



Photo of Beach Haven Hotel and Western Union Cable Building. From: Historical Association of Southern Florida, Inc. (accessed August, 2017)

URBANICA *THE FIFTH HOTEL*

803 FIFTH STREET, MIAMI BEACH, FLORIDA



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Walter De Garmo

Work



Home built by John Gifford, who moved to Miami in 1903. Photo taken in 1938. 365-31 MATLACK

Walter DeGarmo: Fantasies in Concrete

BY MARGOT AMMIDOWN

"Less is more," Adolf Loos's credo for the Modernist movement, disparages architectural ornament. It was not a dictum that Walter DeGarmo applied to his work. One of Miami's earliest architects and widely considered one of its best, DeGarmo reveled in ornament. A list of the decorative and functional details from just one of his buildings reads like a glut of architectural jargon; it belies the dignity, complex symmetry, and delicate elegance of their assembly at DeGarmo's hand.

"Internationalism" was not in Mr. DeGarmo's architectural vocabulary either. His buildings were designed strictly for South Florida. Walter's son Kenneth and daughter-in-law Elizabeth live quite comfortably without air conditioning in a house designed to mute the sub-tropical heat with high ceilings, tile floors, large and plentiful windows, overhanging eaves, and ceiling fans.

Last year Kenneth DeGarmo donated his father's renderings to the Woodrow Wilkins Archives at the Historical Association of Southern Florida. In addition to being a fine architect, Walter DeGarmo was a master draftsman. Not only are the drawings beautiful individual artworks, they also document many

early Miami buildings — commercial, governmental, and residential — that no longer exist. The DeGarmo collection of over one thousand drawings forms the centerpiece of the Wilkins Archives thus far.

Walter DeGarmo was born in Normal IL September 7 1876. The family is of French descent, coming to this country early in its history. Walter's father Charles was a Civil War veteran who after the war moved west and attended the Teacher's College in Illinois. There he met and married Ida Whitbeck. Later Charles DeGarmo moved his family to Germany where he continued his studies in Heidelberg. Young Walter attended primary school there and learned German before speaking English.

Charles DeGarmo pursued an academic career, eventually becoming president of the newly-founded Swarthmore College. Walter grew up in a quiet and studious environment of Quaker influences. They stayed with him throughout his life.

While his father was at Swarthmore, Walter enrolled as a student in 1893. He also attended the University of Pennsylvania. After receiving a BA in Civil Engineering, Walter entered Cornell University where he earned

another BA in Architecture. Upon his graduation he joined the prestigious firm of John Russell Pope in New York. Under Pope's guidance DeGarmo continued his training in the Beaux Arts tradition. He retained a lifelong respect for the forms and tenets of that school of design which is apparent in his local work.

During their tenure at Swarthmore the DeGarmos encountered John Gifford, the man responsible for bringing them to South Florida. Gifford, who had attended Swarthmore as a student, was subsequently offered a position by President DeGarmo teaching botany. When Walter was attending Cornell, Dr. Gifford was teaching there; Walter's father also left Swarthmore to accept a chair at Cornell, a university which Gifford always maintained "was more like a family than a public institution."

Gifford first came to Miami in 1896 on his way to the Bahamas to

► Continues on page 4

Margot Ammidown has closed her research books in Miami and gone to Rhode Island with her husband, Photographer Michael Carlbach, while he does advanced studying.

Ammidown, Margot. "Fantasies in Concrete." Update 11, no. 1 (February 1984): 3-6.

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Journal

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investigate the possibility of establishing a marine laboratory there. He returned to live permanently in 1903. Dr. Gifford settled in Coconut Grove and set about campaigning to interest some of his friends from Cornell in joining him. The idea apparently appealed to Charles DeGarmo, who was ready to retire, and to Walter as well.

It is a bit surprising that a young up-and-coming architect would leave a successful position with a respected New York firm to move to the remote frontier town Miami was in 1903, but as his son Kenneth put it, "he just thought it might grow." The DeGarmo contingent built a couple of cottages in Coconut Grove near Gifford's place and Walter opened an office at 1210 Avenue C in downtown Miami. The 1904 city directory lists two other architects, F. W. Backus, and F. W. Hahn, but DeGarmo is reported to be the first Miami architect registered with the FAIA. By 1907 he is the only architect listed in Miami.

Coconut Grove must have been quite something in those days. Dr. Gifford succeeded in persuading a considerable group from Cornell to come down. Commodore Ralph Munroe had established the Biscayne Bay Yacht Club which attracted a lot of New England sailing enthusiasts. There was the charming and sociable Peacock Inn, and a colorful array of interesting people ranging from Seminole Indians and Bahamian immigrants to families listed in the pages of the northern social registers. In addition to the stimulating company, there was the beautiful blue bay plus the exotic tropical hamlet that was Coconut Grove.

What existed in the way of architecture, aside from the new county courthouse, ranged from the two- and three-story plain wood frame commercial buildings of Miami, with an occasional brick structure that looked unusually substantial, to the outlying rustic pioneer homes. Early suburban neighborhoods were beginning to fill up with nondescript wood homes with standard lap siding or the Bahamian style houses of the black communities.

Both Hahn and Backus specialized in the late Victorian style homes like those proliferating in cities throughout the nation. If Miami had any architecture to call its own at this point, it was some of the more original residences in DeGarmo's new neighborhood. Commodore Munroe's "Barnacle" was particularly notable and so was Dr. Gifford's home, "End of the Trail." Both displayed consideration of the local climate and used local materials. Although DeGarmo had his own style, these



DeGarmo, considered Miami's first registered architect, built Miami City Hall (right) in 1911, next to fire station on Flagler St. X-974-



McAllister Hotel, designed by DeGarmo, as it appeared in 1920, the tallest building in town. 31-12 MATLACK



Coconut Grove Bank displays DeGarmo's decorative details.

places, in theory, may well have been an influence on him. His early homes are uniquely tropical. DeGarmo was one of the first local professional architects to design homes especially suited for this area.

DeGarmo had plenty of work from the start of his career in Miami. He designed a large number of early government buildings including the old Miami City Hall, the city police

station, fire stations and schools. He also designed many commercial buildings. The McAllister Hotel, which stands now grossly altered, was his design. It was one of Miami's first highrises and was the tallest building in the city for years. Most of the older structures still standing in the Coconut Grove business district are DeGarmo designs also. However, Walter DeGarmo became best known

Ammidown, Margot. "Fantasies in Concrete." Update 11, no. 1 (February 1984): 3-6.



Colonnade Building was a collaboration of DeGarmo, Phineas Paist and Denman Fink in 1927.



Coral Gables Post Office, another DeGarmo building in 1926.



Coral Gables Administration Building, built by DeGarmo, was photographed in 1925 from NE Coral Way.

for his houses. Residential architecture was really his specialty.

When Kenneth DeGarmo was asked if his father had any particular philosophy that he applied to his work, the answer came quickly, "southeasterly exposure." That apparently went without saying in the days before air conditioning. Large overhanging eaves that provided both shade and protection from the heavy

rain were another standard feature of a DeGarmo home. Early on, Walter DeGarmo started working in the Mediterranean style for which he became particularly noted. Some people credit him with originating its local variation. Ivan Rodriguez, director of Dade County's Historic Preservation Office, believes Kiehnel and Elliot's "El Jardin," built in 1917, was the first full-fledged Mediterranean Revi-

val work in Dade County but he attributes many innovations and local adaptations of the style to DeGarmo.

DeGarmo's first-known all-out Mediterranean work was a particularly beautiful home done for Benjamin Tobin in Buena Vista in 1918. The plans show a large square floor plan with a central courtyard, tile roofs, intricate sgraffito panels, and the monumental proportions of its European predecessors. Yet the house was uniquely suited to its surroundings which were also designed by DeGarmo and included elaborately landscaped grounds, lily ponds, flower beds, and palm-lined paths, as well as areas where the native vegetation was set off to its best advantage. Walter DeGarmo must have been pleased because it was a style he continued working in for many years.

From the time of his arrival Walter DeGarmo was a leading architect in the area. That designation took on new meaning during the real estate boom of the 1920s. DeGarmo played an integral role in the original development of Coral Gables. With architects Phineas Paist and Denman Fink, he collaborated on the Douglas Entrance and the Colonnade Building. On his own he designed the Coral Gables Bank and Post Office, the city administration building, and many of the privately-owned commercial buildings. He continued to design estates for people on Miami beach, in Coconut Grove, and in most of the later important boom developments.

"They had big plans," Kenneth DeGarmo recalls. "I came across sketches for a big hotel in Key Largo and for development communities as far north as Palm Beach. There was plenty of land so it was 'oh, boy, let's do it' in those days. Development was in. In his day it was a good thing. They didn't have to worry about the Everglades giving out of water. I don't know what he would think about it."

The 1920s in Miami was an exhilarating time. DeGarmo's reputation and commissions grew by leaps and bounds. He employed over twenty draftsmen at one time during the height of the boom, but later told his son if he had it to do over again he'd have a single office and do the work by himself.

Phineas Paist, with whom DeGarmo collaborated in the Coral Gables development, was also quite a character, but one DeGarmo held in high esteem. It was DeGarmo who convinced Paist to stay in Miami after his work supervising the construction of Vizcaya was completed. Kenneth remembers Phineas Paist as "artistic to his fingertips. He even looked the

► Continues on page 6

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Pen and ink sketch of Douglas Entrance, another DeGarmo, Paist and Fink conception.



part with a bald head, a goatee, monocle, white linen suit, and straw hat. He looked like a French member of the Beaux Arts come to life, and he was a magnificent architect. My father really admired him."

Along with work, financial success came to Walter DeGarmo in the 1920s. He was able to build a dream house for himself, wife Mary, and three children: a large Mediterranean home which remains on Douglas Road in Coconut Grove. The family lived in this house for most of the year and during the summer moved to a two-story red brick beach house of French influence that he built on Miami Beach at Eighth and Ocean.

During the depression DeGarmo lost the family dream house for taxes, but he was eventually able to build another house nearby as business slowly picked up in the late 1930s. Walter DeGarmo never sacrificed his reputation to "get rich quick" by building cheaply like many of his contemporaries so as the economy improved people who wanted a nice home came looking for him.

But DeGarmo's heyday ended with the 1920s. He was not a fan of Modern architecture. He thought the materials were frequently shoddy, and that the buildings themselves were almost always unattractive, designed for factory rather than human considerations. His son was a young man in the '30s, studying to be an artist, involved with all the new techniques.

"I've worked with some contemporary architects, doing renderings and all," he said. "They get excited about a big sheet of glass and some brick, the proportions and so forth. I know what carries them but I also know that if you get in the mood and go down and make a pen and ink drawing of Vizcaya or the Four-Way Lodge or one of my father's places — you're in completely different gear."

Walter DeGarmo was responsible for a significant portion of that "different gear" that exists in Miami. His buildings reflect his taste and classical education which was accented with a dash of fantasy and glitter from the Jazz Age. Even in their contemporary settings they are appropriate, they fit, they illustrate, they tell our story. The Erickson family now lives in the former DeGarmo house on Douglas Road. They have lived there since 1963. They don't mind no air conditioning in the main rooms.

"They're just too large, too open, doors floor-to-ceiling everywhere," said Douglas Erickson, "but we love it. My wife looked at houses for a long time and when she saw this place she just said she was looking no further."

Ammidown, Margot. "Fantasies in Concrete." Update 11, no. 1 (February 1984): 3-6.

Western Union Cable Building

Photography



From the Miami-Dade County Property Appraiser Tax Jacket File for the property

07-17-1985



From the Miami-Dade County Property Appraiser Tax Jacket File for the property

12-20-1982

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09-23-1987



From the Miami-Dade County Property Appraiser Tax Jacket File for the property

09-23-1987



07-17-1985

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12-20-1982

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09-23-1987



From the Miami-Dade County Property Appraiser Tax Jacket File for the property

02-18-1982



From the Miami-Dade County Property Appraiser Tax Jacket File for the property

02-18-1982



From the Miami-Dade County Property Appraiser Tax Jacket File for the property

06-22-1964

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06-22-1964

From the Miami-Dade County Property Appraiser Tax Jacket File for the property



06-22-1964

From the Miami-Dade County Property Appraiser Tax Jacket File for the property

(demolis)

OCT. 12, 1925

MIAMI

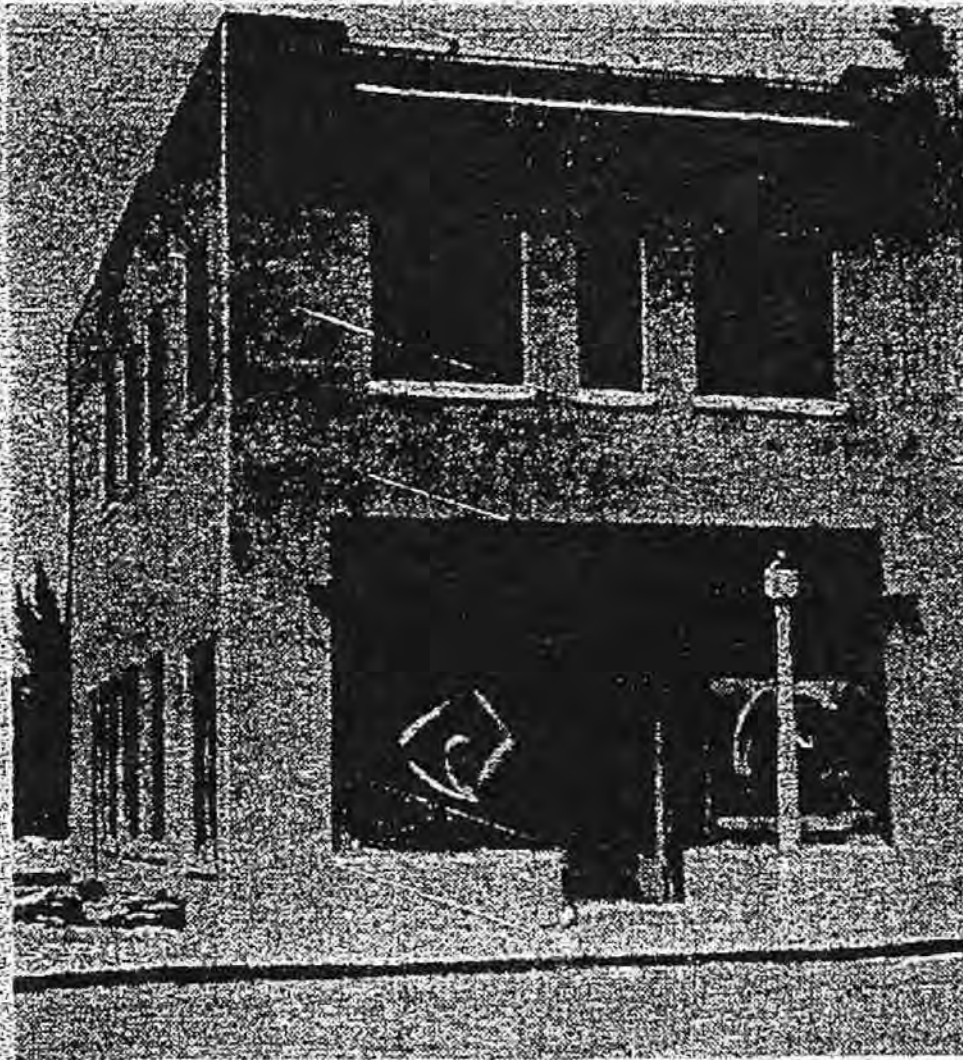
MIAMI BEACH

TRIAL ATTACK PORTER

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NATION'S SOUTH AMERICAN CA



The new Western Union Telegraph Co. cable station on Fifth st., Miami Be-
Buenos Aires. Every cable message handled by the company from any part of the
transferred from land to sea-lines here. Right is the office of the company at M

NION Federal Surveyors Return

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Newspaper
Excerpt

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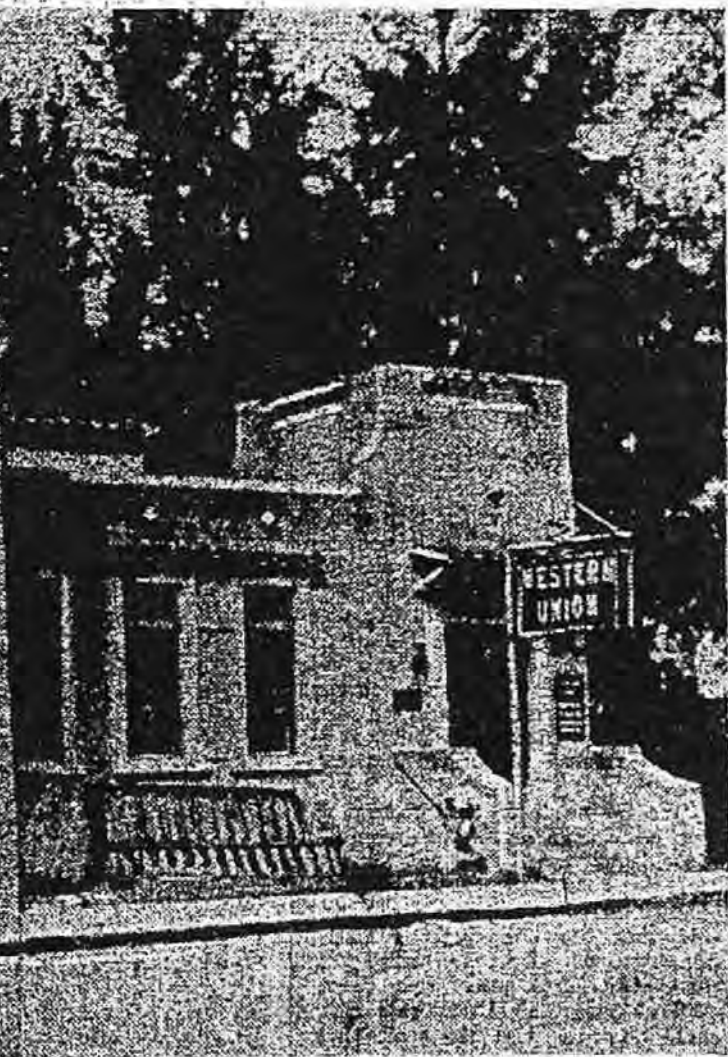
(863-05 5TH ST.)

