



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

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City of Miami Beach Design Review Board  
c/o Rogelio Madan  
1700 Convention Center Drive  
Miami Beach, FL 33139

**RE: DRB25-1121: Design Review Approval for New Construction  
120 MacArthur Causeway, Miami Beach, FL 33139**

Dear Mr. Madan:

We represent One Island Park LLC (the "Owner"), which owns the property located at 120 MacArthur Causeway, Miami Beach, Florida (the "Property").<sup>1</sup> Please allow this to serve as our letter of intent requesting Design Review Approval ("DRA") 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").<sup>2</sup> No variances or waivers are requested.

**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.

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

<sup>2</sup> The Owner is submitting a concurrent application to the Planning Board for a Conditional Use Permit to redevelop the Property under PB25-0784.



**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.

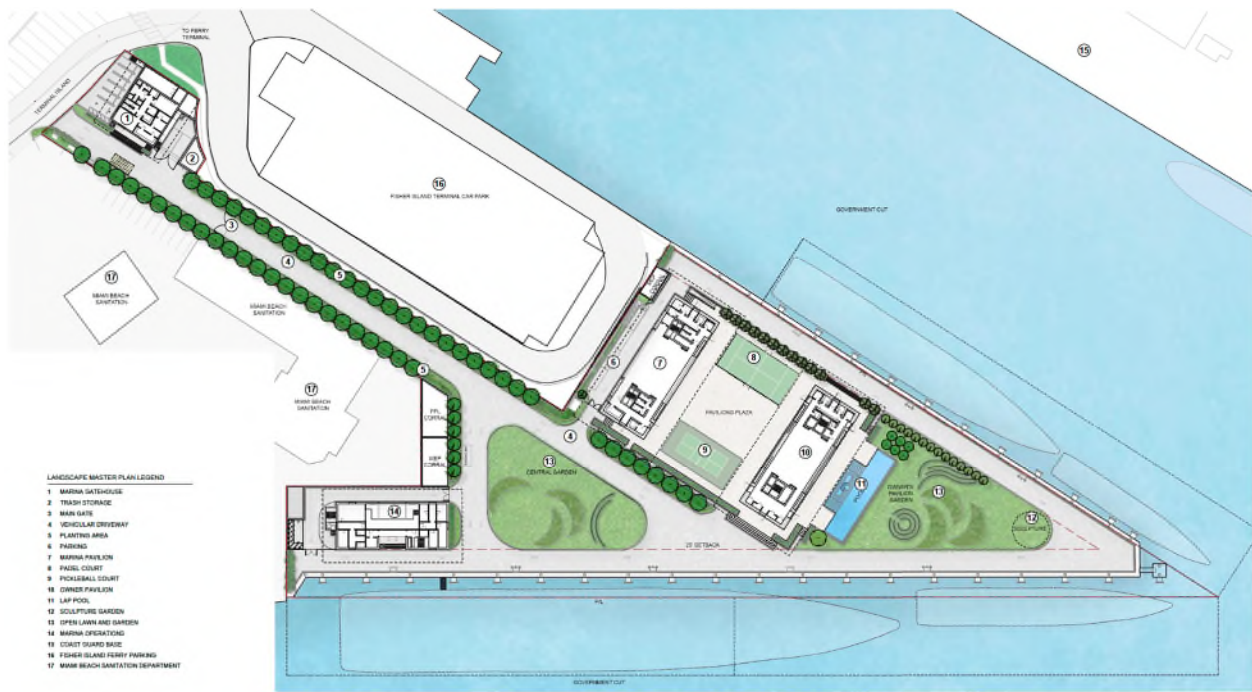


Figure 2. Project Overview

**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 DRA for the Private Marina. The Private Marina is consistent with the relevant criteria for DRA outlined in Section 2.5.3.1 of the Code and Section 7.1.2.4.a.1 of the Code, as follows:

**A. Consistency with Design Review criteria in Sec. 2.5.3.1 of the Code:**

- a. The existing and proposed conditions of the lot, including but not necessarily limited to topography, vegetation, trees, drainage, and waterways.

The Property is a highly irregular lot. The design team strategically placed the proposed small-scale buildings to efficiently use the lot area while maintaining large open spaces which will feature landscaping. The Private Marina's design will impart a refined and positive impression of the City and the surrounding area.

- b. 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.

Again, the Property is a highly irregular lot. Its shape dictates the location of the drives and means of ingress and egress. The small-scale buildings were strategically placed in order to maintain large open spaces at the center of the Property and along the water and to support the operations of the marina facility. The Private Marina's design will impart a refined and positive impression of the City and the surrounding area.

- c. 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.

A complete zoning data sheet and fully dimensioned plans were provided as part of this application. The Private Marina complies with all Code requirements.

- d. The color, design, selection of landscape materials and architectural elements of exterior building surfaces and primary public interior areas for developments requiring a building permit in areas of the city identified in section 2.5.3.2.

