The Sterling Building – 927 Lincoln Road
HOTEL OPERATIONS PLAN

A. Number of Employees per Shift

AM Shift - Total of 16 associates

1 General Manager

8 housekeepers

1 houseman

1-2 laundry attendants for offsite transfer

2 front desk associates

1 engineer

PM Shift - Total of 4 Associates

1 General Manager

1 houseman/Laundry

2 front desk associate

Overnight Shift - Total of 3 Associates

1 houseman/security

1 front desk associate

1 night audit/front desk support

B. Employee Parking Plan / Transportation Demand Management (TDM) Plan

1. The owner shall offer a program to hotel employees to either obtain monthly passes from Miami-Dade Transit to allow employees to travel to and from the property without the need for automobiles, or provide an option for monthly City of Miami Beach parking garage passes (at each employee's option).

2. The owner shall provide transit information to its guests and employees, including route schedules and maps.

3. The owner shall provide a carpool incentive program for employees.

4. The owner shall appoint one employee of the hotel to serve as the Transportation Demand Management (TDM) Program Administrator, whose duties will include encouraging and facilitating employees' use of mass transit or bicycles for travel to work.

5. The plans shall include six foot hallways and elevators that can accommodate bicycles.

6. There are 11 bicycle docks along Jefferson Avenue on the east side of the Property, and 3 bicycle docs on the SE corner of the Property. Additionally, there are 16 bike share docks at the east side of Jefferson Avenue, north of Lincoln Lane North.

7. Guest shall be encouraged to use ride sharing transportation modes such as Uber or Lyft. As such, the hotel shall provide guests with an Uber Discount Code to encourage and facilitate the use of these services for first time uses.

8. Guests shall be provided with promo codes for Citi Bike. Citi Bike currently has two (2) stations in close proximity to the property. We will work with Citi Bike to create a future station at our block.

C. Parking Plan

1. Valet parking will be offered for all hotel guests at the pore-cochere along Lincoln Lane North for drop-off and pick-up.
2. The porte-cochere provides space for 3 vehicles – 2 for valet and 1 for ride share drop-off and pick-up.
3. Self-parking is available for retail patrons in the Lincoln Parking Garage located just north of the site, as well as several other garages and public parking lots around Lincoln Road.

D. Pool Deck / Bar / Restaurant

1. Food and drink shall be served throughout the day.

2. Alcohol shall be served at all hours when pool is open.
3. The pool deck bar will be open to hotel guests and their invitees.
4. The pool will be open from 7:00 am to 10:00 pm.
5. The property will include one full service restaurant.
6. There is no proposed entertainment at the restaurant.
7. Outdoor speakers will be used in the rooftop pool area, but will be limited to ambient background music.
8. The restaurants will be open to the general public, not only guests of the hotel.
9. The Applicant has not determined the branding of the restaurants, as it still in the preliminary stages, so there is no sample menu available.

E. Laundry

1. No laundry will be done on site. Laundry will be outsourced to an off-site vendor.

F. Delivery Schedule

All deliveries shall occur through the designated off-street delivery area or the nearby commercial loading zone. Additionally, trash pickup will also occur internally within the property, as noted on the plans.

Type of Delivery	**Day of Week**	**Time of Day**
Laundry	7 days per week	6:30 am to 9:00 am
Waste/Trash pickup	7 days per week	Morning
Beverage	1 day per week	7:00am to 9:00 am
Food Products	3 days per week	7:00 am to 9:00 am

G. Security Plan

1. Cameras will be provided throughout the hotel in order to assist with security.
2. Hotel staff or security personnel will be available at all times 24/7 to provide security and address guest concerns.
3. During high occupancy of the hotel, additional security may be provided.

The Sterling Building – 927 Lincoln Road
RETAIL OPERATIONS PLAN

A. Number of Employees per Shift

Day Shift - Estimated Total of 40 employees

Evening Shift - Total of 55 Employees

B. Employee Parking Plan

1. Employees will be encouraged to use bike transportation. There are 11 bicycle docks along Jefferson Avenue on the east side of the Property, and 3 bicycle docs on the SE corner of the Property. Additionally, there are 16 bike share docks at the east side of Jefferson Avenue, north of Lincoln Lane North.

2. Employees shall be encouraged to use ride sharing transportation modes such as Uber or Lyft.

3. Guests shall be provided with promo codes for Citi Bike. Citi Bike currently has two (2) stations in close proximity to the property. We will work with Citi Bike to create a future station at our block.

4. Employees that use cars will be able to park at the Lincoln Parking Garage located just north of the site, as well as several other garages and public parking lots around Lincoln Road.

C. Parking Plan

1. Self-parking is available for retail patrons in the Lincoln Parking Garage located just north of the site, as well as several other garages and public parking lots around Lincoln Road.

D. Delivery and Trash Pick-up Schedule

All deliveries shall occur through the designated off-street delivery area or the nearby commercial loading zone. Additionally, trash pickup will also occur internally within the property, as noted on the plans.

Type of Delivery	**Day of Week**	**Time of Day**
Retail Products	Varies per tenant	varies per tenant
Waste/Trash pickup	7 days per week	Morning
Beverage	1 day per week	7:00am to 9:00 am
Food Products	3 days per week	7:00 am to 9:00 am

E. Security Plan

1. Cameras will be provided throughout the property in order to assist with security.
2. In conjunction with the hotel on the site, hotel staff or security personnel will be available at all times 24/7 to provide security and address guest concerns.
3. During high occupancy of the hotel, additional security may be provided for the property.

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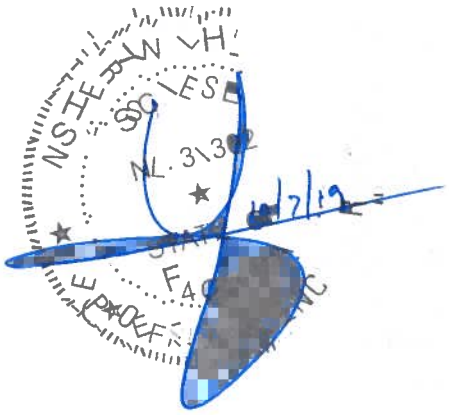


TABLE OF CONTENTS

STRUCTURAL CONDITION ASSESSMENT for
927 Lincoln Rd
Miami Beach, Florida

I. INTRODUCTION

General

Per the request of The Sterling Building Inc, we have conducted a visual structural condition assessment on the existing structure located at 927 Lincoln Rd in Miami Beach, Florida. The Building is located in the Lincoln Road Historic District.

The purpose of the inspection is to assess the structural condition of the structure to determine the feasibility of the development of the structure. Currently the building is is occupied and in working order.

Structural System

The Structure is a two story masonry building, with a detached 1 story building on the north side. The Building Structural System is as follows:

Main 2 story building:

- First Floor
    - Concrete Floor Slab
    - CMU exterior walls
    - Concrete pan joist cast in place
- Second Floor:
    - wood floor framing, with wood planking, over 2x10 wood joists spanning North-South.
    - Exterior masonry bearing walls, with concrete tie columns and tie beams
    - Interior wood load bearing stud walls
- Roof:
    - wood floor framing, with wood planking, over 2x10 wood joists spanning North-South.
    - CMU parapet

Detached North 1 story building:

- First Floor
    - Concrete Floor Slab
    - CMU exterior walls
    - Concrete pan joist cast in place

The components and cladding of the building, such as doors, windows and roof waterproofing are not addressed in this report. Moreover, ownership should perform termite and asbestos testing on the building. The electrical and electrical systems are not part of this report.

II. METHODOLOGY

No structural analysis was performed on the building to determine the capacity of the structural systems. It's our opinion that the current structural system of the building does not comply Florida Building Code 2017, HVHZ (High Velocity Hurricane Zone) edition.

III. STRUCTURAL SYSTEMS

Based on Miami Dade County tax records, the structure was built in 1928 with and area of 28,433 square feet. The building is approximately 158 feet long (East-West direction) by 148 feet wide (North-South direction). The building is two main stories, with a detached 1 story building on the north elevation the building's structural members are as follows:

Foundations: The building foundations where not exposed for this report, but assumed to be shallow foundations based on the typology and age of building. The foundations support masonry stem walls (exterior). The interior stem walls support the interior wood stud walls and the exterior stem walls support the exterior masonry walls.

Exterior Walls: The exterior walls of the building are 8" concrete masonry unit (CMU) block bearing walls. The CMU block is the three cell block, which was typical at the time of construction of the building. The exterior walls do have concrete tie columns and beams. The columns are 8" thick x 16" wide, and are spaced about 15' on center. The

concrete tie beams are 8” thick x 16” deep, and are located just under the floor joists for the floors.

Interior Walls: There are two types of interior walls, load bearing and non-load bearing. Both types are wood 2”x4” stud walls. The load bearing walls support the floor joists system extending from the exterior walls.

Floors: The flooring system is typical on all floors. The wood floor joists are 2”x10” spaced at 16” on center and spanning North-South from the exterior CMU wall over the interior load bearing wood stud walls (running East-West). All wood joists are “Fire Cut” into the CMU wall, meaning the wood joists are resting in openings in the CMU wall and are not connected to the walls via strapping or any other mechanism.

Roof: The building is typical construction of the time the actual roof deck is 2”x8” wood joists supporting 1”x6” wood planks. The roof deck is supported by wood knee wall made up of 2”x4” vertical studs. The knee wall in turn is supported by 2”x8” wood joists. The Knee wall system is used to slope the actual roof deck for storm water drainage.

IV. SITE OBSERVATIONS

We have inspected the structure on multiple occasions, and our summary of the evaluation of the existing conditions of the structural components are as follows:

Concrete members; which are the tie columns, tie beams, exterior stairs, and foundations are in good condition.

Wood members; which are load bearing walls and partitions show to be in Good Condition

Masonry members; which comprise the exterior walls of the building, is in good condition. There are several hairline cracks in the masonry that are attributed to age, exposure to the elements, and settlement of the shallow foundations.

V. STRUCTURAL EVALUATION

There are several factors to be considered in the structural evaluation of this building;

Initial Construction:

Building construction and standards of the 1920's are considered deficient in today's standards. This applies to this structure and other structures built in the 1920's. This building under current building code is deemed deficient. The structure's roof connections for wind uplift forces, and for wind lateral resistance are non-existent. Moreover, openings protection, and CMU reinforcing is also non-existent.

Materials Status:

Site Conditions

Based on the visual observation in the field, all the wood members of the building such as the roof, floor joists on all floors, and interior stud walls are in good condition. Many concrete members of the building are in good condition.

VI. RECOMMENDATIONS

Based on the site observations of the conditions of structural members, we recommend:

1) Repair hairline cracks to prevent spall from occurring

It is our recommendation to restore the building to its original condition. The repairs are moderate in nature, and maintenance is required to maintain its original appearance.

The building is safe in its current condition and its use.

APPENDIX A

PHOTOS

South Elevation

South Elevation

South Elevation

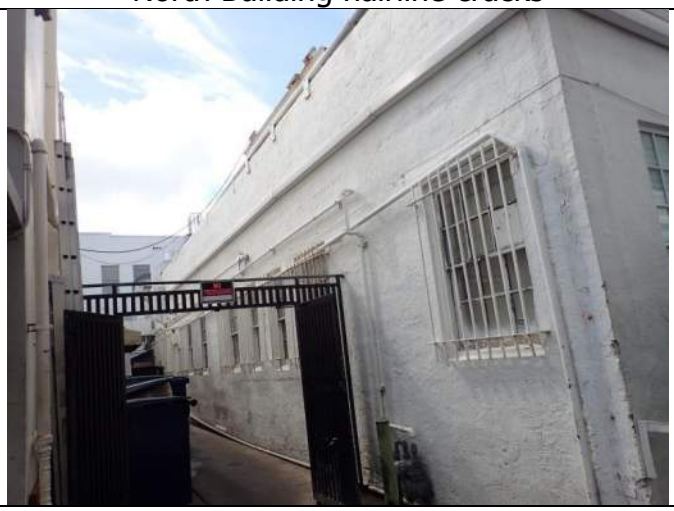
South Elevation Canopy

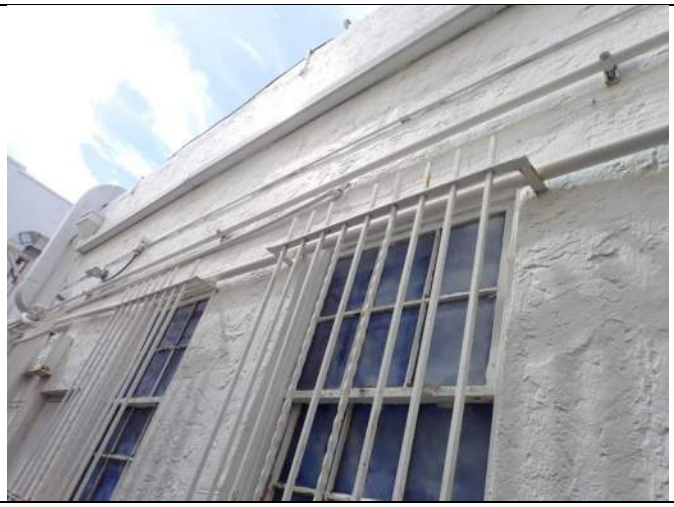
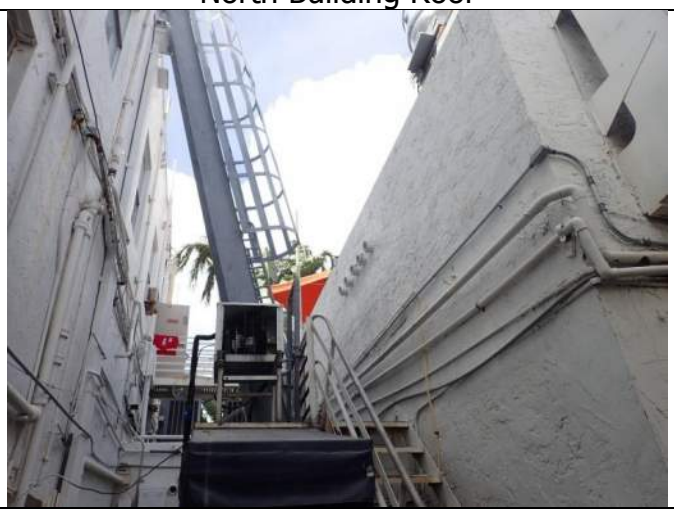
Lobby Area Entrance

North Elevation

	
North Elevation Hairline Cracks	NE Inner Corner Hairline Cracks
	
NE Inner Corner Hairline Cracks	Roof
	
Roof	Roof

	
Roof	Roof
	
Roof	Roof
	
Roof	Roof

	
Roof	Roof
	
Detach North Building	North Building hairline cracks
	
North East corner building	North Building East Elevation

	
North Building Roof	North Building Roof
	
North Building Roof	North Building Roof

MEMORANDUM

To: Firat Akcay, City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE
Alex Iliev, E.I.

Cc: Josiel Ferrer, P.E., City of Miami Beach

Date: August 15, 2019

Subject: 927 Lincoln Road/The Sterling Building
Maneuverability Analysis

Kimley-Horn and Associates, Inc. has prepared a maneuverability analysis for the 927 Lincoln Road redevelopment. The areas included in the analysis include the valet drop-off/pick-up area and loading areas. The analysis was performed using Transoft Solutions Inc.'s *AutoTurn 10* software which applies vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition. The analysis was prepared using passenger car (P) design vehicle for the valet drop-off/pick-up areas. Delivery vans comparable to P design vehicles will be used for deliveries and loading activities in the loading bays. The following summarizes the results of this analysis.

Valet

Access to the valet drop-off/pick-up will be provided via Lincoln Lane North along the north side of the property. A P design vehicle will be able to maneuver into the porte-cochere area allowing space for up to three (3) vehicles of stacking and by-pass the porte-cochere as Lincoln Lane North is 17-feet wide, refer to Attachment A.

Loading Area Access

Delivery vans, comparable to P vehicles, will be used for loading activities at the site and will be able to maneuver through Lincoln Lane North into the loading areas, refer to Attachment A.

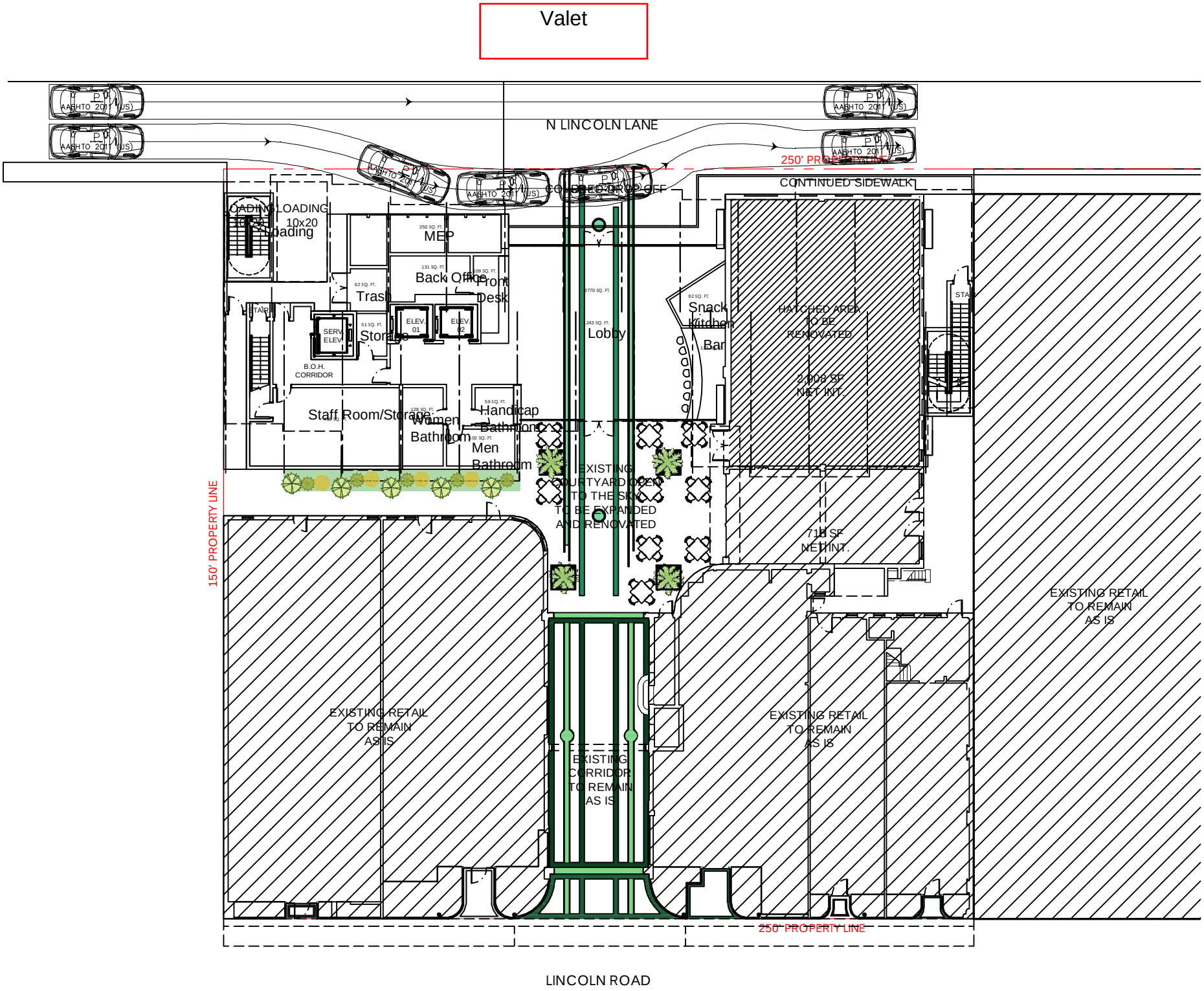
Conclusion

In conclusion, passenger vehicles and delivery van traffic will be able to ingress, egress, and travel through the site's porte-cochere area without any conflicts.

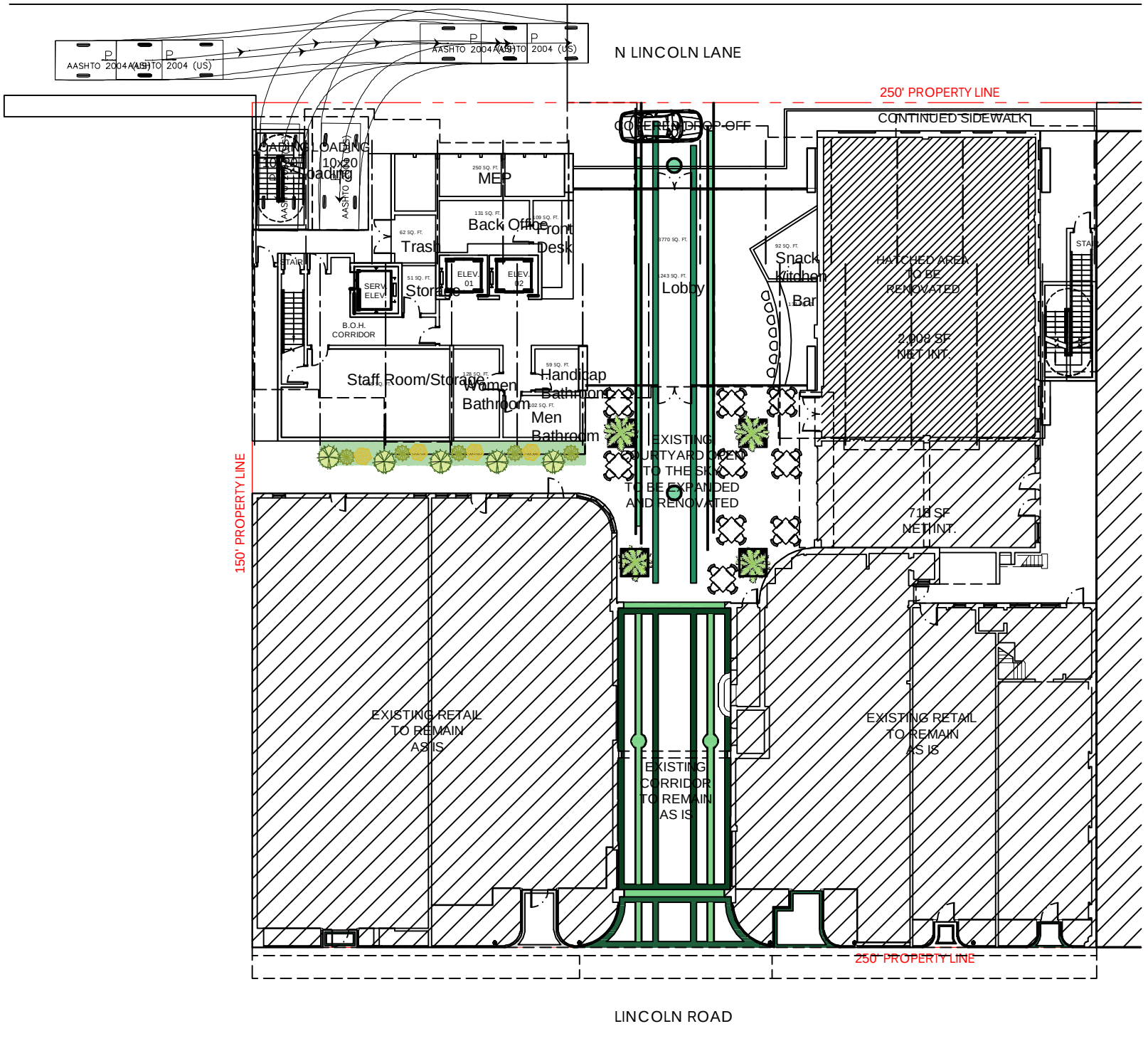
K:\FTL_TPTO\143115000-927 Lincoln Rd\Correspondence\927 Lincoln Road Maneuverability Analysis.docx

Attachment A

Maneuverability Plots


Valet
N LINCOLN LANE
250' PROPERTY LINE
CONTINUED SIDEWALK
COVERED DROP OFF
LOADING 10x20
LOADING 10x20
MEP
Back Office
Front Desk
Trash
Storage
SERV. ELEV.
ELEV. 01
ELEV. 02
Lobby
Snack Kitchen
Bar
HATCHED AREA TO BE RENOVATED
2,008 SF NET INT.
718 SF NET INT.
B.O.H. CORRIDOR
Staff Room/Storage
Women Bathroom
Handicap Bathrooms
Men Bathroom
EXISTING COURTYARD OPEN TO THE SKY TO BE EXPANDED AND RENOVATED
EXISTING RETAIL TO REMAIN AS IS
EXISTING CORRIDOR TO REMAIN AS IS
150' PROPERTY LINE
250' PROPERTY LINE
LINCOLN ROAD

Loading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EXISTING RETAIL TO REMAIN AS IS
EXISTING CORRIDOR TO REMAIN AS IS
EXISTING RETAIL TO REMAIN AS IS
250' PROPERTY LINE
LINCOLN ROAD

August 15, 2019

Firat Akcay
City of Miami Beach
Transportation Department
1688 Meridian Avenue, Suite 801
Miami Beach, Florida 33139

Re: 927 Lincoln Road/The Sterling Building Redevelopment
Traffic Assessment
Miami Beach, Florida

Dear Mr. Akcay:

Kimley-Horn and Associates, Inc. has performed a traffic assessment for the proposed 927 Lincoln Road redevelopment located on the south side of Lincoln Lane North between Michigan Avenue and Jefferson Avenue in Miami Beach, Florida. The parcels proposed for redevelopment currently consist of 32,378 square feet of retail space and 11,162 square feet of office space. The proposed redevelopment consists of 27,736 square feet of retail space and a 145-room hotel. A project location map and conceptual site plan are provided in Attachment A-1. The traffic assessment's methodology is consistent with the requirements outlined by the City of Miami Beach. Methodology correspondence details and assessment requirements are included in Attachment B-1. The following sections summarize the completed analysis.

TRIP GENERATION

Trip generation calculations for the proposed project were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trip generation for the existing land uses was based on ITE Land Use Codes (LUC) 820 (Shopping Center) and LUC 710 (General Office Building). Trip generation for the proposed land uses was based on LUC 820 (Shopping Center) and LUC 310 (Hotel).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in the vicinity of the redevelopment. A multimodal factor of 51.3 percent (51.3%) was found within the vicinity of the redevelopment. However, based on the input from the City of Miami Beach and to provide a conservative analysis, a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations to account for the urban environment in which the project site is located. It is expected that employees, guests, and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment.

Internal capture is expected between complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook,* 3rd Edition. An internal capture rate of 7.4 percent (7.4%) was calculated for the existing development during the A.M. peak hour and 3.0 percent (3.0%) for the P.M. peak hour. An internal capture rate of 2.7 percent (2.7%) is expected for the proposed redevelopment during the A.M. peak hour and 5.1 percent (5.1%) during the P.M. peak hour.

Lincoln Road districtwide internal capture/captive market trip rates were determined based on average pass-by capture rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. Lincoln Road is a destination where patrons visit multiple sites. Therefore, a pass-by rate of 34.0 percent (34.0%) was utilized for the retail during the P.M. peak hour. Note that retail trips are expected to self-park in one (1) of the areawide parking garages, arrive by rideshare, and walk or bicycle to the site and Lincoln Road

The redevelopment is expected to generate 23 weekday net new A.M. peak hour trips and 36 weekday net new P.M. peak hour trips. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment C-1.

Based on data collected from the Cadillac Hotel, it was assumed that 42.6 percent (42.6%) of net new hotel trips will be taxi/rideshare and the remaining hotel trips will be valet. Detailed rideshare and valet trip data are included in Attachment C-1.

HOTEL VALET SERVICE AND OPERATIONS ANALYSIS

The hotel patrons of the redevelopment will be served by one (1) porte-cochere along Lincoln Lane North providing valet drop-off and pick-up operations. The porte-cochere provides storage for approximately three (3) vehicles. It is expected that two (2) spaces will be used for valet operations and one (1) space will be used for taxi/rideshare. The drop-off/pick-up spaces are flexible in order to meet actual demand. Note that Lincoln Lane North is 17-feet wide and can accommodate two (2) vehicles side-by-side.

Self-parking for retail patrons is available in the Lincoln Parking Garage located north of the site. All other guests and patrons visiting the hotel not utilizing taxi/rideshare will have their vehicles valeted on-site.

Vehicles dropped-off in the valet will be driven by the valet attendant eastbound on Lincoln Lane North, northbound on Jefferson Avenue, and westbound to the Lincoln Parking Garage located north of the site. To provide a conservative analysis it is assumed that valet vehicles will be parked on the 6th floor of the garage. Valet pick-up vehicles will exit on the east side of the Lincoln Parking Garage, travel northbound on Jefferson Avenue, travel westbound on 17th Street, travel southbound on Michigan Avenue, and travel eastbound back on Lincoln Lane North to access the on-site porte-cochere. Figure 2 contained in Attachment D-1 provides a graphic illustration of the proposed valet routes to and from the parking garage.

The valet queuing operations analysis was performed based on the methodology outlined in ITE's *Transportation and Land Development,* 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking travel lanes on Lincoln Lane North. Valet operations were analyzed for the number of valet attendants and required vehicle stacking. The valet analysis was prepared for the hotel porte-cochere.

Valet Assumptions

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ, which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

Valet attendants will be stationed at the on-site porte-cochere. Valet drop-off trip service time was calculated based on the time it would take a valet parking attendant to obtain and park a drop-off vehicle in the Lincoln Parking Garage and return to the valet station. Valet pick-up trip service time was calculated based on the time it would take a valet parking attendant to bring a parked vehicle back to a patron at the on-site porte-cochere for pick-up. The following summarizes the total valet drop-off and pick-up service times.

The service time for valet drop-off operation corresponds to the following:

- Exchange between valet attendant and driver including unloading luggage (1 minute)
- Valet attendant drives vehicle from porte-cochere to parking garage (3.3 minutes)
- Valet attendant returns to valet station (1.3 minutes)
- Total service rate: 5.6 minutes

The service time for valet pick-off operation corresponds to the following:

- Valet attendant proceeds to the garage to retrieve the vehicle (1.3 minutes)
- Valet attendant drives vehicle from parking garage to the porte-cochere (5.9 minutes)
- Exchange between valet attendant and driver and loading baggage (1.0 minutes)
- Total service rate: 8.2 minutes

The calculated average service time for vehicles valeted from the on-site porte-cochere is 5.6 minutes for valet drop-off and 8.2 minutes for valet pick-up. Processing times include the time for the exchange between the driver and valet attendants and time to unload and load baggage. Detailed travel time calculations are included in Attachment D-1.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (>1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage, *M*, which is exceeded *P* percent of the time. This analysis seeks to ensure that the queue length does not exceed the storage provided at a level of confidence of 95 percent (95%). Three (3) vehicle drop-off/pick-up spaces are provided for valet operations/rideshare. Note that the valet analysis assumes two (2) spaces will be used for valet and one (1) space will be used for taxi/rideshare. The drop-off/pick-up spaces are flexible in order to meet actual demand.

An iterative approach was used to determine the number of valet attendants required to accommodate the proposed redevelopment demand during the analysis hour and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. Detailed valet analysis calculation worksheets are provided in Attachment D-1.

Results of the highest demand condition valet operations analysis demonstrate that a maximum of seven (7) valet attendants would be required so that the vehicle drop-off/pick-up storage would not be exceeded. It should be noted that projected vehicular volumes and estimated valet processing times

were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

DELIVERIES

Parking on site for delivery vehicles will be provided by two (2) 10 feet by 20 feet loading bays located on the northwest corner of the redevelopment on Lincoln Lane North. Additionally, the Jefferson Avenue on-street loading zone located east of the site will be used for larger delivery vehicles that cannot access Lincoln Lane North. Detailed loading zone locations are shown in Attachment E-1.

BICYCLE PARKING

Currently, 11 bicycle docks are provided along Jefferson Avenue on the east side of the project site and three (3) bicycle docks are provided on the southeast corner of the project site at the intersection of Jefferson Avenue and Lincoln Road. Additional bicycle parking is not proposed in the vicinity of the project site.

A 16 dock Citibike station is located on the east side of Jefferson Avenue north of Lincoln Lane North. A 16 dock Citibike station is also located on the west side of Michigan Avenue north of Lincoln Road.

MID-BLOCK CROSSWALK WARRANT ANALYSIS

A mid-block crosswalk warrant analysis was conducted for a 200-foot segment on Jefferson Avenue, 100 feet north of Lincoln Lane North and 100 feet south of Lincoln Lane North. Traffic data was collected during a 12-hour period from 10:00 A.M. to 10:00 P.M. for three (3) days, August 1st, 2019 (Thursday) to August 3rd , 2019 (Saturday). Traffic data is provided in Attachment F-1.

A mid-block crosswalk warrant analysis was conducted based upon the guidelines contained in the Florida Department of Transportation's (FDOT), *Traffic Engineering Manual* (TEM), 2019. The TEM was used to evaluate the need for a mid-block crosswalk and the appropriate treatment for the crosswalk.

The results from the TEM's mid-block crosswalk analysis are summarized in Table 1. As shown, Lincoln Lane North between Lincoln Road (south) and 17th Street (north) satisfies all applicable criteria under Section 3.8.5(3) and Section 3.8.5(4) in the TEM with the exception of Criterion 4(b) on August 2nd, 2019 (Friday).

Table 1: TEM Mid-Block Crosswalk Analysis	
TEM Mid-Block Crosswalk Warrant Section 3.8.5	**Analysis Results**
3(b)-1: Minimum of 20 pedestrians in one hour	Satisfied
3(b)-2: Minimum of 18 pedestrians during each of any two hours of an average day	Satisfied
3(b)-3: Minimum of 15 pedestrians during each of any three hours of an average day	Satisfied
4(a): Minimum roadway volume >2,000 ADT	Satisfied
4(b): Minimum distance to alternative crossing 300 feet	Not Satisfied
4(c): Minimum block length/intersection spacing 660 feet	Not Applicable
4(d): Located outside of intersection influence	Satisfied

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

The applicant has committed to providing the following TDM strategies to encourage people to use public transportation, use bicycles and walk, use car/vanpools, and find alternatives to the typical workday hours to reduce the impacts of the project traffic on the surrounding roadway network:

- Providing 20 subsidized transit passes for employees
- Provide transit information including route schedules and maps at the hotel
- Carpool incentive program for employees
- Six-foot wide hallways
- Elevators that can accommodate bicycles
- Improved sidewalks around the site by providing a 5-foot wide sidewalk on Lincoln Lane North

CONCLUSION

The redevelopment is expected to generate 23 weekday net new A.M. peak hour trips and 36 net new P.M. peak hour trips.

A valet operations analysis was conducted to determine the that the 95th percentile valet queue would not extend beyond the valet service area onto Lincoln Lane North. Based upon the conservative assumptions applied to the highest traffic demand condition, it was estimated that a maximum of seven (7) valet attendants may be required during peak periods. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

Additionally, a mid-block crosswalk warrant analysis was conducted based upon the guidelines contained in the Florida Department of Transportation's (FDOT), *Traffic Engineering Manual* (TEM). The results of the TEM warrant analysis indicate that all criteria under Section 3.8.5(3) and Section 3.8.5(4) in the TEM are warranted with the exception of Criterion 4(b).

TDM strategies are also proposed as part of the redevelopment to relieve the impacts of project traffic on the surrounding roadway network. The applicant will be providing subsidized transit passes for employees, provide travel information at the hotel, car pool incentives for employees, wide hallways and elevators to accommodate bicycles, and improve the sidewalk on Lincoln Lane North.

