

DRB25-1088

ABBOTT M 6945

Holland & Knight

City of Miami Beach

Design Review Board

December 11, 2025

Miriam Soler Ramos, Esq.

Mischaël Cetoute, Esq.



Overview

Address: 6945 Abbott Avenue

Zoning: TC-C

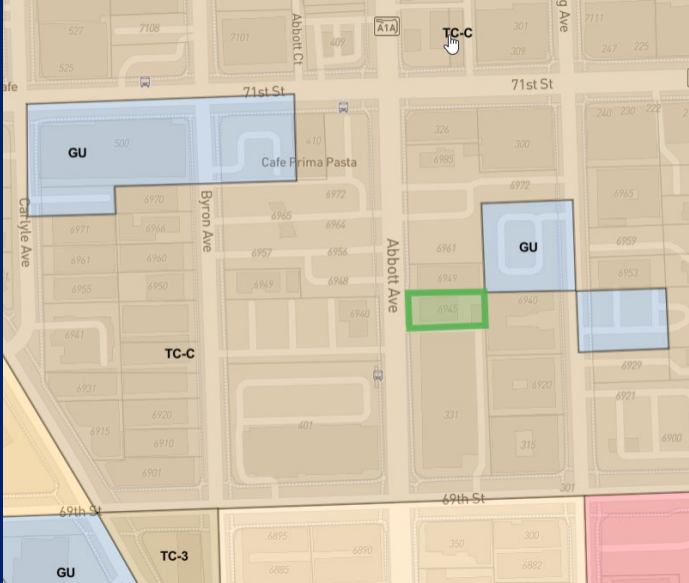
- **48 Hotel Rooms / 1106 sq. ft. of ground floor commercial**
- **Variance to continue use of street parking for loading**
- **70th St. Pedestrian Paseo**



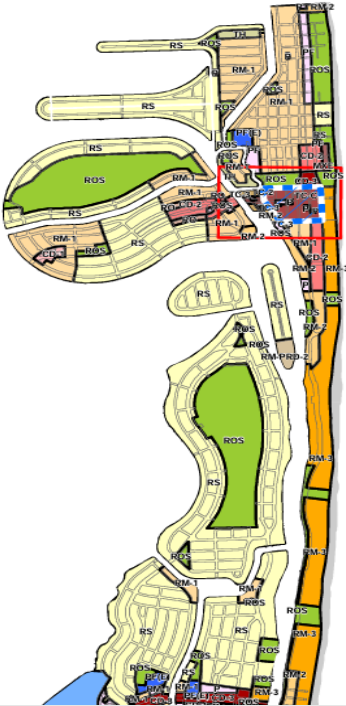
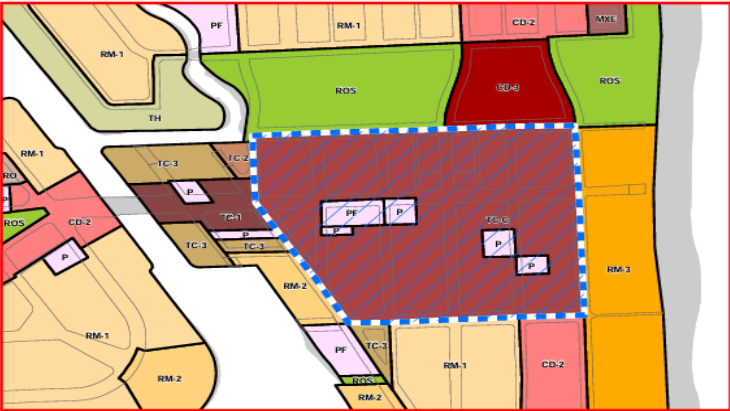
Zone: TC-C

North Beach Town Center

2040 Future Land Use Map



North Beach Town Center Area Close-up



North Beach Town Center Timeline

MIAMI BEACH

OFFICE OF THE CITY MANAGER
NO. LTC # 196-2014

LETTER TO COM

TO: Mayor Philip Levine and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: June 10, 2014
SUBJECT: Mayor's Blue Ribbon Panel on North Beach Motions



**Mayor's Blue
Ribbon Panel
on North Beach**



**Resolution No.
2016-29608**



**58.64% City
Voters Support
Ballot Question**

September
2015

October 19,
2016

November
7, 2017

Voter Approved Ballot Question Resolution No. 2017-29961

THE CITY OF MIAMI BEACH, FLORIDA NOTICE OF SPECIAL ELECTION



NOTICE IS HEREBY GIVEN THAT A SPECIAL ELECTION HAS BEEN CALLED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AND WILL BE HELD IN SAID CITY FROM 7:00 A.M. UNTIL 7:00 P.M. ON NOVEMBER 7, 2017, AT WHICH TIME THERE SHALL BE SUBMITTED TO THE DULY REGISTERED AND QUALIFIED VOTERS OF THE CITY OF MIAMI BEACH THE FOLLOWING QUESTION:

