

# MIAMIBEACH

## PLANNING DEPARTMENT

### Staff Report & Recommendation

Historic Preservation Board

TO: Chairperson and Members  
Historic Preservation Board

DATE: March 17, 2026

FROM: Thomas R. Mooney, AICP  
Planning Director



For TRM

SUBJECT: HPB25-0681, Venetian Causeway Bridges 2 through 12

An application has been filed requesting a Certificate of Appropriateness for the demolition of 11 bridge structures along the Venetian Causeway extending from North Bayshore Dr. (City of Miami), to Purdy Avenue (City of Miami Beach), and their replacement with new, elevated bridges by approximately one (1') foot, including the replication of the existing concrete bridge railings, along with associated light fixtures, and site modifications. **The Historic Preservation Board application pertains only to those bridges located within the City of Miami Beach.**

#### RECOMMENDATION

Approval of the Certificate of Appropriateness.

#### EXISTING SITE

National Register Historic District: Venetian Islands Historic District  
Year of Original Construction: 1926  
Original Designer: Not provided  
Applicant / Lead Agency: Florida Department of Transportation (FDOT), District 6

#### BACKGROUND

The Venetian Causeway was designated a City of Miami Beach Historic Preservation Site in 1988. The designation report identified the causeway as the oldest causeway remaining in its original form linking Miami to Miami Beach, and recognized its significance in connection with the development of the Venetian Islands and the earlier Collins Bridge (1913), the first physical link between the two cities. The designation encompassed that portion of the Causeway within the City of Miami Beach city limits, from the east side of San Marco Island to the western terminus of Dade Boulevard. The Venetian Islands Resource Group was subsequently listed in the National Register of Historic Places in 1989 under Criteria A and C in the areas of Community Planning and Development, Transportation, Architecture, and Engineering.

The 1988 designation report identified the ornamental double X-pattern reinforced concrete bridge railings as the most architecturally distinctive feature of the Causeway bridges, and established review standards requiring that any replacement of bridge structures, railings, or other design features be carried out with every reasonable effort to replicate the appearance of the item being replaced. The report also noted that changes to the existing roadway width and bridge profiles are not encouraged, and specifically encouraged the replacement of missing original design features, including light fixtures. These review standards, established at the time of local designation, form the historic preservation framework within which the current application is evaluated.

The causeway follows the alignment of the original Collins Bridge, a wooden toll bridge

constructed in 1913. The existing bridge railings are late 1990's reconstructions of the 1926 design. The causeway consists of 12 bridge structures, numbered Bridge 1 through Bridge 12.

Extensive public involvement was conducted throughout both the PD&E phase and the Design phase of this project.

### **PD&E Phase (2014–2021)**

- Kick-off Meeting: June 2014
- Alternatives Public Workshop: May 2015
- Four (4) Cultural Resources Committee (CRC) meetings: 2014–2020
- Four (4) Project Advisory Group meetings: 2014–2017
- Venetian Way Neighborhood Alliance Meeting: April 2016
- Public Hearing: May 2021

### **Design Phase (2021–2026)**

During the design phase, outreach was conducted at 30%, 60%, and 90% plan milestones with condo associations, homeowner associations, and the general public. Additional meetings included:

- General public involvement meetings: 2021, 2022, 2023, 2024, and 2025
- Miami-Dade County Transportation Aesthetics Review Committee (TARC) meeting: December 17, 2025
- 90% Plans Public Meeting: Scheduled for Spring 2026

### **THE PROJECT**

The applicant has submitted updated plans entitled "**Certificate of Appropriateness First Submittal, Venetian Causeway Bridges, FM No. 422713-2-22-01**", as prepared by FDOT District 6 / EAC Consulting, Inc., dated December 2025.

Bridge 1, the westernmost structure, was previously replaced in phases; no original historic fabric of Bridge 1 remains. Bridges 2 through 12 retain their 1926 character (albeit with larger railing elements) and are the subject of this application. As proposed, the new replacement railings will match the dimensions of the current railings. The fixed spans are reinforced concrete arched beam construction. Bridge 10 includes a movable double-leaf bascule span.

### **CONSISTENCY WITH 2040 COMPREHENSIVE PLAN**

A preliminary review of the project indicates that the proposed infrastructure replacement is consistent with the Transportation Element and Historic Preservation Element of the City of Miami Beach 2040 Comprehensive Plan. The project proposes replacement of existing causeway infrastructure while incorporating measures to maintain the historic character of the Venetian Causeway.