MI DAILY NEWS AND METROPOLIS

CH NEWS



BLES WILL PASS HERE



—Daily News Photo by Cunningham

each, which will be used soon for the South American cable to United States to the eastern part of South America will be Miami Beach.

ATTENDANCE 115

Rev. H. W. Blackburn Starts Departmental Work In Beach Methodist Church

The opening class of Miami Beach First Methodist Sunday school was attended by more than 115 children Sunday, when departmental work was started by the Rev. H. W. Blackburn, pastor.

Mrs. Ed R. Neff has charge of the cradle roll; Mrs. T. W. Terry, primary work and Mrs. M. G. Markland supervises work among the beginners. Services conducted by the children will continue every Sunday at 9:45 a. m.

"Rejecting Christ" was the subject of the Rev. Blackburn's sermon at 11 a. m. His theme was taken from the text of St. John, "He Came Unto His Own and His Own Received Him Not."

PARENT-TEACHER BODY AIMS TOLD

Fifth District Head Speaks at Meeting in Fort Pierce

(Special to Miami Daily News.)

FORT PIERCE, Oct. 12.—The Parent-Teacher association has held its first regular meeting of this year at the school. Mrs. Cook, president of the fifth district of the State Parent-Teacher association, of which the local organization is a part, delivered an address.

Mrs. Cook's address was well received. She spoke of the aims and line of work the State Parent-Teacher association was engaged in, stressing the importance of every parent of a school child becoming an active member of the association.

Western Union Cable Building

Building Card and Records

Owner WESTERN UNION COMPANY Miami Address 1266 (my plan) Cost \$14,750:--

100 ft Lot 7 & 8 Block 74 Subdivision OCEAN BEACH #3 Address 305 5th street

General Contractor C. F. McKenzie 3174 Bond No. 135

Architect W. DeGarmo Engineer

Zoning Regulations: Use BA Lot Size

Building Size: Front 26' Depth 50' Height 18' Stories 2

Certificate of Occupancy No. Use OFFICE BUILDING

Type of Construction CBS Foundation Reinf. concrete Roof B Date June 10, 1925

Plumbing Contractor Horn 1-----Sewer Connection Date Dec. 26, 1925

Plumbing Contractor Schutz -- 9 fixtures Temporary Closet

{ 1-Water Closets #18390 } Bath Tubs

{ 1-Lavatories July 19, 1945 } Showers

Urinals Sinks

Gas Heaters

13941... MIAMI BOTTLED GAS COMPANY Gas Turn On Approved

9----- Gas Radiators Aug. 19, 1940

Septic Tank Contractor

Oil Burner Contractor

Sprinkler System

Electrical Contractor

Switch

OUTLETS Light

Receptacles

Range Motors

HEATERS Water

Space

Refrigerators

Irons

Electrical Contractor

No. FIXTURES

FINAL APPROVED BY Date of Service

Alterations or Repairs # 3529 REMODELING - W. W. Lotspeich \$1,500:-- Dec. 4, 1929

17223 PAINTING - exterior - Touby Painting Company \$ 372: Apr. 12, 1943

MEPRO ORD. #75-34

RECEIVED

PERMIT

DATE 4-5-2

Photo of Western Union Building Card. Architect Walter De Garmo. From: Miami Beach Planning & Zoning Department (accessed August, 2017)

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ZBA MEETING OF SEPT. 4, 1986 - File #1774: "THE PLACING OF THESE REQUESTS ON THE AGENDA IS CONTINGENT UPON THE APPLICANT OBTAINING APPROVAL BY THE DESIGN REVIEW BOARD FOR THIS PROPOSED PROJECT".

APPLICANT REQUESTS THE FOLLOWING VARIANCES IN ORDER TO RESTORE AN EXISTING STRUCTURE AND CONVERT IT INTO A MEDICAL CLINIC:

1. Applicant wishes to waive 1,000 sq. ft. of the minimum required 10,000 sq. ft. of lot area, in order to convert the above mentioned structure on a lot with a total area of 9,000 sq. ft.

2. Applicant requests the waiving of Section 12-5G.3. that prohibits the use of required yard areas for parking uses, and instead, be permitted to locate one parking stall within the required west side yard setback.

3. Applicant wishes to waive all of the required 10' rear yard setback, in order to construct an interior drive to serve the parking area.

4. Applicant requests the waiving of 2'-6" of the minimum required 17'-6" length for compact parking spaces, in order to provide 9 parking spaces 15 ft. long.

5. Applicant wishes to exceed by 4 the maximum number of compact parking spaces allowed (5) in order to provide a total of 9 compact parking spaces 15' long as described in request #4, above.

6. Applicant requests the waiving of 4 of the minimum required 13 off-street parking spaces, for the operation of said Medical Clinic with a total of 3,800 sq. ft. of floor area.

GRANTED. CONSTRUCTION MUST BEGIN WITHIN THREE MONTHS AND BE COMPLETED WITHIN NINE MONTHS. ALSO SUBJECT TO THE RECOMMENDATIONS MADE BY THE PUBLIC WORKS AND PLANNING DIRECTORS.

BOB BLUM WAS BEEN DESIGNATED AS THE BOARD'S REPRESENTATIVE TO REVIEW THE PLANS.

PLUMBING PERMITS

BOARD OF ADJUSTMENT SUMMARY JANUARY 13, 1989

3174

17. FILE NO. 1774 BURMON INVESTMENT INC.
805 5TH STREET
EAST 100 FT. OF LOTS 7 & 8; BLOCK 74
OCEAN BEACH ADDITION NO. 3; PB 2/81

THE BOARD IS REQUESTED TO SET A PUBLIC HEARING DATE FOR PURPOSES OF CONSIDERING THE REVOCATION OF VARIANCES GRANTED ON SEPTEMBER 4, 1986 FOR FAILURE TO MEET CONDITIONS (PAYMENT OF A PARKING IMPACT FEE).

PUBLIC HEARING SET FOR MEETING OF FEBRUARY 13, 1989.

Photo of Western Union Building Card. Architect Walter De Garmo. From: Miami Beach Planning & Zoning Department (accessed August, 2017)

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3174. ADDRESS: fas. 57th St. N.
LOT: BLOCK: SUBDIVISION:

ALTERATIONS & ADDITIONS

BUILDING PERMITS #27244 8/5/85 Cardan Bldg Contract - sandblasting, general repairs, PM case #21332 \$200.
#27275 8/9/85 C.E. Sheppard Roof - reroof 30 sqs \$10,000.
#91930 10/31/86 Jose A. Bello remodel as per drawings variance 1774 medical clinic \$80,000.
#M08620 11/26/86 Consolidated Sheet Metal 25 kw central heat, 13 1/2 air cond central medical clinic
#82132 6/24/87 Rollins Protect 1 burg alarm control, 30 burg alarm devices

PLUMBING PERMITS #62208 8/14/85 Republic Plumb - 3 rgh, 3 set lavatory, 3 rgh, 3 set water closet repair exist only
#63016 12/18/86 Admiral Plumb - 3 rgh, 3 set lavatory, 8 rgh, 8 set sink slop, 3 rgh, 3 set water closet, 1 sump pump

ELECTRICAL PERMITS #81537 11/4/86 A & P Elec - recept, 1 serv temp, 400 amp serv repair/meter change,
14 ton total air cond, 25 kw strip heater, 1-25 kva gen transf, 160 fixtures, 1-x-ray,
#81537 - Lapin Elec. Corp. - 26 Switch outlets, 29 Light outlets, 63 Receptacles, 1 Service temporary, 400 Service size in
AMP'S, 1 Water heater, 14 Ton A/C, 25 KW Strip heater, 1-25 Generators transformers,
160 Fixtures & 1 Xray - 4-20-87 - Permit Transfer from original contrac to new contractor.

Photo of Western Union Building Card. Architect Walter De Garmo. From: Miami BeachPlanning & Zoning Department (accessed August, 2017)

CITY OF MIAMI BEACH

CITY HALL 1700 CONVENTION CENTER DRIVE MIAMI BEACH FLORIDA 33139



10/18/88

DEPARTMENT OF PLANNING

September 20, 1988

Burmon Investments, Inc
805 5th Street
Miami Beach, FL 33139

CITY HALL
1700 CONVENTION CENTER DRIVE
TELEPHONE: 673-7550

P.6
FIT
JAM

SEP 22 1988

? Return for
build. Card

RE: REQUIRED CONTRIBUTION OF PARKING IMPACT FEE
ZBA FILE # 1774
PROPERTY ADDRESS: 805 5TH STREET

3174

Gentlemen:

On September 4, 1986, the Zoning Board of Adjustment approved your request for a zoning variance contingent upon the annual contribution of \$500 into the South Pointe Improvement Fund.

The required contribution is due on October 1, 1988. As such, please make arrangements to pay the required sum at the Planning Department, Second Floor, City Hall, 1700 Convention Center Drive. Checks should be made payable to the City of Miami Beach.

If you have any questions regarding this matter, please call Jorge Gomez of my staff (673-7550).

Thank you for your cooperation.

Sincerely,

Jud Kurlancheek
Planning & Zoning Director

SEP 22 1988
CITY OF MIAMI BEACH

JK:JGG

cc: Bill Miller, Code Enforcement
Paul Gioia, Building Department ✓
Sandra Schneider, Assistant City Attorney
Jim Borgmann, Meter Parking

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Buildign Card



PROJECT #1723
URBANICA
THE HOTELS

805 Fifth Street, Miami Beach, FL 33139

7580 NE 4th Court
Studio 100
Miami, FL 33138
office: (305) 606-4105

MCG
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COASTAL CONTROL ZONE
CUMULATIVE COST OF CONSTRUCTION OF PERMITS ISSUED

DATE	PROCESS NO.	DESCRIPTION OF WORK	WORK COST	CUMULATIVE WORK COST	APPRAISED BLDG. VALUE BEFORE REMODEL %	COMMENTS	BUILDING PERMIT NO.
ISSUED 6-24-87 1-20-87		BURGESS REPAIR RE ROOF	\$400	\$400			29704

Photo of Western Union Building Card. Architect Walter De Garmo. From: Miami Beach Planning & Zoning Department (accessed August, 2017)

CITY OF MIAMI BEACH

CITY HALL 1700 CONVENTION CENTER DRIVE MIAMI BEACH FLORIDA 33139



DEPARTMENT OF PLANNING

CITY HALL
1700 CONVENTION CENTER DRIVE
TELEPHONE: 673-7550

3174
TO: CHAIRMAN & BOARD MEMBERS
ZONING BOARD OF ADJUSTMENT

JANUARY 6, 1989

FROM: JUD KURLANCHEEK
PLANNING & ZONING DIRECTOR

SUBJECT: PLANNING & ZONING DEPARTMENT RECOMMENDATION:
JANUARY 13, 1989 MEETING

FILE NO. 1774 BURMON INVESTMENT INC.
805 5TH STREET

BACKGROUND

1. September 4, 1986 - The Board of Adjustment approved six variances which allowed for the establishment of a medical clinic at the subject property. One of these variances included the waiver of four parking spaces contingent upon the applicant contributing an amount of money to the City equivalent to the purchase of two parking decals on an annual basis. The sum of \$500 was due on September 4, 1988.
2. November 10, 1988 - The Department advised the applicant that \$500 was due and if payment was not received it would be necessary to seek proper administrative courses to insure compliance.
3. December 15, 1988 - The Department advised the applicant that unless the City received the \$500, the Department would ask the Board of Adjustment on January 13, 1989 to set a public hearing for purposes of considering revocation of the variances.

RECOMMENDATION

As the applicant has not submitted payment to the City, the Department requests the Board of Adjustment establish a public hearing at its next regularly scheduled meeting for purposes of considering the revocation of the variances.

JK:jm

Photo of Western Union Building Card. Architect Walter De Garmo. From: Miami Beach Planning & Zoning Department (accessed August, 2017)

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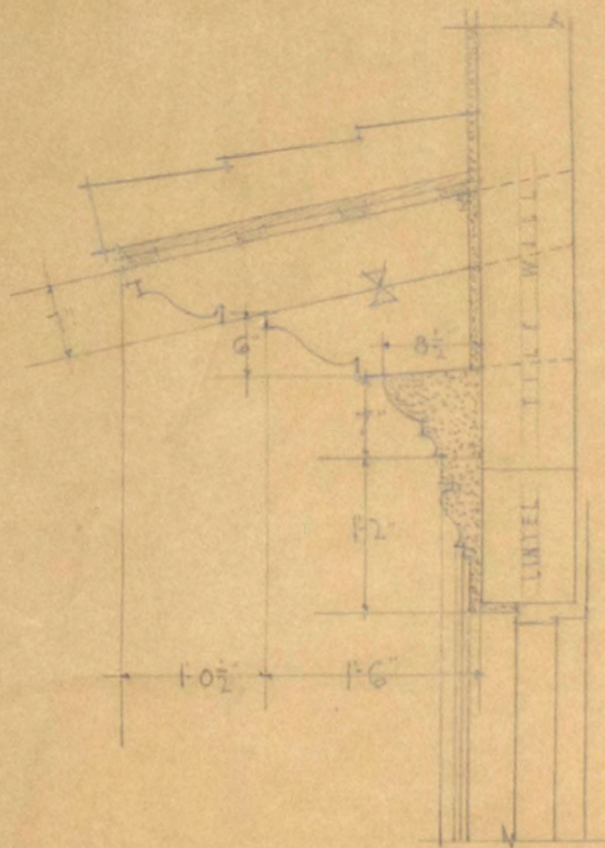
COASTAL CONTROL ZONE

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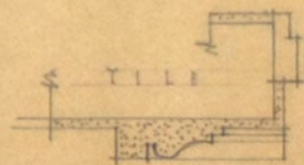
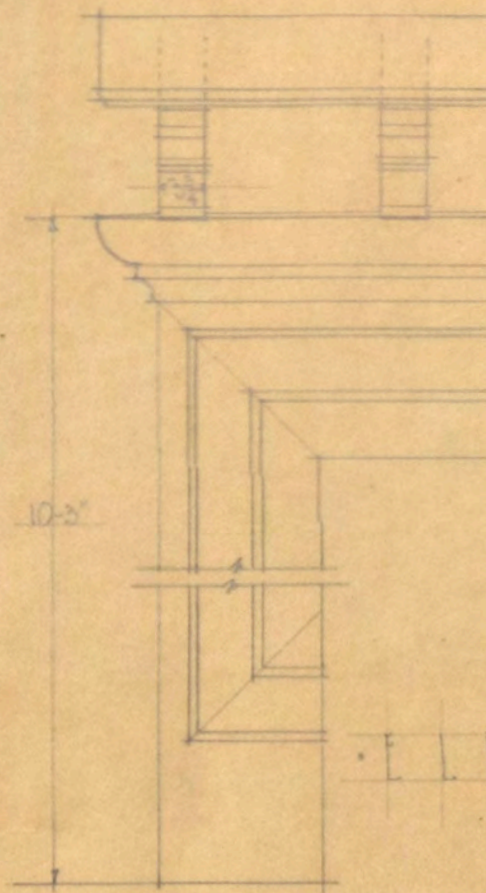
Photo of Western Union Building Card. Architect Walter De Garmo. From: Miami Beach Planning & Zoning Department (accessed August, 2017)

Western Union Cable Building

Building Details



SECTION



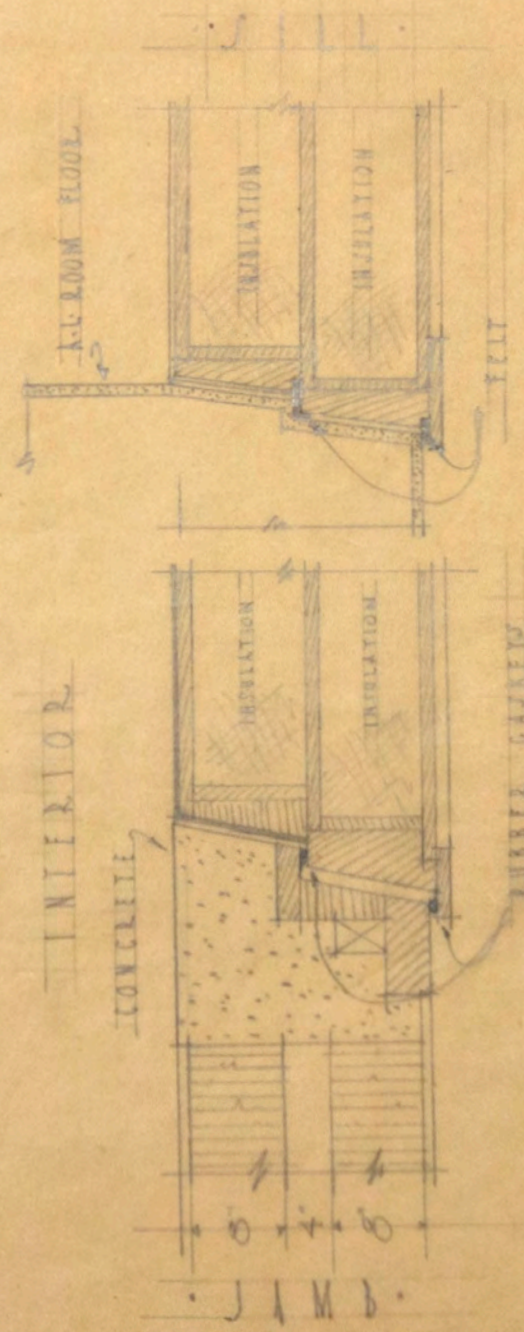
PLAN

HOOD OVER ENTRANCE

3/4\"/>

WESTERN UNION CABL

一、二、三、四、五、六、七、八、九、十、十一、十二、十三、十四、十五、十六、十七、十八、十九、二十、二十一、二十二、二十三、二十四、二十五、二十六、二十七、二十八、二十九、三十、三十一、三十二、三十三、三十四、三十五、三十六、三十七、三十八、三十九、四十、四十一、四十二、四十三、四十四、四十五、四十六、四十七、四十八、四十九、五十、五十一、五十二、五十三、五十四、五十五、五十六、五十七、五十八、五十九、六十、六十一、六十二、六十三、六十四、六十五、六十六、六十七、六十八、六十九、七十、七十一、七十二、七十三、七十四、七十五、七十六、七十七、七十八、七十九、八十、八十一、八十二、八十三、八十四、八十五、八十六、八十七、八十八、八十九、九十、九十一、九十二、九十三、九十四、九十五、九十六、九十七、九十八、九十九、一百。



- DOOR TO A.L. ROOM -
- 3/4" SCALE -

E STATION.