FAR Increase For TC-1, TC-2 and TC-3 to 3.5 FAR

Floor area ratio (FAR) is the measure the City utilizes to regulate the overall size of a building. Should the City adopt an ordinance increasing FAR in the Town Center (TC) zoning districts (Collins and Dickens Avenues to Indian Creek Drive between 69 and 72 Streets) to 3.5 FAR from current FAR of 2.25 to 2.75 for the TC-1 district; from 2.0 for the TC-2 district; and from 1.25 for the TC-3 district?

_____ YES
_____ NO

Town Center- Central Core (TC-C)

(Adopted by the City Commission November 2018)

Sec. 7.2.14.6 Town Center-Central Core District

Purpose:

Promote development of a **compact, pedestrian-oriented** town center consisting of a **high-intensity** employment center, **mixed-use areas**, and residential living environments with compatible office uses and neighborhood-oriented commercial services;

Encourage **pedestrian-oriented development** within walking distance of transit opportunities at densities and intensities that will help to **support transit usage** and town center businesses;

Promote the health and well-being of residents by encouraging **physical activity**, waterfront access, **alternative transportation**, and greater social interaction;

Live Local Act Eligible

| Development Parameter | Act Provided Maximums | Applied to the Property | Project as Proposed |
|-----------------------|---|---|------------------------|
| Height | the highest <i>currently allowed</i> height for a commercial or residential building located within the local jurisdiction, within 1 mile of the proposed development | 235 feet (RM-3 + Oceanfront Overlay) | 67 Feet |
| Density | the highest allowed density on any land within its jurisdiction + City's 80 % Workforce Housing Bonus | 150 du/ac x 0.15 = 22.5 units + 80% Bonus (18) = 41 Dwelling Units + Hotel Uses | 48 hotel units |
| Intensity (FAR) | provides at least 150 % FAR of the highest currently allowed FAR (4.25) in the municipality | 6.375 FAR x Lot Size (6,150 sq. ft.) = 39,206 sq. ft. | 21, 409 sq. ft. |



