

# MIAMI BEACH

## PLANNING DEPARTMENT

### Staff Report & Recommendation

### Design Review Board

TO: DRB Chairperson and Members

DATE: November 20, 2025

FROM: Thomas R. Mooney, AICP  
Planning Director



SUBJECT: **DRB25-1121**  
**120 MacArthur Causeway**

An application has been filed requesting Design Review Approval for the construction of a new private marina and related amenities, with one or more waivers, to be located on a vacant lot.

#### **RECOMMENDATION:**

Approval with conditions.

#### **LEGAL DESCRIPTION:**

See Exhibit "A"

#### **HISTORY**

On October 31, 2025, the Miami-Dade Biscayne Bay Shoreline Development Review Committee recommended approval of the request for shoreline site plan development review mitigation from Section 33-D of Miami-Dade County Code (Resolution 25- SDRC-009).

On November 4, 2025, the Planning Board approved a conditional use permit for a Neighborhood Impact Lot (File No. PB25-0784).

#### **SITE DATA:**

Zoning: I-1, Light Industrial  
Future Land Use: Light Industrial (I-1)

Parking Tier: 1  
Lot Size: 161,671 SF  
(3.7 Acres)

Proposed FAR: 0.23 – 36,935 SF  
Permitted FAR: 1.0 – 161,716 SF

Height:  
Maximum: 75'-0" from BFE +5'\*  
Proposed: 46'-9.25" from BFE +5'\*

Grade: +6.93' NGVD  
Base Flood Elevation: +10.00' NGVD  
Adjusted Grade: +8.47' NGVD  
Future Crown of Road: +7.06' NGVD  
First Floor Elevation: +11.06' NGVD  
(BFE+1.06")

Existing Use: Vacant | Industrial  
Proposed Use: Private Marina

Parking Required: 5  
Parking Provided: 6  
Loading spaces: 3  
Bicycle Parking:

Long term bicycles: 8  
Short term bicycles: 4  
Total: 12

#### **SURROUNDING PROPERTIES:**

North: MacArthur Causeway  
South: Main Channel  
West: Municipal Facilities | Main Channel  
East: Waterway | Coast Guard Station

**THE PROJECT:**

The applicant has submitted plans entitled "One Island Park", as designed by **BMA Architects**, signed, sealed, and dated September 27, 2025.

The applicant is requesting the review and approval for the construction of a new private marina with associated gatehouse and amenities.

**COMPLIANCE WITH ZONING CODE:**

A preliminary review of the project indicates that the application, as proposed, appears to be consistent with the requirements of the City Code.

The above noted comments shall not be considered final zoning review or approval. These and all zoning matters shall require final review and verification by the Zoning Administrator prior to the issuance of a Building Permit.

**COMPLIANCE WITH DESIGN REVIEW CRITERIA, SECTION 2.5.3.1:**

Design review encompasses the examination of architectural drawings for consistency with the criteria stated below, with regard to the aesthetics, appearance, safety, and function of any new or existing structure and physical attributes of the project in relation to the site, adjacent structures and surrounding community. The design review board and the planning department shall review plans based upon the below stated criteria, criteria listed in neighborhood plans, if applicable, and applicable design guidelines. Recommendations of the planning department may include, but not be limited to, comments from the building department and the public works department.

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

**Satisfied.**

- 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.

**Satisfied.**

- 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.

**Satisfied.**

- 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.

**Satisfied.**

- 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.

**Not Satisfied.**

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

**Satisfied.**

- 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.

**Satisfied.**

- 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).

**Satisfied.**

- 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.**

- n. The building shall have an appropriate and fully integrated rooftop architectural treatment which substantially screens all mechanical equipment, stairs and elevator towers.  
**Not applicable.**
- 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.**
- 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.**
- 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.  
**Satisfied.**
- r. In addition to the foregoing criteria, subsection 118-104-6(t) of 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.  
**Not Satisfied; see below.**

**COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA**

Section 7.1.2.4(a)(i) of the Land Development Regulations 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.  
**Not Satisfied; a recycling or salvage plan will be submitted for building permit.**
- 2. Windows that are proposed to be replaced shall be hurricane proof impact windows.  
**Satisfied.**
- 3. Where feasible and appropriate, passive cooling systems, such as operable windows, shall be provided.  
**Satisfied.**
- 4. Resilient landscaping (salt tolerant, highly water-absorbent, native or Florida friendly plants) shall be provided, in accordance with Chapter 4 of the Land Development Regulations.  
**Satisfied.**

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.  
**Satisfied.**
6. The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-ways 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 (3) additional feet in height.  
**Satisfied.**
7. In all new projects, all critical mechanical and electrical systems shall be located above base flood elevation. Due to flooding concerns, all redevelopment projects shall, whenever practicable, and economically reasonable, move all critical mechanical and electrical systems to a location above base flood elevation.  
**Satisfied.**
8. Existing buildings shall be, where reasonably feasible and economically appropriate, elevated up to base flood elevation, plus City of Miami Beach Freeboard.  
**Not Applicable.**
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 of 54 of the City Code.  
**Not Applicable.**
10. In all new projects, water retention systems shall be provided.  
**Satisfied; additional information will be required at the time of building permit in order to demonstrate compliance.**
11. Cool pavement materials or porous pavement materials shall be utilized.  
**Satisfied; additional information will be required at the time of building permit in order to demonstrate compliance.**
12. The project design shall minimize the potential for a project causing a heat island effect on site.  
**Satisfied; additional information will be required at the time of building permit in order to demonstrate compliance.**

**ANALYSIS:**  
**DESIGN REVIEW**

The applicant is proposing a new private marina project on an undeveloped waterfront site on Terminal Island. The irregularly shaped lot is bordered by the Government Cut Channel to the south, the City of Miami Beach Fleet Management Division to the west, the Fisher Island parking garage to the north, and the Coast Guard station and inlet to the east. Facing Government cut, the relatively triangular property is sited within the southeast corner of the

island with a slender piece of land that functions as an access road and connects the bulk of the property to the main road.

