

# MIAMI BEACH

## PLANNING DEPARTMENT

### Staff Report & Recommendation

### Design Review Board

TO: DRB Chairperson and Members

DATE: November 03, 2020

FROM: Thomas R. Mooney, AICP  
Planning Director



SUBJECT: **DRB19-0462**  
**6961-6985 Abbott Avenue, 300-326 71<sup>st</sup> Street, and 6972 Harding Avenue**

An application has been filed requesting Design Review Approval for the construction of a new multistory mixed-use residential and retail development, including one or more waivers and one or more variances from the street class frontage requirements and to retain non-conforming setbacks, to replace surface parking lots and to retain two existing multistory buildings.

#### **RECOMMENDATION:**

Approval with conditions

Continue the design of the woonerf plaza and associated architectural elements

Approval of variances #1-#14, and #24

NOTE: All Design Waivers have been withdrawn  
Variances #15-23 have been withdrawn

#### **LEGAL DESCRIPTION:**

See attached Exhibit 'A'

#### **BACKGROUND:**

On November 14, 2018, the City Commission adopted the North Beach Town Center—Central Core Land Development Regulations. The ordinance established a **TC-C, Town Center – Central Core** zoning district with a FAR of 3.5, and replaced the TC-1, TC-2, TC-3, and TC-3(c) districts within the boundaries of the area established by the FAR referendum. The TC-C is a balanced approach intended to spur sustainable development to revitalize North Beach.

Since the approval of the ordinance, there have been two (2) developments approved by the Design Review Board (DRB) and four (4) more are proposed at this time. This is the fourth project developed under the new regulations that has aggregated multiple lots within an entire block.

This item was continued at the July 07, 2020 DRB meeting at the request of the applicant to the August 04, 2020 DRB meeting. At the August 04, 2020 DRB meeting, the item was continued to the November 04, 2020 DRB meeting again at the request of the applicant.

#### **SITE DATA:**

Zoning:	TCC Town Center--Central Core
Future Land Use:	TCC Town Center--Central Core
Parking District:	8

Lot Size: 48,995 SF (1.13 acres)  
Proposed FAR: 171,323 SF / 3.49 | 159.50 SF remaining  
Maximum FAR: 171,482.5 / 3.5  
Gross SF: 171,468 SF | 13,424 + 56,715 = 70,139 existing | 101,329 new  
Retail: 1,794 SF new construction  
Units: 118 units  
Density: 131 under prior FLUM, 110 proposed  
Height:  
    Proposed: 149'-2" measured from BFE +5', or 13' NGVD | 14-story  
    Maximum: 125'-0" base | 200'-0" for lots >45,000 through public benefits program  
    Highest Projection: 162'-2"  
CMB Grade: 4.92' (varies) NGVD  
Base Flood Elevation: 8' NGVD  
First Floor Clearance: 28'-0" measured from CMB Grade, 15'-0" from BFE +5', or 13' NGVD  
Required Parking: 168 required spaces | 217 provided: 209 Parking Spaces in Structured Parking, 8 Parking Space at Grade, 5 Electric Vehicle Parking Spaces  
Parking requirement:  
    Residential: 117 units x 1/2 space for those units bet 550 and 850SF=35, 58.5, 59 required spaces.  
    Residential: 1 units x .75 space for 851SF-1250SF = .75, 1 required spaces.  
    Total Required: 60 spaces residential, 108 spaces office (City National, per agreement)  
    No retail parking requirement  
Required Loading: Total loading: 3 required spaces | 3 provided  
    Existing 6 Story Office: NA  
    Existing 3 story: NA  
    Residential: Over 100 Units But Not More Than 200 Units: 3 spaces.  
    New Retail: < 2000: 0  
    Total Loading: 3 spaces  
Bicycle Parking  
    Required Short term: 4c + 11r = 15 required short | 22 provided  
    Required Long term: 2c + 110r = 112 required long | 132 provided

**SURROUNDING PROPERTIES:**

East: Two-story commercial and five-story 32-unit residential  
North: One-story service station, one-story office and pylon  
South: P84 City surface parking lot, two-story 14-unit residential building  
West: Surface bank parking lots | Proposed fifteen-story mixed building (DRB19-0424\*)

\*approved DRB application October 06, 2020

**EXISTING BUILDINGS:**

- **Gidney Building - 'Architecturally Significant'**. Designed by Henry Hohauser and constructed in 1948. A third-floor addition, designed by Edwin Reeder, was built in 1954.
- **City National Bank Building - 'Nonconforming'**. Designed by Arnold Herbert Mathes, this six-story office building was constructed in 1971.

### **THE PROJECT:**

The applicant has submitted revised plans entitled "6985 Abbott Avenue: Final Submittal" as prepared by **cube3, LLC** dated signed and sealed September 08, 2020. The applicant is proposing a new 14-story, 149'-4" high building with 118 residential units, including multiple variances. The original siteplan design required the following design waiver(s) to be reviewed and approved by the Board. In the revised plan the waivers are no longer necessary:

1. Sec 142-745(a)(12)(c) **LOADING**
2. Sec. 142-745(f)(3) **DRIEWAYS**

A breakdown of the project's development plan is delineated hereto:

Ground Floor: ±1,794 SF retail component configured along Abbott Avenue  
2,197 SF residential lobby configured along Abbott Avenue and BOH  
One, two-way 22'-0" wide driveway entrance and egress from Harding Avenue.  
4 internalized ground floor loading spaces accessed from Harding Avenue  
Gidney building identified as "retail use"  
City National Building identified as "commercial use"  
8 surface parking spaces

Level 2: 39 parking spaces and bicycle parking  
Gidney building identified as "retail use"  
City National Building identified as "commercial use"

Level 3: 58 parking spaces and bicycle parking  
Gidney building identified as "retail use"  
City National Building identified as "commercial use"

Level 4: 58 parking spaces and bicycle parking  
City National Building identified as "commercial use"

Level 5: 54 parking spaces and bicycle parking (Total 209 in garage)  
City National Building identified as "commercial use"

Level 6: 14 residential units (1br and 2br) ranging in size 550 SF – 772 SF

Levels 7-13: 14 residential units (1br and 2br) ranging in size 550 SF – 772 SF

Level 14: 6 residential units (1br and 2br) ranging in size 555 SF – 899 SF  
Amenity deck and pool

Rooftop Level: Mechanical equipment

### **VARIANCE REQUESTS**

The applicant is requesting multiple variances predominantly associated with the retention of two existing buildings on 71<sup>st</sup> Street to comply with the adopted TCC zoning regulations. Pursuant to Sec. 142-746, non-conforming buildings that are incorporated into a unified development site for the purposes of shifting FAR from available development resources must be made conforming to the requirements of the TCC, unless the building is determined to be 'architecturally significant'. This is to prevent older, lower scale buildings within the Town Center Core from relocating available FAR to other lots within a unified development site and remaining unimproved.

Miami Beach is known for its rich architectural heritage and dedication to historic preservation. Notwithstanding the goal for redevelopment, there is an acknowledgement of the older historic

and significant buildings of varying styles throughout the city—including within the boundaries of the TCC. Therefore, in order to accommodate these signature structures, the TCC district provides for buildings constructed prior to 1965 and determined to be 'architecturally significant', the ability to retain the existing floor area ratio, height, setbacks and parking credits, provided the building remain substantially intact and the significant elements are preserved and restored without being individually designated as 'historic structures or sites'.

In this application, the 1.13-acre site has 245'-0" of linear frontage along 71<sup>st</sup> Street, and contains two existing buildings:



The three-story Gidney Building designed in the streamline Moderne style located on the western corner of the site at 71<sup>st</sup> Street and Abbott Avenue; and

The six-story City National Bank building designed in the Brutalist style located on the eastern corner of 71<sup>st</sup> Street and Harding Avenue.

Both buildings are nonconforming with regard to the frontage requirements of the TCC district, as well as the increased setbacks necessary to accommodate the "pedestrian pathway", a vital component of the vision of an active pedestrian friendly retail corridor of a Class A street typology. The Gidney building, originally the North Shore Bank, was built in 1948 and designed by Henry Hohauser in the streamline Moderne art-deco style. Hohauser is one of the most prolific architects in South Florida and considered as one of the most beloved in Miami Beach history, well-regarded and celebrated for his art deco and modern architectural stylings.

The plans submitted by the applicant for the existing buildings are still generally vague. Specifically, the floor plans identify each level ambiguously as "commercial" with no details, redevelopment or improvement plans. Additionally, neither 'before and after' nor 'existing and proposed' elevations or floor plans have been provided. Regardless, the Gidney Building qualifies as 'architecturally significant' and the drawings appear to demonstrate that all of the code required thresholds to retain the existing building have been met. As such, no variances are being requested for the retention of the 1948 'architecturally significant' structure as it pertains to the frontage and setback requirements of the TCC.



The City National Bank building to the west, however, which was built in 1971, is not eligible for consideration under Sec. 142-746 as the ordinance allows for the exception of nonconforming structures for buildings constructed prior to 1965. While it could be argued that this six-story block-like structure with uniform punctured openings and precast concrete panels contains classic elements for consideration of its

architectural merit and sophistication in the brutalism architectural style, it cannot be considered due to the year of construction. The building was designed by noteworthy mid-century modernist architect Albert Herbert Mathes. Mathes is a celebrated local architect who specialized in the MiMo style of architecture and designed the iconic the 1959 "cheese hole" addition to the Fontainebleau Hotel, the Continental Hotel, the Standard hotel, the Byron Carlyle Theatre and the installation of the iconic pylon across the street for the Miami Beach Federal Savings and Loan building.

As such, in order to retain the City National building and incorporate it into the development site, the following variances are being requested to retain the structure:

1. A variance to reduce up to 10'-0" from the minimum required setback of 10'-0" for the pedestal structure as measured from Grade to 55'-0" (from BFE+5') along a class A frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Harding Avenue with a setback ranging from 5'-0" to zero (0'-0").
2. A variance to reduce up to 25'-0" from the minimum required setback of 25'-0" for the tower structure as measured from 55'-0" (from BFE+5') to maximum height along a class A frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Harding Avenue with a setback ranging from 5'-0" to zero (0'-0").
3. A variance to reduce up to 10'-0" from the minimum required setback of 10'-0" for the pedestal and tower structure along a class C frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Harding Avenue with a setback ranging from 2'-4" to zero (0'-0").