If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adrian K. Dabkowski, P.E., PTOE
Associate

Copy To: Josiel Ferrer, P.E., City of Miami Beach

ADRIAN K. DABKOWSKI
LICENSE
No. 78828
STATE OF FLORIDA
PROFESSIONAL ENGINEER

8/15/19

Adrian K. Dabkowski, P.E., PTOE
Florida Registration Number 78828
Kimley-Horn and Associates, Inc.
600 North Pine Island Road, Suite 450
Plantation, Florida 33324
CA # 00000696

K:\FTL_TPTO\143115000-927 Lincoln Rd\Correspondence\ltr\Traffic assessment.docx

Attachment A-1

Location Map and Site Plan

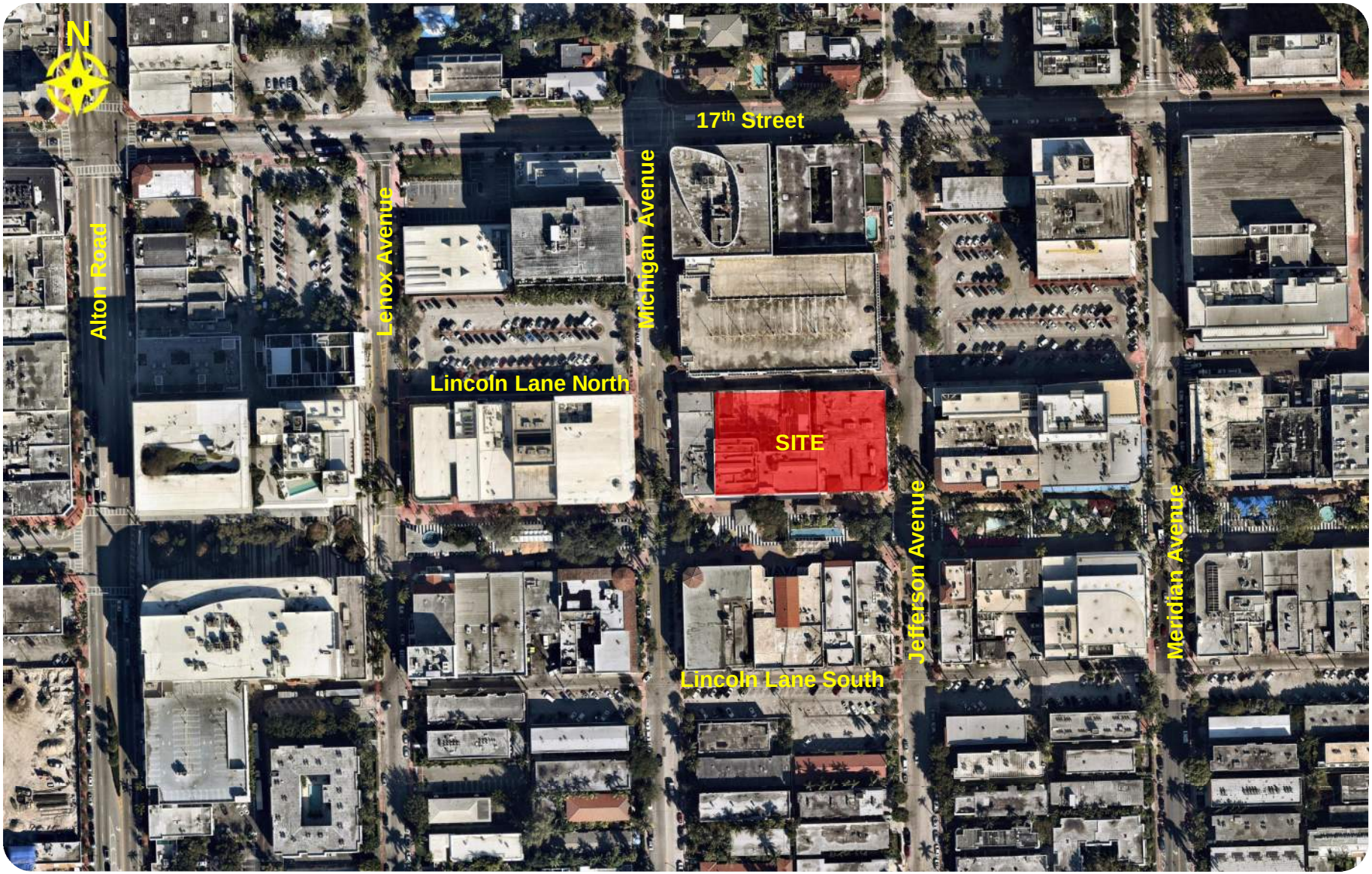

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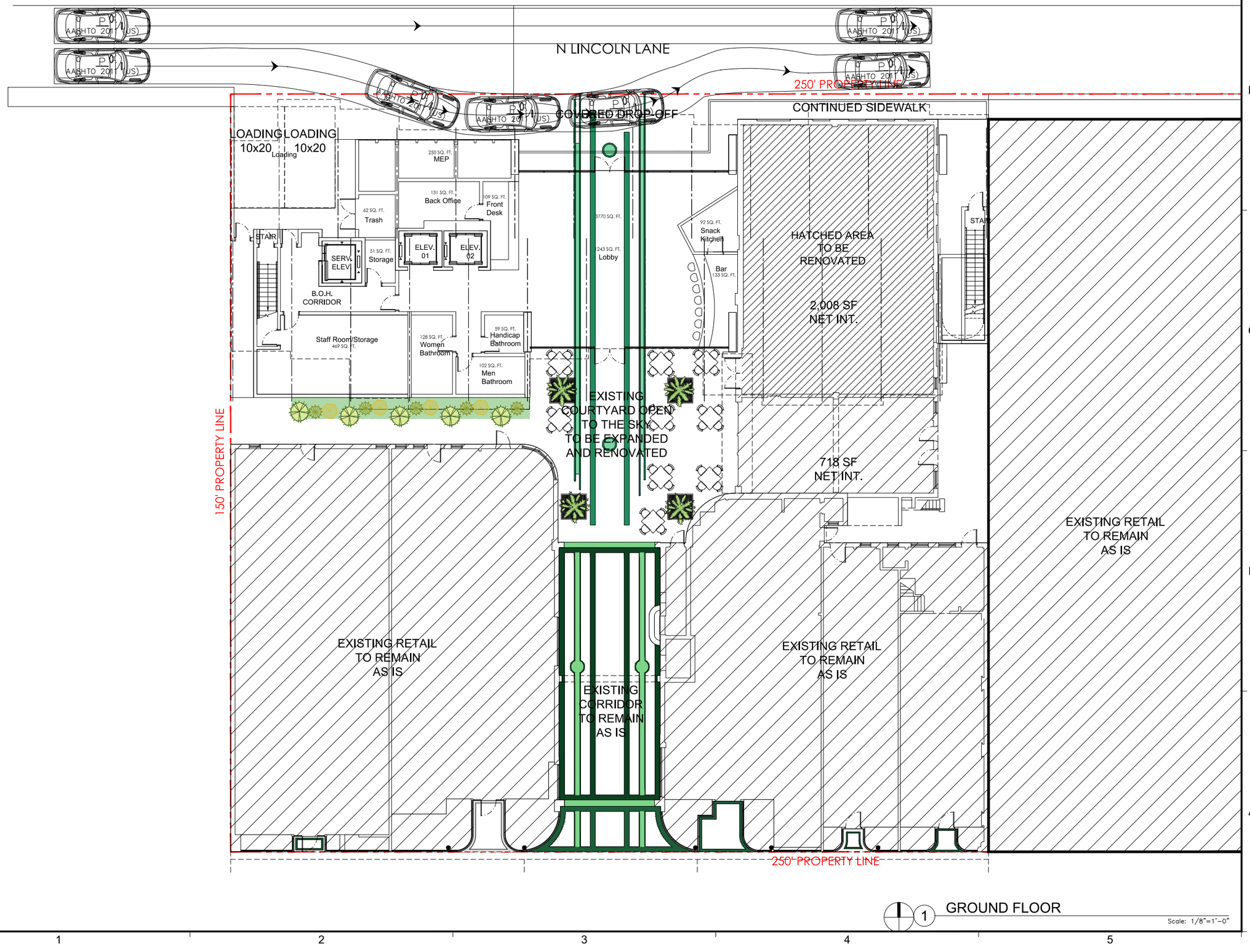
Figure 1
Location Map
927 Lincoln Road
Miami Beach, Florida



1 GROUND FLOOR

Scale: 1/8"=1'-0"

REVISIONS / SUBMISSIONS

1883

927-929 LINCOLN RD
12000 NORTH BAYSHORE DRIVE
MIAMI BEACH, FL 33139

GROUND FLOOR

Lic. # AR0012578

ARCHITECTURE
INTERIOR DESIGN
PLANNING

AIA ASID NCARB

2915 Biscayne Boulevard
Suite 200
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DRAWN BY:
CHECKED BY: KK, MP
DATE: 07/08/2019

A3.01

Attachment B-1

Methodology Correspondence

Iliev, Alex

From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Sent: Wednesday, August 14, 2019 4:00 PM
To: Dabkowski, Adrian
Cc: Ferrer, Josiel; Mickey Marrero; Iliev, Alex
Subject: RE: 927 Lincoln Road Redevelopment | Traffic Assessment Methodology

Categories: External

Adrian, the methodology is ok to proceed.

Mickey, we understand fully that this hotel being located on Lincoln Road will have minor impact to traffic. However, the loading operations from Lincoln Lane North is still a concern. If there is a way to modify the loading zone to be tandem totaling 40' in length rather than side to side this would be preferable and would eliminate blocking of traffic when loading and unloading. The concern is that alley's are used as commercial loading zones that do not require a permit and deliveries can and will take place here. The vehicular traffic on Lincoln Lane North will suffer from the commercial loading use of the alley which will negatively impact the hotel patrons.
Thank you

MIAMIBEACH RISING ABOVE

Firat Akcay, M.S.C.E. MBA
Transportation Analyst
Transportation Department
1688 Meridian Avenue, Suite 801, Miami Beach, FL 33139
Tel: 305-673-7000, ext 6839

We are committed to providing excellent public service and safety to all who live, work and play in our vibrant, tropical, historic community.

Please do not print this e-mail unless necessary.

From: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Sent: Wednesday, July 31, 2019 6:10 PM
To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Cc: Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>; Mickey Marrero <mmarrero@brzoninglaw.com>; Iliev, Alex <Alex.Iliev@kimley-horn.com>
Subject: 927 Lincoln Road Redevelopment | Traffic Assessment Methodology

Good afternoon Firat:

Thank you for taking the time to meet with us on Monday to discuss the 927 Lincoln Road Redevelopment project. Our proposed traffic assessment methodology is attached. Let us know if the City has any comments.

Kimley»Horn

MEMORANDUM

To: Firat Akcay
City of Miami Beach

Cc: Josiel Ferrer-Diaz, P.E., City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE
Alex Iliev, E.I.

Date: July 31, 2019

Subject: 927 Lincoln Road
Traffic Assessment Methodology

The purpose of this memorandum is to summarize the traffic assessment methodology for the 927 Lincoln Road redevelopment located at 927-929 Lincoln Road in Miami Beach, Florida. On-site parking will not be provided. Hotel patrons will be able to valet or self-park. Additionally, a portion of patrons are expected to utilize rideshare. The parcels proposed for redevelopment contain 32,378 square feet of retail space and 11,162 square feet of office space. The proposed redevelopment consists of 27,736 square feet of retail space and a 145-room hotel. A location map and conceptual site plan for the proposed redevelopment are included in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the proposed project were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trip generation for the existing land uses was based on ITE Land Use Codes (LUC) 820 (Shopping Center) and 710 (General Office Building). Trip generation for the proposed land use was based on 820 (Shopping Center) and LUC 710 (Hotel).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in the vicinity of the development. The US Census data indicated that there is a 51.3 percent (51.3%) multimodal factor within the vicinity of the redevelopment. However, to provide a conservative analysis, a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations to account for the urban environment in which the project site is located. It is expected that guests and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment as no on-site parking is provided.

Internal capture is expected between complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook,* 3rd Edition. An internal capture rate of 7.4 percent (7.4%) was calculated for the existing development during the A.M. peak hour and 2.0 percent (2.0%) for the P.M. peak hour. An internal capture rate of 2.7 percent (2.7%) is expected for the proposed redevelopment during the A.M. peak hour and 5.1 percent (5.1%) during the P.M. peak hour.

Lincoln Road districtwide internal capture/captive market trip rates were determined based on average pass-by capture rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. Lincoln Road is a destination where patrons visit multiple sites. Therefore, a pass-by rate of 34.0 percent (34.0%) was utilized for the retail during the P.M. peak hour.

The redevelopment is expected to generate 23 weekday net new A.M. peak hour trips and 35 weekday net new P.M. peak hour trips. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

It was assumed 42.6 percent (42.6%) of net new trips will be taxi/rideshare and the remaining will be valet based on data collected from the Cadillac Hotel. Detailed rideshare and valet trip data are included in Attachment C.

VALET ANALYSIS

A valet operations queuing analysis will be prepared for the vehicle drop-off/pick-up area to determine if queues spill back into public right-of-way.

Trip generation estimates will be utilized to provide for the highest demand (weekday P.M. peak hour) scenario. The valet operations queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. A traffic circulation figure will be prepared to illustrate the valet routes to and from the vehicle drop-off/pick-up area.

MID-BLOCK CROSSWALK ASSESSMENT

Pedestrian features around the site will be evaluated including a mid-block crossing at the intersection of Jefferson Avenue and Lincoln Lane North.

Pedestrian count data will be collected and analyzed for a 12-hour period at the intersection of Jefferson Avenue and Lincoln Lane North on a Thursday, Friday and Saturday between 10:00 A.M. and 10:00 P.M. for pedestrians crossing Jefferson Avenue within 100 feet of Lincoln Lane North.

A mid-block crosswalk warrant analysis will be conducted based upon the guidelines contained the Florida Department of Transportation's (FDOT) *Traffic Engineering Manual* (TEM) and the Federal Highway Administration's (FHWA), *Manual on Uniform Traffic Control Devices* (MUTCD). The TEM will be used to evaluate the need for a mid-block crosswalk and the appropriate treatment for the crosswalk, if warranted.

ON-SITE BICYCLE PARKING

The existing and proposed parking for bicycles (short-term, long-term, and Citibike locations) will be documented. The site plan will denote bicycle parking that can be accommodated on-site.

DELIVERIES

The proposed delivery circulation and loading areas will be documented as part of the assessment.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies will be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday.

DOCUMENTATION OF FINDINGS

A technical letter documenting the trip generation, valet analysis, mid-block crosswalk assessment, on-site bicycle parking, deliveries, and TDM strategies will be provided. The letter will include supporting documents including data collection, calculations, and analysis findings. The letter will also include text and graphics necessary to summarize the assumptions and analysis.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the porte-cochere areas and loading will be performed utilizing Transoft Solutions' *AutoTURN* software. Deficiencies related to maneuverability, traffic flow, and vehicular conflicts will be documented in a technical memorandum.

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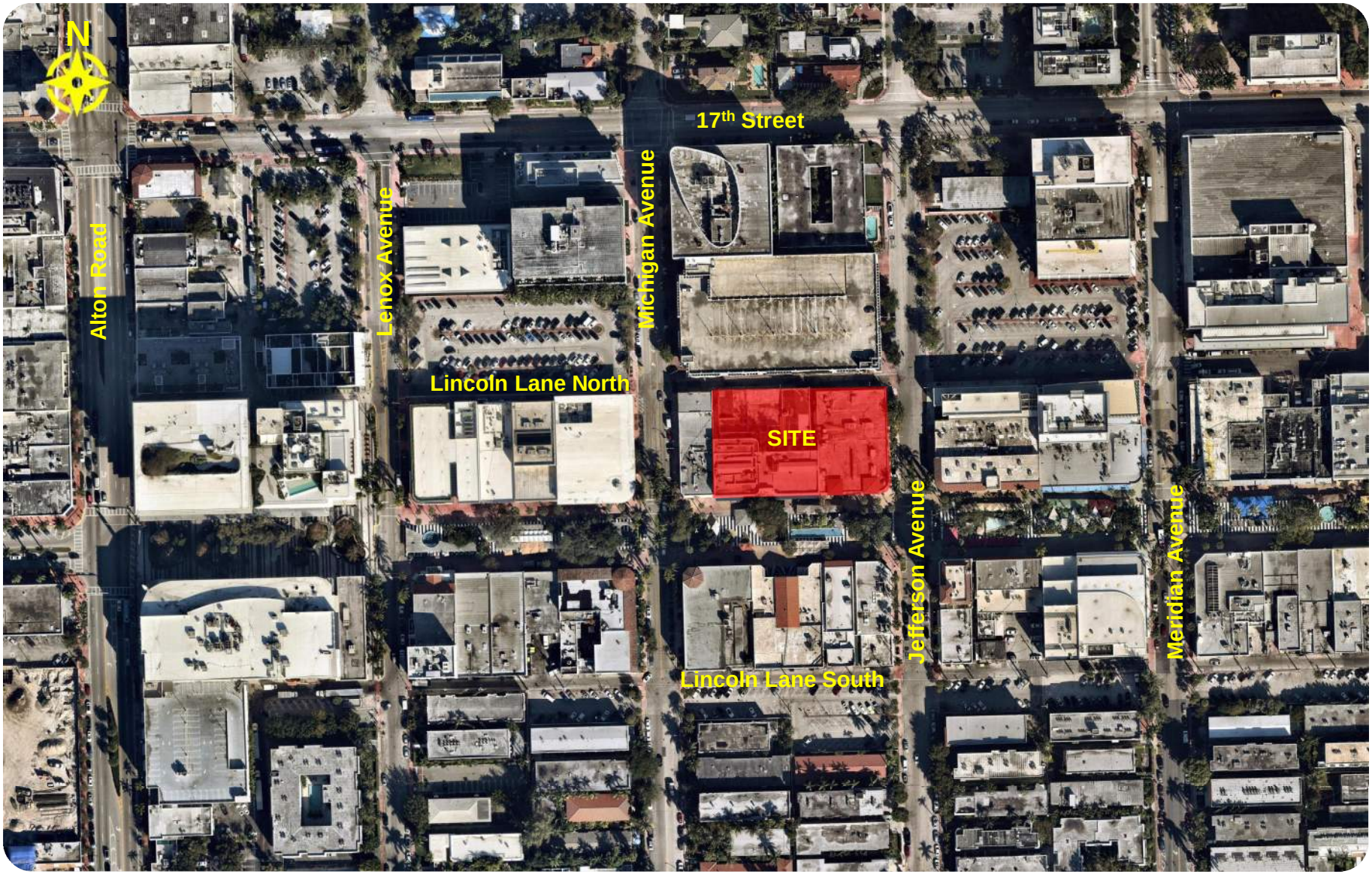
Attachment A

Location Map and Conceptual Site Plan



Kimley»Horn

Figure 1
Location Map
927 Lincoln Road
Miami Beach, Florida

150' PROPERTY LINE

COVERED DROP-OFF

CONTINUED SIDEWALK

LOADING 10x20

LOADING 10x20

15' PEDESTAL REAR SETBACK

265 SQ. FT. MEP

131 SQ. FT. Back Office

109 SQ. FT. Front Desk

62 SQ. FT. Trash

STAIR

SERV. ELEV

51 SQ. FT. Storage

ELEV. 01

ELEV. 02

B.O.H. CORRIDOR

Staff Room/Storage 469 SQ. FT.

128 SQ. FT. Women Bathroom

59 SQ. FT. Handicap Bathroom

102 SQ. FT. Men Bathroom

3786 SQ. FT.

283 SQ. FT. Lobby

92 SQ. FT. Snack Kitchen

133 SQ. FT. Bar

HATCHED AREA TO BE RENOVATED

2,008 SF NET INT.

STAIR

EXISTING COURTYARD OPEN TO THE SKY TO BE EXPANDED AND RENOVATED

718 SF NET INT.

150' PROPERTY LINE

12' INTERIOR SIDE PEDESTAL SETBACK

12' INTERIOR SIDE PEDESTAL SETBACK / 75% OF LOT WIDTH

EXISTING RETAIL TO REMAIN AS IS

EXISTING RETAIL TO REMAIN AS IS

EXISTING CORRIDOR TO REMAIN AS IS

EXISTING RETAIL TO REMAIN AS IS

EXISTING RETAIL TO REMAIN AS IS

20' PEDESTAL FRONT SETBACK

150' PROPERTY LINE

1 GROUND FLOOR

Scale: 1/8"=1'-0"

REVISIONS / SUBMISSIONS

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DRAWN BY:

CHECKED BY: KK, MP

DATE: 07/08/2019

A3.01

Attachment B

Trip Generation Calculations and U.S. Census Data

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	10	820	32.378	ksf	62%	38%	19	11	30	20.0%	6	15	9	24	8.3%	2	14	8	22	0.0%	0	14	8	22
	2	General Office Building	10	710	11.162	ksf	86%	14%	32	5	37	20.0%	7	26	4	30	6.7%	2	25	3	28	0.0%	0	25	3	28
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	51	16	67	20.0%	13	41	13	54	7.4%	4	39	11	50	0.0%	0	39	11	50
		820		Y=0.94(X)																						
		710		Y=0.94*(X)+26.49																						

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	27.736	ksf	62%	38%	16	10	26	20.0%	5	13	8	21	4.8%	1	12	8	20	0.0%	0	12	8	20
	2	Hotel	10	310	145	room	59%	41%	40	27	67	20.0%	13	32	22	54	1.9%	1	32	21	53	0.0%	0	32	21	53
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	56	37	93	20.0%	18	45	30	75	2.7%	2	44	29	73	0.0%	0	44	29	73
		820		Y=0.94(X)																						
		310		Y=0.5*(X)+-5.34																						

	IN	OUT	TOTAL
NET NEW TRIPS	**5**	**18**	**23**

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	10	820	32.378	ksf	48%	52%	113	123	236	20.0%	47	90	99	189	1.1%	2	88	99	187	34.0%	64	58	65	123
	2	General Office Building	10	710	11.162	ksf	16%	84%	2	12	14	20.0%	3	1	10	11	18.2%	2	1	8	9	0.0%	0	1	8	9
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							115	135	250	20.0%	50	91	109	200	2.0%	4	89	107	196	32.7%	64	59	73	132

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.74*LN(X)+2.89
710	LN(Y) = 0.95*LN(X)+0.36

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	27.736	ksf	48%	52%	101	109	210	20.0%	42	81	87	168	3.6%	6	79	83	162	34.0%	55	52	55	107
	2	Hotel	10	310	145	room	51%	49%	42	41	83	20.0%	17	33	33	66	9.1%	6	29	31	60	0.0%	0	29	31	60
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							143	150	293	20.0%	59	114	120	234	5.1%	12	108	114	222	24.8%	55	81	86	167

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.74*LN(X)+2.89
310	Y=0.75*(X)+-26.02

	IN	OUT	TOTAL
NET NEW TRIPS	**22**	**13**	**35**

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (EXISTING)

GROSS TRIP GENERATION

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
INPUT	Office	26	4	1	10
	Retail	15	9	90	99
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	0	0	0	0
		41	13	91	109

INTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	1	1	0	2
	Retail	1	1	2	0
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	0	0	0	0
		2	2	2	2

OUTPUT	*Total % Reduction*	*7.4%*	*2.0%*
	Office	6.7%	18.2%
	Retail	8.3%	1.1%
	Restaurant		
	Cinema/Entertainment		
	Residential		
	Hotel		

EXTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	25	3	1	8
	Retail	14	8	88	99
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	0	0	0	0
		39	11	89	107

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
INPUT	Office	0	0	0	0
	Retail	13	8	81	87
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	32	22	33	33
		45	30	114	120

INTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	0	0	0	0
	Retail	1	0	2	4
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	0	1	4	2
		1	1	6	6
OUTPUT	*Total % Reduction*	*2.7%*		*5.1%*	
	Office				
	Retail	4.8%		3.6%	
	Restaurant				
	Cinema/Entertainment				
	Residential				
	Hotel	1.9%		9.1%	

EXTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	0	0	0	0
	Retail	12	8	79	83
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	32	21	29	31
		44	29	108	114

B08301

MEANS OF TRANSPORTATION TO WORK
Universe: Workers 16 years and over
2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

(71+271+335)/1,319=51.3%

	Census Tract 42.04, Miami-Dade County, Florida	
	Estimate	Margin of Error
Total:	1,319	+/-253
Car, truck, or van:	447	+/-147
Drove alone	424	+/-142
Carpooled:	23	+/-27
In 2-person carpool	8	+/-12
In 3-person carpool	15	+/-25
In 4-person carpool	0	+/-13
In 5- or 6-person carpool	0	+/-13
In 7-or-more-person carpool	0	+/-13
Public transportation (excluding taxicab):	71	+/-62
Bus or trolley bus	71	+/-62
Streetcar or trolley car (carro publico in Puerto Rico)	0	+/-13
Subway or elevated	0	+/-13
Railroad	0	+/-13
Ferryboat	0	+/-13
Taxicab	49	+/-45
Motorcycle	10	+/-16
Bicycle	271	+/-159
Walked	335	+/-121
Other means	52	+/-48
Worked at home	84	+/-58

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic

entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Attachment C

Cadillac Hotel Rideshare and Valet Data

Hotel Valet Drop-off and Pick-up Traffic Data Summary
Friday October 22, 2010

Taxi vs Valet Trips								
Time	Total Site Pick-up Trips	Total Site Drop-off Trips	Taxi Trips	Taxi Pick-up Trips	Taxi Drop-off Trips	Taxi + Valet + Self Park	Valet Pick-up	Valet Drop-off
18:00	17	18	23	16	7	71	1	11
18:15	17	10	16	12	4	77	5	6
18:30	15	7	16	12	4	83	3	3
18:45	41	13	12	9	3	101	32	10
19:00	24	4	10	7	3	83	17	1
19:15	20	8	11	8	3	79	12	5
19:30	20	15	11	8	3	66	12	12
19:45	27	6	9	7	2	61	20	4
20:00	21	8	15	11	4	74	10	4
20:15	18	2	20	15	1	60	3	1
20:30	26	8	15	11	4	56	15	4
20:45	46	6	15	11	4	37	35	2

42.6% Taxi Trips Observed

Attachment C-1

Trip Generation Calculations and U.S. Census Data

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	10	820	32.378	ksf	62%	38%	19	11	30	20.0%	6	15	9	24	8.3%	2	14	8	22	0.0%	0	14	8	22
	2	General Office Building	10	710	11.162	ksf	86%	14%	32	5	37	20.0%	7	26	4	30	6.7%	2	25	3	28	0.0%	0	25	3	28
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	51	16	67	20.0%	13	41	13	54	7.4%	4	39	11	50	0.0%	0	39	11	50
		820		Y=0.94(X)																						
		710		Y=0.94*(X)+26.49																						

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	27.736	ksf	62%	38%	16	10	26	20.0%	5	13	8	21	4.8%	1	12	8	20	0.0%	0	12	8	20
	2	Hotel	10	310	145	room	59%	41%	40	27	67	20.0%	13	32	22	54	1.9%	1	32	21	53	0.0%	0	32	21	53
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	56	37	93	20.0%	18	45	30	75	2.7%	2	44	29	73	0.0%	0	44	29	73
		820		Y=0.94(X)																						
		310		Y=0.5*(X)+-5.34																						

	IN	OUT	TOTAL
NET NEW TRIPS	**5**	**18**	**23**

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	10	820	32.378	ksf	48%	52%	113	123	236	20.0%	47	90	99	189	1.6%	3	88	98	186	34.0%	63	58	65	123
	2	General Office Building	10	710	11.162	ksf	16%	84%	2	12	14	20.0%	3	2	9	11	27.3%	3	1	7	8	0.0%	0	1	7	8
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
							Total:		115	135	250	20.0%	50	92	108	200	3.0%	6	89	105	194	32.5%	63	59	72	131

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.74*LN(X)+2.89
710	LN(Y) = 0.95*LN(X)+0.36

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	27.736	ksf	48%	52%	101	109	210	20.0%	42	81	87	168	3.6%	6	79	83	162	34.0%	55	52	55	107
	2	Hotel	10	310	145	room	51%	49%	42	41	83	20.0%	17	33	33	66	9.1%	6	29	31	60	0.0%	0	29	31	60
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
							Total:		143	150	293	20.0%	59	114	120	234	5.1%	12	108	114	222	24.8%	55	81	86	167
																								Valet Trip Percentage of Hotel Trips [1]			57.4%	57.4%	57.4%
																								Proposed Hotel Valet Trips			17	18	35

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.74*LN(X)+2.89
310	Y=0.75*(X)+-26.02

(1) Valet trip percentage based off Cadillac Hotel rideshare and valet data.

	IN	OUT	TOTAL
NET NEW TRIPS	**22**	**14**	**36**

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (EXISTING)

GROSS TRIP GENERATION

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
INPUT	Office	26	4	2	9
	Retail	15	9	90	99
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	0	0	0	0
		41	13	92	108

INTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	1	1	1	2
	Retail	1	1	2	1
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	0	0	0	0
		2	2	3	3

OUTPUT	*Total % Reduction*	*7.4%*	*3.0%*
	Office	6.7%	27.3%
	Retail	8.3%	1.6%
	Restaurant		
	Cinema/Entertainment		
	Residential		
	Hotel		

EXTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	25	3	1	7
	Retail	14	8	88	98
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	0	0	0	0
		39	11	89	105

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
INPUT	Office	0	0	0	0
	Retail	13	8	81	87
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	32	22	33	33
		45	30	114	120

INTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	0	0	0	0
	Retail	1	0	2	4
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	0	1	4	2
		1	1	6	6

OUTPUT	*Total % Reduction*	*2.7%*	*5.1%*
	Office		
	Retail	4.8%	3.6%
	Restaurant		
	Cinema/Entertainment		
	Residential		
	Hotel	1.9%	9.1%

EXTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	0	0	0	0
	Retail	12	8	79	83
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	32	21	29	31
		44	29	108	114

B08301

MEANS OF TRANSPORTATION TO WORK
Universe: Workers 16 years and over
2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

(71+271+335)/1,319=51.3%

	Census Tract 42.04, Miami-Dade County, Florida	
	Estimate	Margin of Error
Total:	1,319	+/-253
Car, truck, or van:	447	+/-147
Drove alone	424	+/-142
Carpooled:	23	+/-27
In 2-person carpool	8	+/-12
In 3-person carpool	15	+/-25
In 4-person carpool	0	+/-13
In 5- or 6-person carpool	0	+/-13
In 7-or-more-person carpool	0	+/-13
Public transportation (excluding taxicab):	71	+/-62
Bus or trolley bus	71	+/-62
Streetcar or trolley car (carro publico in Puerto Rico)	0	+/-13
Subway or elevated	0	+/-13
Railroad	0	+/-13
Ferryboat	0	+/-13
Taxicab	49	+/-45
Motorcycle	10	+/-16
Bicycle	271	+/-159
Walked	335	+/-121
Other means	52	+/-48
Worked at home	84	+/-58

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic

entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Attachment D-1

Valet Analysis

Valet Routing

Kimley»Horn

Figure 2
Proposed Valet Routing
927 Lincoln Road
Miami Beach, Florida

Valet Data

Hotel Valet Drop-off and Pick-up Traffic Data Summary
Friday October 22, 2010

Taxi vs Valet Trips								
Time	Total Site Pick-up Trips	Total Site Drop-off Trips	Taxi Trips	Taxi Pick-up Trips	Taxi Drop-off Trips	Taxi + Valet + Self Park	Valet Pick-up	Valet Drop-off
18:00	17	18	23	16	7	71	1	11
18:15	17	10	16	12	4	77	5	6
18:30	15	7	16	12	4	83	3	3
18:45	41	13	12	9	3	101	32	10
19:00	24	4	10	7	3	83	17	1
19:15	20	8	11	8	3	79	12	5
19:30	20	15	11	8	3	66	12	12
19:45	27	6	9	7	2	61	20	4
20:00	21	8	15	11	4	74	10	4
20:15	18	2	20	15	1	60	3	1
20:30	26	8	15	11	4	56	15	4
20:45	46	6	15	11	4	37	35	2

42.6% Taxi Trips Observed

Valet Processing Time

Valet Drop-off/Pick-Up Calculated Travel Time

Parking Garage Calculated Travel Time

VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 15 mph speed)	Travel Times (Assume 5 ft/s speed)
To Valet Garage (In vehicle)	Return from Valet Garage (Walk/Run) to Valet Area
Distance: 0.83 miles	Travel Time: 3.3 minutes
Distance: 0.07 miles	Travel Time: 1.3 minutes
Controlled Delay: 1.0 Minutes	
Total Time: 5.6 Minutes	

Parking Garage Calculated Travel Time

VALET PICK-UP	
VALET ATTENDANT TRAVEL TIME	VEHICLE TRAVEL TIME
Travel Times (Assume 5 ft/s speed)	Travel Times (Assume 15 mph speed)
To Valet Garage (Walk/Run)	Return from Valet Garage (In Vehicle) to Valet Area
Distance: 0.07 miles	Travel Time: 1.3 minutes
Distance: 0.98 miles	Travel Time: 3.9 minutes
Controlled Delay: 3.0 Minutes	
Total Time: 8.2 Minutes	

Valet Analysis

Parking Garage Valet Drop-Off Analysis

Arrival Rate

IN	OUT	
17	18	veh/hr

Service Rate

IN	OUT	
5.60	8.20	mins/veh

Service Time = 6.94 mins/veh

Number of Valet Attendants (N) =	7		
Level of Confidence =	0.95		
Storage Provided On-Site =	2	vehicles	
Total Entering and Exiting Vehicles(q) =	35	veh/hr	
Service Capacity per N (60 mins/Service Rate) (Q) =	8.65	veh/hr/pos	
Average Service Rate (t) =	6.94	mins/veh	
rho (t/Q) =	0.578		

