ATTACHMENT B

Unsafe Structure Determination Letter and Report

Department of Development Services
Building Division

CITY OF Hollywood FLORIDA

tel: 954.921.3335
fax: 954.921.3037

February 11, 2020

Chip Abele
Block 40 LLC,
1776 Polk Street, Suite 200
Hollywood, Florida 33020

RE: **Block 40, Great Southern Hotel**
1830 Young Circle, Hollywood, Florida 33020

Dear Mr. Abele:

In accordance with Section 116, Unsafe Structures and Equipment, of the Florida Building Code, if an unsafe condition is found, such buildings or structures shall be demolished and removed from the premise concerned, in a safe manner as required by the Building Official and provided for within this section of the Code. Furthermore, Section 116.1.4 requires that a permit be issued for the demolition of any unsafe building or structure.

After reviewing reports from four different engineers and doing field inspections, there is a preponderance of evidence indicating that there is a deterioration of the structure or structural parts, deeming it unsafe per Section 116.2.1.2.2 of the Code. The concrete masonry units are in disrepair, with signs of fatigue. Core drilling tests have yielded a compression rate of 1320 PSI on the low end to 1580 PSI on the higher end. For commercial structures, the 3000 PSI is the minimum requirement. Furthermore, the carbonation on a 12-inch beam shows 66% of the beam weakened or fatigued, resulting in 5.25 inches in the exterior and 2.5 inches in the interior.

This level of deterioration of the exterior walls has necessitated immediate attention to address such a severe life safety hazard. Precautionary measures have already been taken to secure the perimeter of the site and an order to keep personnel out of the structure is in place. At this point, it is urgent that you apply for a demolition permit within 48 hours of receiving this correspondence as there is not a viable solution to repair the existing structure.

Sincerely,

Dean Decker, CBO
Chief Building Official

Enclosed

CC: Douglas Gonzalez, City Attorney
Dr. Wazir A. Ishmael, City Manager
Gus Zambrano, Assistant City Manager for Sustainable Development
Shiv Newaldass, Director of Development Services
Leslie Del Monte, Planning Manager

2600 Hollywood Boulevard
P.O. Box 229045
Hollywood, Florida
33022-9045
hollywoodfl.org

Absolute
Civil
Engineering
Solutions LLC

REPORT OF FINDINGS

PROJECT:

GREAT SOUTHERN HOTEL
1830 YOUNG CIRCLE
HOLLYWOOD, FLORIDA
FOLIO NO.: 5142-15-01-7810

PREPARED FOR:

CITY OF HOLLYWOOD
DIRECTOR OF DEVELOPMENT SERVICES
2600 HOLLYWOOD BOULEVARD, SUITE 419
HOLLYWOOD, FLORIDA 33022
ATTN: MR. SHIV NEWALDASS

ACES PROJECT NUMBER: 2020-005

FEBRUARY 3, 2020

WAYNE ERRINGTON WEBB
LICENSE
No. 56701
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

2/3/20

Wayne Webb, P.E.
Florida Lic. No.56701

4121 SW 47TH AVENUE, SUITE 1319, DAVIE, FL 33314. PHONE: 954-232-5680, FAX: 866-283-9007

TABLE OF CONTENTS

1.0 INTRODUCTION

On January 29, 2020, Mr. Shiv Newaldass, Director of Development Services, City of Hollywood retained Absolute Civil Engineering Solutions, LLC (ACES) to provide a Forensic Engineering Evaluation and Limited Testing Services for Great Southern Hotel project, located at 1830 Young Circle, Hollywood, Florida (see attachment 1.0).

The purpose of our evaluation was to provide a professional opinion on the structural integrity of some structural components of the existing structure with regards to executing the project schedule sequence to achieve the historic perseveration of portions of the north, west and east walls of the three story building at the north side of the above referenced project. A visual non-destructive inspection of the existing building along with some Rebound/Swiss Hammer testing, review of some site plans and other professional reports was utilized to evaluate the structure.

2.0 BASIS OF REPORT

This report is based on the following:

- Discussions with construction personnel, including, but not limited to, Mr. David Alexander with KAST Construction.
- Discussions with City of Hollywood personnel, including, but not limited to, Mr. Dean Decker and Mr. Shiv Newaldass.
- Visual inspection and non-destructive testing of some of the structural components of the subject building.
- Pertinent dimensions and photographs of the building in general and any damaged or defective area in particular.

- Review of information regarding the construction of the structure such as, concrete strength, design criteria, construction methods and techniques used in the construction, design of structural components including beams, columns slabs and foundation.

- Review of construction documents including Structural Plans, Construction Sequence, Specification, Inspection Records, Concrete Material Testing (CMT) data and photographic documentation of the actual construction.

- Review recent letters and reports from various consultants on the matter of concern.

- Review of information regarding the property from the Broward County Property Appraiser website.

This report was prepared for the exclusive use of City of Hollywood and is not intended for any other purpose. Absolute Civil Engineering Solutions, LLC (ACES) assumes no responsibility whatsoever for the use of this report by a third party. This report is based on information available to us at this time. Should additional information be presented or disclosed, we reserve the right to review this information and, if necessary, revise this report and our conclusions in light of the new information acquired.

3.0 PROPERTY DESCRIPTION

The subject building is an existing three story structure in its entirety and is constructed of concrete masonry unit (CMU) blocks covered with painted stucco, with some reinforce concrete beams and columns, wood trusses and floors supported on a shallow stem wall and pad foundation system. At the time of our inspection, the standing portion of the structure was gutted and a large portion of the structure was already demolished. It was our understanding that the west, north and east exterior walls of the existing standing structure was to be restored as a part of an historic preservation effort and the remaining existing structure was to be demolished in a sequential manner. The restored walls are to be structurally secured on the exterior to a temporary steel frame while the remaining building is demolished and the new structure will be built to attach to the

restored wall. At the time of our inspection, the contractor expressed concern that the existing structure was unsafe; the exposed structural components of the walls to be restored where found to be in an advanced deteriorated state and that it was practically impossible for KAST to achieve the desired construction goal without endangering the lives of their employees. For the purposes of this report, as a reference, the front of existing structure faces primarily to the north.

4.0 CONCLUSIONS

Based on our findings and observations as noted in this report, it is our technical opinion that:

- The plans, construction procedure and planned sequence of activities to achieve the proposed historic preservation of the west, north and east elevations of the existing three story structure is technically sound within the parameters of the design assumptions utilized.
- The exposed structural elements of the west, north and east elevations of the existing three story structure has cracked, spalled and varied levels of deteriorated structural concrete components which is a significant concern that challenges the technical soundness of the proposed plan which appears to be based on the existing structure being self-supporting of its own weight among other things.
- The weakened and deteriorated state of the CMU walls, concrete beams and columns, wood flooring and trusses, as well as, the stem walls and foundation is unsafe and make achieving the proposed historic preservation activity a high risk concern.

5.0 DISCUSSION

5.1 INTERVIEWS AND SUPPLIED RELIANCE DOCOMENTS

The following information regarding the history of the building construction was obtained from KAST Construction, the City of Hollywood and/or from official sources:

- The Permit Plans were approved and stamped by the City of Hollywood in early January 2020.

- The existing structure was constructed in the 1920's.

- There was a reported fire at the building in the early 1990's.

- Mr. David Alexander with KAST Construction expressed some concern that he was finding some of the structural components of the existing three story structure in worse condition than the construction team had anticipated and he was concerned for the safety of the construction team.

- KAST Construction Inc. also provided ACES with access to relevant submittals and construction plans for the project.

- The City of Hollywood provided ACES with letters and reports for various consultants addressing the issues of concern,

- The Building Official of the City of Hollywood declared the existing structure an 'Unsafe Building' on January 28, 2020.

5.2 INSPECTION

On January 28, 2020, Wayne Webb, P.E. and Carla Reid of Absolute Civil Engineering Solutions, LLC (ACES), in the presence of Mr. David Alexander of KAST Construction and Mr. Dean Decker and Mr. Shiv Newaldass of the City of Hollywood, inspected the areas of concern at the subject existing structure. General dimensions and photographs were taken to document our observations. This report identifies representative conditions in and around the building and reflects the typical conditions observed during our inspection. All photographs are available for review and several are included in this report.

The following are some of the data and observations used for our technical evaluation of the structural components at the Great Southern Hotel:

Exterior:

- Perimeter exterior finish grade fairly level with no significant evidence of improper compaction or localized excessive differential settlement.
- There was no significant visible indication of structural distress in the form large cracks/separations, misalignment and/or displacement in some of the exterior walls.
- Removed walls with exposed wood flooring, partition walls, stem wall, crawl space the ground floor at the southeast area of the structure (See photograph 23).
- The south area of the property with survey markings for pile installation for the proposed 25 story tower (See photograph 24).
- In progress construction of the metal framing and bolted connection for the proposed historic preservation of the west wall. The metal framing was not yet installed on the north and east walls (See photographs 1 & 2).
- The foundations and several of the through bolts were installed/constructed for the proposed historic preservation of the west, north and east walls (See photographs 3 to 5).
- Posted notice from the City of Hollywood Building Official dated January 28, 2020 designating the existing structure as an 'Unsafe Building'.

Interior:

- Charred CMU walls, deteriorated wood floors and wood truss in the southwest area of the structure, third floor level (See photograph 7).
- The third level tie beam with cracked and spalled concrete and exposed corroded reinforcement at the various areas of the structure (See photograph 8).
- Charred CMU walls, deteriorated wood floors and wood truss in the southwest corner of the structure, third floor level (See photograph 9).
- Deteriorated CMU parapet wall above tie beam in the southwest area of the structure, third floor level (See photograph 10).
- Deteriorated CMU parapet wall above tie beam in the west central area of the structure, third floor level; with rods in the tie beam and parapet wall above (See photograph 11 & 12).
- Third level tie beam with cracked, spalled and honeycombed concrete and exposed corroded reinforcement at the north area of the structure (See photograph 13 & 14).

- North wall with composite brick and CMU wall section on the third floor level of the structure (See photograph 15).
- Tie-beam with cracks and corroded reinforcement with connecting rods for the restoration; north and west areas of the second floor level (See photograph 16, 18 & 19).
- Termite damaged deteriorated wood flooring with noticeable sloping and wall to floor separation in the corridor at the northwest area of the structure; second floor level (See photograph 17).
- Connecting rods for restoration placed in spalled concrete areas with cracks and corroded reinforcement on the second floor of the structure (See photograph 20)
- Columns with cracked and spalled concrete sections and corroded reinforcement on the ground floor of the structure (See photograph 21).
- Column to footing connection on the ground floor at the southeast area of the structure (See photograph 22).

5.3 REBOUND/SWISS HAMMER SURVEY

5.3.1 SWISS/REBOUND HAMMER FINDINGS:

The **Schmidt hammer**, also known as a **Swiss hammer** or a rebound hammer or concrete hammer test, is a device to measure the elastic properties or strength of concrete, mainly surface hardness and penetration resistance. This devise was used to measure the compressive strength of some structural components at the existing structure.

5.3.2 SWISS/REBOUND HAMMER CONCLUSION

The compressive strength reading obtained are provided in attachment 3. The readings obtained ranged from a high of 4500 psi to a low of 2200 psi, which is substantially lower than expected and reflects the deteriorated nature of the structural components tested.

