

NOTICE OF INTENT

October 13, 2023

City of Miami Beach Building Dept. Officials
Historic Preservation Board

Re: Tower East Incorporated Condo
1150 Euclide Ave.
Miami Beach, FL 33139

Project: Replacement of Concrete Railings at balconies facing Euclid Ave. & 12th Street by Aluminum Picket Railings, Applying for Certificate of Appropriateness

Dear City Officials and Board Members,

The 3-story, multi-unit condominium building (built 1965) is situated at the south-west corner of Euclid Ave. & 12th Street.

The following list is taken from a recent history of permits for the subject building under Master Permit# BC2116805:

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|----------------------------------|----------------------|-------------------------------------|
| 1. Concrete Restoration, | Permit # BC2116805, | applied 7/ 8/2021, issued 3/24/2022 |
| 2. Exterior Painting | Permit # PZ0822-2023 | applied 8/29/2022, issued 8/29/2022 |
| 3. Railing "Replacement": 550 LF | Permit # BC2220004, | applied 9/8/2022, not issued |

The project for 1st permit (# BC2116805) entailed repairs to structural concrete at various locations throughout the building. 2nd permit for painting was applied for and issued. During concrete repair, due to field conditions, concrete railings were removed. Accordingly, the 3rd permit (# BC2220004), for aluminum picket railings was applied for by the contractor. Meanwhile, in order to proceed safely, the contractor closed off access doors to balconies by placing and nailing wooden bars across the doors: The residents have been barred using their balconies.

The reasons for removal of concrete railings were as follows: 1) Concrete Railings had spalling and cracks, 2) Concrete Railings were not structurally integrated (no re-bars used) into the balcony slabs, and were only placed atop a thin layer of grout (which would not satisfy the present code) 3) The front portion of balcony slabs had to be cut back (due to severe deterioration) and in some cases entire slab had to be cut back all the way to the wall. These were the reason to demolish all Concrete Railings.

Naturally, the contractor was concerned with hardship to the residents (being locked out of their balconies) and tried to minimize this period of hardship. Given that a) aluminum picket railings are routinely used in various construction projects, and that b) they are structurally compliant with the latest codes, and that c) a number of buildings in the neighborhood of the subject building (Euclid Ave. and other nearby roads) already have aluminum picket railings; hence, the contractor assumed that permit will be issued for aluminum picket railings. Thereby the contractor proceeded to order these aluminum picket railings hoping that by the time they are fabricated and delivered the permit will also be issued. Again, this assumption was made out of concern for hardship to residents and that such aluminum picket railings are pretty much default design for railings on most balconies facing major roadways and are routinely permitted by various municipalities.

Presently, aluminum picket railings have been ordered, paid for, fabricated, and stored in a storage.

Later, during permitting process for railings (permit # BC2220004) The Historic Preservation Board (HPB) through the permitting department notified the contractor that the subject building is situated in the historic district, and that the aluminum picket railing design (at balconies facing Euclid Ave and 12th Street) submitted as part of the design documents were at variance with the original concrete railings—we understand that HPB has no objection for use of aluminum picket railing at other balconies facing the alley, the interior court, or the south side which are blocked off from main views.

We understand that during the permitting process for the 1st project of Concrete Restoration (permit # BC2116805) the contractor was not notified of possible historic concerns. In fact, even during the permitting process for the 2nd project of Exterior Painting (permit # PZ0822-2023), which affects the exteriors of the building (a concern of HPB), again, the contractor was not notified of such historic concerns, and not notified that additional limits on design and construction may be applicable.

We present to HPB that 1) the contractor had the hardship to the residents in mind, 2) Concrete railings as installed (without rebar connection to slab) at the time of building's construction (1965)—prior to hurricane Andrew and the subsequent hurricanes, which required progressively more stringent code changes up to the present 175 mph—would be considered unsafe under today's code, 3) aluminum picket railings are structurally in compliance with the present code, and are (unlike concrete railings) structurally integrated to balcony slabs, 4) aluminum picket railings are aesthetically in concordance with the linear and simple (almost minimalistic) language of the subject building's design, and were in routine use at the time of building's construction (1965), 5) as per Section 142-108, determination of building's architectural significance seems to be based on its construction date being prior to 1942. The subject building at 1150 Euclid was constructed 23 years later in 1965, and 6) use of aluminum picket railings is preceded by a number of other buildings in the area (Euclid Ave. and other nearby areas) which also have aluminum picket railings at their balconies facing Euclid Ave and other main roads.

Given the above, we hereby respectfully request HPB for a Certificate of Appropriateness of use of aluminum picket railings as fabricated.

We thank you for your consideration of our request and application for the Certificate of Appropriateness.

 Oct 13, 2023

Mehran Azghandi, Architect