

MIAMI BEACH

PLANNING DEPARTMENT

Staff Report & Recommendation

Design Review Board

TO: DRB Chairperson and Members

DATE: October 4, 2022

FROM: Thomas R. Mooney, AICP
Planning Director

SUBJECT: DRB22-0845

4300 Alton Road | Mount Sinai Medical Center – Cancer Center

An application has been filed requesting Design Review Approval for the construction of a new five story cancer center on the westernmost portion of the Mount Sinai hospital campus.

RECOMMENDATION:

Approval with conditions.

LEGAL DESCRIPTION:

See attached - 'Exhibit A'.

HISTORY:

On September 6, 2022, the application was continued to a date certain of October 4, 2022, in order to address the concerns expressed by the Board.

SITE DATA:

Zoning:	HD Hospital District
Future Land Use:	PF (HD) Public facility, hospital
Lot Size:	2,315,133 SF
Existing FAR:	2,623,269 Gross SF* / 1.13 as provided by the applicant
Proposed additional SF:	217,716 SF
Maximum FAR:	3.0
Proposed Height:	98'-0" 5 stories (68'-2" to top of stair towers)

LAND USES:

East:	Mt. Sinai Medical Center
North:	Mt. Sinai Medical Center
South:	Julia Tuttle Causeway
West:	Biscayne Bay

THE PROJECT:

The applicant has submitted revised plans entitled "Mount Sinai Medical Center— Braman Cancer Center" as prepared by **CANNONDESIGN**, signed, sealed and dated July 11, 2022.

The applicant is proposing to construct a new Cancer Center to be located in the southwestern portion of the Mount Sinai Campus, along Biscayne Bay. The proposed location is consistent with the hospital's Master Plan.

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:

- The location of the proposed generator is not compliant with the setback requirements of the city code. The applicant has informed staff that the location will be modified to comply with the setback requirements.

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 provided

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).

Satisfied

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.
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.
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.
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.
Not Applicable
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.
Not Applicable
10. Where feasible and appropriate, water retention systems shall be provided.
Satisfied
11. Cool pavement materials or porous pavement materials shall be utilized.
Satisfied; additional information will be required at the time of building permit in order to demonstrate compliance.
12. The project design shall minimize the potential for a project causing a heat island effect on site.
Satisfied; additional information will be required at the time of building permit in order to demonstrate compliance.

STAFF ANALYSIS:
DESIGN REVIEW

The applicant is proposing to construct a new 5-story Cancer Center, at the southwestern portion of the Mount Sinai Medical Campus, fronting Biscayne Bay. A companion application (DRB22-0793) for a parking garage was approved by the Board on May 3, 2022. The approved garage, just east of the subject project, will accommodate the removal of surface parking spaces and enable the construction of the proposed Cancer Center. The garage will contain 949 parking spaces, primarily for employees, replacing 143 surface parking spaces.

When the garage was reviewed by the Board in May, conceptual models of the proposed cancer center were shown to the Board for future reference and the design was received favorably. The proposed design of the Braman Cancer Center is alluring, with a boomerang plan that decreases in size at each ascending level, and amoeba like floor plans that step back and up as the building rises. The design contrasts a glass inner layer with protruding white precast paneled curvilinear forms that undulate and wrap each floor. Although the stepping design results in expansive roof decks, the applicant has indicated that none of them are intended for occupation. Staff recommends that green roof systems and/or solar panels be explored for these expansive roof areas.

It should also be noted that there is an agreement to construct a baywalk, as referenced in the following condition of approval for File No. 23171, approved by the Board on June 2, 2015

related to the construction of the 8-story hospital tower:

- I.B.3. As required pursuant to City Resolution No. 2014-28609, applicant, as grantor, shall negotiate, enter into, and record a perpetual public access easement with the City, as grantee, which runs with the land, along the northern and western bay front boundaries of the applicant's property, for the City's construction, maintenance and operation of a public baywalk (the "Baywalk Easement"), which would have approximately a minimum 15 foot width, subject to existing impediments to that width, and would be designed by the City to accommodate pedestrian and bicycle use, as determined by the City, and would allow for the inclusion of other amenities, as determined by the City, such as benches, a kayak stop and a fishing pier. The Baywalk Easement shall be recorded in the public records, at the expense of the applicant. The negotiated Baywalk Easement shall be brought back to the Mayor and City Commission for acceptance.

