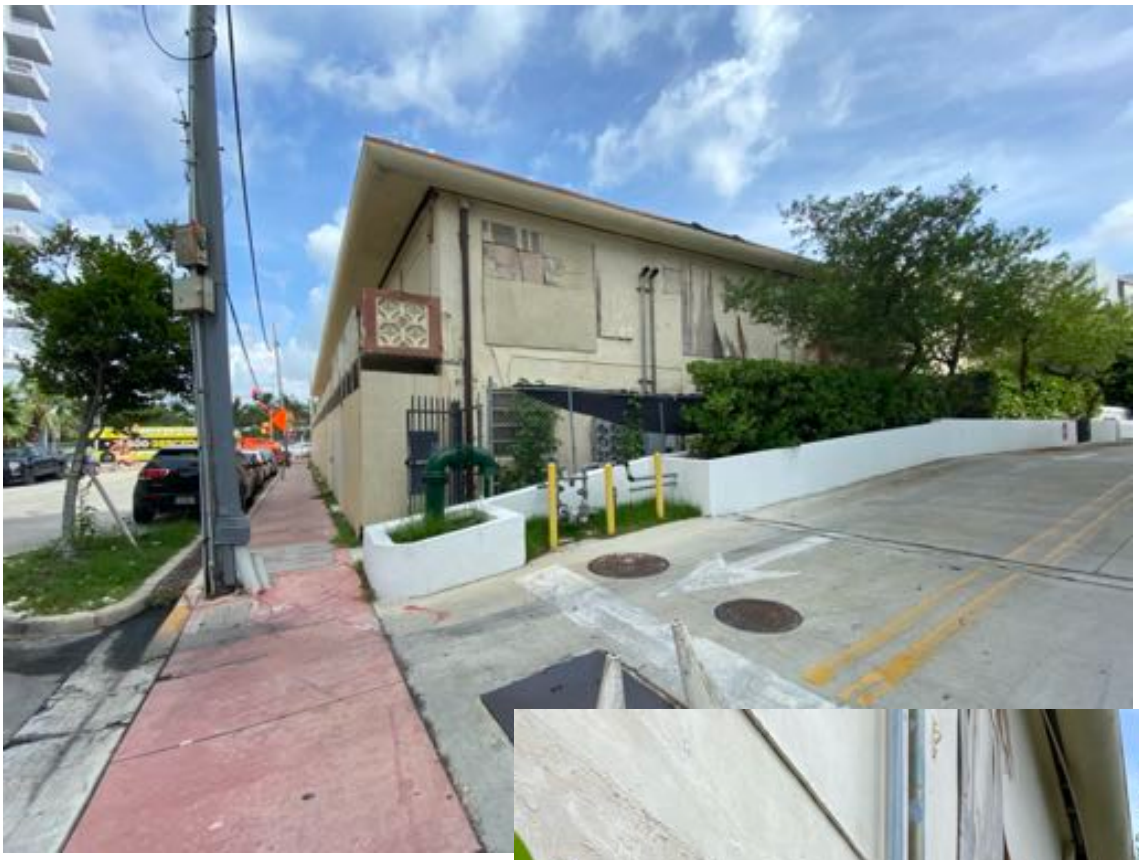
Historic Property Resource Report – 2901-11 Indian Creek Drive.

A comprehensive Historic Resource Report was prepared for this site by Carolyn Klepser in 2006. A copy of the Klepser report is attached hereto. There have been no major changes to the subject property's improvements since the preparation of the 2006 report.

The condition of the subject property and its environs have changed. Those changes are reflected in the photographs on this and following pages.

2020 Photos



2900 Collins Ave. Historic Report.

February 28, 2006

Project Owner:
2901 Beach Venture lllp
1300 Brickell Ave.
Miami – Florida - 33131

Prepared by:
Carolyn Klepser

2901-2911 INDIAN CREEK DRIVE
HISTORIC BACKGROUND

Miami Beach pioneer John S. Collins and his family formed the Miami Beach Improvement Company in 1912 for the development of their oceanfront property. They platted the Oceanfront Subdivision, extending from 19th to 44th Streets, in February, 1916, and the area was built up with seasonal hotels, apartment buildings and homes in the years prior to World War II. In 2001, the Miami Beach City Commission designated the portion of this subdivision north of 23rd Street as the Collins Waterfront Historic District, to preserve its predominantly prewar architecture. The subject site, at the corner of Indian Creek Drive and 29th Street, occupies Lots 16 and 17 of Block 12 in the Oceanfront Subdivision, and all three buildings here are listed as Contributing structures in the historic district.

One of the finest early buildings in this neighborhood was the Pancoast Hotel, opened in 1923 by Collins' grandson J. Arthur Pancoast, on the ocean at 29th Street. Also in 1923, a three-story Garage and Dormitory annex to the Pancoast Hotel was built at 219 29th Street, on Lots 9 and 10 of Block 12. Around the corner, at 2924 Collins Avenue, the home of Chicago broker Albert C. Batelle had been constructed in 1921. The 24-unit Beach Maisonettes apartment house was built in 1926 at the corner of 30th Street and Indian Creek Drive. A 1929 aerial photograph shows the early state of this block. All of these buildings have since been demolished.

The oldest surviving building on Block 12 is the Embassy Hotel (now the Polo Condominium), built in 1935 at 2940 Collins Avenue. In the following year, the Alden Hotel was built at 2925 Indian Creek Drive, on Lot 14 of this block. (The south wing was added to the Alden a few years later, on Lot 15.)

It was also in 1936 that the first of the subject buildings appeared: the west building at 2911 Indian Creek Drive, on Lot 16. It was designed as a four-unit apartment house by the architectural firm of Schoeppl & Southwell, for owner Robert H. Morton and his wife Vernette. Two years later, in 1938 architect Arnold Southwell designed the other apartment building at the east end of Lot 16, also for the Mortons. At that time, the Pancoast Hotel annex stood immediately to the east, but the corner lot to the south was vacant.

The Prewar Buildings

Robert Morton had purchased Lot 16 on January 4, 1935.[1] Some of the records from that time are missing or illegible, but no record was found of Morton ever owning Lot 17 as well. The first owner of both lots together appears to be Ocean Hotels Inc., in 1943,[2] but the corner lot remained vacant until 1962. This explains the south-facing orientation of the two apartment buildings on Lot 16; for over twenty years the vacant corner lot served as their front yard.

These buildings at 2911 Indian Creek Drive were first known as the Morton Apartments, as they are listed in the 1938 and 1939 Polk's City Directories. In the 1940 directory, the Mortons are listed as living here themselves. After they sold the Lot 16 property to Ocean Hotels in 1943, the Mortons managed a new Morton Apartments at 4125 Collins Avenue, and their former property here changed its name to the Modern[3] (or Moderne[4]) Apartment Hotel.

Plans for the west building, designed by Schoeppl & Southwell, were found on microfilm #8654 in the Miami Beach Building Department. They include first and second floor plans, foundation plan, details, and a plot plan, but unfortunately no elevations, leaving many unanswered questions as to whether some architectural features are original.

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[1] Dade County Deeds, Book 1600, Page 1.
[2] Ibid., Book 2328, Page 163; and Book 2337, Page 381.
[3] Polk's City Directory, 1953-4.

This was designed as a very commodious building, with two two-bedroom apartments on each floor. Its most striking feature is the pair of voluptuously curved stairways that face each other across the central patio -- one stairway for each upstairs apartment. On the ground floor, there is an arched recess under the west stairway, and an identical archway still exists under the east stairway also, but has been hidden by later alterations. A second-floor catwalk between the two upstairs apartments does not appear in the original plans and seems to have been added in 1962, according to the Building Card, to satisfy requirements of the State Hotel Commission. Its wrought-iron railing appears to be of recent date.

The Building Card describes the roof of this building as flat, but it now has a low-pitched roof of asphalt tile. The plans are no help in documenting the original roof, but it seems most likely that this is an error on the Building Card. It notes that the building was "re-roofed" for $525 in 1954 and again in 1973 for $1250. A 1958 aerial photograph shows a pitched roof of possibly clay tiles.

This building has a number of charming decorative details that may be original but are not documented. They include scattered painted ceramic tiles on the wall surfaces, and a copper light fixture on the second floor; the west elevation has a planter bin by the side entrance to the downstairs apartment, and decorative ceramic pots on a ledge over the doorway. The original windows are not documented, but were probably casement or sash type, and not the current jalousies.

The east building on Lot 16, designed by Southwell in 1938, is a simple two-story streamlined cube. This building has always had a flat roof. Original plans were found on microfilm #11378 in the Miami Beach Building Department. They include four elevations, first and second floor plans, roof plan, details, and a plot

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[4] Miami Beach Plat Book, 1952, Plates 11 & 13.

plan. Although smaller than its neighbor, this building had six units: one one-bedroom apartment and two efficiencies on each floor. Its decorative features include a line of molding that unifies it with the west building, an eyebrow over the front entrance, and a stepped partition by the interior stairs. The original window type is unclear, but they are now jalousies. Light sconces by the front entrance are of recent date.

This pair of buildings perfectly illustrates the two branches of Art Moderne: the Decorative (west building) and the Industrial or Streamlined (east building).

The Postwar Building

After World War II, this block, like the rest of the City, underwent many changes. New hotels and apartment houses replaced older buildings and private residences as tourism rebounded in the Postwar boom. The Batelle house at 2924 Collins Avenue was demolished in 1951, and its site became a parking lot. To the south of this, the lots at the corner of Collins Avenue and 29th Street are shown as a tennis court in the 1952 City Plat Book. The Pancoast Hotel and its annex building on 29th Street were both torn down in 1955. The Seville Hotel was built on the site of the Pancoast, but the annex site remained vacant.

In November, 1956, Mrs. Sadye Greenwald sold the Modern Apartments (Lots 16 and 17) to 2911 Indian Creek, Inc.[5] It was this company that built the apartment building on Lot 17, at 2901 Indian Creek Drive, in 1962. Its construction created an interior courtyard or garden apartment arrangement with the earlier buildings.

The original plans for this building, by architect Gerard Pitt, were found on microfilm #67442, including elevations, floor plans, and a plot plan that shows its

[5] Dade County Deeds, Book 4356, Page 3.

juxtaposition to the other two buildings. A second-story bridge on the west elevation joins this building to the west building on Lot 16.

This is a typical two-story Postwar Modern apartment with a catwalk arrangement. It was built with 15 units: 8 one-bedroom apartments and 7 efficiencies. Each floor had two of the one-bedroom apartments at each end, and the efficiencies in the middle. There were four efficiencies on the second floor, and three efficiencies and a lobby on the first floor. A permit was issued to "rework lobby" in 1963, according to the Building Card.

The jalousie windows are the original style here. Other typical Postwar Modern features are the highly articulated breeze block* on the second-floor catwalks, and the convex roof eaves. The wrought-iron railing on the north side -- repeated on the catwalk of the 1936 building, probably at the same time they were installed here -- is not original to either building, nor compatible with either style.

--- Carolyn Klepser, researcher
(amended) February 22, 2006

* (not depicted on the elevation plans)

Architects

Carlos Schoeppl (1899-1990), a native of Texas, worked as an architect and land planner in New York City before coming to Florida in 1926. Here he became known as "the master builder of the Gold Coast," specializing in grand Mediterranean-style mansions for the wealthy. He also organized the "Craftsman's Village" in Miami, a community of artisans who manufactured home furnishings. After World War II Schoeppl adapted to changing tastes, designing the Crest Apartments (1666 James Ave.) and Lucerne Hotel (4101 Collins Ave.), among others, in Postwar Modern style. He also designed many municipal buildings and hospitals in the Bahamas, and helped found the American Plan Service, which marketed standardized blueprints for homes and commercial structures during the Postwar building boom.

Arnold Southwell was in partnership with Schoeppl in 1935-6. Together they designed a number of elegant private residences, including the Sebastian Kresge estate at 4887-4949 Pine Tree Drive in Miami Beach, and a few apartment houses. Southwell's name appears alone on buildings of 1938-9, including the Denis Apartments at 844 Euclid Avenue, and residences at 1226 Lenox Avenue and 1199 Bay Drive.

Gerard Pitt (1885-1971) was born in New Rochelle, New York, and graduated from Columbia University in 1907. In his early career he worked in New York City with Carrere & Hastings, among others, and in Detroit. He moved to Miami in 1930 and was in partnership with George L. Pfeiffer, 1940-41. Pitt served as supervising architect for the southeast district of the Florida Hotel Commission from 1935 to 1957. [6] In Miami Beach, he designed dozens of mostly small-scale apartment buildings in Art Deco and Postwar Modern styles from 1940 to the late 1960s, when he was in his 80s. These include:

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[6] Membership application, American Institute of Architects, Coral Gables, Fla.

Saxon Manor	6790 Indian Creek Dr. (demolished)
Envoy Apartments	300 76th Street
Mermaid Apartments	1831 James Ave.
Tropical Gardens	1600 Collins Ave.
Clifton Hotel	1343 Collins Ave.

Many of his buildings are garden-style apartments, facing a central courtyard. He also designed two synagogues, at 1545 Jefferson Avenue and 935 Euclid Avenue. His name is also frequently seen on Postwar renovations of earlier buildings. In 1968 he moved to Bradenton, Florida, where he died three years later. [7]

[7] Obituary, Miami Herald, March 30, 1971.

Aerial Pictures

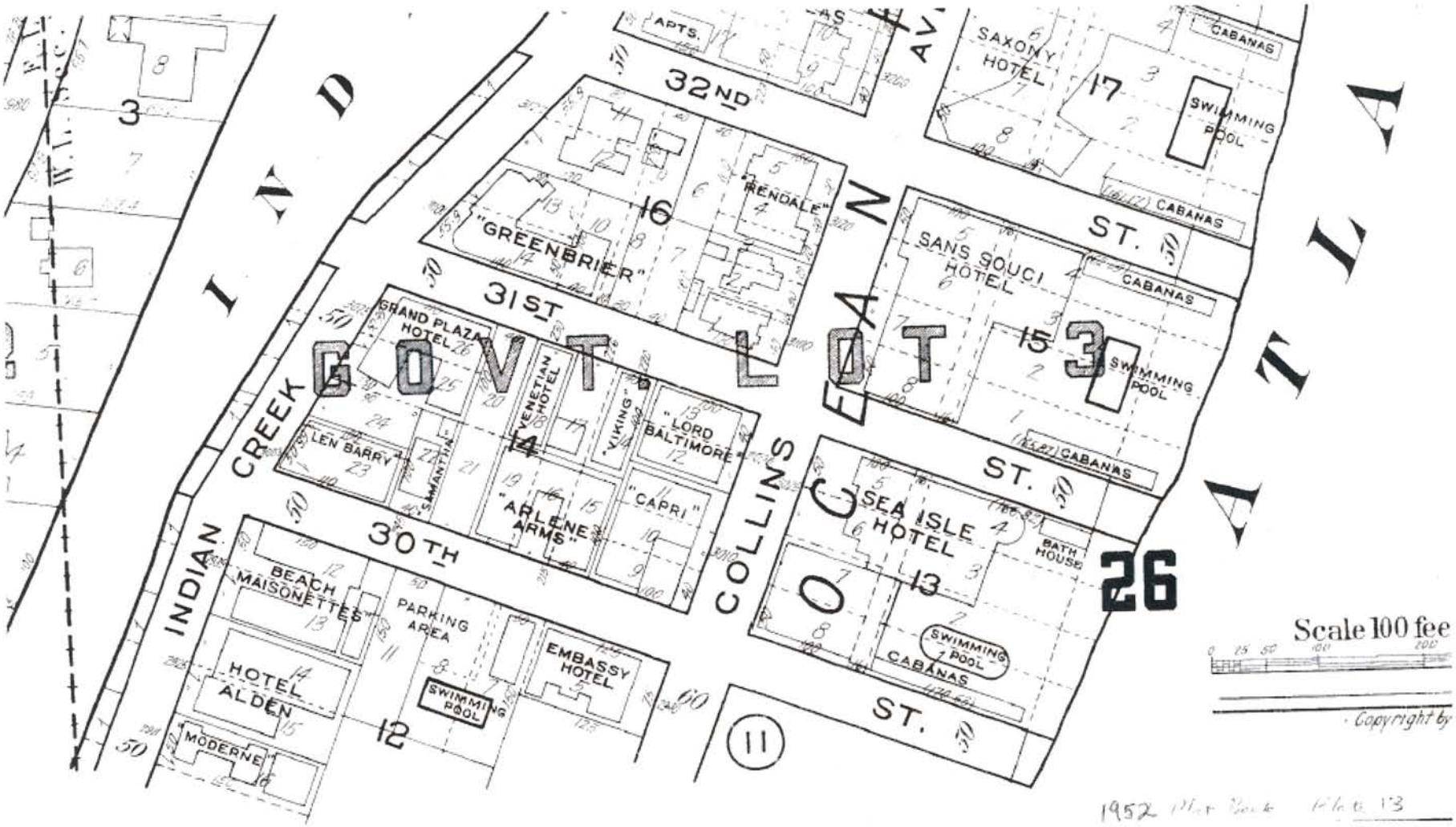
2900 Collins Ave. Aerial Picture #1 - 1999

