

MIAMI BEACH

PLANNING DEPARTMENT
Staff Report & Recommendation

Design Review Board

TO: DRB Chairperson and Members

DATE: June 7, 2022

FROM: Thomas R. Mooney, AICP
Planning Director

SUBJECT: **DRB21-0706, aka DRB20-0530**
120 MacArthur Causeway

An application has been filed requesting modifications to a previously approved Design Review Approval for the construction of a new multi-story office building. Specifically, the application includes a substantial increase to the height of the garage structure as well as exterior design modifications.

RECOMMENDATION:

Approval with conditions.

BACKGROUND:

On February 2, 2021, the project was reviewed and approved by the Design Review Board, pursuant to DRB21-0530.

LEGAL DESCRIPTION:

See Exhibit "A"

SITE DATA:

Zoning: I-1
Future Land Use: I-1
Parking District: No. 1
Lot Size: 161,716 SF
(3.7 Acres)
Proposed FAR: 0.99 – 161,580 SF
Permitted FAR: 1.0 – 161,716 SF
Height:
Maximum: 75'-0" from BFE +5'*
(90'-0" NGVD)
Proposed: 75'-0" from BFE +5'*
(90'-0" NGVD) / 5 Stories
Highest Projection: +20'-0"
(110'-0" NGVD)
Existing Use: Vacant | Industrial
Proposed Use: Office, Café (140 Seats)

Parking Required: 194
Parking Provided: 283
Bicycle Parking:
Long term bicycles: 155
Short term bicycles: 160
Total: 315
Loading spaces: 5
Base Flood Elevation: +10.00' NGVD
First Floor Elevation: +7.5' NGVD

SURROUNDING PROPERTIES:

North: MacArthur Causeway
South: Main Channel
West: Municipal Facilities) Main Channel
East: Waterway | Coast Guard Station

THE PROJECT:

The applicant has submitted plans entitled "One Island Park – DRB Final Submittal", as prepared by **Arquitectonica**, dated December 03/28/2022.

The applicant is proposing the construction of a new, multi-story office building with a four-story parking structure, and gatehouse.

COMPLIANCE WITH ZONING CODE:

A preliminary review of the project indicates that the application, as proposed, is consistent with the City Code.

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.

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.
Satisfied
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.
Satisfied
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.
Satisfied
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.
Satisfied
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.

Satisfied

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.

Satisfied

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

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).

Satisfied

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.

Satisfied

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.
Satisfied
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

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.
Not Satisfied
A recycling plan shall be provided as part of the submittal for a demolition/building permit to the building department.
- (2) Windows that are proposed to be replaced shall be hurricane proof impact windows.
Satisfied
- (3) Where feasible and appropriate, passive cooling systems, such as operable windows, shall be provided.
Not Satisfied
- (4) Whether resilient landscaping (salt tolerant, highly water-absorbent, native or Florida friendly plants) will be provided.

Satisfied

- (5) Whether 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, including a study of land elevation and elevation of surrounding properties were considered.

Satisfied

- (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.

Satisfied

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

Satisfied

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

Not Applicable

- (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.

Satisfied

- (10) In all new projects, water retention systems shall be provided.

Not Satisfied

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

Not Satisfied

- (12) The project design shall minimize the potential for a project causing a heat island effect on site.

Not Satisfied

ANALYSIS:

DESIGN REVIEW

The applicant is proposing a six-story commercial building on an undeveloped waterfront site on Terminal Island. This application was first approved by the Design Review Board on February 2, 2021 following the Conditional Use approval by the Planning Board on January 26, 2021 pursuant to PB20-0352, which permitted the entire operation of the site, including the proposed rooftop restaurant use. An application has also been filed with the Planning Board for proposed modifications to the operation, including an updated traffic study, scheduled to be reviewed on June 28, 2022.

The applicant is returning to the Design Review Board for review and approval of modifications to the design, including the following:

- Increased parking resulting in changes to the overall garage design;
- Modifications to the covered ground floor parking lot and loading area;
- Redesign of the rooftop café in plan that results in similar massing, slightly increased in size, and newly clad in vertical timbers.

The irregularly shaped lot is bordered by the Government Cut Channel to the south, the City of Miami Beach Fleet Management Division to the west, the Fisher Island parking garage to the north, and the Coast Guard station and inlet to the east. The proposed project features an entrance pavilion, two, 6-story commercial buildings and a five-level parking garage structure. The commercial buildings are programmed with offices and feature cafés on the ground floor and rooftop. The buildings are located along the southeast corner of the property, and take on trapezoidal forms, responding to the triangular geometry of the site. The main drive enters the site from the north and slopes up in between to the two building to arrive at a vehicular drop off. From this point, terraced landscape and stairs descend to a pedestrian path that runs along the waterfront edge.

