



Special Real Property Committee

2:00 p.m., Thursday, November 10, 2022

1207 Palm Boulevard

City Hall Council Chambers

Public Comment:

All citizens who wish to speak during the meeting must email their first and last name, address and topic to Nicole DeNeane, City Clerk, at nicoled@iop.net no later than **3:00 p.m. the day before the meeting**. Citizens may also provide written public comment here:

<https://www.iop.net/public-comment-form>


Agenda

1. **Call to order** and acknowledgment that the press and the public have been duly notified of the meeting in accordance with the Freedom of Information Act.
2. **Citizens Comments** - All comments shall be limited to 3 minutes.
3. **Purpose**
 - a. Discussion of parking layout options for the Intracoastal side of the marina to eliminate shared parking area and establish City parking and greenspace area and consolidate/expand Islander 71's exclusive parking lot
 - b. Discussion of installation of ADA compliant elevator in the marina restaurant
4. **Executive Session** - If needed.
5. **Adjournment**

REPORT DATE: 8/30/2022 9:28:03 AM FILE LOCATION: Y:\2022\2027 ACAD\0111\5900\ACTION DRAWING\5900.MXD

CONCEPT DESIGN NOTES

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1. PLAN IS NOT FOR CONSTRUCTION.
 2. ALL DIMENSIONS TO BE CONSIDERED APPROXIMATE AND TO BE VERIFIED BY A SURVEYOR.
 3. LAYOUT TO BE VERIFIED AND REVIEWED BY LOCAL PLANNING OFFICE FOR COMPLIANCE TO ZONING CODE.



CLINE
ENGINEERING
PROFESSIONAL DESIGN CONSULTING

HOPI MASTER PLAN

SITE PLAN

50 41ST AVENUE
ISLE OF PALMS, SOUTH CAROLINA

PROJECT MANAGER	MD
DRAWN BY	A/J
PROJECT DATE	AUGUST 202
JOB NUMBER	2204
SHEET NUMBER	

C

DISCLAIMER

INFORMATION REFLECTED IN THIS PLAN IS PROVIDED FOR GENERAL REFERENCE PURPOSES ONLY AND IS NOT INTENDED TO BE USED AS A SURVEY OR LEGAL DOCUMENT. ERRORS FROM NON-COMPLETION OF FEATURES FROM DIFFERENT SOURCES MAY BE PRESENT. CLINE ENGINEERING PLAN MAKES EVERY REASONABLE EFFORT TO ENSURE THAT THE INFORMATION PROVIDED HEREIN IS CURRENT AND ACCURATE. HOWEVER, CLINE ENGINEERING ASSUMES NO LIABILITY WHATSOEVER FOR ANY OMISSIONS, INACCURACIES, INCONSISTENCIES, COMPLETENESS, RELIABILITY, OR SUITABILITY OF THIS DATA FOR ANY PARTICULAR USE OR PURPOSE. CLINE ENGINEERING ASSUMES NO LIABILITY WHATSOEVER ASSOCIATED WITH THE USE OR MISUSE OF SUCH DATA.

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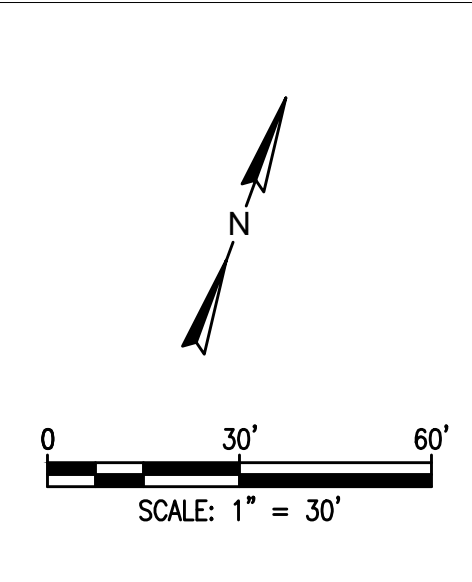
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NOT FOR
CONSTRUCTION

[illegible]

CLINE
ENGINEERING
PROFESSIONAL DESIGN CONSULTING

10P MASTER PLAN

SITE PLAN

50 41ST AVENUE
ISLE OF PALMS, SOUTH CAROLINA

PROJECT MANAGER	MDC
DRAWN BY	AJUR
PROJECT DATE	AUGUST 2022
JOB NUMBER	22947

SHEET NUMBER

G



Desirée Fragoso
City Administrator
City of Isle of Palms, SC
1207 Palm Boulevard
Isle of Palms, SC 29451

October 31, 2022

Re: **Islander 71 – Rooftop ADA Access**
Isle of Palms, South Carolina

Dear Desirée,

Thank you for reaching out to inquire about how best to accomplish the rooftop ADA access at Islander 71. After our visits and discussions on site we feel the best method for providing access is to install a commercial grade limited use/limited application elevator (LULA). In order to preserve views and to minimize the impacts to the restaurant we believe the elevator should be installed to the right of the main entrance.

The estimated cost to install the LULA, including the design and construction of the weatherproof hoistway/shaft on the exterior of the building, is in the range of \$300K to \$350K. Please see attached estimate, preliminary schedule, and drawings for what we would envision being installed.

The LULA appears to be the best option for the following reasons:

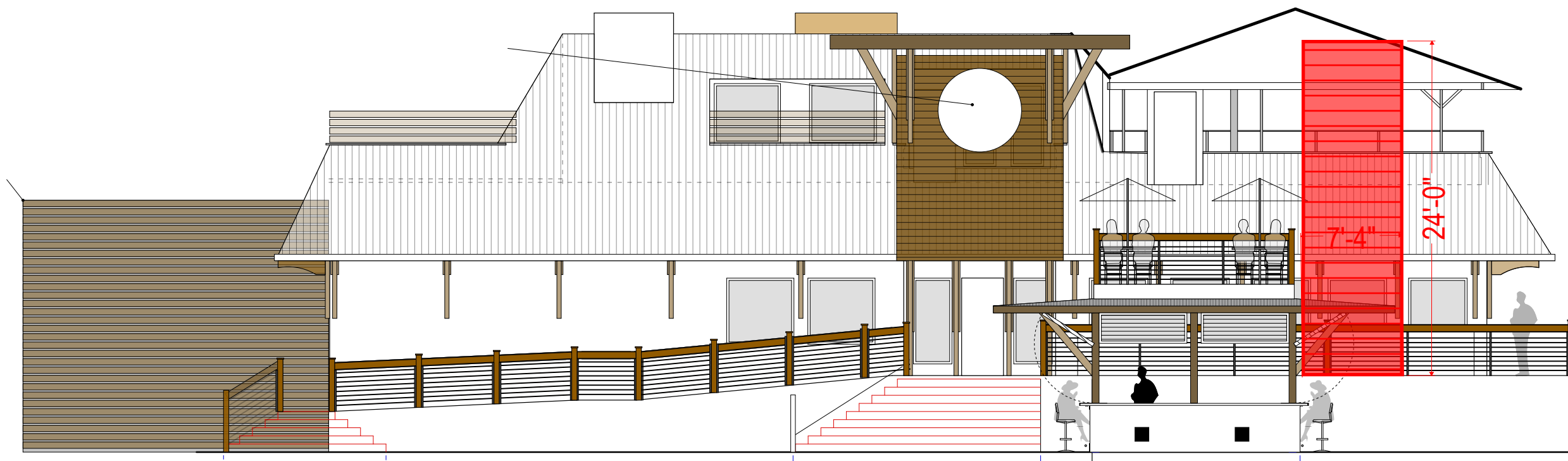
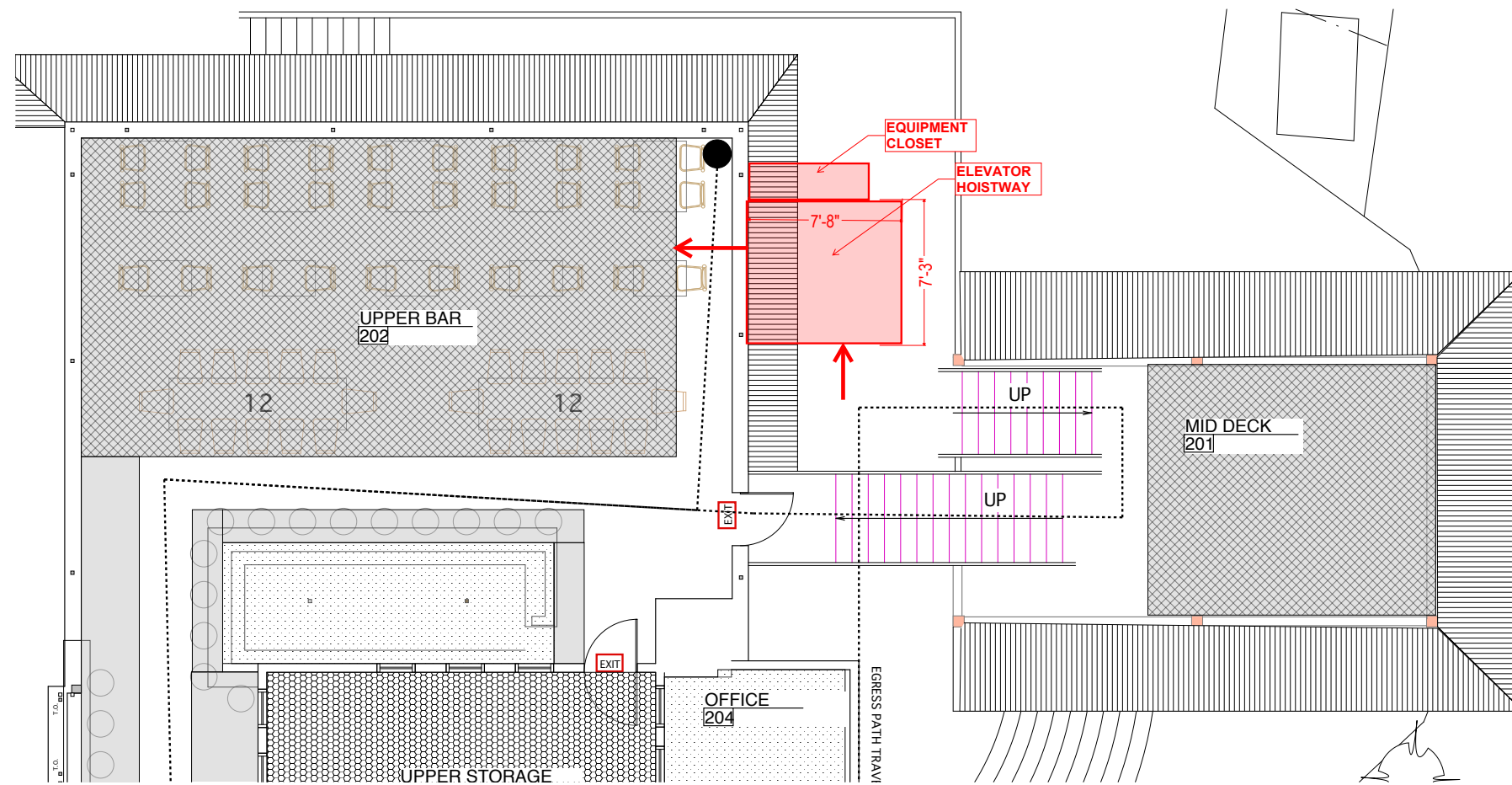
- No room exists on the interior of the building to accommodate the space needed for either an elevator or wheelchair lift
- Due to the travel distance from floor to floor a wheelchair lift isn't feasible due to the limitations of the wheelchair lifts that are available to the market
- Adding a wheelchair lift, similar to what you may see in a residence, that travels up and down stairs, is not allowed by the International Building Code. You could utilize a commercial grade stair lift but that would require substantial renovations to the existing stairs and would encroach on very valuable floor space and reduce restaurant income. Please also note that due to the harsh salt air environment a lift in this application would also be costly to maintain and keep operational.