W.C. DE GARMO - ARCHITECT -
MIAMI - FLA.

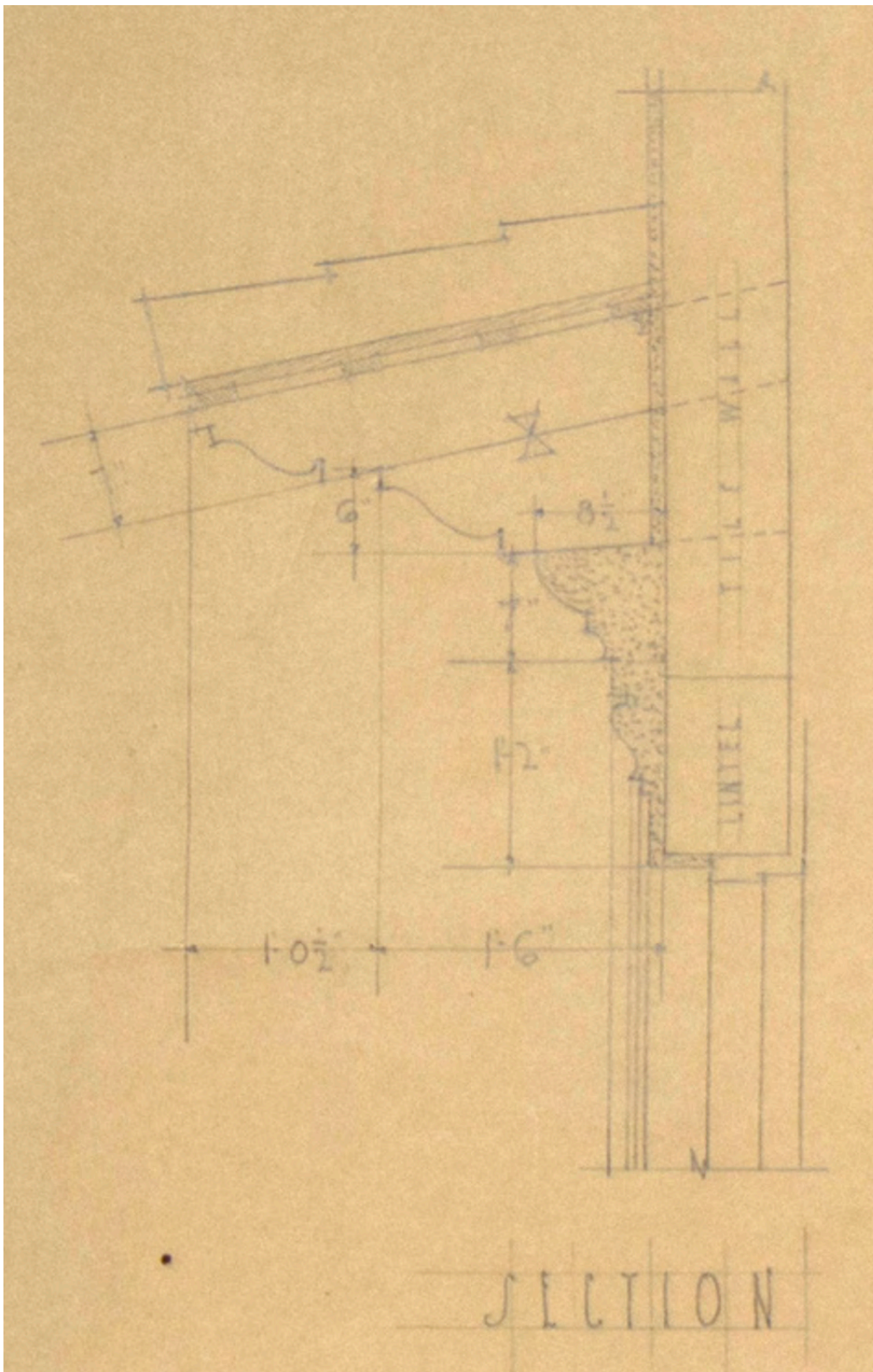


Photo of Western Union Building Drawing "Hood over the entrance, section". Architect Walter De Garmo
From: Historical Association of Southern Florida, Inc. (accessed August, 2017)

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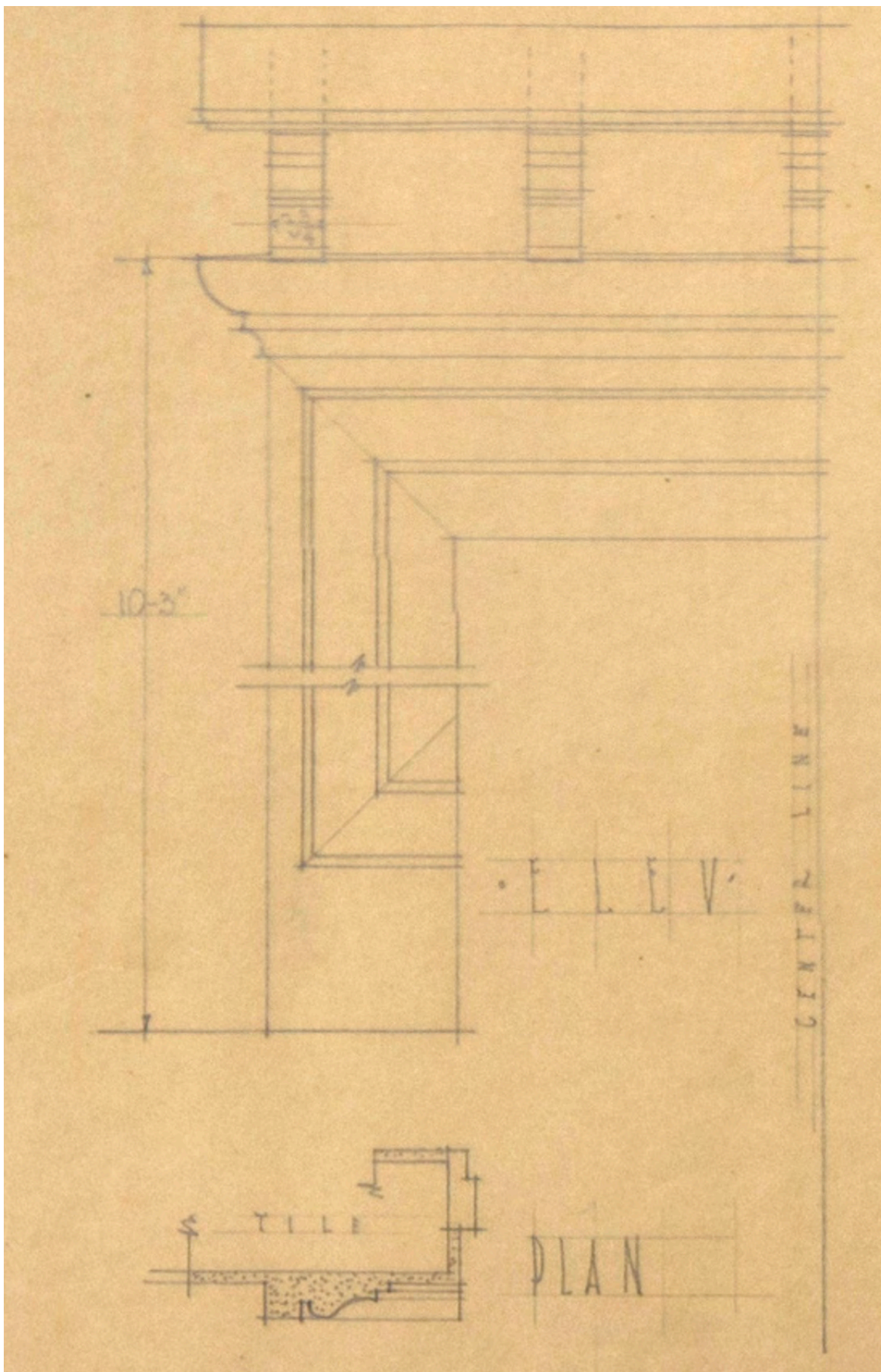


Photo of Western Union Building Drawing "Hood over the entrance, Elevation & Plan".
Architect Walter De Garmo. From: Historical Association of Southern Florida, Inc. (accessed August, 2017)

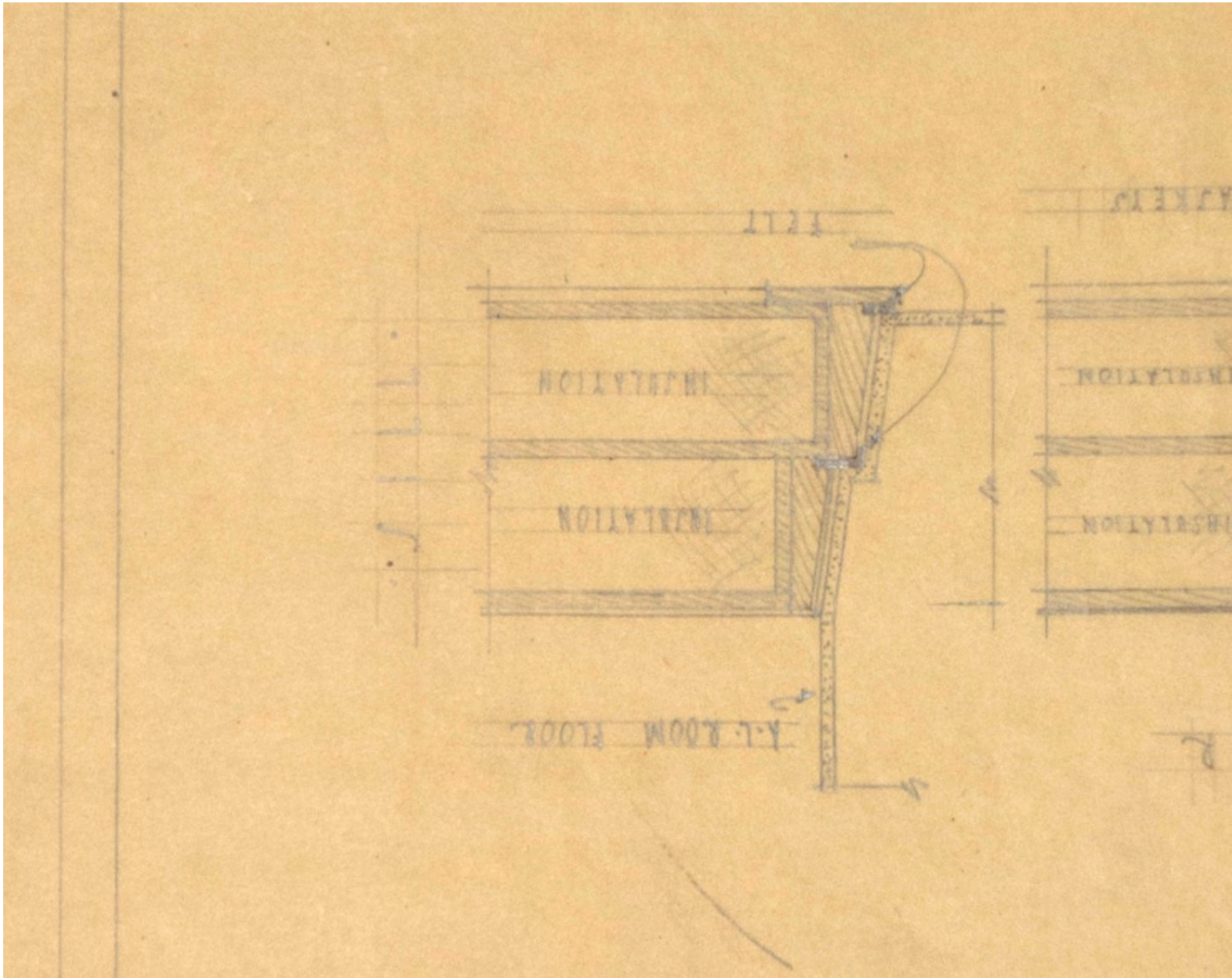
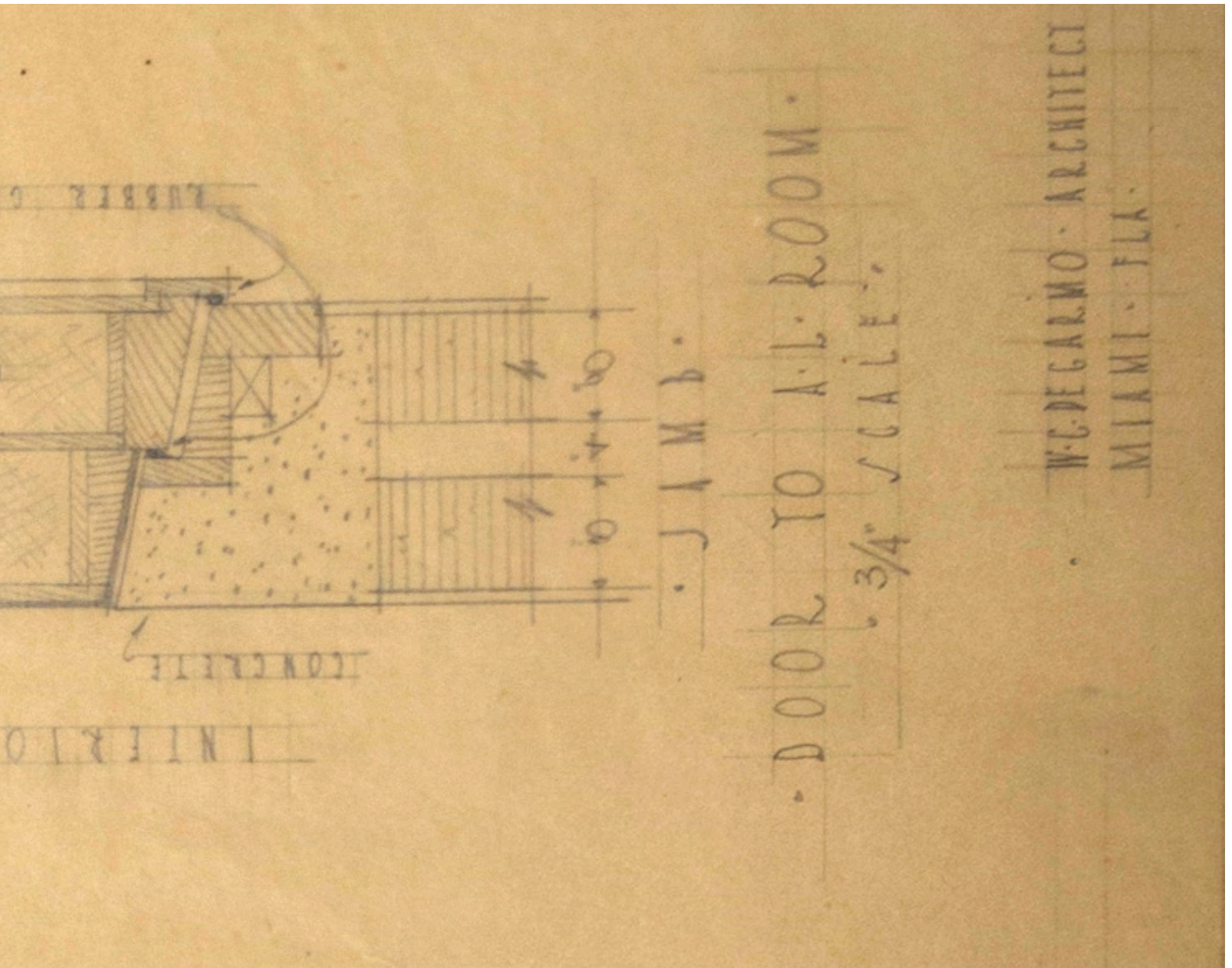
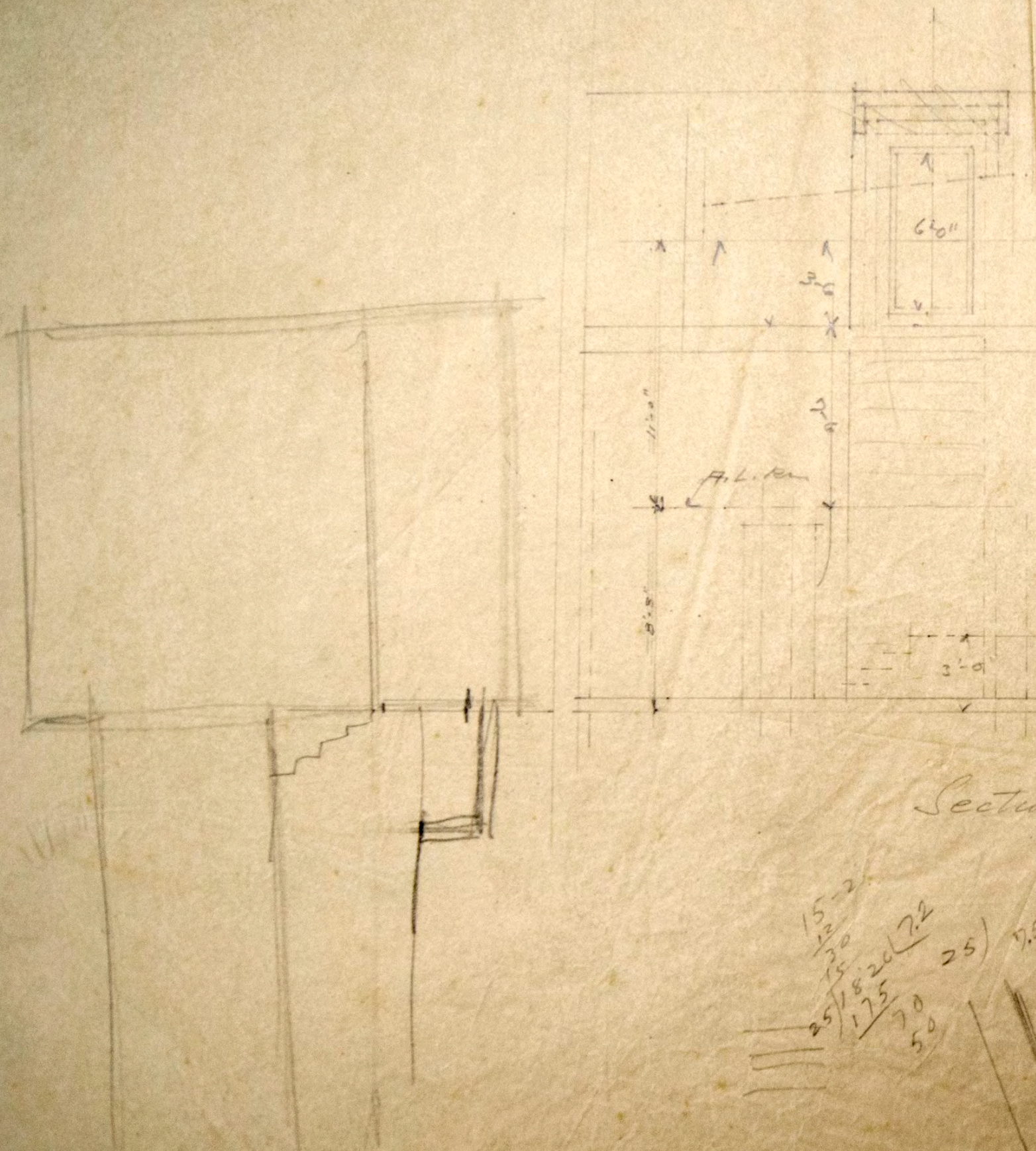
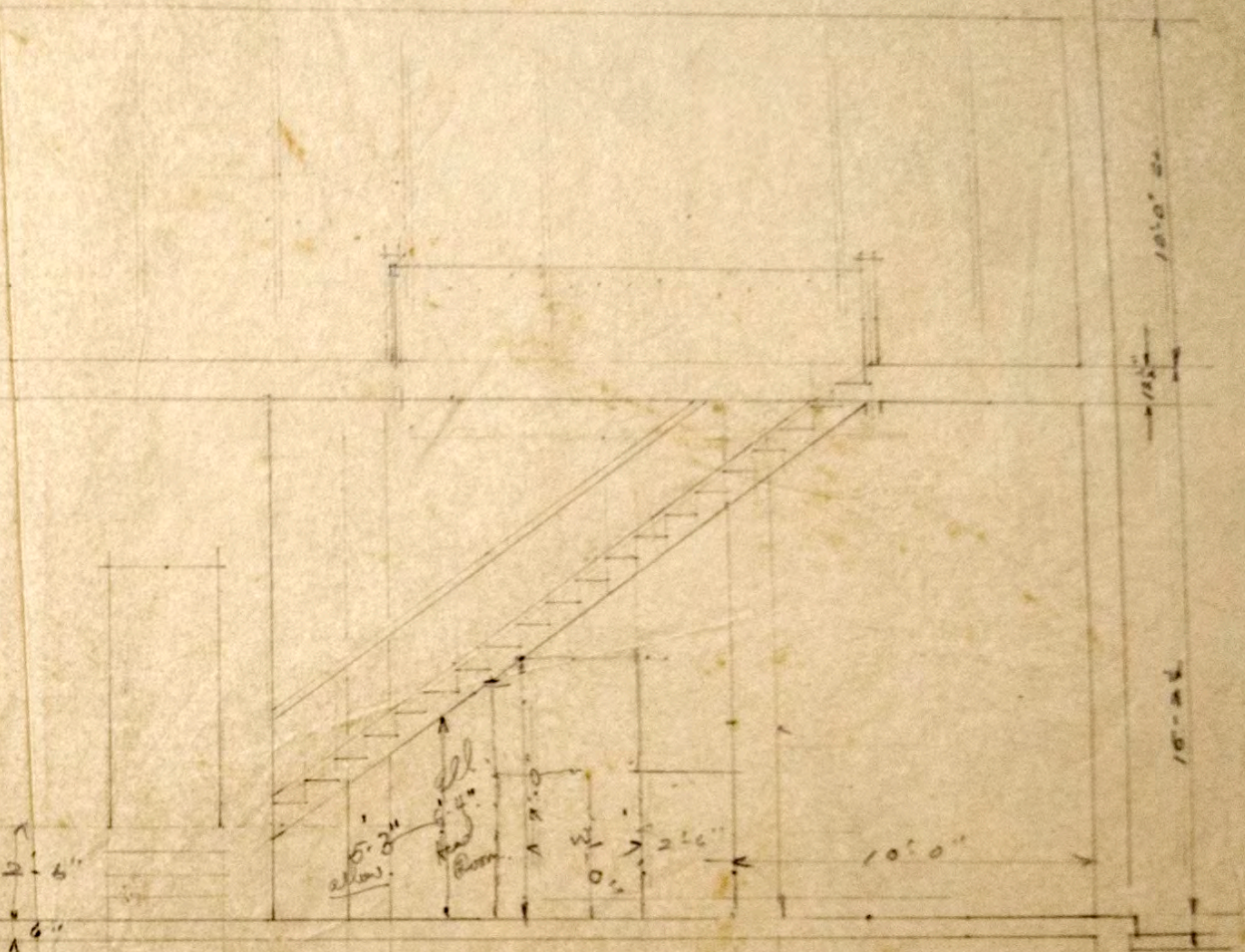
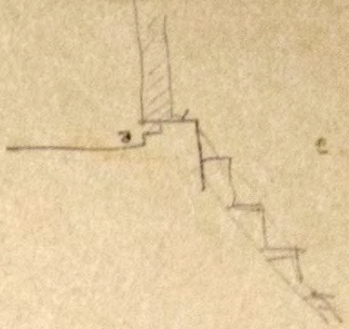


