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VIA ELECTRONIC FILING

Thomas Mooney, Director
Planning Department
City of Miami Beach
1700 Convention Center Drive, 2nd Floor
Miami Beach, Florida 33139

Re: Modification to HPB22-0523/HPB20-0379 – 2901-11 Indian Creek Drive.

Dear Tom:

This firm represents 29 ICD, LLC (the "Owner"), the owner of the property located at 2901-2911 Indian Creek Drive, Miami Beach, Florida (the "Property"). Please consider this letter the Owner's letter of intent supporting an application for revisions to the demolition and restoration plan for the approved development on the Property.

As you know, the Owner's redevelopment plan is one of the first private developments to incorporate the principles of the City's "Buoyant City" study. At its January 11, 2021 meeting, the Board approved the redevelopment of the Property with a unified residential development that includes the restoration, relocation, reorientation, and raising of the existing building at 2911 Indian Creek and the development of a new six-story building with rooftop deck on the eastern portion of the Property. We believe that this project will serve as a model for resilient redevelopment of historic properties in the City.

Property's Existing Development. The 2901 Indian Creek Drive parcel is 8,550 square foot in size and is improved with an 8,968 square foot two-story apartment complex, comprised of 15 units. The building was constructed in 1962 and is a typical post-war apartment arrangement, with an open catwalk along the northern side of the building. A second floor walkway linking the 2901 Indian Creek Drive building to the western building at 2911

Indian Creek was constructed at the same time. The construction of the 1962 building resulted in a re-orientation of the site that obscured the pre-war construction behind it.

The 2911 Indian Creek Drive parcel is 8,600 square foot in size and is improved with two (2) two-story buildings comprising 6,796 square feet and 16 apartment units. Both buildings, unlike the 2901 Indian Creek Drive building, are pre-war construction. The western building is the more elegant of the two, including curved stairways that face each other across a central patio. The eastern building is a simple cube with few distinguishing architectural elements.

Previous Approvals. In 2006, the Historic Preservation Board (File 3479) approved a Certificate of Appropriateness for the demolition of the building located at 2901 Indian Creek Drive, the partial demolition and renovation of the two buildings located at 2911 Indian Creek Drive, and the construction of a new seven story multifamily building. That project was never completed.

In 2015, through HPB File No. 7518, the Owner's predecessor in interest secured the Board's approval for a unified residential development that included the following: (1) the partial demolition of the building at 2901 Indian Creek and the development of a one-story addition with rooftop deck to that building; (2) the restoration of the western building at 2911 Indian Creek; (3) the demolition of the eastern building at 2911 Indian Creek; and (4) the development of a new seven story building with rooftop deck on the eastern portion of the Property. That project also did not go forward.

Indian Creek Drive Road Project. The City recently completed a significant roadway modification project along Indian Creek Drive. As applied to the Property, the City's project raised both Indian Creek Drive and 29 Street significantly. The Indian Creek Drive sidewalk was raised over two feet from its former location. 29 Street was similarly raised in order to harmonize that street with the new Indian Creek Drive elevation.

2021 Approved Development. Through File No. HPB20-0379,¹ the Board approved a unified residential development on the Property that includes the following: (1) the demolition of the 1962 building at 2901 Indian Creek; (2) the restoration, relocation, reorientation, and raising of the western building at 2911 Indian Creek; (3) the demolition of the eastern building

¹ Through file HPB22-0523, the Board extended the building permit deadline for the project. The Owner subsequently extended the building permit deadline through the application of the extensions available under Section 252.363 of the Florida Statutes. A copy of the relevant letter has been included in the application materials.

at 2911 Indian Creek; and (4) the development of a new six-story building with rooftop deck on the eastern portion of the Property. The new building was designed to be consistent with the historic built environment while, at the same time, being a first-rate modern architectural example.

Western Building. The western building at 2911 Indian Creek Drive, designed by Schoepl & Southwell was the first building constructed on the Property (1936) and remains the best architectural example on the site. The approved development plan will bring the 1936 building back to its original prominence by (1) restoring the building; (2) relocating it to the center of the two lots, (3) reorientating the building to face west, and (4) raising the building more than five (5) feet to base flood elevation to protect the structure against the impact of sea level rise.

Extent of Demolition. In order to realize the relocation, re-orientation, and restoration of the western building, some demolition was always contemplated. As the Owner has proceeded with the engineering of the relocation plan, the necessary scope of demolition has come into focus. In sum, the Owner's structural engineer has determined that the building would need to be split into three pieces to allow for the relocation. That division of the structure would create significant instability in each piece.

