

ONE ISLAND PARK OPERATIONAL PLAN

The project consists of office, and restaurant or food service uses, along with the existing marina, as permitted in the I-1 zoning district (the "Project"). The operational criteria for the Project is provided below:

Office

1. Principal hours of operation shall be during customary business hours, 7:00 AM to 6:00 PM, Monday through Friday. After-hours access will be permitted to authorized individuals via a controlled access security system (i.e., access cards or other comparable system).
2. Maximum occupant content of approximately $\pm 1,425$ persons for office floors, not including lobby.
3. Maximum number of employees allowed in the offices at one time per floor shall be ± 233 .
4. Parking for the office use will be valet and/or automated as detailed in the Parking Concept Memorandum, prepared by Walker Consultants and dated September 10, 2021, included with this submittal.

Marina

5. Maximum hours of operation shall be 24 hours a day, seven (7) days per week.
6. Maximum of seven (7) wet slips.
7. Maximum of ± 10 employees per shift, not including private yacht crew members.
8. Marina parking will be valet only.

General Operations; Deliveries; Loading; Trash; Security and Garage

9. All on-site trash disposal, and other equipment and supplies shall be physically blocked from view and noise limited by a wall and roofed enclosures within the Property.
10. All trash rooms shall be air conditioned and enclosed.
11. Trash bins shall be wheeled out via the service elevator to main dumpster(s) located in the loading dock area. Trash removal from main dumpster(s) shall take place non-peak business hours (customary peak business hours are between 7-10 AM and 4-6 PM).
12. Deliveries, loading, trash removal, and waste collection shall occur on the areas designated for loading and off-street loading areas identified on Sheet A1-01, and during non-peak business hours (customary peak business hours are between 7-10 AM and 4-6 PM).
13. There shall be security personnel, on-site, monitoring the garage and premises during all hours of operation.
14. Video surveillance shall be provided to keep occupants, tenants, employees, visitors, and assets safe.
15. The minimum parking required by the land development regulations shall be provided.

16. Garage operations shall be in accordance with one or more of the alternatives detailed in the Memoranda prepared by Walker Consultants entitled "Mechanical and Traditional Parking Concept" and "Self-Parking Concept," dated November 22, 2021 and November 15, 2021, a copy of which is included with this submittal.
17. Signs to minimize vehicle conflict in the driveways in and out of the property shall be posted in appropriate locations.

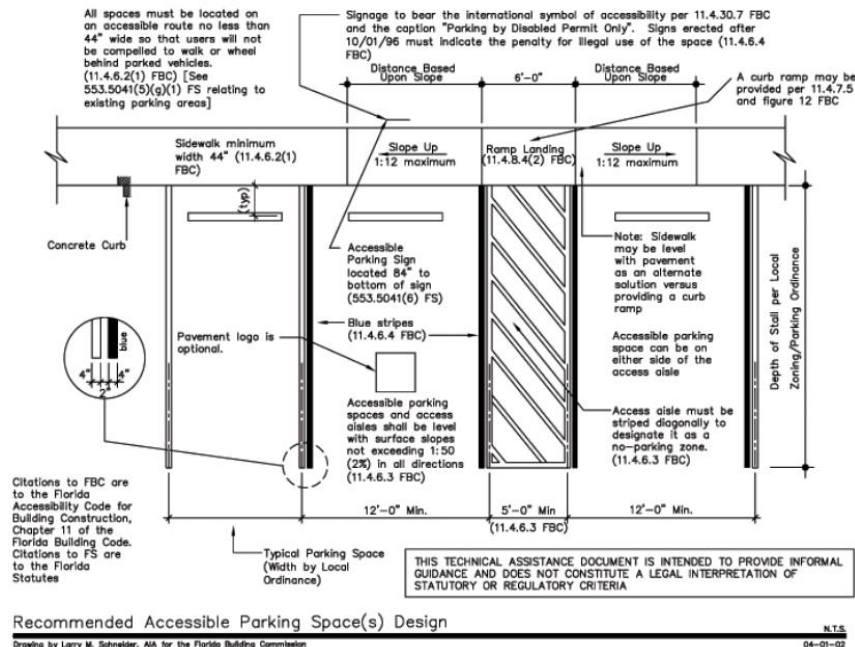
SELF-PARKING CONCEPT

The proposed self-parking concept consists of a traditional self-parking parking structure. In this case the parking podium would be widened to approximately 120 ft out to allow two bays of 90-degree parking. In addition, the mechanical systems for HVAC and backup power would all be moved up to the roof level.

This concept includes a traditional 2-bay parking structure with parked on ramps. Because of the limited site length, each bay would slope go up half a parking level before making a U-turn to into the second bay to go up to the next floor. Most of the parking would be on parked on ramps sloping at approximately 6.25%. The end bays adjacent to the building core and at the far end, land side, would have the only “flat” parking. Thus, the ADA parking would be located on the waterside cross aisle adjacent to the building cores. Approximately six (6) floors of parking would be required. It is anticipated that one (1) floor would be located below the building entrance floor and four (4) floors above.

ACCESSIBLE PARKING

Eight (8) access self-parking will be provided. Accessible drivers will also have the option of using the valet parking. However, the federal standards for the minimum number of Van Accessible (2) and Regular accessible (6) parking spaces will be provided.