2900 Collins Ave. Aerial Picture #2 - 1999

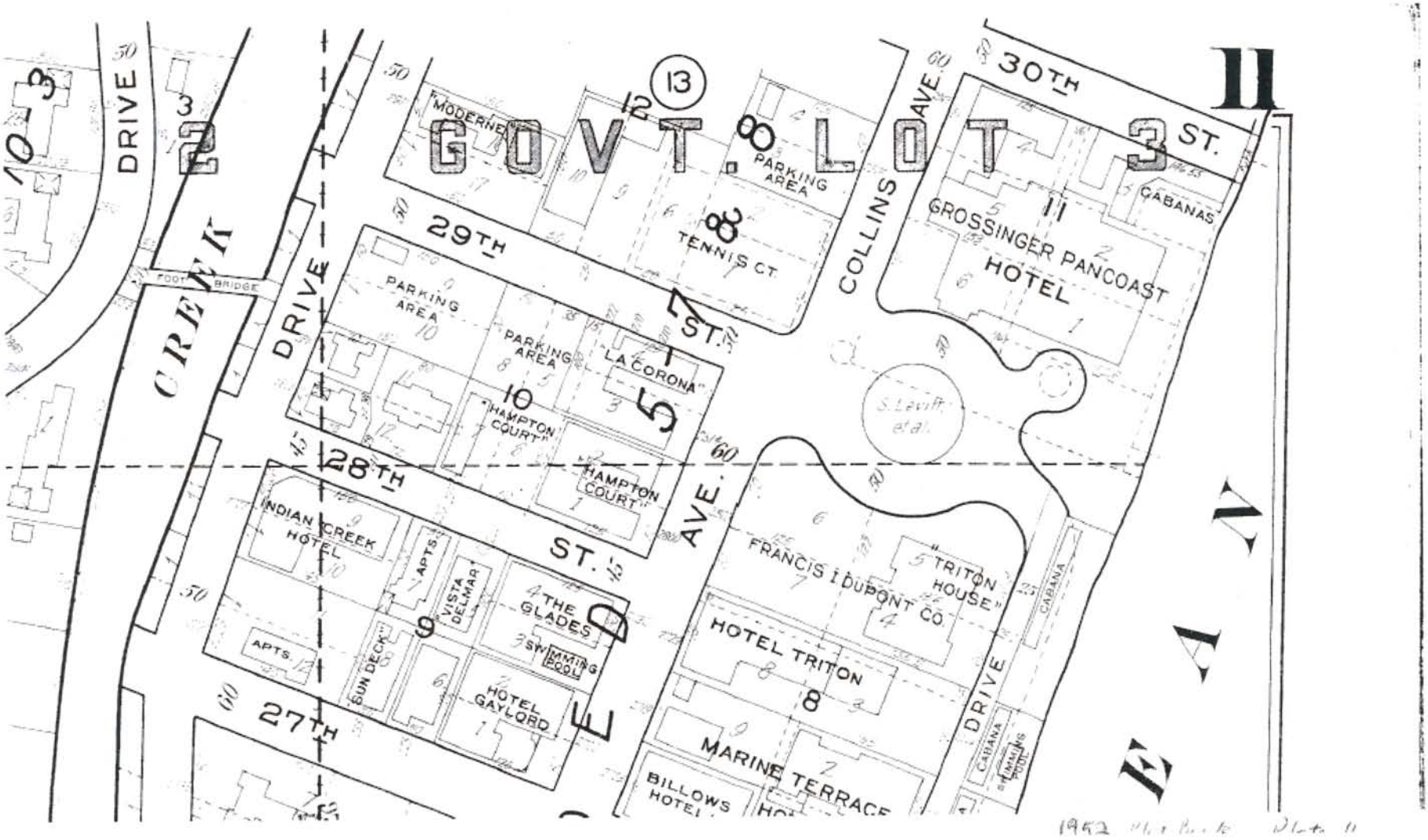
2900 Collins Ave. Aerial Picture #3 - 1999

2900 Collins Ave. Aerial Picture #2 - 1958

Historic Location Plan



2900 Collins Ave. Location Plan 1952 1/2



2900 Collins Ave. Location Plan 1952 2/2

MICROFILM

- NW 1936 EXISTING CONSTRUCTION BUILDING CARD
- NE 1938 EXISTING CONSTRUCTION BUILDING CARD
-S 1962 EXISTING CONSTRUCTION BUILDING CARD

Owner ROBT. H. MORTON Mailing Address Permit No. 8654 Cost $ 17,500.

Lot 16 Block 12 Subdivision M.B.Imp.Co.O.F. Address 2911 Indian Creek Drive

General Contractor Wm. F. Snyder Bond No.

Architect Schoeppl & Southwell Engineer

Zoning Regulations: Use RE Area 15 Lot Size

Building Size: Front 37' Depth 78' Height 25' Stories 2

Certificate of Occupancy No. Use APARTMENT HOUSE -- 4 units --

Type of Construction CBS Foundation Concrete Piling Roof Flat Date Aug.26,1936

Plumbing Contractor #9346 H. Brunson Sewer Connection 1, Date Sept.4, 1936

31 Fixtures Temporary Closet

Plumbing Contractor Date

Water Closets Bath Tubs Floor Drains

Lavatories Showers Grease Traps #10650 Brunson: 4 Sinks, Dec.1,1937 4 Gas::

Urinals Sinks Drinking Fountains

Gas Stoves 1, Gas Heaters 9, Rough Approved Date

Gas Radiators Gas Turn On Approved

Septic Tank Contractor Tank Size Date

Oil Burner Contractor Tank Size Date

Sprinkler System

METRO ORD. #75-34
RECERTIFICATION DATE: 11-24-25

Electrical Contractor # 7374 Larkins Address Date Oct.9, 1936

OUTLETS Switch 60, Light 44, Receptacles Range Motors 4, Fans Temporary Service

HEATERS Water Space Centers of Distribution

#9084 Larkins: 4 Motors, 4 Centers, Nov.26,1937

Refrigerators " " (alterations)

Irons Sign Outlets

No. FIXTURES 49 Electrical Contractor # 7679 Austin Date Nov. 24, 1936

FINAL APPROVED BY Date of Service

Alterations or Repairs—Over #10626 Alterations: (Arnold Southwell, arch) $1,000..Nov.22,1937

NW 1936 Existing Construction Building Card – Page 1

ALTERATIONS & ADDITIONS

Building Permits:

#43863 Re-roofing - Tiffen Industries, Inc. $ 535..... Jan.29,1954

#52086 Lyon Elec: 12 Receptacles - June 16, 1958

#67062 Aaron Goldman: 5' x 30' supported balcony to connect to stairs required by State Hotel Commission - $200.

#69573 Additions, Inc.: Rework lobby - $2500. - 6/18/63 (2901 Indian Creek Dr.) OK Saperstein 7/25/63

#01619-Truly Nolen, Inc.-DWT-$800-8-17-72

#02951-Youngblood Co.-Re-roof-$1250-4-24-73

Plumbing Permits: #36766 Economy Plumbing.....two replace gas water heaters...Jan. 27, 1955 OK, Rothman 1/27/55

#69573 Barr & Barr, Inc.: 1 water closet, set only; 1 lavatory, set only; 1 bath tub, set only; 1 sink, set only - 6/27/63 (2901 Indian Creek Dr.)

#47422 - Peoples Gas Gas - 1 Gas Range 8/13/69

Electrical Permits: #39102 Astor Elec Serv: 1 Violation: Apr 10, 1953 OK, H.Roeser, 4-17-53 OK, Roeser 7/23/1956 #44635 B. Haskell Company 12 centers of distribution, 20 motors May 31, 1955

#52086 Lyon Elec: 12 Receptacles - June 16, 1958

#59768 Campbell Elec: 1 swtich outlet, 1 light outlet, 3 receptacles, 1 space heater, 1 fixture, 2 range outlets, 1 iron outlet, 1 refrig.outlet, 1 motor 0-1 HP-6/26/63

#60045 S & S Elec: 1 motor 0-1 HP, 1 cent.diste8/19/63

#61808 Astor Elec. Serv.Inc.: 5 cent.of dist. - 12/11/64

67537 Astor Electric Ser. Inc. 100 Light Outlets - 100 Fixtures 12/3/69

Owner MRS. ROBT. H. MORTON Mailing Address Permit No. 11378 Cost $ 10,000:

Lot 16 Block 12 Subdivision M.B.Imp.Co.O.F. Address 2911 Indian Creek Drive

General Contractor Taylor Construction Co: Bond No.1862 THIS BUILDING IS CONNECTED TO 2901 INDIAN CREEK DRIVE, LOT 17 per INF 6/12/62

Architect Arnold Southwell Engineer

Zoning Regulations: Use RE Area 15 Lot Size

Building Size: Front 39' Depth 42' Height 22' Stories 2

Certificate of Occupancy No. Use APARTMENT HOUSE - 6 units -

Type of Construction CBS Foundation Spread footing Roof Flat Date July 19,1938

Plumbing Contractor # 11482 Hildebrandt Sewer Connection 1, Date Nov.3,1938

Temporary Closet

Plumbing Contractor # 11161 Hildebrandt -- 30 Fixtures - - - - - - - - Date July 27, 1938

Water Closets Bath Tubs Floor Drains

Lavatories Showers Grease Traps

Urinals Sinks Drinking Fountains

11484 - Gas Stoves 1, People's Water & Gas Co: 11/3/38 Gas Heaters 5, Rough Approved Date

Gas Radiators Gas Turn On Approved -- J.J. Farrey, August 17, 1938

Septic Tank Contractor Tank Size Date

Oil Burner Contractor Tank Size Date

Sprinkler System

METRO ORD. #75-34
RECERTIFICATION DATE: 11-24-75

Electrical Contractor #11274 R.L. O'Donovan Address Date # Aug.26,1938

Switch 25 Range Motors Fans Temporary Service

OUTLETS Light 29 HEATERS Water

Receptacles 31 Space Centers of Distribution 13

Refrigerators 6

Irons 1 Sign Outlets

No. FIXTURES 39 Electrical Contractor #11876 O'Donovan Date Nov.22, 1938

FINAL APPROVED BY Lincoln Brown,Jr. Date of Service November 29, 1938

Alterations or Repairs—Over

ELECTRICAL # 12096 R.L. O'Donovan 32 Fixtures, December 14, 1938
7 Switch outlets, 13 Light outlets, 10 Receptacles,

NE 1938 Existing Construction Building Card – Page 1

ALTERATIONS & ADDITIONS

Building Permits: # 18252 Painting - outside & inside: Magnus Olsen, painter: $800..Apr.22,1944

#03386-Truly Nolen, Inc.-DWT-$612-6-13-73

#04696-Owner-Repairing, painting-$2000-12-3-73

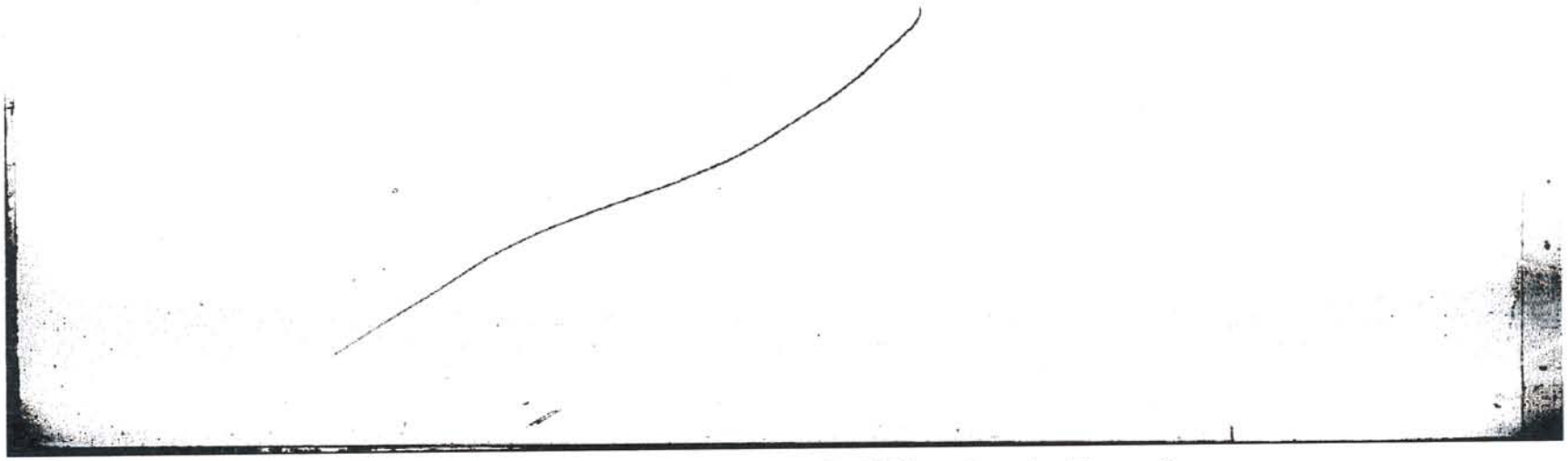
#28836 7/14/86 pedro Hernandez exterior paint $3,800.

Plumbing Permits:

#57510-Serota Plumbing- gas piping-7-30-79

#57549-Serota Plumbing- fire sprinkler-8-13-79

Electrical Permits: #80961 4/3/86 SRG Elec - fire repairs to elect service 1



ELECTRICAL PERMITS: #E8801154 - Mesa Brothers Inc. - 16 Smoke detectors - 6-30-88
#E8801143 - Mesa Brothers Inc. - 16 Smoke detectors - 6-30-88
#BE891518 - Mesa Brothers Electric - New fire alarm devices and receptacles-8-14-89

[redacted] Approved by Council on March 19, 1958, for 2 story 15 unit apt bldg without parking

Owner 2911 Indian Creek Inc.

Lot 17 & 18 Block 12 Subdivision M.B.I.CO. O.F.

17119

General Contractor Aaron Goldman

Architect Gerard Pitt

SDG. 10/17/62 BLR.

Zoning Regulations: Use REB Area 15

Building Size: Front 39' Depth 130'

Certificate of Occupancy No. 3900 dated 10/17/62

Type of Construction 3SB III Foundation Flat

Permit No. 67440 Cost $58,000.00

Address 2901 Indian Creek Dr. *THIS BUILDING IS CONNECTED TO 2911 INDIAN CREEK DR. LOT 17

Bond No. 6897 (2911)

Engineer Ernul & Assoc.

Lot Size 50' x 150'

Height 20' Stories 2

Use APARTMENT BUILDING consisting of: 8 1-bdrm 1-bath apts. and 7 Efficiencies - a total of 15 units.