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

Section 7.1.2.4(a)(1) 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:

- A. A recycling or salvage plan for partial or total demolition shall be provided.  
**Not Satisfied**
- B. Windows that are proposed to be replaced shall be hurricane proof impact windows.  
**N/A**

- C. Where feasible and appropriate, passive cooling systems, such as operable windows, shall be provided.  
**N/A**
- D. 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**
- 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.  
**Satisfied; The proposed project incorporates sea level rise adaptation by raising all fixed bridge spans (Bridges 2–8 and 12) approximately one foot above existing elevations. This measure is consistent with the City of Miami Beach’s sea level rise planning policies and resiliency goals. The increased bridge deck elevation addresses long-term flooding vulnerability for causeway infrastructure while preserving the low-profile arched character of the existing historic structures.**
- F. 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.  
**N/A**
- G. 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**
- H. Existing buildings shall be, where reasonably feasible and economically appropriate, elevated up to base flood elevation, plus City of Miami Beach Freeboard.  
**N/A**
- 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 of 54 in General Ordinances.  
**N/A**
- J. In all new projects, water retention systems shall be provided.  
**N/A**
- K. Cool pavement materials or porous pavement materials shall be utilized.  
**N/A**
- L. The project design shall minimize the potential for a project causing a heat island effect on site.  
**N/A**

**COMPLIANCE WITH CERTIFICATE OF APPROPRIATENESS CRITERIA**

A decision on an application for a certificate of appropriateness shall be based upon the following:

1. Evaluation of the compatibility of the physical alteration or improvement with surrounding properties and where applicable, compliance with the following criteria pursuant to section 2.13.7(d)(ii)(1) of the Land Development Regulations (it is recommended that the listed criteria be found Satisfied, Not Satisfied or Not Applicable, as so noted):
  - a. The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings may be amended from time to time.  
**Satisfied**
  - b. The Secretary of Interior's Standards for Reconstruction as may be amended from time to time.  
**Satisfied**
  - c. Other guidelines/policies/plans adopted or approved by resolution or ordinance by the city commission.  
**Satisfied**

The Secretary of Interior's Guidelines for Rehabilitation are intended as an aid to assist in applying the Secretary of Interior's Standards but are not binding on their own and are not meant to give case-specific advice or to address exceptions of unusual conditions.

2. The examination of architectural drawings for consistency with the criteria pursuant to section 2.13.7(d)(ii)(2) of the Land Development Regulations and stated below, with regard to the aesthetics, appearances, compatibility, safety, and function of any new or existing structure, public interior space and physical attributes of the project in relation to the site, adjacent structures and properties, and surrounding community. The criteria referenced above are as follows (it is recommended that the listed criteria be found Satisfied, Not Satisfied or Not Applicable, as so noted):
  - a. 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**
  - b. 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**
  - c. The color, design, surface finishes and selection of landscape materials and architectural elements of the exterior of all buildings and structures and primary public interior areas for developments requiring a building permit.  
**Satisfied**
  - d. The proposed structure, or additions to an existing structure are appropriate to and compatible with the environment and adjacent structures, and enhance the appearance of the surrounding properties, or the purposes for which the district was created.

**Satisfied**

- e. The design and layout of the proposed site plan, as well as all new and existing buildings and public interior spaces 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 preserving historic character of the neighborhood and district, contiguous and adjacent buildings and lands, pedestrian sight lines and view corridors.

**Satisfied**

- f. 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 any driveways and parking spaces are usable, safely and conveniently arranged and have a minimal impact on pedestrian circulation throughout the site. Access to the site from adjacent roads shall be designed so as to interfere as little as possible with vehicular traffic flow on these roads and pedestrian movement onto and within the site, as well as permit both pedestrians and vehicles a safe ingress and egress to the site.

**Satisfied**

- g. 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 and consistent with a city master plan, where applicable.

**Satisfied**

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

**Satisfied**

- i. 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.

**N/A**

- j. Any proposed new structure shall have 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).

**N/A**

- k. All buildings shall have, to the greatest extent possible, space in that part of the ground floor fronting a sidewalk, 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 sidewalk street, or streets shall have residential or commercial spaces, or shall have the appearance of being a residential or commercial space or shall have an architectural treatment which shall buffer the appearance of a parking structure from the surrounding area and is integrated with the overall appearance of the project.

