

**Miami-Dade County Department of Regulatory and Economic Resources  
Staff Report to the Board of County Commissioners**

PH: Z25-030

June 18, 2026  
Item No. 8C2

<b>Recommendation Summary</b>	
<b>Commission District</b>	5
<b>Applicant</b>	1414 Brickell, LLC
<b>Summary of Requests</b>	This application is requesting a special exception to permit approval of an initial review of the general development plans for a subject property located immediately adjacent to the Financial District Metromover Station, and assign to it the permitted uses and development regulations applicable under Section 33C-15 of the County Code for the "Metromover Station Subzone."
<b>Location</b>	1414 Brickell Avenue, 1428 Brickell Avenue, and 1421 S Miami Avenue, City of Miami, Miami-Dade County, Florida.
<b>Property Size</b>	±1.769-gross (±1.211-net) Acres
<b>Existing Zoning</b>	T6-48A-O (Miami21)
<b>Existing Land Use</b>	Retail, vacant land
<b>2030-2040 CDMP Land Use Designation</b>	Business and Office (within a Regional Urban Center) <i>(see attached Zoning Recommendation Addendum)</i>
<b>Comprehensive Plan Consistency</b>	Consistent with the urban center interpretative text, goals, objectives and policies of the CDMP
<b>Applicable Zoning Code Section(s)</b>	Section 33C-15(D)(1) Procedures for approval and development standards, Section 33C-11(G)(1) Initial Review, Section 33-311(A)(3) Special Exceptions, Unusual Uses and New Uses <i>(see attached Zoning Recommendation Addendum)</i>
<b>Recommendation</b>	<b>Approval with conditions.</b>

**BOARD OF COUNTY COMMISSIONERS' JURISDICTION:**

This Board has jurisdiction over this application pursuant to Section 33-314(C)(20) which states that the BCC shall hear and decide "Applications for development in the RTZ District, or for review of decisions regarding development in the RTZ District, as provided in Section 33C of this Code."

**REQUEST:**

SPECIAL EXCEPTION for a general development plan with the purpose of assigning to the subject property, located in the "Metromover Subzone of the Rapid Transit Zone", the applicable permitted uses and development regulations for the subzone in accordance with Section 33C-15 of the County Code.

**BACKGROUND AND ANALYSIS:**

The approximately ±1.769-gross (±1.211-net) acre subject property, under folios 01-0209-090-1010, 01-0209-090-1190, and 01-0209-090-1020, is located fronting along both South Miami

Avenue and Brickell Avenue roadways. The subject site is comprised of three lots that currently consist of a retail building each on two of the lots, while the third lot is a vacant parcel. The subject site is immediately next to and abutting the Financial District Metromover Station. Staff notes that the current conditions on the site do not provide any street front activation or connections to mass transit, and do not provide the highest levels of development density and intensity that is ideal for the urban core. The other properties surrounding the subject site are zoned for urban development under the terms of City of Miami’s zoning regulations.

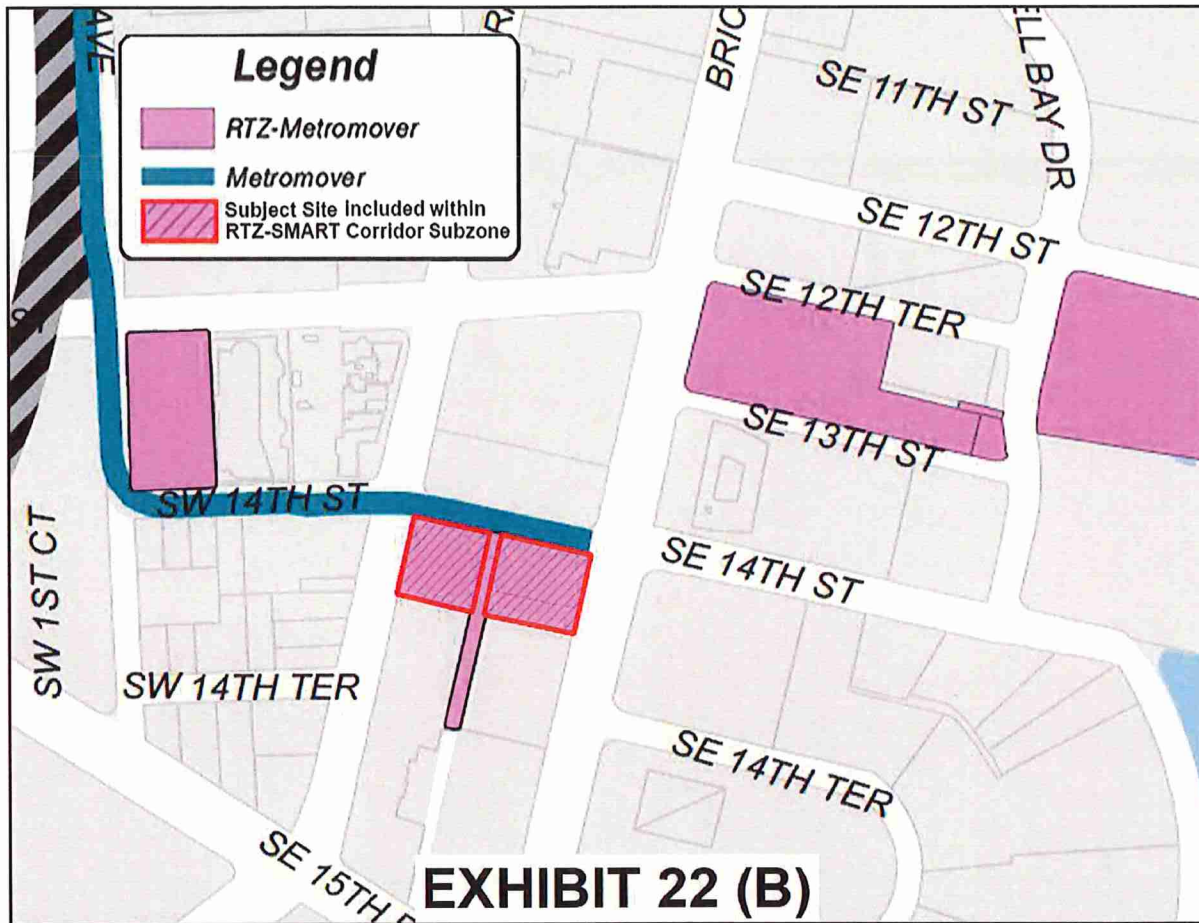


Figure 1

On April 20, 2021, the Board of County Commissioners (BCC) adopted Ordinance No. 21-33 establishing the “Metromover Subzone” of the Rapid Transit System – Development Zone (RTZ), codified in Section 33C-15 of the County Code. Subsequently, on February 21, 2024, the Board adopted Ordinance No. 24-16, related to the Rapid Transit System- Development Zone (RTZ), which amended section 33C-2 of the Code, and expanded the jurisdictional boundaries of the Metromover Subzone of the Rapid Transit Zone to encompass a certain private property and a road right-of-way. Ordinance No. 24-16 provided Exhibit 22(B) to include, among other things, the subject property, as shown in Figure 1 above. Staff notes that prior to its addition to the Metromover Subzone of the Rapid Transit Zone, the subject property was under the City of Miami’s zoning jurisdiction. As provided in Section 33C-2 and Section 33C-5 (see addendum), *jurisdiction over zoning and other development orders and development permits within the RTZ*

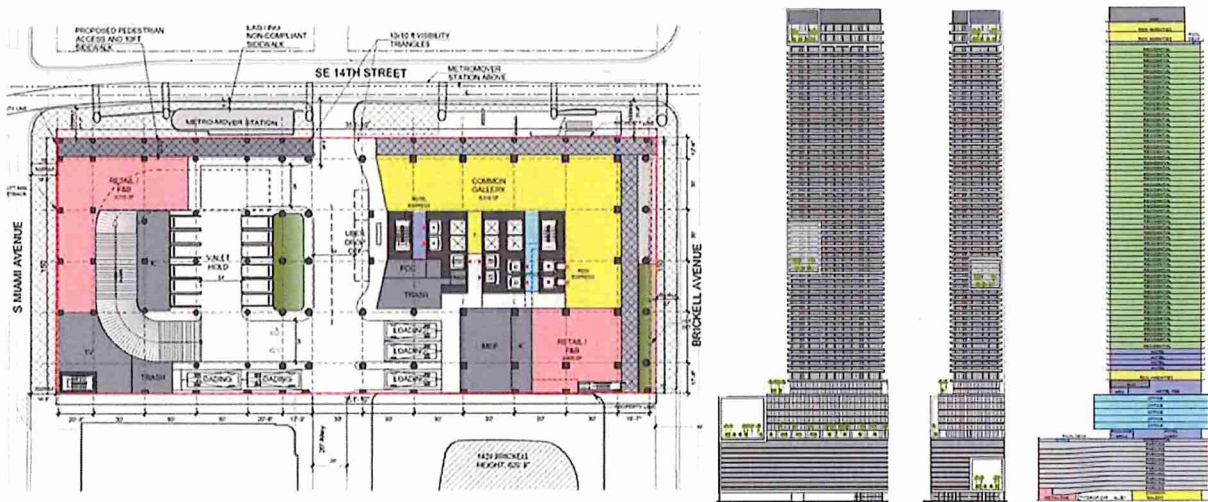
*is vested in Miami-Dade County regardless of any municipal code, charter, or ordinance provisions to the contrary, and "[u]ntil a special exception or other zoning approval for development is approved, lands within the RTZ district shall remain subject to the applicable municipal zoning district regulations that existed prior to the property's inclusion in the RTZ District."* The Metromover Subzone regulations under Section 33C-15 require a two-step development approval process. This first step, or "Initial Review", requires the Board to hold a public hearing and decide the application after the property has been added to the Metromover Subzone of the Rapid Transit Zone. The second step, or "Final Review", consists of an administrative review by the Department of Regulatory and Economic Resources (RER) of a site plan for the subject property at a future point in time. As per the request, this application consists of the initial review of the subject property.

The County's RTZ primarily consists of properties located within and along the County's Rapid Transit System/Metrorail and Metromover Systems. Properties within the RTZ include the Metrorail Stations, the fixed-guideway path linking the Metrorail and Metromover Stations, the Stations' accessory facilities, and certain developable land. Since 1996, the CDMP has provided that "*all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the [CDMP's] Urban Center policies*". Additionally, since the inception of the RTZ in 1978, the Board has gradually expanded its boundaries to accommodate additional transit-supportive development along the various RTZs. The Metromover Subzone of the RTZ was primarily expanded (pursuant to Ordinance No. 24-16) to include a certain additional private properties and a road right-of-way, including: 132, 142, 152 NW 9 Street, 1414 & 1428 Brickell Avenue and 1421 South Miami Avenue ('subject property'), 1040 South Miami Avenue, 1042 South Miami Avenue, and along SW 14 Street between 218 SE 14 Street and 1402 Brickell Bay, and an alley between the Financial District Metromover Station and 1450 Brickell Avenue. This developable parcel that is privately-owned property identified as located within the Metromover Subzone, may be developed with transit-supportive uses in accordance with Chapter 33C of the County Code. Sections of Chapter 33C ("the Chapter"), includes the standards for development of properties surrounding the Metromover Stations with a variety of land uses, residential densities and building intensities consistent with and in conformance with the thresholds of the Miami-Dade County adopted Comprehensive Development Master Plan (CDMP) Urban Center text.

Pursuant to Chapter 33C of the County Code, the subject property could potentially be developed with a wide variety of mix of uses including residential, commercial, institutional, retail, office, and other such uses intended to enhance and support the County's existing mass transit system, and to provide for transit-oriented development to promote ridership. Staff notes that the subject property is located immediately adjacent to the Financial District Metromover Station, which allows the site to be easily accessible to the entire urban core of Miami and beyond via Metrorail. The Metromover Subzone designation would effectively allow the site for additional business and housing opportunities in this highly urbanized neighborhood in close proximity to transit, improve the pedestrian environment and promote walkability within that area providing convenient access for future residents to use the Metromover. As such, staff opines that approval of this application would enable the development/redevelopment of the subject parcel in a manner that is **compatible** with that of other development in the balance of the Metromover Subzone and the surrounding area. Staff notes that approval of the request would also authorize for the site all of the applicable permitted uses identified under Section 33C-15(C), subject to the development standards set forth in Section 33C-15 (D) (see Addendum).

Staff research for similar approvals indicates that in December 18, 2025, pursuant to Resolution #Z-45-25, the Board of County Commissioners (BCC) approved the general development plans

for a subject site (application #Z2024000188), lying along Brickell Bay Avenue (1221 Brickell Avenue), and located to the north and in close proximity to the subject site and the Financial District Metromover Station, as the "Metromover Subzone of the Rapid Transit Zone", assigning to it the applicable permitted uses in accordance with Section 33C-15 of the County Code. Additionally, two other properties (under applications #Z2022000241 and #Z2023000423) located immediately next to each other along Brickell Avenue and in close proximity to the Tenth Street Metromover Station due north of the subject site were granted similar approvals of the initial review of their general development plans by the Board of County Commissioners (BCC) pursuant to Resolutions #Z-36-24 and #Z-50-24 respectively.



**Figure 2**

Based on the submitted letter of intent and general development plans, the applicant intends to redevelop the subject site with a 81-story high mixed-use development consisting of a total of 560 residential units, 84 hotel rooms, +/-6,141 sq. ft. of commercial/retail area, 145,950 sq. ft. of office space, and would also include 1,156 parking spaces within an internalized parking garage. There would be one (1)-ingress/egress point of main direct vehicular access to the parking garage of the proposed development from SE 14 Street (north). This ingress/egress point of main access would be directly underneath the elevated guideways of the Financial District Metromover station. The accompanying master plan generally depicts a preliminary general development program for the subject parcel and includes site plans; floor plans; building elevations; landscape plans; lot coverage and open space diagrams; aerials; and renderings for the proposed mixed-use development at the subject site (see Figure 2 above). Attached Exhibit A consists of the subject property's general development plan depicting the location of the proposed uses and provides a potential concept plan for the subject property which would be further detailed through the final review process.

Properties within the Metromover Subzone will be subject to similar development standards as those that are within the Downtown Intermodal District Corridor, Brickell Station Subzones, and the Historic Overtown/Lyric Theater Station and Santa Clara Station Subzones in the City of Miami. The regulatory framework adopted by this Board for these subzones calls for a more compact and efficient urban form and to promote the redevelopment of properties along existing and planned transit corridors and designated urban centers, with a maximum height determined by that allowed by the Miami International Airport zoning regulations. Said regulations are

consistent with the County's designation of the area as the County's only "Regional Urban Center" on the Comprehensive Development Master Plan (CDMP) - Land Use Plan Map, the CDMP's urban center policies, and related interpretative text (see addendum). Those Urban Center policies further provide for mixed-use development at a minimum floor-area ratio of 4.0 in the designated core and of 2.0 in the designated edge, and at a maximum density of 500 dwelling units per acre. Staff notes that the proposed mixed-use building with a height of 81-stories, and a floor area ratio (FAR) of +/-26 would be within the density, massing and floor area ratio threshold that would be allowed under aforementioned regulations. Since it is the goal of this application to include the ±1.769-gross (±1.211-net) acre subject property within the Metromover Subzone and to assign permitted uses and development regulations, **staff finds the request for a special exception consistent with the CDMP, and recommends approval with conditions of the application under Section 33-311(A)(3) Special Exceptions, Unusual Uses and New Uses.**

Staff notes that both the Traffic Engineering Division (TED) as well as the Infrastructure Planning Division of the Department of Transportation and Public Works (DTPW) have indicated no objection to the application subject to conditions as specified in their combined memorandum. Staff also notes that the Platting and Traffic Review Section of the Department of Regulatory and Economic Resources (RER), does not object to the application pursuant to standard conditions, and indicate in their memorandum that the application lies within the urban infill area and in a municipality where traffic concurrency does not apply, but that the application will generate 206 PM peak hour vehicle trips. Further, memoranda submitted by other departments reviewing the application, including Code Coordination and Public Hearings Section of the RER, the Office of Historic Preservation (OHP) of the RER, the Miami-Dade Sheriff's Office (MDSO), the Miami-Dade Fire Rescue Department (MDFRD), the Miami-Dade Parks Recreation and Open Spaces (MDPROS) Department, Water and Sewer Department (WASD), and the Miami-Dade Department of Solid Waste Management (DSWM), as well as Miami-Dade County Public Schools, do not indicate that any potential impacts would preclude development in accordance with the Metromover Subzone regulations but note that a final determination of traffic, environmental, or other impacts on County resources, will be determined during the Final Review process for specific development approvals.