- Variances requested from:

**Sec. 142-744. - Setbacks and Encroachments**

Setbacks and Allowable Encroachments into Setbacks shall be as per Table A below. For the purposes of new construction in this zoning district, heights shall be measured from the City of Miami Beach Freeboard of five (5) feet, unless otherwise noted:

Class A	71st Street	Grade to 55 feet	10 feet
	71 <sup>st</sup> Street	55 feet to max height	25 feet
Class C	Harding Ave	Grade to max height	10 feet



Variances #1 thru #3 are related to the retention of the City National Bank building located at the corner of 71<sup>st</sup> Street and Harding Avenue. The six story structure does not comply with the new setback requirements within the TCC district and the requested setback variances are required in order to retain the existing building setbacks. The six-story bank office building at 300 71<sup>st</sup> Street was built in 1971 and designed with a setback ranging from 5'-0" to zero at the corner along 71<sup>st</sup> Street and Harding Avenue. Staff is generally supportive of this proposal, and previously recommended architectural modifications to the building in the form of limited demolition at the ground level in order to improve its transparency and activation at the street level, as well as better address the goals of a walkable town center. Upon further evaluation and consideration staff now recommends that the architect restore, to the greatest extent possible, both of the buildings along 71<sup>st</sup> Street. However, staff also continues to believe that there is still an opportunity to introduce active retail and restaurant uses to better engage the street and promote pedestrian activity on the 71<sup>st</sup> Street corridor at this location.

As indicated in previous report, staff had very serious concerns with the proposed retention of the surface parking area south of the CNB building. Staff still maintains that the retention/redevelopment of the surface parking lot associated with the bank building would be antithetical to development within the TCC. Notwithstanding this continued concern significant improvements have been made by the development team. However, additional ground floor improvements are still needed to better address the intent of the TCC regulations. As such, given the practical difficulties associated with the retention of the existing buildings, staff would not be opposed to the approval of these variances conditioned to further modifications to the project, as more specifically outlined in the draft order.

4. A variance to reduce by 10'-0" the required 10'-0" wide "Clear Pedestrian Path" along 71<sup>st</sup> Street (Class A).
5. A variance to reduce by 10'-0" the required 10'-0" wide "Clear Pedestrian Path" along Harding Avenue (Class C).

- Variances requested from:

**Sec. 142-745. –Street Frontage, Design, and Operations Requirements.**

*(a). The following regulations shall apply to all frontages:*

**(3) Clear Pedestrian Path.** *A minimum 10 foot wide "Clear Pedestrian Path," free from obstructions, including but not limited outdoor cafes, sidewalk cafes, landscaping, signage, utilities, and lighting, shall be maintained along all frontages.*

**a.** *The Clear Pedestrian Path may only utilize public sidewalk and setback areas.*

The front of the property along 71<sup>st</sup> Street has a setback that ranges from approximately 5'-0" to zero at the corner. However, the survey shows a concrete sidewalk with approximately 10'-0" in width that could be incorporated as part of the required 10'-0" clear pedestrian path. Although the presence of some elements such as traffic lights may reduce the path in some areas, the majority of the front can facilitate the 10'-0" pedestrian path. The portion of the building along Harding Avenue does not have a sidewalk wide enough to provide for the full 10'-0" along the building to be retained and a variance is requested. Staff finds that the existing conditions of the property and the retention of the building with non-conforming setbacks create the practical difficulties that result in the request for these two variances. Staff is

supportive of the retention of the building (with conditions) and is supportive of variances #4 and #5 conditioned upon a substantial portion of the front on 71<sup>st</sup> Street providing a pedestrian path, as wide as possible. Staff would also recommend that the applicant continue to explore the incorporation of a colonnade, awning or similar covered area to promote pedestrian activation of the ground floor space and the potential change of use from banking to a mix of uses to create an environment that engages people at the pedestrian scale and is conducive to walking and bicycling.

6. A variance to reduce the minimum required habitable space with 20'-0" in depth along 85% of the length of the façade at setback line along a class C frontage (Harding Avenue) in order to provide a portion of the façade with landscape and retail space.
7. A variance to reduce the minimum required habitable space along 85% of the length of the façade at setback line along a class C frontage (Harding Avenue) in order to provide a portion of the façade with landscape and retail space.
8. A variance to reduce by 35'-0" the minimum height of a façade in order to not provide a building along 85% of the façade fronting on Harding Avenue (Class C).
9. A variance to eliminate the visibility requirement for ground floor parking along Harding Avenue.

- Variances requested from:

**Sec. 142-745. –Street Frontage, Design, and Operations Requirements.**

*a. The following regulations shall apply to all frontages:*

***(g) Class C.*** *In addition to other requirements in the City Code, Class C frontages shall be developed as follows:*

*(1) Facades shall have a minimum height of 35 feet.*

*(2) Buildings shall have a minimum of one (1) floor located along a minimum of 85 percent of the length of the setback line pursuant to the following regulations:*

*b. Except where required for driveways and utility infrastructure, the ground floor shall contain habitable space for residential, hotel, or commercial uses with a minimum depth of 20 feet from the building façade for the minimum required length along the setback line.*

*c. Ground floor and surface parking shall be setback a minimum of 20 feet from the building façade and shall be concealed from view from the Clear Pedestrian Path.*

The façade facing Harding Avenue must contain habitable space along 85% of the building façade with a minimum depth of 20'-0" for Class C frontages. Based on the length of the property, the subtraction of the existing setback and excluding the 22'-0" driveway, a linear requirement of 105'-9" of habitable space shall be provided with 20'-0" in depth. The design provides only 117'-0" of liner along this street, as a new retail component is proposed that measures 18'-0" wide by 20'-0" deep, while some landscape is proposed along the south side of the driveway.

The applicant has submitted a revised plan that includes considerable programmatic and design changes in handling many challenging aspects. These include the geometry of the site, the retention of two nonconforming structures, the stringent TCC frontage regulations, and the foremost goal of the TCC district which is to "leave no street behind". By combining the surface parking area into a covered experiential entrance to both the new building and the existing CNB building, the architect has turned the building's 'back door' into a prominent 'front door'.

The proposed development involves the construction of a new four level parking structure along Abbott Avenue containing 209 spaces. The required parking for the project is 168 spaces. The existing lot measures 50'-0" x 125'-0" and the parking area will be repurposed to contain 8 parallel spaces. All of the outdoor loading spaces have been pushed back within the site. Additionally, it has been determined through a zoning verification letter that while most of the vacant portions of the aggregated site contain surface parking for the existing bank (49 in total) under the current code it has a parking requirement of 68 spaces. These spaces are proposed to be allocated within the new four level parking garage, which has been designed to accommodate 209 vehicles as well as most of the required on-site bicycle parking.

Staff is amenable to this combined effort. The architect has created a minimal active liner along Harding Avenue, covered the existing parking area with a large decorative terrace and trellis, and created a recessed vehicular entrance into the new residential tower. As such, staff recommends **approval** of variances # 6, #7, #8, and #9.

10. A variance to eliminate the shade structure required that projects for a minimum depth of five (5) feet along 71<sup>st</sup> Street (Class A) in order to retain an existing nonconforming six-story building.
11. A variance to eliminate the shade structure required that projects for a minimum depth of five (5) feet along Harding Avenue (Class C) in order to retain an existing nonconforming six-story building.

- Variances requested from:

**Sec. 142-745. –Street Frontage, Design, and Operations Requirements.**

*(a) The following regulations shall apply to all frontages:*

**(8) Commercial, Hotel, and Access to Upper Level Frontages.** *In addition to other requirements for specific frontage types and other requirements in the City Code, frontages for commercial, hotel, and access to upper level frontage shall be developed as follows:*

- c. A shade structure that projects for a minimum depth of five (5) feet into the setback beyond the building facade, shall be provided at a height between 15 feet and 25 feet. Said shade structure may consist of an eyebrow or similar structure. Additionally, an allowable habitable encroachment such as balconies or parking deck may take the place of the shade structure. Notwithstanding the foregoing, if the shade structure is not an integral structural component of the building, it may be located at a height between 15*



feet measured from grade and 25 feet measured from the required City of Miami Beach Freeboard.

The existing building does not have a projecting shade structure facing 71<sup>st</sup> Street and Harding Avenue. However, since this element does not necessarily need to be part of the structure, staff would recommend that the applicant explore the addition of some shade elements along both frontages that may or may not extend the 5'-0" required, or the redesign of the façade at the ground level to provide for a colonnade or similar element that would allow portions of covered areas for pedestrians. Staff is supportive of the variances requested to eliminate the shade structure for the existing building for a limited portion of both facades. Staff does believe that there is an opportunity to incorporate some form of architectural screening in order to provide shade along the 71<sup>st</sup> Street façade as part of the recommended improvements to the ground floor. With modifications to the facades, staff is supportive of variances #10 and #11.

12. A variance to reduce the required minimum of 70 percent clear glass windows with views into the habitable space along 71<sup>st</sup> Street (Class A) in order to retain an existing nonconforming six-story building.
13. A variance to reduce the required minimum of 70 percent clear glass windows with views into the habitable space along Harding Avenue (Class C) in order to retain an existing nonconforming six-story building.