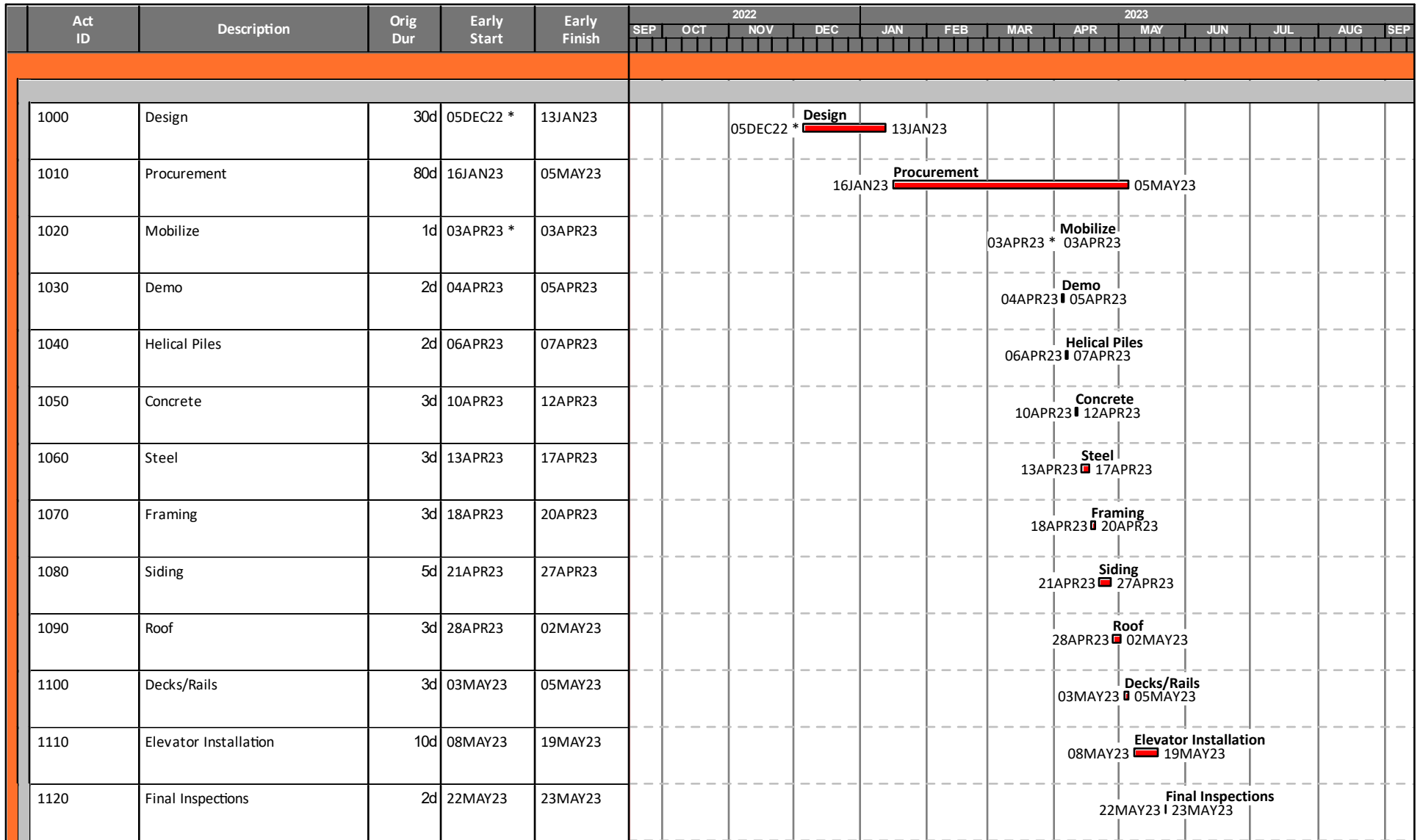
Thank you so much for the opportunity to assist. Please don't hesitate to reach out should you have any questions or any additional information.

Respectfully,

TRIDENT CONSTRUCTION

Chris Burrell
Senior Project Manager





Item	Description	Takeoff Qty	Total	
			Amount	
	CONC. FOUND/SLAB		18,540	
	CONCRETE		18,540	
5000	STEEL			
5500	Miscellaneous Metals			
----	Steel	2.00 tons	20,831	
	Miscellaneous Metals		20,831	
	STEEL		20,831	
6000	WOOD & PLASTICS			
6100	Rough Carpentry			
----	Framing	1.00 LS	15,299	
	Rough Carpentry		15,299	
	WOOD & PLASTICS		15,299	
7000	THERMAL & MOISTURE PROTCT			
7460	Siding			
----	Fiber Cement Siding	768.00 SF	11,999	
	Siding		11,999	
7467	Metal Siding			
----	Metal Roof	100.00 SF	2,604	
	Metal Siding		2,604	
	THERMAL & MOISTURE PROTCT		14,603	
8000	DOORS & WINDOWS			
8100	Doors, Frames & Hardware			
----	Doors/Hardware	2.00 EA	4,391	
	Doors, Frames & Hardware		4,391	
	DOORS & WINDOWS		4,391	
9000	FINISHES			
9910	Exterior Painting			
----	Exterior Painting	768.00 SF	2,500	
	Exterior Painting		2,500	
	FINISHES		2,500	

Item	Description	Takeoff Qty	Total	
			Amount	
14000	CONVEYING SYSTEM			
14200	Elevators			
----	LULA Elevator	1.00 LS		78,066
	Elevators			78,066
	CONVEYING SYSTEM			78,066
16000	DIVISION 16 - Electrical			
16001	Electrical			
----	Electrical	1.00 LS		14,061
	Electrical			14,061
	DIVISION 16 - Electrical			14,061

Estimate Totals

Description	Amount	Totals
Labor	12,365	
Material	3,484	
Subcontract	178,169	
Equipment	2,053	
Other	76,975	
	273,046	273,046
Building Permt	1,145	
Business License.	1,011	
Plan Review Fees	573	
Builders Risk (by owner)		
	2,729	275,775
GC Overhead & Fee	22,062	
	22,062	297,837
Escalation	14,892	
Construction Contingency	15,636	
Total		328,365



COASTAL ELEVATORS & LIFTS, LLC

P.O.Box 734
Johns Island, SC 29457

10/31/2022

Telephone 843-557-0106
Fax 843-557-0108

PROPOSAL SUBMITTED TO

Trident Construction

Ref: Islander 71

WE HEREBY PROPOSE TO FURNISH ALL THE MATERIALS AND PERFORM ALL THE LABOR NECESSARY FOR THE COMPLETION OF:

Furnish and install one elevator as listed below:

- A. Commercial application
- B. Two stop operation
- C. 1500# capacity
- D. Hydraulic
- E. Travel up to 200"
- F. 7' cab with gate track raised to accommodate $\frac{3}{4}$ " flooring
(supplied/installed by others)
- G. Adjacent opening on cab
- H. Stainless steel cab
- I. Unfinished sub floor
- J. Standard COP and hall stations, brushed stainless
- K. Automatic sliding cab and landing doors(stainless)
- L. Pit depth 24"
- M. Homing feature
- N. Telephone jack inside cab
- O. Three year warranty on all parts and one year labor

All shaft construction, doors* **(please see code below)**, doorknobs, weather-stripping, sheetrock, painting, threshold trimming, 2-2x12 support rails, **electrical circuits** and pit furnished by others.