5.4 ANALYSIS

The Permit Plans for the Hotel were approved and stamped by the City of Hollywood in early January 2020. The existing structure was constructed in the 1920's and there was a reported fire at the building in the early 1990's. Mr. David Alexander with KAST Construction expressed some concern that he was finding some of the structural components of the existing three store structure in worse condition than the construction team had anticipated and he was concerned for the safety of the construction team.

Review of Block 40 LLC letter dated January 24, 2020 stated that Block 40 LLC had engaged multiple Professional Engineers, Architects and Contractors to take the lead on the design of the bracing and restoration of the Great Southern Hotel. The letter further states that as a group, it has been determined that the existing structure is unsafe and lacks the structural integrity anticipated. The decision for the work stoppage resulted from field reports on the issue of concern, from, Specialty Engineering Consultants Inc., Khan & Associates, Cap Government, Tamara Peacock Historical Architects and KAST Construction. A copy of the Block 40 LLC letter with accompanying professional letters is provided in Attachment 3 of this report. Review of Specialty Engineering Consultants Inc. (SEC) report on the Shoring and Bracing for the Structure dated January 24, 2020 concluded that SEC cannot verify that the building is safe to work in, and therefore all work needs to stop within the footprint of the building. KAST Construction, as of January 24, 2020, held the opinion that the existing structure had no structural integrity. Further, KAST indicated that the ever changing condition of the structural elements as they were exposed has led to questions regarding the bracing system which apparently was designed based on the assumption that the existing structure was self-supporting of its own weight.

Review of The Tamara Peacock Company Architects (TTPCA) Field Report/Meeting Minutes dated January 24, 2020 indicates in item No. 2, among other things, that the main objective of the façade restoration is to rebuild the ground floor windows and doors back to the 1920's appearance. The Field Report/Meeting Minute outlines 16 agenda items and their status as of January 24, 2020. The TTPCA document is also provided in Attachment 3.

A visual non-destructive inspection of the exterior of the structure on January 28, 2020 revealed a perimeter exterior finish grade fairly level with no evidence of improper compaction or localized excessive differential settlement. There was no significant visible indication of structural distress in the form large cracks/separations, misalignment and/or displacement in some of the exterior walls. Our inspection also revealed removed walls with exposed wood flooring, partition walls, stem wall, crawl space the ground floor at the southeast area of the structure and the south area of the property with survey markings for pile installation for the proposed 25 story tower. There was some in-progress construction of the metal framing and bolted connection for the proposed historic preservation of the west wall. However, the metal framing was not yet installed on the north and east walls although the foundations and several of the through bolts were installed/constructed for the proposed historic preservation of the west, north and east walls. There was a posted notice from the City of Hollywood Building Official dated January 28, 2020 designating the existing structure as an 'Unsafe Building'.

A visual non-destructive inspection of the interior of the structure on January 28, 2020 revealed charred CMU walls, deteriorated wood floors and wood truss in the southwest area of the structure on the third floor level with tie beams with cracked and spalled concrete and exposed corroded reinforcement at the various areas of the structure. There was also a deteriorated CMU parapet wall above tie beams in the southwest area of the structure, third floor level, as well as, a deteriorated CMU parapet wall above tie beams in the west central area of the structure with connecting rods in the damaged tie beams and parapet wall above, which was clear indication that the structural integrity of the restored system may be compromised in the future. On the third level, there were also tie beams with cracked, spalled and honeycombed concrete and exposed corroded reinforcement at the north area of the structure. The north wall also had composite brick and CMU wall sections on the third floor level of the structure with a termite damage wood floor and framing system all indicative of the varied deteriorated structural components of the structure. Our interior inspection also revealed tie-beams with cracked concrete and corroded reinforcement with connecting rods for the restoration on the north and west areas of the second floor level as well as termite damaged deteriorated wood flooring with noticeable sloping and wall to floor separation in the corridor at the northwest area of the structure. These were noticeable indications of the unsafe conditions of the building. The deterioration was compounded by the in adverted placement

of some connecting rods for restoration in spalled concrete areas with cracks and corroded reinforcement on the second floor of the structure. There was also columns with cracked and spalled concrete sections and corroded reinforcement on the ground floor of the structure with some column to footing connection on the southeast area of the structure showing signs of excessive displacement and differential movement.

It should be noted that structures built in the 1920's were not designed and constructed to the strict design criteria of today's building codes and construction practices. Further, the existing structure has been exposed to aggressive coastal environmental conditions for almost 100 years, consequently, the observed structural defects and deteriorated conditions of some of the structural components of the existing structure noted above may be anticipate but is often time worse than expected.

Cementitious material expands and contracts naturally because of changes in moisture and temperature and can cause the appearance of shrinkage cracks in recently poured concrete material. When differential foundation movement occurs in a structure, it typically manifests itself in the form of cracks at joints and openings as these are the weakest parts of the structure. When portions of a structure settle unevenly, it results in cracks at joints between concrete blocks and in stucco. Also, concrete structural components such as slabs, beams and walls, heat and cool during the day and the components expand and contract. These daily cycles of thermal expansion and contraction, combined with the effects of weather, can enlarge or enhance cracks caused by differential movement. Differential settlement is common and ordinary for structures constructed on soil supported on shallow foundations as noted at the existing structure. Many mechanisms can cause differential movement including densification of load bearing soils below the foundation footings and repeated fluctuations of the water table. Given the above, it is our technical opinion that some of the cracks observed in the concrete structural components were initially caused by shrinkage of the cementitious material in combination with natural expansion and contraction of the concrete material and minor differential movement. Prolonged exposure to the elements results in spalling, further cracking and deterioration of the affected concrete components as observed in the existing structure. The effects of standard age related structural concerns combined with the prolonged exposure to the elements, termite damage to some wood components, past exposure to excessive

heat from the reported fire are significant factors that challenges the restoration phase of the project.

Based on our findings and observations as noted above, it is our technical opinion that the plans, construction procedure and planned sequence of activities to achieve the proposed historic preservation of the west, north and east elevations of the existing three story structure is technically sound within the parameters of the design assumptions utilized. The exposed structural elements of the west, north and east elevations of the existing three story structure has cracked, spalled and varied levels of deteriorated structural concrete components which is a significant concern that challenges the technical soundness of the proposed plan which appears to be based on the existing structure being self-supporting of its own weight among other things. The weakened and deteriorated state of the CMU walls, concrete beams and columns, wood flooring and trusses, as well as, the stem walls and foundation is unsafe and make achieving the proposed historic preservation activity a high risk concern.

The above submitted opinions are based upon our inspection and observations, generally accepted engineering criteria and the professional knowledge and experience of the engineer in the forensic analysis of residential and commercial buildings and components. Such an inspection cannot detect all existing or potential defects and it should, therefore, be understood that future conditions affecting items discussed in this report cannot be predicted since they are all subject to change. The scope of this report extends only to the above noted items. Further, this engineering report should not be considered a warranty or guarantee express or implied of any kind.

ATTACHMENT 1: SITE LOCATION SKETCH

1830 HOLLYWOOD BOULEVARD, HOLLYWOOD FL 33020

Site Location Map

Site Boundary

Site Location

ATTACHMENT 2: PHOTOGRAPHS

Absolute Civil Engineering Solutions, LLC

ACES Project #: 2020-005 Great Southern Hotel
Address: 1830 Young Circle, Hollywood, Florida

1. View of the southwest area of the subject structure; facing north.

2. View of the northwest area of the subject structure; facing south.

ACES Project #: 2020-005 Great Southern Hotel
Address: 1830 Young Circle, Hollywood, Florida

3. View of the northwest area of the subject property: looking east.

4. View of the northeast area of the subject property: looking west.

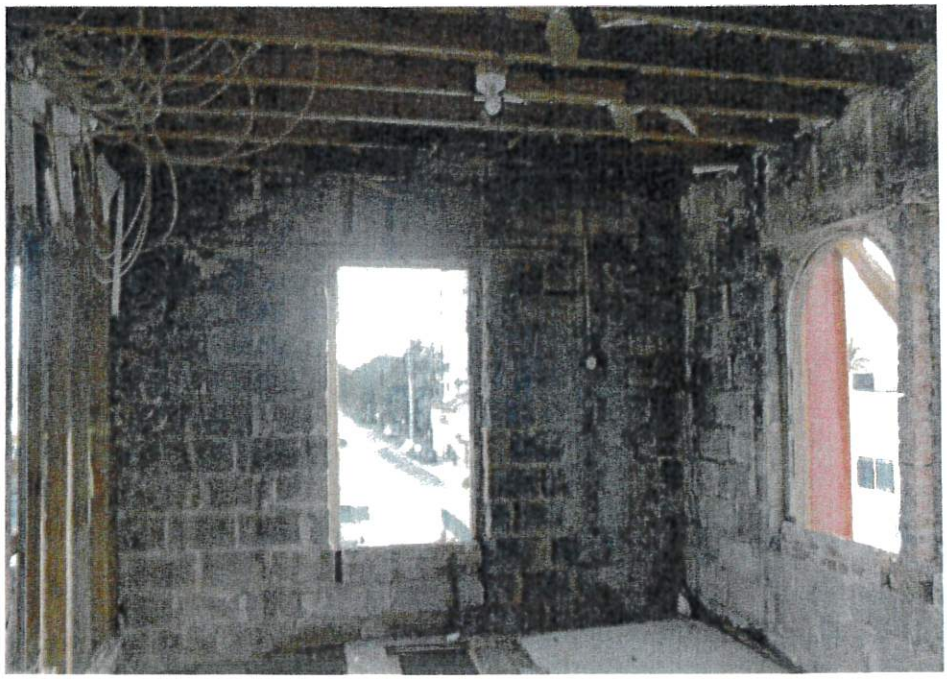
ACES Project #: 2020-005 Great Southern Hotel
Address: 1830 Young Circle, Hollywood, Florida

5. View of the northeast area of the subject property: looking southwest.

6. View of the southeast area of the subject structure: looking west.

7. **Interior view of the charred CMU walls, deteriorated wood floors and wood truss in the southwest area of the structure, third floor level.**

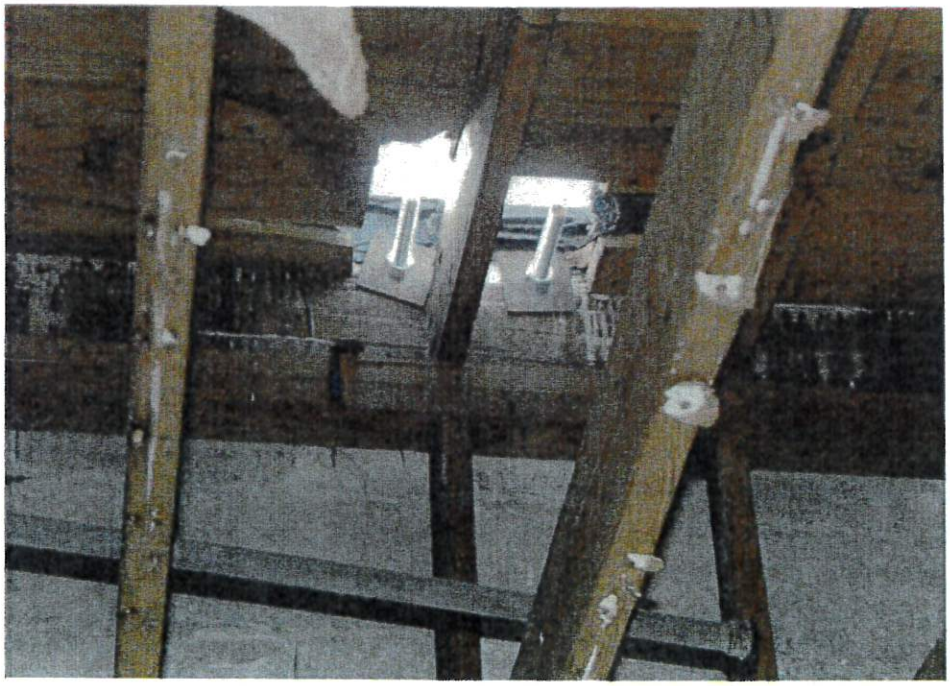
8. **Typical view of the third level tie beam with cracked and spalled concrete and exposed corroded reinforcement at the southwest area of the structure.**



9. Interior view of the charred CMU walls, deteriorated wood floors and wood truss in the southwest corner of the structure, third floor level.

