

Exhibit 1a

Base Case Masterplan

1 Convention Center Renovation (including hotel parking)

Existing Halls	502,000 sf
Existing Meeting	127,000 sf
Additional Meeting+ Ballroom	125,000 sf

2 Hotel Complex

Hotel Total Area:	633,730 sf
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3 F&B Venue (Part of hotel development)

F&B Venue Total Area:	40,000 sf
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Exhibit 1a Base Case Masterplan

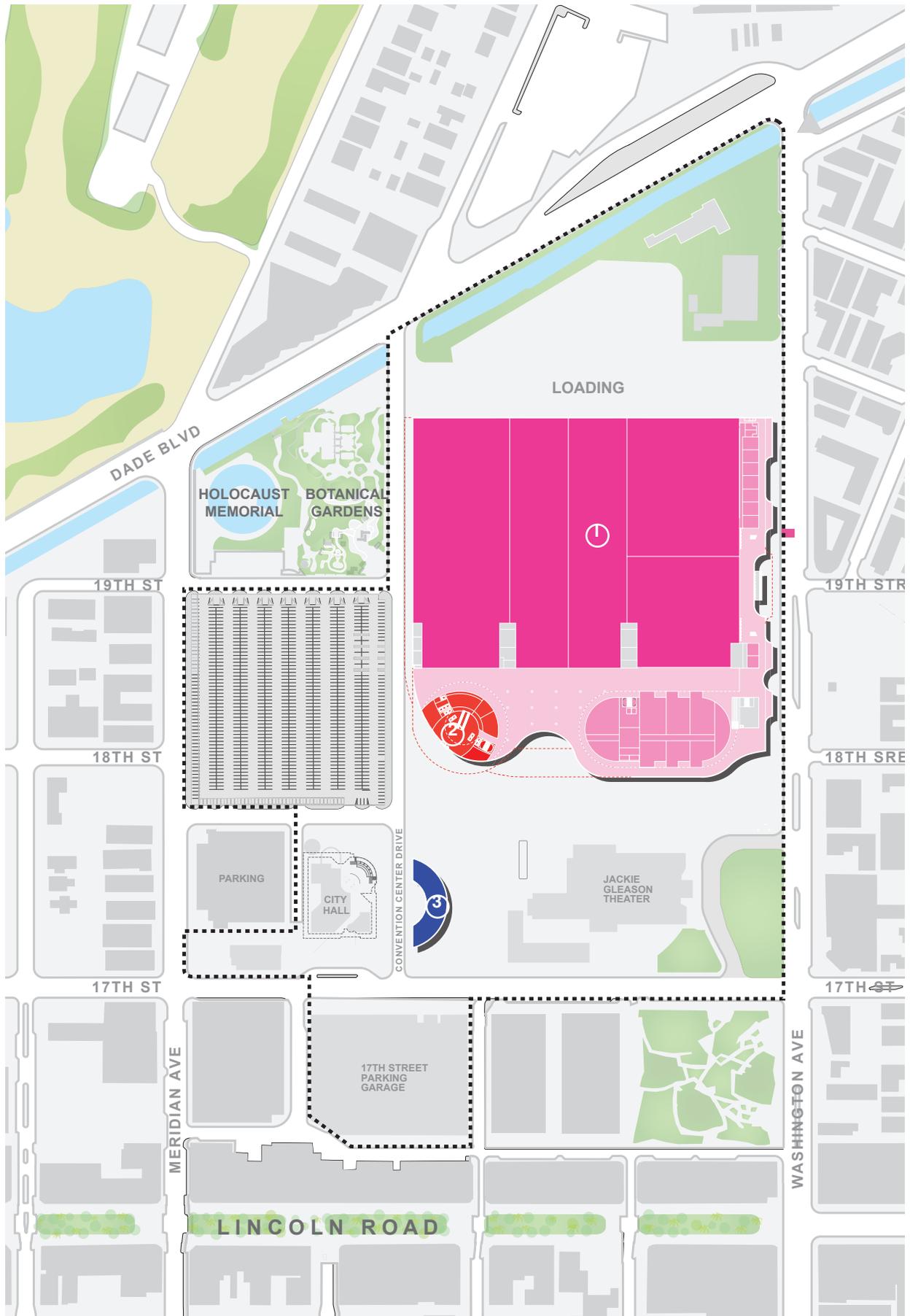


Exhibit 1b

Phase I Components Masterplan

1 Convention Center Renovation (including hotel parking)

Existing Halls	502,000 sf
Existing Meeting	127,000 sf
Additional Meeting+ Ballroom	125,000 sf

2 Hotel Complex

Hotel Total Area:	633,730 sf
-------------------	------------

3 F&B Venue (Part of hotel development)

F&B Venue Total Area:	40,000 sf
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4 P-Lot Multifamily and Parking Development

Residential Area: (approx 261 units)	342,000 sf
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5 Jackie Gleason Refurbishment

Theater (seats)	2,700 seats
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6 Cultural Amenity

Culture Total Area:	18,000 sf
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7 17th Street Garage and Development

Retail	59,500 sf
Parking	1,750 spaces

8 Additional Parking Development

Additional Parking 1,388 Spaces	499,400sf
Community Center (2 Levels, under bermed landscape)	9,000 sf

9 Info Center

Info Center	9,361 sf
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10 Public Amenities

Office (Reallocated Office above Hall C in CC to replace 555 17th St Office and 22nd St Community Center Office)	15,000 sf
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Exhibit 1b
Phase I Components Masterplan

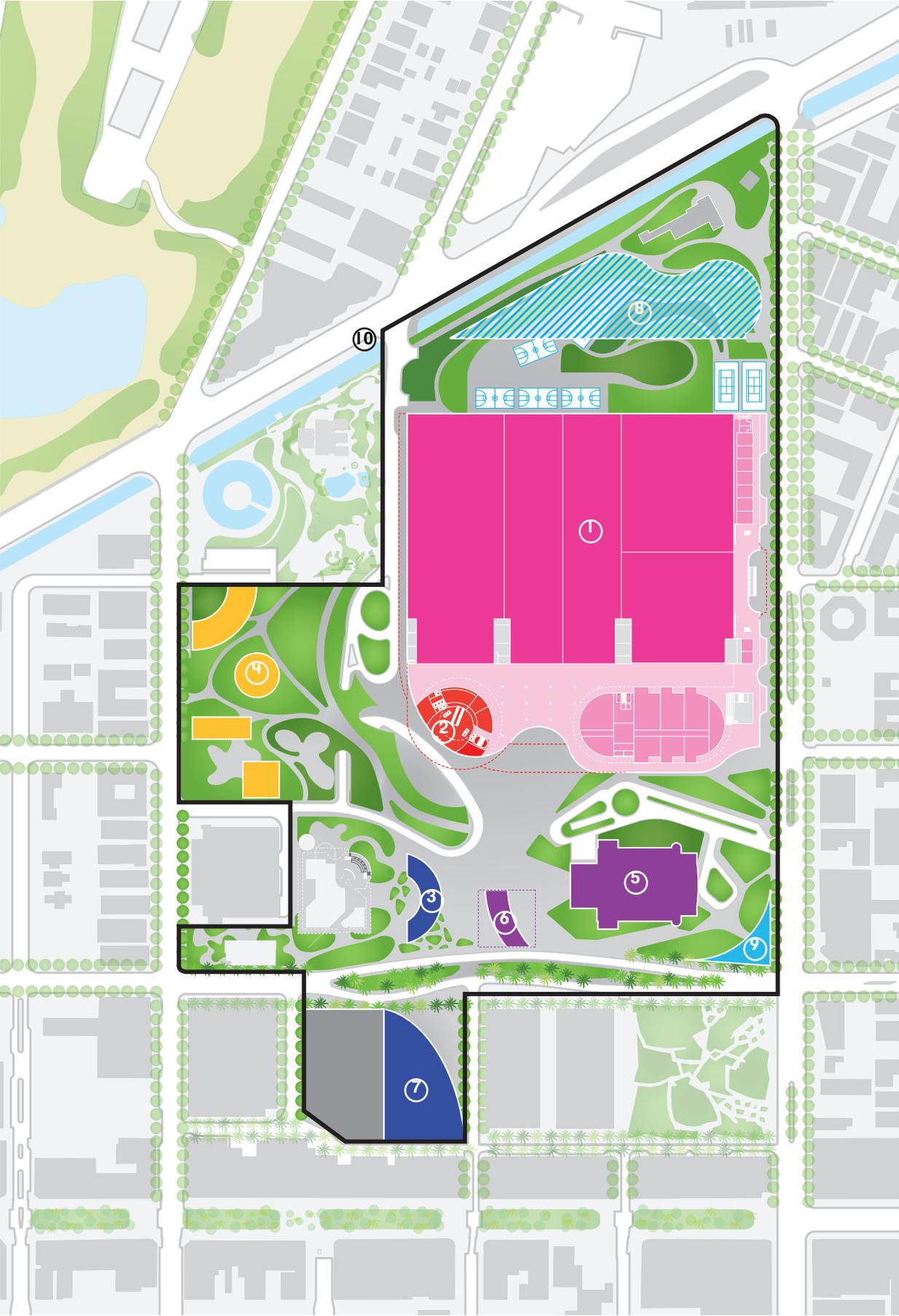


Exhibit 1c

Future Components Masterplan

1 Convention Center Renovation (including hotel parking)

Existing Halls	502,000 sf
Existing Meeting	127,000 sf
Additional Meeting+ Ballroom	125,000 sf

2 Hotel Complex

Hotel Total Area:	633,730 sf
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3 F&B Venue (Part of hotel development)

F&B Venue Total Area:	40,000 sf
-----------------------	-----------

4 P-Lot Multifamily and Parking Development

Residential Area: (approx 261 units)	342,000 sf
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5 Jackie Gleason Refurbishment

Theater (seats)	2,700
-----------------	-------

6 Cultural Amenity

Culture Total Area:	18,000 sf
(assumed assembly space)	15,000 sf

7 17th Street Garage and Development

Retail	59,500 sf
Parking	1,750 spaces
Residential: (approx 80 units)	105,000 sf

8 Additional Parking Development

Additional Parking 1,388 Spaces	499,400 sf
Community Center (2 Levels, under bermed landscape)	9,000 sf

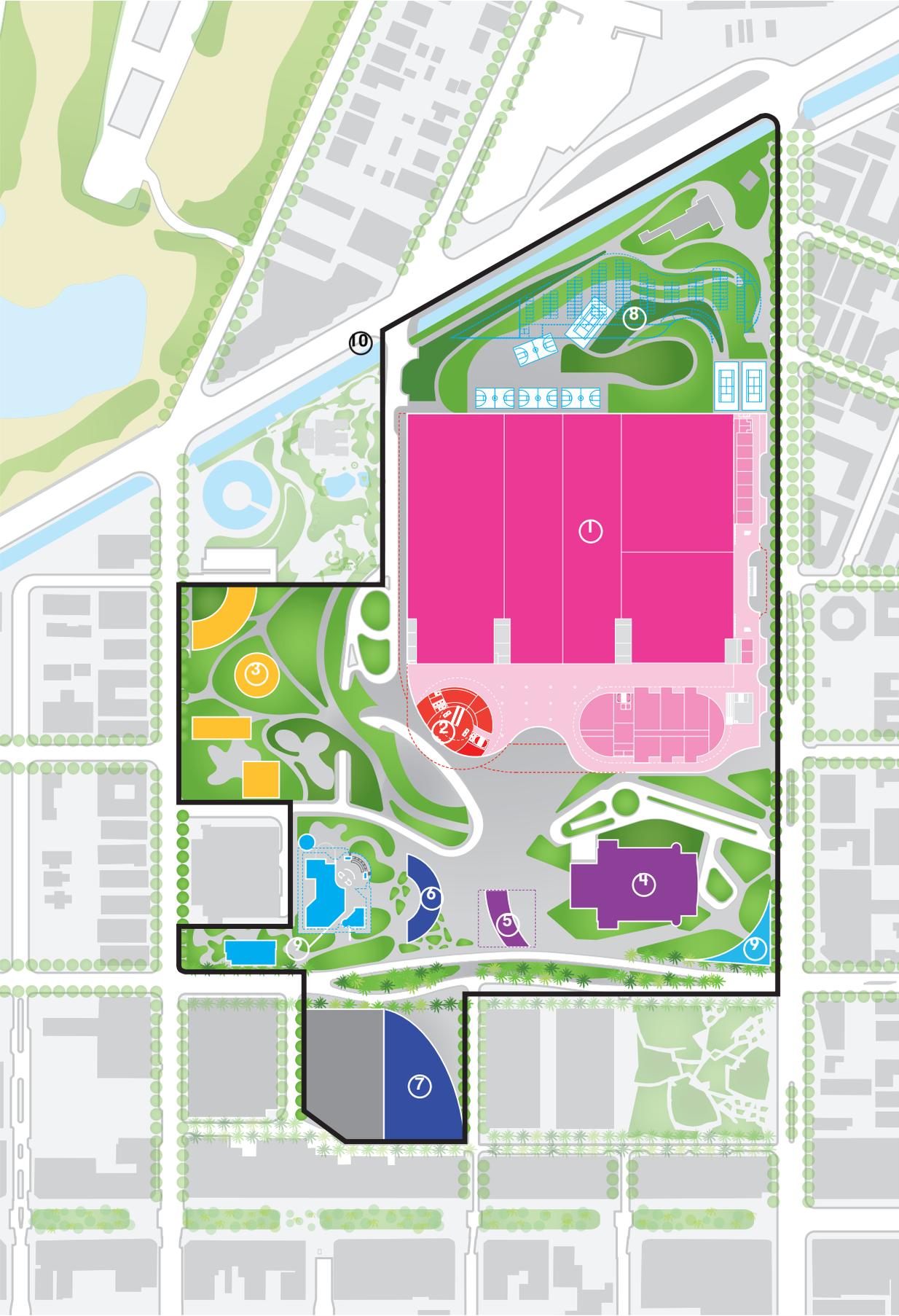
9 Info Center

Info Center	9,361 sf
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10 Public Amenities

Office (Reallocated Office above Hall C in CC to replace 555 17th St Office and 22nd St Community Center Office)	15,000 sf
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Exhibit 1c
Future Components Masterplan



- 802 Exhibit 2
803 Renovation Program
- 804 1) New Outdoor Function Space
- 805 2) New Executive Conference Center and Business Center
- 806 3) Renovated Food Courts / Concessions
- 807 4) Existing Exhibit Hall Improvements
- 808 a) Halls need to be reconfigured so they can be subdivided into four halls from North to South. With this
809 configuration, the skywalk will be removed.
- 810 b) One of the subdivided halls needs the capability to be further subdivided for smaller events.
- 811 c) Each subdivided exhibit hall needs access to approximately nine (9) loading docks (36 in total).
- 812 d) Each subdivided exhibit hall needs one (1) 30' x30' freight door and four (4) 15' x 24' freight doors.
- 813 e) Provide appropriate show offices adjacent to each hall.
- 814 f) Repair exhibit floor to provide for 350 lbs per sf load
- 815 g) Repair/improve infrastructure under exhibit halls (plumbing, electrical and data/telecomm) to Class A
816 standards.
- 817 h) Replace exhibit hall air handlers and install new VFD's
- 818 5) Existing Meeting Rooms/Pre-Function
- 819 a) Provide a general renovation of existing meeting spaces and Pre-function areas including all finishes
820 (carpet, wall coverings, ceiling, etc.) and fixtures, lighting and lighting controls, sound systems,
821 automatic projector screens, rigging points, etc.
- 822 b) Install floor power in C 123-126 and D 128-131
- 823 6) Existing Support Areas
- 824 a) Carpet replacement throughout facility
- 825 b) Add new restrooms and expand existing to achieve the appropriate number of facilities.
- 826 c) Upgrade and/or expand kitchen facilities to meet Class A standards.
- 827 d) Renovate concession stands
- 828 e) Provide for a business center with approximately 1,500 square feet (could be in conjunction with hotel
829 needs)
- 830 f) Locate engineering shops and their offices in best location given hall reconfiguration
- 831 g) Provide the appropriate number of permanent ticket booths on the exterior of the facility. Ideally one for
832 each hall with at least eight (8) windows.
- 833 7) Infrastructure Improvements
- 834 a) Replace existing escalators
- 835 b) Replace existing elevators, including relocating/installing freight elevators driven by hall reconfiguration.
- 836 c) Replace buss duct on west side interior
- 837 d) Replace exterior doors and windows with impact glass
- 838 e) Replace all west side air handlers
- 839 f) Install roof drain vents
- 840 g) Replace chiller and cooling tower

- 841 h) Replace west side chilled water piping
- 842 i) Assess and replace/improve all life safety function's including fire sprinkler pump replacement, fire
- 843 sprinkler valve room replacement, and fire panel replacement to include strobe lighting
- 844 j) Replace generator
- 845 k) Replace cooling tower piping
- 846 l) Chilled water insulation replacement
- 847 m) Chilled water valve replacement
- 848 n) Upgrade Compressed air system
- 849 o) Reduce humidity and condensation problems within the building
- 850 p) Replace exhaust fans
- 851 q) Replace exterior sidewalk, stairs and handrails
- 852 r) Add portable/telescopic riser seating (minimum 4,000 seats)
- 853 s) Replace all existing interior doors and hardware, including card swipe locking system
- 854 8) Sustainability Improvements – Advise on and implement viable sustainability measures within the facility.
- 855 This could include, but not limited to, solar roof panels, rain water collection, natural light, etc.) Achieve
- 856 LEED certification.
- 857 9) Technology
- 858 a) Add a Distributed Antenna System (cell phones)
- 859 b) Expand Wi-Fi to entire facility
- 860 c) Add digital read boards throughout facility for meeting rooms, exhibit halls
- 861 d) Add Exterior digital signage and marquee
- 862 10) ADA – Ensure facility is compliant with all ADA requirements, including push button door openers.

