

MEMORANDUM

To: Otniel Rodriguez
City of Miami Beach

Cc: Grant Webster
City of Miami Beach

Govardhan Muthyalagari, P.E., PTOE
HNTB, Inc.

From: Cory D. Dorman, P.E., PTOE 

Date: May 31, 2024

**Subject: Club M2 Miami – 1235 Washing Avenue (PB24-0656 & TRN24-0002)
Response to Additional Traffic Assessment Methodology Comments**

We have received additional comments provided by the City of Miami Beach's Transportation Department received May 21, 2024. We offer the following responses to the outstanding comments:

5. Page 3, Valet Operations Analysis – Please evaluate the ability to perform U-turns at both the 17th Street and at 12th Street intersections along Washington Avenue as part of the valet pick-up route.

Response: Note that the indicated valet drop-off and pick-up routes were confirmed by the applicant. Furthermore, based on the Florida Department of Transportation (FDOT) Median Handbook, "Small or intermediate vehicles can complete a U-turn on a 4-lane divided roadway having curbs and gutters and a 6 ft median traffic separator nose" and that "...a very high percentage of the automobile fleet is intermediate and smaller than the "P" design vehicle". Although a 6-foot traffic separator nose is not provided for the northbound U-turn movement at the intersection of Washington Avenue and 17th Street, approximately 30 feet is provided from the western edge of the northbound left-turn lane and the face of the curb along the west side of Washington Avenue. Therefore, U-turns are expected to be accommodated at this movement. Additionally, at the intersection of Washington Avenue and 12th Street, approximately 38 feet is provided from the eastern edge of the shared southbound left/through lane and the western edge of the on-street parking along the east side of Washington Avenue. Therefore, U-turns are expected to be accommodated at this movement.

City of Miami Beach Follow-up Comment: Please provide Auto-turn analysis to be able to perform U-turn at the intersection of Washington/17th Street. In addition, please confirm that adequate parking exists at valet parking area located at 1667 Washington Avenue.

Follow-up Response: As previously indicated, based on the FDOT Median Handbook, “Small or intermediate vehicles can complete a U-turn on a 4-lane divided roadway having curbs and gutters and a 6 ft median traffic separator nose” and that “...a very high percentage of the automobile fleet is intermediate and smaller than the “P” design vehicle”. Therefore, a maneuverability/AutoTurn analysis utilizing a passenger (P) design vehicle would not represent expected field conditions. Nonetheless, the valet pick-up route was modified to provide a conservative analysis. The updated valet pick-up route assumes that valet attendants will travel northbound along Washington Avenue, eastbound along 17th Street, southbound along James Avenue, westbound along Lincoln Road, and southbound along Washington Avenue. Please refer to the updated traffic assessment methodology included in Attachment A-1.

Based on input from the applicant in coordination with the valet operator, the valet parking area located at 1667 Washington Avenue provides excess capacity. Detailed valet demand and valet parking supply data will be presented in the valet operations analysis conducted as part of the traffic assessment.

We trust that this response adequately addresses the comment provided. Please contact us if you have any questions.

K:\FTL_TPTO\243020000-M2 Nightclub\correspondence\memo\05 31 2024 M2 Nightclub Response to Additional Traffic Assessment Methodology Comments.docx

Attachment A-1
Updated Traffic Assessment Methodology



MEMORANDUM

To: Otniel Rodriguez
City of Miami Beach

Cc: Grant Webster
City of Miami Beach

From: Cory D. Dorman, P.E., PTOE 

Date: May 31, 2024

**Subject: Club M2 Miami – 1235 Washington Ave (PB24-0656 & TRN24-0002)
Miami Beach, Florida
Traffic Assessment Methodology**

The purpose of this memorandum is to summarize the traffic assessment methodology for the proposed increase in occupancy of Club M2 Miami located at 1235 Washington Avenue in Miami Beach, Florida. The applicant is proposing to increase the current maximum occupancy of the existing night club from 1,466 persons to 2,471 persons. In addition to maintaining the existing nightclub operations with the proposed increased occupancy, the applicant is also proposing to introduce ticketed events with fixed event times. Note that the hours of operation of the nightclub are 10:00 P.M. until 5:00 A.M. and ticketed events will not begin prior to the normal hours of operation of the nightclub. Further note that on-site parking is not provided, however, public parking facilities are provided within the vicinity of the site and valet service is provided utilizing three (3) on-street parking spaces located along the east side of Washington Avenue, north of 12th Street. Patrons are expected to travel to/from the site by private vehicle (utilizing public parking in the surrounding area or the provided valet service), by walking/using transit, or by taxi/rideshare. A location map, public parking facilities exhibit, plan sheets, and proposed operational plan are provided in Attachment A.

Please note that while the applicant is proposing to increase the maximum allowable occupancy, the building square-footage will not change. Further note that as site demand currently exceeds capacity (allowable occupancy), the proposed increase in occupancy is not expected to increase the site's demand, based on input from the applicant. Nonetheless, the following sections summarize our proposed methodology.

TRIP GENERATION ANALYSIS

A trip generation analysis was conducted to estimate the anticipated increase in vehicular traffic associated with the proposed increase in occupancy. Trip generation calculations were prepared utilizing the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. Note that as the site's proposed hours of operation do not occur during the typical A.M. and P.M. peak hours of adjacent street traffic, in order to estimate the increase in vehicular trips associated with the proposed increase in occupancy, trip generation calculations were prepared for the weekday P.M. peak hour of generator and increased proportionally based on the proposed increase in occupancy. Trip generation calculations were prepared utilizing ITE Land Use Code (LUC) 975 (Drinking Place).

Multimodal Reduction

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the site is located. A multimodal factor of 63.5 percent (63.5%) was determined for the site. However, to provide a conservative analysis and consistent with City of Miami Beach requirements, a multimodal reduction factor of 20.0 percent (20.0%) was applied to the trip generation calculations. It is expected that a portion of patrons and employees will choose to walk, bike, or use public transit to and from the site.

Transit Route Information

One (1) Miami Beach Trolley route and two (2) Miami-Dade County Department of Transportation and Public Works (DTPW) routes currently operate in close proximity (within ½ mile) to the site during the site’s hours of operation. Detailed transit route information is included in Attachment B.

- **Miami Beach Trolley South Beach Loop** operates along Washington Avenue in the vicinity of the project site with the nearest stop located along Washington Avenue at 12th Street. This route operates with approximately 20-minute headways in the northbound/eastbound and southbound/westbound directions during a portion of the site’s hours of operation.
- **Miami-Dade DTPW Route 14** operates along Washington Avenue in the vicinity of the project site with the nearest stop located along Washington Avenue just north of 13th Street. This route operates with approximately 30-minute headways in the northbound and southbound directions during a portion of the site’s hours of operation.
- **Miami-Dade DTPW Route 100** operates along Washington Avenue in the vicinity of the project site with the nearest stop located along Washington Avenue just north of 13th Street. This route operates with approximately 7.5 to 30-minute headways in the northbound and southbound directions and operates 24 hours a day.

Net New Vehicle Trips

Table 1 below summarizes the trip generation analysis. As Table 1 indicates, the proposed increase in occupancy is expected to result in 208 net new weekday P.M. peak hour of generator vehicle trips as compared to the current maximum occupancy of the existing nightclub. Detailed trip generation calculations, US Census data, and transit route information are included in Attachment B.

| Table 1: Trip Generation | | | |
|------------------------------------|--------------------|-----------|---------------|
| <i>P.M. Peak Hour of Generator</i> | | | |
| ITE Land Use Code | Scale | Occupancy | Vehicle Trips |
| <i>Current Maximum Occupancy</i> | | | |
| Drinking Place (975) | 24,355 square feet | 1,466 | 302 |
| <i>Proposed Maximum Occupancy</i> | | | |
| Drinking Place (975) | 24,355 square feet | 2,471 | 510 |
| <i>Net New Vehicle Trips</i> | | | |
| Net New Vehicle Trips | | | 208 |

VALET OPERATIONS ANALYSIS

A valet operations queuing analysis will be prepared for the valet drop-off/pick-up area located along Washington Avenue, adjacent to the project site, to ensure that queues do not spill back into the travel lanes along Washington Avenue. Valet parking demand data provided by the applicant will be utilized to determine the arrival/departure volumes for the existing site. In order to conservatively estimate the expected valet arrival/departure volumes associated with ticketed events, the highest (peak) parking demand identified will be assumed to arrive during a one (1) hour period and depart during a one (1) hour period. Additionally, the arrival/departure volumes will be proportionally increased by 68.6 percent (68.6%) based on the proposed increase in maximum occupancy. The valet drop-off route consists of vehicles exiting the valet drop off/pick up area and continuing north on Washington Avenue to the off-site valet parking area located at 1667 Washington Avenue. Valet vehicles will travel approximately 0.56 miles from the valet drop-off/pick-up area to the off-site valet parking area. The valet pick-up route consists of vehicles exiting the off-site valet parking area, traveling north on Washington Avenue, making a right-turn at 17th Street, traveling east on 17th Street, making a right-turn at James Avenue, traveling south on James Avenue, making a right-turn on Lincoln Road, traveling west on Lincoln Road, making left-turn on Washington Avenue, traveling south on Washington Avenue, making a U-turn at 12th Street, and entering the valet drop-off/pick-up area located along the east side of Washington Avenue, adjacent to the project site. Valet vehicles will travel approximately 0.86 miles from the off-site valet parking area to the valet drop-off/pick-up area. A valet routing exhibit is provided in Attachment C.

