

Urban Core Residential Development
PB25-0763: 1600 Washington Ave. – 1601 Drexel Ave., Miami Beach FL
Final Submittal 07-13-25

Operations Plan



Project. 420 Lincoln Rd. Development, LLC (the "Applicant"), Ambassador Paul Cejas' company, which owns the properties at 1600 Washington Avenue and 1601 Drexel Avenue (collectively, the "Property"). Ambassador Cejas also owns the 420 Lincoln Road building, effectively controlling the entire 400 Lincoln Road block. The proposed project, designed by world-renowned architect Enrique Norten consists of 210 residential dwelling units and approximately 7,000 square feet of ground level commercial space which is slated for retail tenant(s) (the "Project"). No short-term rentals are permitted. The units range from studios to two-bedrooms. Modern amenities are will be offered.

Hours of Operation. The residential portions of the Project will operate 24/7. Future retail tenants will set their hours consistent with all applicable City regulations and standard business practices.

Staffing Levels. The Applicant anticipates having approximately 6-8 employees staffed at any point in time. This includes a lobby attendant, security, sanitation and office staff. Staffing levels are adequate to support operation of the Project.

Security Plan. Security levels of service will be provided commensurate with requirements for similar apartment buildings in Miami Beach. Security personnel will conduct routine walkthroughs of both the residential building and the parking garage. The residential lobby, elevators, common areas and the parking garage will be access controlled with fobs or comparable systems. Security cameras will be installed throughout the building common areas, as appropriate, and monitored by security staff. All staff will receive security training as part of onboarding. The security plan will be adjusted as necessary to ensure a safe residential environment for residents and guests.

Parking Plan. Although no parking is required by Code for the residential units, the Project will be served by the 492 spaces at the existing parking garage on the western side of the Property. Broken down as follows:

PARKING (d)	Required	Existing	Proposed
(a) RESIDENTIAL @ 0.75 (550 TO 999 SQ.FT.)	135.00	492	492
(b) RESIDENTIAL @ 1.05 (1000 TO 1200 SQ.FT.)	32.00		
(c) DESIGNATED GUEST PARKING (10%)	17.00		
(d) REQUIRED PARKING FOR THE NEW WORLD SYMPHONY	175.00		
(e) COMMERCIAL NEW BUILDING - RETAIL	23.00		
(f) COMMERCIAL EXISTING - RESTAURANT (c) One (1) Space per every four (4) seats	110.00		

(a)	180	PROPOSED UNITS
(b)	30	PROPOSED UNITS

(c)	10%	OF THE PROPOSED RESIDENTIAL PARKINGS
(d)	-	As per Conditional Use Permit Order - PB File No.1929 associated with the Parking Garage Building.
(e)	6900	Sq.Ft. @ One space per every 300 Sq. Ft. of floor area.
(f)	440	Seats per Conditional Use Permit Order PB-23-0611, a.k.a. PB17-0113 a.k.a. PB16-006 f.k.a PB File No.1929 associated with the Parking Garage Building.

The residential tower will be connected to the existing parking garage structure at the 4th and/or 5th floor levels to facilitate direct access for residents and internalize Project circulation and not congest the public sidewalks.

Sanitation Plan and Deliveries. To mitigate any possible impact on local residents stemming from the Applicant's operation, the Applicant will work with a City approved waste collection company for daily collections to occur between 10:00 AM and 4:00 PM outside of peak traffic hours. The trash room is located next to the alley where loading will occur for seamless collections. Commercial trash and recycling containers will also be located in the service alleyway, concealed from public view. Courier and package deliveries may be made through the alley. A dedicated mailroom is provided for residents, along with a secure package room for the temporary storage of large packages when residents are unavailable to retrieve them.

The service area is currently screened from public view by a solid wall and a decorative metal access/security gate. These elements are designed not only to restrict unauthorized access but also to significantly reduce noise transmission from the alley. Both the wall and the gate will be retained, as their materials and construction contribute to the overall design intent, security, and acoustic mitigation. A maneuverability analysis showing loading operations in the alley is included as part of the traffic study.