Photo of Western Union Building Drawing “Door Detail”. Architect Walter De Garmo From: Historical Association of Southern Florida, Inc. (accessed August, 2017)





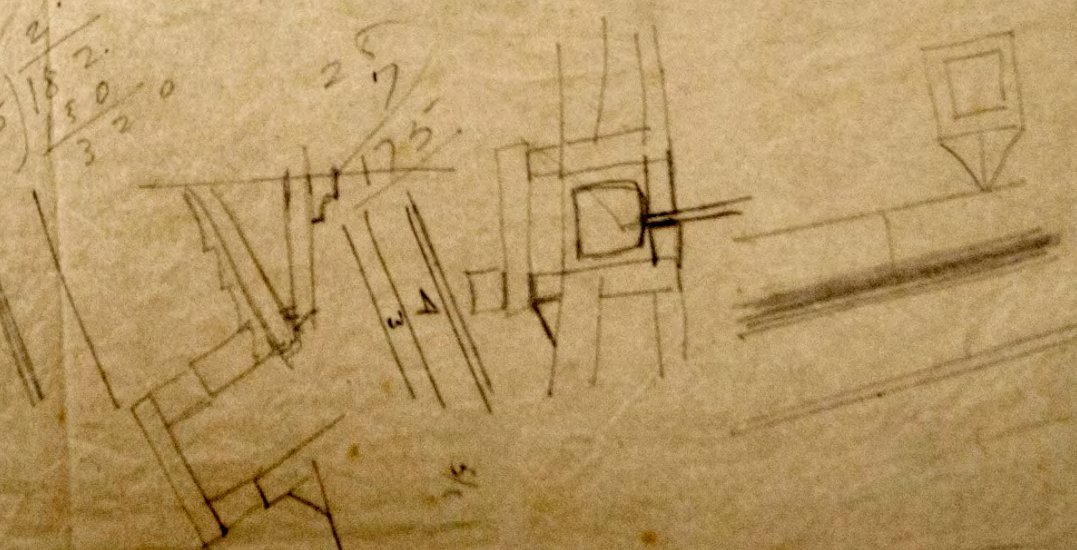


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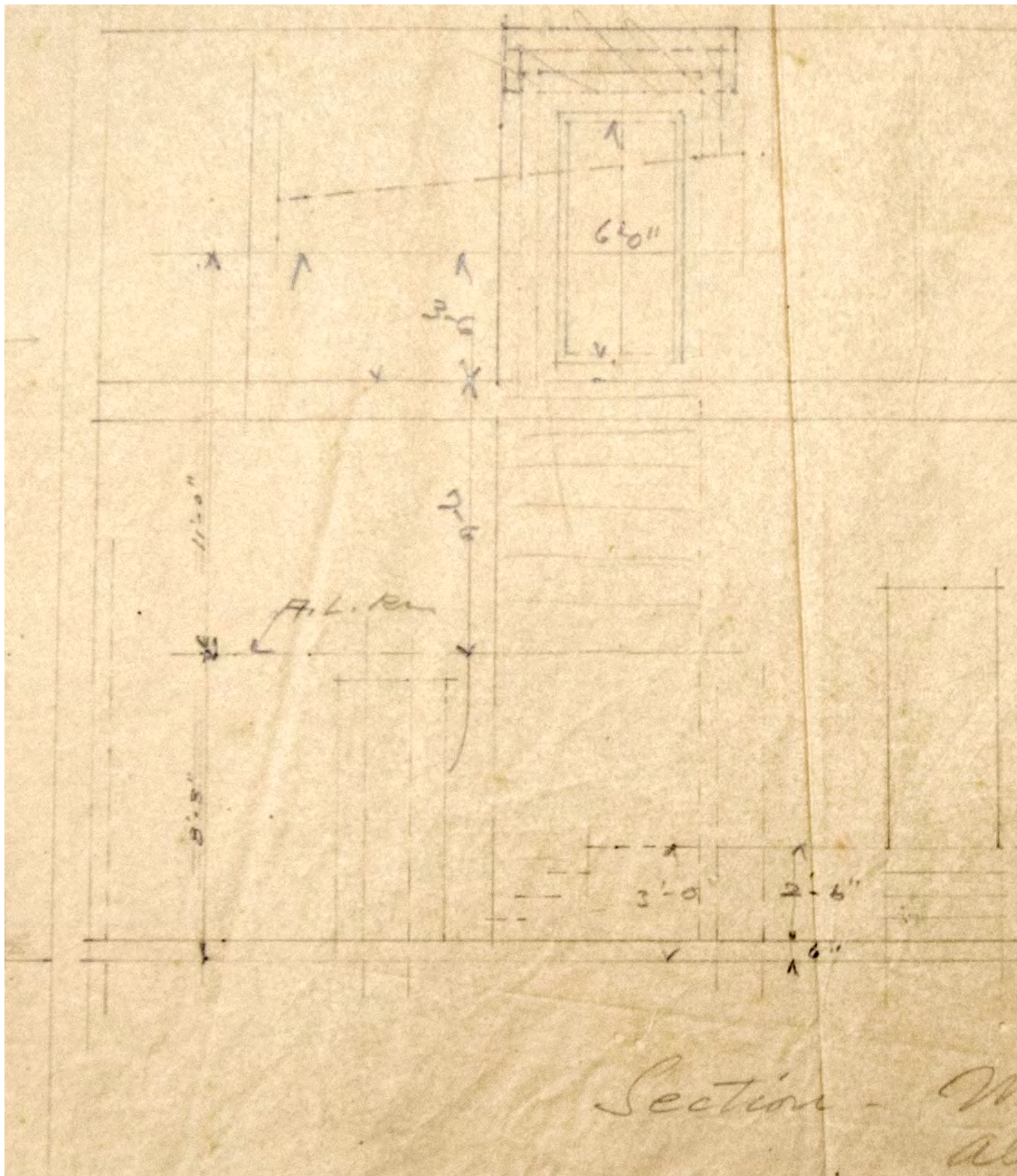
Western Union Bldg
Altman - Miami Beach.

2
182
500
320

25
175



12
11/10/05



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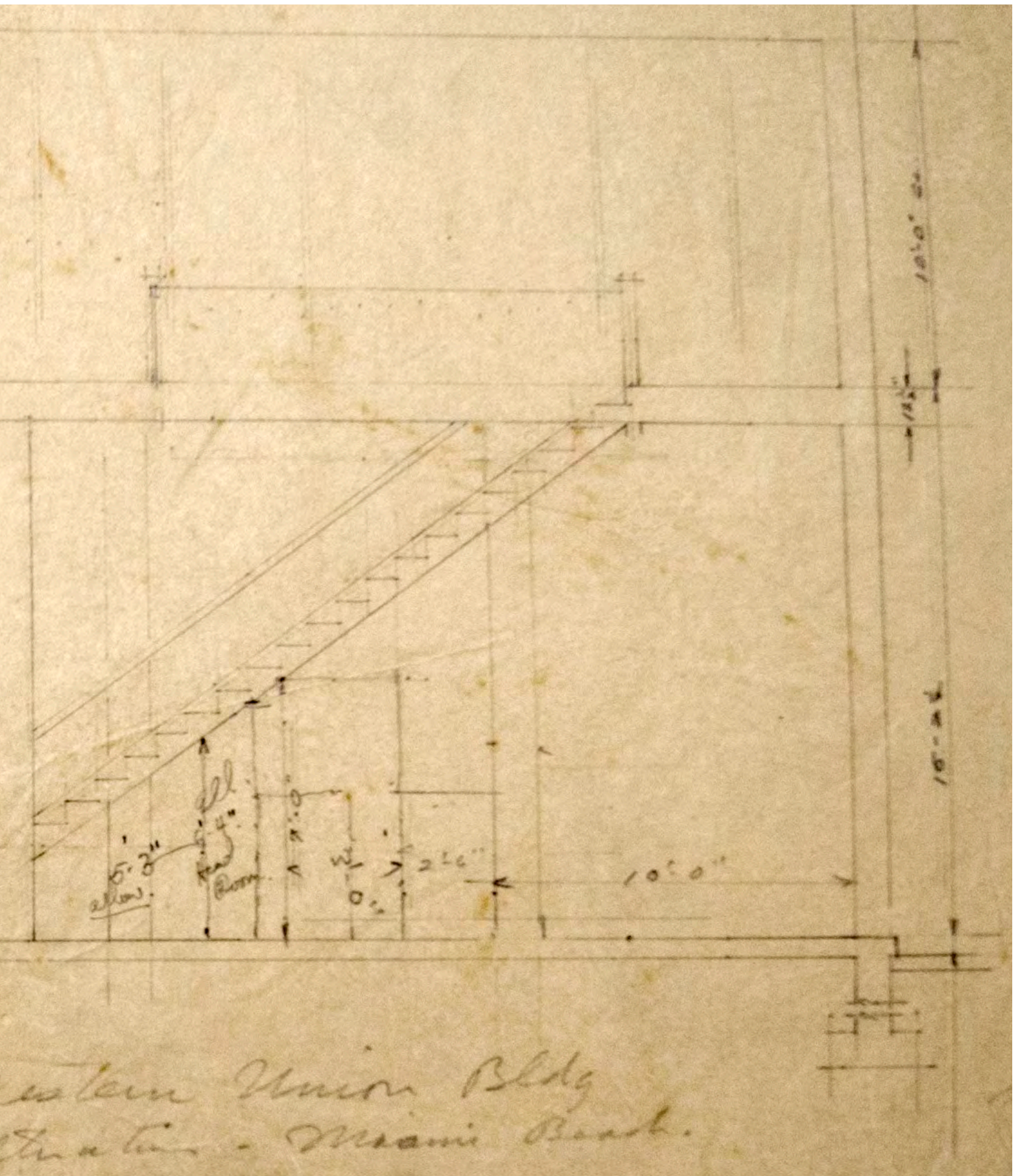
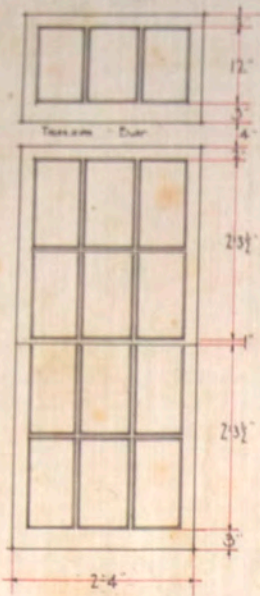


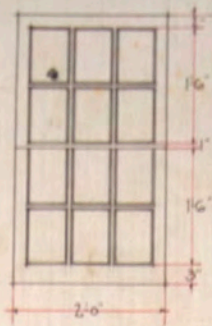
Photo of Western Union Building Sketch "Section". Architect Walter De Garmo. From: Historical Association of Southern Florida, Inc. (accessed August, 2017)

101 - 103 - 104 -

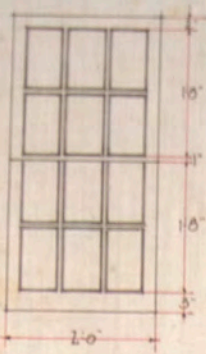
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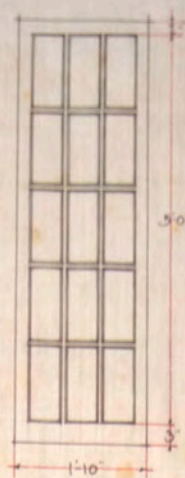


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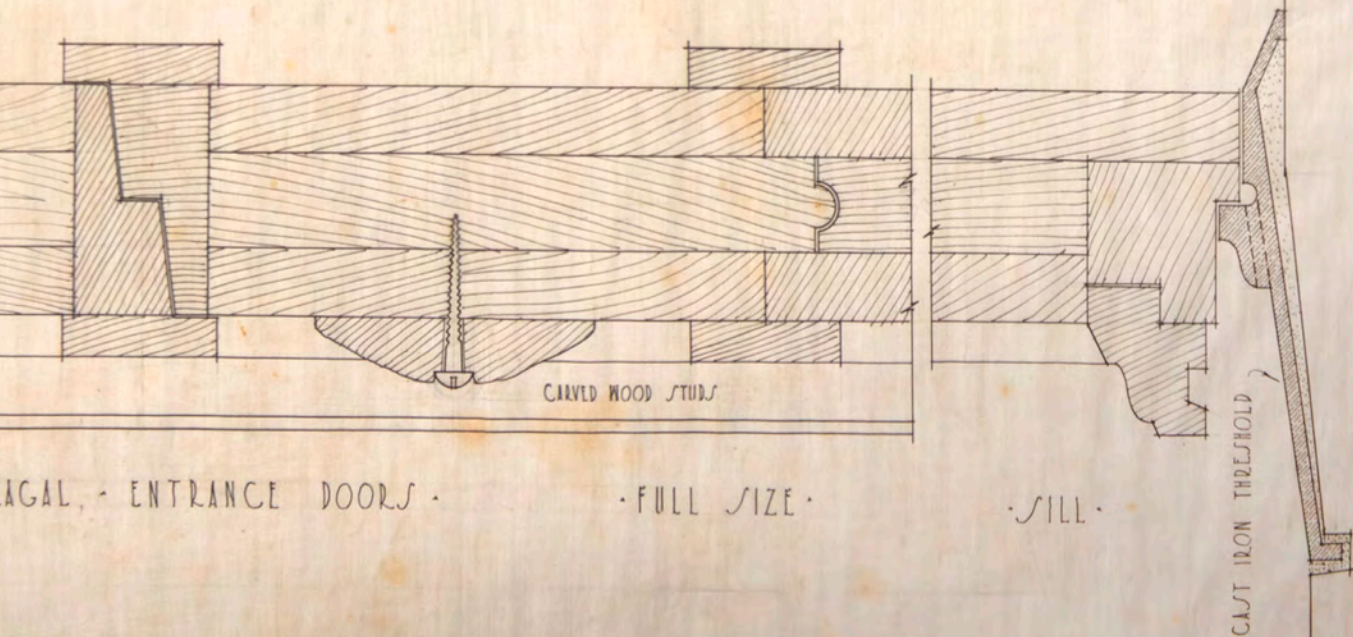


- 213 - NOTE:

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS AT THE BUILDING BEFORE PROCEEDING WITH THE WORK AND ANY DISCREPANCIES MUST IMMEDIATELY BE REPORTED TO THE ARCHITECT FOR CORRECTION.



