REAL ESTATE ADVISORY
ARCHITECTURE
INTERIOR DESIGN

April 1, 2026

CMB Design Review Board
CMB Planning and Zoning Department
1700 Convention Center Drive
Second Floor
Miami Beach, FL 33139

Subject: DRB26-1165
7928 Byron Avenue
Letter of Intent

This correspondence serves as the Letter of Intent for the Applicant and Owner of the property for a new multi-residential project to be located at 7928 Byron Avenue, Miami Beach, FL 33141, in concert with the plans and documents to be submitted for the Design Review Board hearing of June 12, 2026.

This project consists of a new 4-unit multi-residential building, to be part of the improvement and re-development of the area.

The proposed as-of-right use of the property as a residential condominium is consistent with the comprehensive plan for RM-1: NORTH SHORE NATIONAL REGISTER HISTORIC DISTRICT and the NORTH BEACH NATIONAL REGISTER CONSERVATION DISTRICT OVERLAY. Its impact on urban infrastructure meets the applicable levels of service, so that public health, safety, and general welfare will not be adversely affected. Furthermore, safeguards will be provided for the protection of surrounding property, persons, and neighborhood. The project will not require any variances but will instead be developed to conform to local land development regulations, including the provision of off-street parking.

DESIGN REVIEW CRITERIA

a. The property sits in a residential neighborhood, on the West side of Byron Avenue, with lots similar in size on all sides. The lot is flat, with a variety of trees and shrubs throughout. There are currently no storm drainage provisions (wells, swales, drains, etc.) on site. Notably, across the street, on the East side of Byron Avenue, the neighboring 5-story building at 234 80th Street completely blocks any views toward the ocean. Instead from the proposed site offers unobstructed views toward the West and North, from downtown Miami to Aventura.

b. The current 1-story, single-family residence dating to 1941, currently sitting at an 8'-0" Base Flood Elevation, will be demolished and replaced by a 3-story building, including a parking garage under the building. The existing 1,368sf building, painted a dark tan, has a pitched, asphalt shingle roof. The structure on site is neither a candidate for adaptive re-use nor financially feasible for a successful project. A semi-circular driveway of painted brick -large enough to fit 2 cars- sits in front of the house, behind a metal, white picket fence, with a covered porte-cochere on the North side. There is no dedicated walkway connection the sidewalk to the entrance of the house. The front and rear doors are the only means of accessing the home, as the original kitchen door was closed years ago. On the sidewalk in front of the house, there's a streetlight post, and an electrical utility pole wired to the house. A roofed patio, not part of the original construction, was added at some point at the rear of the house, not visible from the street. The existing vegetation will be uprooted and replaced per the proposed landscape plan.

   The proposed building has a main, tall component set back 35ft from the main, street property line, and a less tall, more transparent component closer to the street. Parking is located under the habitable floors, surrounding the main entry lobby. At the vertical circulation core, the stairs sit forward of the elevator, closer to the street. Both the elevator and stairs are clearly visible and abut the main entry lobby. The height of the elevator lobby was specifically designed for a sloped walkway instead

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of a ramp, to avoid the use of unsightly guardrails and handrails at the front yard, while complying with the height requirements of the future crown of road.
Having to set the vertical circulation core 35ft back from the front property line left 3 parking spots forward of the core, but those parking spaces do not obscure the main entrance from sight, and they are well concealed through various elements and design methods.

