

February 27th, 2018
City of Miami Beach
Planning Department
1700 Convention Center Drive 2nd Floor
Miami Beach, FL 33139

**RE: Design Review Board Approval for A New Single Family Residence For:
Mr. and Mrs. Dori**

Dear members of the City of Miami Beach Design Review Board,
Please accept this letter as a formal letter of intent for the property located at
4700 Alton Road, Miam Beach, FL 33140.

The property is currently an existing, single-family residence of approximately 2,066 sq. ft., consisting of a one-story wood frame structure built in 1930. Naturally, the current structure does not conform with many of the current building codes and zoning ordinances. The total lot area is 6,000 sq. ft. or 0.137 Acre, and the net area, excluding the corner visibility triangle at its south-east corner, is 5,952 sq. ft. or 0.1366 Acre. The zoning district for this parcel is RS-4. The property is located at LOT 16 BLK 3, Nautilus Subdivision, according to the Plat thereof, as recorded in Plat Book 8, at Page 95, of the Public Records of Miami-Dade County, Florida.

We are respectfully requesting that the DRB considers the approval of the demolition of the existing structure and the construction of a new two-story residence with no attached garage. The new residence will have a total area of 3,000 sq. ft.

During the design process, we have encountered a hardship with regards to the location of the required two-space driveway. After having a pre-application meeting with Florida Department of Transportation, to propose an access connection along Alton Road, we were informed that based on "FDOT Access Management" classification criteria, State Road 907 (Alton Road) is a class 5 roadway with 30 mph posted speed. This classification requires a minimum distance of 245 ft. between two access points. An access from Alton Road does not meet the minimum requirements as per rule 19-47, F.A.C. and will require a variance approval. In addition, the proposed access connection along Alton Road conflicts with a drainage structure, a mature mahogany tree that appears to be in good condition, and the proposed connection is in very close proximity to a signalized intersection. The department therefore recommends that we seek access from W 47th Street. Due to the driveway access not being allowed less than 20 feet away from the corner of the lot, we are faced with a restriction that will not allow us to enjoy the 30 feet required front yard setback as other properties along the same street would — an area of 1,800 sq. ft. or 30% of the size of the lot. We were also not able to place the required driveway along the front of the house on W 47th Street, due to the 18 feet length requirement for a parking space, which would require us to reduce the first floor living area. We would therefore like to respectfully request a variance to waive 10'-0" of the required front setback of 30'-0", in order to allow the construction of two parking spaces in their existing location near the rear property line. The rear setback will in turn be increased to 30'-0" instead of the required 20'-0'. The front setback will be used for a landscaped green area only, as opposed to other new construction single family residences which normally utilize the front yard area for a paved driveway.

Another variance we would like to bring to your consideration pertains to the living area of the residence. The property is listed with the Miami-Dade County Property Appraiser as having a 6,000 sq. ft. lot, and its various taxes are assessed accordingly. Due to the property being a

corner lot, it has a corner visibility triangle of 15' in radius encroaching into its south-east corner. The total area taken up by the radius is 48 sq. ft. As a result, the proposed 3,000 sq. ft. living area is 50.4% of the net lot area, exceeding the allowed 50% living area calculation by 0.4%, or 24 sq. ft. We strongly feel that it would not be just to penalize a resident for an area taken up by the FDOT to allow a better view of the turn, while at the same time the Miami-Dade County continues to regard and appraise the lot as a 6,000 SF lot, with all resulting taxation and other implications. We would therefore like to respectfully ask that you grant us the additional 24 sq. ft., allowing us to enjoy the full 3,000 sq. ft. living area as other properties in the area do.