Roof Flat Date June 14, 1962

PLUMBING Contractor #48373 Center Plumbing Co. Sewer Connection 1 Date June 20, 1962

Temporary Water Closet 1

Water Closets	16	Swimming Pool Traps	Down Spouts
Lavatories	15	Steam or Hot Water Boilers	Wells
Bath Tubs	15	ROUGH APPROVAL OK Jenks 8/9/62	
Showers		FINAL APPROVAL OK Jenks 10/11/62	
Urinals			
Sinks	16		
Dish Washing Machine			
Laundry Trays			
Laundry Washing Machines	1		
Drinking Fountains			
Floor Drains			
Grease Traps			
Safe Wastes			

METRO ORD. #75-34

RECERTIFICATION DATE: 11-24-75

GAS Contractor			Date
Gas Ranges		Gas Frylators	
Gas Water Heaters	1	Gas Pressing Machine	
Gas Space Heaters		Gas Vents for Stove	
Gas Refrigerators			
Gas Steam Tables			
Gas Broilers			

GAS Rough APPROVAL

GAS FINAL APPROVAL OK Jenks 10/11/62

AIR CONDITIONING Contractor #68238 Aaron Goldman: Install 24 - 1 hp air conditioners, wall units - $4800. 10/16/62 OK Flagg 10/17/62

SEPTIC TANK Contractor

OIL BURNER Contractor

SPRINKLER Contractor

Spot Survey - FB - 10/4/62

ELECTRICAL Contractor Lyon Electric Co., Inc. #58496 Date July 17, 1962

	Switches 83	Ranges 15	Temporary Service 1 - #58393 Lyon Elec. Co., Inc. OK Scarborough 7/2/62
OUTLETS	Lights 95	Irons 15	Neon Transformers
	Receptacles 136	Refrigerators 15	Sign Outlets
		Fans 15	Meter Change
		Motors 23 (0-1 hp)	Centers of Distributions 15
HEATERS	Water	Appliances	Service Equip. - 1
	Space 15		Violations
FIXTURES 95		Electrical Contractor	Date

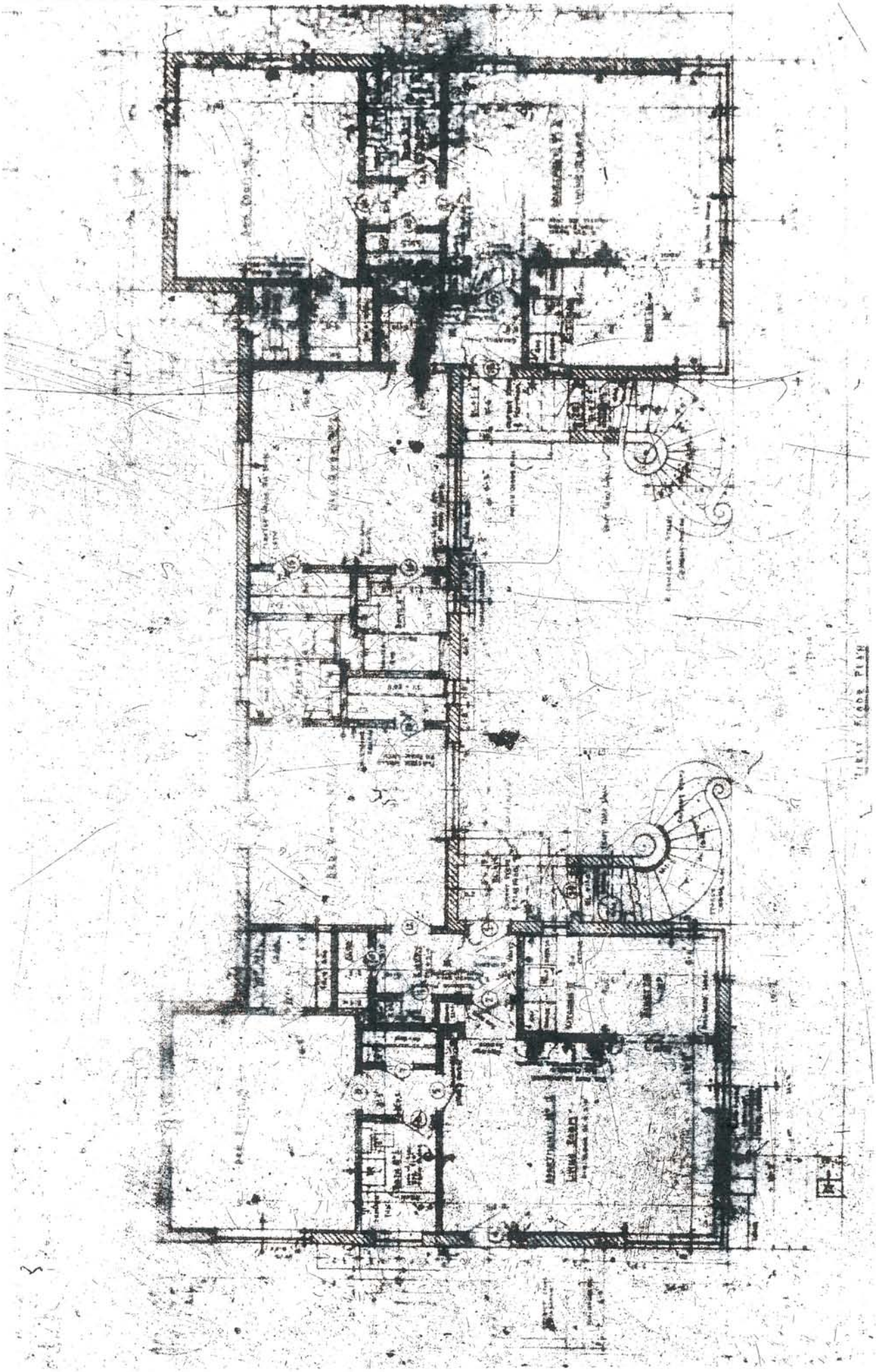
FINAL APPROVAL By Fidler Date 10/12/62 10/17/62

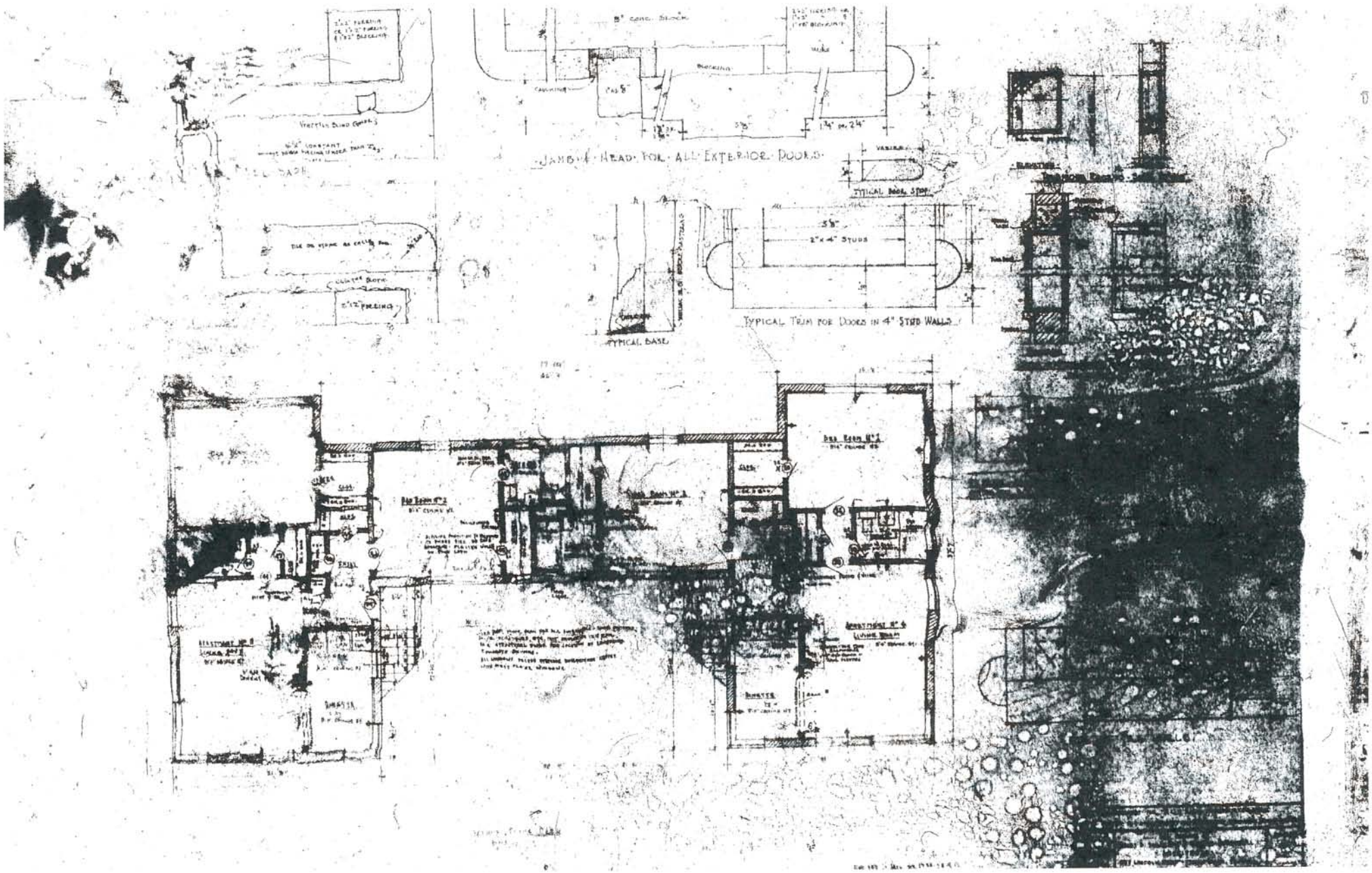
Alterations or Repairs—Over

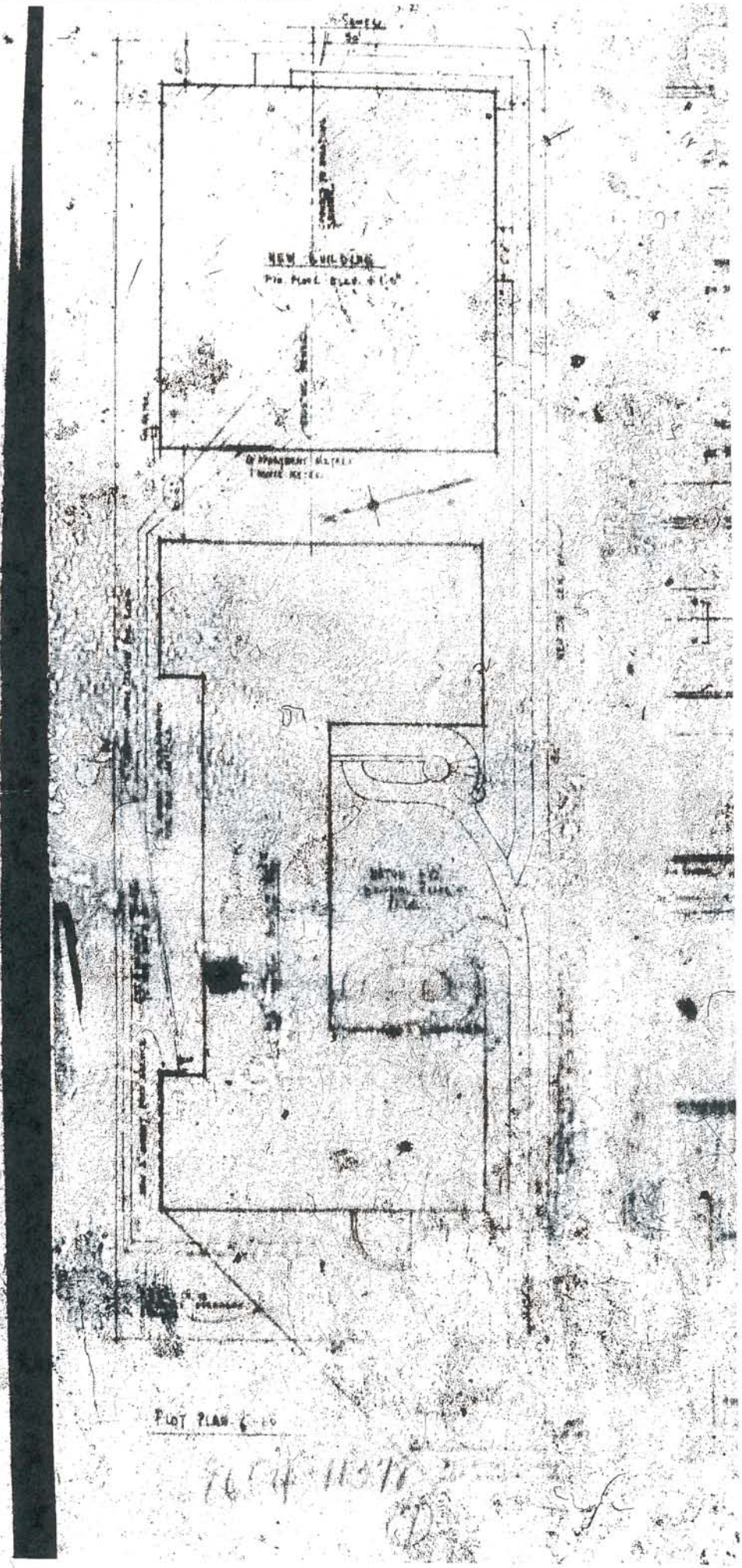
S 1962 Existing Construction Building Card