Simple, stainless steel lettering and the company logo on the green tile wall at the front gate identify the property.
Utility connections are set at the Southeast corner of the property to minimize their impact on the façade in the part of the front yard with the most landscaping and most flexibility in the landscape layout.

c. The proposed new structure respects the residential scale of the street and the neighborhood while injecting a novel, dynamic design to modernize the area.
In compliance with the stepped height limits of this zoning district, the proposed project fits into the urban scale of the neighborhood. The front of the building, facing Byron Avenue, respects the low height of the buildings along the street, and stays below the 32ft maximum allowable height.
The taller mass of the building -lower in height than the 45ft maximum allowable height - is set back further, 35ft behind the property line. Accordingly, the stairs and elevators, vertical elements that reach the roof above the 32ft height limit, are set back also at 35ft from the property line. At the roof, the trellises rise less than 10ft above the roof level and the elevator overrun is the lowest allowed by the manufacturer. The trellis is just visible from across the street, only because the 35ft building setback, which lowers the angle of the line of sight. At the same time, the main, taller mass of the building is set back to avoid imposing itself on Byron Avenue and to minimize casting shadows on the street.
The project will use the full 1.25 FAR ratio, equivalent to 7,062.5sf.
Although no lot coverage requirements exist, the design incorporates the maximum amount of green area possible within the lot.
The building sets back 5ft at the North side of the lot and 10ft at the South side, located as far as possible from the adjacent 2-story building in order to maximize its exposure to sunlight. At the rear, West side of the lot, the building adheres to the 5ft setback and to the 11ft 3in (10% of lot depth) for the parking. At the front, East side, the building sits 14ft 6in back from the property line, beyond the required 10ft setback, yet within the 10ft to 20ft setbacks of buildings on this block. Additionally, the front parking setback complies with the 20ft requirement.
At ground level, 8 parking spaces keep the residents' vehicles off the street, blocked from street view with a combination of a CMU wall (7ft above grade) along the street elevation, a gate with deep slats along Byron Avenue, a planter at the front of the property, and lush vegetation. All of these elements also help reduce the amount of sound and light emanating onto adjacent properties. Along the sides of the parking area, a square-pattern grid also helps to hide the garage. The roof of the garage has an "apron" that drops 32in to hide the building's infrastructure and limit the amount of light that spills out of the property.
There is even a tree at the rear of the building, framed by the garage walls, to provide a framed view every time a neighbor walks or drives by. The idea is to hide the parked vehicles, while providing sufficient transparency, including a framed vignette for viewers passing by.
The trash bins have been placed at the rear of the property, behind the parking garage, hidden from street view. The bike racks have also been placed at the rear for security. And the second floor rises 15ft above the parking level, which requires a waiver for the proposed 10ft 10in clear height as measured from Base Flood Elevation plus minimum Freeboard (9.00ft NGVD) to the underside of the first floor slab (19.83ft NGVD) in lieu of the 12ft clear height required.

d. The design intent is to create a dynamic, modern building in keeping with the ongoing redevelopment and new projects in the area. The colors are light and lively. White stucco and white metal frames comprise most of the building, generating an impression of lightness. Various elements -the tall column at the North corner of the front façade, the fins at the pergola, the underside of the balconies, and the fins at the "eyebrow" at the top of the main façade- are clad in composite "wood" to ensure a long life span without deterioration. The main stair is clad in champagne-color metal to give the impression of a ribbon winding up the height of the main façade. The glass has a gray tint. "Salt and pepper" gray bricks in a herringbone pattern cover the driveway and walkway leading up to the building. At the common elements, light gray porcelain tile will be used on the floors, with a complimentary porcelain tile on the walls. All lighting fixtures will have light-emitting diodes, meant to highlight certain features of the building.

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The landscape uses native species to embellish the green areas and maximize sustainability while softening the appearance of the structure. The trees at the front yard add shade and vegetation to the street to foment pedestrian activity.

e. The building has been designed as-of-right, conforming to all applicable zoning criteria (dimensions, setbacks, parking spaces, floor area ratio, height, lot coverage, etc.), without any need for variances.