The valet operations queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. The valet operations analysis will be prepared for the highest one (1) hour arrival period and the highest one (1) hour departure period.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies will be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures promote bicycling and walking, encourage car/vanpooling, and offer alternatives to the typical workday hours.

DOCUMENTATION

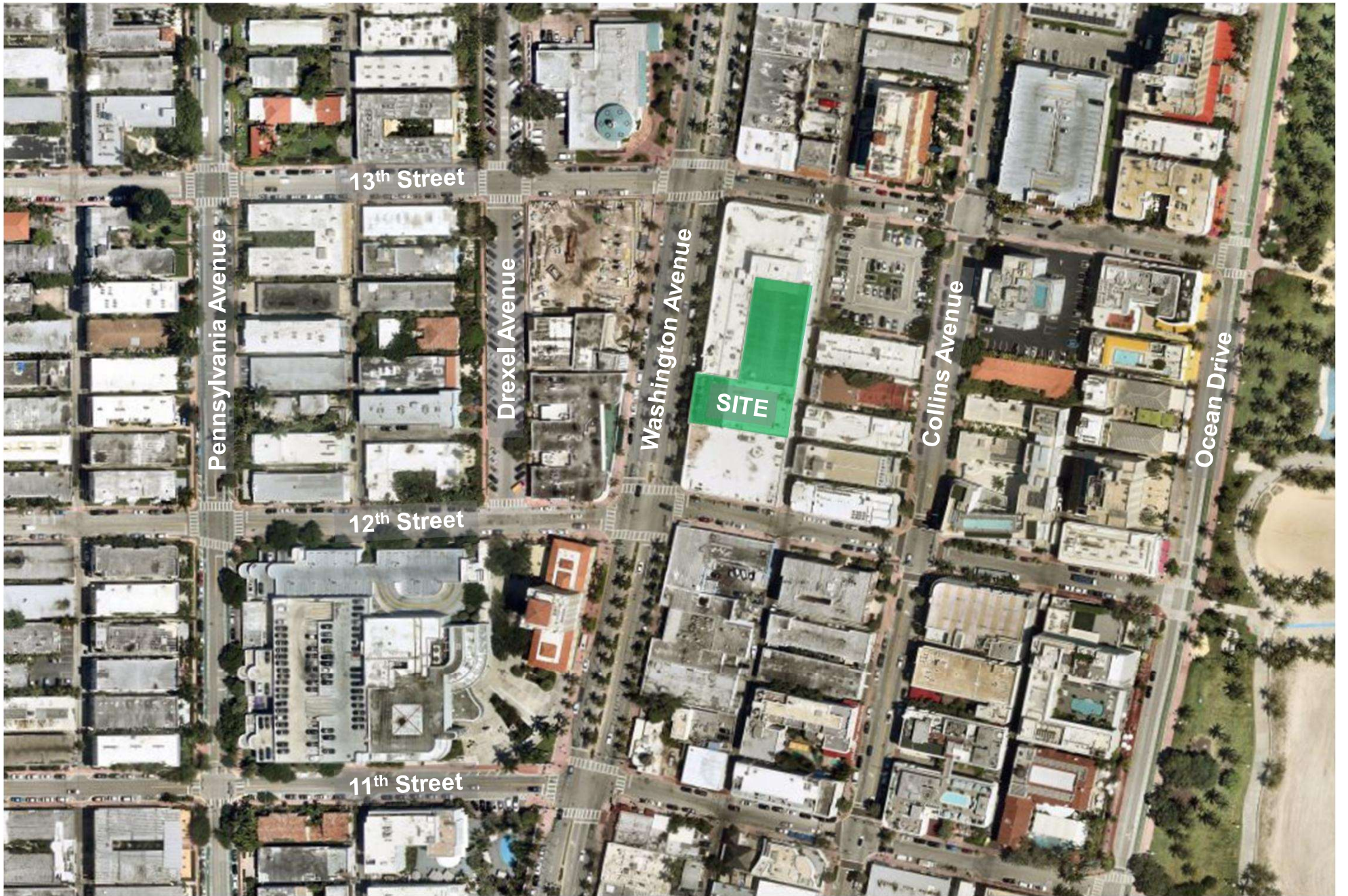
The results of the traffic assessment will be summarized in a technical letter. The letter will include graphics and tabulations necessary to summarize the assumptions and analysis. An electronic copy of the letter will be provided as part of the submittal package.

K:\FTL_TPTO\243020000-M2 Nightclub\correspondence\memo\05 31 2024 M2 Nightclub Traffic Assessment Methodology.docx

Attachment A

Location Map, Public Parking Facilities
Exhibit, Plan Sheets, and
Proposed Operational Plan

Location Map



Public Parking Facilities Exhibit



Legend

- Project Site
- Existing Public Parking Facility
- Existing Public On-Street Parking

Plan Sheets

DRAWING INDEX:

A-1A SITE PLAN & 1ST FLOOR PLAN
 LS-1A LIFE SAFETY PLANS SURVEY

SCOPE OF WORK:

CONDITIONAL USE PERMIT (CUP) TO INCREASE THE OCCUPANT LOAD OF AN EXISTING 24,335 S.F. NIGHTCLUB FROM 1,466 PERSONS TO 2,471 PERSONS. NO INCREASE IN AREA.

APPLICABLE BUILDING CODES:

2023 FLORIDA BUILDING CODE
 2023 FLORIDA BUILDING CODE ACCESSIBILITY
 2023 FLORIDA BUILDING CODE MECHANICAL
 2023 FLORIDA BUILDING CODE PLUMBING
 2023 FLORIDA BUILDING CODE ENERGY CONSERVATION
 2023 FLORIDA BUILDING CODE 1631 PROTOCOLS FOR HIGH-VELOCITY HURRICANE ZONES
 2023 FLORIDA FIRE PREVENTION CODE, 6TH ED.
 NFPA 101 LIFE SAFETY CODE, 2021 ED.
 NFPA 70 NATIONAL ELECTRIC CODE, 2023 ED.

CODE STATEMENT:

TO THE BEST OF THE ARCHITECT/ENGINEER'S KNOWLEDGE, THE DRAWINGS AND SPECIFICATIONS SUBMITTED HEREIN ARE COMPLIANT WITH ALL APPLICABLE CODES AS DETERMINED BY LOCAL AUTHORITY.

BUILDING OCCUPANCY CLASSIFICATION: BUSINESS GROUP B & MERCANTILE GROUP M

BUILDING USE CLASSIFICATION: BUSINESS & MERCANTILE

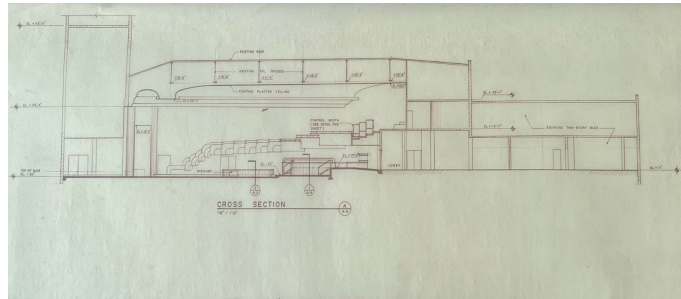
BUILDING CONSTRUCTION CLASSIFICATION: TYPE 1

LEGAL DESCRIPTION:

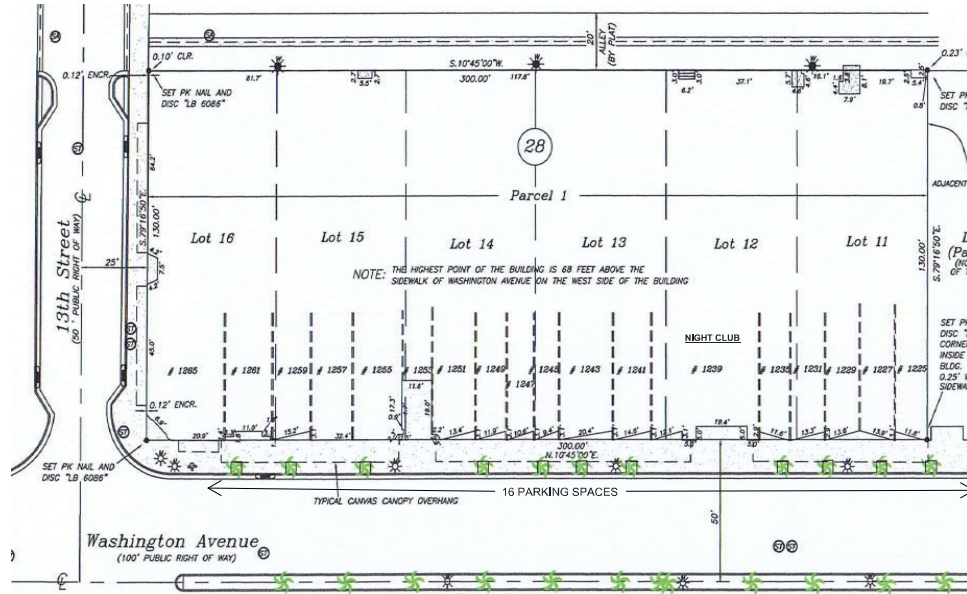
FILE# 02-3224-008-1091
 LOTS 11 THRU 16, BLOCK 28, OCEAN BEACH ADDITION NO. 2, PLOT 4 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FL



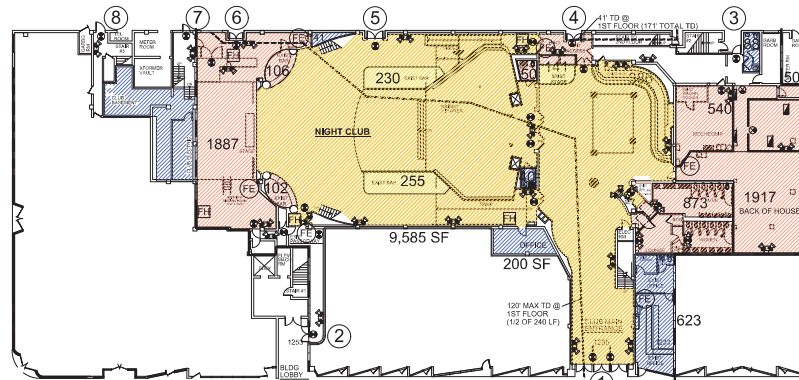
PARKING - ON-STREET



SECTION THRU NIGHTCLUB



SITE PLAN
 SCALE 1/16" = 1'-0"



FIRST FLOOR PLAN
 SCALE: 1/16" = 1'-0"

1ST SUBMITTAL 3-9-24



Giller & Giller, Inc.
 1300 Brickell Road
 Suite 1000
 Miami Beach, Florida 33130
 (305) 673-9911

NIGHT CLUB C.U.P.
 FOR JSC MIAMI ENTERTAINMENT LLC
 1235 WASHINGTON AVE, WASHINGTON AVE
 MIAMI BEACH, FL

ARCHITECTS INTERIOR DESIGNERS CONSTRUCTION MANAGERS

| DATE | REVISION DESCRIPTION |
|------|----------------------|
| | |
| | |
| | |
| | |
| | |

| | |
|------------------|--|
| DATE | |
| SCALE | |
| PROJECT NO. | |
| PROJECT NAME | |
| DATE OF ISSUE | |
| ISSUED BY | |
| APPROVED BY | |
| DATE OF APPROVAL | |

SITE PLAN & 1ST FL. PLAN
 A-1A
 PART 1 OF TOTAL 1 SHEET

EXIT CAPACITY ANALYSIS

| 1ST FLOOR EXIT CALCULATION DETAILS | | | MEZZ FLOOR EXIT CALCULATION DETAILS | | | 2ND FLOOR EXIT CALCULATION DETAILS | | | | | |
|------------------------------------|-----------------|-------------------|-------------------------------------|-----------|-----------------|------------------------------------|-------------|----------|-----------------|------------------|-------------|
| EXIT # | NOM WIDTH | CAPACITY | EXIT # | NOM WIDTH | CAPACITY | EXIT # | NOM WIDTH | CAPACITY | | | |
| ① | 6 DOORS, 7 EACH | 204 INCHES / 0.20 | 120 PERSONS | ① | 48" WIDE STAIRS | 48 INCHES / 0.30 | 160 PERSONS | ⑤ | 44" WIDE STAIRS | 44 INCHES / 0.30 | 147 PERSONS |
| ② | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | ② | 44" WIDE STAIRS | 44 INCHES / 0.30 | 147 PERSONS | | | | 147 PERSONS |
| ③ | 1 DOOR, 7 | 34 INCHES / 0.20 | 170 PERSONS | ③ | 50" WIDE STAIRS | 50 INCHES / 0.30 | 167 PERSONS | | | | |
| ④ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | ④ | 50" WIDE STAIRS | 50 INCHES / 0.30 | 167 PERSONS | | | | |
| ⑤ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑥ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑦ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑧ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑨ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑩ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑪ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑫ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑬ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑭ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑮ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑯ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑰ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑱ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑲ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ⑳ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉑ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉒ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉓ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉔ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉕ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉖ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉗ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉘ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉙ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉚ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉛ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉜ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉝ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉞ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㉟ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊱ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊲ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊳ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊴ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊵ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊶ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊷ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊸ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊹ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊺ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊻ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊼ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊽ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊾ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |
| ㊿ | 2 DOORS, 7 EACH | 68 INCHES / 0.20 | 340 PERSONS | | | | | | | | |

OCCUPANT LOAD AT 2ND FLOOR = 1,635 / 15 = 109 PERSONS OK!!!

OCCUPANT LOAD AT MEZZANINE = 4,157 / 15 = 277 PERSONS OK!!!

OVERALL OCCUPANT LOAD ANALYSIS

- EXIT CAPACITY BY DOORS & CORRIDORS @ 1ST FL ALLOWS FOR 2,550 PERSONS
- OCCUPANT LOAD BY SF ALLOWS FOR 2,471 PERSONS
- 2,550 > 2,471, THEREFORE OCCUPANT LOAD SHALL BE 2,471 PERSONS

MAX OCCUPANT LOAD SHALL BE 2,471 PERSONS

- NORTH MEZZANINE & 2ND FLOOR EXIT ANALYSIS:** OCC LOAD BY SF ALLOWS FOR 1,449/15=97 PERSONS
- DOORS 7 & 8 ALLOW FOR 340 PERSONS
- 340 > 97, THEREFORE OCCUPANT LOAD AT MEZZ & 2ND FLOOR NORTH SHALL BE 97

TRAVEL DISTANCE

- MAX TRAVEL DISTANCE IN AN A-2 OCCUPANCY WITH AUTOMATIC SPRINKLERS IS 250'
- MAX TRAVEL DISTANCE PROVIDED IS 171' (2ND FLOOR TO EXTERIOR DOOR AT EAST)

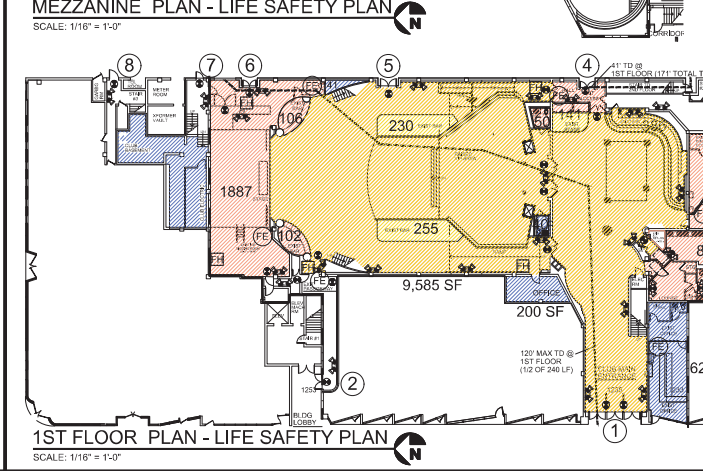
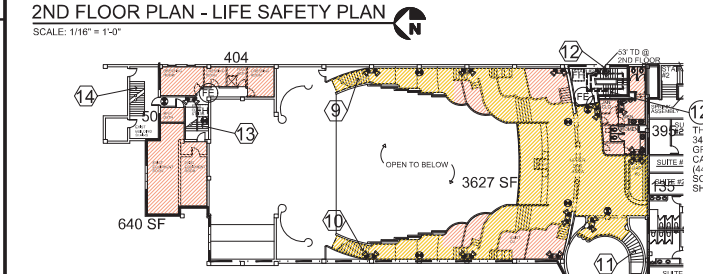
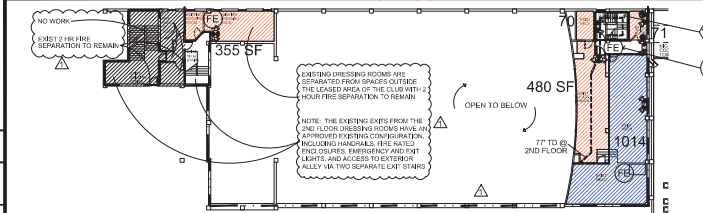
LIFE SAFETY NOTES