ALL MATERIAL IS GUARANTEED TO BE AS SPECIFIED, AND THE ABOVE WORK TO BE PERFORMED IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS SUBMITTED FOR ABOVE WORK IN A SUBSTANTIAL WORKMANLIKE MANNER FOR THE SUM OF: **(\$74,950.00)**

WITH PAYMENT TO BE MADE AS FOLLOW:

60% deposit to order unit
25% within 20 days of installation
15% within 20 days of completion

ANY ALTERATION OR DEVIATION FROM ABOVE SPECIFICATIONS INVOLVING EXTRA COSTS, WILL BE EXECUTED ONLY UPON WRITTEN ORDERS, AND WILL BECOME AN EXTRA CHARGE OVER AND ABOVE THE ESTIMATE. ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS OR DELAYS BEYOND OUR CONTROL. OWNER TO CARRY FIRE, TORNADO AND OTHER NECESSARY INSURANCE UPON ABOVE WORK. WORKMEN'S COMPENSATION AND PUBLIC LIABILITY INSURANCE ON ABOVE WORK TO BE TAKEN OUT BY COASTAL ELEVATORS & LIFTS, LLC.

PER Allison Williams

NOTE--WE MAY WITHDRAW THIS PROPOSAL IF NOT ACCEPTED WITHIN 30 DAYS.

Please note our web page at: www.coastalelevators.com

*** ASME A17.1-2016**

Note 1 Rule 5.3.1.7.2

The clearance between the landing door (closed position) and the hoistway edge of the landing sill (flooring). The distance between the hoistway face of the landing door (closed position) and the edge of the landing sill shall not exceed $\frac{3}{4}$ ".

Note 2 Rule 5.3.1.8.3

The clearance between the landing door (closed position) and the car doors or gates. Must reject 4" diameter ball at all points when hoistway door and car door are in fully closed position.

Please refer to this code when planning your hoistway door locations.

Final payment is due 20 days after services are completed. Any unpaid balance will earn interest at the rate of 1 ½% per month. In the event an unpaid account is turned over to an attorney or collection agency, the customer/client agrees to pay all fees and costs incurred.

HYDRAULIC ELEVATOR DATA

GENERAL DATA

CAR SLING

PLATFORM

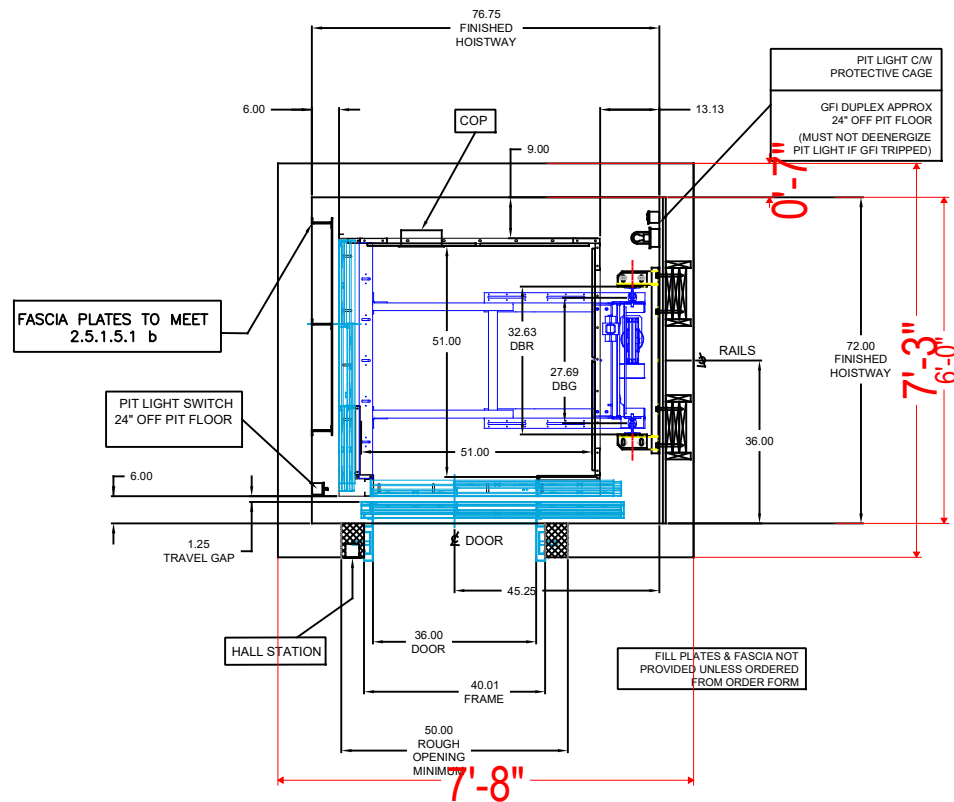
WEIGHTS

HYD DETAILS

TYPE	LU/LA
CLASSIFICATION	1:2 ROPED
CAPACITY	635 kg (1400 lbs)
GROSSLOAD	1433 kg (3156 lbs)
HOISTWAY NEMA CONDITION	NEMA-1
MACHINE ROOM NEMA CONDITION	NEMA-1
SEISMIC ZONE	N/A
ELEVATOR SPEED	0.15 m/s 30fpm
LEVELING TYPE	TAPE READER
CONTROLLER	VIRGINIA CONTROLS PLC/RELAY
EMERGENCY LOWER	BATTERY BACK-UP AND MANUAL VALVE
LIMIT SWITCHES	TOP/BOTTOM/HOISTWAY ACCESS
CYLINDER LENGTH	TO BE UPDATED ON FINAL DRAWINGS
NUMBER OF STOPS	2
CAB DESIGN	90 DEGREE
POWER SUPPLY	220V 1-PHASE/3WHP
CAB HEIGHT	86" STANDARD
LANDING ENTRANCE FINISH	STEELLESS STEEL
CAB DOOR FINISH	STEELLESS STEEL
CAB FRAME REVEALS	STEELLESS STEEL
CAB CEILING FINISH	STEELLESS STEEL
RAISED WALL FINISH	STEELLESS STEEL
HALL STATIONS	WELESS WITH DPI
FIXTURES AND HANDRAIL FINISH	STAINLESS STEEL #8
MISCELLANEOUS	
FIREFIGHTERS PHASE I SERVICE	N/A
FIREFIGHTERS PHASE II SERVICE	REQUIRED
LANDING LABELS	T&D
MAIN EGRESS LANDING	T&D
SPECIAL ITEMS	
LIGHTS	4 LED STAINLESS BRUSHED #4
MAX. RAIL BRACKET SPACING	70" (1800MM)
CAR RAILS	12kg/m (8lbs/ft)
TRAVEL CABLE LENGTH	TBD
BUILDING EMERGENCY POWER	N/A
CROSSHEAD	FORMED 3/16" HRS w/ GUSSETS bc: 14.68in ³ Sx: 3.34 in ³
UPRIGHT	FORMED 10 ga HRS bc: .91 in ³ Sx: 2.32 in ³
PLANK CHANNEL	FORMED 10 ga & 1/4" PLATE bc: 9.09 in ³ Sx: 2.89 in ³
PLANK EXTENSION	2" x 4" x 1/8" HR Rect. HSS bc: 2.82 in ³ Sx: 1.41 in ³
SHACKLE ATTACH PLATE	FORMED 3/16" w/ 1/4" PLATE
PLATFORM TYPE	WELDED FRAME WITH 14 ga HR TOP PLATE
FRONT MEMBER	3/8" x 1-1/2" HR FB
REAR MEMBER	1-1/2" x 2" x 1/4" HR L
SIDES MEMBERS (QTY: 2)	1-1/2" x 2" x 1/4" HR L
JOISTS MEMBERS (QTY: 4)	1-1/2" SQ X .065" ERW TUBE
SILL REVEAL HEIGHT	5/8"
CAB INSIDE AREA	17.5 sq ft
TOE GUARD	LOW PIT
SILL TYPE	VICTORY DOOR ALUMINUM
CAB WEIGHT	528 kg (1160 lbs)
CAR SLING WEIGHT	143 kg (316 lbs)
PLUNGER WEIGHT	60 kg (132 lbs)
PUMP UNIT (W/OUT OIL)	68 kg (150 lbs)
TRAVELING CABLE	1.27kg/m (.85lbs/ft)
SHEAVE WEIGHT	25kg (56 lbs)
CYLINDER DIAMETER	114.3 mm (4.5")
CYLINDER WALL THICKNESS	4.0 mm (.157")
PLUNGER DIAMETER	90 mm (3.54")
PLUNGER WALL THICKNESS	7.5 mm (.296")
PIPING IN HOISTWAY/ THRU WALL	SCHED 80 ASTM A106/ASME SA106 Class B 3/4"
HOSE IN MACHINE ROOM	Parlier 302/301-8 WP 28.0 MPa 4000psi ISCI436-1/2SN/SAE 100R2
WORKING PRESSURE	4.27 MPa (620 psi)
MOTOR	5HP
VALVE	BLAIN EV100

