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December 10, 2018

Debbie Tackett Chief of Historic Preservation City of Miami Beach 1700 Convention Center Drive Miami Beach, FL 33139

RE: Update and supplement to Historic Resources Report for 304 & 312 Ocean Drive prepared by Shulman + Associates dated March 26, 2008

Dear Ms. Tackett,

Akerman LLP represents 312 Ocean Park, LLC, who is a contract purchaser of the two vacant lots located at 304 and 312 Ocean Drive (the "Property"). This letter is being provided as an update and supplement to the Historic Resources Report ("<u>HRR</u>") previously prepared by Shulman + Associates, dated March 26, 2008, which is enclosed as **Exhibit A** to this letter. This update is being provided because our client has submitted plans for construction of a new multifamily building on the Property, and the update will provide information on what occurred with the Property since 2008.

At the time the HRR was previously prepared, the building that used to exist on the lot at 312 Ocean Drive had been demolished (and the HRR covers why it was demolished – due to damage from Hurricane Wilma in 2005) and the building on 304 Ocean Drive was still standing. Since 2008 the building on 304 Ocean Drive has been demolished.

The HRR notes that at the time in 2008 the Sea Spray Apartments, situated on the lot at 304 Ocean Drive, was vacant and boarded up. The staff report for HPB File No. 7437 in 2014, for total demolition of the existing building, noted that the Sea Spray Apartment building had been boarded up and vacant since approximately 2002. The City issued an unsafe structure violation on July 26, 2013 and on April 30, 2014 the County Unsafe Structures Board issued a demolition order against the Sea Spray Apartments, ordering its demolition within 180 days.

On July 8, 2014 the City Historic Preservation Board ("<u>HPB</u>") issued a certificate of appropriateness for the total demolition of the Sea Spray Apartments and the construction of a new 4-story multifamily building. On July 11, 2014 the property owner applied for a demolition permit, the demolition permit was issued by the City on August 21 and the first inspection was performed on September 30, noting that the building had been leveled to the ground. The demolition permit was closed on October 3, 2014.

Sincerely Neisen O. Kasdin

Exhibit A

304-312 Ocean Drive Miami Beach, Florida



Prepared for:

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 Phillip McFillin 304-312 Ocean Drive, LLC 501 S. Ocean Drive Boca Raton, FL 33433 Report prepared March 26, 2008

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Preliminary Remarks

The present study comprises a survey of the site at 304-312 Ocean Drive, a contributing historic property in the Ocean Beach Historic District. It was prepared in support of a project to redevelop the site as a hotel. This study documents the existing Sea Spray Apartments at 304 Ocean Drive, as well as the Biltmore Apartments, formerly located at 312 Ocean, based on available documentation and site verification. It addresses the architectural and urban significance of elements of the property up to today. Included in this report are historical research and analysis, historic photos, reproduction of retrievable microfilm drawings, copies of the building card and a photo study of the existing conditions.

Architect Henry Maloney designed the Sea Spray Apartments in 1937. The structure is currently vacant and boarded up. Formerly, the Biltmore apartments, designed by J. Gannon in 1923, sat at 312 Ocean. The intent of this project is to restore and expand the Sea Spray, while adaptively using it as a hotel.

Historic Analysis

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Historical Outline:

Sea Spray Apartments - 304 Ocean Drive

The Sea Spray Apartments was built for Jackson Properties, Inc. in 1937. Robert Jackson was the Contractor, and it is reasonable to assume that Jackson was an Owner/Builder who built the Sea Spray Apartments as a speculative venture.

Henry Maloney designed the Sea Spray Apartments as a 15-unit apartment building. Maloney was notable as a transitional architect whose work spanned both the Mediterranean Revival and Modern periods in Miami Beach. In the earlier period, he was the architect of buildings like the Sandra Apartments (1361 Meridian, 1927), the Sundial Apartments (1045 Pennsylvania Avenue, 1929) and the Anglers Hotel (634 Washington Avenue, 1930). In the Modern period, the Sea Spray Apartments are bracketed by the Palms and Princeton Apartments (1568 Meridian Avenue & 1500 Michigan Avenue, 1935 & 1936), the Raynard Apartments (745 15th Street, 1937), the Alinn Apartments (1509 Pennsylvania Avenue, 1937) and the Charles Hotel (1475 Collins Avenue, 1938). With a few exceptions, Maloney's work consisted of apartment buildings. The Sea Spray was configured with three interior stair halls and an exterior stair at the rear. The third floor penthouse was designed as a single unit occupying the eastern one-third of the building. Access between the third floor and adjoining roof over the two-story wing was planned, but never built. Instead, the roof was built several feet higher than the third floor unit, to accommodate a ventilated attic.