- DESIGN SHALL COMPLY WITH THE FLORIDA FIRE PREVENTION CODE 8TH ED
- AUTOMATIC FIRE SPRINKLERS** ARE EXISTING TO REMAIN AT ALL EXISTING LAYOUTS.
- FIRE ALARM SYSTEM** IS EXISTING TO REMAIN AT ALL EXISTING LAYOUTS.
- PORTABLE FIRE EXTINGUISHERS** (AS PER 37.3.5.3) SHALL BE PROVIDED IN ALL ASSEMBLY OCCUPANCIES IN ACCORDANCE WITH 9.7.4.1. (EVERY 75', MIN - SEE PLAN FOR LOCATIONS)
- EXISTING EMERGENCY LIGHTING AND EXIT LIGHTS** SHALL REMAIN, SEE PLAN FOR LOCATIONS THERE SHALL BE NO CHANGES OF **FLOOR ELEVATION** GREATER THAN 1/2", ALL FLOORING SHALL SLIP RESISTANT
- ALL INTERIOR FURNISHINGS & FINISHES** SHALL COMPLY WITH THE FFPC 7TH ED 101-10.2, CHAP 10; TABLE A.10.2.2; AND FBCB TABLE 803.11 & 805 - CLASS "A" OR CLASS "B" (BLDG IS FULLY SPRINKLERED SO CLASS "B" FINISHES AT THE EXIT COMPONENTS ARE ALLOWED)
- THE RATING OF ANY EXISTING SURROUNDING DEMISING WALLS SHALL BE MAINTAINED AS A 2 HOUR FIRE RATED WALL, IN COMPLIANCE WITH THE FFPC 7TH ED TABLES 6.1.14.4.1(A)(B)
- THE FRONT ENTRY DOORS (#1) SHALL BE FREE SWINGING, HAVE A KEY OPERATED LOCK ON BOTH SIDES AND SHALL HAVE A SIGN POSTED AT DOORS THAT THEY SHALL REMAIN UNLOCKED DURING BUSINESS HOURS. SIGN COPY SHALL READ, "THESE DOORS SHALL REMAIN UNLOCKED DURING BUSINESS HOURS".
- ALL OTHER EXIT DOORS (#2 THROUGH #8) HAVE PANIC DEVICES AND SHALL REMAIN

NET SF & OCCUPANT LOAD OVERVIEW (PER FFPC 14.8.1.2)

| | NET SF & OCCUPANT LOAD OVERVIEW (PER FFPC 14.8.1.2) | | | | | | | | | | | | |
|-----------------------|---|--------------|--------------|------------|--------------|--------------|------------------|------------|------------|-----|-----|---------------|-----------------------------|
| | STAGE | BACK | DRESS | MECH/ | BACK | BASEMENT & | CORRIDORS STAIRS | | | | | | |
| | PUBLIC | BAR | STAGE | ROOMS | TOILETS | EQUIP. | HOUSE | OFFICE | STORAGE | | | | |
| 1ST FLOOR | 9,585 | 1,079 | 2,028 | 404 | 446 | 640 | 1,917 | 623 | 241 | - | - | 17,114 | 1ST FLOOR SUBTOTAL NSF |
| MEZZANINE | 3,927 | 135 | | | | | | | | | | 6,201 | MEZZ FLOOR SUBTOTAL NSF |
| 2ND FLOOR | 480 | | | 355 | 71 | 1,064 | | | | | | 1,980 | 2ND FLOOR SUBTOTAL NSF |
| SUBTOTALS | 13,992 | 1,214 | 2,028 | 759 | 1,567 | 2,314 | 1,917 | 623 | 241 | - | - | 24,356 | TOTAL NSF |
| OCCUPANT LOAD FACTOR | 7 | 7 | 15 | 15 | 15 | 100 | 100 | 100 | 100 | 100 | 100 | | |
| OCCUPANT LOAD BY AREA | 1,856 | 173 | 135 | 51 | 104 | 23 | 19 | 6 | 2 | | | | 2,471 TOTAL OCC LOAD |

| NSF AREA LEGEND | LIFE SAFETY DEVICES LEGEND | LIFE SAFETY GRAPHIC LEGEND |
|-----------------|--|-----------------------------------|
| 7 SF/PERSON | EXIT LIGHT WITH BATTERY BACKUP (EXISTING TO REMAIN) | TRAVEL DISTANCE |
| 15 SF/PERSON | EXIT LIGHT WITH COVERED EMERGENCY LIGHT WITH BATTERY BACKUP (EXISTING TO REMAIN) | 2 HR FIRE RATED TENANT SEPARATION |
| 100 SF/PERSON | EMERGENCY LIGHT WITH BATTERY BACKUP (EXISTING TO REMAIN) | 1 HR FIRE RATED WALL |
| 0 SF/PERSON | FIRE HOSE | 480 NSF FOR LIFE SAFETY PLAN |
| | FIRE EXTINGUISHER (EXISTING TO REMAIN) | 8 EXIT CAPACITY (DOOR) |
| | EMERGENCY EXIT LIGHT WITH EXTERIOR BACKUP (NEW, SEE 8-3) | 14 EXIT CAPACITY (STAIRS) |



Giller & Giller, Inc.
Architects & Interior Designers
1235 WASHINGTON AVE, WASHINGTON AVE
MIAMI BEACH, FL