10. Interior view of deteriorated CMU parapet wall above tie beam in the southwest area of the structure, third floor level.

11. Interior view of deteriorated CMU parapet wall above tie beam in the west central area of the structure, third floor level; with rods in the tie beam and parapet wall above.

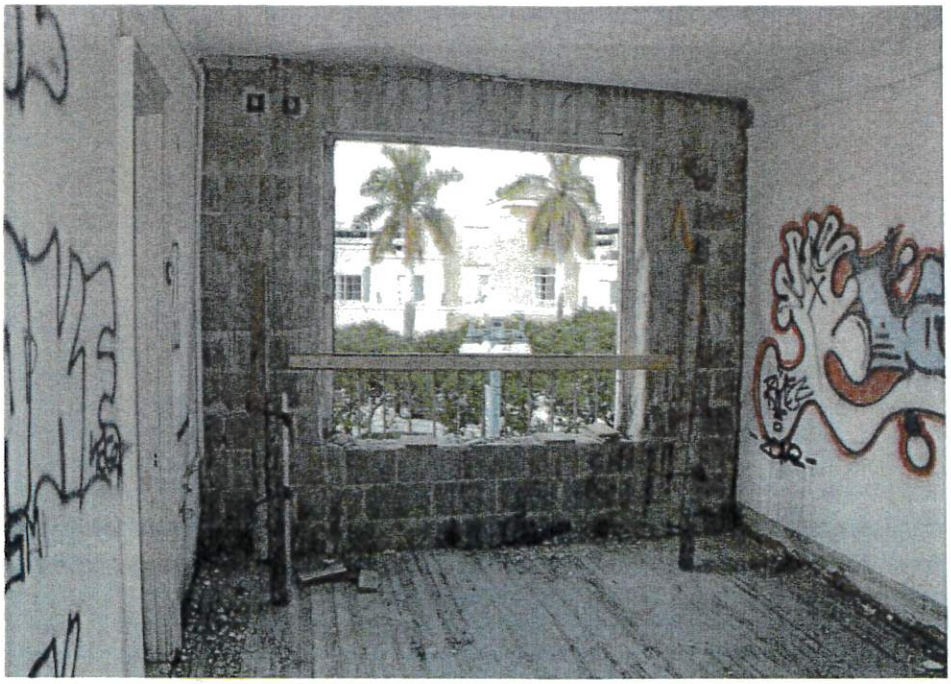


12. Close-up view of CMU parapet wall above tie beam in the west central area of the structure, third floor level; with rods in the parapet wall above.

13. Typical view of the third level tie beam with cracked, spalled and honeycombed concrete and exposed corroded reinforcement at the north area of the structure.

14. Typical view of the third level tie beam with cracked, spalled and honeycombed concrete and exposed corroded reinforcement at the north area of the structure.

15. View of north wall with composite brick and CMU wall section on the third floor level of the structure,



16. View of tie-beam with cracks and corroded reinforcement with connecting rods for the restoration; north area of the second floor level.

17. View of termite damaged deteriorated wood flooring with noticeable sloping and wall to floor separation in the corridor at the northwest area of the structure; second floor level.

18. View of tie-beam with cracks and corroded reinforcement with connecting rods for the restoration; west area of the second floor level.

19. Close-up view of tie-beam with cracks and corroded reinforcement; west area of the second floor level.

20. View of connecting rods for restoration placed in spalled concrete area with cracks and corroded reinforcement on the second floor of the structure.

21. Typical view of column with cracked and spalled concrete sections and corroded reinforcement on the ground floor of the structure.

22. View of column to footing connection on the ground floor at the southeast area of the structure.

23. View of removed wall with exposed wood flooring, partition walls, stem wall and crawl space the ground floor level at the southeast area of the structure.

24. View of the south area of the property with survey markings for pile installation for the proposed 20 plus story tower.

ATTACHMENT 3: OTHER RELATED DOCUMENTS

Absolute Civil Engineering Solutions, LLC
ENGINEERING TESTING-ENGINEERING INSPECTION SERVICES-GEOTECHNICAL-ENVIRONMENTAL SERVICES

SWISS HAMMER TEST RESULTS

CLIENT	City of Hollywood
ADDRESS	2600 Hollywood Blvd, Hollywood, Florida 33022
PROJECT NAME	Great Southern Hotel
PROJECT ADDRESS	1830 Young Circle, Hollywood, Florida

LOCATION	SWISS HAMMER RESULTS	AVERAGE	COMPRESSIVE STRENGTH (PSI)
3rd Floor West Tie Beam - South	33, 32, 35, 33	33	3500
3rd Floor West Tie Beam - Center	37, 38, 38, 37	38	4500
3rd Floor West Tie Beam - North	28, 34, 30, 32	31	3200
3rd Floor West - Block Wall	29, 27, 29,30	29	2800
3rd Floor North Tie Beam - West	30, 29, 30, 28	29	2800
3rd Floor North Tie Beam - Center	28, 28, 30, 30	29	2800
3rd Floor North Tie Beam - East	29, 30, 31, 28	29	2800
3rd Floor North - Block Wall	30, 29, 29,35	31	3200
3rd Floor East Tie Beam - North	35, 31, 31,35	33	3500
3rd Floor East Tie Beam - Center	30, 30, 30,33	31	3200
2nd Floor West Tie Beam - Center	37, 39, 37,36	37	4300
2nd Floor West Tie Beam - North	38, 40, 44,37	40	4900
2nd Floor West - Block Wall	18, 28, 30,25	25	2200
2nd Floor North Tie Beam - West	30, 31, 30, 30	30	3000
2nd Floor North Tie Beam - Center	32, 34, 33, 37	34	3700
2nd Floor North Tie Beam - East	30, 24,24,25	26	2400
2nd Floor East Tie Beam - North	34, 37, 35, 36	36	4000
1st Floor North Column - West	40, 36, 34, 36	37	4300
1st Floor North Column - Center	28, 27, 29, 31	29	2800
1st Floor West Column - North	30, 30, 32, 26	30	3000

WAYNE ERRINGTON WEBB LICENSE No. 56701 STATE OF FLORIDA PROFESSIONAL ENGINEER

Respectfully Submitted by:
ABSOLUTE CIVIL ENGINEERING SOLUTIONS, LLC.

WAYNE WEBB, P.E.
PROJECT MANAGER

2/3/20

4121 SW 47th Avenue, Suite 1319, Davie, Florida 33314. Phone 954-232-5680 Fax 866-283-9007

January 27, 2020

BLOCK40

City of Hollywood, Florida
Mr. Dean Decker
Chief Building Official
2600 Hollywood Blvd
Hollywood, FL 33022

Re: Notice of Safety Concern, Great Southern Hotel

Dean,

Following up from our meeting at the Building Department on Thursday 1/23/2020 and site visit on Friday 1/24/2020, I want this letter to serve as notice from Block 40, LLC that we have suspended work on the bracing, demolition and restoration of the Great Southern Hotel.

This work stoppage is a result of the attached field reports from:

1. Specialty Engineering Consultants Inc. Dewey A LeBlanc PE # 077012
2. Khan & Associates, MS Khan PE # 16734
3. Cap Government, Jaime Cynamon, PE, Structural Engineer
4. Tamara Peacock Historical Architect, RA # 12126
5. Kast Construction, General Contractor

Block 40 LLC is very concerned with the safety of the onsite workers as well as the Public safety. We have engaged multiple Professional Engineers, Architects and Contractors to take the lead on the design of the bracing and restoration of the Great Southern Hotel. As a group, it has been determined that the existing structure is unsafe and lacks the structural integrity anticipated.

That said, Block 40 LLC has stopped work and will not continue with the shoring, bracing or demolition scopes of work until we receive specific direction from the City of Hollywood Building Department. Thank you for your attention to this serious safety matter.

Sincerely,

Bruce Cavossa
VP of Construction
Block 40 LLC

Cc: Specialty Engineering Consultants
Khan and Associates
Cap Government
Tamara Peacock
Kast Construction

SPECIALTY ENGINEERING CONSULTANTS, Inc.

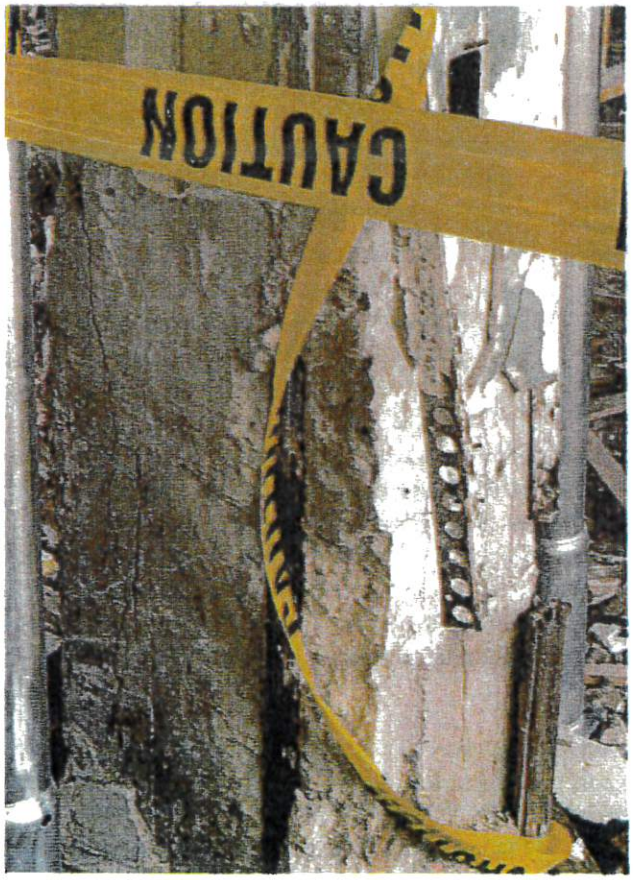
DADE - BROWARD - PALM BEACH

January 24, 2020
Bruce Cavossa
VP of Construction
GOLD COAST FLORIDA REGIONAL CENTER, LLC
HOLLYWOOD CIRCLE, LLC
BLOCK 40, LLC
1776 Polk Street, Suite 200
Hollywood, Florida 33020

Re: Block 40 Great Southern Hotel Shoring and Bracing
Site Visit and Meeting 01/24/2020

Mr. Cavossa,

The Steel bracing is continued to be installed on the west elevation of GSH. All interior clearing and remediation has stopped on all elevated floors. Steel post shores have been added to all concrete columns and beams on the first floor, wood ellis jacks are being installed in all second floor opening wider that 48".