An analysis of other Henry Maloney structures of the same period of time indicates that Maloney had no consistent approach toward window use, but preferred a colonial pattern. The former windows documented in 2000, were colonial style, and it is reasonable to conclude that they emulated the previous window configuration.

Other buildings by Henry Maloney:

Adrian Hotel	1060 Ocean Drive	1934
Brigham Gardens	1409 Collins Avenue	1934
Evans Hotel	953 Collins Avenue	1935
Palms Apartments	1568 Meridian Avenue	1935
Princeton Apartments	1500 Michigan	1936
Sea Spray Apartments	304 Ocean Drive	1937
Raynard Apartments	745 15th Street	1937
	1350 Michigan Avenue	1937
Alinn Apartments	1509 Pennsylvania Avenue	1937
Charles Hotel	1475 Collins Avenue	1938

Former Biltmore Apartments - 312 Ocean Drive (demolished 2005)

The Biltmore Apartments were developed by H. Levitt in 1923. It was designed and built by J. Gannon, a builder. In the pioneer days of Miami Beach development, architects were not systematically employed to design modest apartment buildings.

The Biltmore was originally a 23 unit apartment house with a ground floor office/lobby. The lobby was located in the center of the building on the South side. It is at this location that the porch was



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Aerial view of the southern tip of Miami Beach looking North, circa 1929 Photograph by Ricahrd B. Hoit Courtesy of the City of Miami Beach Public Works



Close up aerial view of project site, circa 1929 Courtesy of the City of Miami Beach Public Works



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Aerial View of the southern tip of Miami Beach looking West, circa 1929 Courtesy of the City of Miami Beach Public Works



Close up aerial view of project site looking West, circa 1929 Courtesy of the City of Miami Beach Public Works



Close up aerial view of project site looking Northwest, circa 1929 Courtesy of the City of Miami Beach Public Works

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Plan view of project site, circa 1929 Photograph by Richard B. Hoit Courtesy of the City of Miami Beach Public Works



Plan view of project site, circa 1941 Courtesy of the City of Miami Beach Public Works



Plat Book of Miami Beach, Florida G.M. Hopkins Co., 1948 Courtesy of the Bass Museum of Art



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The Sea Spray and former Biltmore Apartments, circa 2000 Photograph by Shulman + Associates



The Sea Spray Apartments, circa 2000 Photograph by Shulman + Associates



The entry stoop of the Sea Spray Apartments fronting Ocean Drive, circa 2000 Photograph by Shulman + Associates



The South facade of the Sea Spray Apartments showing another entry stoop, circa 2000 Photograph by Shulman + Associates



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East facade of the former Biltmore Apartments fronting Ocean Drive, circa 2000 Photograph by Shulman + Associates



South facade of the former Biltmore Apartments with the side porch looking East Photograph by Shulman + Associates, circa 2000



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West facade of the former Biltmore Apartments from alley looking Southeast, circa 2000 Photograph by Shulman + Associates