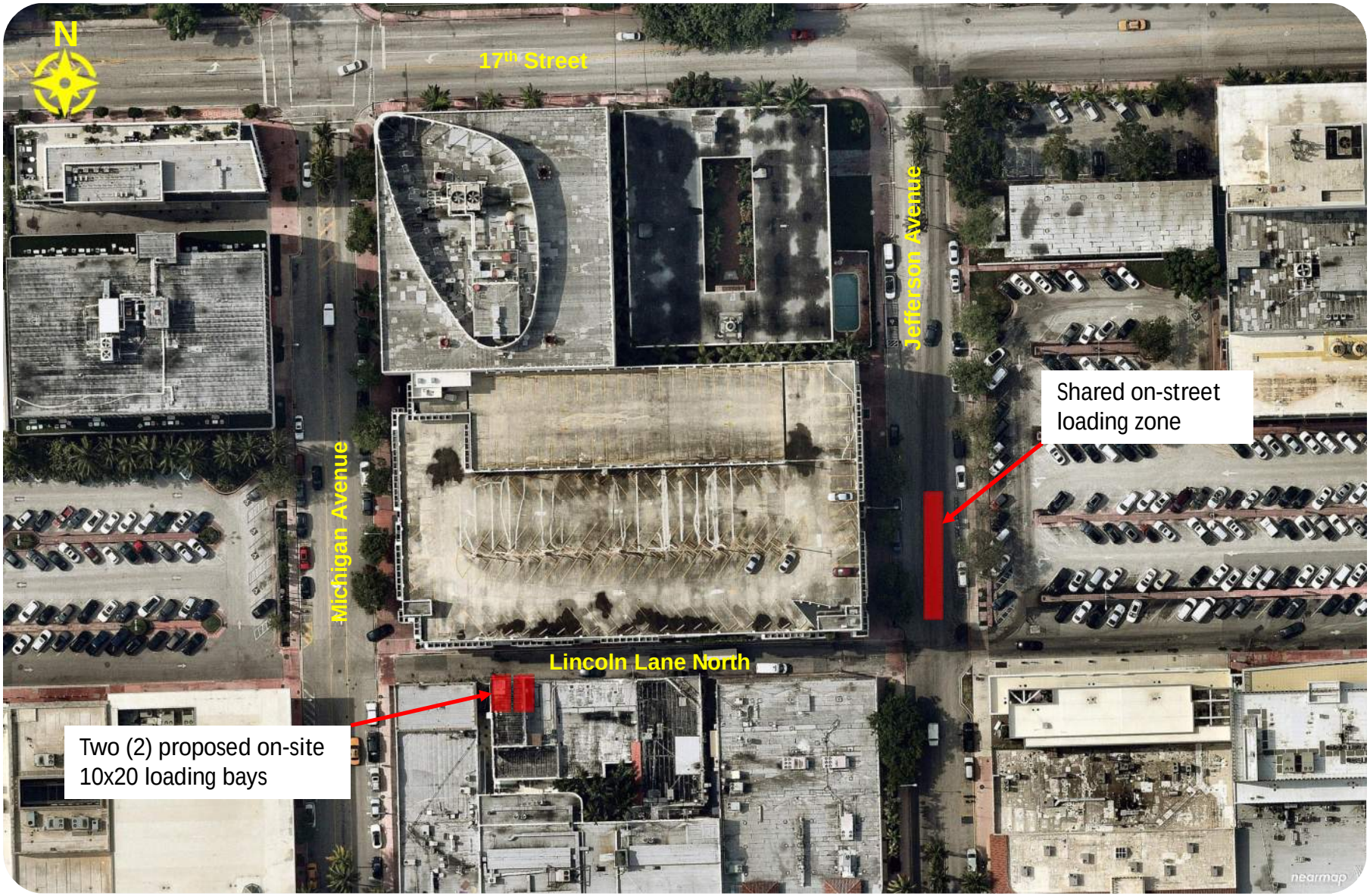
Expected (avg.) number of vehicles in the system	E(m)=	0.19	
Expected (avg.) number of vehicles waiting in queue	E(n)=	4.24	
Mean time in the queue	E(w)=	0.33	mins
Mean time in system	E(t)=	7.27	mins

Proportion of customers who wait (P) (E(w) > 0)=	14.18%	
Probability of a queue exceeding a length (M) P(x > M)=	5.00%	

Queue length which is exceeded 5.00% of the times is equal to 0.7 vehicles

Attachment E-1

Loading Zone Locations



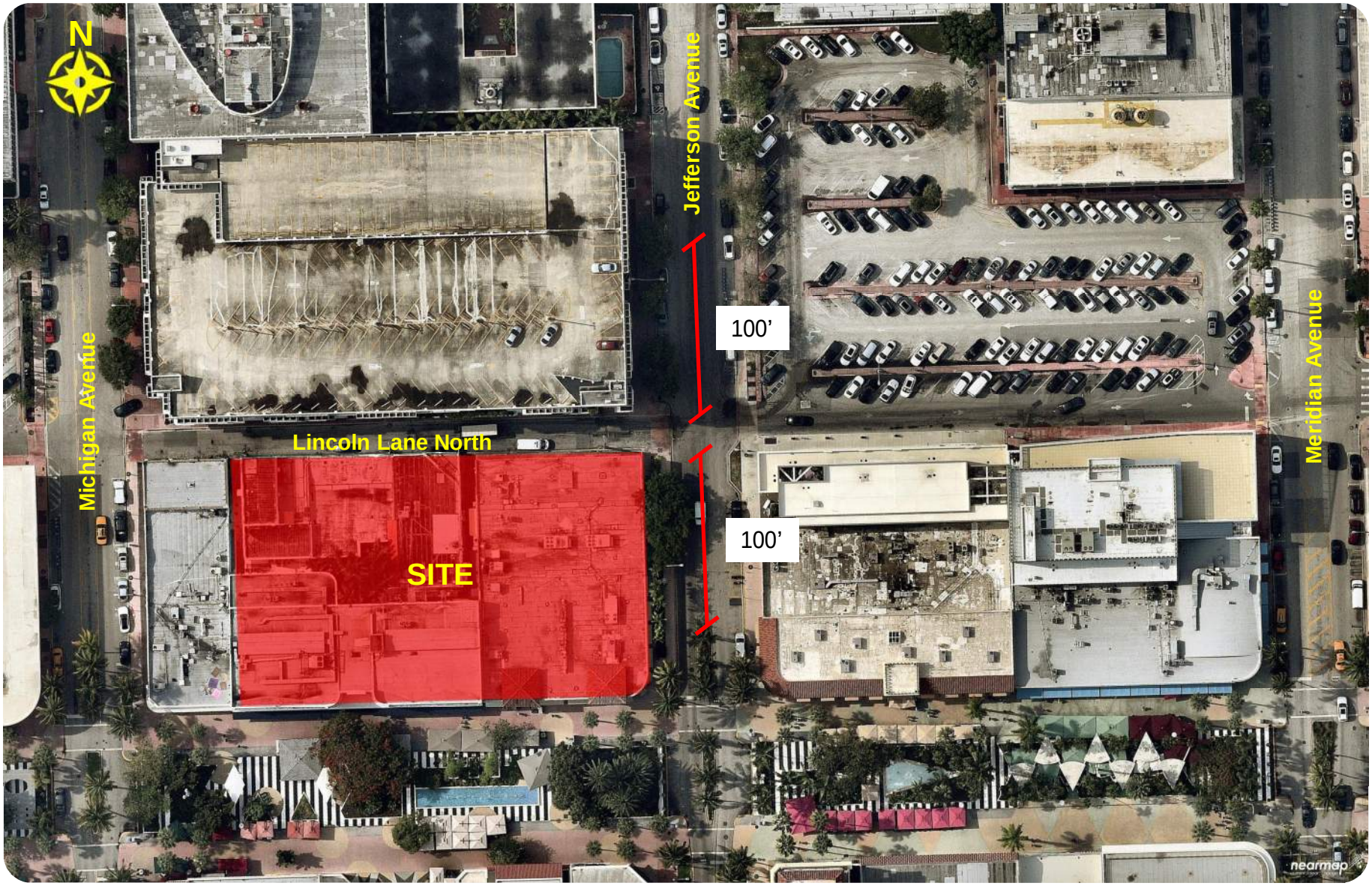
Kimley»Horn

Figure 3
Loading Areas
927 Lincoln Road
Miami Beach, Florida

Attachment F-1

Traffic Data

Traffic Data Location



Kimley»Horn

Figure 4
Pedestrian Count Location
927 Lincoln Road
Miami Beach, Florida

Pedestrian and Bicycle Crossing Data

Prepared by Nationwide Traffic Data

Pedestrian Study

Location: Jefferson Ave B Date: 08/01/2019
City: Miami Beach Day: Thursday

TIME	Peds		15-Min Total	Hourly Total
	EB	WB		
10:00 AM	6	7	13	52
10:15 AM	7	5	12	54
10:30 AM	7	3	10	49
10:45 AM	8	9	17	44
11:00 AM	12	3	15	34
11:15 AM	4	3	7	30
11:30 AM	2	3	5	38
11:45 AM	4	3	7	54
12:00 PM	6	5	11	64
12:15 PM	6	9	15	75
12:30 PM	10	11	21	108
12:45 PM	9	8	17	122
1:00 PM	15	7	22	141
1:15 PM	18	30	48	
1:30 PM	23	12	35	
1:45 PM	16	20	36	
Totals	*153*	*138*	*291*	
2:00 PM	7	7	14	83
2:15 PM	12	9	21	97
2:30 PM	4	18	22	108
2:45 PM	13	13	26	115
3:00 PM	13	15	28	134
3:15 PM	7	25	32	138
3:30 PM	15	*14*	29	136
3:45 PM	27	18	45	123
4:00 PM	15	17	32	112
4:15 PM	11	19	30	109
4:30 PM	6	10	16	107
4:45 PM	19	15	34	117
5:00 PM	9	20	29	110
5:15 PM	11	17	28	103
5:30 PM	12	14	26	101
5:45 PM	16	11	27	95
6:00 PM	13	9	22	102
6:15 PM	10	16	26	110
6:30 PM	14	6	20	102
6:45 PM	19	15	34	110
7:00 PM	17	13	30	94
7:15 PM	8	10	18	88
7:30 PM	11	17	28	83
7:45 PM	10	8	18	74
8:00 PM	14	10	24	71
8:15 PM	9	4	13	56
8:30 PM	9	10	19	51
8:45 PM	3	12	15	51
9:00 PM	5	4	9	45
9:15 PM	2	6	8	
9:30 PM	12	7	19	
9:45 PM	8	1	9	
Totals	*361*	*390*	*751*	
Grand Total	*514*	*528*	*1042*	

Prepared by Nationwide Traffic Data

Pedestrian Study

Location: Jefferson Ave B Date: 08/02/2019
City: Miami Beach Day: Friday

TIME	Peds		TOTAL	Hourly Total
	EB	WB		
10:00 AM	9	3	*12*	53
10:15 AM	2	6	*8*	53
10:30 AM	5	10	*15*	65
10:45 AM	8	10	*18*	73
11:00 AM	6	6	*12*	70
11:15 AM	11	9	*20*	95
11:30 AM	10	13	*23*	110
11:45 AM	6	9	*15*	114
12:00 PM	15	22	*37*	125
12:15 PM	15	20	*35*	120
12:30 PM	14	13	*27*	102
12:45 PM	19	7	*26*	100
1:00 PM	18	14	*32*	94
1:15 PM	8	9	*17*	
1:30 PM	14	11	*25*	
1:45 PM	12	8	*20*	
Totals	*172*	*170*	*342*	
2:00 PM	21	11	*32*	130
2:15 PM	23	8	*31*	139
2:30 PM	16	19	*35*	131
2:45 PM	19	13	*32*	133
3:00 PM	18	23	*41*	143
3:15 PM	10	13	*23*	133
3:30 PM	21	*16*	*37*	147
3:45 PM	25	17	*42*	127
4:00 PM	19	12	*31*	110
4:15 PM	13	24	*37*	115
4:30 PM	2	15	*17*	111
4:45 PM	10	15	*25*	127
5:00 PM	13	23	*36*	132
5:15 PM	14	19	*33*	128
5:30 PM	16	17	*33*	114
5:45 PM	14	16	*30*	124
6:00 PM	14	18	*32*	125
6:15 PM	10	9	*19*	120
6:30 PM	20	23	*43*	127
6:45 PM	17	14	*31*	117
7:00 PM	16	11	*27*	109
7:15 PM	11	15	*26*	118
7:30 PM	15	18	*33*	127
7:45 PM	12	11	*23*	114
8:00 PM	18	18	*36*	119
8:15 PM	18	17	*35*	115
8:30 PM	12	8	*20*	94
8:45 PM	10	18	*28*	110
9:00 PM	12	20	*32*	109
9:15 PM	3	11	*14*	
9:30 PM	23	13	*36*	
9:45 PM	10	17	*27*	
Totals	*475*	*502*	*977*	
Grand Total	*647*	*672*	*1319*	

Prepared by Nationwide Traffic Data

Pedestrian Study

Location: Jefferson Ave B
City: Miami Beach

Date: 08/03/2019
Day: Saturday

TIME	Peds		TOTAL	Hourly Total
	EB	WB		
10:00 AM	3	6	*9*	35
10:15 AM	3	3	*6*	43
10:30 AM	6	6	*12*	56
10:45 AM	5	3	*8*	47
11:00 AM	11	6	*17*	61
11:15 AM	8	11	*19*	54
11:30 AM	2	1	*3*	49
11:45 AM	11	11	*22*	65
12:00 PM	6	4	*10*	66
12:15 PM	6	8	*14*	92
12:30 PM	10	9	*19*	111
12:45 PM	13	10	*23*	109
1:00 PM	12	24	*36*	113
1:15 PM	18	15	*33*	
1:30 PM	10	7	*17*	
1:45 PM	10	17	*27*	
Totals	*134*	*141*	*275*	
2:00 PM	16	9	*25*	106
2:15 PM	15	20	*35*	112
2:30 PM	17	12	*29*	117
2:45 PM	11	6	*17*	109
3:00 PM	20	11	*31*	120
3:15 PM	20	20	*40*	99
3:30 PM	13	*8*	*21*	93
3:45 PM	15	13	*28*	113
4:00 PM	5	5	*10*	124
4:15 PM	15	19	*34*	135
4:30 PM	22	19	*41*	136
4:45 PM	23	16	*39*	117
5:00 PM	3	18	*21*	96
5:15 PM	15	20	*35*	113
5:30 PM	14	8	*22*	91
5:45 PM	8	10	*18*	102
6:00 PM	7	31	*38*	100
6:15 PM	8	5	*13*	91
6:30 PM	20	13	*33*	95
6:45 PM	7	9	*16*	85
7:00 PM	21	8	*29*	100
7:15 PM	8	9	*17*	96
7:30 PM	9	14	*23*	113
7:45 PM	13	18	*31*	115
8:00 PM	8	17	*25*	104
8:15 PM	20	14	*34*	99
8:30 PM	13	12	*25*	75
8:45 PM	11	9	*20*	69
9:00 PM	5	15	*20*	87
9:15 PM	6	4	*10*	
9:30 PM	7	12	*19*	
9:45 PM	25	13	*38*	
Totals	*420*	*417*	*837*	
Grand Total	*554*	*558*	*1112*	

Average Daily Traffic Data

Prepared by Nationwide Traffic Data

VOLUME

Jefferson Ave Bet. Lincoln Rd Mall & 17th St

Day: Thursday
Date: 8/1/2019

City: Miami Beach
Project #: FL19_1018_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,146	828	0	0	1,974

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		3						7		12:00	23		14						37	
00:15	9		6						15		12:15	15		12						27	
00:30	6		1						7		12:30	18		13						31	
00:45	6	25	4	14					10	39	12:45	24	80	14	53					38	133
01:00	4		3						7		13:00	18		25						43	
01:15	3		2						5		13:15	25		10						35	
01:30	0		0						0		13:30	22		15						37	
01:45	0	7	0	5					0	12	13:45	26	91	12	62					38	153
02:00	1		1						2		14:00	21		9						30	
02:15	1		1						2		14:15	21		10						31	
02:30	0		0						0		14:30	23		9						32	
02:45	2	4	0	2					2	6	14:45	21	86	9	37					30	123
03:00	0		1						1		15:00	30		7						37	
03:15	0		1						1		15:15	25		21						46	
03:30	0		0						0		15:30	15		10						25	
03:45	1	1	1	3					2	4	15:45	25	95	13	51					38	146
04:00	0		0						0		16:00	35		19						54	
04:15	0		0						0		16:15	19		17						36	
04:30	2		0						2		16:30	26		19						45	
04:45	0	2	3	3					3	5	16:45	21	101	9	64					30	165
05:00	0		1						1		17:00	23		27						50	
05:15	0		0						0		17:15	23		18						41	
05:30	1		1						2		17:30	28		27						55	
05:45	2	3	2	4					4	7	17:45	25	99	23	95					48	194
06:00	2		1						3		18:00	18		16						34	
06:15	1		1						2		18:15	26		18						44	
06:30	1		0						1		18:30	22		7						29	
06:45	0	4	5	7					5	11	18:45	34	100	21	62					55	162
07:00	4		3						7		19:00	18		10						28	
07:15	0		2						2		19:15	14		9						23	
07:30	3		4						7		19:30	16		11						27	
07:45	5	12	7	16					12	28	19:45	12	60	12	42					24	102
08:00	4		5						9		20:00	16		13						29	
08:15	9		4						13		20:15	16		13						29	
08:30	5		11						16		20:30	20		11						31	
08:45	9	27	6	26					15	53	20:45	20	72	9	46					29	118
09:00	11		15						26		21:00	14		10						24	
09:15	7		6						13		21:15	13		15						28	
09:30	9		9						18		21:30	9		9						18	
09:45	11	38	16	46					27	84	21:45	10	46	11	45					21	91
10:00	15		12						27		22:00	17		4						21	
10:15	14		13						27		22:15	14		4						18	
10:30	21		9						30		22:30	11		5						16	
10:45	14	64	18	52					32	116	22:45	6	48	3	16					9	64
11:00	2		16						18		23:00	6		5						11	
11:15	19		18						37		23:15	8		7						15	
11:30	10		13						23		23:30	7		0						7	
11:45	20	51	11	58					31	109	23:45	9	30	7	19					16	49
TOTALS		238		236						474	TOTALS		908		592						1500
SPLIT %		50.2%		49.8%						24.0%	SPLIT %		60.5%		39.5%						76.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,146	828	0	0	1,974

AM Peak Hour	11:45	10:45			11:15	PM Peak Hour	15:45	17:00			17:00
AM Pk Volume	76	65			128	PM Pk Volume	105	95			194
Pk Hr Factor	0.826	0.903			0.865	Pk Hr Factor	0.750	0.880			0.882
7 - 9 Volume	39	42	0	0	81	4 - 6 Volume	200	159	0	0	359
7 - 9 Peak Hour	08:00	07:45			08:00	4 - 6 Peak Hour	16:00	17:00			17:00
7 - 9 Pk Volume	27	27	0	0	53	4 - 6 Pk Volume	101	95	0	0	194
Pk Hr Factor	0.750	0.614	0.000	0.000	0.828	Pk Hr Factor	0.721	0.880	0.000	0.000	0.882

Prepared by Nationwide Traffic Data

VOLUME

Jefferson Ave Bet. Lincoln Rd Mall & 17th St

Day: Friday
Date: 8/2/2019

City: Miami Beach
Project #: FL19_1018_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,213	798	0	0	2,011

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		2						2		12:00	17		12						29	
00:15	6		0						6		12:15	20		11						31	
00:30	7		1						8		12:30	19		18						37	
00:45	5	18	2	5					7	23	12:45	20	76	6	47					26	123
01:00	3		1						4		13:00	14		6						20	
01:15	5		1						6		13:15	10		10						20	
01:30	3		0						3		13:30	24		14						38	
01:45	2	13	0	2					2	15	13:45	11	59	12	42					23	101
02:00	1		0						1		14:00	21		9						30	
02:15	1		0						1		14:15	25		19						44	
02:30	1		0						1		14:30	28		16						44	
02:45	1	4	1	1					2	5	14:45	29	103	19	63					48	166
03:00	1		0						1		15:00	25		17						42	
03:15	0		1						1		15:15	26		15						41	
03:30	0		0						0		15:30	33		15						48	
03:45	0	1	2	3					2	4	15:45	27	111	12	59					39	170
04:00	1		0						1		16:00	26		21						47	
04:15	0		0						0		16:15	27		12						39	
04:30	0		3						3		16:30	21		11						32	
04:45	3	4	2	5					5	9	16:45	25	99	22	66					47	165
05:00	0		3						3		17:00	20		21						41	
05:15	1		0						1		17:15	25		18						43	
05:30	1		2						3		17:30	29		22						51	
05:45	3	5	3	8					6	13	17:45	23	97	20	81					43	178
06:00	0		1						1		18:00	28		21						49	
06:15	3		1						4		18:15	11		6						17	
06:30	1		1						2		18:30	19		14						33	
06:45	1	5	2	5					3	10	18:45	18	76	18	59					36	135
07:00	7		7						14		19:00	23		14						37	
07:15	5		4						9		19:15	19		12						31	
07:30	3		5						8		19:30	18		18						36	
07:45	4	19	6	22					10	41	19:45	29	89	16	60					45	149
08:00	3		4						7		20:00	19		12						31	
08:15	3		6						9		20:15	25		11						36	
08:30	7		8						15		20:30	19		10						29	
08:45	7	20	10	28					17	48	20:45	14	77	11	44					25	121
09:00	7		10						17		21:00	24		8						32	
09:15	6		10						16		21:15	23		4						27	
09:30	9		10						19		21:30	18		5						23	
09:45	8	30	9	39					17	69	21:45	24	89	10	27					34	116
10:00	13		11						24		22:00	24		11						35	
10:15	13		8						21		22:15	4		5						9	
10:30	11		13						24		22:30	20		5						25	
10:45	11	48	9	41					20	89	22:45	15	63	5	26					20	89
11:00	14		12						26		23:00	13		6						19	
11:15	10		3						13		23:15	21		5						26	
11:30	14		14						28		23:30	12		5						17	
11:45	10	48	12	41					22	89	23:45	13	59	8	24					21	83
TOTALS		215		200						415	TOTALS		998		598						1596
SPLIT %		51.8%		48.2%						20.6%	SPLIT %		62.5%		37.5%						79.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,213	798	0	0	2,011

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	14:45	16:45			17:15
AM Pk Volume	66	53			119	PM Pk Volume	113	83			186
Pk Hr Factor	0.825	0.736			0.804	Pk Hr Factor	0.856	0.943			0.912
7 - 9 Volume	39	50	0	0	89	4 - 6 Volume	196	147	0	0	343
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:45			16:45
7 - 9 Pk Volume	20	28	0	0	48	4 - 6 Pk Volume	99	83	0	0	182
Pk Hr Factor	0.714	0.700	0.000	0.000	0.706	Pk Hr Factor	0.917	0.943	0.000	0.000	0.892

Prepared by Nationwide Traffic Data

VOLUME

Jefferson Ave Bet. Lincoln Rd Mall & 17th St

Day: Saturday
Date: 8/3/2019

City: Miami Beach
Project #: FL19_1018_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,058	681	0	0	1,739

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	14		5						19		12:00	16		17						33	
00:15	11		6						17		12:15	24		11						35	
00:30	7		3						10		12:30	13		8						21	
00:45	4	36	5	19					9	55	12:45	17	70	14	50					31	120
01:00	5		1						6		13:00	17		16						33	
01:15	8		1						9		13:15	12		14						26	
01:30	5		4						9		13:30	20		7						27	
01:45	3	21	2	8					5	29	13:45	15	64	12	49					27	113
02:00	0		0						0		14:00	15		17						32	
02:15	3		1						4		14:15	27		17						44	
02:30	3		0						3		14:30	28		17						45	
02:45	0	6	0	1					0	7	14:45	20	90	17	68					37	158
03:00	1		0						1		15:00	15		19						34	
03:15	2		0						2		15:15	29		13						42	
03:30	1		1						2		15:30	18		7						25	
03:45	0	4	0	1					0	5	15:45	19	81	14	53					33	134
04:00	1		2						3		16:00	17		14						31	
04:15	1		0						1		16:15	29		14						43	
04:30	0		0						0		16:30	26		12						38	
04:45	0	2	3	5					3	7	16:45	21	93	13	53					34	146
05:00	1		1						2		17:00	22		14						36	
05:15	0		1						1		17:15	22		12						34	
05:30	0		0						0		17:30	26		15						41	
05:45	0	1	0	2					0	3	17:45	16	86	14	55					30	141
06:00	0		3						3		18:00	30		19						49	
06:15	2		1						3		18:15	21		8						29	
06:30	2		1						3		18:30	5		4						9	
06:45	1	5	2	7					3	12	18:45	0	56	0	31					0	87
07:00	0		1						1		19:00	0		0						0	
07:15	0		1						1		19:15	14		4						18	
07:30	2		1						3		19:30	17		10						27	
07:45	0	2	1	4					1	6	19:45	19	50	14	28					33	78
08:00	2		3						5		20:00	23		11						34	
08:15	1		3						4		20:15	24		7						31	
08:30	2		3						5		20:30	12		13						25	
08:45	5	10	6	15					11	25	20:45	14	73	12	43					26	116
09:00	5		3						8		21:00	23		10						33	
09:15	6		5						11		21:15	15		11						26	
09:30	5		4						9		21:30	18		11						29	
09:45	7	23	4	16					11	39	21:45	13	69	7	39					20	108
10:00	6		9						15		22:00	18		9						27	
10:15	11		8						19		22:15	22		14						36	
10:30	8		6						14		22:30	12		1						13	
10:45	17	42	4	27					21	69	22:45	19	71	6	30					25	101
11:00	11		15						26		23:00	19		8						27	
11:15	11		8						19		23:15	13		6						19	
11:30	13		7						20		23:30	9		5						14	
11:45	17	52	19	49					36	101	23:45	10	51	9	28					19	79
TOTALS		204		154						358	TOTALS		854		527						1381
SPLIT %		57.0%		43.0%						20.6%	SPLIT %		61.8%		38.2%						79.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,058	681	0	0	1,739

AM Peak Hour	11:30	11:45			11:45	PM Peak Hour	16:15	14:15			14:15
AM Pk Volume	70	55			125	PM Pk Volume	98	70			160
Pk Hr Factor	0.729	0.724			0.868	Pk Hr Factor	0.845	0.921			0.889
7 - 9 Volume	12	19	0	0	31	4 - 6 Volume	179	108	0	0	287
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:15	17:00			16:15
7 - 9 Pk Volume	10	15	0	0	25	4 - 6 Pk Volume	98	55	0	0	151
Pk Hr Factor	0.500	0.625	0.000	0.000	0.568	Pk Hr Factor	0.845	0.917	0.000	0.000	0.878

1935 PHOTOGRAPH OF BONWIT TELLER (12)

HISTORIC RESOURCES REPORT

FOR

901-917 LINCOLN ROAD

aka BONWIT TELLER AKA VICTORIA'S SECRET

MIAMI BEACH, FLORIDA 33139

BY

ARTHUR J. MARCUS ARCHITECT P.A.
1800 NORTH ANDREWS AVENUE #7F
FORT LAUDERDALE, FLORIDA 33311

FOR

SAM HERTZBERG
927 LINCOLN ROAD SUITE 214
MIAMI BEACH, FLORIDA 33139

FOR THE

CITY OF MIAMI BEACH HISTORIC PRESERVATION BOARD

October 24, 2019

TABLE of CONTENTS

HISTORIC CONTEXT

1927 VIEW LOOKING WEST ON LINCOLN ROAD WITH THE FISHER BUILDING AT LEFT AND THE BASTIAN BUILDING AT RIGHT. 901 LINCOLN ROAD WILL BE CONSTRUCTED IN THE FOLLOWING YEAR JUST BEYOND THE BASTIAN BUILDING. (10)

"Lincoln Road was an important component of Carl Fisher's plan of developing a resort image centered on themes of leisure, exclusivity and cosmopolitan worldliness. (5)

Lincoln Road was designed to accommodate the nation's most elegant boutiques, and it succeeded at this. Described as the "FifthA venue of the South," its shops offered the latest fashions in clothing, furs, jewelry and automobiles. (5)

Symbolic of a city that mixed business and pleasure, its sidewalks were designed in two zones: one for pedestrians on the move and the other for window shoppers who wished to stroll. A row of coconut palms, forming a median between the walking lanes, lined either side of the street. (5)

Lincoln Road developed an important civic presence. It was the location of the Community Church and the office-tower of Carl Fisher's real estate empire and soon became home to at least four cinemas. (2)

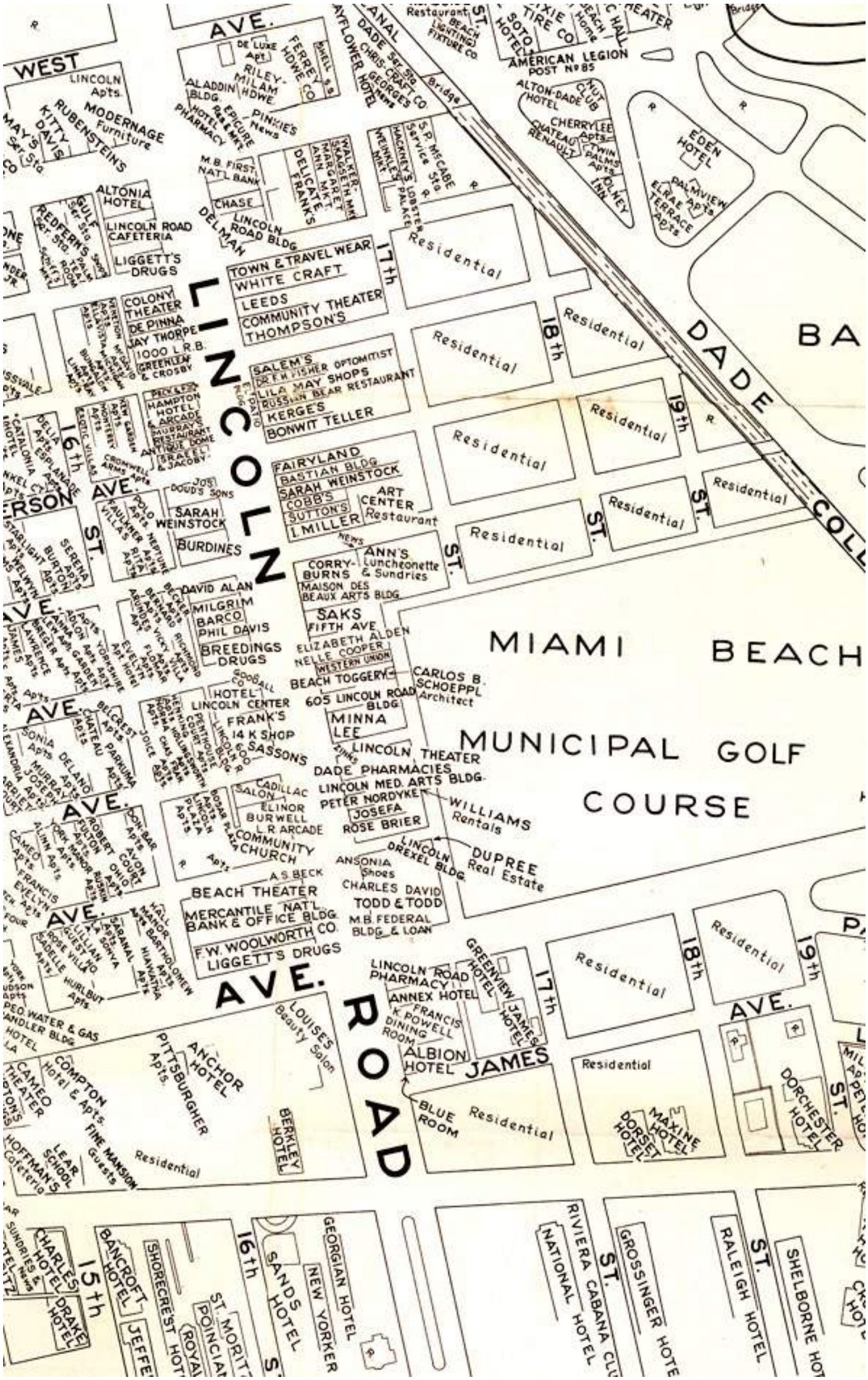
It also formed the most important east-west connector in Miami Beach and thus its central meeting place.....Lincoln Road in the 1930's evolved as the social melting pot of the city." (2)

Lincoln Road was one of the widest thoroughfares in the city and its large sidewalks were planted with royal palms, making it the most attractive in the city." (6)

Carl Fisher envisioned that Lincoln Road would evolve into what was later called the "Fifth Avenue of the South."

ABOVE: 1941 CITY OF MAIMI BEACH AERIAL SITE SURVEY

BELOW: 1940's POSTCARD VIEW WITH MEAD BUILDING AT CENTER (10)



1941 MAP OF LINCOLN ROAD (10)

NEIGHBORING BUILDINGS

TOP PHOTO: COMMUNITY THEATER (10)

MIDDLE PHOTO: STERLING BUILDING

LOWER LEFT 825-845 LINCOLN ROAD - THE BASTIAN BUILDING (1925) (9)

LOWER RIGHT: FISHER OFFICE BLDG (10)

ROUNDED CORNERS on LINCOLN ROAD

As one of the earliest of the rounded corner buildings on Lincoln Road, 901 Lincoln continues the unwritten rule that all corners were to be rounded or chamfered in order to increase the visibility around corners.

It should be noted that the Fisher Office Building on the SE corner was completed in 1925 and does not have rounded corners. However the Bastian Building on the NE corner directly across the street and also completed in 1925, was definitely one of the the very earliest examples of the rounded Lincoln Road corner. 901 Lincoln Road on the NW corner followed in 1928 with its own rounded corner.

Several years ago the author of this report conducted a survey walking tour of Lincoln Road from Collins to Alton, noting the types of corners - right angle, curved or chamfered. The survey concluded that over 80% of the Lincoln Road corners are either curved or chamfered, with the predominant majority being curved..

