



Neisen O. Kasdin

Akerman LLP
Three Brickell City Centre
98 Southeast Seventh Street
Suite 1100
Miami, FL 33131

T: 305 374 5600
F: 305 374 5095

September 7, 2025

City of Miami Beach Planning Board
c/o Deborah Tackett
1700 Convention Center Drive
Miami Beach, FL 33139

**RE: PB25-0784: Conditional Use Permit for Neighborhood Impact Lot
120 MacArthur Causeway, Miami Beach, FL 33139**

Dear Ms. Tackett:

We represent One Island Park LLC (the "Owner"), which owns the property located at 120 MacArthur Causeway, Miami Beach, Florida (the "Property").¹ Please allow this to serve as our letter of intent requesting a Conditional Use Permit ("CUP") for redevelopment of the Property. Owner is proposing to redevelop the Property with a private marina for use by the Owner and guests (the "Private Marina").²

Subject Property. The Property is a highly irregularly shaped waterfront lot on Terminal Island, as depicted below. Because the Property is approximately 161,746 square feet or 3.71 acres in total size, it is a Neighborhood Impact Lot under the Resiliency Code (the "Code"). The Property has corresponding land use and zoning designations of I-1 and is not part of any local historic district nor does it contain any individually designated structure.

Background on Site. Terminal Island is one of the few industrial zones in the City of Miami Beach (the "City") and is occupied by the Fisher Island Community Association ("FICA") parking garage, the FICA ferry terminals, a Florida Power & Light Company ("FPL") power plant, and a City maintenance facility. Previous ownership operated a marina on the Property, which is minimally improved with a small gatehouse building, driveways, and mooring hardware for vessels. As described in more detail below, the Owner now wishes to redevelop the existing facility into a private marina.

¹ The Miami-Dade Property Appraiser Folio Number for the Property is 02-4204-000-0060.

² The Owner is submitting a concurrent application to the Design Review Board for design review approval to redevelop the Property under process number DRB25-1121.



Figure 1. The Property

Project Summary. The main use of the Private Marina is for mooring yachts; all other uses are ancillary to and in support of the main use. The Private Marina will include four elegantly proportioned and cohesively designed "pavilions in the park" with refined detailing, expansive glazed openings, and over-sailing roof planes. From a master planning perspective, the four buildings were carefully sited to capitalize on the key axial lines and capture the best clear views to the southwestern edge of the Property and the waterways beyond, as depicted below. The proposed buildings are programmed with ancillary uses that support the marina use as follows:

1. "Gatehouse" – As the point of entry to the marina from the MacArthur Causeway, the Gatehouse is where guests and deliveries will check in to enter the premises. It will feature a reception area and security offices. It also will host back-of-house uses such as a mail room, storage facilities, trash rooms, loading bays, and mechanical equipment.
2. "Marina Pavilion" – The Marina Pavilion will be used primarily by crew during their time off. The first floor will feature laundry and kitchen facilities and a seating room. The second floor will include a state-of-the-art gym with sauna room, showers, and changing rooms. The roof will have a modest pool and sun loungers.

3. "Owner's Pavilion" – The Owner's Pavilion is intended for the use of the Owner and guests. Among other things, it will feature a grand seating area and support facilities, office space, storage areas for sports equipment, and an adjacent pool.
4. "Marina Operations" – The Marina Operations building will be the operations core of the marina. It will feature offices for marina staff, a workshop for minor repairs, storage facilities, a meeting room, and an employee kitchen and seating area.