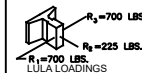
FILL PLATES NOT PROVIDED
UNLESS ORDERED FROM ORDER FORMA 50" wide X 92" high ROUGH OPENING IS REQUIRED AT THE
CENTERLINE AS SHOWN ON LAYOUT FOR LANDING DOOR FRAMES.
GENERAL CONTRACTOR TO FILL IN AROUND DOOR FRAMES AFTER
FRAMES HAVE BEEN INSTALLED BY CEI

1ST FLOOR LAYOUT SHOWN

THIS DRAWING REFLECTS OUR INTERPRETATION OF THE INFORMATION
THAT YOU THE DEALER PROVIDED ON THIS PRODUCT'S ORDER FORM.
THIS INFORMATION IS YOUR RESPONSIBILITY AND IS THE BASIS
FROM WHICH THIS CUSTOM APPLICATION DESIGN IS DERIVED.
PLEASE INDICATE YOUR REQUESTED ACTION BY CHECKING ONE OF THE
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MANUFACTURE THIS PRODUCT PER INFORMATION DEPICTED ON THIS DRAWING
NO REAPPROVAL REQUIRED☐ APPROVED AS NOTED
MAKE CHANGES AS NOTED BEFORE MANUFACTURE☐ CHANGES AND REAPPROVAL ARE REQUIRED
DO NOT MANUFACTURE THIS PRODUCT UNTIL CHANGES AS SHOWN ON DRAWING ARE CORRECTED
SEND CORRECTED DRAWINGS FOR REAPPROVAL PRIOR TO MANUFACTURE☐ REVISED DRAWINGS REQUIRED

SIGNATURE _____

DATE _____

CAMBRIDGE ELEVATING INC. RESERVES THE RIGHT TO ALTER
DRAWINGS WITHOUT NOTICE.☒ CAMBRIDGE ELEVATING INC. IS NOT RESPONSIBLE FOR THE
STRUCTURAL DESIGN OF THE BUILDING AND ITS ABILITY
TO SUPPORT THE ELEVATOR LOADS AND/OR REACTIONS.☒ THIS LULA ELEVATOR CONFORMS TO:
ASME A17.1-2016, PART 5, SEC 5.2, LULA ELEVATOR.CAMBRIDGE
ELEVATING INC.181 SHEARSON CRESCENT
CAMBRIDGE ONTARIO
N1T 1J3

PROJECT: ISLANDER 71

LOCATION:

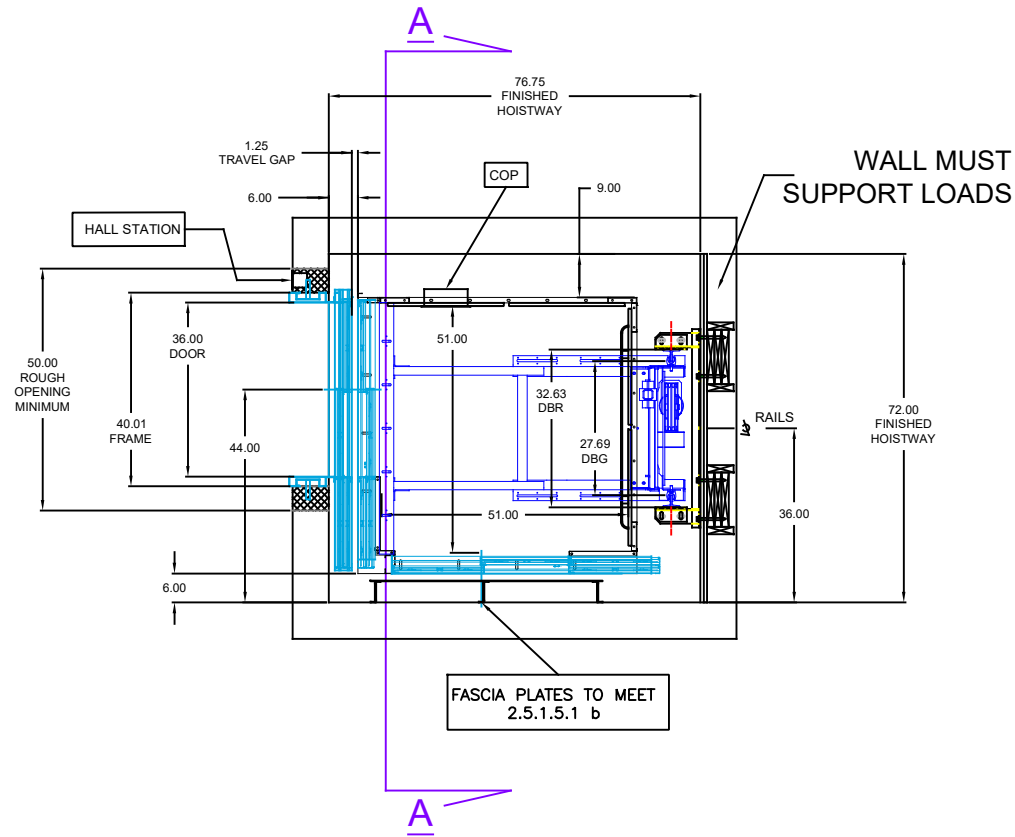
CONTRACTOR: COASTAL ELEVATORS

DATE: 21SEPT2022

REV A

2ND FLOOR LAYOUT SHOWN

REVISIONS		
REV	DESCRIPTION	DATE
A	ORIGINAL DRAWINGS	21SEPT22



SECTION A-A
SEE SHEET 3

CAMBRIDGE
ELEVATING INC.

181 SHEARSON CRESCENT
CAMBRIDGE ONTARIO
N1T 1J3

PROJECT: ISLANDER 71

LOCATION: JOB ADDRESS

CONTRACTOR: COASTAL ELEVATORS

DWG BY: NB DWG NO. 2022XXXX-01

SCALE: NTS 21SEPT2022 REV A

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☐ REVISED DRAWINGS REQUIRED

SIGNATURE _____ DATE _____


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UNLESS ORDERED FROM ORDER FROM

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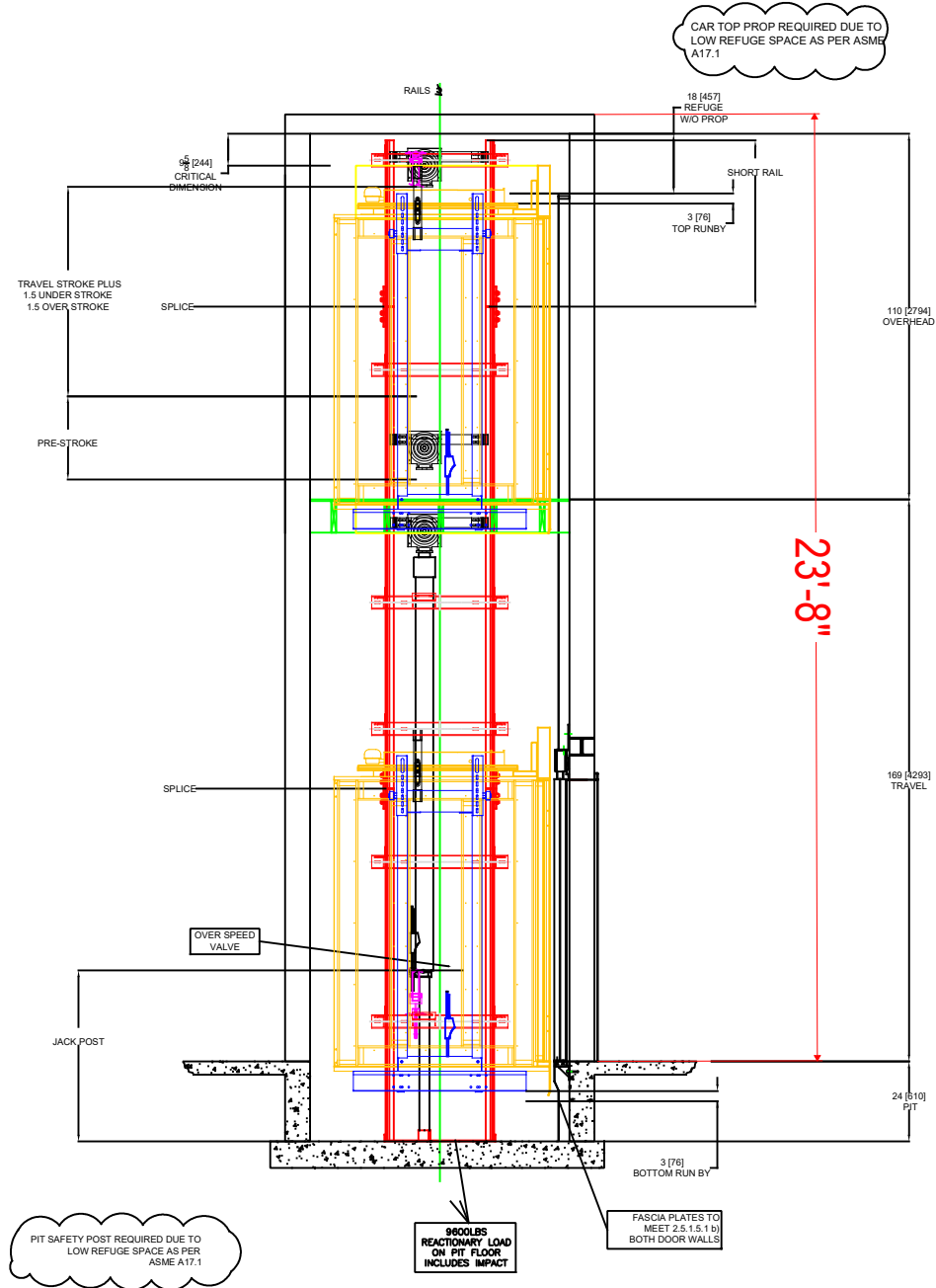
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☒ THIS LULA ELEVATOR CONFORMS TO:
ASME A17.1-2016, PART 5, SEC 5.2, LULA ELEVATOR.