Additionally, staff notes that pursuant to Section 33C-15(D)(3), approval of a project within the Metromover Subzone may be conditioned on public benefits improvements as the Board may determine to be appropriate to *address the impacts of the new development on rapid transit infrastructure and on other properties or public facilities or infrastructure surrounding the proposed development area*. Under Section 33C-15(D)(2), it is further provided that, when undertaking this public benefits analysis, each reviewing agency shall provide a statement as to the proposed development's impact on public facilities and services. Based on the memoranda issued by DERM, MDPROS, DTPW Traffic Engineering, and DTPW Transit, staff notes that each of these reviewing agencies have recommended improvements to address the proposed development's impact on public facilities and services. The applicant has voluntarily proffered a covenant that provides public benefits contributions in connection with this application in order to develop the subject property. Staff notes that the Transit Station Contribution proffer provides that prior to issuance of a master building permit for development of the property, the owner shall pay the County one million two fifty thousand dollars (\$1,250,000) for the maintenance, repairs, and improvements to the Financial District Metromover Station, or, if the master building permit is for the development of fewer than 560 residential dwelling units, an amount equal to two thousand two hundred thirty-two dollars (\$2,232) per residential dwelling unit. The covenant also provides for the installation of a Traffic Signal at the intersection of SE 14 Street and S. Miami Avenue prior to the issuance of a certificate of occupancy for the project developed in accordance with the

application. The costs for the aforementioned traffic signal installation are estimated at six hundred thousand dollars (\$600,000). Additionally, staff notes that the covenant also commits to a Transit Station Redevelopment Plan wherein prior to the issuance of a master building permit for development of the property, the owner will coordinate with County transit staff to prepare a conceptual plan (including conceptual architectural drawings) for the Financial District Metromover Station.

**ACCESS, CIRCULATION AND PARKING:** The submitted general development plans indicate one (1)-ingress/egress point of direct vehicular and pedestrian access provided from SE 14 Street (north) directly underneath the elevated guideways of the Financial District Metromover station, to facilitate the flow of traffic for the proposed development. Parking and driveways are internal to the site, with the parking provided as structured parking within the proposed development. The proposed mixed-use development provides for a total of 1,156 parking garage spaces and complies with the code minimums.

**NEIGHBORHOOD SERVICES PROVIDER REVIEW:** See attached.

**OTHER:** Not applicable.

**RECOMMENDATION:**

**Based on the aforementioned analysis, staff recommends approval of this application with conditions.**

**CONDITIONS:**

1. That the final site plan must conform to the general development plans dated stamped received 2/11/2026 as approved pursuant to this Special Exception.
2. That the applicant shall submit a recordable covenant on the proffered public benefits improvements and opinion of title in legally sufficient and recordable form before obtaining any subsequent development approvals. The applicant has voluntarily proffered public benefits which includes a Transit Station Contribution of \$1,250,000; and for the installation of a Traffic Signal.
3. That the applicant complies with all applicable conditions, requirements, recommendations, requests, and other provisions of the Miami-Dade Aviation Department (MDAD) as indicated in their memorandum.
4. That the applicant complies with all applicable conditions, requirements, recommendations, requests, and other provisions of the Office of Historic Preservation (OHP) as indicated in their memorandum.
5. That the applicant complies with all applicable conditions, requirements, recommendations, requests, and other provisions of the Parks, Recreation and Open Spaces Department (PROS) as indicated in their memorandum.

6. That the applicant complies with all applicable conditions, requirements, recommendations, requests, and other provisions of the Platting and Traffic Review Section of the Department of Regulatory and Economic Resources as indicated in the memorandum.
7. That the applicant complies with all applicable conditions, requirements, recommendations, requests, and other provisions of the Traffic Engineering Division (TED) and the Infrastructure Planning Division of the Department of Transportation and Public Works (DTPW) as indicated in their combined memorandum.

ES:JB:SS

*Eric Silva*

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Eric Silva, AICP, Assistant Director  
Development Services Division  
Miami-Dade County Department of  
Regulatory and Economic Resources

## ZONING RECOMMENDATION ADDENDUM

1414 Brickell, LLC  
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NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Code Coordination and Public Hearings Section (RER)	No objection
Platting and Traffic Review Section (RER)	No objection*
Department of Transportation and Public Works (DTPW)	No objection*
Miami-Dade Fire Rescue (MDFR)	No objection
Miami-Dade Aviation Department (MDAD)	No objection*
Office of Historic Preservation (OHP)	No objection*
Water and Sewer Department (WASD)	No objection
Parks, Recreation and Open Spaces Department (PROS)	No objection*
Miami-Dade County Public Schools	No objection
Miami-Dade Sheriff's Office (MDSO)	No objection
Building and Neighborhood Compliance (BNC)	No objection
*Subject to conditions in their memorandum.	

### COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

<p><b>Urban Centers</b> (Page I-46)</p>	<p><i>Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These <b>Urban Centers</b> are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and <b>Community Centers</b> which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high-quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.</i></p> <p><i>The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.</i></p> <p><i>The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and area wide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.</i></p> <p><i>Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high</i></p>
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level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the Community Center policies established below.

Following are policies for development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform to the guidelines provided below.

**Uses and Activities.** Regional and Metropolitan Centers shall accommodate a concentration and variety of uses and activities which will attract large numbers of both residents and visitors while Community-scale Urban Centers will be planned and designed to serve a more localized community. Uses in **Urban Centers** may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses is encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. **Residential** uses may be required in areas of the County and along **rapid transit lines** where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity. Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Existing public water bodies shall also be incorporated by design into the public spaces within the center.

**Streets and Public Spaces.** Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian access ways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger. The percentage of site area for public open spaces, including squares, greens and pedestrian promenades, shall be a minimum of 15 percent of gross development area. This public area provided outdoor, at grade will be counted toward satisfaction of requirements for other common open space. Some or all of this required open space may be provided off-site but elsewhere within the subject urban center to the extent that it would better serve the quality and functionality of the center.

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	<p><b>Parking.</b> Shared parking is encouraged. Reductions from standard parking requirements shall be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations. Parking areas should occur predominately in mid-block, block rear and on-street locations, and not between the street and main building entrances. Parking structures should incorporate other uses at street level such as shops, galleries, offices and public uses.</p> <p><b>Buildings.</b> Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short intervals to create interest for the passing pedestrian. Continuous blank walls at street level are prohibited. In areas of significant pedestrian activity, weather protection should be provided by awnings, canopies, arcades and colonnades.</p> <p><b>Density and Intensity.</b> The range of average floor area ratios (FARs) and the maximum allowed residential densities of development within the Regional, Metropolitan and Community Urban Centers are shown in the table below.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 30%;">Average Floor Area Ratios (FAR)</th> <th style="width: 30%;">Max. Densities /Gross Acre</th> </tr> </thead> <tbody> <tr> <td><b>Regional Activity Centers</b></td> <td>greater than 4.0 in the core not less than 2.0 in the edge</td> <td style="text-align: center;"><b>500</b></td> </tr> <tr> <td>Metropolitan Urban Centers</td> <td>greater than 3.0 in the core not less than 0.75 in the edge</td> <td style="text-align: center;">250</td> </tr> <tr> <td>Community Urban Centers</td> <td>greater than 1.5 in the core not less than 0.5 in the edge</td> <td style="text-align: center;">125</td> </tr> </tbody> </table> <p>In addition, the densities and intensities of developments located within designated Community Urban Centers and around rail rapid transit stations should not be lower than those provided in Policy LU-7F. Height of buildings at the edge of Metropolitan Urban Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Urban Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.</p> <p>As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management program in the Capital Improvement Element, while ensuring achievement of the other land use design requirements of this section and Policy LU-7F.</p>		Average Floor Area Ratios (FAR)	Max. Densities /Gross Acre	<b>Regional Activity Centers</b>	greater than 4.0 in the core not less than 2.0 in the edge	<b>500</b>	Metropolitan Urban Centers	greater than 3.0 in the core not less than 0.75 in the edge	250	Community Urban Centers	greater than 1.5 in the core not less than 0.5 in the edge	125
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<b>Policy LU-4A</b> (Page. I-11)	When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.												
<b>Objective LU-7</b> (Page. I-13)	Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian and bicycle friendly environment that's promote the use of transit services.												

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<p><b>Policy LU-7A</b> (Page. I-13)</p>	<p><i>Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and non-residential land uses and activities in nodes around rapid transit stations to produce short trips, minimize transfers, attract transit ridership, and promote travel patterns on the transit line that are balanced directionally and temporally to promote transit operational and financial efficiencies. Land uses that may be approved around transit stations shall include housing, shopping and offices in moderate to high densities and intensities, complemented by compatible entertainment, cultural uses and human services in varying mixes. The particular uses that are approved in a given station area should, a) respect the character of the nearby community, b) strive to serve the needs of the community for housing and services, and, c) promote a balance in the range of existing and planned land uses along the subject transit line. Rapid transit station sites and their vicinity shall be developed as "urban centers" as provided in this plan element under the heading Urban Centers.</i></p>
<p><b>Policy LU-7B</b> (Page. I-14)</p>	<p><i>It is the policy of Miami-Dade County that both the County and its municipalities shall accommodate new development and redevelopment around rapid transit stations that is well designed, conducive to both pedestrian and transit use, and architecturally attractive. In recognition that many transit riders begin and end their trips as pedestrians, pedestrian accommodations shall include, as appropriate, continuous sidewalks to the transit station, small blocks and closely intersecting streets, buildings oriented to the street or other pedestrian paths, parking lots predominantly to the rear and sides of buildings, primary building entrances as close to the street or transit stop as to the parking lot, shade trees, awnings, and other weather protection for pedestrians.</i></p>
<p><b>Policy LU-7D</b> (Page. I-13)</p>	<p><i>Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done by establishing blocks of walkable scale that form an interconnected network of streets, maximizing connectivity with existing streets and promoting a comfortable environment for pedestrians.</i></p>
<p><b>Policy LU-7F</b> (Page. I-14)</p>	<p><i>Residential development around rail rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development intensities around rail stations should produce at least 75 employees per acre within 1/4 mile walking distance from the station, 100 employees per acre within 700 feet, and a minimum of 50 employees per acre between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.</i></p>
<p><b>Policy LU-8A</b> (Page. I-15)</p>	<p><i>Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.</i></p>

# ZONING RECOMMENDATION ADDENDUM

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PH: Z25-030

## PERTINENT ZONING REQUIREMENTS/STANDARDS

<p><b>Section 33C-2 Rapid Transit Zone</b></p>	<p>(A) <i>Definition-</i> The "Rapid Transit Zone" consists of all land area, including surface, subsurface, and appurtenant airspace, heretofore or hereafter designated by the Board of County Commissioners as necessary for the construction of the fixed-guideway portion of the Stage 1 Rapid Transit System, <b>including all station sites, parking areas and yard and maintenance shop facilities.</b></p> <p>(B) <i>Designation of land included-</i> The Board of County Commissioners hereby designates all land areas (including surface, subsurface, and appurtenant airspace) shown on Exhibits 1 through 16, bearing the following effective dates: Exhibit 1, July 31, 1998, Exhibits 2 through 9 and Exhibits 11 through 16, July 13, 1979 and Exhibit 10, May 26, 1983, certified by the Clerk of the Board as a portion of this chapter, incorporated hereby by reference, and transmitted to the custody of the Department of Planning and Zoning, as the Rapid Transit Zone for the Stage 1 Fixed-Guideway Rapid Transit System. The Director of the Department of Planning and Zoning shall submit to each affected municipality an official map or maps designating the Rapid Transit Zone which may from time to time be altered, enlarged, added to, amended or deleted by ordinance, after a public hearing within each municipality affected.</p> <p>(C) <b>Jurisdiction of County-</b> Jurisdiction for purposes of building and zoning approvals (including, but not limited to, site plan approvals, issuance of building permits, building inspections, compliance with the South Florida Building Code, issuance of certificates of occupancy, zoning applications, special exceptions, variances, district boundary changes, building and/or zoning moratoria, and all other types of functions typically performed by Building and/or Zoning Departments), water and sewer installations, compliance with environmental regulations, street maintenance (including sidewalks where applicable) and utility regulation, all of which relate to the uses specifically delineated in subsection (D) below, shall be and are hereby vested in Miami-Dade County regardless of any municipal code, charter, or ordinance provisions to the contrary. Where a <b>municipality</b> continues to provide other services to a property in the Rapid Transit Zone, the municipality shall be responsible for ensuring that all matters relating to enforcement of land use, zoning, or building code requirements that may arise in the course of providing municipal services are referred to the County's Building Official, and the municipality shall coordinate with the County to ensure that affected property owners and tenants are also informed as to these jurisdictional matters.</p> <p>(D) <i>Permitted land uses-</i> The following land uses are permitted within the Rapid Transit Zone and no others:</p> <ol style="list-style-type: none"><li>(1) Fixed guideways for the Rapid Transit System.</li><li>(2) Stations for the Rapid Transit System, including such uses as passenger platforms and waiting areas, ticket and information booths, restrooms, utility rooms, in-station advertising displays, stairs, elevators, walkways, concessions, vending machines, and other service-related businesses offering goods and services for sale to passengers, and other similar uses as are necessary for or ancillary to the proper functioning of a rapid transit station.</li><li>(3) Parking lots and parking structures.</li><li>(4) Bus stops and shelters.</li><li>(5) Streets and sidewalks.</li><li>(6) Maintenance facilities for the Rapid Transit System, including yard and shops, and associated tracks and facilities.</li></ol>
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## ZONING RECOMMENDATION ADDENDUM

1414 Brickell, LLC  
PH: Z25-030

	<p>(7) Landscaping.</p> <p>(8) Bikeways, parks, community gardening, playgrounds, power substations and other uses necessary for the construction, operation and maintenance of the Rapid Transit System.</p> <p>(9) (a) Such other uses, including commercial, office and residential uses, as may be appropriate to and <b>compatible</b> with the operation of the <b>Rapid Transit System</b> and the convenience of the ridership thereof.</p> <p>(b) <b>Subzones</b>; development regulations, standards and criteria. In the unincorporated areas of the Rapid Transit Zone, subzones shall be created by separate ordinances which shall become part of this chapter. Said ordinances shall identify the boundaries of the individual subzones and shall establish development regulations and site plan review standards and criteria for those land uses permitted pursuant to subsection (9)(a) herein and approved pursuant to subsection (9)(c) herein.</p> <p>(c) Requests for approval of development of those land uses permitted pursuant to subsection (9)(a) herein within a subzone created pursuant to subsection (9)(b) herein shall be made by filing an application in accordance with the provisions of Section 33-304. Said application shall be considered a special exception for site plan approval to be considered and acted upon directly by the Board of County Commissioners pursuant to the criteria established in Section 33-311(d) and the provisions of the applicable subzone.</p> <p>E) Effect on existing land uses. All land areas included by this section within the Rapid Transit Zone upon which uses other than those specified in subsection (D) of this section were authorized or permitted prior to October 27, 1978 may be used as follows:</p> <p>(1) Existing structures. All existing buildings or structures and all uses for which building permits have already been issued prior to the effective date of this article and which have complied with the applicable provisions of the South Florida Building Code, may be continued or constructed in accordance with the approved plans and specifications therefore. Alterations, improvements, or expansions of existing structures shall be subject to the provisions of paragraph (2) hereof.</p> <p>(2) All other lands. No applications for site or plan approvals and/or building permits shall be issued for new facilities within the Rapid Transit Zone except in the following circumstances:</p> <p>(a) The estimated construction costs does not exceed ten thousand dollars (\$10,000.00) in any consecutive two-year period; or</p> <p>(b) The Miami-Dade Transit Agency certifies that approval of the application will not have an adverse impact upon a material element of the Stage I System. The Miami-Dade Transit Agency shall, with respect to any application for which certification is refused, provide a detailed written explanation supporting the refusal to certify and specifying the corrective actions, if any, which would lead to certification. The decision of the Agency may be appealed to the Board of County Commissioners within thirty (30) days from the date of the written explanation by filing a notice of appeal with the Clerk of the Board of County Commissioners. The Board of County Commissioners, after giving public notice as required by Chapter 33 of the Code, shall hear the appeal and either affirm, deny or modify the decision of the Agency. Appeals from the Board of County Commissioners' action shall be in accordance with Section 33-316 of this Code.</p>
<p><b>Section 33C-5 Rapid Transit Zone ("RTZ") District</b></p>	<p>(B) Existing zoning designations; administrative site plan review required. Until a <b>special exception</b> or other zoning approval for development is approved, lands within the RTZ district shall remain subject to the applicable municipal zoning district regulations that existed prior to the property's inclusion in the RTZ District.</p>