- Variance requested from:

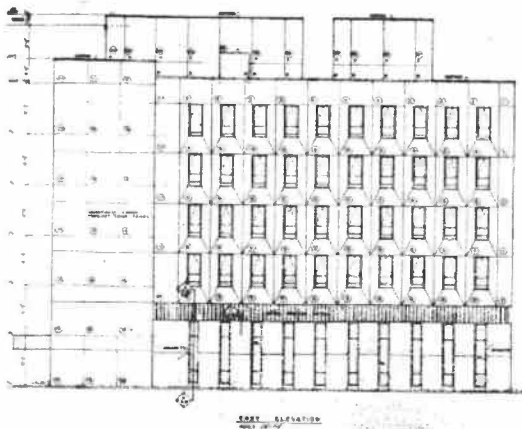
**Sec. 142-745. –Street Frontage, Design, and Operations Requirements.**

*(a) The following regulations shall apply to all frontages:*

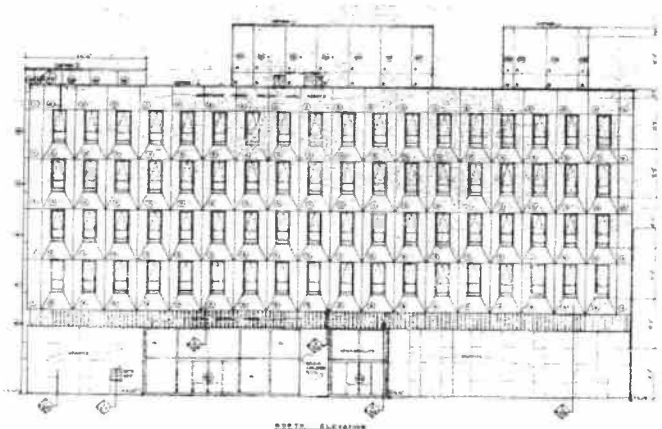
*(9) **Commercial, Hotel, and Access to Upper Level Frontages.** In addition to other requirements for specific frontage types and other requirements in the City Code, frontages for commercial, hotel, and access to upper level frontage shall be developed as follows:*

*d. Such frontages shall contain a minimum of 70 percent clear glass windows with views into the habitable space.*

Although the plans submitted by the applicant for the existing buildings are generally undetailed, the floor plans identify each level ambiguously as "commercial". In order to retain the existing building and benefit from the variances supported by staff, it is still recommended that the architect in the future redesign the ground floor component of the City National Bank building to incorporate a more active use that will better engage the street and sidewalk along the 71<sup>st</sup> Street corridor. However, staff understands that the current use in a longstanding tenant and has substantial time remaining in the contract lease.



Permit 86228, City National Building east elevation  
(along Abbott Avenue)



Permit 86228, City National Building north elevation (along 71<sup>st</sup> St)

The existing structure still contains the original cladding, composed of slick black granite that accentuates the ground floor component and distinguishes it from the upper level brutalist concrete dimples. Further demolition of the wall along Harding Avenue and 71<sup>st</sup> Street should be minimized in order to maintain the architectural character of the 1971 building. This rich material coupled with the slim vertical windows resonate security and wealth, signifiers of the original bank use for which it was constructed. There is opportunity for the team to architecturally 'open up' the corner area in a sensitive manner and made into an indoor-outdoor space that responds to a town center corner, staff is confident that if this is desired to in the future, minor selective demolition of these walls can be reviewed at staff level. As such, staff is supportive of variances #12 and #13.

14. A variance to eliminate the requirement to screen the parking facilities from public rights-of-way and clear Pedestrian Path facing Abbott Avenue and Harding Avenue.

- Variance requested from:

**Sec. 142-745. –Street Frontage, Design, and Operations Requirements.**

*(a) The following regulations shall apply to all frontages:*

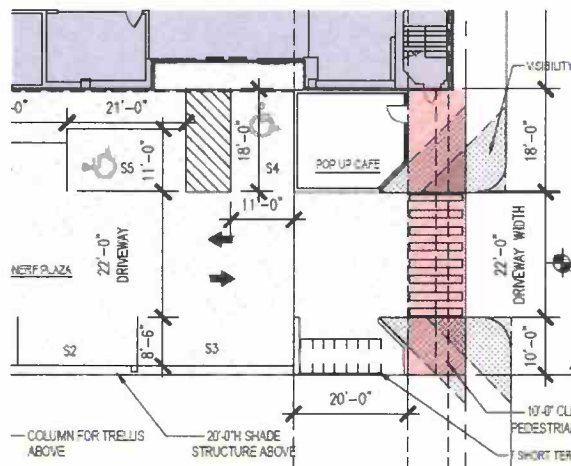
**(9) Off-Street Parking Facilities.** *In addition to requirements for specific frontage types and other requirements in the City Code, off-street parking facilities shall be built as follows:*

- a. Parking facilities shall be entirely screened from view from public rights of way and Clear Pedestrian Paths. Parking garages shall be architecturally screened or lined with habitable space.*

The project proposes a parking area, valet pick up and loading parking and operation substantially visible from Harding Avenue. The revised design features a small retail structure built directly to the south of the CNB building. The revised siteplan was provided at the direction of both the Planning and Transportation Departments, as well as feedback and design direction by the Board.

The design team has revisited the surface parking area located behind the 6-story building.

In their revised approach, the areas has been reenvisioned as a woonerf covered plaza. The woonerf is a Dutch term for a living street and in urban design strategies is a street designed primarily with the interests of pedestrians and cyclists in mind and as a social plaza space where people can meet. These roads are still available for use by motor vehicles, however their design aims to reduce both the speed and dominance of motorized transport. This is often achieved using the shared space approach, with greatly reduced demarcations between vehicle traffic and pedestrians. The retention of the surface parking has been reduced to eight vehicle parking spaces along designated bays. Staff still recommends the elimination of the parking areas or at minimum the further elimination of more of the spaces in order to further realize a safe and successful covered plaza area. Additionally, further design details of the woonerf/plaza/vehicular entrance are needed for review.



This new design direction is certainly closer in alignment with staff's recommendation and is more consistent with the intent of the TCC district. In addition, the architect has eliminated the need for the waiver and variances to not combine both vehicular and loading driveways. With this proposal, the Class B frontage (Abbott Avenue) can better achieve compliance with most of the habitable space, shade structure and glazing area requirements. Staff does have some concerns with the architectural and planning success of the covered plaza/woonerf combination. However, the revised proposal is a substantial improvement from the previous

scheme which simply restriped existing parking spaces and buffered the area with landscaping. This revised proposal will be further analyzed in the design review section of this report.

In summary, staff believes there are still opportunities to improve the screening along Harding Avenue. Although there may be some challenges associated with the shape of the lot and the retention of both buildings, based on the available open area of the site, the number of variances could be reduced or the negative impacts better mitigated. Accordingly, staff recommends that the architect continue to work with staff and further refine the detail detailing of the retail liner and landscaping along Harding Avenue in order to minimize the visual impacts of the utilitarian areas. Based on the above staff recommends approval of variance #14.

The following variance request is no longer necessary, based on the revised site plan. Accordingly, variance requests #15 has been withdrawn.

15. ~~A variance to allow a driveway on a class B frontage (Abbott Avenue) when there is a class C frontage (Harding Avenue) on the property in order to provide two separate driveways.~~

The following variance requests, which were applicable to the architecturally significant Gidney Building, are no longer necessary, as the building may retain all of its existing

nonconformances as they pertain to the LDRs. Accordingly, variance requests #16-23 have been withdrawn.

- ~~16. A variance to reduce the required minimum of 70 percent clear glass windows with views into the habitable space along 71<sup>st</sup> Street (Class A) in order to retain an existing nonconforming three-story building.~~
- ~~17. A variance to reduce the required minimum of 70 percent clear glass windows with views into the habitable space along Abbott Avenue (Class B) in order to retain an existing nonconforming three-story building.~~
- ~~18. A variance to not provide a clear pedestrian path free from obstructions along limited portions of 71<sup>st</sup> Street (Class A) frontage.~~
- ~~19. A variance to not provide a clear pedestrian path free from obstructions along limited portions of Abbott Avenue (Class B) frontage.~~
- ~~20. A variance to not provide a shade structure over the required pedestrian path along 71<sup>st</sup> Street (Class A).~~
- ~~21. A variance to not provide a shade structure over the required pedestrian path along Abbott Avenue (Class B).~~
- ~~22. A variance to reduce up to 10' 0" from the minimum required setback of 10' 0" for the pedestal structure as measured from Grade to 55' 0" (from BFE+5') along a class A frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Abbott Avenue with a setback ranging of zero (0' 0").~~
- ~~23. A variance to reduce up to 10' 0" from the minimum required setback of 10' 0" for the pedestal structure as measured from Grade to 55' 0" (from BFE+5') along a class B frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Abbott Avenue with a setback ranging of zero (0' 0").~~

The following variance request is new, based on the revised site plan.

24. A variance to reduce the minimum required habitable space with 45'-0" in depth along 90% of the length of the façade at setback line along a Class B frontage (Abbott Avenue) in order to provide an internal vehicular turn around area.

- Variance requested from:

**Sec. 142-745. –Street Frontage, Design, and Operations Requirements.**

**(f) Class B.** In addition to other requirements in the City Code, Class B frontages shall be developed as follows:

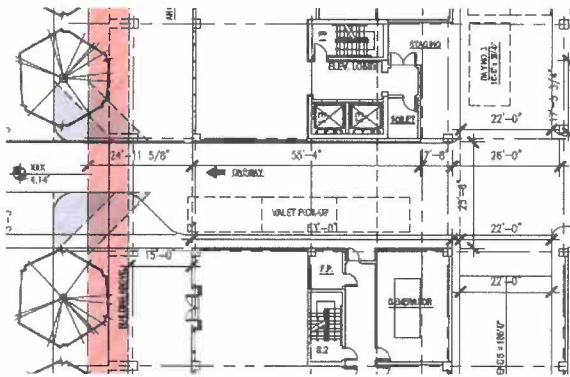
- (2) Buildings shall have a minimum of one (1) floor located along a minimum of 90 percent of the length of the setback line pursuant to the following regulations:

b. Except where required for driveways and utility infrastructure, the ground

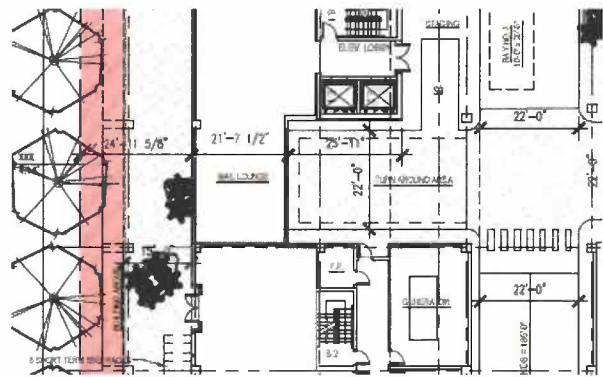
floor shall contain habitable space with a minimum depth of 45 feet from the building façade for the minimum required length along the setback line.

For the ground floor retail space of development within the TC-C, each commercial space must contain 45'-0" of habitable depth for Class B (Abbott Avenue) frontages and 15'-0" clearance height (from BFE+5') in order to ensure viable retail spaces that are functional and usable within the most vital commercial areas on the TCC primary corridors. In responding to staff concerns and direction by the Board, the applicant's revised site plan eliminates that drive through dual driveway nature of the original design that had a vehicular one way tunnel that entered along Harding Avenue and exited onto Abbott Avenue.

Staff has worked closely with the architect, specifically as it pertains to the ground floor site plan, to prioritize the important areas of the frontages in this unique geometrical site that will most successfully activate a vibrant street atmosphere and promote pedestrian activity.



