI-DADE COUNTY DEPARTMENT OF NATURAL PROTECTION AND RECORDED IN MISCELLANEOUS PLAT BOOK 74, PAGE 25, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, DATED SEPTEMBER 1981, RECORDED FEBRUARY 10TH, 1982. SEE SHEET 6 OF 10. POINT OF ORIGIN OF LINE IS P.R.M. 87-78-A-1.
6. THE LOCATION OF THE EROSION CONTROL LINE AND BULKHEAD LINE WERE CALCULATED BASED ON DATA SHOWN IN PLAT MAP ENTITLED ESTABLISHMENT OF EROSION CONTROL LINE, RECORDED IN PLAT BOOK 105, PAGE 62, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
7. BEARINGS SHOWN HEREON ARE BASED ON A BEARING OF NORTH 07° 27' 49" EAST, ALONG THE WEST LINE OF BLOCK 21, OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. BEARINGS ARE RELATIVE TO THE FLORIDA STATE PLANE COORDINATES SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983/90, BASED ON REAL TIME KINEMATICS GPS OBSERVATIONS.

CONTINUATION SURVEYOR'S NOTES

8. DISTANCES DENOTED AS (P) PLAT, REPRESENT MEASUREMENTS DERIVED FROM THE FOLLOWING PLAT OF RECORD: MIAMI BEACH IMPROVEMENT COMPANY'S SUBDIVISION, PLAT BOOK 5, PAGES 7&8 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
9. HORIZONTAL CONTROL WAS VERIFIED BY TRAVERSE CLOSURES EXCEEDING 1 FOOT IN 10,000 FEET.
10. BUILDING DIMENSIONS WERE MEASURED AT GROUND LEVEL AND ARE OVERALL. BUILDING TIES ARE TO THE EXTERIOR WALLS ARCHITECTURAL DETAILS MAY NOT BE SHOWN.
11. THE SYMBOLS REFLECTED IN THE LEGEND AND ON THIS SURVEY MAY HAVE BEEN ENLARGED FOR CLARITY. THE SYMBOLS HAVE BEEN PLOTTED AT THE CENTER OF THE FIELD LOCATION AND MAY NOT REPRESENT THE ACTUAL SHAPE OF THE FEATURE IT REPRESENTS.
12. THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF THE SURVEY ON THE DATES INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITIONS EXISTING AT THE TIME OF SURVEY.
13. PORTIONS OF THE PROPERTY SHOWN HEREON ARE LOCATED WITHIN THE FOLLOWING FLOOD ZONES: ZONE AE (ELEV. 8 NGVD29) AND ZONE X AS SHOWN ON FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 12086C0336 L, COMMUNITY NUMBER 120635, MIAMI-DADE COUNTY UNINCORPORATED AREAS. EFFECTIVE DATE SEPTEMBER 11, 2009.
14. PROPERTY ADDRESS: 3425 COLLINS AVENUE, MIAMI BEACH, FL 33140. MIAMI-DADE COUNTY PROPERTY APPRAISER FOLIO NUMBER: 02-3226-001-1440
15. THE ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NATIONAL GEODETIC VERTICAL DATUM (NGVD29). ELEVATIONS ARE BASED ON A NATIONAL GEODETIC SURVEY VERTICAL CONTROL POINT DESIGNATION B-313 AND PID AC2265, THE SAME BEING A BRASS DISK STAMPED "B 313 1970" SET ON TOP OF CONCRETE RAMP DIRECTLY OVER A CATCH BASIN LOCATED AT THE SOUTHEAST CORNER OF COLLINS AVENUE AND 36TH STREET, 81.7 FEET SOUTH OF THE CURB OF 36TH STREET AND 57.8 FEET EAST OF THE EAST CURB OF COLLINS AVENUE, ELEVATION 4.33 FEET (NGVD29).
16. PROPERTY CORNERS WERE NOT RECOVERED AT THE TIME OF THE UPDATE (REV. 2) BECAUSE THE SITE IS IN ACTIVE CONSTRUCTION.