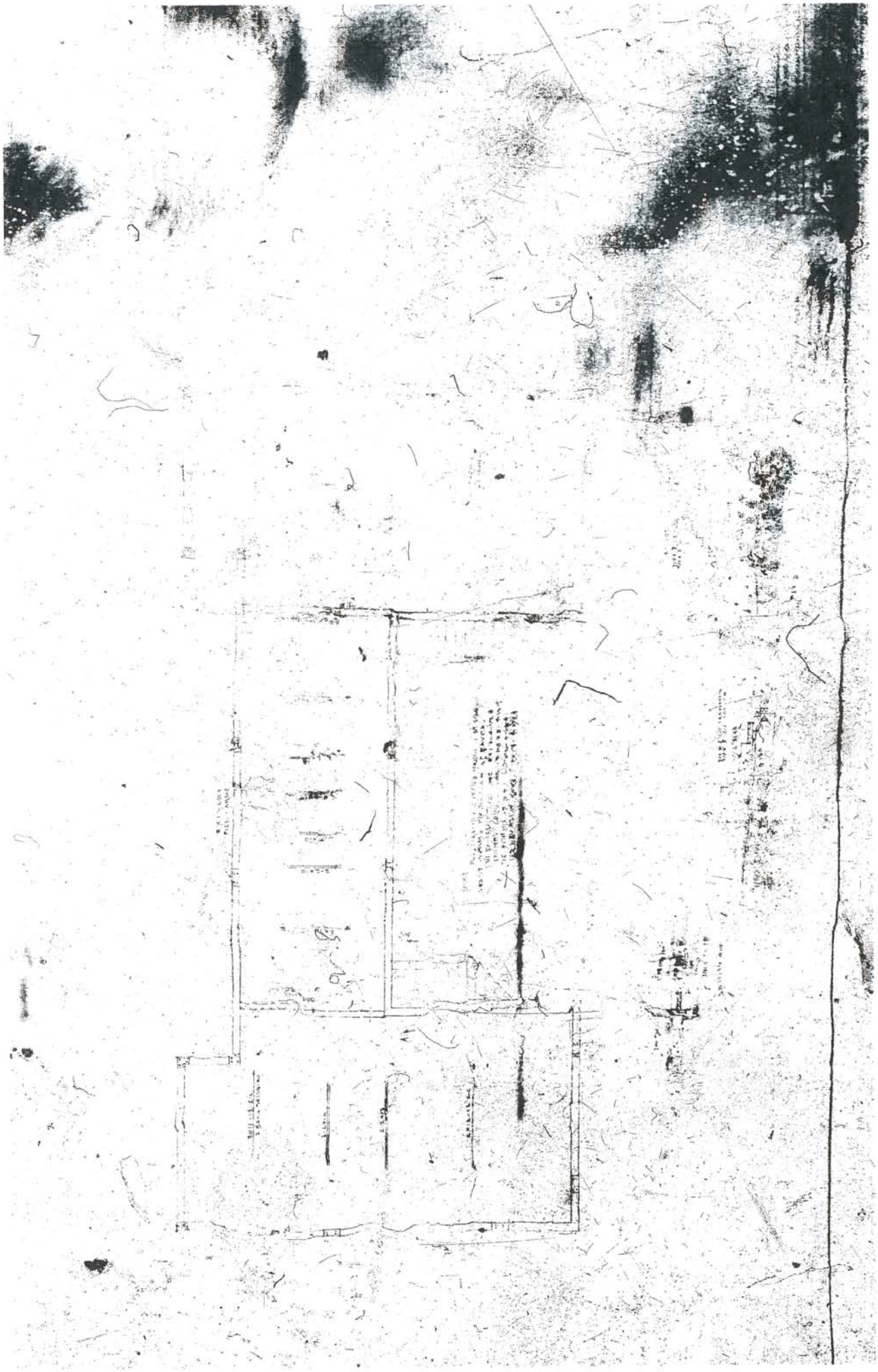
MICROFILM

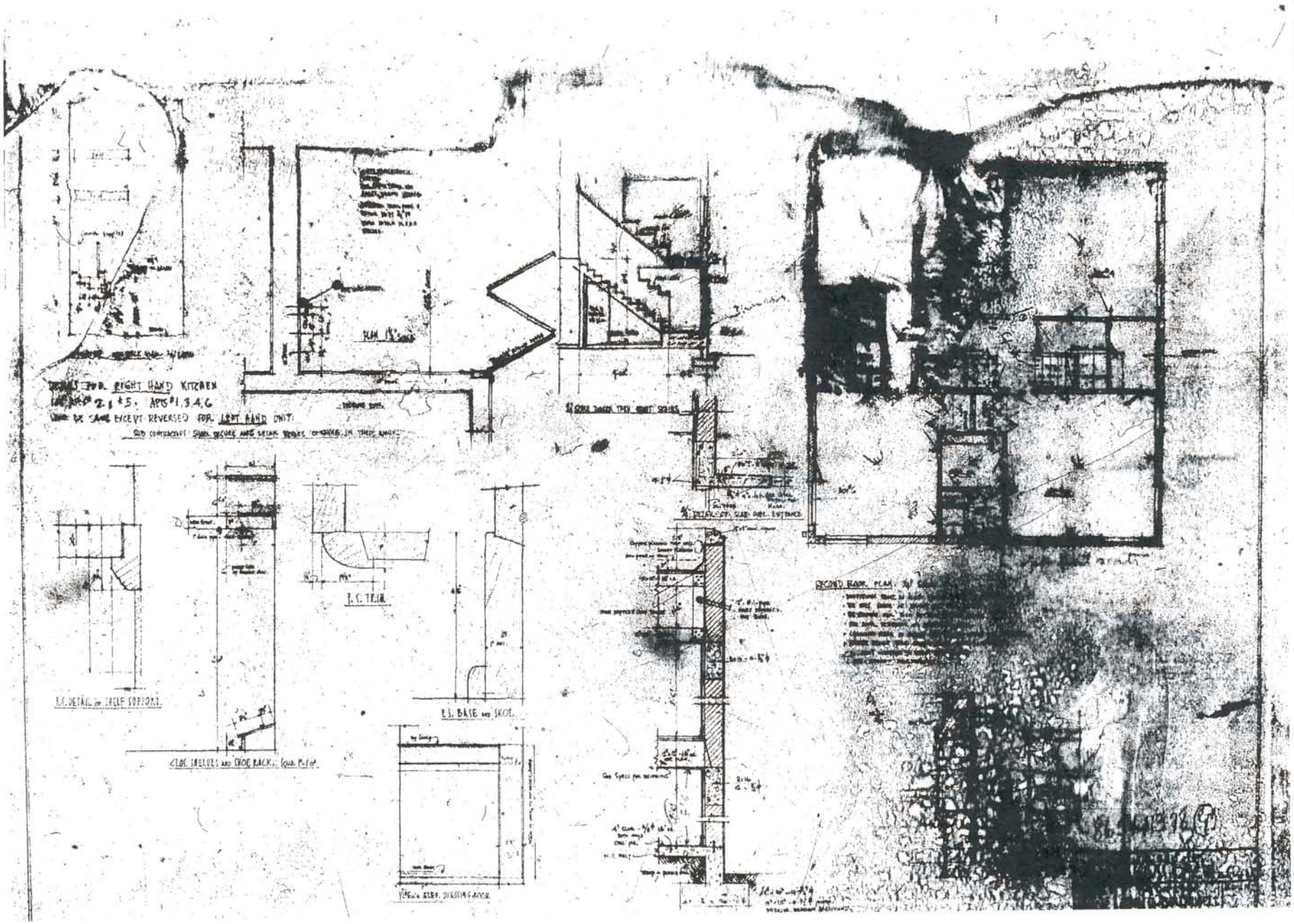
- NW 1936 EXISTING CONSTRUCTION PLANS
- NE 1938 EXISTING CONSTRUCTION PLANS
-S 1962 EXISTING CONSTRUCTION PLANS