TOP PHOTO: 901 - 917 LINCOLN ROAD (9)
TOP MIDDLE PHOTO: SEYMOUR BUILDING @ LINCOLN & PENNSYLVANIA
LOWER MIDDLE PHOTO: ORIGINAL BURDINES aka SOUTH FLORIDA ART CENTER aka 800 Lincoln Road
LOWER PHOTO: MODERNAGE FURNITURE STORE @ LINCOLN & ALTON (demolished)

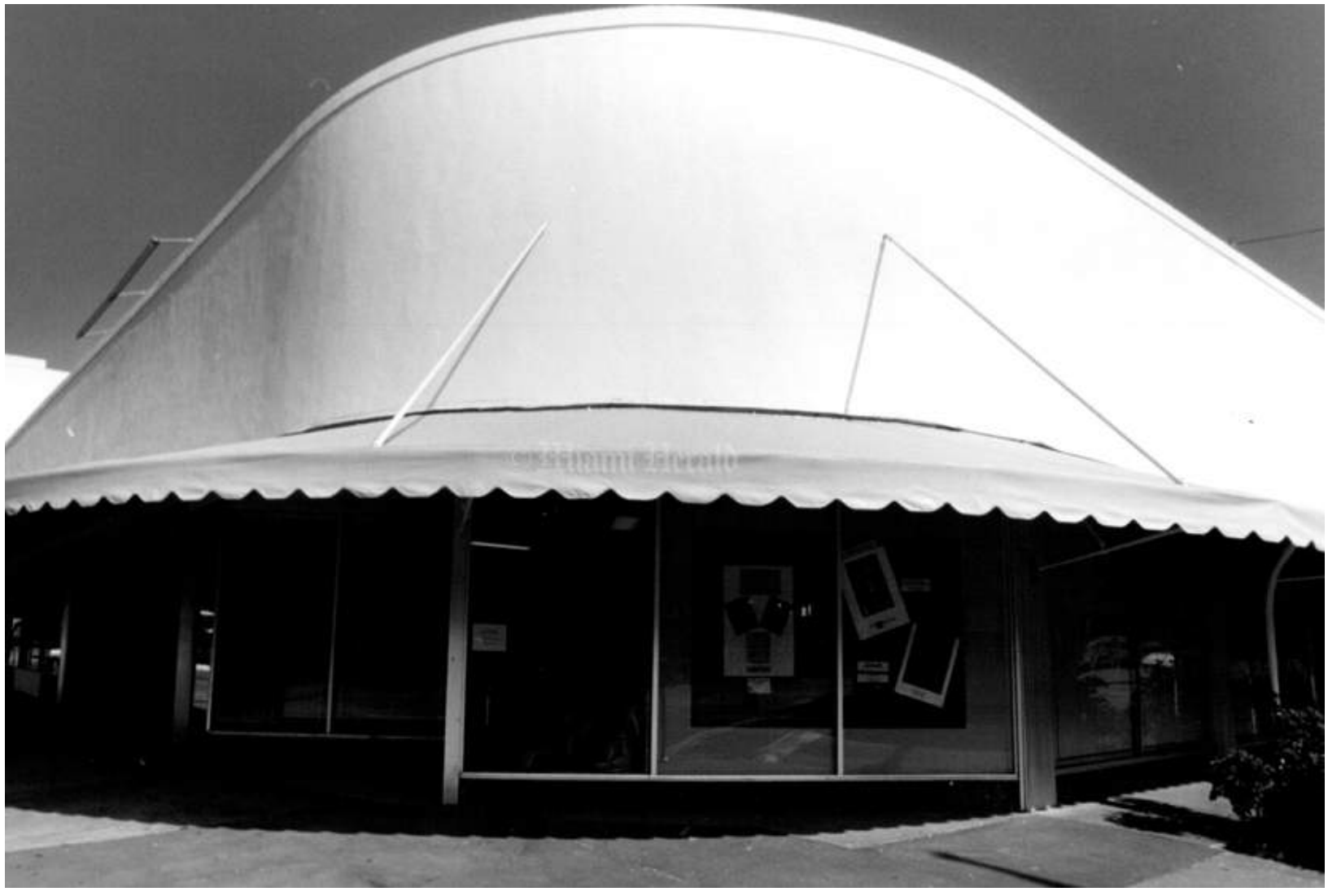


PHOTO: 1947 COURTESY THE MIAMI HERALD

"By the late 1930's the architects of Miami Beach adapted modernism not just as the most appropriate natural consequence of the era, but as the "manifest destiny of the tropics". (6)

"The evolution of platonic volumes in the architecture of this era reflected, as many have pointed out, the dominance of the machine in American life and culture.... Compositionally, there was the illusion of volumetric progression in the steep intersection of simple masses. " (7)

" The evolution of MIami Beach modern pivoted on an increasingly bold and plastic use of form as ornament after 1938, and a gradual abstraction of building components into volumes, surfaces, patterns and lines. " (7)

"Special emphasis was often placed on the corner, as with the use of a drum or pylon at the intersection of building masses." (7)

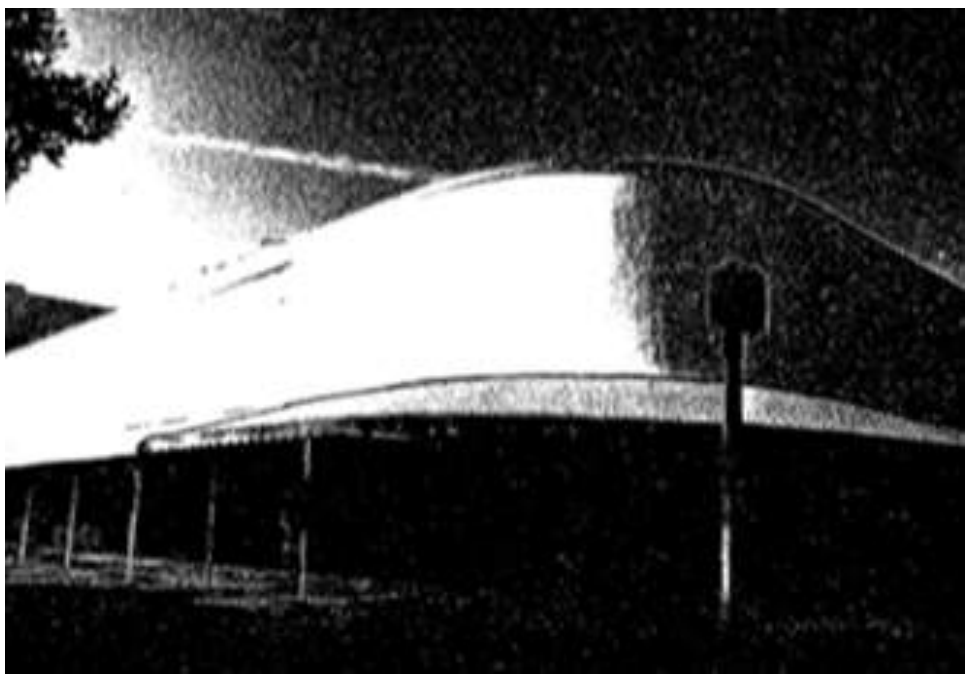
By the late 1930's *"A desire for newness began to pervade Miami Beach architecture, reflecting the progress and promise of America's industrial culture, as well as the city's own recent vintage."* (7)

It is sometimes difficult to understand the relentless drive for modernism which pervades the retail industry. Unfortunately this drive for modernism was the reason behind the renovations of 1955, and how these renovations stripped away the grand 1920's facade and detailing.

The end result of these 1955 renovations reduced the building to a caricature of the mid century retail building, duplicated endlessly elsewhere on Lincoln Road. And with its deep awnings and dark shadows, the building itself almost totally disappears from view.

Yet these bland retail storefronts also housed the vibrant Miami City Ballet. One of the joys of walking down Lincoln Road in the 1990's was the pleasure of watching the ballet dancers practicing their art through the plate glass display windows at 901 Lincoln Road.

901 - 917 LINCOLN ROAD



NAME: THE MEAD BUILDING
aka Bonwit Teller
aka Victoria's Secret

ADDRESS: 901 - 917 LINCOLN ROAD

DATE OF ORIGINAL CONSTRUCTION: 1928

HISTORIC STATUS: CONTRIBUTING

LOCATED IN THE:
* 1979 National Register
Miami Beach Architectural District
* 1989 Miami Beach Local Historic District

ARCHITECTS:
1928 Original Building: RUSSELL PANCOAST

2006 Renovations & Additions: ALLAN T. SHULMAN

2008 Renovations & Additions: ALLAN T. SHULMAN

ARCHITECTURAL STYLE: Moorish / Mediterranean

This grand four bay retail building has not always looked as superb as it does today. Originally designed by the noted Architect Russell Pancoast in 1928, this building has long been one of the surviving landmarks from the very early days of 1920's Lincoln Road.

The northwest corner of Jefferson Avenue and Lincoln Road has also been an important location in Miami Beach, ever since Carl Fisher completed his signature seven story office building and headquarters at the southeast corner in 1925.

The northeast corner had also been completed by 1925 with the completion of the Bastian Building - a two story retail building. Once Bonwit Teller opened in the Mead Building in 1928 this corner became a thriving urban nexus in the young city.s.

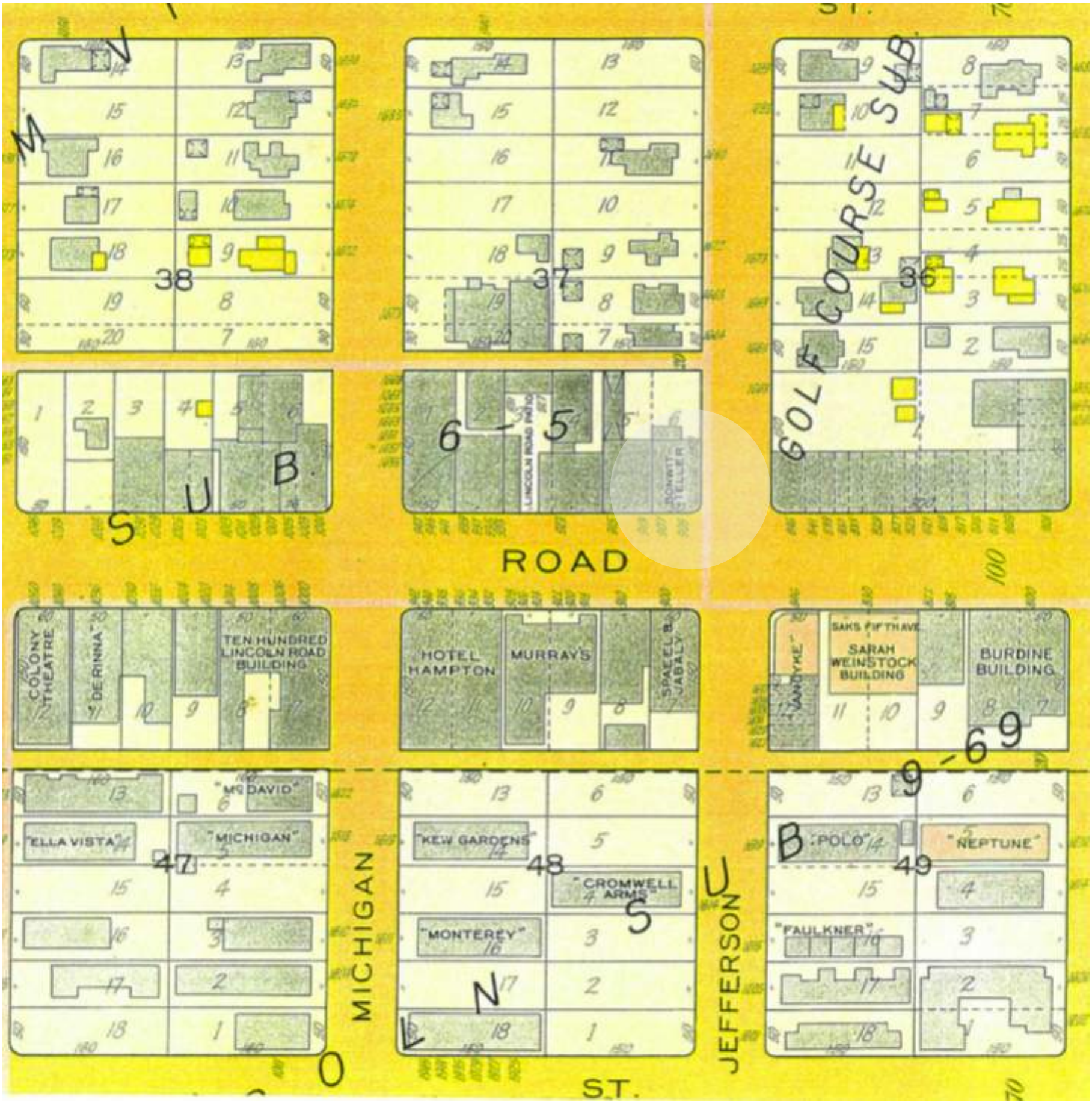
However "renovations" in the 1950's removed the Moorish portals and the large windows." (3) The urge to 'modernize' caused many a grand building to crumble, and then be re-born looking like e very other modern building on Lincoln Road.

The building functioned for some years as the headquarters and studios of the Miami City Ballet. Dancers famously practiced behind the plate glass windows along Lincoln Road. When the Ballet relocated to its new building in Collins Park, the structure was restored to its 1920's appearance." (3)

TOP PHOTO: 1935 PHOTOGRAPH OF BONWIT TELLER STORE

MIDDLE PHOTO: 1955 RENOVATION / MODERNIZATION (4)

LOWER PHOTO: 2019 PHOTOGRAPH (9)



UNDATED SURVEY SHOWING BONWIT TELLER AT 901 LINCOLN ROAD

UNDATED PHOTOGRAPH OF THE EUNICE MARTIN SCHOOL WHICH FORMERLY STOOD ON THE SITE PRIOR TO BONWIT TELLER.

EUNICE MARTIN SCHOOL

"One of the early projects which Carl Fisher completed on Lincoln Road was the Eunice Martin School, built on the north-west corner of Lincoln Road and Jefferson Avenue. Fisher would build the city's first public school the next year, but at this time, Miami Beach children either attended private schools or traveled across the bay to public schools in Miami." No building records survive, but this charming little one-story Beaux-Arts school-house must have been the work of Architect August Geiger, who was a longtime designer of schools." (2)

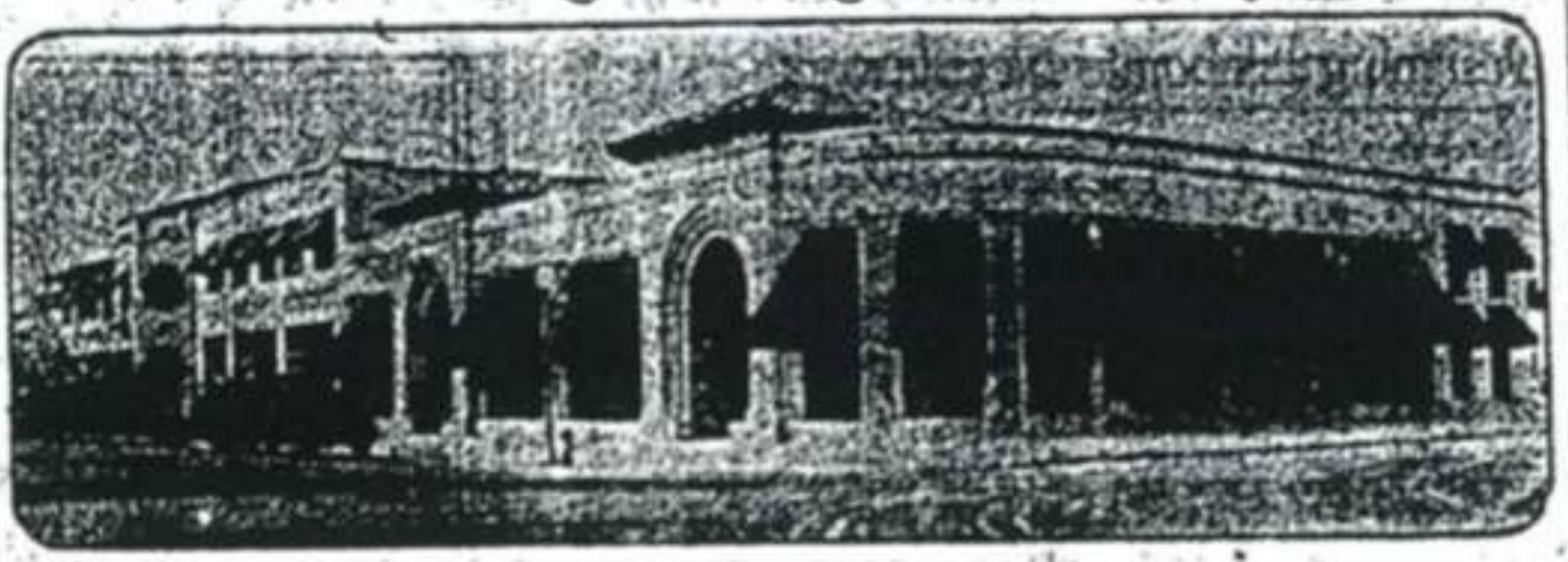
The (school) building has an interesting history. In 1921 the newspaper reported that the headmistress of the Monomer School a girls' boarding school housed at the Pancoast estate at that time, would also be conducting a day school at 'the school on Lincoln Road formerly under Miss Eunice Martin.' (2)

A few years later the school was moved around the corner to 1673 Michigan Avenue , about a half block north of Lincoln Road., and was converted to a residence. The reason for this was explained by 'Pete' Chase Jr., who was Carl Fisher's sales manager. He said that after Fisher built his seven story office building on Lincoln Road, he 'decided he was really going to make Lincoln Road into a high class shopping street, and he didn't think it was an appropriate place for a school.' In 1928 Russell Pancoast (Architect) designed the Mead Building where the school had been.(2)

The next chapter of this building's story came after the 1926 hurricane. The Committee of One Hundred was a local civic group formed in 1926. By 1932 they were able to purchase this former schoolhouse from Jane Fisher, and used the building as their headquarters for 19 years and even added an auditorium designed by August Geiger in 1938. In 1951 the City Council bought the property and it was demolished to make way for parking. (2)

MI BEACH NEWS

New Buildings Change Beach Skyline



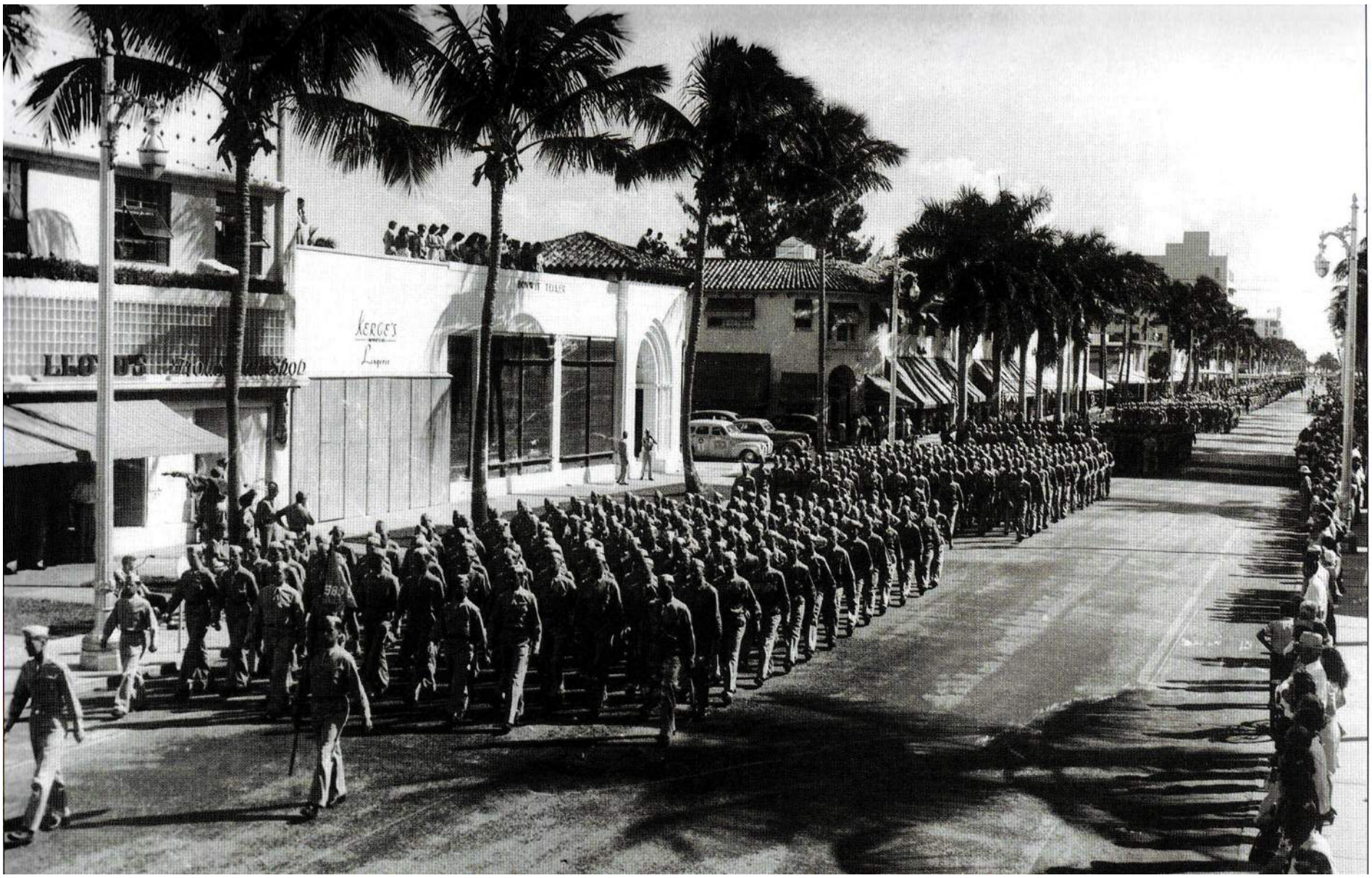
—Daily News photo

These two buildings, representing an investment of approximately $120,000, have been completed at Lincoln road and Jefferson ave. during the summer and comprise one of the largest improvements made on that thoroughfare in recent years. The Mead building, on the right, was built at a cost of $70,000, the corner store being especially designed for the Miami Beach branch of the Bonwit-Teller Co., New York. The Taradash building, adjoining, was built at a cost of $50,000. It has six store rooms on the ground floor and 10 offices on the second. All of the stores have been rented, three of them to the Packard Motor Car Co. for a factory branch.

DICK MEAD and the MEAD BUILDING

D. Richard (Dick) Mead (1899-1993) "was a prominent community leader who owned a General Construction firm and property on Lincoln Road. Originally from Illinois, the Mead family came to Miami Beach, and in 1922, formed the Mead Brothers Construction Company, which did early work for Carl Fisher. They built their own Mead Building in 1928 at 901 Lincoln Road on the former site of the Eunice Martin School. Dick Mead served on the City Council from 1926 to 1934 and started a mortgage and insurance firm in 1938. He strongly promoted Lincoln Road, succeeding August Geiger as president of the Lincoln Road Association in 1938." (1)

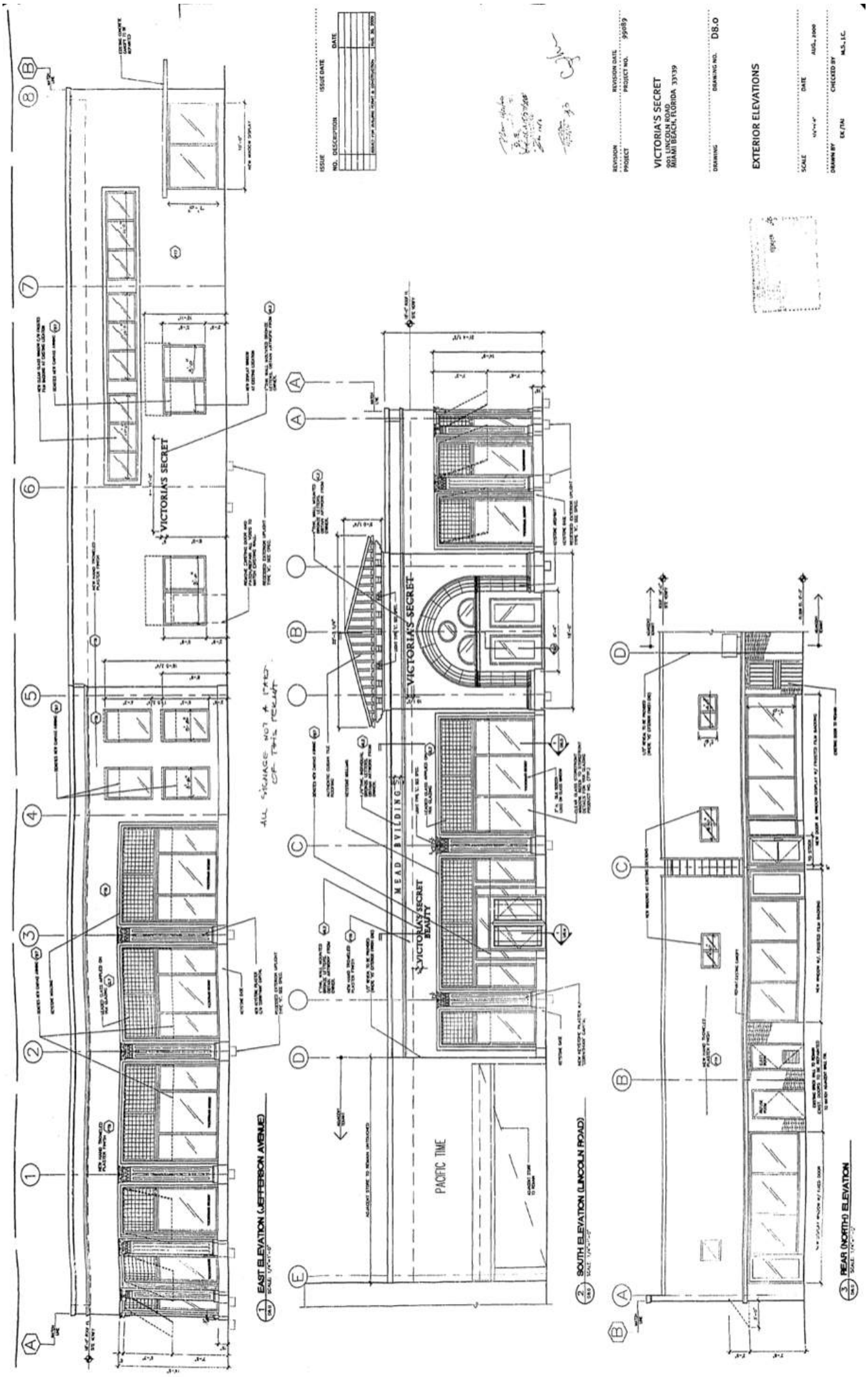
CIRCA 1930'S CANDID PHOTOS
TAKEN FROM LINCOLN ROAD (8)



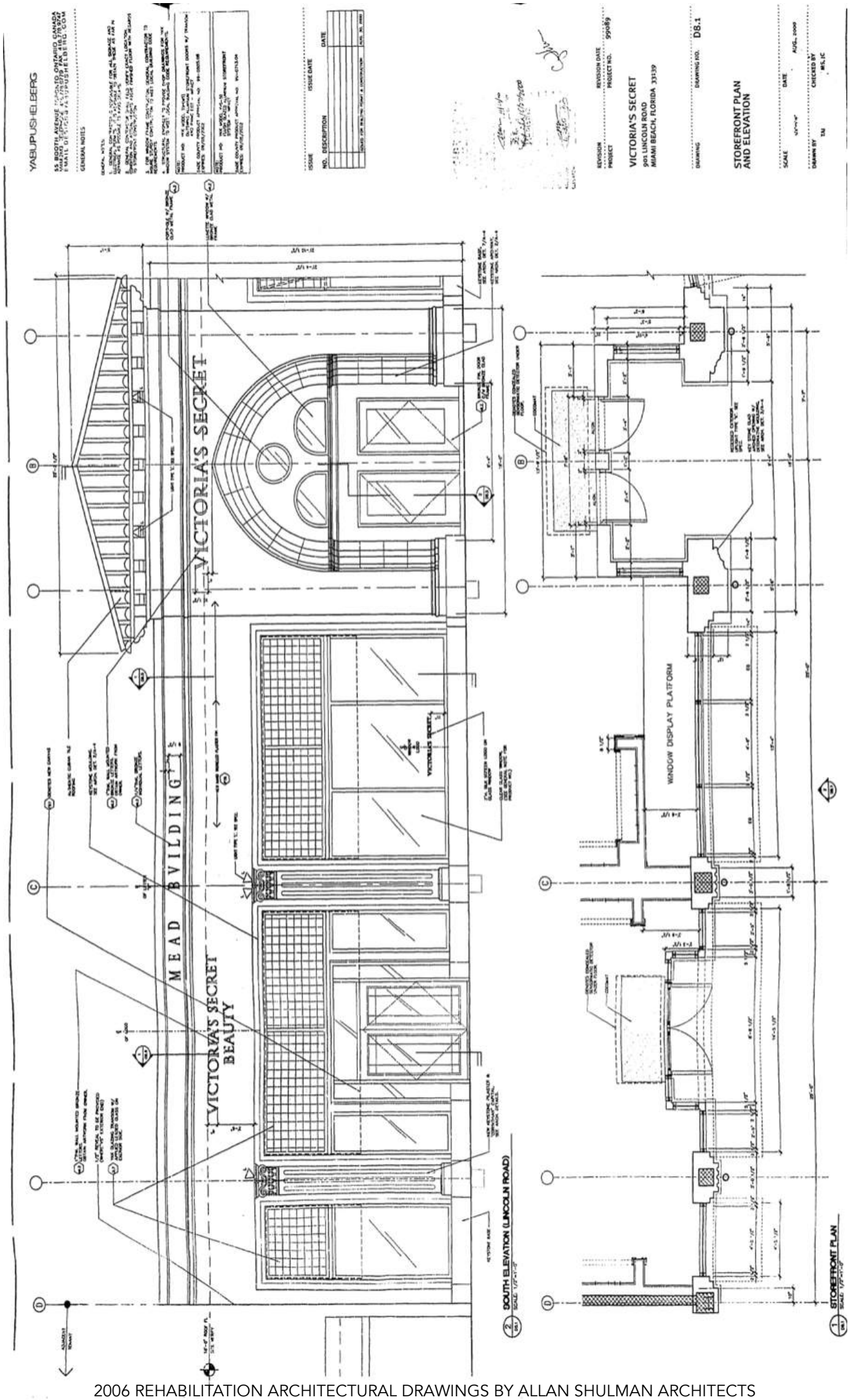
Circa 1942 photograph of soldiers of the Army Air Force Technical Training Command marching down Lincoln Road as far as the eyes can see. (10)

901 Lincoln Road is visible at the center of the photograph. It is interesting to note that even by 1942 the western arch has already been removed and replaced by a more 'modern' building facade. Also note everyone watching from the roof of 901 Lincoln Road.

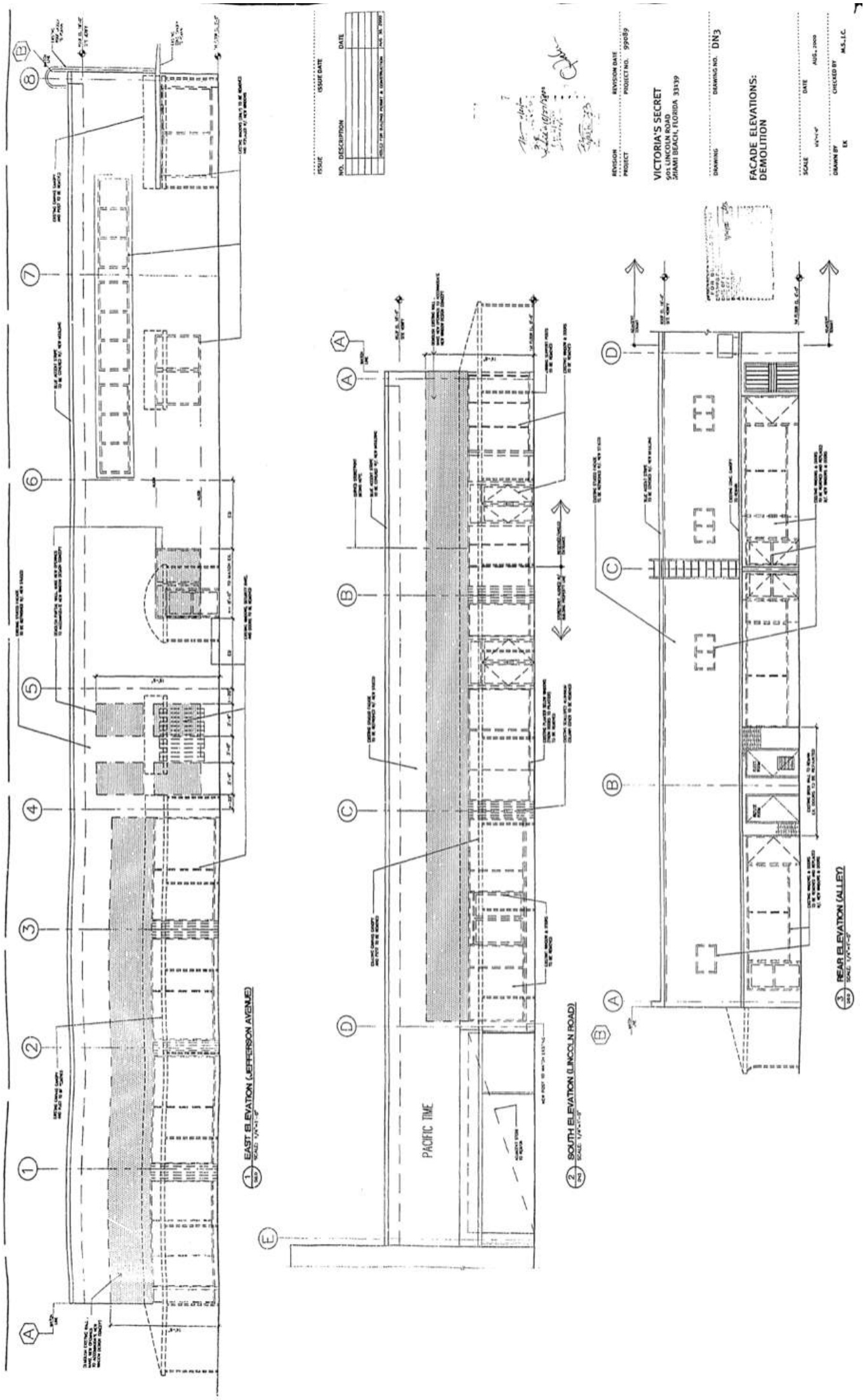
1950 PHOTOGRAPH LOOKING EAST ON LINCOLN ROAD WITH THE STERLING BUILDING AT CENTER ADN 901 LINCOLN ROAD AT RIGHT CENTER. (10)



2006 REHABILITATION ARCHITECTURAL DRAWINGS BY ALLAN SHULMAN ARCHITECTS
(ONLY THE EASTERN ARCH ON LINCOLN ROAD WAS COMPLETED AT THIS TIME)



2006 REHABILITATION ARCHITECTURAL DRAWINGS BY ALLAN SHULMAN ARCHITECTS



2006 REHABILITATION ARCHITECTURAL DRAWINGS BY ALLAN SHULMAN ARCHITECTS

2019 PHOTOGRAPHS

2019 CORNER PHOTO (9)

LINCOLN ROAD (LEFT) AND JEFFERSON AVENUE (RIGHT) (9)

SOUTH ARCH ENTRANCE ON LINCOLN ROAD (9)

VIEW EAST ON LINCOLN ROAD (9)

VIEW WEST ON LINCOLN ROAD (9)

ARCHITECTURAL DETAIL @ ROOF JOISTS (9)

ABOVE: NRTH ELEVATION ALONG JEFFERSON AVENUE (9)

BELOW: REAR ELEVATION @ LINCOLN LANE NORTH (9)

RUSSELL THORN PANCOAST ARCHITECT

Russell Pancoast (1889 - 1972) was the grandson of MIami Beach pioneer John Collins. His father was lLester Pancoast. . He graduated from Cornell University.

"The Architect Lester Pancoast had the good fortune to live in what he calls the Garden of Eden during the 1950's and 1960's. His wife Helene, is the grand-daughter of the Botanist David Fairchild, who founded Fairchild Gardens. Pancoast's father, Russell T. Pancoast, was the founding architect of the Beach, and the younger Pancoast designed his own perfectly pitched Grove home in the sixties."

"In accord with Pancoast, he (Fisher) envisioned MIami Beach as an American Riviera for the well-to-to, with elegant hotels and residences on the waterfront, water and bay.

REPRESENTATIVE PROJECTS:
Bass Museum of Art, 1930
Originally built as the Collins Library
Fisher Memorial, 1941!
N.E. Corner Alton Rd & Lakeview Dr.
Cushman School, 1926
592 N.E. 60 Street, Miami!
Gas Station (Southland Super Service Station)
1700 S.W. 22nd Street (Coral Way)!
Mead Building 1928, 901 Lincoln Road
MIami Beach Community Church
Parish Hall addition 1949
MIami Beach Women's Club 1933!
2401 Pine Tree Drive!
North Beach Elementary School 1936!
with August Geiger Architect!
Antique Dome building, 910 Lincoln Road
4100 Prairie Avenue
Surf Club, Surfside, Florida 1930

TOP PHOTO: BASS MUSEUM (11)
TOP CENTER PHOTO: (10)
MIAMI BEACH COMMUNITY CHURCH PARISH HOUSE
LOWER CENTER PHOTO: 818 LINCOLN ROAD (9)
LOWER PHOTO: RUSSELL THORN PANCOAST (10)

BON-WITT-TELLER - 907 Lincoln Road

Owner Mead Brothers Mailing Address Permit No. 2532

Lot 5-6 Block 37 Subdivision Commercial No. 905 to 915 Street Lincoln Rd 901 Date June 2, 192

General Contractor Mead Bros 5213 Address

Architect Russel Pancoast Address

Front 100' Depth 75' Height Stories Use 3 Stores

Type of construction Com Frame Cost $50,000.00 Foundation Wood Pile Roof Concrete

---

Plumbing Contractor Geo. Homan Address Date June 18, 1928

No. fixtures 8 Rough approved by #3138 Date

Plumbing Contractor Geo Homan Address Date June 1, 1928

No. fixtures set (1 Temporary) Final approved by Date

Sewer connection 1 Septic tank Make Date

Electrical Contractor The Landis Co. Address 1125 Lincoln Road Date Sept. 24, 1928

No. outlets Heaters Stoves Motors Fans Temporary service

Rough approved by Fixtures #36 Date 3/23/44

Electrical Contractor Address Date

No. fixtures set Final approved by Date

Date of service

9719- 9 light outlets- for Bon -Witt-Teller- by Jennings Electric Company - Oct.29th-1937

Alterations or repairs # 14260- Remodeling - Mead Bros. $ 2,000. Date June 28-1940

15367- ELECTRICAL - Bankier Bros - 4 switch, 10 light outlets - 6 receptacles;
10 fixtures - August 1-1940
final OK - 11-3-40

/Wrecking old "lean-to" Permit #47369 A. J. Miles 4/28/1955 See new card.