 $R_s = 700$ LBS.
 $R_d = 225$ LBS.
 $R_t = 700$ LBS.
LULA LOADINGS

SECTION A-A

REVISIONS		
REV	DESCRIPTION	DATE
A	ORIGINAL DRAWING	21SEP22



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N1T 1J3

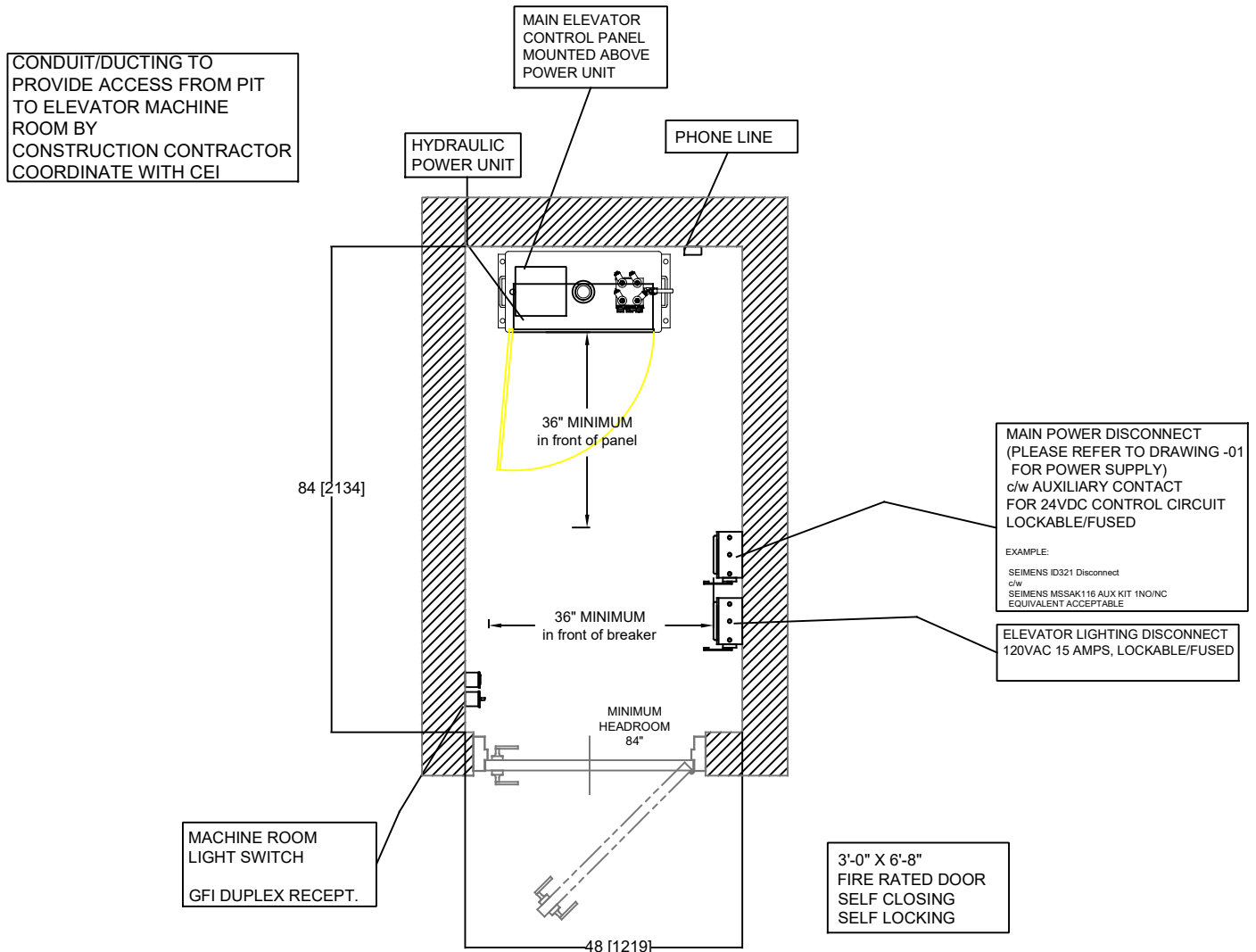
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☒ THIS LULA ELEVATOR CONFORMS TO:
ASME A17.1-2014, PART 5, SEC 5.5, LULA ELEVATOR.



PAGES:	ISLANDER 71
LOCATION:	JOB ADDRESS
CONTRACTOR:	COASTAL ELEVATORS
DATE:	2022XXXX-01
REV:	21SEP2022
REV A	REV A

MACHINE ROOM LAYOUT (TYPICAL)



GENERAL CONTRACTOR TO PROVIDE:

A MACHINE ROOM BUILT TO CONFORM TO THE LAYOUT DRAWINGS, AND LOCAL CODE REQUIREMENTS. IT SHALL HAVE SUITABLE ACCESS, A SELF CLOSING / SELF LOCKING DOOR, A CONVENIENCE OUTLET, LIGHTING AND LIGHT SWITCH.

MACHINE ROOM TEMPERATURE MUST BE MAINTAINED BETWEEN 50 AND 95 DEGREES FAHRENHEIT. RELATIVE HUMIDITY NOT TO EXCEED 95%. PASSIVE VENTILATION OR HVAC MAY BE REQUIRED. ALL VENTING MUST COMPLY WITH FIRE REGULATIONS, i.e. FUSIBLE LINK DAMPERS/DOOR VENTS

A POWER SUPPLY AS SPECIFIED ON LAYOUT DRAWING "-01", (5HP) SERVICE, TO A LOCKABLE SAFETY DISCONNECT SWITCH FUSED WITH TIME DELAY FUSES AND AUXILIARY CONTACT SHALL BE FURNISHED IN THE MACHINE ROOM TYPICAL DISCONNECT PART No. SEIMENS ID361 C/W SEIMENS MSSAK116 AUX KIT 1NO/NC CONTACTS OR EQUIV.

A 120VAC, SINGLE PHASE, 15 AMP SERVICE TO A LOCKABLE, FUSED, DISCONNECT SWITCH OR CIRCUIT BREAKER LOCATED IN THE MACHINE ROOM SHALL BE PROVIDED FOR THE CAB LIGHTING IN ACCORDANCE WITH N.E.C..

A SEPARATE (DEDICATED) TELEPHONE LINE TO THE MACHINE ROOM AND TIED INTO THE ELEVATOR CONTROLLER PHONE LINE MUST BE MONITORED 24HRS/7 DAYS PER WEEK BY LIVE, AUTHORIZED RESPONDER

MACHINE ROOM AND HOISTWAY CANNOT CONTAIN ANY MACHINERY, CONTROL PANELS, DUCTING, WIRING OR PIPING THAT IS NOT DIRECTLY INVOLVED WITH THE ELEVATOR

MACHINE ROOM TO BE CONSTRUCTED IN ACCORDANCE WITH ASME A17.1 SECTION 5.2 ELEVATOR CODE, LOCAL ELECTRICAL CODE AND ALL LOCAL BUILDING AND FIRE CODES

CAMBRIDGE
ELEVATING INC.

181 SHEARSON CRESCENT
CAMBRIDGE ONTARIO
N1T 1J3

PROJECT: ISLANDER 71

LOCATION: JOB ADDRESS

CONTRACTOR: COASTAL ELEVATORS

DWG BY: NB

DWG NO.

2022XXXX-04

SCALE: NTS

21SEPT2022

REV A

PROVISIONS / WORK BY OTHERS.

