

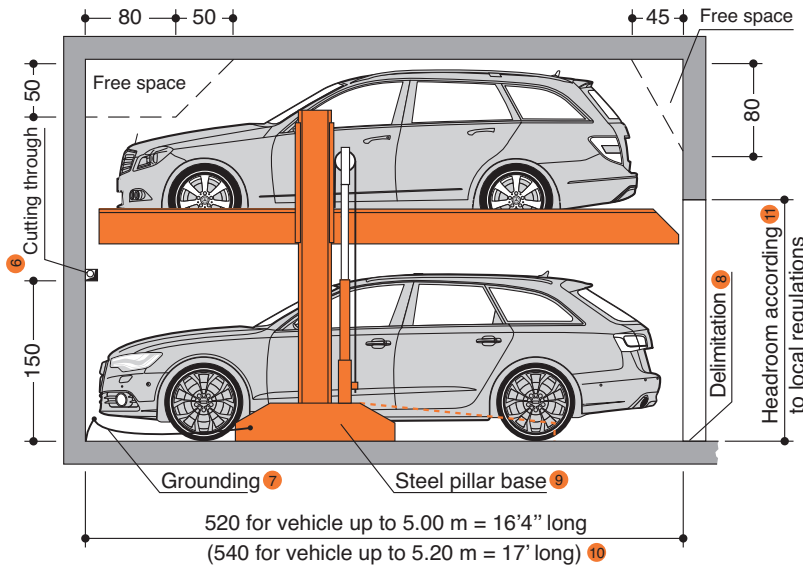
**WASHINGTON SQUARED OWNER, LLC
601-685 WASHINGTON AVENUE**

OPERATIONS PLAN

**FOR VALET-ONLY PARKING
WITH MECHANICAL LIFTS**

1. Hours of operation for the valet-only parking level (second level) are 24 hours a day, 7 days a week.
2. The number of employees in the valet-only parking level will vary as determined by the valet operator to adequately serve demand, with the maximum as prescribed by the update to the traffic study included with the application materials.
3. The mechanical lifts will be maintained in accordance with the manufacturer's requirements.
4. The mechanical lifts will operate in a quiet manner. The proposed lifts from Klaus Car Parking Systems, Inc., make very little noise when being lowered and raised. The enclosure and screening of the parking level will greatly control sounds from the lifts and vehicles.
5. In the event of a power outage, generators will assist with the operation of the lifts, minimally to remove cars from them. Manual operation is also possible in the event of a breakdown.

Garage without door (basement garage)



Loadable up to 2600 kg! A system for all height! Subsequently adjustable!

Dimensions

All space requirements are minimum finished dimensions.

Tolerances for space requirements +³/₀. ³ Dimensions in cm.

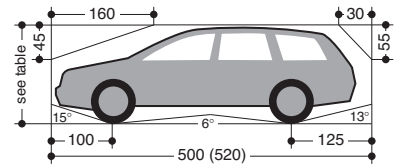
EB (single platform) = 2 vehicles

Suitable for

Standard passenger cars:
 Limousine, station wagon, SUV, van
 according to clearance and maximal surface load.

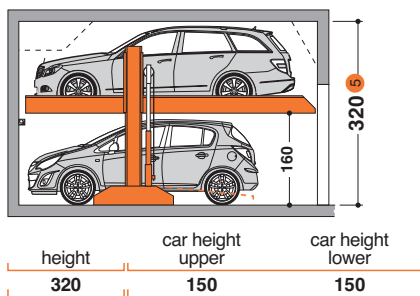
	Standard	Special ²
width	190 cm ⁴	190 cm ⁴
weight	max. 2000 kg	max. 2600 kg
wheel load	max. 500 kg	max. 650 kg

Clearance profile

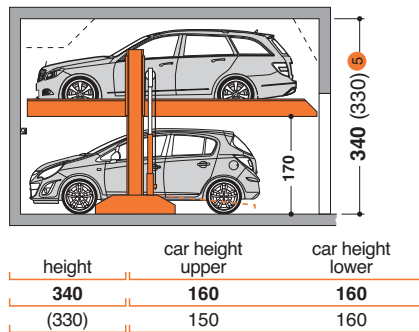


! Before lowering the platform, the vehicle parked on the lower parking space must be driven off!

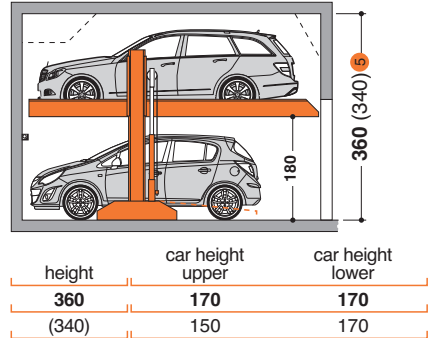
2061-160



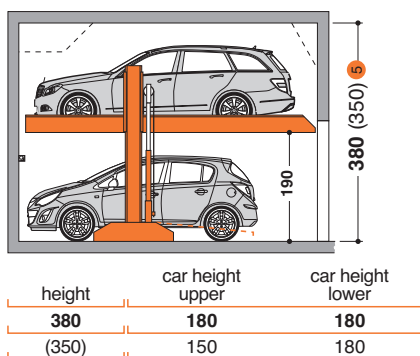
2061-170



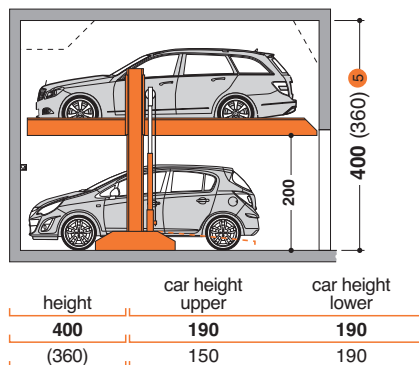
2061-180



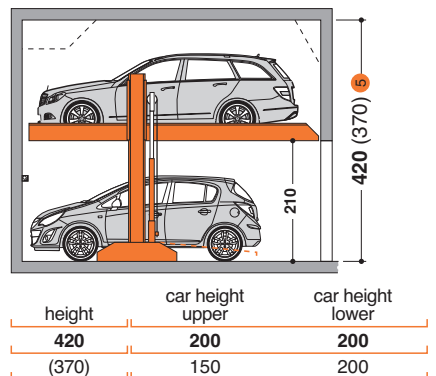
2061-190



2061-200



2061-210



- Standard type
- Special system: maximum load for extra charge.
- To follow the minimum finished dimensions, make sure to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202.
- Car width for platform width 230 cm. If wider platforms are used it is also possible to park wider cars.
- If a higher ceiling height is available higher cars can be parked.
- For dividing walls: cutting through 10 x 10 cm.
- Potential equalization from foundation grounding connection to system (provided by the customer).
- 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 access area to mark the danger zone in front of the supporting surface of the upper platform edge (see „Load Plan“ Page 4)
- Variable steel pillar bases in two sizes (see „Load Plan“ Page 4).
- For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a length of 540 cm.
- Must be at least as high as the greatest car height + 5 cm.

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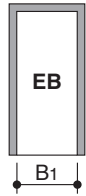
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Width dimensions for garage without door (basement garage)

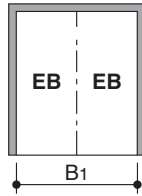
Dividing walls

Single Platform (EB)



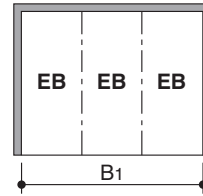
usable platform width	B1	
230	260	
240	270	
250	280	
260	290	
270	300	

Double arrangement (2 x EB)



usable platform width	B1	
230	520	
240	540	
250	560	
260	580	
270	600	

Tripple arrangement (3 x EB)

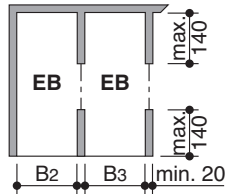


usable platform width	B1	
230	780	
240	810	
250	840	
260	870	
270	900	

Carriageway in accordance with local regulations

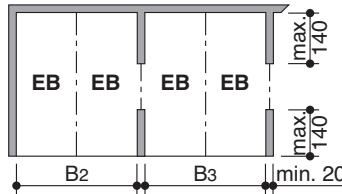
Columns in system zone

Single Platform (EB)



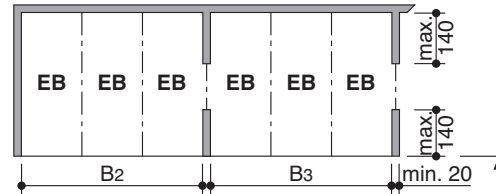
usable platform width	B2	B3
230	255	245
240	265	255
250	275	265
260	285	275
270	295	285

Double arrangement (2 x EB)



usable platform width	B2	B3
230	515	510
240	535	530
250	555	550
260	575	570
270	595	590

Tripple arrangement (3 x EB)

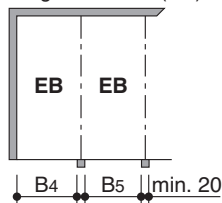


usable platform width	B2	B3
230	775	770
240	805	800
250	835	830
260	865	860
270	895	890

Carriageway in accordance with local regulations

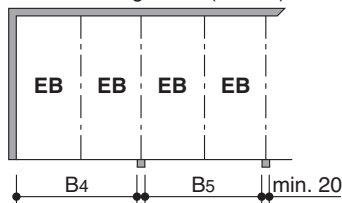
Columns outside of system zone

Single Platform (EB)



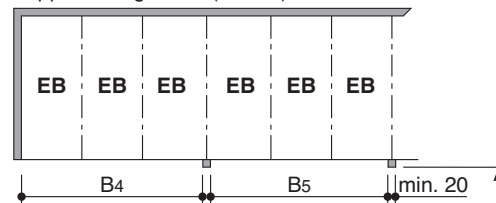
usable platform width	B4	B5
230	250	240
240	260	250
250	270	260
260	280	270
270	290	280

Double arrangement (2 x EB)



usable platform width	B4	B5
230	510	500
240	530	520
250	550	540
260	570	560
270	590	580

Tripple arrangement (3 x EB)



usable platform width	B4	B5
230	770	760
240	800	790
250	830	820
260	860	850
270	890	880

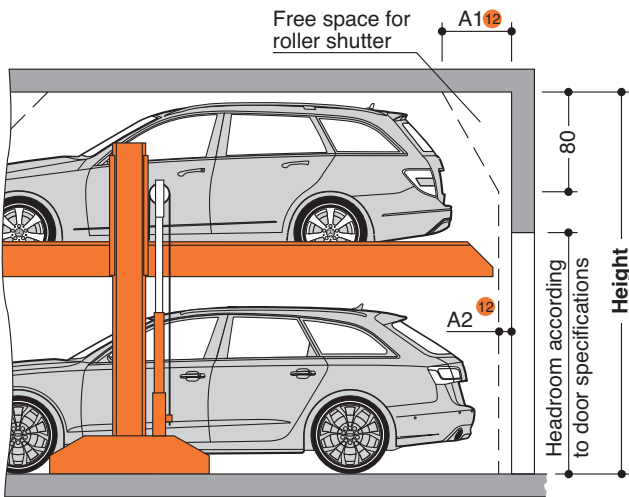
Carriageway in accordance with local regulations

! For parking boxes on the edges and boxes with intermediate walls we recommend our maximum platform width of 270 cm. Problems may occur if smaller platform widths are used (depending on car type, access and individual driving behaviour and capability).

For larger limousines and SUV wider driveways are necessary (in particular on the boxes on the sides due to the missing manoeuvring radius).