Currently the first floor is being cleared of debris and interior finishes, and the ceiling above is being stripped to expose the wood joists. As more of the ground level is exposed, we can see the existing structure's condition. The 2nd floor framing (first floor ceiling) has various areas that have been repaired and as such, the framing does not match what was anticipated. Some of the areas have significant damage and need to be further investigated and repaired. We are anticipating repairing 30-40% of the second-floor framing at a minimum in areas that are to be re-shored

The structural concrete columns all exhibit substantial spalling and delamination. Various parts of the vertical reinforcement are exposed with over 50% loss of section in most exposed areas. For this reason, all structural concrete beams and columns are currently being 100% re-shored. We are giving verbal directive in the field as items are exposed and will be creating a plan to document the location of the shoring.

Our bracing drawings were designed under the assumption that the structure would be self-supporting of its own weight. The newly exposed areas have led us to believe that this is not possible (steel post shores have been added for safety). In order for the bracing system to work as designed, the building structure must be repaired first. In order for repair work to begin on the building, the building must be deemed safe to work within. **At this time we can not verify that the building is safe to work with in, and there-fore all work needs to stop within the foot print of the building.**

The structure is significantly damaged and extreme caution needs to be taken in order to ensure the safety of all of the subcontractors and the surrounding public. Specialty Engineering, Siddiq Khan PE, and Kast need to analyze the validity of this project and the approach we are to take in order to proceed. At this point there is not a clear direction or indication of where the repair process can start safely. **Until the existing structure has been deemed safe to work in, and a detailed repair plan and procedure have been developed, access to the GSH should be restricted and all work should cease. This is an unsafe structure.**

Respectfully submitted,
Specialty Engineering Consultants, Inc.

Dewey A. LeBlanc

Digitally signed by Dewey A. LeBlanc
DN: c=US, cn=Dewey A. LeBlanc, email=Adam@specsf.com
Date: 2020.01.24 16:16:21 -05'00'

D. Adam LeBlanc, PE
State of Florida:
Registered Professional Engineer: #077012
Special Inspector: #070012
Certificate of Authorization: #009217

Y:\Kast Construction\Block 40\site vist letters\Block 40 GSH 012420.doc

KHAN AND ASSOCIATES, INC.
Consulting Engineers and Planners

Special/Threshold Inspection Report

Project:	BLOCK 40- GSH Tower & Garage	Address:	1830 Young Circle Hollywood, Fl.
Date:	1/24/2020	Demolition Permit No:	B14-102159
Project No:	K & A #19-123.00	Foundation permit No:	B14-102767
Report No:	GSH 15	Master permit No:	B14-102159
Inspector:	M.S. Khan, P.E.	General Contractor:	KAST Construction
		Superintendent:	David Alexander
		Phase III subcontractor:	Summit Structures
		Visitors:	Jaime Cynamon, P.E.-CAP, City of Hollywood Manager & Building Inspectors

Elements Inspected:	Remarks:
Existing Great Southern Hotel (GSH) Demolition/Repairs	

Applicable Plans/Details: BR & RS Series Structural Plans
Sheet SO-Temporary Foundation plan and shoring plan, revision 1 by specialty engineer.
Comments/Deficiencies.
Arrived at 8:45 AM at the job site, attended meeting at Gold Coast office regarding GSH windows, followed by ground level walk thru of GSH with the City of Hollywood Building Officials, Jaime CAP Str. Engineer, Tamara Peacock & her associate, KAST Reps. David & Jason, Gold Coast Reps. Bruce & Dimitris and Sp. Engineer Adam LeBlanc. Following is my report:

1. **Special job site walk thru was requested by David Alexander after stripping ground level finishes from the inside of the historic façade to be preserved; concerned with the safety of the workers performing repairs at upper levels, the observed deteriorated condition of ground level columns and overhead beams prompted KAST to suspend work at upper levels and requested today's job site review of the conditions thus exposed.**
2. **Observed that existing ground level openings, which do not represent the original openings and over the years these openings were modified and over-cut, had been shored with post shores because of deteriorated conditions of the concrete columns. This is a step in the right direction.**
3. **Observed ground level concrete columns showing cracks, spalls and delamination exposing corroded vertical reinforcing bars. For an old aged building like this, although concealed, deteriorated conditions should be expected and that's why repair notes and details are provided on RS-1 and RS-6 respectively. These conditions are required to be repaired per RS Series drawings prior to the installation of vertical and horizontal steel channels as per BR Series drawings.**
4. **The visiting Building Official observed these conditions and expressed his concerns that how these conditions would be addressed. I pointed out that the repair of all such conditions, including safety requirements during repairs, materials to be used and procedures to be**

employed, were already provided in the GSH Structural Drawings (BR Series and SR Series), currently submitted for permitting and showed him some of the details on those drawings. He seemed to be satisfied that these conditions will be addressed indeed.

5. He also expressed concern about the existing sagging wood joists (all such existing joists & decks require demolition at the right time). I told him that the existing joists are required to be shored from ground floor to roof and where the deck over the joists is deteriorated, it needs to be replaced with plywood deck to provide safe platform for workers to perform the repair work. However, as previously discussed with David & Adam, there are certain areas at corners where the framing and the deck are almost non-existent and require installation of temporary framing & decking to provide safe platform for the workers. He seemed to be satisfied that temporary shoring will be installed prior to performing the repair/restoration work.
6. David indicated that the ground level columns and overhead beams need to be repaired for installation of steel channels and before proceeding to the upper levels. I agreed. However, I want to make it clear that schedule, safety, means & methods are the responsibility of the Contactor (KAST). Sequence given in the BR and SR Series Drawings is the EOR suggested; actual adopted and followed rests with KAST.
7. Attention is dawn towards boxed notes on lower left-hand side on Sh. BR-1 "CAUTION WORKER SAFETY". KAST and Specialty Engineer are to be aware of this note and provide temporary shoring where needed ASAP. Specialty Engineer, Adam LeBlanc, seems to be unaware of this note as his report for the same day of the walk thru contradicts and is asking KAST and EOR to work out the line of action and details which are already spelled out in the BR and SR Series Drawings. Please pay attention to these drawings, notes and details together. See notes for repairs on RS-1 and details on RS-6. Proceed with work accordingly. No further instructions are needed form me, the EOR.
8. At installation of temporary shoring for an area (if not all the area), prior to allowing workers in the area, S & S statement regarding the safe work area is required from the Specialty Engineer. Please provide these statements as specific safe work areas are released for work. A sketch delineating the safe work area shall accompany each statement.
9. David stated that ground level cleaning is still in progress; after cleaning the ground level, he plans to proceed with the installation of temporary shoring, repair work, installation of steel channels and pouring of new concrete sills, jambs, headers and the 4" concrete wall. I agreed and indicated adequate space should be left between the inside face of the façade and shoring posts to allow workers to repair the concrete columns, overhead beams and to complete the restoration work for the ground level.
10. Since the existing openings in the North Façade are jagged and larger than the original openings, little CMU is left in each bay and therefore most of the support rests on the deteriorated columns. Attention is drawn towards Note 1 on Sh. RS-6; note that column repair is to be done in 30" sections at a time. Furthermore, during the walk thru it was agreed between David, Adam and I that simultaneous repairs on multiple columns can proceed provided two bays are skipped over.
11. Since the ground level restoration will be done prior to the installation of piles and grade beams, details on Sh. RS-5 at the bottom require revision to provide support for the 4" wall which presently is supported on the grade beams. K & A will revise and provide accordingly.
12. Since restoration of the ground level façade from inside is being expedited, it is imperative to establish rough opening sizes for each ground level opening. Rough opening means concrete to concrete width, height & overhead arches, allowing ¾" for 1x6 wood buck and ¼" shim

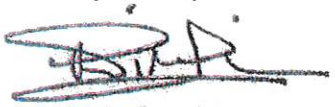
space against window & door frames while on the outside the rough opening should accommodate ¾" stucco return for the outside finished dimensions.

13. Second & third floor openings as seen from outside represent the finished sizes of the opening of the historic façade and needs to be maintained. However, in the previous site meeting approximately 2" thick stucco return was noted on the jambs and the heads. This stucco was noted to be excessive and unsound and required removal for proper restoration. I discussed the matter with Tamara during today's walk thru and pointed out not only this condition but stucco at several other locations sounds hollow and delaminated pointing to cracked or spalled structural surfaces behind it. Tamara acknowledged that excessive stucco at the openings and unsound stucco elsewhere may be removed and replaced to match.

14. Temporary bracing installation on the outside of the façade is in progress; about 90% on west side has been completed; 0.0% on North and East side. It is imperative that the bracing is installed on North and East sides ASAP.

15. Towards the end of the walk thru, Bruce and I discussed impact of GSH work on the Garage and Tower construction schedule. Bruce & I agreed that work on the Garage and the Tower should proceed as scheduled by KAST. I pointed out that the GSH and Structural drawings at interface are prepared for the Garage and the Tower to proceed independent of the GSH work subject to securing the respective permits and therefore, should not cause any delays due to the matters related to the GSH work.

Reported by:



M. S. Khan, P.E.
Khan & Associates, Inc.
Consulting Engineers, Inc.

cap government

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Coral Gables, FL 33134.
www.capfla.com | 305.448.1711

Field Report - Revised	
By: Jaime Cynamon, P.E.	**Report Date:** 02-04-2020
Permit / Project Number: B14-102986	**Weather:** Partly Cloudy
Project: Block 40 – Shoring Historic Façade – interior demolition in preparation for new construction	
Location: 1858 Hollywood Boulevard, Hollywood, FL	
Contractor: Kast Construction	
Present at site:	
Dean Decker (B.O. – City of Hollywood) Bruce Cavossa (Block 40 LLC) Siddiq Kahn, PE (Engineer-of -Record, EOR) Adam Leblanc, PE (Shoring Engineer)	David Alexander (Kast Construction) Jason Kung (Kast Construction) Tamara Peacock (Tamara Peacock Co. Architects) Cristin Peacock (Tamara Peacock Co. Architects) Jaime Cynamon, PE (CAP Government, Struct. Eng.)

Report:

An onsite meeting was held on 01/24/2020 at 10:30AM, as a walk-through of the historic building portion of this project: Shoring Historic Façade.

Contractor (Kast), EOR and Shoring Engineer discussed the procedure for the demolition of the interior portion of the building in preparation for the retention of the historical façade.

Cracked, spalled and damaged concrete building components, several with extensive deterioration were observed in ground floor, including the historical wall scheduled to remain. Sign of rebar extensive corrosion with its consequent expansion contributing to concrete members general cracking, spalling and delamination is observed throughout. To that effect, the Shoring engineer stated that when proceeding with the concrete repairs for those elements there is a large probability of the complete section not to be able to support itself, and that a full repair be needed before bracing can proceed, which is unlikely as any section subject to work needs to be braced before. Several of the damaged areas show the existing steel reinforcement with excessive section loss, requiring full replacement.

Both the EOR and the Shoring engineer shall provide without delay written directives containing an evaluation of the structural integrity of the existing structure (in its current condition, during the partial demolition and the future construction phases). Specific instructions shall be given by the EOR and the Shoring Engineer regarding the structural stability of the existing building throughout the demolition and construction phases of the work, and to undertake all necessary precautions in order to assure safe construction activities within the building.

Please note that any revisions, additional detailing, and directives generated due to observed site conditions shall be submitted by the Permit Holder for code compliance review to the City of Hollywood Building Department/CAP Government, Inc. before being implemented.

At this moment, no work shall be conducted in the existing building until such time as the evaluation and directives are provided and approved by the City of Hollywood Building Department/ CAP Government, Inc.