**N/A**

- l. All buildings shall have an appropriate and fully integrated rooftop architectural treatment which substantially screens all mechanical equipment, stairs and elevator towers.  
**Satisfied**
- m. All portions of a project fronting a street or sidewalk shall incorporate an amount of transparency at the first level necessary to achieve pedestrian compatibility.  
**N/A**
- n. 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**

### **CERTIFICATE OF APPROPRIATENESS FOR DEMOLITION EVALUATION CRITERIA**

Section 2.13.7(d)(vi)(4) of the Land Development Regulations provides criteria by which the Historic Preservation Board evaluates requests for a Certificate of Appropriateness for Demolition. The following is an analysis of the request based upon these criteria:

- a. The building, structure, improvement, or site is of such design, craftsmanship, or material that it could be reproduced only with great difficulty or expense.  
**Not Satisfied**
- b. The building, structure, improvement, or site is one of the last remaining examples of its kind in the neighborhood, the county, or the region, or is a distinctive example of an architectural or design style which contributes to the character of the district.  
**Satisfied**
- c. Retention of the building, structure, improvement, landscape feature or site promotes the general welfare of the city by providing an opportunity for study of local history, architecture, and design, or by developing an understanding of the importance and value of a particular culture and heritage.  
**Satisfied**  
**All 11 bridges in the project scope are structurally deficient and are beyond their design life. The existing bridges cannot feasibly be repaired or rehabilitated to meet current safety and accessibility standards. The applicant has documented this necessity through engineering assessments. Staff acknowledges that full replacement, rather than rehabilitation, is necessitated by the severity of structural deterioration.**
- d. In the event an applicant or property owner proposes the total demolition of a contributing structure, historic structure or architecturally significant feature, there shall be definite plans presented to the board for the reuse of the property if the proposed demolition is approved and carried out.  
**Not Applicable**
- e. The county unsafe structures board has ordered the demolition of a structure without option.  
**Not Applicable**  
**The Miami-Dade County Unsafe Structures Board has not ordered the demolition of the structure.**

**ANALYSIS**

The application includes the proposed demolition of 11 existing bridge structures (Bridges 2–12) along the Venetian Causeway, including those portions within the City of Miami Beach, and their replacement with new bridge structures designed to maintain the low-profile arched character of the historic 1926 bridges. The following summarizes the proposed scope of work:

**EXISTING CONDITIONS**

All 11 bridge structures in the project scope (Bridges 2–12) are classified as Structurally Deficient per 2024 FDOT Bridge Management System inspection reports. Documented conditions include advanced corrosion with section loss, unsound concrete in beams and slabs, failed prior repairs, concrete delamination, spalling and cracking, rebar corrosion, and deteriorated utility lines. Inspection frequency was increased from a biennial schedule to bi-annual (every six months) due to the accelerated rate of deterioration. All 11 bridges have 2024 Sufficiency Ratings below 50, the federal threshold for structural deficiency.

Bridge 1 (Sufficiency Rating: 53.9) is not included in the project scope and is not structurally deficient.

**2024 Bridge Sufficiency Ratings – Bridges 2–12 (Project Scope)**

Bridge No.	FDOT Structure No.	No. of Spans	2024 Sufficiency Rating	Classification
2	874460	7	31.5	Structurally Deficient
3	874461	6	29.0	Structurally Deficient
4	874463	10	30.3	Structurally Deficient
5	874465	5	29.0	Structurally Deficient
6	874466	10	31.5	Structurally Deficient
7	874471	6	29.0	Structurally Deficient
8	874472	9	29.0	Structurally Deficient
9	874473	41	29.0	Structurally Deficient
10	874474	3	25.0	Structurally Deficient
11	874477	9	14.0	Structurally Deficient
12	874481	6	25.1	Structurally Deficient

**Structural Design**

The replacement fixed spans will consist of concrete arched beams replicating the profile of the existing 1926 spans. The movable span at Bridge 10 will be replaced with a new double-leaf bascule bridge. The two existing historic octagonal entrance towers at the causeway termini are not within the project scope and will remain in place and undisturbed.

**Vertical Alignment / Sea Level Rise Adaptation**

Fixed bridges (2–8 and 12) will be raised approximately one (1) foot above existing grades to accommodate projected sea level rise. Bridge 10 (the east bascule span) will provide 10.5 feet of clearance at the fender and 13.5 feet at the centerline of the channel. Bridges 9 and 11 will be raised approximately one (1) foot above existing low member elevations.

**Roadway Section**

The replacement bridges will provide two 11-foot travel lanes (one per direction), 7-foot bicycle lanes (increased from the existing 4 feet), curb and gutter, and 9-foot sidewalks on each side (increased from the existing 4 feet), all within the existing right-of-way.

**Railings**

The proposed bridge railings replicate the existing ornamental double X-pattern design, which are composed of larger structural elements, as compared to the original 1926 railings.