PARKING CONCEPT

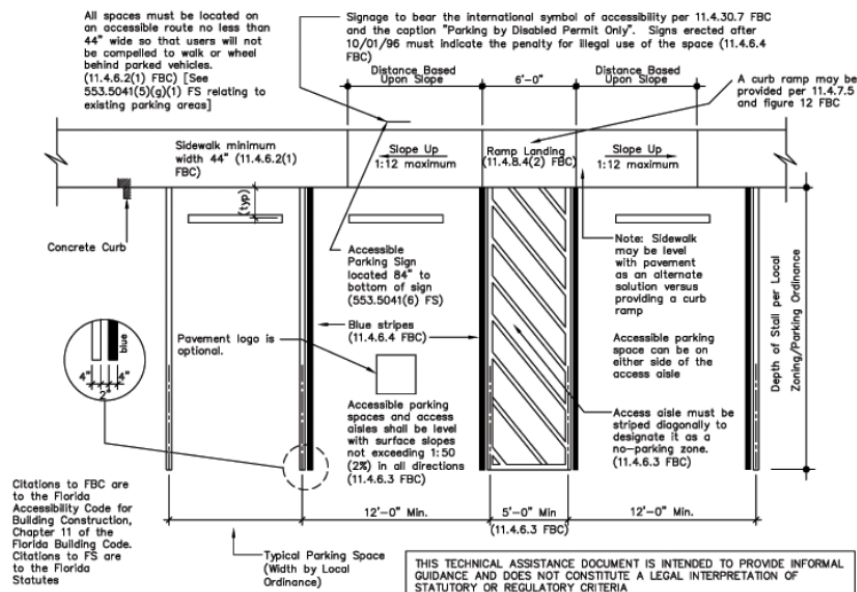
The Terminal Island parking is intended to provide approximately 338 parking spaces for the two office buildings. Thus, the parking concepts developed for the project are based upon this number of parking spaces.

The buildings are being designed as office buildings, as such, minimal parking is intended overnight. The parking is expected to load up over three to four (3-4) hours and similarly exit over a similar period.

The user group contains a significant number of traders, as such, the parking experience is intended to minimize time required for drivers to drop-off a vehicle and enter their vehicles and enter their appropriate building. Thus, most of the parking spaces are intended to be valet parked. In the morning, the drop-off floor will be used as six to eight drive aisles feeding the elevators.

ACCESSIBLE PARKING

Eight (8) access self-parking will be provided. Accessible drivers will also have the option of using the valet parking. However, the federal standards for the minimum number of Van Accessible (2) and Regular accessible (6) parking spaces will be provided.



Recommended Accessible Parking Space(s) Design

Drawing by Larry M. Schneider, AIA for the Florida Building Commission

N.T.S.
04-01-02



DESIGN VOLUMES BASED UPON CHICAGO ENTRY AND EXIT VOLUMES

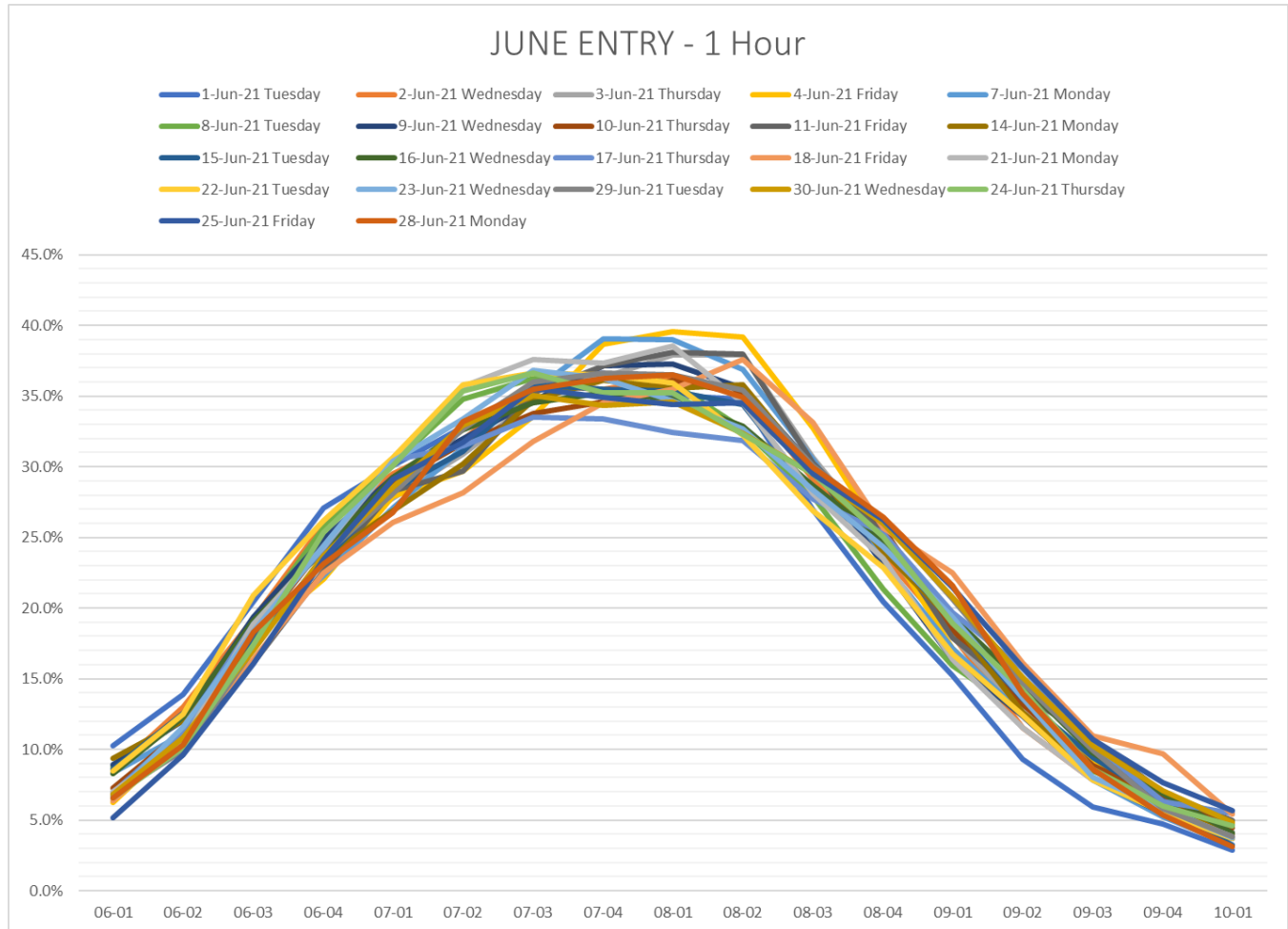
The total number of entries or exits per day ranges from 718 to 885. The intent of looking at the percentages is to allow a good projection of the peak design percentages which should be used for a day when the parking in Miami Beach is fully utilized.