BUILDING PERMIT # 14807- Lean-to addition(rear of Bonwit Teller's) $ 900.
15' X 30' X 1story - Grover Hodge, contractor: Oct.10-1940

ELECTRICAL PERMIT # 20529 - Ace Electric (Bonwit Teller) 5 light outlets, 5 fixtures, Sep.25,1944

ELECTRICAL PERMIT # 20538 - Ace Electric (Bonwit Teller) 7 motors Sept. 30, 1944

ELECTRICAL PERMIT # 21358 - Miller Electric - 5 switch, 11 light outlets, 4 receptacles, 11 fixtur
October 2, 1

OVER

(see new card) 4/28/1955 A. J. Miles

ILDING PERMIT # 22159 -- ADDITION of second floor - approximately 30 offices -- 100 x 75 -Mar.22,1946
CANCELED 10/21/1946 Money refunded
Russell T. Pancoast, architect: Mead Construction Co. contractor.
Cost..... $ 75,000:----------

ILDING PERMIT # 25822 Aprox. 50 feet of bulkhead - 4 feet wide - MS Construction Co.-$300..Oct. 28, 1947
26380 Flat Wall Sign 12" bronze cast letters 1 x 9 - Van Dyk Sign Co- $ 75: 12/22/47
28453 Air conditioning unit with 2" driven well - Hill-York Corp.,contractor
$ 11,900...Oct. 13, 1948
# 28486 Waterproofing : Western Waterproofing Company $ 500... Oct. 15, 1948
1 Lin.Rd.(Eleanor's) # 28546 Painting - interior - Terry Painter's $ 820... Oct. 21, 1948
. Lin.Rd. # 31763 Flat wall sign -Acolite Sign Co.,contr. $ 200...- Dec. 21, 1949
Lincoln Rd. # 32654 Flat wall sign - 20 sq.ft.-Claude Southern Corp. $ 150.... May 25, 1950
. Lincoln Rd. # 34085 Five roller awnings-Quality Shade & Blind Co. $ 1,000...Nov. 9, 1950
915 Lincoln # 47196 REMODELING STORE FRONT and New entrance way. Also new partitions, 4" block.
Plan later: R. T. Pancoast, architect: A. J. Miles, contractor
$ 5 000 April 4, 1955
905 Lincoln Rd # 48536 Mutual Neon Sign Co: re locate sign 1½' x 8' $ 100 Sept. 6, 1955

UMBING PERMIT # 27341 Hurst: 1 2" well to discharge into approx. 35 ft. - Oct. 18, 1948 (Elenor's)
#1189 - Dewey Hawkins - type 5213 - Air Cond wind - 1-2 HP 7/7/70

LECTRICAL PERMIT # 23341 Astor Electric: 4 Receptacles, Nov. 14, 1946

907 Lincoln # 25129 Miller Electric: 3 light outlets, 1 receptacle, 3 fixtures, Nov.3,1947
901 Lincoln # 27546 Hill York Corp: 4 motors, 10 centers of distribution, 1 equipment service-
Nov. 1, 1948
Lincoln(Eleanor's)# 27765 Flamingo Electric: 16 light outlets, 16 fixtures - Dec. 1, 1948
5 Lincoln Road # 27912 A. W. Miller: 2 motors, 3 centers of distrubiton - Dec. 15, 1948 REW 12/16/48
Lincoln # 30469 Acolite Sign Co: 2 neon transformers - Dec. 21, 1949
. Lincoln # 30506 Astor Electric: 28 fixtures - Dec. 29, 1949 Meginniss 1-11-50 OK: Lum Bryant
ne Bryant #30714 Astor Electric: 4 Receptacles (violations) Jan.30,1950 Meginniss 2/3/50
Lincoln Rd. #31376 Claude Southern Corp. 1 neon transformer - May 25, 1950
. Lincoln Rd #37962 9 receptaclss (relocating existing outlets) Astor Electric: Nov.4,1952 ok HOR 11-5
Lincoln Road # 37968 C & O Electric: 1 Switch outlet, 8 Receptacles, 1 center of distribution, 11/4/52-
OK, H. Rosser, 8-21-53
905 Lincoln Rd # 45559 Mutual Neon Sign Company: one neon transformer September 6, 1955

5213

Owner MEAD BUILDING
Lot 5 & 6 Block 37 Subdivision COMMERCIAL
General Contractor A, J, MILES
Architect Russell Pancoast
Zoning Regulations: Use BA & BAA Area 19
Building Size: Front 100' Depth 70'
Certificate of Occupancy No.
Type of Construction #1 CBS Foundation concrete piling Roof flat Date April 28, 195

Permit No. 47369 Cost $ 43,000
Address 901 LINCOLN ROAD
Bond No. 5967
Engineer Oboler and Clark
Lot Size 100' x 150'
Height 18' Stories 1
Use ADDITION TO FOUR STORE ROOMS

PLUMBING Contractor #37073 Stolpman Plumbing Company Sewer Connection 2 - 4" Date May 24, 1955
Temporary Water Closet

Water Closets 9
Lavatories 9
Bath Tubs
Showers
Urinals
Sinks
Dish Washing Machine
Laundry Trays
Laundry Washing Machines
Drinking Fountains
Floor Drains
Grease Traps
Safe Wastes

Swimming Pool Traps
Steam or Hot Water Boilers
ROUGH APPROVAL OK, Cox 5/27/1955
FINAL APPROVAL OK, Rothman 9/29/1955

Down Spouts 6
Wells

GAS Contractor
Gas Ranges
Gas Water Heaters
Gas Space Heaters
Gas Refrigerators
Gas Steam Tables
Gas Broilers

Date
Gas Frylators
Gas Pressing Machine
Gas Vents for Stove

OK, Plaag 11/17/1955
GAS Rough APPROVAL
GAS FINAL APPROVAL

AIR CONDITIONING Contractor #48462 Conditioned A. C. Corp: Install 45 tons of A. C. Units $ 13 500 Aug. 29, 1955
SEPTIC TANK Contractor
OIL BURNER Contractor
SPRINKLER Contractor

ELECTRICAL Contractor #45262 Lyon Electric Co. Date August 2, 1955

OUTLETS	Switches 30	Ranges	Temporary Service
	Lights 212	Irons	Neon Transformers
	Receptacles 124	Refrigerators	Sign Outlets 8
		Fans	Meter Change
		Motors 4 -0-1hp, 4-2-5hp	Centers of Distributions 12
HEATERS	Water	Appliances	Service 2
	Space		Violations
FIXTURES	212	Electrical Contractor	Date

FINAL APPROVAL
By OK, Rosser
Date 1/6/1956

Alterations or Repairs

ALTERATIONS & ADDITIONS

Building Permits: #48627 New partitions for dress shop: Pancoast and Associates, architect: work by Lessee: $ 1 000 September 19, 1955

915 Lincoln Road # 49246 Tropicalites: Flat wall sign, no electric $ 150 Nov. 21, 1955

901 Lincoln Road #67784 Miami Beach Awning Co.: Extend awning 20' on Jefferson Ave. (Wilma's) - $200. - 8/6/62

901 Lincoln Road #70523 Owner, Wilma: Alteration to create ceiling over dressing rooms; stairway and floor for storage; one hour accoustical tile for ceiling - $900. - 11/5/63 OK Saperstein 12/5/63

907 Lincoln Rd. #75195 The Van Dyke Sign Co.: 1 sign on front of store, 30 sq. ft.; 1 sign on rear of store 30 sq. ft.; 1 sign on side of store 10 sq. ft. - $200 - 11/8/65

901-915 Linc.#78549 Giffen Industries, Inc.: Reroof - 140 squares - $5,000 - 7/11/67

#87653 - owner - 2 openings to connect stores interior alterations $1,500.00 9/30/71

#03321-Dopazo Signs-Sign-40 sq ft.-$120-6-5-73

#10015-Dopazo Signs-Gollytrotters Shoes-Sign-$250-10-15-76

Plumbing Permits:

#50950-Alco Plumbing- 1 heater-new installation-4-17-74

BUILDING PERMITS CONTD: #87725 - owner - 30 sq. ft. sign $45.00 10/14/71

Electrical Permits: #56710 Astor Electric: 3 iron outlets, 10 motors, 0-1 HP 5/9/61

#60269 Campbell Elec: 15 light outlets, 15 fixtures-10/23/63

#60331 S & S Elec: partial-11/7/63 OK Scarborough 12/9/63

#60441 S & S Elec: 7 switch outlets, 14 light outlets, 3 receptacles, 14 fixtures--12/5/63 OK RS 12/9/63

#691-6 - Manuel de J Perea - 58 fluor bulbs - 4 ive lamps 9/14/71

#69739-Ocean Electric Co.-1 Meter change-6-13-72

#71340-Ocean Electric- remove violation-5-29-74

901 Lincoln Rd-Wilmas Dress Shop-Ocean Electric #72554-1 meter change-9-5-75

909 Lincoln Rd-#72737-Tri Star Electric-violation-11-13-75

901 Lincoln Rd-#73707-E & E Electric- violation-12-10-76

BUILDING PERMITS:

BOARD OF ADJUSTMENT - FILE NO. 1274 - SEPTEMBER 7, 1979 - Joseph A. & Delia Donnangelo, 915 Lin.Rd. REQUEST TO WAIVE 15 OF THE REQUIRED 15 OFF-STREET PARKING SPACES IN ORDER TO ADD AN ADDITIONAL 58 CHAIRS TO AN EXISTING RESTAURANT. VARIANCE GRANTED WITH STIPULATION TO PROVIDE ADEQUATE GARBAGE FACILITIES HIDDEN FROM PUBLIC VIEW.

BOARD OF ADJUSTMENT - FILE NO: 1349 - SEPTEMBER 5, 1980 - JOSEPH A. DONNANGELO (LUIGI'S RESTAURANT) Applicant wishes to waive 10 required parking spaces for forty additional chairs to be used as a sidewalk cafe adjacent to Luigi's Restaurant. APPROVED WITH THE FOLLOWING CONDITIONS: (1) Applicant shall request no further parking variances; (2) Applicant shall conform to conditions placed upon him by Administration at City Commission meeting of August 20, 1980; (3) If the applicant goes out of business or no longer operates at this location, the variance approval will be terminated.

PLANNING BOARD - 7/13/80 - Joseph A. Donnangelo (Luigi's Restaurant), 915 Lincoln Road: Applicant wishes to establish a sidewalk cafe appurtenant to Luigi's Restaurant currently operated by the applicant. The number of tables requested is 13 with 40 chairs. The tables will be made of concrete with umbrellas. The sq.footage of City property that will be used is 406 ft. Planning Board recommended approval of the Conditional Use application contingent upon the applicant meeting the following conditions: (1) The applicant and property owner execute the revocable permit agreement as prepared by the City Attorney; (2) The applicant conform to the Planning Board's Sidewalk Cafe Standards with the exception of the minimum size of the table and those provisions which require the cafe to be abutting the restaurant front facade; (3) All fire code lighting violations be corrected; (4) Landscape planters immediately abutting the storefront be completed and fully landscaped with one or more of the following or similar variety as Boston Fern, Periwinkle, Pilea or Syngonium. Applicant shall be responsible for maintenance and irrigation of the planters and landscape materials; (5) Seating plan conforms to the Planning Division schematic diagram; (6) The Planning Division ap-rove the final improvements prior to the operation of the outdoor facility; (7) Agreement to all specifications as outlined in the Planning Division's letter of July 24, 1980 to the applicant; (8) The applicant use a serving cart to move dinners and dirty dishes to and from the cafe. Further, that all serving dishes have covered metal lids; (9) That the applicant be permitted to choose, subject to Planning Division approval, the selection of the chairs. 8/20/80 - CITY COMMISSION APPROVED WITH RECOMMENDED CONDITIONS.

ELECTRICAL PERMITS:

BUILDING PERMITS:

#15137-Dade Canvas Products Co.- Canvas canopy-$600-6-8-79 - DUTY FREE SHOPS

#15139-Tri County Signs-Duty Free Shops-3 signs-$600-6-11-79

#15200-901 Lincoln Rd-Rudys Glass-To cover walls with 5/8" sheetrock and to paint-$1300-6-21-79

901 Lincoln Rd-#15286-Tri County Signs- Channel letters of raceway 27 sq-Panorma Tours-$1000-7=5-79

#15582=Paul A. Allen-Walls and Doors for Kitchen and Paint, $9,000. 8-29-79

915 Lincoln Rd-#17111-Owner-Alteration to front and rear of building-$1300-11-21-79

915 Lincoln Rd-M04542-Sheet Metal Associates- 1 mechanical ventilation-11-27-79

#23323 1/21/83 owner pressure clean and exterior paint $900.

PLUMBING PERMITS:

#57654-Serota Plumbing- 1 dishwasher, 2 floor drain, 1 greae trap, 3 lavatory, 1 sink, pot/3 comp, 1 sink, residence, 1 urinal, 4 water closet, 1 indirect wastes, 1 heater-, 1 gas range, 1 gas piping-9-10-79

#58109-Peoples Gas System- 1 meter set(gas)-1-22-80

ELECTRICAL PERMITS:

#75539-Tti County Signs Co.0Duty Free Shops- 6 sign transformers, 2 ballats-6-8-79

#75555-Mayo Electric- 45 switch outlets-6-18-79

901 Lincoln Rd-#75591-Tri County Signs-2 signs transformers-7-5-79

915 Lincoln Rd-#75691-Holbert Electric- 20 outlets, 2 motors, 0-1HP, 1 motor, over 1-3HP, 9 special purpose, 10 fixtures-8-28-79

LOT 5-6 BLOCK 37 SUBDIVISION Commercial ADDRESS 901 Lincoln Rd.

ALTERATIONS & ADDITIONS

Building Permits:

7/31/80 - JOSEPH A. DONNANGELO (Luigi's Restaurant). REQUEST: To establish a sidewalk cafe appurtenant to Luigi's Restaurant currently operated by the applicant. The number of tables requested is 13 with 40 chairs. The tables will be made of concrete with umbrellas. The square footage of City property that will be used is 406 feet. ACTION: The planning Board recommended approval of the Conditional Use application to operate a sidewalk cafe at 915 Lincoln Road cintingent upon the applicant meeting the following conditions: 1) The applicant and property owner execute the revocable permit agreement ss prepared by the City Attorney. 2) The applicant conform to the Planning Board's Sidewalk Cafe Standards with the exception of the minimum size of the table and those provisions which require the cafe to be abutting the restaurant front facade. 3) All fire code lighting violations be corrected. 4) Landscape planters immediately abutting the storefront be completed and fully landscaped with one or more of the following or similar variety as Boston Fern, Periwinkle, Pilea or Syngonium. Applicant shall be responsible for maintenance and irregation of the planters and landscape materials. 5) Seating plan conforms to the Planning Division schematic diagram. 6) The Planning Division approve the final improvements prior to the operation of the outdoor facility. 7) Agreement to all specifications as outlined in the Planning Division's letter of July 24, 1980 to the applicant. 8) The applicant use a serving cart to move dinners and dirty dishes to and from the cafe. Further, that all serving dishes have covered metal lids. 9) That the applicant be permitted to choose, subject to Planning Division approval, the selection of the chairs. CITY COUNCIL AGENDA: 8/6/80 public hearing 8/20/80. ACTION: Approved with recommended conditions.

Electrical Permits:

LOT _____ BLOCK _____ SUBDIVISION _____ ADDRESS _____

ALTERATIONS & ADDITIONS

Building Permits: #24413 8/25/83 owner 2 signs painted on wall $500.
#91814 Groden Stamp interior remodeling $20,000. (June 1986)
#28950 8/1/86 Ralph E. Kassner pressure clean and paint white $1,000.
#MO8316 8/6/86 Oceanaire Mech - 5 drops, 1 mech ventilation as per plans on file
#29026 8/19/86 owner plaster, painting & tile refurbish no structural work $4,200.
#29187 9/22/86 Miami Beach Awning Co - recover 3 canopies replace 2 awnings as per plans $3,100.

Plumbing Permits: #62735 7/21/86 Ringemann Plumb - 2 rgh, 2 set floor drain, 4 rgh, 4 set lavatory, 2 rgh, 2 set shower, 1 rgh, 1 set urinal, 2 rgh, 2 set water closet, 1 heater new install

---

Electrical Permits: #81220 7/18/86 Land & Sea Elec - 6 switch outlets, 20 light outlets, 15 recept, 43 fixtures
#81332 8/28/86 Circle Security Sys - burgalr alarm 1, burglar alarm 17
#82643 - Bryant Electric - 1 Water heater (instant hot) - 12-4-87 CF

Building Permits - #93501 - 4-12-88 - OWNER Interior Remodeling - $10,000.00 C.Y.

COASTAL CONTROL ZONE

CUMULATIVE COST OF CONSTRUCTION OF PERMITS ISSUED

DATE ISSUED	PROCESS NO.	DESCRIPTION OF WORK	WORK COST	CUMULATIVE WORK COST	APPRAISED BLDG. VALUE BEFORE REMODEL	%	COMMENTS	BUILDING PERMIT NO.
4-12-88		Interior Remodeling	$10,000.00					92501

BIBLIOGRAPHY

(1) Lost Miami Beach by Carolyn Klepser, 2014

(2) Ibid., p. 104 -105

(3) AIA Guide to Miami Architecture by Shulman / Robinson and James F. Donnelly, p. 285

(4) Courtesy City of Miami Beach Historic Database File

(5) Lost Miami Beach by Carolyn Klepser, p. 28

(6) The Making of Miami Beach 1933-1942: The Architecture of L. Murray Dixon by Allan Shulman and Jean Francois Lejeune, 2000, pp. 55-56.

(7) Ibid.

(8) Photograph courtesy The Miam Herald Archives

(9) Photograph by Arthur Marcus

(10) Courtesy History Miami

(11) Courtesy Bass Museum website

1956 PHOTOGRAPH OF THE STERLING BUILDING (12)

HISTORIC RESOURCES REPORT

FOR

THE STERLING BUILDING

925 - 933 LINCOLN ROAD

MIAMI BEACH, FLORIDA 33139

BY

ARTHUR J. MARCUS ARCHITECT P.A.
1800 NORTH ANDREWS AVENUE #7F
FORT LAUDERDALE, FLORIDA 33311

FOR

SAM HERTZBERG
927 LINCOLN ROAD SUITE 214
MIAMI BEACH, FLORIDA 33139

FOR THE

CITY OF MIAMI BEACH HISTORIC PRESERVATION BOARD

November 6, 2019

1988 PHOTOGRAPH BY STEVEN BROOKE IN DECO DELIGHTS (15)

TABLE of CONTENTS

HISTORIC RESOURCES SUMMARY

The following review of the building was completed by Shulman + Associates Architects in a April, 2011 Historic Resources Report for a previous submission, and is included herein in its entirety. I agree with these conclusions.

Arthur Marcus

"The Lincoln Road facade of the Sterling Building, its loggia, and the concept of the 'patio' are landmark features of Lincoln Road, and the most significant elements of structure.

The Lincoln Road facade of the Sterling Building, conceived by Victor H. Nellenbogen, includes important features of Streamline Moderne architectural style in MIami Beach. It has been widely published, including images by photographer Steven Brooke, which figured prominently in Barbara Capitman's book: Deco Delights. Described in detail above, it appears intact in its entirety and in its details.

The Patio has been a feature of the Sterling Building since 1929. Its existence as an open air patio space with a public connection to Lincoln Road is significant. The patio, which was originally laid out as a rather formal court, now has an eclectic quality - its irregular configuration is the result of multiple additions. The present configuration of the patio is not considered in itself significant. The original formal patio has also given way to a space filled with lush landscaping, through which a narrow path connects the entry loggia with the rear office building (now retail stores).

The loggia, which provides public access to the patio from Lincoln Road, is a remnant of the original separation between the North and South structures of the Taradash Building. The keystone facade banding of the Lincoln Road facade wraps into this space, framing windows as well as a continuous base course. Terrazzo flooring, and the large urn which stands at the center of this space, give the loggia a public quality. In daytime, light is filtered through glass block slots cut in the north facade. At night, recessed cove-type lighting illuminates the ceiling.

The existence for the patio and adjacent loggia are important urban and architectural features of the site and of Lincoln Road. Other examples of patio or courtyard type buildings include the Arcade Building, the Lincoln Center Building and the Albion Building. The Nunnally Building (924 Lincoln Road) and the former site of the South Florida Art Center.) originally had an important loggia which led back to a dance hall behind the structure. The Sterling Building contributes to the repetition of this type across Lincoln Road and thus its overall urban quality.

A large part of the patio was filled in in 1955, but the new structure simply agglomerated the existing patio buildings. Traces of the original Patio buildings remain within the existing office building, and are particularly visible on the East side. Here, an original barrel roof, supported on carved timber brackets, and a wood storefront remain in good condition. A portion of this roof extends behind the parapet of the office addition, but is largely intact....

...Other historical features (might still be) found within the Lincoln Road facing shops. In particular, a portion of the original metal railing system of the mezzanines has been exposed and refurbished in the Eclectics Antiques space (921 Lincoln Road). This railing is particularly ornate, with heavy steel members separated by spherical elements. Other similar railings may be concealed in other retail stores. The Flowers & Flowers space925 Lincoln Road has a different and much simpler railing. . A decorative air grille on the back wall of 925 Lincoln Road probably dates from the original Packard Motors showroom located at this spot. Decorative terrazzo can be found throughout the ground floors spaces. Historic lighting fixtures are also found throughout the structure."

The clerestories added in 1928 remain on the roof. The West clerestory has been incorporated into the design of the Foundlings (Club) and is thus exposed. The East clerestory exists but has been concealed from within the building.

By Shulman + Associates, Sterling Building HRR, April, 2011

NEIGHBORHOOD CONTEXT

"Like Renaissance architects, the modern builders of Miami Beach were conscious of creating both the stage and the city; it was in the public realm of urbanism that style became effective. Style was seen as a wrapper used to identify the public faces of…buildings, with embellishment making a noble facade for an urban avenue… Style thus served to create scenography, vistas and perspectives as the backdrop to the theatrical movements of the tourists. Tourists were made actors, whether sitting in front of buildings, moving through lobby and patio spaces, or promenading on the street." (8)

Symbolic of a city that mixed business and pleasure, its sidewalks were designed in two zones: one for pedestrians on the move and the other for window shoppers who wished to stroll. A row of coconut palms, forming a median between the walking lanes, lined either side of the street. (6)

"On Lincoln Road, the Fifth Avenue of Miami Beach, the double sidewalks were painted pink, lined with 'theatres and exclusive shops, many of them branches of New York, Paris and London establishments.' Lincoln Road was more than shopping district. It was a boundary line. South of it were "the greyhound track, the pier, and its burlesque theatre" - along with the kinds of people who belonged in such places. North of it was a blond, blue-eyed, forever youthful and affluent America where ' residential sections and beaches are highly restricted,' as the WPA writers noted." (9)

It also formed the most important east-west connector in Miami Beach and thus its central meeting place.....Lincoln Road in the 1930's evolved as the social melting pot of the city." (6)

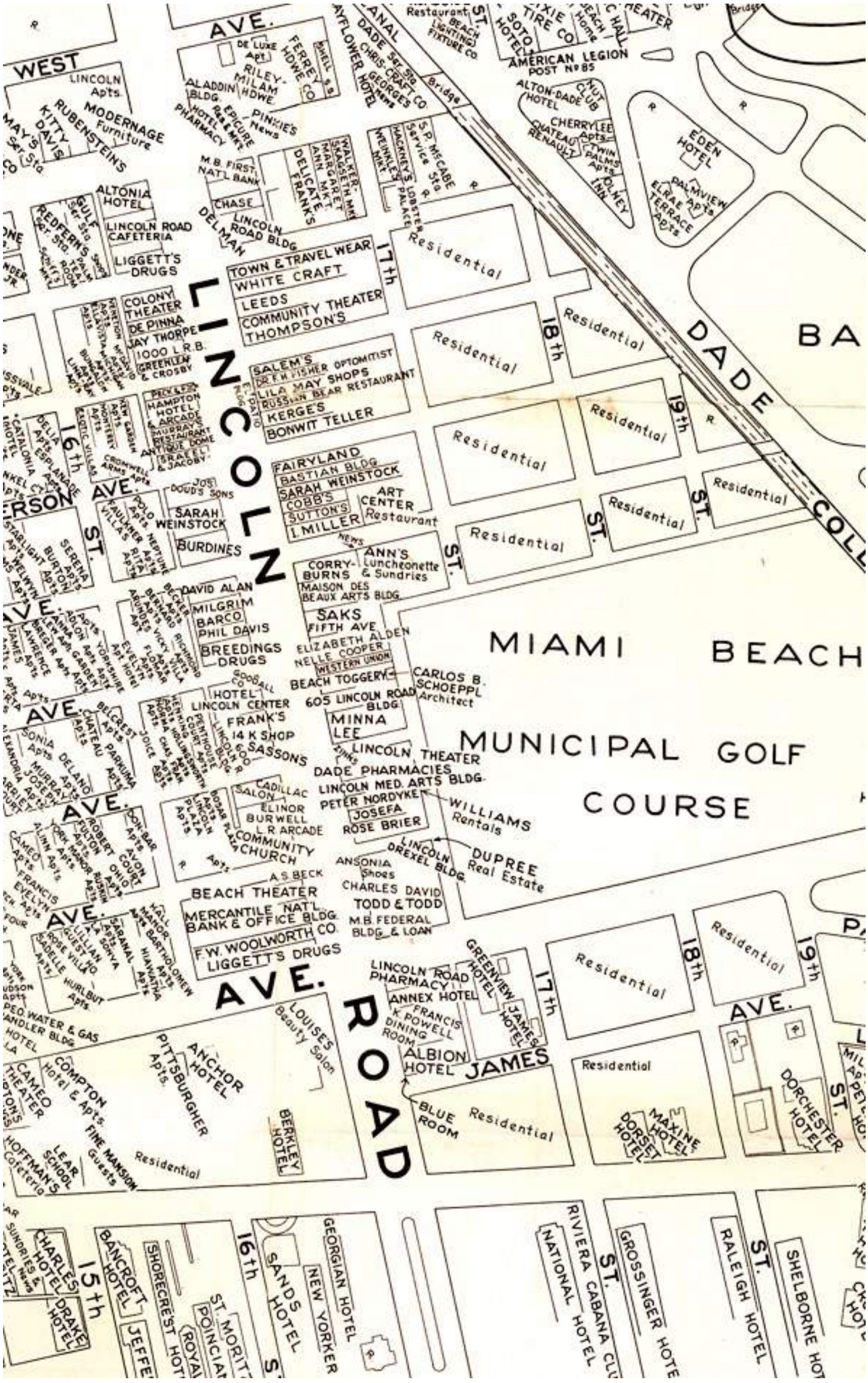
"Fisher also gave the City the property "up to the north side of Lincoln Road" for use as a golf course. But that restriction was only in effect until 1939, when the north side of Lincoln Road was opened for development. (7)

Lawrence Murray Dixon, like his colleagues Robert Law Weed, T. Hunter Henderson, Theodore Virrick, Henry Hohauser, Robert LIttle, and Igor Polevitzsky, integrated the changes in architectural attitudes that shocked Europe and America in the 1920's and 1930's and made them acceptable to a large segment of south Florida society." (10)

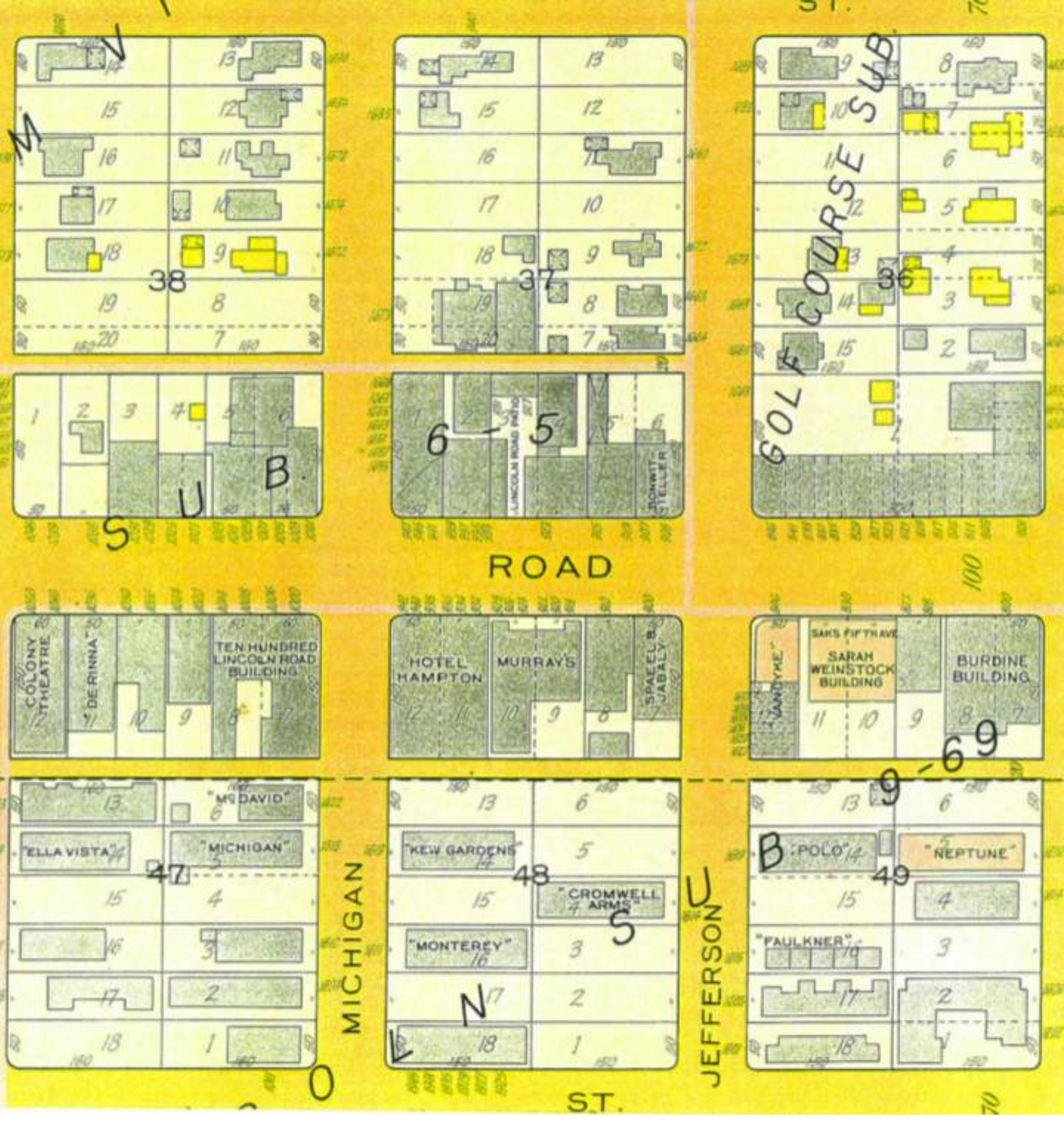
TOP PHOTO: CLEARING LINCOLN ROAD (11)
TOP CENTER: COMMUNITY THEATER (11)
LOWER CENTER: LINCOLN ROAD LOOKING EAST FROM LENOX AVENUE (11)
LOWER PHOTO: STROLLING ON LINCOLN ROAD (11)

1950 PHOTOGRAPH LOOKING EAST ON LINCOLN ROAD ACROSS FROM THE STERLING BUILDING - WITH PLANTS.. THE BLACK SIGN ABOVE THE ENTRANCE IS FOR THE RUSSIAN BEAR CAFE - A POPULAR RESTAURANT THEN LOCATED IN THE STERLING COURTYARD. (11)

THE COLORED POSTCARD BELOW WAS COMPLETED UTILIZING THE PHOTOGRAPH ABOVE. (11)



1941 LINCOLN ROAD MAP OF THE STORES. THE THEN NAME FOR THE BUILDING IS THE EL PATIO BUILDING WITH THE RUSSIAN BEAR CAFE (11)



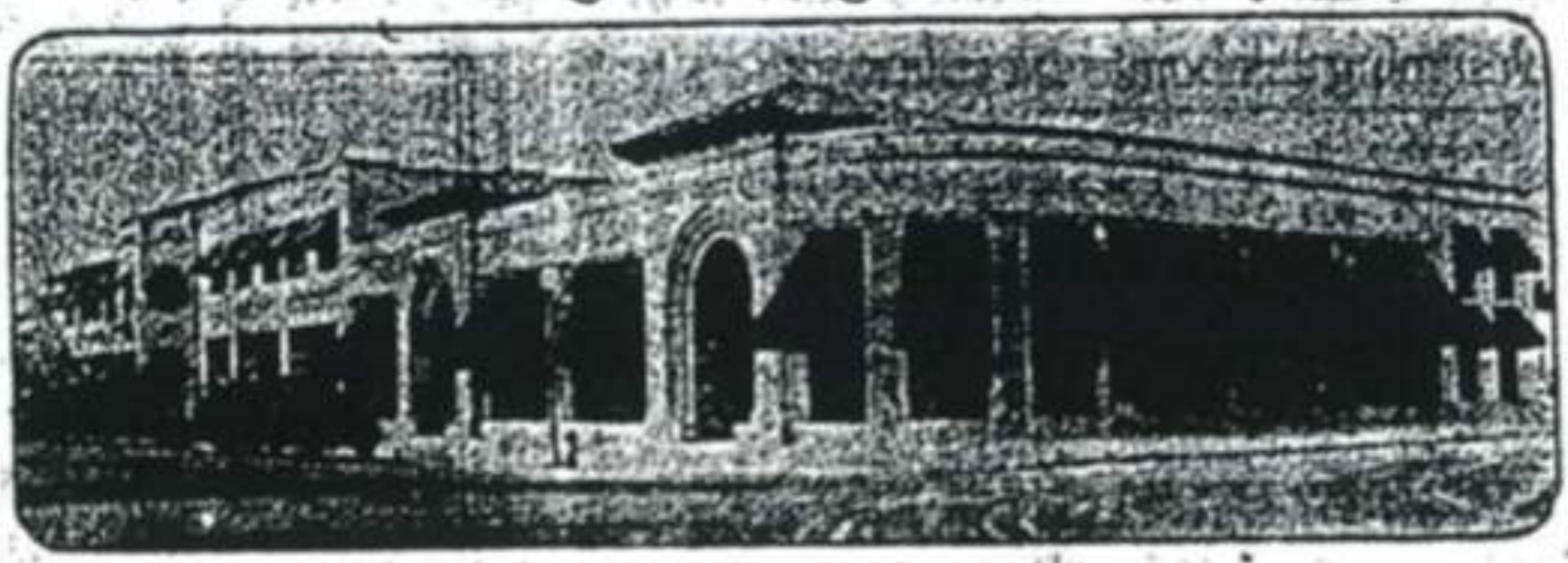
UNDATED SURVEY SHOWING THE OPEN 'LINCOLN ROAD PATIO' LEADING FROM LINCOLN ROAD - DIRECTLY ABOVE NEAR THE NUMBER '5'.

