

Category		Responsibility		Completed	Responses/ Comments
Zoning	1	The project does not comply with the required sum of the side yard setbacks. Per Section 7.2.6.3(a): Building Setbacks: Side, Facing a Street Setback: The sum of the side yards shall equal 16% of the lot width. Based upon the approved building permit plans for BH8, the approved north side setback was 7'-6" (to be verified by applicant). Lot width 200' x .16 = 32'-0" required sum of the side yards. Provided: 7'-6" (north) + 16'-0" (south) = 23'-6" (8'-6" deficiency).		Ownership+Akerman	Acknowledged. We will be pursuing a Commission Warrant to reduce the standard 25% from 32' to 24' feet. BH-8 setback provided is 7'-6". The south boundary setback has been increased to 16'-6" for a total Sum of Yards of 24'-0".
					Reasoning in support of the Warrant: BH8 is an existing structure with a 7'-6" non-conforming Side setback to the Northern boundary. We have provided 16'-6" setback to the Southern boundary of the new Casa Cipriani project AND a 17'-0" Interior setback to the northern boundary that exists between BH8 plot (3651 Collins Ave.) and the Casa Cipriani site (3611-3621 Collins Ave.), despite it not being required. In total 33'-6" setback over the 150' plot width and 1'-6" greater than the 32'-0" requirement of the full 200' width combined site. Indeed if both all Side Yard setbacks and Internal Side setbacks were to be considered, then the total aggregate 'setbacks' would aggregate to 16'-6" + 17'-0" + 13'-6" + 7'-6" = 54'-6" in total clear area as side setbacks and internal side setbacks.
					Given that we abut a landscaped public open car park facility (to be further enhanced by the development team as part of the development project) it would be also urbanistically redundant to provide greater than 16'-0" Side Setback to this southern boundary to make up for the non-conforming northern 7'-6" Side setback of the existing, and to be retained, BH8 building. The design team has instead elected to optimise the Internal Side setbacks between the two buildings as a more logical approach.
Zoning	2	Note: Accessory outdoor bar counters shall close at 8:00 p.m. per Section 7.2.6.2(c)(3).			Acknowledged.
Zoning	3	Note: It appears that the project will require Planning Board approval for a Neighborhood Impact Establishment.			Acknowledged. PB application forthcoming.
Deficiencies in Presentation	1	Label all FAR exclusions in existing and proposed FAR diagrams.		Revuelta	Refer to A-012 to A-014.
Deficiencies in Presentation	2	The portion of the third level deck that projects into the south side setback may only encroach if it is a roof overhang and is not accessible to walk on. Provide a building section demonstrating that access to the roof overhang is not possible and indicate where the deck guardrail is located.		BHA	See enlarged plan and section in sheet A-302 that show guardrail position and Maintenance Service access path located within the setback. The projecting portion is a planter architectural feature.
Deficiencies in Presentation	3	The dune preservation and oceanfront overlay open space requirements shall be calculated based upon the entire site (including BH8). Please revise diagrams and calculations.		ENEAI/ Revuelta	Refer to revised calculations on sheet L-002, which include BH8 areas as existing to remain.
Deficiencies in Presentation	4	Portions of the pool deck circular paving are located within the 10'-0" setback oceanfront overlay setback.		ENEAI	The pool has been reduced by 1' to comply with the 10' Oceanfront Setback requirement. Stone pavers within the Oceanfront Overlay area, including the circular sections adjacent to the pool, are set on sand and are not considered structures. Please refer to the revised sheets L-002, L-200, L-201, L-202, and L-203.
Deficiencies in Presentation	5	All walkway surfaces in the dune preservation overlay shall consist of wood material per Section 7.3.1.1(c)(6).		ENEAI	All walway surfaces within the dune preservation overlay consist of wood material as per section 7.3.1.1(c)(6). Refer to L-200.