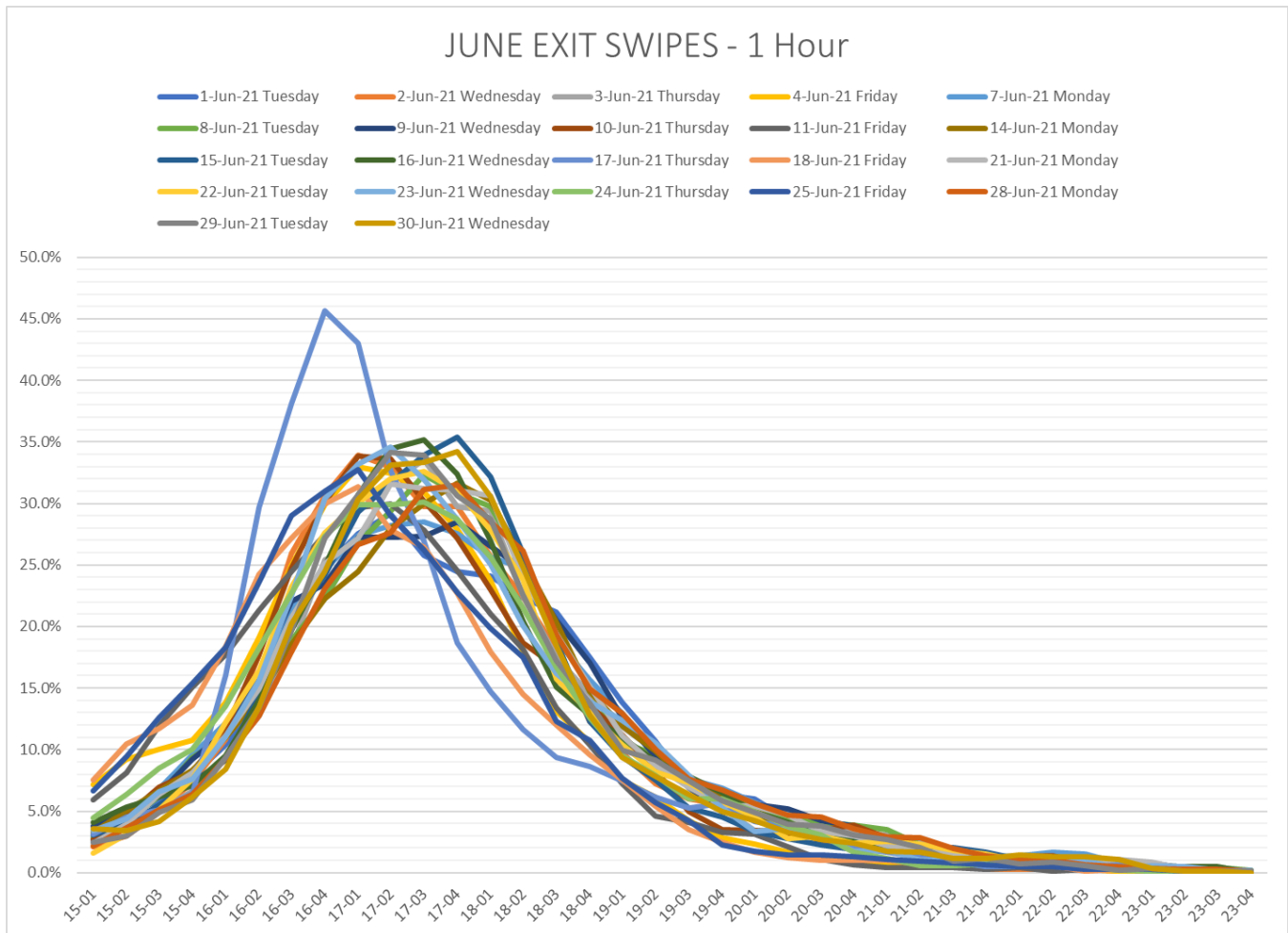
		LAST SWIPE																																							
Date	Weekday	Grand Total	12AM-1AM	1AM-2AM	2AM-3AM	3-10-15-17-18-19-20-21-22-23-24	10-11-12-13-14-15-16-17-18-19-20-21-22-23-24	15-16-17-18-19-20-21-22-23-24	16-17-18-19-20-21-22-23-24	17-18-19-20-21-22-23-24	18-19-20-21-22-23-24	19-20-21-22-23-24	20-21-22-23-24	21-22-23-24	22-23-24	23-24	24-25-26-27-28-29-30-31	25-26-27-28-29-30-31	26-27-28-29-30-31	27-28-29-30-31	28-29-30-31	29-30-31	30-31	31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52	42-43-44-45-46-47-48-49-50-51-52	43-44-45-46-47-48-49-50-51-52	44-45-46-47-48-49-50-51-52	45-46-47-48-49-50-51-52	46-47-48-49-50-51-52	47-48-49-50-51-52	48-49-50-51-52	49-50-51-52	50-51-52	51-52	52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100						
1-Jun-21 Tuesday	758	2	65	31	1	6	8	7	17	14	24	27	41	70	57	49	54	43	47	46	40	34	18	17	15	5	13	14	2	5	4	5	1	2	3	2	3	1	1		
2-Jun-21 Wednesday	813	39	45	4	4	4	5	11	20	24	33	67	87	62	60	59	61	62	27	32	26	15	6	12	16	11	2	4	3	9	1	1	1	1	1	1	1	1	1		
3-Jun-21 Thursday	841	52	43	7	8	4	10	12	16	18	24	33	40	62	79	44	81	78	47	41	23	36	22	19	6	11	8	4	6	10	8	2	2	3	1	3	1	1	1		
4-Jun-21 Friday	780	37	49	11	18	12	15	27	24	18	39	68	70	56	63	64	58	33	30	19	20	14	6	8	5	3	2	3	1	1	1	3	1	1	1	1	1	1			
5-Jun-21 Monday	857	47	36	4	4	3	11	23	21	27	33	46	77	55	57	53	79	47	41	45	29	19	18	14	14	13	8	6	3	6	4	1	6	5	2	1	1				
6-Jun-21 Tuesday	885	39	36	2	4	9	10	14	22	23	37	25	49	56	67	65	72	82	54	55	32	30	16	16	23	8	7	17	13	5	5	8	2	1	3	1	2	2			
7-Jun-21 Wednesday	867	31	36	5	7	10	19	20	22	30	36	52	71	63	56	72	64	56	72	40	24	25	14	13	8	13	16	7	4	3	1	1	1	1	1	1	1	1			
8-Jun-21 Thursday	851	42	40	4	3	9	9	10	24	22	30	36	72	83	65	68	70	54	39	33	33	37	13	12	9	8	1	11	7	11	4	2	2	6	1	2	3	1			