In this 1941 City of Miami Beach Aerial Photograph the two Taradash Buildings on Lincoln Road are still clearly visible at the left side of the photograph, with the breezeway entrance to the courtyard beyond. It is interesting to note that 17th Street does not run through the golf course at this time. And the golf course still extends past Euclid Avenue. (16)

1954 CMB aerial photograph: By this time the new Nellenbogen facade had long been part of Lincoln Road at the Sterling Building. A reworked courtyard remains and the new courtyard entrance is seen on Lincoln Road at the indent at the building facade. (16)

MI BEACH NEWS

New Buildings Change Beach Skyline



—Daily News photo

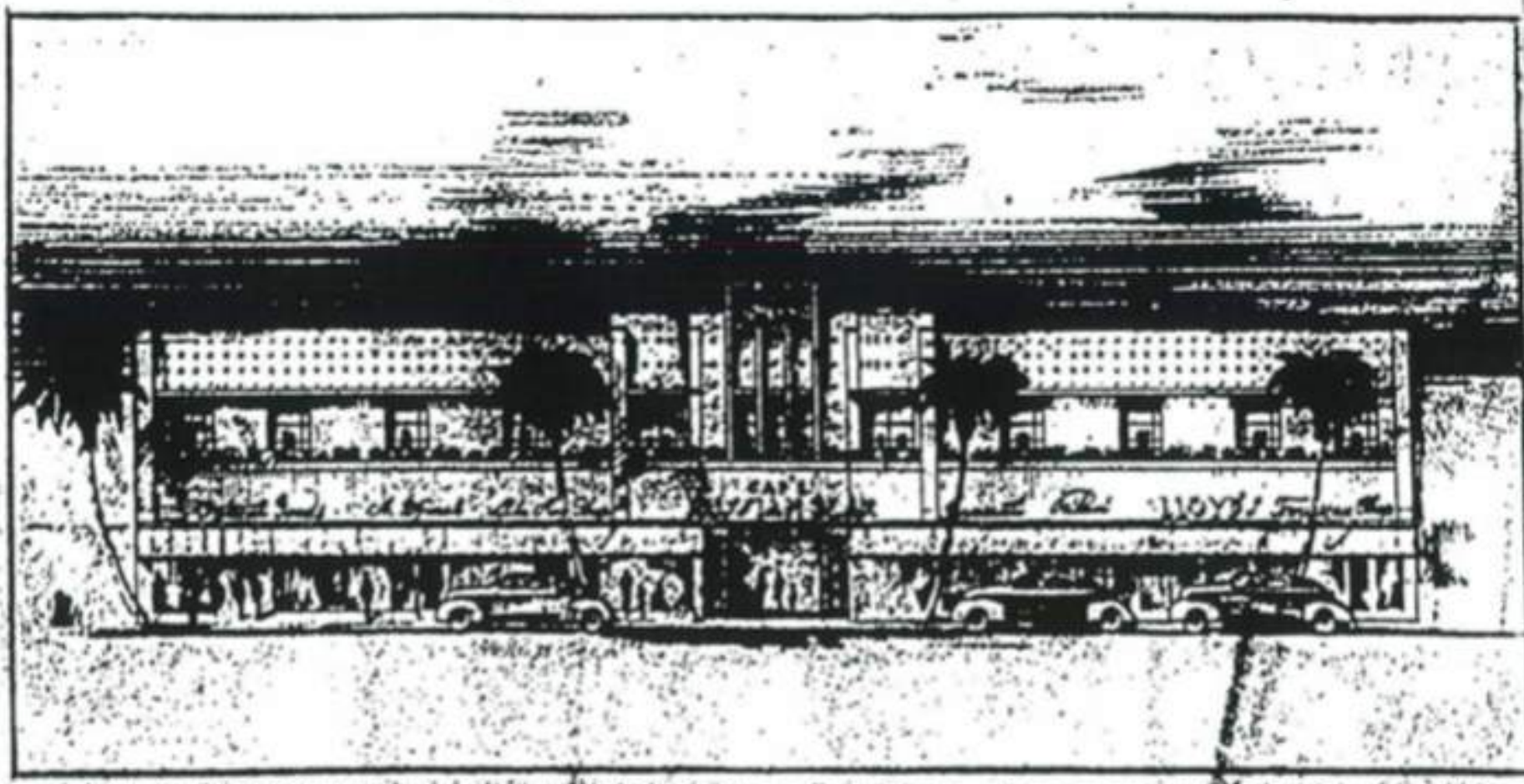
These two buildings, representing an investment of approximately $120,000, have been completed at Lincoln road and Jefferson ave. during the summer and comprise one of the largest improvements made on that thoroughfare in recent years. The Mead building, on the right, was built at a cost of $70,000, the corner store being especially designed for the Miami Beach branch of the Bonwit-Teller Co., New York. The Taradash building, adjoining, was built at a cost of $50,000. It has six store rooms on the ground floor and 10 offices on the second. All of the stores have been rented, three of them to the Packard Motor Car Co. for a factory branch.

ABOVE: 1940 ARTICLE AND PHOTOGRAPH IN THE MIAMI BEACH NEWS ABOUT THE NEW STERLING BUILDING. (11)
BELOW: 1928 PACKARD AUTOMOBILE SHOWROOM IN THE EASTERN TARADASH BUILDING (11)

THE HERALD, MIAMI, FLORIDA

CONSTRUCTION TO START SOON

$40,000 Remodeling and 31-Room Hotel Planned At Beach



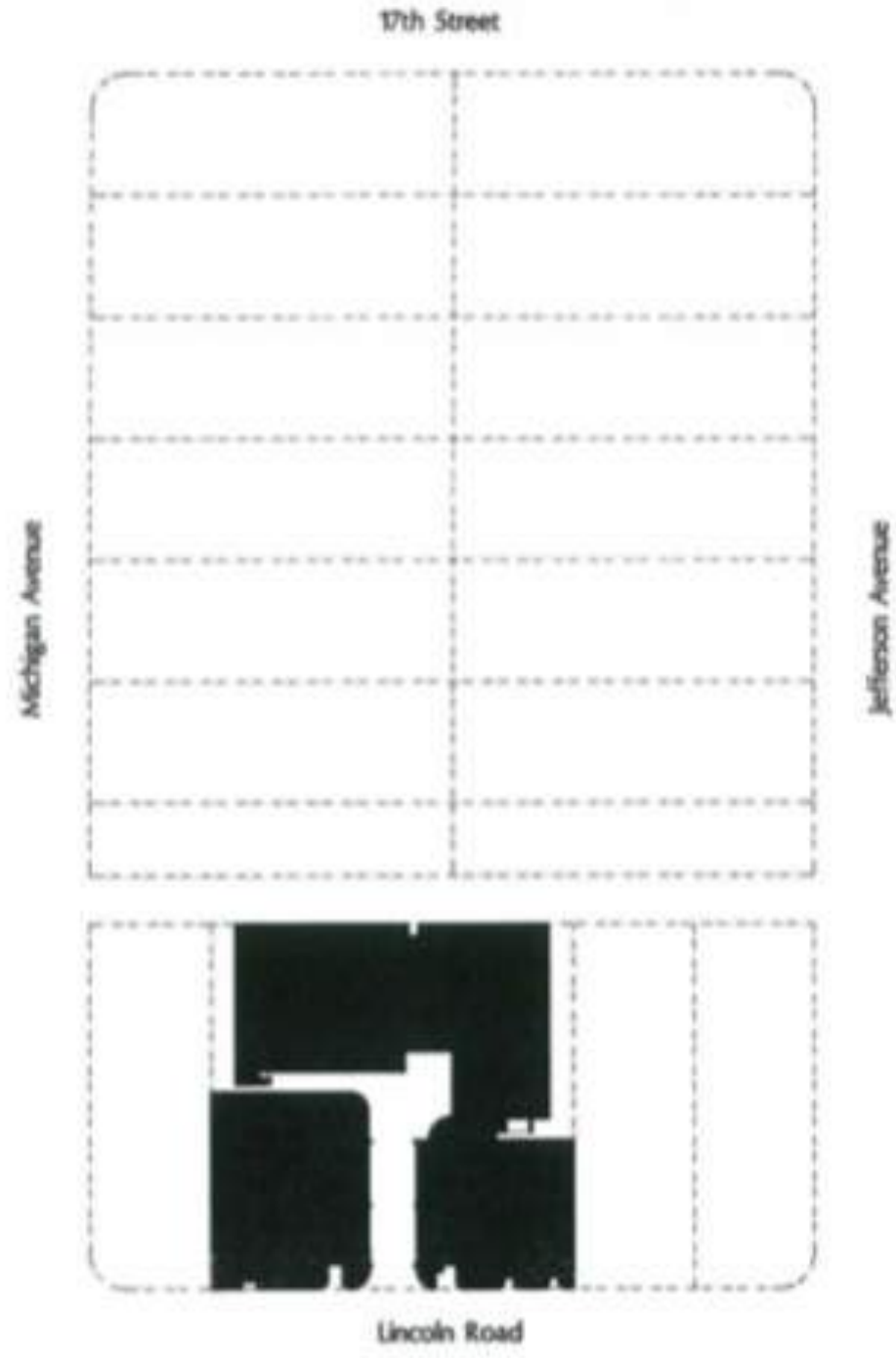
More than $40,000 will be spent by William Taradash for the remodeling of his El Patio building, 933 Lincoln road. One-third of the first floor frontage will be resurfaced with glass brick. Flower boxes will be placed outside windows and indirect lighting will be installed on the entire second story. Air conditioning and elevator service also will be added. Built by Taradash, retired Chicago manufacturer of women's dresses, in 1929, the building has 150-foot frontage on Lincoln road with a depth of 150 feet. Work will be started next month. V. H. Nellenbogen is the architect.

1940 ARTICLE AND DRAWING IN THE MIAMI HERALD. NOTE THE SECOND FLOOR WINDOW SILL PLANTINGS (11)

The chamfered corners that formerly led to the Patio were replaced by smooth curves, and the previously asymmetrical Mediterranean facades were regularized into Streamline Moderne architecture. (1)

The glass block frieze was originally capped by a continuous row of planters along the lower window sill, which served to unify the irregularly spaced windows above. Above the second floor windows is a textured banding composed of pre-cast concrete panels with inset black ceramic diamond tiles. The planters have disappeared from the facade, however the rendering below in the newspaper article pictures the facade with these planters. The formerly served to soften the hard edges of the facade.

Location

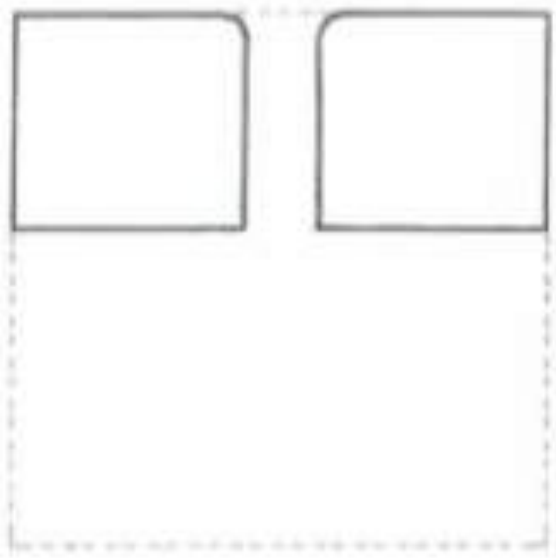


Legal Description:

Lots 2,3 & 4 of block 37, Commercial Subdivision,
according to the plat thereof recorded in Plat Book 6, at Page 5,
of the Public Records of Dade County Florida

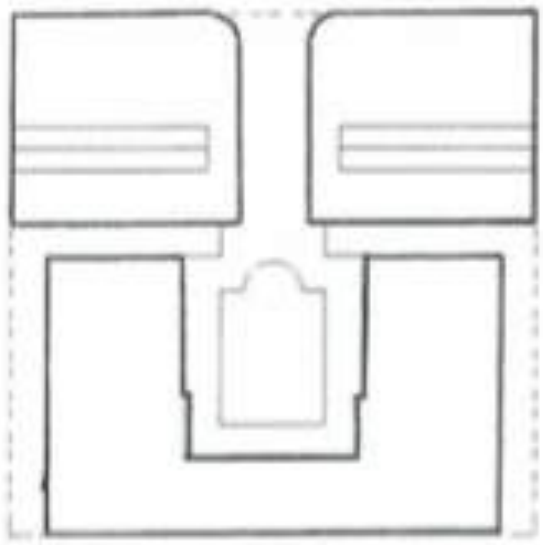
A Short History of the Sterling Building

The Sterling Building, 923-935 Lincoln Road, is a composite of independent structures which have been joined over a period of almost 70 years. Built in 1928 by William Taradish, retired Chicago manufacturer of women's dresses, the structure was originally called the *Taradash Building*. Designed by Miami Beach architect Alexander Lewis, it was composed of two structures approximately 65 feet long and 60 feet deep. The two structures framed a 20' gap between them, marked with chamfered corner on both sides. Built at a cost of $50,000, it had six store spaces on the ground floor and offices above. The office corridors were lighted and vented by clerestories added on the roof in 1929. The structures were typical of Mediterranean Revival building appearing on Lincoln Road in the late 1920's. The ground floor of the East building (923 Lincoln Road) was immediately rented as a sales salon to the Packard Motor Car Co.



Taradash Building as built, 1929

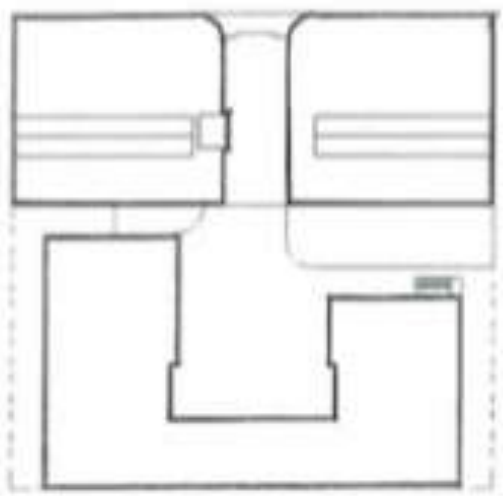
Within a year, a new complex of restaurant and stores was added in back of the original structure, creating a patio entered through the gap between the two original structures. Designed by Lewis, the resulting patio structure (formally 929 Lincoln Road) was known as *El Patio Building* or *Lincoln Road Patio*. The Cafe Gabrielle Restaurant was located in the patio at No. 6, at the NW corner of the patio. Outdoor seating was provided under a covered loggia which ran the length of the North side of the patio. In 1936 this restaurant was renamed "El Patio". The Russian Bear Restaurant (1939) and the Pavilion Restaurant (1951) subsequently were located in the same space. For many years, the Patio was a location for dining.



Taradash Building & Lincoln Road Patio, 1929

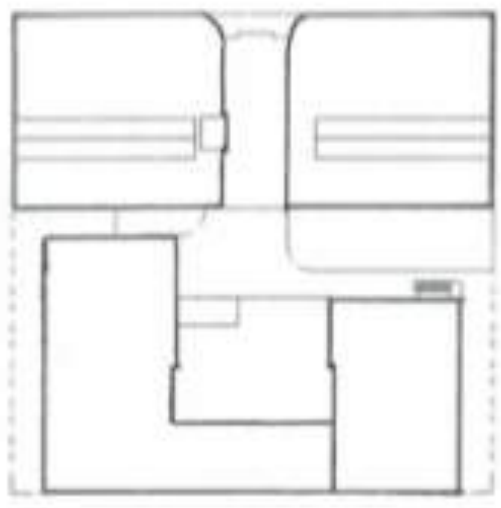
A major renovation begun in 1941 by V.H. Nellenbogen completely changed the appearance and function of the original two buildings facing Lincoln Road. They were joined at the second floor, creating an open loggia on the ground floor and a unified office building above. The offices were served by a new stair and elevator accessible from the Loggia. Remarkably, the entire facade of the unified structure was rebuilt in the prevailing streamline moderne style. The chamfered corners which led toward the patio were replaced by smooth curves, and the previously asymmetrical facades were regularized. The most dramatic changes in the facade resulted from the materials which gave the building a modern look. The ground floor was entirely faced with quarry keystone, and the storefronts incorporated curving plate glass windows. Above was the continuous frieze of glass block. Illuminated from behind, the frieze formed the backdrop for the various neon signs of the ground floor tenants. The frieze was capped by continuos planting bins which unified the irregular windows above. Above the windows is a textured banding of pre cast concrete panels with inset black ceramic tiles. The building was capped by a carved stone coping. Fluted keystone columns bracket the upper floors. The central block above the loggia was recessed, and had a projecting sign panel. Following the structure's renovation it was renamed the "Sterling Building", although the source of this name is not known.

923-935 LINCOLN ROAD HISTORY



The 'Sterling Building', 1941

The United States Army Air Force occupied part of the building in 1942, at which time it was further remodeled. Among other renovations to the building were simple interior modifications by architect Roy France in 1943 and architect Gerard Pitt in 1946. In 1955, architect Melvin Grossman transformed the patio buildings into office space and designed an addition which filled in the North side of the patio.



The Sterling Building, 1955

1956 PHOTOGRAPH OF STERLING BUILDING - WITH PLANTS (12)

NAME: THE STERLING BUILDING
aka
EL PATIO BUILDING
aka
TARADASH BUILDING

ADDRESS: 925-933 LINCOLN ROAD

DATE OF ORIGINAL CONSTRUCTION: 1928

ARCHITECTURAL STYLE: STREAMLINE MODERNE

HISTORIC STATUS: CONTRIBUTING

LOCATED IN THE:
* 1979 National Register Miami Beach Architectural District
* 1989 Miami Beach Local Historic District

ARCHITECTS:
* 1928 Original Building:
ALEXANDER D. LEWIS

* 1928 original two buildings fronting on Lincoln Road
ALEXANDER D. LEWIS

* 1941 Renovations & Additions:
VICTOR H. NELLENBOGEN

* 1956 Rear Office Addition:
MELVIN GROSSMAN

* 1985 Conversion of second floor offices to a private club
BOUTERSE & FABREGAS ARCHITECTS

The dramatic 1941 streamline moderne facade of the Sterling Building has long been a significant landmark and symbol of the architectural vibrancy of Lincoln Road. The 1985 restoration of the building was one of the factors behind the renaissance of Lincoln Road and South Beach.

The building's exaggerated and streamlined horizontality radically accentuates its 150'-0" building length along Lincoln Road. The center section of the building is recessed with curves transitioning the way into the Patio courtyard on the first level.

This building facade is innovative in the manner in which it utilizes architecture as a backdrop - for the streetscape theater that is Lincoln Road. The building becomes a stage-set especially with the illuminated glass block frieze at nite. Every material surface highlights a different texture or pattern. For such a sleek looking building there is much detail everywhere.

"The storefronts were faced in tinted keystone, and curving plate-glass windows; above was a continuous frieze of glass block that, illuminated from behind, formed a colored backdrop for the tenants' neon signs. The frieze was capped by continuous planters, fluted keystone pilasters, carved stone coping, and texture banding of precast-concrete panels with inset black ceramic tiles." (2)

"The building was re-named upon completion of the 1941 renovations, after the then owners Dick and Bookie Sterling." (3)

The facade re-construction in 1941 was designed by the Architect Victor Nellenbogen to replace the two separate Mediterranean Revival style buildings designed by the Architect Alexander Lewis in 1928. These two buildings fronting on Lincoln Road shared a similar style yet were not identical. The eastern building housed the Packard automobile showroom.

The glass block frieze was originally capped by a continuous row of planters along the lower window sill, which served to unify the irregularly spaced windows above. Above the second floor windows is what appears as a tiled banding, is actually composed of precast concrete panels with inset black ceramic diamond tiles.

The planters have long since disappeared from the facade, however the rendering in the newspaper article as well as early photographs - pictures the facade with these planters.

NOTE: INQUIRIES AT THE CITY OF MIAMI BEACH BUILDING DEPARTMENT RECORDS DESK DID NOT FIND ANY ORIGINAL OR BUILDING RENOVATION DRAWINGS FOR THIS PROPERTY.

CIRCA 1960's PHOTOGRAPHS OF THE STERLING BUILDING - WITHOUT PLANTS (12)

There are some notable architectural details on this streamline moderne facade, as follows:

* The central 'tower' where the building suddenly becomes vertical serves as an effective design foil for the horizontality of the rest of the Lincoln Road facade.

* The unusual glass block frieze with night-time colored neon lighting behind that captures the horizontality of this scale. It is interesting to note how Nellenbogen was incorporating both lighting and plantings into the composition of his architecture in the Sterling Building.

* Incorporations of plants as part of the architecture

* The parapet level textured banding of precast concrete panels with inset black diamond ceramic tiles.

* The curving plate glass shop windows on the first floor.

* The sculpted center section with signage as part of the design.

* The open air patio is an integral and historic part of this Sterling Building campus. The courtyard has been home to many famous restaurants over the years, including the present long term tenant Books & Books.

* The chamfered corners that formerly led to the Patio were replaced by smooth curves designed by Nellenbogen in 1941, and the previously asymmetrical Mediterranean facades were regularized into Streamline Moderne architecture. (1)

"The Wolfson Initiative Corporation restored the structure in 1985. The west side of the second floor of the structure was converted into a private facility (the Foundling Club), and new openings were made in the North wall of the club, connecting it with the roof over the ground floor stores. Doors formed of metal grillwork were added to secure the service areas, and cloud- like panels, built out of wood, were added to the parapets of the rear structures to screen their mechanical equipment and roofs. " (4)

"The Sterling Building cannot be considered a pure work, but rather the result of a continuous process of accretion, renovation and modernization. " (4)

The original 1928 buildings were called the Taradash Building. The building was also often identified with the name of the then popular restaurant in the courtyard space. Thus for many years the building was called the El Patio Building after the then famous restaurant called El Patio.

* The original open air patio space with a public connection to Lincoln Road is significant. The patio, which was originally laid out as a rather formal court, now has an eclectic quality - its irregular configuration is the result of multiple additions. The present configuration of the patio is not considered in itself significant. The original formal patio has also given way to a space filled with lush landscaping, through which a narrow path connects the entry loggia with the rear (retail stores).

The United States Army Air Force occupied the building during the War and made some interior modifications. In 1955 Architect Melvin Grossman renovated the Patio buildings into office space and designed an addition which filled in the north side of the patio.

Mitchell Wolfson Jr. Later purchased the Sterling Building and ..."established the structure to a higher quality. He housed the building with stores, offices and a private woman's dining club where, following an obscure British tradition, all the waiters are named Michael." (5)

This restoration was the beginning of the street's revival. Once Mitchell Kaplan opened a Miami Beach branch of his bookstore Books & Books, in the front and there was an Art Cinema in the rear - the street began to happen.

The 1956 Photograph below shows the building as historically designed by Nellenbogen- with a continuous row of plantings along the entire 150'-0" expanse of the front facade - located just beneath the second floor window sill level. The plants are just beneath the bottom of the window frame.

These plantings soften the entire elevation and bring a bit of native flora into the architecture.. It is always so interesting how one simple detail can make us look differently at architecture. These plantings anchored the buildings to the earth through their placement in the design.

1956 PHOTOGRAPH OF THE STERLING BUILDING - WITH PLANTS (12)

ABOVE: 1987 COLOR
POLAROID PRINT (12)

LEFT: CIRCA 1960'S (12)

"Many architects have been located in the Sterling Building, including two who significantly contributed to the structure's current form.

Alexander Lewis' offices were in the patio, next to the restaurant. Victor H. Nellenbogen maintained offices on the second floor of the East structure dating back to 1931. Albert Anis and Palm Beach architects Treanor and Fatio had their studios on the second floor as well. "(4) Maurice Fatio was a very well known Palm Beach Architect.

"In the 1990s a hotel addition was proposed for the site by Woods + Zapata. A glassy ten-story volume was inserted in to the site; the existing historic building was adaptively used as a restaurant and a central courtyard was maintained. This project was never realized." (4)

One can readily discern from looking at the facade of the Sterling Building that its Architect really poured his heart and soul into this spectacular renovation design. Since his offices has been in the Sterling building for many years, Nellenbogen likely also knew his client and the building very well.

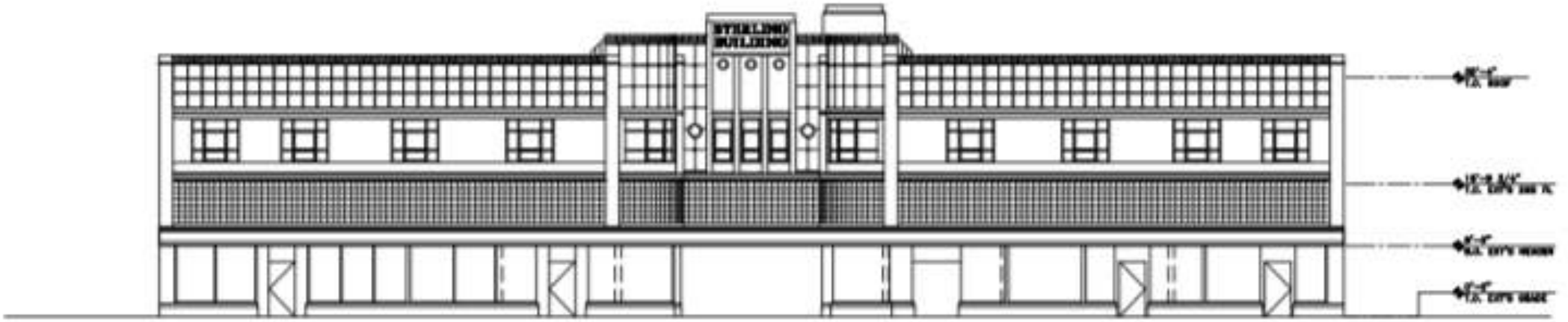
Nothing else in Nellenbogen's register of buildings comes even close to the magnificent architectural composition that is the Sterling Building. With its horizontality streaming along the entire 150'-0" Lincoln Road street frontage, the building becomes a statement of modern design.

This was 1941. Art Deco had already morphed into Art Moderne design and architecture. MiMo was just around the corner once things resumed after the end of World War 2. Yet what makes the Sterling Building classic in so many ways is its rather formalized entrance procession through the outdoor Lounge and into the Courtyard.

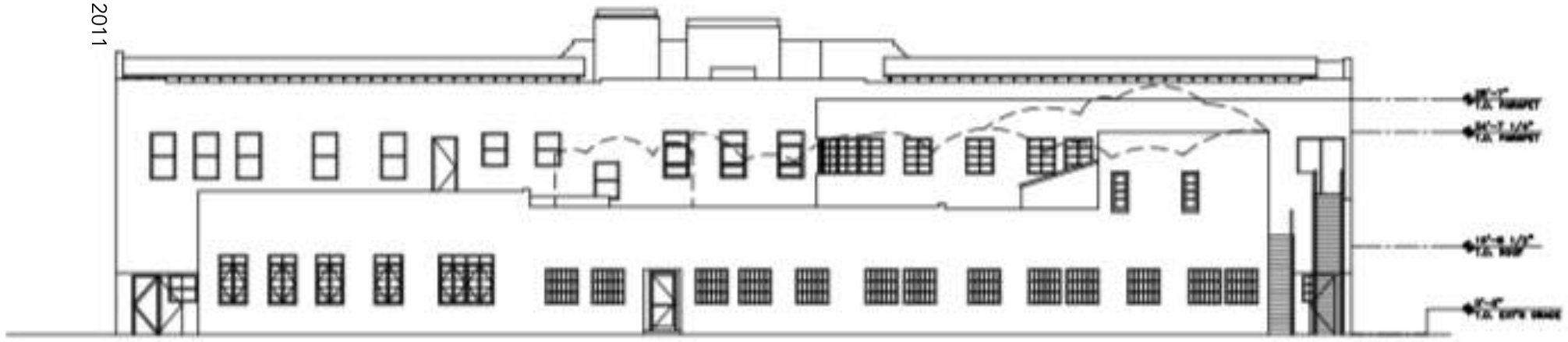
The tripartite composition and the materials of the front facade are especially well integrated into the architecture. They bring both the Tropics through the playful tile design at the parapet, and the industrial aesthetic with the illuminated glass block banding - into the design.

DECO DELIGHTS by BARBARA CAPITMAN WITH PHOTOGRAPHS BY STEVEN BROOKE 1988 AFTER RESTORATION BY MICKY WOLFSON.

REAR ELEVATIONS HISTORIC PHOTOGRAPHS (12)