NIGHT CLUB C.U.P.P.
FOR 1235 REDUX, LLC
1235 WASHINGTON AVE, WASHINGTON AVE
MIAMI BEACH, FL

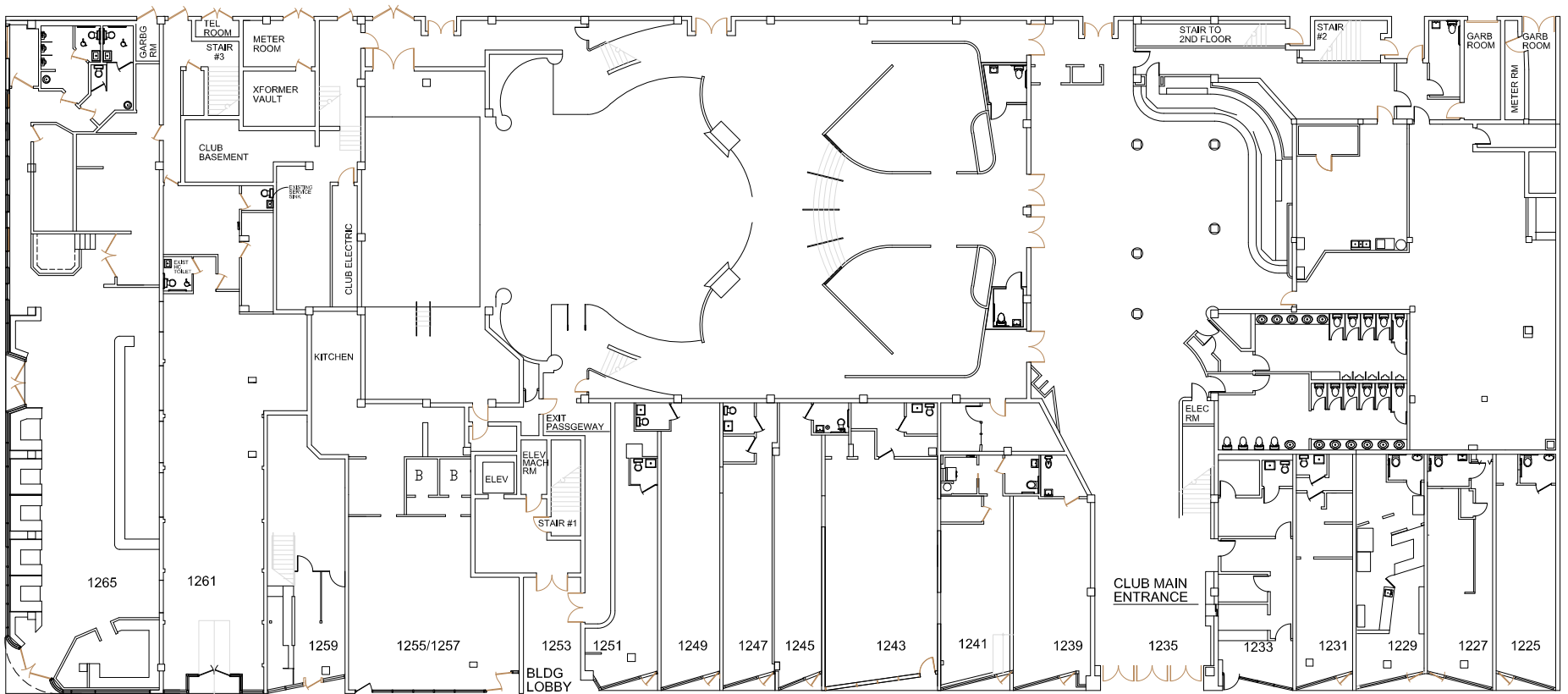
LIFE SAFETY PLANS
A-6

DATE: _____
REVISION DESCRIPTION: _____
DATE: _____
REVISION DESCRIPTION: _____
DATE: _____
REVISION DESCRIPTION: _____

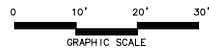
CHECKED BY: _____
DATE: _____

APPROVED BY: _____
DATE: _____

PERMIT DRAWINGS



1ST FLOOR - OVERALL PLAN
 SCALE: 1/8" = 1'-0" 12/16/19



WASHINGTON AVE

PIX REALTY, LP - RENTAL PLAN

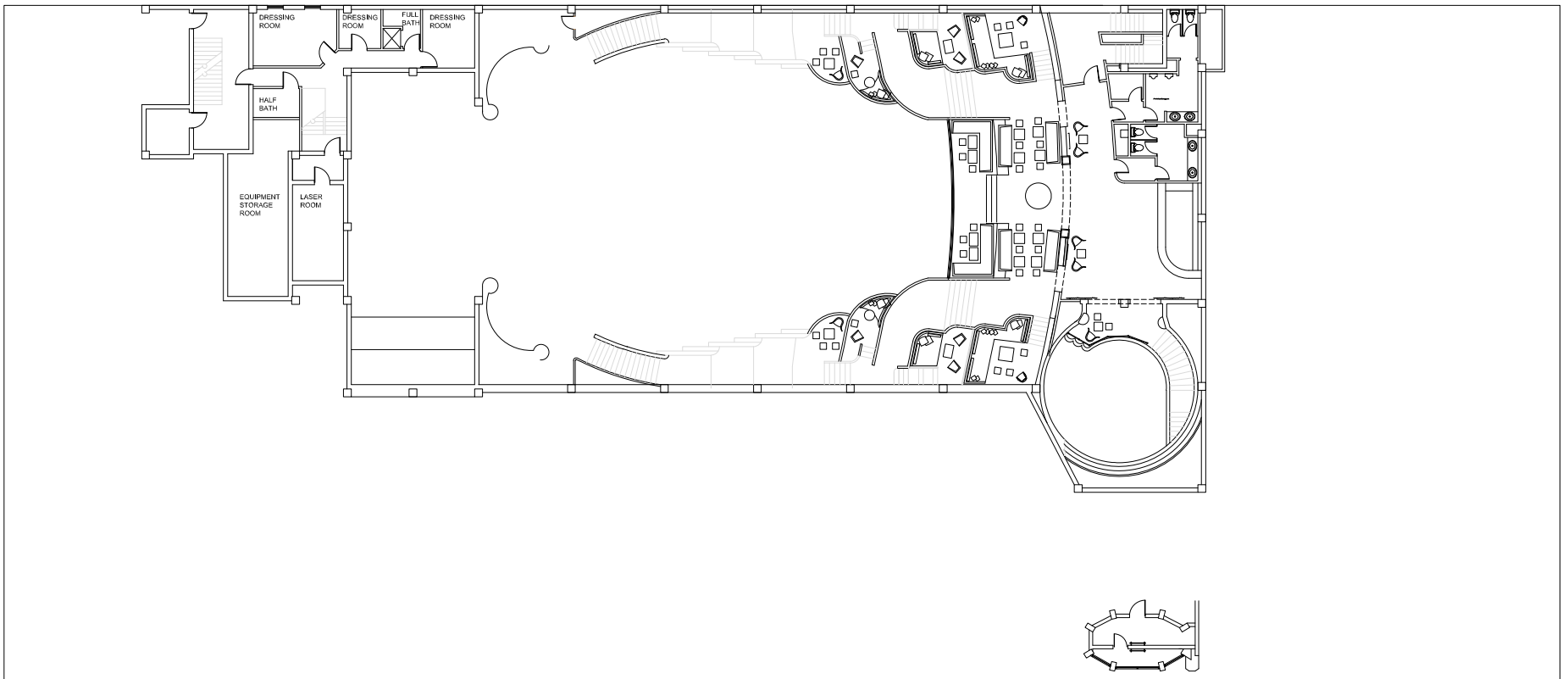
Giller & Giller, Inc.

875 Arthur Avenue, Suite 200
 West Nyack, New York 10994
 Phone: (845) 341-1111
 Fax: (845) 341-1112
 www.giller.com

ARCHITECTS INTERIOR DESIGNERS CONSTRUCTION MANAGERS



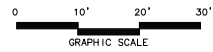
from 5-29-15, updated 1261 & 1241, 12/16/19

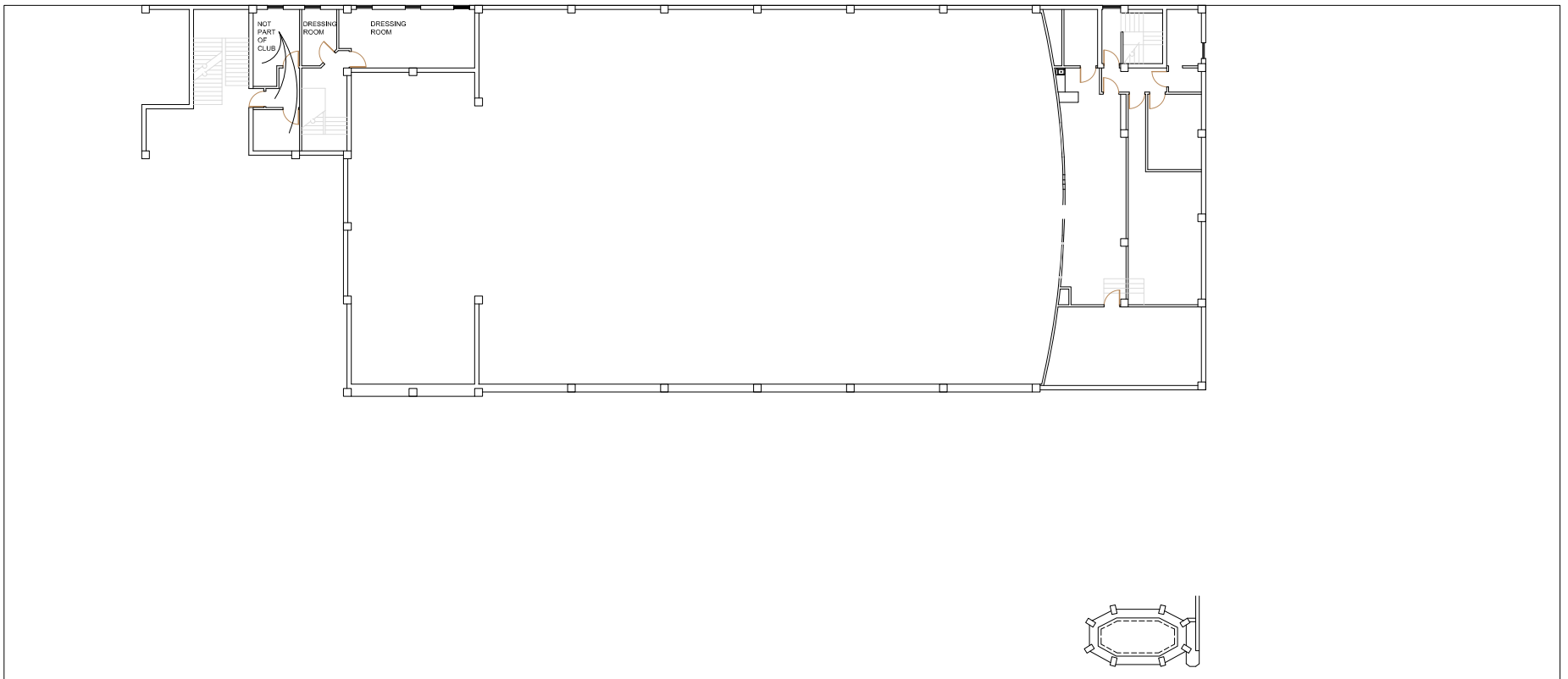


NIGHTCLUB MEZZANINE

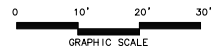
SCALE: 1/8" = 1'-0"

12/16/19





NIGHTCLUB 2ND FLOOR PLAN
SCALE: 1/8" = 1'-0" 12/16/19



Proposed Operational Plan

Giller & Giller, Inc.

OPERATIONAL PLAN

PB24-0656 – M2 Nightclub 1235 Washington Ave.

3-8-24

1. SECURITY:

Security will continue to be provided commensurate with requirements for a nightclub of this size in South Beach. There will be cameras and personnel throughout the public areas in order to address safety concerns. The security plan will include the combination of technology and personnel as needed to maintain safety throughout the club as well as the exterior sidewalk. Prior to final completion of the building permit, Applicant will provide to Planning Department the final security plan.