Predominately clad in floor to ceiling glass, the massing of the office building steps back at each floor and is accented with wood at the rooftop, rendering nautical forms that look southeast towards the Atlantic Ocean. The garage structure connects to the southmost office building and is located along the eastern edge of the site. Finished in dark gray stucco on the ground floor, the upper levels of the garage are accented with projecting white metal louvers that break as they run the perimeter of the building. Staff recommends further refinement of the design of the metal louvers with intermittent breaks, creating a more random pattern.

The proposed project with modifications remains noteworthy in its architectural design and staff is supportive of the application with noted recommendations.

RECOMMENDATION:

In view of the foregoing analysis, staff recommends the application be **approved** with conditions, 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"

Commencing at a point 1580 feet north and 2015 feet west from the southeast corner of section 4, township 54 south, range 42 east, said point being at the intersection of the centerline of the roadway of the original Miami County Causeway viaduct and the face of the west bridge abutment, run south 67 degrees 05 minutes 00 seconds west, along the centerline of said roadway produced, a distance of 58.70 feet to a point; thence run south 31 degrees 43 minutes 00 seconds east a distance of 64.75 feet to a point, said being the point of beginning (1); thence run south 67 degrees 05 minutes 00 seconds west, along the southerly line of the Miami County Causeway, a distance of 117.78 feet to the point of beginning of cut-out parcel of land herein described,

From said point of beginning; thence run south 67 degrees 05 minutes 00 seconds west, along the said southerly line of the Miami County Causeway, a distance of 40.43 feet; thence run along the arc of a circular curve deflecting to the right, having for its elements a central angle of 06 degrees 15 minutes 30 seconds and a radius of 243.86 feet, a distance of 26.64 feet to a point; said point being the point of compound curvature of a circular curve; thence run along the arc of a circular curve deflecting to the right, and having for its elements a central angle of 01 degrees 25 minutes 44 seconds and a radius of 1,566.95 feet, a distance of 39.08 feet to a point; thence run south 31 degrees 43 minutes 00 seconds east a distance of 403.80 feet to a point; thence run south 25 degrees 29 minutes 00 seconds west a distance of 97.46 feet to a point; thence run north 64 degrees 31 minutes 00 seconds west a distance of 120.00 feet to a point; thence run south 25 degrees 29 minutes 00 seconds west a distance of 100.00 feet to a point; thence run south 64 degrees 31 minutes 00 seconds east, along a line parallel to the municipal channel a distance of 832.55 feet (record and legal description) 832.55 feet (calculate) to a point; thence run north 31 degrees 43 minutes 00 seconds west a distance of 583.57 feet; thence south 58 degrees 17 minutes 00 seconds west for a distance of 175.85 feet; hence north 32 degrees 27 minutes 12 seconds west for a distance of 59.61 feet; thence north 32 degrees 00 minutes 10 seconds west for a distance of 61.22 feet; thence north 31 degrees 57 minutes 07 seconds west for a distance of 59.87 feet; thence north 31 degrees 45 minutes 47 seconds west for a distance of 99.47 feet; thence north 32 degrees 00 minutes 04 seconds west for a distance of 109.79 feet; thence north 58 degrees 01 minutes 56 seconds east for a distance of 19.00 feet to the point of curve of a non tangent curve to the right, of which the radius point lies north 87 degrees 07 minutes 46 seconds east, a radial distance of 71.65 feet; thence northerly along the arc, through a central angle of 43 degrees 56 minutes 24 seconds, a distance of 54.95 feet; thence north 31 degrees 06 minutes 33 seconds west for a distance of 10.00 feet, to the southeasterly corner of an existing one-story c.b.s. building; thence continue north 31 degrees 06 minutes 33 seconds west, northwesterly along the face of the said existing c.b.s. building line, a distance of 39.60 feet, to the northeasterly corner of said existing one-story c.b.s. building; thence continue northwesterly, north 31 degrees 06 minutes 33 seconds west, for a distance of 30.28 feet, to the point of beginning of the cut out parcel of land.

Containing 161,716 square feet or 3.71 acres, more or less.

Lying and being in section 4, township 54 south, range 42 east, City of Miami Beach, Miami-Dade County, Florida.