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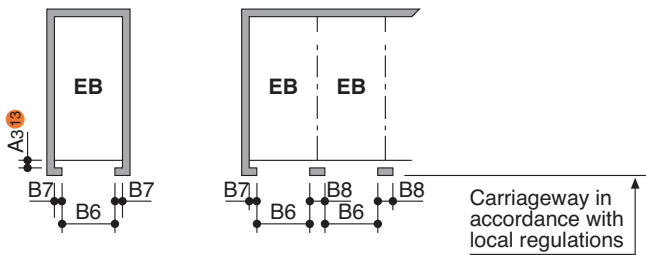
Garage with door



- 12** Dimensions A1, A2 and A3 must be coordinated with the door supplier (provided by the customer).
- 13** Seat-engaging surface (dimensions require coordination with door supplier.) Allround door dimensions require coordination between door supplier and local agency of KLAUS Multiparking.

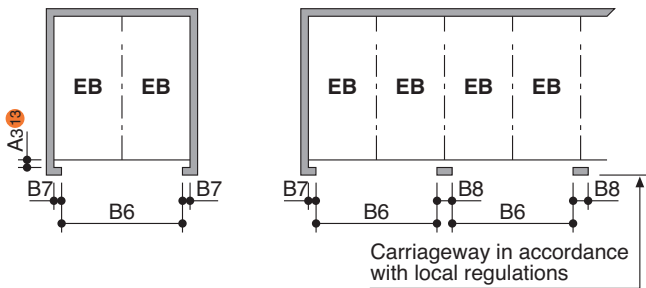
Width dimensions for garage with door

Single platform (EB)



usable platform width	door entrance width B6	B7	B8
230	230	15	30
240	240	15	30
250	250	15	30
260	260	15	30
270	270	15	30

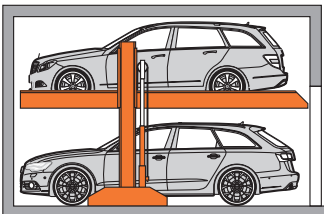
Double arrangement (2 x EB)



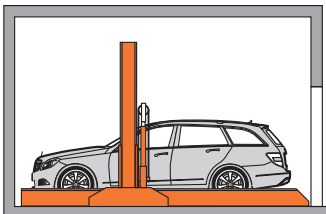
usable platform width	door entrance width B6	B7	B8
230	490	15	30
240	510	15	30
250	530	15	30
260	550	15	30
270	570	15	30

Function

System lifted



System lowered



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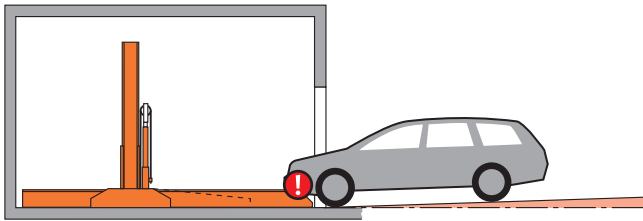
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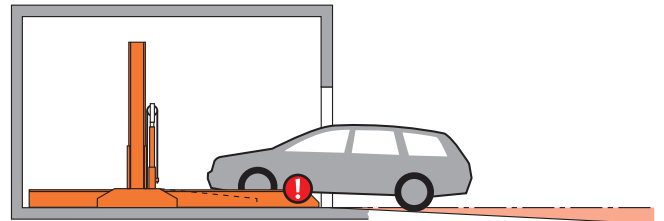
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Approach



maximum descending slope 4 %



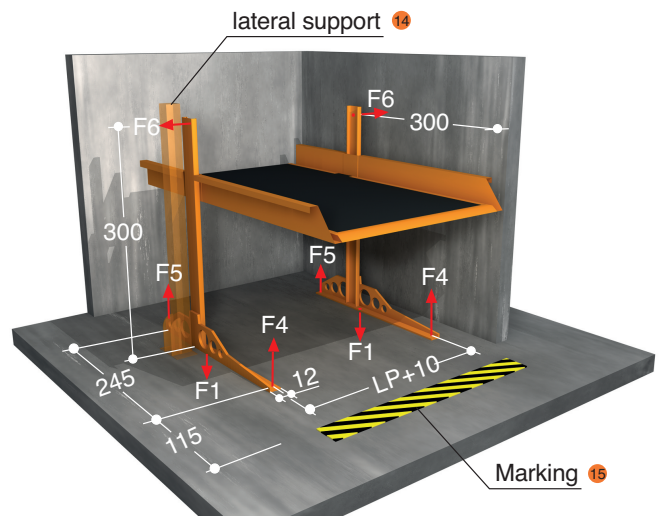
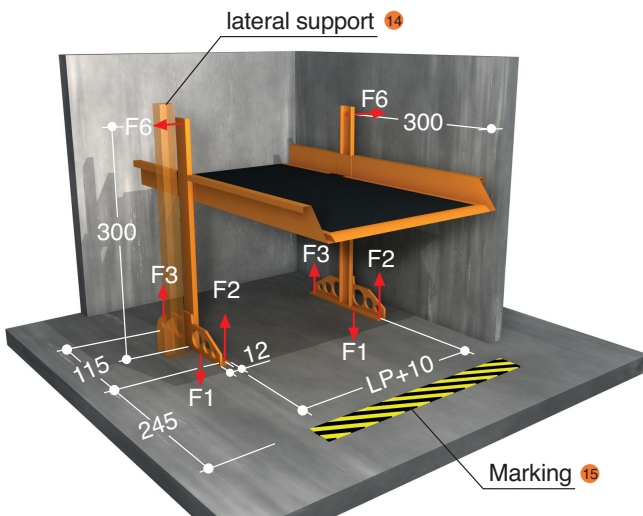
maximum ascending slope 14 %

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

Load plan

Option 1: short steel pillar base

Option 2: long steel pillar base



platform load	F1	F2	F3	F4	F5	F6
2000 kg	30	1,1	7,4	0,5	7,7	±1
2600 kg	35	1,3	8,9	0,6	9,3	±1

! The steel pillar base can be selected optionally (short or long). Please make sure to note the corresponding forces that apply!

Units are dowelled to the floor. Drilling depth: approx. 15 cm.

Floor and walls are to be made of concrete (quality minimum C20/25)!

The dimensions for the points of support are rounded values. If the exact position is required, please contact KLAUS Multiparking.

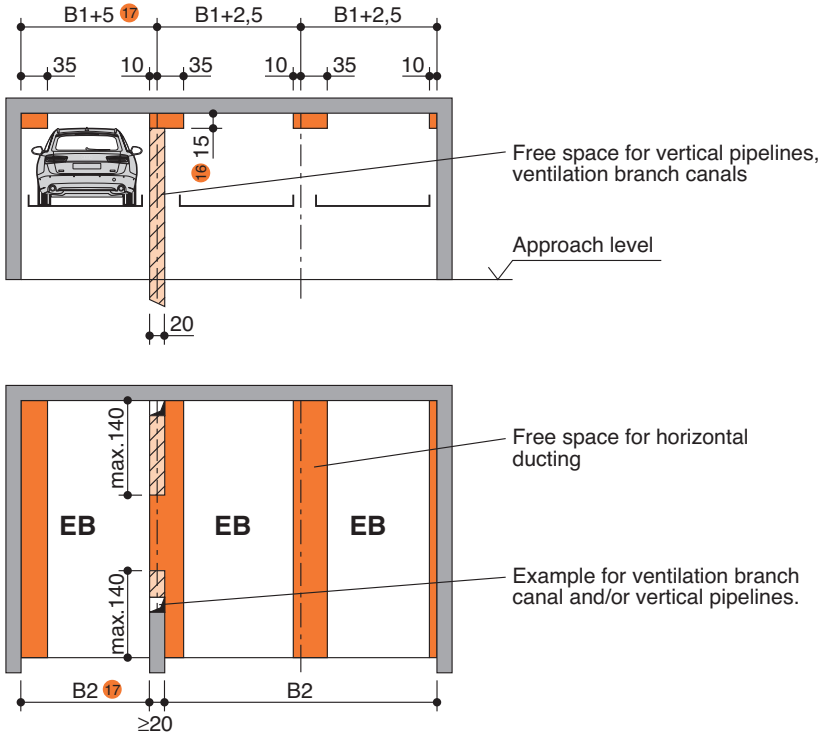
14 The system must be laterally supported on both sides. If there are no walls on the sides, an additional stand must be attached. For this stand, a base area of 40 x 25 cm is required (quality minimum C20/25).

15 Marking compliant to ISO 3864 (colors used in this illustration are not ISO 3864 compliant)

16 All forces in kN

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Installation data – Free space for longitudinal and vertical ducts (e.g. ventilation)



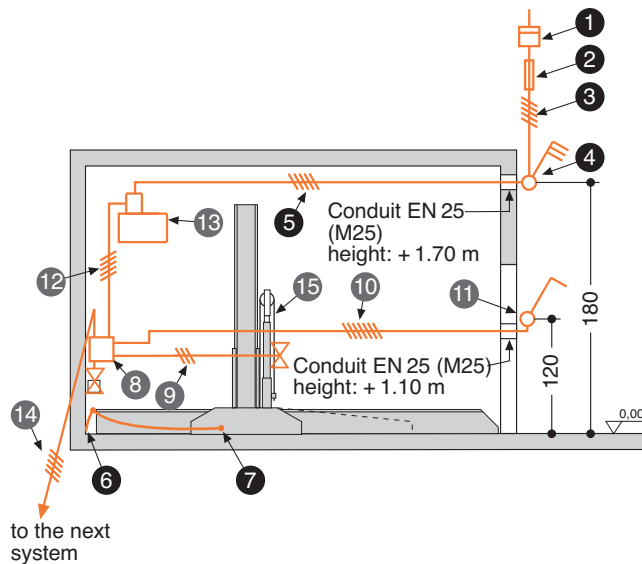
! Free space only applicable if vehicle is parked forwards = FRONT FIRST and driver's door on the left side.

16 Size 15 cm is reduced to 5 cm for type 2061-160.

17 Dimensions B1, B2 and B3 see page 2.

Electrical installation

Installation diagram



Electrical data (to be performed by the customer)

No.	Quantity	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 mm ² (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 mm ² (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)

8	Terminal box
9	Control line 3 x 0.75 mm ² (PH + N + PE)
10	Control line 7 x 1.5 mm ² with marked wire and protective conductor
11	Operating device
12	Control line 5 x 1.5 mm ² with marked wire and protective conductor
13	Hydraulic unit 3.0 kW, three-phase current, 230/400 V / 50 Hz
14	Control line 5 x 1.5 mm ² with marked wire and protective conductor
15	Chain control

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Technical data

Field of application

By default, the system can only be used for a fixed number of users.

If different users use the system – only on the lower parking spaces – (e.g. short-time parkers in office buildings or hotels) the Multiparking system needs to be adjusted. If required, would you please contact us.

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

Environmental conditions

Environmental conditions for the area of multiparking systems: Temperature range -10 to $+40^{\circ}$ C. Relative humidity 50% at a maximum outside temperature of $+40^{\circ}$ C.

If lifting or lowering times are specified, they refer to an environmental temperature of $+10^{\circ}$ 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):

Draft DIN 4109-10, 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.

Building application documents

According to LBO and GaVo (garage regulations) the Multiparking systems are subject to approval. We will provide the required building application documents.

Care

To avoid damages resulting from corrosion, make sure to follow our cleaning and care instructions and to provide good ventilation of your garage.

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.

CE Certification

The systems on offer comply with DIN EN 14010 and EC Machine Directive 2006/42/EC. Furthermore, this system underwent voluntary conformity testing by TÜV SÜD.