f. The design aims to integrate with the surrounding neighborhood through the setbacks, landscaping, façade, sun angles, and orientation. All of the existing buildings on this street have setbacks of 10ft to 20ft. The front setback of the proposed structure is 14ft 6in, to mimic the relationship to the street. The sloping front yard and the trees in it enhance the pedestrian experience. The planter in the front yard helps to hide the parked cars from street view. The front fence is set back 14ft 6in, not erected along the property line, and the deep slats of the gates hide the parked cars when viewed at an angle. The vertical slats of the gates also avoid the visual effect of a solid, blank wall at the front fence.
At the façade, the lower balconies mimic the height of the neighboring 2-story buildings. The upper balconies set a midpoint between that elevation and the total height of the building. And the main mass of the building is further set back from the street to maximize sunlight and minimize shadows at the pedestrian level. The depth of the balconies provides mutual privacy to and from residents and pedestrians. At the same time, the balcony depth, the trellises, and the eyebrows provide shade and reduce the solar heat gain. The eyebrows at the top of the front and rear facades have a diagonal pattern, which will cast shifting, kinetic shadows on the façade as the sun arches around the building during the day.
A rooftop deck allows residents to take in the exceptional South, West, and North views, from downtown Miami all the way up to Aventura. Slender pergolas help protect from the sun. In fact, the front pergola covers the main stairs yet is almost invisible from the sight lines across the street. If the front façade were set further forward, the front rooftop pergola would indeed be invisible from street view.

g. The building's placement on the site minimizes its footprint to maximize the green areas and its sustainability benefits. At the same time, the site plan accommodates 8 parking spaces, to reduce the parking impact on the street. Considerable effort has gone into hiding vehicles parked on-site from street view with the use of a solid perimeter fence, deep gates, metal grids, vegetation, walls, and other landscape elements. The main entrance even has its own roof to shield visitors and residents from sun and rain while at the front gate, to recall the arches often used as a design motif in Miami Beach architecture. Access from the sidewalk to the main entrance of the building is clear and direct, providing easy means of ingress and egress.

h. The driveway and walkway to the building are clearly separated and identifiable from the street and sidewalks. The access from the parking spaces to the main lobby is ADA-compliant and wholly contained within the gates for safety. The slatted gates eliminate any blind areas for occupants. The landscaping and planter at the front yard were planned to comply with vehicular view triangles at the exit onto the street. The bicycle racks are located at the West end of the property, away from public view, for security. Likewise, the trash bins are not visible from the street nor from neighboring properties.

i. The lighting intent is to provide focused highlights of certain areas and elements, such as the main entry lobby, the vehicular and pedestrian access points, and the landscaping. At the sides of the building, there will be no downlighting in order to eliminate spillage onto adjacent lots. Likewise, the underside of level 2 (garage roof) will have an "apron" running along its perimeter to help contain light on the property. Lighting of the main façade and landscaping occurs from below with uplighting set within the landscaping.

j. The hardscape at the front yard and at the North side yard will have pervious bricks and pavers set on sand, for permeability. Furthermore, the extent of the building's ground floor footprint has been minimized to maximize the pervious green area and landscaping.

k. Various buffers isolate the 8 parking spots from adjacent and public spaces, including a solid perimeter fence, deep skats at the gates, metal grids surrounding the parking area, a perimeter apron dropping 32" from the garage roof, vegetation, a decorative wall with signage at the street facade, and other landscape elements such as the planter at the front yard.

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l. The building was purposefully oriented with most of its mass toward the rear of the site, and maximum transparency at the front, facing the street. In addition, the rooftop terraces make the most of the impressive and expansive views toward the West, North, and South. The front setback positions the building to align with the existing North-South view corridors of Byron Avenue.

m. One of the objectives of the design is to enhance the urban architecture of the area. Activity at the front balconies will enliven the street, as will circulation up and down the open stairway. The project does not add parking on the street, and hides the parking spots from street view. The landscaping and hardscape at the front yard intend to stimulate pedestrian activity and embellish the streetscape. There's a framed view of a tree at the rear of the property, to provide a small vignette when viewed from Byron Avenue. The front gates are positioned beyond the required 10ft, in order to provide a more expansive front yard.