Building Data 304 Ocean Drive

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Ccean Drive DateApr.16-1937 Ccean Drive DateApr.16-1937 d.Street UseApartment House 1 footing Roof Duilt-up	 Date May. 4-1937 Date May. 4-1937 Atra Gas - Oct. 2-1937 Atra Gas - Oct. 2-1937 T5-34 Date Date Date 	Date June 4-1937 arry service 4-23-1937 # 8543 Date Sep/20 th & 23/1937 Date Sep/20 th & 237d-137 rs of distribution - Nov.20-1937-final ok Inman 600.00 Date July 23-1937 contr.\$ 900Nov. 1, 1949
A Street No. 304 Street of Address Address Stores 30.00 Foundation BDE Stores 3	by Address by Address rhem & Lavis- #10424 - 15 e. Marco CPD. #	 \$775 Address \$175 Address \$100 15 Date \$00 15 Date \$260 - 9385 Address \$260 - 9385 Address \$360 - 9385 Address \$400 - 100 - 400 Address \$400 - 500 - 500 Address
DFERTIES, INCMailing Address 4 Subdivision 00 Robert Jackson (Moloney (Autoric) 105 Height 3 c-b-s- Cost \$ 32,00	Whilberham & Lavis # 10 Rough approved as stoves 15 Wilbe Final approved h	Ace Electric Company # ers Stoves Mc eptacles- 65 Centers of Distributi Centers of Distributi Ace Electric Service # 9 Ace Electric Service # 9 Ace Electric Service # 9 final approved b final a
Owner JACK SON PRC Lot. 8 Block General Contractor Architect Henry Front 40 Depth Type of construction	Plumbing Contractor No. fixtures 63 MaxResentation 64 Plumbing Contractor No. fixtures set Sewer connection	Electrical Contractor No. outlets g_7^7 Heat Rough approved by Electrical Contractor No. fixtures set g_1 Date of service g_{ep} Alterations or repairs BUILDING PERMIT

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March 26, 2008 Shulman + Associates

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Microfilm of Sea Spray Apartments Ocean Drive (East) Facade Fragment



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Microfilm of Sea Spray Apartments Ocean Court (West) Facade



> Microfilm of Sea Spray Apartments Third Street (South) Facade



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Microfilm of Sea Spray Apartments North Facade

Photo Survey - Existing Conditions 304 Ocean Drive



Southeast corner and entry stoop fronting Ocean Drive



Northeast corner and entry stoop fronting Ocean Drive



Close up of entry stoop fronting Ocean Drive



North Facade and adjacent lot (312 Ocean)



Northeast corner of North facade



North Facade



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Northwest corner and West facade



Southwest corner and West facade



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South Facade

Photo Survey - Existing Conditions 312 Ocean Drive

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312 Ocean looking West



312 Ocean looking East

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Photo Survey - Surrounding Context



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304 Ocean Drive - Sea Spray Apartments



312 Ocean Drive - Former Biltmore Apartments



Adjacent property to the North (Ocean Drive West)



Adjacent property to the North (Ocean Drive West)



Adjacent property to the North (Ocean Drive West)



Adjacent parking lot to the North (Ocean Drive West)



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Northwest corner of Ocean Drive and 4th Street



Context on Ocean Drive East



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Context on Ocean Drive East



Context on Ocean Drive East



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Empty lot on Ocean Drive East



Context on Ocean Drive East



Context on Ocean Drive East



Context on East side of Ocean Drive looking Northeast



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Adjacent property to the south (Ocean Drive West)



Adjacent property to the south (Ocean Drive West)



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Looking West from Ocean Drive down Third Street



Looking East down Third Street to Ocean Drive



November 1, 2018

Multiplan c/o Matthew A. Barnes, AICP Consultant Akerman LLP 98 Southeast Seventh Street, Suite 1100 Miami, Florida 33131

Re: 312 Ocean Park – Traffic Statement

Dear Matthew:

Per your request, Traf Tech Engineering, Inc. conducted a traffic statement associated with the proposed residential development planned to be located at the northwest corner of Ocean Drive and 3rd Street in the City of Miami Beach in Miami-Dade County, Florida. Figure 1 on the following page shows the location of the project site. The survey of the parcel is contained in Attachment A. This report documents the projected trip generation, maneuverability analysis, trash-removal plan and valet evaluation. The following is a summary of our findings.

Trip Generation

A trip generation analysis was performed using the trip generation rates published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (10th Edition). The trip generation analysis was undertaken for daily and PM peak hour. The analysis was based on the following assumptions:

PROPOSED PROJECT

o 10 Residential units (refer to site plan contained in Attachment B)

According to ITE's *Trip Generation Manual* (10th Edition), the trip generation rates used for the proposed addition are:

<u>MULTIFAMILY (LOW RISE) (ITE Land Use 220)</u> Daily Trip Generation T = 7.32 (X) Where T = number of daily trips, X = number of units





PM Peak Hour of the GeneratorT = 0.66 (X) + 1.41 (59% inbound and 41% outbound)WhereT = number of peak hour trips, X = number of units

Using the above-listed equations from the ITE document, a trip generation analysis was undertaken for the proposed residential development. The results of this effort are documented in Table 1.