CERTIFICATE CONCERNING THE EXAMINATION OF CONFORMITY	
Certificate no:	KP 005/1
Certification body:	TÜV SÜD Industrie Service GmbH Zertifizierungsstelle für Produkte der Fördertechnik Gottlieb-Daimler-Str. 7 70794 Filderstadt - Germany
Applicant / Certification holder:	KLAUS Multiparking GmbH Hermann-Krum-Str. 2 88319 Altrach - Germany
Date of application:	2014-09-30
Manufacturer:	KLAUS Multiparking GmbH Hermann-Krum-Str. 2 88319 Altrach - Germany
Product:	Equipment for power driven parking of motor vehicles
Type:	SingleVario 2061 EB 2.000 kg SingleVario 2061 EB 2.500 kg
Test laboratory:	TÜV SÜD Industrie Service GmbH Prüflaboratorium für Produkte der Fördertechnik Prüfbereich Maschinen der Fördertechnik Gottlieb-Daimler-Str. 7 70794 Filderstadt – Germany
Date and number of the test report / mark of conformity:	2014-11-20 KP 005/1
Test specifications:	- 2006 / 42 / EC, Annex I - DIN EN 14010
Validity:	This Certificate is valid until 2019-11-30
Result:	The equipment fulfills the requirements of the test specifications for the respective scope of application stated in the annex (page 1) of this certificate, keeping the mentioned conditions.
Date of issue:	2014-12-01
Certification body for lifts and cranes  Chadhi Noureddine 	

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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

Any required lighting, ventilation, fire extinguishing and fire alarm systems as well as clarification and compliance with the relevant regulatory requirements.

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

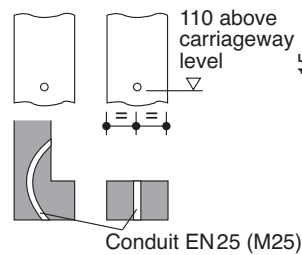
Suitable electrical supply to the main switch and the control wire line must be provided by the customer during installation. The functionality can be monitored on site by our fitters together with the electrician. If this cannot be done during installation for some reason for which the customer is responsible,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

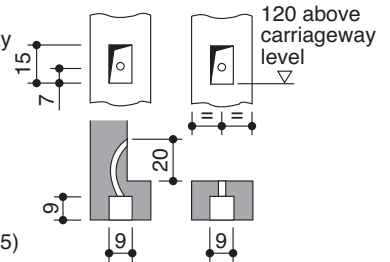
Operating device

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 Single platform (EB)

General description

Multiparking system providing dependent parking spaces for 2 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.

The height of the platform can be adjusted flexibly (even subsequently).

Adjustment of maximum load of 2,500 kg can be made subsequently. Dimensions are in accordance with the underlying dimensions of parking pit, height and width

The parking bays are accessed horizontally (installation deviation $\pm 1\%$).

Vehicles are positioned on the upper parking space using wheel stops on the right side (adjust according to operating instructions).

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 bases that are mounted on the floor (short or long steel pillar bases can be selected optionally).
- 2 sliding platforms (mounted to the steel pillars with sliding bearings)
- 1 platform
- 1 mechanic synchronization control system (to ensure synchronous operation of the hydraulic cylinders while lowering and lifting the platform)
- 1 hydraulic cylinder
- 1 automatic hydraulic safety valve (prevents accidental lowering of the platform while accessing the platform)
- Dowels, screws, connecting elements, bolts, etc.
- The platforms and parking spaces are end-to-end accessible for parking!

Platforms consisting of:

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

Hydraulic system consisting of:

- Hydraulic cylinder
- Solenoid valve
- Safety 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
- Electrical locking device
- Chain control

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
- 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

KLAUS Multiparking 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.

Washington Squared Owner, LLC
c/o Matthew Amster, Esq.
Bercow Radell Fernandez & Larkin
200 South Biscayne Boulevard, Suite 850
Miami, Florida 33131

November 16, 2016

Re: 601 Washington Avenue –Supplemental Traffic Memorandum

Dear Matt:

The purposes of this Traffic Memorandum is twofold; 1) to demonstrate that the previously approved traffic study for this project does not have to be updated based on the latest uses and intensities and, 2) a re-calculation of the valet analysis based on changes proposed within the on-site parking structure. (Refer to the attached plans comparing original approval to the revised proposal).

Trip Generation Comparison Analysis

The previously approved project was based on the following land uses and intensities:

- 55,425 square feet of retail space
- 316 hotel rooms
- 472 seats of restaurant/bar areas (excluding ancillary areas for hotel guests only such as the pool deck)

The proposed changes to the project are described below:

- 45,942 square feet of retail space
- 269 hotel rooms
- 436 seats of restaurant/bar areas (excluding the new rooftop swim spa and deck on top of the hotel tower that will have a maximum occupancy capacity of 224 people (not seats) that will function as accessory use for hotel guests only.
- 95 more parking spaces than the previously approved plan within the parking structure open to the public
- The parking structure will have 111 lifts (no lifts in the previously approved plan) due to the increase in parking spaces.

Tables 1 and 2 indicate that the difference in trips between the previously approved plan and the new updated land uses and intensities are 56 less net new trips (360 minus 304) and 62 less external trips (462 minus 400). Since the 95 new parking spaces are open to the public and can be used by customers of many different nearby land uses (retail, hotels, restaurants, etc.), the trips associated with the 95 public spaces is difficult to quantify. Based on ULI's *Shared Parking* document, during the analysis period between 4PM and 7 PM the parking accumulation of parking for different land uses can range between 5% and 30%.

Assuming a worse-case scenario of 30%, the 95 public parking spaces could generate up to 29 trips. Since the 29 trips are less than the difference in trips due to the reduction in land-use intensity, the previously approved traffic study is still valid (no need for an update) since it was based on a higher vehicular traffic than the trips associated with the new updated project plans.

Updated Valet Analysis

The previously approved traffic study used 234 inbound vehicles and 228 outbound vehicles with a total service time of five (5) minutes, or 12 vehicles per hour service rate per valet runner. The new plan has 208 inbound vehicles (plus 15 for the public spaces for a total of 223 inbound vehicles) and 191 outbound vehicles (plus 14 for the public spaces for a total of 205 outbound vehicles).

Since the new plan includes 111 of the 353 parking spaces with mechanical lifts system (previous plan had no lift system), approximately 31% of the parking spaces (111 divided by 353) served with the lift system will have a longer processing time to park and un-park. Assuming three (3) additional minutes of processing time for the 31% of the parked vehicles using the lift system (a total of 8 minutes), the average processing time for the new parking structure is now 5.9 minutes, say 6 minutes (69% at 5 minutes + 31% at 8 minutes = 5.9 minutes).

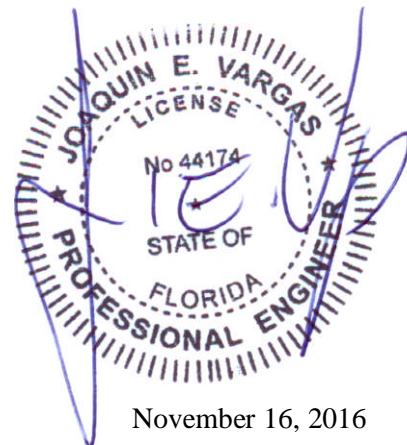
The queueing analyses were updated with a new number of required valet runners. The longer processing time required with the parking lift system requires two additional valet runners. However, condition no. 10.g. of the original approval already includes the language “the required number of valet runners will be provided in order to prevent queued vehicles from blocking traffic on Collins Court” and as such covers the additional number of valet runners required.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

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



November 16, 2016

TABLE 1
Trip Generation Summary (Proposed Uses) - Previously Approved TIS
601 Washington

Land Use	Size	Daily Trips	PM Peak Hour		
			Total Trips	Inbound	Outbound
Retail (LUC 826)	55,425	2,409	155	68	87
Hotel (LUC 310)	316	2,819	221	108	113
Restaurant/Bar (LUC 931)	472	1,350	123	83	40
Gross Trips		6,578	499	259	240
Restaurant Internal Trips (-30%)		-405	-37	-25	-12
External Trips		6,173	462	234	228
Pass-by (Retail - 25%) ⁽¹⁾		-602	-40	-20	-20
Pass-by (Restaurant/Bar - 25%) ⁽¹⁾		-236	-22	-11	-11
Subtotal		5,335	400	203	197
Transit and Pedestrian Reduction (-10%) ⁽¹⁾		-534	-40	-20	-20
Net New Vehicular Trips		4,801	360	183	177

Source: ITE Trip Generation Manual (9th Edition)

(1) Applies to Washington Avenue & 6th Street

TABLE 2
Trip Generation Summary (New Proposed Intensities)
601 Washington

Land Use	Size	Daily Trips	PM Peak Hour		
			Total Trips	Inbound	Outbound
Retail (LUC 826)	45,942	2,003	132	58	74
Hotel (LUC 310)	269	2,399	188	92	96
Restaurant/Bar (LUC 931)	436	1,247	113	83	30
Gross Trips		5,649	434	233	200
Restaurant Internal Trips (-30%)		-374	-34	-25	-9
External Trips		5,275	400	208	191
Pass-by (Retail - 25%) ⁽¹⁾		-501	-40	-20	-20
Pass-by (Restaurant/Bar - 25%) ⁽¹⁾		-218	-22	-11	-11
Subtotal		4,557	338	177	160
Transit and Pedestrian Reduction (-10%) ⁽¹⁾		-456	-34	-18	-16
Net New Vehicular Trips		4,101	304	160	144

Source: ITE Trip Generation Manual (9th Edition)

(1) Applies to Washington Avenue & 6th Street

Queuing Analysis based on ITE Procedures For Inbound Vehicles

$q = 223$ veh/hr (demand rate)

$Q = 10$ veh/hr (service rate)

$$p = \frac{q}{NQ} = 0.7433 \text{ (N = 30 valet runners)}$$

$$Q_M = 0.7433$$

Using Acceptable Probability of 10% (90% Confidence Level)

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

$$M = \left(\frac{\text{Ln}(0.10) - \text{Ln}(0.7433)}{\text{Ln}(0.7433)} \right) - 1$$

$$M = \left(\frac{-2.3026 - (-0.2967)}{-0.2967} \right) - 1$$

$$M = 6.8 - 1 = 5.8, \text{ say } 6 \text{ vehicles}$$

Queuing Analysis based on ITE Procedures For Outbound Vehicles

$q = 205$ veh/hr (demand rate)