SEE LARGE SCALE SECTIONS SHEET NO 7.

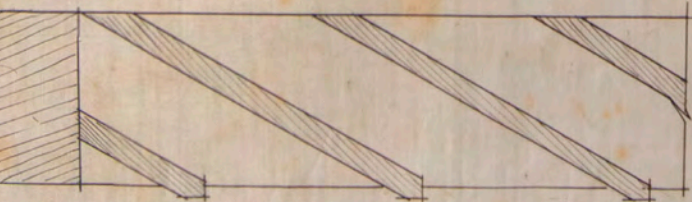


AGAL - ENTRANCE DOORS -

- FULL SIZE -

- SILL -

FULL SIZE 101 - 102 - 107 -



DING -
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FLORIDA -

W.C. DEGARMO -
ARCHITECT - T -
FIDELITY BANK BUILDING -
MIAMI FLORIDA -

6

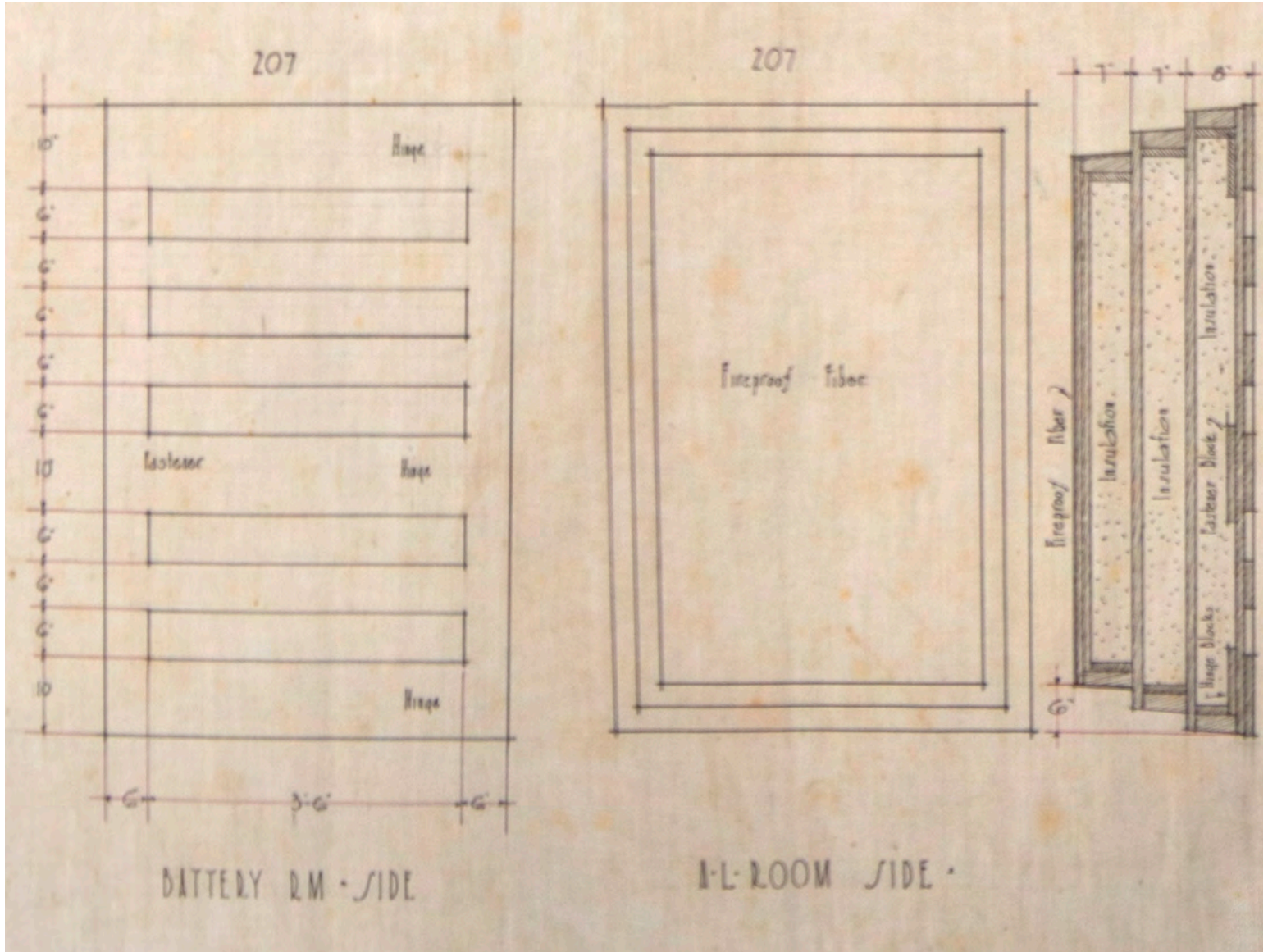


Photo of Western Union Building Detail Drawings. Architect Walter De Garmo. From: Historical Association of Southern Florida, Inc. (accessed August, 2017)

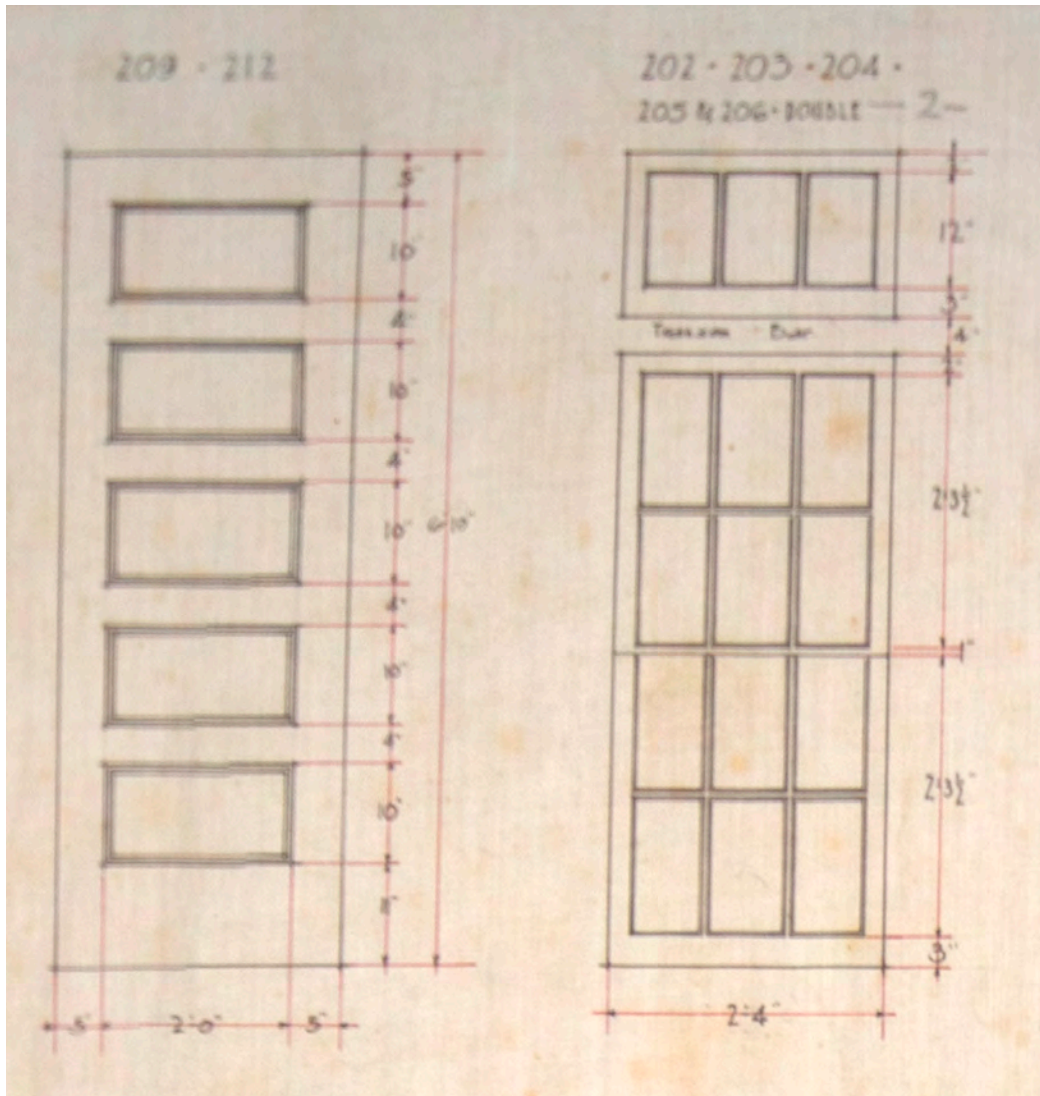


Photo of Western Union Building Detail Drawings. Architect Walter De Garmo. From: Historical Association of Southern Florida, Inc. (accessed August, 2017)

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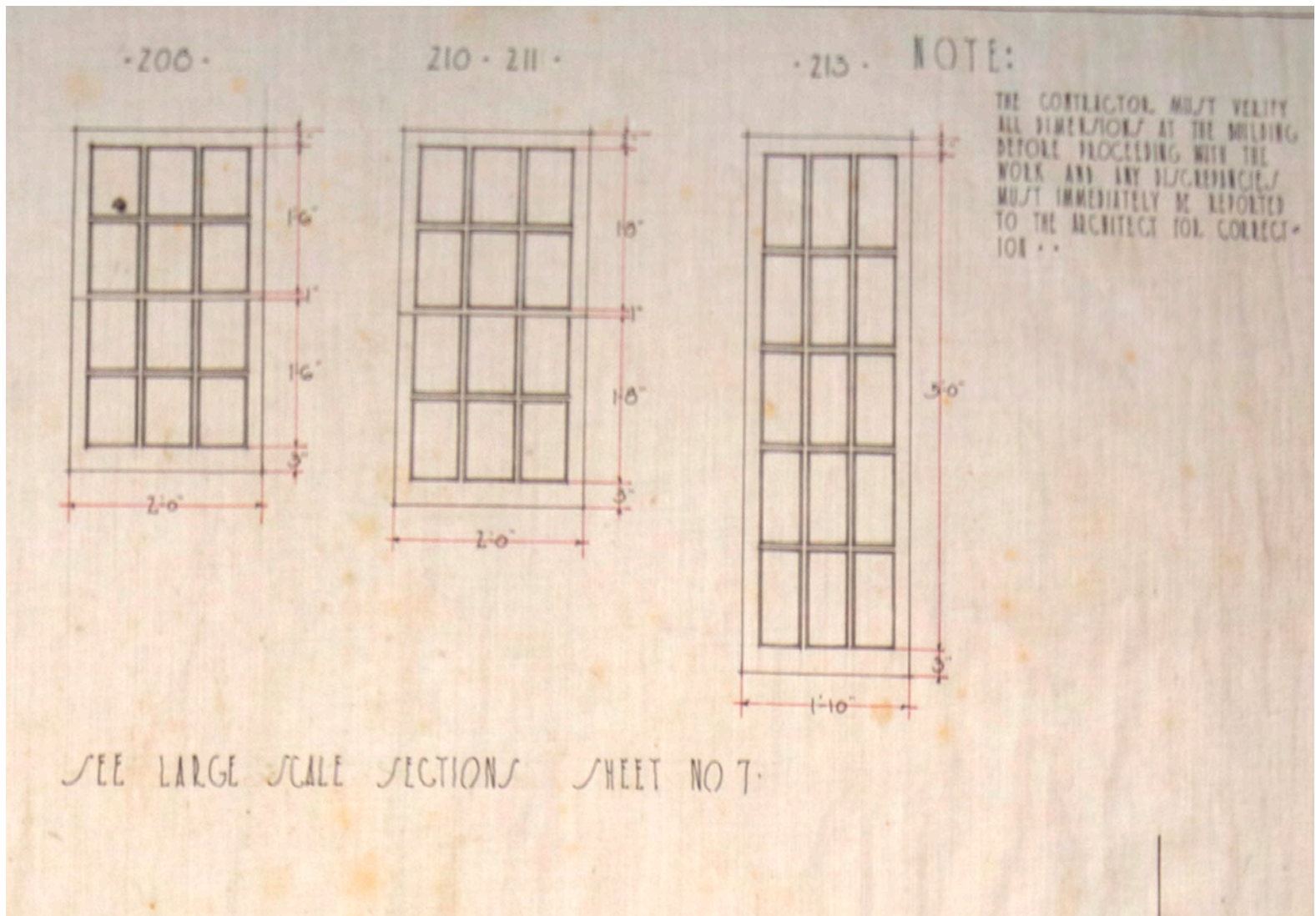
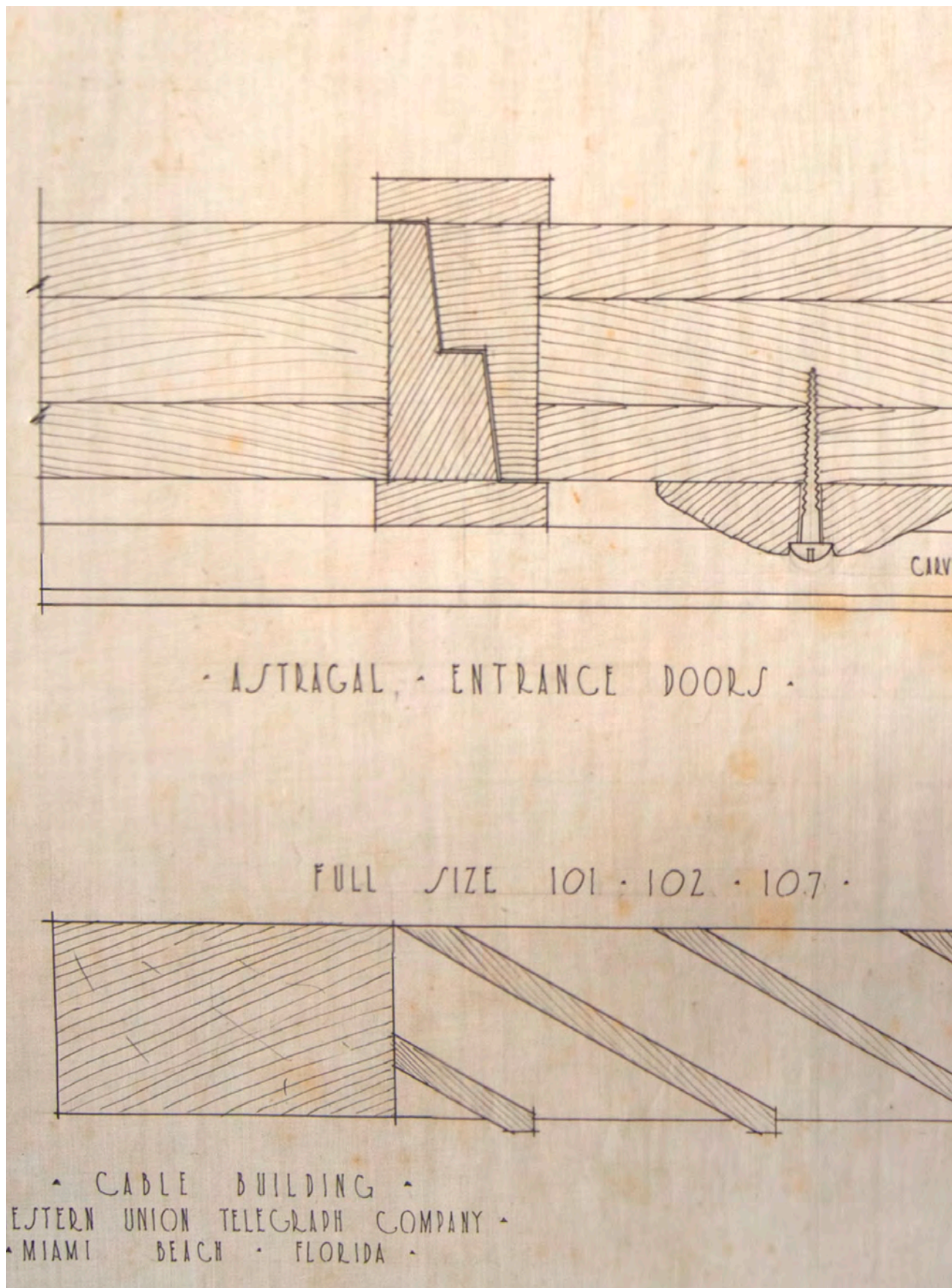


Photo of Western Union Building Detail Drawings. Architect Walter De Garmo. From: Historical Association of Southern Florida, Inc. (accessed August, 2017)