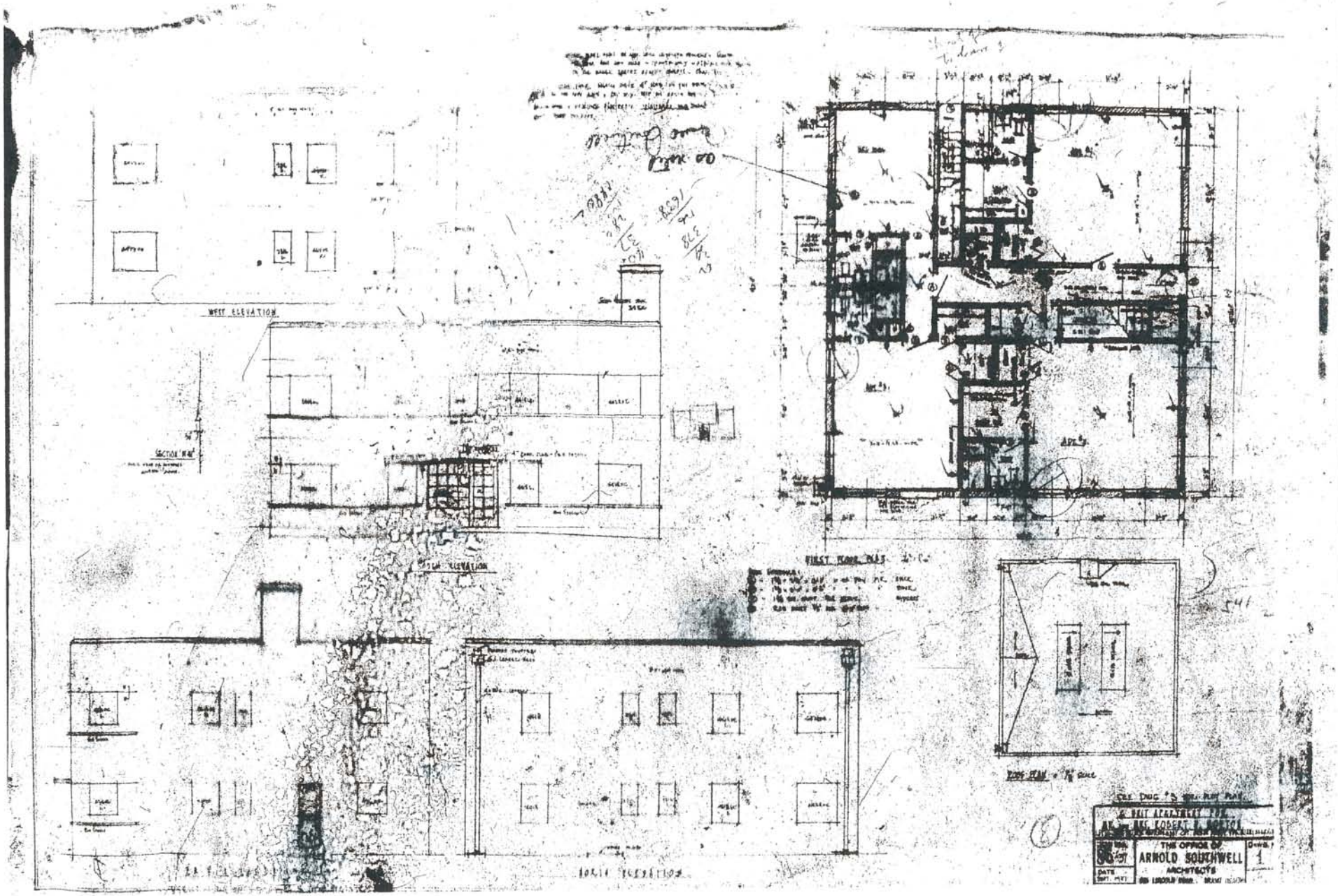


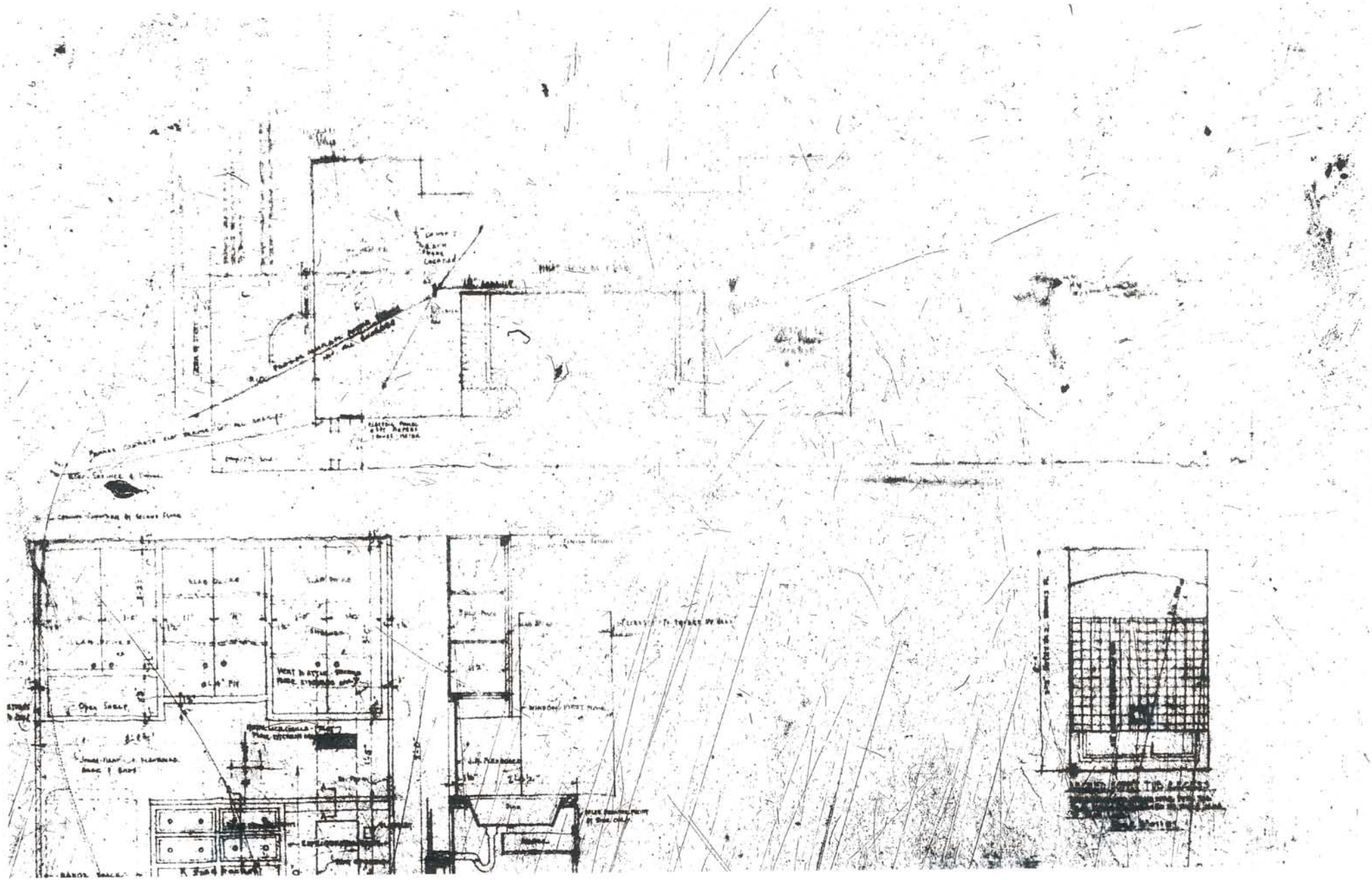

JAMB & HEAD FOR ALL EXTERIOR DOORS
TYPICAL BASE
TYPICAL TRIM FOR DOORS IN 4" STUD WALLS

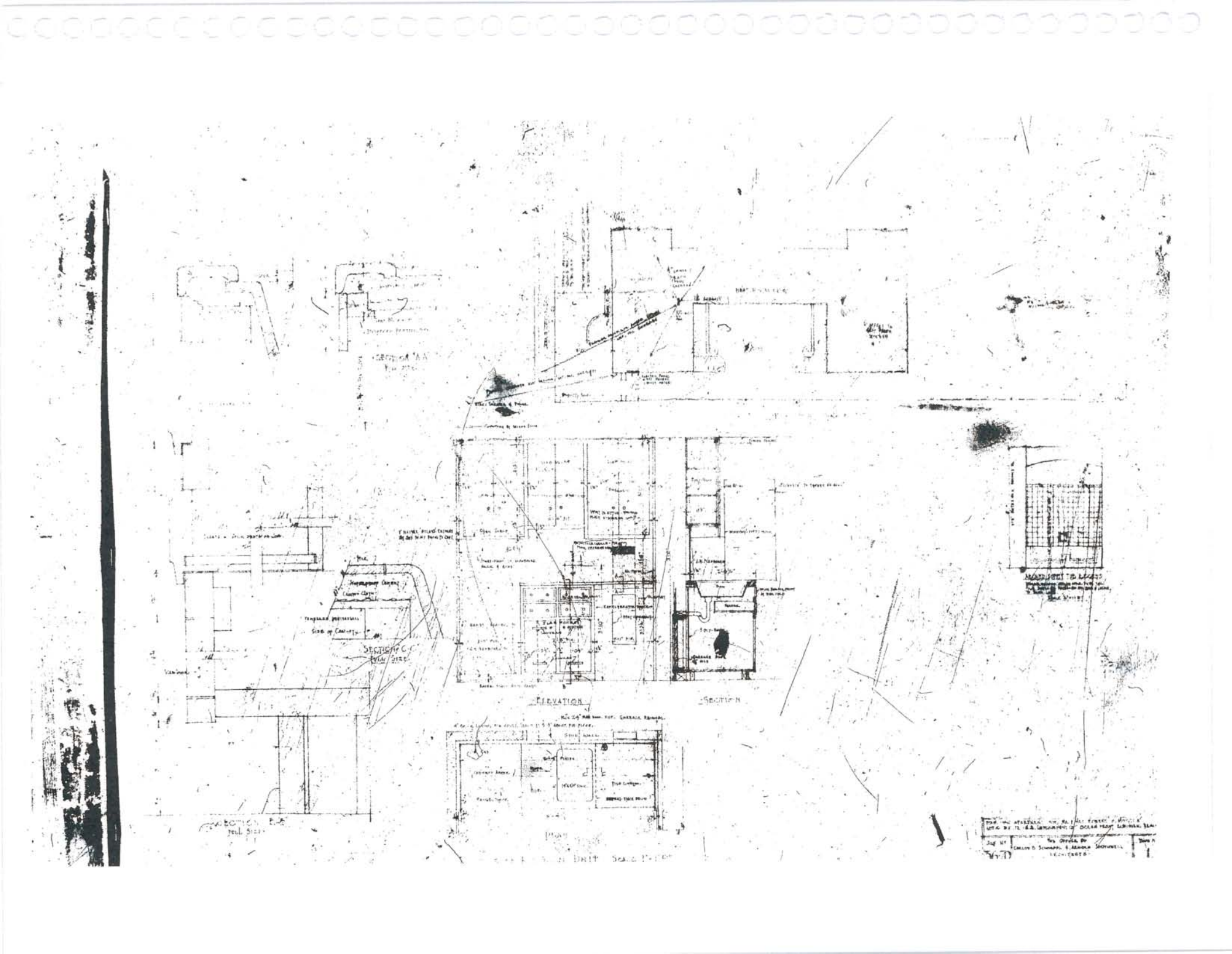

NEW BUILDING
PLOT PLAN

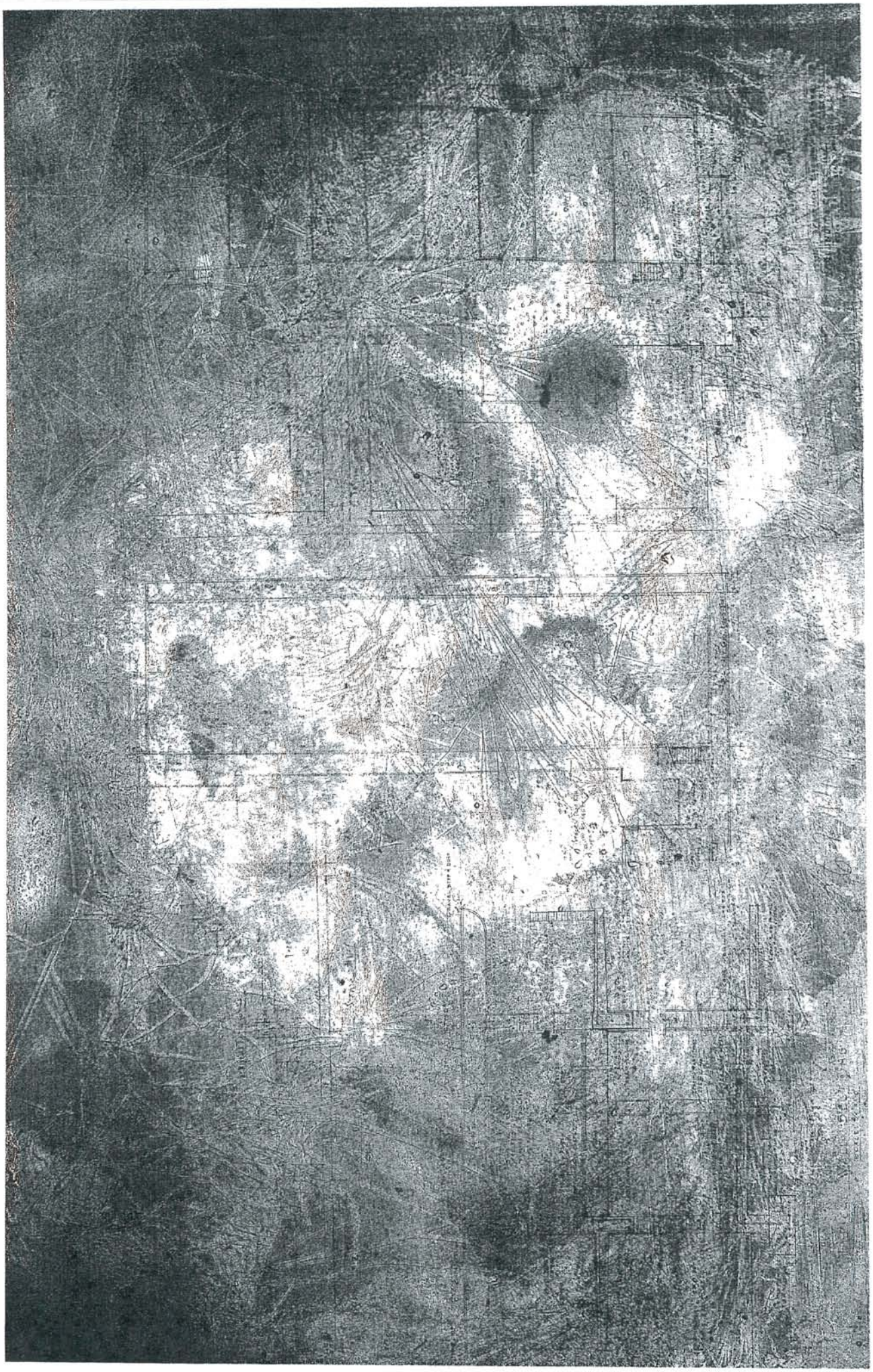


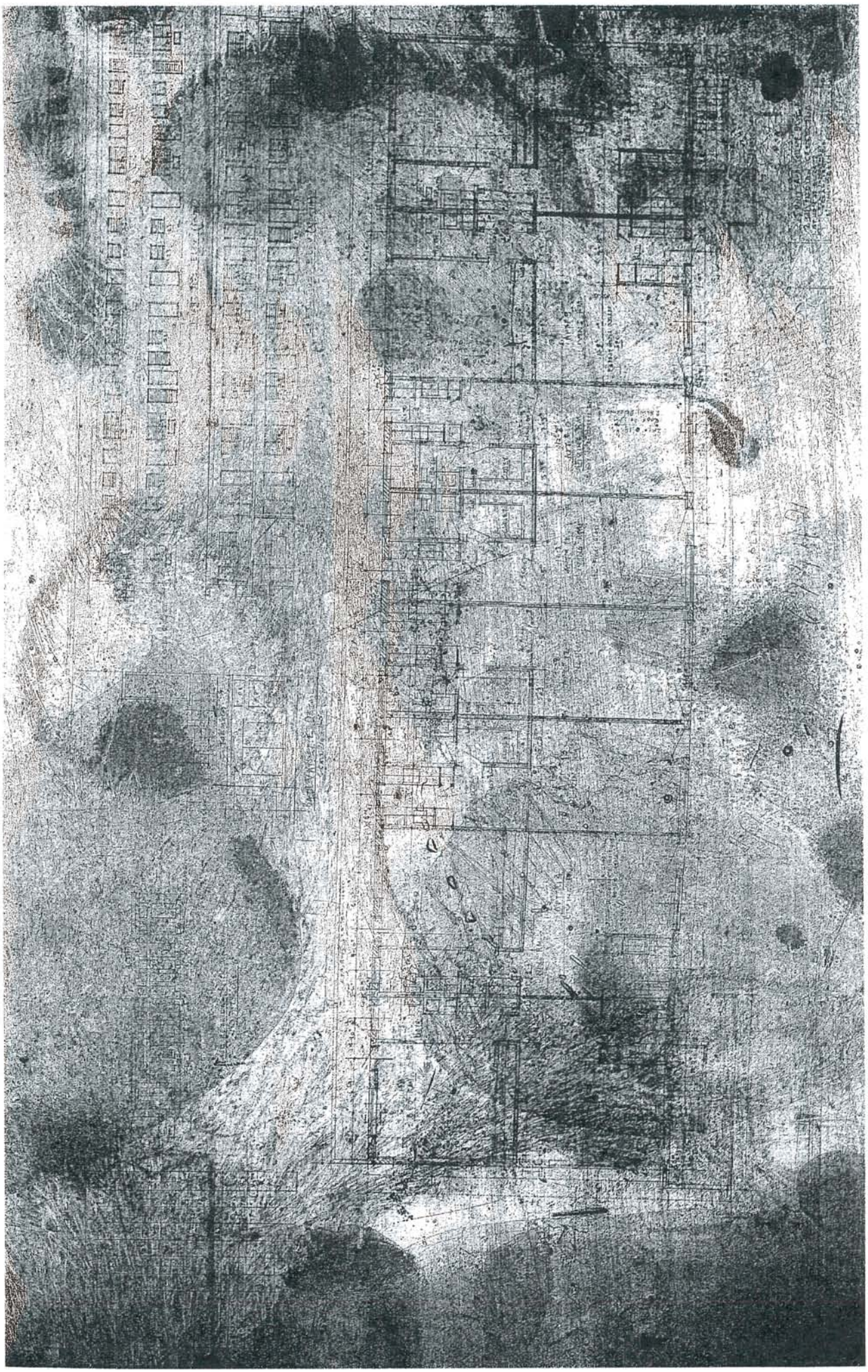

FOR RIGHT HAND KITCHEN
APTS #1,3,4,6
SAME EXCEPT REVERSED FOR LEFT HAND UNIT
F.C. TILE
E.S. BASE AND SHOE
SECOND FLOOR PLAN

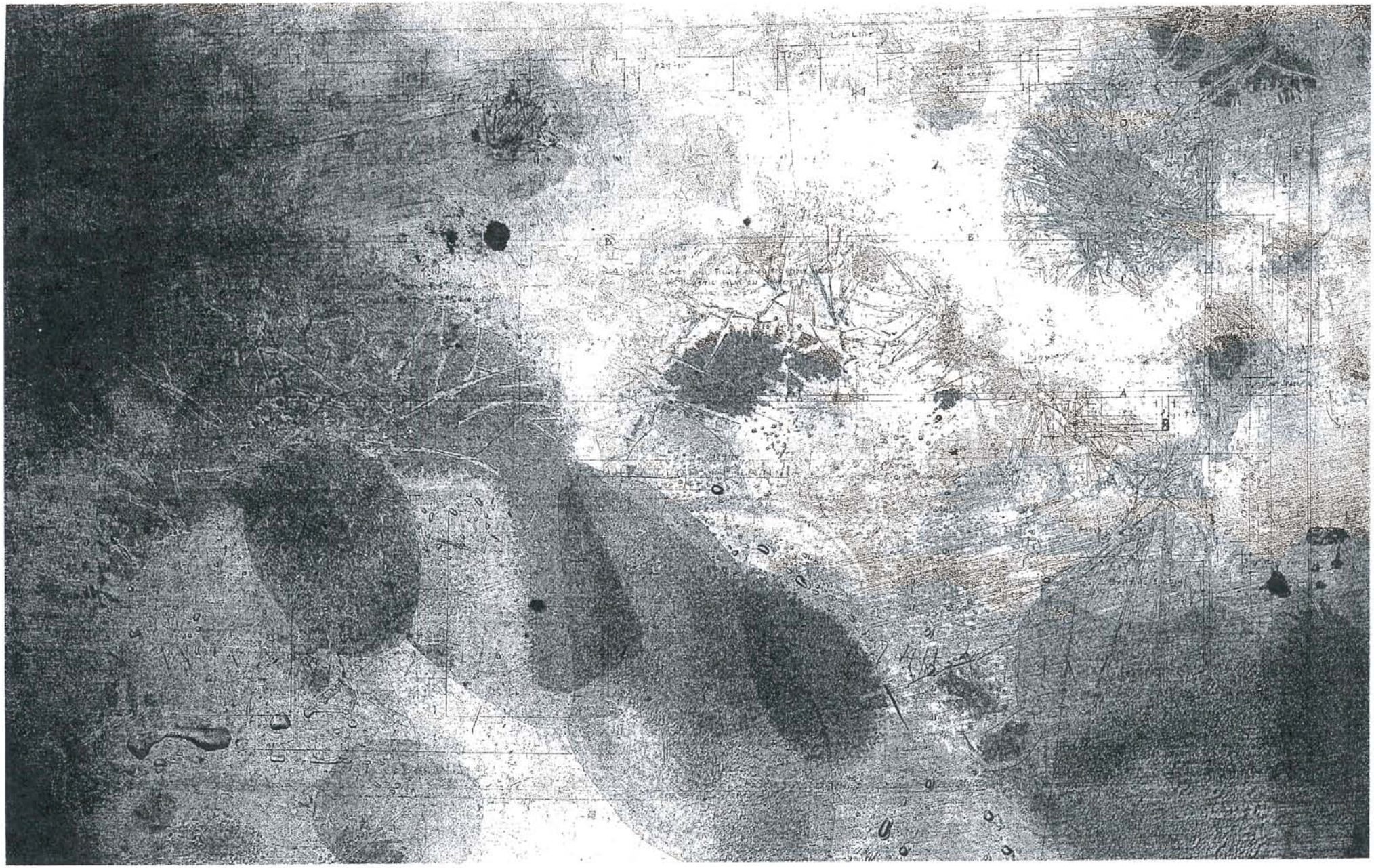

WEST ELEVATION
SECTION
FIRST FLOOR PLAN
ROOF PLAN
THE OFFICE OF
ARNOLD SOUTHWELL
ARCHITECTS




ELEVATION
SECTION







STRUCTURAL CONDITION ASSESSMENT
2901 Indian Creek
Miami Beach, Florida

Prepared for
Madison Estates

September 9, 2020

H151410

PREPARED BY

www.yhengineering.com
12151 SW 128 Ct., Suite 104, Miami, FL. 33186, (305) 969-9423, Fax (305) 969-9453
Youssef Hachem Consulting Engineering

TABLE OF CONTENTS

STRUCTURAL CONDITION ASSESSMENT for
2901 Indian Creek
Miami Beach, Florida

I. INTRODUCTION

General

Per the request of Madison Estates, we have conducted a visual structural condition assessment on the existing structure located at 2901 Indian Creek in Miami Beach, Florida.

The purpose of the inspection is to assess the structural condition of the structure to determine the feasibility of the development of the structure.

Structural System

The Structure is a two story masonry building with. The Building Structural System is as follows:

- First Floor:
    - Concrete slab on grade
    - Exterior masonry bearing walls, with concrete tie columns and tie beams
    - Interior wood load bearing stud walls
- Second Floor:
    - Wood floor framing, with wood planking
    - Exterior masonry bearing walls, with concrete tie columns and tie beams
    - Interior wood load bearing stud walls
    - Exterior concrete walkways and stairs
- Roof:
    - Flat wood roof

The components and cladding of the building, such as doors, windows and roof waterproofing are not addressed in this report. However, all doors and windows are boarded up and there are numerous roof leaks. Moreover, Ownership should perform

termite and asbestos testing on the building. The electrical and electrical systems are not part of this report, but essentially are non-existent in the building.

II. METHODOLOGY

This inspection was visual in nature from the exterior and interior of the building. Our office did not perform any destructive or non-destructive testing.

Currently, there are multiple locations in the building that has collapsed wood framing system. Several attempts were made to access all portions of the building to observe any signs of distress in the structural members of the building, which includes masonry, wood, and concrete. Distress signs are cracking, spalling, water damage, and termite damage.

No structural analysis was performed on the building to determine the capacity of the structural systems. It's our opinion that the current structural system of the building does not comply Florida Building Code 2017, HVHZ (High Velocity Hurricane Zone) edition.

III. STRUCTURAL SYSTEMS

Based on Miami Dade County tax records, the structure was built in 1962 with and area of 11,812 square feet. The building is approximately 135 feet long (East-West direction) by 40 feet wide (North-South direction). The building is two main stories. The building's structural members are as follows:

Foundations: The building is built on shallow foundations. The foundations support a concrete stem walls (interior and exterior). The interior stem walls support the interior wood stud walls and the exterior stem walls support the exterior masonry walls.

Exterior Walls: The exterior walls of the building are concrete masonry unit (CMU) block bearing walls. The CMU block is the three cell block, which was typical at the time of construction of the building. The exterior walls do have concrete tie columns and beams. The columns are 8" thick x 16" wide. The concrete tie beams are 8" thick x 16" deep, and are located just under the floor joists for the floors.

Interior Walls: There are two types of interior walls, load bearing and non-load bearing. Both types are wood 2"x6" stud walls in the first floor and 2"x4" on the second floor. The load bearing walls support the floor joists system extending from the exterior walls.

Floors: The flooring system is typical on all floors. The wood floor joists are 2”x10” spaced at 16” on center and spanning North-South from the exterior CMU wall over the interior load bearing wood stud walls (running East-West). The joists system is supporting 1”x6” wood planks making up the floor system. The first floor over the basement is a cast in place concrete slab. All wood joists are “Fire Cut” into the CMU wall, meaning the wood joists are resting in openings in the CMU wall and are not connected to the walls via strapping or any other mechanism. Some

Roof: The building does have an attic, which is typical construction of the time the actual roof deck is 2”x10” wood joists supporting 1”x6” wood planks.

IV. SITE OBSERVATIONS

We have inspected the structure on multiple occasions, and our summary of the evaluation of the existing conditions of the structural components are as follows:

Concrete members; which are the tie columns, tie beams, exterior stairs, and foundations have variable levels of deterioration. Some columns and beams exhibit concrete spalling, cracking, and deterioration (please see photos). The exterior concrete walkways on the second floor (South elevation), and their associated concrete stairs do exhibit extensive concrete deterioration, spalling, and cracking.