## ZONING RECOMMENDATION ADDENDUM

1414 Brickell, LLC  
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<p><b>Section 33C-15.- Metromover Subzone.</b></p>	<p>(A) <i>Purpose and Intent.</i> The following development review standards and criteria shall govern applications for initial plan approval of the general site development plan, and applications for final site plan review, for all development to be located within the boundaries of the <b>Metromover Subzone</b> established in this section. These standards are consistent with, and support the County's and the City's commitment to, principles of urban planning, including improved mobility, enhanced pedestrian environment, and the reduction of urban sprawl. They are also consistent with the need to provide for the public service and public infrastructure needs of this area, which is within the County's only <b>regional urban center</b> and, as such, is designated for the highest level of development density and intensity in the County.</p> <p>(B) <i>Boundaries.</i> The <b>Metromover Subzone</b> of the <b>Rapid Transit Zone</b> is hereby established; the boundaries of the subzone are identified in <b>Exhibits 22(A)</b> and <b>22(B)</b> of <b>Section 33C-2</b>. The legal description and a full-scale map of the boundaries are on file with the Department.</p> <p>(C) <i>Permitted Uses.</i> Permitted uses shall be in accordance with Section 33C-11(C) relating to the Government Center Subzone, which are incorporated by reference herein.</p> <p>(D) <i>Procedures for approval and development standards.</i></p> <p>(1) <i>Applications for development in the subzone shall be governed by the pre-application and application procedures and development standards relating to the Government Center Subzone, as set forth in Section 33C-11(D), (E), (F), and (G), which are incorporated by reference herein, except as follows:</i></p> <p>(a) <i>Parking shall be governed by Section 33C-8.</i></p> <p>(b) <i>Plan review standards regarding public open space may be satisfied with private open space that is open to the public.</i></p> <p>(c) <i>Development along the Biscayne Bay and Miami River shorelines shall be subject to the following:</i></p> <p>(i) <i>Purpose and intent.</i> In furtherance of CDMP objectives and policies regarding shoreline management, Chapter 33D, and municipal codes and plans addressing development along these shorelines, it is the intent of the criteria contained herein to promote connectivity and accessibility to bayfront and riverfront properties within this subzone and to maintain pedestrian connectivity along the existing and planned public walkway along the shoreline, referred to as the Miami Baywalk.</p> <p>(ii) <i>Shoreline setback.</i> The setback from the shoreline shall be a minimum of 50 feet as measured from the mean highwater line provided along the applicable water frontage, except that on lots with a depth of less than 200 feet, the setback shall be a minimum of 25 percent of the lot depth.</p> <p>(iii) <i>Visual corridors.</i> To allow visual corridors to open from ground to sky and to allow public access to the waterfront, side setbacks shall be equal in aggregate to a minimum of 25 percent of the water frontage of each lot based on average lot width.</p> <p>(iv) <i>Public shoreline walkway.</i> To maintain pedestrian connectivity along the shoreline, a publicly accessible walkway shall be provided within the shoreline setback. Walkway design and connections to adjacent existing or planned walkway segments shall be consistent with the County's Shoreline Development Review Manual and, if adjacent to properties under the City of Miami's jurisdiction, with the City of Miami's Waterfront Walkway Design Standards.</p>
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## ZONING RECOMMENDATION ADDENDUM

1414 Brickell, LLC  
PH: Z25-030

	<p>(2) <i>It is further provided that, in the review of an application for public hearing other than for a governmental facility, each reviewing agency shall provide a statement as to the proposed development's impact on public facilities and services, including assessment of impacts beyond minimum concurrency requirements pursuant to Chapter 33G and minimum subdivision requirements pursuant to Chapter 28. The reviewing agency may recommend additional improvements to address such identified impacts.</i></p> <p>(3) <i>Approval of such public hearing application may be conditioned on the provision of improvements recommended by a reviewing agency and of such other public service, public infrastructure, or <b>public benefits improvements</b> as the Board may determine to be appropriate to address the impacts of the new development on rapid transit infrastructure and on other properties or public facilities or infrastructure surrounding the proposed development area. Such improvements may include, without limitation: improvements to rapid transit infrastructure or surrounding roadways; mobility connections to the Rapid Transit System or other buildings or facilities in the surrounding area; emergency services facilities; educational facilities; public parks or public open spaces; tree canopy enhancements; public water and sewer infrastructure; or affordable housing.</i></p> <p>(4) <i>Notwithstanding any other provision to the contrary, for any privately-owned property added to this subzone after April 20, 2021, unless an application for initial review for development approval for such property has been filed in accordance with this section within two years from the effective date of its inclusion in the subzone, the inclusion of such property in the subzone, and the corresponding assertion of County regulatory jurisdiction over it, shall sunset.</i></p> <p>(E) <i>Platting. Separate parcels located within the subzone and made subject to a unity of title or covenant in lieu of unity of title shall not be deemed a subdivision and shall be exempt from the platting requirements of Chapter 28.</i></p> <p>(F) <i>Conflicts. The development review procedures, standards, and criteria set forth in this section shall govern in the event of a conflict with other zoning, subdivision, or landscape regulations of this code or with the Miami-Dade County Public Works Manual.</i></p>
<p><b>Section 33-311(A)(3) Special Exception, Unusual and New Uses.</b></p>	<p><b>Special exceptions</b> (for all applications other than public charter schools), unusual and new uses. <i>Hear application for and grant or deny special exceptions, except applications for public charter schools; that is, those exceptions permitted by the regulations only upon approval after public hearing, new uses and unusual uses which by the regulations are only permitted upon approval after public hearing; provided the applied for exception or use, including exception for site or plot plan approval, in the opinion of the Community Zoning Appeals Board, would not have an unfavorable effect on the economy of Miami-Dade County, Florida, would not generate or result in excessive noise or traffic, cause undue or excessive burden on public facilities, including water, sewer, solid waste disposal, recreation, transportation, streets, roads, highways or other such facilities which have been constructed or which are planned and budgeted for construction, are accessible by private or public roads, streets or highways, tend to create a fire or other equally or greater dangerous hazards, or provoke excessive overcrowding or concentration of people or population, when considering the necessity for and reasonableness of such applied for exception or use in relation to the present and future development of the area concerned and the compatibility of the applied for exception or use with such area and its development.</i></p>

***Building and Neighborhood Compliance***

**ENFORCEMENT HISTORY**

1414 BRICKELL, LLC

1414 BRICKELL AVE  
1421 S MIAMI AVE  
1428 BRICKELL AVE  
MIAMI-DADE COUNTY, FLORIDA.

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**APPLICANT**

**ADDRESS**

PENDING

Z2025000030

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**DATE**

**HEARING NUMBER**

**FOLIO No:**

**0102090901010**

**0102090901190**

**0102090901030**

**REVIEW DATE OF CURRENT ENFORCEMENT HISTORY:**

February 26, 2026

**NEIGHBORHOOD REGULATIONS:**

There are no open/closed cases

**BUILDING SUPPORT REGULATIONS:**

There are no open/closed cases

**OUTSTANDING LIENS AND FINES:**

There are no outstanding Liens, Fines, or Fees.

# Memorandum

**Date:** March 10, 2026

**To:** Lourdes M. Gomez, AICP, Director  
Department of Regulatory and Economic Resources (RER)

**From:** Christine Velazquez, Division Chief  
Department of Regulatory and Economic Resources (RER)

**Subject:** Z2025000030-3<sup>rd</sup> Review  
1414 Brickell, LLC  
1414 Brickell Avenue & 1421 South Miami Avenue  
Proposing special exception to develop a multifamily building with  
commercial, office space and hotel.  
(RTZ) (1.21 acres)  
09-50-42

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The Departments of RER and Environmental Resources Management (DERM) have reviewed the above-referenced zoning application for compliance with the requirements of Chapter 24 of the Miami-Dade County Code (the Code) for potable water service and wastewater disposal. Based on the information provided, this zoning application is approved pursuant to section 24-43.1 of the Code related to potable water supply and wastewater disposal.

#### Potable Water Supply and Wastewater Disposal

According to RER records the existing building is connected to public water and sanitary sewers. Pursuant to the Code, the proposed development shall connect to public water and sanitary sewers in accordance with Code requirements. To the extent that connection to the public sanitary sewer system is not approved due to a sanitary sewer moratorium, this memorandum shall not be interpreted as written approval from RER to allow an alternative means of domestic wastewater disposal.

Existing public water and sewer facilities and services meet the Level of Service (LOS) standards set forth in the Comprehensive Development Master Plan (CDMP). Furthermore, the proposed development order, if approved, will not result in a reduction in the LOS standards subject to compliance with the conditions required by the County for this proposed development order.

Please note that some of the collection/transmission facilities, which includes sanitary sewer gravity sewer mains, sanitary sewer force mains and sanitary sewer pump stations, throughout the County do not have adequate capacity, as defined in the Consent Decree between Miami-Dade County, Florida Department of Environmental Protection, and the U.S. Environmental Protection Agency case 1:12-cv-24400-FAM. Under the terms of this Consent Decree, this approval does not constitute an allocation or certification of adequate treatment and transmission system capacity. At the time of building permits RER-Environmental Plan Review will evaluate and may reserve sanitary sewer capacity, through the sanitary sewer certification process, if the proposed development complies with the provisions of the Consent Decree. Building permits for development in sanitary sewer basins which have been determined not to have adequate capacity cannot be approved, until adequate capacity becomes available.

*Please be advised, RER-Environmental Plan Review review and approval is required for any proposed public or private sanitary sewer system. Each parcel within the proposed development that is required to be served by public sanitary sewers shall connect directly to the public sanitary sewer system, without traversing other parcels. Private sanitary sewer collection and transmission systems are limited to one building per parcel connecting directly to a public sanitary sewer system and cannot traverse other parcels to connect to the public sanitary sewer system. If multiple buildings are proposed within a parcel, each building shall connect individually to a public sanitary sewer system without traversing other parcels.*

**Conditions of Approval: None**

Water Control Review

For compliance with Miami-Dade County stormwater disposal requirements, stormwater shall be retained on-site utilizing a properly designed seepage or infiltration drainage system. Any grading and drainage improvements within the parcels will require review and approval by RER. Any public road drainage systems shall provide service that complies with the minimum requirements outlined in the Miami-Dade County Public Works Manual.

Site grading and development plans shall comply with the requirements of Chapter 11C of the Code, as well as with all state and federal criteria, and shall not cause flooding of adjacent properties.

Any proposed development shall comply with county and federal flood criteria requirements. The proposed development order, if approved, will not result in a reduction in the LOS standards for flood protection set forth in the CDMP subject to compliance with the conditions required for this proposed development order.

**Conditions of Approval: None**

Tree Preservation Review

An aerial review of the subject properties indicates the presence of tree resources. A site plan entitled "1414 Brickell" prepared by Arquitectonica and dated as received by Miami-Dade County on February 11, 2026, was submitted in support of the subject application and indicates the removal/relocation of non-specimen tree resources. Section 24-49 of the Code provides for the preservation and protection of tree resources. RER has no objection to this application provided that the applicant obtains a Miami-Dade County Tree Removal Permit prior to the removal or relocation of the non-specimen trees on site.

A Miami-Dade County Tree Permit is required prior to the removal and/or relocation of any tree that is subject to the tree preservation and protection provisions of the Code. The applicant is advised that a tree survey that includes a tree disposition table will be required during the tree removal permit application process. Projects and permits shall comply with the requirements of sections 24-49.2 and 24-49.4 of the Code, including the specimen tree standards.

In accordance with section 24-49.9 of the Code, all plants prohibited by Miami-Dade County shall be removed from all portions of the property prior to development, or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species. Please contact Jackelyn Alberdi at [Jackelyn.Alberdi@miamidade.gov](mailto:Jackelyn.Alberdi@miamidade.gov) for additional information or concerns regarding this review

**Conditions of Approval: None**

### Air Quality Preservation Review

The following advisory information is included in case demolition or renovation activities will take place as part of the proposed development: 40 CFR Part 61 Subpart M - National Emission Standards for Hazardous Air Pollutants (NESHAP) for Asbestos provides that an asbestos survey from a Florida-licensed asbestos consultant is required for renovation activities surpassing the NESHAP threshold of suspect regulated asbestos containing materials (RACM), and for all demolition activities.

“Demolition” is defined as the wrecking or taking out of any load-supporting structural member of a facility together with any related handling operations, or the intentional burning of any facility.

The NESHAP thresholds for RACM are 260 linear feet of RACM on pipes, or 160 square feet of RACM on other facility components.

If the Asbestos Survey identifies materials (friable or to be made friable during the proposed renovation/demolition activities) containing more than 1 percent asbestos and the amount is over the regulated thresholds, then those materials must be removed/abated prior to renovation/demolition activities by a Florida-licensed asbestos abatement contractor. An Asbestos Renovation Notification must be filed, and obtain approval, with the Miami Dade County - Department of Regulatory and Economic Resources, Division of Environmental Resources Management - Air Quality Management (AQM), at least 10 working days (14 calendar days) prior to starting the abatement work. Regardless of asbestos content, prior to any demolition work, an Asbestos Demolition Notification must be submitted and approved, within the same timeframes.

For question regarding asbestos surveys and notifications, please contact the AQMD via email at [asbestos@miamidade.gov](mailto:asbestos@miamidade.gov).

### DERM Enforcement History Review

The subject property has no open and three (3) closed formal enforcement records for violations of Chapter 24 of the Code. Please contact the Enforcement Section if you require additional information.

Additionally, a review of records associated with the above DERM Enforcement cases revealed:

#### SECCO RAP, LLC (Closed case DERM case no. IW5-15018, UCVN no. B009116)

- Paid penalties & surcharge: \$260.00 (civil penalty and surcharge for UCVN No. B009116)

#### FORTINENTAL LLC. (Closed case DERM case no. IW5-15018, UCVN no. B009121)

- Paid penalties & surcharge: \$260.00 (civil penalty and surcharge for UCVN No. B009121)

#### FORTINENTAL LLC. (DERM Closed case no. IW5-15018, UCVN no. B029288)

- Paid penalties & surcharge: \$260.00 (civil penalty and surcharge for UCVN No. B029288)

### Concurrency Review Summary

A concurrency review has been conducted for this application and the County has determined that the same meets all applicable LOS standards for an initial development order as specified in the adopted CDMP for potable water supply, wastewater disposal, and flood protection. This concurrency approval is valid only for this initial development order. Pursuant to Chapter 33G of the Code, a final concurrency statement will be issued at the time of final development order.

If you have any questions concerning the comments or wish to discuss this matter further, please contact Ninfa Rincon at (305) 372-6764.

cc: Eric Silva, Department of Regulatory and Economic Resources

# Memorandum



**Date:** February 20, 2026

**To:** Eric Silva, AICP, Assistant Director  
Development Services Division  
Department of Regulatory and Economic Resources (RER)

**Through:** James B. Ferguson, P.E.  
Assistant Director  
Water and Sewer Department (WASD)

**From:** Maria A. Valdes, CSM, LEED® Green Associate  
Chief, Planning & Water Certification Section  
Water and Sewer Department (WASD)

**Subject:** Zoning Application Comments - 1414 Brickell, LLC  
Application No. Z2025000030 (Revision No. 2) - (Pre-App. No. Z24P-217)

A handwritten signature in blue ink that reads "Maria Valdes".

The Water and Sewer Department has reviewed the proposed development for the subject zoning application. WASD has no objection to this zoning application, based on the information provided. Additional requirements may be needed at the time of permitting. The information provided below is preliminary and it does not affect the Zoning process.

At the time of development, the applicant is advised to consult with the project's engineer and WASD's Plans Review staff to finalize points of connection and capacity approval. A WASD Agreement and/or a Verification Form will be required.

Application Name: 1414 Brickell, LLC

Location: The subject project is located on approximately 1.21 acres at 1414 Brickell Avenue and 1421 South Miami Avenue, with Folio Nos. 01-0209-090-1010, 01-0209-090-1190, and 01-0209-090-1020, within the City of Miami. The site is located in the Metromover Subzone of the Miami-Dade County Rapid Transit Zone (RTZ).

Proposed Development: The Applicant is requesting a special exception in order to redevelop the property with a mixed-use project, which consists of the development of an 81-story building with 560 apartment units (High Density), 84 hotel rooms, 117,310 sq. ft. of office spaces, and 6,141 sq. ft. of retail. It appears from the submitted plans (V3) and Letter of Intent (V3) dated 2/11/2026, that the existing structures will be demolished for the construction of the new building.

The estimated total water demand for the proposed project will be 91,740 gallons per day (gpd).

As indicated in the Letter of Intent, the development plans submitted with this application are for reference only, and the applicant will file a separate ASPR application for the project, which will contain a more complete set of plans and serve as the final review. **However, it shall be noted that the vertical clearance of the proposed building along the existing alley, which is housing a gravity sewer main, is 20 feet and WASD requires a minimum 25 feet. At the time the ASPR is submitted, the vertical clearance on the Elevation Plans shall be revised to reflect a minimum 25 feet as required by WASD.**

Water: The proposed development is located within the WASD's water service area. The water supply will be provided by the Alexander-Orr Water Treatment Plant (WTP). Currently, there is adequate treatment and water supply capacity at the WTP, consistent with Policy WS-2 A (1) of the CDMP.

The subject property is connected to water. If a new connection is required, there is an existing 12-inch water main (E11614-2) abutting the property along SE 14<sup>th</sup> Street and another 16-inch water main (E9600-2) abutting the property along South Miami Avenue, to where the developer may connect to provide water service to the proposed development.

Any public water main extension within the property shall be 12-inch minimum diameter. If two (2) or more fire hydrants are to be connected to a public water main extension, then the water system shall be looped with two (2) points of connections. Final points of connections and capacity approval to connect to the water system will be provided at the time the water hydraulic modeling analysis is performed, and the WASD Agreement is offered.