The proposed new private marina is comprised of a one-story gatehouse, a three-story Marina Pavilion, a two-story Owner's Pavilion, a two-story Marina Operations building, and outdoor amenities. At the entrance of the site is proposed a gate house with six (6) surface parking facing the street and loading zones towards its rear. A two-way drive flanked by canopy trees leads to the main portion of the property. Separated by a plaza and court sports, the Marina Pavilion and the Owner's Pavilion are in the southeast corner of the property. The Marina Pavilion is sited closer to the street, while the Owner's Pavilion, with a landscape garden and lap pool, overlooks Biscayne Bay and Government Cut. The operations building is tucked into the southwest portion of the site, adjacent to the Miami Beach Fleet Management complex.

The Marina Pavilion and the Owner's Pavilion have similar floorplan layouts. The bar-shaped buildings feature on each floor a central main room with floor to ceiling glazing that is flanked by ancillary rooms, such as restrooms, lockers, saunas, studios, kitchen, circulation cores and other utilitarian rooms. The Marina Pavilion houses on its ground floor a great room, on its second floor a gym and on its third floor a covered cabana area with outdoor terraces and common pool on its third floor. The Owners Pavilion has on its ground floor a grand room and on its second floor an office. The Marine Operations building features workshops, a loading bay, storage, locker and restrooms, and mechanical spaces on its ground floor, and office spaces with restrooms on its second floor.

The compilation of buildings is designed in a contemporary architectural style that features walls clad in slabs of limestone, running bands of clerestory windows and expansive limestone-finished roof eaves topped with parapets. Large panes of glass for fenestration and entranceways break up the monolithic stone walls, providing contrast and interest. In general, staff is supportive of the proposed design and recommends the approval of this application.

#### **BISCAYNE BAY SHORELINE DEVELOPMENT REVIEW COMMITTEE**

Non-single family and duplex properties fronting Biscayne Bay are required to be reviewed by the Miami-Dade County Biscayne Bay Shoreline Development Review Committee in order to provide public access to Biscayne Bay through the use of view corridors and bay walks. When public access cannot be provided, the committee can recommend mitigation options. Pursuant to Chapter 33D of the County Code, the recommendations of the Committee are transmitted to the board with the "authority to grant the development action or plan approval being sought."

The Miami-Dade Biscayne Bay Shoreline Development Review Committee recommended approval of the request for shoreline site plan development review mitigation. This allows the applicant to forgo the Miami-Dade County requirement to provide public access to the waterfront by providing mitigation. Specifically, the Committee recommended the following mitigation requirements:

1. That the applicant proffers a monetary contribution to the Biscayne Bay Environmental Enhancement Trust Fund in the amount of \$1,291,410.00 and that this monetary contribution shall be used towards improving Biscayne Bay access on existing or future municipal (City of Miami Beach) park facilities located within the Biscayne Bay

Shoreline Development Review Boundary area as described in Chapter 33D of the County Code.

2. That the applicant be required to comply with the attached comments/conditions from the Department of Regulatory and Economic Resources and the Parks, Recreation and Open Spaces Department.
3. The applicant is encouraged to develop an educational program to share with the public regarding the planned coral restoration project on site.

The proposed monetary contribution is based on a resolution passed by the Shoreline Committee that recommends that since public access to the water is not included, mitigation in the amount of \$1,000 per linear foot of waterfront should be provided. In this case, the property has a length of 1,291.41 linear feet, resulting in the suggested \$1,291,410.00 monetary contribution to the Biscayne Bay Environmental Enhancement Trust Fund, for use towards improving Biscayne Bay access within the City of Miami Beach.

The applicant has expressed concerns with the amount of the proposed mitigation. To this end, the applicant provided a resolution approved by the Shoreline Review Committee for this site on June 25, 2021, as part of a prior development for this site that consisted of two six-story office buildings and four-story parking structure (Resolution 21-SDRC-002). The committee recommended mitigation in the amount of \$200,000.00. This development was approved by the DRB on February 2, 2021 (File No. DRB20-0530).

Utilizing the fee assessed by the committee in 2021, if a consumer price index adjustment were applied, the fee would be approximately \$228,923.00. Given that the site is not an appropriate location for public access and the proposed use is not a commercial venture, staff is not opposed to a reduced amount for mitigation in the amount of **\$230,000.00**.

**RECOMMENDATION:**

In view of the foregoing analysis, staff recommends the application be **approved**, subject to the conditions enumerated in the attached Draft Order, which address the inconsistencies with the aforementioned Design Review, Sea Level Rise criteria, and Practical Difficulty and Hardship criteria, as applicable.