Wood members; The roof of the structure has failed in multiple locations, and the moisture intrusion had caused severe and extensive damage to all the wood members of the building (please see photos). There is moisture damage (rot) of wood, that has caused wood members to deflect, sag, fail, and total collapse. The wood members collapse in the building had created hazardous conditions within the building. The fact that the building had been vacant for some time now, and the moisture intrusion from the roof, door, and window openings had created an atmosphere for the wood to deteriorate severely.

Masonry members; which comprise the exterior walls of the building, is mostly in good condition. There are several hairline cracks in the masonry that are attributed to age, exposure to the elements, and settlement of the shallow foundations.

The components and cladding elements of the building and accessories such as doors, windows, louvers, rails, are all in poor condition. Moreover, the roof waterproofing membrane is also in a poor condition (please see photos).

VI. STRUCTURAL EVALUATION

There are several factors to be considered in the structural evaluation of this building;

Initial Construction:

Building construction and standards of the 1960's are considered deficient in today's standards. This applies to this structure and other structures built in the 1960's. This building under current building code is deemed deficient. The structure's roof connections for wind uplift forces, and for wind lateral resistance are non-existent. Moreover, openings protection, and CMU reinforcing is also non-existent. To develop this building it has to undergo level III alteration of the Florida Building Code 2017 for existing structures. This means that the building has to be strengthened to comply with the current Florida Building Code. Which means that the roof connection tie downs have to be implemented to strengthen the roof, and lateral load structural systems have to be installed such as shearwalls. Wall openings such as doors and windows and the exterior CMU walls have to reinforced. Hence, the foundations also have to be strengthened to resist such lateral loads.

Materials Status:

Site Conditions

Based on the visual observation in the field, all the wood members of the building such as the roof, floor joists on all floors, and interior stud walls are in very poor and failing condition. concrete members of the building are cracked, and spalled. Moreover, reinforcing rebars of the concrete members also are in poor condition.

VII. RECOMMENDATIONS

Based on the site observations of the conditions of structural members of the building, and level III alteration required by the Florida Building Code, the structural members of this building need to be replaced rather than repaired. Hence, in order to do so, these structural members need to be demolished.

APPENDIX A

PHOTOS

	
Photo 1- South Elevation	Photo 2- SE Elevation
	
Photo 3 - North Elevation	Photo 4 – Corroded Column and concrete spalling
	
Photo 5- Fire damage on West unit	Photo 6 – South Walkway

	
Photo 7 – Guardrail concrete spalling	Photo 8 - Guardrail concrete spalling
	
Photo 9 - Guardrail concrete spalling	Photo 10 - Guardrail concrete cracking
	
Photo 11 - South Elevation, walkway slab concrete spalling	Photo 12 - South Elevation, walkway concrete spalling

Photo 13 - Guardrail concrete spalling

Photo 14 - Guardrail concrete spalling

Photo 15 - Guardrail concrete spalling

Photo 16 - Guardrail concrete spalling

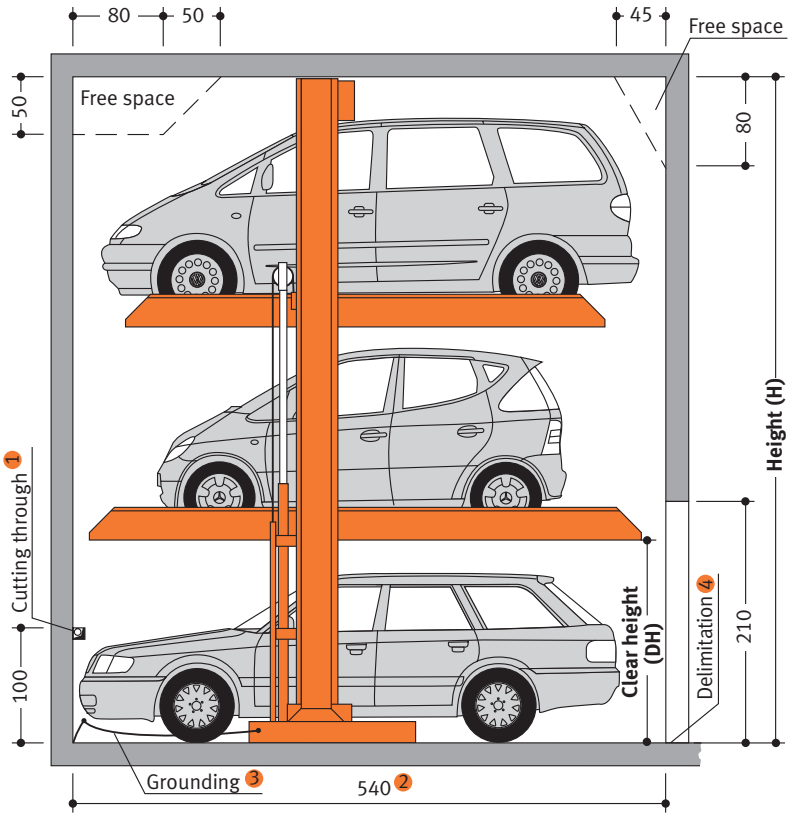
Photo 17 – Roof view looking west

Photo 18 – South Guardrail cracking

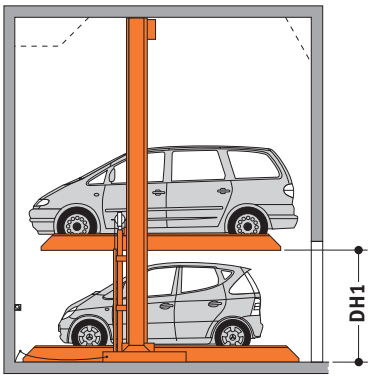
	
Photo 19 – 2nd floor joist damage	Photo 20 - 2nd floor joist damage
	
Photo 21 - 2nd floor joist damage	Photo 22 – 1st floor studs
	
Photo 23 – damaged handrails	Photo 24 – Roof failure

	
Photo 25 – Roof failure	Photo 26 – Fire Damage
	
Photo 27 – Floor failure at edge of joists	Photo 28 – Roof Failure

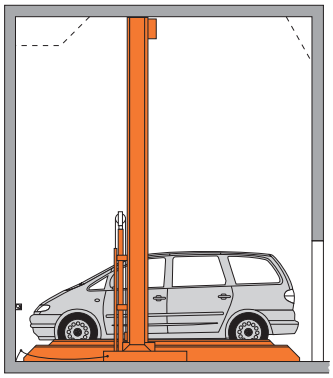
Standard type Trinity 3015-615



Function



Before lowering the platforms, the vehicle parked in the lower parking space must be driven off!



Before lowering the upper platform, the vehicle parked on the lower platform must also be driven off!

Notes

1. For dividing walls: cutting through 10 x 10 cm (for pipes).
2. If the total length is greater, the max. vehicle length for the lower parking space increases accordingly.
3. Potential equalization from foundation grounding connection to system (provided by the customer).
4. In compliance with DIN EN 14 010, 10 cm wide yellow-black markings compliant to ISO 3864 must be applied by the customer to the edge of the platform in the entry area to mark the danger zone (see »load plan« page 2).

Product Data
Trinity
3015

CE CONFORMITY

Dimensions:
All space requirements are minimum finished dimensions. Tolerances for space requirements $^{+3}_{0}$. Dimensions in cm.

EB (single platform) = 3 vehicles

Type	H	DH**	DH1**
3015-560	560	185	165
3015-615*	615	185	185

* = standard type ** = without car

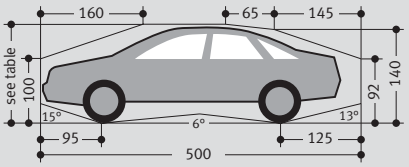
Suitable for:
Standard passenger car and station wagon. Height and length according to contur.

Type	Top	Middle	Bottom
3015-560	160	160	180
3015-615*	180	180	180

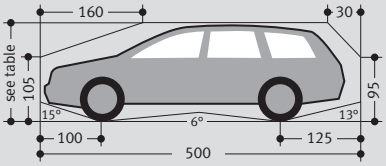
* = standard type

width	1.90 m
weight	max. 2000 kg
wheel load	max. 500 kg

Standard passenger car



Standard station wagon



Standard passenger cars are vehicles without any sports options such as spoilers, low-profile tyres etc.

KLAUS multiparking

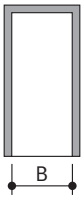
Klaus Multiparking GmbH
Hermann-Krum-Straße 2
D-88319 Aitrach

Phone **+49-75 65-5 08-0**
Fax **+49-75 65-5 08-88**

E-Mail **info@multiparking.com**
Internet **www.multiparking.com**

Trinity **3015** | Code number 583.91.510-004 | Version 09.2009

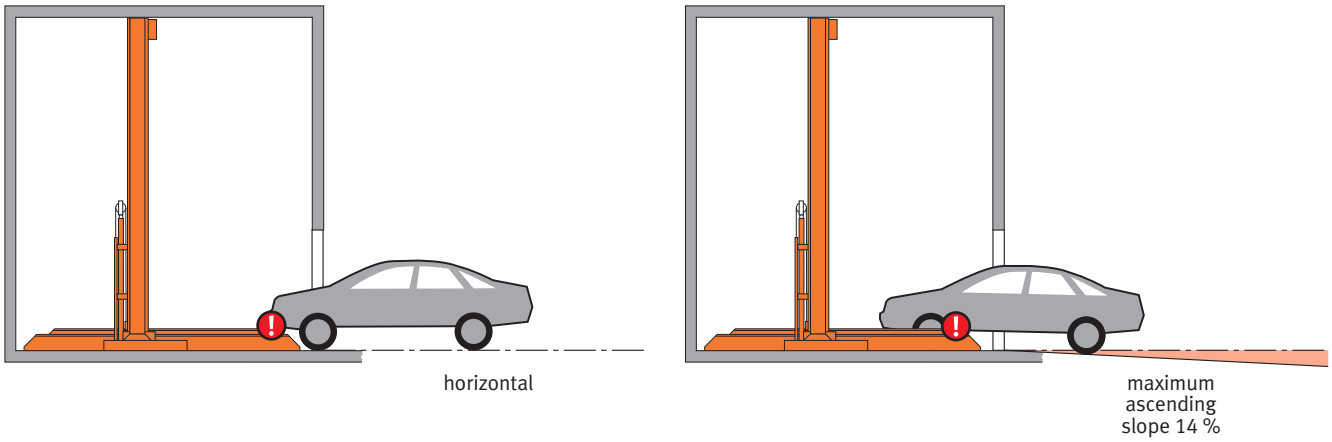
Width



usable platform width	B
220 (210*)	250
230 (220*)	260
240 (230*)	270

* upper platform

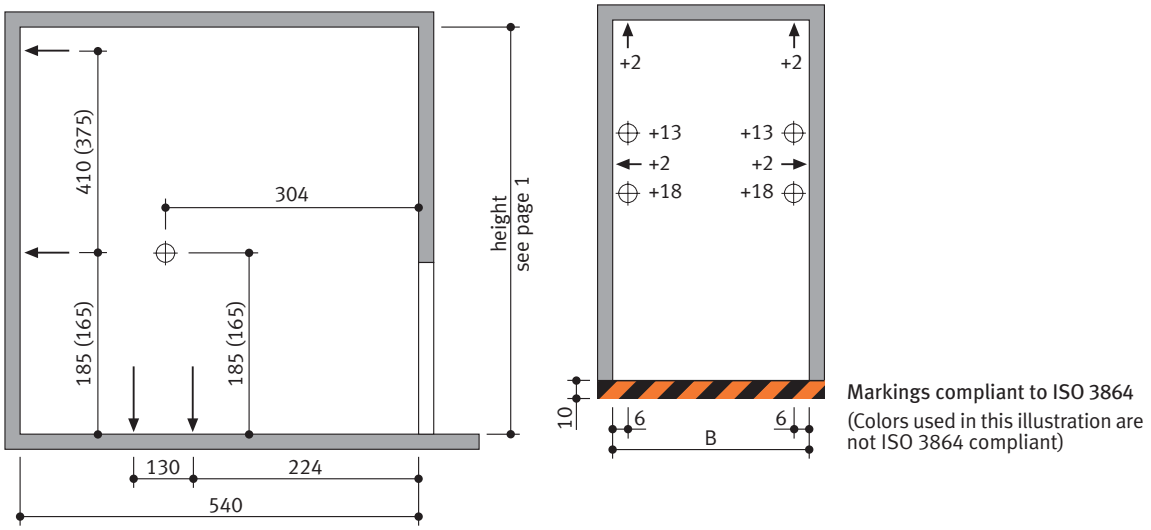
Approach



The illustrated maximum approach angles must not be exceeded. Incorrect approach angles will cause serious maneouvring & positioning problems on the parking system for which the local agency of Klaus accepts no responsibility.

Load plan

Forces in kN



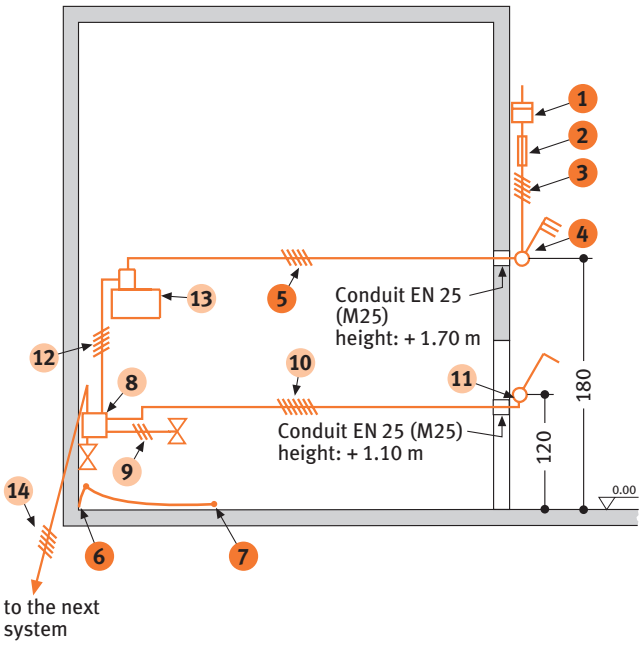
Markings compliant to ISO 3864
(Colors used in this illustration are not ISO 3864 compliant)

( ) = Dimensions for Trinity 3015-560

Units are dowelled to the floor. Drilling depth: approx. 15 cm.
Floor and walls are to be made of concrete (quality minimum C20/25)!

Electrical installation

Installation diagram



Electrical data (to be performed by the customer)

No.	Qunatity	Description	Position	Frequency
1	1	Electricity meter	in the supply line	
2	1	Main fuse: 3 x fuse 16 A (slow) or circuit breaker 3 x 16 A (trigger characteristic K or C)	in the supply line	1 per unit
3	1	Supply line 5 x 2.5 mm² (3 PH + N + PE) with marked wire and protective conductor	to main switch	1 per unit
4	1	Lockable main switch	defined at the plan evaluation	1 per unit
5	1	Supply line 5 x 2.5 mm² (3 PH + N + PE) with marked wire and protective conductor	from main switch to unit	1 per unit
6	every 10 m	Foundation earth connector	corner pit floor	
7	1	Equipotential bonding in accordance with DIN EN 60204 from foundation earth connector to the system		1 per system

Electrical data (included in delivery of Klaus Multiparking)

No.	Description
8	Terminal box
9	Control line 3 x 0.75 mm² (PH + N + PE)
10	Control line 7 x 1.5 mm² with marked wire and protective conductor
11	Operating device
12	Control line 5 x 1.5 mm² with marked wire and protective conductor
13	Hydraulic unit 3.0 kW, three-phase current, 400 V / 50 Hz
14	Control line 5 x 1.5 mm² with marked wire and protective conductor

Technical data

Range of application

Generally, this parking system is not suited for short-time parkers (temporary parkers). Please do not hesitate to contact your local KLAUS agency for further assistance.