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Pictures:


North portion of building, ceiling still in place


Sagged decorative beam (shored), wood joists to be shored (north portion)


Column at south façade, with crack & spall at base


Top portion of same column – existing block infill supported by shoring


Column at south façade, other view. Observe Spalling and cracking at the base


Column at Northwest corner, still covered with damaged wood blocking and masonry

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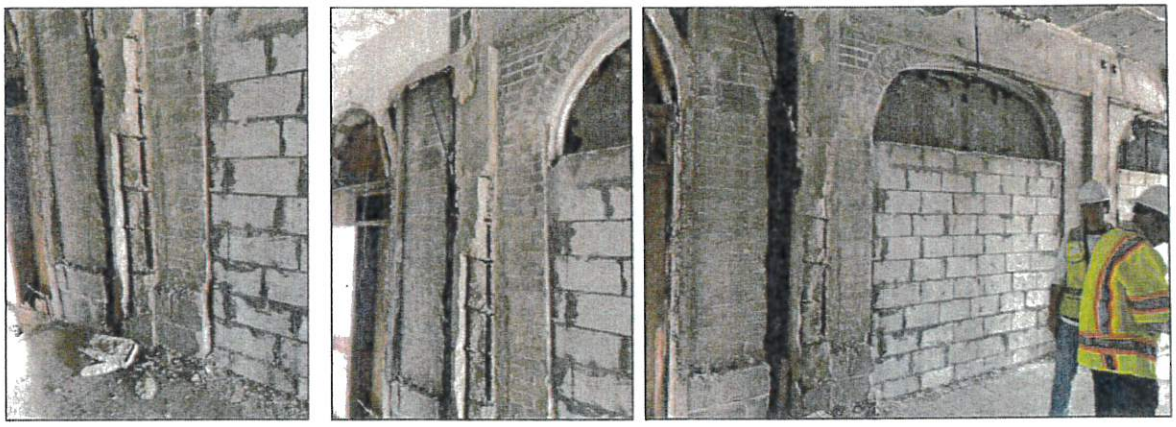

Column w/excessive spalling (W façade) and wall infill (not the original construction). The exposed rebars seen in the picture will require complete replacement. The beam above the opening shows a longitudinal crack running for the extension of the span.

END OF REPORT

YOUR VISION OUR MISSION | KAST CONSTRUCTION

Project: Block 40
KAST Job No.: 19-001-01

January 24, 2020

Block 40 LLC
1776 Polk St., #200
Hollywood, FL 33020

Attn: Bruce Cavossa

Re: Notice of Great Southern Hotel Safety Concerns

Bruce,

As you're aware, earlier this morning KAST held an on-site meeting with Ownership, COH, Cap Gov, the Structural EOR, Specialty Engineering and Tamara Peacock to review concerns we have in regards to the structural integrity of the existing historic Great Southern Hotel and below is a brief narrative of the chain of events which led to this meeting:

- **1/16/20** – KAST, Ownership, Specialty Engineering, Advanced and Summit received an email from Sid Khan stating that "Cracks and spalls in tie beams and columns that may be covered up by the steel channels, shall be repaired prior to the steel channel installation. Contractor shall keep log of cracks/spalls thus repaired." In addition, the EOR noted "Meanwhile cracks in the exterior of CMU needs to be reviewed by the specialty engineer and the Contractor to determine if temporary shoring for the cracked wall is needed or other temporary measures are needed in order to avoid further damage or partial collapse. Other temporary measures can be steel plates/angles installed on the outside across the cracks to stabilize the CMU wall." Based on this email, especially the phrase "partial collapse", KAST immediately removed all workers from within the Great Southern Hotel and scheduled a field visit for 1/17/20 with Sid Khan (structural EOR), Adam LeBlanc (Specialty Engineering) Advanced and Summit to mark locations of the existing structure which were in need of repair.
- **1/17/20** – KAST walked with Sid Khan (structural EOR), Adam LeBlanc (Specialty Engineering), Advanced and Summit and areas of spalled and/or cracked concrete on the interior face of the GSH walls were marked for repair prior to installation of the steel C-channels which are part of the final structural design of the new building itself.
- **1/21/20** – KAST received a field report from Specialty Engineering noting visible changes within the Great Southern Hotel (i.e. "significant settlement and sagging" of the second floor itself, "shear cracking" and bowing of interior wall finishes on the first floor). Based on these observations, Specialty Engineering noted within their report that "All second-floor demolition/clearing and third floor restoration is to stop until the second floor is fully re-shored. Summit is to clear all material from the first floor and open up the ceiling of the first floor for inspection of the second floor framing." In addition, "The structural concrete columns located in the east end of the building all have significant delamination and are to be re-shored immediately. A post shore is to be installed at either side, of all exterior and interior concrete columns (shore from beam to footing pad immediately adjacent to

column). All exterior first floor openings are to be shored immediately with (2) post shores equally spaced in every opening. Additionally, every 2nd floor opening wider than 48" is to have (2) 4x4 shores installed, equally spaced." Based on this report, KAST once again immediately removed all workers from within the Great Southern Hotel.

- **1/22/20** – KAST met in our office with Adam LeBlanc (Specialty Engineering), Advanced and Summit to review the report issued by Specialty Engineering on 1/21/20. Based on this meeting, KAST notified Ownership via email that the "existing structure of the GSH is in worse shape than had been anticipated" and that due to these safety concerns, all restoration work associated with the Great Southern Hotel was stopping and that KAST would be requesting additional/more frequent inspections of the Great Southern Hotel by the applicable engineers in order to make continual determinations as to whether or not the structure was safe for work to be taking place.
- **1/23/20** – KAST and Ownership held the official project kick-off meeting with COH and at this meeting, the city was made aware of the safety concerns both KAST and Ownership had in regards to the structural integrity of the Great Southern Hotel and its ability to be restored. Based on these comments, the Building Official requested that KAST schedule a site meeting for 1/24/20 with KAST, Ownership, COH, Cap Gov, Sid Khan (structural EOR), Adam LeBlanc (Specialty Engineering) and Tamara Peacock.
- **1/24/20** – As requested by COH on 1/23/20, KAST held a field meeting with KAST, Ownership, COH, Cap Gov, Sid Khan (structural EOR), Adam LeBlanc (Specialty Engineering) and Tamara Peacock and at this meeting, numerous areas were reviewed and conversations had.

Based on today's field visit, in addition to the ever changing conditions of the Great Southern Hotel structure itself, at this time KAST feels that the existing structure has no structural integrity and that it is not capable of supporting itself. As safety is our top priority, as of 1/24/20 KAST has stopped all interior work within the Great Southern Hotel (i.e. restoration, clearing out, installation of shoring, etc.).

In addition, it is KAST's understanding that the design of the bracing system was based on an assumption that the existing structure was self-supporting of its own weight but as KAST currently feels that the existing structure has no structural integrity, KAST has stopped all work related to installation of the steel bracing system pending review of all EOR, Specialty Engineer, Private Provider, Design Team, etc. reports requested by Ownership via email on 1/24/20. Once KAST has had the opportunity to review these reports, a determination will be made at that time as to whether or not KAST feels comfortable proceeding with installation of the bracing system as currently designed.

KAST wants nothing more than to resume work and continue moving forward with construction of the Block 40 project however, KAST will only do so once we feel that the conditions are safe for all workers, employees, pedestrians, visitors, inspectors, etc. Thank you.

Sincerely,

Jason Kung
Senior Project Manager
KAST Construction Company

THE TAMARA PEACOCK COMPANY
Architects

FIELD REPORT / MEETING MINUTES

Project The Great Southern Hotel Preservation (Block 40)
Date Friday, January 24, 2020
Weather Sunshine
Time 10:30 am

Attendees	Company	Phone
Tamara Peacock	The Tamara Peacock Company	954-728-8000
Cristin Peacock	The Tamara Peacock Company	954-728-8000
Dimitri Papaikonomou	Block 40/Gold Coast Florida	954-448-7951
Bruce Cavossa	Block 40 Block 40/Gold Coast Florida	954-448-7951
David Alexander	KAST Construction	561-689-2910
Rodrigo Savino	KAST Construction	561-689-2910
Jason Kung	KAST Construction	561-689-2910
Jaime Caymon, PE	Cap Government	305-448-1711
Sid Khan, PE	Siddiq Khan & Associates	305-662-2301
Adam La Blanc,PE	Specialty Engineering Consultants, INC	

Companies on Site	Description of Work	%	Phone
The Tamara Peacock Company	Preservation Architect		
Block 40/Gold Coast Florida	Owner's Representative		
Kast Construction	Contractor		
Siddiq Khan & Associates	Structural Engineering		
Specialty Engineering Consultants, INC	Structural Engineering		

ARCHITECTURAL:

1. TTPCA to submit a roof tile specification to KAST for new mansards on east and west elevations. The existing mansard and tiles on the north elevation to be removed, stored and surveyed for reuse.

1/21/2020	Open
1/24/2020	Open (Hold)

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phone: 954.728.8000 | fax: 954.728.9225 | architects @tamarapeacock.com | llc.: AA 0002526

2. Main objective of the façade restoration is to rebuild the ground floor windows and doors back to the 1920's appearance. Do not deviate from what is on the plans and is being permitted. The drawings call for the re-building of the ground floor and installation of new hurricane impact windows for the second and third floor.

1/21/2020	Existing windows are removed and placed in a storage container. Meeting with GSH window co. scheduled for 1/24/2020 for review.
1/24/2020	KAST provide building 3-d scan survey model to TTPC for dimensions verifications.

3. Existing transoms with medallions are to be restored. Will be used to help cast new molding to re-create the cast stone trim on ground floor.

1/21/2020	Open
1/24/2020	Open (Hold)

4. Remove and document all windows. TTPCA to come out to site and write assessment report for what to create ground floor windows with, and what window lites to keep for the window restoration.

1/21/2020	Existing windows are removed and placed in a storage container. Meeting with GSH window co. scheduled for 1/24/2020 for review. Existing window opening are built out of brick. Contractor plan to remove 4" of existing material and re-pour the opening with new concrete.
1/24/2020	9am window meeting was followed up by 10:30am field visit involving structural engineers. Second and third floor is boarded up and have no access until all the shoring is complete.

5. Verified floor height at 8 NAVD, about 6 inches higher than the existing floor slab. Windows and doors on the facades have already been adjusted on plans to accommodate the difference. This was previously coordinated with the Civil Engineer.

1/21/2020	Closed

6. Terrazzo flooring on the north east corner of the building to be protected prior to being removed and restored as to not be damaged. Additionally, it is believed there may be a similar "Great Southern Hotel" floor sign on the north west corner of the building under the existing flooring. Contractor to verify prior to demolition.

1/21/2020	Open
1/24/2020	Open (Hold)

7. All existing railings to be kept and restored for reuse.

1/21/2020	Railings are kept in place at the time of field visit. Restoration have not taken place yet.
2/24/2020	Open (Hold)

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8. Speak with Sid Khan, Structural Engineer, about bracing the block work on the south west corner of the façade as there is some existing cracking and may be hazardous during demolition.