A Water Supply Certification (WSC) will be required for the proposed development. Said Certification will be issued at the time the applicant requests connection to the water system. The WSC letter shall remain active in accordance with terms and conditions specified in said certification. The WSC required is consistent with Policy CIE-5D and WS-2C in the County's CDMP and in accordance with the permitted withdrawal capacity in the WASD's 20-year Water Use Permit.

For more information on the Water Supply Certification Program please go to: <http://www.miamidade.gov/water/water-supply-certification.asp>

In addition, all future development will be required to comply with water use efficiency techniques for indoor water use and with landscape standards in accordance with Sections 8-31, 32-84, 18-A, and 18-B of the Miami-Dade County Code, consistent with Policies WS-5E and WS-5F of the CDMP. Also, per Section 8A-381 (c) of the Miami-Dade County Code, effective January 1, 2009, all permit applications for new multifamily residential developments shall be required to include a sub-meter for each individual dwelling unit.

For more information about our Water Conservation Program, please go to: <http://www.miamidade.gov/conservation/home.asp>

For information concerning the Water-Use Efficiency Standards Manual please go to: <http://www.miamidade.gov/waterconservation/library/instructions/water-use-efficiency-standards-manual.pdf>

Sewer: The proposed development is located within the WASD's sewer service area. The wastewater flows for the proposed development will be transmitted to the Central District Wastewater Treatment Plant (CDWWTP) for treatment and disposal. The CDWWTP is currently operating under a permit from the Florida Department of Environmental Protection. Currently, there is adequate sewer treatment and disposal capacity at the CDWWTP, consistent with Policy WS-2 A (2) of the CDMP.

The existing property is connected to sewer. If a new connection is required, there is an existing 8-inch gravity sewer (ES5949-1) abutting the property along SE 14<sup>th</sup> Street, an existing 12-inch gravity sewer (no as-built available) also abutting the property along SE 14<sup>th</sup> Street, and another existing 8-inch gravity sewer (ES5966-1) abutting the property along South Miami Avenue, to where the developer may connect to provide sewer service to the proposed development. Final points of connections and capacity approval to connect to the sewer system will be provided at the time the sewer hydraulic modeling analysis is performed, and the WASD Agreement is offered.

If unity of Title does not apply, then any gravity sewer within the property shall be public and 8-inch minimum diameter.

**Please be advised that a WASD Easement will be required for the sewer gravity as the Alley will be vacated. Said WASD Easement shall be minimum 15-feet wide and shall be exclusively for WASD mains. Overhead utilities or structures may only cross or be within the vertical projection of WASD's easements if a minimum of twenty-five (25) feet clearance is provided.**

The sewage flow from the proposed development will be transmitted to Pump Station (P.S.) No. 3. The projected sanitary sewer flows from this development will increase the Nominal Average Pump Operating Time (NAPOT) of said P.S. from 5.44 hrs. to 5.58 hrs. Said pump station is currently n OK Moratorium Code status.

The subject application is located within the Brickell Basin II which has a sanitary sewer special connection charge of \$3.90 per gallon. WASD will collect this special connection charge from property owners. The special connection charge is for the expansion of the sewer facilities in the Brickell Basin II Area.

Connection to the sanitary sewer system is subject to the following conditions:

- Adequate transmission and plant capacity exist at the time of the owner's request consistent with policy WS-2 A (2) of the CDMP. Capacity evaluations of the plant for average flow and peak flows will be required. Connection to the COUNTY'S sewage system will be subject to the terms, covenants and conditions set forth in court orders, judgments, consent orders, consent decrees and the like entered into between the COUNTY and the United States, the State of Florida and/or any other governmental entity, including but not limited to, the Consent Order entered on April 9, 2014 in the United States of America, State of Florida and State of Florida Department of Environmental Protection v. Miami-Dade County, Case No. 1:12-cv-24400-FAM, as well as all other current, subsequent or future enforcement and regulatory actions and proceedings.
- Approval of all applicable governmental agencies having jurisdiction over these matters are obtained.

Any public water or sewer infrastructure must be within a public right-of-way, or within a utility easement.

Below please find additional links to the WASD portal, which provides information on the Construction & Development process for water and sewer infrastructure.

<http://www.miamidade.gov/water/construction-development.asp>

<http://www.miamidade.gov/water/construction-service-agreement.asp>


<http://www.miamidade.gov/water/construction-existing-service.asp>

<http://www.miamidade.gov/water/library/forms/service-agreement.pdf>

Should you have any questions, please contact Maria A. Valdes, Chief, Planning & Water Certification Section at (786) 552-8198 or [mavald@miamidade.gov](mailto:mavald@miamidade.gov), Alfredo B. Sanchez at (786) 552-8237 or [sanalf@miamidade.gov](mailto:sanalf@miamidade.gov), or Benita Ramirez at (786) 552-8121 or [benita.ramirez@miamidade.gov](mailto:benita.ramirez@miamidade.gov).

# Memorandum



**Date:** April 3, 2026  
**To:** Eric Silva, AICP, Assistant Director  
Regulatory and Economic Resource Department  
**From:**  Raul A. Pino, PLS, Division Chief  
Regulatory and Economic Resource Department  
**Subject:** DIC 25-030  
Name: 1414 Brickell, LLC  
Section 09 Township 52 South Range 40 East

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I. PROJECT LOCATION:

The property is located at 1414 Brickell Avenue, 1428 Brickell Avenue, and 1421 S Miami Avenue.

II. APPLICATION REQUEST:

This application proposes an approximately 81-story, 560-unit mixed-use development.

III. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

Access to this site is provided by Brickell Bay Drive, S Miami Avenue, and SE 14 Street.

IV. RECOMMENDATION:

**The Department of Regulatory and Economic Resources Platting and Traffic Review Section has reviewed the subject application and has no objections.**

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

A. Trip Generation (Based on Institute of Transportation Engineers Trip Generation Manual, 11<sup>th</sup> Edition)

This application will generate approximately an additional **206 PM** Peak Hour trips.

(\*) This application was analyzed comparing the trips generated by the existing land use to the trips generated by the proposed land use change. Trip generation was based on applicant traffic study.

*This application meets the traffic concurrency criteria because it lies within the urban infill area and in a municipality where traffic concurrency does not apply.*

Notes: PM =Post Meridiem

The PM peak hour refers to the highest hour of vehicle trips generated during the afternoon peak hours of 4-6 PM

A. Cardinal Distribution

North	46 %	East	9 %
South	5 %	West	40 %

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

**Station 9654** located on South Miami Avenue southwest of 15 Road, has a maximum LOS "E" of **1,269** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1,038** vehicles and **49** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5091** with its PHP and assigned vehicles is at LOS "D". The **25** vehicle trips generated by this development when combined with the **1,038** and those previously approved through Development Orders, **49**, equal **1,112** and will cause this segment to remain at LOS "D" whose range is from 595 to 1,197.

**Station F-0086** located on SE 13 Street west of US 1/SR 5, has a maximum LOS "E+20%" of **4,296** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1,464** vehicles and **32** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-0086** with its PHP and assigned vehicles is at LOS "C". The **71** vehicle trips generated by this development when combined with the **1,464** and those previously approved through Development Orders, **32**, equal **1,567** and will cause this segment to remain at LOS "C" whose range is up to 3,420.

**Station F-5042** located on Brickell Avenue south of SE 8 Street, has a maximum LOS "E+50%" of **4,560** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **2,340** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5042** with its PHP and assigned vehicles is at LOS "D". The **110** vehicle trips generated by this development when combined with the **2,340** and those previously approved through Development Orders, **0**, equal **2,450** and will cause this segment to remain at LOS "D" whose range is from 1,311 to 2,920.

The request herein, constitutes an Initial Development Order only, and one or more traffic concurrency determinations will subsequently be required before development will be permitted.

VII. PLATTING REQUIREMENT:

This land complies with Chapter 28 of the Miami-Dade County Code. The property is platted as Lots 1, 2, 26 thru 28, Block 99, Plat Book B, Page 113. A Unity of Title approved by the Platting and Traffic Review Section will be required.

VIII. STANDARD CONDITIONS:

A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."

# Memorandum



**Date:** March 02, 2026

**To:** Eric Silva, Assistant Director  
Regulatory and Economic Resources

**From:** Alejandro G Cuello, Principal Planner  
Miami-Dade Fire Rescue Department

**Subject:** Z2025000030

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The Miami-Dade Fire Rescue Department has no objection to the site plan uploaded in EnerGov on 2/17/2026. Note this project is situated within the City of Miami Fire Department's response area. Therefore, kindly coordinate fire department access and apparatus set-up site requirements with their Fire Prevention Division. For your reference and convenience, the main number to their Fire Prevention Division is 305-416-1600.

For additional information, please contact [acuello@miamidade.gov](mailto:acuello@miamidade.gov) or call 305-775-3357.

# Memorandum



**Date:** April 16, 2026

**To:** Eric Silva, AICP  
Assistant Director, Zoning Division  
Department of Regulatory and Economic Resources (RER)

**From:** Brandon Fennell  
Senior Planner – Transportation Planning and Policy Division  
Department of Transportation and Public Works (DTPW)

**Subject:** Review of DIC Project No. Z2025000030  
1414 Brickell, LLC  
DTPW Project No. OSP 173

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**Miami-Dade County Department of Transportation and Public Works (DTPW) Transportation Planning and Policy Division and Traffic Engineering Division have reviewed the above referenced application and have no objections to this application, subject to the following conditions and recommendations:**

## **PROJECT LOCATION:**

The property is located at 1414 Brickell Avenue, 1428 Brickell Avenue, and 1421 S Miami Avenue, Miami, FL. In Miami-Dade County, Florida (the "Property").

## **COMMENTS/RECOMMENDATIONS:**

### **I. Transportation Planning and Policy Division:**

#### **A. Conditions**

1. The applicant shall ensure that the sidewalks along SW 14th St., S Miami Ave, and Brickell Avenue be maintained in good, operable condition and accessible throughout the duration of construction at the development site to not impede public access to the existing bus stops mentioned in Project Description.
2. The applicant shall promote enhanced pedestrian and bicycle accessibility within the project to improve connections to the nearby Metromover, Metrorail, Metrobus, Underline, and M-Path facilities.
3. The Applicant shall provide enhanced crosswalks or additional pavement markings at the entrance along SE 14th St. if approved by the Traffic Engineering Department (TED) to clearly delineate safe crossing locations for pedestrians. This will promote walkability to the bus stops mentioned in the Proposed Project and the Financial District Metromover Station.
4. The applicant shall provide 10-15-foot sidewalks on all streets surrounding the property and enhanced bike lanes to allow for higher than usual bicycle, pedestrian, and micro-mobility demand at this location.
5. The applicant shall prioritize the pedestrian environment by making all walkways flat as they cross over vehicle access ramps and driveways.

6. Due to the proposed density of the project and the proximity to the Metromover rapid transit system, The applicant shall retain the existing on-street parking spaces located on S Miami Avenue, to the proposed site plan as there is a need in the area for parking, pick-up and drop-off zones.
  - a. Pick-up and drop-off areas may be used for ridesharing services and transit on demand services.
  - b. Valet service should have a dedicated on-property location and should utilize the public right-of-way.
7. The applicant shall coordinate with DTPW to ensure wayfinding is provided to all available transit options.
8. Due to the proposed density of the project and the proximity to the Metromover rapid transit system, the applicant shall provide covered dedicated bicycle and micro-mobility device parking near the property entrances or near the metromover station.

## **B. Additional impacts on Transit Service**

As per code Section 33C-15 (D.2), below are additional improvements which DTPW identified as a preliminary review of the subject development. Please note that these improvements may be modified after the review of a detailed site plan is completed or DTPW acquires additional information on improvement costs. DTPW analyzed the Mode Shares provided by the Miami-Dade County Transportation Planning Organization (TPO) for the years 2015 and 2045. The TPO manages Southeast Florida Regional Planning Model (SERPM) for the County. The SERPM data is provided at the TAZ level. Based on the 2015 and 2045 mode share values for the Metromover area as provided by the TPO, the mode shares for the following modes are expected to increase as follows: transit users will increase their mode share by 1.16%, Bike 4.21%, pedestrian 10.51% and TNC 0.01%. Conversely it is expected that Automobile usage will decrease from a 60.68% mode share to a 44.8% Mode Share. Transit percentages in SERPM include Metrorail, Metromover, and Metrobus services. DTPW facilities like Bicycle lanes and sidewalks within the neighborhood will also see an increase in their mode share as the area continues to grow. The applicants project will undoubtedly have a higher impact on the Underline than all three transit systems (Metrorail, Metrobus, Metromover) provided by DTPW in the area.

The Transportation Enhancements section of DTPW has identified the following improvements:

- Possible improvements for the three transit modes includes upgrading bus stops mentioned in this Memo to have covered waiting and loading areas. As noted in the transit projects noted in the Future Transit Needs" section of this Memo, the TDP, the Brickell Metrorail station and Metromover station are both in need of upgraded elevators and safety improvements. DTPW has identified the need for bike improvements along South Miami Avenue from SW 7th Street to SW 3rd Street. Other improvements are identified in the FDOT Bike Connectivity Plan and The Downtown Miami Micro mobility Project.
- Since this is a highly pedestrian area, it is recommended that wider sidewalks be instituted throughout the neighborhood as well as mid-block crosswalks where possible. The installation of shade trees throughout the neighborhood will benefit transit users as well as cyclists and pedestrians. Bicycle and Pedestrian usages are expected to increase at a higher rate than transit users in this area of the County.

**Please contact Brandon Fennell at [Brandon.Fennell@miamidade.gov](mailto:Brandon.Fennell@miamidade.gov) if you have any questions on the conditions above.**

## II. Traffic Engineering Division

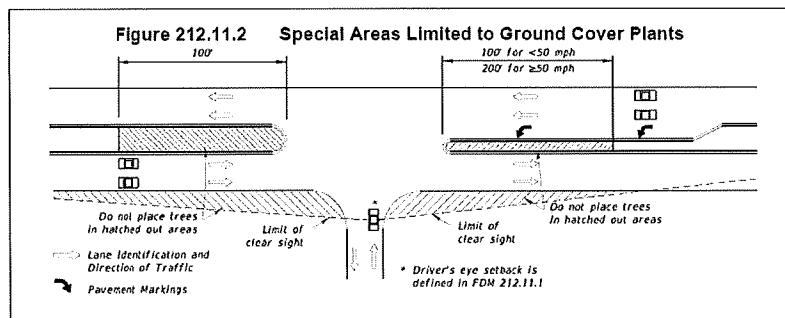
### A. Conditions

#### I. Traffic Study Review Comments

1. Should valet parking be proposed in the future, the applicant shall provide a valet operations analysis, including the proposed valet routes to and from the drop-off/pickup areas, as well as the available stacking capacity.
2. Should gates be proposed in the future, the applicant shall provide a queuing analysis as part of the traffic study including in the design the location of the turnaround.

#### II. Site plan Review Comments

1. Exit driveways must comply with clear sight visibility requirements for both pedestrians and vehicular traffic. Provide clear sight visibility triangles on the site and landscape plans to demonstrate compliance with these requirements. Please ensure to clearly illustrate both (pedestrian and vehicular) sight triangles following the MDC Traffic Operations Manual and FDOT Standards. Note that according to the latest FDOT FDM manual Section 212.11.6, trees may not be placed within the hatched-out areas of the sight triangles, as shown in the figure below.



2. Driveways must comply with FDOT standards, which require a minimum width of 24 feet for two-way driveways and a maximum width of 15 feet for one-way driveways. Please show dimensions on the site plan.
3. All driveway connections must comply with access management standards. Please provide the distances from driveway connections for all driveways.
4. Parking spaces must not be located within 25' of any stop sign or 25' from the right of way at entrance driveways (throat distance). Please show throat length dimensions on the site plan. Also, please ensure that conflict points are located at a minimum of 25' from the right-of-way line.
5. An existing non-compliant sidewalk condition is present just north of the driveway

entrance due to the Metromover Station. Therefore, the project proposes a 10-foot colonnade as an alternate pedestrian pathway. Please note that a public access easement must be provided to allow public use of this pedestrian colonnade.

6. A T-turnaround shall be provided for all dead-end parking spaces, and a dashed T-turnaround shall be provided for all dead-end parking aisles. In addition, "No Parking" signs shall be installed to prevent vehicles from blocking these areas.
7. Please provide clarification on the designated location for deliveries from companies such as Uber, Amazon, FedEx, and others.
8. If the proposed entrances (parking lot, garage, or any driveway) will be controlled by gates, the site plan must show the gate location, the distance between the gate and the property line, and the design and location of a turnaround area before the gate. All gated entrances must comply with the County's Entrance Features Requirements.
9. If valet parking is proposed, the plans shall depict the valet stacking area and indicate the number of vehicles that can be accommodated within the designated area.
10. Show the trash collection truck maneuvering wheel path around the site. Note that no backing in/out is allowed within public right-of-way.
11. The site plan must show all necessary roadways to complete the roadway network, including required right-of-way dedications, and public/private designations.
12. A signed and sealed site plan printed to scale must be submitted for DTPW review. Pavement widths, radii, existing and proposed driveway connections, proposed circulation paths, pavements markings, lanes widths, signing, etc. must be shown in the submitted site plan. A minimum of 5 feet must be provided from the property line to the driveway.