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Exhibit 3
Potential Available Additional Proceeds

#	Source	Additional Proceeds
1	Every 20,000 GSF of additional retail	10.00mm
2	Decrease of Operating Subsidy by \$500,000	8.25mm
3	Investment rate on DSRF of 2.8% (AA GIC)	9.85mm
4	Increase bond issuance term from 30 to 35 years	35.53mm
5	Condo land purchase	18.89mm
6	Increase hotel key count from 800 to 1,000	25.00mm
7	Extend RDA beyond 2022 (City's portion)*	103.70mm
8	Extend RDA beyond 2022 (County's portion)*	90.71mm
9	Outsource cogeneration plant	45.mm
10	Total Potential Additional Proceeds	346.93mm

* In addition to revenues being currently used for project

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Hotel Program

Area	Count	Notes
Traditional Hotel Keys	737 Keys	278,586 SF / 737 Bays
Junior Suites	30 Keys	17,010 SF / 45 Bays
Premier Suites	15 Keys	11,340 SF / 30 Bays
Deluxe Parlor Only	16 Keys	14,364 SF / 38 Bays
Presidential	2 Keys	3,780 SF / 10 Bays
Total Hotel Keys	800 Keys	325,080 SF / 860 Bays
Other Guestroom Areas	81,150 SF	Corridors, Elevator Lobbies, Maid Closets, Vending, Elevator Core, etc.
Total Guestroom Areas	406,230 SF	
Lobby & Entrance	8,490 SF	
Retail / Sundry	1,710 SF	
F&B Outlets	16,380 SF	5 outlets with 540 F&B Seats
Club Lounge	2,240 SF	
Total Public Areas	28,820 SF	
Ballroom	20,000 SF	
Jr. Ballroom	15,000 SF	
Meeting Rooms	20,000 SF	(2) 5,000 SF Rooms, (4) 1,500 SF Rooms, (4) 1,000 SF Rooms
Board Rooms	1,200 SF	(2) 600 SF Board Rooms
Pre-Function	21,000 SF	
Support & BOH	21,300 SF	
Total Function Space	98,500 SF	
Administrative Areas	12,020 SF	Front Desk & Office, Accounting, Executive Offices
Service Areas	38,515 SF	Kitchens, F&B Storage, Housekeeping, Laundry, etc.
Employee Facilities	5,900 SF	HR, Cafeteria, Lockers & Toilets
Maintenance & Engineering	31,385 SF	Engineering, Mechanical Plant
Recreation Facilities	12,360 SF	Health Club, Sauna, Spa
Hotel Gross Indoor SF	633,730 SF	792 GSF per Key / 737 GSF per Bay
Outdoor Recreation	136,255 SF	Includes (2) Outdoor Pools, (2) Pool Decks, & Balconies
Hotel Parking	848 Spaces	500 South of Hotel & 348 Spaces Located in CC Parking Facility
Hotel Accessory F&B	40,000 SF	Separate Facility Outside the Hotel

868 *Typical Bay is 14' Wide x 27' Deep = 378 GSF, or 340 NSF.

Exhibit 5 Convention Center / Hotel Floor Plans

Ground Floor

Convention Center

Hall A = 172,500 sf

Hall B = 179,700 sf

Hall C = 148,700 sf

Meeting Rooms = 57,500 sf

35' clear Concourse Flex Space = 75,000 sf

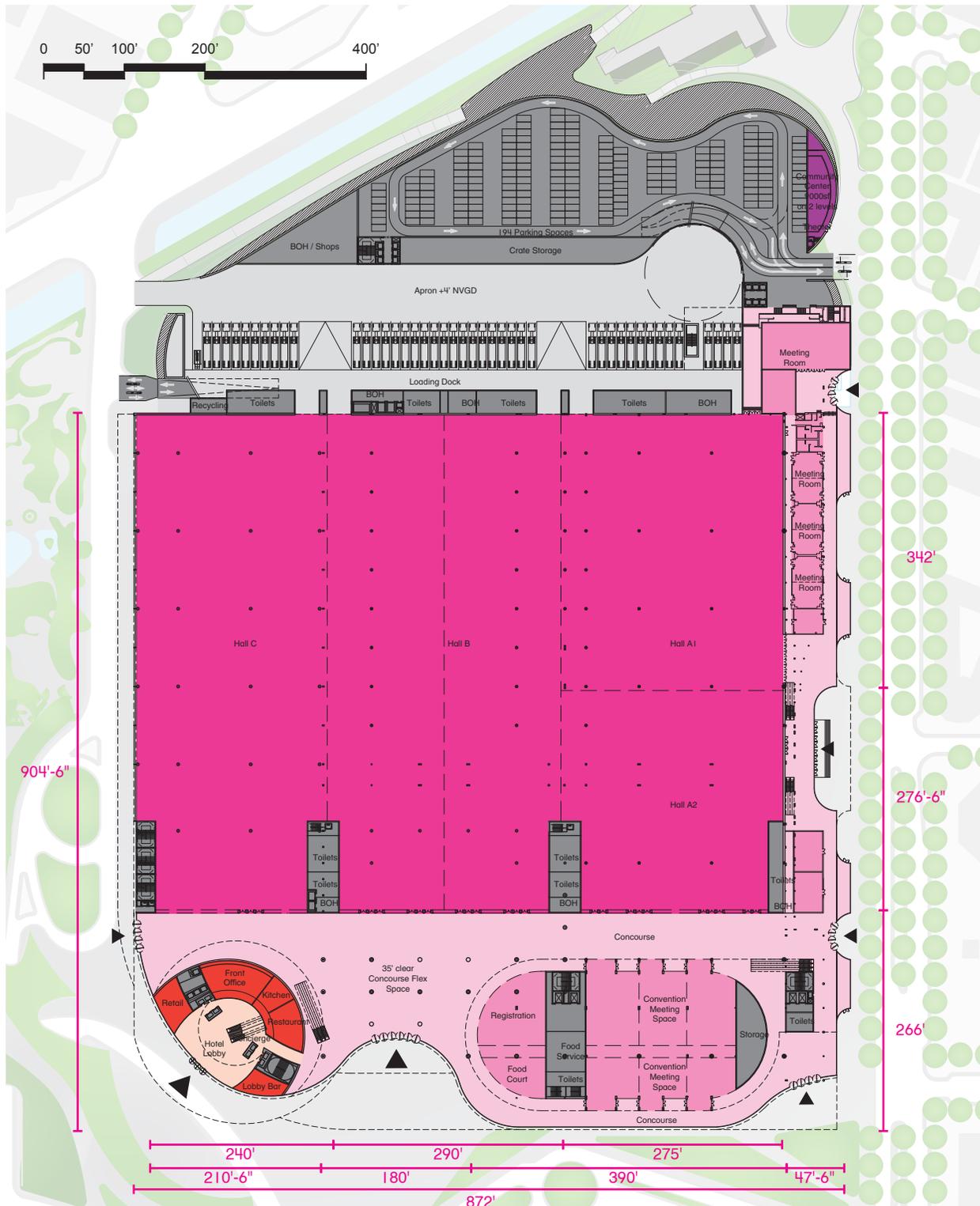


Exhibit 5 Convention Center / Hotel Floor Plans

F2

Convention Center
Meeting Rooms = 67,700 sf

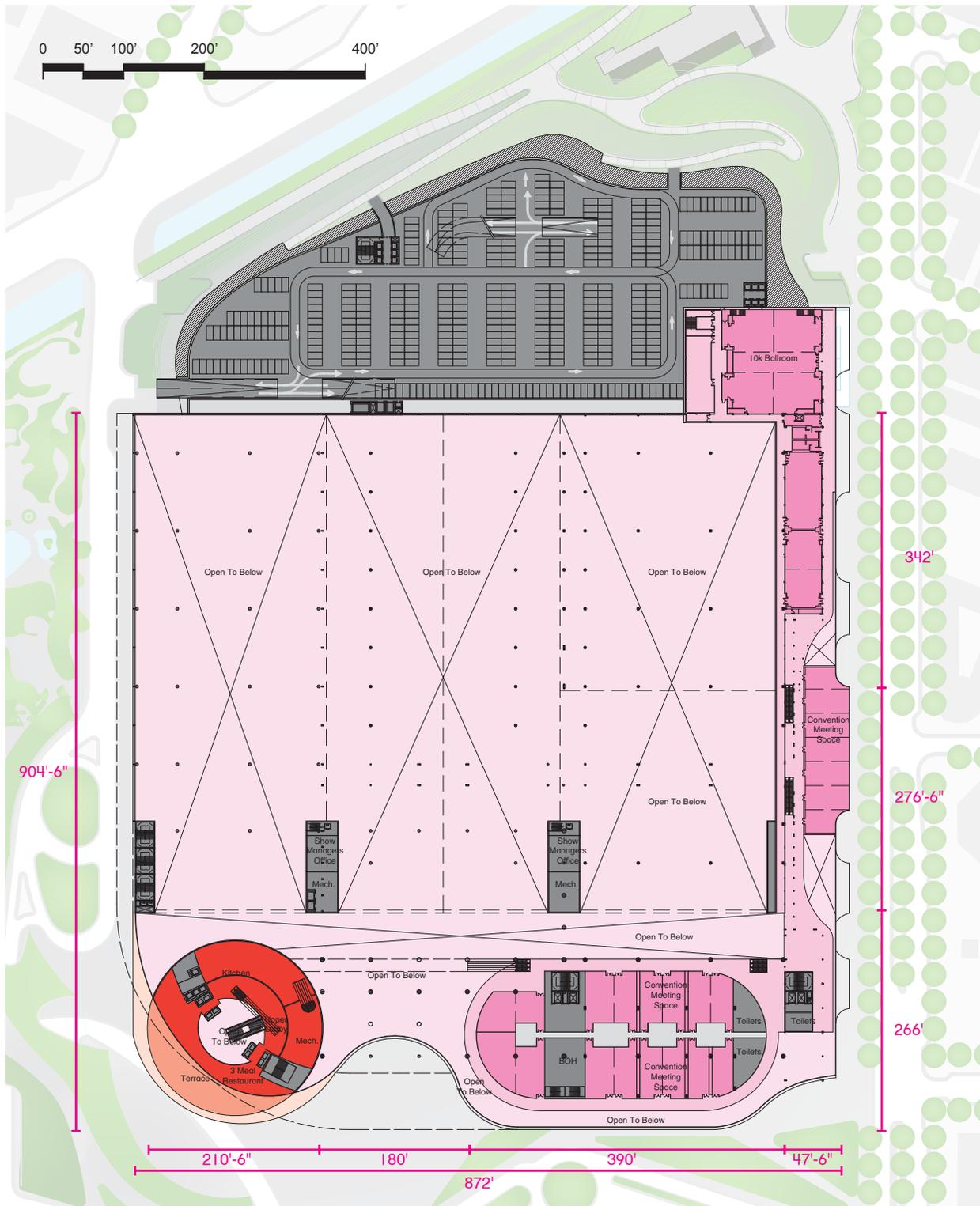


Exhibit 5 Convention Center / Hotel Floor Plans

F4

Convention Center

Meeting Rooms = 25,000 sf

Ballroom = 61,300 sf

Exterior Terrace = 8,500 sf

Hotel

Meeting Rooms = 15,000 sf

Ballroom = 15,000 sf + 20,000 sf

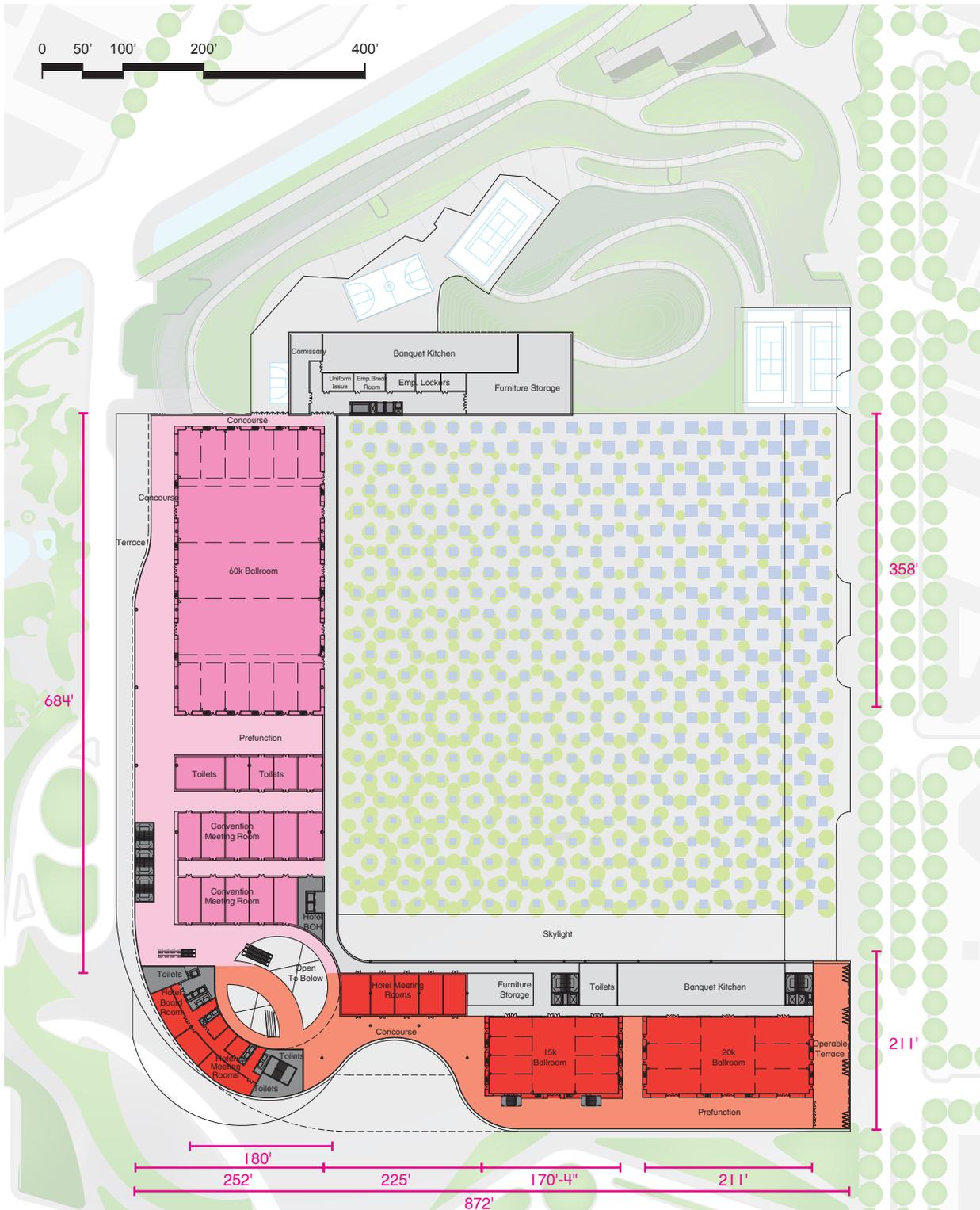


Exhibit 5 Convention Center / Hotel Floor Plans

F5

Convention Center
Ballroom = 41,100 sf
Exterior = 6,500 sf

Hotel
Meeting = 6,000 sf

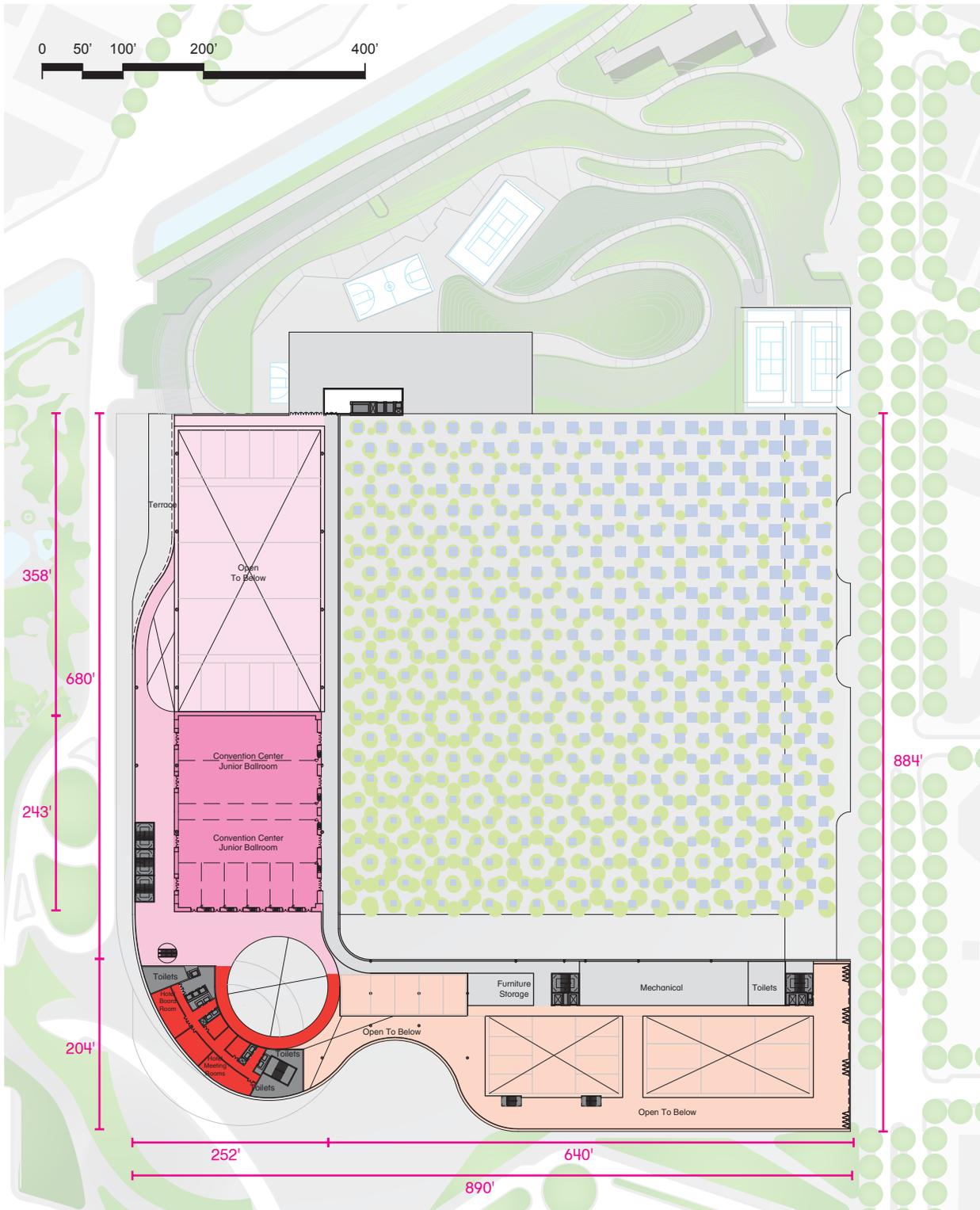


Exhibit 5 Convention Center / Hotel Floor Plans

F6

Hotel - Amenity Level

Deck Space = 60,000 sf

Pool = 5,000 sf

Health Club and spa = 12,000 sf

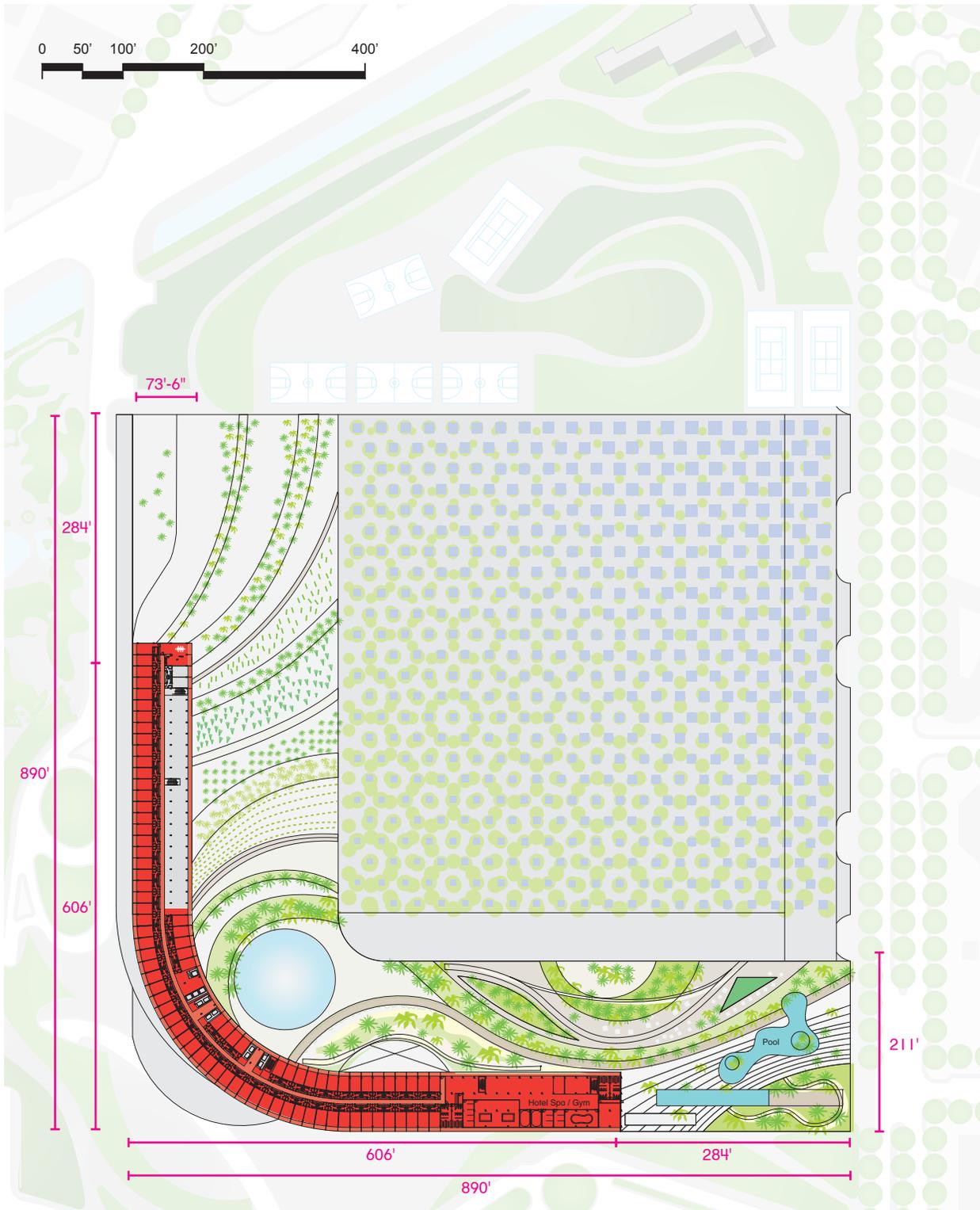


Exhibit 5 Convention Center / Hotel Floor Plans

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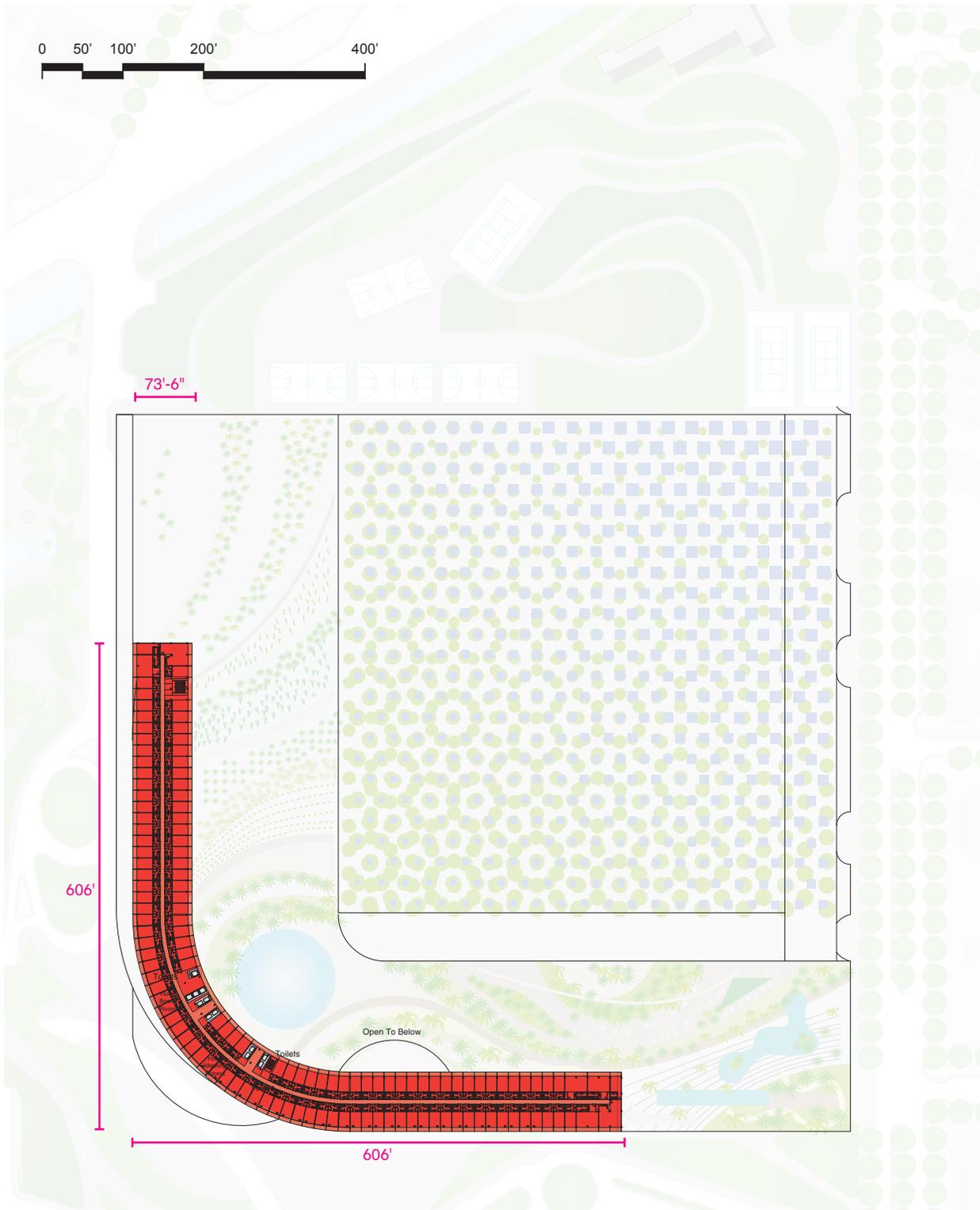


Exhibit 5
Convention Center / Hotel Floor Plans

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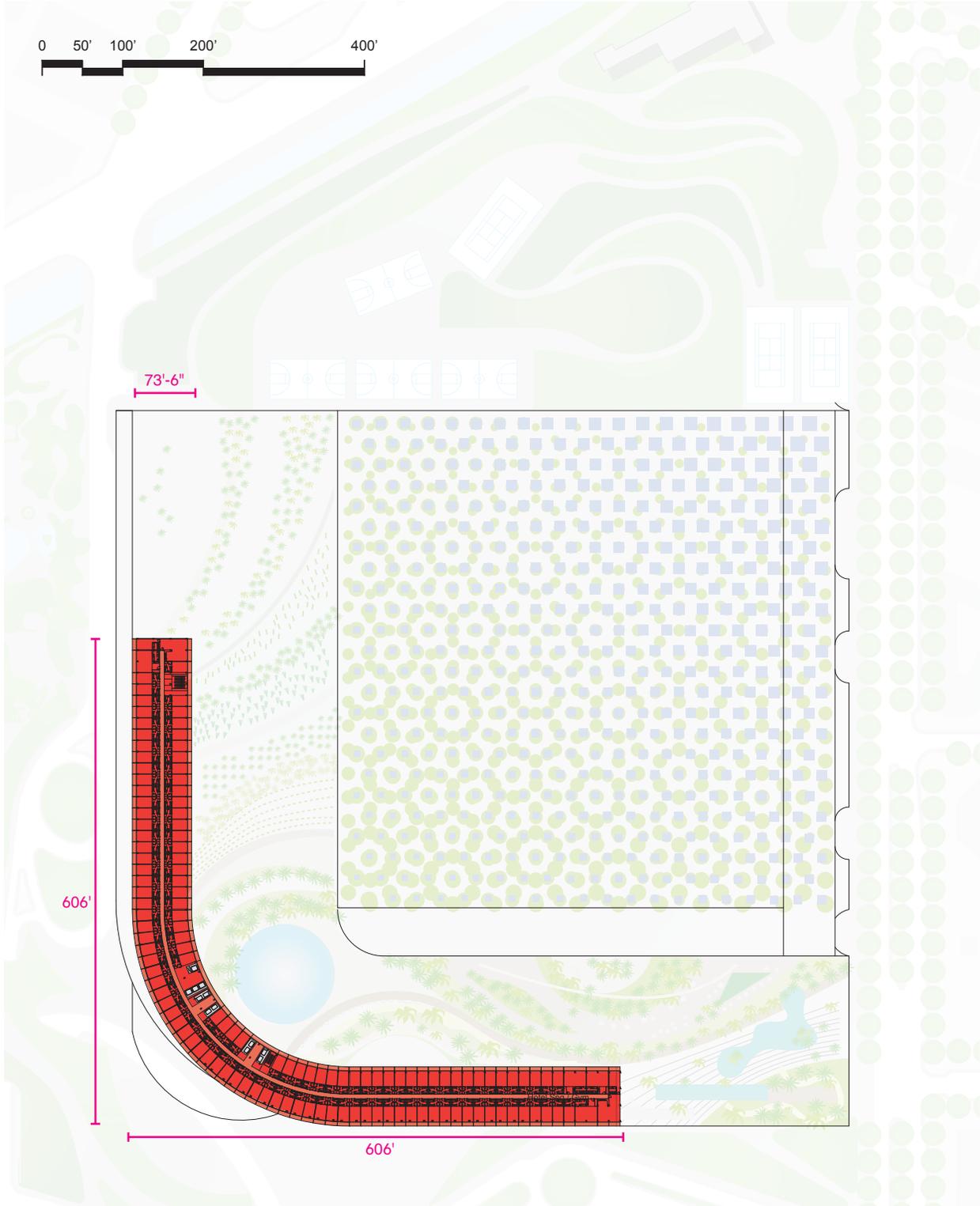


Exhibit 5
Convention Center / Hotel Floor Plans

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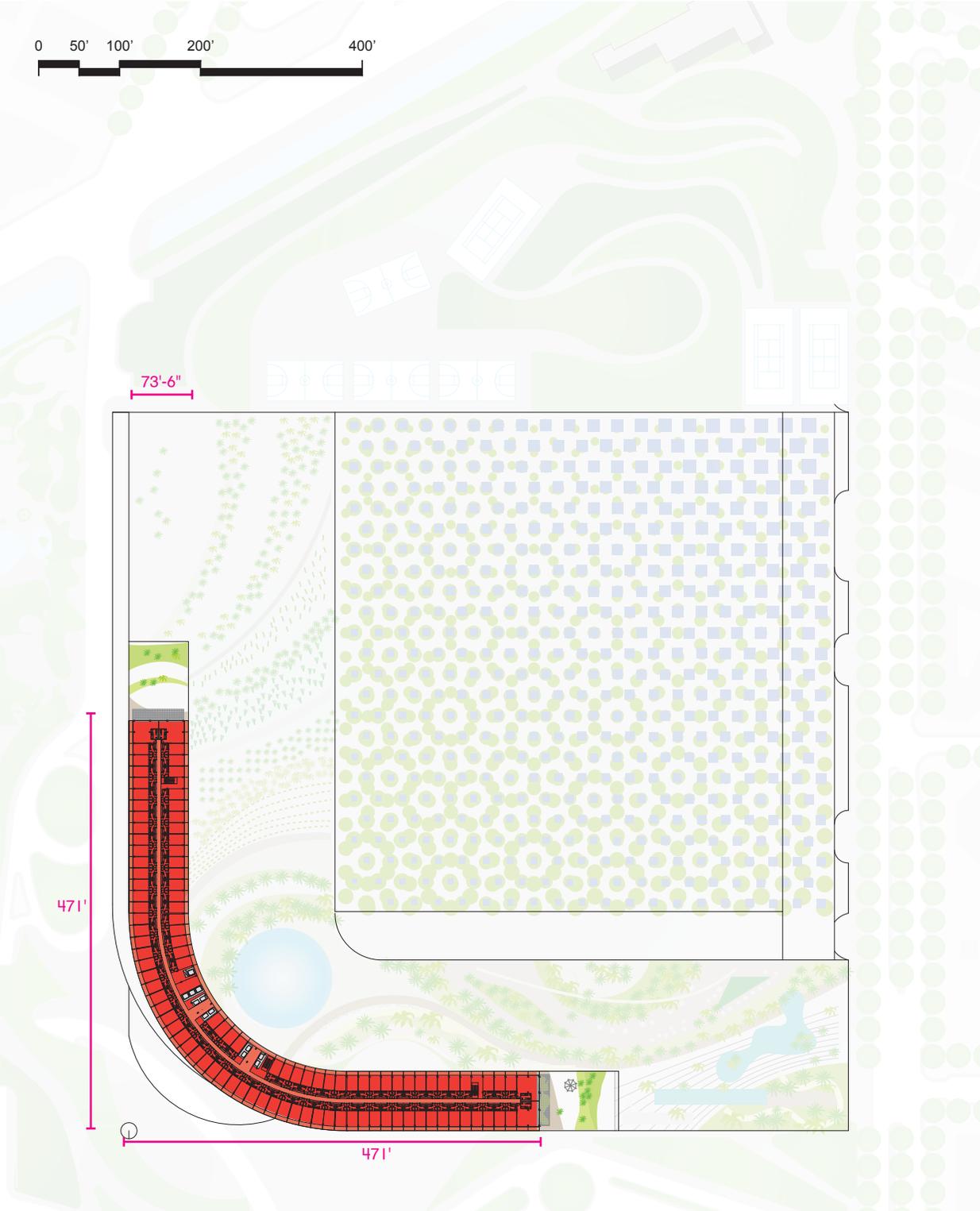


Exhibit 5 Convention Center / Hotel Floor Plans

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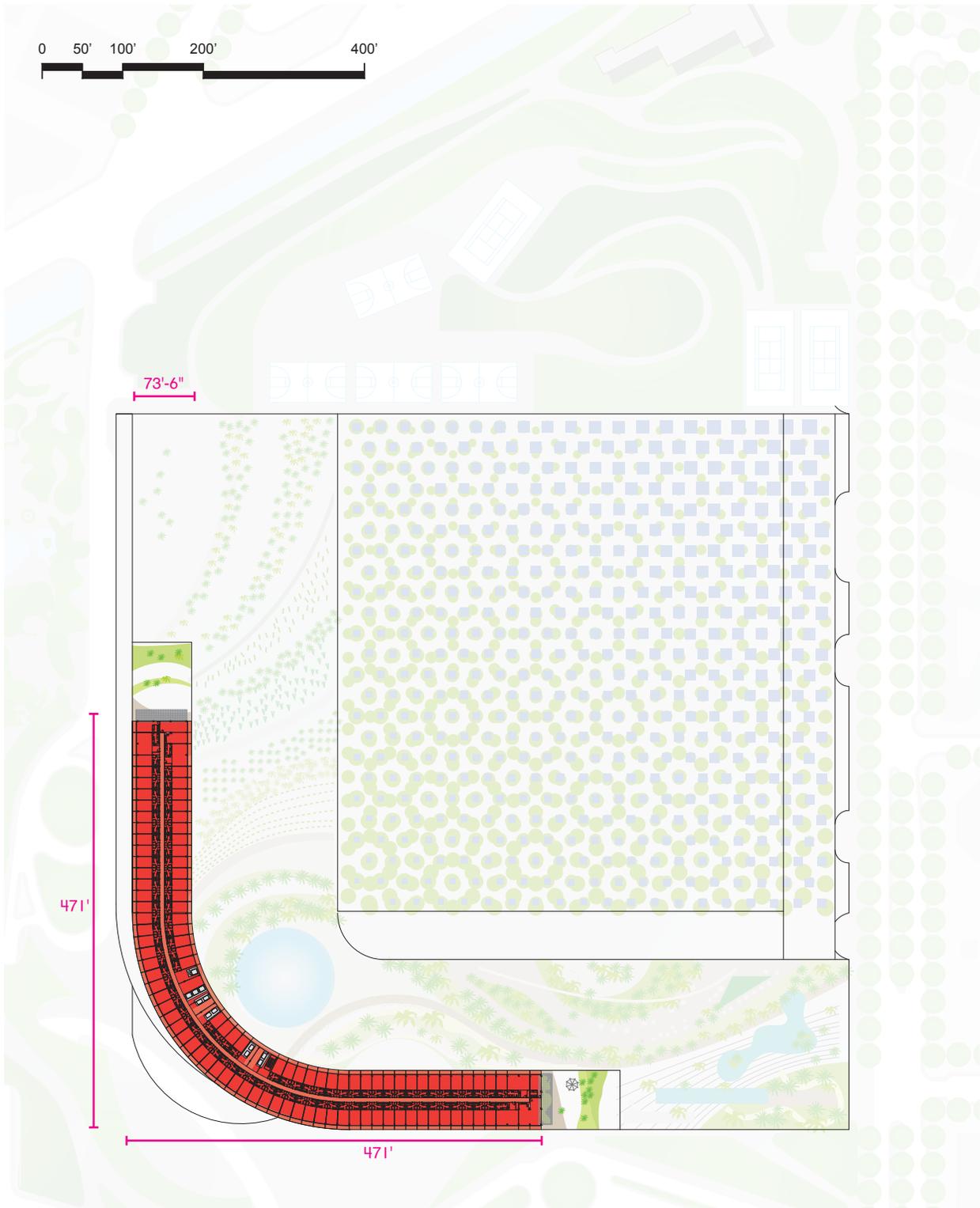


Exhibit 5 Convention Center / Hotel Floor Plans

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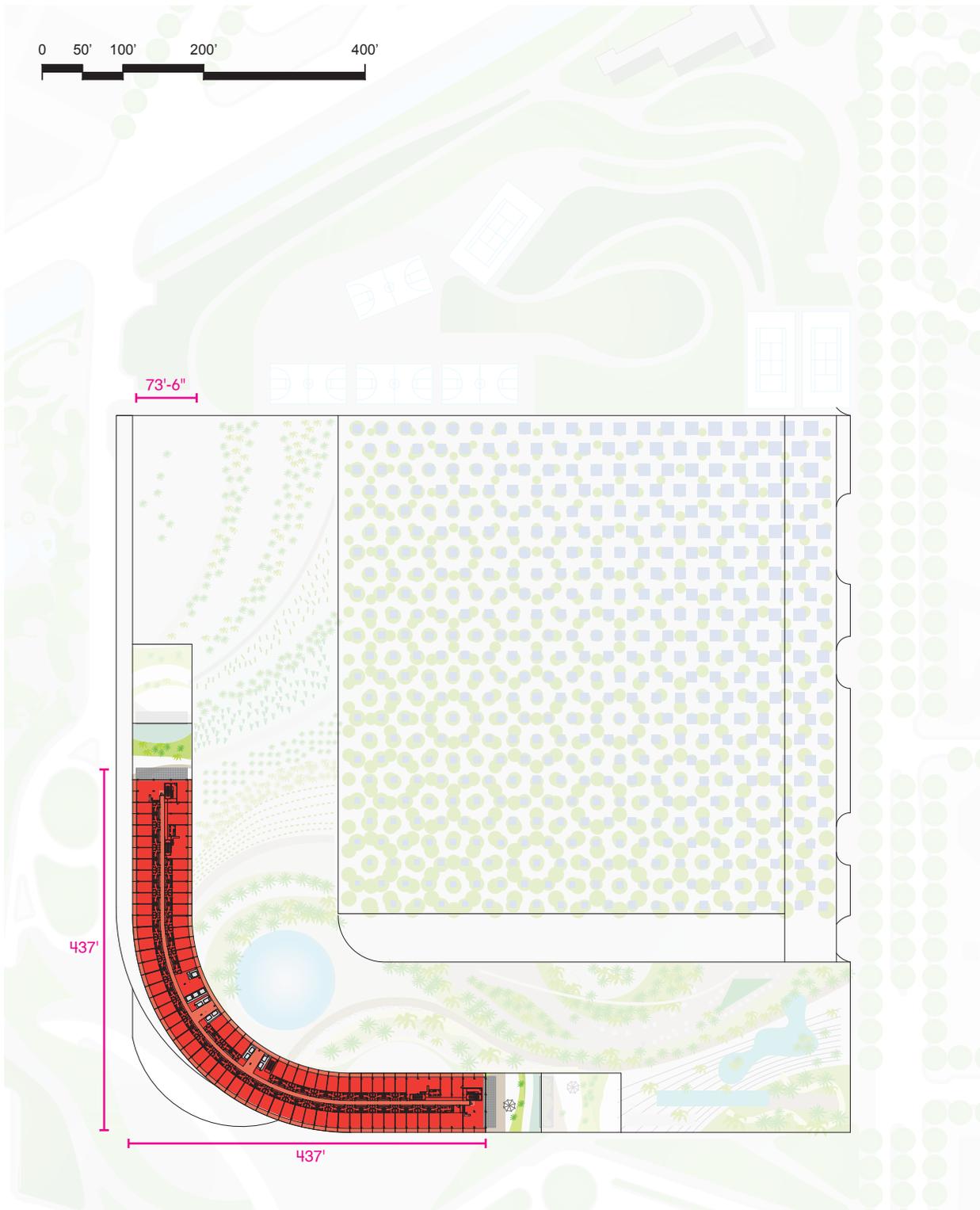


Exhibit 5
Convention Center / Hotel Floor Plans

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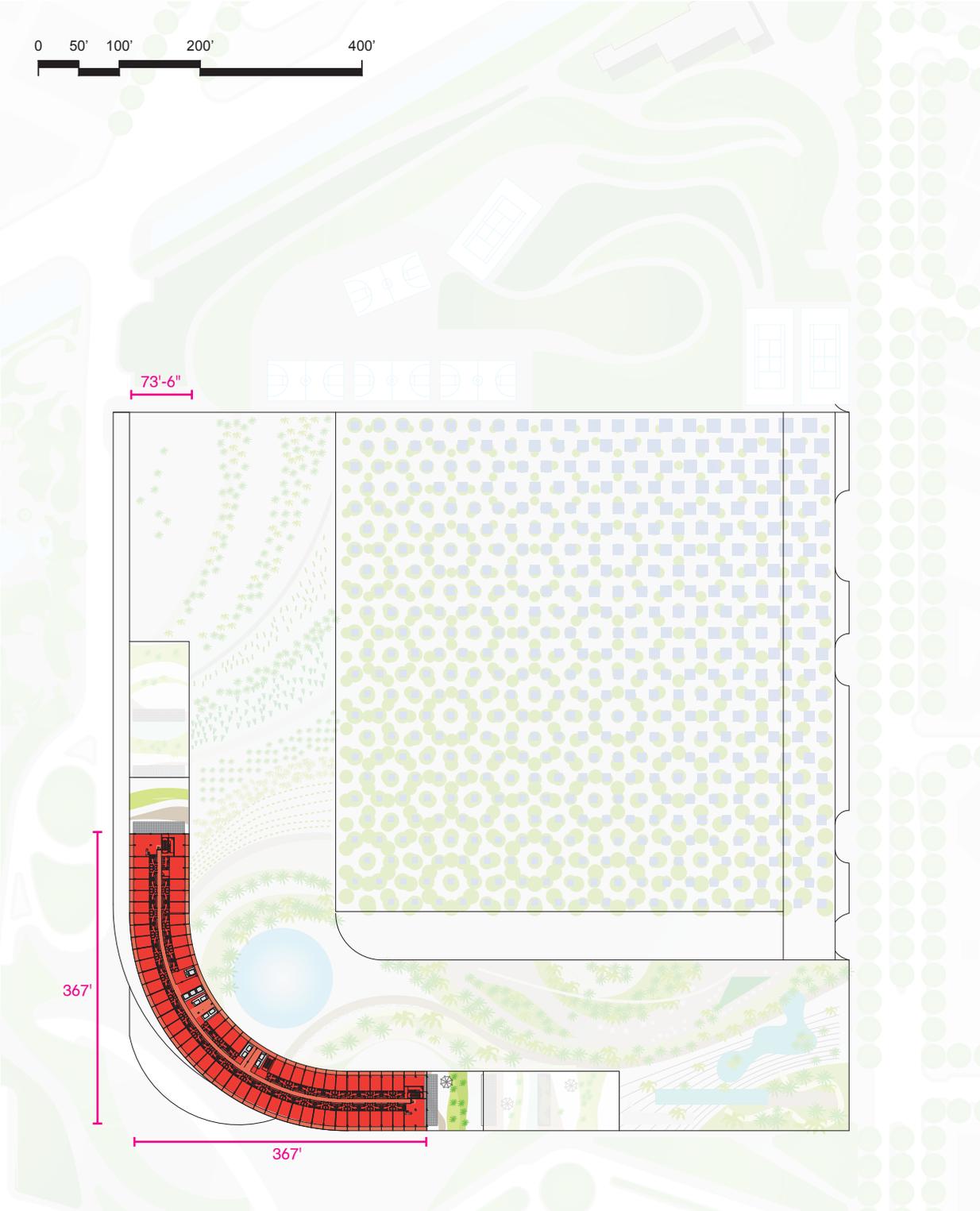


Exhibit 5 Convention Center / Hotel Floor Plans

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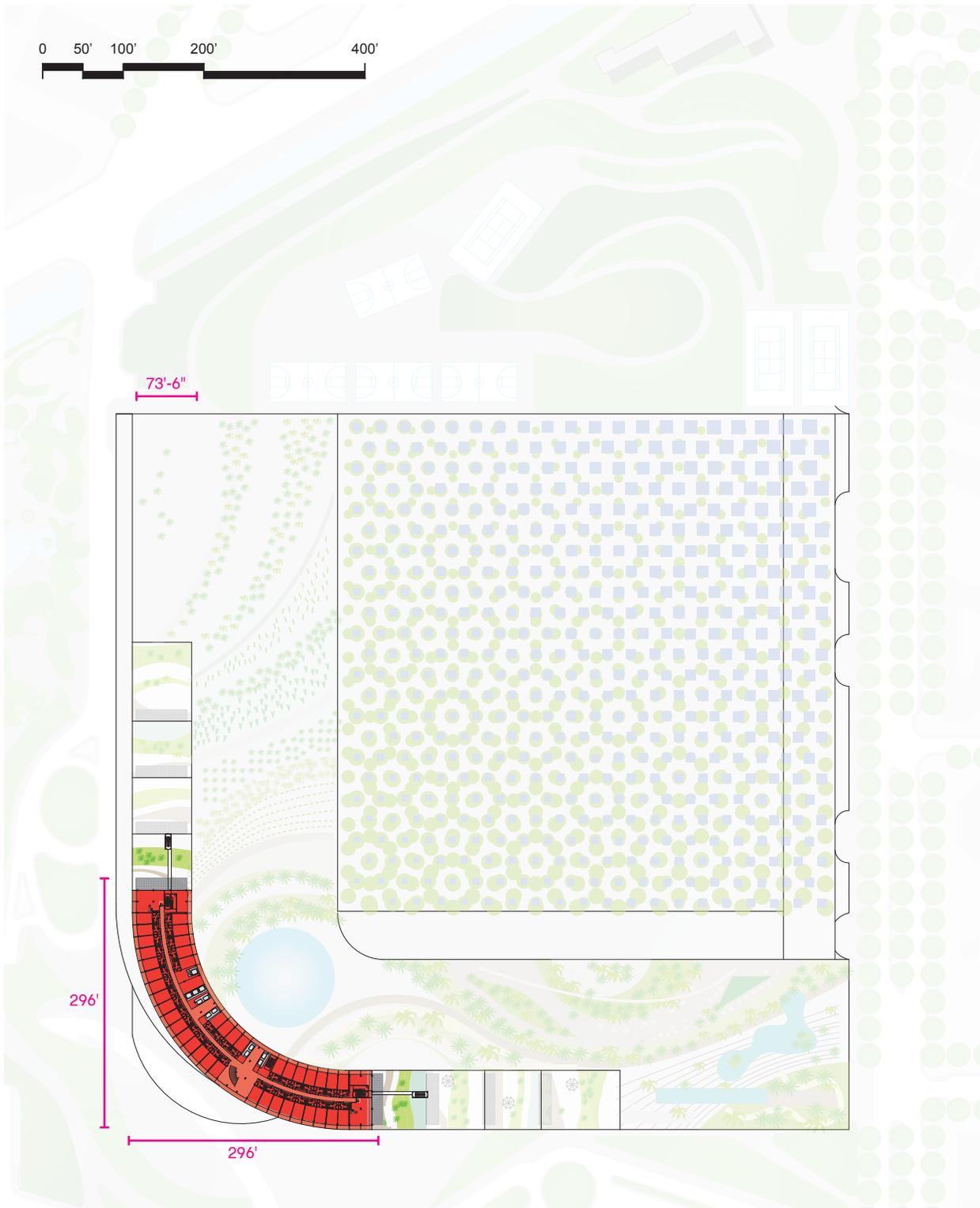


Exhibit 5 Convention Center / Hotel Floor Plans

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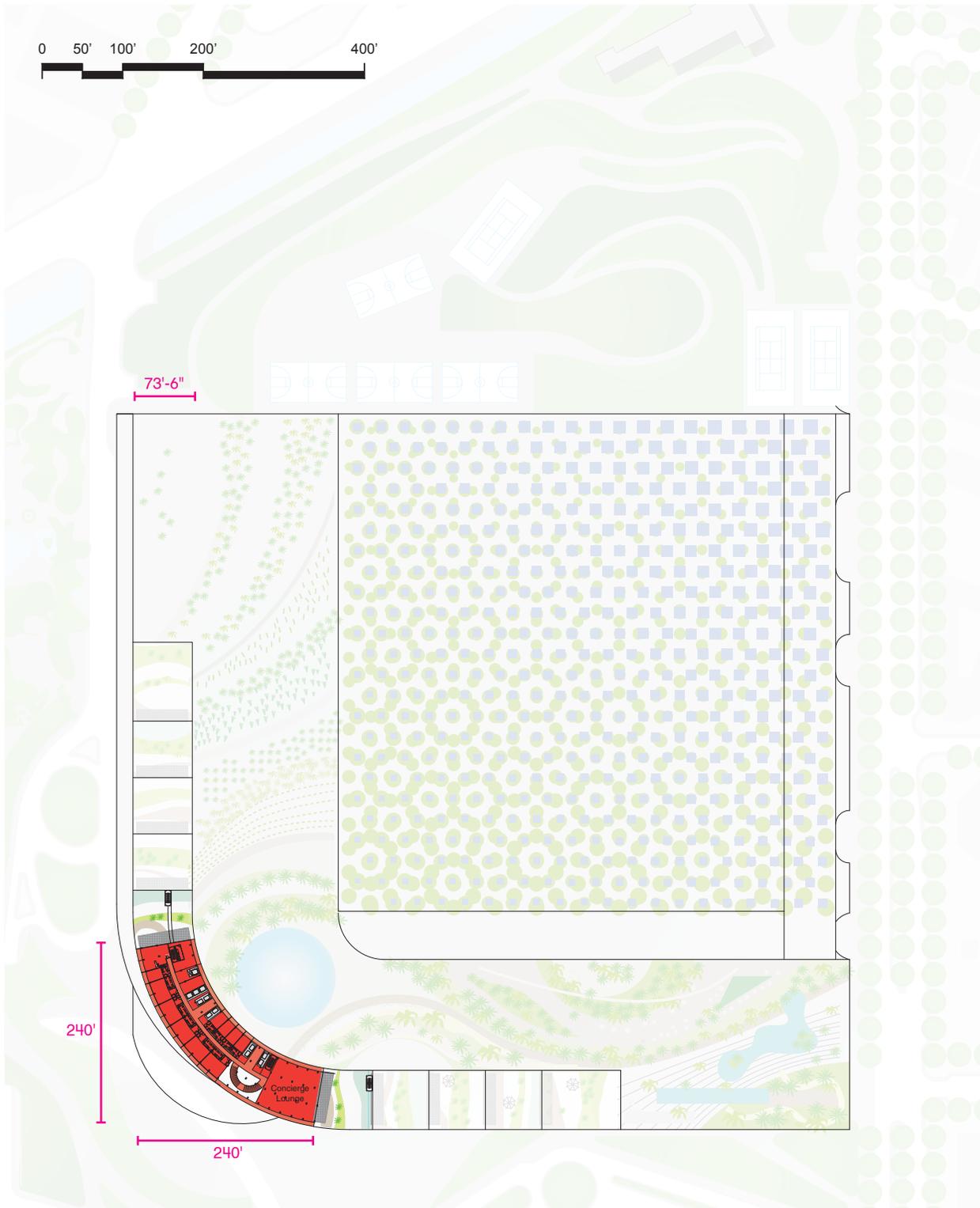


Exhibit 5
Convention Center / Hotel Floor Plans

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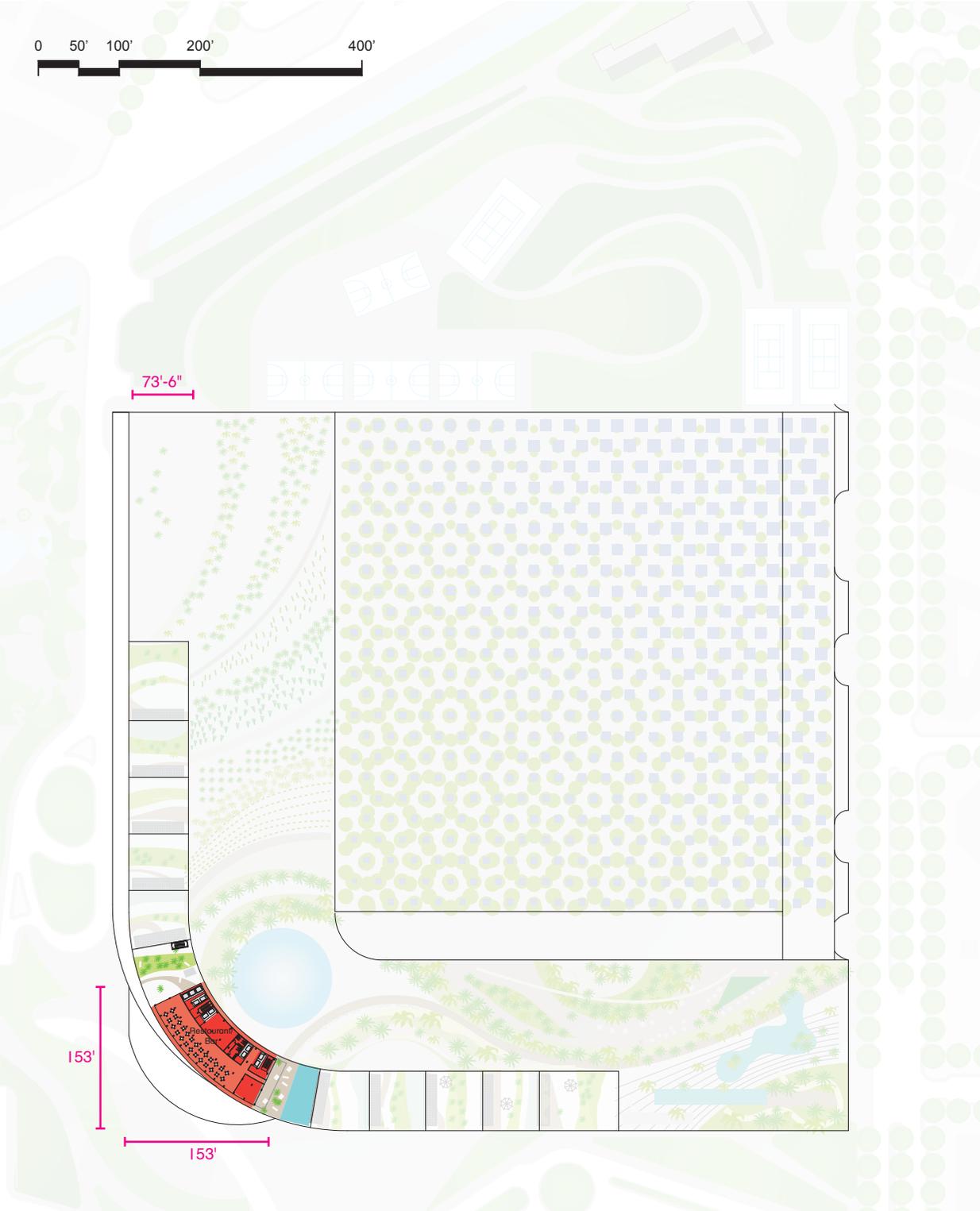
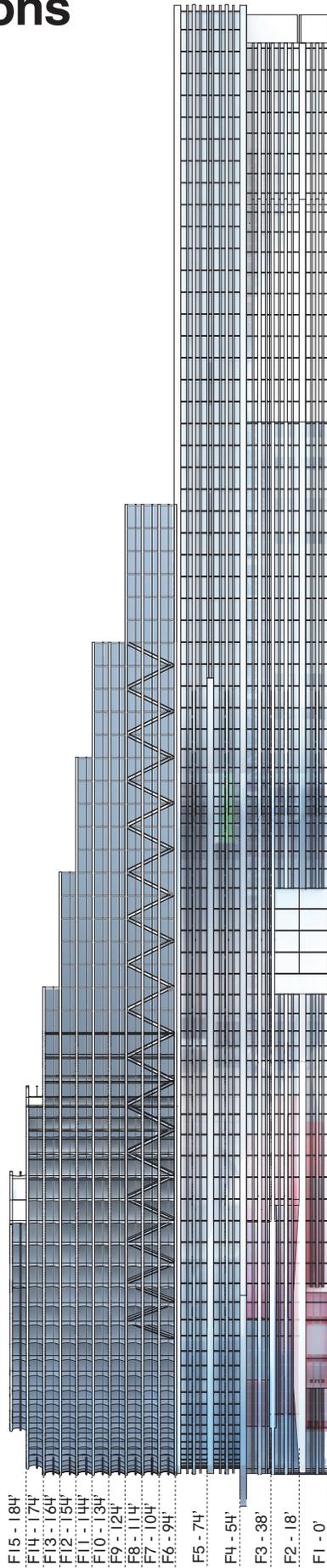


Exhibit 5 Elevations

South Elevation



West Elevation

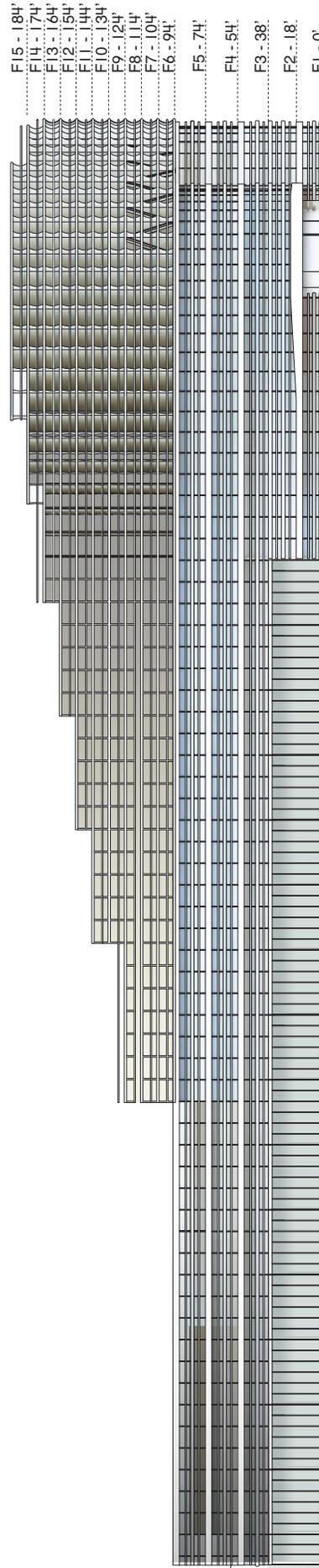


Exhibit 5 Sections

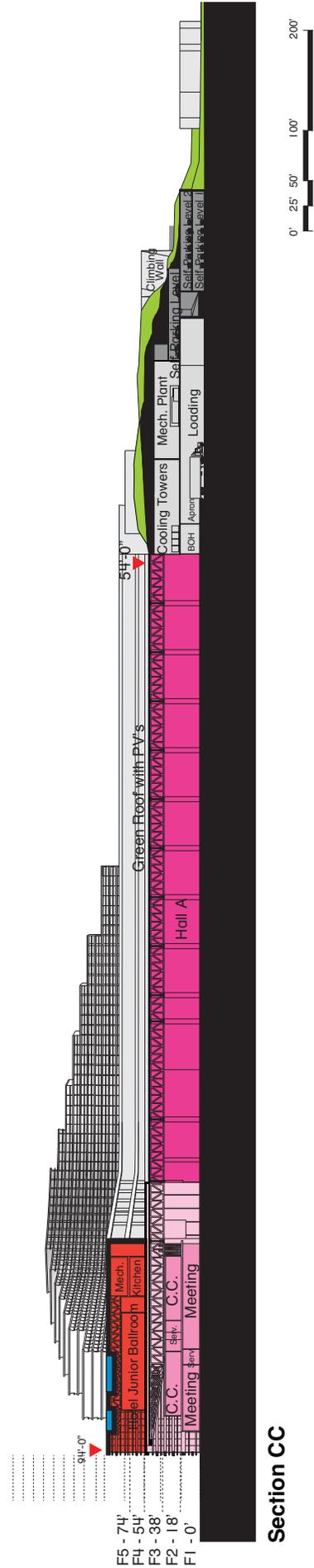
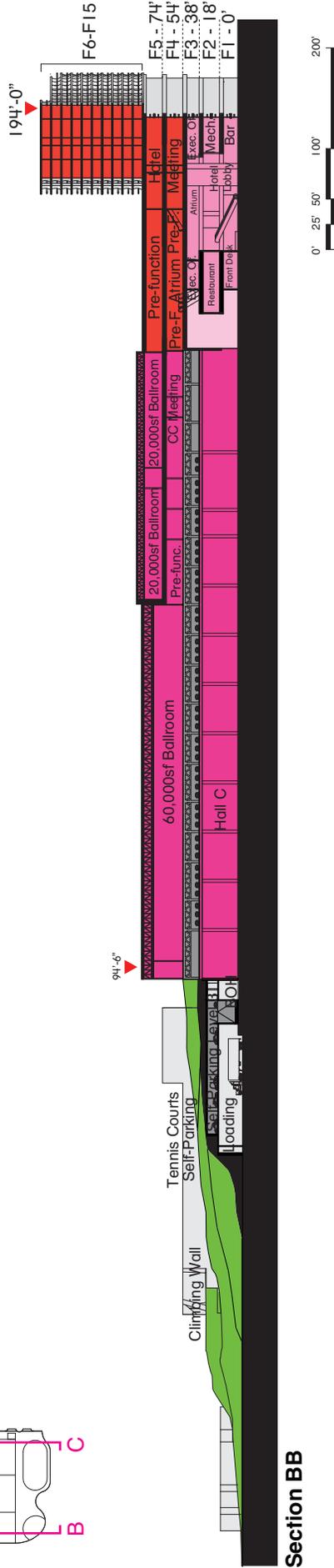
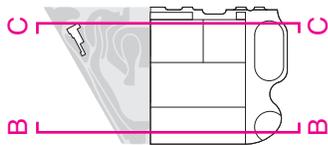


Exhibit 6

Parking Requirements

Parking Requirements

New parking facilities replace parking removed by the development and provide additional parking capacity to meet the code requirements for the new programs.

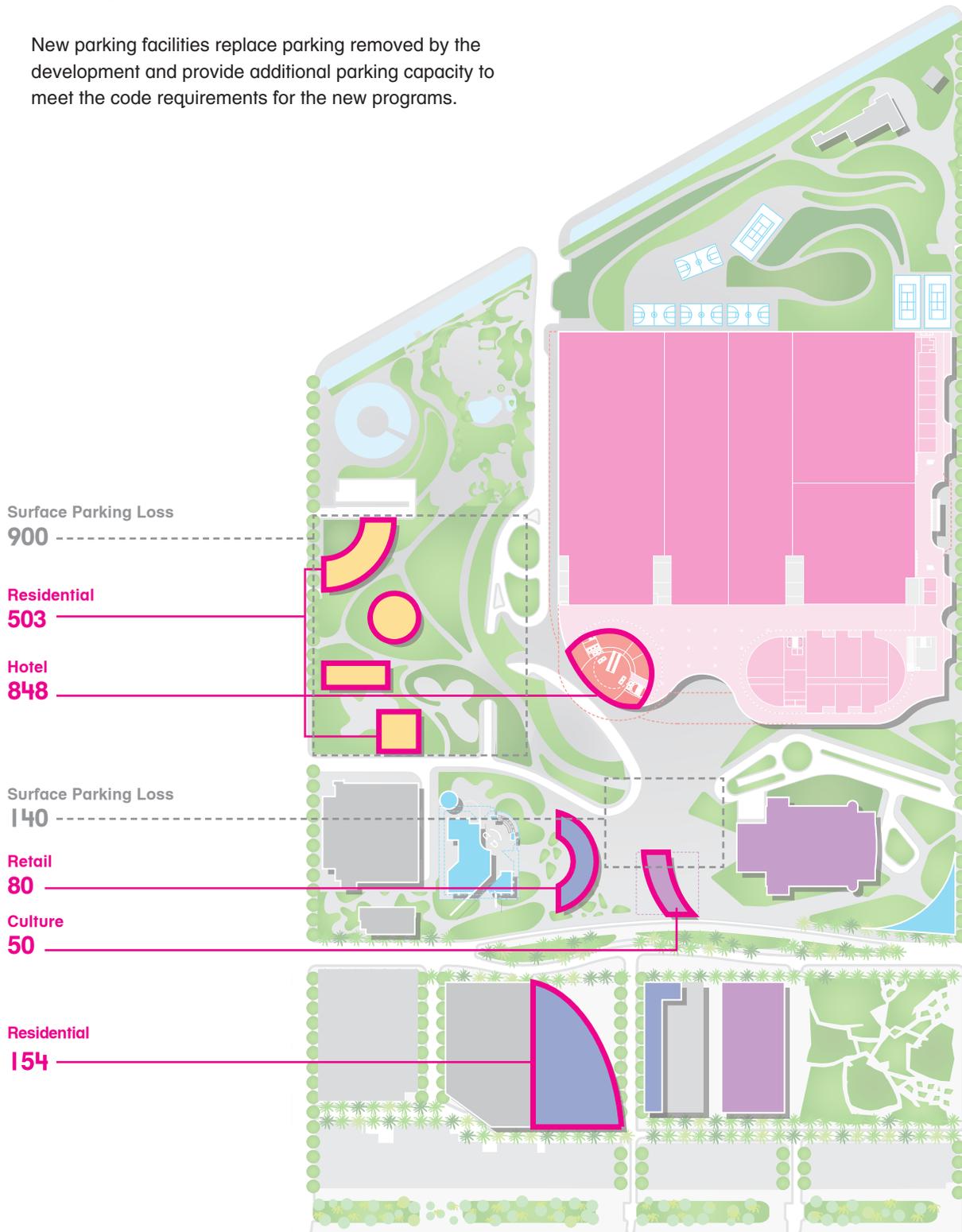


Exhibit 6 Parking Requirements

1 Convention Center

Within Existing 2,490 Parking Spaces to remain or be replaced on site

2 Hotel

800 Units (@ 0.5 parking space per unit)	400 spaces
55,000 sf Hotel Meeting (45,000sf @ 1 parking space per 105sf - 15sf per hotel unit)	410 spaces
10,000 sf Food and Beverage (10,000sf - 15sf per 2 hotel units / 105sf per parking space)	38 spaces
2,000 sf Retail (2,000sf @ 1 per 500 sf - 7.5sf per hotel unit)	0 spaces
TOTAL	848 spaces
F&B Venue (40,000sf @ 1 space per 500sf) as agreed per meeting with CMB 4/2/13	80 spaces

3 Residential /Parking

Residential Parking (262 units @ 1.75 spaces/unit+ 10% guest parking)	503 spaces
TOTAL	503 spaces

4 Jackie Gleason (to remain) "Existing Non Conforming"

5 Culture

Cultural Assembly (assumption 15,000sf assembly space at 1 space / 300sf)- as agreed per meeting with CMB 4/2/13	50 spaces
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6 17th Street Parking (Existing) / Retail/ Residential

Retail Spaces (59,500sf) parking district 2 - retail exempt	0 spaces
Residential (80 units @ 1 space per 1.75 spaces/unit+ 10% guest parking)	154 spaces
TOTAL	154 spaces

Additional Parking Program **1,635 spaces**

Existing parking (2490)

P-LOT	-900 spaces	
Additional Surface Parking		-140 spaces
Total	-1040 spaces	

Total Replacement Parking 1,040 spaces

Total On Site Parking Required **4,125 spaces**

1,635 (new) 2,490 (existing)

Exhibit 6a

Proposed Public Parking

Public Parking (Program Allocation)

The public parking component is located in an above-grade garage north of the Convention Center. This garage is accessed via Convention Center Drive and Washington Avenue. To fulfill its code-requirement, the hotel reserves the right to utilize 348 spaces within this facility when needed.

1,388

REPLACEMENT:
1040 (100%)

HOTEL : 348 (AVAILABLE FOR USE)
(41%)

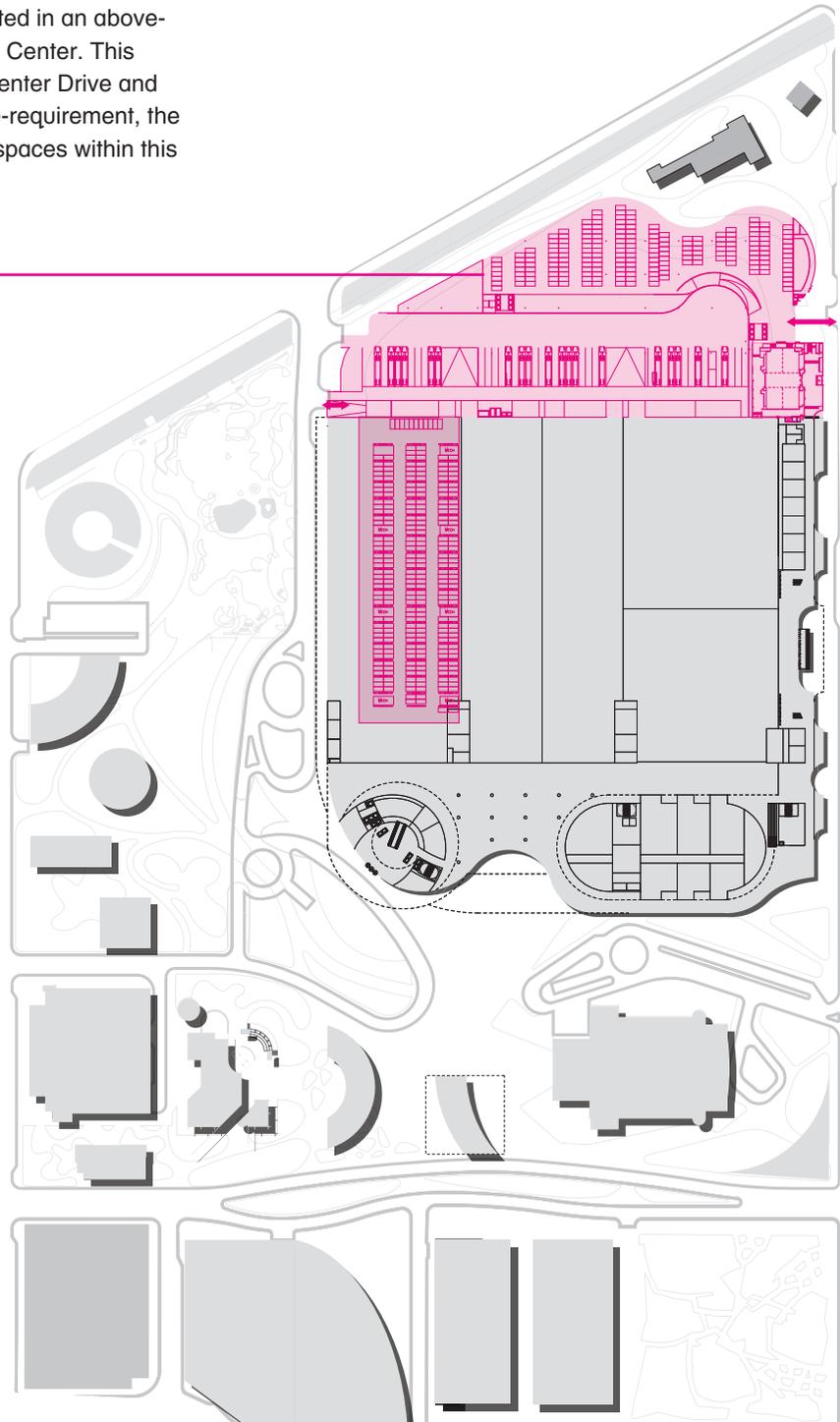


Exhibit 6b

Proposed Parking Total

Proposed Parking (Program Allocation)

Parking facilities are strategically arranged throughout the site to provide access adjacent to drop offs and preferred access points. Access to Valet parking (underground south of the Hotel and above Hall C in the North parking facility) is arranged to prevent valet traffic burdening adjacent neighborhood roads or new pedestrian corridors.

1,388
REPLACEMENT:
 1040 (100%)

HOTEL : 348
 (41%)

503
RESI : 503 (100%)

500 (VALET)
HOTEL : 500 (59%)

1,750
EXISTING: 1450
17TH ST RESIDENTIAL: 154 (100%)
F&B / CULTURE : 130 (100%)
 EXTRA = 16

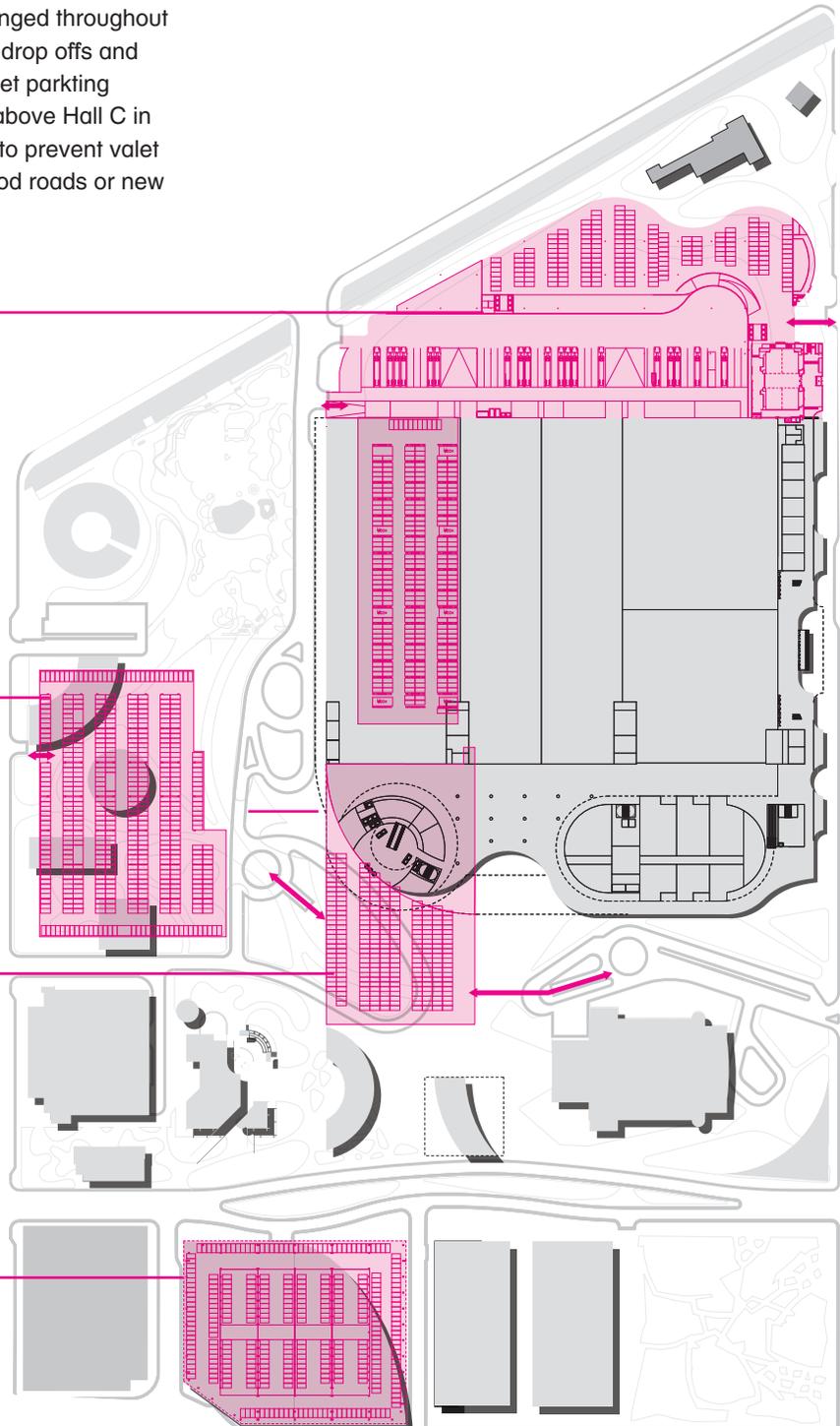


Exhibit 6b
Proposed Parking Total

Total Existing Parking	2,490												
<table> <tr> <td>Total New Parking Program</td> <td>1,635</td> </tr> <tr> <td>Replacement Parking</td> <td>1,040</td> </tr> <tr> <td>17th Parking</td> <td>1,450</td> </tr> </table>		Total New Parking Program	1,635	Replacement Parking	1,040	17th Parking	1,450						
Total New Parking Program	1,635												
Replacement Parking	1,040												
17th Parking	1,450												
Total Parking Required	4,125												
North	1,388												
<table> <tr> <td>0' – 194 (Self Park)</td> <td></td> </tr> <tr> <td>10' – 92 (Self Park)</td> <td></td> </tr> <tr> <td>20' – 400 (Self Park)</td> <td></td> </tr> <tr> <td>30' – 132 (Self Park)</td> <td></td> </tr> <tr> <td>40' – 159 (Self Park)</td> <td></td> </tr> <tr> <td>Over Hall C (38') - 411 (274 Valet Stacker, 137 Self Park)</td> <td></td> </tr> </table>		0' – 194 (Self Park)		10' – 92 (Self Park)		20' – 400 (Self Park)		30' – 132 (Self Park)		40' – 159 (Self Park)		Over Hall C (38') - 411 (274 Valet Stacker, 137 Self Park)	
0' – 194 (Self Park)													
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20' – 400 (Self Park)													
30' – 132 (Self Park)													
40' – 159 (Self Park)													
Over Hall C (38') - 411 (274 Valet Stacker, 137 Self Park)													
P - LOT Residential	503												
1 level at grade, under landscape													
Hotel/Culture - Btwn 17th and 18th	500												
1 level at Subterranean Valet with Stackers													
17TH ST Garage	1,750												
<table> <tr> <td>Existing Parking</td> <td>1450</td> </tr> <tr> <td>Loss Of Spaces For Retail</td> <td>-360</td> </tr> <tr> <td>Add 2 Levels Self Park Total</td> <td>660</td> </tr> </table>		Existing Parking	1450	Loss Of Spaces For Retail	-360	Add 2 Levels Self Park Total	660						
Existing Parking	1450												
Loss Of Spaces For Retail	-360												
Add 2 Levels Self Park Total	660												
Total Parking Provided	4,141												

Exhibit 7

Traffic Plan

The following pages briefly summarize our traffic plan as well as analysis of the impact of the new program and the effects of our proposals on existing traffic patterns and densities. With the exception of a centrally managed Intelligent Transport System (ITS), which would require a city-wide infrastructural commitment beyond the scope of this masterplan, all of the measures discussed herein are integral to our plan and have been evaluated for cost impact and feasibility. Please see our full traffic report, to be delivered May 13, for a more detailed description of our plan and analysis.

The main concept of the traffic plan was inspired from the direct observation of traffic patterns occurring during events at the Miami Beach Convention Center. Currently traffic from the the Julia Tuttle and Mac Arthur Causeways routes along Alton Road and then on 17th Street in order to reach both the parking facilities and drop-off kerbs next to the Halls. The current orientation of the building and the existing distribution of parking availability in the area conveys the idea that 17th street is the more convenient route to access the MBCC. However, despite the intense traffic on 17th street, it is common experience, also supported by quantitative measurements of traffic flows, that north of the Convention Center Dade Boulevard operates instead under capacity.

Circulation Plan - Cars

The main proposed arrangement of traffic takes advantage of this opportunity, reverting the current paradigm and proposing the main entrance for the vehicular flows from the north of the site branching off Dade Boulevard. This reorientation was made possible through an integrated design approach between traffic engineers and masterplanner: the former optimizing the traffic lights in the area, along Dade Boulevard especially, and exploiting the existing residual capacity, the latter by allowing in the masterplan such distribution of flows.

With respect to the circulation plan, the key benefits of the chosen approach are:

- the closure of Convention Center Drive between 17th and 18th street in order to inhibit through traffic, converting the space into a shared surface and reserving the street for MBCC operation traffic only;
- the creation of dedicated off-street facilities for drop-off and pick-up for both private cars and buses;

- the creation of a pedestrian exclusive area on the southern side, where flows from the drop-offs, the public transport stops and the adjacent cultural venues gather and engage with the MBCC to the north and Lincoln Rd to the south.
- the creation of an internal circulation loop that enables valet service to function effectively without impacting on the operation of adjacent roads;
- a private exclusive access for both the hotel and the residential program;
- a flexible arrangement of the internal circuit that allows the use of Convention Center Drive as an outdoor exhibition space.
- Parking structures for the MBCC and the Hotel are provided at the north and the south of the exhibition and meeting space with 1,388 and 500 spaces respectively. Most of the self parking will be located in the north facility which can be accessed by Convention Center Drive and Washington Av., as shown below. Additional parking space remains within the 17th Street parking garage.

The residential area on the east side of Meridian Avenue is served by a 503 spaces parking lot accessed via Meridan Avenue. Alternatively, private cars using valet service will access the kerbs located at the southern edge of Convention Center Drive as well as on 18th street directly adjacent to the south meeting rooms.

Traffic heading to the hotel will route in a counter-clockwise fashion around a landscaped berm to reach the drop-off kerb. Afterwards, vehicles will be valeted to the parking below the hotel lobby through a roundabout and a ramp accessible from beneath the berm. The proposed layout also allows self-parking, avoiding drop-off when necessary.

Finally, the berm clearance, the roundabout radii and the ramp slope are designed to allow goods vehicles access into the basement loading facility servicing the hotel.

- please refer to Figures 1 and 2.

ITS

As part of the proposal, parking structures will be equipped with sensors monitoring in real time the degree of occupancy of each sector and reverting this information and other diagnostics back to the control room of the MBCC. This will result in a set of Variable Message Panels (VMP) which will be located along the perimeter roads of the MBCC advising drivers on parking availability and status. These can also be considered proper ITS devices and can be assumed as the first step of a broader strategy for dynamic wayfinding which could be used in the future to provide information on traffic conditions and advise motorists on the proper route to reach the MBCC.

Exhibit 7 Publicly Funded Open Space Areas

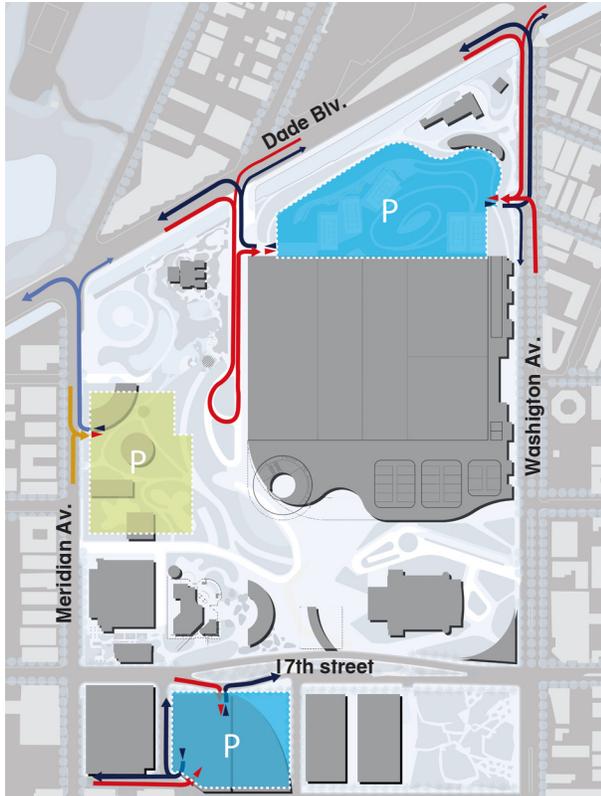


Figure 1 - Proposed entrance and exit patterns to the parking facilities (mainly self-parking)



However, digital panels located as far as the causeways require a full network of sensors and a centralized traffic control unit which can only be integrated in the city infrastructure. This also applies to real-time monitoring of public transport vehicles location in relation to the information distributed to passengers through applications or latest generation bus stops panels.

All these layers of technology rely on protocols which require integration from a supervising entity in order to operate seamlessly.

This is the reason for having to necessarily rely on the involvement of City Administration to address this wider strategy prior to contributing to it.

All this provided, it is deemed that contribution from ITS and other forms of digital technology can ease the mobility of motorists and people in general and it is highly recommended that actions are taken in this direction.

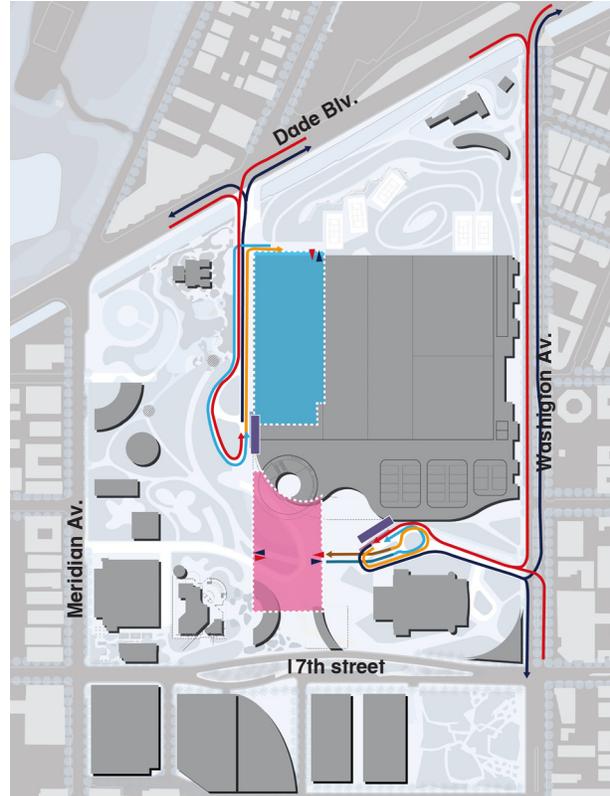


Figure 2 - Proposed entrance/exit patterns to the drop-off facilities on Convention Center Drive and 18th street (top), valet circuit (middle) and of the Hotel (bottom).

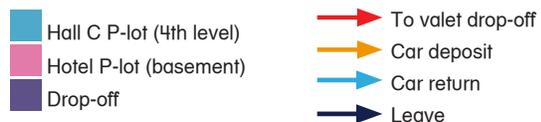
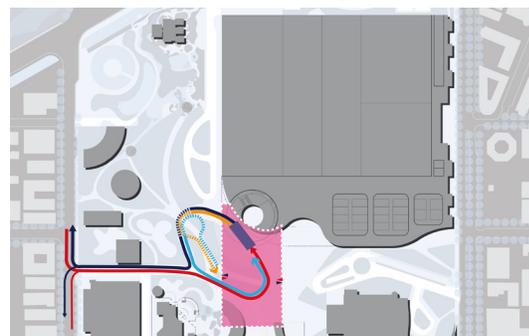
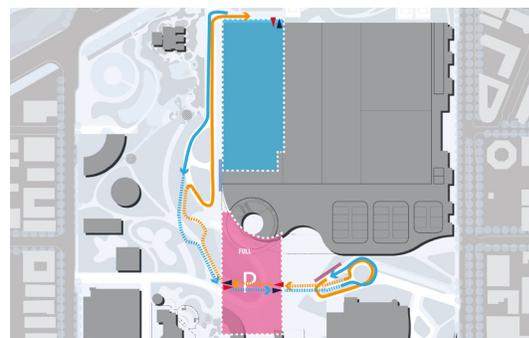


Exhibit 7 Publicly Funded Open Space Areas

Circulation Plan - Buses

In terms of buses circulation and drop-off, the proposed operational and geometric scheme makes allowance for the stacking of up to 25 buses divided in two facilities:

- along the western edge of Hall C, and
- along the southern facade next to the meeting rooms.

The double kerb offers the possibility to better distribute the flows and occasionally to close Convention Center Drive for events without impairing the functionality of the facility.



Figure 3 - Proposed entrance/exit sequence of Buses

- Drop-off
- ➔ Way in
- ➔ Way out

Circulation Plan - Goods Vehicles

Similarly to the private traffic, goods vehicles are planned to follow the same strategy:

- The main flow of goods vehicles is related to the operation of the MBCC and will access the site from Dade Blvd., exploiting the length of Convention Center Drive to orderly proceed towards the gate of the loading area at the north end of the halls. This will mainly occur during move-in and move-out days.
- The secondary flow of goods vehicles is related to the hotel and its loading facility located underneath the concourse next to the lobby. The entry to the facility is either from Convention Center Drive or

Meridian Av. and, as per the valet, through the roundabout and the ramp beneath the landscaped berm down to the lower level. Vehicles entering from Meridian Av. can reach the ramp without circulating in front of the hotel's main entrance and drop-off.

- Finally, the loading area of the Jackie Gleason Theater will be accessed from the drop-off along 18th street.

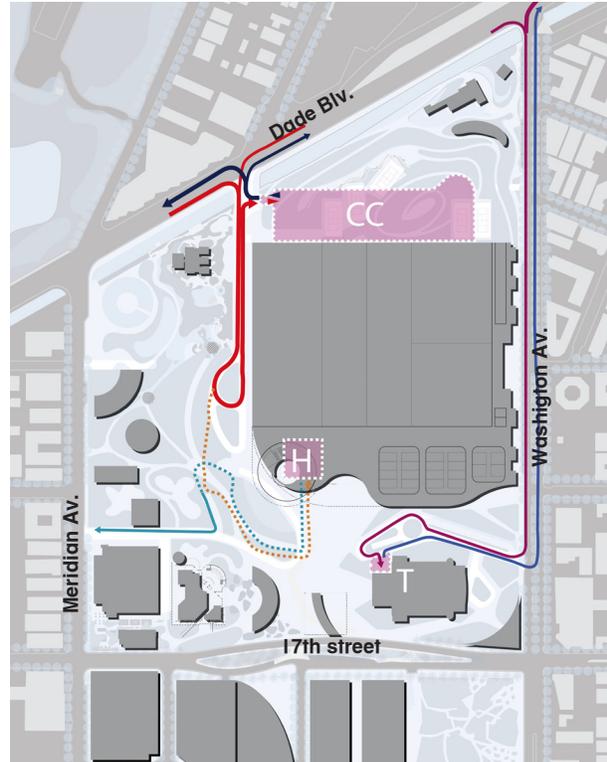


Figure 4 - Proposed entrance/exit sequence for loading facilities

Summary of proposals

The main modifications on the existing road network can be summarized in three major topics:

- pedestrian safety
- seamless integration with public transport facilities, and
- protection of adjacent residential neighborhoods from through traffic heading to/coming from the Miami Beach Convention Center.

The primary objective is reached by introducing:

- a landscaped median along 17th street providing a safe space for pedestrians who can't complete the crossing;
- a pedestrian-only traffic light along 17th street in combination with the proposed crossings in the median and adjacent to the newly proposed/relocated bus stops;
- a pedestrian-only traffic light along 17th street in association with the connection to Soundscape Park;

Exhibit 7 Publicly Funded Open Space Areas

- a traffic signal with associated pedestrian crossing along Meridian Av. at the crossing with 18th street;
- a pedestrian crossing ensuring continuity along Dade Boulevard @ Meridian Av.

In second place, the integration with the public transport service is ensured by relocation and, where necessary, addition of bus stops in the vicinity of the MBCC.

In particular a bus stop was added along 17th street at the corner with Pennsylvania Av. in order to facilitate the accessibility of those arriving by transit, and also to engage such flows in the public pedestrian space at the south of the Convention Center.

Furthermore, the consciousness of the potential development of transit within South Beach as envisaged by several planning documents and studies, led the design of the masterplan public realm.

Being accessible on three out of four sides, the plan is flexible in receiving flows of passengers from either the southern (17th street) as well as the eastern side (Washington Av.) whenever decisions will be made at higher levels of Public Administration on the routing of the so-called Bay Link.

Currently, the plan shows the provision for bus stops with dedicated lay-bys along 17th street, Meridian Av and Washington Av.

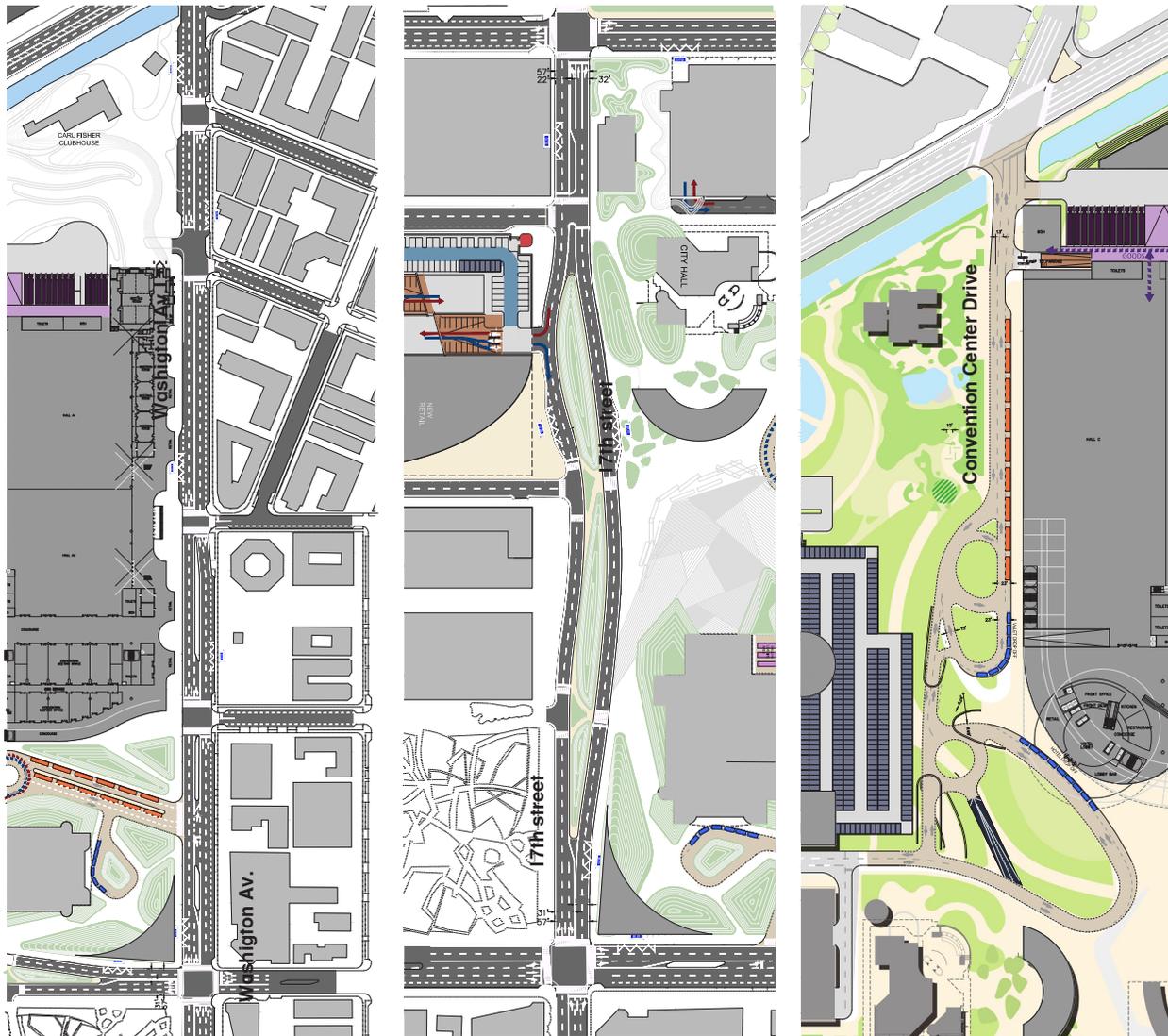


FIGURE 5 - Excerpts of the road layout plan showing ameliorments proposed for Washington Av., 17th street and Convention Center Dr.

Exhibit 7 Publicly Funded Open Space Areas

Finally, an important part of the strategy for managing the mobility needs of the new MBCC is the safeguarding of neighboring residential communities from rat-running related to traffic heading to the Convention Center. This traffic is the main cause of excessive speeding, aggressive driving, but also noise and pollution for the residents of Palm View and Bayshore.

It is believed that only a physical barrier can ensure the level of enforcement required for this strategy and for this purpose two controlled accesses are proposed along 18th street and 19th street in the first block west of Meridian. These controlled locations will automatically filter vehicular traffic demanding to cross the neighborhood in relation to the possession of permit released by the municipality.

Accordingly,

- the residents will continue experiencing the same accessibility to their homes as today;
- the non residents will be prevented from travelling

through the neighborhood (as a shortcut);

- access to the properties by non-residents will still be granted freely and at all times by accesses along 17th (Lenox, Michigan, Jefferson) which is deemed acceptable in relation to the advantages.

This strategy is based on the implementation of barriers (mainly pneumatic bollards) equipped with RFID technology sensors which will recognize and give access to vehicles of Palm View residents while inhibiting through traffic in the neighborhood.

This system does not require connection to a remote database of authorized vehicles and it can be considered a proper wlocalized intelligence unit that doesn't require city-wide infrastructure to be implemented.

For this very reason it is readily implementable and effective from day one.

The same concept is proposed for Bayshore where the gate is proposed on Prairie Av. @ W 28th Street.

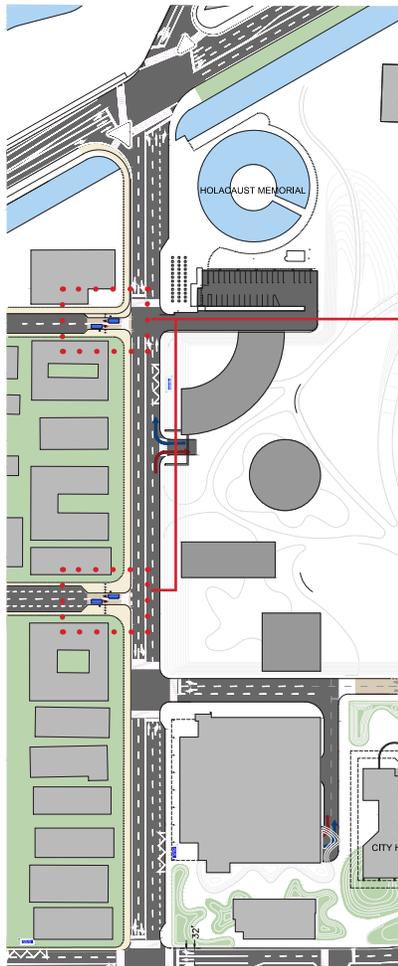


FIGURE 6 - Below a diagram representing the potential layout of the gates along Meridian Avenue.

- 1 RFID antenna – INBOUND/OUTBOUND
- 2 Bollard/Physical barrier.
- 3 ECU/Control Unit – coordinates RFIDs response and triggers the mechanics of the bollards.
- 4 VOIP intercom to remote check-point within administration or local police (potentially) – in the semi-gated option, it is not required as back-up accesses are always available from 17th street.

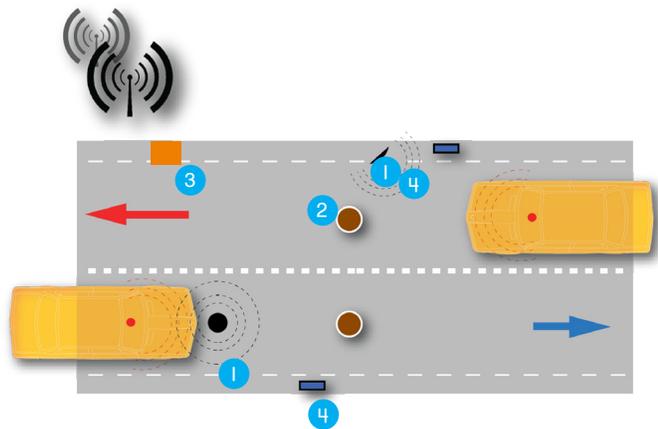


Exhibit 7 Publicly Funded Open Space Areas

Traffic Model

All the proposed interventions on the road network were assessed by means of a traffic microsimulation model which enabled a real-time assessment of the traffic conditions across the entire network enclosed in the study area.

This technique was chosen as it enables the assessment of the mutual effects of conditions at adjacent junctions. This allows, for example, evaluating the presence of back-blocking phenomena of intersections downstream as, for instance, the case of the intersection between Alton Rd and Dade vs. the intersection between Alton Rd and 17th Street. It is well known that the traffic problems at the former are dictated by lack of performance at the latter.

An extensive traffic survey exercise was carried out during two weeks in the month of February 2013 during and after the Boat Show 2013, thus providing the team with the necessary information to develop the model.

Existing condition scenario

The existing condition scenario addresses the current road network layout (i.e. current scheme, current arrangement of bus stops, traffic signals, pedestrian crossings etc...) against two situations: with and without events taking place at the MBCC.

In the full traffic report technical details about the calibration and validation of the model can be found.

Project scenario

The Project Scenarios are evaluated by introducing one step at a time the modifications to either the road network and the amount of traffic estimated.

These are:

- Road network as per the revised geometry + traffic as conditions without event;
- Road network as per the revised geometry + traffic as conditions with event and additional program;
- Road network as per the revised geometry + traffic as conditions with event and additional program + traffic signal optimization (i.e. with the proposed mitigation measures).

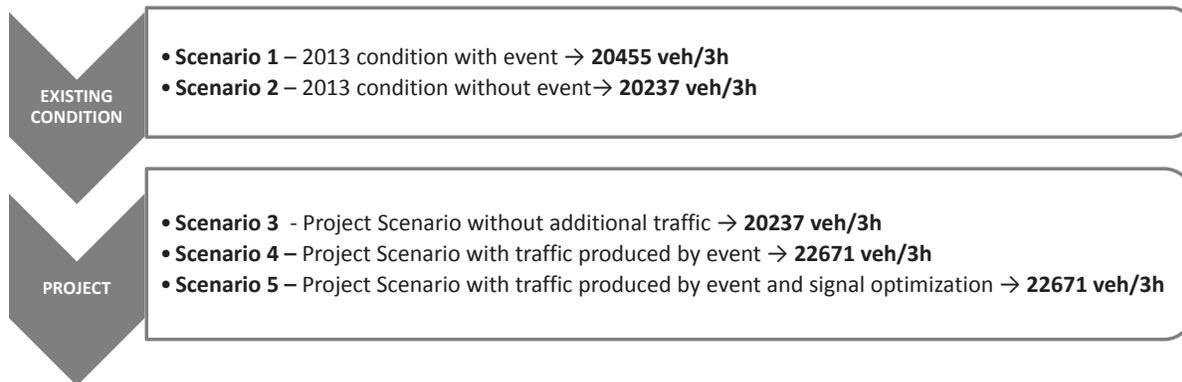


Figure 7 - Diagram of the modelled road network within the study area in the existing (left) and proposed scenario (right)

■ Traffic Analysis Zone
■ Parking zone

■ Traffic Analysis Zone
■ Parking zone
■ New MBCC zone

Exhibit 7 Publicly Funded Open Space Areas

Trip Generation

The project scenario includes the share of traffic related to the redeveloped MBCC and to the additional program located across the site.

This includes:

- 633,730 sqf of hotel space,
- 447,000 sqf of residential space, and
- nearly 100,000 sqf of retail space of which 59,500 sqf concentrated on 17th street at Pennsylvania Av.

The amount of traffic added on the road network and due to the additional program is:

- 216 veh/h in the AM peak, and
- 422 veh/h in the PM as a bi-directional value.

The amount of traffic added on the road network and due to the activity of the MBCC is:

- 1460 veh/h in the AM peak, and
- 1422 veh/h in the PM peak.

Detailed assessment of the traffic generated by all components of the masterplan is included in the full traffic report.

Results

The assignment of traffic demand to the network produces different consequences in relation to the road network characteristics. With reference to the chart and table here below, the behavior of the network can be explained:

1. The existing condition with event operates at a mean speed value of 12.3 mph (includes time spent in line, time spent at the traffic lights etc...) which improves to 13.8 mph (+12%) when events are not in place.
2. The modifications to the road network induced by the MBCC, excluding the traffic signal optimization (e.i. with the same traffic signals as of today), shows a decrement of the performance of the network of 11.5%
3. Scenario n° 4, featuring the proposed road network with the total additional traffic, but without traffic signal optimization produces a significant loss in performance reaching values of 4.3 mph and inducing queues beyond the extent of the study area (i.e. 8% of the vehicles demanding to enter the study area don't manage to do so and are queuing outside).
4. Finally, the proposed traffic signal optimization is introduced in Scenario n°5 showing traffic performances similar to the existing condition; 12.0 mph vs 12.3 mph (i.e. a negligible decrease of only 2%).

Scenario	Performance						
	avg. travel time [sec]	vehicles assigned	mean veh speed [mph]	tot. vehicle travelled distance [m]	tot. travelled time [h]	matrix dimension	assigned vehicle vs n° of veh. in matrix
Scenario 1	160	20397	12.3	11119	905	20455	100%
Scenario 2	143	20169	13.8	11025	802	20237	100%
Scenario 3	165	20322	12.2	11283	929	20237	100%
Scenario 4	480	20883	4.3	11832	2784	22671	92%
Scenario 5	174	22777	12.0	13121	1098	22671	100%

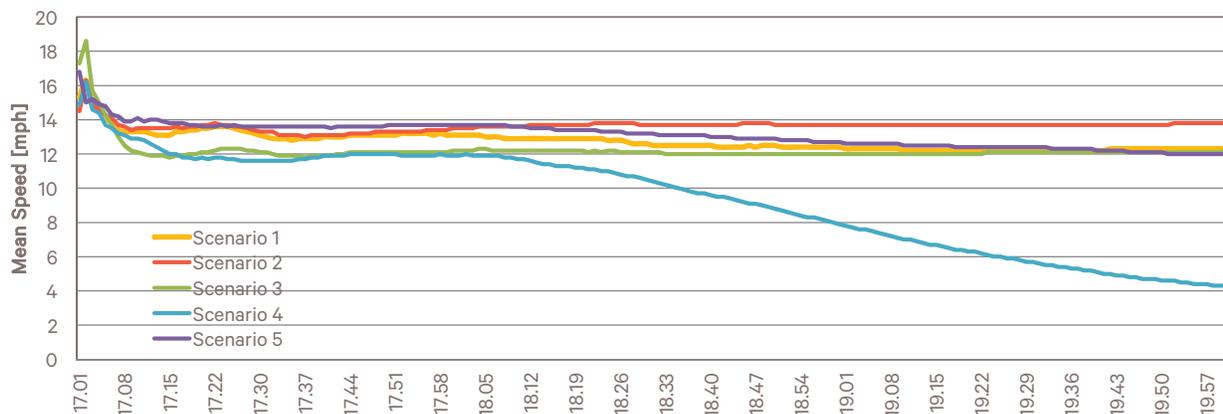


Figure 8 - Chart representing the average cumulative speed on the modelled network over the entire duration of the 3 hours long simulation. This is a typical key performance indicator of dynamic microsimulation models and shows the accounts for the average travelling speed of each vehicle that during the simulation perioda has demanded to be assigned on to the network.

Exhibit 7 Publicly Funded Open Space Areas

In other words, the proposed strategy, manages to offset completely the impacts of the additional traffic related to the proposed program and MBCC operation during an event.

The Figures 9 and 10 below also show in a diagrammatic form the existing condition vs the proposed optimized project condition in terms of queues distribution (Fig. 9) and traffic flows (Fig. 10) on the road network.

It is clearly evincible the effect of displacement of traffic from 17th street toward Dade, as desired, with the consequential benefit for 17th Street current congestion.

Comparing the project and the existing condition, it is noted that queues at intersections along 17th Street reduce while they slightly increase along Dade.

Similarly, the traffic flows are shifted north from the exits of the car park on Convention Center Drive and Washington Avenue.

Also, from the diagram of the project scenario it is noted that the internal valet circuit operates with flows lower than 200 veh/h which is compatible with the concept of pedestrian friendliness that inspired the shared public space.

Meridian Avenue, which bears all traffic to/from the Hotel and the Residential program is also operating with flows lower than 500 veh/h similarly to the existing condition, thus suggesting that the impact is offset.

The full traffic report with all the details on the calculation of trips and the modelling process will be issued on May 13th, 2013.



Figure 9 - Length of average queues at traffic signals within the study area during an event in the existing condition (upper) and in the proposed condition (lower) - e.i. with the new road layout and with the optimized traffic signals.

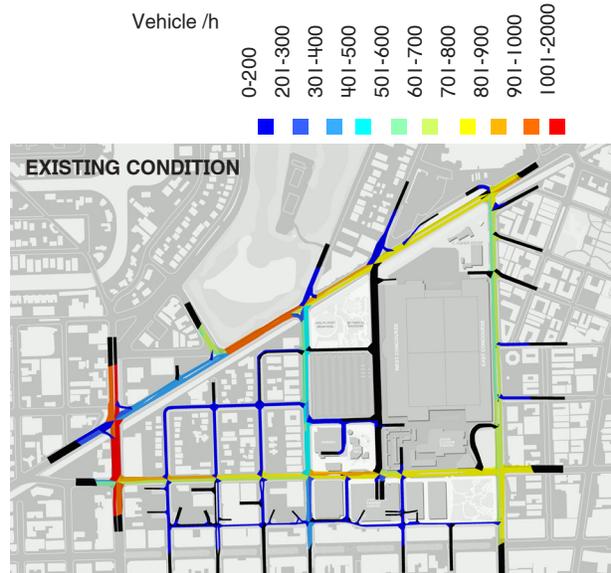


Figure 10 - Distribution of traffic flows within the study area during an event in the existing condition (upper) and in the proposed condition (lower) - e.i. with the new road layout and with the optimized traffic signals.

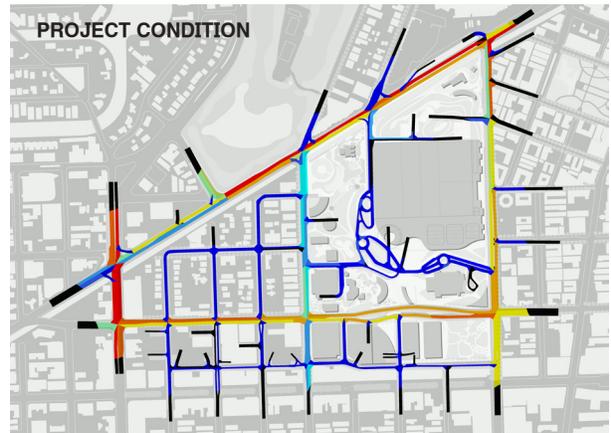
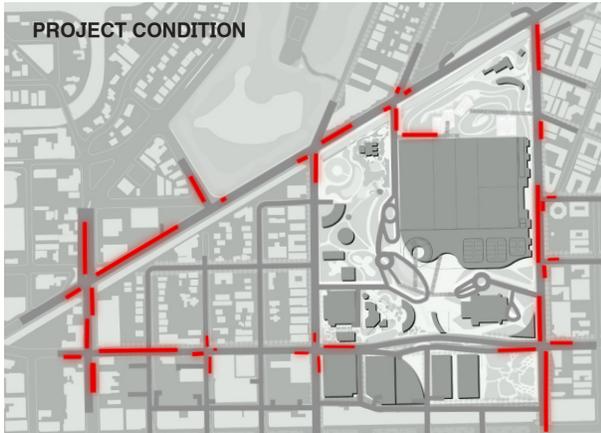
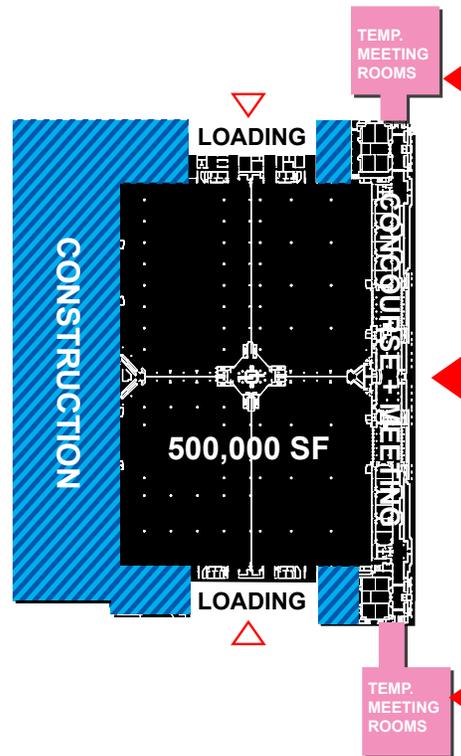


Exhibit 8 Phasing

December 2015

- Temporary meeting at North and South
- West concourse, north loading, and south loading under construction
- Main entry at East concourse
- Reduced loading access maintained at north and south via phased construction



December 2016

- Hall C + ballroom/meeting complete
- North temporary meeting rooms removed
- South lobby/meeting under construction
- Main entries move to west and east ends of new concourse
- All loading at North
- North Parking and Community Center under construction

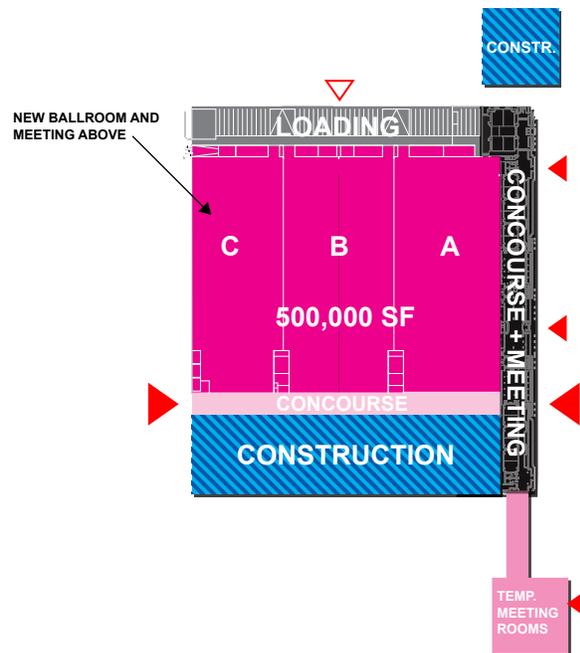
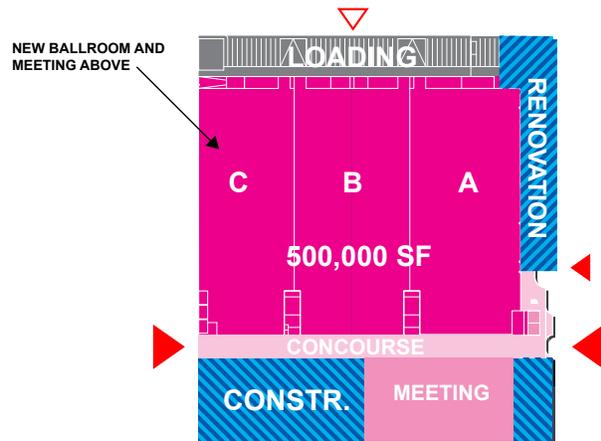


Exhibit 8 Phasing

December 2017

- East concourse undergoing phased renovation
- Hotel under construction
- South meeting operational



December 2018

- Complete