**Light Fixtures**

Proposed light poles and fixtures are designed to reference the appearance of the original 1926 historic light poles. The existing poles, installed during the 1996–1999 rehabilitation as replicates of the historic poles, stand 13 feet in height with acorn-style, frosted polycarbonate fixtures. The replacement light poles will maintain the same historic character, massing, and fixture style.

**Utilities**

Most existing utility lines currently mounted on the bridge structures are anticipated to be converted to sub-aqueous (underwater) lines, eliminating above-deck utility infrastructure on the replacement structures.

**Construction Phasing and Duration**

Construction is proposed in two phases with two stages per phase. One lane of two-way traffic and a shared-use path will be maintained at all times during fixed-bridge construction. A temporary bridge at the East Bascule location will be provided to maintain traffic flow during replacement of Bridge 10. The full Maintenance of Traffic (MOT) plan is anticipated to require approximately 48 months.

**SUMMARY**

The Venetian Causeway Bridges (Bridges 2–12) are contributing elements of the Venetian Islands Resource Group, a significant historic resource. All 11 bridges proposed for replacement are classified as Structurally Deficient with 2024 Sufficiency Ratings below 50, documenting advanced deterioration that precludes rehabilitation. The bridges are significantly past their intended 50-year design life.

The proposed replacement bridges are designed to maintain the low-profile arched character of the 1926 structures through replication of the ornamental railing design and historically-referenced light poles. The two historic octagonal entrance towers will remain undisturbed. The minimal raising of bridge decks (approximately one foot) is necessitated by sea level rise adaptation requirements and is consistent with the City's resiliency policies.

Staff finds that the proposed project is necessitated by structural deficiency beyond feasible limits of repair, and the replacement design maintains the historic character of the Venetian Causeway, and as such, recommends approval of the application.

**RECOMMENDATION**

In view of the foregoing analysis, staff recommends the request for a Certificate of Appropriateness be **approved**, subject to the conditions enumerated in the attached draft Order, which ensure continued compliance with the applicable Certificate of Appropriateness criteria

**HISTORIC PRESERVATION BOARD**  
**City of Miami Beach, Florida**

MEETING DATE: March 17, 2026

PROPERTY/FOLIO: Venetian Causeway / N/A (Public Right-of-Way)

FILE NO: HPB25-0681

IN RE: An application has been filed requesting a Certificate of Appropriateness for the demolition of 11 bridge structures along the Venetian Causeway extending from North Bayshore Drive (City of Miami) to Purdy Avenue (City of Miami Beach), and their replacement with new, elevated bridges by approximately one (1) foot, including the replication of the existing concrete bridge railings, along with associated light fixtures, and site modifications. The Historic Preservation Board application pertains only to those bridges located within the City of Miami Beach.

**LEGAL:** Venetian Causeway Right-of-Way, from North Bayshore Drive (City of Miami) to Purdy Avenue (City of Miami Beach), Miami-Dade County, Florida. Financial Management No. 422713-2-22-01.

**ORDER**

The City of Miami Beach Historic Preservation 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. Certificate of Appropriateness**

- A. The subject property is located within the Venetian Islands Historic District, listed in the National Register of Historic Places.
- 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:
  - 1. Is not consistent with Sea Level Rise and Resiliency Review Criteria 'A' in section 7.1.2.4(a)(1) of the Land Development Regulations (recycling/salvage plan for demolition not provided).
  - 2. Is consistent with Certificate of Appropriateness Criteria in section 2.13.7(d)(ii)(1) of the Land Development Regulations (Secretary of the Interior's Standards for Rehabilitation and Reconstruction).
  - 3. Is consistent with Certificate of Appropriateness Criteria in section 2.13.7(d)(ii)(2) of the Land Development Regulations.
  - 4. Is consistent with Certificate of Demolition Criteria in section 2.13.7(d)(vi)(4) of the Land Development Regulations.
- C. The project would be consistent with the criteria and requirements of section 2.13.7(d) and 7.1.2.4(a) if the following conditions are met:

1. Prior to the issuance of a building permit or equivalent construction authorization, revised construction drawings shall be submitted and, at a minimum, shall incorporate the following:
  - a. The railing design shall replicate the existing ornamental double X-pattern of the 1926 historic railings to the greatest extent feasible. Final details of all bridge railing design, including dimensions, finish, and material specifications, shall be submitted and approved by staff, consistent with the Certificate of Appropriateness Criteria and/or the directions of the Board.
  - b. Light poles and fixtures shall reference the historic 1926 light pole character. Final details of all light pole and fixture design, including dimensions, finish, and material specifications, shall be submitted and approved by staff, consistent with the Certificate of Appropriateness Criteria and/or the directions of the Board.
  - c. Final details of the Bridge Tender House design for the new East Bascule Bridge (Bridge 10) shall be submitted and approved by staff, consistent with the Certificate of Appropriateness Criteria and the historically sensitive design approach committed to in the executed Memorandum of Agreement (MOA) dated 2021.
  - d. A copy of all pages of the recorded Final Order shall be scanned into the plans submitted for construction authorization and shall be located immediately after the front cover page of the permit plans.
2. Prior to commencement of demolition of any bridge structure, the applicant shall provide the following:
  - a. A recycling or salvage plan for the 11 demolished bridge structures, identifying materials to be salvaged, recycled, or documented, subject to the review and approval of staff.
3. The improvements to the spoil islands (Bridges 3–11) shall be implemented consistent with the 60% design plans and the Section 106 Evaluation and Determination of Effects Case Study Report (Janus Research, August 2025). New riprap and retaining walls shall be installed as depicted in the approved plans and shall not be visible above the waterline except where specifically approved, to the extent feasible. Any modifications to the island improvements shall be subject to review and approval by staff prior to implementation.
4. The two historic octagonal entrance towers at the causeway termini shall remain in place and undisturbed throughout the duration of construction. A protection plan for the entrance towers during construction shall be submitted and approved by staff prior to commencement of construction.

**In accordance with section 2.2.4.8(c) of the Land Development Regulations the applicant, the City Manager, Miami Design Preservation League, Dade Heritage Trust, or an affected**

**person may appeal the Board's decision on a Certificate of Appropriateness to a special magistrate appointed by the City Commission.**

## **II. General Terms and Conditions**

- A. The relocation of any tree shall be subject to the approval of the Environment & Sustainability Director and/or Urban Forester, as applicable.
- B. All applicable utility transformers or vault rooms and backflow prevention devices shall be located within the project scope in accordance with the approved plans.
- C. A copy of all pages of the recorded Final Order shall be scanned into the plans submitted for construction authorization and shall be located immediately after the front cover page of the permit plans.
- D. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a construction permit or equivalent authorization.
- E. Satisfaction of all conditions is required for the Planning Department to give its approval on a Certificate of Occupancy or Certificate of Completion, as applicable.
- F. 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.
- G. The conditions of approval herein are binding on the applicant, the lead agency (FDOT District 6), the property owner (Miami-Dade County), operators, and all successors in interest and assigns.
- H. 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.
- I. Upon completion of the project approved herein, the replacement bridge structures 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.

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 and II of the Findings of Fact, to which the applicant has agreed.

PROVIDED, the applicant shall build substantially in accordance with the plans entitled **Certificate of Appropriateness First Submittal, Venetian Causeway Bridges, FM No. 422713-2-22-01, as prepared by FDOT District 6 / EAC Consulting, Inc., dated December**

**2025**, as approved by the Historic Preservation Board, as determined by staff. When requesting a construction permit, the plans submitted shall be consistent with the plans approved by the Board, modified in accordance with the conditions set forth in this Order. No construction permit may be issued unless and until all conditions of approval that must be satisfied prior to permit issuance, as set forth in this Order, have been met.

The issuance of this approval does not relieve the applicant from obtaining all other required Municipal, County, State and/or Federal reviews and permits, including final zoning approval. When requesting a construction permit, the plans submitted shall be consistent with the plans approved by the Board, modified in accordance with the conditions set forth in this Order.

If construction has not commenced 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 2.13.7 of the Land Development Regulations; the granting of any such extension of time shall be at the discretion of the Board. If the construction permit for the project should expire for any reason, 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. 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 \_\_\_\_\_.

HISTORIC PRESERVATION BOARD  
THE CITY OF MIAMI BEACH, FLORIDA

BY: \_\_\_\_\_  
Michael A. Belush, AICP  
Planning & Design Officer  
For the Chair

STATE OF FLORIDA            )  
  )SS  
COUNTY OF MIAMI-DADE    )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_ by Michael A. Belush, Planning & Design Officer, Planning Department, City of Miami Beach, Florida, a Florida Municipal Corporation, on behalf of the corporation. He is personally known to me.

\_\_\_\_\_  
NOTARY PUBLIC  
Miami-Dade County, Florida  
My commission expires:\_\_\_\_\_

Approved As To Form:  
City Attorney's Office: \_\_\_\_\_ ( \_\_\_\_\_ )

Filed with the Clerk of the  
Historic Preservation Board on \_\_\_\_\_ ( \_\_\_\_\_ )