### **III. Additional Impacts on Public Facilities and Services**

1. A signal warrant analysis was conducted at the intersection of S Miami Avenue and SW/SE 14<sup>th</sup> Street and determined that the intersection warrants a traffic signal under no-build conditions. The development at 1420 S Miami Avenue, located on the southwest corner of the intersection of S Miami Avenue and SW/SE 14<sup>th</sup> Street, proposes to install Rectangular Rapid Flashing Beacons (RRFBs) at the crosswalks crossing S Miami Avenue at SE 14<sup>th</sup> Street. However, since a traffic signal is warranted at this intersection, coordination between both developments will be required to facilitate the installation of the traffic signal.

**If you have any questions concerning the comments, or wish to discuss this matter further, please contact Anamersy Arce at [anamersy.arce@miamidade.gov](mailto:anamersy.arce@miamidade.gov).**

**If you have any questions concerning the overall review conditions, or wish to discuss this matter further, please contact Brandon Fennell at [Brandon.Fennell@miamidade.gov](mailto:Brandon.Fennell@miamidade.gov)**

c: Lisa Colmenares, DPA, AICP, Chief Planning Officer, DTPW  
Paola Baez, P.E., Chief, Transportation Planning and Policy, DTPW  
Eric Zahn, Manager, Service Planning and Scheduling, DTPW  
Linda Morris, AICP, Chief, Service Planning and Scheduling, DTPW

# Memorandum



**Date:** April 6, 2026

**To:** Eric Silva, Assistant Director  
Development Services Division  
Regulatory and Economic Resources Department (RER)

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

FOR

*Alissa Tuttlelaub*

**Subject:** Z2025000030 – 1414 Brickell RTZ (Pre-app Z2024P00217)  
PROS V3 Review

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**Applicant Name:** Javier F. Avino on behalf of 1414 Brickell, LLC.

**Project Location:** The applicant site is located on ±1.77 acres generally located at 1414 Brickell Avenue and 1421 S. Miami Avenue, in the City of Miami (Folios: 01-0209-090-1010; 01-0209-090-1190; and 01-0209-090-1020). The applicant site is located within the RTZ Metromover Subzone.

**Proposed Development:** The applicant seeks a Special Exception for a general development plan to assign applicable permitted uses and development regulations for the RTZ Subzone. The proposed development consists of an 81-story, 560-unit mixed-use building offering commercial, office, and a hotel.

**Current Park Benefit District Area Conditions:** There are no local County-owned Park and Recreation facilities within the three-mile radius of the subject property. However, there are several municipal parks within a 3-mile radius of the applicant site.

**Impact and Demand:** The applicant site is located within the City of Miami and therefore the County's Level of Service Standards do not apply. Please coordinate with the City of Miami Park Department regarding the Level of Service impact to park and open space needs.

**Additional Impacts on Public Facilities and Services:** While the proposed development is located within the County's RTZ Metromover Subzone, this particular development has no impact on Miami-Dade County's parks, facilities, or Level of Service Standards. However, this development may impact programmed recreational improvements at nearby Metromover Stations and The Underline. Contact the Department of Transportation and Public Works to further understand their requirements for Community Benefit as it pertains to impacts on the Metromover stations and facilities.

**Community Benefits:** Given the development's location within the RTZ Metromover Subzone and proximity to The Underline, the Financial District Metromover Station, and the Brickell Metrorail and Metromover Stations, PROS recommends that the applicant provide adequate bicycle parking for visitors and secured bicycle storage facilities for residents of the development to encourage transit ridership and non-motorized mobility. PROS also recommends making enhancements to the ground-level outdoor space beneath the transit station with recreational amenities to benefit the general public.

**Recommendations:**

- Solicit input from City of Miami Parks Department as it relates to impacts to level of service and park and open space needs.
- Consider making enhancements to the ground-level outdoor space beneath the Financial District Metromover station with recreational amenities.

- Provide a detailed landscaping and open space plan clearly illustrating proposed versus required open space, including an open space diagram and open space calculations.
- Provide tree-lined streets and pedestrian pathways to promote a shaded, walkable environment consistent with the Great Streets Vision of the Miami-Dade County Open Space Master Plan (OSMP) and the Miami-Dade County Urban Design Manual.
- Detail any proposed recreational amenities in the letter of intent, site plan, floor plan, and landscaping plan.
- Given the proposed development's proximity to The Underline, Financial District Metromover Station, and Brickell Metrorail and Metromover Stations, and given it is located within an RTZ Metromover Subzone, provide secured indoor bicycle storage facilities for residents of the development including parking racks and repair stations, as well as bicycle racks serving visitors to the development to encourage transit ridership and non-motorized mobility.
- Install safe crossing features such as flashing indicators at the vehicular points of entry for safe pedestrian crossing.
- Provide shade trees that are as mature as feasible upon installation to offer immediate shade, aid in the mitigation of the urban heat island effect, contribute to cooler public areas within the subject site, act as a natural rainwater filter, and complement the ground level design of the development.
- Please provide a Public Benefit Diagram to include all elements proposed for the public realm, including but not limited to proposed bicycle facilities, enhanced bus stops, public art, and other amenities that will be publicly accessible.

These recommendations are based on the following policies and objectives of the CDMP:

- ROS-1** Provide a comprehensive system of public and private sites for recreation, including but limited to public spaces, natural preserve and cultural areas, greenways, trails, playgrounds, parkways, beaches and public access to beaches, open space, waterways, and other recreational facilities and programs serving the entire County; and local parks and recreation programs adequately meeting the needs of Miami-Dade County's unincorporated population.
- ROS-3B** The County shall improve and promote non-motorized access to existing park and recreation open spaces by implementing the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan, as well as improved sidewalks and trails, to improve connectivity between parks and residences, schools, activity centers, and transportation nodes.
- ROS-8** The Miami-Dade County Parks and Open Space System Master Plan (OSMP), through a 50-year planning horizon, shall guide the creation of an interconnected framework of parks, public spaces, natural and cultural areas, greenways, trails, and streets that promote sustainable communities, the health and wellness of County residents, and that serve the diverse local, national, and international communities.
- CHD-1** Miami-Dade County shall apply design standards to the public domain to encourage physical activity across generations.
- CHD-1A** Miami-Dade County shall create a network of sidewalks, trails, accessible parks and recreation facilities that establishes a pedestrian-friendly and bicyclist-friendly environment, which encourages physical activity and links destinations, such as restaurants, shops, workplaces and neighborhood-based retail to each other and residential areas.

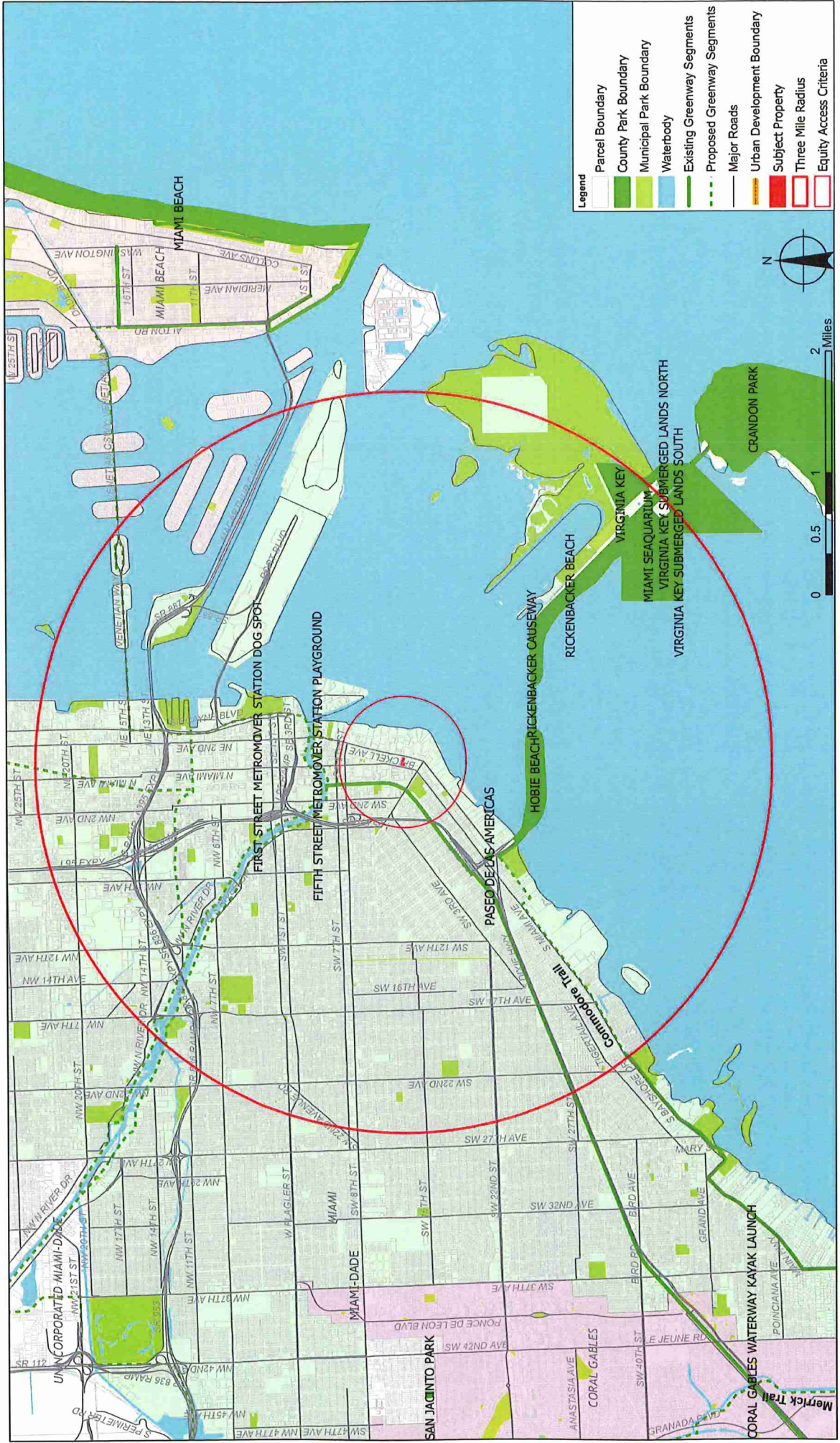
- CHD-2** Miami-Dade County shall apply design standards to private development projects to encourage physical activity across generations.
- CHD-2A** Miami-Dade County will encourage land development to incorporate community design principles that encourage physical activity through the promotion of strategies, when appropriate, but not limited to:
1. Utilization of non-motorized transportation modes;
  2. Location of public facilities accessible by multiple transportation modes;
  3. Availability and maintenance of quality pedestrian paths or sidewalks;
  4. Provision of street furniture and lighting enhancements;
  5. Provision of civic and recreational facilities;
  6. Establishment of interconnectivity between similar development projects through vehicular and/or pedestrian/bicycle cross access; and
  7. Provision of pedestrian and bicycle linkages between existing residential and non-residential land uses.
- CHD-2B** Encourage well-designed infill and redevelopment to reduce vehicle miles traveled, improve air quality, and support an outdoor environment that is suitable for safe physical activity.
- CHD-3A** Design and develop neighborhoods that can facilitate children walking safely to Miami-Dade County Schools.

Based on our findings described herein, **PROS has no objection to this application**. Should you need additional information or clarification on this matter, please contact Carlos Lopez, Park Planner 2, at [carlos.lopez6@miamidade.gov](mailto:carlos.lopez6@miamidade.gov).

AZ: rk cl  
Attachment



**FIGURE 1: Z2025000030- 1414 BRICKELL RTZ  
MIAMI-DADE COUNTY PARKS, RECREATION AND OPEN SPACES DEPARTMENT ANALYSIS**



Miami-Dade Sheriff's Office  
**Memorandum**



**Date:** March 9, 2026

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

**From:** Rosie Cordero-Stutz, Sheriff  
Miami-Dade Sheriff's Office

**Subject:** Review – Zoning Application – Case: No. Z2025000030  
1414 Brickell Avenue, LLC.

A handwritten signature in blue ink, appearing to read "Rosie Cordero-Stutz", written over the "From:" field of the memorandum.

**APPLICATION:**

The applicant, 1414 Brickell Avenue, LLC., is requesting to develop the property with a mixed-use, residential and commercial project, consisting of 560 dwelling units. The 1.211-acre property is located at 1414 Brickell Avenue in incorporated, Miami-Dade County, Florida.

**CURRENT POLICE SERVICES:**

The project is in the City of Miami and serviced by the Miami Police Department, located at 400 NW 2<sup>nd</sup> Avenue, Miami, FL 33128.

**APPLICATION REVIEW:**

The Miami-Dade Sheriff's Office (MDSO) has reviewed the proposed development for the subject zoning application. MDSO has no objection to this zoning application based on the information provided, but reserves the right to reassess its determination upon the production of additional information. A review of the application and supporting documents was conducted to assess potential impacts on MDSO resources, particularly in relation to proposed zoning modifications.

Current data on police staffing, population, and crime/calls-for-service trends were analyzed to evaluate any anticipated changes. As this development falls outside of MDSO's jurisdiction, our Agency does not anticipate any impact on its resources and has no further comments regarding the proposed zoning modifications.

Should you require any further assistance, please contact Chief Gina Beato-Dominguez, of our Planning & Special Projects Office, at 305-471-2167, or via e-mail at [gbd@mdso.com](mailto:gbd@mdso.com).

RCS/jhb

# Memorandum



**Date:** 02/20/2026

**To:** Eric Silva, AICP, Assistant Director  
Regulatory and Economic Resources Department

**From:** Achaya Kelapanda, Deputy Director of Operations *Achaya Kelapanda*  
Department of Solid Waste Management

**Subject:** 1414 Brickell, LLC – Z2025-000030 UPDATE

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In our previous response to the application submitted on October 9, 2025, the Department of Solid Waste Management (DSWM) stated that it had no objections to the redevelopment of an 81-story building that would include a 560-unit mixed-use development, as well as commercial, office, and hotel space. The recent updates to the project, which include an increase in retail space from 6,038 square feet to 6,141 square feet, a reduction in parking spaces from 1,226 to 1,156, and the installation of a traffic signal at the intersection of SE 14th Street and S. Miami Avenue, do not affect the DSWM's earlier conclusion. As "the Property" is located in the Rapid Transit Zone ("RTZ"), jurisdiction over land development-related requests is retained by the County pursuant to Chapter 33C of the County Code.

For your information though, the DSWM has updated its Concurrency Status Determination since the earlier comments provided. The most recent analysis, issued on September 29, 2025, and valid through September 30, 2026, indicates sufficient disposal system capacity to exceed the County's adopted level of service (five years of capacity). This determination, which is on file with the Regulatory and Economic Resources Department, is contingent upon the continued ability of the County to obtain and renew disposal facility operating permits from the Florida Department of Environmental Protection, as needed.

The additional details provided in the updated application do not impact the previous assessment. **The DSWM continues to have no objections to the proposed application.**

# Memorandum



**Date:** February 24<sup>th</sup>, 2026

**To:** Eric Silva, Assistant Director for Development Services  
Regulatory and Economic Resources Department

**From:** Sarah Cody, Historic Preservation Chief  
Department of Regulatory and Economic Resources

**Subject:** Zoning Review Z2025-000030 1414 Brickell, LLC

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The Office of Historic Preservation (OHP) has reviewed the above referenced application and offers the following comments:

Miami-Dade County has planning, zoning and permitting jurisdiction for the site through an Interlocal Agreement and County Code 33C-10. Per CDMP Policy LU-6A, Miami-Dade County shall continue to identify, seek appropriate designation, and protect properties of historic, architectural, cultural and archaeological significance.