$Q = 10$ veh/hr (service rate)

$$p = \frac{q}{NQ} = 0.64 \quad (N = 32 \text{ valet runners})$$

$$Q_M = 0.64$$

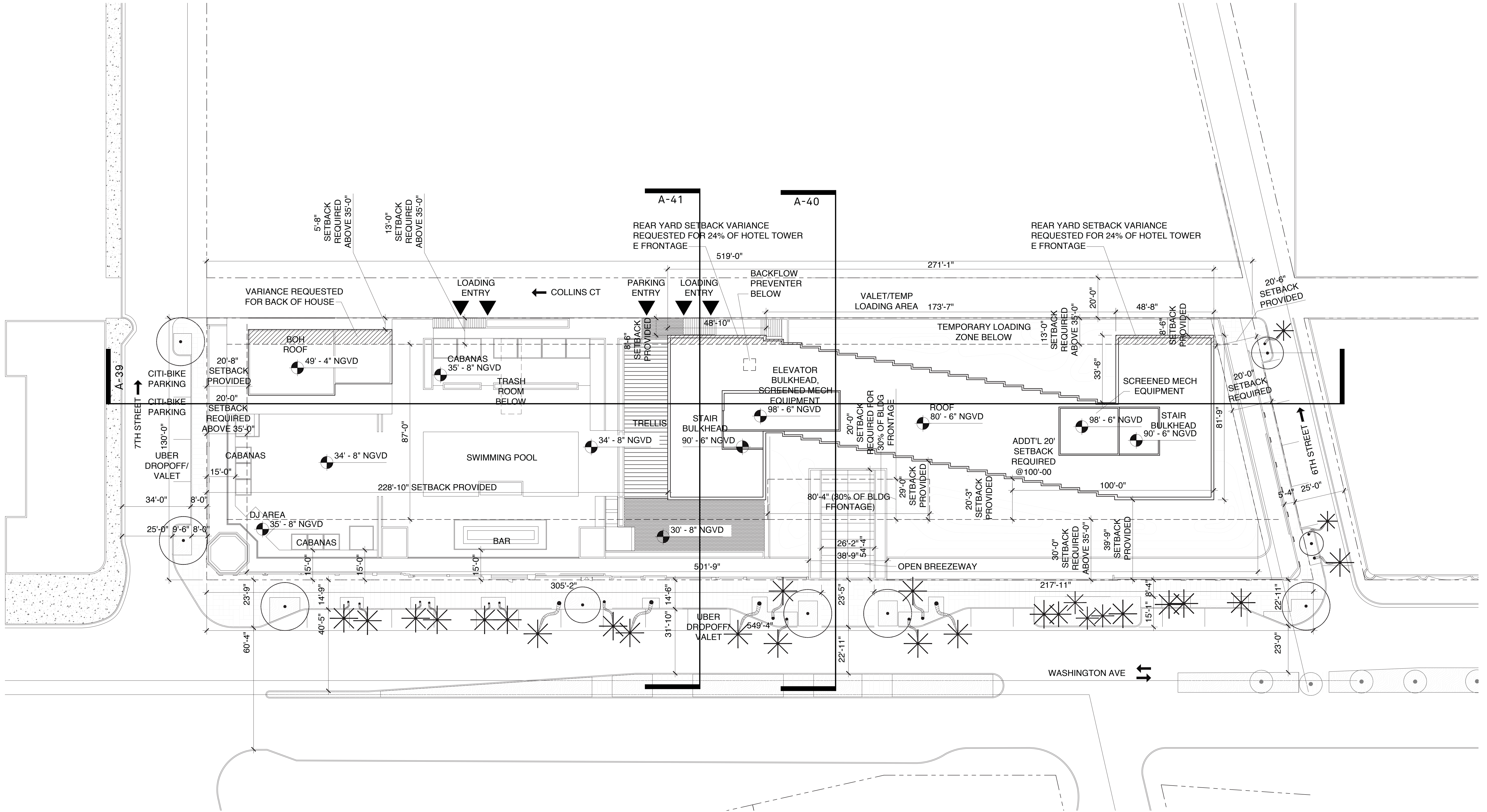
Using Acceptable Probability of 10% (90% Confidence Level)

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

$$M = \left(\frac{\text{Ln}(0.10) - \text{Ln}(0.64)}{\text{Ln}(0.64)} \right) - 1$$

$$M = \left(\frac{-2.3026 - (-0.4463)}{-0.4463} \right) - 1$$

$$M = 4.2 - 1 = 3.2, \text{ say } 3 \text{ vehicles}$$



Morris Adjmi Architects
 www.ma.com
 O'Brien Lighting Inc

Washington Squared LLC
 Ken Fulk

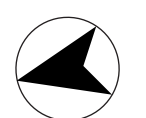
Raymond Jungles Inc.
 Nichols Brosch
 Wurst Wolfe &
 Associates

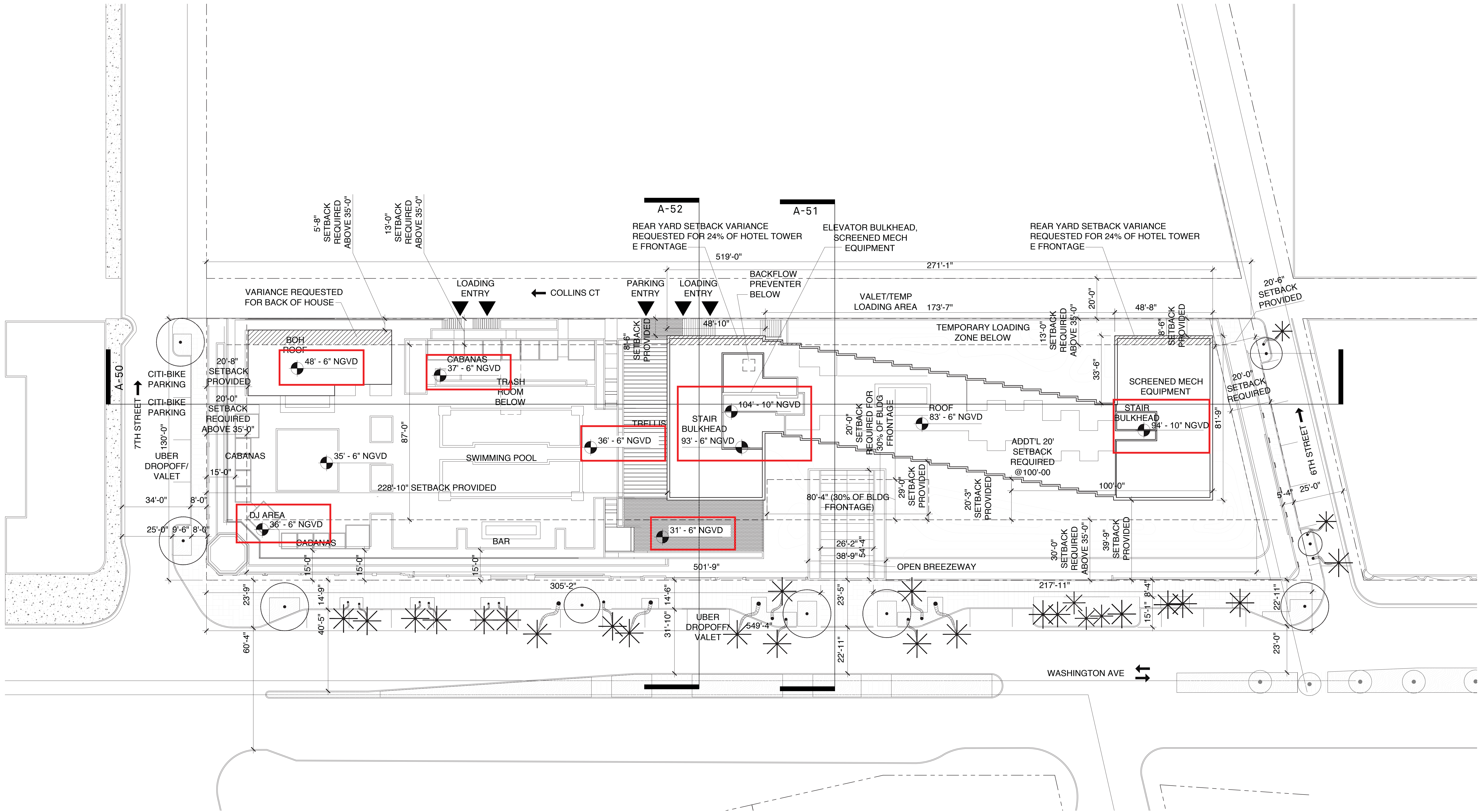
601-685 Washington Ave.
 Miami Beach, FL