Units

Low-noise power units mounted to rubber-bonded-to metal mountings are installed. Nevertheless we recommend that parking system's garage be built separately from the dwelling.

Available documents

– wall recess plans
– maintenance offer/contract
– declaration of conformity
– test sheet on airborne and slid-borne sound

Corrosion protection

See separate sheet regarding corrosion protection.

Railings

If there are traffic routes next to or behind the installations, railings compliant to DIN EN ISO 13857 must be installed by the customer. Railings must also be in place during construction.

Environmental conditions

Environmental conditions for the area of multiparking systems: Temperature range –10 to +40° C. Relative humidity 50 % at a maximum outside temperature of +40° C.
If lifting or lowering times are specified, they refer to an environmental temperature of +10° C and with the system set up directly next to the hydraulic unit. At lower temperatures or with longer hydraulic lines, these times increase.

Sound insulation

According to DIN 4109 (Sound insulation in buildings), para. 4, annotation 4, Klaus Multiparkers are part of the building services (garage systems).

Normal sound insulation:

DIN 4109, para. 4, Sound insulation against noises from building services.

Table 4 in para. 4.1 contains the permissible sound level values emitted from building services for personal living and working areas. According to line 2 the maximum sound level in personal living and working areas must not exceed 30 dB (A).
Noises created by users are not subject to the requirements (see table 4 , DIN 4109).

The following measures are to be taken to comply with this value:
– Sound protection package according to offer/order (Klaus Multiparking GmbH)
– Minimum sound insulation of building R'_w = 57 dB (to be provided by customer)

Increased sound insulation (special agreement):

DIN 4109, Amendment 2, Information on planning and execution, proposals for increased sound insulation.

Agreement: Maximum sound level in personal living and working areas 25 dB (A). *Noises created by users are not subject to the requirements (see table 4 , DIN 4109).*

The following measures are to be taken to comply with this value:
– Sound protection package according to offer/order (Klaus Multiparking GmbH)
– Minimum sound insulation of building R'_w = 62 dB (to be provided by customer)

Note: User noises are noises created by individual users in our Multiparking systems. These can be noises from accessing the platforms, slamming of vehicle doors, motor and brake noises.

To be performed by the customer

Safety fences

Any constraints that may be necessary according to DIN EN ISO 13857 in order to provide protection, for pathways directly in front, next to or behind the unit. This is also valid during construction.

Numbering of parking spaces

Consecutive numbering of parking spaces.

Building services

Lighting, ventilation, fire extinguishing and fire alarm systems.

Marking

According to DIN EN 14 010, a warning that identifies this danger area must be placed in the entrance area that conforms to ISO 3864. This must be done according to EN 92/58/EWG for systems without a pit 10 cm from the edge of the platform.

Wall cuttings

Any necessary wall cuttings according to page 1.

Electrical supply to the main switch / Foundation earth connector

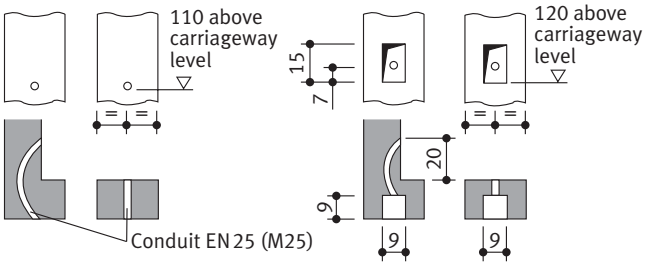
Suitable electrical supply to the main switch and the control wire line must be provided by the customer during installation. The functionality can be monitored on site by our fitters together with the electrician. If this cannot be done during installation for some reason for which the customer is responsible, the customer must commission an electrician at their own expense and risk.

In accordance with DIN EN 60204 (Safety of Machinery. Electrical Equipment), grounding of the steel structure is necessary, provided by the customer (distance between grounding max. 10 m).

Operating device

Cable conduits and recesses for operating device (for double wing doors: please contact the local agency of Klaus Multiparking).

Operating device exposed **Operating device concealed**



If the following are not included in the quotation, they will also have to be provided / paid for by the customer:

- Mounting of contactor and terminal box to the wall valve, complete wiring of all elements in accordance with the circuit diagram
- Costs for final technical approval by an authorized body
- Main switch
- Control line from main switch to hydraulic unit

Description

General description

Multiparking system providing dependent parking spaces for 3 cars one on top of the other each. The lower vehicle parks directly on the floor plate. The vehicle parked on the bottom must be driven out before lowering the platform.

Dimensions are in accordance with the underlying dimensions of height and width

The parking bays are accessed horinzotally (installation deviation ± 1 %).

The user is responsible for positioning the vehicle.

Operation via operating device with hold-to-run-device using master keys.

The operating elements are usually mounted either in front of the column or on the outside of the door frame

Operating instructions are attached to each operator's stand.

For garages with doors at the front of the parking system the special dimensional requirements have to be taken into account.

Multiparking system consisting of:

- 2 steel pillars with base plates (mounted on the floor)
- 2 sliding platforms (mounted to the steel pillars with sliding bearings)
- 2 platforms
- 1 mechanic synchronization control system (to ensure synchronous operation of the hydraulic cylinders while lowering and lifting the platform)
- 2 hydraulic cylinder
- 1 automatic mechanical locking systeme (prevents accidental lowering of the platforms)
- Dowels, screws, connecting elements, bolts, etc.
- The platforms and parking spaces are end-to-end accessible for parking!

Platforms consisting of:

- Platform base sections
- Canted access plates
- Side members
- Cross members
- Screws, nuts, washers, distance tubes, etc.

Hydraulic system consisting of:

- Hydraulic cylinder
- Solenoid valve
- Hydraulic conduits
- Screwed joints
- High-pressure hoses
- Installation material

Electric system consisting of:

- Operating device (Emergency Stop, lock, 1 master key per parking space)
- Terminal box at wall valve

Hydraulic unit consisting of:

- Hydraulic power unit (low-noise, installed onto a console with a rubber-bonded-to-metal mounting)
- Hydraulic oil reservoir
- Oil filling
- Internal geared wheel pump
- Pump holder
- Clutch
- 3-phase-AC-motor (3.0 kW, 230/400 V, 50 Hz)
- Contactor (with thermal overcurrent relay and control fuse)
- Test manometer
- Pressure relief valve
- Hydraulic hoses (which reduce noise transmission onto the hydraulic pipe

We reserve the right to change this specification without further notice

The Klaus company reserves the right in the course of technical progress to use newer or other technologies, systems, processes, procedures or standards in the fulfillment of their obligations other than those originally offered provided the customer derives no disadvantage from their so doing.

2901 Indian Creek

Miami Beach, Florida 33140

prepared for:

Bercow Radell Fernandez Larkin & Tapanes

traffic statement

TRAFTECH ENGINEERING, INC.

September 2020

TRAFTECH
ENGINEERING, INC.

September 4, 2020

29 ICD LLC
c/o Graham Penn, Esq.
Bercow Radell Fernandez Larkin & Tapanes, P.A.
200 South Biscayne Boulevard, Suite 850
Miami, Florida 33131

Re: 2901 Indian Creek – Traffic Statement

Dear Graham:

Traf Tech Engineering, Inc. has prepared this traffic memorandum in connection with a proposed residential project planned to be located at 2901 Indian Creek Drive in the City of Miami Beach in Miami-Dade County, Florida. The subject re-development project will consist of replacing 32 existing apartments with 30 new apartments units plus a mechanical parking lift system with a capacity for 21 vehicles plus 1 ADA parking stall. The traffic methodology for the project is contained in Attachment A and the proposed site plan in Attachment B. This traffic memorandum addresses the following topics:

- Trip Generation and Trip Distribution
- Traffic Circulation and Geometry
- Queuing

Trip Generation and Trip Distribution

A trip generation analysis was performed for the site using the trip generation equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10th Edition)*. The trip generation analyses were undertaken for daily, AM peak hour, and PM peak hour conditions.

According to ITE's *Trip Generation Manual (10th Edition)*, the trip generation equations used for the analyses are presented below:

Multifamily Mid Rise (ITE Land Use 221)
Daily Trips

T = 5.44 (X)

Where T = average daily vehicle trip ends and X = number of units

AM Peak Hour

T = 0.36 (X) with 26% inbound and 74% outbound
Where T = AM peak hour trip ends and X = number of units

PM Peak Hour

T = 0.44 (X) with 61% inbound and 39% outbound
Where T = PM peak hour trip ends and X = number of units

Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for the proposed residential development. The results of this effort are documented in Table 1. It is important to note that no traffic credit was given to the existing residential building since the building is currently vacant.

As shown in Table 1, the proposed 30-unit residential development generates approximately 163 daily trips, approximately 11 AM peak hour trips (3 inbound and 8 outbound) and approximately 13 trips during the typical afternoon peak hour (8 inbound and 5 outbound). Hence, the new trips generated by the proposed 30-unit residential building is minimal (one new peak hour trip every four minutes and 36 seconds.

The trip distribution for the project was based on Miami-Dade County's Cardinal Distribution data base for the years 2015 and 2045 for TAZ 633, which is applicable to the site location. Based on the distribution for TAZ 633, approximately 35% of the vehicle trips will arrive/depart to and from the north and 65% will travel to and from the south. Based on the above trip distribution, the project's traffic impacts on Indian Creek Drive (south of 29th Street) are projected to be five (5) vehicles in the AM peak hour, or one new peak hour trip every 12 minutes. Similarly, the project's traffic impacts on Collins Avenue (south of 29th Street) are projected to be five (5) vehicles in the PM peak hour, or one new peak hour trip every 12 minutes. The project's trip distribution is shown in Figure 1.

Traffic Circulation and Geometry

As shown in the site plan contained in Attachment A, the traffic circulation consists of a 22-foot two-way driveway on 29th Street. Due to the low vehicular traffic associated with the proposed use, the 22-foot driveway is anticipated to function adequately from safety and operational standpoints.

Queuing

A queuing analysis was conducted to ensure that the on-site stacking is sufficient to accommodate the maximum inbound vehicular demand anticipated at this facility. The length of queue anticipated at the underground parking area was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities[1]. For this analysis, the following input variables were used:

- Service Rate: Based on information provided by Klaus Parking Systems, the KLAUS Model 3015 will be used for this project. According to KLAUS, this model is a dependent access triple stacker with a one-minute parking or retrieving at grade, two minutes for the mid-level and three minutes for the upper level. Hence, the average parking or retrieving time is approximately two (2) minutes for the KLAUS Model 3015, or approximately 30 vehicles in a one-hour period.

- Demand Rate: As indicated in Table 1, a maximum inbound vehicular demand of eight (8) vehicles will arrive during the highest hour, or one inbound vehicle every 7.5 minutes.

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated for inbound vehicles, at the 95% confidence level, is one (1) vehicle. Therefore, the underground staging area is sufficient to accommodate the 1-vehicle queue without spilling onto the public street system. The results of the ITE queuing procedure are contained in Attachment C.

Please give me a call if you have any questions.

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

[1] By Vergil G. Stover and Frank J. Koepke.

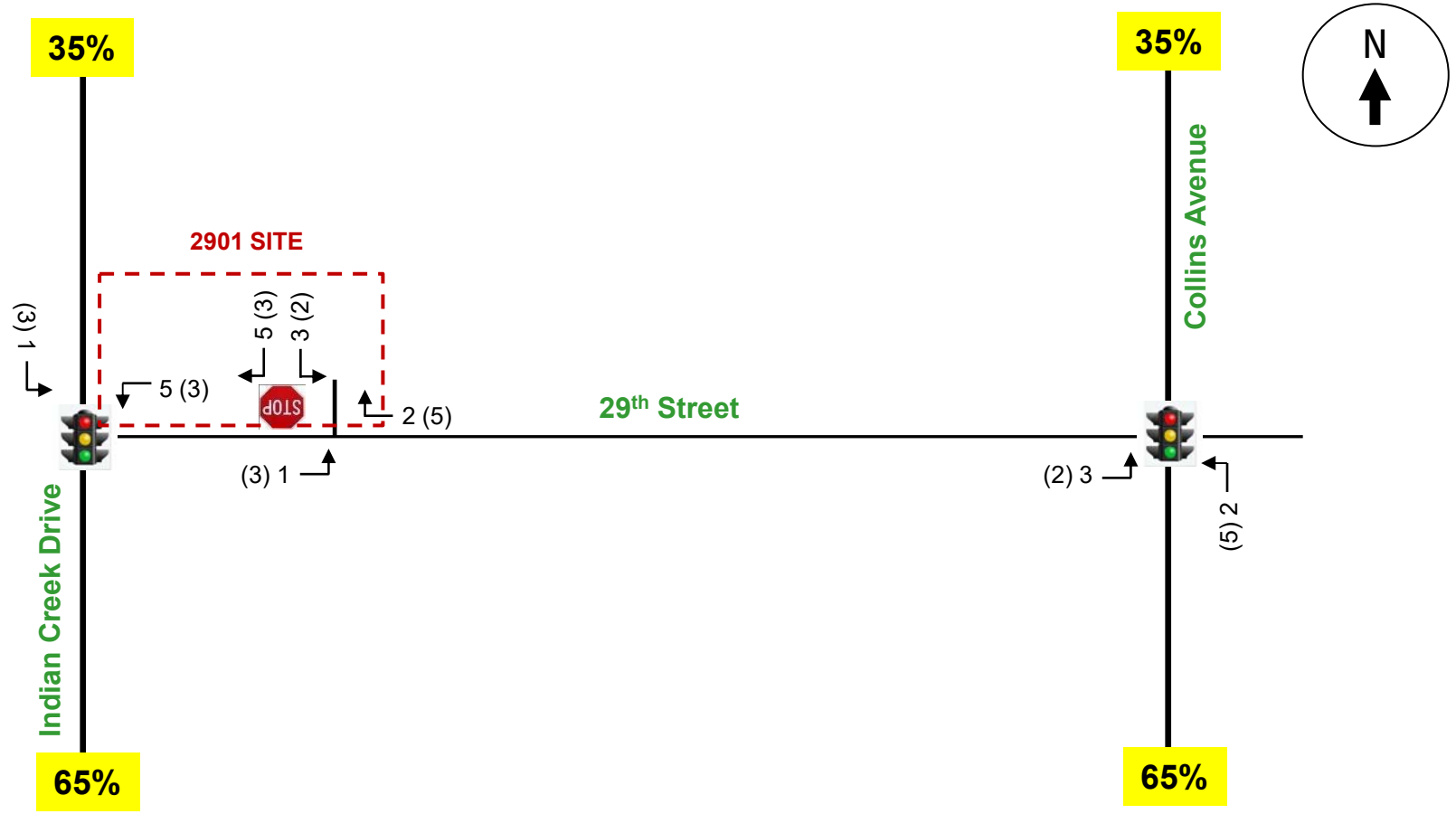


TABLE 1
Trip Generation Summary (Proposed Use)
2901 Indian Creek

Land Use	Size (units)	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Multifamily Mid Rise (LUC 221)	30	163	11	3	8	13	8	5
External Trips		**163**	**11**	**3**	**8**	**13**	**8**	**5**

Source: ITE Trip Generation Manual (10th Edition)

TRAFTECH ENGINEERING, INC.

Traffic Assignment

FIGURE 1
2901 Indian Creek
Miami Beach, Florida

ATTACHMENT A

Traffic Methodology

TRAFTECH ENGINEERING, INC.

TO: 2901 Indian Creek Drive

FROM: Joaquin Vargas DATE: August 18, 2020

SUBJECT: Proposed Traffic Methodology for the 2901 Indian Creek Project

---

2901 Indian Creek is a proposed multifamily development to be located at northeast corner of Indian Creek Drive and 29th Street in the City of Miami Beach, Florida. The following is a summary of our proposed traffic analysis methodology in connection with the project:

- The trip generation will be based on the Institute of Transportation Engineer's (ITE) *Trip Generation* document (10th Edition). Attached is a trip generation analysis for the proposed land use at the site. As indicated in the table, 163 daily trips, 11 AM peak hour trips and 13 PM peak hour trips will be generated by the proposed 35-unit development.