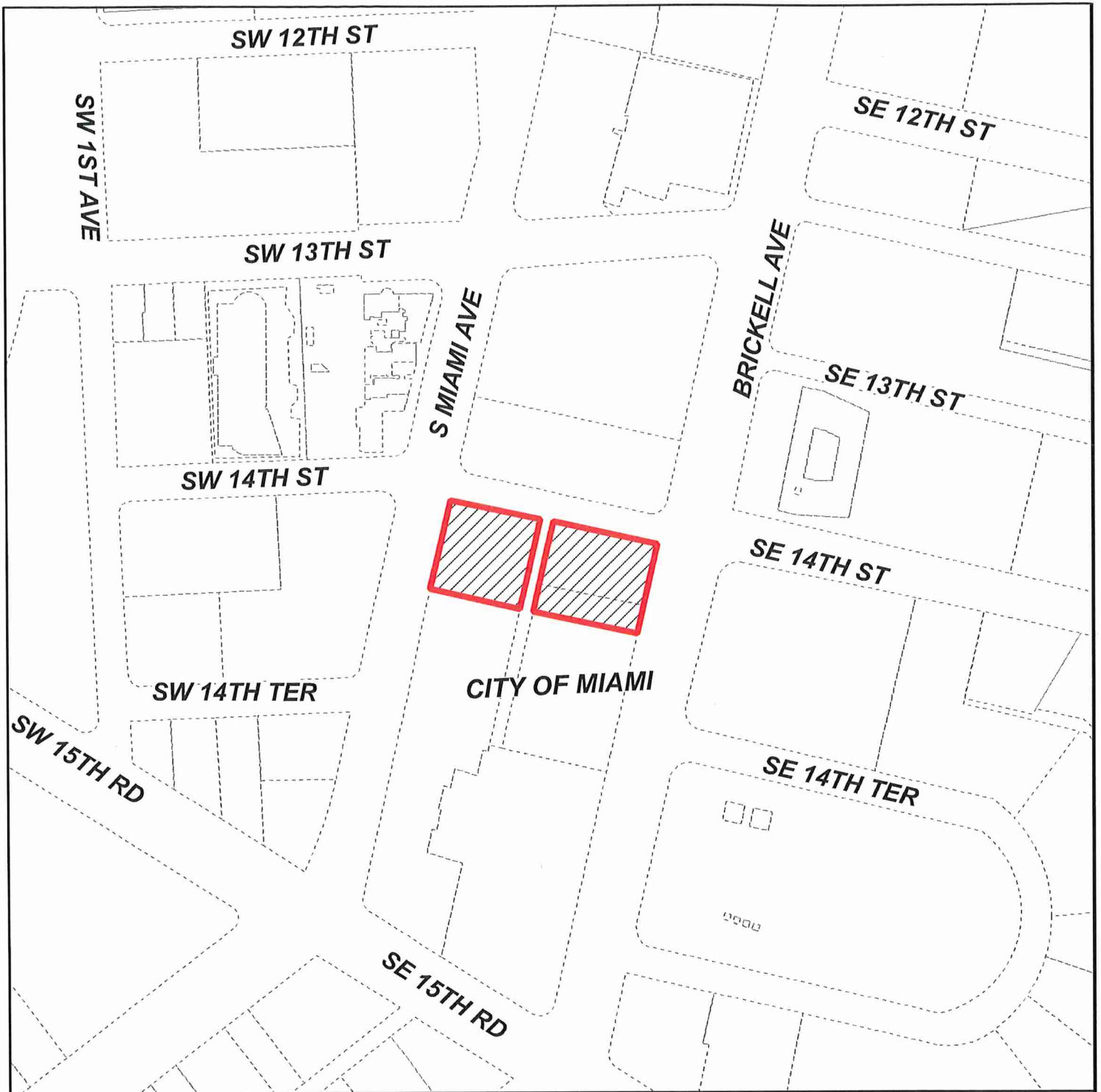
## Condition for Approval

The OHP has identified one structure from 1966 associated with folio 01-0209-090-1010 that meets the 50-year or older benchmark for historic resource eligibility. If slated to be demolished now or in the future, the applicant shall complete and submit a Florida Master Site File Historical Structure Form prior to demolition of the historic structure within the application area.

The OHP has further identified that the application area is located within an area evaluated as having high and moderate probability for archaeological significance. The applicant shall complete and submit a Certificate to Dig (CTD) permit to the OHP and retain the services of an archaeological consultant who shall provide an archaeological management plan for review by the OHP. The management plan shall include phase one archaeological testing followed by archaeological monitoring during ground disturbing construction work. The phase one archaeological and monitoring reports shall be presented to the OHP for review and comments within 30 days of completed archaeological assessment work. Additional archaeological management plans may be required, to include possible preservation requirements or additional archaeological survey work if significant archaeological features or deposits are identified. If unmarked human remains are encountered, the guidelines of State Statute 872.05, Florida's Unmarked Human Burial Law shall apply. All ground disturbing work shall cease, and the State Archaeologist notified.

Visit the Florida Division of Historical Resources Florida Master Site File website for instructions, forms, and FAQs. <https://dos.fl.gov/historical/preservation/master-site-file/>

For questions regarding the historic structure, please contact Sarah Cody at (305) 375-4438 or via email at [sarah.cody@miamidade.gov](mailto:sarah.cody@miamidade.gov). For archaeological inquiries and to obtain a CTD application, please contact Jeff Ransom at (305) 375-3412 or via email at [jeff.ransom@miamidade.gov](mailto:jeff.ransom@miamidade.gov).





**MIAMI-DADE COUNTY**  
**HEARING MAP**

Process Number  
**Z2025000030**

Section: 12 Township: 54 Range: 41  
 Applicant: 1414 Brickell, LLC  
 Zoning Board: Board of County Commissioners  
 Commission District: 5  
 Drafter ID: EDUARDO CESPEDES  
 Scale: NTS

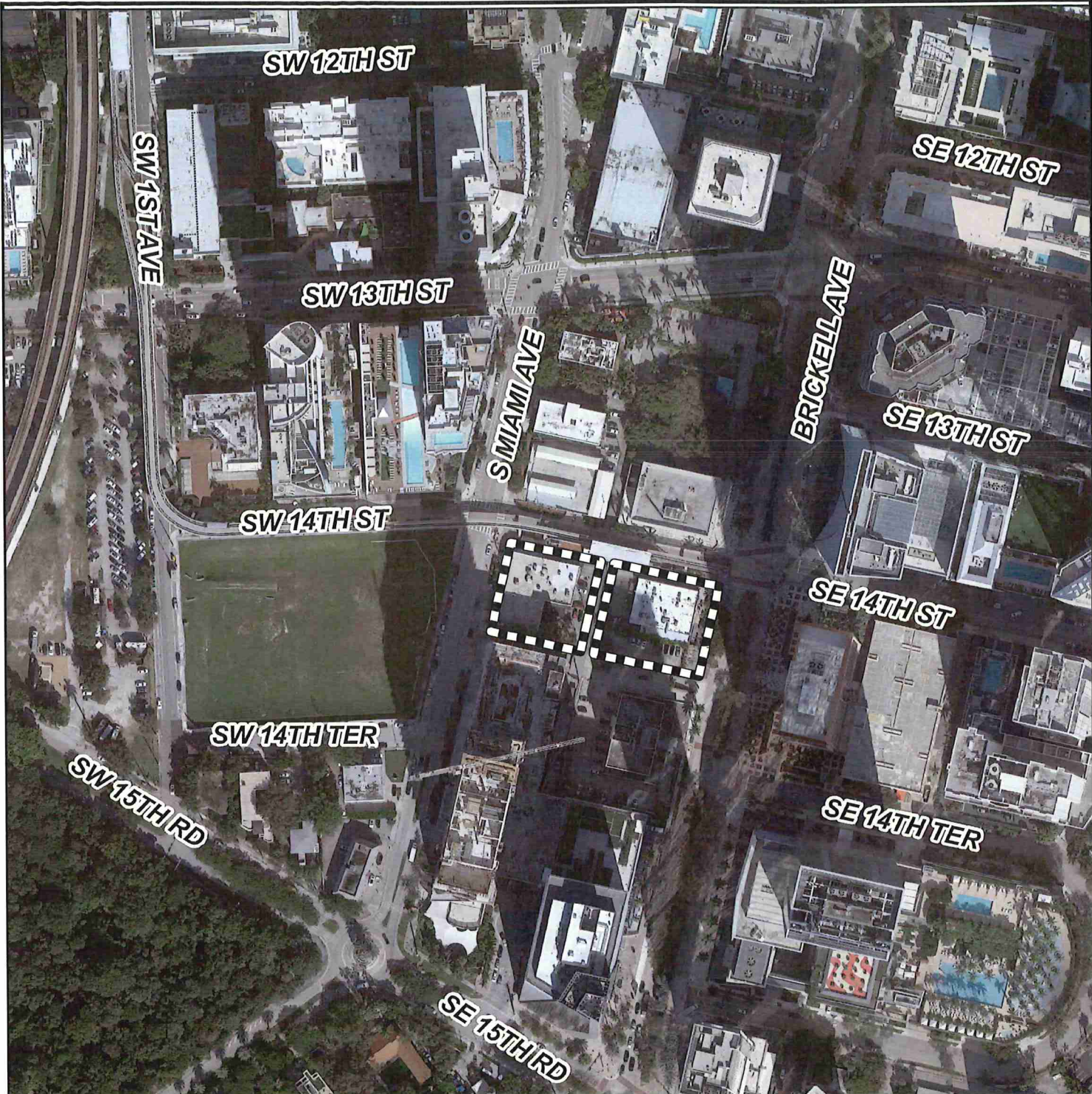
**Legend**

-  Subject Property Case
-  Zoning



SKETCH CREATED ON: Friday, May 2, 2025

REVISION	DATE	BY



**MIAMI-DADE COUNTY**  
**AERIAL YEAR 2024**

**Process Number**  
**Z2025000030**

**Legend**  
 Subject Property

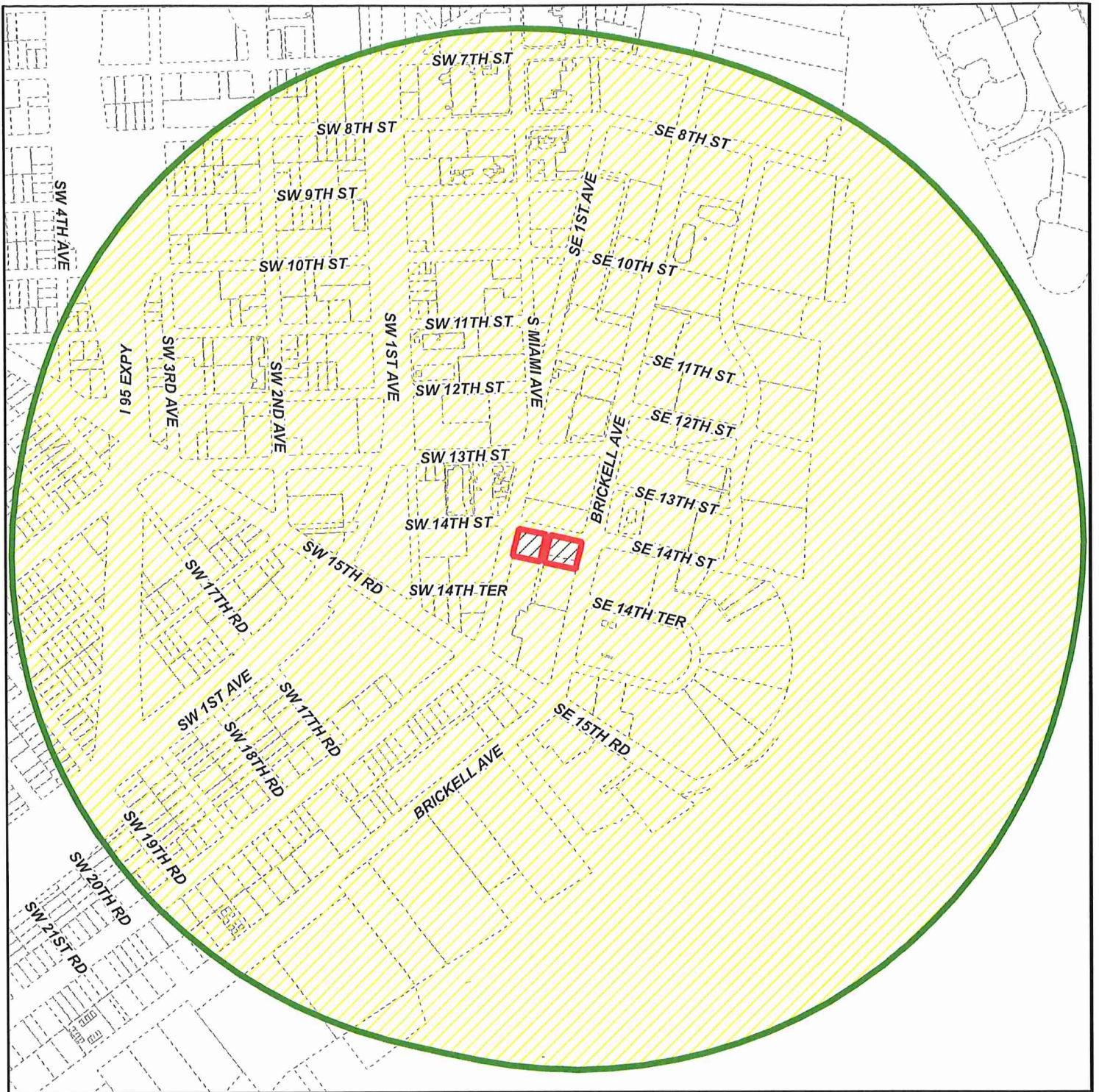


Section: 12 Township: 54 Range: 41  
 Applicant: 1414 Brickell, LLC  
 Zoning Board: Board of County Commissioners  
 Commission District: 5  
 Drafter ID: EDUARDO CESPEDES  
 Scale: NTS



SKETCH CREATED ON: Friday, May 2, 2025

REVISION	DATE	BY






**MIAMI-DADE COUNTY  
RADIUS MAP**

Process Number  
**Z2025000030**  
RADIUS: 2640

Section: 12 Township: 54 Range: 41  
Applicant: 1414 Brickell, LLC  
Zoning Board: Board of County Commissioners  
Commission District: 5  
Drafter ID: EDUARDO CESPEDES  
Scale: NTS

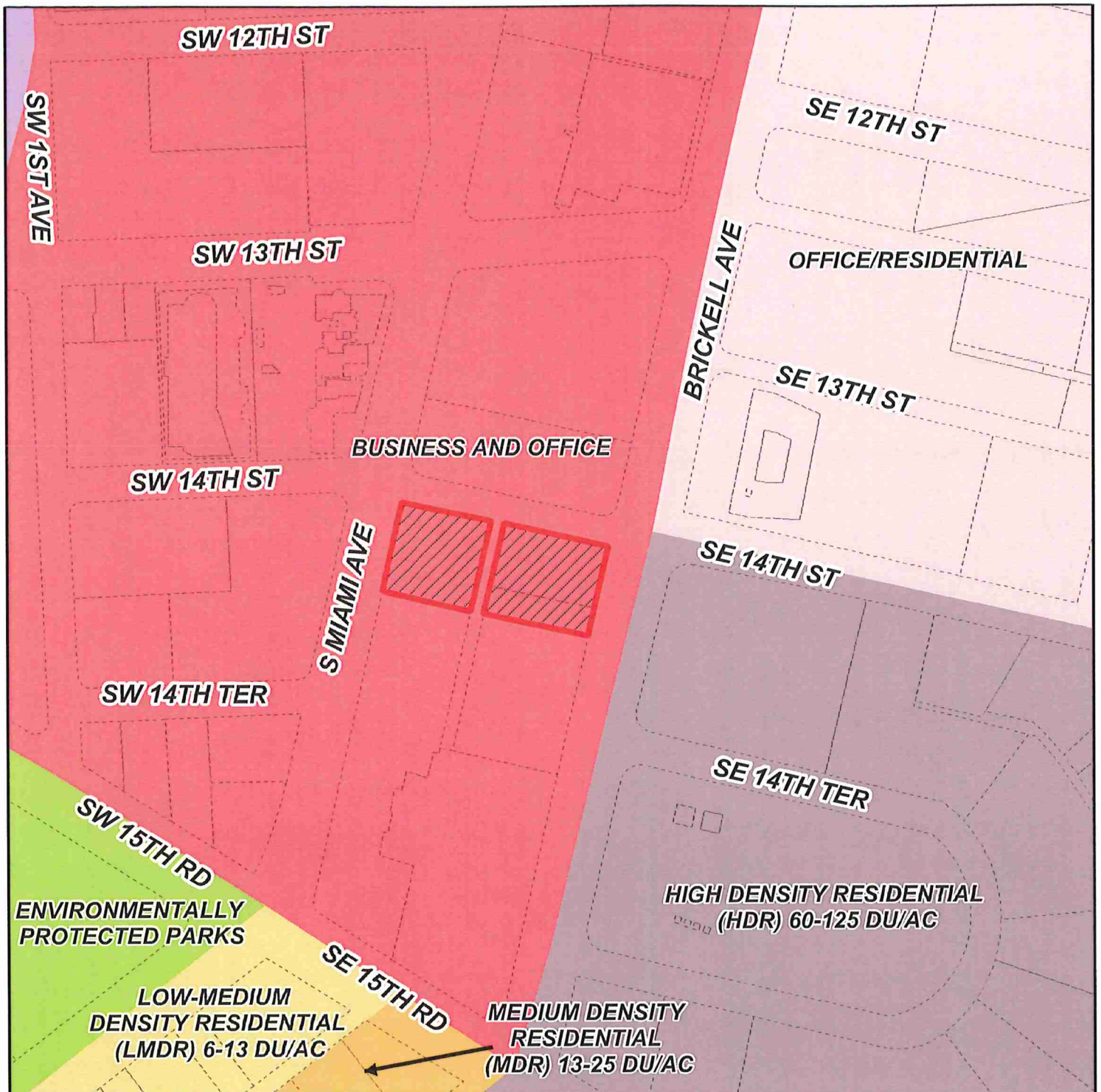
**Legend**

-  Subject Property
-  Buffer
-  Property Boundaries



SKETCH CREATED ON: Friday, May 2, 2025

REVISION	DATE	BY



**MIAMI-DADE COUNTY**  
**CDMP MAP**

Process Number  
**Z2025000030**

Section: 12 Township: 54 Range: 41  
 Applicant: 1414 Brickell, LLC  
 Zoning Board: Board of County Commissioners  
 Commission District: 5  
 Drafter ID: EDUARDO CESPEDES  
 Scale: NTS