Existing Condition



Neighborhood Context



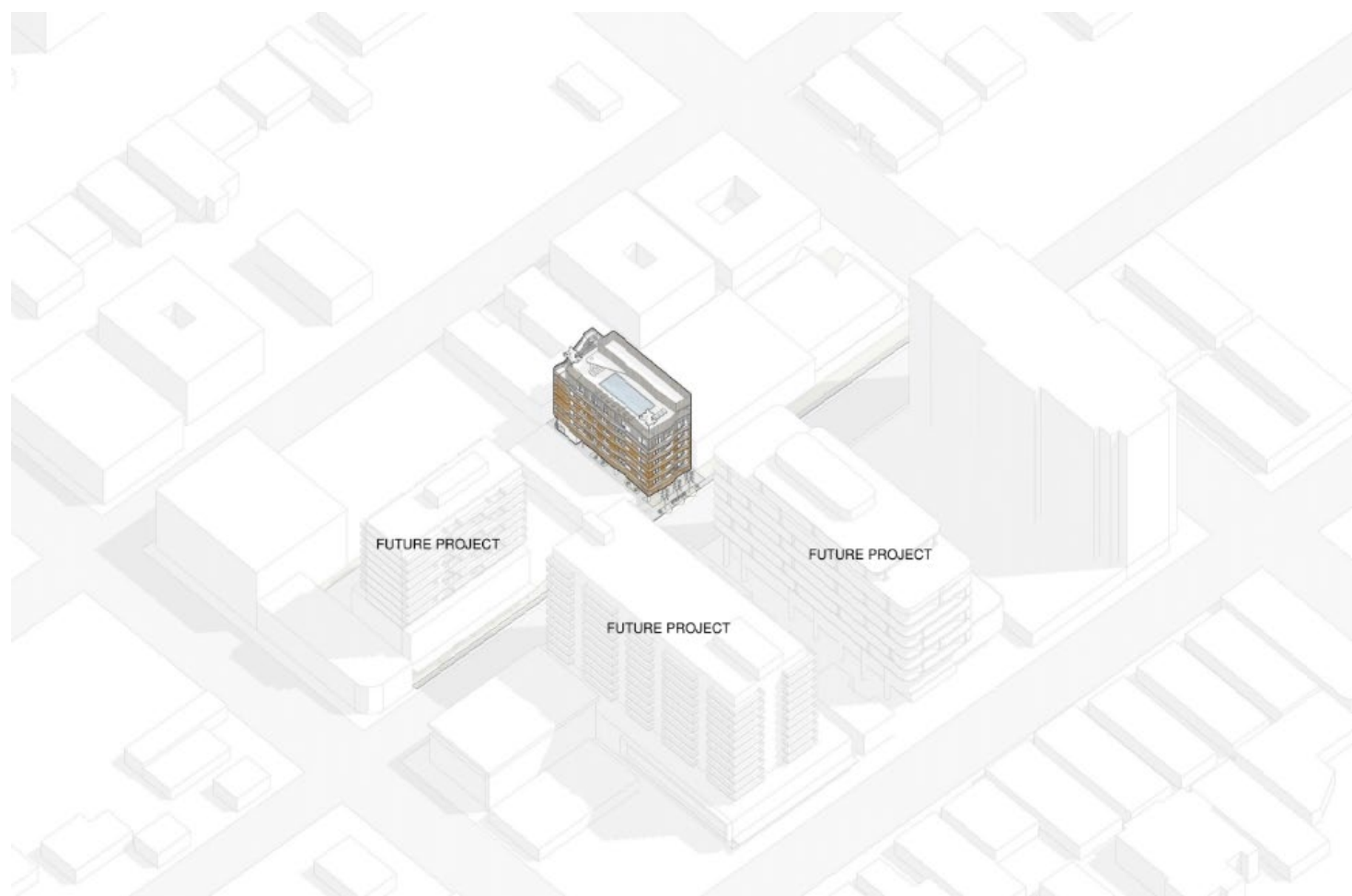
WEST CONTEXT



NORTH-EAST CONTEXT



EAST CONTEXT



Pedestrian Paseo

COURTYARD VIEW (PASEO)



NW VIEW (FRONT + PASEO)



Enhanced Street Experience



Materials



- 1. GRADIENT PAINT ON STUCCO
- 2. CONCRETE COLUMN
- 3. STUCCO
- 4. BLACK ANODIZED ALUMINUM FRAME
- 5. PERFORATED METAL FACADE
- 6. GLAZING SYSTEM

Materials



- 1. GRADIENT PAINT ON STUCCO
- 2. CONCRETE COLUMN
- 3. STUCCO
- 4. BLACK ANODIZED ALUMINUM FRAME
- 5. PERFORATED METAL FACADE
- 6. GLAZING SYSTEM

Materials



1. GRADIENT PAINT ON STUCCO
2. CONCRETE COLUMN
3. STUCCO
4. BLACK ANODIZED ALUMINUM FRAME
5. PERFORATED METAL FACADE
6. GLAZING SYSTEM

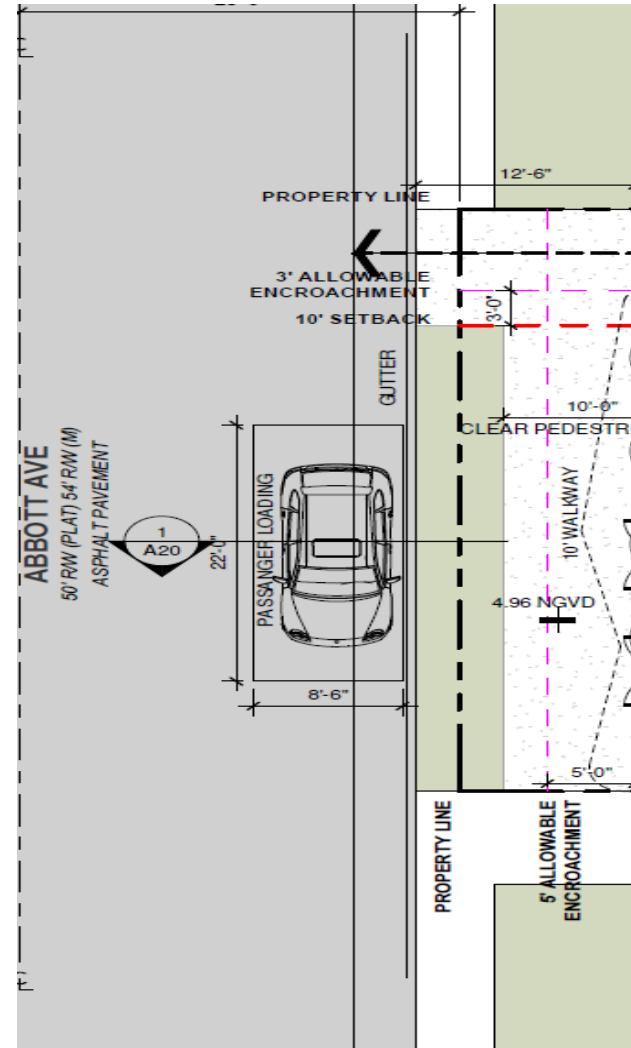
Loading & Parking



Variations Legalize Current Conditions

1- Variance from Section 5.2.6 to remove the off-street loading requirement of one space.