- 1) FINISHED HOISTWAY PLUMB WITHIN 1/2 INCH FROM TOP TO BOTTOM, AND CONFORMING TO THE DIMENSIONS INDICATED ON THE LAYOUT DRAWINGS PROVIDED. ALL WALLS AND SIDE MEMBERS MUST BE SQUARE AND EXTEND FROM PIT FLOOR TO THE CEILING OF THE SHAFT. INSIDE SURFACE OF THE HOISTWAY MUST BE FLUSH. INTERIOR OF HOISTWAY AND DOORS SHOULD BE FINISHED PRIOR TO THE INSTALLATION OF THE LIFT. HOISTWAY MUST BE CONSTRUCTED IN ACCORDANCE WITH ASME A17.1-(SEE LAYOUT DRAWING "-01" FOR CODE YEAR) AND ALL PROVINCIAL AND LOCAL BUILDING CODE REQUIREMENTS
- 2) ADEQUATE SUPPORTS SHALL BE PROVIDED FOR FASTENING RAIL BRACKETS AS INDICATED ON THE LAYOUT DRAWINGS. SUPPORTS MUST WITHSTAND RAIL FORCES INDICATED. THE ELEVATOR CONTRACTOR IS NOT RESPONSIBLE FOR THE STRUCTURAL DESIGN OF THE BUILDING AND ITS ABILITY TO SUPPORT THE ELEVATOR LOADS AND/OR REACTIONS.
- 3) WHERE WOOD FRAME CONSTRUCTION IS USED, REFER TO RAIL LOAD DRAWING AND CONSULT BUILDING PROJECT ARCHITECT/ENGINEER TO DESIGN RAIL SUPPORT WALL.
- 4) FOR MASONARY WALLS, INSERTS SHALL BE PROVIDED BY THE ELEVATOR CONTRACTOR AND INSTALLED BY THE GENERAL CONTRACTOR.
- 5) TOTAL TRAVEL DISTANCE FROM FINISHED BOTTOM FLOOR TO FINISHED TOP FLOOR MUST BE HELD WITHIN 1" OF THAT SHOWN ON THE LAYOUT DRAWINGS.
- 6) OVERHEAD CLEARANCE: (TOP FLOOR TO UNDERSIDE OF HOISTWAY CEILING OR OBSTRUCTION) TO BE MAINTAINED PER THE LAYOUT DRAWINGS. IF ANY OF THE SHAFTWAY DIMENSIONS CANNOT BE ACHIEVED, CONTACT THE FACTORY FOR ALTERNATE ARRANGEMENTS.
- 7) A POURED PIT CONFORMING TO THE DIMENSIONS INDICATED ON THE LAYOUT DRAWINGS MUST BE PROVIDED. THE PIT MUST BE DESIGNED FOR THE IMPACT LOAD INDICATED AND MUST BE DRY AND LEVEL FROM WALL TO WALL.
- 8) A SUMP PUMP IS NOT NECESSARY UNLESS REQUIRED BY SITE CONDITIONS OR LOCAL BUILDING CODE (OR POINT 9). IF A SUMP PUMP IS REQUIRED, COORDINATE LOCATION WITH THE ELEVATOR CONTRACTOR
- 9) A SPRINKLER IS NOT REQUIRED BY ELEVATOR CODE. A SPRINKLER IS NOT DESIRED BY CAMBRIDGE ELEVATING. IF A SPRINKLER IS INSTALLED IN THE HOISTWAY A DRAIN OR SUMP MUST BE SUPPLIED. ENVIRONMENTAL ISSUES MAY APPLY DUE TO OIL SEPARATION REQUIREMENTS WHICH ARE THE RESPONSIBILITY OF THE BUILDING GENERAL CONTRACTOR. CONSULT LOCAL BUILDING DEPARTMENT
- 10) A PIT LIGHT WITH PROTECTIVE CAGE, LIGHT SWITCH AND DUPLEX GFI RECEPTACLE ARE TO BE INSTALLED IN THE PIT AND WIRED BY GENERAL CONTRACTOR'S ELECTRICIAN AS PER LAYOUT DRAWINGS.
- 11) ALL SCREENS, RAILINGS, STEPS, AND LADDERS AS REQUIRED FOR A LEGAL HOISTWAY.
- 12) BARRICADES OUTSIDE ALL HOISTWAY OPENINGS FOR PROTECTION SHALL BE PROVIDED AND INSTALLED BY THE GENERAL CONTRACTORS.
- 13) ROUGH OPENINGS FOR LANDING DOORS MUST BE 50" WIDE X 92" HIGH WITH A STRUCTURAL HEADER AT LEAST 10" HIGH ABOVE OPENING. ROUGH OPENING TO BE LOCATED AS PER LAYOUT DRAWING. BUILDING GENERAL CONTRACTOR IS RESPONSIBLE FOR FILLING IN AROUND DOOR FRAMES AFTER ELEVATOR INSTALLATION.
- 14) ALL WALL PATCHING, PAINTING, AND GROUTING BY OTHERS.
- 15) AN ADJACENT MACHINE ROOM BUILT TO CONFORM TO THE LAYOUT DRAWINGS, C.E.C., ASME A17.1-(SEE LAYOUT DRAWING "-01" FOR CODE YEAR), AND ALL PROVINCIAL AND LOCAL CODE REQUIREMENTS. IT SHALL HAVE SUITABLE ACCESS, A SELF CLOSING / SELF LOCKING DOOR, A CONVENIENCE OUTLET, AND LIGHT SWITCH. MACHINE ROOM TEMPERATURE MUST BE MAINTAINED BETWEEN 10 AND 35 DEGREES CELSIUS. RELATIVE HUMIDITY NOT TO EXCEED 95%.
- 16) A (SEE SPEC SHEET FOR POWER SUPPLY), 5HP SERVICE, WITH NEUTRAL, TO A LOCKABLE SAFETY DISCONNECT SWITCH FUSED WITH TIME DELAY FUSES SHALL BE FURNISHED IN THE MACHINE ROOM IN ACCORDANCE WITH C.E.C.. AN ADDITIONAL NORMALLY OPEN ELECTRICAL INTERLOCK CONTACT IS REQUIRED IN THE DISCONNECT FOR EMERGENCY CIRCUIT ISOLATION
- 17) A 120VAC, SINGLE PHASE, 15 AMP SERVICE TO A LOCKABLE, FUSED, DISCONNECT SWITCH OR CIRCUIT BREAKER LOCATED IN THE MACHINE ROOM SHALL BE PROVIDED FOR THE CAB LIGHTING IN ACCORDANCE WITH C.E.C..
- 18) A SEPARATE (DEDICATED) TELEPHONE LINE TO THE MACHINE ROOM AND TIED INTO THE ELEVATOR CONTROLLER AS PER ASME A17.1-(SEE LAYOUT DRAWING "-01" FOR CODE YEAR). PHONE LINE AND MONITORING SERVICE MUST BE OPERATIONAL PRIOR TO ELEVATOR LICENSE INSPECTION DATE. MUST BE MONITORED BY A LIVE SERVICE 24HRS/DAY 7 DAYS/WEEL
- 19) MACHINE ROOM VENTS IF REQUIRED BY THE LOCAL CODE.
- 20) GENERAL CONTRACTOR TO SUPPLY AND INSTALL KNOCK-OUT OR A 3" (4" AS REQ'D) EMT OR PVC CONDUIT BETWEEN THE MACHINE ROOM AND ELEVATOR HOISTWAY FOR ROUTING HYDRAULIC AND ELECTRICAL LINES TO BE CO-ORDINATED WITH CAMBRIDGE ELEVATING

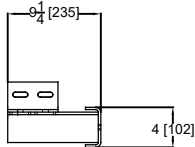
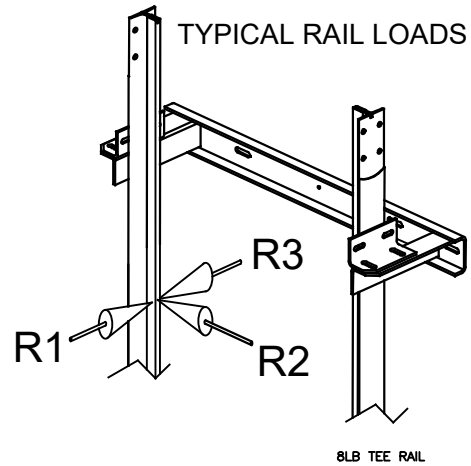
DETAILS OF THE FOLLOWING SUPPORT GUIDE RAIL / RAIL BRACKETS / BASE PLATE

BREAK OUT BLOCKS OR USE SOLID CONCRETE BAND AT
RAIL BRACKET LOCATIONS.

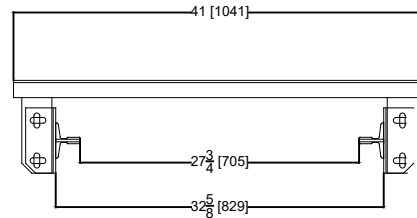
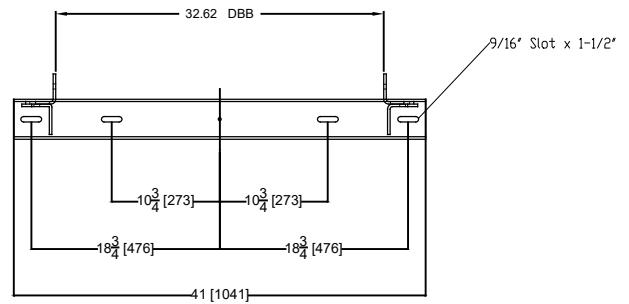
RAIL WALL AND EMBEDDING METHOD USED FOR
UNISTRUT CONCRETE INSERTS SHALL BE DESIGNED BY
GENERAL CONTRACTORS ENGINEER OR ARCHTECT TO
WITHSTAND THE RAIL LOADS AS INDICATED.