### Exhibit "A"

Commencing at a point 1580 feet north and 2015 feet west from the southeast corner of section 4, township 54 south, range 42 east, said point being at the intersection of the centerline of the roadway of the original Miami County Causeway viaduct and the face of the west bridge abutment, run south 67 degrees 05 minutes 00 seconds west, along the centerline of said roadway produced, a distance of 58.70 feet to a point; thence run south 31 degrees 43 minutes 00 seconds east a distance of 64.75 feet to a point, said being the point of beginning (1); thence run south 67 degrees 05 minutes 00 seconds west, along the southerly line of the Miami County Causeway, a distance of 117.78 feet to the point of beginning of cut-out parcel of land herein described,

From said point of beginning; thence run south 67 degrees 05 minutes 00 seconds west, along the said southerly line of the Miami County Causeway, a distance of 40.43 feet; thence run along the arc of a circular curve deflecting to the right, having for its elements a central angle of 06 degrees 15 minutes 30 seconds and a radius of 243.86 feet, a distance of 26.64 feet to a point; said point being the point of compound curvature of a circular curve; thence run along the arc of a circular curve deflecting to the right, and having for its elements a central angle of 01 degrees 25 minutes 44 seconds and a radius of 1,566.95 feet, a distance of 39.08 feet to a point; thence run south 31 degrees 43 minutes 00 seconds east a distance of 403.80 feet to a point; thence run south 25 degrees 29 minutes 00 seconds west a distance of 97.46 feet to a point; thence run north 64 degrees 31 minutes 00 seconds west a distance of 120.00 feet to a point; thence run south 25 degrees 29 minutes 00 seconds west a distance of 100.00 feet to a point; thence run south 64 degrees 31 minutes 00 seconds east, along a line parallel to the municipal channel a distance of 832.55 feet (record and legal description) 832.55 feet (calculate) to a point; thence run north 31 degrees 43 minutes 00 seconds west a distance of 583.57 feet; thence south 58 degrees 17 minutes 00 seconds west for a distance of 175.85 feet; hence north 32 degrees 27 minutes 12 seconds west for a distance of 59.61 feet; thence north 32 degrees 00 minutes 10 seconds west for a distance of 61.22 feet; thence north 31 degrees 57 minutes 07 seconds west for a distance of 59.87 feet; thence north 31 degrees 45 minutes 47 seconds west for a distance of 99.47 feet; thence north 32 degrees 00 minutes 04 seconds west for a distance of 109.79 feet; thence north 58 degrees 01 minutes 56 seconds east for a distance of 19.00 feet to the point of curve of a non tangent curve to the right, of which the radius point lies north 87 degrees 07 minutes 46 seconds east, a radial distance of 71.65 feet; thence northerly along the arc, through a central angle of 43 degrees 56 minutes 24 seconds, a distance of 54.95 feet; thence north 31 degrees 06 minutes 33 seconds west for a distance of 10.00 feet, to the southeasterly corner of an existing one-story c.b.s. building; thence continue north 31 degrees 06 minutes 33 seconds west, northwesterly along the face of the said existing c.b.s. building line, a distance of 39.60 feet, to the northeasterly corner of said existing one-story c.b.s. building; thence continue northwesterly, north 31 degrees 06 minutes 33 seconds west, for a distance of 30.28 feet, to the point of beginning of the cut out parcel of land.

Containing 161,716 square feet or 3.71 acres, more or less.

Lying and being in section 4, township 54 south, range 42 east, City of Miami Beach, Miami-Dade County, Florida.

# Memorandum



**Date:** October 23, 2025

**To:** Shoreline Development Review Committee

**From:** Eric Silva, Assistant Director  
Development Services Division  
Department of Regulatory and Economic Resources

**Via:** Maria Elena Cedeno, Shoreline Coordinator  
Department of Regulatory and Economic Resources

**Subject:** **One Island Park**  
**Shoreline Application No. B2025000009**  
Commission District: 05  
Jurisdiction: City of Miami Beach

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## **REQUEST/ PROJECT DESCRIPTION**

One Island Park, LLC (the “applicant”), has requested site plan review of a proposed private marine on the south tip of Terminal Island, located at 120 MacArthur Causeway. The property is identified by folio 02-4204-000-0060, situated within the jurisdictional boundaries of the City of Miami Beach, Florida. This project consists of four self-standing buildings, and a pavilion plaza secluded by a private marina for mooring yachts; from a master planning perspective, the four buildings were carefully sited to capitalize on the key axial lines and capture the open views to the southwestern edge of the property and the waterways beyond. Access to the “tip” of the island is possible from MacArthur Causeway and through a future guarded entrance positioned approximately 200 feet from the public access road.

The proposed marina pavilion building, identified in the project plans as structure # 7, is designed to have three (3) levels, when the details of the structure are analyzed, staff determine that the building is designed with amenities on the rooftop including a roofed lounge area that range forty-eight feet and nine inches (48'-9") in height; when the proposed project compliance with the Shoreline Ordinance is evaluated, it is relevant to notice that the whole island contour is offering a continues setback width of twenty-five (25) feet along its waterfront, and that the planned 48'-9" elevation for Building 7 exceeds the minimum shoreline setback set forth in the ordinance for structures with more than 35 feet in height.