9-Jun-21 Friday	761	44	64	6	11	11	17	17	23	20	35	37	50	64	58	54	52	48	33	27	30	12	10	3	10	8	4	2	2	1	2	1	1	1	1	1	1	1			
14-Jun-21 Monday	830	51	39	2	7	7	17	17	20	21	33	44	56	52	51	73	73	66	39	33	31	19	16	16	10	11	2	7	6	4	5	3	2	1	1	1	1	1			
15-Jun-21 Tuesday	840	43	41	6	5	8	7	13	18	24	22	58	67	56	65	78	86	38	38	26	26	13	14	10	7	7	4	5	3	4	7	2	2	1	2	1	1	1			
16-Jun-21 Wednesday	828	1	40	35	7	6	11	10	17	13	19	30	54	60	62	78	85	66	39	33	31	22	20	18	15	12	9	5	8	4	4	3	1	1	1	3	1	4			
17-Jun-21 Thursday	835	16	35	16	10	7	17	11	21	22	32	38	48	54	64	69	74	75	41	27	19	17	6	10	12	4	4	3	2	2	1	1	1	1	1	1	1	1			
18-Jun-21 Friday	718	38	61	8	15	17	14	29	24	31	48	71	45	51	58	46	35	24	24	21	17	7	9	6	3	3	3	1	3	1	3	1	3	1	3	1	1	1			
21-Jun-21 Monday	836	44	27	6	2	5	7	19	22	20	32	51	70	57	49	54	43	47	46	40	34	18	17	15	5	13	14	2	5	4	5	1	2	3	2	3	1	1			
22-Jun-21 Tuesday	865	50	33	6	3	5	19	20	22	45	55	79	60	66	72	84	46	39	37	14	23	16	18	6	10	5	3	8	5	6	1	4	2	2	1	1	1	1			
23-Jun-21 Wednesday	871	1	44	27	5	7	7	11	13	26	16	41	53	86	85	65	63	57	33	22	29	37	20	6	6	14	3	8	1	3	4	1	1	6	1	2	1	2			
24-Jun-21 Thursday	850	46	38	8	8	8	14	24	26	21	44	64	64	60	66	64	66	48	40	29	25	13	14	15	9	13	5	5	3	1	1	3	2	2	1	1	1	1			
25-Jun-21 Friday	755	41	49	4	4	9	19	18	25	33	40	65	74	55	53	57	53	29	31	19	14	17	8	4	3	2	4	2	3	1	2	1	2	1	1	1	1	1			
26-Jun-21 Monday	818	2	49	34	6	3	6	17	18	15	13	30	46	58	55	59	54	87	58	34	35	31	22	18	11	11	15	9	3	10	7	4	3	2	1	1	1	1			
29-Jun-21 Thursday	845	47	38	7	4	6	11	20	15	33	45	73	78	63	74	71	30	47	27	26	21	15	15	12	7	7	7	11	1	4	1	2	3	2	1	1	1	1			
30-Jun-21 Wednesday	843	46	39	7	10	6	7	16	23	26	49	73	59	75	73	75	66	44	25	21	18	15	12	9	6	9	4	4	3	4	3	3	6	2	1	1	1	1			