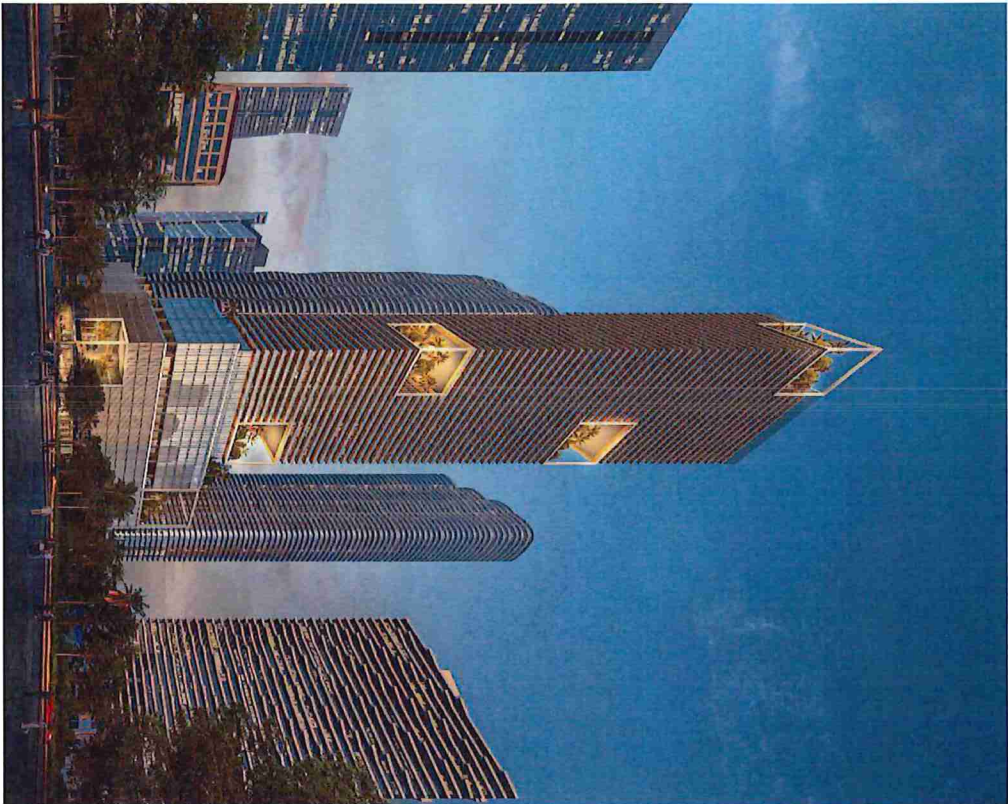
**Legend**

 Subject Property Case



SKETCH CREATED ON: Friday, May 2, 2025

REVISION	DATE	BY



## INDEX OF DRAWINGS

### ARCHITECTURAL

A000	Location Map
A001	Site Plan
A002	Zoning Data
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### SPECIAL EXCEPTION SET

1414 BRICKELL  
 MIAMI, FL, 33133

### INDEX

DATE:  
 12/05/2025

**A-000**



S MIAMI AVENUE

SE 14TH STREET

BRICKELL AVENUE

**ARQUITECTONICA**

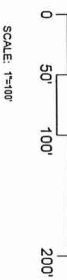
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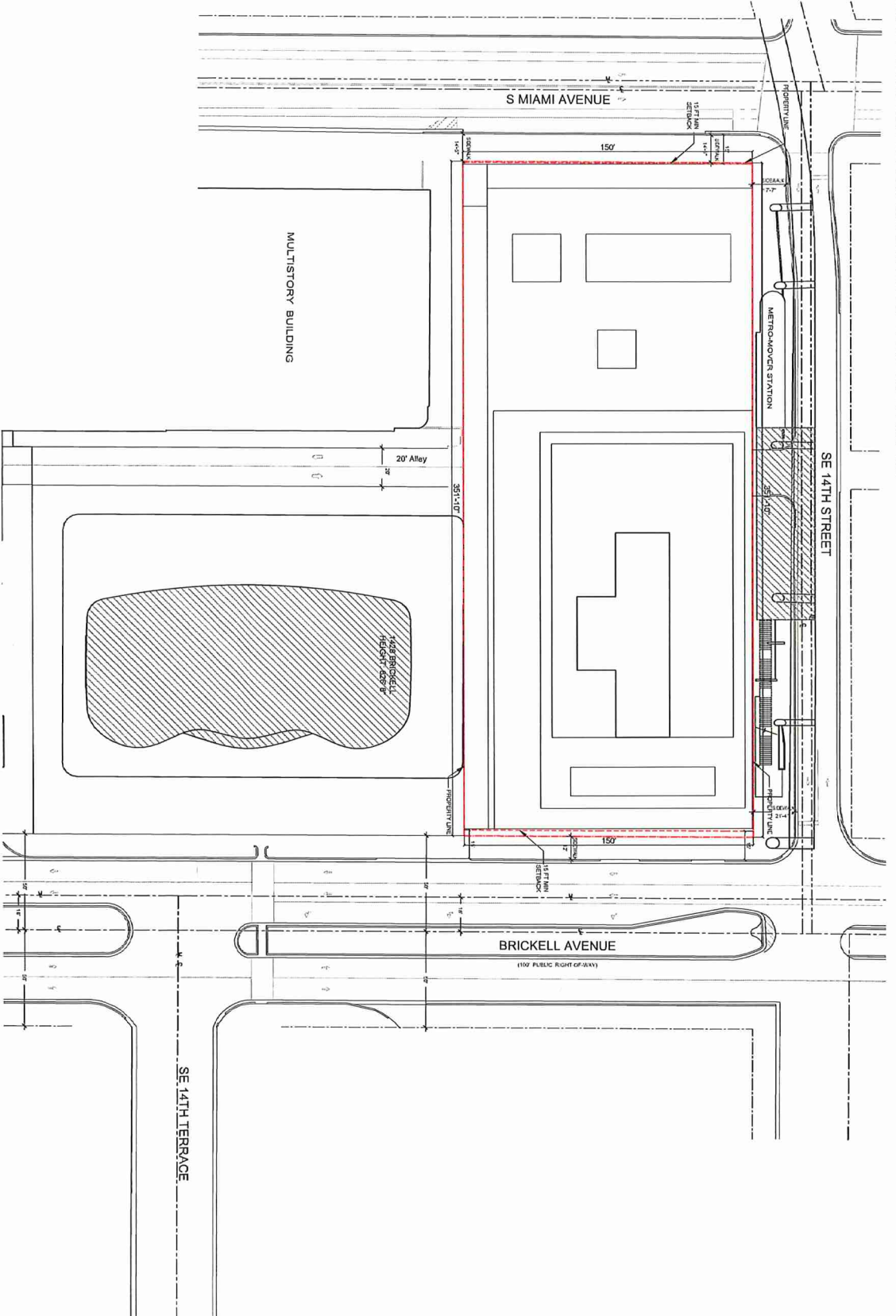
1414 BRICKELL  
MIAMI, FL, 33133

**LOCATION MAP**



DATE:  
12/05/2025

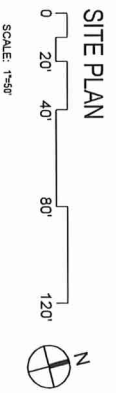
**A-000**



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**SPECIAL EXCEPTION SET**  
 1414 BRICKELL  
 MIAMI, FL, 33133



DATE: 12/05/2025

**A-001**



**ZONING DATA INFORMATION - 1414 BRICKELL**

Parcel #0102090901010  
 Folio #0102090901190  
 Folio #0102090901020  
 RAPID TRANSIT ZONE

ZONING DESIGNATION	Required	Provided
	Metromover Subzone	Metromover Subzone
<b>LOT AREA</b>		
GROSS LOT AREA		77,063 SF (1.769 acre)
NET LOT AREA		52,770 SF (1.211 acre)
<b>LOT COVERAGE</b>		
FLOOR AREA RATIO	No Max FAR	
OPEN SPACE REQUIREMENTS	Min. 15% lot area = 7,916 SF	72.06% - 38,388 SF Open Space
DENSITY	500 Units / Acre = 884 Units	560 Residential Units 84 Lodging Units
<b>BUILDING SETBACK</b>		
Brickell Avenue	15' Setback (15-foot-wide continuous sidewalk along all streets)	15' Setback
South Miami Avenue	15' Setback (15-foot-wide continuous sidewalk along all streets)	15' Setback
<b>BUILDING HEIGHT (STORIES / FT)</b>		
PEDESTAL		11 stories / 126 ft.
TOWER		70 stories / 884 ft.
TOTAL HEIGHT		81 stories / 1,010 ft.
<b>PARKING CALCULATION</b>		
All Uses	0 Spaces	1,156 Spaces
<b>LOADING REQUIRED</b>		
Loading Berths	0 loading berths	5 loading berths

TOTAL FIGURES	
Total Residential NSF	623,392 SF
Residential Units	560 Units
Avg. Unit Size	1,113 SF
Total Residential GSF	1,014,636 SF
Total Office NSF	117,310 SF
Total Office GSF	145,950 SF
Lodging Units	84 Units
Total Lodging NSF	43,700 SF
Total Retail	6,141 SF
Total Parking	1,156 Spaces
Total Parking GSF	469,076 SF
<b>TOTAL GSF</b>	<b>1,830,576 SF</b>

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SPECIAL EXCEPTION SET

1414 BRICKELL

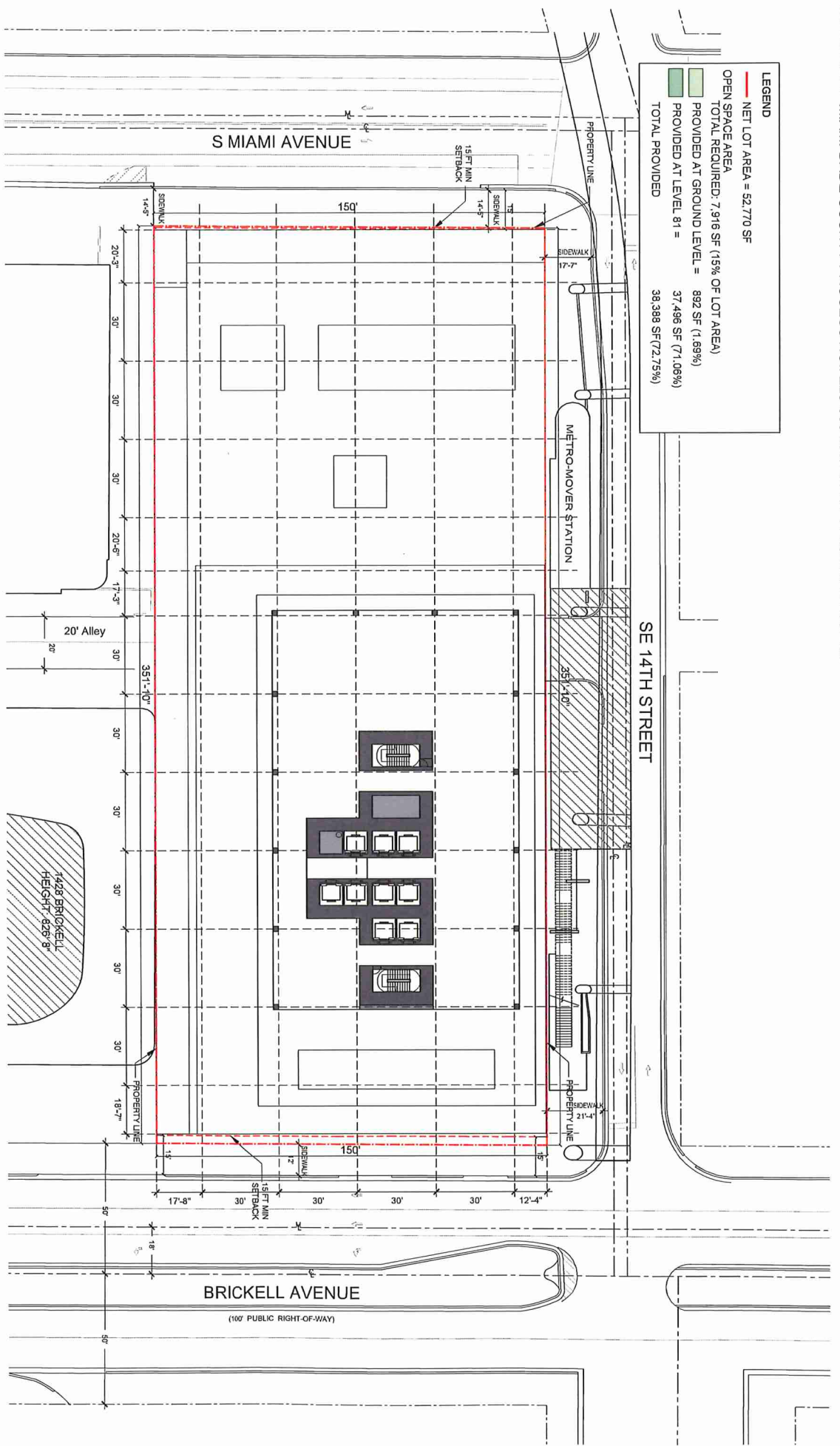
MIAMI, FL, 33133

ZONING DATA

DATE: 12/05/2025

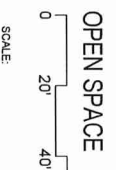
A-002

LEGEND	
	NET LOT AREA = 52,770 SF
	OPEN SPACE AREA
	TOTAL REQUIRED: 7,916 SF (15% OF LOT AREA)
	PROVIDED AT GROUND LEVEL = 892 SF (1.69%)
	PROVIDED AT LEVEL 81 = 37,496 SF (71.06%)
	TOTAL PROVIDED = 38,388 SF (72.75%)