Staff also observe that the subject tract is not meant to be open to the public. Terminal Island is an industrial, noncommercial island with limited access to the public. The subject property is surrounded to the north by MacArthur Causeway and the Fisher Island Ferry Garage, the U.S. Coast Guard Station to the east, the Miami Municipal Channel to the south, and to the west is City of Miami Beach property with a large FPL substation and a City Fleet Maintenance Facility.

## **ANALYSIS**

This application was presented in September 17<sup>th</sup>, 2025, for the review of the shoreline lower council meeting. The council consists of county staff from: The Coastal Resources Section,

Platting Section and the Development Services Division of the Department of Regulatory and Economic Resources (RER); and the Parks, Recreation and Open Spaces Department (PROS).

In accordance with the requirements of the Miami-Dade County Code Section 33-D (“Code”) and the Shoreline Development Review Manual (R-257-85), staff has analyzed the application and offers the following recommendation.

### **Shoreline Setback**

**Unacceptable:** The ordinance requires a twenty-five (25) foot minimum shoreline setback for buildings with heights not exceeding thirty-five (35) feet, measured vertically from the seawall/bulkhead to the top of building parapet. The proposed recreational development is proposing a vertical structure (Marine Pavilion – Building 7) with is 48 feet and 9 inches in height to the upper roof deck parapet, requiring a shoreline setback of minimum 31'-9” foot in width.

### **Side Setback**

**Not Applicable/ Shoreline Setback:** The minimum Side Setback distance required by Chapter 33D-38(1) is 25 feet; however, given that the property is surrounded by bay water on three sides, the development is not subject to the side street setback, but it is required to setback a minimum of 26 feet from its three bay frontages.

### **Visual Corridor**

**Acceptable:** Section 33D-38(2)(a) establishes that where a lot or parcel is located between the shoreline and a public roadway, an unimpeded visual corridor to the Biscayne Bay waters equal to 20% of the width of the lot, up to 100 feet maximum and at a minimum of 20 feet, shall be provided on one side of the lot. The Property’s northernmost boundary is the only boundary adjoining a public roadway (Mac Arthur Causeway). The width of the lot at the public roadway is 105.5 feet. The project proposes an unimpeded visual corridor from the public roadway to Biscayne Bay of 20.916 feet, which complies with the minimum requirement (20’) and is equivalent to 19.84% of the width of the lot.

### **COMPATIBILITY WITH SHORELINE ORDINANCE:**

Based on the above analyses, the project meets two of the three setback criteria; as such, the development **does not fully satisfy** the minimum requirements as set forth in Sec. 33-D of the Miami-Dade County’s Shoreline Ordinance.

Said Ordinance also provides for certain exceptions to these standards upon Shoreline Development Review Committee recommendation. Specifically, the Ordinance indicates that, in lieu of meeting the required standards, the Committee may recommend that additional public amenities such as a shoreline walkway, parks, docks, fishing piers, boardwalks, or viewing platforms be provided on site or at an adjacent public right-of-way and that appropriate provisions for maintenance of said facilities in perpetuity be made.

In addition, the Shoreline Ordinance provides that if none of the public amenities described above are deemed appropriate by the Shoreline Review Committee, “then the Committee shall recommend that improvement of shoreline access for the general public be provided at a specified nearby public site or right-of-way either through contributions of land and/or material or through contribution to the Biscayne Bay Environmental Enhancement Trust Fund for the purpose of providing public access to the shoreline within the shoreline development review boundary. Said access site(s) should preferentially be within one-half mile of the proposed development site and within the same shoreline basin area.

Although the applicant is providing a shoreline promenade for the exclusive use of the building's tenants, staff notes that Terminal Island is occupied with public utilities and City of Miami Beach facilities which are not intended for public assemblage. In addition, across from the waterway is the USCG, which routinely uses the waterway for their vessels in furtherance of national security. The waterway adjoining the subject property is an area restricted to the public; therefore, public access to Terminal Island is limited to the needs of the firms and workers of the Island and Fisher Island ferry patrons.

Chapter 33D-38(4)(a) provides an avenue for mitigation of development deficiencies where it is not possible or highly impractical to provide the required shoreline, side, or visual corridor setbacks due to the size of the project or configuration of the site. If none of the public amenities are offered by the applicant as a part of the project, the alternative to mitigate will be made as a monetary contribution to the Biscayne Bay Environmental Enhancement Trust Fund and that said contribution be used for "future acquisition of land, construction of a park, viewing platforms, safety barriers facilities, or other public amenity" within the City's boundary. **This application does not propose on-site mitigation due to the industrial type uses on the Island and Coast Guard restrictions.** In lieu, staff recommend applying a mitigation fee based on the property's shoreline length which is one-thousand four-hundred sixteen feet (1,416) feet. Said length will be calculated in linear feet, and its monetary value will be set by the Shoreline Review Board at their next SDRC meeting.

#### **Comprehensive Development Master Plan (CDMP) and Municipal Mitigation**

The Adopted Miami-Dade County 2015 & 2025 Land Use Plan map designates the subject property as being within the Urban Development Boundary for "Industrial and Offices" uses. The Property is zoned Light Industrial ("I-1") and has a future land use designation of Urban Light Industrial ("I-1") under the City's Comprehensive Plan Future Land Use Map. This future land use designation permits light industrial and compatible retail and service facilities, and other accessory and conditional uses, as prescribed in the City's Land Development Regulations (LDRs"). The I-1 zoning district permits a wide variety of uses, including, but not limited to professional, business, research or administrative offices, either as a main permitted use or as part of a permitted light industrial use; marine-related uses; and commercial uses that provide support services.