WALKER ANALYSIS

Walker analyzed the provided data to predict peak turnover rates. For each day, the 15-minute totals were divided by total entries or exits to develop a percentage per 15 minutes. We then look at turnover rates based upon a moving sum of four 15-minute periods. Via this technique, the peak hour was identified, independent of which 15-minute period it started in.





RECOMMENDED DESIGN PEAK HOUR

As expected, the peak percentages were higher in the morning than in the afternoon. Based upon the Chicago data, the peak entry hour is 40%, while the peak exit hour is 35% (except for one event day). Based upon this data, the system will normally be controlled by the peak entry hour. Each of the alternatives studied have been evaluated based upon these criteria and each of the systems meet these criteria

	Entry	Exit
1 Hour	40%	35%
Vehicles @ 400	160	140
Vehicles/Hr @ 7 lifts	23	20
Vehicles/Hr @ 8 lifts	20	18

AUTOMATED MECHANICAL PARKING ALTERNATIVES

To date, four primary alternatives have been studied. The tenant's preferred alternative is listed first, followed by the less desired alternatives.

1. Mechanical Parking – Robotic Parking: Rack and Rail blended with a puzzle system with lifts fed by valet attendants. Basis of design = Utron (comparable systems will also be bid)
2. Mechanical Parking – Robotic Parking: Automated Guided Vehicle (AGV) with lifts fed by valet attendants. Basis of design = Park Plus (comparable systems will also be bid)
3. Mechanical Parking – Vehicle Elevator Valet – Drop-off at the main floor with attendants reaching upper floors via vehicle lifts and tandem parking on the main parking floors.
4. Traditional Parking - Express Ramp - Drop-off at the main floor with attendants reaching upper floors via express ramp and tandem parking on the main parking floors.

With this submission, the Development team is submitting the Mechanical Parking – Robotic Parking: Rack and Rail blended with a puzzle system with lifts fed by valet attendants as an alternative to the previously approved Tradition Parking, self-parking concept.

**Table 1: Anticipated Parking Counts Automated Mechanical Parking
Robotic Parking: Rack and Rail Blended with Puzzle System**

Level	Rack & Rail
Building A	13
P00	63
Level 1 / P01	10
P02	63
P03	63
P04	63
P05	63
	338

NUMBER OF ELEVATORS/LIFTS

This submitted concept utilizes Elevator like devices to move vehicles from floor to floor. Each “elevator” only moves one vehicle at a time, as such, the “elevator” makes one round trip per vehicle during peak entry and exit hours when traffic is essentially 1-way. During off peak hours when vehicle entries and exits are more mixed, the elevators can move more vehicles per hour, because they can move two vehicles per trip (1 inbound and 1 outbound), all be it, a slightly longer trip. This system is more efficient in moving vehicles between floors because there are parking floors above below the transfer floor. This minimizes the average travel distance verses having all of the parking floors above the transfer floor.

A traditional vehicle elevator can make the average round trip in 120 Seconds. This allows up to 30 round trips per hour. However, there are always variables over the course of an hour. As such we try to design for less than 25 vehicle movements per hour per lift. The geometry proposes 8 lifts. Thus, the proposed designs require less than 20 vehicle movements per hour per lift.

Table 2: Number of required peak hour trips for each Lift/Elevator

	VPH	8 "Elevators"
Inbound	160	20.0
Outbound	140	17.5

The “elevators” for the Robotic Parking Systems typically have slower vertical speeds than a valet operated freight elevator; however, they make up the increased travel time because the computer system decides which floor to park on and makes the hall calls for an elevator when retrieving.

PROPOSED AUTOMATED MECHANICAL PARKING – ROBOTIC PARKING: RACK AND RAIL BLENDED WITH A PUZZLE SYSTEM WITH LIFTS FED BY VALET ATTENDANTS.

The floor aligned with the entry floor of the building will be utilized for drop-off and pickup and for parking the last vehicles to arrive on site. Vehicles entering the site will follow the access road and ramp up the plaza abutting the entry floor of the adjacent buildings.

Vehicles will then enter into the drop-off area, where they will be directed into one of morning entry queue lanes. (Drivers requiring accessible parking, may self-park in one of the ADA spaces or drop-offs at their option.) The non-ADA driver will exit the vehicle, leaving a key for the valet attendant. Valet attendants will then shuttle the vehicles into the vehicle elevator (transfer station). Automated sensors will verify that the vehicle is properly parked on the pallet and empty while the attendant enters the appropriate vehicle code into the control panel after exiting the vehicle.

At this point the automated system will take control and park the vehicle on one of five parking floors. One floor is located below the transfer floor and four floors are located above the transfer floor. The vehicle elevator will bring the vehicle and its pallet to a floor with available parking. When the elevator opens on an available floor, the rail system running adjacent to the elevators will remove the vehicle and its pallet from the lift and move the palate north/south to align with an available east-west row in the puzzle system. The rail system will then transfer the vehicle and its pallet to the computer designated east/west transfer row in the puzzle system and transfer the pallet from the rail system to the puzzle system.

The rail system will also rotate the vehicle, so it is orientated in the correct direction for exiting. Rotation will occur at one of three times depending upon how busy the system is:

- During off peak entry hours, the vehicle will be rotated after removing from the vehicle elevator, before transferring to the puzzle system.
- During off peak hours, in the middle of the day, the system will be programed to rotate remaining vehicles, so they are ready to exit later in the day.
- On occasion, some vehicles may not have been rotated before they are requested to be retrieved. In this case the vehicle will be rotated while exiting. After the vehicle is transferred to the rail system the vehicle will be rotated before returning to the vehicle elevator.

When the vehicle elevator returns the vehicle to the transfer floor, an attendant will remove the vehicle from the elevators and bring it to the pickup curb if the driver is already at the curb, or else park it in a self-parking spot on the transfer floor if the driver is not already at the curb.

The typical pallets are 7'6" by 18ft. The reduced width of the pallets is workable because there are no drivers in the vehicle and no turning of the vehicles in the parking area. They are only moved orthogonally so the extra width required for maneuvering in and out of a self-parking space or opening doors is not required.

All mechanical parking systems, including lifts, elevators and robotic systems will be inspected and certified as safe and in good working order by a licensed engineer or the elevator authority have jurisdiction at least once per year. The findings of the inspection will be summarized in a report, signed by the same licensed engineer or firm, or the elevator authority having jurisdiction. Report will be submitted to the planning director and the building official each year.

The parking compartment will be enclosed with a mechanical ventilation system. Thus, preventing direct exposure to wind and rain. The parking compartment will also have dehumidifiers to keep the humidity below 85% in order to control corrosion. All components of the mechanical parking system are designed to operate long term in these conditions.

HOURS OF OPERATION

The facility is intended to be open 24 hours per day, 7 days per week. However, as typical, peak occupancy of the building is expected to be non-holiday weekdays. During remaining times, the self-parking spaces will be more than sufficient so that valet attendants are not needed during these hours.

