

## **ONE ISLAND PARK MARINA OPERATIONS PLAN**

### ***Project Description:***

One Island Park, LLC (the "Owner") owns the property located at 120 MacArthur Causeway (the "Property"). Owner is proposing to redevelop the Property with a private marina for use by the Owner and guests (the "Private Marina"). The Private Marina will not be open to the public. While the existing facility is currently authorized to moor up to nine (9) vessels, the Owner anticipates that there will be fewer vessels at the site at any one time (e.g., 3-6 vessels). The Owner, from time to time, may allow guests to temporarily dock their vessels at the marina should space be available. The Private Marina will include four (4) modestly sized buildings on the uplands, all of which are programmed with ancillary uses that support the main use. The proposed buildings are as follows:

1. "Gatehouse" – As the point of entry to the marina from the MacArthur Causeway, the Gatehouse is where guests and deliveries will check in to enter the premises. It will feature a reception area and security offices. It also will host back-of-house uses such as a mail room, storage facilities, trash rooms, loading bays, and mechanical equipment.
2. "Marina Pavilion" – The Marina Pavilion will be used primarily by crew during their time off. The first floor will feature laundry and kitchen facilities and a seating room. The second floor will include a state-of-the-art gym with sauna room, showers, and changing rooms. The roof will have a modest pool and sun loungers.
3. "Owner's Pavilion" – The Owner's Pavilion is intended for the use of the Owner and guests. Among other things, it will feature a grand seating area and support facilities, office space, storage areas for sports equipment, and an adjacent pool.
4. "Marina Operations" – The Marina Operations building will be the operations core of the marina. It will feature offices for marina staff, a workshop for minor repairs, storage facilities, a meeting room, and an employee kitchen and seating area.

The Private Marina will also include outdoor recreational facilities between the Marina Pavilion and Owner's Pavilion. The Property will be landscaped in a manner which highlights greenspaces and water frontage, and its design will impart a refined and positive impression of the City and the surrounding area. The main use of the Private Marina is for mooring yachts; all other uses are ancillary to and in support of the main use. None of the facilities on the Property will be open to the public.

### ***Marina Operations:***

1. **Hours of Operation.** Given the nature of yacht operations and standard crew practices, hours of operation will generally be twenty-four hours a day, seven days a week. Anticipated peak hours of operation are between 7:00AM and 6:00PM.

- 2. Number of Wet Slips.** A maximum of nine (9) vessels may be moored along bulkhead under existing authorizations. Notwithstanding that maximum allowance, due to the length of the anticipated yachts mooring at this marina, it is anticipated that there generally may be approximately 3-6 vessels moored at the Property at any one time.
- 3. Staff.** A maximum of ten (10) permanent marina employees per shift are currently anticipated. These marina employees include: security staff (2), maintenance staff (2), reception staff (1), marina manager (1), marina support staff (2), and floaters, as needed (2). This estimate does not include the crew members or other support staff.
- 4. Crew.** The number of crew members at any given time will vary depending on the particular yachts moored at the marina. Crew will generally arrive and depart on the yachts and will not have vehicles parked on site. Any upland crew transportation by vehicle will be coordinated with Owner's staff so as to have minimal impact to the Property and its neighbors (e.g., via private passenger vans, ride-sharing, or similar methods). Additionally, bicycle and pedestrian access to the Property is provided from the MacArthur Causeway for multi-modal transportation alternatives.
- 5. Parking and Circulation.** On-site parking is sufficient to meet the everyday practical needs of the marina. Eleven parking spaces for self-parking will be provided—well above the five parking spaces required by Code. These spaces will be utilized primarily by permanent marina staff (as crew members have no need for on-site parking). Additionally, public transportation on the MacArthur Causeway is easily accessible from the site (including four MetroBus routes), and bicycle and pedestrian access to the Property is provided from the MacArthur Causeway for multi-modal transportation alternatives. The Owner and guests will utilize private car service as transportation to the marina and will not need to park on site. Appropriate signage will be posted to minimize vehicle conflict in the driveways and ensure effective vehicle circulation. Supplementally, the Applicant intends to negotiate an arrangement with the Fisher Island Community Association to rent parking spaces at its parking garage that abuts the Property, during times when the garage has excess capacity. Such use would be during off-peak hours for Special Events (as they are anticipated to generally be held at night or on weekends), as discussed further below.
- 6. Trash.** The main trash rooms for the Property will be located at the Gatehouse. There will be a refrigerated trash room for food waste and a dry trash room for all other waste proposed. Both will be enclosed. Trash generated in the other buildings will be transported to the Gatehouse via golf carts or buggies for collection. Trash removal from the main dumpsters at the Gatehouse will be conducted by a City-approved waste collection company for pick up at least two times a week.
- 7. Deliveries.** Deliveries and loading shall occur at designated locations identified in the architectural drawings. Deliveries are expected to occur during non-peak business hours (approximately 10:00AM - 4:00PM and after 6:00PM). Anticipated deliveries will consist

mainly of provisions for the yachts and the crew's personal orders, which are typically delivered by smaller vehicles such as vans or small refrigerated trucks. Maneuverability studies on loading locations are included in the application package. Loading operations will not have any impacts on the adjoining and nearby properties.

- 8. Security.** There will be security personnel on site monitoring the premises twenty-four hours, seven days a week. Security personnel will check in guests at the Gatehouse and conduct routine walkthroughs of the site. The Gatehouse will be access-controlled at all hours (i.e., will require an enabled access card or similar mechanism to enter) and certain buildings will be access-controlled. Twenty-four hour, seven days a week video surveillance of the Property will also be provided to keep employees, guests, and the vessels safe.
- 9. Noise.** We do not anticipate that the proposed activities will consistently produce noise at any level that is detrimental to the neighboring facilities or inconsistent with its use as a private marina. This activity is less impactful than surrounding industrial uses. All loading is internal to the site and at-grade parking is buffered by substantial landscaping.
- 10. Special Events.** The Owner may host certain special events per year, such as during Art Basel and the Formula One Miami Grand Prix. For any special event, the Owner will proceed through the City's Special Events Permit process as may be necessary, and will comply with all relevant requirements. Special events are anticipated to host no more than approximately 300 guests, which the Private Marina can safely accommodate. For these special events, we anticipate most guests will utilize private car services and will not need to park on site. Nonetheless, arrangements will be made with neighboring properties to secure additional parking. Principally, the Applicant intends to negotiate an arrangement with the Fisher Island Community Association to rent parking spaces at its parking garage that abuts the Property, during times when the garage has excess capacity. Such use for Special Events would be coordinated to be during off-peak hours (and are generally be held at night or on weekends). A valet parking analysis will also be provided to coordinate such Special Events should it be required by the City during the time of permitting events.