Miami-Dade County's Comprehensive Development Master Plan (CDMP) Coastal Management Element policy CM-5A indicates that new developments larger than single family or duplex residences within the County's Shoreline Development Review Committee Review Boundary shall be water dependent, water related, or at a minimum should include environmentally compatible shoreline access facilities such as walkways, piers, and viewing areas; and Policy CM-5F indicates that the water-dependent facility shall be compatible with existing, surrounding land uses and preserve or improve traditional public shoreline uses and public access to estuarine and coastal waters.

Staff are of the opinion that this application is **consistent** with the CDMP provided the funds contributed by the proposed project are used towards improving Biscayne Bay access at an existing or a future City of Miami Beach park facility(ies) located within one-half mile of the proposed development. In addition to the distance requirement, these improvements shall be made to parks adjoining Biscayne Bay or located within the Biscayne Bay Shoreline Development Review Boundary area as described in Chapter 33D of the County Code.

**RECOMMENDATION**

Staff of the Department of Regulatory and Economic Resources recommend that the subject application # **B2025000009** be granted with **approval** subject to the following conditions:

1. The applicant shall proffer a monetary contribution to the Biscayne Bay Environmental Enhancement Trust Fund (amount to be set at the SDRC meeting).
2. That said monetary contribution shall be used towards improving Biscayne Bay access on an existing or a future municipal (City of Miami Beach) park facility(ies) located within one – half mile of the proposed development and adjoining Biscayne Bay or located within the Biscayne Bay Shoreline Development Review Boundary area as described in Chapter 33D of the County Code.
3. The applicant is required to comply with the attached comments/conditions from the Department of Regulatory and Economic Resources and the Parks, Recreation and Open Spaces Department.

# Memorandum



**Date:** October 10, 2025

**To:** Maria Elena Cedeño, Shoreline Development Review Coordinator  
Development Services Division  
Regulatory and Economic Resources Department (RER)

**From:** Alejandro Zizold, Chief, Planning, Research and Grants *Alejandro Zizold*  
Planning and Design Excellence Division  
Parks, Recreation and Open Spaces Department (PROS)

**Subject:** B202500009- One Island Park-v2

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**Applicant Name:** Neisen Kasdin, Esq. on behalf of One Island Park LLC c/o GFS LLC

**Project Location:** The subject site is on ±3.71 acres, located at 120 MacArthur Causeway, Miami Beach, Florida 33139, Folios 02-4204-000-0060. The subject property is within the City of Miami Beach and has a land use designation of I-1, Industrial- General.

**Proposed Development:** The applicant proposes to redevelop the subject property into a private marina for mooring yachts. The subject property is currently improved with a small gatehouse building, driveways, and mooring hardware for vessels.

The applicant proposes to redevelop the subject property as a private marina with four buildings, (1) a gatehouse; (2) marina pavilion for laundry, kitchen, gym and sauna, and rooftop pool; (3) owner's pavilion with a grand seating area, support facilities, office space, storage areas, and pool, and (4) marina operations building for staff services, repair workshops, storage facilities, and employee area.

The project does not meet the shoreline setback, visual corridor, or side set back requirements set forth in Section 33D-38(1) of the Code of Miami-Dade County. Three of the four proposed buildings do not meet the Shoreline Ordinance set back requirements. The applicant is proposing varying setbacks of approximately 36'-0" for the Marina Pavilion, 20'-0" setback for the Owner's Pavilion, and a 29'-3" setback for the Marina Operations building. The municipal code does not require setbacks for the I-1, Light Industrial zoning district.

**Recommendation:** Based on our findings described herein the project design does not fully comply with all Shoreline Development Criteria. The Developer proposes mitigation in the form of monetary contribution rather than full compliance with the Shoreline Development Criteria, which is acceptable. PROS offers the following recommendations:

- Recommendation to omit the word "Park" from the front entrance of the property to minimize public assumptions that this property is a public park. Otherwise, additional signage indicating the property as private property may be needed for this purpose.
- The applicant should dimension the setback and walkway and provide seating areas, shading, drink fountains, pet stations, trash receptacles, and signage along the perimeter walkway. PROS recommends that the applicant plant trees along the southern perimeter for shading.
- Please update site plan with dimensions of all non-motorized pathways, proposed walkways and pedestrian areas.
- Please provide a more detailed section of the County shoreline waterside setback to show how the marina guests will interact with and access the waterfront.
- Please provide a more detailed planting schedule within the landscape plan. PROS recommends tree plantings to be as mature as feasible to enable shaded walking paths and sidewalks as soon as the development is occupied.

Based on our findings described herein, the project design does not comply with all Shoreline Development Criteria. The developer requests the Shoreline Development Review Committee to waive compliance with Shoreline Review criteria via an exception by providing monetary mitigation. **PROS has no objection to this application.**

If you need additional information or clarification on this matter, please contact Alexandra Dreybus, Park Planner II at (305) 755-7872 or [alexandra.dreybus@miamidade.gov](mailto:alexandra.dreybus@miamidade.gov).