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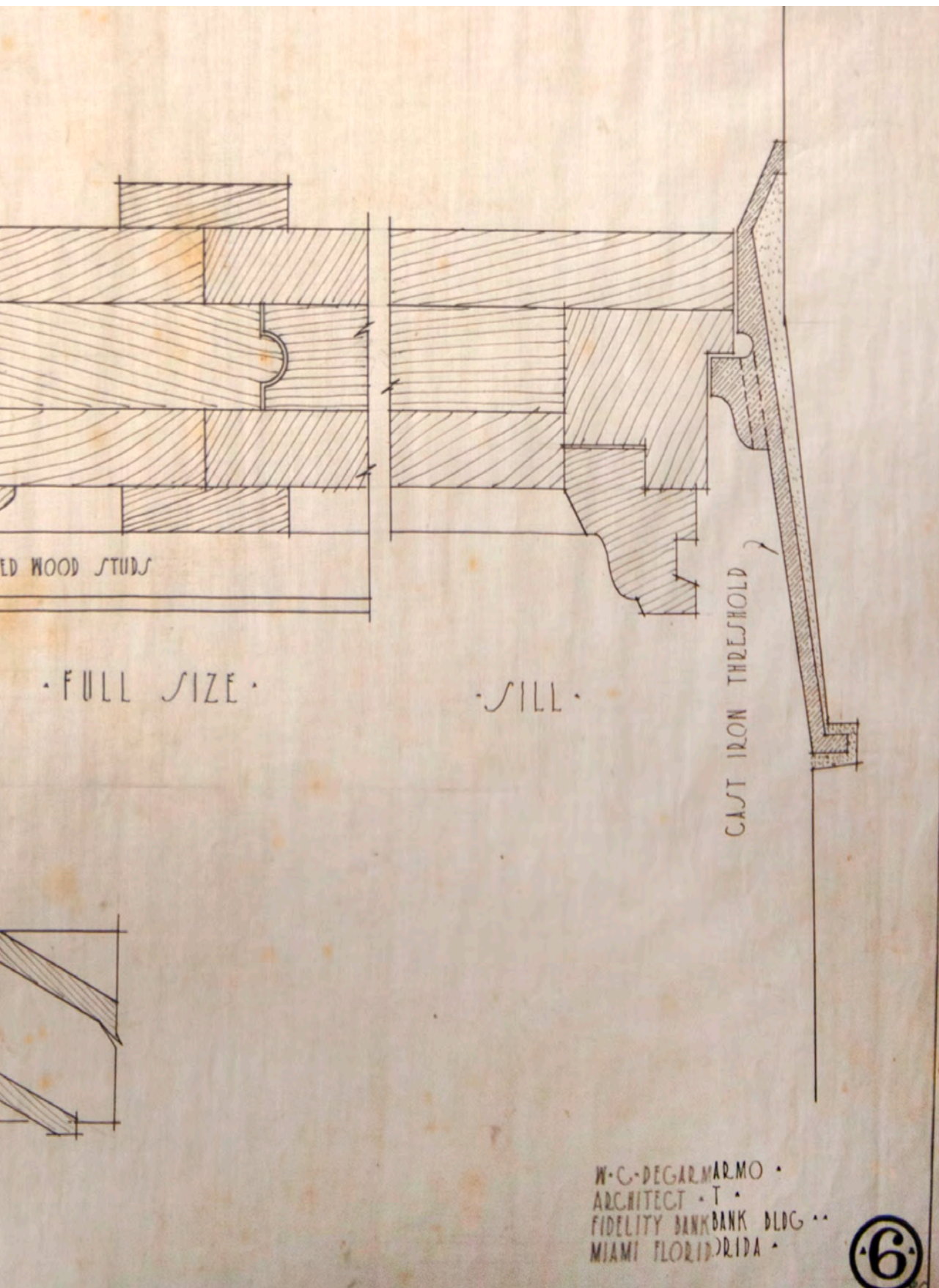
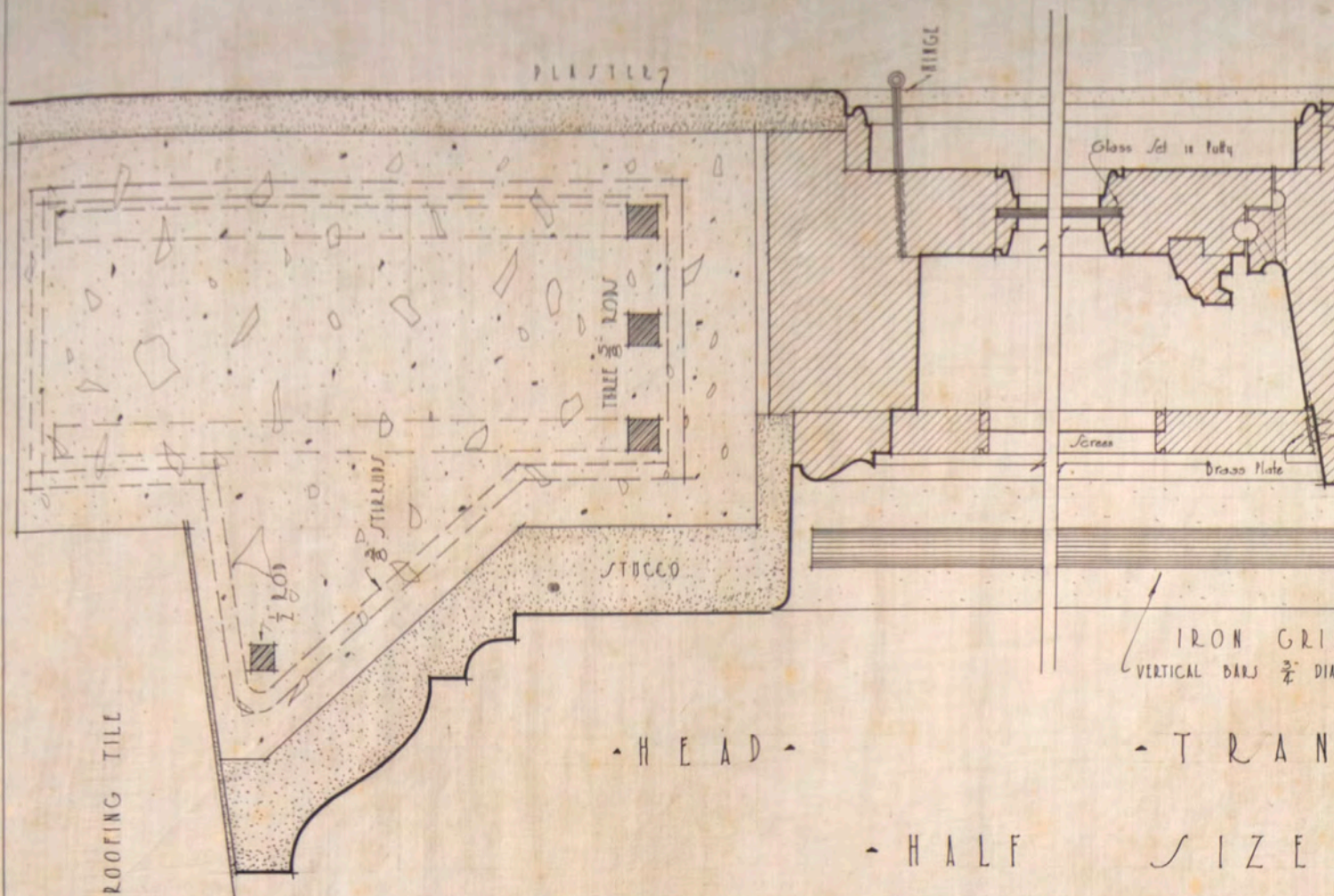
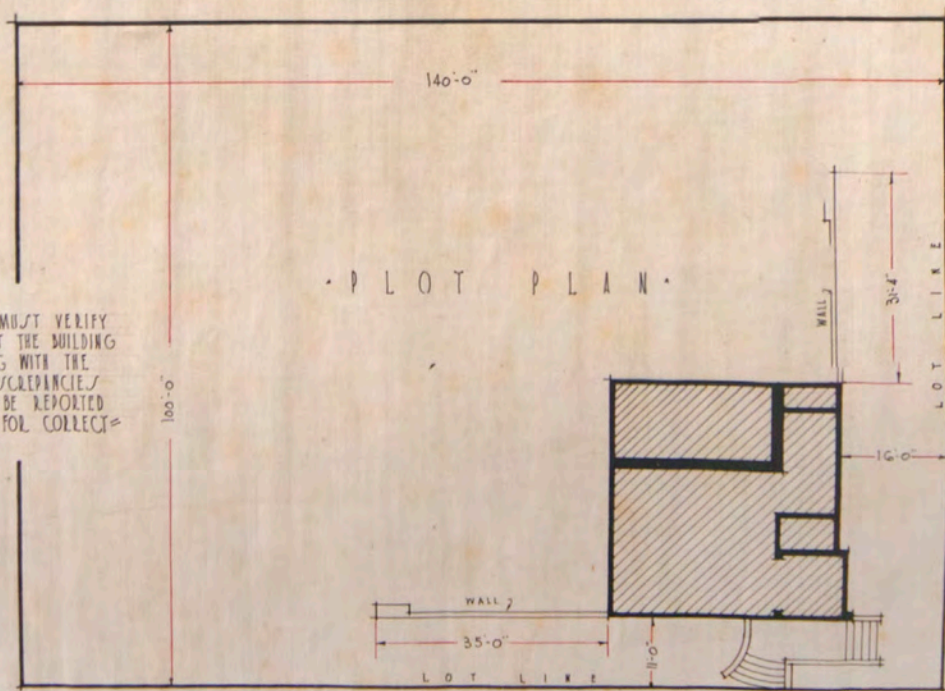


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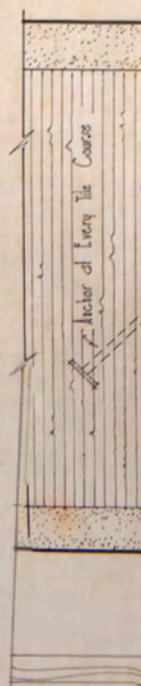


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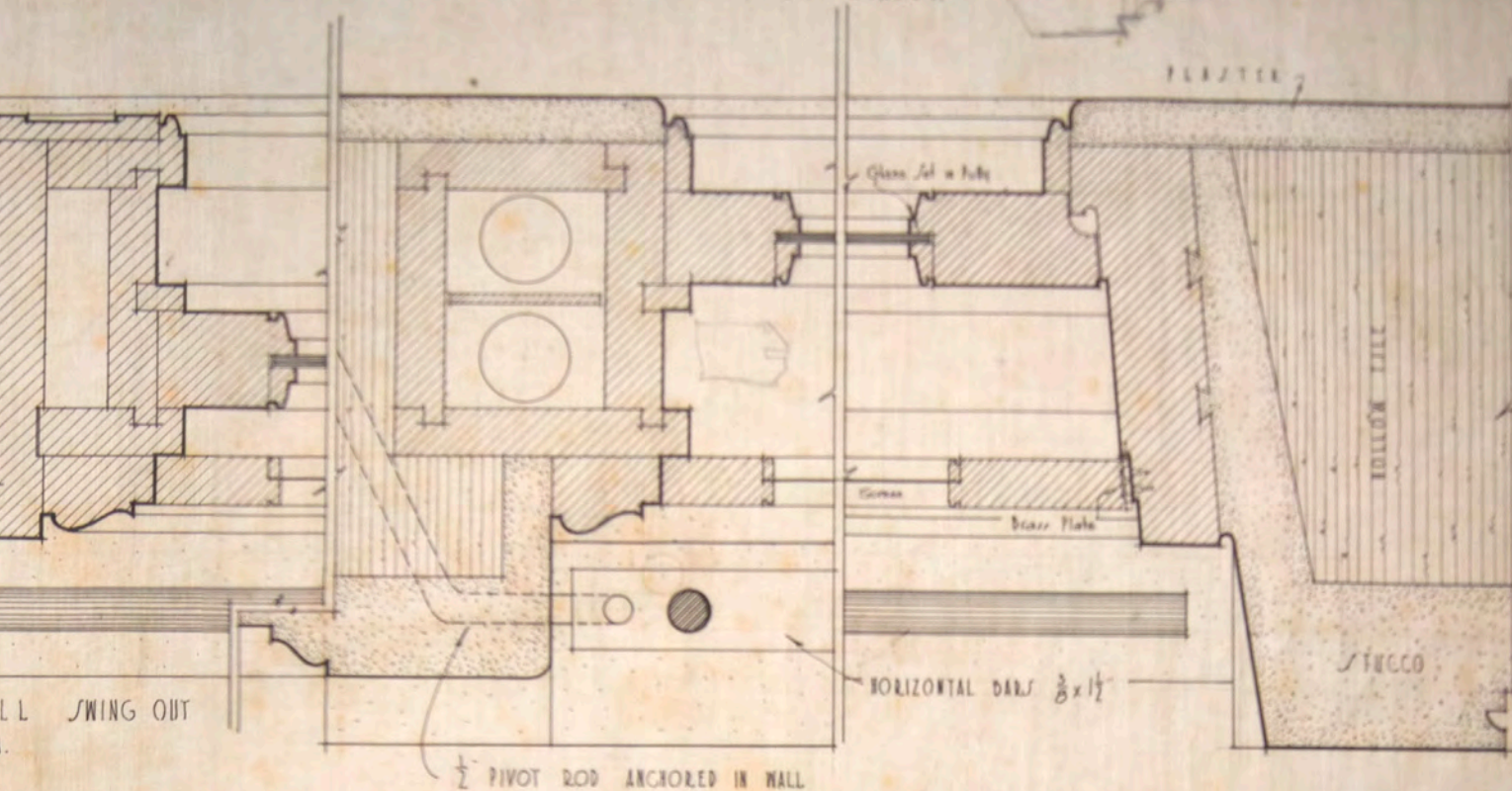
MELINDIAN AVENUE