Deficiencies in Presentation	6	Confirm with the Building Department that they will allow non-parking uses within the basement.		Ownership+Akerman	Acknowledged. Will arrange meetings with the building department
Deficiencies in Presentation	7	The three projections along the south side of the building at the driveway do not meet the definition of an awning or canopy unless they have detachable roofs. The two located above the driveways could potentially meet the definition of a porte-cochere. Please demonstrate compliance with the porte-cochere regulations (Section 7.5.3.2(n)). A porte-cochere shall be permitted to extend from an entrance door to the street line of any building except that porte-cocheres shall not be permitted in a townhome district. Where a sidewalk or curb exist, the porte-cochere may extend to within 18 inches of the sidewalk. The porte-cochere shall not exceed 30 percent (30%) of building core frontage in width or 16 feet in height or be screened or enclosed in any manner. It shall provide an unobstructed, clear space of not less than 9 feet between the grade and the underside of the roof of the porte-cochere.		Revuelta/ BHA	The three projections are awnings (with detachable roofs) and will be removable structures. See notes added on sheets A-103, A-104 and A-200
Deficiencies in Presentation	8	Sheet A-102, the driveway to the parking level shall provide 22'-0" for 2-way traffic. Dimension typical parking stall dimensions.		BHA	See sheet A-102. 22'-0" provided for the driveway to the parking level and typical parking stall dimensions added
Deficiencies in Presentation	9	Provide a sheet with color photos of all proposed exterior materials and finishes.		BHA	See additional sheets A-506 and A-507 for Proposed Materials
Deficiencies in Presentation	10	Provide details of the proposed screening at the ground level facing Collins Avenue and 36th Street.		BHA	See additional sheets A-021 and A-022 for proposed screening at Collins Avenue and 36th Street.
Design/ Appropriateness Comments	1	Staff recommends that the architect should explore ways to emphasis or make more dramatic the sail shape of the lower portion of the building. Staff recommends that the services areas along the south side of the building be significantly reduced. Or staff recommends the applicant explore shifting the service functions to the north side of the property with a service entrance from Collins Avenue replacing or flipping with the large breezeway/porch area.		BHA	Comment noted - Development team do not see the analogy to 'sail shape' of building The Site is severely restricted in terms of accessible frontage for loading and FPL vault accessibility. The Northern boundary is bordered by the Carpark Entry/Exit to the neighbouring BH8 development. This adjacency, coupled with the City of Miami Beach objectives/directives to restrict any loading and service access from Collins Avenue, dictates the need to situate the loading bay and FPL Vault, which requires direct Street access, along with its adjacent Generator Room along 36th Street. The northern edge, adjacent to the existing BH8 residences is impractical for the location of Loading Bay and FPL vault requirements along with their various service room adjacencies, and essential direct street access requirements from Collins Avenue.
Design/ Appropriateness Comments	2			BHA/ Ownership	The Development Team are fully aware of the sensitivities of locating these programme requirements along the 36th street frontage, a sidestreet where typically such facilities are situated in other developments within the City of Miami Beach most particularly in the Collins Avenue vicinity. As such the Development Team have taken great care and attention to the Architectural treatment of all required access doors, grillages, and other facade treatments along the 36th street frontage to be fully integrated with the overall look and feel of the building. (see additional facade treatment details that illustrate the stone and bronze colored architectural detailing to these areas). Per Kimley Horn, traffic engineer for the Project, having a loading bay from Collins Avenue is not going to be feasible for the following reasons: 1. The trucks would need to back-in from Collins Avenue which FDOT would not allow. Unless to carve out a significant portion of the building to perform the truck turnaround internal to the site. 2. There isn't enough room to have a separate loading and porte-cochere exit driveway. Therefore, the porte-cochere exit driveway would be combined to allow the entering loading movement. This would require at least 80-90 percent variance from FDOT due to the driveway to the north. It would likely not be approved by FDOT.
Landscape	1	Revise the landscape legend form (required column) as follows: a. 35 lot trees + 22 required street trees = (57) total trees x 12 = (684) shrubs minimum and natives are number of shrubs provided x 50%. e. (69) large shrubs minimum and natives are number of large shrubs provided x 50%. Correct the provided column to reflect the quantities shown on the plant list. Ensure consistency with the landscape legend and proposed planting schedule quantities. Note that palms do not count towards the lot and street tree requirements but may be planted in addition.		ENEAI	Refer to revised Landscape Legend on sheet L-002. Final shrubs quantities provided to be submitted at the time of buildign perming, meeting at least the minimum quantities indicated on current Landscape Legend .
Landscape	2	Dune Preservation/Overlay Zone proposed understory shrubs in this area cannot exceed 36 inches in height. This area shall be planted with species that do not need to be maintained / clipped periodically. At a minimum, 50% of the rear yard along the rear property line needs to be transparent with plant material that would naturally not exceed 36" at maturity and would not require periodic pruning in order to maintain such height. View corridors shall be graphically identified and dimensioned on the landscape plans.		ENEAI	Refer to dimensions and notes added to sheets L-002, L-202, and L-203.