



BERCOW
RADELL
FERNANDEZ
LARKIN +
TAPANES

ZONING, LAND USE AND ENVIRONMENTAL LAW

200 S. Biscayne Boulevard
Suite 300, Miami, FL 33131

www.brzoninglaw.com

305.377.6229 office

305.377.6222 fax

gpenn@brzoninglaw.com

March 8, 2026

VIA ELECTRONIC SUBMITTAL

Deborah Tackett
Historic Preservation and Architecture Officer
City of Miami Beach
1700 Convention Center Drive, 2nd Floor
Miami Beach, Florida 33139

Re: PB25-0801 – Conditional Use Permit for Mechanical
Parking Lifts at 1826 Collins Avenue, Miami Beach

Dear Ms. Tackett:

This law firm represents IC LLC (the "Applicant"), regarding redevelopment of the property located at 1826 Collins Avenue (the "Property") within the City of Miami Beach (the "City"). Please allow this letter to serve as the letter of intent in connection with a request to the Planning Board ("PB") for a Conditional Use Permit ("CUP") for mechanical car elevator associated with a new mixed-use development on the Property.

Property Description. The Property is located west of Collins Avenue, mid-block between 18th Street and 19th Street (See Figure 1, Aerial). The Miami-Dade County Property Appraiser identifies the Property by Folio No. 02-3234-019-0050. The site measures approximately 9,557 square feet (0.219 acres) and is relatively narrow, with a width of only fifty feet (50'). The existing building consists mostly of robotic parking facilities, along with a small commercial use originally constructed in 2012. The robotic parking system has been nonfunctional since the building's completion.

The Property is situated within the Museum Historic District and is subject to the Art Deco MiMo Commercial Character Overlay as well as the Miami Beach Architectural Historic District. The Property contains no

historic resources. It is zoned Commercial, medium intensity (CD-2) according to the City's Zoning Map. The CD-2 district is intended for commercial uses, services, offices, and related activities that serve the city as a whole.

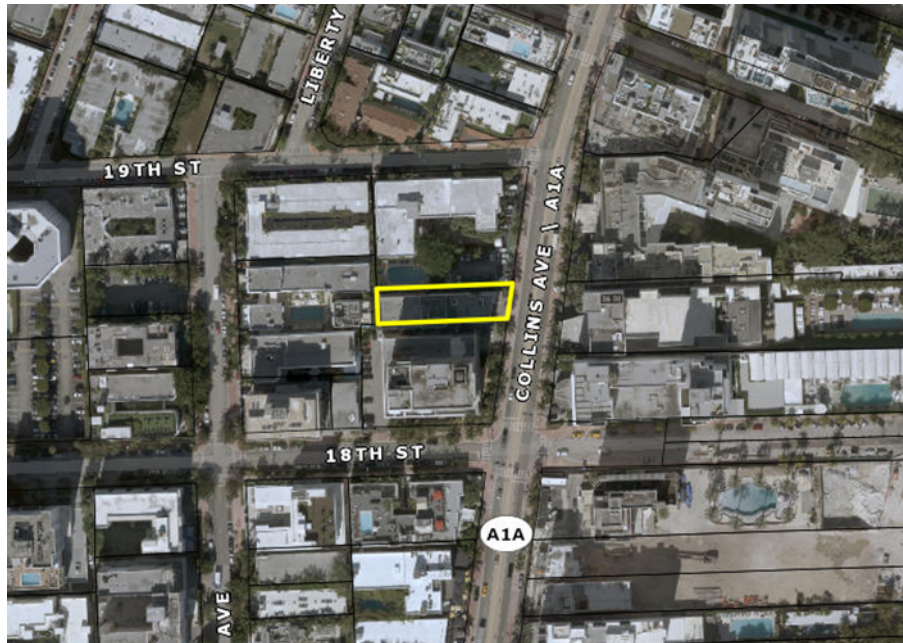


Figure 1, Aerial

Proposed Development. The Applicant is proposing a new 15-story mixed-use building on the Property (the "Project"). This urban infill development will include an active ground floor, parking, commercial, residential units, and amenities. The loading and parking areas will be fully enclosed and covered. The purpose of this application is to accommodate the required off-street parking spaces within the new construction on the narrow lot through the introduction of the car elevator.

The Project includes twenty-nine (29) residential units; forty-percent (40%) of which will consist of Workforce Housing units. Each unit will have a balcony. Additionally, there will be commercial space on the sixth floor. The rooftop will consist of a pool for the residents. The Project complies with the land development regulations provided in the Resiliency Code.

In accordance with the Miami Beach Resiliency Code ("Code") Section 5.2.11.b.3.A, the Applicant included a schematic plan showing the Project utilizing vehicle elevators and vehicle elevator systems designed to maximize the efficiency of off-street parking on the Property. The

proposed system meets all applicable Code requirements for safety, access, and flood protection and will require review and approval by the City's Planning Board as part of the Conditional Use Permit application process. The Applicant has coordinated with a registered elevator contractor and will submit the necessary construction plans, shop drawings, affidavits of code compliance, and permit applications to the City of Miami Beach Public Works Elevator Safety Division consistent with Chapter 399, Florida Statutes and Chapter 30, Florida Building Code. All mechanical and electrical systems critical to operation will be installed above the base flood elevation in compliance with the City's resiliency standards, ensuring safe and adaptable site conditions for present and future needs.

The Project will utilize valet and tandem parking, with the valet station located on the ground floor. In accordance with Section 5.2.13 of the Code, commercial establishments, hotels, hotel accessory uses, multifamily residential buildings, residential accessory uses, and alcoholic beverage establishments may fulfill their parking requirements entirely through valet parking. The Project will provide one hundred percent (100%) valet parking for both residents and visitors. A valet operator will remain on-site at all times to ensure immediate access to any vehicle parked in tandem. Residents and visitors will drop off their vehicles with the valet, who will manage transportation to the vehicle elevators. Only valet operators will hold the keys and authorization to access and operate the car elevators.

The Applicant's overall goal is to enhance the sustainability and resiliency conditions on the Property and provide a functional new development that will improve the aesthetics of the surrounding area.

Satisfaction of Conditional Use Criteria. The Applicant's conditional use permit to allow a vehicle elevator satisfies the review criteria and guidelines enumerated in Section 2.5.2.2.a. of the Resiliency Code as follows:

- (1) The use is consistent with the comprehensive plan or neighborhood plan if one exists for the area in which the property is located.

The Project is a mix of residential units and commercial space. The vehicle elevator is intended to support the residents and visitors of the building. The proposed uses are expressly permitted the zoning district, which is designed to accommodate a range of commercial activities, services, offices and related activities which serve the entire City.

- (2) The intended use or construction will not result in an impact that will exceed the thresholds for the levels of service as set forth in the comprehensive plan.

The Project will not result in an impact that will exceed the thresholds for the levels of service as set forth in the Comprehensive Plan. The goal is to reduce or maintain current levels of service with additional residential units and office space in close proximity to transit, retail, and a variety of other uses.

(3) Structures and uses associated with the request are consistent with these land development regulations.

The design, scale and massing of the Project is compatible with the surrounding area, which contains large multi-family uses, hotel and retail. The Project complies with CD-2 regulations and the proposed residential and office uses are permitted in the CD-2 District. Therefore, the proposed structure and uses are consistent with the intent of the land development regulations.

(4) The public health, safety, morals, and general welfare will not be adversely affected. Nothing in the Project will negatively affect the public health, safety, morals and general welfare of the City of Miami Beach.

The public health, safety, morals, and general welfare will not be adversely affected with the introduction of a modern, environmentally resilient residential building. The Project will enhance the public health, safety, morals, and general welfare of the community with a similar compatible use consistent with the neighborhood.

(5) Adequate off-street parking facilities will be provided.

The purpose of this application is to accommodate additional off-street parking spaces within new construction. Although no loading space is required, one (1) loading space is being provided. As proposed, adequate off-street parking facilities will be provided on site for all the proposed uses. All required parking spaces will be provided for on-site.

(6) Necessary safeguards will be provided for the protection of surrounding property, persons, and neighborhood values.

The Project is subject to conditional use review is because of the car elevator to move the vehicles through the different parking floors. The mechanical elevator protects the surrounding neighborhood from what would be a much larger, less-functional building on this narrow, developable area. As detailed below, the Project meets all of the conditional use review criteria that are specific to vehicle elevators, as well as the conditions provided in the Resiliency Code.

(7) The concentration of similar types of uses will not create a negative impact on the surrounding neighborhood. Geographic concentration of similar types of conditional uses should be discouraged.

The Project is consistent with the Commercial districts. The regulations applicable to the Performance Standards encourages more flexible and innovative design and development in accordance with the goals and objectives of the comprehensive plan and the redevelopment plan. Only the provision of mechanical car elevator that triggers the condition use review. Therefore, it will not have a negative impact on the surrounding neighborhood. Rather, the goal of the Project is to improve the site with a design and use that will benefit the area with additional lodging options and dining experiences.

(8) The structure and site comply with the sea level rise and resiliency review criteria in chapter 7, article I, as applicable.

The Project will be new construction that will comply with sea level rise and resiliency review.

(9) Appropriate consideration is given to the safety of and friendliness to pedestrian traffic; passageways through alleys is encouraged where feasible and driveways shall be minimized to the extent possible.

The Project is a residential building that is in line with the abutting existing, large scale commercial developments. Additionally, the perimeter of the Property includes lush landscaping and lighting. The limited vehicle elevator area is entirely within the building envelope, which keeps each frontage active and beautiful for pedestrians.

(10) In addition to the foregoing criteria, a housing impact statement, as defined in section 1.2.2.1, if applicable, shall be mandatory for planning board review of any proposal that contains at least one existing residential unit, except for single-family homes. The housing impact statement shall be provided for tracking purposes and to inform future policy discussions of the board and/or the City Commission but may not serve as a basis for the approval or denial of a conditional use application.

There are no existing residential units on the property, therefore housing impact statement is not applicable.

Satisfaction of Mechanical Parking Systems Criteria. The Conditional Use Permit requested satisfies the review criteria and guidelines enumerated in Sections 5.2.11.b.3.A. 1 and 2, 5.2.11.e. 1 to 11, and 5.2.11.f. 1 to 7. of the Resiliency Code as provided below.

Section 5.2.11.b.3.A.1-2. Projects proposing to use mechanical parking devices or robotic parking systems to meet accessory or main use off-street parking requirements must submit schematic floor plans before site plan review by the applicable land use board. Specifically, two sets of schematic floor plans are required: one set showing the project with parking requirements satisfied by traditional, nonmechanical means, and a second set showing the project utilizing the proposed vehicle elevators.

The Applicant seeks approval because the development of the Property is infeasible without a mechanical car elevator. Due to the Property's narrow fifty-foot (50') lot width, the Applicant cannot produce schematics demonstrating compliance with the thirty-five (35) required parking spaces using conventional parking methods.

The submitted architectural plans depict the Project using a car elevator to transport vehicles between floors. This approach improves ground floor area and maneuverability. The schematic plan does not propose any below-grade parking spaces.

Mechanical Parking Criteria. As part of the conditional use process for the use of mechanical parking devices, the Project addresses the following review criteria and guidelines enumerated in Section 5.2.11(e)(1-11) of the Resiliency Code as follows:

1. Whether the scale of the proposed structure is compatible with the existing urban character of the surrounding neighborhood;

The proposed 15-story, 200-foot mixed-use structure is located within the CD-2 zoning district along Collins Avenue, a corridor already characterized by multi-story hotels, residential towers, and mixed-use development. The project footprint of approximately 50 ft. x 172 ft. is consistent with the existing lot dimensions and the scale of surrounding structures visible in the context photographs. The use of valet-managed car elevators internalizes all parking within the building's west-facing core, eliminating surface parking and contributing to a more urban, pedestrian-friendly ground floor presence along Collins Avenue.

2. Whether the proposed use of mechanical parking results in an improvement of design characteristics and compatibility with the surrounding neighborhood and has demonstrated how the scale, mass, volume, and height of the building are reduced by the use of mechanical parking;

The mechanical parking system enables the Project to consolidate all 35 required parking spaces within a compact, fully enclosed west-side core spanning the ground through fifth floors. Without the car elevators, a conventional ramp-based garage of equivalent capacity would require a significantly larger footprint and additional above-grade floor area. The use of two valet-operated car elevators (Valet Elev. 1 and Valet Elev. 2, each rated at 8,000 lbs. with 74 ft./min. cabs) allows the parking structure to occupy only the western portion of the lower floors, freeing the remainder of each floor for residential workforce units and associated program, and contributing to a slender tower profile that reduces massing along the Collins Avenue streetwall.

3. Whether the proposed use of mechanical parking does not result in an increase in density or intensity over what could be constructed with conventional parking;

The Project proposes 35 total parking spaces managed through the mechanical elevator system, consistent with the reduced parking requirement of 34 spaces (following Live Local, bicycle, and scooter/moped parking reductions under Section 5.2.14) and the 138 existing spaces on site. The mechanical parking system does not unlock additional density or intensity beyond what the applicable CD-2 and Live Local Act parameters would otherwise permit. The total FAR of 60,902 SF is at or below the maximum allowable FAR of 60,926 SF (9,557 SF site × 6.375 FAR), and the unit count of 29 dwelling units does not exceed the 32-unit maximum permitted under Live Local density of 150 DU/acre applied to the 0.219-acre lot.

4. Whether parking lifts or mechanisms are located inside, within a fully enclosed building, and not visible from exterior view;

Both car elevators are located entirely within the interior of the building, positioned at the western end of the ground through fifth floor plans. As shown on the First Floor Plan, Second Floor Plan, and 3rd–5th Floor Plans, the elevator cabs are enclosed within the building core along the west property line. The elevator shafts and all associated mechanical equipment are fully interior and are not visible from Collins Avenue or any other public right-of-way. The Building Section confirms that the car elevator core is set back from the Collins Avenue frontage and screened by building program on all exterior-facing sides.

5. In cases where mechanical parking lifts are used for self-parking in multifamily residential buildings; whether approval is conditioned upon the proper restrictive covenant being provided limiting the use of each lift to the same unit owner;

The car elevators will be operated exclusively by trained valet staff at all times the facility is open to the public. Patrons will not self-operate the elevators. As required by Code, approval of this application will be conditioned upon the recordation of a restrictive covenant stipulating that valet service must be provided for the mechanical parking elevators for so long as such use continues. The Applicant acknowledges and accepts this condition.

6. In cases where mechanical parking lifts are used for valet parking, whether approval is conditioned upon the proper restrictive covenant being provided stipulating that a valet service or operator must be provided for such parking for so long as the use continues;

Vehicular access is provided via a single curb cut on Collins Avenue, with a designated valet drop-off and pick-up area at the ground floor fronting Collins Avenue. The Operational Plan establishes that vehicles will be sequentially staged within the facility, parked from the rear of the structure forward, and retrieved in reverse order to eliminate cross-traffic conflicts within the garage. The two car elevators operate at 74 feet per minute, and the valet staffing ratios (minimum one attendant per 15–20 active vehicles, with a supervisor on duty during periods at or above 50% capacity) are designed to maintain queue times within industry-standard benchmarks. A dedicated traffic/circulation study addressing ingress, egress, and stacking conditions can be provided as a supplement to this application upon request or as required by the Planning Board.

7. Whether a traffic study has been provided that details the ingress, egress, and circulation within the mechanical parking facility, and the technical and staffing requirements necessary to ensure that the proposed mechanical parking system does not cause excessive stacking, waiting, or backups onto the public right-of-way;

A comprehensive Operational Plan has been submitted as a separate exhibit to this application addressing the following:

(a) Hours of Operation: The parking facility operates continuously in support of the building's residential and commercial uses. Large-scale deliveries are limited to 9:00 AM–9:00 PM.

(b) Staffing: No fewer than one dedicated valet attendant is assigned to elevator operations at all times the facility is open, with additional valets scheduled at a ratio of one per 15–20 active vehicles and a supervisor on duty during peak periods.

(c) Maintenance: The car elevators are subject to a preventative maintenance agreement with a licensed elevator contractor holding a current State of Florida Certificate of Competency, and will be inspected and certified annually by a licensed engineer or the elevator authority having jurisdiction.

(d) Noise: Each elevator unit is a commercial-grade hydraulic or traction-drive unit; noise and vibration barriers will be incorporated into the surrounding walls to ensure that operation is not plainly audible outside adjacent units or at neighboring properties. (e) Emergency Procedures: The Project includes an emergency generator capable of fully powering the car elevators during power outages; emergency access procedures have been coordinated with the Fire Department.

8. Whether a proposed operations plan, including hours of operation, number of employees, maintenance requirements, noise specifications, and emergency procedures, has been provided;

The Project's accessory uses, consisting of a ground-floor commercial office space of approximately 4,835 SF and associated building support spaces (lobby, mail, trash room, valet staging), are proportionate to the overall 110,330 GSF structure. All deliveries are received within the enclosed ground floor loading area (10' × 20' loading space) and managed by building staff; no deliveries will be permitted in the right-of-way. Trash is maintained in an air-conditioned trash room accessible from Collins Avenue and is coordinated to avoid conflicts with deliveries and residential move-in/move-out activity.

9. In cases where the proposed facility includes accessory uses in addition to the parking garage, whether the accessory uses are in proportion to the facility as a whole, and delivery of merchandise and removal of refuse, and any

additional impacts upon the surrounding neighborhood created by the scale and intensity of the proposed accessory uses, are adequately addressed;

The Project is situated between 18th and 19th Streets along Collins Avenue, in a block context that includes multi-story hotel and residential towers of comparable or greater scale, as documented in the existing conditions photographs. The mechanical parking core is located along the western (rear) wall of the structure, adjacent to the 25-ft. west lot (Lot 4), and is fully enclosed with sound and vibration attenuation measures. The valet-only operational model eliminates random vehicular circulation within the garage and minimizes noise from individual vehicle movements. The Project does not introduce an open-air or surface-level parking structure, which further reduces visual and operational impacts on adjacent residential uses.

10. Whether the proximity of the proposed facility to similar size structures and to residential uses creates adverse impacts and how such impacts are mitigated; and

There will be no adverse impacts from the proposed mechanical parking facilities because the parking garage is entirely enclosed and lined with active uses.

11. Whether a cumulative effect from the proposed facility with adjacent and nearby structures arises, and how such cumulative effect will be addressed;

The Project replaces an existing low-rise commercial structure with a mixed-use tower. The transition to an enclosed, valet-managed mechanical parking is seamless and will not negatively impact the block. The building's slender tower form, setback parking core, and active Collins Avenue ground floor are consistent with Miami Beach's urban design goals for the Collins Avenue corridor and do not create a cumulative massing or operational impact when considered in context with adjacent and nearby structures.

Section 5.2.11.f. 1 to 7. The proposed mechanical parking lifts also satisfies the following conditions and guidelines enumerated in Section 5.2.11(f)(1-7) of the Resiliency Code as follows:

(1) The noise or vibration from the operation of mechanical parking lifts, car elevators, or robotic parking systems shall not be plainly audible to or felt by any individual standing outside an apartment or hotel unit at any adjacent or nearby

property. In addition, noise and vibration barriers shall be utilized to ensure that surrounding walls decrease sound and vibration emissions outside of the parking garage;

The car elevators are commercial-grade hydraulic or traction-drive units. Noise and vibration barriers will be incorporated into the surrounding wall construction to ensure that elevator operation is not plainly audible to, or felt by, any individual standing outside an apartment

(2) For mechanical lifts, the parking lift platform must be fully load-bearing, and must be sealed and of a sufficient width and length to prevent dripping liquids or debris onto the vehicle below;

Each elevator platform has a rated capacity of 8,000 lbs. and is dimensioned to accommodate standard passenger sedans, full-size pickup trucks, and light SUVs. Platform surfaces are finished with non-slip decking. The platforms are fully load-bearing and sealed to prevent dripping of fluids or debris onto vehicles below.

(3) All free-standing mechanical parking lifts must be designed so that power is required to lift the car, but that no power is required to lower the car, in order to ensure that the lift can be lowered and the top vehicle can be accessed in the event of a power outage; robotic garages and vehicle elevators must have backup generators sufficient to power the system;

The Project does not use freestanding mechanical lifts; the system consists of fully enclosed commercial-grade car elevators. As required for vehicle elevators, the Project includes an emergency generator of sufficient capacity to fully operate both car elevators in the event of a power failure. The generator will automatically activate upon power loss and will be fueled, tested, and maintained in accordance with manufacturer specifications and applicable codes.

(4) All mechanical lifts must be designed to prevent lowering of the lift when a vehicle is parked below the lift;

Both car elevators are equipped with interlock controls that prevent the lowering of the elevator cab when a vehicle is positioned on the platform below. This safety feature is a standard requirement of the commercial elevator units specified and will be confirmed during equipment commissioning.

(5) The ceiling heights of any parking level with parking lifts within the parking garage shall be a minimum of 11 feet by six inches;

As reflected in the Building Section, the floor-to-floor heights at the parking levels (Floors 1 through 5) are satisfactory. The Ground floor to 2nd floor slab is approximately 22 feet 4 inches. The valet parking areas on Floors 2 through 5 provide clear ceiling heights that meet or exceed the minimum 11 ft. 6 in. requirement. Confirmation of clear heights will be provided on the permit drawings.

(6) All mechanical parking systems, including lifts, elevators and robotic systems, must be inspected and certified as safe and in good working order by a licensed mechanical engineer at least once per year and the findings of the inspection shall be summarized in a report signed by the same licensed mechanical engineer or firm. Such report shall be furnished to the planning director and the building official; and

All mechanical parking elevators will be inspected and certified as safe and in good working order by a licensed engineer or the elevator authority having jurisdiction at least once per year. The findings of each inspection will be summarized in a signed report furnished to the Planning Director and the Building Official, in compliance with this condition. The Applicant's maintenance agreement with a licensed Florida elevator contractor will incorporate the annual inspection requirement.

(7) All parking lifts shall be maintained and kept in good working order.

The car elevators will be maintained in good working order at all times pursuant to a preventative maintenance service agreement with a licensed elevator contractor holding a current State of Florida Elevator Contractor Certificate of Competency. The Operational Plan establishes the maintenance and testing protocol for both the car elevators and the emergency generator.

Sea Level Rise and Resiliency Criteria. The Project advances the sea level rise and resiliency criteria in Section 7.1.2.4 of the Resiliency Code, as follows:

1. A recycling or salvage plan for partial or total demolition shall be provided.

A recycling and salvage plan for the proposed full demolition of the existing parking and commercial structure will be provided at permitting.

2. Windows that are proposed to be replaced shall be hurricane proof impact windows.

All windows proposed for the new 15-story structure will be hurricane-proof impact-rated windows in compliance with applicable Florida Building Code requirements.

3. Where feasible and appropriate, passive cooling systems, such as operable windows, shall be provided.

The Applicant will provide operable windows and other passive cooling elements where feasible and appropriate given the building's tower configuration and coastal exposure.

4. Whether resilient landscaping (salt tolerant, highly water-absorbent, native or Florida friendly plants) will be provided.