As the baywalk has not yet been designed or constructed, staff recommends that the proposed landscape plan be modified to take into consideration the minimum 15 foot width required for the baywalk.

October 4, 2022 update

When the project was reviewed at the September 6, 2022 meeting, the Board expressed concerns with the extent of the inaccessible roof terraces and recommended that the applicant explore a combination of green roofs and exterior design elements for the roofs. For the reasons explained in the updated letter of intent, green roofs are not a viable option for the applicant. Instead, a free form paver design along with art installations have been incorporated into the lower roofs that are visible from the building's interior.

The Board also expressed concerns with the harsh appearance of the renderings provided for elevated 'Plaza Garden', particularly as viewed from the water and future baywalk. In order to soften this transition and create a stronger visual connection to the water, the previously proposed solid wall of the elevated terrace has been replaced with a glass railing, and the renderings have been updated to reflect the variety of landscaping that will help to obscure the base of the elevated plaza.

With the above changes, staff remains supportive of the dynamic design and recommends approval of the application.

RECOMMENDATION:

In view of the foregoing analysis, staff recommends the application be **approved**, subject to the conditions enumerated in the attached Draft Order, which address the inconsistencies with the aforementioned Design Review criteria and Sea Level Rise criteria.

EXHIBIT A

LEGAL DESCRIPTION:

Commencing at a concrete monument at Southeast corner of the Southwest One Quarter (SW ¼) of Section 22, Township 53 South, Range 42 East, which is the Southeast corner of Government Lot 4, Township 53 South, Range 42 East, Miami-Dade County, Florida, run Westerly along the South line of said Section 22, the bearing of said South line being South 88 degrees 18 minutes West as shown on a plat entitled "MAP OF THAT PORTION OF TOWNSHIP 53 SOUTH, RANGE 42 EAST, lying between Biscayne Bay and the Atlantic Ocean in Miami-Dade County, Florida, Bliss and Watson, Engineers, dated February 1918", as recorded in Plat Book 5 at Page 40 of the Public Records of Miami-Dade County, Florida, a distance of 356.19 feet to a point;

Thence run North 09 degrees 37 minutes East, a distance of 268.77 feet; Thence run North 24 degrees 22 minutes 43 seconds West, a distance of 15.0 feet to Station 194+94.0426 (back) of the Construction centerline of State Road 25, as shown on a Florida State Road Right of way Map entitled "RIGHT-OF-WAY MAP SEC. 8709-402, SR 25 MIAMI-DADE COUNTY, FLORIDA", revised as of August 7, 1958, Sheets 1 and 2;

Thence run South 65 degrees 37 minutes 17 seconds West, a distance of 1456.7770 feet to the Point of Curvature (P.C.) of a circular curve (Centerline of Construction equals 180+37.2656);

Thence run Southwesterly along the centerline of construction of State Road 25, along the arc of a circular curve deflecting to the right, having for its elements a central angle of 25 degrees 25 minutes 34 seconds, a radius of 3819.72 feet, a distance of 1695.0747 feet to the Point of Tangency (PT) of said curve;

Thence run North 88 degrees 57 minutes 09 seconds West, tangent to the last mentioned circular curve, along the centerline of construction of State Road 25, a distance of 573.19 feet to a point, said point being Station 157+69 on the centerline of Construction of State Road 25;

Thence run along a line deflecting 90 degrees to the right, North 01 degrees 02 minutes 51 seconds East, a distance of 116.0 feet to the Point of Beginning of the tract of land herein described, said Point of Beginning also being the Point of Curvature (PC) of a circular curve;