2- Variance from Section 7.2.14.6.c.6.E to allow for on-street loading space on a Class B frontage (Abbott Avenue)





Transportation Demand Management Strategies



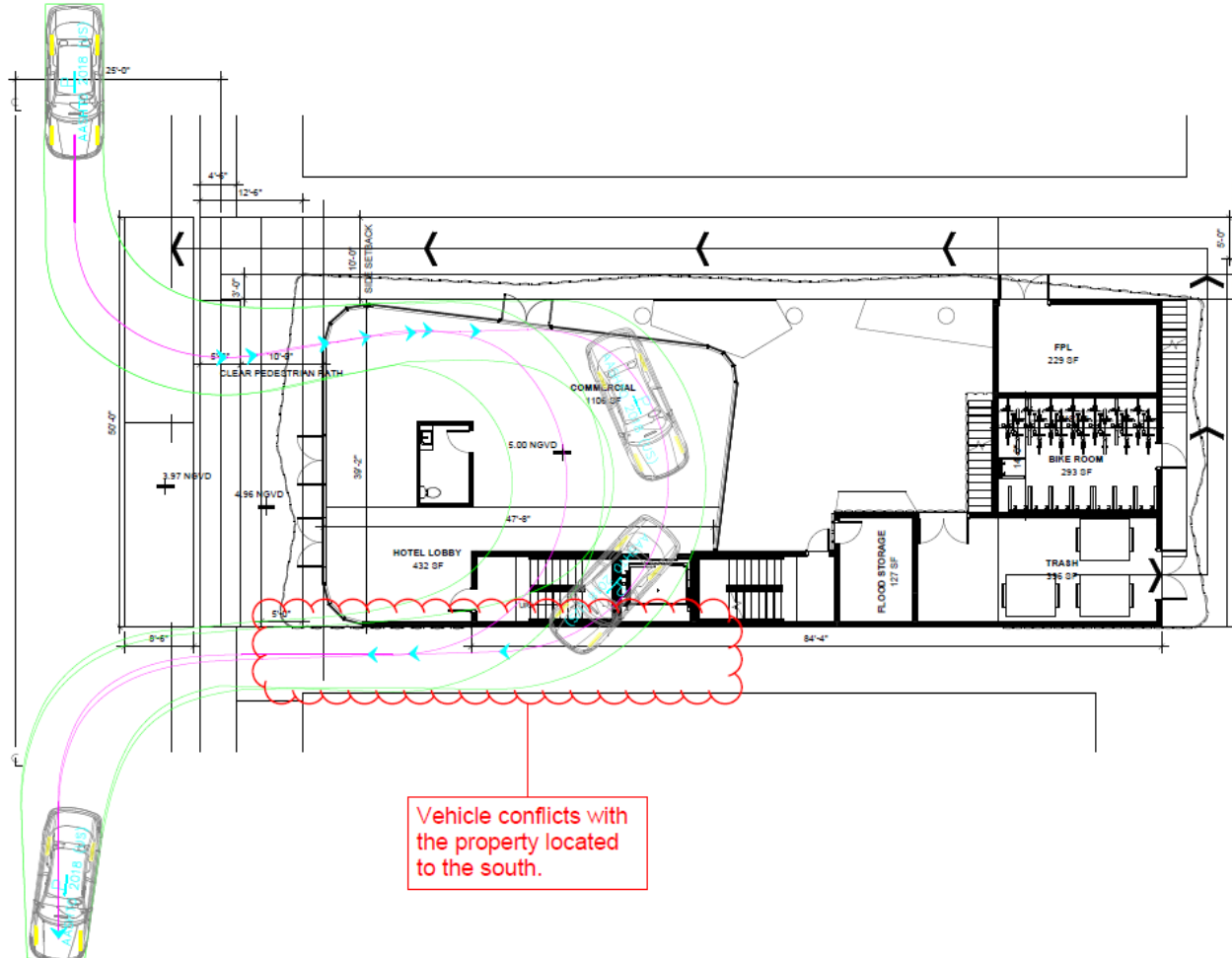
Bicycle / Scooter
Storage



Free Bus Passes
for Employees

Maneuverability Analysis

Maneuverability Analysis - Scenario 1: Driveway access to porte-cochere, 10-foot pedestrian paseo provided



Staff Recommendation

RECOMMENDATION:

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

Compliance with Design Review Criteria – all satisfied except for the 2 variances being requested and lighting plan which will be submitted at time of building permit.

