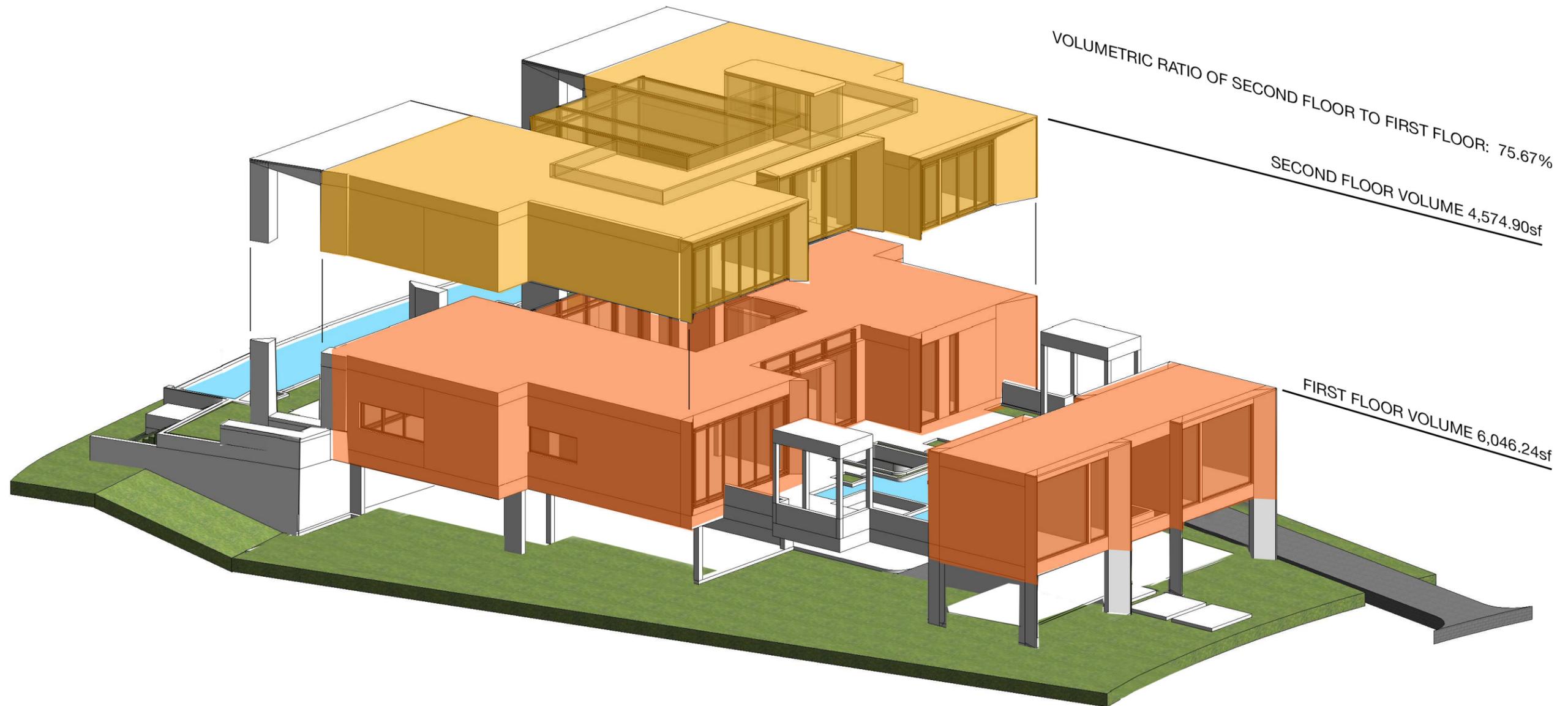


AXONOMETRIC VIEWS

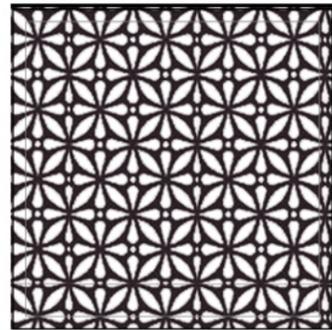


VOLUMETRIC RATIO DIAGRAM





MT1
ALUMINUM MULLIONS
- BRONZE FINISH



MT2
ALUMINUM SCREEN
- BRONZE FINISH



WD1
ALUMINUM WALL
CLADDING- WOOD FINISH



ST1
STONE CLADDING



PS1
PAINTED STUCCO
FINISH

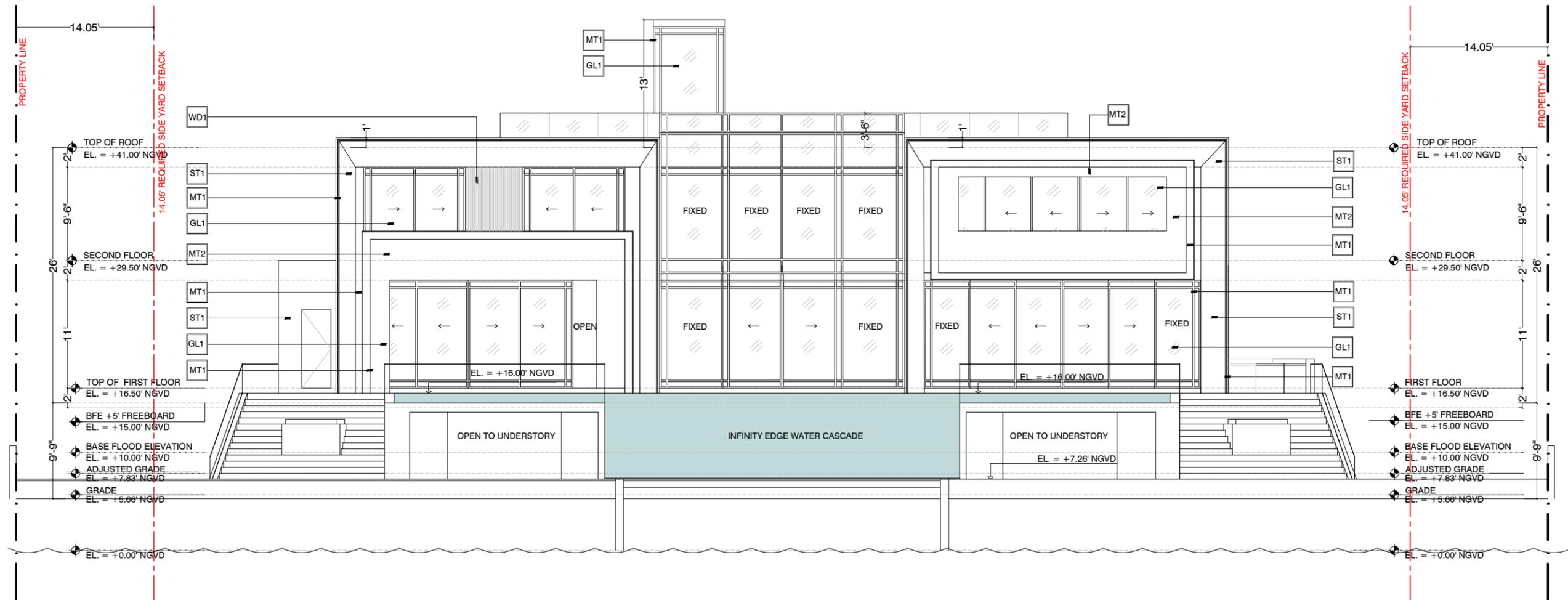


GL1
CLEAR IMPACT GLASS



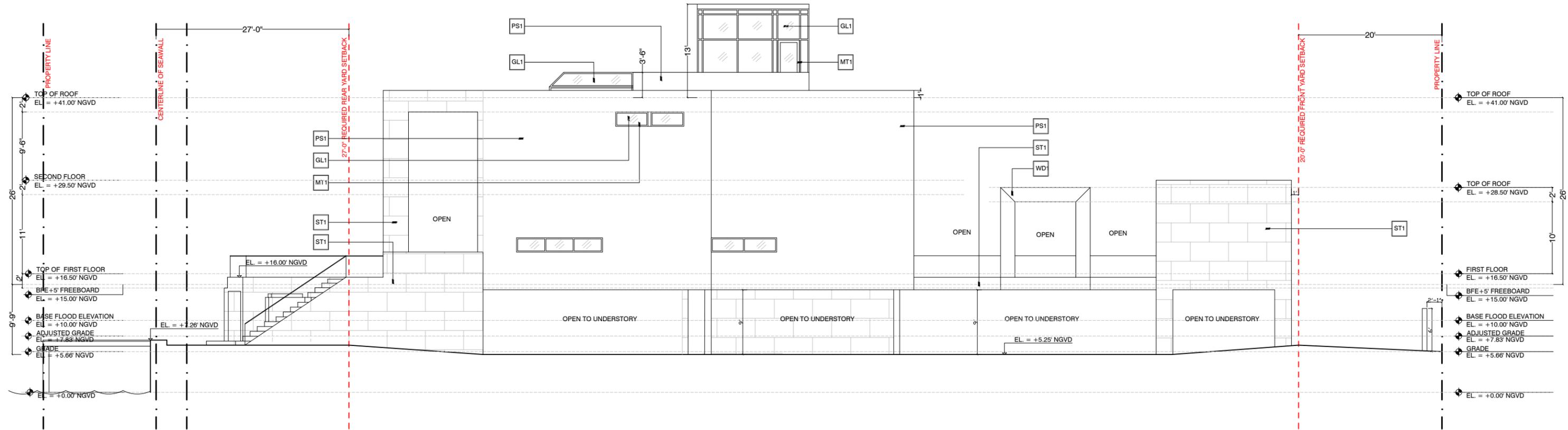
2 NORTH ELEVATION
SCALE - 1/8" = 1'-0"

ELEVATIONS - SOUTH



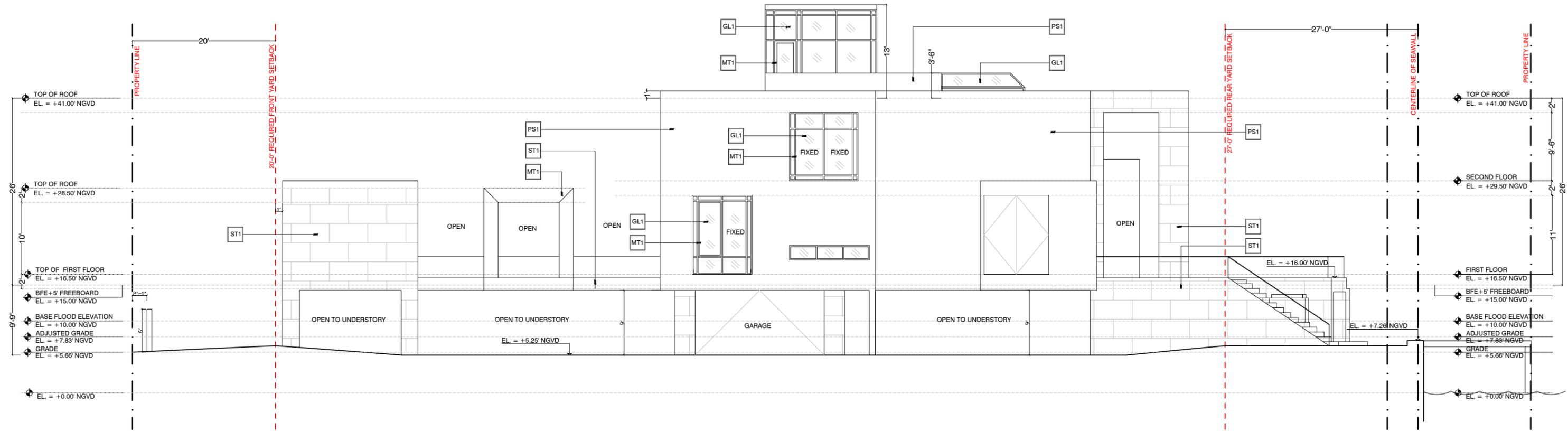
1 SOUTH ELEVATION
SCALE - 1/8" = 1'-0"

ELEVATIONS - EAST



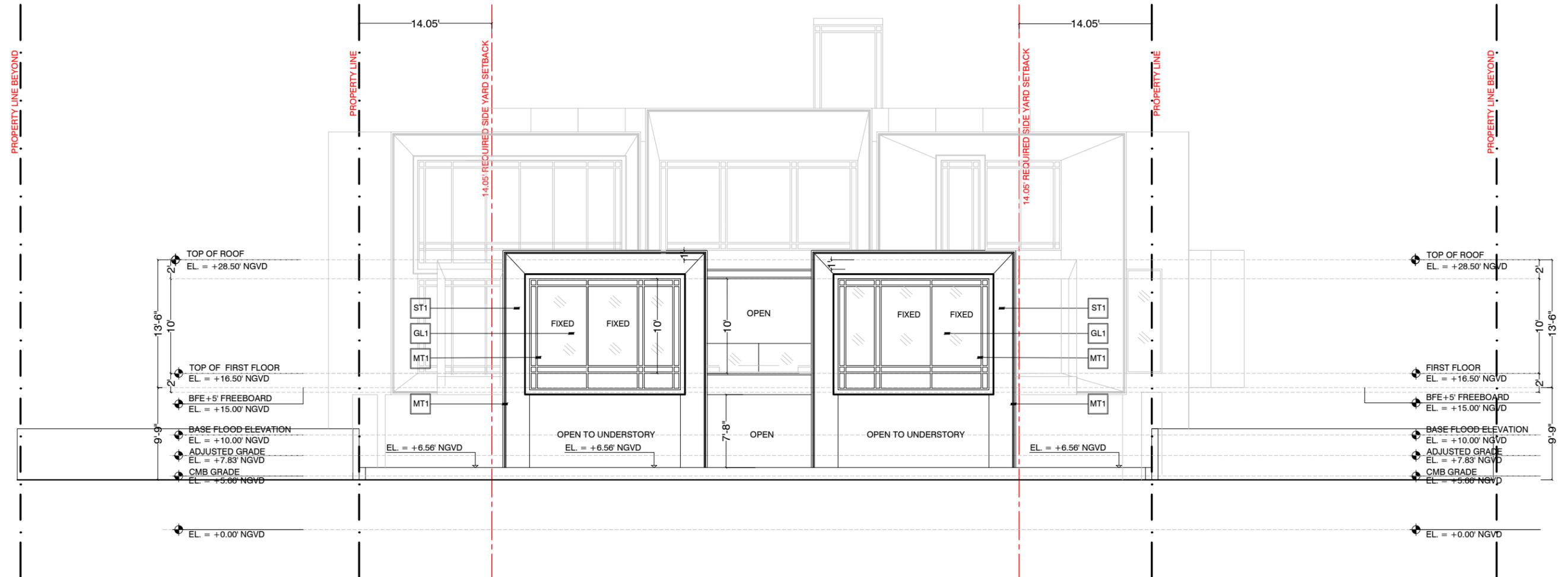
1 EAST ELEVATION
SCALE - 1/8" = 1'-0"

ELEVATIONS - WEST



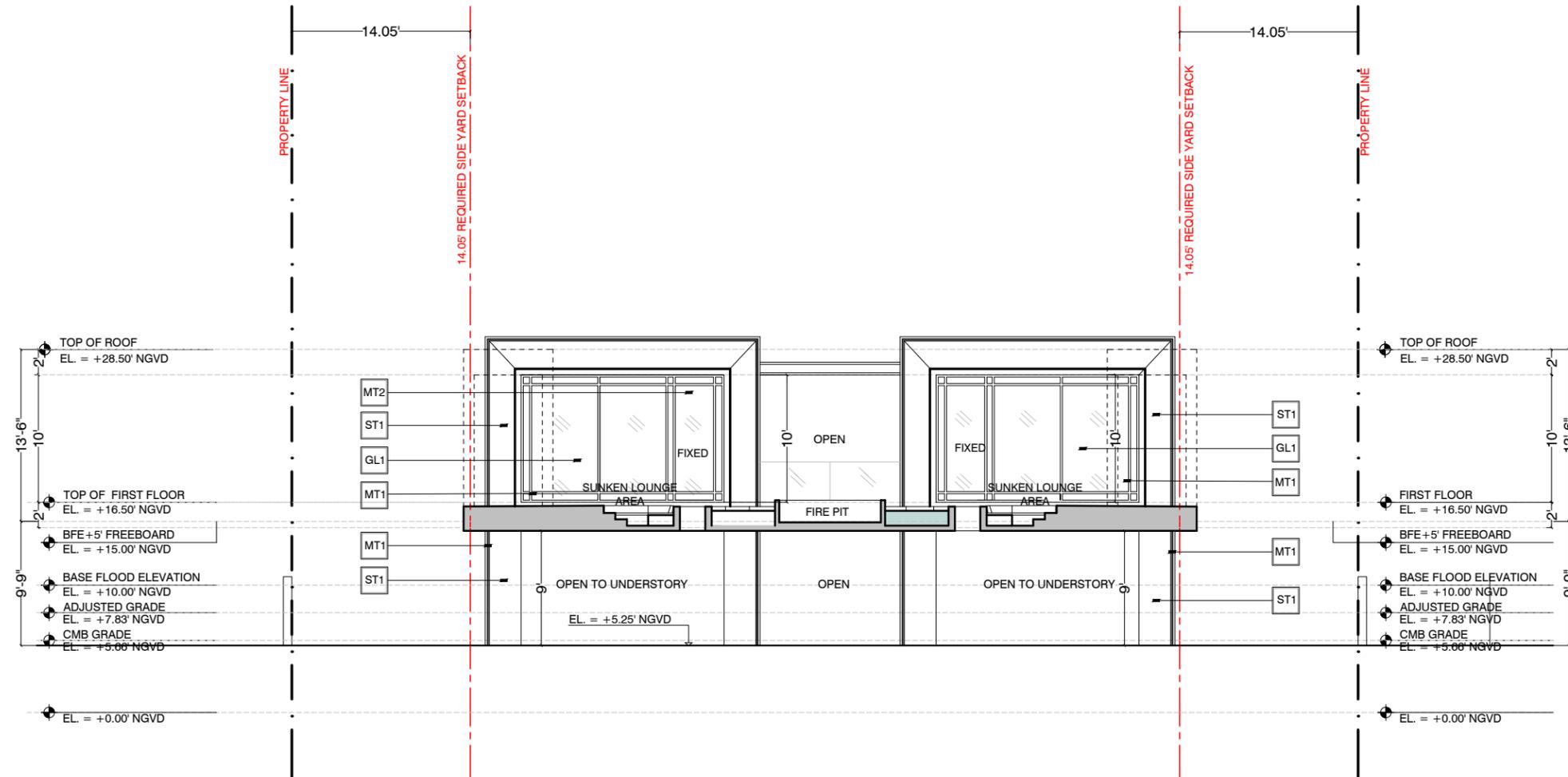
1 WEST ELEVATION
SCALE - 1/8" = 1'-0"

ELEVATIONS - GUEST HOUSE NORTH

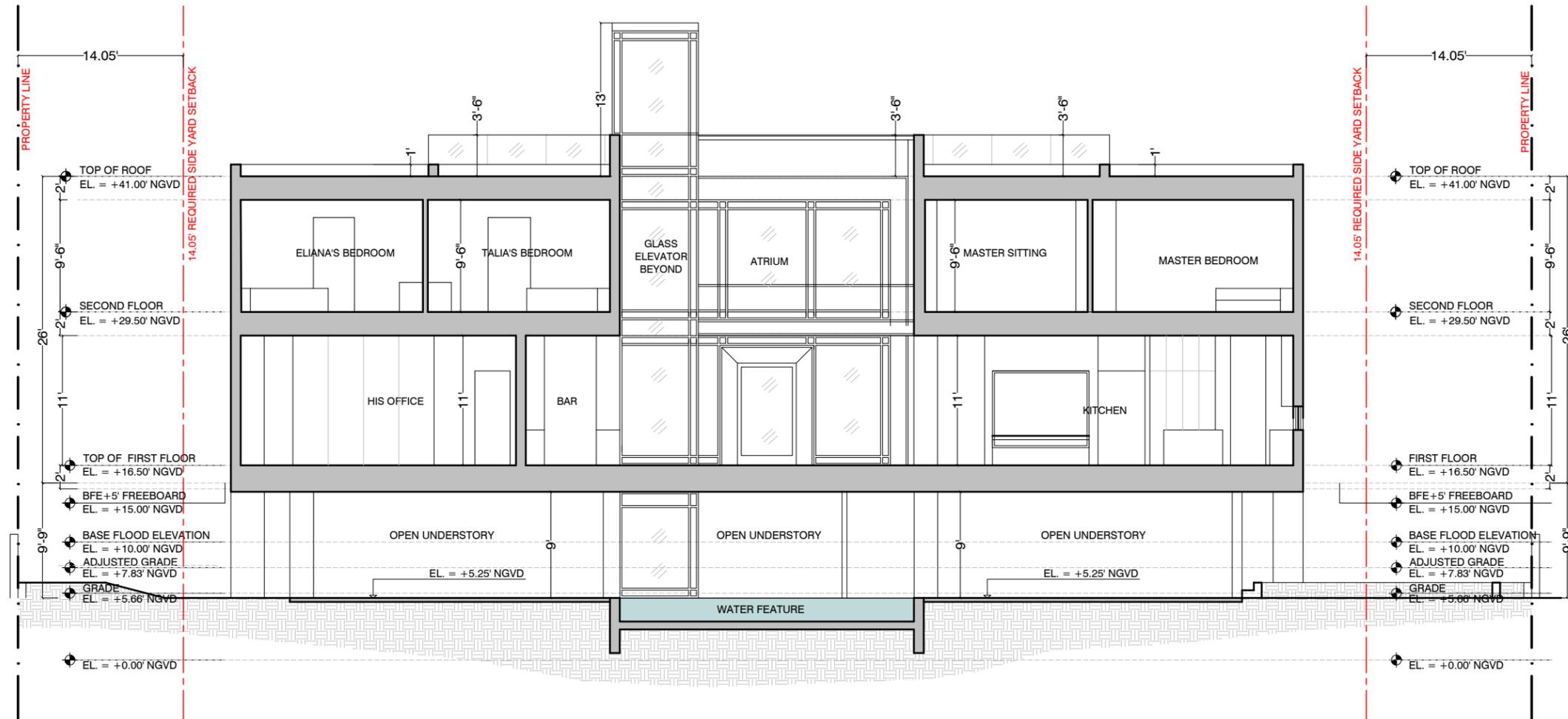


1 NORTH ELEVATION - GUEST HOUSE
SCALE - 1/8" = 1'-0"

ELEVATIONS - GUEST HOUSE SOUTH

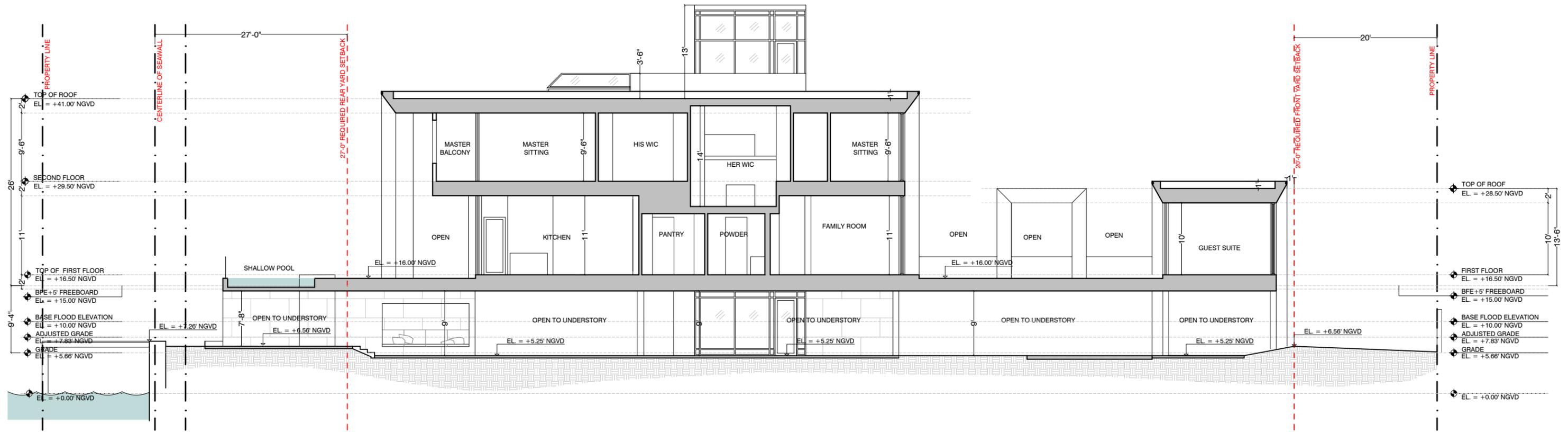


1 SOUTH ELEVATION - GUEST HOUSE
SCALE - 1/8" = 1'-0"



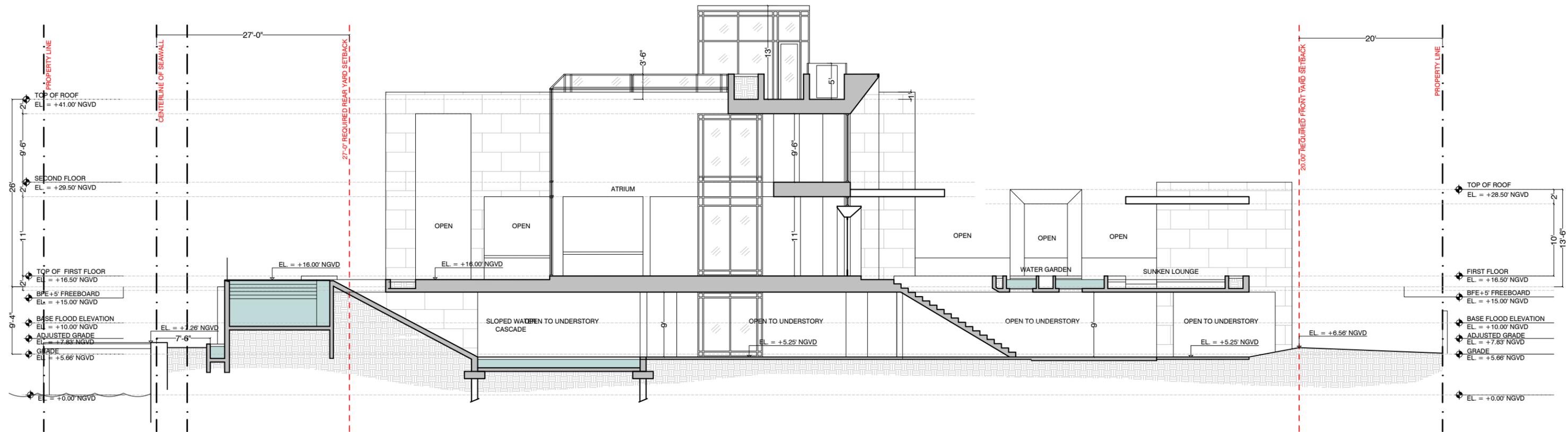
1 TRANSVERSE SECTION
SCALE - 1/8" = 1'-0"

SECTIONS - LONGITUDINAL



1 LONGITUDINAL SECTION
SCALE - 1/8" = 1'-0"

SECTIONS - LONGITUDINAL



1 LONGITUDINAL SECTION
SCALE - 1/8" = 1'-0"

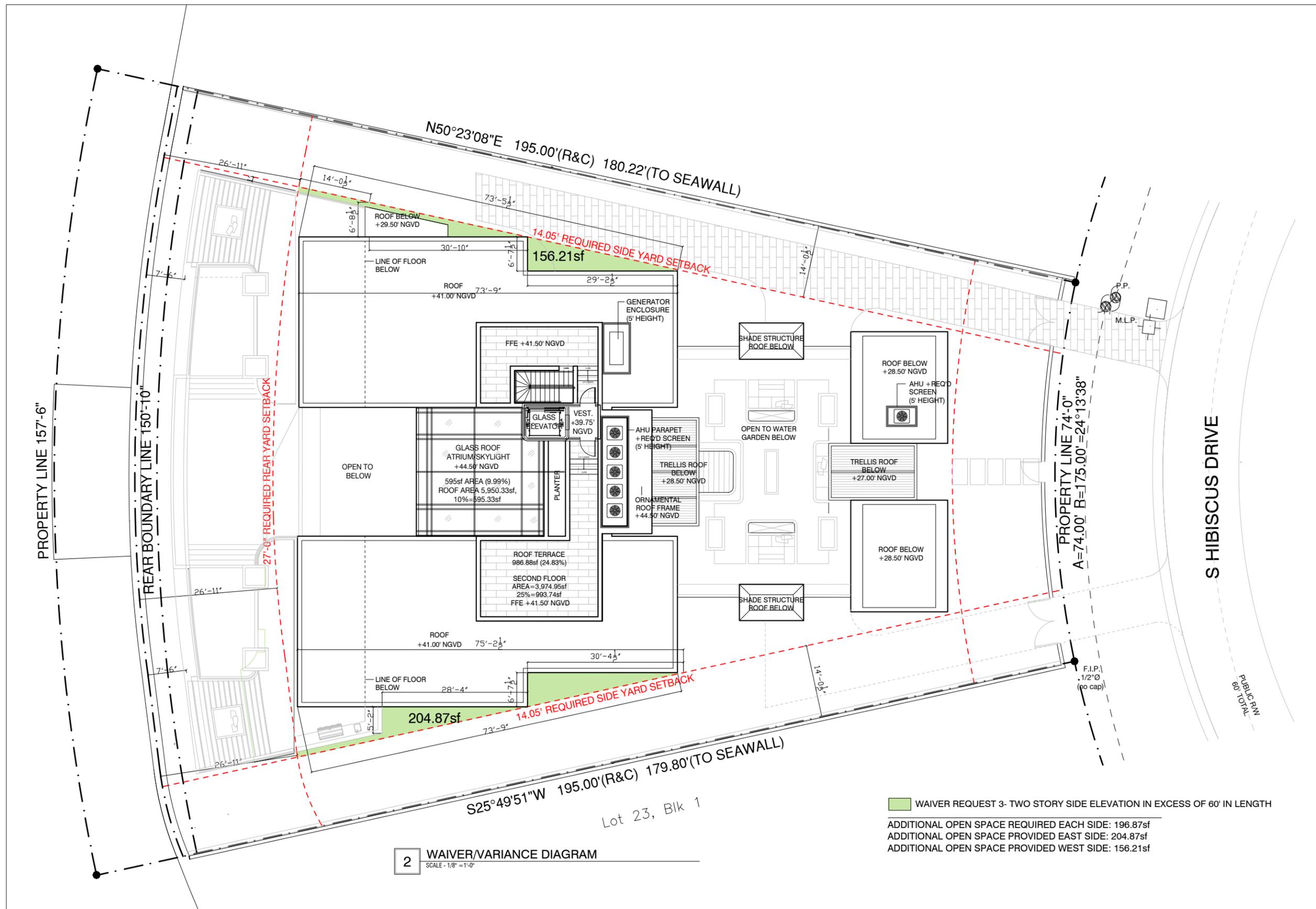
WAIVER/ VARIANCE DIAGRAM



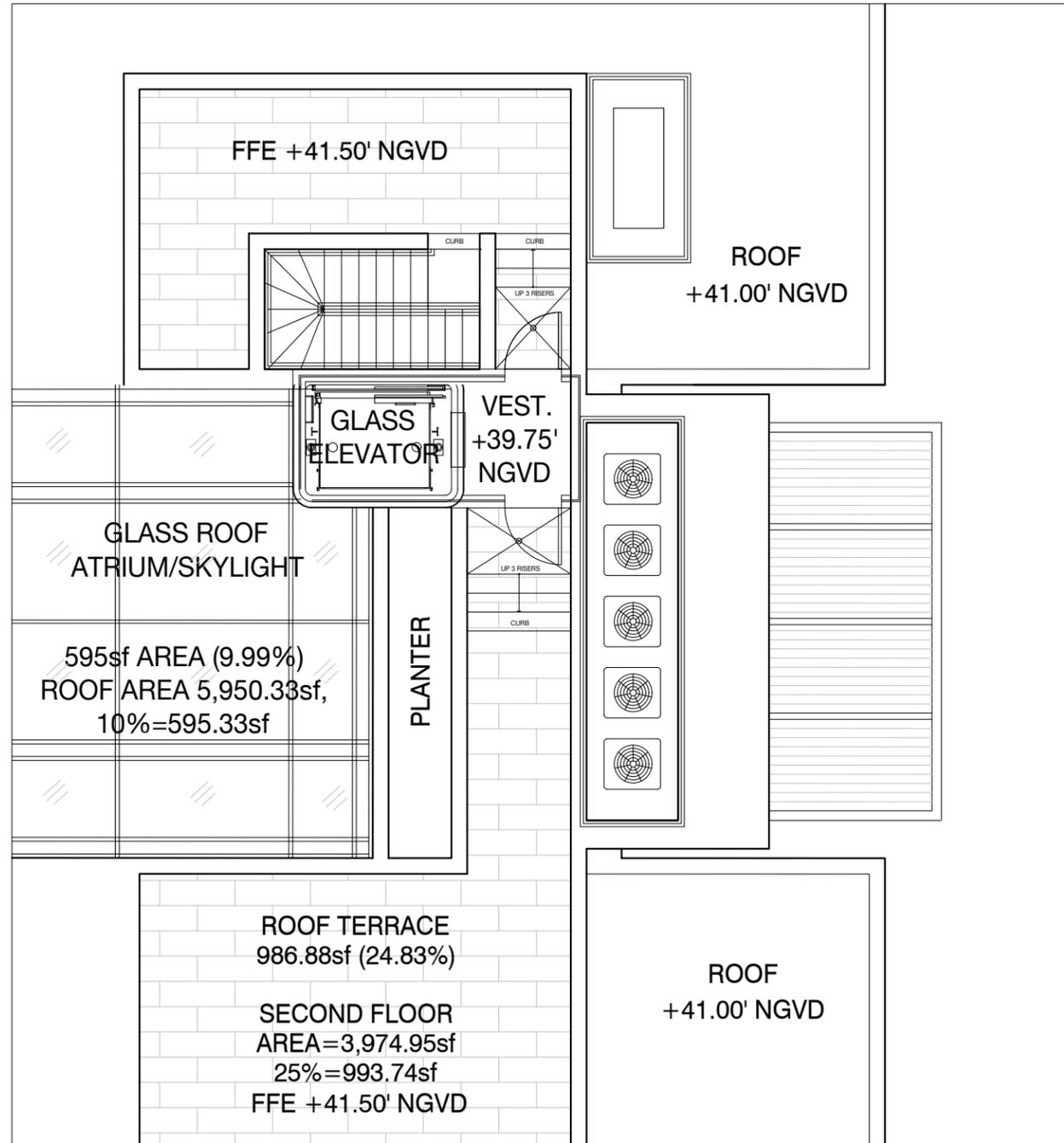
1 HEIGHT WAIVER/VARIANCE DIAGRAM
SCALE - 1/8" = 1'-0"

- WAIVER REQUEST 1- SECOND FLOOR VOLUMETRIC RATIO EXCEEDS 70% OF FIRST FLOOR BY 13.2%
- WAIVER REQUEST 2- ADDITIONAL 2' OF BUILDING HEIGHT
- VARIANCE REQUEST 1- ADDITIONAL 3' OF PROJECTION HEIGHT FOR ELEVATOR OVER RIDE

WAIVER/ VARIANCE DIAGRAM



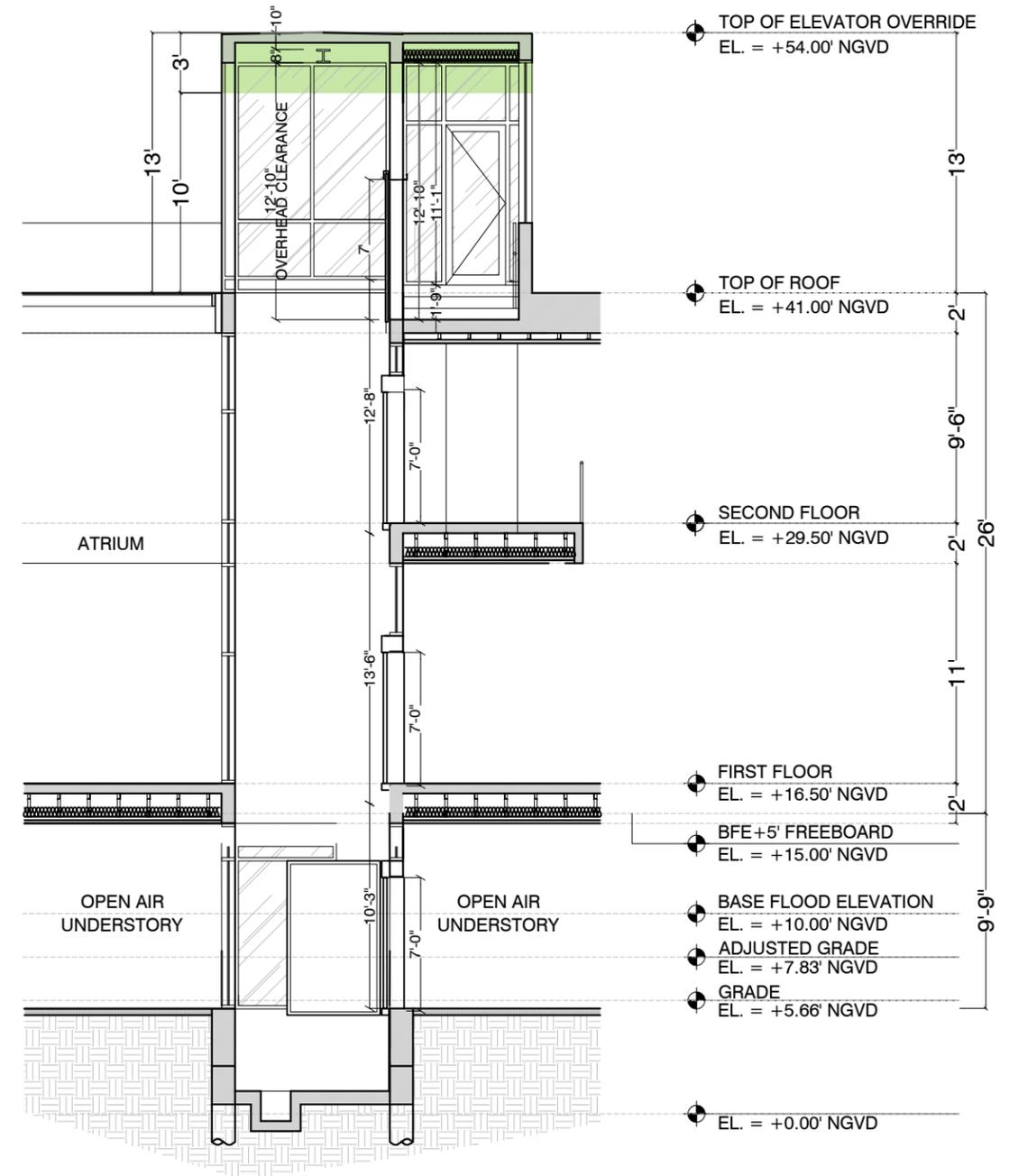
ELEVATOR OVER RIDE DIAGRAM



A

ELEVATOR ROOF PLAN- PROPOSED

SCALE - 1/4" = 1'-0"

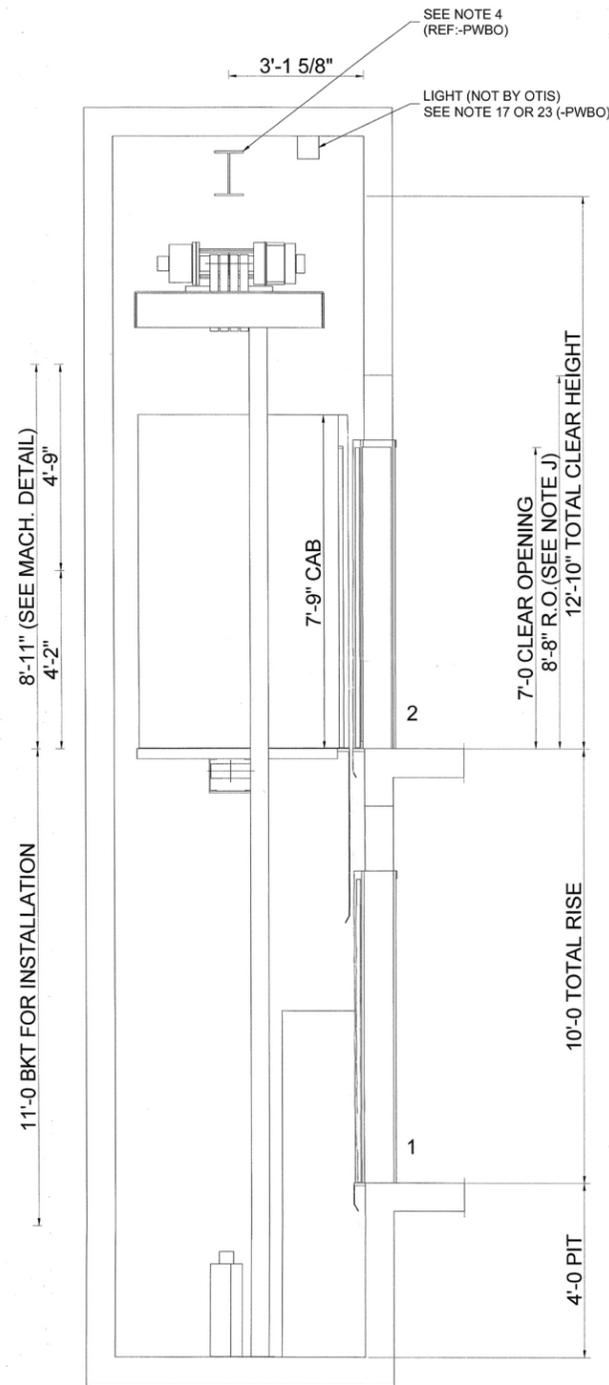


B

ELEVATOR SECTION- PROPOSED

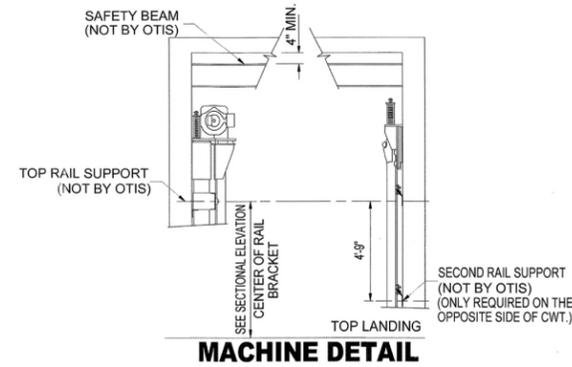
SCALE - 1/4" = 1'-0"

ELEVATOR SPECIFICATION



SECTIONAL ELEVATION

FOR MAX. SPACING BETWEEN INSERTS SEE RAIL FORCE DETAIL



RAIL FORCE & BRACKET SPACING DETAIL

SEE NOTES 6 & 7		
CAR	R1	367 lbs
	R2	54 lbs
	MAXIMUM BRACKET SPACING	12' 0"
CWT	R1	228 lbs
	R2	16 lbs
	MAXIMUM BRACKET SPACING	12' 0"
	RAIL SIZE	2

FIRST INTERMEDIATE RAIL SUPPORT LOCATION TO BE LOCATED 14' 0" FROM PIT FLOOR. ALL OTHER INTERMEDIATE SUPPORTS CANNOT EXCEED THE MAXIMUM BRACKET SPACING IN THE RAIL FORCE & BRACKET SPACING DETAIL

CAR R1 = SAFETY APPLICATION
CWT R1 = LOADING OR RUNNING
R2 = LOADING OR RUNNING
REQUIREMENTS FOR RAIL BRACKET SUPPORT (NOT BY OTIS):
DEFLECTION NOT TO EXCEED 1/8" BASED ON HORIZONTAL RAIL FORCES.

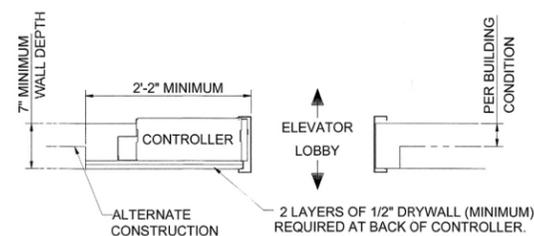
NOTE J
ROUGH OPENING AT ALL FLOORS, EXCEPT TOP LANDING, EQUALS 7'-10"
TOP LANDING EQUALS 8'-8".

APPROVED WITH EXCEPTION
Jy

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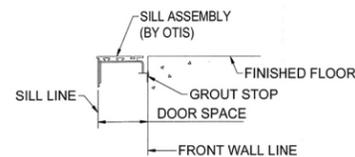
SIGNED: *[Signature]*
DATE: 1-14-2016



TOP LANDING ENTRANCE REQUIREMENTS

(MUST BE LOCATED AT THE FRONT TOP ENTRANCE)

ELEV. No. 1



DETAIL "A" SILL SUPPORT

ADEQUATE SUPPORT AT ALL FASTENING POINTS OF ENTRANCE ASSEMBLY REQUIRED. MUST WITHSTAND A HORIZONTAL PULL-OUT FORCE OF 140 LBS. @ EA. FASTENING POINT (8 @ EA. ENTRANCE) INCLUDING SUPPORT FOR CENTER SILL SUPPORT BRACKET (NOT BY OTIS).

APPROVAL
THIS ARRANGEMENT AND SUPPLEMENTARY NOTES APPROVED

SIGNED: _____ DATE: _____

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A United Technologies Company

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LOCATION 6 Star Island Drive, Miami Beach FL 33139

CONT. WITH Todd Glaser

OWNER

ARCHT. Kobi Karp Architecture

CONTRACT NO.

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1/15/16
1/16/16
1/16/16