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VIA ELECTRONIC MAIL

October 10, 2025

Deborah Tackett
Historic Preservation & Architecture Officer
Planning Department
City of Miami Beach
1700 Convention Center Drive, 2nd Floor
Miami Beach, Florida 33139

RE: **PB25-0802**- Letter of Intent – Conditional Use Approval for
Mechanical Parking Lifts for the Property Located at 7710
Collins Avenue

Dear Debbie:

This law firm represents 7710 Collins Avenue, LLC (the "Applicant"), owner of the property located at 7710 Collins Avenue (the "Property") in the City of Miami Beach (the "City"). Please allow this letter to serve as the letter of intent in support of an application seeking Planning Board ("PB") approval of a conditional use for mechanical parking lifts. The Applicant has a companion application to the Design Review Board ("DRB") for approval for a proposed five (5)-story apartment-hotel through file no. DRB25-1140.

Property Description. The Property is located on the west side of Collins Avenue between 77 Street and 78 Street and abutting an alley at the west. The Miami-Dade County Property Appraiser's Office identifies the Property with the tax Folio No. 02-3202-004-1090. The Property is approximately 8,750 square feet (0.200 acres) in size and improved with a two (2)-story building towards the front and a one (1)- story building at the rear combining for two (2) units, originally constructed in 1938.

The Property is within the RM-1, Residential Multifamily Low Intensity Zoning District. According to the Miami Beach Historic Properties GIS Database, the Property is not located in a local historic district and the existing structure has no significant

historical characteristics. The same block features multistory condominiums to the north and south of the Property, with apartment buildings located to the west and single-family homes to the east.

Proposed Project. The Applicant seeks to provide a small boutique apartment-hotel along Collins Avenue with sufficient parking.

The project features a five (5)-story apartment hotel with luxury finishes, ideal for the surrounding area ("Proposed Project"). The Proposed Project includes fourteen (14) hotel units and one (1) apartment unit. Designed with a sleek, modern aesthetic, it offers a unique cut-through on the terraces of levels two (2) and three (3), creating a striking open look that reduces the building's visual scale. The Proposed Project includes a total of nine (9) parking spaces utilizing mechanical parking lifts and tandem parking along with one (1) ADA-accessible space on the ground floor. Vehicular access to the Property, including access to parking will be provided exclusively from Collins Court. In addition to the proposed vehicle parking spaces, the Proposed Project includes ten (10) long-term bicycle racks, six (6) short-term bicycle racks, and three (3) designated scooter parking spaces. These features are intended to encourage alternative modes of transportation and support community connectivity. The lobby entrance is conveniently located with easy access from Collins Avenue. Upper-level terraces on floors four (4) and five (5) are further set back, and residents and guests can enjoy a small rooftop pool with scenic views.

Mechanical Parking. The Applicant contemplates the integration of parking with mechanical parking lifts. All parking will be managed by valet-only, with the mechanical parking lifts operated exclusively by building management. As required, the mechanical parking lifts will be enclosed and screened from public view. Pursuant to Section 5.2.4.1 of the City Resiliency Code (the "Resiliency Code"), apartment buildings and apartment-hotels in RM-1 zoning districts on lots sixty-five feet or less in width, including the Property, are not subject to parking requirements. The Applicant proposes parking to serve the convenience of hotel guests. As shown in the submitted alternative parking plan, while parking requirements can be met using traditional non-mechanical methods that comply with all City design standards, the use of mechanical parking lifts provides a superior and more efficient design solution.

Conditional Use Criteria. Every Conditional Use Permit ("CUP") application requires consistency with eight (8) criteria. The Applicant's satisfaction of the CUP criteria, codified in Section 2.5.2.2.a. of the Resiliency Code, is outlined below.

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

Apartment-hotel projects are consistent with the Comprehensive Plan and permitted by the underlying RM-1 regulations.

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

Development of the Proposed Project is not expected to have any negative impact in excess of the thresholds of level of service provided for in the City Comprehensive Plan. The Proposed Project will provide opportunities for residential and transient uses in close proximity to a variety of other uses.

(3) Structures and uses associated with the request are consistent with these land development regulations.

The Proposed Project is consistent with the land development regulations as it conforms to the Resiliency Code.

(4) The public health, safety, morals, and general welfare will not be adversely affected.

The Proposed Project will not adversely impact the public health, safety, morals, and general welfare. Rather, it will enhance the pedestrian experience. The Proposed Project benefits the community by continuing the revitalization of the Collins Avenue corridor with a new synergistic blend of uses. The attractive design of the Proposed Project also improves the aesthetics of the area, while the compliance with all required resilience measures, including required LEED certification, ensures enhanced resiliency for the area.

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

Adequate off-street parking facilities are provided consistent with the Resiliency Code. The Proposed Project also includes long term and short-term bicycle parking spaces and designated scooter parking spaces.