Compliance with Sea Level Rise & Resiliency Criteria – all satisfied except recycling plan which will be submitted at time of building permit.

Compliance with Practical Difficulty and Hardship Criteria – all satisfied and complied with.

Consistent with Future Land Use Map and City Code.



PRECEDENTS



NE VIEW (REAR)



PRECEDENTS



NW VIEW (FRONT) - DAYTIME



NW VIEW (FRONT) - NIGHTTIME

Questions?



Holland & Knight

Operational Plan

- The Hotel shall be rated with a minimum of a AAA Three Diamond or similar rating, which indicates comprehensive amenities, style, and comfort level, in order to ensure overall quality, range of facilities and level of hospitality offered in connection with this use.
- Deliveries and loading activities for the Hotel shall be conducted exclusively along Abbott Avenue, utilizing the designated on-street parking spaces for pick-up/drop-off and loading. Deliveries shall not interfere with peak check-in or check-out times and must be scheduled to occur either before 9:00 AM or after 4:30 PM to avoid conflicts with guest arrival and departure.
- No outdoor live music associated with any commercial uses in the retail space or rooftop shall be permitted at any time, unless provided for under a special event permit.

Valet Analysis

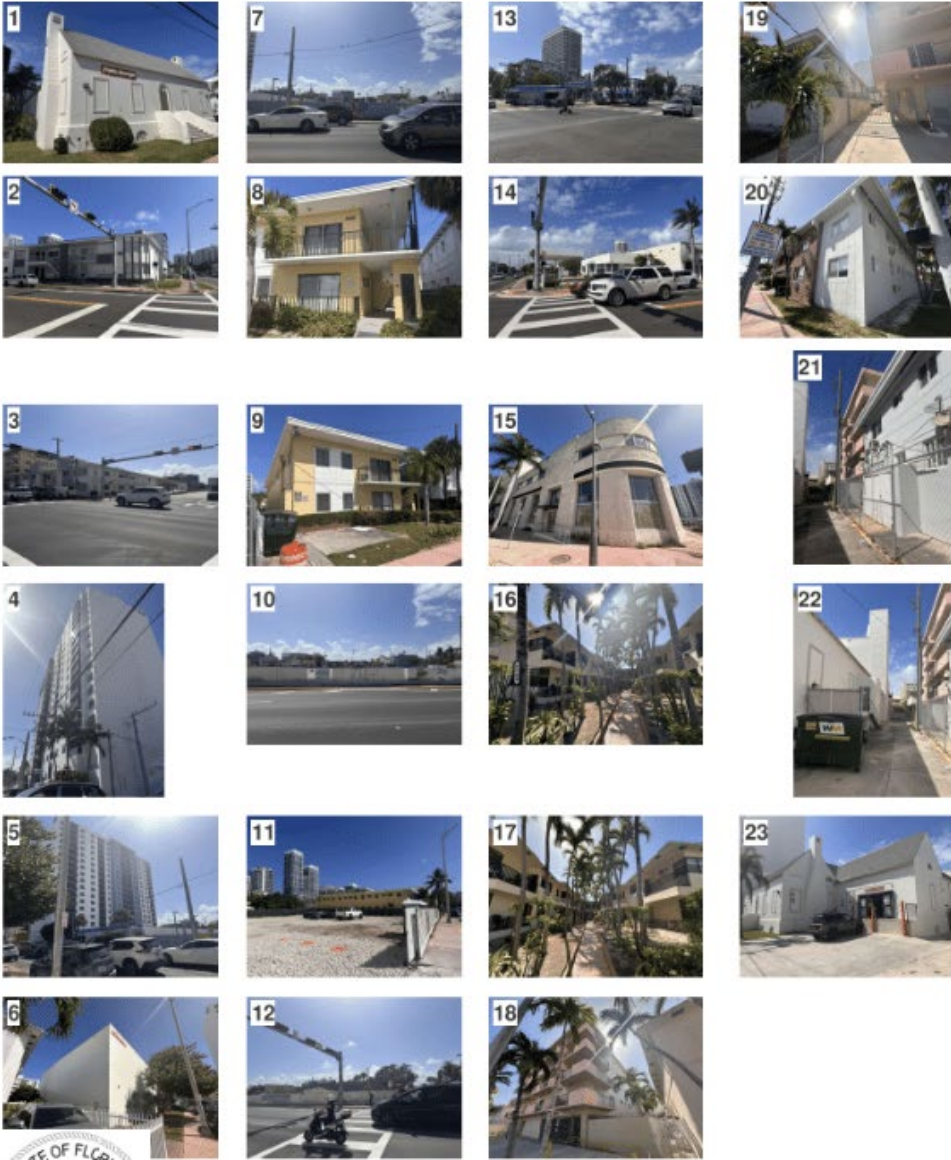
ON-SITE VALET/PARKING IMPACTS TO OFF-SITE TRAFFIC

Currently the site is not proposed to provide on-site parking or valet. All hotel guests and employees are expected to walk, bike, use public transit, use rideshare, or park off-site to access the site. If on-site parking or valet was provided, hotel guests and employees would be encouraged to drive to and from the site and increase vehicular traffic along Abbott Avenue adjacent to the site.

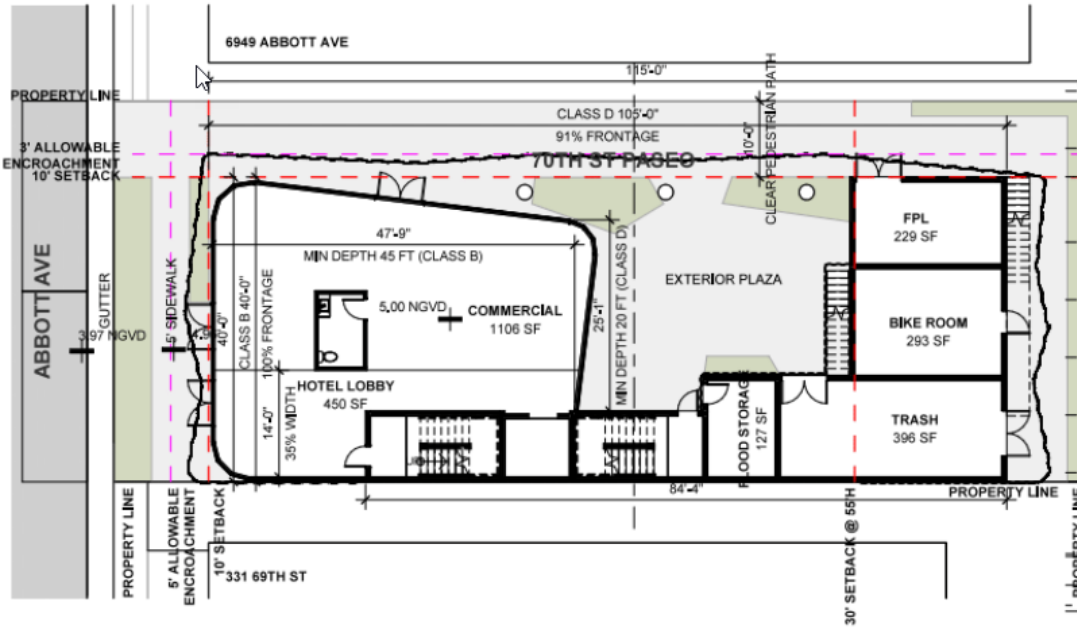
A valet operation would also generate double the project trip generation and reduce parking supply in the vicinity of the site. The project is expected to generate 19 A.M. peak hour and 26 P.M. peak hour vehicular trips. With valet, the number of trips would increase to 38 A.M. peak hour and 52 P.M. peak hour vehicular trips as arriving guests would drive vehicles to the site and valet attendants would then circulate the adjacent roadway network to drive these vehicles to an off-site parking area. A valet service would also require off-site parking spaces to be reserved, reducing the parking supply available for residents and visitors to other uses within this area.

CONCLUSION

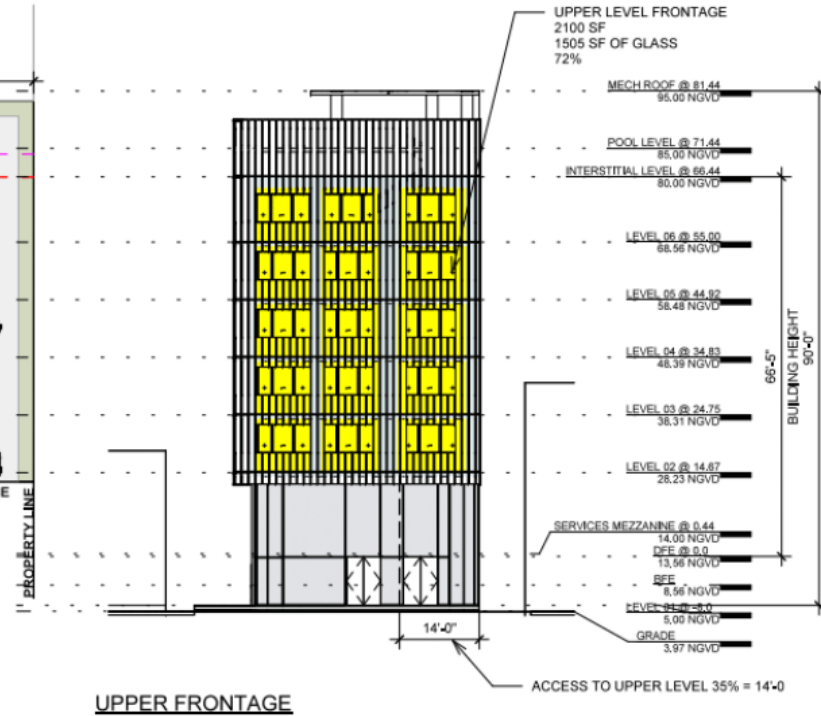
Utilizing the existing 50-foot, on-street loading area for hotel loading/unloading operations would resolve the aforementioned issues. This loading area would have the capacity to store (2) passenger vehicles or one (1) passenger vehicle and one (1) loading/refuse vehicle simultaneously. The configuration of this loading area also allows each loading/unloading position to be occupied without restricting access to the other position. Vehicles can also exit this area without conflicting with pedestrians or reversing into the travel lanes along Abbott Avenue.