1/21/2020	Temporary footing for temporary steel bracing is in place along exterior portions of the preserved facades. Steel bracing is being installed along west and north portions of the façade. West elevation bracing will be done by Saturday, and on Monday north façade bracing will be starting. Ornamental window moldings to be laser measured prior steel bracing installation for creation of new stone mold. Interior wall furring is removed, and preserved CMU/brick façade is exposed. Ceilings are removed and exposed wood deck is visible above. Parts of the façade and wood deck have black soot, probably after historic fire. Parts of preserved façade is "honeycombing" which will have to be chipped and patched. Areas of needed repair are marked with pink spray paint. According to David Alexander, the job site superintendent, after temporary steel bracing is installed on the exterior of the façade the existing flooring will be removed and new C-channels that are specified on structural to be installed in place of existing floor heights on which new floors will rest. Demo will be completed by March 17. After demo is done new interior concrete layer along that façade will be poured according to structural drawings.
1/24/2020	Sequence of events on site: • Began sealing cracks in façade to begin putting in shoring prior to the pour of new wall & installation of new c-channels. • Began chipping away portions of the bad concrete as noted by the shoring and bracing structural engineer to be removed during a prior walkthrough with the Engineer of Record. • As the concrete removal took place, portions of noted "good concrete" started falling out and the floor began sagging • Existing structure was deemed unsafe on 1/22/2020 by the shoring and bracing engineer, Adam LeBlanc.

9. Verify all opening sizes compared to existing opening height and drawn architectural/structural details for windows and doors to ensure the work is coordinated properly.

1/21/2020	Pending
1/24/2020	KAST provided 3d scan to TTPC for dimension verification for all opening sizes.

10. Existing Dade County Pine to be salvaged. Dimitri to put Dave in contact with Chip Abel's restoration carpenter to decide how to salvage the wood.

1/21/2020	Pending
1/24/2020	Pending (Hold)

11. All windows are to be removed from the façade because window openings will have to be enlarged to accommodate for the new 4" concrete jamb being poured around the opening to allow for the new window attachments. Structural details for this are shown on RS-3, RS-4, RS-4A in the structural set.

1/21/2020	Windows have been removed and stored.
1/24/2020	Due to unsafe conditions on site new window opening work is on hold. When work is resumed windows to be worked on one at a time, while alternating openings.

12. TTPC noted to Contractor to be very vigilant with all machines and equipment being used around the building façade. No vibration to be used as this may cause the façade to collapse. The Contractor is aware of this condition and has been in full compliance with the work.

1/21/2020	NV5 vibration testing company is scheduled for 1/21/2020 to monitor wall cracks before starting on new piles, meanwhile survey start pile layout.
1/24/2020	Due to sequence of event stated in #8. All the work on site had been stopped for all trade until further notice (received in notice on 1/26/2020). Existing structure was deemed unsafe on 1/22/2020.

13. Measurement was taken from the existing floor slab to under the tie beam for the door on the north east corner of the façade which measured at 7'-6". After review of our previous coordination meetings with Adache, I have found the response we received for the slab elevation transition from the interior to the exterior sidewalk. It has been indicated that we will be providing a transition ramp on the interior, and this is to be designed by the future tenant. This is the response from our 1/18/2018 coordination notes:

"I spoke to Zach, Craven Thompson, project Civil Engineer, and he said that the concrete floor slab at the Historical Building is Elevation 8 feet (8 feet =0'-0", the (-)1.5" shown on the plans is intended to have a finish floor topping with tile, which gets it to 0'-0") on the Historical Building. This meets Flood Criteria and is above FEMA. This is the floor elevation indicated on the plans that we inherited from the former architect and set by the Civil Engineer on the project. Furthermore, See attached ITEM 1, the interior slab at each of the East and West Entrances of the Historical Building have to be designed with a transition (steps & ADA ramps) in the slab as shown on the attached ITEM 1 sketch by the Historical Building Tenant Architect when the Tenant for the restaurant has been chosen."

I also attached the supplemental documents in regard to this. Please verify if we are still doing the interior ramp in these areas.

1/21/2020	Pending
1/24/2020	Pending (Hold)

14. It has been observed that the Contractor has only removed the boarding around the façade to date for investigation and documentation of the existing conditions. No other work has been performed. All existing windows, doors, and fenestrations have not been removed.

1/21/2020	All existing windows, doors, and fenestration have been removed. Revealed original stucco sample, that was behind the boarding, was taken from above north-east entrance to identify the color of the original façade.
1/24/2020	Due to sequence of events stated above structure have been deemed unsafe. CAP engineer to look at all structural drawings and work with project structural engineers to propose new solution on how to keep building structurally sound.

15. A full scan of the building has been carried out by a qualified surveyor, KEITH, and will be submitted to TTPCA for review.

1/21/2020	Pending
1/24/2020	3-d scan have been provided to TTPCA for review.

16. RFI #021 was issued by KAST for clarification on the demolition of the storefront windows on the ground floor of the historic structure. TTPCA has instructed KAST that these windows do not need to be removed and stored as they have no historical significance and will not be needed to rebuild the historic windows. They have been directed to demolish these windows.

1/21/2020	Closed

These minutes represent our interpretation of the item discussed and the decisions reached. Please contact our office with any omissions or clarifications within (3 Days) or receipt of these minutes.

Respectfully Submitted,

Cristin Peacock

Cristin Peacock, Project Manager
The Tamara Peacock Company
Architects

KHAN AND ASSOCIATES, INC.
Consulting Engineers and Planners

February 10, 2020

To Whom It May Concern,
Block 40 LLC,
1776 Polk Street, Suite 200
Hollywood, Florida 33020

Re: Block 40, Great Southern Hotel (GSH)
1830 Young Circle, Hollywood, Florida 33020

Subject; GSH Historic Façade Preservation and Existing Conditions

Dear all,
This letter is to apprise you of the prevailing structural conditions observed after Contractor stripped the interior finishes exposing the existing structural conditions.

On Friday January 17, 2020 we looked at the recently stripped roof and third floor concrete tie beams and found to be cracked and spalled at several locations along with honeycombed areas that were left unrepaired during the original construction. When tapped with a hammer, concrete at most of the areas sounded hollow indicating presence of internal delamination and corrosion of steel reinforcing. Areas marked for repairs were extensive and expected to further enlarge when actual chipping and removal were to be done.

On Friday January 24 another walk thru of the site was performed along with officials from the City of Hollywood to look at the ground floor columns recently stripped to bare concrete showing large cracks, spalls, delamination and corroded reinforcing. Temporary post shores had been installed in the large ground level north façade openings but temporary interior shoring of the existing bays of the wood floors along the façade and exterior bracing on the north and the east façade had not yet been installed. Work had been suspended on account of safety concerns that prompted the January 24 walk thru. Following the walk thru, reports of the site visit by several professionals were submitted to the City of Hollywood and on January 28, 2020, City of Hollywood Building Official designated the existing structure to be "Unsafe Building" and posted a yellow notice to this effect.

City of Hollywood also engaged the services of an independent consultant, Absolute Civil Engineering Solutions LLC (ACES) who conducted its own investigations, including a site visit on January 28, 2020, conducted Swiss Hammer tests on several concrete columns and beams and issued a report on February 3, 2020 signed and sealed by Wayne Errington Webb, P.E. The report concludes that while the structural plans for repairs and restoration of the façade are based upon sound engineering principals, the unsafe

conditions due to unreinforced foundation and CMU and extensive cracking, spalling and corrosion makes the historic preservation activity a high risk concern.

Within the same time frame an independent testing laboratory NV5, Inc., hired by the Ownership, conducted non-destructive Swiss Hammer tests on ground level columns, second and third level beams and took two (2) core samples from two (2) ground level columns. We would like to note here that Swiss Hammer tests are usually used to assess general sense of concrete compressive strength, but such tests are not an ACI acceptable criteria and, therefore, those test results should be discarded and not relied upon.

Concrete core tests are an acceptable ACI criteria. The two tests indicate compressive strength of 1580 PSI and 1320 PSI respectively with an average of 1450 PSI. It should be noted that such core tests were originally performed more extensively in 2002, when the average of five (5) samples concrete compressive strength was ascertained at 1816 PSI (1520 PSI -2210 PSI low & high range). The lowest acceptable concrete compressive strength per ACI 318 is 2500 PSI while exceptions are made and accepted for preservation of historic structures. The 2002 average compressive strength of 1816 PSI was 72.6% while current compressive strength of 1450 PSI is 58% of lowest acceptable compressive strength of 2500 PSI. This reduction is alarming and should be of concern.

In 2002, concrete was also tested for chloride ion content which was established at an average 0.034% of four (4) samples, well below acceptable criteria of 0.15%.

In view of the recent extensive and widespread spalling and corrosion of reinforcing steel observed, we requested that depth of carbonation from inside and outside of ground floor columns should be assessed, chloride ion content not being of concern. Why is this important: since chloride ions are not of concern, yet widespread spalling and corrosion has recently been observed, such corrosion may then be attributable to excessive carbonation of concrete since carbonation destroys the alkaline protective layer that fresh concrete forms around the reinforcing. When this protection is non-existent, corrosion of reinforcing steel occurs and spreads throughout the reinforcing length and as the reinforcing corrodes, it expands three folds, resulting in cracking, spalling and hollow unsound concrete where spalling is not evident.

NV5, Inc. performed these tests and reported that carbonation of concrete from the exterior ranges from 5.25" to 4" with an average of 4.625" while from the interior it is 2.5". The standard concrete cover for column and beam reinforcing is 1.5" which means reinforcing will remain safe from carbonation corrosion as long as the depth of carbonation of concrete remain less than 1.5". For the subject structure depth of carbonation from exterior and interior has reached 4.6" and 2.5" respectively, which is way beyond the threshold of 1.5", and therefore, carbonation has reached behind the reinforcing, the protective layer does not exist, and reinforcing is corroded thru out its length, loosing significant cross section. The original concrete perhaps was of low compressive strength and low quality as numerous honeycombed concrete areas were observed upon recent stripping of the interior finishes. Low quality, low compressive strength concrete is porous and vulnerable to excessive carbonation. The prevailing carbonated concrete conditions, therefore, require that cracked, spalled, unsound concrete and corroded reinforcing be replaced entirely at ground level columns and beams and at second and third floor tie beams. Since there are no tie columns from second floor to roof and the structure is unreinforced load bearing masonry type, replacement of tie beams for entire length may not be possible or at a high risk since unreinforced masonry may collapse when a concrete section is removed for

replacement. Furthermore, the low strength concrete already weakened by carbonation and reinforcing sections greatly reduced due to corrosion, may crumble and/or collapse partially at certain unknown locations in the removal and repair process.

The repair procedures and details provided in the BR and SR series structural drawings are based upon the assumption that during repairs the existing facade can support its own weight and that repairs be done in length and height segments not exceeding 30". However, the procedures and details provided are no longer applicable to the replacement of spalled and corroded sections for the entire length. Since full length concrete sections and reinforcing needs replacement while existing concrete and unreinforced CMU are not of unusual or unique construction materials, considering the life safety risks, the existing façade should be demolished and replicated.

