Kimley»Horn

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.

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