The Owner's structural engineer has further concluded that, due to the method of construction and condition of the building, there is a significant risk that the existing structure would not survive the relocation. The engineer has instead recommended saving the architecturally significant lower exterior stairs and landings along with the curved parapet walls attached and reconstructing the remainder of the building. The submitted plans depict the updated proposed scope of the demolition. The engineer's structural evaluation and corrective action report is attached.

Plan Review Standards. Below are the standards applied by your Department and the Historic Preservation Board as well as the status of the proposed development with each criterion:

a. 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.

The provided plans provide the necessary details.

b. 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.

The provided plans provide the necessary details.

c. The color, design, surface finishes and selection of landscape materials and architectural elements of the exterior of all buildings and structures and primary public interior areas for developments requiring a building permit in areas of the city identified in section 118-503.

The provided plans provide the necessary details.

d. The proposed structure, and/or additions to an existing structure is appropriate to and compatible with the environment and adjacent structures, and enhances the appearance of the surrounding properties, or the purposes for which the district was created.

Care has been taken in the design of the proposed development to be compatible as possible with the surrounding development.

e. The design and layout of the proposed site plan, as well as all new and existing buildings and public interior spaces 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 preserving historic character of the neighborhood and district, contiguous and adjacent buildings and lands, pedestrian sight lines and view corridors.

The Owner has created the site plan in a manner that most efficiently utilizes the Property without negatively impacting the surrounding area.

f. 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 any driveways and parking spaces are usable, safely and conveniently arranged and have a minimal impact on pedestrian circulation throughout the site. Access to the site from adjacent roads shall be designed so as to interfere as little as possible with vehicular traffic flow on these roads and pedestrian movement onto and within the site, as well as permit both pedestrians and vehicles a safe ingress and egress to the site.

Care has been taken to enhance the pedestrian experience and minimize the amount of vehicular and pedestrian interaction.

g. 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 and consistent with a city master plan, where applicable.

The building elevations have been designed to minimize glare on adjacent parcels.

h. Landscape and paving materials shall be reviewed to ensure an adequate relationship with and enhancement of the overall site plan design.

Landscaping has been designed in a manner to provide buffering from adjacent uses.

i. 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.

Care has been taken in limiting the glare and noise escaping the Property. All of the parking will be inside the new structure.

j. Any proposed new structure shall have 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).

There are no view corridors that need to be retained. The building massing of the new structure has been designed to be compatible with the neighboring properties..

k. All buildings shall have, to the greatest extent possible, space in that part of the ground floor fronting a sidewalk, 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 sidewalk street, or streets shall have residential or commercial spaces, or shall have the appearance of being a residential or commercial space or shall have an architectural treatment which shall buffer the appearance of a parking structure from the surrounding area and is integrated with the overall appearance of the project.

All parking is located within the building.

l. All buildings shall have an appropriate and fully integrated rooftop architectural treatment which substantially screens all mechanical equipment, stairs and elevator towers.

The rooftop will screen mechanical equipment, stairs, and elevators..

m. Any 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).

The additional development on the Property has been designed in a manner that honors and remains compatible with the western building.

n. All portions of a project fronting a street or sidewalk shall incorporate of transparency at the first level necessary to achieve pedestrian compatibility .

Significant transparency has been designed on both streets at the ground level.

o. 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.

The loading area has been located within the new building.

Sea Level Rise and Resiliency. Section 7.1.2.4 of the Miami Beach Resiliency Code 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.

A recycling and salvage plan will be provided.

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

All new windows will be hurricane proof.

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

The units are proposed to have operative windows.

- (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 plan is resilient as it is comprised of native and Florida-friendly plants appropriate for the area.

- (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 project has been designed with sea level rise in mind. As noted above, the project is one of the first private implementations of the City's "Buoyant City" plan.

- (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 project has been designed to accommodate the raising of adjacent rights of way in the future.

- (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.

The plan is in compliance.

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

A central element of the project is to raise the existing western building to above base flood elevation.

- (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.

This provision is not applicable to the instant application.

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

The project has been designed with stormwater retention as required.

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

The project can accommodate cool pavement where possible.

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

The design of the project will minimize the heat island effect.

The Owner is excited to bring this new development to a property that has been ignored for too long. We look forward to your recommendation on our application. If you have any questions or comments, please call me at 305-377-6229.

Sincerely,

Graham Penn

cc: Jason Halpern
Sebastian Velez
JJ Wood