Drawings submitted with this application include a materials board outlining all proposed materials and detailed landscaping plans. All of the buildings are designed with the same materials and architectural language to maintain a cohesive character throughout the Property.

- e. The proposed site plan, and the location, appearance and design of new and existing buildings and structures are in conformity with the standards of this article and other applicable ordinances, architectural and design guidelines as adopted and amended periodically by the design review board and historic preservation board and all pertinent master plans.

The site plan and the location, appearance, and design of the proposed structures are in compliance with the design guidelines.

- f. The proposed structure, or additions or modifications to an existing structure, indicates a sensitivity to and is compatible with the environment and adjacent structures, and enhances the appearance of the surrounding properties.

The proposed structures are sensitive to and compatible with the adjacent structures and enhance the appearance of the surrounding properties. The Private Marina will be developed substantially below maximum permissible FAR (it is proposed at a 0.24 FAR, when up to 1.0 FAR is permitted by right) and maintains large open spaces which will be planted with lush and salt-tolerant landscaping. The materials proposed are of the highest quality and the Private Marina will be a marked improvement from the current mostly vacant condition, imparting a refined and positive impression of the City and the surrounding area.

- g. The design and layout of the proposed site plan, as well as all new and existing buildings 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 contiguous and adjacent buildings and lands, pedestrian sight lines and view corridors.

The design and layout of the proposed site plan promotes security and safety, and is intended for a private marina use. The Gatehouse will serve as a security checkpoint for all guests, and as seen in the landscaping set, adequate lighting will be provided to ensure safety.

- h. 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 all parking spaces are usable and are safety and conveniently arranged; pedestrian furniture and bike racks shall be considered. Access to the site from adjacent roads shall be designed so as to interfere as little as possible with traffic flow on these roads and to permit vehicles a rapid and safe ingress and egress to the site.

A traffic impact statement was included with this application. Within the Property vehicular traffic movement will be clearly defined and will allow for safe ingress and egress to the site. Limited pedestrian traffic is anticipated; any guest that arrives at the Gatehouse without a vehicle will be escorted to their destination using golf carts or buggies.

- i. 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. Lighting shall be reviewed to assure that it enhances the appearance of structures at night.

A landscape lighting plan is included with this application. Any additional required lighting plans will be provided at the building permit application stage and will enhance the appearance of the structures at night.

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

Landscape and hardscape plans are included with this application and the proposal serves to enhance the overall site plan design.

- k. 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.

Landscape plans are included with this application and propose substantial landscape buffers, including along the main drive aisle and the parking areas. The proposed use of the Property as a private marina is less intense than surrounding industrial uses. Nevertheless, the facilities operating at adjacent properties will not be detrimentally impacted by the Private Marina.

- l. The proposed structure has 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).

Again, the Property is a highly irregular lot. The design team strategically placed the proposed small-scale buildings to efficiently use the lot area while maintaining large open spaces and a 22-foot view corridor along the main drive. The resulting site plan is sensitive to and compatible with the building site and surrounding areas.

- m. The building has, where feasible, space in that part of the ground floor fronting a 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 street, or streets shall have residential or commercial spaces, shall have the appearance of being a residential or commercial space or shall have an architectural treatment which shall buffer the appearance of the parking structure from the surrounding area and is integrated with the overall appearance of the project.

Not applicable. There are no nearby residential uses, and residential use is not permitted in the I-1 zoning district, where the Private Marina is located.

- n. The building shall have an appropriate and fully integrated rooftop architectural treatment which substantially screens all mechanical equipment, stairs and elevator towers.

All buildings have cohesive, appropriate, and fully-integrated rooftop architectural treatment that substantially screens all applicable mechanical equipment, stairs, and elevator towers.

- o. An 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).

Not applicable. The proposed site plan contemplates the demolition of the minimal existing structures, and new construction.

- p. All portions of a project fronting a street or sidewalk shall incorporate an architecturally appropriate amount of transparency at the first level in order to achieve pedestrian compatibility and adequate visual interest.

Not applicable. The Private Marina proposes a private marina use within a light industrial zoning district adjacent to the MacArthur Causeway, which is permitted as a matter of right, and there is no public pedestrian access to Terminal Island.

- q. 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 main trash rooms and loading areas will be located within the Gatehouse building and will not be visible from the right of way or any adjacent property.

- r. In addition to the foregoing criteria, section 104-6 (t) the General Ordinances shall apply to the design review board's review of any proposal to place, construct, modify or maintain a wireless communications facility or other over the air radio transmission or radio reception facility in the public rights-of-way.

Not applicable.

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

Compliance with all Sea Level Rise and Resiliency Criteria is analyzed below.

**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 Owner 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.

*1. 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](mailto:cecilia.torres-toledo@akerman.com)