As such, it is anticipated that valet attendants will be on site from 5am or 6am to 8pm or 9 pm on non-holiday workdays. In the evenings, all vehicles will be moved down to the transfer floor once the parking structure is more than 80% empty. Once all the remaining vehicles are parked on grade, the keys will be transferred to a lock box with one attendant remaining on site. The vehicles will be parked on grade using geometrics meeting or exceeding city standards. The remaining attendant will either provide the appropriate key to drivers exiting the building if they desire to exit themselves. Alternatively, if a driver prefers, the attendant will bring the vehicle up to the pickup curb.

Attendant staffing will vary based upon time of day and the actual use of the building. In the morning, only one or two attendants will start the day. For the Robotic parking system, it is anticipated that up to eight (8) attendants will be required during the peak entry and exit hours.

NOISE AND VIBRATION

The parking floors will be enclosed and screened per city requirements. Thus, the noise associated with valet attendants moving or parking vehicles will be within the normal range of comparable facilities in the city.

For the vehicle lifts and robotic parking requirement, the machines will be within enclosed parking compartments or elevator machine rooms. Thus, noise at the property line will be minimal. Use of audio alarms will be minimized.

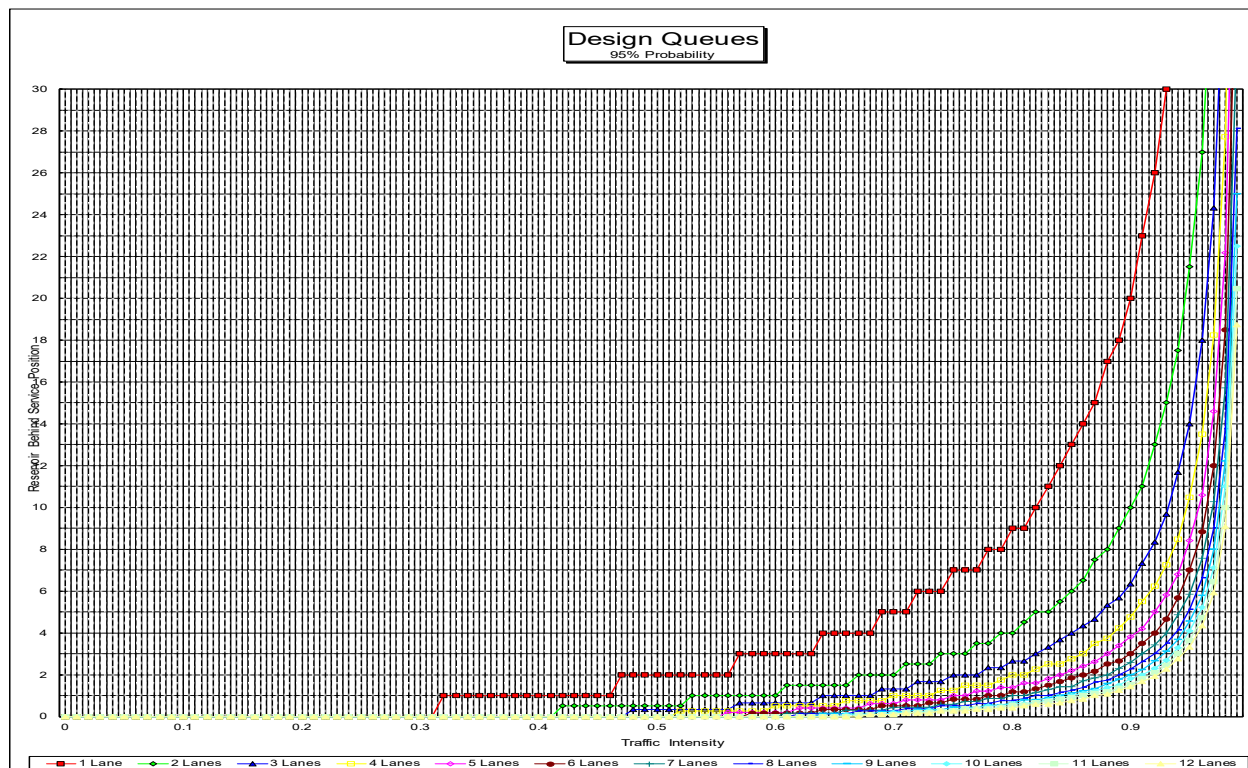
Noise and vibration from the vehicle elevators and robotic parking systems will not be plainly audible or felt by individuals standing outside an apartment or hotel unit at adjacent or nearby properties. In addition, noise and vibration barriers will be utilized to ensure that surrounding walls decrease sound and vibration emissions outside of the parking garage.