Respectfully submitted by,

Mohammad S Khan
Digitally signed by Mohammad S Khan
Date: 2020.02.10 15:43:18 -05'00'

Mohammad S (Sid) Khan, P.E.
Florida P. E. #16743
Khan & Associates, Inc.
Consulting Engineers
7400 SW 50 Terr. #105,
Miami, Fl. 33155

CORES COMPRESSIVE STRENGTH AND DEPTH OF CARBONATION REPORT

NV5, INC.
14486 COMMERCE WAY, MIAMI LAKES FL 33016
TELEPHONE NO. 305-666-3563 FAX NO.: 305-666-3069

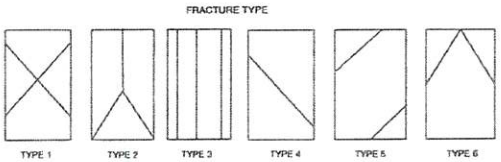
PROJECT NAME:	Block 40 Apartment - Hotel	PROJECT NUMBER:	16612	DATE:	2/4/2020
CLIENT:	Block 40, LLC	SAMPLED BY:	William Guzman	SET NO.:	1
CONTRACTOR:	Kast	SPECIFIED STRENGTH:	N/A	PAGE NO.:	1
TEST METHOD:	In general accordance with ASTM C42-18	CONCRETE SUPPLIER:	N/A		

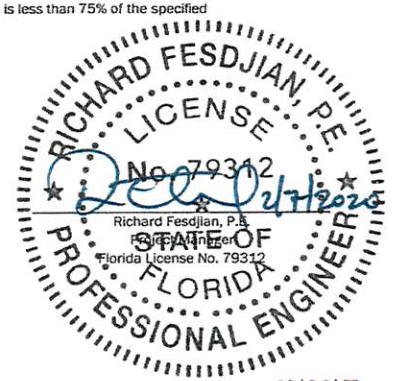
Core Number	Core Location	Structural Element	Core Dimensions					Compressive Strength				Fracture Type	Maximum Nominal Aggregate Size	Pour Date	Core Date	Preparation Date	Test Date	Core Weight (lbs.)	Core Unit Weight (lbs./ft³)
			Diameter (inches)	Lengths			Cross Sectional Area (sq.inches)	Maximum Load (lbs.)	L/D	Correction Factor	Approx. Compressive Strength (psi)								
				Original (inches)	w/o cap (inches)	with cap (inches)													
7	1st Floor - 6th Column South from NE Corner	Column	3.71	12.63	7.34	7.50	10.81	17,050	2.02	1.00	1,580	2	#67	Not Provided	2/3/2020	2/4/2020	2/4/2020	5.583	122
8	1st Floor - 3rd Column West from NE Corner	Column	3.71	8.00	7.26	7.26	10.81	14,270	2.01	1.00	1,320	2	#67	Not Provided	2/3/2020	2/4/2020	2/4/2020	5.750	127

Core Number	Core Location	Structural Element	Core Diameter (inches)	Core Length (inches)	Depth of Carbonation	
9	1st Floor - Building Exterior, 4th Column West from NE Corner	Column	2.71	12.00	5.25" from the top (Exterior)	2.5" from the bottom (Interior)
10	1st Floor - Building Exterior, 5th Column South from NW Corner	Column	2.71	6.25	4" from the top (Exterior)	

Notes

1 According to ACI 318 and Note 4 of ASTM C42-16, "The concrete represented by the cores is considered structurally adequate if the average strength of three cores is at least 85% of the specified strength and no single core strength is less than 75% of the specified strength". Compressive strength of the tested elements cannot be compared to design strength of concrete. Structural Engineer of Record should review these results for acceptance.
2 Direction of load application: Perpendicular with moisture condition is bagged.
3 Core dimensions were reduced under the recommended dimensions described by ASTM C42-18.





Richard Fesdjian, P.E.
Florida License No. 79312

NV5

January 27, 2020

BLOCK40

City of Hollywood, Florida
Mr. Dean Decker
Chief Building Official
2600 Hollywood Blvd
Hollywood, FL 33022

Re: Notice of Safety Concern, Great Southern Hotel

Dean,

Following up from our meeting at the Building Department on Thursday 1/23/2020 and site visit on Friday 1/24/2020, I want this letter to serve as notice from Block 40, LLC that we have suspended work on the bracing, demolition and restoration of the Great Southern Hotel.

This work stoppage is a result of the attached field reports from:

1. Specialty Engineering Consultants Inc. Dewey A LeBlanc PE # 077012
2. Khan & Associates, MS Khan PE # 16734
3. Cap Government, Jaime Cynamon, PE, Structural Engineer
4. Tamara Peacock Historical Architect, RA # 12126
5. Kast Construction, General Contractor

Block 40 LLC is very concerned with the safety of the onsite workers as well as the Public safety. We have engaged multiple Professional Engineers, Architects and Contractors to take the lead on the design of the bracing and restoration of the Great Southern Hotel. As a group, it has been determined that the existing structure is unsafe and lacks the structural integrity anticipated.

That said, Block 40 LLC has stopped work and will not continue with the shoring, bracing or demolition scopes of work until we receive specific direction from the City of Hollywood Building Department. Thank you for your attention to this serious safety matter.

Sincerely,

Bruce Cavossa
VP of Construction
Block 40 LLC

Cc: Specialty Engineering Consultants
Khan and Associates
Cap Government
Tamara Peacock
Kast Construction

SPECIALTY ENGINEERING CONSULTANTS, Inc.

DADE - BROWARD - PALM BEACH

January 24, 2020
Bruce Cavossa
VP of Construction
GOLD COAST FLORIDA REGIONAL CENTER, LLC
HOLLYWOOD CIRCLE, LLC
BLOCK 40, LLC
1776 Polk Street, Suite 200
Hollywood, Florida 33020

Re: Block 40 Great Southern Hotel Shoring and Bracing
Site Visit and Meeting 01/24/2020

Mr. Cavossa,

The Steel bracing is continued to be installed on the west elevation of GSH. All interior clearing and remediation has stopped on all elevated floors. Steel post shores have been added to all concrete columns and beams on the first floor, wood ellis jacks are being installed in all second floor opening wider that 48".

Currently the first floor is being cleared of debris and interior finishes, and the ceiling above is being stripped to expose the wood joists. As more of the ground level is exposed, we can see the existing structure's condition. The 2nd floor framing (first floor ceiling) has various areas that have been repaired and as such, the framing does not match what was anticipated. Some of the areas have significant damage and need to be further investigated and repaired. We are anticipating repairing 30-40% of the second-floor framing at a minimum in areas that are to be re-shored

The structural concrete columns all exhibit substantial spalling and delamination. Various parts of the vertical reinforcement are exposed with over 50% loss of section in most exposed areas. For this reason, all structural concrete beams and columns are currently being 100% re-shored. We are giving verbal directive in the field as items are exposed and will be creating a plan to document the location of the shoring.

Our bracing drawings were designed under the assumption that the structure would be self-supporting of its own weight. The newly exposed areas have led us to believe that this is not possible (steel post shores have been added for safety). In order for the bracing system to work as designed, the building structure must be repaired first. In order for repair work to begin on the building, the building must be deemed safe to work within. **At this time we can not verify that the building is safe to work with in, and there-fore all work needs to stop within the foot print of the building.**

The structure is significantly damaged and extreme caution needs to be taken in order to ensure the safety of all of the subcontractors and the surrounding public. Specialty Engineering, Siddiq Khan PE, and Kast need to analyze the validity of this project and the approach we are to take in order to proceed. At this point there is not a clear direction or indication of where the repair process can start safely. **Until the existing structure has been deemed safe to work in, and a detailed repair plan and procedure have been developed, access to the GSH should be restricted and all work should cease. This is an unsafe structure.**

Respectfully submitted,
Specialty Engineering Consultants, Inc.

Dewey A. LeBlanc

Digitally signed by Dewey A. LeBlanc
DN: c=US, cn=Dewey A. LeBlanc, email=Adam@specsf.com
Date: 2020.01.24 16:16:21 -05'00'

D. Adam LeBlanc, PE
State of Florida:
Registered Professional Engineer: #077012
Special Inspector: #070012
Certificate of Authorization: #009217

Y:\Kast Construction\Block 40\site vist letters\Block 40 GSH 012420.doc

KHAN AND ASSOCIATES, INC.
Consulting Engineers and Planners

Special/Threshold Inspection Report

Project:	BLOCK 40- GSH Tower & Garage	Address:	1830 Young Circle Hollywood, Fl.
Date:	**1/24/2020**	Demolition Permit No:	B14-102159
		Foundation permit No:	B14-102767
Project No:	K & A #19-123.00	Master permit No:	B14-102159
Report No:	**GSH 15**	General Contractor:	KAST Construction
Inspector:	M.S. Khan, P.E.	Superintendent:	David Alexander
		Phase III subcontractor:	Summit Structures
		Visitors:	Jaime Cynamon, P.E.-CAP, City of Hollywood Manager & Building Inspectors

Elements Inspected:	**Remarks:**
Existing Great Southern Hotel (GSH) Demolition/Repairs	

Applicable Plans/Details: BR & RS Series Structural Plans
Sheet SO-Temporary Foundation plan and shoring plan, revision 1 by specialty engineer.
Comments/Deficiencies.
Arrived at 8:45 AM at the job site, attended meeting at Gold Coast office regarding GSH windows, followed by ground level walk thru of GSH with the City of Hollywood Building Officials, Jaime CAP Str. Engineer, Tamara Peacock & her associate, KAST Reps. David & Jason, Gold Coast Reps. Bruce & Dimitris and Sp. Engineer Adam LeBlanc. Following is my report:

1. **Special job site walk thru was requested by David Alexander after stripping ground level finishes from the inside of the historic façade to be preserved; concerned with the safety of the workers performing repairs at upper levels, the observed deteriorated condition of ground level columns and overhead beams prompted KAST to suspend work at upper levels and requested today's job site review of the conditions thus exposed.**
2. **Observed that existing ground level openings, which do not represent the original openings and over the years these openings were modified and over-cut, had been shored with post shores because of deteriorated conditions of the concrete columns. This is a step in the right direction.**
3. **Observed ground level concrete columns showing cracks, spalls and delamination exposing corroded vertical reinforcing bars. For an old aged building like this, although concealed, deteriorated conditions should be expected and that's why repair notes and details are provided on RS-1 and RS-6 respectively. These conditions are required to be repaired per RS Series drawings prior to the installation of vertical and horizontal steel channels as per BR Series drawings.**
4. **The visiting Building Official observed these conditions and expressed his concerns that how these conditions would be addressed. I pointed out that the repair of all such conditions, including safety requirements during repairs, materials to be used and procedures to be**

employed, were already provided in the GSH Structural Drawings (BR Series and SR Series), currently submitted for permitting and showed him some of the details on those drawings. He seemed to be satisfied that these conditions will be addressed indeed.