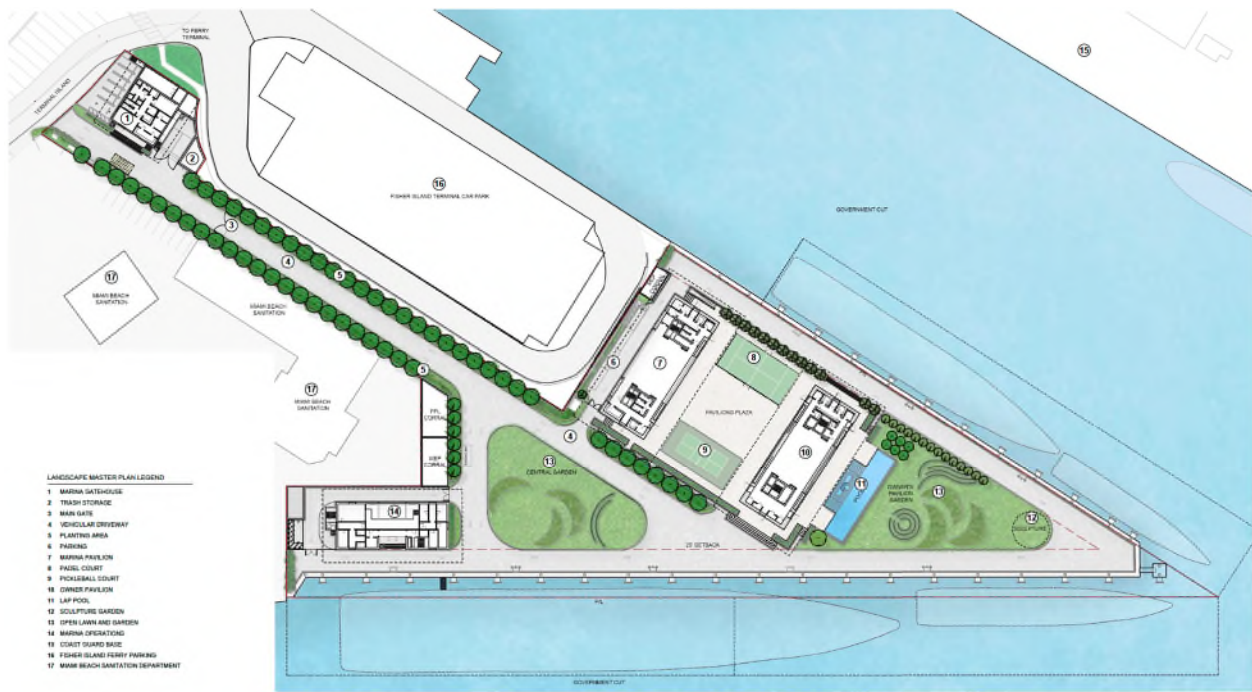


Figure 2. Project Overview

Design Features. All buildings will be clad in a saline-resistant stone material with a light tone and subtle textural interest provided by occasional fossils, which speak to the Private Marina's waterfront location and use. In addition to the four (4) buildings described above, the Private Marina will include a courtyard between the Marina Pavilion and the Owner's Pavilion with outdoor recreational facilities and beautifully landscaped gardens at the southeast point of the Property. The large low-level landscaped area in the center of the Property will provide a lush backdrop to the architecture surrounding it as well as uninterrupted views across the Property towards the southern boundary.

Development Size. The Private Marina has a 0.24 total floor area ratio ("FAR"), which is well below the 1.0 maximum FAR permitted at the Property. The Marina Pavilion, which is the tallest proposed building in the Private Marina, is approximately 40'-10" in height, which is also substantially below the 75-foot maximum height permitted at the Property.

Request and Compliance with Code Standards. The Owner respectfully requests a CUP for the Private Marina. The Private Marina is consistent with the relevant criteria for CUPs outlined in Section 2.5.2.2.a. of the Code and Section 7.1.2.4.a.1. of the Code as follows:

A. Consistency with CUP criteria in Sec. 2.5.2.2.a. of the Code:

1. The use shall be consistent with the comprehensive plan or neighborhood plan if one exists for the area in which the property is located.

Policy RLU 1.1.21 of the Comprehensive Plan provides that uses allowed in the I-1 zoning district include light industrial uses and marinas as a type of compatible commercial use. The I-1 zoning district permits marinas as a type of general commercial use. The proposed use is thus consistent with the Comprehensive Plan (and is in fact lower-impact than other light industrial uses that are also permitted by right).

2. The intended use or construction shall not result in an impact that will exceed the thresholds for the levels of service as set forth in the comprehensive plan.

As noted above, the Private Marina is substantially below maximum development capacity at a 0.24 FAR (as 1.0 FAR is permitted by right). Further, under prior unrelated ownership, this Property received approvals for a large-scale office-commercial building. The Private Marina is a far less intense use than its historic use (as part of a larger commercial shipping terminal for decades), and more recently, the large-scale office-commercial approval obtained by the prior owner. Based on this history, we do not anticipate any inconsistencies with the levels of service in the Comprehensive Plan.

3. Structures and uses associated with the request shall be consistent with these land development regulations.

The structures and uses proposed are consistent with the Code, and in fact, will be lower impact than the other types of uses permitted in I-1 zoning by right.