COMM. NO. 168.
SHEET NO. 7.
SCALE. HALF SIZE & 3/4\"/>

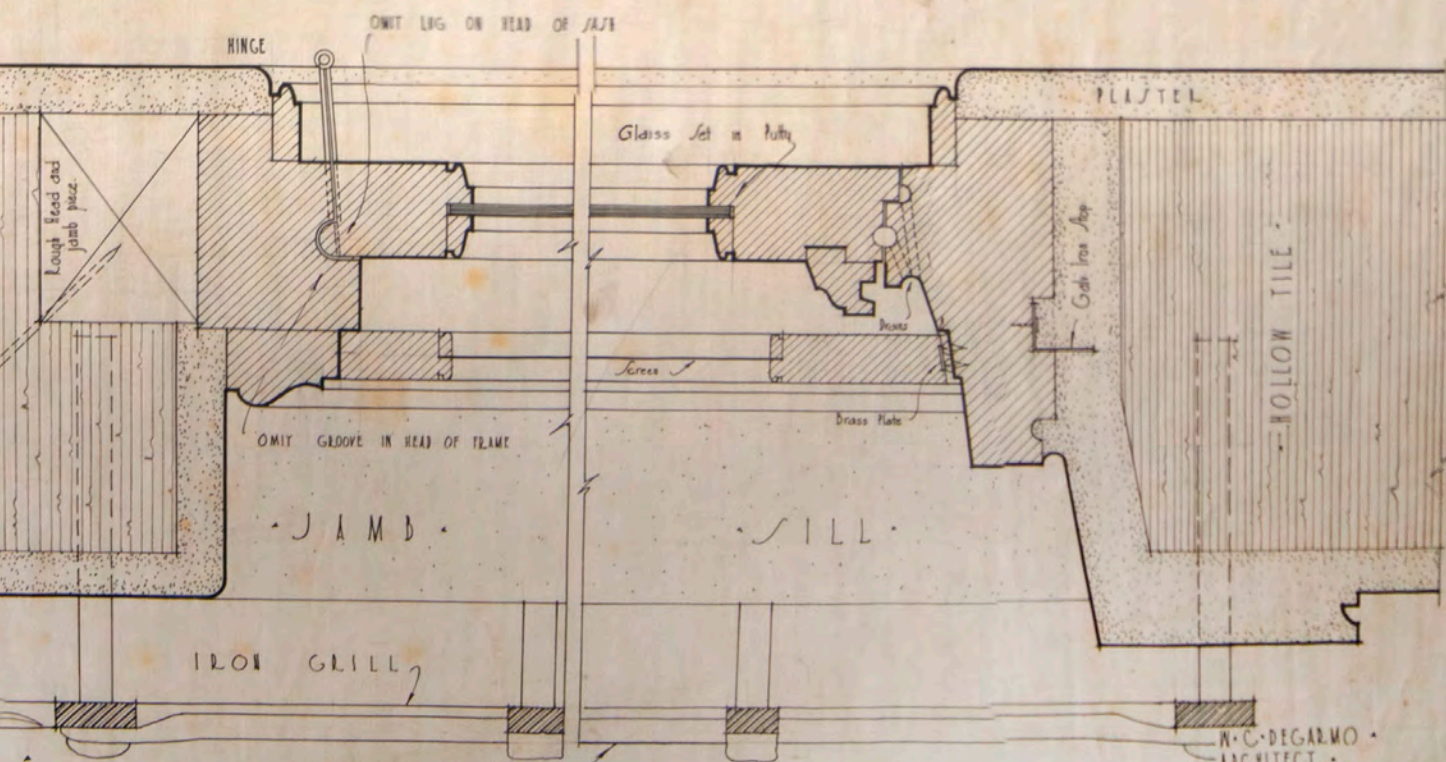
CABLE BUILDING
THE WESTERN UNION TELEGRAPH CO.
MIAMI BEACH FLORIDA

• TYPICAL DOUBLE HUNG WINDOW •



J O M • J A M B • S I L L •

OF OFFICE WINDOWS •

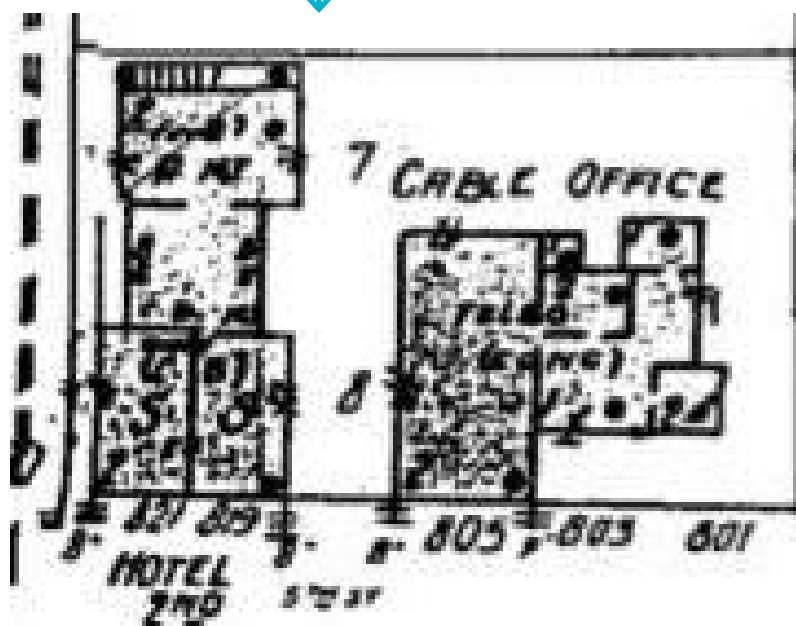
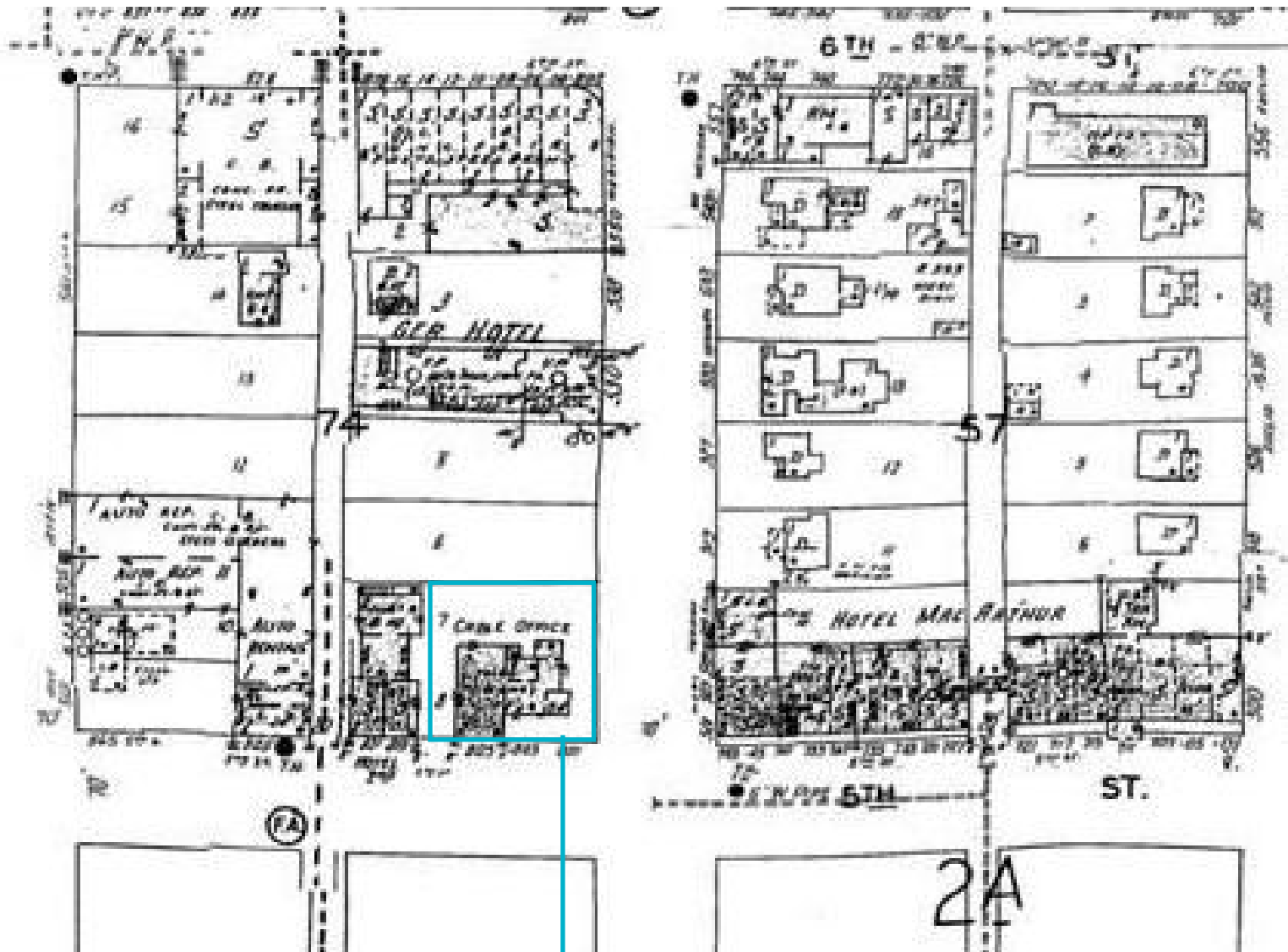


• CASEMENT WINDOW IN LOBBY • HALF SIZE •

N. C. DEGARMO •
ARCHITECT •
FIDELITY BANK BLDG •
MIAMI FLORIDA •

Western Union Cable Building

Site



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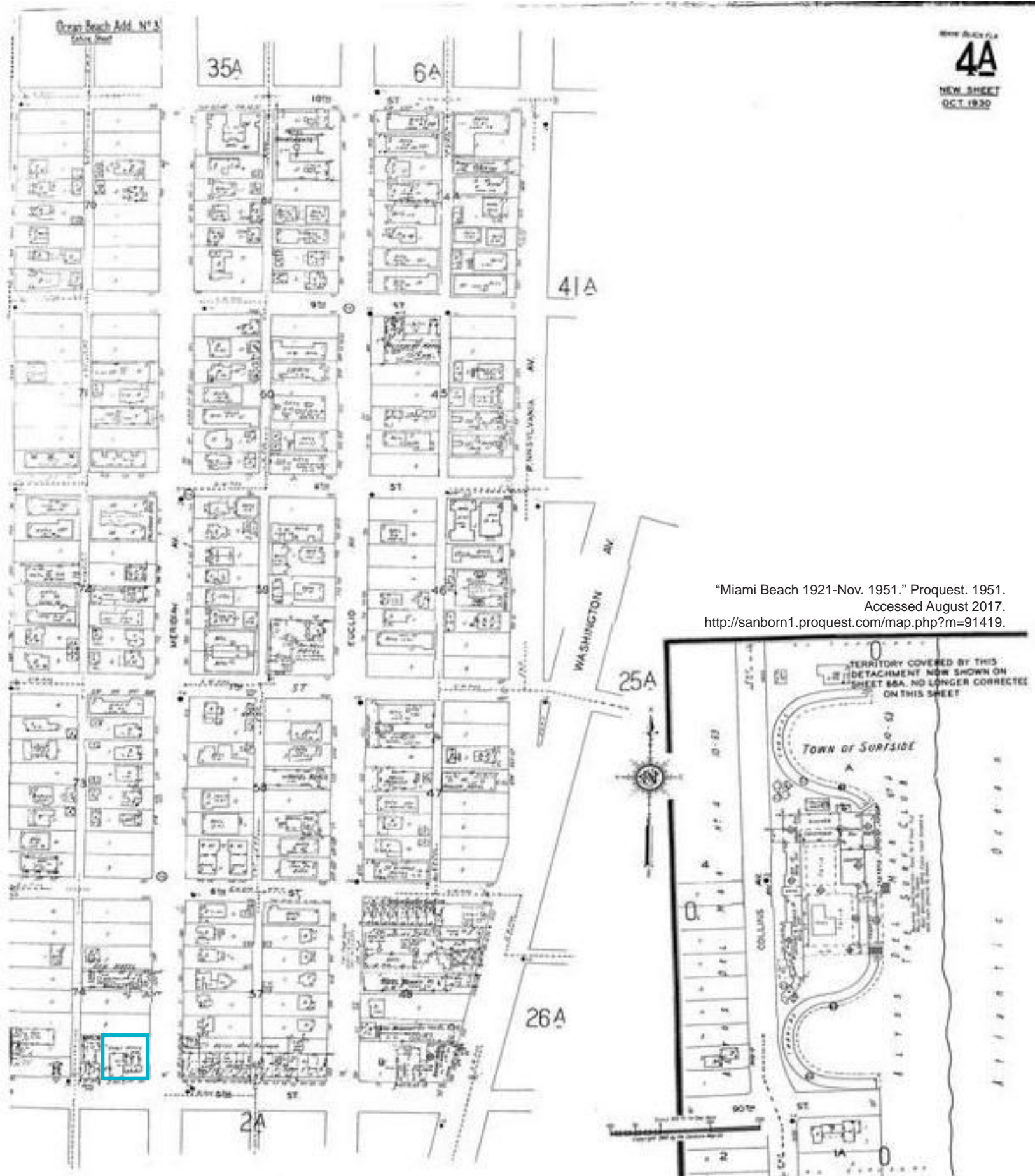
Archive Map

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"Miami Beach 1921-Nov. 1951." Proquest. 1951.
 Accessed August 2017.
<http://sanborn1.proquest.com/map.php?m=91419>.

The Fifth Hotel
803 5th Street
OPERATIONS PLAN

The Fifth Hotel
803 5th Street

OPERATIONS PLAN

TABLE OF CONTENTS

HOURS OF OPERATION - 1

*

STAFFING LEVELS AND SERVICE - 2

*

ACCESS & SECURITY - 3

*

GUEST DROP-OFF AND VALET PARKING - 4

*

DELIVERIES AND COLLECTIONS - 5

The Fifth Hotel
803 5th Street

OPERATIONS PLAN

HOURS OF OPERATIONS – 1

The hotel, with lobby on the ground floor, will be operational 24-hours a day. The hotel operator will also operate the accessory café from 7:00 AM to 12:00 AM for the interior ground floor and exterior second floor.

The Fifth Hotel
803 5th Street

OPERATIONS PLAN

STAFFING LEVELS AND SERVICE - 2

The number of employees anticipated for the hotel range from 20 to 25 employees on different shifts throughout the day. Shifts range from mornings, evening and overnight shifts. The accessory café use is anticipated to have approximately 10 employees on different shifts throughout the day.

General turn-over of the hotel rooms will occur on a daily basis, while full cleaning and laundry will occur between guest stays. Products will be stored in the storage room located on the second floor.

The Fifth Hotel
803 5th Street

OPERATIONS PLAN

ACCESS & SECURITY - 3

Guests of the hotel will travel into the hotel through the lobby entrance at the southeast area of the building. Guests will check-in at the lobby on the ground floor and, once they receive their room assignments, will be free to enjoy the property at their leisure using the elevator or stairs at the west side of the building. The accessory café space, which has interior space on the ground floor and exterior space on the second floor, will likewise be accessed internally through the hotel lobby and via the west stairs and elevator. The garage can only be accessed by valet, which will be located along the eastern portion of the property along Meridian Avenue.

The hotel will provide on-site security through its employees. Cameras will be located within the facility, which will monitor the site.

The Fifth Hotel
803 5th Street

OPERATIONS PLAN

GUEST DROP-OFF AND VALET PARKING - 4

The Applicant expects most guests to arrive by taxi and rideshare vehicles with drop-off occurring at an on-street passenger loading space on Meridian Avenue at the northeast area of the project. Guests will be directed south along the sidewalk to the hotel entrance near the intersection. Guests may also be picked up from the passenger loading space.

The garage will be 100% 24/7 valet-serviced. The valet drop-off area will be located just inside the entrance to the garage from Meridian Avenue, where it has the least amount of impact on surrounding traffic patterns. According to Traf Tech Engineering, the traffic engineer for the project, only one space is needed for valet queuing due to the small scale of the hotel and accessory café. However, in the event that more than one vehicle arrives at the same time, the valet operators can take the first car further inside the garage and allow the new arrival to enter the beginning of the garage for ticketing. Once inside the garage, the valet operator will proceed to use one of the car elevators and station the vehicle on one of the available levels of parking. Proper planning will ensure that cars needed in the short term will be the most accessible. Guests will be directed south through the east edge of the garage to the courtyard and the entrance to the hotel lobby. The reverse path will be used for guests to arrive at the garage entrance area for vehicle pick-up.

DELIVERIES AND COLLECTIONS - 5

Deliveries for the entire property will occur within the on-site loading space within the garage driveway as detailed in the submitted project plans. At all times, staff will supervise deliveries and the traffic and work in concert with the valet operator to ensure no adverse impact to the surrounding area or on-site occur. Small vehicles and box trucks can enter headfirst into the loading space and then turn around utilizing the handicap parking space in order to leave the establishment headfirst. Appropriate communications between hotel management and the valet operator will allow for smooth operations of valet operations during the short-term and infrequent delivery periods. If necessary, the valet operator can move a vehicle from the handicap space to allow the delivery truck to turn around. Larger trucks will either need to back in or back out of the garage from Meridian Ave or, alternatively, block the garage entrance during the short-term and infrequent delivery periods.

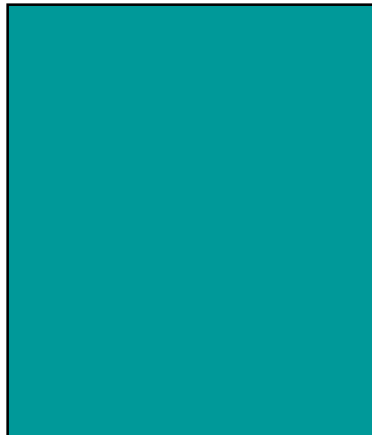
The hotel operator will make proper arrangements so that all deliverables will be received in the designated enclosed loading space during non-peak times of 8:00 AM to 12:00 PM. Delivery personnel may utilize hand-trucks to take the goods into the hotel and/or café through the garage. The majority of the delivery trucks are anticipated to fit within the garage entrance clearance of 11' and be no larger than the 10' x 20' loading zone.

Refuse collection by a private waste hauler will take place during non-peak hours of 8:00 AM to 12:00 PM. Refuse will be collected approximately 4 days per week. By arrangement with the waste hauler, all refuse will be walked from the refuse room located at the western portion of the building through the garage to the street for quick collection on Meridian Avenue.

Urbanica The 5th Hotel

803 Fifth Street

technical
memorandum



prepared for:
URBANICA

Traf Tech
ENGINEERING, INC.

September 2017

September 18, 2017

Mr. Diego Colmenero
Urbanica
418 Meridian Avenue
Miami Beach, Florida 33139

Re: 803 Fifth Street – Technical Memorandum

Dear Diego:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic impact statement in connection with the proposed 32-room hotel and restaurant planned to be located on the northwest corner of 5th Street and Meridian Avenue in the City of Miami Beach in Miami-Dade County, Florida. This evaluation documents the anticipated trip generation, traffic impacts, and anticipated stacking associated with the valet operation.

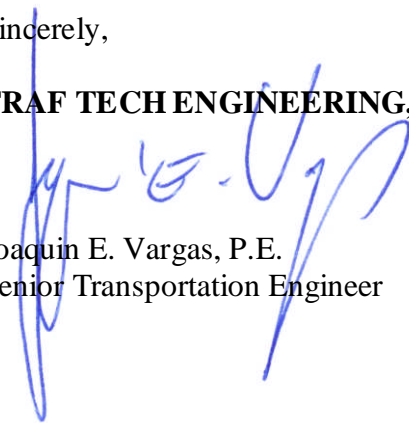
As indicated in this technical memorandum, the new trips anticipated to be generated by the Urbanica The 5th Street Hotel are considered minimal from a traffic-engineering standpoint (one new vehicle-trip every three minutes). Moreover, the drop-off/pick-up valet station can operate adequately with parking for one (1) vehicle. The maximum number of valet runners required during the peak period is four (4).

It has been a pleasure working with you on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

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



Background

Urbanica The 5th Hotel is a proposed 32-room lodging facility planned to be located on the north side of 5th Street and west of Meridian Avenue in the City of Miami Beach in Miami-Dade County, Florida. Figure 1 depicts the location of the project site and its relationship with the nearby transportation network. The hotel will include a 56-seat restaurant and a triple-lift parking lot with a total of 42 on-site parking spaces. The site plan is contained in Attachment A.

Trip Generation

According to the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (9th Edition), the above land uses and intensities are projected to generate approximately 226 new daily trips, approximately 18 new AM peak hour trips (10 inbound and 7 outbound) and approximately 20 new trips (12 inbound and 8 outbound) during the typical afternoon peak hour. Hence, the new trips anticipated to be generated by the Urbanica The 5th Hotel project are considered minimal from a traffic-engineering standpoint (one new vehicle-trip every three minutes). Table 1 summarizes the trip generation associated with the subject hotel development.

Trip Distribution

The trip distribution and traffic assignment for the proposed hotel were based on Miami-Dade County's Cardinal Distribution information for the study area. Table 2 summarizes the County's cardinal distribution data for Traffic Analysis Zone 652, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

TABLE 2		
Project Trip Distribution		
Urbanica The 5th Hotel		
Direction		% of Total Trips
North:	Northwest	22.4
	Northeast	22.3
South:	Southwest	3.3
	Southeast	2.1
East:	Northeast	2.4
	Southeast	2.9
West:	Northwest	30.2
	Southwest	14.4
Total		100.00%

Source: Miami-Dade County (2040 SERPM)

Based on the above, the following traffic assignment was assumed for the proposed project:

- 45% from the north via Meridian Avenue

- 5% to and from the south via Meridian Avenue
- 5% to and from the east via 5th Street
- 45% to and from the west via 5th Street

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figure 2.

Stacking Requirements and Number of Valet Runners Required

The drop-off and pick-up location of valet vehicles is anticipated to occur on site.

The length of queue anticipated on site and the number of valet runners were determined using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities¹. For this analysis, the following input variables were used:

- Service Rate: It was assumed that the average time to park/unpark a vehicle by a valet runner is approximately five (5) minutes, or 12 vehicles per hour per valet runner. The 5-minute time period assumptions are presented in the queuing analysis contained in Attachment B.

Assuming up to four (4) valet runners, the maximum service rate of the facility is 48 vehicles in a one-hour period (12 times 4).

- Demand Rate: Based on ITE's *Trip Generation* (9th Edition), the maximum inbound/outbound vehicular traffic flow anticipated at the Urbanica The 5th Hotel is approximately 25 vehicles (including passer-by trips).

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated at the valet drop-off/pick-up lane, at the 95% confidence level, is one (1) with four (4) valet runners. The queuing calculations are presented in Attachment B.

Truck Deliveries

Truck deliveries can either occur on Meridian Avenue (temporarily blocking the southbound right-turn lane) or on site (this will require backing into the site). Small single-unit delivery trucks could use the handicap parking space to turn around within the site in order to enter and exit the site moving forward (no need for backing into the site). Since the parking lot will be valet operated, if the handicap parking space is occupied, a valet staff member could make the valet parking stall available during the short delivery periods.