Proposed Site Plan

Planning Board Revised Final Submittal / 29 April 2016

APPROVED





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O'Brien Lighting Inc

Washington Squared LLC
Ken Fulk

Raymond Jungles Inc.
Nichols Brosch
Wurst Wolfe &
Associates

601-685 Washington Ave.
Miami Beach, FL

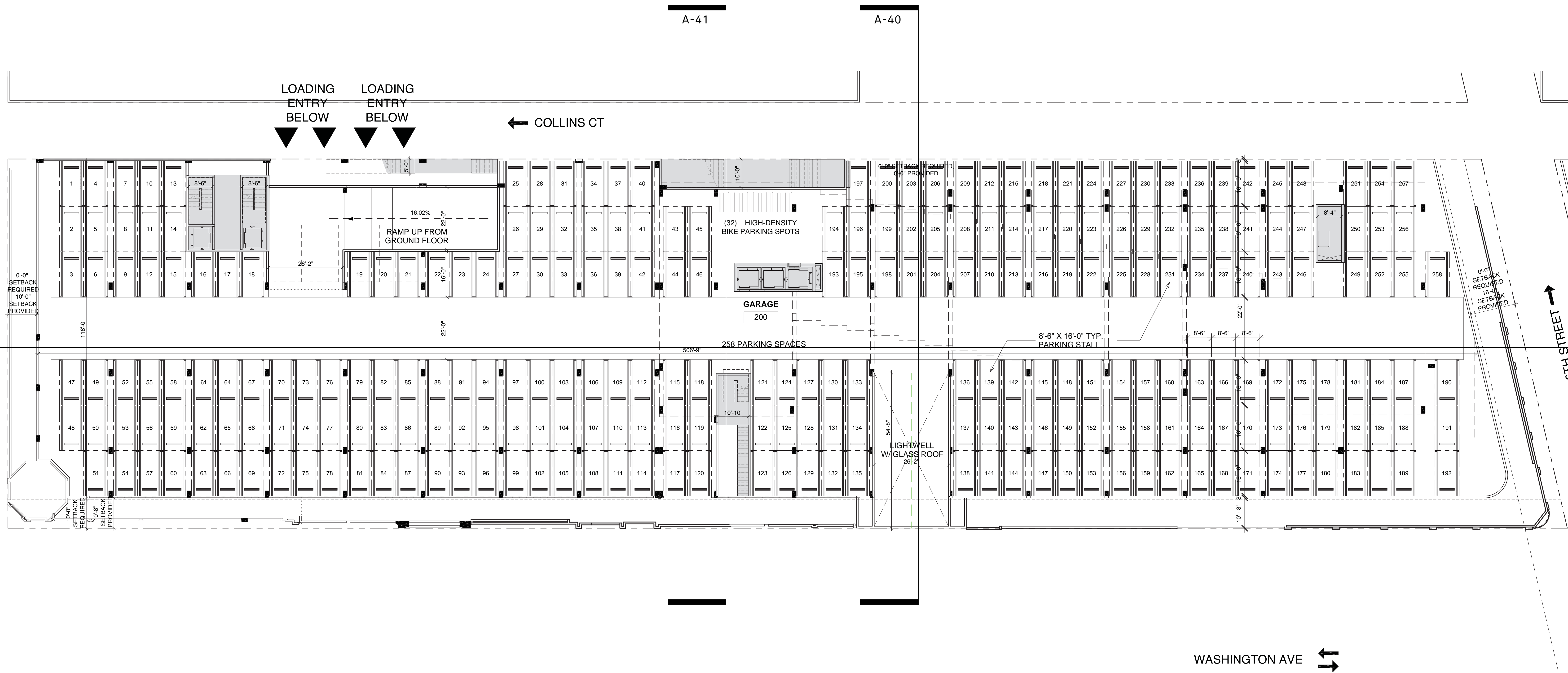
Proposed Site Plan

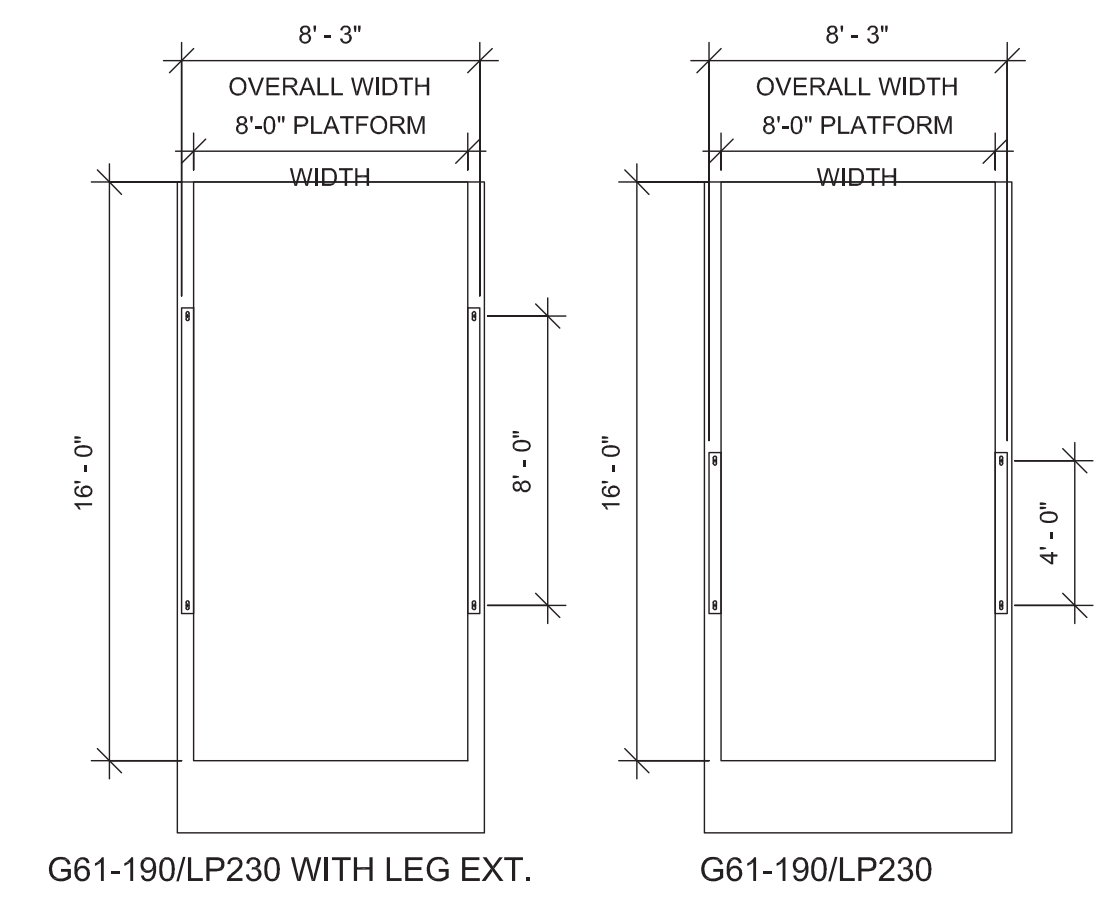
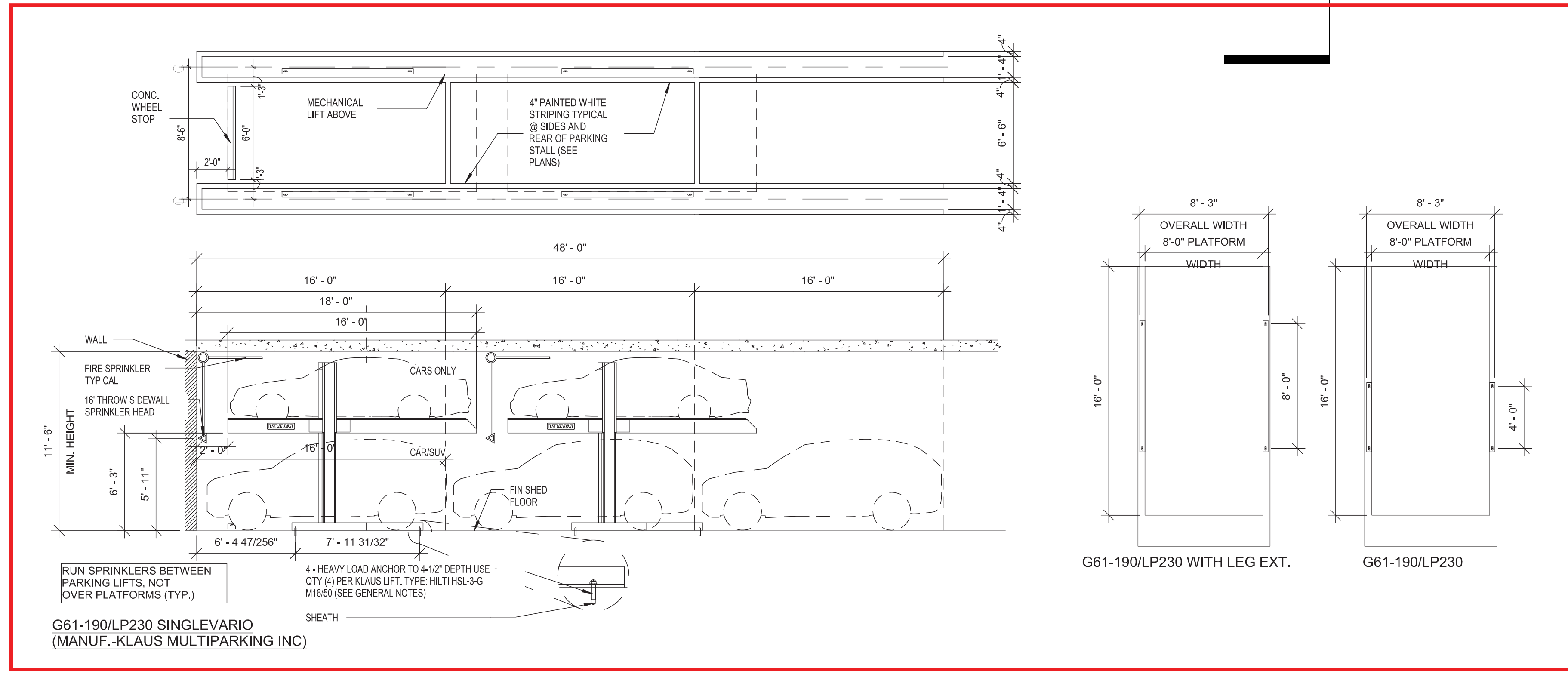
Planning Board Modification - First Submittal / 16 November 2016

REVISED

0' 10' 20' 50' 100'

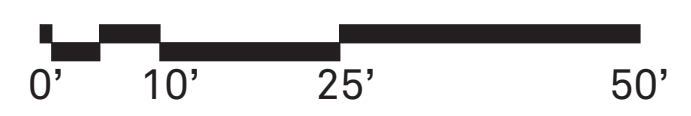


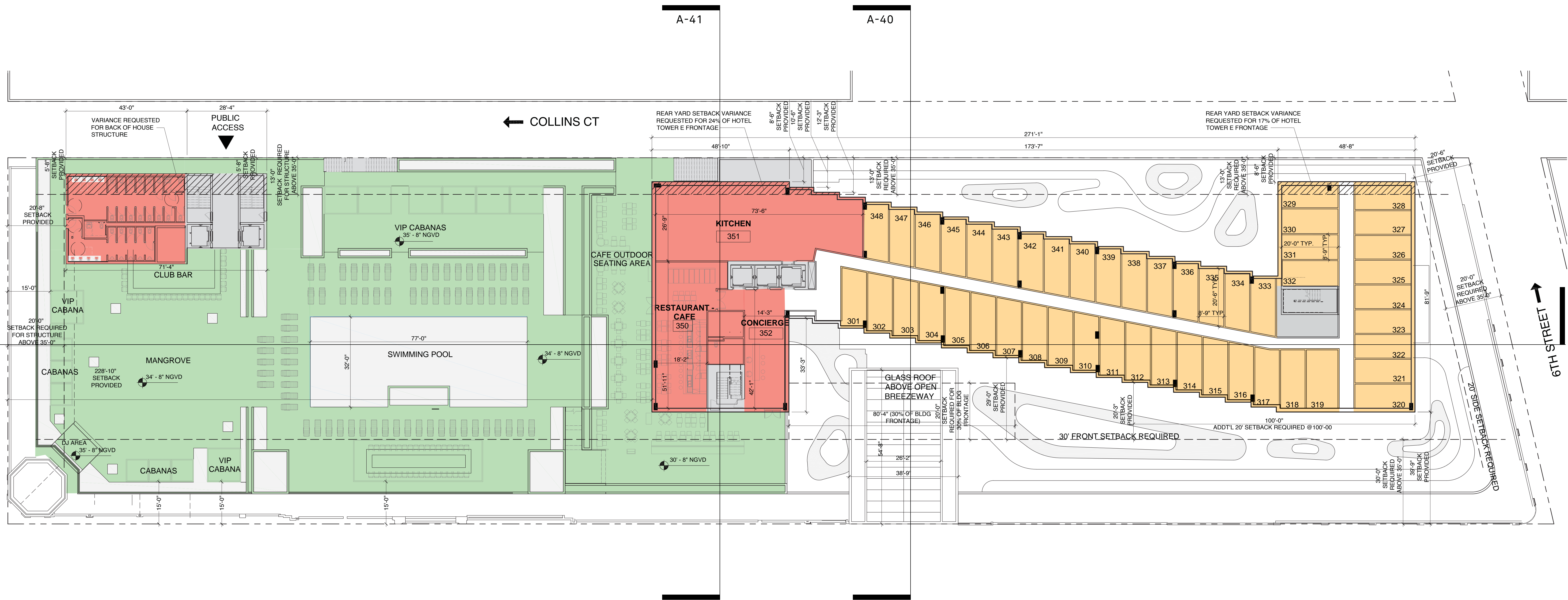




WASHINGTON AVE ↔

REVISED





FLOOR 3: 48 HOTEL ROOMS

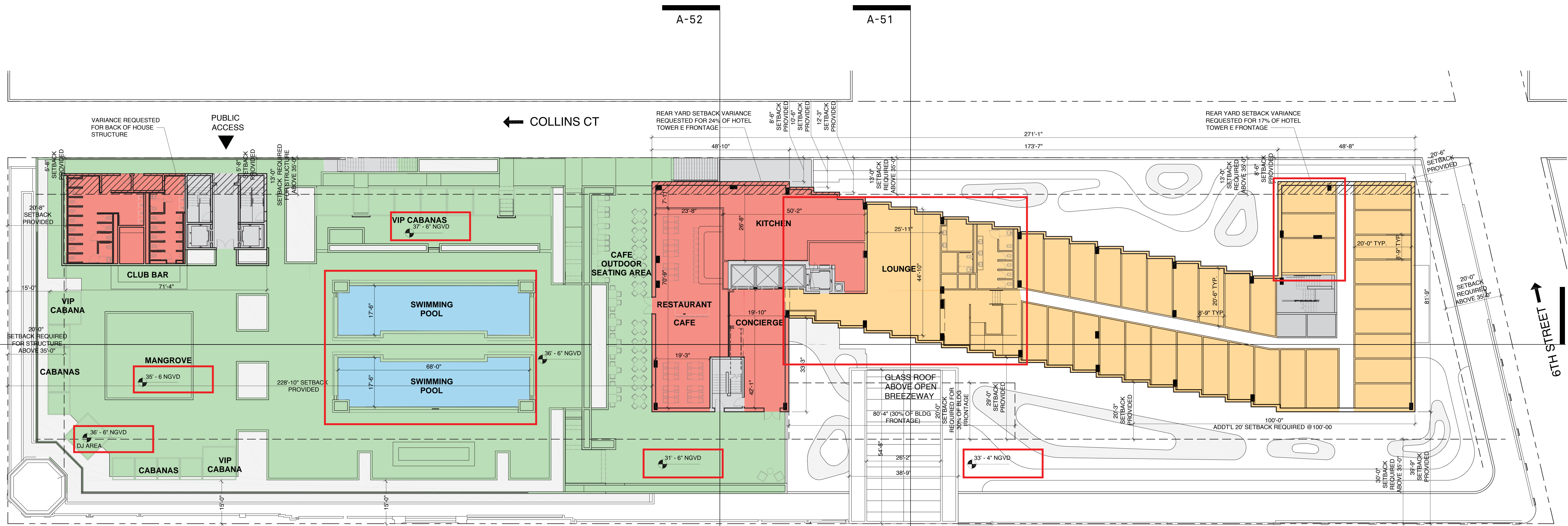
14 TYPE A* ROOMS: 182 GSF MIN
ROOM NUMBERS 318, 320-332