A secondary and final set of variances that we respectfully wish to request pertains to the required setbacks on the side property lines. It is an unusual occurrence to have a narrow corner lot such as ours. While most corner lots on Alton Road are 7,500 sq. ft. or larger, our lot, among only 11 other lots we could find, is much smaller at 6,000 sq. ft. with a 60'-00" front yard width. The small area and width of the lot, combined with the stringent total side yard setback requirement of 22.5', have created a challenging condition in which the side yards account for 37.5% — a major portion — of the already limited lot width. This condition posed a challenging hardship for us while implementing our desired design, and has impacted several elements of our design for which we wish to seek a variance, including:

- A. The sloped, south facing curtain wall, the top portion of which projects up to 5' into the required 15'-0" side setback, while its base is recessed by 1'-6" beyond the required setback, at 16'-6" from the property line. The source of this issue stems from the fact that the setback of the sloped wall, which is unique to our design, is being calculated from its absolute outermost point at its very top. Following this literal interpretation of the provisions of the ordinance would require the floors of the house to be recessed by up to 6'-6" from the current setback, in order for the top of the wall to end at 15'-0" setback. This would result in a loss of living area that cannot be recovered.
- B. The ornamental trellises, which project up to 6'-10" from the walls to which they are attached — up to 50% of the setback as opposed to the allowed 25%. The slope of the wall, combined with the above mentioned restrictive setback (in the context of our lot), would limit the size of these components to between 2'-5" and 2'-9". This would not allow a sufficient size for the trellises to serve their aesthetic, as well as their practical purposes of providing shade.
- C. The sloped roof overhangs, which project 4'-3" or 38% of the side setback on the south, and 4'-3" or 56.6% of the side setback on the north, as opposed to the allowed 25%. The roof overhangs are a major part of our design, both visually and practically, providing the large glass curtainwalls with additional shade and protection from the elements. Due to the restrictive setback conditions previously discussed (in the context of our lot), adhering to the 25% of the setback would result in roof overhangs to north and south which have a total length of 1'-10 1/2" and 2'-5" accordingly, which would be insufficient both aesthetically and practically.
- D. The lot coverage, when including areas directly bellow the outermost points of the sloped walls in the calculation, is 34.2% of the lot as opposed to the allowed 30%. However, when measured at the base of the exterior walls, the lot coverage of the structure is only 28.6% of the lot as opposed to the required 30%. We believe this to be another instance where following the literal interpretation of the provisions of the ordinance with regards to the sloped wall would introduce unnecessary and undue hardship on us. To compensate for this additional area calculated towards the lot coverage, we would be forced to reduce the total footprint of the structure, resulting in a loss of living area that cannot be recovered.

The elements listed above are crucial to our desired design, both visually, as well as to help balance the structure's energy footprint and reduce sound transmission from the high traffic

Alton Road. When considering this set of variances, we ask that you please consider the following relevant special factors as well:

- While the projection of the top portion of the sloped wall into the side setback is interpreted as any other projection, it does not have the same visual or aesthetic qualities as a regular wall. The projection gently increases as the wall increases in height, making it non-obstructive to a person viewing the structure from the street. The projection also consists predominantly of glass, which adds clarity and does not obstruct the view the same way an ordinary wall would. We would also like to point out that the code measures the height of sloped roofs from the mid-point of the roof, not from its highest point. This midpoint of the roof is also allowed to be higher at 27'-00" than that of a flat roof at 24'-0". We believe this to demonstrate a logic which distinguishes between the visual appeal of a completely horizontal or plumb surface, versus that of a sloped surface. Unfortunately the code does not directly address sloped walls at the moment.
- The proposed ornamental trellises consist of open, non-obstructive framings which do not offer full protection from the elements and through-which it is possible to see the sky.
- To offset the proposed projections, the structure is divided into three masses. The center mass is recessed 9'-6" beyond the required 15'-0" setback for a total distance of 24'-6" from the property line. The side masses, the top portions of which include the proposed projections, are recessed at their bases an additional 1'-6" into the required 15'-0" setback, resulting in a 16'-6" setback at the base.
- The lot gross area (including one-half of right-of-ways) is 13,500 sq. ft. large, therefore allowing the proposed projections will not impact the area surrounding the structure adversely, nor will they make the public areas around the residence feel overly dense.
- The adjacent corner property to the south has a side setbacks of 5'-6" with an additional roof overhang encroachment of about 1'-0", bringing the structure to about 4'-6" from the street property line. The adjacent corner property to the east has a side setback of about 2'-0" from the street property line. Therefore, the approval of the variances pertaining to the required setbacks on the side property lines would not confer on us any special privilege that is denied to other lands, buildings, or structures in our area. Conversely, following the literal interpretation of the provisions of this ordinance would deprive us of rights commonly enjoyed by other properties in the same zoning district.

Compliance With Sea Level Rise and Resiliency Review Criteria

- A recycling or salvage plan for partial or total demolition shall be provided at the time of permitting stage if applicable.
- All windows shall be hurricane proof impact windows.
- Where feasible and appropriate, passive cooling systems, such as operable windows, will be provided.
- Resilient landscaping species will be provided.
- Adopted sea level rise projections in the Southeast Florida Regional Climate Action Plan, including a study of land elevation and elevation of surrounding properties will be considered in the permitting stage if applicable.
- The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-ways and adjacent land.
- Where feasible and appropriate, all critical mechanical and electrical systems will be located above base flood elevation.
- New structure shall be elevated to the base flood elevation.
- No habitable space is located below the base flood elevation plus City of Miami Beach Freeboard, therefore no wet or dry flood proofing systems will be provided in accordance with Chapter of 54 of the City Code.
- Water retention systems will be addressed at the time of permitting stage if applicable.

We have designed a beautiful single family residence contemporary in style, which will blend harmonically with the many recently constructed homes in its surrounding, as well as the mature homes in the area. The residence will bring tremendous architectural value to the city of Miami Beach with the use of clean lines and high quality light bronze cladding, natural stone and wooden finishes. Ample glass curtain walls and sloping roof lines will create transparency and the feeling of open space. We would like to thank you in advance for your help and support of this proposed residence. Its design has been Mr. and Mrs. Dori's dream for many years and we are very excited to bring it to your consideration. If you have any questions during the review process, please do not hesitate to contact us.

Warm Regards,

Nader Goubran, R.A.
AR97801



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1000 NW 111 Avenue
Miami, FL 33172-5800

MIKE DEW
SECRETARY

January 12, 2018

Alon Dori
4700 Alton Road
Miami Beach, FL 33140

SUBJECT: *Pre-application meeting letter for proposed access connection along Alton Road for the property located at 4700 Alton Rd., State Road 907, Section 87037*

Dear Mr. Dori:

This is to acknowledge the outcome of the subject meeting dated January 10, 2018 as well as other informal discussions. **This review is advisory in nature only, and the results are non-binding on the Department and the applicant.**

Based on the "FDOT Access Management" classification criteria, State Road 907 within the vicinity of subject property is class 5 roadway with a 30 mph posted speed. This classification requires a minimum distance of 245 ft. between two access points.

The proposed access connection for the subject site does not meet the minimum spacing requirements as per Rule 19-47, F.A.C and will require a variance approval. In addition, the proposed access connection along Alton Road conflicts with a drainage structure, a mature mahogany tree that appears to be in good condition and the proposed connection is in very close proximity to a signalized intersection. The Department recommends seeking access from W 47th Street.

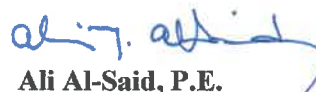
The proposed access connection along Alton Road will require an access connection permit and a landscaping permit from the Department. Any other changes or work, related to the subject project within the Department's Right-of-Way, may require other permits from the Department accordingly.

The initial processing of the permit applications may take up to 30 days, in which this office will inform the applicant of any required additional information.

This review letter does not constitute preliminary or final Department's approval of the proposed project. Additionally, these preliminary comments may only be valid until such time as the site or roadway characteristics change. All plans shall comply with the Department's standards and specifications for design and construction.

Please include a copy of this letter with your permit application package. If you have any further questions, please feel free to contact me at (305) 470-5367.

Sincerely,


Ali Al-Said, P.E.
District Permits Engineer

cc: Section File (87037)