- The trip distribution will be based on Miami-Dade County's Cardinal Distribution data base for the years 2015 and 2045 for TAZ 633, which is applicable to the site location. Based on the distribution for TAZ 633, approximately 35% of the vehicle trips will arrive/depart to and from the north and 65% will travel to and from the south. Based on the above trip distribution, the project's traffic impacts on Indian Creek Drive (south of 29th Street) are projected to be five (5) vehicles in the AM peak hour, or one new peak hour trip every 12 minutes. Similarly, the project's traffic impacts on Collins Avenue (south of 29th Street) are projected to be five (5) vehicles in the PM peak hour, or one new peak hour trip every 12 min.

- Traffic circulation will be evaluated in the traffic study, including its impact to the surrounding on street parking on 29th Street. If conflicts with sight distance or parking are anticipated, mitigation measures will be recommended.

- The report will include an accurate site plan (to scale with dimensions).

- The parking garage driveway on 29th Street will be evaluated as well as queuing analysis, based on the proposed mechanical parking system. The type of mechanical system and operation specifics will be addressed in the traffic report.

8400 N. University Drive, Suite 309, Tamarac, FL 33321 T: 954-582-0988 F: 954-582-0989

- Bicycle parking will be identified as part of the site plan.
- Existing traffic signal timing data and traffic counts will be included in the appendix of the traffic study, if required for this project. The traffic counts will be provided by the City of Miami Beach for the intersections of 29th Street at Indian Creek Drive and at Collins Avenue. If no recent traffic counts are available, we will collect AM and PM peak period traffic counts and will adjust them to account for Covid-19. The adjustment factor will be based on a comparison between FDOT-published 2019 traffic counts on Indian Creek Drive, south of 38th Street and on Collins Avenue, north of 35th Street with 2020 traffic counts conducted by Traf Tech Engineering, Inc. at the same FDOT Count Station locations.
- Traffic figures will be prepared for the following trip generation scenarios for each of the intersections analyzed, if required:
  1. Existing traffic counts
  2. Proposed site trips distribution
  3. Existing + future traffic growth
  4. Future or build-out (with growth rate) + site trips
- If required, capacity/level of service analyses used for purposes of this study will be in compliance with the latest (2010) HCM methodology.
- The submittal will include the Synchro/HCS output for all intersection analyzed.

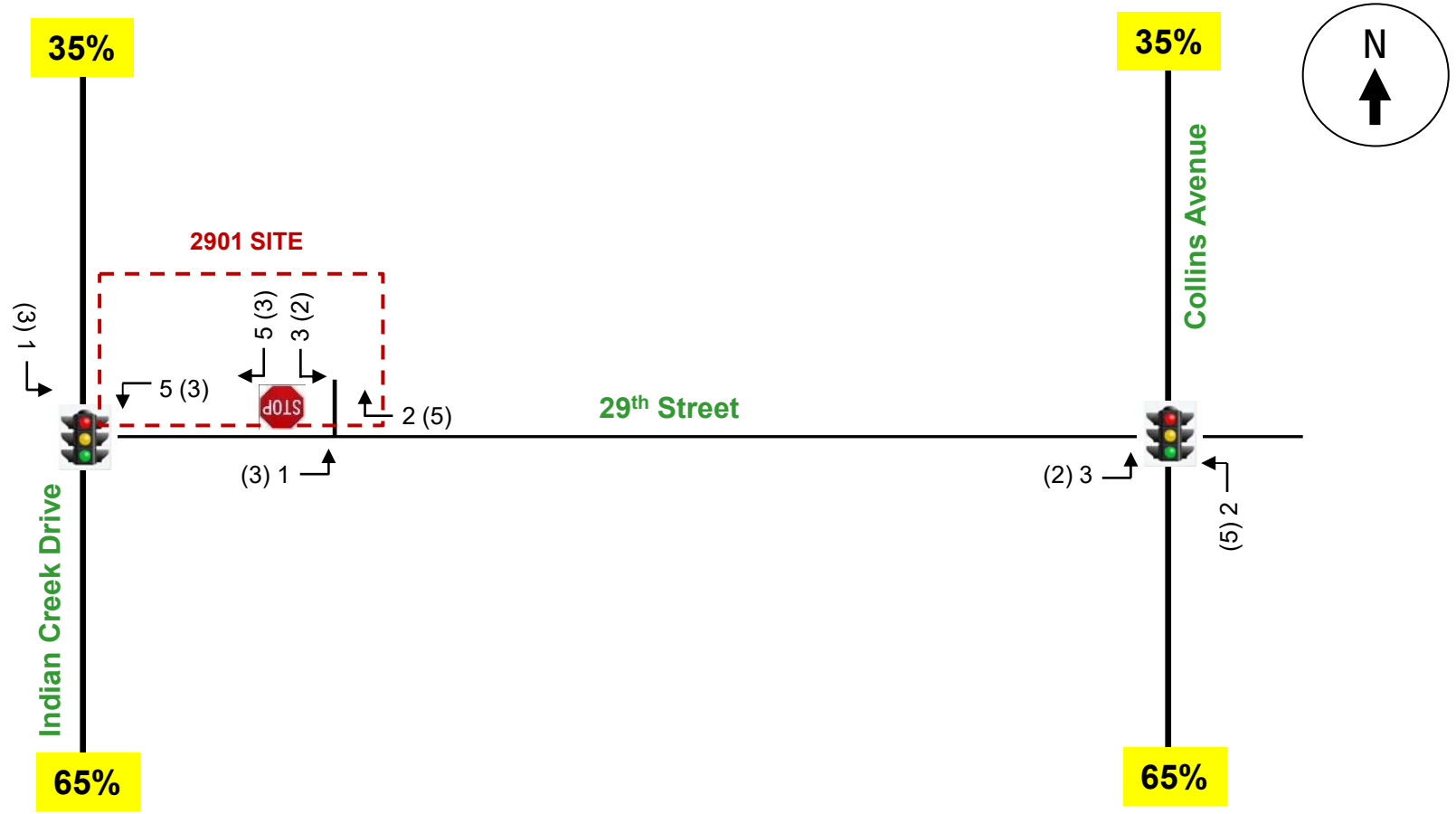


TABLE 1
Trip Generation Summary (Proposed Use)
2901 Indian Creek

Land Use	Size (units)	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Multifamily Mid Rise (LUC 221)	30	163	11	3	8	13	8	5
External Trips		**163**	**11**	**3**	**8**	**13**	**8**	**5**

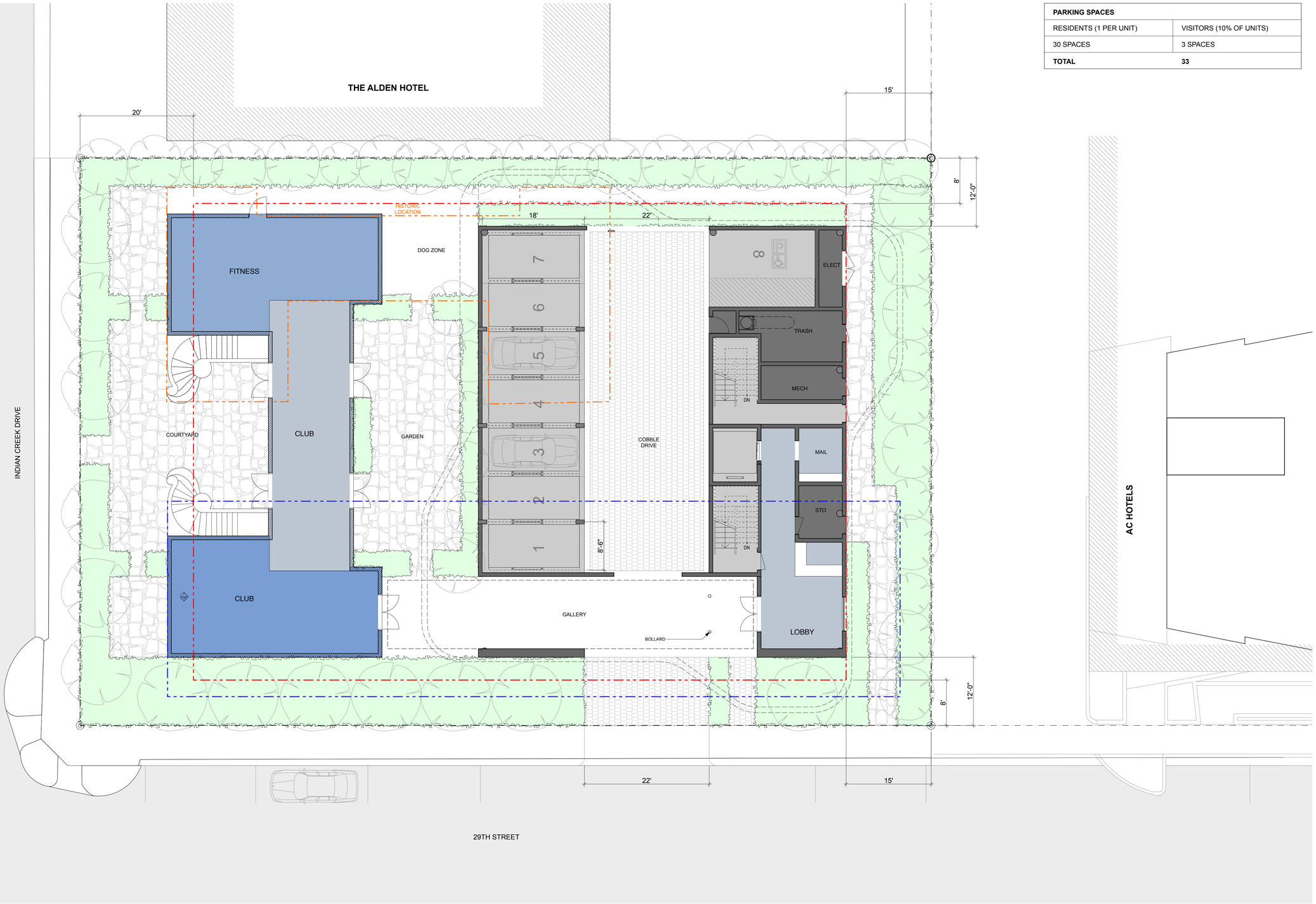
Source: ITE Trip Generation Manual (10th Edition)

TRAFTECH ENGINEERING, INC.

Traffic Assignment

FIGURE 1
2901 Indian Creek
Miami Beach, Florida

PARKING SPACES	
RESIDENTS (1 PER UNIT)	VISITORS (10% OF UNITS)
30 SPACES	3 SPACES
TOTAL	**33**



1 GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

ARCHITECT:

URBAN ROBOT LLC
420 LINCOLN ROAD, S. 406
MIAMI BEACH, FL 33139
(786) 246-4857
(786) 768-2537, F

STRUCTURAL ENGINEER:

M.E.P. ENGINEERS:

CIVIL ENGINEERS:

GENERAL CONTRACTOR:

29 INDIAN CREEK

2911 INDIAN CREEK DRIVE :: MIAMI BEACH, FL 33139

SEAL

URBAN ROBOT LLC
AA26002760 IB26001534 LC26000510

REVISIONS

1419
PROJECT NO.

02/23/2015
DATE

AR / CMA / SV / JJ / FM / FV / ML
DRAWN / CHECKED

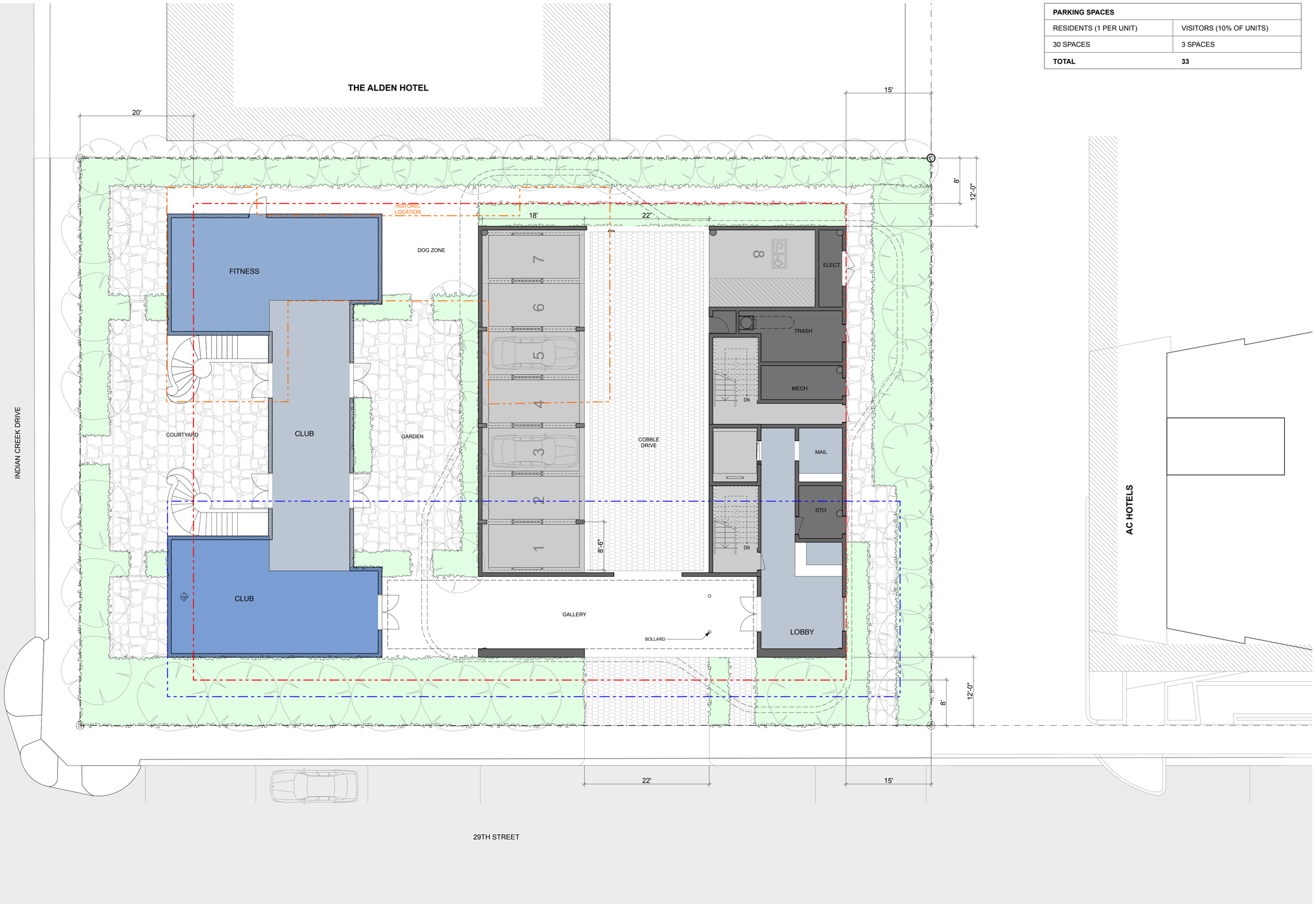
GROUND FLOOR

A-29

ATTACHMENT B

Site Plan for 2901 Indian Creek

PARKING SPACES	
RESIDENTS (1 PER UNIT)	VISITORS (10% OF UNITS)
30 SPACES	3 SPACES
TOTAL	**33**



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A-29

ATTACHMENT C

Queuing Analysis

Queuing Analysis based on ITE Procedures

q = 8 inbound veh/hr (demand rate)

Q = 30 veh/hr (service rate/parking or retrieving)

$$p = \frac{q}{NQ} = 0.2667 \ (N = 1)$$

$$Q_M = 0.2667$$

Using Acceptable Probability of 5% (95% Confidence Level)

$$M = \left(\frac{Ln\ (x > M) - Ln\ (Q_M)}{Ln\ (p)} \right) - 1$$

$$M = \left(\frac{Ln(0.05) - Ln(0.2667)}{Ln(0.2667)} \right) - 1$$

$$M = \left(\frac{-2.9957 - (-1.3216)}{-1.3216} \right) - 1$$

M = 1.27 – 1 = 0.27 vehicles, say 1 vehicle