2. PARKING:

Parking is not required for this existing nightclub within the Historic District. Public parking facilities are located on Washington Avenue, 12th St., 13th St., on the City parking lot directly across the alley from the night club on Collins Avenue, and in the City parking garage on 13th Street and Collins Ave. Most current patrons walk to the nightclub or use rideshare. Valet parking is provided through SmartValet1 LLC, an independent valet company, who secures 3 parking spaces in front of the nightclub for drop-off and parks the vehicles at 1667 Washington Ave. During December 2023 and January 2024, the peak valet vehicle count was 20 per night with an average of less than half of the peak. Secure bicycle parking shall be provided in the interior back of house for employees.

3. SECTION 130-33 (C) (6)- SHUTTLE SERVICE & EMPLOYEE PARKING PLAN:

It should be noted that most of the current employees do not require parking spaces. They walk, rideshare or use public transportation. In addition to the adjacent public parking spaces, Applicant will provide an employee parking plan to the Planning Department that shall include mandatory measures to address needed employee parking including but not limited to, provision of transit passes, carpool or vanpool programs, off- site parking when available, monthly city parking passes and/or other measures intended to limit the impact of employee parking on surrounding neighborhoods. A complete employee parking plan will be submitted to the Planning Department for approval prior to any building permit final inspection.

4. LOADING & DELIVERIES:

The nightclub will maintain the loading and deliveries in the alley behind the nightclub. Loading and deliveries will be done during normal business hours. Deliveries are general made between 8:00am and noon. For shows, load-in generally starts at noon on show day and continues to the end of the day. Load-out occurs either after the show or the next day.

5. SANITATION PLAN:

The nightclub currently has its own trash room adjoining the alley. The nightclub currently contracts with a sanitation operator to collect trash as needed to a maximum of 7 days a

Giller & Giller, Inc.

week and operates during permitted times allowed by the City of Miami Beach regulations. As part of the sanitation operations, there will be recycling as part of operations.

6. OPERATING HOURS:

The projected operating hours are as follows:

Thursday thru Sunday 10PM- 5AM

Operating days may increase to other days of the week depending upon future bookings.

7. EMPLOYEES:

The current employees are 34 and the projected employees will be 41.

8. QUEUING ON WASHINGTON AVE.:

Queuing on outside the nightclub on Washington Ave. shall be managed by a doorman and supporting crew. Line-up shall occur parallel to the building and extend south toward 12th St. Rope and stanchions may be used in front of the club leasehold. There will be no impact on the stores as the club will open after most of the stores are closed. The fire exits will be maintained clear. The support crew will maintain clearance on the sidewalk for the general public to pass by. Tickets can be purchased on-line and at the office next door to the nightclub entry. Additional queuing space can be allocated in the lobby of the nightclub. When a large crowd is expected, entry access can also be set up at 1253 Washington Ave. at the northwest exit.

9. IMPACT OF INCREASED OCCUPANCY:

The increased occupancy will impact the operations as follows:

- a. Increased staff from 34__ to 41 primarily in wait/bar staff.
- b. Increased security staff from _15_ to 25__.
- c. Increased valet staff from 5 to 10

Other staffing will remain the same as the current operation.

10. INCREASE OCCUPANCY FOR LIVE ACTS:

The increased occupant load will allow the operators to provide live entertainment shows with national acts. The shows will generally operate between 10pm and 1:30am. As such, it the most patrons will exit the club after the show rather than stay until the typical 5am closings of other clubs. With crowds dispersing earlier, it will have a positive impact on the neighborhood. The live shows will consist of bands, comedy shows, and private corporate parties.

Attachment B

Trip Generation Calculations and Transit Route Information

Trip Generation Calculations

PM PEAK HOUR OF GENERATOR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

| ITE TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | BASELINE TRIPS | | | MULTIMODAL REDUCTION | | GROSS TRIPS | | | INTERNAL CAPTURE | | EXTERNAL VEHICLE TRIPS | | | PASS-BY CAPTURE | | NET NEW EXTERNAL TRIPS | | | | | |
|-------------------------------------|-------------|----------|--------|-----------|--------------------------|-----|----------------|-----|-------|----------------------|----------|-------------|-------|-------|------------------|----------|------------------------|------|-------|-----------------|----------|------------------------|------|-------|-----|----|-----|
| Land Use | ITE Edition | ITE Code | Scale | ITE Units | Percent | | In | Out | Total | Percent | MR Trips | In | Out | Total | Percent | IC Trips | In | Out | Total | Percent | PB Trips | In | Out | Total | | | |
| | | | | | In | Out | | | | | | | | | | | | | | | | | | | | | |
| 1 Drinking Place | 11 | 975 | 24.355 | ksf | 68% | 32% | 257 | 121 | 378 | 20.0% | 76 | 205 | 97 | 302 | 0.0% | 0 | 205 | 97 | 302 | 0.0% | 0 | 205 | 97 | 302 | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ITE Land Use Code | | | | | Rate or Equation | | Total: | | | 257 | 121 | 378 | 20.0% | 76 | 205 | 97 | 302 | 0.0% | 0 | 205 | 97 | 302 | 0.0% | 0 | 205 | 97 | 302 |
| 975 | | | | | Y=15.53(X) | | | | | | | | | | | | | | | | | | | | | | |

PROPOSED WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

| ITE TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | BASELINE TRIPS | | | MULTIMODAL REDUCTION | | GROSS TRIPS | | | INTERNAL CAPTURE | | EXTERNAL VEHICLE TRIPS | | | PASS-BY CAPTURE | | NET NEW EXTERNAL TRIPS | | | | | |
|-------------------------------------|-------------|----------|--------|-----------|------------------------------|-----|----------------|-----|-------|----------------------|----------|-------------|-------|-------|------------------|----------|------------------------|------|-------|-----------------|----------|------------------------|------|-------|-----|-----|-----|
| Land Use | ITE Edition | ITE Code | Scale | ITE Units | Percent | | In | Out | Total | Percent | MR Trips | In | Out | Total | Percent | IC Trips | In | Out | Total | Percent | PB Trips | In | Out | Total | | | |
| | | | | | In | Out | | | | | | | | | | | | | | | | | | | | | |
| 1 Drinking Place | 11 | 975 | 24.355 | ksf | 68% | 32% | 434 | 204 | 638 | 20.0% | 128 | 347 | 163 | 510 | 0.0% | 0 | 347 | 163 | 510 | 0.0% | 0 | 347 | 163 | 510 | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ITE Land Use Code | | | | | Rate or Equation | | Total: | | | 434 | 204 | 638 | 20.0% | 128 | 347 | 163 | 510 | 0.0% | 0 | 347 | 163 | 510 | 0.0% | 0 | 347 | 163 | 510 |
| 975 | | | | | Y=26.18358(X) ⁽¹⁾ | | | | | | | | | | | | | | | | | | | | | | |

Note: ⁽¹⁾ Average rate proportionally increased by the proposed increase in occupancy (15.53 X 1.686)

| | | | |
|----------------------|-----------|------------|--------------|
| | IN | OUT | TOTAL |
| NET NEW TRIPS | 142 | 66 | 208 |

US Census Data



MEANS OF TRANSPORTATION TO WORK

Note: This is a modified view of the original table. $(212+327+668)/(1,934-33) = 63.5\%$ Download or printed version may have missing information from the original table.

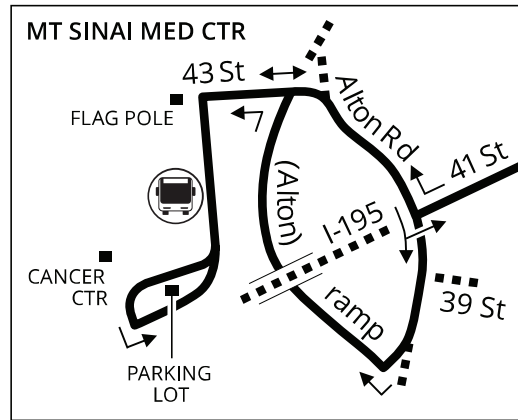
Census Tract 43.03, Miami-Dade County, Florida

| Label | Estimate | Margin of Error |
|---|----------|-----------------|
| ▼ Total: | 1,934 | ±415 |
| ▼ Car, truck, or van: | 531 | ±168 |
| Drove alone | 521 | ±167 |
| ▼ Carpooled: | 10 | ±18 |
| In 2-person carpool | 0 | ±14 |
| In 3-person carpool | 10 | ±18 |
| In 4-person carpool | 0 | ±14 |
| In 5- or 6-person carpool | 0 | ±14 |
| In 7-or-more-person carpool | 0 | ±14 |
| ▼ Public transportation (excluding taxicab): | 212 | ±119 |
| Bus | 212 | ±119 |
| Subway or elevated rail | 0 | ±14 |
| Long-distance train or commuter rail | 0 | ±14 |
| Light rail, streetcar or trolley (carro público in Puerto Rico) | 0 | ±14 |
| Ferryboat | 0 | ±14 |
| Taxicab | 118 | ±108 |
| Motorcycle | 34 | ±32 |
| Bicycle | 327 | ±160 |
| Walked | 668 | ±300 |
| Other means | 11 | ±17 |
| Worked from home | 33 | ±30 |