The proposed landscape design incorporates an all-native, Florida-friendly plant palette throughout the ground floor and roof levels, including Bay Rum (*Pimenta racemosa*), Jamaica Caper (*Capparis cynophallophora*), Spanish Stopper (*Eugenia foetida*), Wild Coffee (*Psychotria nervosa*), Red Tip Cocoplum (*Chrysobalanus icaco*), Thatch Palm (*Thrinax radiata*), and Golden Creeper (*Ernodia littoralis*), all salt-tolerant, drought-tolerant, and low-maintenance species consistent with the Resiliency Code's species requirements.

5. Whether adopted sea level rise projections in the Southeast Florida Regional Climate Action Plan, as may be revised from time-to-time by the Southeast Florida Regional Climate Change Compact, including a study of land elevation and elevation of surrounding properties were considered.

The Project has been designed with reference to adopted sea level rise projections under the Southeast Florida Regional Climate Action Plan. The site's base flood elevation is 8.0 NGVD, and the finished ground floor is set at +9.0 NGVD (BFE+1), reflecting consideration of current and projected flood conditions for this Collins Avenue coastal site.

6. The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-ways and adjacent land.

The ground floor, valet driveway, and internal ramping are designed at elevations (+9.0 NGVD at the flat entry, +7.0 NGVD at the ramp transition) that accommodate future adjustments to the Collins Avenue right-of-way grade consistent with the City's infrastructure resiliency program.

7. Where feasible and appropriate. All critical mechanical and electrical systems are located above base flood elevation.

All critical mechanical and electrical systems, including the FPL electrical transformer vault, fire pump, fire command room, and emergency generator, are located on the ground floor at +9.0 NGVD (BFE+1) or above, consistent with the building section and first floor plan..

8. Existing buildings shall be, where reasonably feasible and appropriate, elevated to the base flood elevation.

No habitable space is proposed below the base flood elevation plus City freeboard. The first habitable floor is located at +13.0 NGVD (BFE+5), well above the applicable threshold. Ground floor non-habitable uses (lobby, valet, trash, loading, fire command) are located at +9.0 NGVD (BFE+1) with appropriate floodproofing measures.

9. When habitable space is located below the base flood elevation plus City of Miami Beach Freeboard, wet or dry flood proofing systems will be provided in accordance with Chapter of 54 of the City Code.

Water retention systems, including the proposed trench drain at the Collins Avenue entry and subsurface drainage infrastructure associated with the Silva Cell suspended pavement system shown on the landscape details, will be incorporated where feasible consistent with the site's constrained urban footprint.

10. Where feasible and appropriate, water retention systems shall be provided.

Water retention systems, including the proposed trench drain at the Collins Avenue entry and subsurface drainage infrastructure associated with the Silva Cell suspended pavement system shown on the landscape details, will be incorporated where feasible consistent with the site's constrained urban footprint.

11. Cool pavement materials or porous pavement materials shall be utilized.

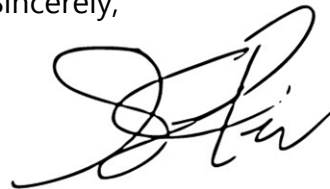
The ground floor hardscape design incorporates porous and cool pavement materials, including the in-grade planting areas. Cool pavement materials and/or porous pavement materials will be utilized.

12. The design of each project shall minimize the potential for heat island effects on-site.

The Project minimizes heat island effects through an extensive green roof and amenity deck with 748 SF of in-grade planting and palm canopy coverage, a shading pergola at the roof level, native perimeter plantings at the ground floor, and light-colored glass facade materials that reduce solar heat absorption.

Conclusion. The Applicant respectfully requests your favorable review and administrative approval of this Live Local Act Application. If you have any questions or comments, please reach me via email at gpenn@brzoninglaw.com or via phone at 305-377-6229.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Penn', with a stylized, cursive script.

Graham Penn

Cc: Carlos A. Markovich, Esq.