1 TYPE A* ROOM: 250 GSF
ROOM NUMBERS 319

33 TYPE B* ROOMS: 190 GSF MIN
ROOM NUMBERS 301-317, 333-348

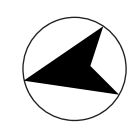
*SEE A-38 FOR ENLARGED FLOOR PLANS OF UNIT TYPES A AND B

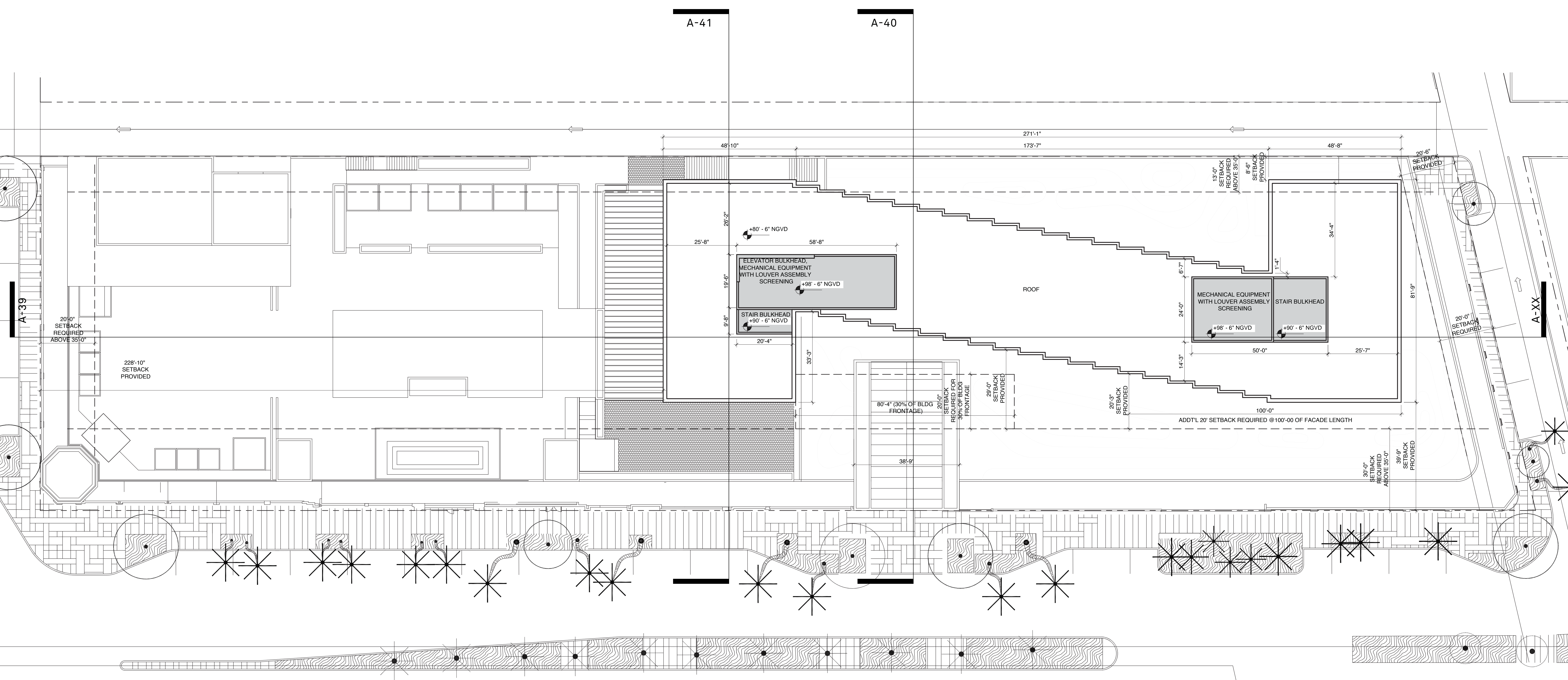




FLOOR 3:
 34 HOTEL ROOMS
 MIN ROOM SIZE 184 GSF

REVISED





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O'Brien Lighting Inc

Washington Squared LLC
Ken Fulk

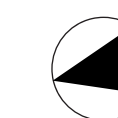
Raymond Jungles Inc.
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Wurst Wolfe &
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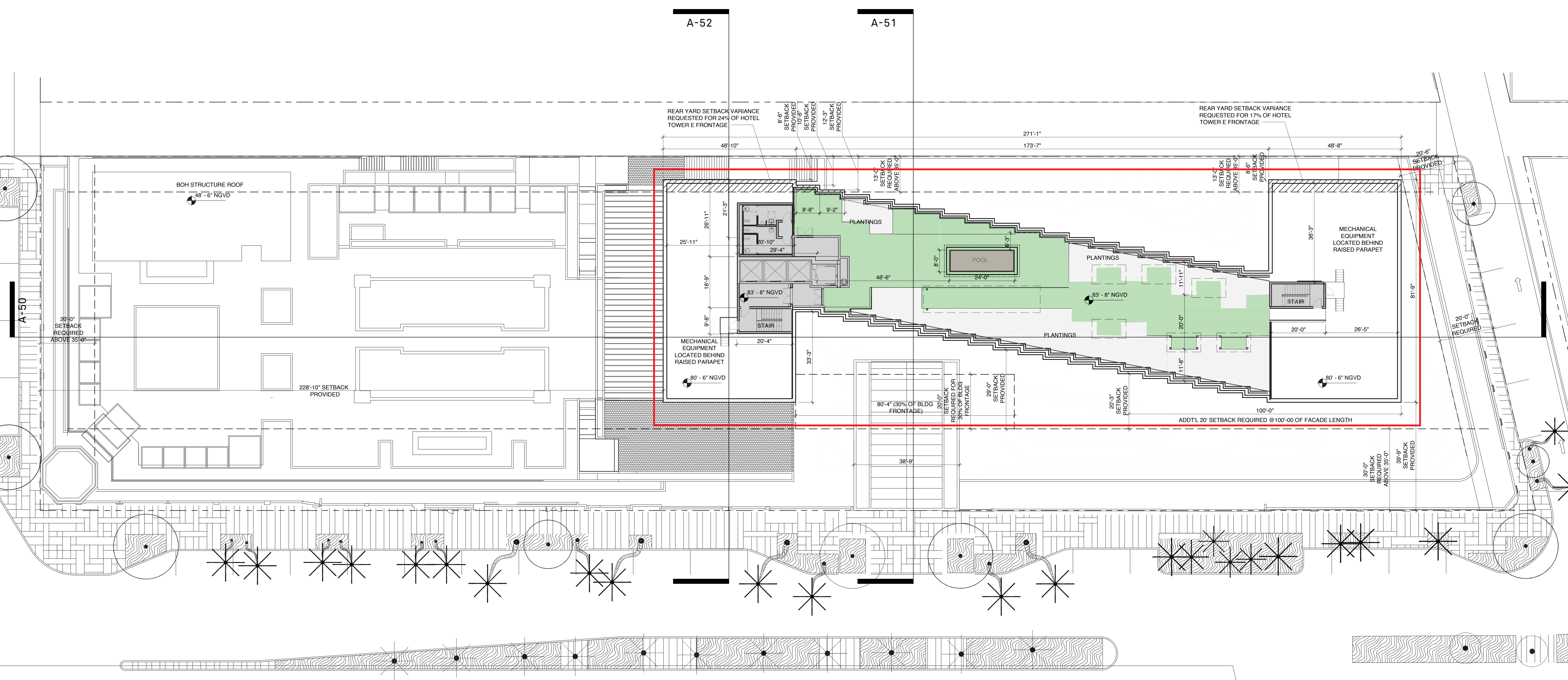
601-685 Washington Ave.
Miami Beach, FL

Roof Plan

Planning Board Final Submittal / 2 March 2016

APPROVED





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O'Brien Lighting Inc

Washington Squared LLC
Ken Fulk

Raymond Jungles Inc.
Nichols Brosch
Wurst Wolfe &
Associates

601-685 Washington Ave.
Miami Beach, FL

Roof Plan

Planning Board Modification - First Submittal / 16 November 2016

REVISED



THE AUDIO BUG, INC.

3800 HILLCREST DRIVE, # 102 • HOLLYWOOD, FL 33021-7937 • PHONE: 954-983-2788 • FAX: 954-983-2789 • audiobug1@aol.com

February 10, 2016

Thomas R. Mooney, Director
City of Miami Beach Planning Department
1700 Convention Center Drive, 2nd Floor
Miami Beach, Florida 33139
Phone: (305) 673-7550, Fax: (786) 394-4799

Reference: Conditional Use Permit Application
Imperial Companies Property
601 - 685 Washington Avenue
Miami Beach, Florida 33139

Dear Mr. Mooney,

This report provides an assessment of potential noise and sound impact at the above referenced property in conjunction with the Applicant's request for a conditional use permit for a Neighborhood Impact Establishment. This study is based on two site visits during which we were able to inspect the neighborhood, take photographs and gather acoustical measurement data for analysis.

Satellite images, architectural drawings, photographs and acoustical measurements in graphic format are provided to support our findings and recommendations. I welcome any comments or questions you and your staff may have pertaining to our sound study and look forward to assisting in any way possible.

Respectfully submitted,



Donald J. Washburn
President



Acoustical Society of America

601 - 685 Washington Avenue

Property Analysis

The subject property consists of a set of structures constructed between 1934 and 1948, occupying the entire block along the East side of Washington Avenue between 6th and 7th Streets. The Applicant is seeking a Conditional Use Permit for a rooftop pool deck with Live and DJ entertainment. Additionally, entertainment level music will be presented inside the restaurant. This study is intended to assess the potential for noise impact on neighboring residential properties. The rendering below in Figure 1 shows the proposed location of the pool deck.

The surrounding neighborhood is in great part commercial in nature. Records obtained from the Miami-Dade Property Appraiser’s web site have been utilized to assist in our analysis of potential noise impact on nearby residential properties. The properties most potentially affected are condominium properties located on the west side of Washington Avenue.

A satellite image of the subject property and surrounding area (Figure 2) shows relationships of the new hotel to nearby properties. A 240-foot radius circle centered on the pool deck indicates that the condo properties to the west fall just outside this circle. A distance of 240 feet represents an inverse-square-law attenuation of sound equal to approximately 27 decibels (dB), a significant equivalent acoustical distance between the proposed rooftop venue and these residential properties.

Outdoor entertainment-level music represents a significant acoustical challenge. Unless the sound system is well-controlled, music will likely be heard at some distance from the source. A carefully designed and adjusted sound system will be critical to a successful outcome.

The Washington Avenue corridor exhibits moderately high noise levels, even during the late hours of the evening. This condition can have a positive masking effect on music emanating from the rooftop pool deck and restaurant.