Prior submittal, "drive through" nature of ground floor



Revised submittal showing continuous urban edge along Abbott

The ground floor design strives to comply with the underlying zoning requirements with a priority on creating a continuous urban edge for the project along Abbott Avenue. Yet by internalizing all of the project's loading, delivery, vehicular access for residents and visitors within the building envelope, adequate turnaround areas had to meet the challenging maneuverability needs of the vehicles entering and exiting the site from a singular access point.

Again, predominantly due to the challenged geometry of the site, and further complicated by the retention of two signature buildings along the 71<sup>st</sup> Street assemblage, the reduced retail liner along a small portion of Abbott Avenue allows for maximizing the remaining street frontage pedestrian activation towards the corner of 71<sup>st</sup> Street. Staff believes that approval of the variance provides the best location of the required and combined vehicular access and without the granting of the variance, the project may revert to the drive through nature of the previous proposal, and likely trigger additional variance and waiver requests for driveways. This scenario would result in a worse urban condition and underscores the practical difficulties associated with the proposed revision. s such staff recommends approval of variance #24.

**PRACTICAL DIFFICULTY AND HARDSHIP CRITERIA**

The applicant has submitted plans and documents with the application that staff has concluded satisfy Article 1, Section 2 of the Related Special Acts.

Additionally, staff has concluded that the plans and documents with the application comply with the following hardship criteria, as they relate to the requirements of Section 118-353(d), Miami Beach City Code:

- That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;
- That the special conditions and circumstances do not result from the action of the applicant;
- That granting the variance requested will not confer on the applicant any special privilege that is denied by this Ordinance to other lands, buildings, or structures in the same zoning district;
- That literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this Ordinance and would work unnecessary and undue hardship on the applicant;
- That the variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure;
- That the granting of the variance will be in harmony with the general intent and purpose of this Ordinance and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare; and
- That the granting of this request is consistent with the comprehensive plan and does not reduce the levels of service as set forth in the plan.
- The granting of the variance will result in a structure and site that complies with the sea level rise and resiliency review criteria in chapter 133, article II, as applicable.

**COMPLIANCE WITH ZONING CODE:**

A preliminary review of the project indicates that the application, as proposed, appears to be inconsistent with the following sections of the City Code, in addition to the requested variance(s):

- Clear Pedestrian Path. A minimum 10 foot wide "Clear Pedestrian Path," free from obstructions, including but not limited outdoor cafes, sidewalk cafes, landscaping, signage, utilities, etc.
- Identify intended compliance with Section 142-747 North Beach Public Benefits Fund. Fee per unit public fund benefit. Contribution to public benefits fund. A contribution to



the public benefits fund, in the amount identified in appendix A shall be required for each square foot of floor area located above the 125 feet. Provide information and details of how the project will satisfy this requirement.

- Project shall comply with Urban Heat Island Ordinance, roofing.
- Clarify location and type of required bicycle (long vs short term) parking on plans.
- All new construction over 7,000 square feet shall be required to be, at a minimum, certified as LEED Gold by USGBC. In lieu of achieving LEED Gold certification, properties can elect to pay a sustainability fee, pursuant to Chapter 133 of the City Code. This fee is set as a percentage of the cost of construction.
- Where one or more parcels are unified for a single development, the property owner shall execute and record a unity of title or a covenant in lieu of unity of title, as may be applicable, in a form acceptable to the City Attorney.
- All overhead utility lines and poles adjacent to the subject property shall be placed underground. Applicant to engage FPL, and the block development west of site (6900 block Byron, DRB19-0424 and DRB19-0482) also being redeveloped and will have to underground poles and lines along Abbott Avenue.
- **FAR.** FAR drawings shall be revised. Interior corridor between amenity and mechanical rooms count in FAR. The terraces shall be substantially open above to not count in FAR. Covered area for transformers and corridor in front of FPL and trash rooms count in FAR. Only areas for required parking is discounted. As the existing buildings dimensioned floor plans and FAR diagrams are not provided, staff is unable to verify the maximum FAR proposed. However, based on the deficiency of the FAR diagrams provided, it appears that the project exceeds the maximum FAR allowed. Floor plans of the existing buildings shall indicate the proposed use of the buildings.
- Note that size of loading spaces shall match the size of the delivery and trash pickups vehicles.
- The location of the bicycle parking on the northwest side of the parking is not accessible when vehicles are parked on spaces #11,16, 67, 75,126, 134, 185, 193. Remove one parking space on each floor or redesign.
- **Sec. 142-746. - Nonconforming Structures within Unified Development Sites**
  - a. Buildings within the TC-C district that are nonconforming with the regulations of this division and incorporated into a unified development site as part of a land use board approval shall be made conforming with the development regulations of this division.
  - b. Notwithstanding the requirements of subsection (a) above, if said nonconforming building has a tenant with a lease that prevents the structure from being made conforming as part of the land use board approval, then the following shall apply:
    - 1. A phased development permit, pursuant to section 118-259, shall be applied for as part of the land use board approval process. The phased development

approval shall require the nonconforming building to be redeveloped into a conforming building. The phasing time limit shall be the minimum necessary to allow for the completion of the lease.

2. A certified copy of the lease shall be provided as part of the Land Use Board application.
- c. Notwithstanding the requirements of subsection (b) above, buildings constructed prior to 1965 and determined to be architecturally significant by the planning director, or designee, may retain the existing floor area ratio, height, setbacks and parking credits, if the following portions of the building remain substantially intact and are retained, preserved and restored:
  1. At least 75 percent of the front and street side facades, exclusive of window openings;
  2. At least 50 percent of all upper level floor plates; and
  3. At least 50 percent of the interior side walls, exclusive of window openings.

The above noted comments shall not be considered final zoning review or approval. These and all zoning matters shall require final review and verification by the Zoning Administrator prior to the issuance of a Building Permit.

#### **CONSISTENCY WITH 2040 COMPREHENSIVE PLAN**

A preliminary review of the project indicates that the proposed **residential / mixed use** is **consistent** with the Future Land Use Map of the Comprehensive Plan.

#### **COMPLIANCE WITH DESIGN REVIEW CRITERIA:**

Design Review encompasses the examination of architectural drawings for consistency with the criteria stated below with regard to the aesthetics, appearances, safety, and function of the structure or proposed structures in relation to the site, adjacent structures and surrounding community. Staff recommends that the following criteria are found to be satisfied, not satisfied or not applicable, as hereto indicated:

1. The existing and proposed conditions of the lot, including but not necessarily limited to topography, vegetation, trees, drainage, and waterways.  
**Satisfied**
2. The location of all existing and proposed buildings, drives, parking spaces, walkways, means of ingress and egress, drainage facilities, utility services, landscaping structures, signs, and lighting and screening devices.  
**Not Satisfied; the applicant is requesting multiple variances from the Board.**
3. The dimensions of all buildings, structures, setbacks, parking spaces, floor area ratio, height, lot coverage and any other information that may be reasonably necessary to determine compliance with the requirements of the underlying zoning district, and any applicable overlays, for a particular application or project.  
**Not Satisfied; the applicant is requesting multiple variances from the Board.**
4. The color, design, selection of landscape materials and architectural elements of Exterior Building surfaces and primary public interior areas for Developments requiring a Building Permit in areas of the City identified in section 118-252.

**Not Satisfied; the applicant is requesting multiple variances from the Board.**

5. The proposed site plan, and the location, appearance and design of new and existing Buildings and Structures are in conformity with the standards of this Ordinance and other applicable ordinances, architectural and design guidelines as adopted and amended periodically by the Design Review Board and Historic Preservation Boards, and all pertinent master plans.

**Not Satisfied; the applicant is requesting multiple variances from the Board.**

6. The proposed Structure, and/or additions or modifications to an existing structure, indicates a sensitivity to and is compatible with the environment and adjacent Structures, and enhances the appearance of the surrounding properties.

**Not Satisfied; the applicant is requesting multiple variances from the Board.**

7. The design and layout of the proposed site plan, as well as all new and existing buildings shall be reviewed so as to provide an efficient arrangement of land uses. Particular attention shall be given to safety, crime prevention and fire protection, relationship to the surrounding neighborhood, impact on contiguous and adjacent Buildings and lands, pedestrian sight lines and view corridors.

**Not Satisfied; the applicant is requesting multiple variances from the Board.**

8. Pedestrian and vehicular traffic movement within and adjacent to the site shall be reviewed to ensure that clearly defined, segregated pedestrian access to the site and all buildings is provided for and that all parking spaces are usable and are safely and conveniently arranged; pedestrian furniture and bike racks shall be considered. Access to the Site from adjacent roads shall be designed so as to interfere as little as possible with traffic flow on these roads and to permit vehicles a rapid and safe ingress and egress to the Site.

**Satisfied; the ground floor site plan is substantially improved. A singular access driveway is provided off of Harding Avenue (C Street) that combines driveway, loading and delivery access. The plan eliminated the additional driveway onto Byron (B Street).**

9. Lighting shall be reviewed to ensure safe movement of persons and vehicles and reflection on public property for security purposes and to minimize glare and reflection on adjacent properties. Lighting shall be reviewed to assure that it enhances the appearance of structures at night.

**Not Satisfied; a lighting plan has not been submitted.**

10. Landscape and paving materials shall be reviewed to ensure an adequate relationship with and enhancement of the overall Site Plan design.

**Satisfied**

11. Buffering materials shall be reviewed to ensure that headlights of vehicles, noise, and light from structures are adequately shielded from public view, adjacent properties and pedestrian areas.

**Satisfied**

12. The proposed structure has an orientation and massing which is sensitive to and compatible with the building site and surrounding area and which creates or maintains important view corridor(s).  
**Not Satisfied; the applicant is requesting multiple variances from the Board.**
13. The building has, where feasible, space in that part of the ground floor fronting a street or streets which is to be occupied for residential or commercial uses; likewise, the upper floors of the pedestal portion of the proposed building fronting a street, or streets shall have residential or commercial spaces, shall have the appearance of being a residential or commercial space or shall have an architectural treatment which shall buffer the appearance of the parking structure from the surrounding area and is integrated with the overall appearance of the project.  
**Not Satisfied; details of the parking structure have not been sufficiently detailed.**
14. The building shall have an appropriate and fully integrated rooftop architectural treatment which substantially screens all mechanical equipment, stairs and elevator towers.  
**Satisfied**
15. An addition on a building site shall be designed, sited and massed in a manner which is sensitive to and compatible with the existing improvement(s).  
**Not Applicable**
16. All portions of a project fronting a street or sidewalk shall incorporate an architecturally appropriate amount of transparency at the first level in order to achieve pedestrian compatibility and adequate visual interest.  
**Not Satisfied; the applicant is requesting multiple variances from the Board.**
17. The location, design, screening and buffering of all required service bays, delivery bays, trash and refuse receptacles, as well as trash rooms shall be arranged so as to have a minimal impact on adjacent properties.  
**Satisfied**
18. In addition to the foregoing criteria, subsection [118-]104(6)(t) of the city Code shall apply to the design review board's review of any proposal to place, construct, modify or maintain a wireless communications facility or other over the air radio transmission or radio reception facility in the public rights-of-way.  
**Not Applicable**
19. The structure and site complies with the sea level rise and resiliency review criteria in Chapter 133, Article II, as applicable.  
**Not Satisfied; see below**

#### **COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA**

Section 133-50(a) of the Land Development establishes review criteria for sea level rise and resiliency that must be considered as part of the review process for board orders. The following is an analysis of the request based upon these criteria:

- (1) **A recycling or salvage plan for partial or total demolition shall be provided.**

**Consistent-** The applicant has indicated that a recycling and salvage plan will be provided at permitting.

- (2) **Windows that are proposed to be replaced shall be hurricane proof impact windows.**

**Consistent-** The applicant has indicated that hurricane proof impact windows will be provided.

- (3) **Where feasible and appropriate, passive cooling systems, such as operable windows, shall be provided.**

**Consistent-** The applicant has indicated that passive cooling systems will be provided where feasible and appropriate.

- (4) **Whether resilient landscaping (salt tolerant, highly water-absorbent, native or Florida friendly plants) will be provided.**

**Consistent-** Resilient landscaping will be provided.

- (5) **The project applicant shall consider the adopted sea level rise projections in the Southeast Florida Regional Climate Action Plan, as may be revised from time-to-time by the Southeast Florida Regional Climate Change Compact. The applicant shall also specifically study the land elevation of the subject property and the elevation of surrounding properties.**

**Partially Consistent-** The applicant has indicated that sea level rise projections were considered.

- (6) **The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-ways and adjacent land.**

**Consistent-** The ground floor of the development will be adaptable to the raising of public rights-of-way and adjacent land.

- (7) **Where feasible and appropriate, all critical mechanical and electrical systems shall be located above base flood elevation.**

**Consistent-** Electrical and mechanical systems will be located above base flood elevation. Any mechanical and electrical systems located below base floor elevation will be floodproofed in accordance with Florida Building Code requirements.

- (8) **Existing buildings shall be, where reasonably feasible and appropriate, elevated to the base flood elevation.**

**Not Consistent-** The subject site currently consists of surface parking lots. The Existing

Buildings to remain are not proposed to have their existing finished floor elevation ("FFE") raised. The building at 300 71st Street has an FFE of 5.11' NGVD and the building at 326 71st Street has a FFE of 5.25' NGVD.

- (9) **When habitable space is located below the base flood elevation plus City of Miami Beach Freeboard, wet or dry flood proofing systems will be provided in accordance with Chapter of 54 of the City Code.**

**Consistent-** When habitable space is located below base flood elevation, wet or dry flood proofing systems will be provided.

- (10) **Where feasible and appropriate, water retention systems shall be provided.**

**Partially Consistent-** According to the applicant's letter of intent, the design architect will study various water retention systems for the Project.

- (11) **Cool pavement materials or porous pavement materials shall be utilized.**

**Consistent-** The applicant has indicated that such materials will be utilized.

- (12) **The design of each project shall minimize the potential for heat island effects on-site.**

**Not Consistent-** The applicant has provided no information regarding any efforts to minimize heat island effects.

#### **ANALYSIS:**

##### **DESIGN REVIEW**

On May 5, 2020 the applicant participated in a virtual Design Review Board meeting via the ZOOM platform for discussion purposes and to familiarize the Board, the public and the applicant with concerns and recommendations for this Town Center project. To recap, the following discussion points were made by various DRB members:

- Parking lot of CNB needs further consideration – make it a pocket park, building, enclosure;
- Eliminate drive-through nature of two driveways within building onto Abbott Avenue;
- Rethink bank at City national; and
- Redesign/Finessing of garage screen.

Since that time, the applicant has submitted revised plans and the analysis herein reflects substantial changes predominantly to ground floor traffic circulation and site plan design based on the direction of the Board and concerns by both Planning and Transportation staff. Additionally, a revised traffic study has been submitted to the Transportation Department for the project. The modification to the design and the introduction of singular two-way driveway circulation change to the ground floor along Harding Avenue triggered additional variance requests from the frontage requirements for Class C street types, but eliminated the previous waiver requests pertaining to the separate, multiple driveways on two roadways. In short, a superior siteplan has been presented that brings the project into substantial alignment with the goals of the continuous urban fabric of the TCC.



### Overall Site

The subject site is a 1.13-acre unified development located within the boundaries of the TC-C, Town Center – Central Core District. The applicant is proposing a new 14-story, 149'-4" high building with 118 residential units above a ground floor retail component. The site is generally bound by 71<sup>st</sup> Street to the north, Abbott Avenue to the west, and Harding Avenue to the east. Except for the parcels fronting 71<sup>st</sup> Street, the rest of the site is vacant and unimproved, including a surface parking area ancillary to the bank.

The site encompasses the northernmost portion of a block fronting 71<sup>st</sup> Street, with unequal linear frontages along Abbott Avenue and Harding Avenue. The development project is comprised of several isolated components including a new, fourteen-story mixed-use building proposed to be located behind the two-existing commercial/office buildings fronting 71<sup>st</sup> Street that are both proposed to remain, as well as an existing surface parking lot. The entire subject property consists of eight parcels, five along Abbott Avenue and three along Harding Avenue. All of the substantial improvements and new construction are allocated to the four parcels along Abbott Avenue. Out of the 48,995 SF site, the proposed new construction occupies nearly half at 24,000SF. The retained Gidney and City National Bank building footprints encompass 18,745 SF and the surface parking lot contains 6,250 SF of lot area.

### Exterior Elevations and Floor Levels

The primary façade of the new construction is along Abbott Avenue. The ground floor contains a residential lobby, valet access, amenity space, and one retail space with the back-of-house and utility rooms located internally. The one-way drive that previously divided the façade has been eliminated, and a continuous retail edge has been provided along Abbott Avenue. The Harding Avenue frontage has been dedicated as the sole vehicular entry into the proposal. The surface parking and drive through access is covered with a landscaped trellis to screen the parking, loading and access driveway. A small retail pop-up spaces has been provided south of the Bank to further bring the project into compliance with the street class frontage requirements of the TCC.

Four levels of parking occupy the entire footprint of the pedestal floors. The 118-unit residential tower begins on the sixth floor as a rectilinear volume that rises nine stories up to the 14<sup>th</sup> floor. In totality, there are eight residential levels with a double loaded corridor, with the top floor of units facing west and an open amenity deck with pool facing east.



A five-story parking pedestal facing Abbott Avenue features a ground floor elevation with 28'-0" high floor to ceiling glass, for a spacious retail and lobby component, recessed below four stories of architectural screening at the parking levels. The lower levels of the garage are screened with concrete/stucco 'dynamic' apertures, or rectangular stucco frames with walls tapering inward to recessed openings of varying shapes creating a dynamic

wall plane. This lower level aligns with the elevation height of the neighboring Gidney building. The screening along the upper levels of the garage exhibits a diminutive pattern of the

dynamic openings executed with concrete breezeblocks.

The tower contains floor to ceiling glass along its expansive east and west elevations, and feature projecting glass balconies that stagger at every other floor and extend past the tower's vertical walls. The cantilevering of the balconies coupled with their staggered rhythm, lends the glass façades movement and interest. In contrast, the slender, north and south elevations are predominately finished in white stucco with vertical ribbons of fenestration and compliment the prominent elevations. The project extends to Harding Avenue, with the site south of the City National Bank proposed as the singular vehicular entrance and a surface parking lot, covered with a terrace and trellis.

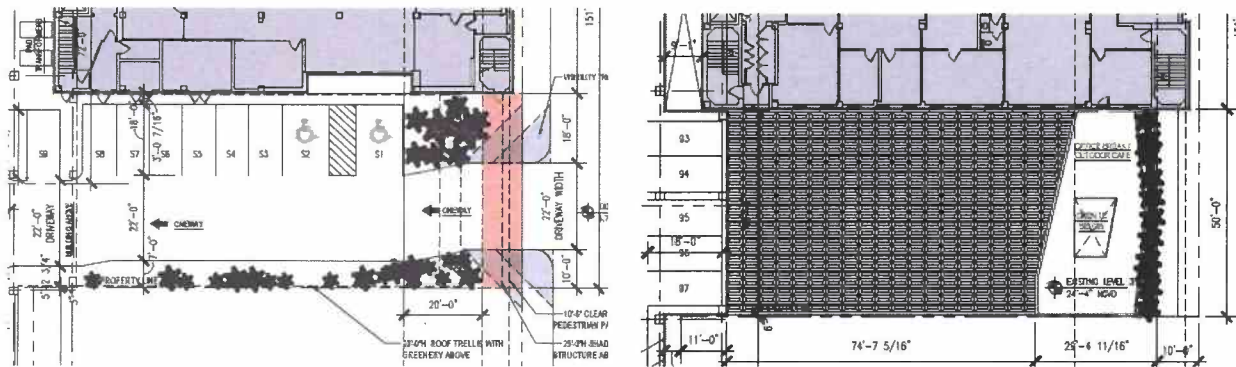
### **Surface Parking/Covered Woonerf**

Along with the elimination of the vehicular drive-through nature of the design, the single most comprehensive modification to the project was the reexamination of the retention of the surface parking area located directly behind the CNB building. The applicant has created a small retail area directly south of the existing bank building in an effort to create a pop-up opportunity for activation along Harding Avenue. The small area mostly complies with the regulations for new construction in regards to the street frontage requirements.



The new Harding Avenue design features a high covered terrace element that serves a variety of functions. It successfully screens the surface parking from above and mostly from the r-o-w. It also engages in the new retail component as well as providing an elevated outdoor recreational area for the workers within the CNB building.

Surface parking is incongruous with a walkable, urban mixed-use project. Staff had very serious concerns with the applicant's proposal to retain this surface lot as it prevents the retail activation of the City National Bank building. Additionally, the surface lot impeded the project from being able to fully integrate, engage and provide activation for the town center, as it creates a physical barrier in the form of a suburban strip mall parking lot. The City, through the adoption of the TCC, has re-prioritized its transportation modality hierarchy, specifically to highlight pedestrian movement and walkability, as well as promote non-vehicular forms of transportation through its continued reduction of parking requirements.

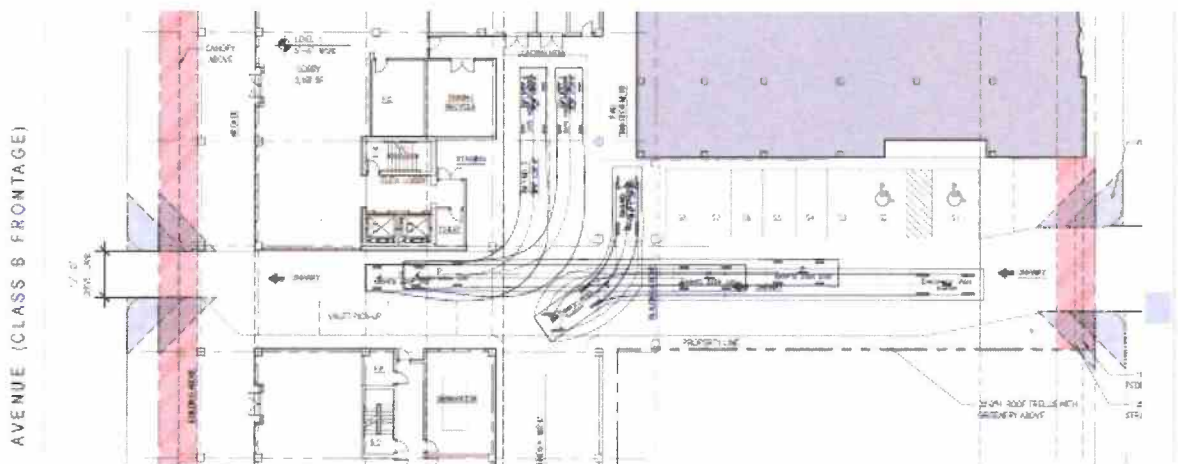


This redesign makes a dramatic improvement to the project as well as to the district as a whole. This facet of the proposed site plan still has some areas in need of improvement, and further refinement is needed to ensure the architectural success of the project as a whole.

### Driveways and Loading

The applicant has removed both of the waivers to allow a driveway on Abbott Avenue (a Class B street) when Harding Avenue (a Class C street) frontage permits a combined driveway and to have multiple driveways. The subject site is part of combined Blocks E and 12 which spans from 69<sup>th</sup> Street to 71<sup>st</sup> Street and which were historically platted without a 70<sup>th</sup> Street crossing right-of-way. The total length of this super block measures 601'-4" in length.

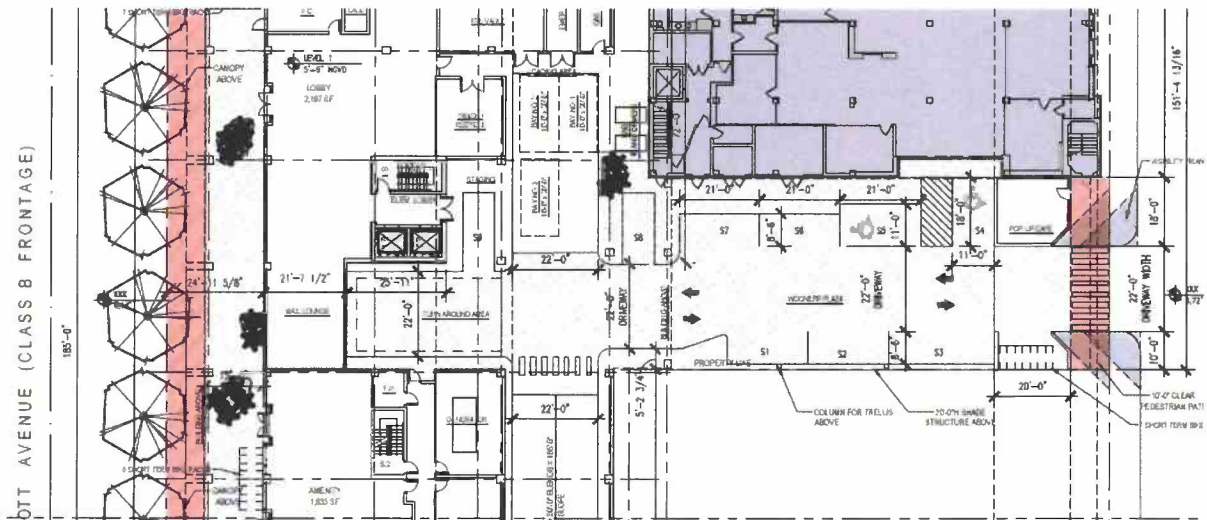
Staff was strongly opposed to the previous proposed ground floor site plan, as it included the total retention of the existing surface parking area and necessitated driveway waivers and variances for a drive through scheme onto the Class B street (Abbott Avenue).



Prior submittal showing "drive through" nature of ground floorplan

The revised proposed site plan repurposes the existing surface parking area behind the CNB building and restripes it for parking. The revised plan also creates a covered trellised area and an upper terrace area for the employees of the CNB bank building, and adds a new retail space along Harding Avenue.





Revised submittal showing singular driveway entrance and 'wooner' plaza nature of ground floorplan

### Parking

The site is located within Parking District No. 8 which has reduced parking requirements for residential and no parking for retail uses. Additionally, the applicant's proposal incorporates 68 required parking spaces for the City National Bank building in the 209 space, four level parking garage. Of these, 100 spaces are required parking for the residential units. Staff is not supportive of the retention of some of the surface parking area off Harding Avenue.

### Height

The applicant is proposing a 14-story structure measuring 149'-4" to the top of the main roofline of the tower from BFE +5, or 13' NGVD. The TC-C requires participation in the Public Benefits Program (Sec. 142-747) for all floor area located above 125 feet up to the maximum building height. The fees are established in Appendix A of the City Code and is currently \$3 per square foot located above 125 feet; the fee is paid prior to obtaining a building permit. The combined site contains 48,995 SF of lot area, which enables the development to achieve up to 200'-0" in height through public benefits program. The applicant intends to utilize the public benefits for the portions of the Project above 125' in height pursuant to Section 142-747(g)(1)—expedited development option.

### Overall Design

Staff is generally supportive of the design of the new building, as well as the contemporary design language that incorporates variations in surface materials and changes in plane. Staff had strong misgivings about the ground floor plan, and as proposed in the revised scheme, significant design and functional improvements have been made.



In order to better integrate the new development within the established context of the immediate area, staff recommends the following modifications:

1. Further design details are needed for the proposed improvements to the building and surface parking area, including details of the woonerf plaza, the proposed trellis, the proposed retail pop-up and its alignment with the existing CNB bank building.
2. Additional design details of the parking garage screening elements are needed. Specifically, the project architect shall further refine all garage screening walls to incorporate a more articulated architectural treatment to the façades.

Staff is fully supportive of the programmatic and design modifications made to the application yet has concerns with the limited design details rendered for the woonerf plaza and its associated trellis and pop-up retail structure. As such, staff recommends the approval of the application, with the exception of the plaza and associated architectural elements which shall be recommended for continuance to a future date in order to allow for the architect to fully realize the design of the plaza area.

#### **VARIANCE REVIEW**

As identified under the 'Project' and 'Variance' description of the analysis, staff is supportive of the requested variances that are predominantly associated with the retention of both existing buildings on 71<sup>st</sup> Street.

#### **RECOMMENDATION:**

In view of the foregoing analysis, staff recommends the following:

1. **Approval** of the overall design.

2. **Approval** of the requested variances (#1-#14, and #24)

3. **Continuance** of the woonerf plaza and associated architectural elements to a future date.

It is further recommended that the approval of the design and variances be subject to the conditions enumerated in the attached Draft Order, which address the inconsistencies with the aforementioned Design Review criteria, Sea Level Rise, and Practical Difficulty and Hardship criteria, as applicable.



Exhibit 'A'

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MIAMI-DADE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOTS 1, 3, 4, 16, 17 AND 18, BLOCK 12 OF NORMANDY BEACH SOUTH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 21, PAGE 54, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (LAND AREA: 36,991.48 SQ. FT)

PARCEL 2:

LOT 5, BLOCK 12 OF NORMANDY BEACH SOUTH, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 21, PAGE 54 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (LAND AREA: 6,000.00 SQ. FT)

PARCEL 3:

LOT 2, BLOCK 12 OF NORMANDY BEACH SOUTH, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 21, PAGE 54 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (LAND AREA: 6,000.00 SQ. FT)

TOTAL LAND AREA: 48,995.48 SQ. FT

**DESIGN REVIEW BOARD**  
**City of Miami Beach, Florida**

MEETING DATE: November 03, 2020

PROPERTY/ FOLIO:	300 71 <sup>st</sup> Street	02-3211-002-0930
	326 71 <sup>st</sup> Street	02-3211-002-0850
		02-3211-002-0870
		02-3211-002-0880
	6985 Abbott Avenue	02-3211-002-0860
	6961 Abbott Avenue	02-3211-002-0890
	6972 Harding Avenue	02-3211-002-0920

FILE NO: DRB19-0462

IN RE: An application has been filed requesting Design Review Approval for the construction of a new multistory mixed-use residential and retail development, including one or more waivers and one or more variances from the street class frontage requirements and to retain non-conforming setbacks, to replace surface parking lots and to retain two existing multistory buildings.

LEGAL: See attached Exhibit 'A'

APPLICANT: North Beach Town Center Development, LLC  
Pacific Star Capital, LLC

**ORDER**

The City of Miami Beach Design Review Board makes the following FINDINGS OF FACT, based upon the evidence, information, testimony and materials presented at the public hearing and which are part of the record for this matter:

**I. Design Review**

- A. The Board has jurisdiction pursuant to Section 118-252(a) of the Miami Beach Code. The property is not located within a designated local historic district and is not a individually designated historic site.
- B. Based on the plans and documents submitted with the application, testimony and information provided by the applicant, and the reasons set forth in the Planning Department Staff Report, the project as submitted is inconsistent with Design Review Criteria 1, 2, 3, 4, 5, 6, 9, 12, 13, 16 and 19 in Section 118-251 of the Miami Beach Code.
- C. Based on the plans and documents submitted with the application, testimony and information provided by the applicant, and the reasons set forth in the Planning Department Staff Report, the project as submitted is inconsistent with the Sea Level Rise Criteria 1, 5, 10 and 12 in Section 133-50(a) of the Miami Beach Code.