AZ: at

**DESIGN REVIEW BOARD**  
**City of Miami Beach, Florida**

MEETING DATE: November 20, 2025

PROPERTY/FOLIO: **120 MacArthur Causeway** 02-4204-000-0060

FILE NO: DRB25-1121

IN RE: An application has been filed requesting Design Review Approval for the construction of a new private marina and related amenities, with one or more waivers, to be located on a vacant lot.

LEGAL: See Exhibit "A"

APPLICANTS: One Island Park LLC

**ORDER**

The City of Miami Beach Design Review Board makes the following FINDINGS OF FACT, based upon the evidence, information, testimony and materials presented at the public hearing and which are part of the record for this matter:

**I. Design Review**

- A. The Board has jurisdiction pursuant to Section 2.1.3.1 of the Land Development Regulations. The property is not located within a designated local historic district and is not an individually designated historic site.
- B. Based on the plans and documents submitted with the application, testimony and information provided by the applicant, and the reasons set forth in the Planning Department Staff Report, the project as submitted is inconsistent with Design Review Criteria i, and s in Section 2.5.3.1 of the Land Development Regulations.
- C. Based on the plans and documents submitted with the application, testimony and information provided by the applicant, and the reasons set forth in the Planning Department Staff Report, the project as submitted is inconsistent with Sea Level Rise Criteria 1 in Section 7.1.2.4(a)(i) of the Land Development Regulations.
- D. The project would be consistent with the criteria and requirements 2.5.3.1 and/ or Section 7.1.2.4(a)(i) if the following conditions are met:
  - 1. Revised elevation, site plan, and floor plan drawings for the proposed new private marina and amenities at 120 MacArthur Causeway shall be submitted, at a minimum, such drawings shall incorporate the following:

- a. All required parking must be located within the property and not within the public right-of-way.
  - b. No parking may occur between the gatehouse gates and the edge of roadway. All parking that exceeds the six (6) allotted guest parking spaces are required to park within the interior road network.
  - c. The final details, color and material finish of limestone cladding proposed for the roof eaves and parapet, including samples, shall be submitted, in a manner to be reviewed and approved by staff, consistent with the Design Review Criteria and/or the directions from the Board.
  - d. The final details, color and material finish of honed limestone proposed on the exterior walls, including samples, shall be submitted, in a manner to be reviewed and approved by staff, consistent with the Design Review Criteria and/or the directions from the Board.
  - e. The final details, color and finish of the “timber slatted” sliding screen proposed on the third floor of the third floor of the marina pavilion, including samples, shall be submitted, in a manner to be reviewed and approved by staff, consistent with the Design Review Criteria and/or the directions from the Board.
  - f. The final details of all exterior surface finishes and materials, including samples, shall be submitted, in a manner to be reviewed and approved by staff consistent with the Design Review Criteria and/or the directions from the Board.
  - g. Prior to the issuance of a Certificate of Occupancy, the project Architect shall verify, in writing, that the subject project has been constructed in accordance with the plans approved by the Planning Department for Building Permit.
  - h. URBAN HEAT ISLAND ORDINANCE Section 7.5.3.2(g)(iv) new driveways and parking areas that are open to the sky within any required yard shall be composed of porous pavement or shall have a high albedo surface consisting of a durable material or sealant, as defined in Section 1.2.1 of this Code, and (v) Driveways and parking areas composed of asphalt that does not have a high albedo surface, as defined in Section 1.2.1, shall be prohibited.
  - i. Prior to the issuance of a Certificate of Occupancy, the project Architect shall verify, in writing, that the subject project has been constructed in accordance with the plans approved by the Planning Department for Building Permit.
2. A revised landscape plan shall be prepared by and bear the seal of a Landscape Architect licensed to practice in the State of Florida. The corresponding landscape plans shall be submitted to and approved by staff. At a minimum, landscape plans shall comply with Chapter 46 Tree Preservation and Protection Ordinance of the

City Code and Chapter 4, Landscape Requirements of the Land Development Regulations and shall incorporate the following:

- a. Any existing canopy shade tree(s) on site with a caliper size of 4" or greater being impacted by the construction shall be carefully root pruned, protected and/or relocated. This shall not apply to prohibited tree species. A Tree Disposition Plan shall be provided for Planning staff review and approval prior to the issuance of a Building Permit.
  - b. Prior to the issuance of a building permit, the applicant shall submit a tree survey and tree disposition plan that includes the approved tree protection fencing detail for existing mature trees and palms to remain. Such plans shall be subject to the review and approval of staff. A tree work permit shall be obtained prior to the removal of any existing trees and palms.
  - c. In new construction projects, street trees are required within the public right of way. Street trees are in addition to the required lot trees according to the Chapter 2 Landscape Ordinance. All proposed street tree plantings shall be reviewed and approved by the Public Works Department and a right of way permit shall be obtained prior to any plantings in the right of way.
  - d. Suspended paver systems such as Silva Cells or equal shall be installed where street trees are planted in right of way sidewalk and other hardscape areas in a manner to be reviewed and approved by staff. Suspended paver systems shall be clearly delineated in the landscape plans. Structural soils may be considered where proposed trees are located immediately adjacent to large open space areas.
  - e. Root guards or barriers shall be installed to protect utilities and structures within close proximity of proposed tree plantings. The root guards shall be clearly delineated in the landscape plans and shall be reviewed and approved by staff.
  - f. Irrigation systems shall be designed and installed corresponding to the water requirements of the proposed plantings and as required in the Chapter 2 Landscape Ordinance. The irrigation system shall be extended into the public right of way. A rain shut off device is required to be installed as part of the irrigation system.
- a. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all backflow preventors and all other related devices and fixtures. The location of backflow preventors, Siamese pipes or other related devices and fixtures, if any, and how they are screened with landscape material from the right-of-way, shall be clearly indicated on the site and landscape plans, and shall be subject to the review and approval of staff.
  - b. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all applicable FPL transformers or vault rooms. The location of any exterior transformers and how they are screened with

landscape material from the right of wall shall be clearly indicated on the site and landscape plans and shall be subject to the review and approval of staff.