Thence run Northeasterly along the Easterly shore of Biscayne Bay, along the arc of a circular curve deflecting to the left, having for its elements a central angle of 48 degrees 24 minutes 18 seconds, a radius of 556.210 feet, a distance of 469.90 feet to the Point of Tangency (PT) of said circular curve, the Southerly tangent of said circular curve having a bearing of South 88 degrees 57 minutes 09 seconds East; (bearing of Chord being North 66 degrees 50 minutes 42 seconds East, Chord distance being 456.05 feet);

Thence run Northeasterly, North 42 degrees 38 minutes 30 seconds East, tangent to said circular curve, a distance of 1146.608 feet to a point, said point being the Northwesterly corner of a parcel of submerged land (now filled) deeded by the Trustees of the Internal Improvement Fund of the State of Florida to the Alton Beach Realty Company; Deed No. 16801, dated September 9, 1919 – comprising 21.5 Acres, more or less; also described in Deed Book 2277, Page 133, Public Records of Miami-Dade County, Florida, from Miami Beach Bay Shore Company to the United State of America, recorded March 23, 1943;

Thence run North 48 degrees 51 minutes 00.3 seconds East, a distance of 1006.079 feet to a point;

Thence run North 52 degrees 47 minutes 05.56 seconds East, a distance of 302.87 feet to a point on the Northerly line of Lot 41, Block 1, NAUTILUS SUBDIVISION as recorded in Plat Book 8, Page 95 of the Public Records of Miami-Dade County, Florida.

Thence run in a Northeasterly direction, meandering the Northwesterly line of Lot 41, a distance of 93 feet, plus or minus. The Chord of the aforementioned meander line, concave

to the Southeast, having a bearing of North 51 degrees, 41 minutes 56 seconds East and a distance of 92.03 feet;

Thence run North 77 degrees 57 minutes 59 seconds East, along the Northerly line of said Lot 41, a distance of 144.75 feet to a point, said point being the Southwesterly corner of Lot 40, Block 1 of the aforementioned NAUTILUS SUBDIVISION;

Thence run South 86 degrees 11 minutes 38 seconds East, along the South line of said Lot 40, a distance of 229.31 feet to the Southeasterly corner of said Lot 40, said point being on the Westerly line of North Bay Road as shown on aforementioned plat of NAUTILUS SUBDIVISION;

Thence run North 73 degrees 19 minutes 02 seconds East, along the Southerly line of said North Bay Road, a distance of 43.64 feet to a point on a circular curve;

Thence deflecting to the right run along the arc of the last mentioned circular curve, having for its elements a central angle of 71 degrees 05 minutes 35 seconds, a radius of 10.0 feet (bearing of Chord being South 57 degrees 43 minutes 43.5 seconds East, Chord distance being 11.63 feet), a distance of 12.41 feet to the Point of Reverse Curvature (PRC) of a circular curve;

Thence deflecting to the left, run along the arc of a circular curve, having for its elements a central angle of 7 degrees 02 minutes 04 seconds, a radius of 343.23 feet, (bearing of Chord being South 25 degrees 41 minutes 58 seconds East, Chord distance being 42.12 feet), a distance of 42.14 feet to the Point of Compound Curvature (PCC) of a circular curve;

Thence deflecting to the left run along the arc of the last mentioned curve, having for its elements a central angle of 19 degrees 43 minutes 00 seconds, a radius of 660.00 feet, (bearing of Chord being South 39 degrees 04 minutes 30 seconds East, Chord distance being 226.0 feet), a distance of 227.11 feet to a point, said point being at the intersection of a circular curve, said point also being at the intersection of the Southwesterly line of aforementioned North Bay Road with the Westerly Right-of-Way line of Ramp "D" – State Road 25;