4. The public health, safety, morals, and general welfare shall not be adversely affected.

The public health, safety, morals and general welfare will not be adversely affected by the Private Marina. To the contrary, the redevelopment will enhance security and safety on Terminal Island by improving a largely vacant property with the Private Marina, which proposes twenty-four hour, seven days a week security monitoring, and its design will impart a refined and positive impression of the City and the surrounding area.

5. Adequate off-street parking facilities will be provided.

On-site parking is sufficient to meet the everyday practical needs of the marina. Eleven parking spaces for self-parking will be provided—well above the five parking spaces required by Code. These spaces will be utilized primarily by permanent marina staff (as crew members have no need for on-site parking). Additionally, public transportation on the MacArthur Causeway is easily accessible from the site (including four MetroBus routes), and bicycle and pedestrian access to the Property is provided from the MacArthur Causeway for multi-modal transportation alternatives. The Owner and guests will utilize private car service as transportation to the marina and will not need to park on site. Appropriate signage will be posted to minimize vehicle conflict in the driveways and ensure effective vehicle circulation.

6. Necessary safeguards will be provided for the protection of surrounding property, persons, and neighborhood values.

Necessary safeguards will be provided for the protection of surrounding property, persons, and neighborhood values. For example, lush landscaping is provided to buffer abutting properties and parking well in excess of Code requirements is provided. Additionally, the Private Marina is a marked improvement from the current condition of the Property, and will positively affect neighborhood property values. In addition, its design will impart a refined and positive impression of the City and the surrounding area.

7. The concentration of similar types of uses shall not create a negative impact on the surrounding neighborhood. Geographic concentration of similar types of conditional uses should be discouraged.

The CUP herein requested relates to the size of the lot only—the marina use is permitted as a matter of right. Approval of this application does not create a concentration of conditional uses on Terminal Island, as there are no such other similar uses today, or currently contemplated.

8. The structure and site comply with the sea level rise and resiliency review criteria in chapter 7, article I, as applicable.

See analysis of same in Subsection C below.

9. Appropriate consideration is given to the safety of and friendliness to pedestrian traffic; passageways through alleys is encouraged where feasible and driveways shall be minimized to the extent possible.

Appropriate consideration was given to the safety of and friendliness to pedestrian traffic. Any guest that arrives to the Gatehouse without a vehicle will be escorted to their destination in a golfcart or buggy.

B. Consistency with Resiliency Criteria in Section 7.1.2.4.a.1 of the Code:

- a. A recycling or salvage plan for partial or total demolition shall be provided.

A recycling or salvage plan for full demolition will be provided at the building permit application stage.

- b. Windows that are proposed to be replaced shall be hurricane proof impact windows.

All windows proposed are hurricane-proof impact windows.

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

Passive cooling systems including sliding doors are provided where feasible and appropriate.

- d. Resilient landscaping (salt tolerant, highly water-absorbent, native, or Florida-friendly plants) shall be provided, in accordance with chapter 4 in Land Development Regulations.

Resilient landscaping—including salt-tolerant, highly water-absorbent, native, or Florida-friendly plants—is provided in the planting plan.

- e. 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 Applicant considered the adopted sea level rise projections in the Southeast Florida Regional Climate Action Plan and specifically studied the land elevation of the subject Property and the elevation of surrounding properties when designing the Private Marina. Proposed elevations reflect that study.

- f. 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 3 additional feet in height.

The ground floor and driveways will be adaptable to the raising of public rights-of-way and adjacent land and provide sufficient height and space to ensure that the entryways and exits can be modified to accommodate a higher street height of up to 3 additional feet.

- g. 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.*

All critical mechanical and electrical systems are proposed above base flood elevation.

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

Not applicable. The Owner proposes full demolition of the one small existing structure on site, and new construction.

- i. 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 in General Ordinances.*

The Private Marina will be dry flood proofed in accordance with Chapter 54 of the General Ordinances for proposed levels and uses located below Design Flood Elevation (BFE + Freeboard).

- j. As applicable to all new construction, stormwater retention systems shall be provided.*

Stormwater retention systems are provided.

- k. Cool pavement materials or porous pavement materials shall be utilized.*

Cool pavement materials will be utilized.

- l. The design of each project shall minimize the potential for heat island effects on-site.*

The design employs light colors, lush and dense landscaping and integrates passive cooling systems to minimize potential heat island effects.

We look forward on working on this proposed Private Marina with you. Should you have any questions or concerns, please feel free to contact us.

Sincerely,

AKERMAN, LLP

Neisen O. Kasdin

cc: Cecilia Torres-Toledo
cecilia.torres-toledo@akerman.com