2 AS-BUILT SOUTH ELEVATION



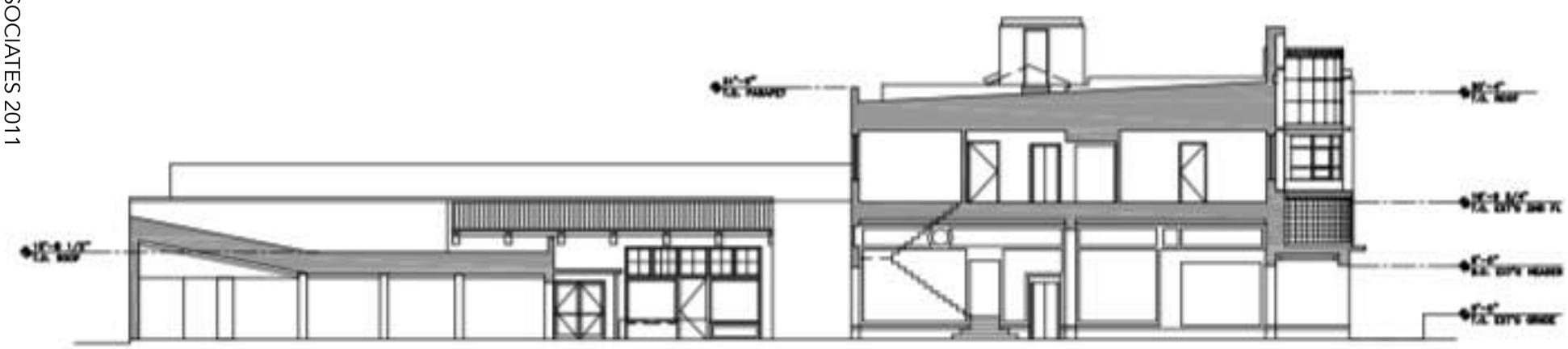
1 AS-BUILT NORTH ELEVATION

SHULMAN + ASSOCIATES S+A

THE STERLING BUILDING
#21 LINCOLN ROAD
MIAMI BEACH, FL 33139

AB-2.01

2 AS BUILT- SECTION



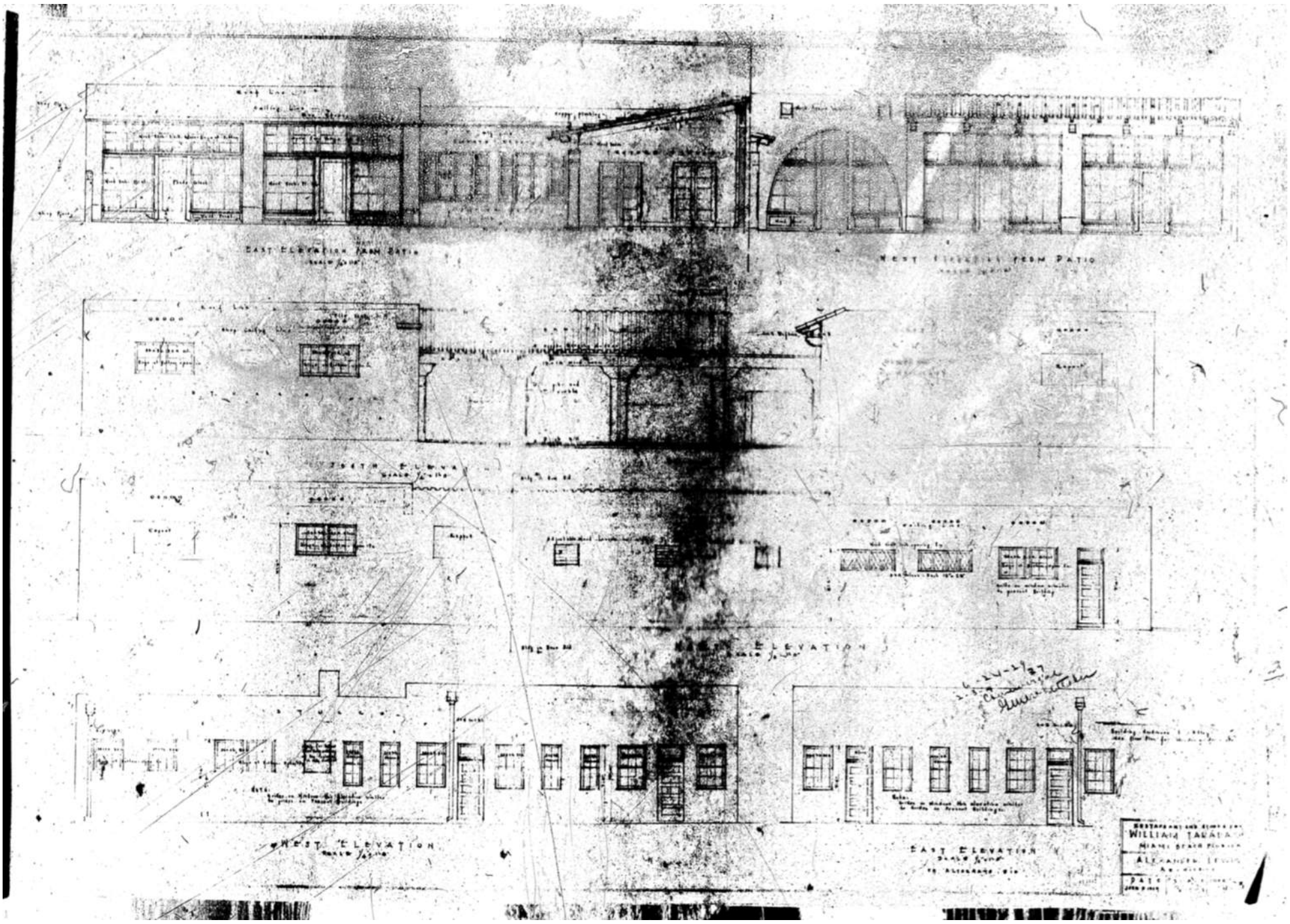
1 AS BUILT- SECTION

THE STERLING BUILDING
511 LINCOLN ROAD
MIAMI BEACH, FL 33139
HISTORIC PRESERVATION BOARD SUBMISSION
04.19.2011

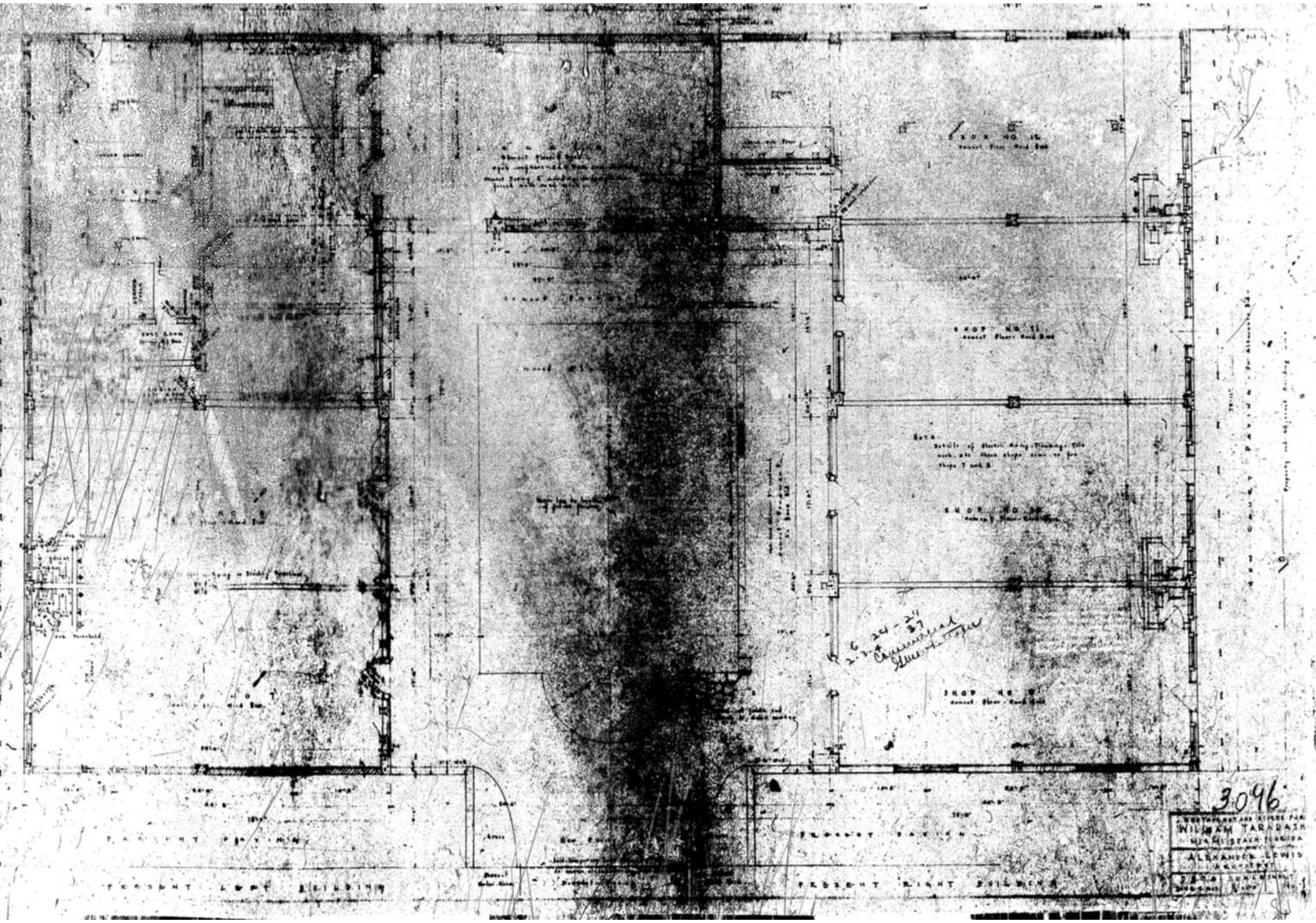
AB-3.01

SHULMAN + ASSOCIATES S+A

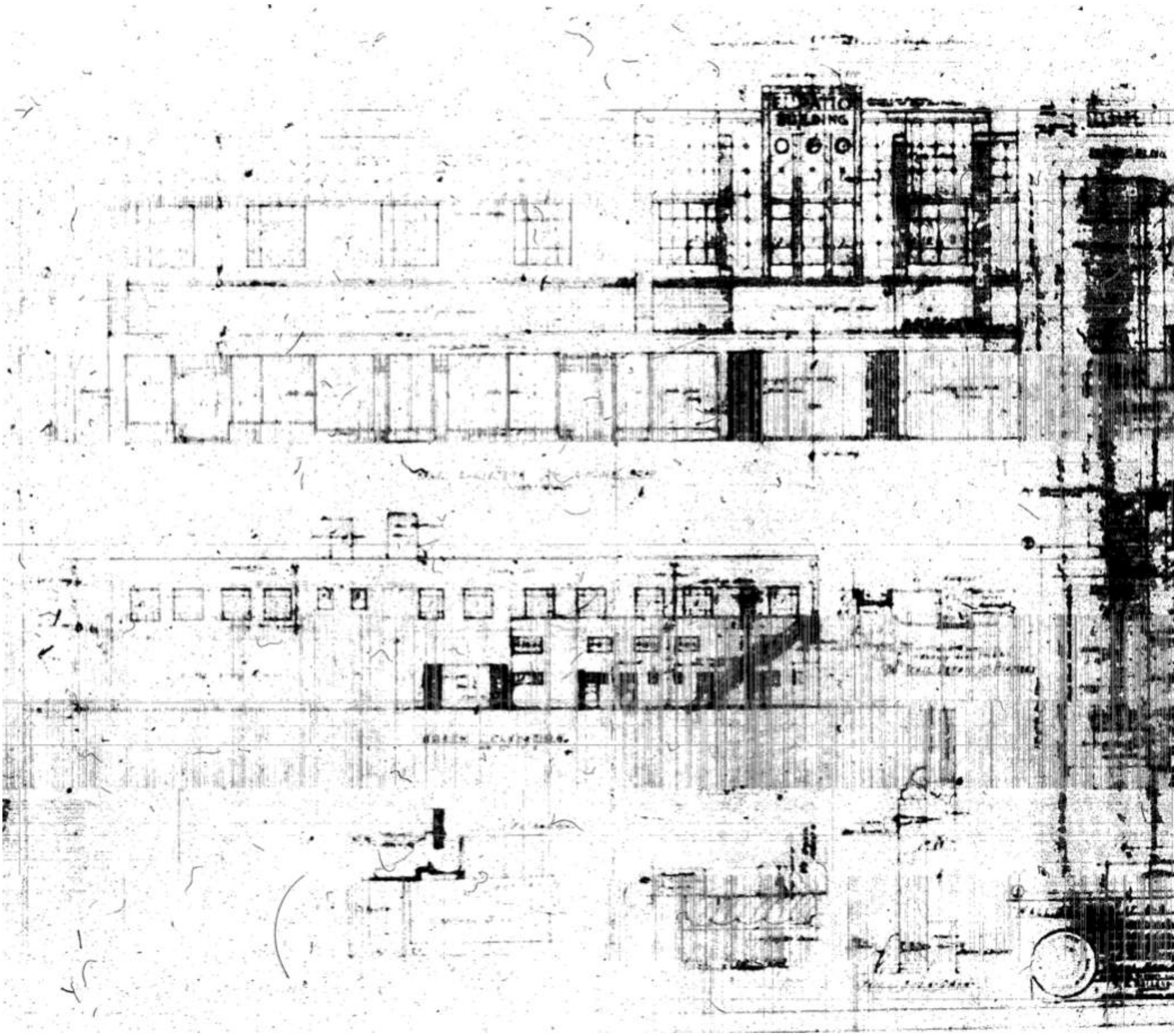
CMB MICROFILM



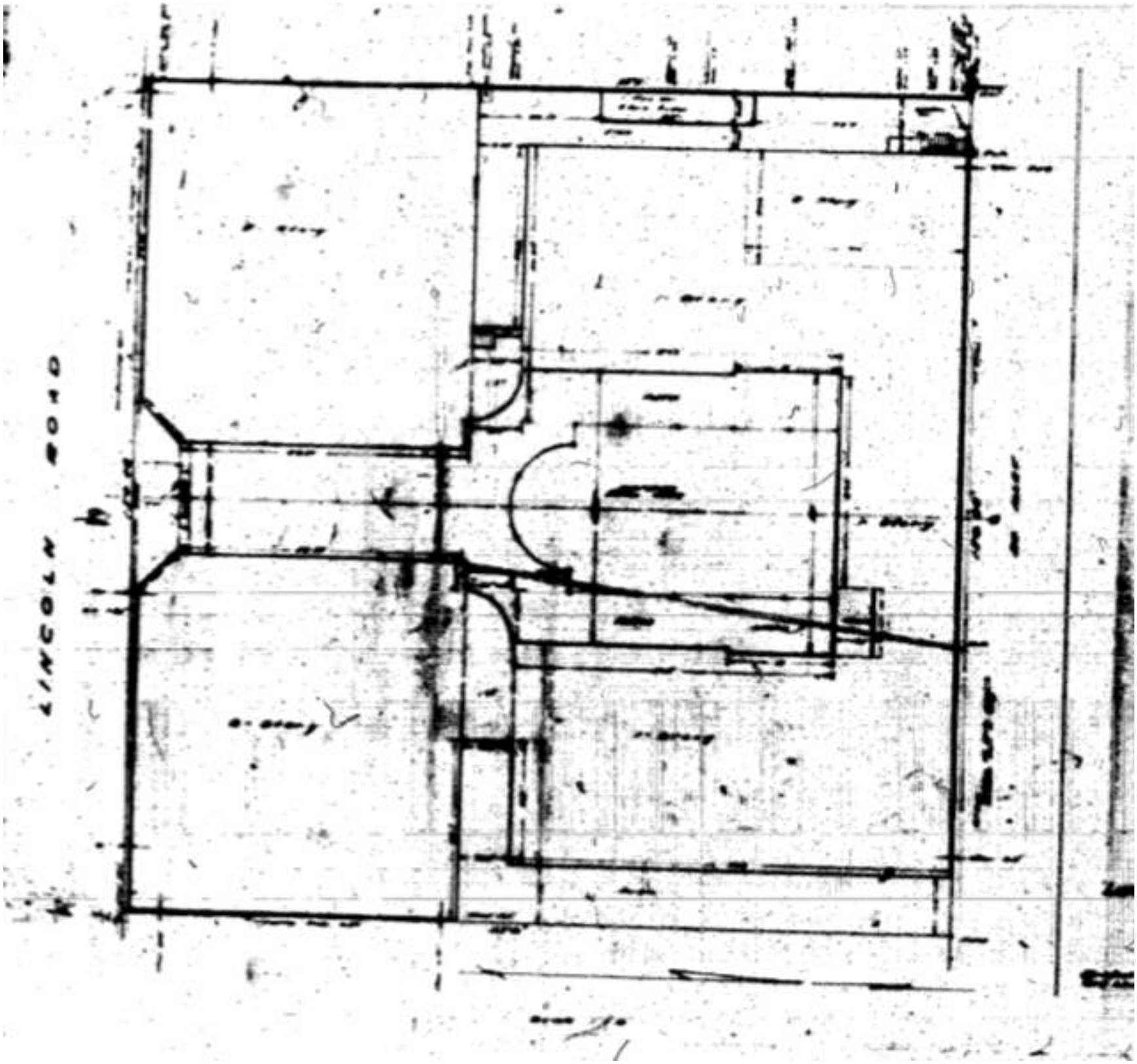
1928 ARCHITECTURAL ELEVATIONS BY ALEXANDER LEWIS ARCHITECT for REAR PATIO BUILDING (17)



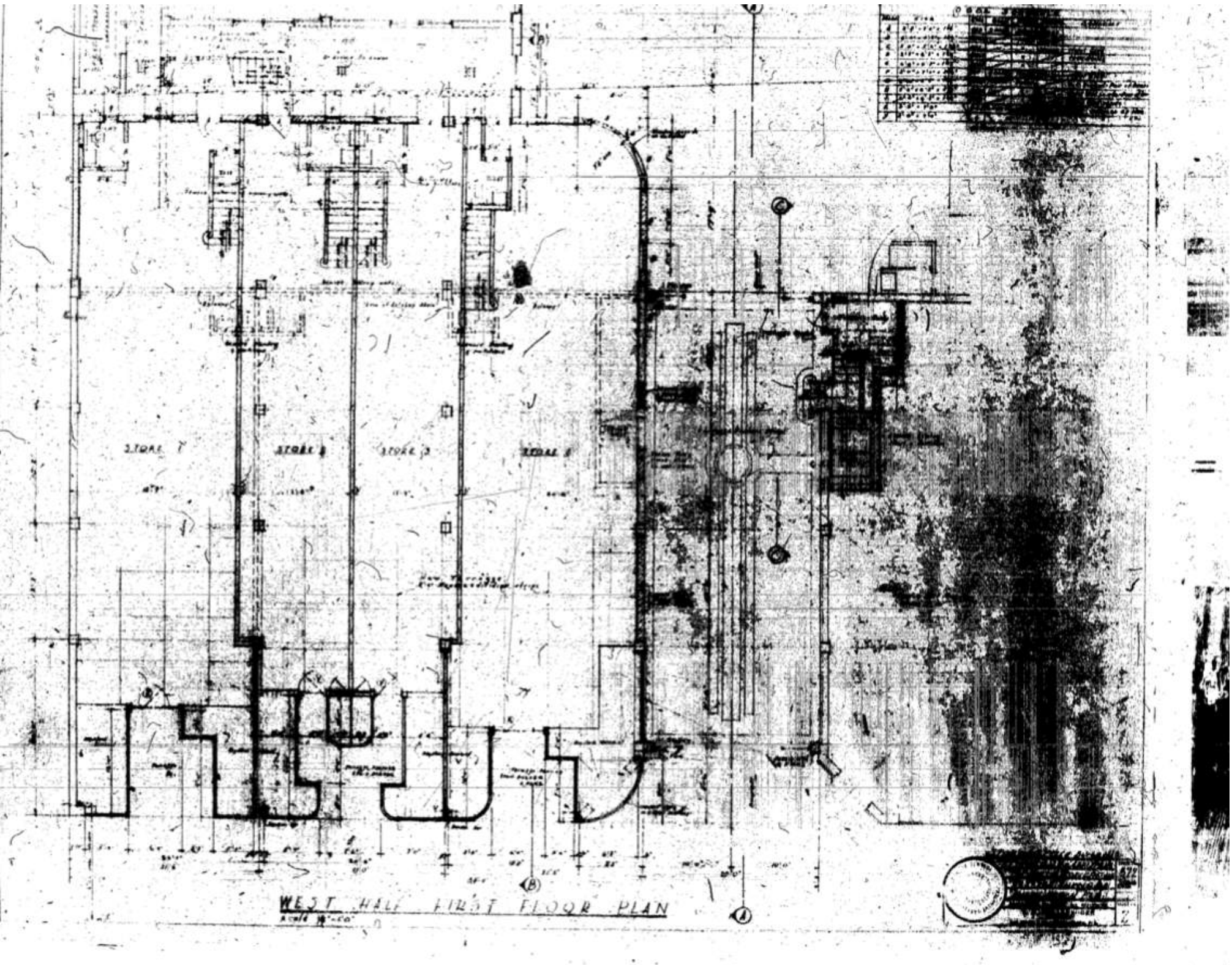
1928 ARCHITECTURAL PLAN BY ALEXANDER LEWIS ARCHITECT for REAR PATIO BUILDING (17)



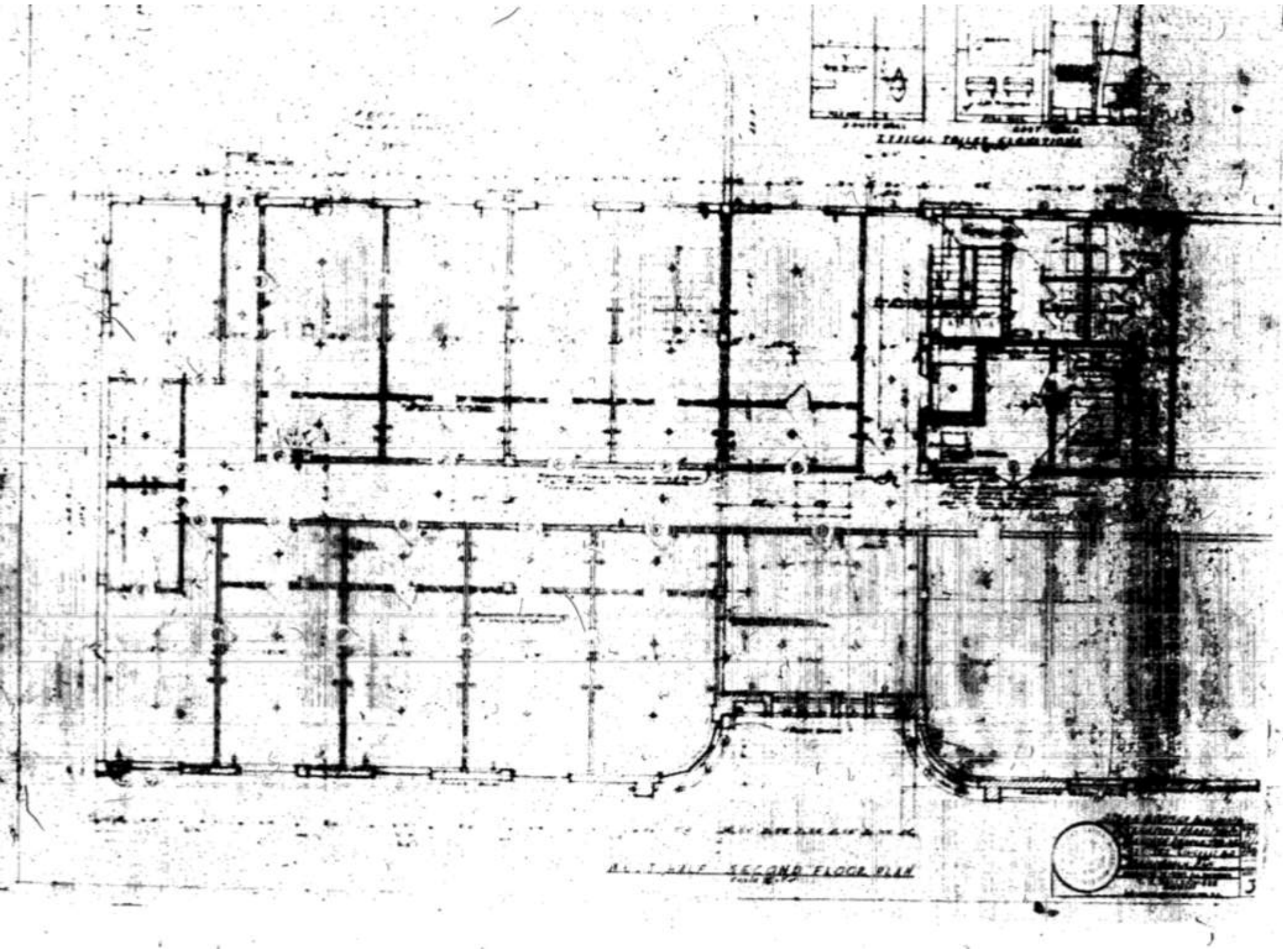
1941 ARCHITECTURAL ELEVATIONS BY VICTOR H. NELLENBOGEN ARCHITECT for THE STERLING BUILDING.
HOWVER THIS FRONT ELEVATION READS 'EL PATIO BUILDING.' (17)



1941 ARCHITECTURAL PLAN FOR PROPERTY BY VICTOR H. NELLENBOGEN ARCHITECT for THE STERLING BUILDING. (17)



1941 RENOVATION PLANS BY VICTOR H. NELLENBOGEN ARCHITECT
WEST FIRST FLOOR PLAN.



1941 RENOVATION PLANS BY VICTOR H. NELLENBOGEN ARCHITECT
WEST SECOND FLOOR PLAN.

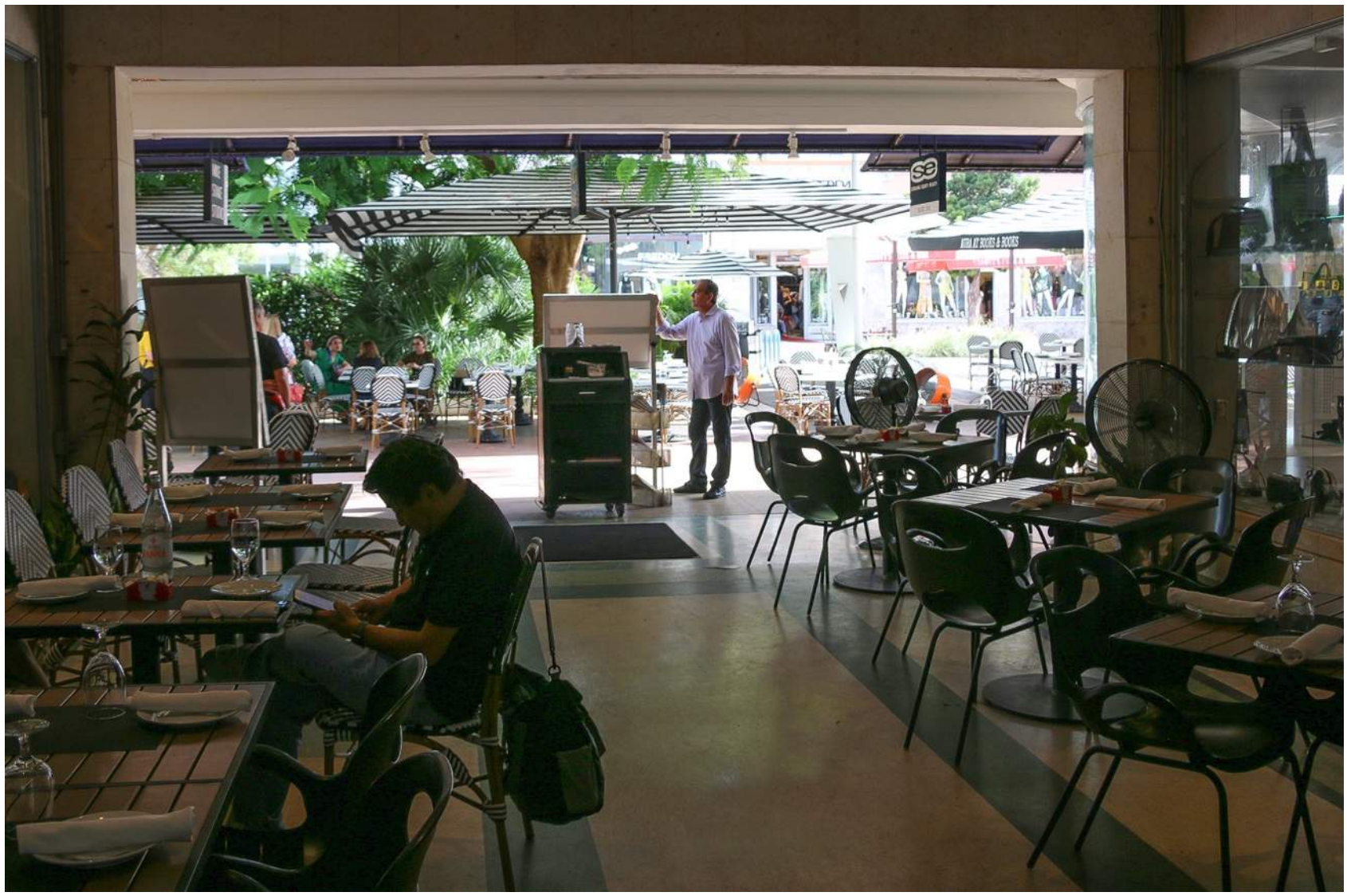
VIEW LOOKING EASTWARD AT THE STERLING BUILDING (15)

DETAIL VIEW LOOKING EASTWARD AT THE STERLING BUILDING (15)

VIEW LOOKING AT CENTER VERTICAL FACADE AT THE STERLING BUILDING (15)

ARCHITECTURAL DETAILS

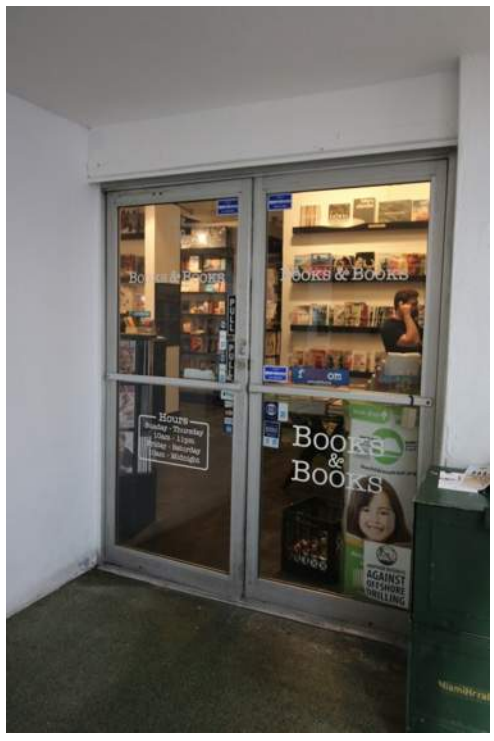
TOP LEFT: DETAIL AT CORNER ROOFTOP (15)
TOP RIGHT: WAVE DETAIL ABOVE GLASS BLOCK. (15)
LOWER LEFT: CURVING GLASS STOREFRONTS (15)
LOWER RIGHT: INLAID TERRAZZO ENTRANCE (15)



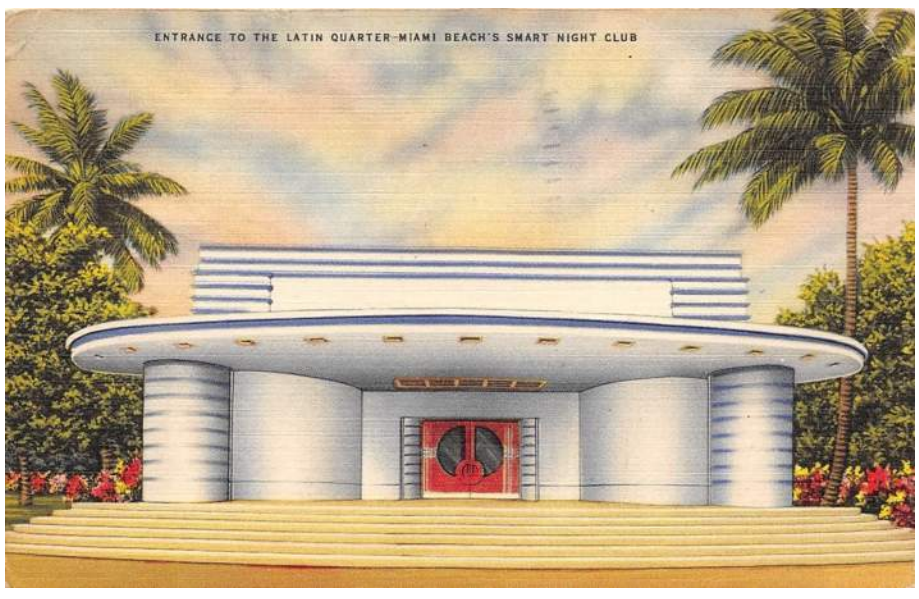
ABOVE; VIEW LOOKING NORTHWARD FROM BOOKS & BOOKS RESTAURANT IN THE COURTYARD AT THE STERLING BUILDING (15)

BELOW: VIEW LOOKING AT ENTIRE COURTYARD CONNECTION TO OUTDOOR PATIO. (15)

COURTYARD VIEWS SHOWING REMNANTS OF THE ORIGINAL 1928 MEDITERRANEAN REVIVAL BUILDINGS. (15)



VIEWS OF REAR OF STERLING BUILDING FROM LINCOLN LANE NORTH. (15)



STREAMLINE MODERNE

By the late 1930's the Art Deco style was morphing into the sleeker Streamline Moderne style. Design features such as curving forms, strong horizontal emphasis and signage as a building design element contributed to the expression of speed and technology in architectural and design styles. These were all design gestures which later became a part of the South Florida mid-century modern architectural vocabulary, after the end of the War.

Streamline moderne appeared most often in buildings related to transportation and movement, such as bus and train stations, airport terminals, roadside cafes, and port buildings. It had characteristics common with modern architecture, including a horizontal orientation, rounded corners, the use of glass brick walls or porthole windows, flat roofs, chrome-plated hardware, and horizontal grooves or lines in the walls. They were frequently white or in subdued pastel colors. (14)

The style was the first to incorporate electric light into architectural structure. In the first-class dining room of the SS Normandie, fitted out 1933–35, with twelve tall pillars of Lalique glass, and 38 columns lit from within illuminated the room. The Strand Palace Hotel foyer (1930), preserved from demolition by the Victoria and Albert Museum during 1969, was one of the first uses of internally lit architectural glass, and coincidentally was the first Moderne interior preserved in a museum. (14)

The 1933 World's Fair introduced a new refined design movement to the general public, replacing Deco with sleek forms, a neutral tone palette and metallic accents. New materials were applied to the new designs: "Bakelite" plastic, "Vitrolite" glass, "Formica" laminate as well as technical materials such as polished aluminum, brushed stainless steel and glossy enamel. The Streamline Moderne style found its way into virtually every aspect of Americans' lives, including architecture and interior design. (13)

TOP PHOTO: MOSSEHAUS, BERLIN
TOP MIDDLE PHOTO: DE LA WARE PAVILION,
BRIGHTON, ENGLAND
LOWER MIDDLE PHOTO: NUNNALLY'S CAFETERIA, LINCOLN
ROAD ACROSS FROM THE STERLING BUILDING
LOWER PHOTO: LATIN QUARTER NIGHT CLUB, MIAMI BEACH

ARCHITECTS

ALEXANDER LEWIS ARCHITECT 1928 Original Architect for med revival separate buildings

Alexander Lewis was born in Kentucky in 1899 to Irish and English parents, and received a B.A. in Architecture from the University of Kentucky in 1924. He worked in Miami Beach both before and after World War II. In 1928 he designed the original Mediterranean-style Taradash Building at 919 Lincoln Road that was later remodeled in the Streamline Moderne style and renamed the Sterling Building

REPRESENTATIVE PROJECTS

Malabo Apartment Hotel 3865 Indian Creek Drive	1947
London House at1965 Washington Avenue	1948
633 - 637 Washington Avenue (demolished)	1930
1301 Washington Avenue	1928
227 13th Street	1928
2500-2512 Biscayne Boulevard Miami	1924
Taradash Buildings - Lincoln Road	1928

PRIVATE RESIDENCES:

1509 North View Drive	1937
3606 Flamingo Drive	1935
2940 Flamingo Drive	1936
4929 Pinetree Drive	1937
4875 Pinetree Drive	1941
4539 Pinetree Drive	1951

TOP PHOTO: LONDON HOUSE (15)
MIDDLE PHOTO: PACKARD SHOWROOM AT THE TARADAS BUILDING, LINCOLN ROAD 1928 (11)
LOWER PHOTO: 227 13th STREET

ARCHITECTS

VICTOR H. NELLENBOGEN ARCHITECT

Architect for the 1941 facade renovations

(1888-1959), born in Budapest, immigrated to the U.S. at age two, received a diploma from the Cooper Union in New York City in 1908, and in his early career (1911) designed hotels for the Canadian Pacific Railway. In 1914 he was working as a draftsman for Thomas Lamb in New York. He came to Miami around 1920 to work with Martin L. Hampton and August Geiger, and opened a private practice here in 1928. He took a sketching trip to Spain with Martin Hampton in 1923 to study the architecture (His great-niece still has part of his travel journal.). He is one of Miami Beach's best transitional architects, who designed notable works in both the Mediterranean Revival and Art Deco styles.

REPRESENTATIVE PROJECTS IN MIAMI BEACH:

Sunrise Court 700 Lenox Avenue	1937
Shep Davis Plaza aka Bowman Hotel 220 23rd Street	1929
Primrose Hotel 1120 Collins Avenue	1935
Alamac Hotel 1300 Collins Avenue	
Savoy Plaza 425 Ocean Drive	1935
Rivoli Apts. (Banana Republic) 800 Collins Avenue	1934
Lord Tarleton aka Crown Hotel 4041 Collins Avenue	
Olsen Hotel 7300 Ocean Terrace	
Chelsea Hotel 944 Washington Avenue	
Franklin Hotel 860 Collins Avenue	1934
Sterling Building Renovations	1941

TOP PHOTO: LORD TARLETON aka CROWN HOTEL (11)
MIDDLE PHOTO:SAVOY PLAZA
LOWER PHOTO: SUNRISE COURT (15)

ARCHITECTS

MELVIN GROSSMAN ARCHITECT

Architect for new north addition at Patio.

Melvin Grossman (1914-2003) was born in Illinois and was the nephew of Albert Anis: The 1930 U.S.Census shows him living in Chicago with his grandparents, Herman and Sophia Anis, who came from Hungary; his widowed mother Hannah Anis Grossman; and her brother Albert, who was divorced. The fatherless boy followed his uncle into the field of architecture, and to Miami Beach.

By 1950 they were associate architects. Grossman was also a protege of Morris Lapidus, and became a master of the local Post-war Modern style of architecture which came to be known as "MiMo."

According to MiMo authorities Nash and Robinson, Grossman began as an engineer working for Lapidus and then, after turning down an offer to become partners, struck out on his own to become Lapidus' biggest imitator."