1. Revised elevation, site plan and floor plan drawings for the proposed mixed-use development at 6961 Abbott Avenue shall be submitted to and approved by staff; at a minimum, such drawings shall incorporate the following:
  - a. The proposed plans shall be revised to fully comport with the FAR requirements of the City Code. FAR diagrams and calculations shall be revised and to be reviewed and approved by staff as part of the building permit plans.
  - b. Both the existing Gidney and City National Bank building located in the northernmost portion of the site—along 71<sup>st</sup> Street—shall be substantially retained and renovated and incorporated into the proposed development and shall be restored to the original design to the greatest extent possible, except as modified herein, in a manner to be reviewed and approved by staff consistent with all documented resources.
  - c. The architect shall clarify location and type of required bicycle (long vs short term) parking on a revised site plan.
  - d. The architect shall further refine the proposed surface parking area, covered trellis, and retail pop-up area to the south of the existing City National Bank building, in order to achieve an architectural solution commensurate with the rendering depicted on sheet A5.5 of the submittal.
  - e. The architect shall further refine the proposed east elevation along Harding Avenue in order to substantially screen all of the proposed surface parking area and driveway loading areas to the greatest extent possible, in order to achieve an architectural solution commensurate with the rendering depicted on sheet A5.5 of the submittal.
  - f. All rooftop parking shall be screened from view from surrounding buildings through the use of solar carports or landscaping.
  - g. Additional design details of the parking garage screening elements are needed. Specifically, the project architect shall further refine all featureless walls to incorporate a more articulated architectural treatment to the 'blank featureless wall' elevations (A4.4 and A4.6).
  - h. The applicant shall further refine the proposed parking garage screening. The final design details and color selection of the "parking garage podium screening" proposed at portions of the parking podium shall be submitted, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.
  - i. The final details of all exterior surface finishes and materials, including samples, shall be submitted, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.

- j. All interior fixtures, including, but not limited to, shelving, partitions, and checkout counters, if parallel to the exterior wall, shall be setback a minimum of ten (10') feet from the exterior walls of the building, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board. This shall not prohibit substantially transparent fixtures for display purposes; however, shelving, partitions, and checkout counters, or similar objects, shall not be permitted to be flush to the exterior walls of the building facing any right-of-way.
- k. The final design and details of all exterior and interior lighting shall be provided, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board. Interior lighting shall be designed in a manner to not have an adverse overwhelming impact upon the surrounding area. No florescent or intensive 'white' lighting (or similar intensive lighting) visible from the adjacent public rights or way or adjacent properties shall be permitted.
- l. Any future kitchen ventilation or mechanical venting shall be chased through the interior of the building to the roof. No exhaust ducts or vents shall be permitted on any building elevations.
- m. All internal garage lighting shall be shielded to buffer views of all direct light sources from outside of the structure, as well as on the roof deck, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.
- n. The final design details and pattern of the hardscape and exterior walkways shall be submitted, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.
- o. Any exterior ground floor exterior handrails and support posts shall incorporate a flat profile. The final design details, dimensions, material and color of all exterior handrails shall be made part of the building permit plans and shall be subject to the review and approval of staff consistent with the Design Review Criteria and/or the directions from the Board.
- p. The interior walls of the two driveways at the first level of the parking garage entrance, ramps and loading areas, shall be fully detailed on revised plans. Such interior areas shall consist of high quality, non-stucco surface materials which have a well finished appearance commensurate with the primary façade of the building, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.
- q. All building signage shall require a separate permit. A uniform sign plan for the new building shall be required. Such sign plan shall be consistent in materials, method of illumination and sign location, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.

- r. Final details of all proposed storefront systems and associated details shall be provided for all ground floor elevations on the project site, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.
  - s. A copy of all pages of the recorded Final Order shall be scanned into the plans submitted for building permit, and shall be located immediately after the front cover page of the permit plans.
  - t. Prior to the issuance of a Certificate of Occupancy, the project Architect shall verify, in writing, that the subject project has been constructed in accordance with the plans approved by the Planning Department for Building Permit.
2. A revised landscape plan, prepared by a Professional Landscape Architect, registered in the State of Florida, and corresponding site plan, shall be submitted to and approved by staff. The species type, quantity, dimensions, spacing, location and overall height of all plant material shall be clearly delineated and subject to the review and approval of staff. At a minimum, such plan shall incorporate the following:
- a. Prior to the issuance of a building permit, the applicant shall submit a tree protection plan for all trees to be retained on site. Such plan shall be subject to the review and approval of staff, and shall include, but not be limited to a sturdy tree protection fence installed at the dripline of the trees prior to any construction.
  - b. In order to identify, protect and preserve mature trees on site, which are suitable for retention and relocation, a Tree Report prepared by a Certified Tree Arborist shall be submitted for the mature trees on site.
  - c. Any tree identified to be in good overall condition shall be retained, and protected in their current location if they are not in conflict with the proposed application, or they shall be relocated on site, if determined feasible, subject to the review and approval of staff. A tree care and watering plan also prepared by a Certified Arborist shall be submitted prior to the issuance of a Building Permit or Tree Removal/Relocation Permit. Subsequent to any approved relocation, a monthly report prepared by a Certified Arborist shall be provided to staff describing the overall tree performance and adjustments to the maintenance plan in order to ensure survivability, such report shall continue for a period of 18 months unless determined otherwise by staff.
  - d. All overhead utility lines shall along all street frontages within the block of the subject property be relocated underground. All utility poles shall be removed.
  - e. All exterior walkways and drives shall consist of decorative pavers, set in sand or other semi-pervious material, with the exception of a small portion



- of slab to accommodate loading in the alley, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.
- f. Existing trees to be retained on site shall be protected from all types of construction disturbance. Root cutting, storage of soil or construction materials, movement of heavy vehicles, change in drainage patterns, and wash of concrete or other materials shall be prohibited.
  - g. The Backflow prevention device shall not be permitted within any area fronting a street or sidewalk, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board
  - h. Street trees shall be required within the sidewalk at the front of the property if not in conflict with existing utilities, in a manner to be reviewed and approved by the Public Works Department.
  - i. Any existing plant material within the public right-of-way may be required to be removed, as the discretion of the Public Works Department.
  - j. A fully automatic irrigation system with 100% coverage and an automatic rain sensor in order to render the system inoperative in the event of rain. Right-of-way areas shall also be incorporated as part of the irrigation system.
  - k. The utilization of root barriers and/or Silva Cells, as applicable, shall be clearly delineated on the revised landscape plan.
  - l. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all backflow preventors and all other related devices and fixtures. The location of backflow preventors, Siamese pipes or other related devices and fixtures, if any, and how they are screened with landscape material from the right-of-way, shall be clearly indicated on the site and landscape plans, and shall be subject to the review and approval of staff.
  - m. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all applicable FPL transformers or vault rooms. The location of any exterior transformers and how they are screened with landscape material from the right of wall shall be clearly indicated on the site and landscape plans and shall be subject to the review and approval of staff.
  - n. Prior to the issuance of a Certificate of Occupancy, the Landscape Architect or the project architect shall verify, in writing, that the project is consistent with the site and landscape plans approved by the Planning Department for Building Permit.



In accordance with Section 118-262, the applicant, or the city manager on behalf of the city administration, or an affected person, Miami Design Preservation League or Dade Heritage Trust may seek review of any order of the Design Review Board by the City Commission, except that orders granting or denying a request for rehearing shall not be reviewed by the Commission.

## II. Variance(s)

- A. The applicant filed an application with the Planning Department for the following variance(s) which were either approved by the Board with modifications, withdrawn, or denied:

The following variance(s) were approved by the Board:

1. A variance to reduce up to 10'-0" from the minimum required setback of 10'-0" for the pedestal structure as measured from Grade to 55'-0" (from BFE+5') along a class A frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Harding Avenue with a setback ranging from 5'-0" to zero (0'-0").
2. A variance to reduce up to 25'-0" from the minimum required setback of 25'-0" for the tower structure as measured from 55'-0" (from BFE+5') to maximum height along a class A frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Harding Avenue with a setback ranging from 5'-0" to zero (0'-0").
3. A variance to reduce up to 10'-0" from the minimum required setback of 10'-0" for the pedestal and tower structure along a class C frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Harding Avenue with a setback ranging from 2'-4" to zero (0'-0").
4. A variance to reduce by 10'-0" the required 10'-0" wide "Clear Pedestrian Path" along 71<sup>st</sup> Street (Class A).
5. A variance to reduce by 10'-0" the required 10'-0" wide "Clear Pedestrian Path" along Harding Avenue (Class C).
6. A variance to reduce the minimum required habitable space with 20'-0" in depth along 85% of the length of the façade at setback line along a class C frontage (Harding Avenue) in order to provide a portion of the façade with landscape.
7. A variance to reduce the minimum required habitable space along 85% of the length of the façade at setback line along a class C frontage (Harding Avenue) in order to provide a portion of the façade with landscape.
8. A variance to reduce by 35'-0" the minimum height of a façade in order to not provide a building along 85% of the façade fronting on Harding Avenue (Class C).

9. A variance to eliminate the visibility requirement for ground floor parking along Harding Avenue.
10. A variance to eliminate the shade structure required that projects for a minimum depth of five (5) feet along 71<sup>st</sup> Street (Class A) in order to retain an existing nonconforming six-story building.
11. A variance to eliminate the shade structure required that projects for a minimum depth of five (5) feet along Harding Avenue (Class C) in order to retain an existing nonconforming six-story building.
12. A variance to reduce the required minimum of 70 percent clear glass windows with views into the habitable space along 71<sup>st</sup> Street (Class A) in order to retain an existing nonconforming six-story building.
13. A variance to reduce the required minimum of 70 percent clear glass windows with views into the habitable space along Harding Avenue (Class C) in order to retain an existing nonconforming six-story building.
14. A variance to eliminate the requirement to screen the parking facilities from public rights-of-way and clear Pedestrian Path facing Abbott Avenue and Harding Avenue.
24. A variance to reduce the minimum required habitable space with 45'-0" in depth along 90% of the length of the façade at setback line along a Class B frontage (Abbott Avenue) in order to provide an internal vehicular turn around area.

The following variance(s) were **withdrawn** by staff:

- ~~15. A variance to allow a driveway on a class B frontage (Abbott Avenue) when there is a class C frontage (Harding Avenue) on the property in order to provide two separate driveways.~~
- ~~16. A variance to reduce the required minimum of 70 percent clear glass windows with views into the habitable space along 71<sup>st</sup> Street (Class A) in order to retain an existing nonconforming three-story building.~~
- ~~17. A variance to reduce the required minimum of 70 percent clear glass windows with views into the habitable space along Abbott Avenue (Class B) in order to retain an existing nonconforming three-story building.~~
- ~~18. A variance to not provide a clear pedestrian path free from obstructions along limited portions of 71<sup>st</sup> Street (Class A) frontage.~~
- ~~19. A variance to not provide a clear pedestrian path free from obstructions along limited portions of Abbott Avenue (Class B) frontage.~~
- ~~20. A variance to not provide a shade structure over the required pedestrian path along 71<sup>st</sup> Street (Class A).~~

21. ~~A variance to not provide a shade structure over the required pedestrian path along Abbott Avenue (Class B).~~

22. ~~A variance to reduce up to 10'-0" from the minimum required setback of 10'-0" for the pedestal structure as measured from Grade to 55'-0" (from BFE+5') along a class A frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Abbott Avenue with a setback ranging of zero (0'-0").~~

23. ~~A variance to reduce up to 10'-0" from the minimum required setback of 10'-0" for the pedestal structure as measured from Grade to 55'-0" (from BFE+5') along a class B frontage in order to retain an existing building located at the corner of 71<sup>st</sup> Street and Abbott Avenue with a setback ranging of zero (0'-0").~~

- B. The applicant has submitted plans and documents with the application that staff has concluded satisfy Article 1, Section 2 of the Related Special Acts.

Additionally, staff has concluded that the plans and documents with the application comply with the following hardship criteria, as they relate to the requirements of Section 118-353(d), Miami Beach City Code:

That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;

That the special conditions and circumstances do not result from the action of the applicant;

That granting the variance requested will not confer on the applicant any special privilege that is denied by this Ordinance to other lands, buildings, or structures in the same zoning district;

That literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this Ordinance and would work unnecessary and undue hardship on the applicant;

That the variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure;

That the granting of the variance will be in harmony with the general intent and purpose of this Ordinance and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare; and

That the granting of this request is consistent with the comprehensive plan and does not reduce the levels of service as set forth in the plan.

The granting of the variance will result in a structure and site that complies with the sea level rise and resiliency review criteria in chapter 133, article II, as applicable.



- C. The Board hereby **Approves** the Variance request(s), and imposes the following conditions based on its authority in Section 118-354 of the Miami Beach City Code:
1. Substantial modifications to the plans submitted and approved as part of the application, as determined by the Planning Director or designee, may require the applicant to return to the Board for approval of the modified plans, even if the modifications do not affect variances approved by the Board.
  2. If required, the applicant shall obtain a revocable permit from the Public Works Department for the proposed improvements within the public right-of-way, subject to approval of the City Commission, prior to the issuance of a building permit.
  3. The architect shall revise the ground floor site plan to comply with providing a continuous shade structure over the pedestrian path along the portions of the facades of the entirety of the development along of Indian Creek Drive.

**The decision of the Board regarding variances shall be final and there shall be no further review thereof except by resort to a court of competent jurisdiction by petition for writ of certiorari.**

**III. General Terms and Conditions applying to both 'I. Design Review Approval and 'II. Variances' noted above.**

- A. Where one or more parcels are unified for a single development, the property owner shall execute and record a unity of title or a covenant in lieu of unity of title, as may be applicable, in a form acceptable to the City Attorney.
- B. All new construction over 7,000 square feet shall be required to be, at a minimum, certified as LEED Gold by USGBC. In lieu of achieving LEED Gold certification, properties can elect to pay a sustainability fee, pursuant to Chapter 133 of the City Code. This fee is set as a percentage of the cost of construction.
- C. The applicant shall comply with the electric vehicle parking requirements, pursuant to Sec. 130-39 of the City Code.
- D. Project shall comply with Urban Heat Island Ordinance, roofing.
- E. Identify intended compliance with Section 142-747 North Beach Public Benefits Fund. Fee per unit public fund benefit. Contribution to public benefits fund. A contribution to the public benefits fund, in the amount identified in appendix A shall be required for each square foot of floor area located above the 125 feet. Provide information and details of how the project will satisfy this requirement.
- F. Site plan approval is contingent upon meeting Public School Concurrency requirements. Applicant shall obtain a valid School Concurrency Determination Certificate (Certificate) issued by the Miami-Dade County Public Schools. The Certificate shall state the number of seats reserved at each school level. In the event sufficient seats are not available, a proportionate share mitigation plan shall be incorporated into a tri-party development agreement and duly executed prior to the issuance of a Building Permit.

- G. The applicant shall submit a Hold Harmless Covenant Running with the Land to the City Attorney's Office in a form acceptable to the City Attorney indemnifying and holding harmless the city against any claim or loss in the event of an accident involving a motor vehicle or other instrumentality due to the proximity of the new building to the proposed alley re-alignment.
- H. In the event Code Compliance receives complaints of unreasonably loud noise from mechanical and/or electrical equipment, and determines the complaints to be valid, even if the equipment is operating pursuant to manufacturer specifications, the applicant shall take such steps to mitigate the noise with noise attenuating materials as reviewed and verified by an acoustic engineer, subject to the review and approval of staff based upon the design review or appropriateness criteria, and/or directions received from the Board.
- I. A Construction Parking and Traffic Management Plan (CPTMP) shall be approved by the Parking Director pursuant to Chapter 106, Article II, Division 3 of the City Code, prior to the issuance of a Building Permit.
- J. The final building plans shall meet all other requirements of the Land Development Regulations of the City Code.
- K. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.
- L. Satisfaction of all conditions is required for the Planning Department to give its approval on a Certificate of Occupancy; a Temporary Certificate of Occupancy or Partial Certificate of Occupancy may also be conditionally granted Planning Departmental approval.
- M. The Final Order is not severable, and if any provision or condition hereof is held void or unconstitutional in a final decision by a court of competent jurisdiction, the order shall be returned to the Board for reconsideration as to whether the order meets the criteria for approval absent the stricken provision or condition, and/or it is appropriate to modify the remaining conditions or impose new conditions.
- N. The conditions of approval herein are binding on the applicant, the property's owners, operators, and all successors in interest and assigns.
- O. Nothing in this order authorizes a violation of the City Code or other applicable law, nor allows a relaxation of any requirement or standard set forth in the City Code.

IT IS HEREBY ORDERED, based upon the foregoing findings of fact, the evidence, information testimony and materials presented at the public hearing, which are part of the record for this matter, and the staff report and analysis, which are adopted herein, including the staff recommendations, which were amended and adopted by the Board, that the **application** is GRANTED for the above-referenced project subject to those certain conditions specified in Paragraph I, II, III of the Finding of Fact, to which the applicant has agreed.

PROVIDED, the applicant shall build substantially in accordance with the plans, entitled "6985 Abbott Avenue: Final Submittal" as prepared by **cube3, LLC** dated signed and sealed June 04 2020, and as approved by the Design Review Board, as determined by staff.

When requesting a building permit, the plans submitted to the Building Department for permit shall be consistent with the plans approved by the Board, modified in accordance with the conditions of approval that must be satisfied prior to permit issuance, as set forth in this Order, have been met.

The issuance of the approval does not relieve the applicant from obtaining all other required Municipal, County and/or State reviews and permits, including final zoning approval. If adequate handicapped access is not provided on the Board approved plans, this approval does not mean that such handicapped access is not required. When requesting Building permit, the plans submitted to the Building Department for permit shall be consistent with the plans approved by the Board, modified in accordance with the conditions set forth in this Order.

If the Full Building Permit for the project is not issued within eighteen (18) months of the meeting date at which the original approval was granted, the application will expire and become null and void, unless the applicant makes an application to the Board for an extension of time, in accordance with the requirements and procedures of Chapter 118 of the City Code, the granting of any such extension of time shall be at the discretion of the Board. If the Full Building Permit for the project shall expire for any reason (including but not limited to construction not commencing and continuing, with required inspections, in accordance with the applicable Building Code), the application will expire and become null and void.

In accordance with Chapter 118 of the City Code, the violation of any conditions and safeguards that are a part of this Order shall be deemed a violation of the land development regulations of the City Code. Failure to comply with this **Order** shall subject the application to Chapter 118 of the City Code, for revocation or modification of the application.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

DESIGN REVIEW BOARD  
THE CITY OF MIAMI BEACH, FLORIDA

BY: \_\_\_\_\_  
JAMES G. MURPHY  
CHIEF OF URBAN DESIGN  
FOR THE CHAIR

STATE OF FLORIDA                     )  
  )SS  
COUNTY OF MIAMI-DADE         )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_ by James G. Murphy, Chief of Urban Design, Planning Department, City of Miami Beach, Florida, a Florida Municipal Corporation, on behalf of the Corporation. He is personally known to me.

\_\_\_\_\_  
NOTARY PUBLIC  
Miami-Dade County, Florida  
My commission expires: \_\_\_\_\_



Approved As To Form:

City Attorney's Office: \_\_\_\_\_ ( )

Filed with the Clerk of the Design Review Board on \_\_\_\_\_ ( )

DRAFT

Exhibit 'A'

**LEGAL DESCRIPTION:**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MIAMI-DADE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOTS 1, 3, 4, 16, 17 AND 18, BLOCK 12 OF NORMANDY BEACH SOUTH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 21, PAGE 54, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (LAND AREA: 36,991.48 SQ. FT)

PARCEL 2:

LOT 5, BLOCK 12 OF NORMANDY BEACH SOUTH, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 21, PAGE 54 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (LAND AREA: 6,000.00 SQ. FT)

PARCEL 3:

LOT 2, BLOCK 12 OF NORMANDY BEACH SOUTH, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 21, PAGE 54 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (LAND AREA: 6,000.00 SQ. FT)

TOTAL LAND AREA: 48,995.48 SQ. FT