

**From:** [HPB](#)  
**To:** [Fons, Monique](#); [Bueno, Lizbeth](#)  
**Subject:** FW: HPB should deny fire station  
**Date:** Tuesday, December 21, 2021 4:22:59 PM

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For the record

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**From:** Clotilde L Luce <clluce@bellsouth.net>  
**Sent:** Sunday, December 12, 2021 2:29 PM  
**To:** HPB <HPB@miamibeachfl.gov>; Jack Finglass <jackfinglass@gmail.com>  
**Cc:** Beth Dunlop <beth.dunlop@gmail.com>; Christina LaBuzetta <christina@locationresources.com>; Franziska Medina <franziska.medina@gmail.com>; nina worth <ninanevanu@gmail.com>; breshikep@gmail.com; David Grieser <dcgrieser@gmail.com>; David McKinney <david.d.mckinney416@gmail.com>  
**Subject:** HPB should deny fire station

**[ THIS MESSAGE COMES FROM AN EXTERNAL EMAIL - USE CAUTION WHEN REPLYING AND OPENING LINKS OR ATTACHMENTS ]**

To : the Historic Preservation Board

Esteemed HPB members,

The fire station project item you are asked to approve today problematically flunks many criteria.

First, its massing height and envelope are grossly out of scale with the surrounding neighborhood district.

Second, the need for so many waivers and variances already gives all Board members numerous legitimate reasons to deny this.

Third, we realize that an influential local union can exert political influence, but the HPB is a professional board, not a political one, and should be immune from lobbying pressures.

Fourth, an essential design function criterion fails at this site, but has been overlooked in Staff reports. We would encourage the Board to investigate the empirical physical spatial requirements for large fire trucks exiting the proposed site, rushing to emergencies, necessitating trucks lurch across both lanes in order to turn down 6th or Jefferson, two terrible choices for hurtling accelerating emergency vehicles.

You should request independent evidence on how large fire trucks navigate narrow turns, especially if rushing to emergencies. Fire trucks thrust across onto oncoming lanes will be endangering older residents and children.

What is the empirical 'turning radius space' required for each and every truck to be exiting from this proposed site?

A far better-planned fire station would be relocated to provide ample 'turn radius' onto either Alton or 5th.

Please exercise your purview, in this case the safety obligation, to reject design for a city- owned and paid -for building in an existing 'slow zone' context, failing basic programming needs of turning left or right to rush to some urgent call. ( as you may know this project was 'discretely' launched 2 years ago, yet the first publicly noticed meeting was apparently only in October — yes 2 months ago, 2 years late, shortly before a vote by the Commission. Failure to notice parents and residents, failure to fully discuss costs of constructing a new playground, of longterm rental and installation of the new daycare, such procedural gaps alone justify questioning such lack of transparency. )

Just as bad, particularly through the lens of historic preservation and urbanism, the project as designed would be a monolithic barely fenestrated blight thrust into a neighborhood of harmonious Miami Beach typologies — from Mediterranean Revival to Art Deco to MiMO. The scale and massing of this design should be enough to reject it.

Finally, there IS public-owned property to accommodate our fire-fighters' individual parking needs — plus the fire trucks exiting safely to save property and lives.

One such better site to house the firetrucks ( the call center can remain in the current site ) exists at the southern triangle tip of South Pointe Elementary School's open space.

This parcel would be ideal, as trucks could turn rapidly but safely onto Alton. No sirens would blare after midnight, as lights, and a signal or a single person stopping traffic, would facilitate trucks safely rushing onto Alton, arriving much faster at emergencies than if navigating and twisting to rush out from Jefferson and 6th.

The Board has solid criteria for rejecting the scale, height, design and massing of the project in the context of 6th and Jefferson, and many other reasons to reject the project based on the impossibility of optimal safe emergency exiting.

Yours truly,

Beth Dunlop  
Christina Labuzetta  
Clotilde Luce  
Franziska Medina  
Nina Weber Worth  
Patrick Breshike  
David Grieser