5. He also expressed concern about the existing sagging wood joists (all such existing joists & decks require demolition at the right time). I told him that the existing joists are required to be shored from ground floor to roof and where the deck over the joists is deteriorated, it needs to be replaced with plywood deck to provide safe platform for workers to perform the repair work. However, as previously discussed with David & Adam, there are certain areas at corners where the framing and the deck are almost non-existent and require installation of temporary framing & decking to provide safe platform for the workers. He seemed to be satisfied that temporary shoring will be installed prior to performing the repair/restoration work.
6. David indicated that the ground level columns and overhead beams need to be repaired for installation of steel channels and before proceeding to the upper levels. I agreed. However, I want to make it clear that schedule, safety, means & methods are the responsibility of the Contactor (KAST). Sequence given in the BR and SR Series Drawings is the EOR suggested; actual adopted and followed rests with KAST.
7. Attention is dawn towards boxed notes on lower left-hand side on Sh. BR-1 "CAUTION WORKER SAFETY". KAST and Specialty Engineer are to be aware of this note and provide temporary shoring where needed ASAP. Specialty Engineer, Adam LeBlanc, seems to be unaware of this note as his report for the same day of the walk thru contradicts and is asking KAST and EOR to work out the line of action and details which are already spelled out in the BR and SR Series Drawings. Please pay attention to these drawings, notes and details together. See notes for repairs on RS-1 and details on RS-6. Proceed with work accordingly. No further instructions are needed form me, the EOR.
8. At installation of temporary shoring for an area (if not all the area), prior to allowing workers in the area, S & S statement regarding the safe work area is required from the Specialty Engineer. Please provide these statements as specific safe work areas are released for work. A sketch delineating the safe work area shall accompany each statement.
9. David stated that ground level cleaning is still in progress; after cleaning the ground level, he plans to proceed with the installation of temporary shoring, repair work, installation of steel channels and pouring of new concrete sills, jambs, headers and the 4" concrete wall. I agreed and indicated adequate space should be left between the inside face of the façade and shoring posts to allow workers to repair the concrete columns, overhead beams and to complete the restoration work for the ground level.
10. Since the existing openings in the North Façade are jagged and larger than the original openings, little CMU is left in each bay and therefore most of the support rests on the deteriorated columns. Attention is drawn towards Note 1 on Sh. RS-6; note that column repair is to be done in 30" sections at a time. Furthermore, during the walk thru it was agreed between David, Adam and I that simultaneous repairs on multiple columns can proceed provided two bays are skipped over.
11. Since the ground level restoration will be done prior to the installation of piles and grade beams, details on Sh. RS-5 at the bottom require revision to provide support for the 4" wall which presently is supported on the grade beams. K & A will revise and provide accordingly.
12. Since restoration of the ground level façade from inside is being expedited, it is imperative to establish rough opening sizes for each ground level opening. Rough opening means concrete to concrete width, height & overhead arches, allowing ¾" for 1x6 wood buck and ¼" shim

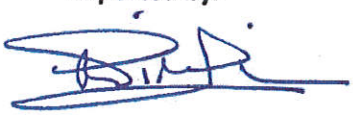
space against window & door frames while on the outside the rough opening should accommodate ¾" stucco return for the outside finished dimensions.

13. Second & third floor openings as seen from outside represent the finished sizes of the opening of the historic façade and needs to be maintained. However, in the previous site meeting approximately 2" thick stucco return was noted on the jambs and the heads. This stucco was noted to be excessive and unsound and required removal for proper restoration. I discussed the matter with Tamara during today's walk thru and pointed out not only this condition but stucco at several other locations sounds hollow and delaminated pointing to cracked or spalled structural surfaces behind it. Tamara acknowledged that excessive stucco at the openings and unsound stucco elsewhere may be removed and replaced to match.

14. Temporary bracing installation on the outside of the façade is in progress; about 90% on west side has been completed; 0.0% on North and East side. It is imperative that the bracing is installed on North and East sides ASAP.

15. Towards the end of the walk thru, Bruce and I discussed impact of GSH work on the Garage and Tower construction schedule. Bruce & I agreed that work on the Garage and the Tower should proceed as scheduled by KAST. I pointed out that the GSH and Structural drawings at interface are prepared for the Garage and the Tower to proceed independent of the GSH work subject to securing the respective permits and therefore, should not cause any delays due to the matters related to the GSH work.

Reported by:



M. S. Khan, P.E.
Khan & Associates, Inc.
Consulting Engineers, Inc.

cap government

343 Almeria Avenue,
Coral Gables, FL 33134.
www.capfla.com | 305.448.1711

Field Report	
By: Jaime Cynamon, P.E.	**Report Date**: 01-27-2020
Permit / Project Number: B14-102986	**Weather**: Partly Cloudy
Project: Block 40 – Shoring Historic Façade – interior demolition in preparation for new construction	
Location: 1858 Hollywood Boulevard, Hollywood, FL	
Contractor: Kast Construction	
Present at site:	
Dean Decker (B.O. – City of Hollywood) Bruce Cavossa (Block 40 LLC) Siddiq Kahn, PE (Engineer-of -Record, EOR) Adam Leblanc, PE (Shoring Engineer)	David Alexander (Kast Construction) Jason Kung (Kast Construction) Tamara Peacock (Tamara Peacock Co. Architects) Cristin Peacock (Tamara Peacock Co. Architects) Jaime Cynamon, PE (CAP Government, Struct. Eng.)

Report:

An onsite meeting was held on 01/24/2020 at 10:30AM, as a walk-through of the historic building portion of this project: Shoring Historic Façade.

Contractor (Kast), EOR and Shoring Engineer discussed the procedure for the demolition of the interior portion of the building. In order to prepare for the retention of the historical façade, we observed several cracked, spalled and damaged concrete building components, several with extensive deterioration. Several decorative wood frame beams showed excessive deflection after they were stripped down.

From the Building Department perspective, both the EOR and the Shoring engineer shall provide without delay written directives containing an evaluation of the structural integrity of the existing structure (in its current condition, during the partial demolition and the future construction phases). Specific instructions shall be given by the EOR and the Shoring Engineer regarding the structural stability of the existing building throughout the demolition and construction phases of the work, and to undertake all necessary precautions in order to assure safe construction activities within the building.

Please note that any revisions, additional detailing, and directives generated due to observed site conditions shall be submitted by the Permit Holder for code compliance review to the City of Hollywood Building Department/ CAP Government, Inc. before being implemented.

At this moment, no work shall be conducted in the existing building until such time as the evaluation and directives are provided and approved by the City of Hollywood Building Department/ CAP Government, Inc.

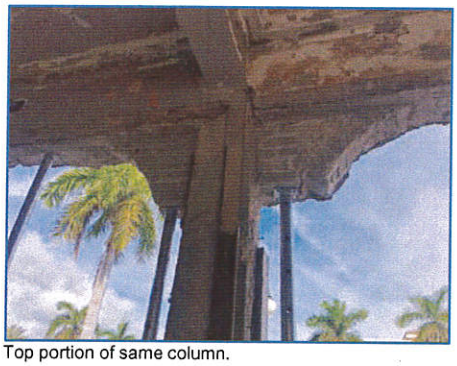
cap government
343 Almeria Avenue,
Coral Gables, FL 33134.
www.capfla.com | 305.448.1711

Pictures:


Column w/excessive spalling (W façade)


Sagged decorative beam (shored),
wood joists to be shored (north portion)


Column at south façade, with crack & spall at base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END OF REPORT

YOUR VISION OUR MISSION | KAST CONSTRUCTION

Project: Block 40
KAST Job No.: 19-001-01

January 24, 2020

Block 40 LLC
1776 Polk St., #200
Hollywood, FL 33020

Attn: Bruce Cavossa

Re: Notice of Great Southern Hotel Safety Concerns

Bruce,

As you're aware, earlier this morning KAST held an on-site meeting with Ownership, COH, Cap Gov, the Structural EOR, Specialty Engineering and Tamara Peacock to review concerns we have in regards to the structural integrity of the existing historic Great Southern Hotel and below is a brief narrative of the chain of events which led to this meeting:

- **1/16/20** – KAST, Ownership, Specialty Engineering, Advanced and Summit received an email from Sid Khan stating that "Cracks and spalls in tie beams and columns that may be covered up by the steel channels, shall be repaired prior to the steel channel installation. Contractor shall keep log of cracks/spalls thus repaired." In addition, the EOR noted "Meanwhile cracks in the exterior of CMU needs to be reviewed by the specialty engineer and the Contractor to determine if temporary shoring for the cracked wall is needed or other temporary measures are needed in order to avoid further damage or partial collapse. Other temporary measures can be steel plates/angles installed on the outside across the cracks to stabilize the CMU wall." Based on this email, especially the phrase "partial collapse", KAST immediately removed all workers from within the Great Southern Hotel and scheduled a field visit for 1/17/20 with Sid Khan (structural EOR), Adam LeBlanc (Specialty Engineering) Advanced and Summit to mark locations of the existing structure which were in need of repair.
- **1/17/20** – KAST walked with Sid Khan (structural EOR), Adam LeBlanc (Specialty Engineering), Advanced and Summit and areas of spalled and/or cracked concrete on the interior face of the GSH walls were marked for repair prior to installation of the steel C-channels which are part of the final structural design of the new building itself.
- **1/21/20 –** KAST received a field report from Specialty Engineering noting visible changes within the Great Southern Hotel (i.e. "significant settlement and sagging" of the second floor itself, "shear cracking" and bowing of interior wall finishes on the first floor). Based on these observations, Specialty Engineering noted within their report that "All second-floor demolition/clearing and third floor restoration is to stop until the second floor is fully re-shored. Summit is to clear all material from the first floor and open up the ceiling of the first floor for inspection of the second floor framing." In addition, "The structural concrete columns located in the east end of the building all have significant delamination and are to be re-shored immediately. A post shore is to be installed at either side, of all exterior and interior concrete columns (shore from beam to footing pad immediately adjacent to

column). All exterior first floor openings are to be shored immediately with (2) post shores equally spaced in every opening. Additionally, every 2nd floor opening wider than 48" is to have (2) 4x4 shores installed, equally spaced." Based on this report, KAST once again immediately removed all workers from within the Great Southern Hotel.

- **1/22/20 –** KAST met in our office with Adam LeBlanc (Specialty Engineering), Advanced and Summit to review the report issued by Specialty Engineering on 1/21/20. Based on this meeting, KAST notified Ownership via email that the "existing structure of the GSH is in worse shape than had been anticipated" and that due to these safety concerns, all restoration work associated with the Great Southern Hotel was stopping and that KAST would be requesting additional/more frequent inspections of the Great Southern Hotel by the applicable engineers in order to make continual determinations as to whether or not the structure was safe for work to be taking place.
- **1/23/20 –** KAST and Ownership held the official project kick-off meeting with COH and at this meeting, the city was made aware of the safety concerns both KAST and Ownership had in regards to the structural integrity of the Great Southern Hotel and its ability to be restored. Based on these comments, the Building Official requested that KAST schedule a site meeting for 1/24/20 with KAST, Ownership, COH, Cap Gov, Sid Khan (structural EOR), Adam LeBlanc (Specialty Engineering) and Tamara Peacock.
- **1/24/20 –** As requested by COH on 1/23/20, KAST held a field meeting with KAST, Ownership, COH, Cap Gov, Sid Khan (structural EOR), Adam LeBlanc (Specialty Engineering) and Tamara Peacock and at this meeting, numerous areas were reviewed and conversations had.

Based on today's field visit, in addition to the ever changing conditions of the Great Southern Hotel structure itself, at this time KAST feels that the existing structure has no structural integrity and that it is not capable of supporting itself. As safety is our top priority, as of 1/24/20 KAST has stopped all interior work within the Great Southern Hotel (i.e. restoration, clearing out, installation of shoring, etc.).

In addition, it is KAST's understanding that the design of the bracing system was based on an assumption that the existing structure was self-supporting of its own weight but as KAST currently feels that the existing structure has no structural integrity, KAST has stopped all work related to installation of the steel bracing system pending review of all EOR, Specialty Engineer, Private Provider, Design Team, etc. reports requested by Ownership via email on 1/24/20. Once KAST has had the opportunity to review these reports, a determination will be made at that time as to whether or not KAST feels comfortable proceeding with installation of the bracing system as currently designed.

KAST wants nothing more than to resume work and continue moving forward with construction of the Block 40 project however, KAST will only do so once we feel that the conditions are safe for all workers, employees, pedestrians, visitors, inspectors, etc. Thank you.

Sincerely,

Jason Kung
Senior Project Manager
KAST Construction Company