CERTIFIED TO:

1- BANK OZK, AND ITS SUCCESSORS AND ASSIGNS

2- 3425 COLLINS, LLC, A DELAWARE LIMITED LIABILITY COMPANY

3- OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

4- KENSINGTON VANGUARD NATIONAL LAND SERVICES, LLC

LEGAL DESCRIPTION

FORMER VERSAILLES HOTEL CONDOMINIUM

PARCEL 1

PER GENERAL WARRANTY DEED, RECORDED IN OFFICIAL RECORDS BOOK 28768, PAGE 1588, OF THE OFFICIAL RECORDS OF MIAMI-DADE COUNTY, FLORIDA:

LOTS 1 THROUGH 8, INCLUSIVE, AND THE 16.00 FOOT ALLEY, ALL IN BLOCK 21, OF AMENDED MAP OF THE OCEAN FRONT PROPERTY OF MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, AT PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 2

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE SOUTH 82° 32' 11" E, ALONG THE SOUTH LINE OF LOTS 8 AND 1 OF SAID BLOCK 21, A DISTANCE OF 344.00 FEET TO THE EXISTING SOUTHEAST CORNER OF SAID LOT 1, BLOCK 21;

THENCE NORTH 06° 49' 29" EAST, ALONG THE EXISTING EAST LINE OF LOTS 1, 2, 3 AND 4 OF SAID BLOCK 21 AND ALSO ALONG THE BULKHEAD LINE, AS SHOWN IN THE PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, A DISTANCE OF 200.72 FEET TO THE EXISTING NORTHEAST CORNER OF SAID LOT 4;

THENCE SOUTH 82° 37' 50" EAST, ALONG THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 4, BLOCK 21, A DISTANCE OF 25.57 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN SAID PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE";

THENCE SOUTH 06° 59' 23" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.80 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 32' 11" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1, BLOCK 21 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

PARCELS 1 AND 2 COLLECTIVELY ALSO DESCRIBED AS FOLLOWS:

A PARCEL OF LAND BEING A PORTION OF SECTION 26, TOWNSHIP 53 SOUTH, RANGE 42 EAST, LYING WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF LOT 8, BLOCK 21 OF THE AMENDED MAP OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGES 7 AND 8, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THENCE NORTH 07° 27' 49" EAST, ALONG THE WEST LINE OF LOTS 8, 7, 6 AND 5 OF SAID BLOCK 21, A DISTANCE OF 200.19 FEET TO THE NORTHWEST CORNER OF SAID LOT 5, BLOCK 21;

THENCE THENCE SOUTH 82° 37' 50" EAST, ALONG THE NORTH LINE OF LOTS 5 AND 4, OF SAID BLOCK 21 AND ALONG THE EASTERLY EXTENSION OF SAID LOT 4, A DISTANCE OF 367.34 FEET TO A POINT ON THE EROSION CONTROL LINE, AS SHOWN IN PLAT MAP ENTITLED "ESTABLISHMENT OF EROSION CONTROL LINE", AS RECORDED IN PLAT BOOK 105, PAGE 62 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA;

THENCE SOUTH 06° 59' 23" WEST, ALONG SAID EROSION CONTROL LINE, A DISTANCE OF 200.80 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1, BLOCK 21;

THENCE NORTH 82° 32' 11" WEST, ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 AND ALONG THE SOUTH LINE OF SAID LOTS 1 AND 8, BLOCK 21 A DISTANCE OF 369.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE WITHIN THE CITY OF MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA.

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State of F.L. Certificate of Authorization: 30301 / LB7388

REV	DATE	DRAWN BY	DESCRIPTION
1	11/14/18	JP	UPDATE TO SHOW IMPROVEMENTS.
2	06/26/19	JP	UPDATE TO SHOW IMPROVEMENTS.
3	04/17/20	ALR	REVISED TO ADD CERTIFIED TO ONLY.
4	06/03/20	JP	UPDATE SURVEY.

Aimara Diaz La Rosa
Digitally signed by Aimara Diaz La Rosa
Date: 2020.09.02 15:42:41 -04'00'

AIMARA DIAZ LA ROSA
FLORIDA PROFESSIONAL SURVEYOR & MAPPER - LICENSE NUMBER: LS6796

3425 COLLINS AVENUE, MIAMI BEACH, FL 33140

FOR

VERSAILLES

LOTS 1 THU 8
AND ALL OF
16 FOOT ALLEY
BLOCK 21
PLAT BOOK 5
PAGES 7 AND 8

MIAMI-DADE COUNTY
FLORIDA

MIAMI OFFICE
8290 NW 64th Street
Miami, FL 33166
Phone: 305.597.9701
Fax: 305.597.9702

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	11/14/2018	JP	ADR

PROJECT NUMBER: 19001936A
DRAWING NAME: 2706_VERSAILLES UPDATED BNDY-R10- NO ELEVATIONS

SHEET TITLE:
BOUNDARY AND TOPOGRAPHIC SURVEY

SHEET NUMBER: