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10/11/2021

Historical Preservation Board Letter of intent

Re: Project Name: (#1929) City of Miami Beach Fire Station #01
Project Address: 833 6TH Street, Miami Beach, FL 33139
Dated: 10/11/2021

This letter of intent is for the review and approval for a new Fire Station facility to be constructed on the existing site of the South Shore Community Center. The scope of work includes the demolition of the existing community center building along with its ancillary site components including the playgroung, exterior planters, fences, selected landscape, selected parking and driveway areas of the public off-street paid parking areas, and underground utilities associated with the building . The existing building proposed to be demolished as part of this scope of work was designed by Morris Lapidus and is not a designated or contributing structure for the historical building registry. The proposed fire station facility design includes design details that are inspired by the architectural language of the existing building like the concrete planters along the entrance on 6th street, the use of stackbond ground face veneer, and the use of one of the original concrete canopies to be included as part of the main entrance for pedestrian public access into the facility. The overall project concept responds to the fire station programmatic requirements while it respects its contiguousness to historic residential and commercial neighboring edges, and provides flexibility for sea rise harmonization of the public rights of way as per the city's future planning for this emerging effect of our natural coastal city environments.

Project goals:

- Provide a state of art (3) story firestation facility with a raised 4 bay drive thru apparatus bay with Living spaces above, and ground floor parking for the fire house operation, maintain access to the Meridian Court alley, and the off-street public parking located within the property.
- Meet Leed Gold Certification as required by city of Miami Beach for its facilities
- Integrate the building and site with the City of Miami Beach harmonization plan
- Preserve as much of the existing landscape on site as feasible
- Tie into existing urban fabric while respecting the historical heritage of the city and the neighboring residential and commercial edges adjancent to the site
- Provide resiliency for future potential flooding mitigation
- Incorporate details and components of the existing Morris Lapidus Building into the new design

Site Demolition scope:

Proposed site demolition consisting of the (2) story South Shore Community Center building with its ancillary components, storage enclosure, playground, shade structure, selected onsite parking, selected onstreet parking (On meridian and Jefferson St.) to allow for the vehicular ramps required for vehiculat access to the fire station apparatus bay, exteriorconcrete planter walls, exterior stairs and sidewalks, exterior concrete canopies (1 to be protected for re-use), exterior lighting, picket fence and selected landscape.

New Fire Station 01 scope:

- New 3 29,815 S.F. 3 story fire station facility
- 34 Fire station off street parking, parking is secured and gated for fire station staff used only
- Aluminum picket fence to secure fire station parking, and along the interior side to shield vehicular headlights from the residential buildings
- 14 off- street parking stalls as part of city owned P-11 parking lot
- Vehicular access to Meridian Court (Alley)
- 2 vehicular concrete ramps for apparatus bay access
- New and existing landscape areas
- New public sidewalk along ROW perimeter and for property access
- Exterior building and site lighting and lighting accents for landscape and building open stairs
- Building signage, flag pole
- 1 Existing concrete canopy to be repurposed as part of the main pedestrian access the 6th street frontage
- Trash and recycle dumpster enclosure
- Landscape bulb-outs at both insterscetion of 6th street with Jefferson and Meridian avenues
- Vehicular warning stripping on Jefferson avenue to avoid standing vehicles that can block emergency response vehicles
- Decorative screen along the off-street parking frontage on 6th street

Proposed Project Waivers (Comission):

The following waivers to the Miami Beach Land Development regulations are being presented to the City Commission for consideration and approval:
Refer to the attached waver diagram exhibits for proposed waver details.

1. A waiver of Land Development Regulations Section 142-155(a)(3)e (Attachment A) to allow Lot Coverage of 75% instead of the 45% maximum allowed.

Lot coverage is defined as the percentage of the lot covered by the ground floor of all principal and accessory buildings, plus all areas covered by the roofs of such buildings. The RM-1 zoning for the parcel requires that the lot coverage calculations also include the impervious areas of parking areas and driveways. The proposed programmatic requirements for the fire station with drive-thru apparatus bays elevated above the required minimum finished floor elevation, dictates the use of wide vehicular ramps for access by the fire trucks. Existing surface parking lot P-11 is maintained in the design to avoid parking shortages for the neighborhood, and to maintain required access to the

alley. These conditions increase the lot coverage, based on the design, to 75% instead of the 45% maximum allowed.

2. A waiver of Land Development Regulations Section 142-155(a)(3)f,1 (Attachment B) to allow the 4'-5" height above base flood elevation plus minimum freeboard, where 12'-0" is required.

The ground floor height of the parking area below the building is designed with floor to slab height of 10'-6". The first habitable floor is placed at a height 4'-5" above the required base flood elevation plus the minimum freeboard, whereas 12'-0" is required. A waiver will be required to allow the height of the ground floor measured above base flood elevation plus minimum freeboard of 4'-5", where 12'-0" is required.

3. A waiver of Land Development Regulations Section 142-155(a)(4)l (Attachment C) to allow three curb cuts exceeding the 12'-0" maximum width allowed, including two curb cuts on Meridian Avenue, 22'-0" and 39'-4" wide, and on Jefferson Avenue, 73'-7" wide.

The proposed design includes two curb cuts on Meridian Avenue and one on Jefferson Avenue. The 22'-0" wide curb cut on Meridian is existing and provides access to existing parking lot P-11. This width is required to accommodate sanitation and other utility trucks that use this entrance to access the Meridian Court alley. New curb cuts are provided for the fire trucks to enter on Meridian Avenue at 39'-4" wide and to exit onto Jefferson Avenue, at 73'-7" wide. The wider curb cut provided for exiting on Jefferson Avenue will ensure safe maneuvering, particularly during a quick exit for an emergency call. A waiver will be required to allow a curb cut width exceeding the 12'-0" maximum allowed, up to the 73'-7" provided on Jefferson Avenue.

4. A waiver of Land Development Regulations Section 142-155(a)(4)i (Attachment D) to allow floor to floor height up to 18'-6", where 12'-0" maximum is required.

The apparatus bay level is designed with a floor-to-floor height of 18'-6" to accommodate a large fire rescue truck with a rescue ladder, and the space required for the building structure above. The living quarters on the third floor requires a floor to floor height of 12'-6" to provide the required structural depth for the roof elements, and plenum space for MEP equipment above the living spaces. A waiver is required to allow floor to floor height up to 18'-6", where 12'-0" maximum is allowed.

5. A waiver of Land Development Regulations Section 142-155(a)(3)a,1 (Attachment E) waiving the requirement that the project raise the yard to no less than 5'-0" NAVD.

The existing yard (the open area, other than a court, which is on the same lot as a building and which is unoccupied and unobstructed) has existing large canopy trees on the northwest, southwest and southeast corners, which are scheduled to be preserved as a part of the proposed design. The project maintains the elevation (2'-0" NAVD average) of the yard in order to preserve the mature trees, therefore an exception to the requirement to raise the yard to no less than 5'-0" NAVD shall be required.

6. A waiver of Land Development Regulations Section 142-156(a), (Attachment F) to allow the 5'-6" side interior setback to at-grade parking where 12'-0" is required.

Existing parking lot P-11 has a legal nonconforming setback of 3'-2" from the side, interior property line at the northeast corner. The proposed layout for P-11 increases the setback of the parking lot to 5'-6". The proposed parking on the northwest side is designed to align with the 5'-6" setback proposed for P-11. The space required for the access ramps to the apparatus bay impacts the available space on site and prevents placing the parking lot at the required 11'-3" setback. A waiver

of the side interior setback requirement is required to allow the 5'-6" setback where 12'-0" is required.

7. A waiver of Land Development Regulations Section 133-61, (Attachment G) waiving the requirements of the Short Frontage Standards for the project.

The program requirements for the new fire station with drive-thru apparatus bays, and existing right of way conditions do not provide the necessary space to meet the requirements of the Short Frontage Standards. The Short frontage standards require sidewalks with a minimum width of 10'-0" and a 5'-0" wide landscape area with street trees and other landscape material between the sidewalk and the automobile parking or travel lanes. The existing sidewalks are 8'-0" wide on Jefferson Avenue and 5'-0" wide on Meridian Avenue, with existing adjacent on-street parking. The requirements cannot be met within the property, as the vehicular exit ramps at curb cuts on Jefferson Avenue and Meridian Avenue extends to the interior side of the existing sidewalk, to provide the required slope for vehicular ramps. Landscaping is provided at the proposed planters, but street trees cannot be placed in some of the planters due to the visibility requirements at the intersection, and location of existing underground utilities. A waiver of the Short Frontage Standards is required.

8. A waiver of the Land Development Regulations Section 133-62, (Attachment H) waiving the requirements of the Long Frontage Standards for the project.

The footprint of the proposed fire station apparatus bay, the access ramp and existing on-street parallel parking occupy much of the area required to comply with the Long Frontage Standards on 6th Street. The Long Frontage Standards require sidewalks with a minimum width of 10'-0" raised to the future crown of road elevations. The 5'-11" wide existing sidewalk abuts existing on-street parking and does not allow space for the wider sidewalk or the landscape transition zone required by the standards. A waiver of the Long Frontage Standards is required.

9. A waiver of the Land Development Regulations Section 126-10(a) and (b) (Attachment I) for the requirement for trees as a part of the buffer between the dissimilar uses.

A buffer is required between the proposed fire station and the residential use to the north. The required buffers, with shrubs, trees and ground cover are provided at the western side of the northern property line. At the eastern side of the north property line, existing underground utilities and the location of the parking lot and access driveway, conflict with the installation of the required trees. At the northeast side, palm trees, shrubbery and ground cover shall be provided. A waiver is required for the shade trees that cannot be provided as a part of the buffer between the dissimilar uses.

10. A waiver of Land Development Regulations Section 126-11(a), (b) and (h) (Attachment J) for the requirement for trees at the end of all parking rows, and landscaped areas with trees within the first 90 linear feet, for each parking row.

A landscape area is required every 90 feet within the northern parking row of the P-11 parking lot, and at the ends of all parking rows. The proposed layout of P-11 parking lot maximizes the number of parking spaces, with creation of landscape areas large enough to support larger healthy trees. Conflicts with existing underground utilities further restrict the area available for placement of trees within the parking lot. Larger landscape areas are provided at both ends of the parking rows, except at the proposed landscape area at the end of the parking row, immediately west of the existing alleyway. This island contains an existing storm drain and is incumbered by the required sight visibility triangle. A tree cannot be placed in this island. The sidewalk that connects ADA accessible parking spaces in P-11 to the public sidewalk, precludes the 5'-0" landscape area required between the parking stalls and the side lot line at the northeast corner.

The 833 6th Street site is zoned Government Use (GU). Pursuant to Section 142-425(d) of the Land Development Regulations of the City Code, the City Commission may waive by five sevenths vote (5/7ths), following a duly noticed public hearing, development regulations pertaining to

governmental owned or leased buildings, uses and sites which are wholly used by, open and accessible to the general public.

The Administration wishes to confirm the use of the property located at 833 6th Street for the location of the New Fire Station 1, and that the City Commission approve the scheduling of a Public Hearing to consider the waivers of the development regulations, as enumerated above.

List of Comission Waiver Diagrams (10):

- MAX LOT COVERAGE WAIVER 142-155(a)(3)e
- HEIGHT ABOVE BFE WAIVER 142-155(a)(3)f
- CURB CUT WAIVER 142-155(a)(4)i
- FLOOR TO FLOOR HEIGHT WAIVER 142-155(a)(4)i
- MIN YARD ELEVATION WAIVER - 142-155(a)(3)a,1
- PARKING SETBACK WAIVER - 142-156(a)
- SHORT FRONTAGE DEVELOPMENT WAIVER 133-61
- LONG FRONTAGE DEVELOPMENT WAIVER 133-62
- LANDSCAPE BUFFER BETWEEN DISSIMILAR LAND USES -126-10 (a) & (b)
- LANDSCAPED AREAS IN PERMANENT PARKING LOTS WAIVER -126-11(a),(b) & (h)

Exhibit A Diagram:

- ROW FUTURE SEA LEVEL RISE HARMONIZATION PROPOSED STREET ELEVATION

Proposed Project Waivers (HPB):

The following waivers to the Miami Beach Land Development regulations are being presented to the City Commission for consideration and approval:
Refer to the attached waver diagram exhibits for proposed waver details.

(1) An HPB waiver of Land Development Regulations Section 142-156 Setback Requirements to allow a 0 setback along the side facing a street on 6th street only where 12' is the minimum required.

This waiver request allow for the reuse of one of the existing concrete entry canopies as part of the design components for the new fire station. Additionally, this allows for the access steps, and platform/walkway on the street side to exceed 25% of the required yard. The canopy columns will be located 5'-8" from the property line, the concrete canopy extends to the property line. The walkway and steps planters extend to the property line. These design elements are provide as part of our design coordination with HPB staff to maintain existing elements and recreate design features of the existing facility.

List of HPB Waiver Diagrams (1):

- SETBACK REQUIREMENTS 142-156

Sea level rise and resiliency review criteria per section 133-50 of the City Code:

The city's land use boards shall consider the following when making decisions within their jurisdiction, as applicable:

(a) Criteria for development orders:

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

The proposed new building is required to meet LEED gold certification. As part of the credits required for this certification we will coordinate the Materials and Resources portion for the following:

- MR p1 - Storage and collection of Recyclables
- MR p2 - Construction Demolition Waste Management Planning
- MR 5 - Construction and Demolition Waste Management

The administration and tracking for this task will be monitor by our LEED consultant and its implementation will be coordinated by the CMAR selected for the Project.

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

The storefront design for this facility will include missile level E as required for essential facilities impact test requirements based on the latest version of the Florida Building Code.

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

Passive cooling is provided for the following areas of the building:

- The ground floor parking below the apparatus bay level provides cross ventilation via the open areas along the south and north sides of the covered parking space. The parking garage screen provided along the south side of the covered parking will provide about 30% open space and will terminate 18” below the bottom of the structure for additional open space for cross ventilation.
- Apparatus Bay Level – the apparatus bay provides 8 operable bay doors that allow for vehicular drive-thru and cross ventilation for the apparatus bay.
- The south building stair is open and will be naturally ventilated.

(4) Resilient landscaping (salt tolerant, highly water-absorbent, native, or Florida-friendly plants) shall be provided, in accordance with chapter 126 of the city Code.

The landscape design for the project is aligned with the intent and vision of the City of Miami Beach to proactively address issues of sea-level rise and climate change adaptation and resiliency. The approach addresses many of the City’s stated goals, including:

- All large, mature canopy trees that can be salvaged and relocated, are being relocated either to areas within the site where the relocated trees will not be incumbered by the proposed improvements. The intent is to preserve as much of the existing canopy as possible, and when relocations need to occur, there is the intent to keep that canopy within the near vicinity. This was coordinated carefully with the City’s Urban Forestry and Parks staff.
- The planting design and species selection were made to align with the sub-tropical aesthetic quality that exemplified the work by Morris Lapidus and that has become part of the identity of Miami Beach.

- Plant species have been selected either for their salt- or drought-tolerance, particularly emphasizing the use of beach-native species that can sustain salt-spray or species that endemically can survive in oceanfront, dry inhospitable conditions.

- Eliminate the use of any sod, as it is water and maintenance-intensive and it provide no ecological value.

- Relocated and new tree plantings have been located on the site plan in areas where there are no conflicts with existing utilities or where they do not create CPTED concerns. Additionally, where structural soils or green infrastructure can be accommodated, we are incorporating them to encourage the unincumbered growth of tree roots. This was coordinated carefully with the City's Urban Forestry staff.

- A mixture of large and medium canopy trees is being provide both on-site and in City-owned off-site locations to maximize opportunities to offset global warming and local heat-island effects. The approximate calculated benefits resulting from the proposed landscape plan are as follows:

o	Carbon Dioxide Sequestered	37,154	pounds/year
o	Rainfall Intercepted	5,464	gallons/year
o	Ozone removed from air	1,457	ounces/year
o	Carbon Dioxide stored over lifetime	234,140	pounds
o	Energy Savings (A/C)	4,371	kWh

- Where possible, the use of trees to provide continuous shade has been provided to achieve three main goals:

  - Provide shade to the south façade of the building, as that is the façade that will be most exposed to solar heat gain

  - Provide as much continuous shade possible along all perimeter pedestrian sidewalks to encourage pedestrian comfort and walkability

  - Provide as much shade as possible to hardscape surfaces to minimize and reduce the localized heat island effect.

- All pervious areas have been planted with trees that can provide opportunities for evapotranspiration as a performative contributor to the stormwater management strategy. Additionally, all understory plantings will provide shade to the ground to ensure that the soils don't get overly dry and thereby reduce the amount of water consumption needed for irrigation.

(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.

The design adheres to the City of Miami Beach Public Works regulatory requirements which incorporate tolerances and allowances for sea level rise projections.

(6) The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-way and adjacent land, and shall provide sufficient height and space to ensure that the entry ways and exits can be modified to accommodate a higher street height of up to three additional feet in height.

The proposed master plan provides flexibility for sea rise level changes that are projected for the future city ROW harmonization. Future right of way harmonization for the street frontages along the property will elevate the existing crown of road up to 1.5' (3.7' NAVD), existing high crown of road is 2.2' NAVD along Meridian. The proposed access level for the elevator lobby and stairs is 4.15'NAVD or 6" above the higher future crown of road.

The proposed site plan provides flexibility for sea level rise considerations and allows for seamless right of way harmonization with the frontages along the property by incorporating a buffer area that is vertically adjustable to changes in street elevation.

Information from gis.miamibeachfl.gov elevation data report for 833 6 Street. (refer to report exhibit A included)

- Apparatus bay ramps on Jefferson and Meridian– the proposed apparatus bay ramps will be designed to connect to the street at the existing ROW elevation. Any future harmonization with higher street elevations will be easily adapted to connect to the ramps as required.

- For off-street parking, the parking entrance along Meridian provides 22' of access driveway that can be modified to accommodate vehicular and pedestrian exit ramps.

- Pedestrian sidewalk for Jefferson access can be modified to accommodate a ramp for future higher sidewalk elevations.

(7) As applicable to all new construction, all critical mechanical and electrical systems shall be located above base flood elevation. All redevelopment projects shall, whenever practicable and economically reasonable, include the relocation of all critical mechanical and electrical systems to a location above base flood elevation.

As per the requirements of this code, all critical mechanical and electrical equipment will be installed above the proposed BFE+ freeboard of 13' NGVD. The proposed floor elevation for the apparatus bay is 16'-3" NGVD.

- The main electrical transformer will be located on the exterior southeast corner of the apparatus bay

- The building generator and mechanical equipment will be located on the building roof.

- All other ancillary electrical components (outlets, call buttons and switches) below the BFE will on specific GFI braker circuits as required by code.

(8) Existing buildings shall, wherever reasonably feasible and economically appropriate, be elevated up to base flood elevation, plus City of Miami Beach Freeboard.

Section if not applicable for this submission.

(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 54 of the city Code.

The proposed enclosed areas below BFE + Freeboard will be wet flood proofed as per the following requirements:

- FEMA IS-9 Managing Floodplain Development Through the National Flood Insurance Program (NFIP) (page 3-33)

- FEMA Wet Floodproofing Requirements (FIA-TB-7)

- City of Miami Beach Zoning code chapter 54

(10) As applicable to all new construction, stormwater retention systems shall be provided.

The proposed site design for the future Fire Station 01 includes 2 deep wells that will capture all stormwater from the building and exterior areas of the property within the limits of the property.

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

The proposed asphalt driveways, concrete ramps and parking areas will be coated with photocatalytic titanium oxide to reduce the effects of Urban Heat Islands (UHI).

Proposed coatings products are:

- Litho1000 – for concrete
- A.R.A. 1-Ti – for asphalt

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

The proposed building footprint, vehicular ramps, concrete sidewalks, parking areas and vehicular driveways have been designed to comply with the required program and site conditions for accessibility and program functionality.

- Building roof – Proposed building roof is white PVC.
- Apparatus bay ramps – Proposed ramps will be light gray concrete with seashell aggregate.

Consulltant : Wannemacher Jensen Architects, Inc.

Jason Jensen AIA,
President