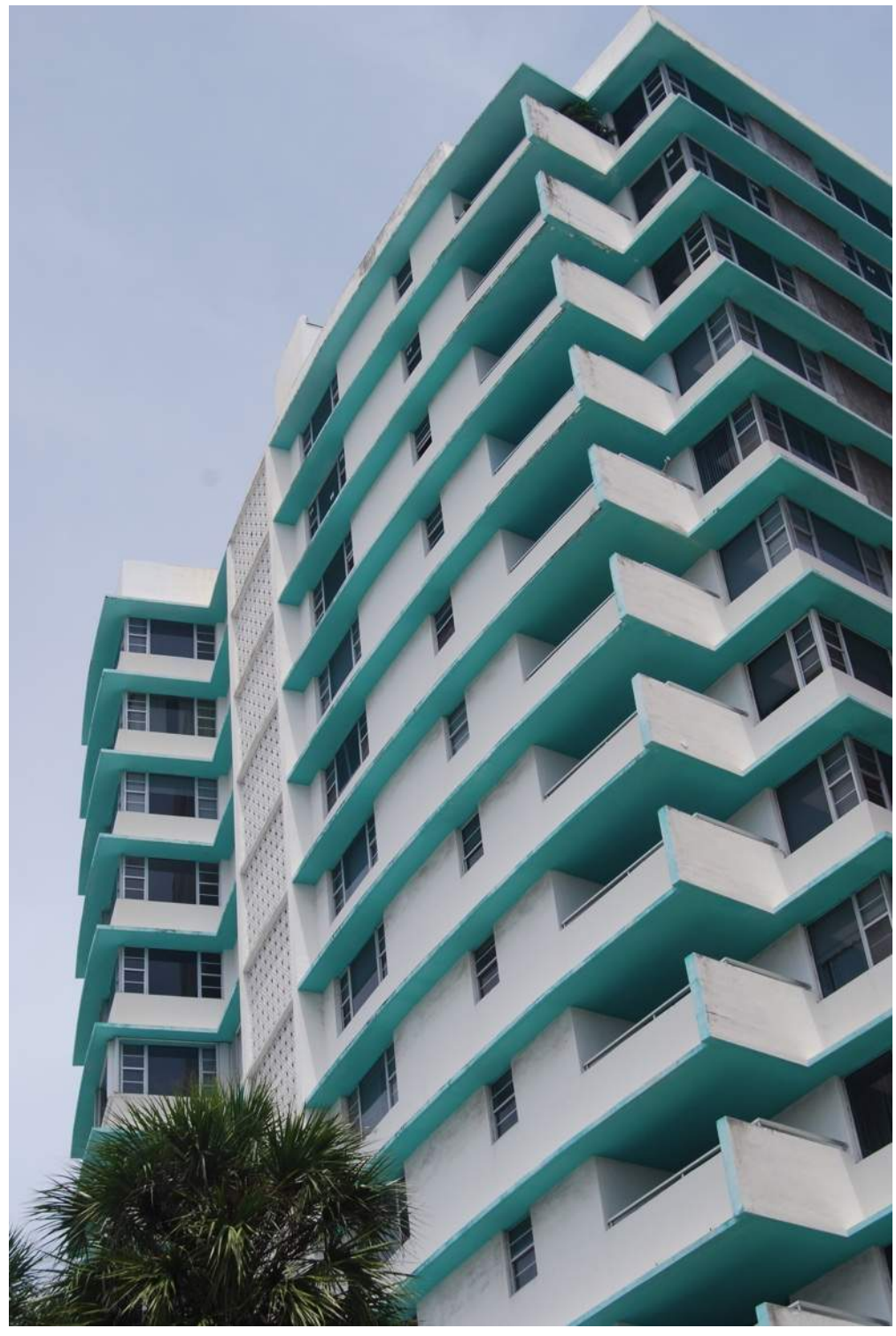
REPRESENTATIVE PROJECTS IN MIAMI BEACH:

Empress Hotel	4333 Collins Avenue	1952
Kaskades Apts.	300 17th Street	1952
Seville Hotel	2901 Collins Avenue	1955
Deauville Hotel	6701 Collins Avenue	1957
Doral Beach Hotel	4833 Collins Avenue	1962
Imperial House	5255 Collins Avenue	1962
DecoPlage Apts.	100 Lincoln Road	1965
Tower 1800	1800 Collins Avenue	1973
Richmond Hotel addition	1757 Collins Avenue	1953
South Seas Hotel addition	1751 Collins Ave.	1953
Caesars Palace	Las Vegas, Nevada	
Acapulco Princess Hotel	Acapulco, Mexico	
Nautilus Hotel	w/ Albert Anis + Morris Lapidus	1950
Biltmore Terrace	w/ Albert Anis + Morris Lapidus (demolished)	1951
DiLido Hotel/One Lincoln Road	w/Morris Lapidus	1953

PHOTO TOP: ONE LINCOLN ROAD (11)

LOWER PHOTO: IMPERIAL HOUSE (15)

Image courtesy of Stan Meade for display on www.DonBoyd.net



NEIGHBORING BUILDINGS

This immediate neighborhood has always been part of the center of activity surrounding Lincoln Road as seen in these historic photographs

TOP PHOTO: NUNNALLY'S CAFETERIA (11)
Located directly across the Road from the Sterling Building this was a popular cafe. In those days cafe seating was not permitted directly on Lincoln Road and instead need be provided behind the property line. Thus this building was recessed in order to provide outdoor cafe space.

MIDDLE PHOTO: COMMUNITY THEATER (11)
Formerly existed one half block west at the NW corner Michigan Avenue & Lincoln Road. This was the city's first movie theater.

LOWER RIGHT: FISHER OFFICE BUILDING - (11)
Still existing one half block to the east at the SE corner Lincoln Road and Jefferson Avenue.

LOWER LEFT: THE MEAD BUILDING (11)
Built in1928 to house Bonwit Teller. The Taradash building can be seen at the extreme left of the photo prior to the 1941 renovations.

Sterling Building 206 #929 ---Russian Bear

USAAFTTC **Owner** TARLASH PROPERTIES **Permit No.** 2553 927 **Cost** $ 35 000

Lot 2, 3, 4 **Block** 37 **Subdivision** COMMERCIAL **Address** 921, 933 to 939 Lincoln Road

General Contractor O. M. BRISTOL 5212 **Bond No.** 923 Dr. Fisher Polkin 919

Architect ALEXANDER LEWIS **Engineer**

Zoning Regulations: **Use** BAA & BA **Area** 19 **Lot Size** 150' x 150'

Building Size: **Front** 128' **Depth** 60' **Height** **Stories**

Certificate of Occupancy No. **Use** STORES ---Six

Type of Construction CBS on Concrete Girders **Foundation** spread - reinforce **Roof** **Date** June 27,1928

PLUMBING Contractor J. B. Forbes 38 Fixtures **Sewer Connection** 2 **Date** June 29,1938

Temporary Water Closet 1

#37

Water Closets
Lavatories
Bath Tubs
Showers
Urinals
Sinks
Dish Washing Machine
Laundry Trays
Laundry Washing Machines
Drinking Fountains
Floor Drains
Grease Traps
Safe Wastes
AIR CONDITIONING Contractor
SEPTIC TANK Contractor
OIL BURNER Contractor
SPRINKLER Contractor

Swimming Pool Traps
Steam or Hot Water Boilers
ROUGH APPROVAL
FINAL APPROVAL

Down Spouts
Wells

GAS Contractor **Date**
Gas Ranges
Gas Water Heaters
Gas Space Heaters
Gas Refrigerators
Gas Steam Tables
Gas Broilers
Gas Frylators
Gas Pressing Machine
Gas Vents for Stove

GAS Rough APPROVAL
GAS FINAL APPROVAL

ELECTRICAL Contractor J. F. Ambrose **Date** Nov. 25, 1928

OUTLETS Switches, Lights 10, Receptacles

HEATERS Water, Space

FIXTURES 200 ---------- **Electrical Contractor** Brill Electric Co. **Date** Nov. 16, 1928

Ranges
Irons
Refrigerators
Fans
Motors
Appliances

Temporary Service
Neon Transformers
Sign Outlets
Meter Change
Centers of Distributions
Service
Violations

FINAL APPROVAL
By
Date

ALTERATIONS OR REPAIRS

934 #37613 J & W Plumbing: one safe waste drain, 1 water to A. C. Unit November 30, 1955
927 Lin. #37729 Service Plumbing: one gas booster Jan. 13, 1956 OK Rothman 1/13/56
927 Lin. #37910 Economy Plumbing: 4 water closets, 17 lavatories, 1 urinal March 16, 1956 OK,
927 Lin 38121 Service Plumbing: 1 gas water heaters Gas - ok L.R. 11/20/56 June 4, 1956 Cox 6/7/56
927 Lin. 38146 Beach Plumbing Co: one gas plate June 8, 1956

927 Lincoln Rd- roof repairs-$325-1-15-74

927 Lincoln Rd- suite 104-paneling and lowered ceiling-$1500-1-21-74

927 Lincoln Rd-Public halls-panel and lower ceilings-$3500-2-7-74

Building Permit 88304-Owner-Partitions and panel-$4500-6-20-73 (927 & 934)

#2770-Allgair Mechanical A.C.- replacing existing towers-$3300-10-24-73

#51020-Economy Plumbers- replace existing lavatory-5-8-74

927 Lincoln Rd-Panel and lower ceiling in Suite 203-$800-6-19-74
927 Lincoln Rd-Panel and lower ceiling in Suite #223-$2000-6-19-74

Electrical Permits:

#13943 McLemore - one appliance, 2 motors - Russian Bear Nov. 29, 1939
#14096 Griffin Electric Co: 4 switch outlets, 11 light outlets, 1 receptacle, 10 fixtures ------ Dec. 12, 1939
#14338 Alfred Kiburz: 1 neon transformer - Russian Bear ------- Jan. 9, 1940
#15418 Griffin Electric Co: 3 refrigerators, 1 center of distribution, Aug. 12, 1940
#16462 Griffin Electric Co: 7 switch outlets, 25 light outlets, 8 receptacles, 25 fixtures, Final OK 3/12/1941 1 center of distribution --------- Dec. 10, 1940
#16595 Griffin Electric Co: 1 temporary service for Feikin Galleries --------- Dec. 6, 1940
#16997 Ace Electric Co: FINal 2 motors, 3 centers of distribution ------- Mar. 27, 1941
INKAM 3/25th
#18840 Tropical Electric: 62 fixtures Oct. 6, 1942
#17525 Gross: 25 switch outlets, 40 light outlets, 75 receptacles, 40 fixtures, 4 sign outlets, 10 centers of distributions ---------- Aug. 25, 1941
#17722 Claude Neon Sign Co: 7 neon transformers -------- Oct. 7, 1941
#17966 Gross Electric Co. one temporary service Nov. 12, 1941
#18387 Morgan Neon Company: one neon transformer Feb. 14, 1942
#18462 Griffin & Bauer: 82 switch outlets, 105 light outlets, 61 receptacles, 140 fixtures, Final OK 4/27th ROI 1 refrigerator outlet, 1 appliance outlet, 8 motors, 2 sign outlets, 25 centers of distributions Apr. 20, 1942
#18802 Tropical Electric Co: 3 light outlets, 1 receptacle Sept 1, 1942
2 strip heaters, 3000W - 2 centers of distribution Jan. 1, 1942

Building Permits:

#927 Lincoln	#25106	Painting inside Rose Painting Company	$ 400:	Aug. 6, 1947
#929 Lincoln	#25433	Ceiling work & close-up outside openings - Essen Const. Co	$ 2,500:	Sept.25 1947
#929 Lincoln	#25683	Air Conditioning - A. Oholer, engineer: Stuart Cooling Corp, contractor	$ 4,000:	Oct. 20,1947
# Manley's	#25880	Flat Wall Sign ------Claude Neon Sign Company	$ 150:	Nov. 1, 1947
#929 Lincoln	#26149	Re Roofing by Giffen Industries	$ 400:	Nov.21, 1947
#925 Lincoln	#26605	Air Conditioning - Gibbs Engineering Company, contractor M. M. Ungaro, architect	$ 1,900:	Jan. 26,1948
#927 Lincoln	#28497	Re Roofing - Giffen Roofing Company	$ 1,034:	Oct. 18,1948
#933 Lincoln	#31619	Store Fixtures Herman Popkin, contractor	$ 2,000:	Dec. 2, 1949
#927 Lincoln	#33053	One Air Conditioning Unit - 8 tons James M. Owens, engineer City Plumbing Co., contractor	$ 3,000:	July 13,1950
#925 Lincoln	#34029	Flat wall sign Van Dyke Sign Company	$ 100:	Nov. 6, 1950
#927 Lincoln	#37454	Remodeling restaurant - Approved by City Council Nov. 7, 1951 for erection of awning by others, new rear door, paving in patio, oyster bar, etc. - by owner	$ 2,000:	Nov. 16,1951
#927 Lincoln	#37515	Awning in patio - Thomas Venetian Blind Company	$ 3,890	Nov. 21,1951
#929 Lincoln	#37823	Flat wall neon sign reading "THE PAVILLON RESTAURANT" Claude Southern Corp, contrac.	$ 600:	Jan. 10,1952
#927 Lincoln	#40205	Re Roofing Giffen Industries, Inc.	$ 466 :	Nov. 24,1952
#927 Lincoln	#40970	Air Conditioning - 40 tons Cooling Tower & Steel base: Consolidated Refrigeration & Air Conditioning Co:	$ 2,000:	Mar. 20,1953
#925 Lincoln	#41830	Install one - 7½ ton A. C. Unit Biscayne Air Cond. Co.	$ 2,200:	June 15,1953
#923 Lincoln	#41867	Lower Ceiling 18" for Air Cond. Ducts: J. Woodruff, cont.	$ 300:	June 18,1953
#927 Lincoln	#43685	Painting exterior Anton Rhuby	$ 475:	Jan. 4,1954
	#44511	Re-Paint Existing Flat Wall Sign -Electro Neon Sign Co:	$ 75:	May 5, 1954
	#45930	Remove bulkhead and lower one foot on window - J. C. Woodruff	500:	Sept.27,1954
#927 Lincoln	#47492	New Wood Partitions Maurice Collegeman, contractor	$ 800:	May 13, 1955
#927 Lincoln	#48676	Install 1 - 5 ton A. C. Unit - Consolidated Refrigeration Co OK, Flagg 11/17/1955	$ 1500:	Sept.27,1955
#939 Lincoln	#48874	by owner Partition - plastered for booths	$ 800:	Oct.14, 1955
#925 Lincoln	#48983	Install one - 15 ton condenser and one - 15 ton Cooling Tower - Biscayne Air Conditioning Co: OK, Flagg 11/17/55	$ 2,000:	Oct.26, 1955
#937 Lincoln	#49113	by day labor: Shelving OK, Flagg 11/17/1955	$ 300:	Nov. 4,1955
#937 Lincoln	#49178	Install one - 5 ton A. C. Unit/ - Beach York Corp:	$ 1,500:	Nov.14,1955
#931 Lincoln	#49253	One flat wall sign, 38 square feet Acolite Neon Sign Co:	$ 400:	Nov.21,1955
925 Lincoln	#49299	One Flat wall sign 20 square feet Tropicalites Sign Co.	$ 200:	Nov.28, 1955
927 Lincoln	#49819	ADDITION OF OFFICE SPACE 40' x 50' x 12' and REMODELING -----M. Grossman, architect: B. D. Freeman, engineer: ROBERT L. TURCHIN, contractor ---spread footing	$ 20,000	Feb. 20,1956
937 Lincoln	# 49961	Acolite Neon Sign Co: Flat Wall Sign	$ 225:	Mar. 16,1956

927 Lincoln Rd-#02573-exterior and interior painting-$400-2-22-73

939 Lincoln Rd-#03099-Owner-Remove partitions-$500-5-10-73

Plumbing Permits:

#927	#36714	Leo Hohauser	one soda fountain	January 3, 1955
#927	#37066	Buck Plumbing Company	2 lavatories, 1 sink, 1 developing tank, 2 dental chairs OK, Hoffman 5/2/1955	May 20, 1955

Building Permits:

	#2901	Two Roofs over Hallway
	#3096	Restaurant & Stores (O'Neill & Orr Construction CBS -----Alexander Lewis, architect.
#929	#9109	Remodeling -----Berry & Son, Inc. contractor
	#9133	Pole Sign -----El Patio Restaurant
	#9729	Remodeling -----Berry & Son, contractor
	#9898	General Repairs:Berry & Son, contractor
	#10643	Painting: by owner, day labor
	#10766	Awning: Dade Awning Company
	#12588	Alterations: Pollack Construction Company, cont V. H. Nellenbogen, architect:
	#14744	Remodeling Store into TWO STORES - John C. Gaff Piekin Galleries --------
	#13149	ADDITION of shutter shed in rear - Pollack Const
—	#13228	One Awning Tent for Russian Bear: Tropical Awn
	#13414	ONE SIGN, 30 square feet for Russian Bear - Kibu
	#13607	ONE SIGN, for Russian Bear - 17' x 9'6 Kibu
	#16969	Interior Remodeling for Army - Lester Preu, cont
	#16700	ONE SIGN, - Morgan Neon Sign Company
	#16701	ONE SIGN, - Morgan Neon Sign Company
	#16744	ONE SIGN, - American Sign Company - Russian Bear
[redacted]	#15788	REMODELING, ETC. - New stairs, new concrete area new front on buildings, survey shows present bui NEW ADDITION, ground floor, west stores: new el east two offices to be made into two suites: En shaft (each stairs to be at least 44 inches wide V. H. NELLENBOGEN, architect: RICHARD A. BELSHA
	#16607	One Otis Elevator - (passenger 1,500 pounds)
	#16597	One neon sign - Alfred Kiburz, contractor
1921	#17713	Moving partitions from one store to another - No
1925	#18654	Blocking up plate glass window - changing partit
1923-35	#18917	Painting interior H. Nicholson, painter
1919	#19466	Renovation of interior of store - General Buildi
	#19475	Awning - Miami Beach Awning Company

BUILDING CARD

BUILDING PERMITS

927 Lincoln Rd. #50356 Consolidated Refrigeration: Install one - 15 ton A. C. Unit $ 4 500 May 9, 1956
927 Lincoln Rd. 50777 Electro Neon Sign Co: Flat wall sign $ 200.00 June 18, 1956
939 Lincoln Rd. 51508 Remodeling front entrance.....Albert Hallquist, cont. $ 1 000. Sept. 12, 1956

921 Linc. #53070 C.E. Morgan: 1-3 ton window air conditioner-$900-4/19/57 OK 6/18/57 Plaag

921 Linc. #53180 Adolph B. Rode: Repainting neon sign - $40.00- May 3, 1957
923 Linc. #54607 Conditioned A. C: Install 1 - 5 ton air conditioner- $1000- 10/3/57 OK 6/2/58 Plaag
933 Linc.#60250 Owner(Trousseau Shop)Painting interior (claims adequate insurance)$164,10/9/59
933 Linc #60529 Claude Neon Corp: Flat wall neon sign- 36 sq.ft- $400 - Nov. 6, 1959
919 Linc #61157 Owner: Asphalt tile floor - $150 - Feb. 3, 1960
935 Linc #63632 Rhuby Painting: Exterior painting of building - $625 - Nov. 16, 1960
927 Linc #63965 Nystrand Lloyd Corp.: Misc. roof repairs & duct work insulation - $685. - Dec.23,1960
925 Linc. #73353 Lenz F. Kreger Const. Co.: Alterations to create Reading Rm.; no structural work - $5,000 - 1/7/65 OK Saperstein 1/25/65
941 Linc. #78177 Hoch Air Cond. & Refrig.: Install 1 - used 3-ton a.c. unit, replacing previous unit - $900 - 4/26/67
925 Linc. #78436 McDonald Air Conditioning, Inc.: Install 1 - 7½ ton Cooling Tower - $750 - 6/19/67 OK Plaag 5/12/67 OK SHERRY 3/25/68

PLUMBING PERMITS:
~~Electrical Permits:~~

Electric 71008-Ocean Electric- repairs and alterations-11-30-73

ELECTRICAL PERMITS

#41876 Electro Neon Sign Co: 1 neon transformer May 5, 1954
#42726 Lyon Electric Company: 1 service-equipment OK, Rosser 6/18/54 Aug. 13, 1954
#42853 Hart Electric Company: 1 violation OK, Rosser 9/20/1954 Aug. 26, 1954
#43770 Lyon Electric Company: 6 light outlets, 6 fixtures, 2 appliance outlets, 3 centers of distribution, 1 service-equipment, 3 motors Jan. 5, 1955
OK, Rosser 2/13/1956
#44535 Emmanuel Electric Company: 7 receptacles, 3 light outlets, 3 fixtures May 19, 1955
OK, Rosser 6/29/1955

#45808 Kammer and Wood: 1 center of distribution, 1 meter change, 2 motors, 0-1hp, 1 motor, 2-5hp
OK, Pleas 10/3/1955 Oct. 3, 1955

#45846 Astor Electric Service: 2 switch outlets, 2 receptacles, 30 light outlets, 53 fixtures
OK, Fidler 12/19/1955 Oct. 7, 1955

#45968 B & W Electric: 8 receptacles, 13 light outlets, 13 fixtures, 1 service, 1 sign outlet, 6 motors, 1 motor, 2-5hp Oct. 19, 1955
OK, Rosser 2/16/56
#46192 Acolite Neon Sign Co: one neon transformer Nov. 21, 1955
#46353 Lowry Electric Co: 2 switch outlets, 6 receptalces, 10 light outlets, 10 fixtures, 2 centers of distribution, 1 service December 12, 1955 OK, Fidler 12/12/55

#46878 Astor Electric Service, Inc: PARTIAL ----------- February 29, 1956
47001 Acolte Neon Sign Co: one neon transformer March 20, 1956
927 47653 Astor Electric Service: 20 switch outlets, 59 receptacles, 30 light outlets, 33 fixtures, 1 water heater outlet, 1 center of distribution, 2 motors, 1 motor, 11-25hp June 4, 1956
OK, Fidler 6/18/1956
47752 Electro Neon Sign Company: one neon transformer June 18, 1956
933 Linc. Rd. #49126 Astor Electric: 1 Light Outlet, 1 Fixture-12/7/56 OK 3/25/57 Fidler
927 Linc. Rd. #49609 Astor Elec: 2 Receptacles, 1 Fixture - March 27, 1957 OK 3/28/57 Fidler
921 Linc. Rd. #49688 Astor Elec: 1 2-5 HP Motor, April 12, 1957 OK 6/18/57 Pleas
929 Linc. #50069 Gulf Elec: 3 Motors: 3 motors(1HP)- June 11, 1957 OK 7/1/57 Fidler
927 Linc. #50856 Astor Elec: 15 switch outlets, 30 receptacles, 20 light outlets, 20 fixtures, 1 center of distribution - September 13, 1957
923 Linc. #51009 Astor Elec: 1 Center of Distrib, 1 Motor(1HP), 1 Motor(2-5HP)-10/10/57
921 Linc. #53484 Astor Elec: 2 Auto Transformers - April 6, 1959 OK 4/27/59 Fidler
927 Linc. #53485 Astor Elec: 6 Auto Transformers - April 6, 1959 OK 4/27/59 Fidler
933 Linc #54436 Claude Neon: 2 Neon Transformers - Nov. 6, 1959

927 Linc.: #60090 C.J.Kay Elec: 3 receptacles, 2 fixtures-8/26/63
925 Linc.: #61887 Bennett Elec. Co.: 4 switch outlets; 5 light outlets; 10 receptacles; 10 fixtures - 1/11/65 (Chr.Sci.Ch.)
OK Scarborough 2/12/65
~~9xxxxxxxx#2~~
927 Linc. Jonesey Elect. 6 receptacles, 2 fixtures, 7/17/69 (#67180

ALTERATIONS OR REPAIRS

Building Permits:

#04242-Owner-Suite #217-Panelling-$1500-10-9-73

"05460-Owner-Panel and lower ceilings-Suite 204-$900-4-29-74

6/1/81 - #M05238 - Carrier Corp. - Replace existing cooling tower with new identical - $29.00

#20810 9/1/81 Gordon Roofing - install 185 sq builtup roof $20,000.

#20845 9/8/81 owner - testing of solor collector panels $500.

#22473 7/12/82 owner luminus ceiling repair of drywall painting interior $2,000.

#22711--Tropical Glass & Const.--New storefront--$1,200.00--9/2/82

#22828 9/28/82 Nathan Finkelstein Trustee paint interior tile floor $400.

#91221 4/5/84 Construction Resources of America - drywall partitions (private school, occupational license attached $2,000.

#25691 8/1/84 Lumilite Ceilings, no recessed fixtures oraly ducts, 1 hr fire rated acoustil ceiling to store room approz 200 sq ft $200.

#91363 8/30/84 R.G. Campoamor interior alteration (connecting 2 exist store) $4,500.

ZBA MTG. OF 9/23/85 - FILE #1707: "The placing of these requests on the Agenda is contingent upon the applicant obtaining a conditional use approval from the City Commission."
Applicant requests the following variances in order to convert an existing office area on the 2nd floor of the subject property into a private club: 1) Applicant wishes to waive 159' of the minimum required 300' separation between a place that dispenses alcoholic beverage and a place of worship. The propsed private club is located 141' from the King Solomon Temp 2) Applicant requests the waiving of 6 of the required 17 off-street parking spaces. (This proposed project is entitled to a credit of 11 parking spaces for the 4,370 sq. ft. of area previously used as offices.)
APPROVED - Subject to the conditions as recommended by the Planning Director and the Director of Public Works.
SEE FINAL ORDER.

#27552 10/18/85 E.W. Charles Const - non bearing partitions only 2nd fl west end interior demolition "only" $15,000.

#91689 12/17/85 E.W. Charles Const - Renovations and remodeling as per plans fora private club city comm 605-85 variance 1707 $300,000.

#MO7869 1/29/86 Allgair Mech - 10 kw air cond wind, 8 ton air cond central duct work only value $1,000. relocate & replace
#MO7950 3/7/86 Allgair Mechanical 25 kw central heat, 25 ton air cond central (install 25 ton package unit on roof by sheet metal contractor. foundation by gen cont)

#28133 3/17/86 Awnings Int'l awning & cover flame ret class A as per plans $9,400.

#MO7972 3/21/86 Kitchen Vent Spec - 2 mech ventilation, 1 range hood (install range hood, fans & ducts)
#MO8148 5/30/86 T.E.S. Ind - duct work only $10,500. pursuent to approv by Inspect in field

#91845 8/5/86 E.W. Charles clean, paint, install new a/c's , upgrade electrical and make suitable for rental $40,000.

#29286 10/10/86 Melweb Signs install neon tubing not visible from outside $2,000

Plumbing Permits:

927 Lincoln Rd-#57264-G G Plumbing-repair repipe roof drainage-5-18-79

PLUMBING PERMITS 1986

#62415 1/7/86 Righ Way Plumb - 1 rgh, 1 set dishwasher, 1 rgh, 1 set disposal, 6 rgh, 6 set floor drain, 5 rgh 5 set lavatory, 2 rgh, 2 set sink pot/3 comp, 2 rgh, 2 set hand bar sin, 1 rgh, 1 set sink slop, 2 rgh 2 set urinal, 5 rgh, 5 set water closet, 1 heater new installation, 3 ice maker & water dispens., 1 sewer connections, 1 utility water, 1 grease septic tank. 1 meter gas piping 4 appliance

#62559 4/7/86 Harold G. Jaffer Inc - 2" - 1 discharge well

Electrical Permits:

#75055-Tri Star Electric- 1 special purpose,-10-10-78

#79626 - 8/7/84 - DeArmas Elec. - 925 Lincoln Rd. General Repairs $10.00

#80823 2/6/86 Ocean Elec - 400amp service size, supplement permit will floower

#81148 6/23/86 Ocean Elec - repairs

#81149 6/23/86 Ocean Elec - repairs

#81150 6/23/86 Ocean Elec - repairs

#81151 6/23/86 Ocean Elec - repairs

#81186 7/7/86 Ocean Elec - FIRE ALARM - pullst bell, smoke det, heat det

#81476 10/13/86 Melweb Signs 150 pcs sign tubes, 20 sign transformers, 2 sign time clock

	#11524	Acme Plumbing Company:	one dental chair (Dr. Percival)	Nov. 12, 1938
	#11529	Acme Plumbing Company:	two fixtures (Mrs. Mack)	Nov. 16, 1938
	#12131	Markowitz & Resnick:	one water closet, 1 lavatory	June 16, 1939
	#15584	Acme Plumbing Company:	9 water closets, 27 lavatories, 1 slop sink, 1 urinal, 1 drinking fountain, -----no gas	July 11, 1941
		Rough OK Bell - 8/11/1941		
	#15707	Acme Plumbing Company:	19 gas heaters, 1 pressing unit	August 11, 1941
	#16146	O. Schweitzer	(Dr. Wattman) 1 bath tub, 1 shower, 1 gas/heater /water	Nov. 5, 1941
	#16833	USAAFTTC:	3 sinks, 8 gas ranges, 1 gas water heater, 1 steamer	Nov. 24, 1942
	#17086	Schweitzer:	1 floor drain - Russian Bear	Aug. 27, 1943
#925	#17638	Stolpmann Plumbing Co:	1 water closet, 1 lavatory	Jul. 10, 1944
#919	#17926	Stolpmann Plumbing Co:	Re-set 2 lavatories	Nov. 30, 1944
	#19256	Schweitzer -	one gas burner OK, Gas O'Neil 2/6/1946	Feb. 4, 1946
#921	#19367	Economy Plumbing Co:	1 sink,	Feb. 25, 1946
#927	#20094	Buck Plumbing Co:	2 water closet, 2 lavatories, 1 urinal, 1 drinking fountain, 2 floor drains	Aug. 23, 1946
#929	#24511	Economy Plumbing:	moving 2 gas outlets	Dec. 2, 1946
#929	#25062	Serota Plumbing Company:	one floor drain, 5 gas ranges	May 7, 1947
#921	#25079	Martin -	one water closet	May 9, 1947
#929	#26114	Serota Plumbing Company:	one gas water heater	Jan. 17, 1948
#927	#29351	Economy Plumbing Company:	1 shower, 1 electric water heater	Feb. 3, 1950
#927	#32891	Service Plumbing Company:	1 sink (3 comp.), 1 gas water heater	Jan. 17, 1952

SEE OVER

Electrical Permits:

	Brill Electric Company:	100 outlets, 3 heaters, 11 fans	July 20, 1929
# 545	American Electric Company:	70 outlets	July 2, 1929
# 702	American Electric Company:	60 fixtures	Sept. 18, 1929
# 1601	Hardy ----30 outlets, 3 special		June 4, 1930
# 8079	LaVigne Electric:	1 neon transformer (Gabrielle)	Jan. 7, 1937
# 8746		eight outlets, 4 receptacles, 1 center of distribution	June 1, 1937
# 9316	Ast Electric Co:	for Packard Motors ----Alterations	Sept. 13, 1937
# 9811	Ast Electric Co:	22 fixtures	Nov. 8, 1937
# 9850	Ast Electric Co:	45 fixtures --OK, Brown - final 11/12th	Nov. 12, 1937
# 10253	E. B. Elliott Company:	two neon transformers	Dec. 22, 1937
# 10410	F. C. Ast:	two sign outlets	Jan. 12, 1938
# 11664	Brill Electric Company:	alterations for Saks, Patio Building	Oct. 31, 1938
# 11541	F. C. Ast Electric Company	two motors	Oct. 15, 1938
# 12685	F. C. Ast Electric Co:	1 meter change, Miami Beach Realty 3rd	Apr. 21, 1939
# 12746	La Vigne Electric Co:	alterations for Lila Mae Shop	May, 9, 1939
# 13131	Griffin Electric Company:	35 switch outlets, 56 light outlets, 44 receptacles 56 fixtures, 3 sign outlets, 4 centers of distributions, August 3, 1939 FINAL -BROWN 11/8th---	

	#19830	USAAFTTC	2 switch outlets, 1 light outlet, 13 receptacles, 1 fixture, 1 appliance outlet ----------	Nov. 28, 1942
	#18932	Tropical Electric:	two receptacles	Nov. 1942
	#18972	Biscayne Electric:	two light outlets -------	Dec. 10, 1942
	#19028	USAAFTTC	two switch outlets, 1 light outlet, 5 receptacles,1 fixture	Dec. 1942
	#19035	USAAFTTC	15 receptacles, 2 centers of distribution	Dec. 27, 1942
	#19149	USAAFTTC	1 meter change (temporary service)	Jan. 18, 1943
	#19221	USAAFTTC	1 appliance outlet --------	Jan. 26, 1943
	#19296	USAAFTTC	8 light outlet, 5 receptacles, 8 fixtures	Feb. 17, 1943
	#19380	USAAFTTC	2 receptacles ----------	Mar. 6, 1943
	#19436	USAAFTTC	8 light outlets, 8 fixtures	Apr. 19, 1943
isher	#19740	Ace Electric:	2 switch outlets, 2 light outlets, 11 receptacles, 2 fixtures, 1 center of distribution	Nov. 1, 1943
#925	#	Lyon Electric Co:	4 switch outlets, 10 light outlets, 15 receptacles	July 10, 1944
#919	#20686	Lyon Electric Co:	14 switch outlets, 33 light outlets, 17 receptacles, 33 fixtures, 1 motor, 1 service equipment	Nov. 16, 1944
	#21347	O. V. Emanuel	4 centers of distribution	Oct. 2, 1945
	#22161	Astor Electric Serv., Inc:	3 switch outlets, 5 light outlets, 1 receptacle, 5 fixtures, 1 X-ray, 1 center of distribution	Feb. 8, 1946
	#22351	Lyon Electric Co:	16 fixtures ----------	Mar. 18, 1946
	#22547	Lyon Electric Co:	2 motors, 15 centers of distribution, 1 service equip	May 14, 1946
929	#22553	Lyon Electric Co:	1 temporary service ----------	Apr 15, 1946
923	#22655	Ace Electric Co.	1 meter change ----------	June 11, 1946
927	#22986	Unity Electric Co:	8 switch outlets, 20 light outlets, 15 receptacles, 15 fixtures, 1 center of distribution ----------	Sept 5, 1946
929	#23456	Lyon Electric Co:	three motors	Dec. 2, 1946
929	#24217	Astor Electric:	1 switch outlet, 1 light outlet, 3 receptacles, 1 fixture, 1 motor, 2 centers of distribution,	May 19, 1947
925	#24241	Lyon Electric Co:	3 switch outlets, 9 light outlets, 4 receptacles, 9 fixtures ---------	May 22, 1947
929	#24989	Toby Electric Co:	4 light outlets ----------	Oct. 20, 1947
919	#25194	Claude Neon Sign Co:	one neon transformer	Nov. 12, 1947
	#25351	Toby Electric Co:	3 motors OK, Woodmansee 12/22/1947	Dec. 1, 1947
925	#25859	Straw Electric Co:	5 centers of distribution	Feb. 17, 1948
919	#26150	Flamingo Electric:	2 motors, 2 centers of distribution Woodmansee 4/22/	Apr. 21, 1948
927	#31727	Tropical Electric	3 motors, 2 centers of distribution, 1 service	Jul. 14, 1950
927	#31898	Tropical Electric:	1 temporary service:	Aug. 2, 1950
929	#35943	Claude Southern Corp:	4 neon transformers	Jan. 10, 1952
929	#35994	Jones Electric Ser:	12 switch outlets, 25 recpetacles, 25 fixtures Meginniss March 13, 1952	Jan. 17, 1952 OK,
925	#37778	Astor Electric Ser:	4 light outlets, 16 fixtures OK, Rosser 12/18/1952	Oct. 13, 1952
929	#38276	Lyon Electric Co:	180 fixtures OK, Rosser 12/9/1952	Dec. 8, 1952
927	#39016	Astor Electric Serv:	2 centers of distribution	Mar. 25, 1953
925	#39741	Hart Electric:	2 motors, 0-1hp, 1 motor, 6-10hp OK, Plaas 10/20/53	Jun. 25, 1953

COASTAL CONTROL ZONE

CUMULATIVE COST OF CONSTRUCTION OF PERMITS ISSUED

DATE ISSUED	PROCESS NO.	DESCRIPTION OF WORK	WORK COST	CUMULATIVE WORK COST	APPRAISED BLDG. VALUE BEFORE REMODEL	%	COMMENTS	BUILDING PERMIT NO.
8-28-89		Interior demolition	$2,000.00					B5891968
10-17-89		Int. Remodel drywall doffits, new partitions	$9,000.00					B5890061

BUILDING PERMITS: #M8800218 - Temptrol A/C - Replacing existing 7 1/2ton cond. unit - 12-6-88
#M8900652 - Temptrol A/C - 1-3ton a/c central, duct work, additional a/c for kitchen area - 5-4-89
#BS891968 - 8-28-89 - E W Charles Construction - Interior demolition - $2,000.00
#BS890061 - 10-17-89 - E.W. Charles Construction - Interior remodeling drywall doffits, new partitions - $9,000.00

ELECTRICAL PERMITS: #E8801145 - United TeleSentinel - 1 Burglar alarm, 12 units - 6-29-88
#BE891027 - 5-11-89 - Gordon Heddnnel - New a/c unit installation

PLUMBING PERMITS: #P8801206 - Right Way Plumbing - 2 Water service - 8-24-88

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8) 'The Making of Miami Beach: 1933-1942' by Jean Francois Lejeune and Allan T. Shulman, 2000 p.43

9) Miami, City of the Future by T. D. Allman, 1987, p.221.

10) 'The Making of Miami Beach: 1933-1942' by Jean Francois Lejeune and Allan T. Shulman, 2000 p.197

11) Courtesy History MIami

12) Photograph courtesy Miami Dade Property Appraiser

(13) The Raleigh Hotel submittal to City of Miami Beach Historic Preservation Board, February 23, 2015 by Touzet Studio.

(14) Courtesy Wikipedia

(15) Photograph by Arthur Marcus

(16) Courtesy City of Miami Beach Public Works

(17) Courtesy City of Miami Beach Planning & Zoning