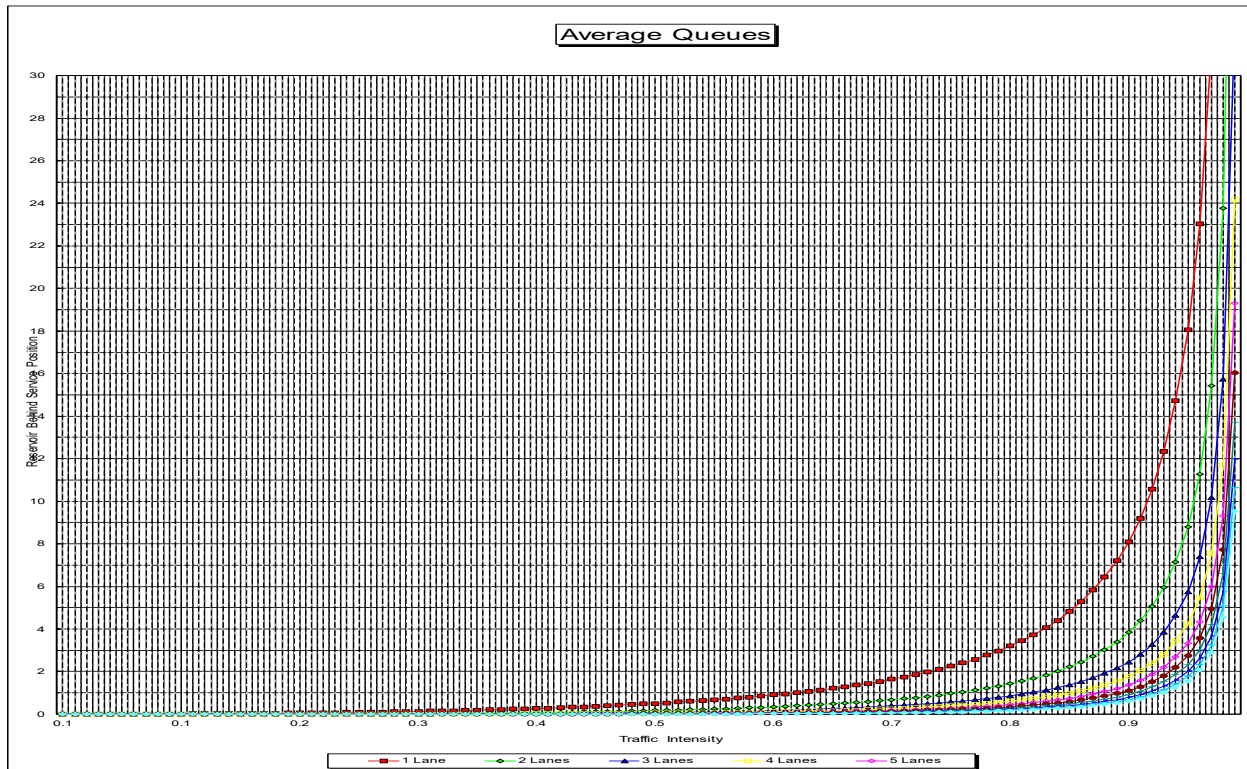
QUEUING

Queuing for peak entry and exit periods will vary depending upon staffing levels. However, ultimately queuing will be controlled by the capacity of the lifts. If we use 25 transfers per hour per lift (Anticipate system is capable of 25 to 30 trips per hour). Maximum capacity utilization will be in the morning with a peak hour of $160 / (8 \text{ lifts} @ 25 \text{ trips} = 200) = 80\%$ of capacity required. With 8 lifts available both the Design and Average queue will be less than 1 vehicle. The added queuing area on grade is available to accommodate traffic surges or staffing shortages. As the parking compartments fill up at the end of the inbound rush, the ground floor will be converted over to short term parking which is primarily anticipated to be short term visitors with a stay of less than two hours.

In the afternoon the peak hour is anticipated to be less than 140 vehicles per hour, thus only requiring use of 70% of the capacity of the lifts. Thus, queuing will be even less and is primarily dependent upon drivers not being delayed getting to their vehicle at the last minute.

During mid-day, the Chicago data indicates that 10% or less turnover, when compared to peak hours, is anticipated, thus use of the north drive aisle for queuing is anticipated. Both lanes in the drive aisle could be used, but based upon the anticipated volumes, one lane should be more than sufficient for queuing during mid-day.







Fully automated parking solutions

November 12th, 2021

Cullen Mahoney
Miami Beach Port LLC
2850 Tigertail Ave, Suite 800
Miami, FL, 33133

Dear Mr. Mahoney

I am writing to you on behalf of Utron Systems Inc., a global supplier of automation components and software founded in 1989. As part of our business, we also sell, install, and maintain fully integrated automated systems for warehousing, manufacturing, and automobile parking.

We have proposed a 325-space automated parking system for your proposed office development at 1 Island Park, Miami, FL. The proposed design was prepared in conjunction with Walker Consultants – the largest parking consultancy in the United States.

I understand the City of Miami Beach has concerns about the feasibility of using an automated parking system for an office use located next to the ocean. I also understand City of Miami Beach has concerns due to the high-profile failure of automated parking systems at the Brickell House condominium in Miami and the commercial garage located at 1826 Collins Ave. The intent of this letter is to address each of your known concerns to the best of my ability.

I think I should address the Brickell House and Collins Ave failures first since that is likely a primary concern. Automated parking systems have been operating continuously around the world for 30 years – largely without incident – provided the developer selects an experienced supplier and allows them to dictate a design that will meet the peak traffic flows stated in the trip generation report for the project.

In the case of Brickell House, the developer purchased a prototype system from a start-up supplier that had never been successfully deployed and then imposed several design constraints that severely impacted the ability of the garage to function as intended. As for 1826 Collins Avenue, it is my understanding that the developer hired the same start-up supplier as for Brickell House, structural changes made impacted the design, and payment disputes landed the project in litigation twice.

That certainly is not the case with 1 Island Park. We have been involved in the design with Walker and have not been asked to make any design accommodations that would negatively impact performance. Additionally, we are not proposing a prototype system and we are not a start-up. Utron has a long record of successfully engineering, manufacturing, installing, and maintaining automated parking systems. In fact, we have been hired to replace three failed systems from other suppliers. I have attached a list of operational and contracted projects for your consideration. Client references are available on request.

I understand there are concerns about the high humidity levels and salt water in the air causing the steel components of our system to rust, which would ultimately impact its reliability. We share your concern



Fully automated parking solutions

and have taken steps to ensure that corrosion will not impact the performance or longevity of our system. First, we have specified the HVAC systems in the vehicle storage area be designed to maintain 85% non-condensing relative humidity. Additionally, we prime the equipment with zinc-rich epoxy primer and a 120u (micron) thick epoxy topcoat in non-contact steel surfaces (e.g. lift columns) and a 240u (micron) epoxy top coat to certain high contact areas (e.g. pallet surface). Based on our experience with 3 garages located within approximately one quarter mile of the waterfront in Hoboken NJ, we believe the proposed system at 1 Island Park will not suffer accelerated decay or performance issues due to corrosion.