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

The Applicant is proposing 24/7 security on the Property and security cameras at all major entrance and exits points. Entrances and exits will be secured by electronic systems.

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

This portion of the Collins Avenue is the ideal location for apartment-hotels that can utilize shared services and operations with access to major roadway with public transit opportunities. The Proposed Project will not create a negative impact through concentration of similar uses.

Conditional Use Criteria. Every CUP application for mechanical parking requires consistency with eleven (11) criteria. The Applicant's satisfaction of the conditional use permit criteria, codified in Section 5.2.11(e). of the Resiliency Code, is outlined below.

1. Whether the scale of the proposed structure is compatible with the existing urban character of the surrounding neighborhood;

The proposed design ensures that there is a minimal impact on the surrounding area, and the uses are compatible with the area. The Proposed Project's size and uses are also consistent with the existing structures and uses along Collins Avenue. The use of mechanical lifts will not increase the size of the proposed development.

2. Whether the proposed use of mechanical parking results in an improvement of design characteristics and compatibility with the surrounding neighborhood and has demonstrated how the scale, mass, volume, and height of the building are reduced by the use of mechanical parking;

The proposed use of mechanical lifts will allow for a more efficient parking layout, improving the functioning of the valet parking system.

3. Whether the proposed use of mechanical parking does not result in an increase in density or intensity over what could be constructed with conventional parking;

The use of the mechanical lifts will have no impact on density or intensity.

4. Whether parking lifts or mechanisms are located inside, within a fully enclosed building, and not visible from exterior view;

The mechanical lifts are located within the interior of the building, fully screened and cannot be visible from the exterior.

5. In cases where mechanical parking lifts are used for self-parking in multifamily residential buildings, whether approval is conditioned upon the proper restrictive covenant being provided limiting the use of each lift to the same unit owner;

The proposed mechanical lifts will be operated by 24/7 valet.

6. In cases where mechanical parking lifts are used for valet parking, whether approval is conditioned upon the proper restrictive covenant being provided stipulating that a valet service or operator must be provided for such parking for so long as the use continues;

The proposed mechanical parking lifts will be operated by 24/7 valet and the Applicant will record any necessary restrictive covenant at the time of development.

7. Whether a traffic study has been provided that details the ingress, egress, and circulation within the mechanical parking facility, and the technical and staffing requirements necessary to ensure that the proposed mechanical parking system does not cause excessive stacking, waiting, or backups onto the public right-of-way;

The Applicant has submitted a traffic report detailing the ingress, egress, and circulation within the parking facility. The traffic report is being reviewed by the Transportation Department through Plan Number TRN25-0041.

8. Whether a proposed operations plan, including hours of operation, number of employees, maintenance requirements, noise specifications, and emergency procedures, has been provided;

The Applicant has submitted an Operational Plan with the application materials. The Operational Plan includes pertinent operational characteristics, such as the hours of operation, and goals and objectives of the Applicant and the Project.

- 9. In cases where the proposed facility includes accessory uses in addition to the parking garage, whether the accessory uses are in proportion to the facility as a whole, and delivery of merchandise and removal of refuse, and any additional impacts upon the surrounding neighborhood created by the scale and intensity of the proposed accessory uses, are adequately addressed;**

The Operational Plan included with the application materials provides specific parameters for the Project's deliveries for the limited non-residential use in the building, including limiting hours for loading to the times permitted. The Proposed Project has been designed to receive deliveries in an efficient manner to reduce the amount of time loading vehicles occupy the loading zone.

- 10. Whether the proximity of the proposed facility to similar size structures and to residential uses creates adverse impacts and how such impacts are mitigated; and**

The Proposed Project complies with the Resiliency Code requirements for intensity and density and due to the small scale and proactively providing parking when no parking requirement ensure no adverse impacts.

- 11. Whether a cumulative effect from the proposed facility with adjacent and nearby structures arises, and how such cumulative effect will be addressed.**

There will not be any negative cumulative effect, especially since the Proposed Project will provide parking.

Mechanical Parking Plan Drawings. Section 5.2.11(b)(3)(A)(I-II) of the Resiliency Code requires that projects proposing to use mechanical parking devices provide two sets of schematic plans showing the project with traditional nonmechanical parking and as proposed with mechanical parking. The Applicant's satisfaction of these criteria is described in detail below.

- 1. One set of schematic plans sufficient to show the proposed development project with accessory and main use off-street parking requirements satisfied by traditional, nonmechanical means, meeting all aspects of the design standards for parking spaces required in article III of chapter 5, and other**

provisions of these land development regulations, and requiring no variances from these provisions;

The Applicant has provided alternative schematic plans demonstrating the Project's satisfaction of parking requirements through traditional, nonmechanical means. Please refer to Sheet No. A-2.01 included with this Application.