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



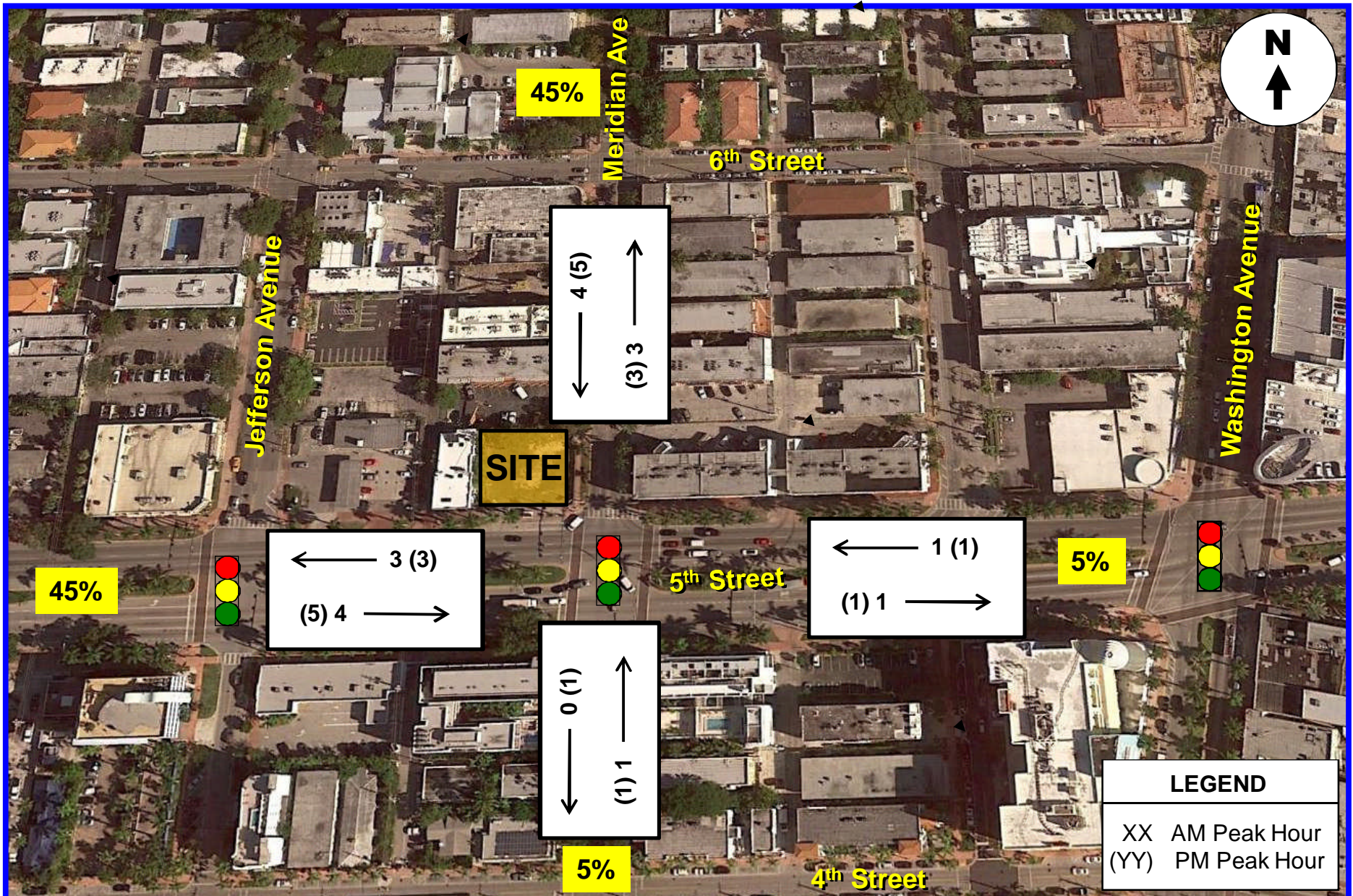


TABLE 1
Trip Generation Summary (Proposed Uses)
Urbanica The Fifth Hotel

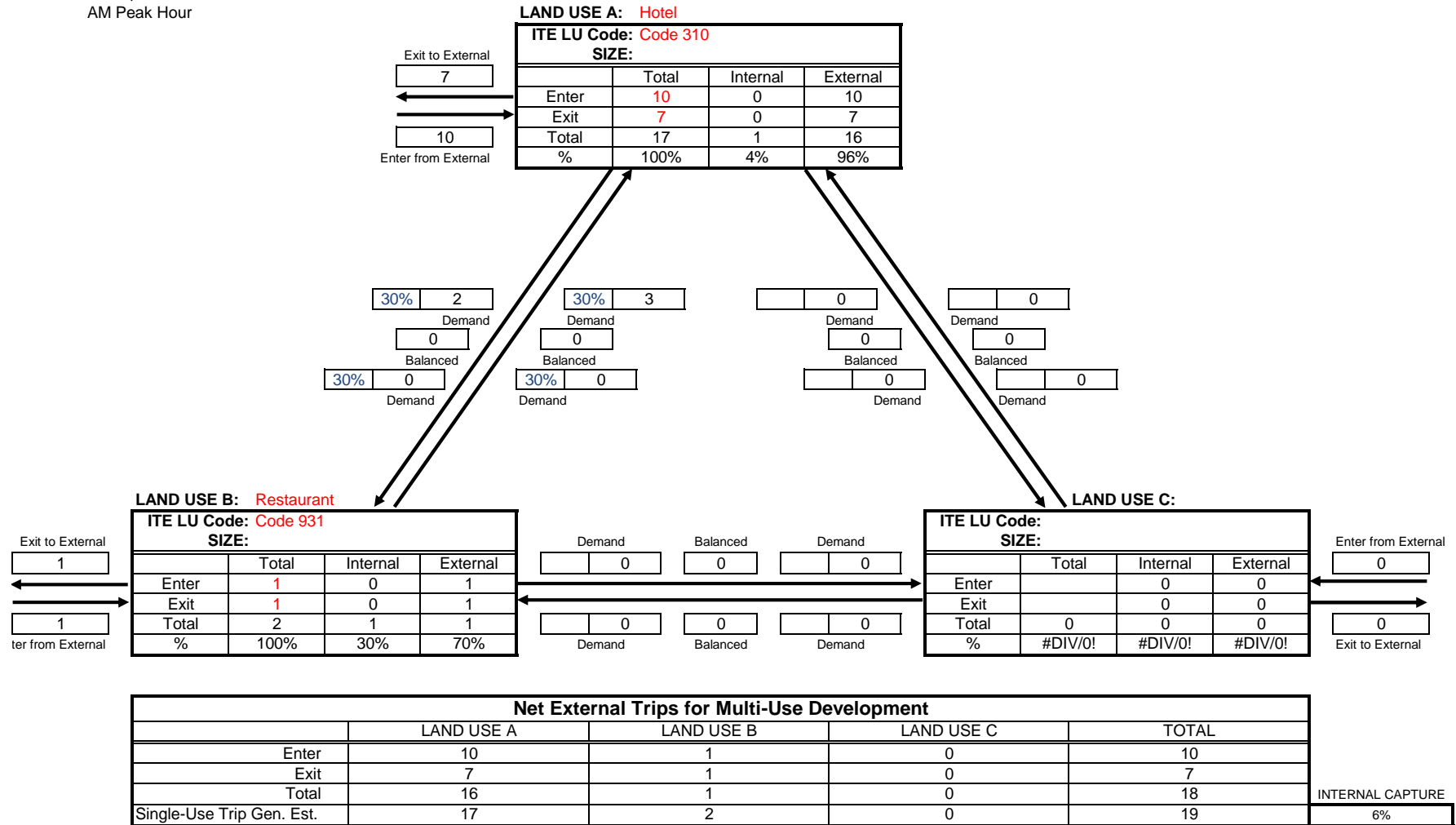
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Hotel (LUC 310)	32	261	17	10	7	19	10	9
Restaurant (LUC 931)	56	160	2	1	1	15	10	5
Subtotal		421	19	11	8	34	20	14
Internal (6%/25%)		-126	-1	-1	-1	-9	-4	-4
Driveway Volumes		295	18	10	7	25	15	10
Pass-by (Rest.-44%)		-69	0	0	0	-5	-3	-2
External Trips		226	18	10	7	20	12	8

Source: ITE Trip Generation Manual (9th Edition)

NOTES: Consistent with other Miami Beach projects, assumed 30% internal between Hotel and Restaurant (resulting analyses yields 6% AM and 25% for the PM peak (Refer to analyses next two pages). Per ITE LUC 931, pass-by for restaurant is 44%

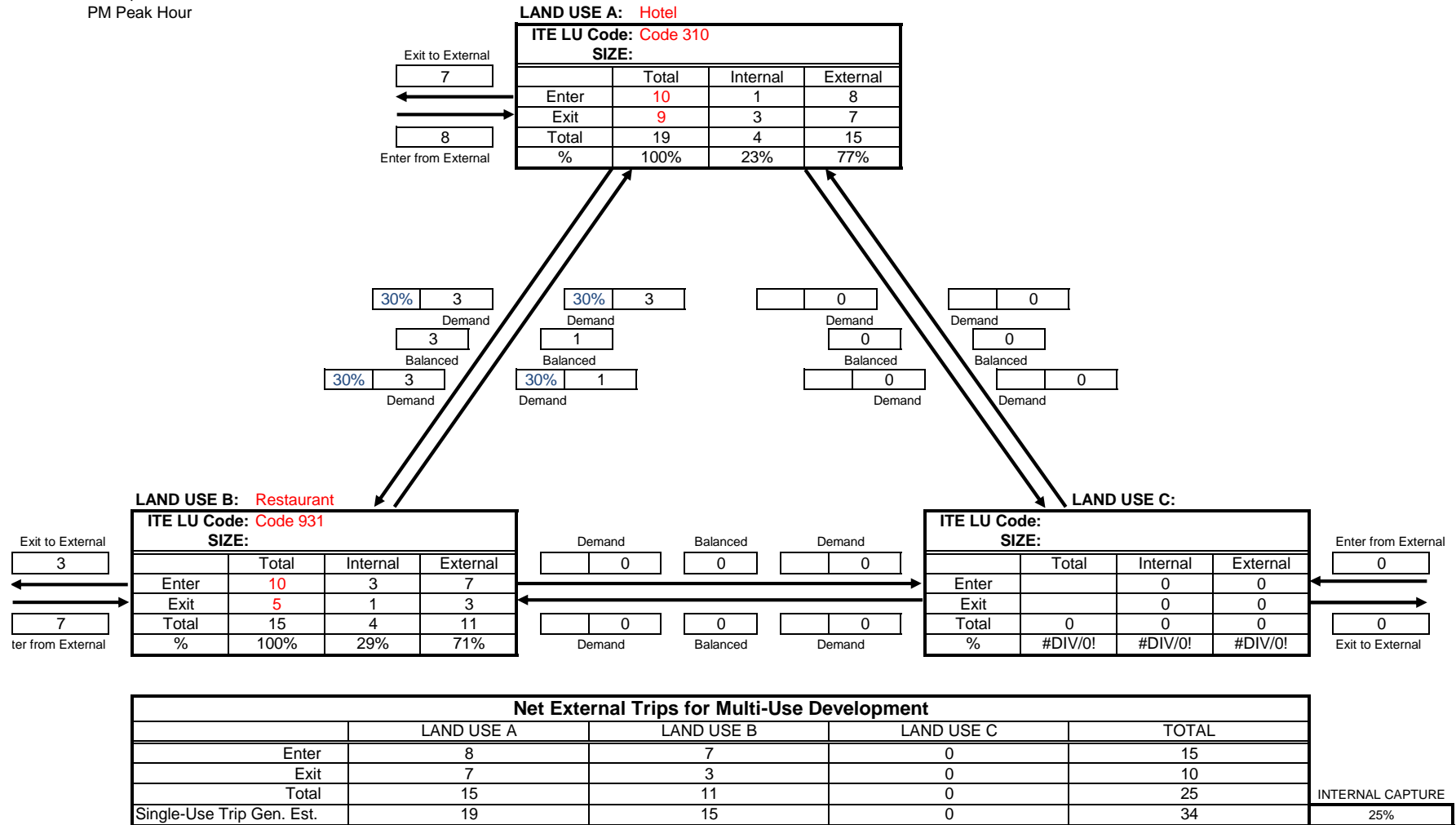
PROPOSED LAND USES
Trip Generation
and Internal Capture Summary

Analyst: Vargas
Date: 16-Sep-17
 AM Peak Hour



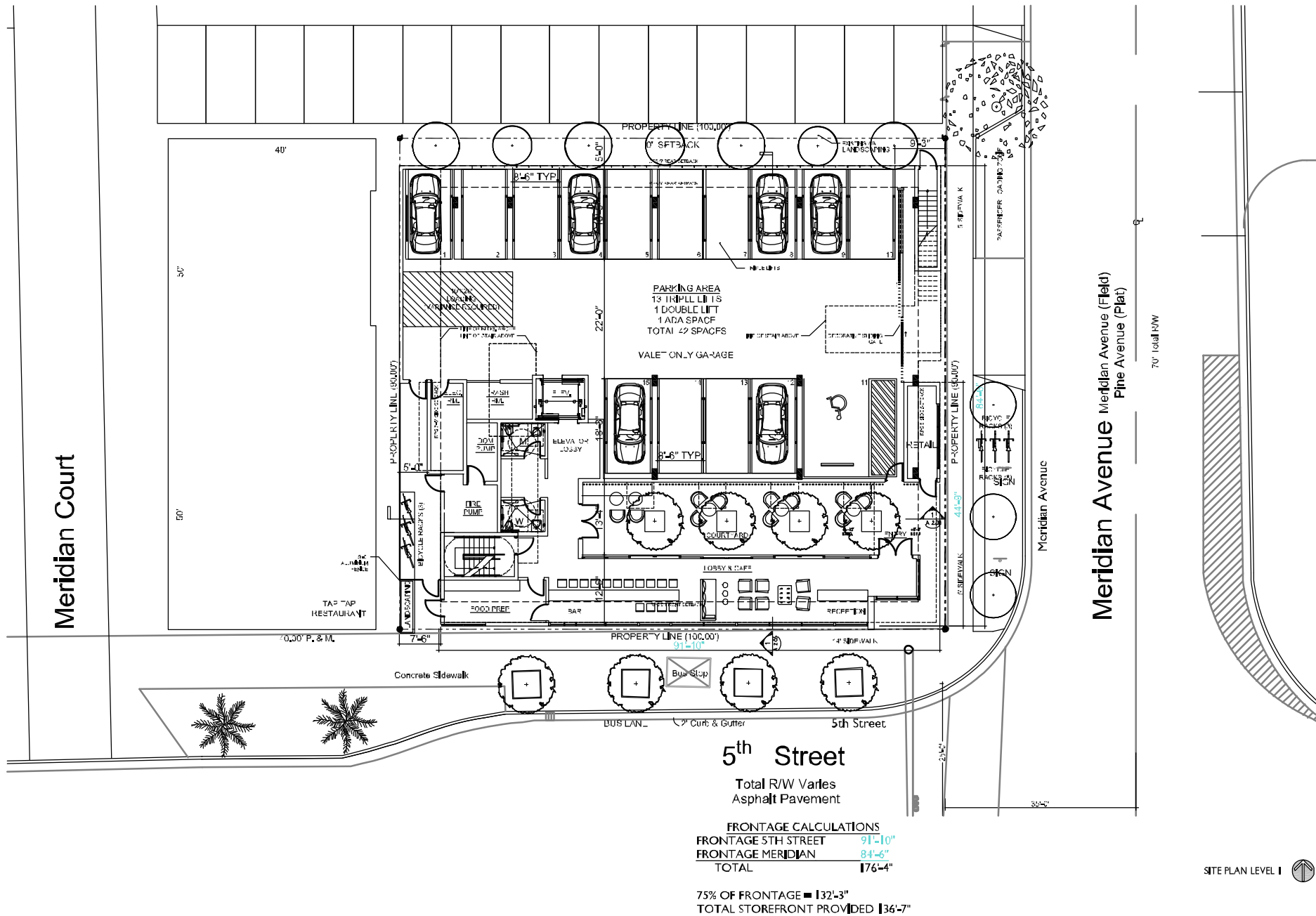
PROPOSED LAND USES
Trip Generation
and Internal Capture Summary

Analyst: Vargas
Date: 16-Sep-17
 PM Peak Hour



ATTACHMENT A

Site Plan – Urbanica The 5th Hotel



ATTACHMENT B
Valet Queuing Analysis

Queuing Analysis based on ITE Procedures
Urbanica The 5th Hotel – 803 Fifth Street

$q = 25 \text{ veh/hr}$ (demand rate – driveway volumes)

$Q = 12 \text{ veh/hr}$ (service rate*)

$$p = \frac{q}{NQ} = 0.5208 \text{ (N = 4 valet runners)}$$

$$Q_M = 0.1974 \text{ (for N = 4)}$$

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

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

$$M = \left[\frac{\ln(0.05) - \ln(0.1974)}{\ln(0.5208)} \right] - 1$$

$$M = \left[\frac{-2.9957 - (-1.6225)}{-0.6524} \right] - 1$$

$$M = 2.1 - 1 = 1.1, \text{ say 1 vehicle}$$

- Ticket processing time = **60 sec.** + vehicle travel time to 1st level parking space = **30 sec.** for a total of **90 seconds**
- Ticket processing time = **60 sec.** + vehicle travel time to 1st level parking space = **30 sec.** + mechanical move to 2nd level parking = **60 sec.** for a total of **150 seconds**
- Ticket processing time = **60 sec.** + vehicle travel time to 1st level parking space = **30 sec.** + mechanical move to 3rd level parking = **120 sec.** for a total of **210 seconds**
- **Used 300 seconds per vehicle (conservative approach)**

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8-9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right] - 1$$

where:

M = queue length which is exceeded p percent of the time

N = number of service channels (drive-in positions)

Q = service rate per channel (vehicles per hour)

$\rho = \frac{\text{demand rate}}{\text{service rate}} = \frac{q}{NQ}$ = utilization factor

q = demand rate on the system (vehicles per hour)

Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11

Table of Q_M Values

	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \frac{q}{NQ}$ = $\frac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$
 N = number of channels (service positions)

Solution

Step 1: $Q = \frac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3$ services per hour

Step 2: $q = (110 \text{ veh/45 min}) \times (60 \text{ min/hr}) = 146.7$ vehicles per hour

Step 3: $\rho = \frac{q}{NQ} = \frac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M , being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956} \right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110} \right] - 1$$

$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$

$$0.5 = 0.1739$$

$$0.6 = 0.2870$$

$$0.5208 = 0.1974$$