- g. Prior to the issuance of a Certificate of Occupancy, the Project Landscape Architect shall verify in writing that the project is consistent with the site and landscape plans approved by the Planning Department for Building Permit.

**In accordance with section 2.2.4.8 of the Land Development Regulations, the applicant, the City Manager, Miami Design Preservation League, Dade Heritage Trust, or an affected person may appeal a decision of the design review board for design review approval only to the city commission, except that orders granting or denying a request for rehearing shall not be reviewed by the commission.**

## **II. Variance(s)**

- A. No variance(s) were filed as part of this application.

**The decision of the Board regarding variances shall be final and there shall be no further review thereof except by resort to a court of competent jurisdiction by petition for writ of certiorari.**

## **III. General Terms and Conditions applying to both ‘I. Design Review’ and ‘II. Variances’ noted above.**

- A. Prior to the issuance of a building permit for any work approved herein, the applicant shall comply with the following, pursuant to the recommendations of the Biscayne Bay Shoreline Development Review Committee, as established in Chapter 33D of the Miami-Dade County Code:
  1. The applicant shall provide a monetary contribution to the Biscayne Bay Environmental Enhancement Trust Fund in the amount of \$230,000.00. This monetary contribution shall be used towards improving Biscayne Bay access on existing or future municipal (City of Miami Beach) facilities located within or abutting the Biscayne Bay Shoreline Development Review Boundary area as described in Chapter 33D of the County Code.
  2. The applicant shall develop an educational program to share with the public regarding the planned coral restoration project on site.
- B. The applicant shall coordinate with the City of Miami Beach Transportation & Mobility Department to implement an acceptable Transportation Demand Management (TDM) Implementation Plan, per the TDM strategies outlined in the most recent Traffic Impact Statement dated September 15, 2025, prior to the issuance of a Building Permit.
- C. All new construction over 7,000 square feet shall be required to be, at a minimum, certified as LEED Gold by USGBC. In lieu of achieving LEED Gold certification, properties can elect to pay a sustainability fee, pursuant to Section 7.1.3.2 of the Land Development Regulations. This fee is set as a percentage of the cost of construction.

- D. Upon the issuance of a final Certificate of Occupancy or Certificate of Completion, as applicable, the project approved herein shall be maintained in accordance with the plans approved by the board and shall be subject to all conditions of approval herein, unless otherwise modified by the Board. Failure to maintain shall result in the issuance of a Code Compliance citation, and continued failure to comply may result in revocation of the Certificate of Occupancy, Completion and Business Tax Receipt.
- E. All allowable construction signage shall be in accordance with Section 6.3.2 of the Land Development Regulations.
- F. The building and parking departments shall approve a construction parking plan prior to the issuance of any building permit, including applicable demolition permits for the project.
- G. The applicant shall ensure that the contractor(s) observe good construction practices and prevent construction materials and debris from impacting the right-of-way.
- H. The contractor(s) shall ensure that the street and the alley directly abutting the construction site remains free of debris and refuse at all times; at a minimum, the contractor(s) shall inspect and clear the street and alley areas before leaving at the end of each day.
- I. This order shall be enforced by the Building, Planning, Parking and Code Compliance Departments.
- J. A recycling/salvage plan shall be provided as part of the submittal for a demolition/building permit, in a manner to be reviewed and approved by staff.
- K. A copy of all pages of the recorded Final Order shall be scanned into the plans submitted for building permit and shall be located immediately after the front cover page of the permit plans.
- L. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.
- M. Satisfaction of all conditions is required for the Planning Department to give its approval on a Certificate of Occupancy; a Temporary Certificate of Occupancy or Partial Certificate of Occupancy may also be conditionally granted Planning Departmental approval.
- N. The Final Order is not severable, and if any provision or condition hereof is held void or unconstitutional in a final decision by a court of competent jurisdiction, the order shall be returned to the Board for reconsideration as to whether the order meets the criteria for approval absent the stricken provision or condition, and/or it is appropriate to modify the remaining conditions or impose new conditions.
- O. The conditions of approval herein are binding on the applicant, the property's owners, operators, and all successors in interest and assigns.
- P. Nothing in this order authorizes a violation of the City Code or other applicable law, nor allows a relaxation of any requirement or standard set forth in the City Code.

IT IS HEREBY ORDERED, based upon the foregoing findings of fact, the evidence, information testimony and materials presented at the public hearing, which are part of the record for this matter, and the staff report and analysis, which are adopted herein, including the staff recommendations, which were amended and adopted by the Board, that the **application** is GRANTED for the above-referenced project subject to those certain conditions specified in Paragraph I, II, III of the Finding of Fact, to which the applicant has agreed.