Figure 1 - Elevated isometric view from the Northwest

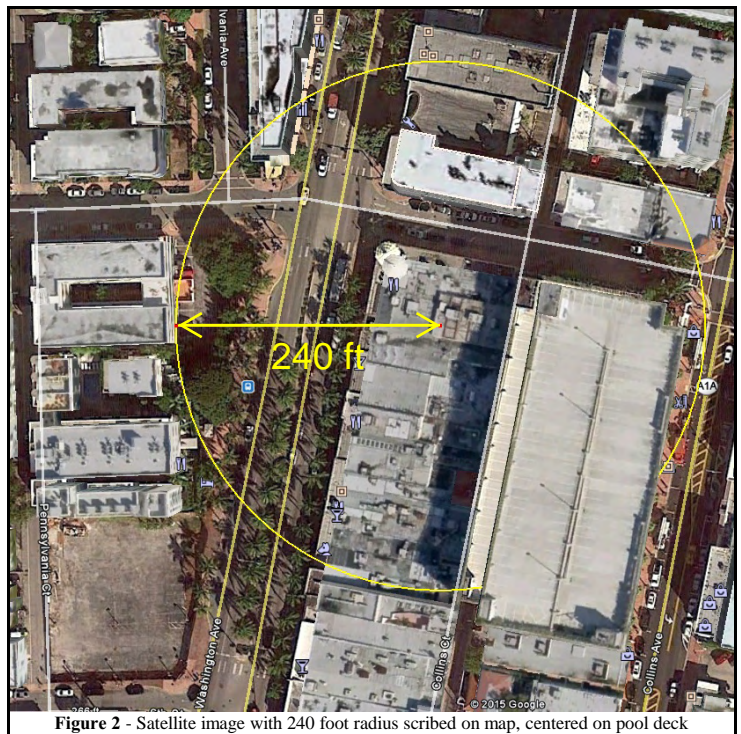


Figure 2 - Satellite image with 240 foot radius scribed on map, centered on pool deck

Acoustical Data Analysis

We conducted a site survey on Friday, November 13, 2015, beginning just after 11:00 p.m. Two sets of sound level measurements were taken along Washington Avenue between 6th and 7th Streets to quantify ambient noise levels. These measurements confirm that the most significant acoustical impact on the area is that of traffic noise.

The first represents a 5-minute period measured on the southeast corner of the intersection of Washington Avenue and 7th Street starting at 11:25 p.m. Here, the equivalent sound level (LA_{eq}) registered 68.7 dBA with a peak level (LA_{max}) registering 79.6 dBA. The ambient noise level (LA_{90}) registered 58.2 dBA.

The second measurement was recorded over a 30-minute period starting at 11:38 p.m. It represents sound levels observed while walking along both sides of Washington Avenue. The graph clearly illustrates the ebb and flow of traffic. LA_{eq} registered 68.0 dBA with peak levels (LA_{max}) in excess of 85 dBA representing the louder sounds typical of buses and motorcycles which regularly traverse this busy roadway. The ambient noise level (LA_{90}) registered 57.4 dBA.

We next performed a computer-assisted analysis of a simulated sound system suitable for this rooftop venue to analyze its sound propagation characteristics at various points of observation. Sound level maps and sound pressure levels at selected distances from the rooftop appear on pages 9 through 11. The system shown consists of 20 loudspeakers evenly distributed around the perimeter of the pool deck. These were adjusted to provide a uniform program level of 82 dBZ (unweighted), which is representative of moderate entertainment sound levels. Under these conditions, sound levels at the front façade of the Arcadia House Condo are predicted to be 68 dBZ or 62 dBA. This is 5 dB higher than the measured ambient noise level (LA_{90}) of 57.4 dBA and 6 dB lower than the measured LA_{eq} of 68.0 dBA. This 6 dB difference illustrates the previously mentioned masking effect provided by the traffic noise. In this case music would be perceived at a level 6 dB below the ambient noise present at the front façade of Arcadia House Condo. An additional advantage would be provided by the structure itself, especially when windows are closed.

The Applicant intends to limit hours of operation for entertainment on the pool deck to 8:00 p.m. Background music will extend beyond 8:00 p.m. until closing. Entertainment levels inside the restaurant will cease at 1:00 a.m. This will ensure that residents across the street will not be impacted during normal sleeping hours, 11:00 p.m. to 7:00 a.m. This provides an addition level of protection from unwanted noise throughout the neighborhood.

Summary

Sound generated by the rooftop pool deck's music system should be controlled to prevent excessive spill into the environment. Utilization of the attached sound system design specification will ensure that levels be maintained consistent with the concept of "entertainment level music." Maximum sound levels of 82 dBZ will result in sound levels 240 feet from the pool deck of 68 dBZ / 62 dBA or less, close to or below local long-term ambient noises levels (L_{90}) of 57.4 dBA. Traffic noise will introduce substantial masking of any music heard at this distance.

With a properly designed and calibrated sound system, the introduction of the rooftop pool deck venue into this neighborhood will have no negative noise impact on neighboring residential properties. The size and scale of the space should not significantly increase activity in the area. Restricted hours of operation of the sound system and the constant background noise of traffic will contribute to mitigating any impact that might be envisioned.

In my professional opinion, the proposed rooftop pool deck venue will have no adverse impact on neighboring residential properties nor will it present any violations of the City of Miami Beach's Noise Ordinance.



Site Photographs 601 Washington Avenue, Miami Beach, Florida



S.E. corner of intersection of Washington Avenue and 7th Street



Arcadia House Condo



N.W. corner of intersection of Washington Avenue and 7th Street



Angler's Hotel

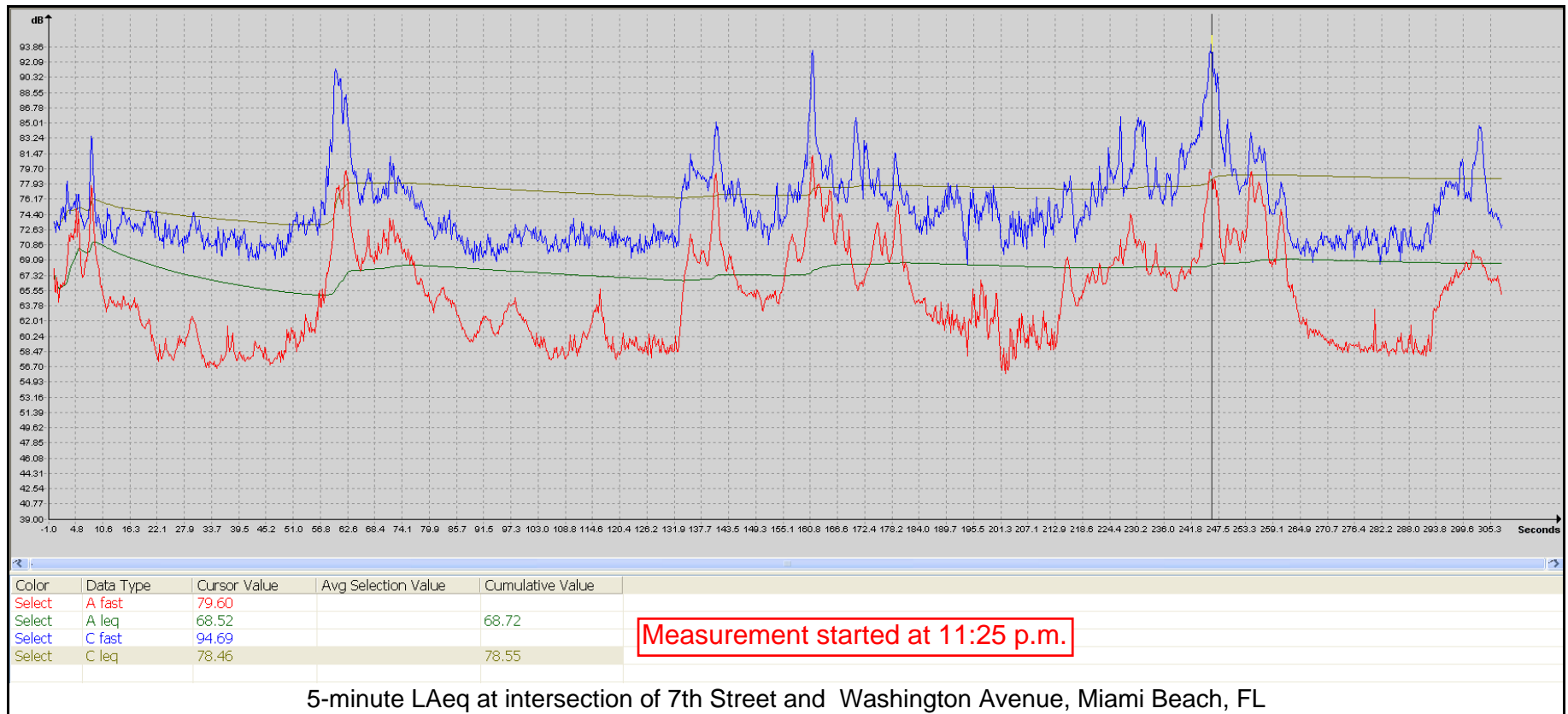


Ocean Beach Apartments - Pennsylvania Avenue

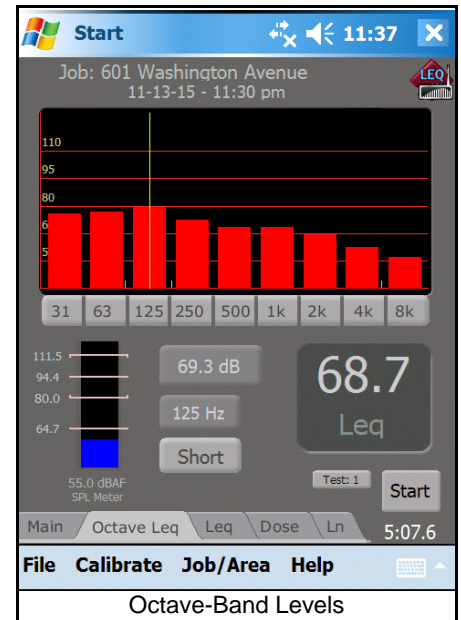
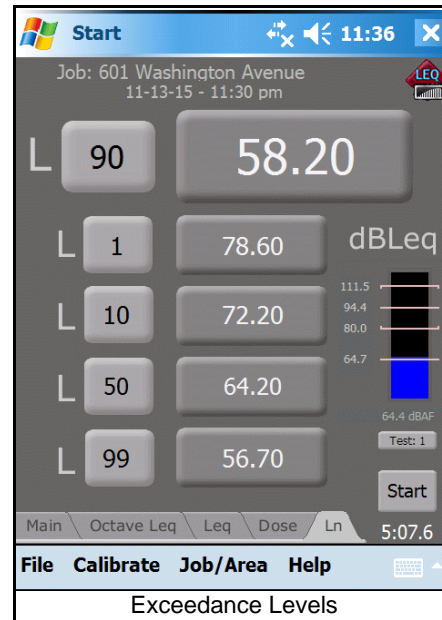
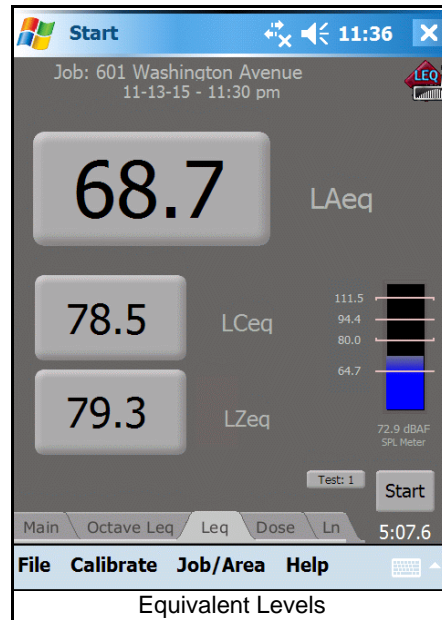
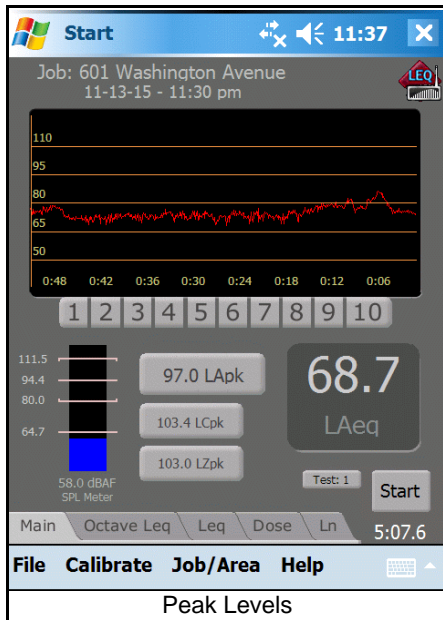


N.E. corner of intersection of Washington Avenue and 7th Street

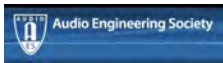
Nighttime Ambient Sound Level Measurements 601 Washington Avenue, Miami Beach, Florida



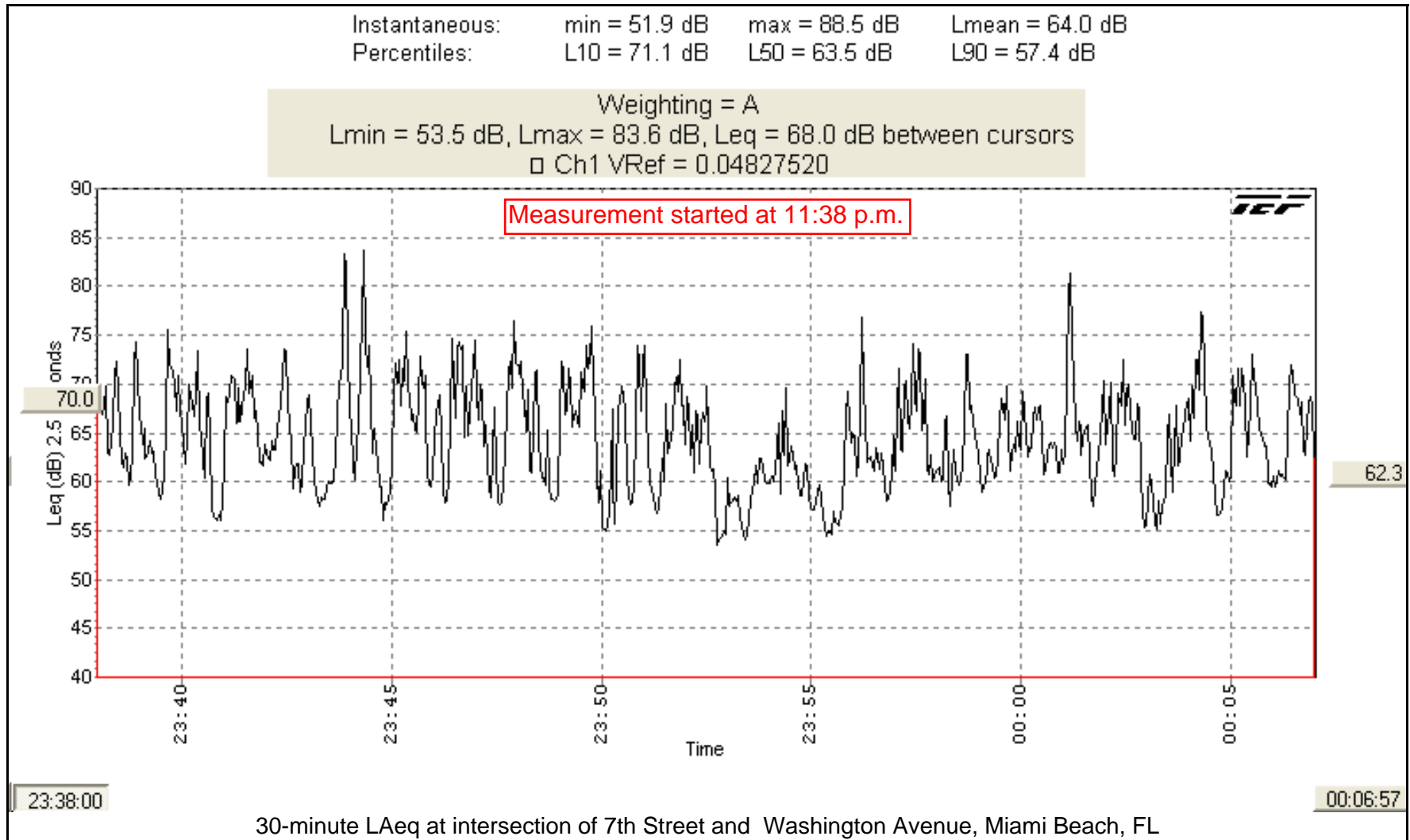
Nighttime Ambient Sound Level Measurements 601 Washington Avenue, Miami Beach, Florida



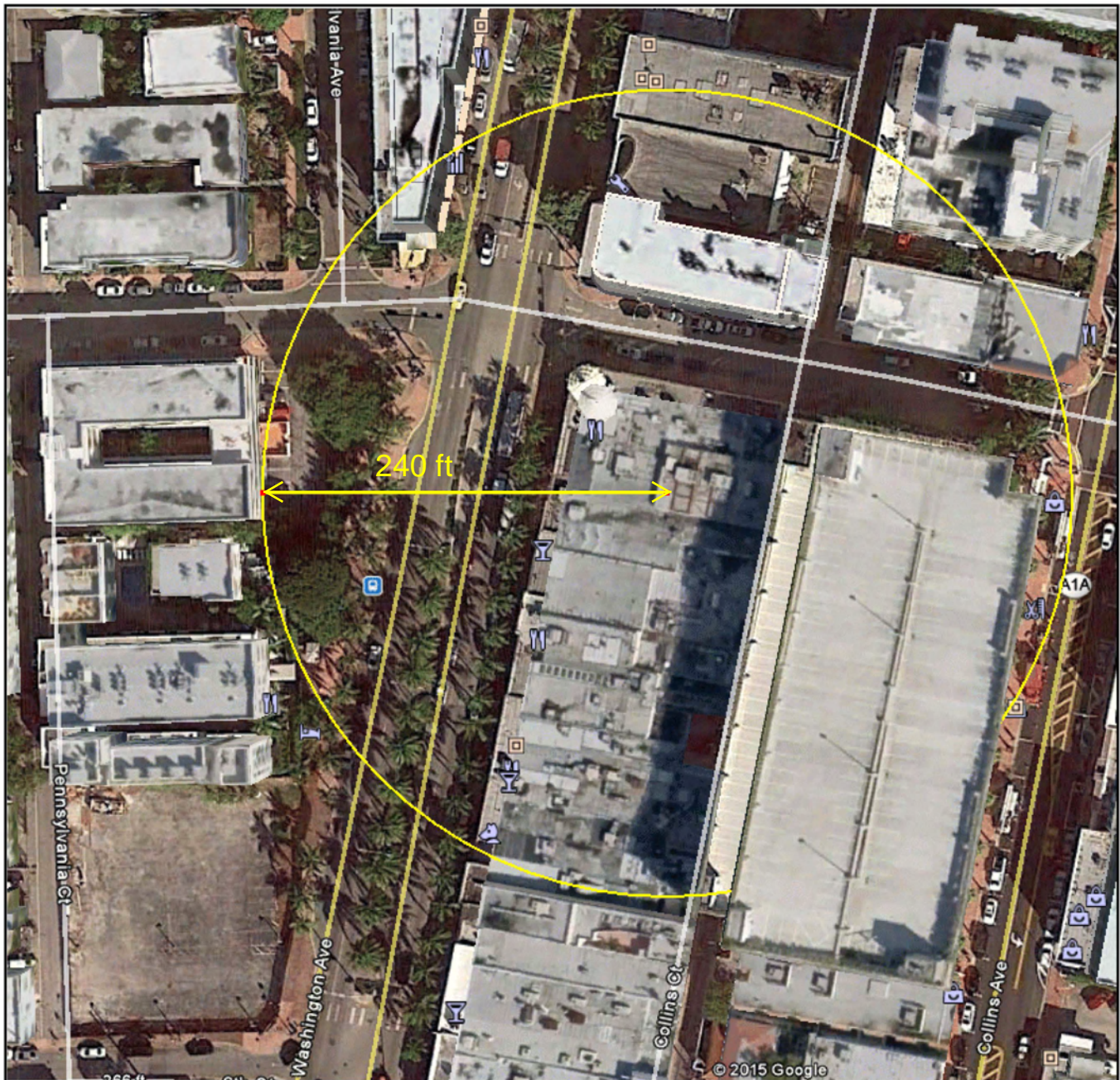
Measurement started at 11:25 p.m.



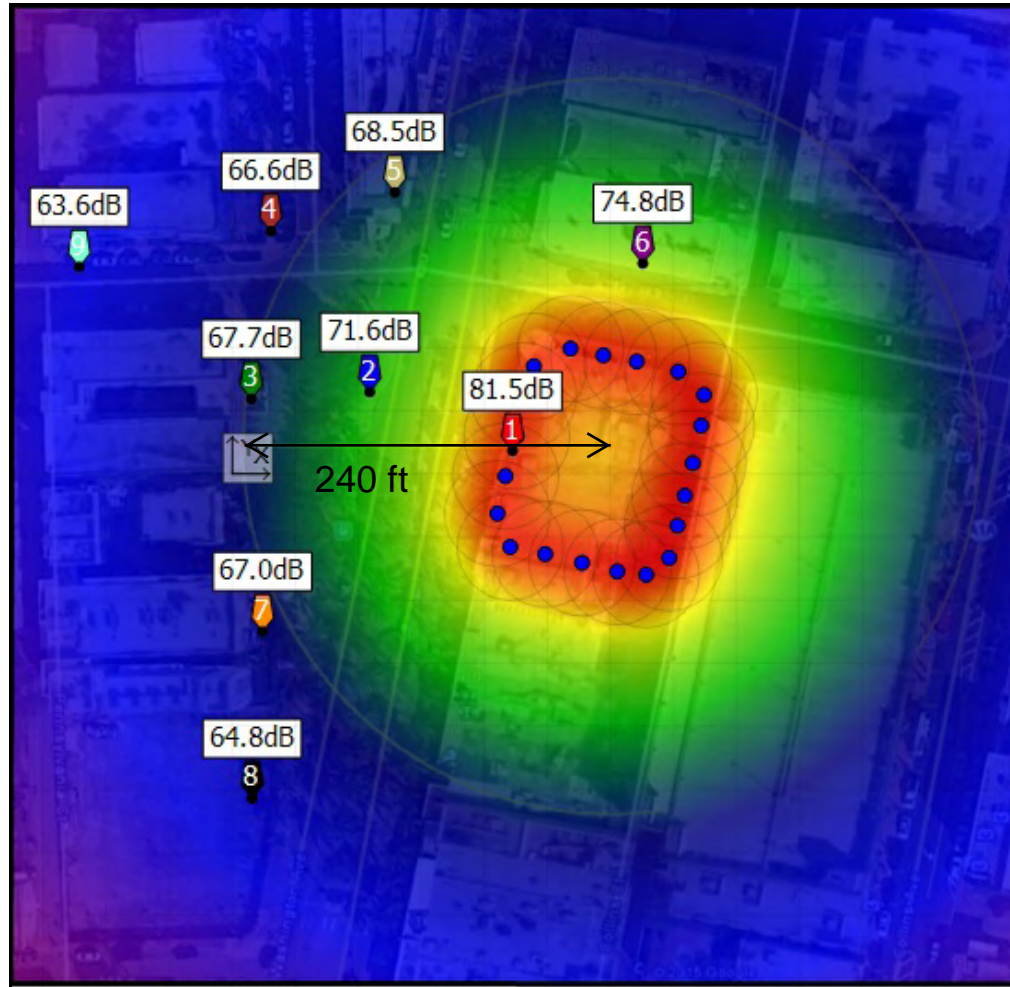
Nighttime Ambient Sound Level Measurements



Aerial Map 601 Washington Avenue, Miami Beach, Florida



Sound Propagation Map
601 Washington Avenue, Miami Beach, Florida
(Unweighted)



Sound Propagation Map
601 Washington Avenue, Miami Beach, Florida
(Unweighted)