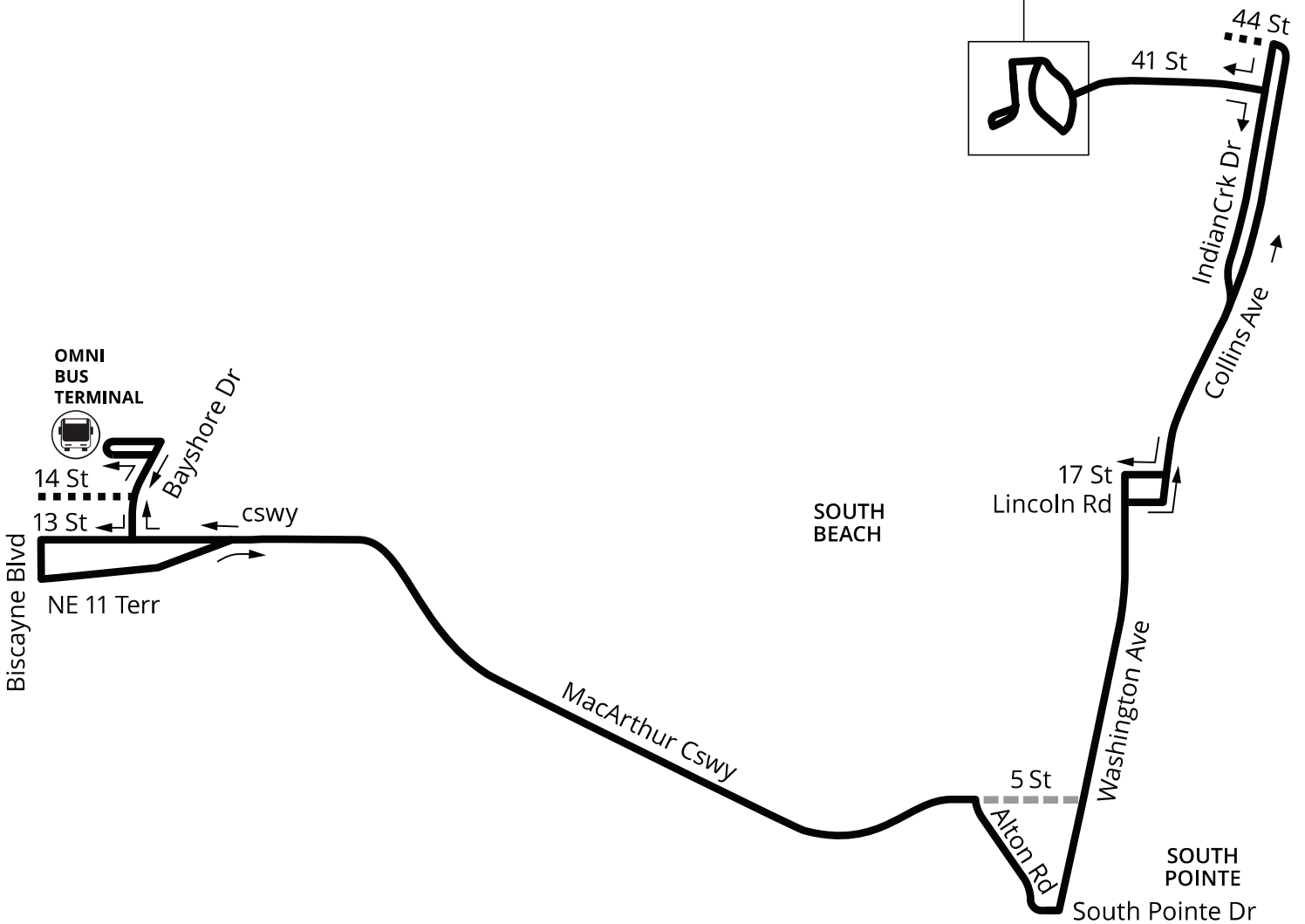
Transit Route Information

MT. SINAI – OMNI TERMINAL

Weekday and weekend service from Omni Terminal to Mt. Sinai Hospital via Miami Beach. Route serves South Beach, Mid Beach, Lincoln Rd.



MID BEACH



SOUTH BEACH

SOUTH POINTE

| Weekday | | | Saturday | | | Sunday | | |
|---------|-------|--------|----------|-------|--------|--------|-------|--------|
| FROM | TO | EVERY | FROM | TO | EVERY | FROM | TO | EVERY |
| 05:30 | 22:00 | 30 min | 06:00 | 22:00 | 30 min | 06:00 | 22:00 | 30 min |

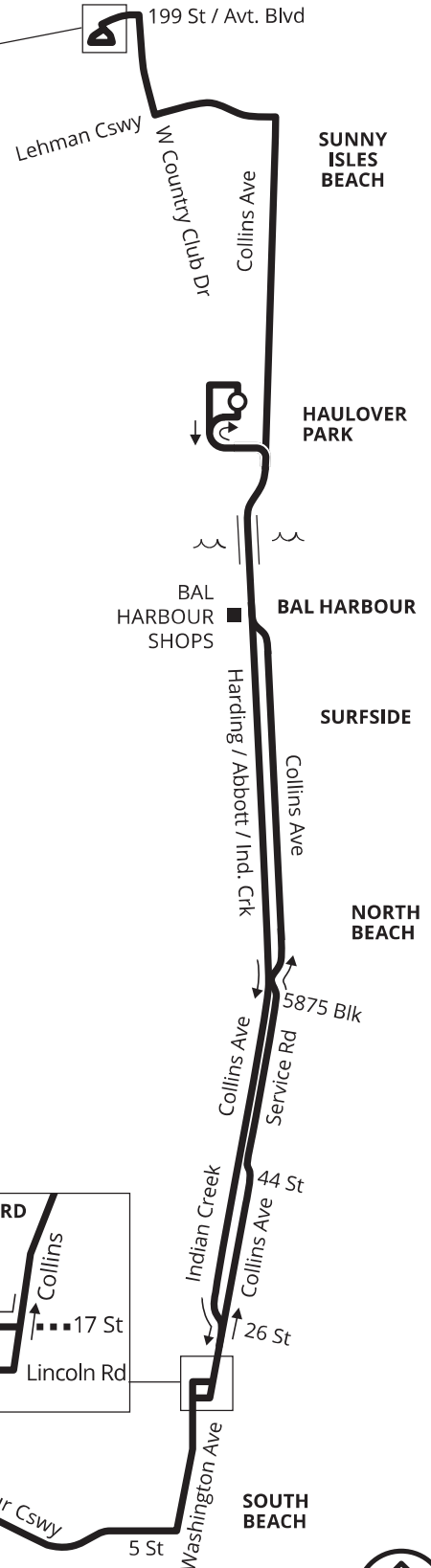
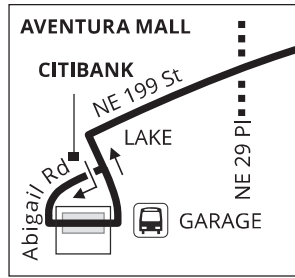


MAP NOT TO SCALE

DOWNTOWN TO AVENTURA MALL

Weekday and weekend service from Downtown Miami to Aventura Mall Terminal via Miami Beach. Route serves Miami Beach, Haulover, Surfside, Sunny Isles.

| | | |
|--------------------|----------|-------------------------|
| | Weekdays | Weekends |
| Peak Frequency | 7.5/15 | 7.5/15 Sat 10/30 Sun |
| Off Peak Frequency | 7.5/15 | |
| Span of Service | 24 hours | 24 hours |

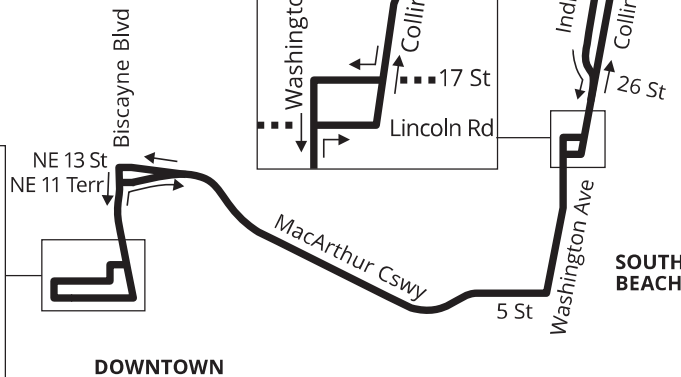
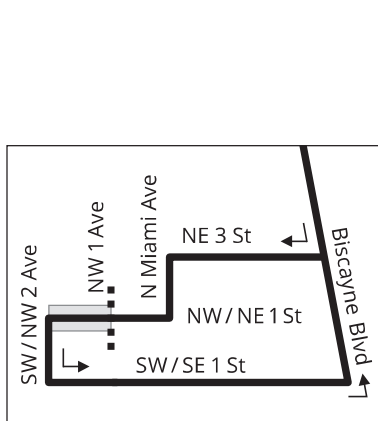