PROVIDED, the applicant shall build substantially in accordance with the revised plans, entitled "One Island Park", as designed by **BMA Architects**, signed, sealed, and dated September 27, 2025, and as approved by the Design Review Board, as determined by staff.

When requesting a building permit, the plans submitted to the Building Department for permit shall be consistent with the plans approved by the Board, modified in accordance with the conditions of approval that must be satisfied prior to permit issuance, as set forth in this Order, have been met.

The issuance of the approval does not relieve the applicant from obtaining all other required Municipal, County and/or State reviews and permits, including final zoning approval. If adequate handicapped access is not provided on the Board approved plans, this approval does not mean that such handicapped access is not required. When requesting Building permit, the plans submitted to the Building Department for permit shall be consistent with the plans approved by the Board, modified in accordance with the conditions set forth in this Order.

If the Full Building Permit for the project is not issued within eighteen (18) months of the meeting date at which the original approval was granted, the application will expire and become null and void, unless the applicant makes an application to the Board for an extension of time, in accordance with the requirements and procedures of Section 2.2.4.6 of the Land Development Regulations; the granting of any such extension of time shall be at the discretion of the Board. If the Full Building Permit for the project shall expire for any reason (including but not limited to construction not commencing and continuing, with required inspections, in accordance with the applicable Building Code), the application will expire and become null and void.

In accordance with Chapter 2 of the Land Development Regulations, the violation of any conditions and safeguards that are a part of this Order shall be deemed a violation of the land development regulations of the City Code. Failure to comply with this **Order** shall subject the application to Chapter 2 of the Land Development Regulations, for revocation or modification of the application.

Dated \_\_\_\_\_.

DESIGN REVIEW BOARD  
THE CITY OF MIAMI BEACH, FLORIDA

BY: \_\_\_\_\_



**Exhibit "A"**

Commencing at a point 1580 feet north and 2015 feet west from the southeast corner of section 4, township 54 south, range 42 east, said point being at the intersection of the centerline of the roadway of the original Miami County Causeway viaduct and the face of the west bridge abutment, run south 67 degrees 05 minutes 00 seconds west, along the centerline of said roadway produced, a distance of 58.70 feet to a point; thence run south 31 degrees 43 minutes 00 seconds east a distance of 64.75 feet to a point, said being the point of beginning (1); thence run south 67 degrees 05 minutes 00 seconds west, along the southerly line of the Miami County Causeway, a distance of 117.78 feet to the point of beginning of cut-out parcel of land herein described,

From said point of beginning; thence run south 67 degrees 05 minutes 00 seconds west, along the said southerly line of the Miami County Causeway, a distance of 40.43 feet; thence run along the arc of a circular curve deflecting to the right, having for its elements a central angle of 06 degrees 15 minutes 30 seconds and a radius of 243.86 feet, a distance of 26.64 feet to a point; said point being the point of compound curvature of a circular curve; thence run along the arc of a circular curve deflecting to the right, and having for its elements a central angle of 01 degrees 25 minutes 44 seconds and a radius of 1,566.95 feet, a distance of 39.08 feet to a point; thence run south 31 degrees 43 minutes 00 seconds east a distance of 403.80 feet to a point; thence run south 25 degrees 29 minutes 00 seconds west a distance of 97.46 feet to a point; thence run north 64 degrees 31 minutes 00 seconds west a distance of 120.00 feet to a point; thence run south 25 degrees 29 minutes 00 seconds west a distance of 100.00 feet to a point; thence run south 64 degrees 31 minutes 00 seconds east, along a line parallel to the municipal channel a distance of 832.55 feet (record and legal description) 832.55 feet (calculate) to a point; thence run north 31 degrees 43 minutes 00 seconds west a distance of 583.57 feet; thence south 58 degrees 17 minutes 00 seconds west for a distance of 175.85 feet; hence north 32 degrees 27 minutes 12 seconds west for a distance of 59.61 feet; thence north 32 degrees 00 minutes 10 seconds west for a distance of 61.22 feet; thence north 31 degrees 57 minutes 07 seconds west for a distance of 59.87 feet; thence north 31 degrees 45 minutes 47 seconds west for a distance of 99.47 feet; thence north 32 degrees 00 minutes 04 seconds west for a distance of 109.79 feet; thence north 58 degrees 01 minutes 56 seconds east for a distance of 19.00 feet to the point of curve of a non-tangent curve to the right, of which the radius point lies north 87 degrees 07 minutes 46 seconds east, a radial distance of 71.65 feet; thence northerly along the arc, through a central angle of 43 degrees 56 minutes 24 seconds, a distance of 54.95 feet; thence north 31 degrees 06 minutes 33 seconds west for a distance of 10.00 feet, to the southeasterly corner of an existing one-story c.b.s. building; thence continue north 31 degrees 06 minutes 33 seconds west, northwesterly along the face of the said existing c.b.s. building line, a distance of 39.60 feet, to the northeasterly corner of said existing one-story c.b.s. building; thence continue northwesterly, north 31 degrees 06 minutes 33 seconds west, for a distance of 30.28 feet, to the point of beginning of the cut out parcel of land.

Containing 161,716 square feet or 3.71 acres, more or less.

Lying and being in section 4, township 54 south, range 42 east, City of Miami Beach, Miami-Dade County, Florida.