Frontages

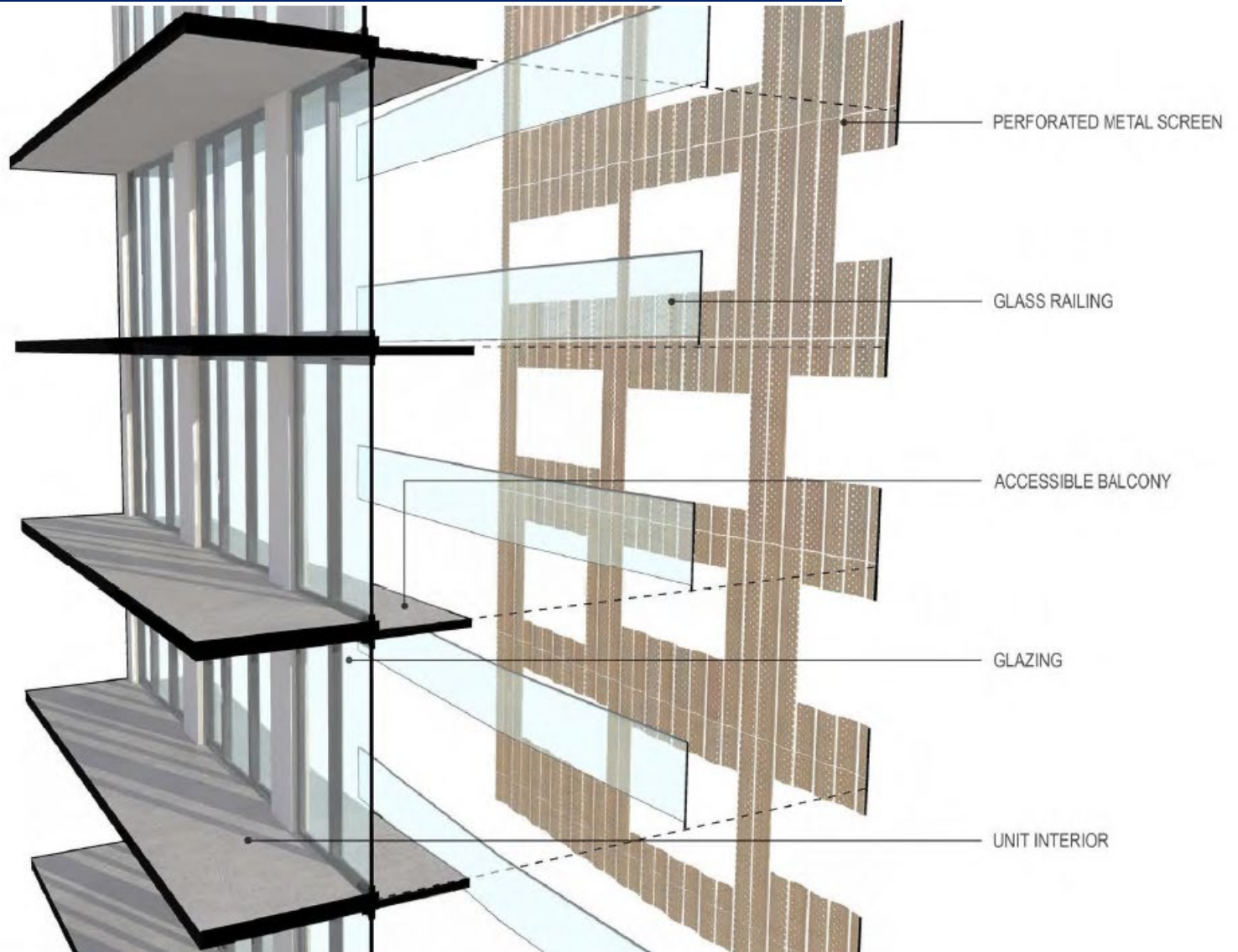


FRONTAGE DIAGRAM

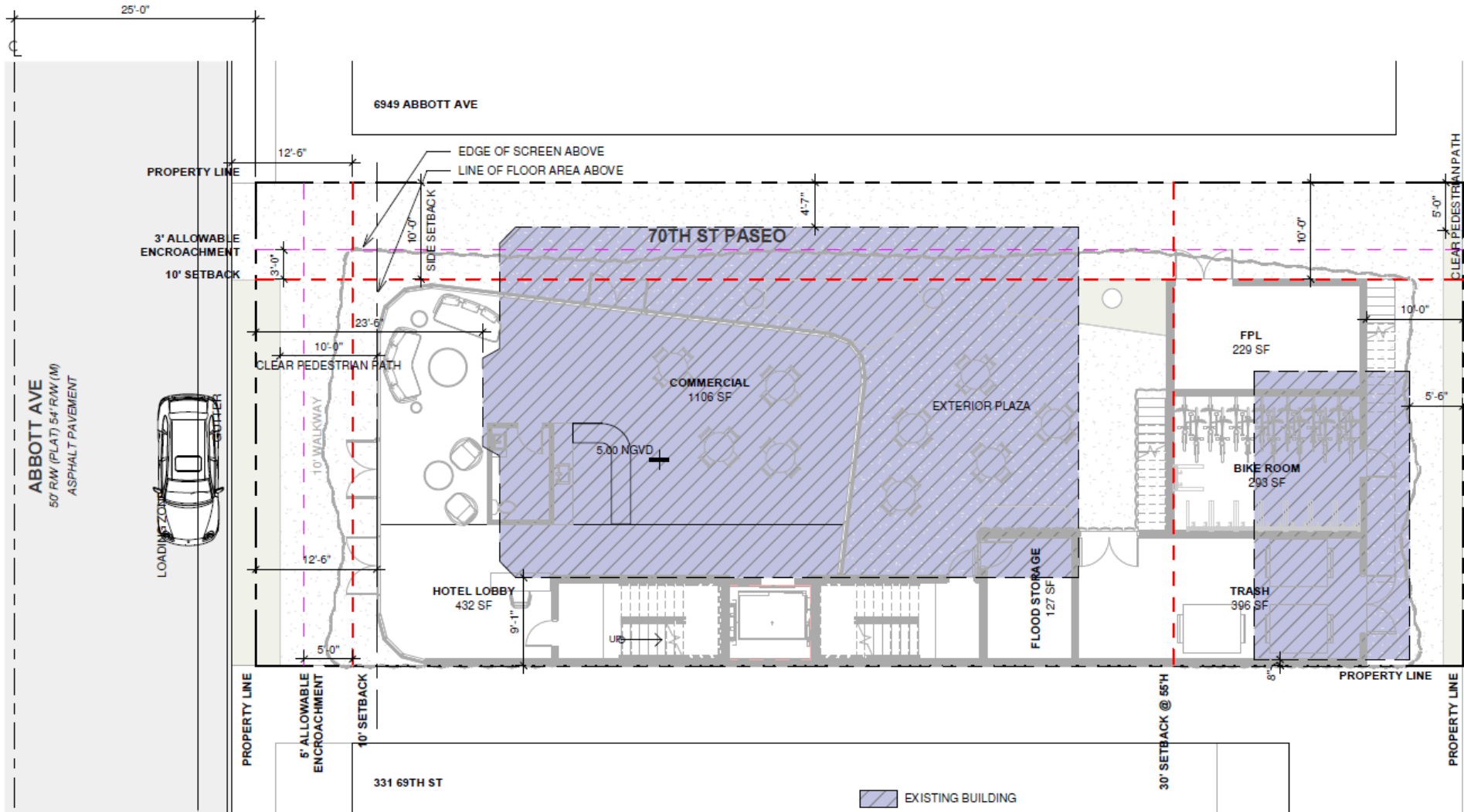


UPPER FRONTAGE

Façade



Building Footprint Comparison



Rooftop Pool