DOWNTOWN TO AVENTURA MALL

| Weekday | | | Saturday | | | Sunday | | |
|---------|-------|--------|----------|-------|--------|--------|-------|--------|
| FROM | TO | EVERY | FROM | TO | EVERY | FROM | TO | EVERY |
| 00:00 | 04:00 | 60 min | 00:00 | 05:00 | 60 min | 00:00 | 06:00 | 60 min |
| 04:00 | 06:00 | 40 min | 05:00 | 07:00 | 30 min | 06:00 | 20:00 | 30 min |
| 06:00 | 22:00 | 15 min | 07:00 | 22:00 | 15 min | 20:00 | 24:00 | 60 min |
| 22:00 | 24:00 | 15 min | 22:00 | 24:00 | 30 min | | | |

DOWNTOWN TO HAULOVER PARK

| Weekday | | | Saturday | | | Sunday | | |
|---------|-------|--------|----------|-------|--------|--------|-------|--------|
| FROM | TO | EVERY | FROM | TO | EVERY | FROM | TO | EVERY |
| 04:00 | 06:00 | 40 min | 05:00 | 07:00 | 30 min | 05:00 | 06:00 | 60 min |
| 06:00 | 22:00 | 15 min | 07:00 | 22:00 | 15 min | 06:00 | 08:00 | 30 min |
| | | | 22:00 | 24:00 | 30 min | 08:00 | 20:00 | 15 min |
| | | | | | | 20:00 | 24:00 | 30 min |

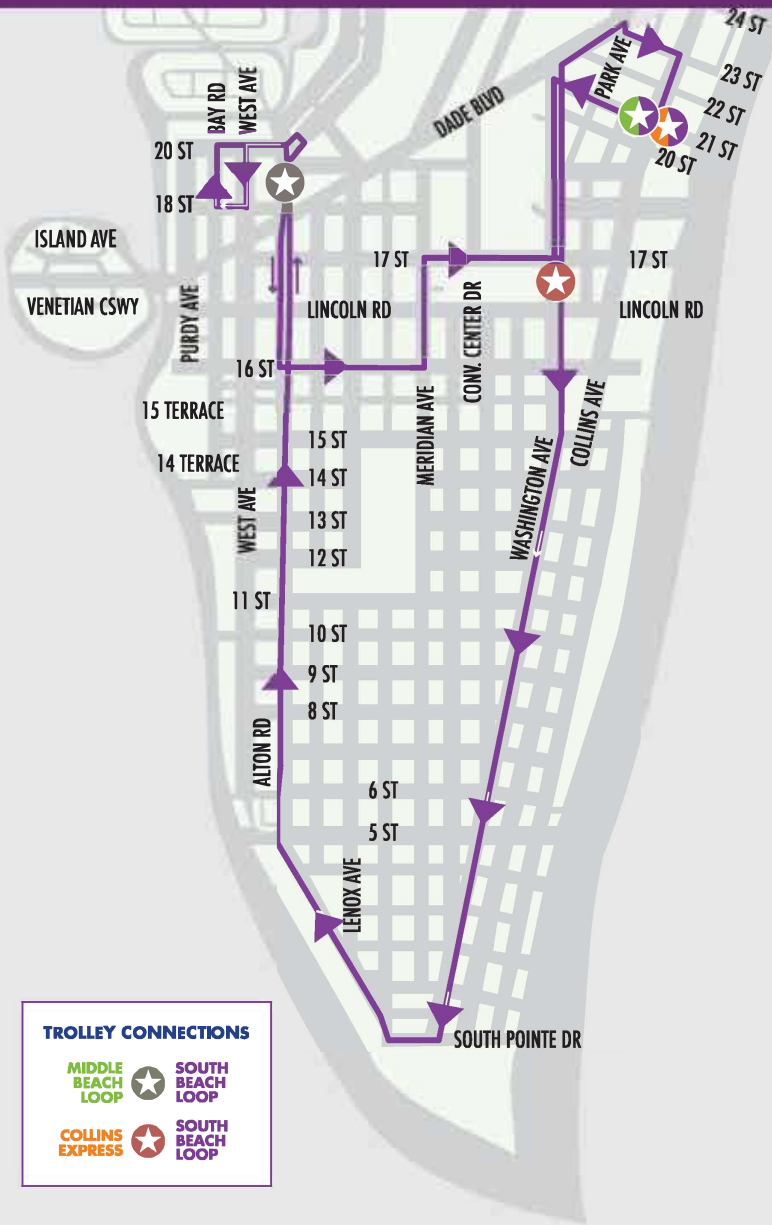


MAP NOT TO SCALE



SOUTH BEACH LOOP - A

Clockwise



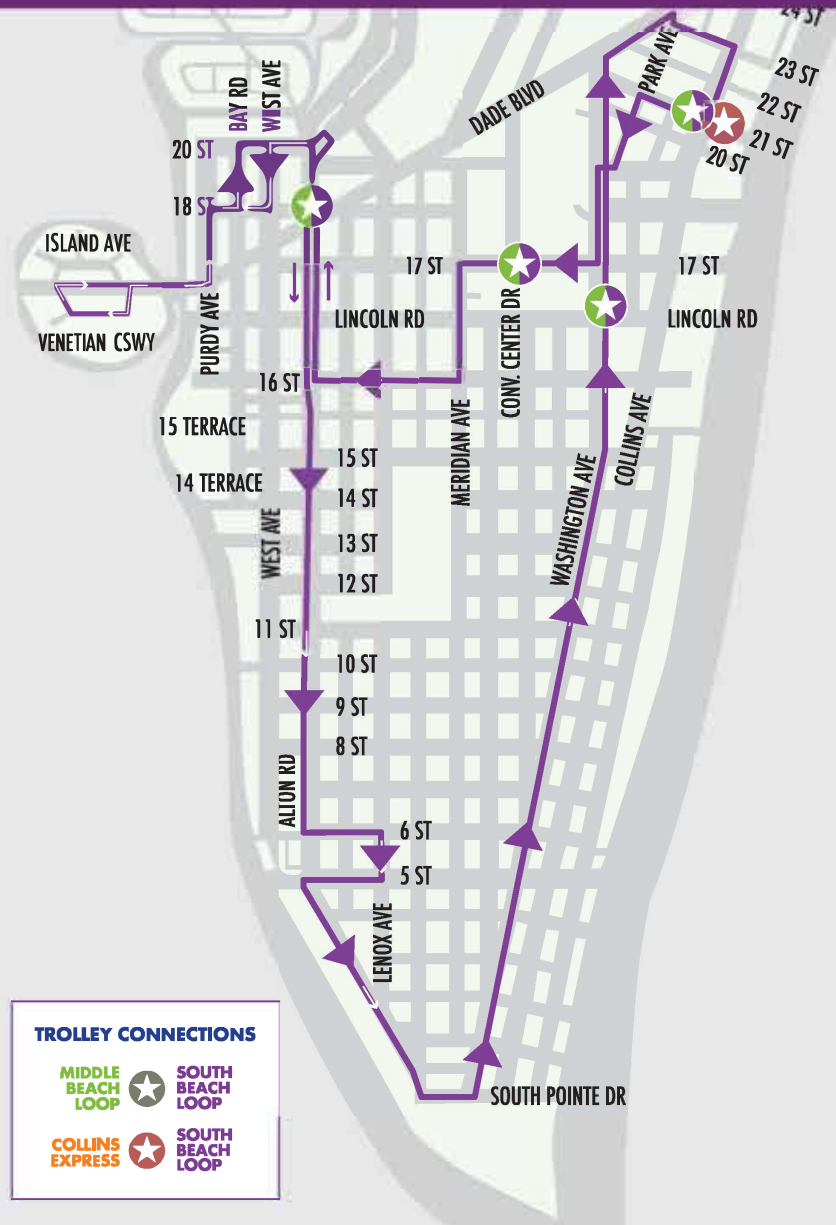
TROLLEY CONNECTIONS

| | | |
|-------------------|---|------------------|
| MIDDLE BEACH LOOP | ★ | SOUTH BEACH LOOP |
| COLLINS EXPRESS | ★ | SOUTH BEACH LOOP |



SOUTH BEACH LOOP - B

Counter Clockwise



TROLLEY CONNECTIONS

| | | |
|-------------------|---|------------------|
| MIDDLE BEACH LOOP | ★ | SOUTH BEACH LOOP |
| COLLINS EXPRESS | ★ | SOUTH BEACH LOOP |

Attachment C
Valet Routing Exhibit