n. When viewed from across the street, all building infrastructure at the roof is completely hidden from sight. The trellis above the main staircase provides protection from the sun for users, helps to soften and hide the elevator overrun, and integrates with the various passive solar shade elements throughout. A single ship ladder for maintenance will be placed on the West side of the elevator overrun, completely concealed from view at ground level.

o. As new, ground-up construction on what will be a vacant site, the design aims to integrate with its surroundings and neighbors.

p. At ground level, the landscaping, the shade from the trees, and the planter all enhance the pedestrian experience. Additionally, the deep slats at the gates provide transparency so that the main entry lobby is visible to anyone approaching the building, while hiding ground level when viewed at an angle.

q. The trash bins for this project are set at the Southwest corner of the garage level, hidden from the view of the neighboring properties and not visible from Byron Avenue either.

r. The project will accommodate any future requirements for public infrastructure.

s. The main entry lobby (non-residential use) -which screens the parking and is located below DFE- will have floodproofing at all facades below DFE extending 36 inches above DFE. Throughout the property, no equipment shall be placed below +9.00 NGVD (BFE + 1.00ft). The floor of the main entry lobby is located more than 1ft above the future crown of road, and the lobby will have a knee wall at 36in above the existing sidewalk grade, with flood panels for doors stored closeby.
More than 10 ft are provided, as measured from Base Flood Elevation plus minimum Freeboard to the underside of the first habitable floor slab, which will require a waiver.
At the garage ceiling, building infrastructure will be set inside a dropped ceiling within a 32" perimeter beam. Likewise, throughout the project, all infrastructure will be internalized and hidden from public view.
All driveways and walkways consist of permeable bricks and pavers set on sand. A stormwater injection well will retain all rainwater on site.
At the driveway and walkway, light-color concrete helps reduce heat gain and the heat island effect.

SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA

a. A recycling plan for total demolition will be provided.
b. All new windows will be hurricane proof impact windows.
c. Passive cooling systems (e.g operable windows) and passive solar strategies (e.g. trellises, deep balconies, and eyebrows above windows) are provided throughout.
d. Resilient landscaping (salt tolerant, highly water-absorbent, native, or Florida-friendly plants) are provided, in accordance with chapter 4 in Land Development Regulations.
e. The project takes into account the adopted sea level rise projections in the Southeast Florida Regional Climate Action Plan, which may be revised from time-to-time by the Southeast Florida Regional Climate Change Compact. The design specifically takes into account the land elevation of the subject property and the elevation of surrounding properties.

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f. The ground floor, driveways, and garage ramping for new construction are adaptable to the raising of public rights-of-way and adjacent land, and 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.
g. All critical mechanical and electrical systems shall be located above base flood elevation.
h. The proposed elevations of all floors comply with applicable sustainability and sea-rise ordinances.
i. At the main entry lobby, habitable space located below the base flood elevation plus City of Miami Beach Freeboard, wet and dry flood proofing systems will be provided in accordance with chapter 54 in General Ordinances.
j. The design provides for stormwater retention systems on site.
k. Cool light gray, porous pavers are specified for the project.
l. The colors and solar shade strategies of the design minimize the potential for heat island effects on-site.

COST ESTIMATE
The construction cost of the project is estimated at $1,765,000 based on current market costs and an initial estimate from the builder of a similar project.

Looking to the future, the new building sits at the new, raised street elevation planned by the CMB Public Works department. It incorporates passive solar strategies in observance of modern energy performance standards. Its veiled car park at ground level provides off-street parking spaces. Planting at the street level serves both aesthetic purposes and environmental goals. In addition, its design echoes elements native to Miami Beach, its natural splendor, and its architectural paragons.

This end goal of the design is to add a small jewel in the district in a way that enhances its immediate surroundings and the overall neighborhood. As such, the applicant respectfully requests that the Design Review Board support this project, including the variances petitioned.

Thank you for your consideration, and please contact me at any time should you require more information. It would be my pleasure to expound on the merits of the project and design.

Sincerely,

CIC

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