TABLE 1 Trip Generation Analysis 312 Ocean Park					
	Size	Daily	PM Peak Hour of Generator		
Land Use	Units	Trips	Ins	Out	Total
PROPOSED ADDITION					
Residential	10	74	5	3	8

Source: ITE Trip Generation Manual (10th Edition)

As indicated in Table 1, the proposed 312 Ocean Park project is projected to generate approximately 74 new daily trips and approximately eight (8) new PM peak hour trips (5 inbound and 3 outbound). Therefore, the proposed residential development is anticipated to have a de-minimus traffic impact to the surrounding street system (one new peak hour trip every 7.5 minutes).

Maneuverability Analysis

As indicated in the site plan contained in Attachment B, the entrance to the parking area is located off the alley on the west side of the parcel. The alley operates in the northbound direction only (one way). The entrance driveway into the parking area is located off of the alley. An AutoTurn analysis was undertaken for the parking maneuvers to the two most difficult parking spaces as well as the required un-parking turns to exit back onto the alley.

Trash-Removal Plan

All residential-generated garbage will be compacted in the designated trash room. During trash pick-up days, the trash bin will be carted outside through the parking garage to the alley where the garbage truck will collect it.



Valet Analysis

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 <u>Transportation and Land</u> <u>Development</u>, Chapter 8 – Drive-In Facilities¹. For this analysis, the following input variables were used:

- <u>Service Rate</u>: It was assumed that the average time to park/unpark a vehicle by a valet runner is approximately two (2) minutes, or 30 vehicles per hour per valet runner. The 2-minute time period assumptions are presented in the queuing analysis contained in Attachment D.
- <u>Demand Rate</u>: Based on ITE's <u>Trip Generation</u> (10th Edition), the maximum inbound/outbound vehicular traffic flow anticipated at the 312 Ocean Park project is approximately eight (8) vehicles.

Using equation 8-9b and Table 8-11 of ITE's <u>Transportation and Land</u> <u>Development</u>, the maximum length of queue anticipated at the valet dropoff/pick-up area, at the 95% confidence level, is one (1) with one (1) valet runner. The queuing calculations are presented in Attachment D.

Sincerely, TRAF TECH ENGINEERING, INC. Joaquin E. Vargas, I Senior Transportation Engineer



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

ATTACHMENT A Survey – 312 Ocean Park



ATTACHMENT B Site Plan – 312 Ocean Park



ATTACHMENT C

AutoTurn Evaluation



Vehicle Maneuvering Study Passenger Vehicle - Ingress



Vehicle Maneuvering Study Passenger Vehicle - Ingress



Vehicle Maneuvering Study Passenger Vehicle - Egress



Vehicle Maneuvering Study Passenger Vehicle - Egress

ATTACHMENT D

Valet Queuing Analysis

Queuing Analysis based on ITE Procedures 312 Ocean Park

q = 8 veh/hr (demand rate)
Q = 30 veh/hr (service rate*)
$$p = \frac{q}{NQ} = 0.2667$$
 (N = 1 valet runner)

 $Q_M = 0.2667 \text{ (for } N = 1)$

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

$$M = \left(\frac{\text{Ln } (x > M) - \text{Ln } (Q_M)}{\text{Ln } (p)}\right) - 1$$
$$M = \left(\frac{\text{Ln}(0.05) - \text{Ln}(0.2667)}{\text{Ln}(0.2667)}\right) - 1$$
$$M = \left(\frac{-2.9957 - (-1.3216)}{-1.3216}\right) - 1$$

$$M = 1.2 - 1 = 0.2$$
, say 1 vehicle

- Ticket processing time = 60 sec. + vehicle travel time to <u>1st level parking space</u> = 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
- Used **120 seconds** per vehicle (average of 90 sec and 150 sec)



Applications of Queueing Analysis

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:

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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)

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

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

_ q _____arrival rate, total

 \overline{NQ} (number of channels) (service rate per channel)

N = number of channels (service positions)

Solution

Step 1:	$Q = \frac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3 \text{ services per hour}$
Step 2:	$q = (110 \text{ veh}/45 \text{ min}) \times (60 \text{ min/hr}) = 146.7 \text{ vehicles per hour}$

- 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, say 23 vehicles.