Thence deflecting to the right run along the said Westerly Right-of-Way line of Ramp "D" of State Road 25, along the arc of a circular curve concave to the West, having for its elements, a central angle of 02 degrees 15 minutes 58 seconds, a radius of 671.56 feet, (bearing of Chord being South 28 degrees 20 minutes 58 seconds West, Chord distance being 26.56 feet), a distance of 26.56 feet to the Point of Tangency (PT) of said curve;

Thence continue along the Westerly Right-of-Way line of Ramp "D" of State Road 25, run South 29 degrees 28 minutes 45 seconds West, tangent to the last mentioned circular curve, a distance of 350.864 feet to the Point of Tangency (PT) of a circular curve concave to the Southeast;

Thence continue along the aforementioned Right-of-Way line, run along the arc of the last mentioned circular curve, having for its elements a central angle of 01 degrees 26 minutes 42 seconds, a radius of 914.51 feet, a distance of 23.07 feet to a point; (bearing of Chord being South 28 degrees 45 minutes 23.5 seconds West, Chord distance being 23.07 feet);

Thence continue along the aforementioned Right-of-Way, along a line radial to the last mentioned circular curve, run North 61 degrees, 57 minutes 58 seconds West, a distance of 20.0 feet to a point, said point being on the arc of a circular curve concave to the Southeast;

Thence run along the arc of the last mentioned curve concave to the Southeast, having for its elements a central angle of 17 degrees 21 minutes 16 seconds, a radius of 934.51 feet (bearing of Chord being South 19 degrees 21 minutes 24 seconds West. Chord distance being 281.98 feet), a distance of 283.06 feet to a point;

Thence deflecting to the right run North 60 degrees 04 minutes 14 seconds West, along the aforementioned Right-of-Way line, a distance of 21.12 feet to a point;

Thence run North 56 degrees 37 minutes 29 seconds West, a distance of 2.20 feet to a point on the arc of a circular curve concave to the Southeast;

Thence continue along aforementioned Right-of-Way line, run along the arc of the last mentioned circular curve, having for its elements a central angle of 08 degrees 40 minutes 07 seconds, a radius of 956.51 feet (bearing of Chord being South 06 degrees 48 minutes 47 seconds West, Chord distance being 144.57 feet), a distance of 144.72 feet to the Point of Tangency (PT) of the last mentioned circular curve;

Thence run South 02 degrees 28 minutes 43 seconds West, along the Northwesterly Right-of-Way line of Ramp "D" of State Road 25, along a line tangent to the last mentioned circular curve, a distance of 136.207 feet to a point on a circular curve concave to the Northwest;

Thence continue along the above mentioned Right-of-Way line; along the arc of the last mentioned circular curve, having for its elements a central angle of 49 degrees 39 minutes 02 seconds, a radius of 687.34 feet (bearing of Chord being South 27 degrees 42 minutes 01 seconds West. Chord distance being 577.16 feet), a distance of 595.624 feet to a point;

Thence run South 66 degrees 27 minutes 37 seconds West along the said Northwesterly Right-of-Way line of Ramp "D" of State Road 25 and thence along the Northerly Limited Access Line of State Road 25 (Julia Tuttle Causeway), a distance of 259.38 feet to a point on the arc of a circular curve concave to the Northwest;

Thence run along the said Northerly Limited Access Line of State Road 25, along the arc of the last mentioned circular curve, having for its elements a central angle of 22 degrees 28 minutes 01.51 seconds, a radius of 3703.72 feet (bearing of Chord being South 79 degrees 48 minutes 50.24 seconds West, Chord distance being 1443.03 feet), a distance of 1452.32 feet to a point, said point being the Point of Tangency (PT) of a circular curve concave to the Northwest;

Thence run North 88 degrees 57 minutes 09 seconds West, along the said Northerly Limited Access Line of State Road 25, a tangent to the last mentioned circular curve, a distance of 573.19 feet to the Point of Beginning of the tract of land herein described.