- 2. A second sheet of schematic plans, sufficient to show the same proposed development project, utilizing mechanical parking devices, robotic parking systems and/or vehicle elevators to satisfy accessory and main use off-street parking requirements.**

The first set of schematic plans shall be reviewed by planning department staff for zoning compliance prior to the site plan review hearing by the applicable land use board. This first set of schematic plans may include one level of below-grade parking spaces, provided such below grade spaces are within the confines of the subject development site and are not located below city property, adjacent private property that is not part of the development site or any rights-of-way. If it is determined that these schematic plans meet the requirements of the design standards of the city Code, then the total number of parking spaces shown on the plans shall be noted. Henceforth, the project may proceed to site plan approval based on the second set of plans, using mechanical parking. However, if the first set of schematic plans includes below grade parking spaces, at least 50 percent of the number of below grade parking spaces shown in the first set of plans must be located below grade in the second set of plans utilizing mechanical parking. Further, the allowable residential density, and the intensity of the uses permitted for the proposed project, shall not exceed that which would have been permitted using the number of parking spaces noted on the first set of plans using traditional parking. No variances from these provisions shall be permitted.

The Applicant has provided schematic plans sufficient to show the Project's satisfaction of parking requirements using mechanical parking devices. Please refer to Sheet Nos. A-2.0, A-8.01, A-8.02 and A-8.03 included with this Application.

Mechanical Parking Review Criteria. Section 5.2.11(f)(1-7) provides further review criteria for the evaluation of the use of mechanical parking. The Applicant's satisfaction of these review criteria is detailed below.

- 1. The noise or vibration from the operation of mechanical parking lifts, car elevators, or robotic parking systems shall not be plainly audible to or felt by any individual standing outside an apartment or hotel unit at any adjacent or nearby property. In addition, noise and vibration barriers shall be utilized to ensure that surrounding walls decrease sound and vibration emissions outside of the parking garage.**

The Applicant will take steps to minimize the generation of sound and vibration from the operation of the mechanical parking lifts. Please refer to the Technical Data table of Sheet No. A-8.03 included with this Application.

- 2. For mechanical lifts, the parking lift platform must be fully load-bearing, and must be sealed and of a sufficient width and length to prevent dripping liquids or debris onto the vehicle below.**

The Project will comply with these criteria. Please refer to Sheet Nos. A-8.01 through A-8.03 included with this Application.

- 3. All freestanding mechanical parking lifts must be designed so that power is required to lift the car, but that no power is required to lower the car, in order to ensure that the lift can be lowered and the top vehicle can be accessed in the event of a power outage; robotic garages and vehicle elevators must have backup generators sufficient to power the system.**

The Project will comply with these criteria. Please refer to Sheet Nos. A-8.01 through A-8.03 included with this Application.

- 4. All mechanical lifts must be designed to prevent lowering of the lift when a vehicle is parked below the lift.**

The proposed mechanical lifts are designed to prevent the lowering of the lift when a vehicle is parked below the lift. Please refer to Sheet No. A-8.03 included with this Application.

- 5. The ceiling heights of any parking level with parking lifts within the parking garage shall be a minimum of 11 feet by six inches.**

The Project will comply with these criteria. Please refer to Sheet No. A-5.03 included with this Application.

- 6. All mechanical parking systems, including lifts, elevators and robotic systems, must be inspected and certified as safe and in good working order by a licensed engineer or the elevator authority having jurisdiction at least once per year and the findings of the inspection shall be summarized in a report signed by the same licensed engineer or firm, or the elevator authority having jurisdiction. Such report shall be furnished to the planning director and the building official.**

The Applicant will comply with these criteria once in operation.

- 7. All parking lifts shall be maintained and kept in good working order.**

The Applicant will ensure that the mechanical parking lifts are maintained and kept in good working order.

Sea Level Rise and Resiliency. Section 7.1.2.4 of the 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.**

This will be provided along with the application.

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

All windows will be hurricane proof impact windows.

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

Operative windows will be provided.

- 4. Resilient landscaping (salt tolerant, highly water-absorbent, native, or Florida-friendly plants) shall be provided.**

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 Proposed Project has been designed with sea level rise in mind.

- 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 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.**

This provision is not applicable to the instant application.

- 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.**

No habitable space will be below base flood elevation.

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

The Proposed Project has been designed with stormwater retention as required.

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

The Proposed 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 Proposed Project will limit the potential heat island effect for the buildings.

Conclusion. The Proposed Project will help revitalize the northern area of Miami Beach along Collins Avenue and be compatible with the neighborhood. The mechanical parking lifts are appropriately contained and screened within the building. This is an opportunity to develop a signature project, worthy of its location. Accordingly, we respectfully request your review and comment. Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Matthew Amster

cc: Mitchell Tozian