RAIL REACTIONS	
R1	700lbf 3.11kN
R2	225lbf 1.0kN
R3	700lbf 3.11kN

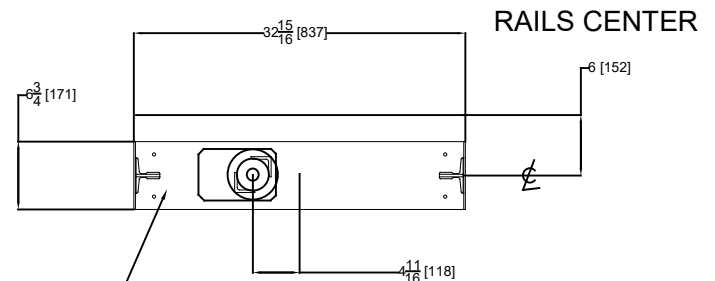
RAIL REACTIONS DO NOT
INCLUDE SAFETY FACTOR



LULA RAIL BRACKET



TYPICAL BASEPLATE INFORMATION
FOR ORIENTATION PLEASE REFER
TO LAYOUT DRAWING

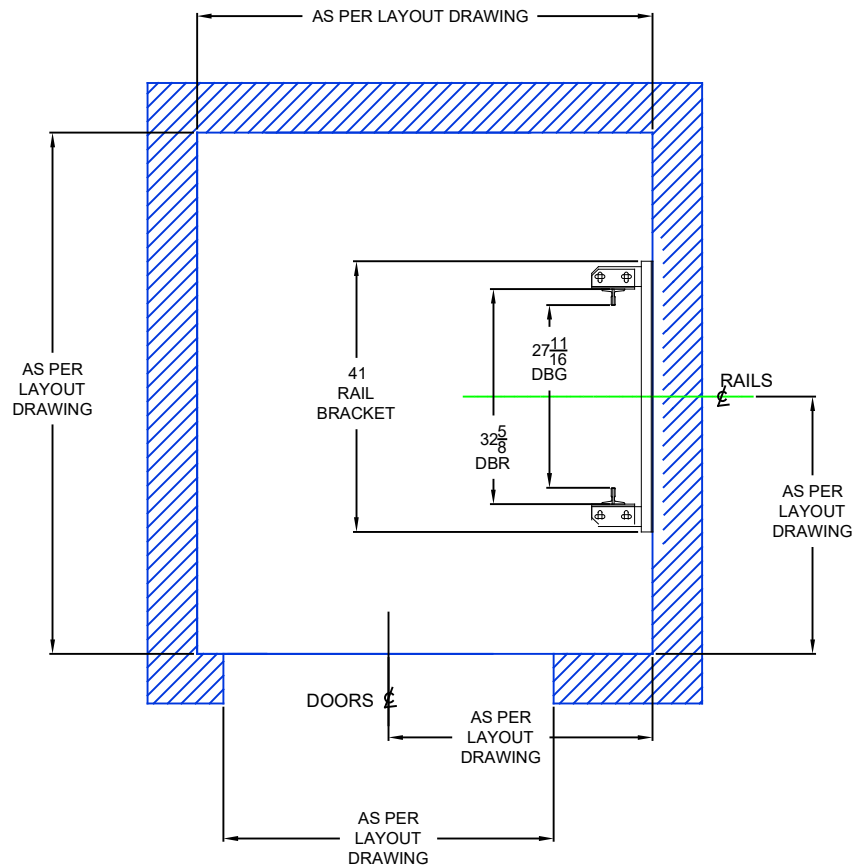


ELEVATOR RAILS BASEPLATE
1/4" HRS X 6-3/4" X 33"

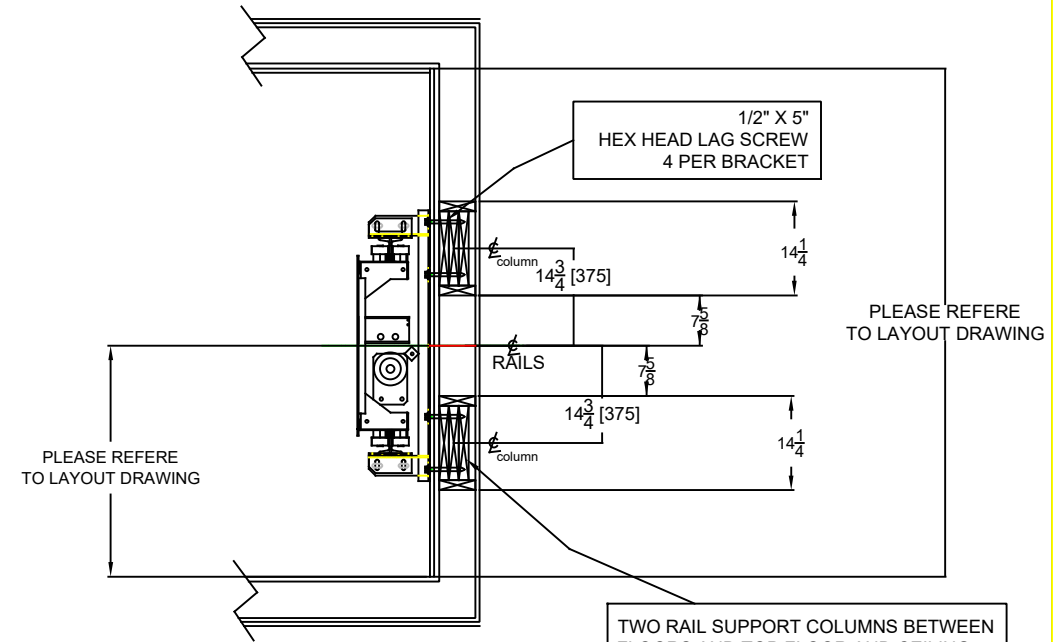
HOISTWAY CONSTRUCTION / OPTIONS

REFER TO LAYOUT DRAWING "-01" FOR JOB SPECIFIC DETAILS

CONCRETE



WOOD



SUGGESTED CONSTRUCTION ONLY

RAIL SUPPORT WALL TO BE DESIGNED BY CLIENT'S/GENERAL CONTRACTOR'S STRUCTURAL ENGINEER

TWO RAIL SUPPORT COLUMNS BETWEEN FLOORS AND TOP FLOOR AND CEILING. THREE 2X12 SANDWICHED BETWEEN TWO 2X6.

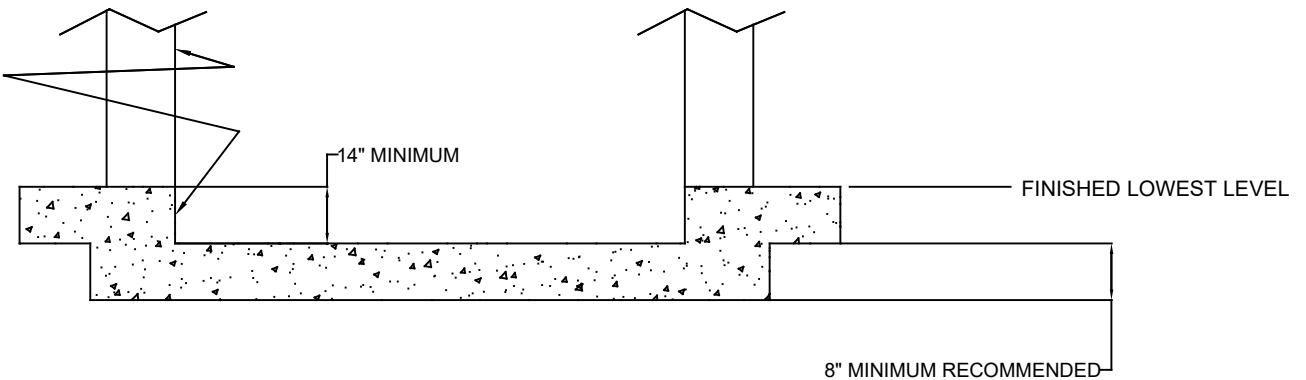
SET BACK FROM PIT EDGE TO ALLOW PLYWOOD AND DRYWALL SHEATHING TO BE FLUSHED WITH PIT SIDES

BREAK OUT BLOCKS OR USE SOLID CONCRETE BAND AT RAIL BRACKET LOCATIONS.
RAIL WALL AND EMBEDDING METHOD USED FOR CONCRETE INSERTS / RAIL BRACKETS SHALL BE DESIGNED BY GENERAL CONTRACTORS ENGINEER OR ARCHTECT TO WITHSTAND THE RAIL LOADS AS INDICATED.