Lastly, I would like to address concerns about the performance of this system. The first thing you should understand is that Walker has designed an “hybrid” attended automated parking system where inbound parkers exit their vehicle on Level P01 and hand their keys to a valet driver who will then park their vehicle in the automated parking system. While rare for automated parking systems, this hybrid design enables the valet drivers to serve as a buffer if there is a sudden influx of vehicles trying to enter the garage without creating a queue back on to the street. Similarly, the valet drivers can retrieve departing cars in advance thereby ensuring a timely departure from the garage.

In addition to the human buffer provided by the valet drivers, the garage is designed with 8 high-speed vehicle lifts and stored vehicles distributed evenly across 5 automated storage levels which will meet the required peak performance of 140 cars per hour (43% of the 323 automated spaces). Each of the five automated storage levels is entirely independent and can simultaneously retrieve multiple vehicles to the lifts and work around the mechanical failure of any one conveyor.

If you have any remaining questions or concerns, please do not hesitate to contact me. I am available for in person meetings or remotely if you prefer.

Sincerely,

Yair Goldberg
EVP, Sales & Marketing
Utron Systems Inc.
(201) 592-1444 x 7501
yair.goldberg@utron-parking.com

Professional (Individual or Corporation)

PROFESSIONAL PREPARER'S STATEMENT OF LANDSCAPING COMPLIANCE

PROCESS NUMBER:

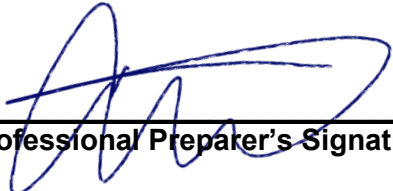
Legal description: Lot: _____ Block _____ Subdivision: _____
P.B. _____ Page: _____ Development name: ONE ISLAND PARK

We hereby certify that the landscaping/irrigation plan being submitted for the above captioned complies with the requirements of Ordinance 98-13 (landscape ordinance) as to species, height, trunk width and location at time of planting, and that the species as shown are in accordance with the accepted species approved by Miami Dade County and that none of the species are from the prohibited list.

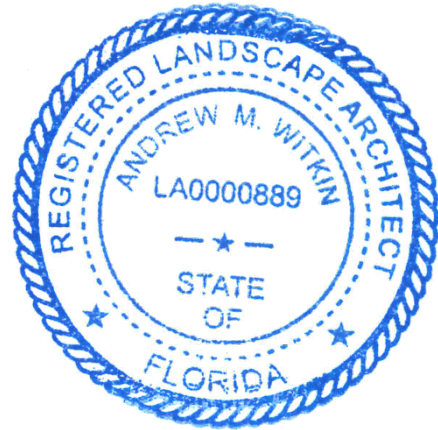
I/We hereby certify as an arborist and/or landscape architect that there are/are no (circle one) specimen trees on the property.

Additionally, automatic sprinkler systems (if applicable) comply with requirement of said 3

I/We further certify that I/We am/are authorized under Chapter 481, Florida statutes to prepare and submit this landscaping/irrigation plan.

 Seal:
Professional Preparer's Signature

Andrew Witkin
Witkin Hults + Partners
307 S. 21st Avenue
Hollywood, FL 33020
License #0000889

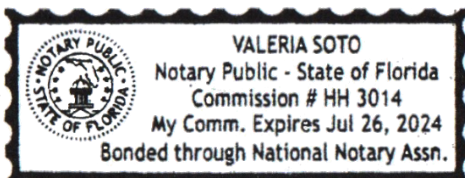


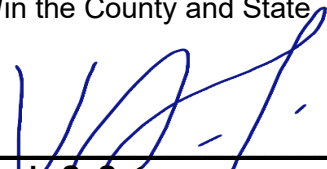
STATE OF FLORIDA
COUNTY OF BROWARD

The foregoing instrument was acknowledged before me this **24th of November, 2021**, by *Andrew Witkin*, of *Witkin Hults + Partners*, a Florida corporation, on behalf of the corporation. He is personally known to me and did not take an oath.

Witness my signature and official seal this **24th of November, 2021** in the County and State aforesaid, the date and year last aforesaid.

My commission expires: July 26, 2024




Valeria S. Soto
Notary Public Signature



MEMORANDUM

To: Nicolas Heppner, Arquitectonica

From: John McWilliams, P.E. 

Ekaete Ekwere, P.E. 

Date: September 13, 2021

**Subject: *The Office at One Island Park | 120 MacArthur Causeway
Maneuverability Analysis***

Kimley-Horn and Associates, Inc. has prepared a maneuverability analysis for the proposed Terminal Island Office redevelopment located at 120 MacArthur Causeway in Miami Beach, Florida. The site's valet drop-off/pick-up area and loading areas are included in this analysis. The analysis was performed using Transoft Solutions Inc.'s *AutoTurn 10* software which applies vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition. The analysis was prepared using passenger car (P) design vehicle for the valet drop-off/pick-up areas. Single-unit 30-foot (SU-30) design vehicles were used for deliveries and loading activities in the loading areas. The following summarizes the results of this analysis.

Valet Drop-off/Pick-up Area and Parking Garage Access

Access to the on-site valet porte-cochere area is provided via the roundabout entrance to the development. The on-site valet porte-cochere area provide ingress and egress access to the parking garage on the lobby level. A P design vehicle appears able to maneuver into and through the valet porte-cochere area and into the parking garage without conflict. A custom vehicle based on the dimensions of a Miami-Dade County Fire Truck was included in the analysis and appears able to complete the turn-around maneuver in the valet porte-cochere area.

Loading Area Access

One (1) loading and delivery area is provided on the proposed site; access to which is provided via the roundabout entrance to the development. The SU-30 design vehicle appears able to maneuver into and out of the on-site loading areas. It should also be noted that the SU-30 design vehicle is able to complete the clockwise circulation of the site.

Conclusion

In conclusion, passenger vehicles and loading vehicles will be able to ingress, egress, and travel through the site and loading areas without any conflicts. Refer to pages A1-24 to A1-27 of the architectural plan set for the maneuverability plots.