TYPICAL / MINIMUM PIT DETAILS REQUIREMENTS

FOR EXACT PIT DIMENSION
PLEASE REFER TO ELEVATION DRAWING

PIT EDGES AND FINISHED HOISTWAY
WALLS TO BE FLUSH ALL SIDES
SEE ELEVATOR LAYOUT FOR SIZING

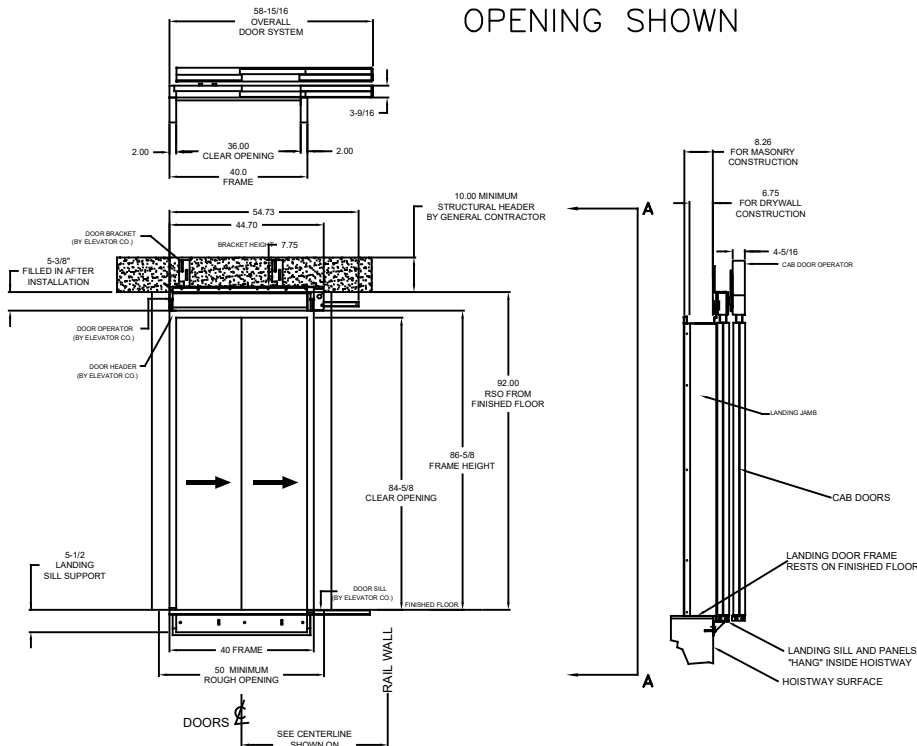


SUGGESTED HOISTWAY PIT FLOOR CONSTRUCTION
CONSISTS OF AN 8" (203 MM) CONCRETE SLAB
POURED ON A NATURAL OR COMPACTED SOIL WITH
A MINIMUM ALLOWABLE BEARING PRESSURE OF 1.0 KSF.
THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE
AT 28 DAYS MUST BE NO LESS THAN 20 MPA
#5 REINFORCING STEEL (GRADE 60) MUST BE PLACED AT
THE BOTTOM OF THE SLAB IN 2 TRAVERSE DIRECTIONS
AND AT A SPACING OF 12" (305 MM).
HOISTWAY PIT FLOOR TO SUPPORT A LOAD OF 10 KIPS
(10,000 LBS)/44.48KN (INCLUDES IMPACT).

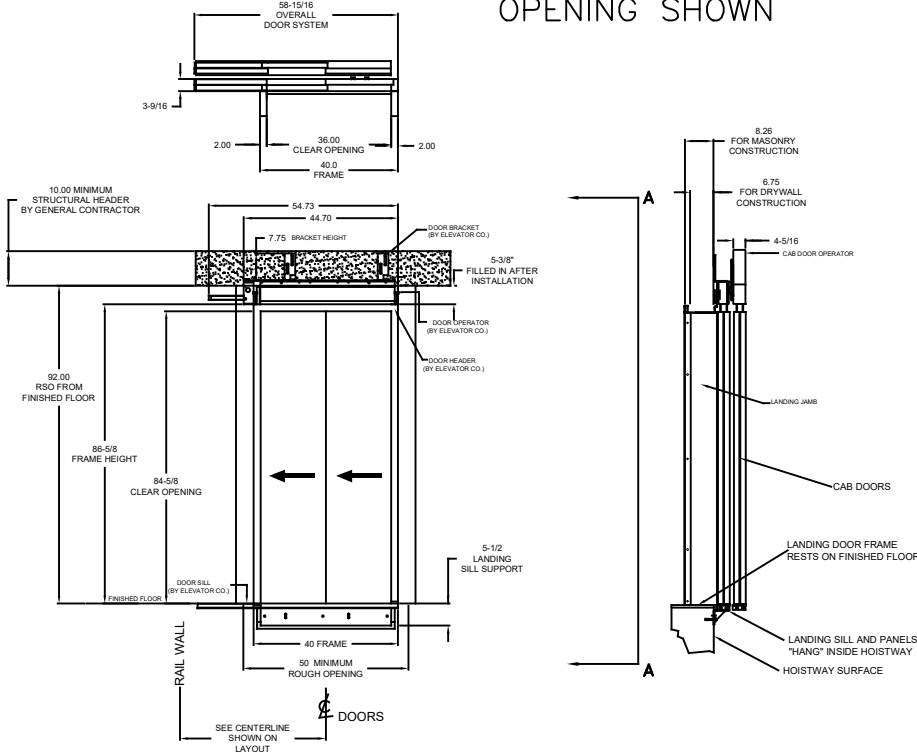
PIT DESIGN FOR ELEVATOR
PURPOSES ONLY
DOES NOT ACCOUNT FOR ANY
ADDITIONAL STRUCTURAL LOADING

CAMBRIDGE
ELEVATING
INC.

"LEFT HAND" OPENING SHOWN



"RIGHT HAND" OPENING SHOWN

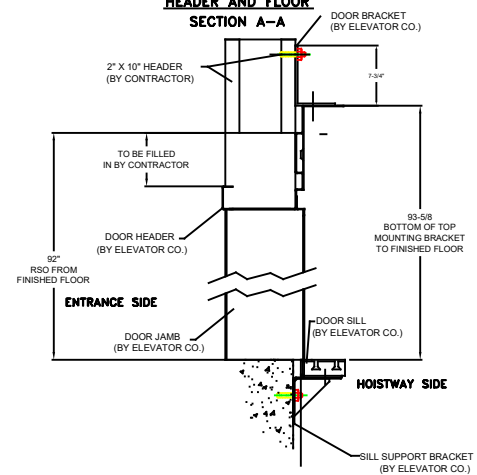


LEFT & RIGHT OPTION SHOWN
FOR REFERENCE ONLY
PLEASE REFER TO "-01"
LAYOUT DRAWING FOR
JOB SPECIFIC ORIENTATION

BY OTHERS;
STRUCTURAL SUPPORTS OF HOISTWAY
WALL/LANDING DOOR FRAME CONNECTIONS
AND DOOR SYSTEM SHALL MEET
CSA/ASME Section 2.11.11.8

THE TOP AND BOTTOM OF HORIZONTALLY
SLIDING DOORS SHALL BE PROVIDED WITH
A MEANS OF RETAINING THE CLOSED
DOOR PANEL IN POSITION IF THE PRIMARY
GUIDING MEANS FAIL, AND PREVENTING
DISPLACEMENT OF THE DOOR PANEL TOP
AND BOTTOM BY MORE THAN 20 MM
(0.8 IN.) WHEN THE DOOR PANEL IS
SUBJECTED TO A FORCE OF 5 000 N
(1,125 LBF) IN THE DIRECTION OF THE
HOISTWAY APPLIED AT RIGHT ANGLES TO
THE PANEL OVER AN AREA OF 300 MM X
300 MM (12 IN. X 12 IN.) AT THE
APPROXIMATE CENTER OF THE PANEL.
THE RETAINING MEANS SHALL ALSO
WITHSTAND, WITHOUT DETACHMENT OR
PERMANENT DEFORMATION, A FORCE OF
1 000 N (225 LBF) APPLIED UPWARD AT
ANY POINT ALONG THE WIDTH OF THE
DOOR PANEL AND, WHILE THIS FORCE IS
MAINTAINED, AN ADDITIONAL FORCE OF 1
100 N (250 LBF) APPLIED AT RIGHT
ANGLES TO THE DOOR AT THE CENTER OF
THE PANEL. THIS FORCE SHALL BE
DISTRIBUTED OVER AN AREA OF
300 MM X 300 MM (12 IN. X 12 IN.).
THE RETAINING MEANS SHALL NOT BE
SUBJECTED TO WEAR
OR STRESS DURING NORMAL DOOR
OPERATION OR MAINTENANCE.

HEADER AND FLOOR SECTION A-A



From: [Dave Lorenz](#)
To: [Desiree Fragoso](#); [Douglas Kerr](#)
Cc: [Jon Bushnell](#); [Chrissy Lorenz](#); [Brian Collie](#)
Subject: [EXTERNAL] Islander 71 elevator process
Date: Friday, November 4, 2022 9:12:27 AM

[EXTERNAL]

Desiree and Douglas,

Thank you for sharing the information on the elevator yesterday. We know that a lot of work, time and money will go into a project like this and we are willing to explore the process. Our understanding is that the City Council recommended that we explore all options to add an elevator to the restaurant and we support the City's decision to move forward. We also understand that the City Council recommended that the cost of the elevator would be funded by A-TAX funding. As you know we have spent an extraordinary amount of money to fully renovate the restaurant and have delivered the city an amazing building. At this time and the near future we would not be able to contribute to the project due to our current and ongoing investment in the building.

The installation of the elevator per Trident Constructions recommendation will reduce our seating capacity, but as both a business owner and an IOP resident we know this is an important issue for all the residents of Isle of Palms and we would like to explore the process/next steps.

Please let me know if this is clear and our interpretation of the City Council's recommendations are similar to your understanding.

thanks

--

Dave Lorenz | Partner
Islander 71