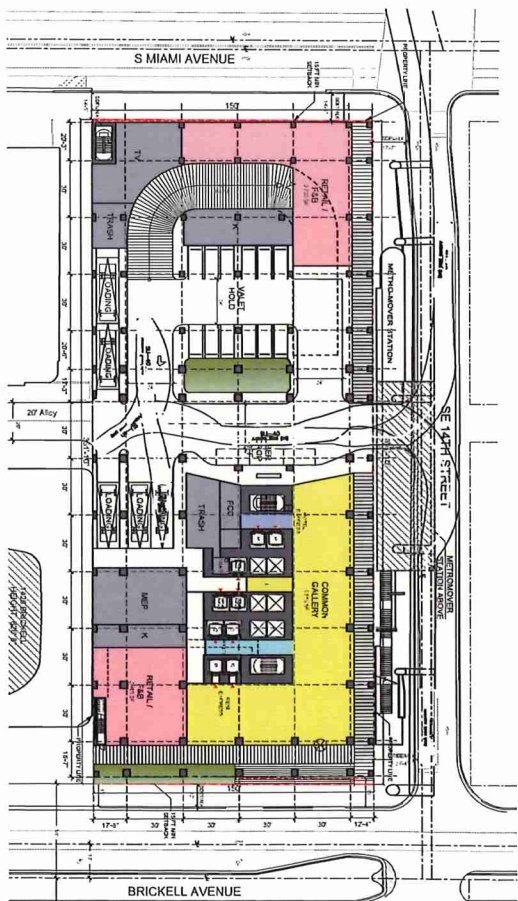
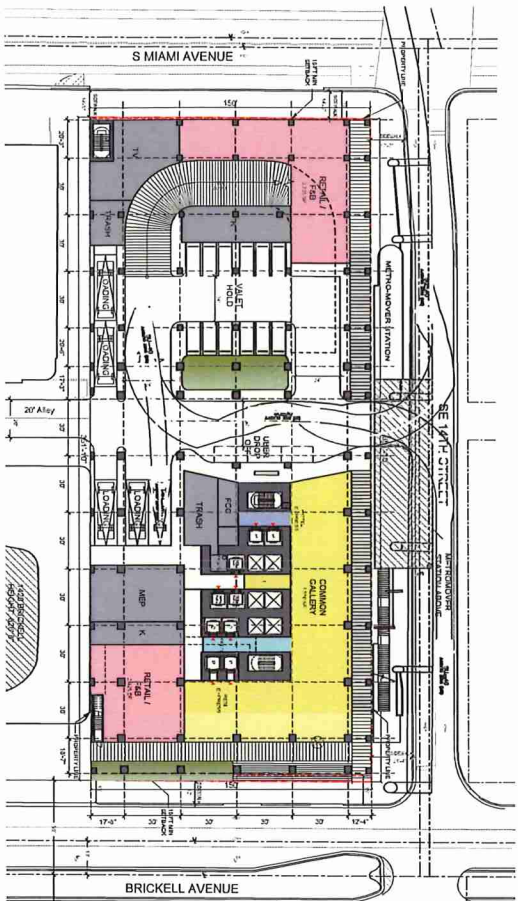
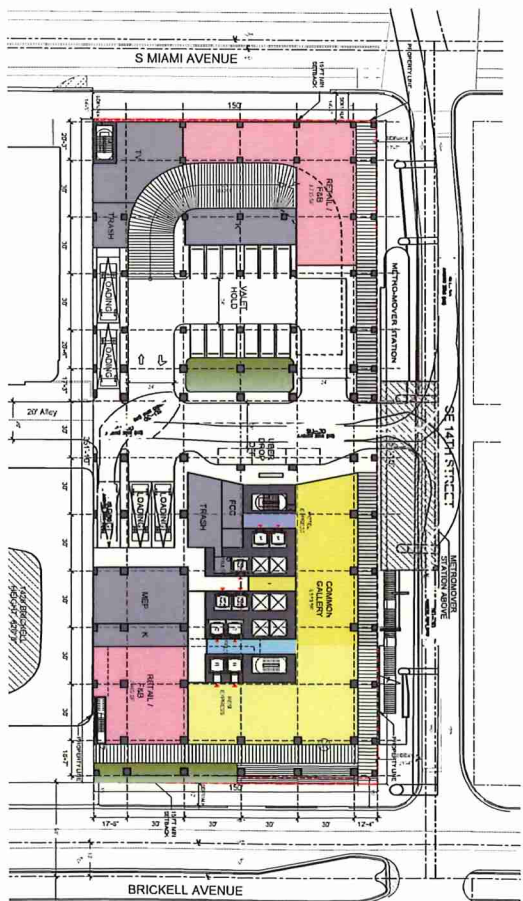
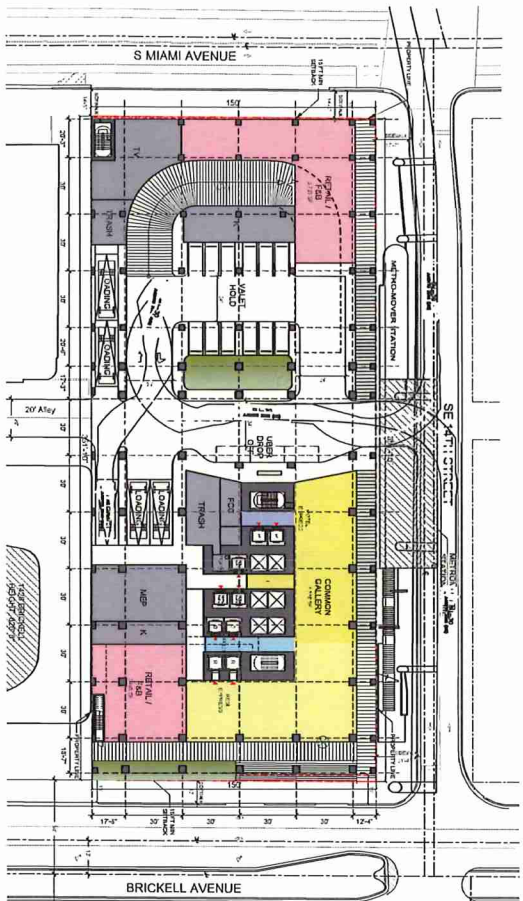


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DATE: 12/05/2025  
**A-003**



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1414 BRICKELL  
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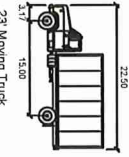
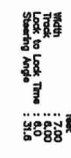
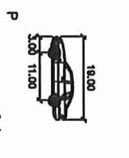
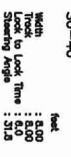
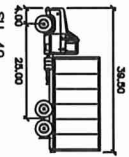
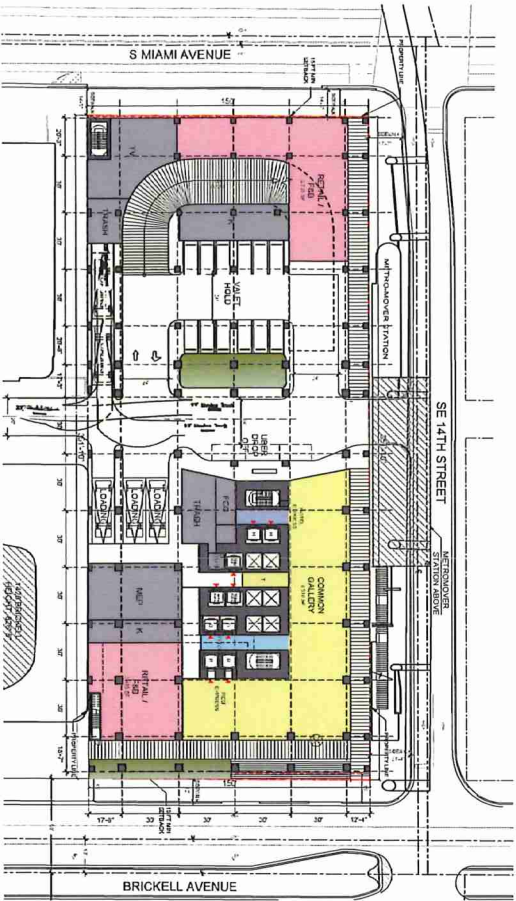
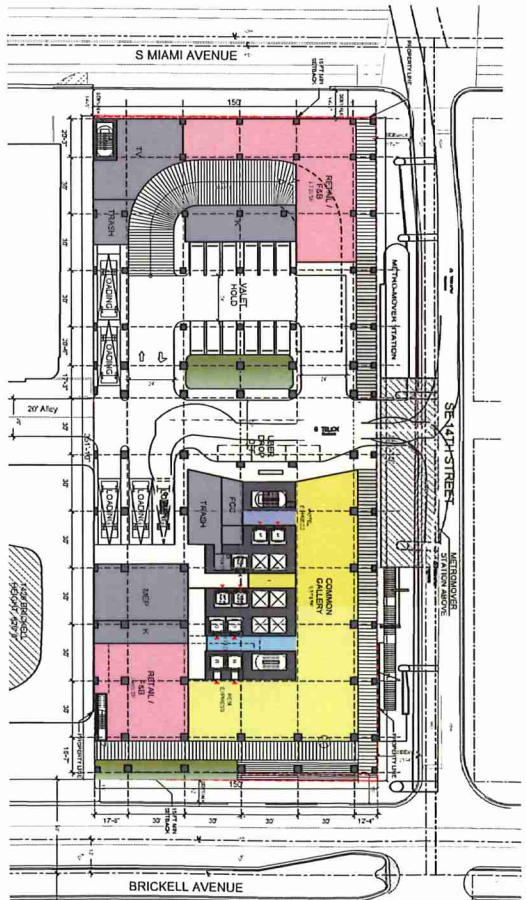
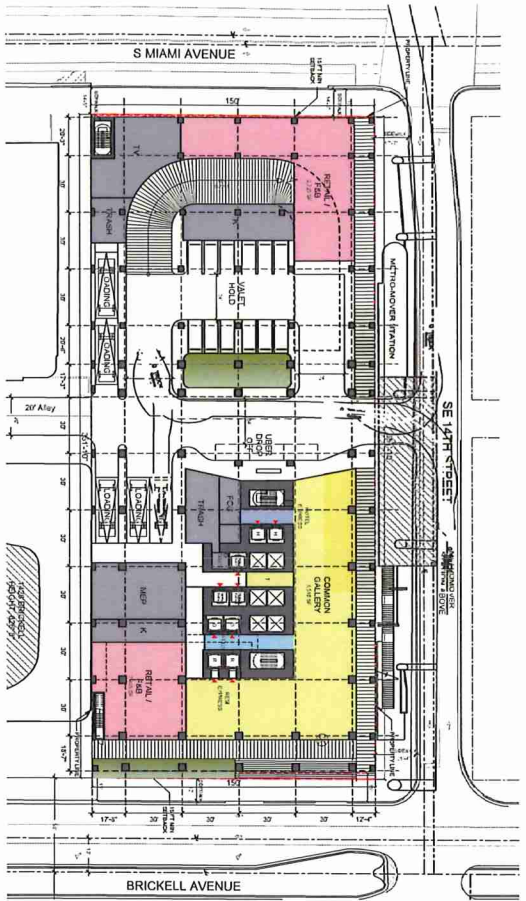
**TURNING TRUCK MOVEMENTS**



DATE:  
 12/05/2025

**A-004**

SCALE:



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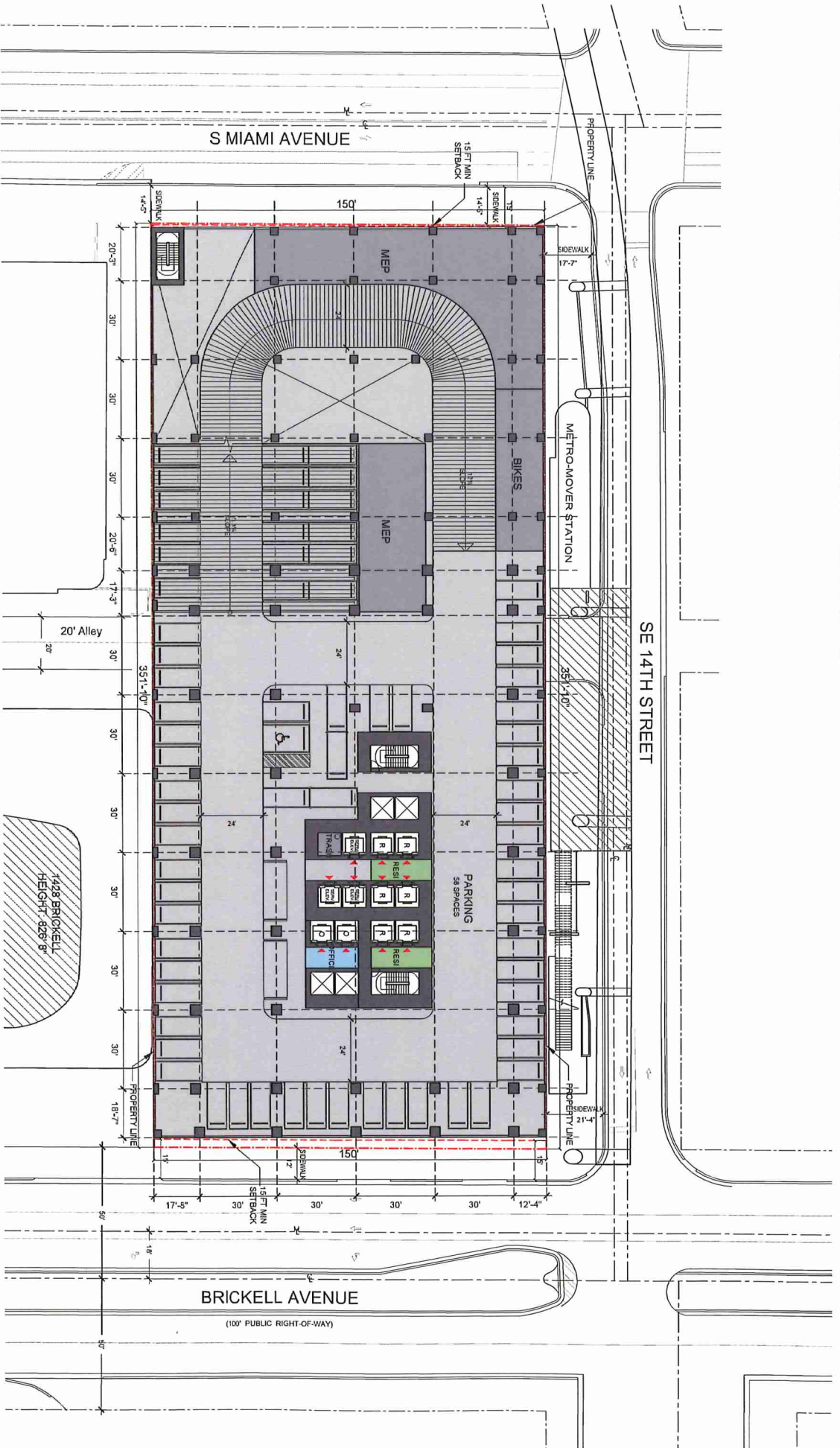
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 MIAMI, FL, 33133

**TURNING TRUCK MOVEMENTS**  
 SCALE:

DATE: 12/05/2025  
**A-005**





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1414 BRICKELL

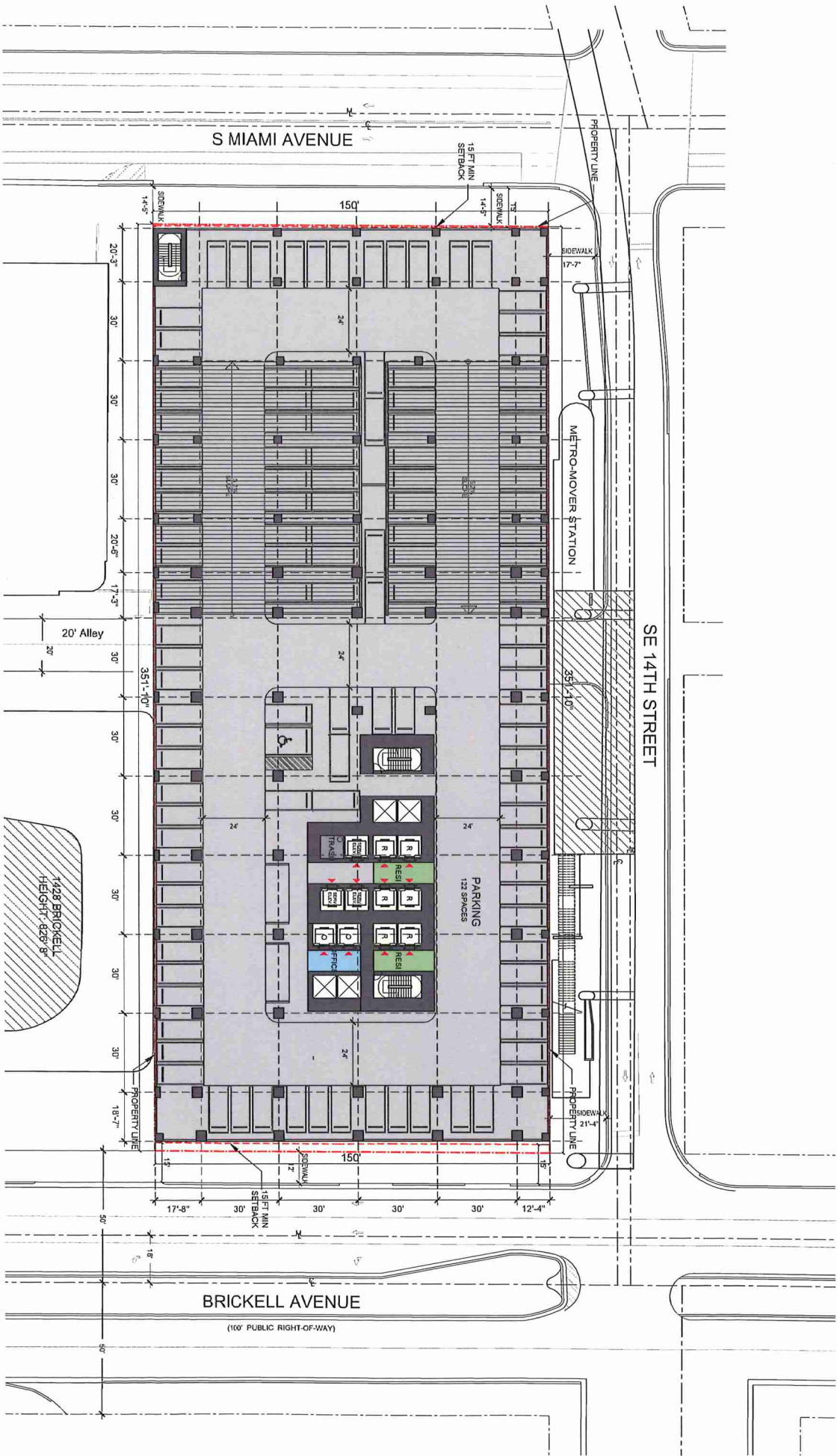
MIAMI, FL, 33133

**PARKING PODIUM - LEVEL 2**



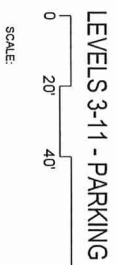
DATE: 12/05/2025

**A-102**



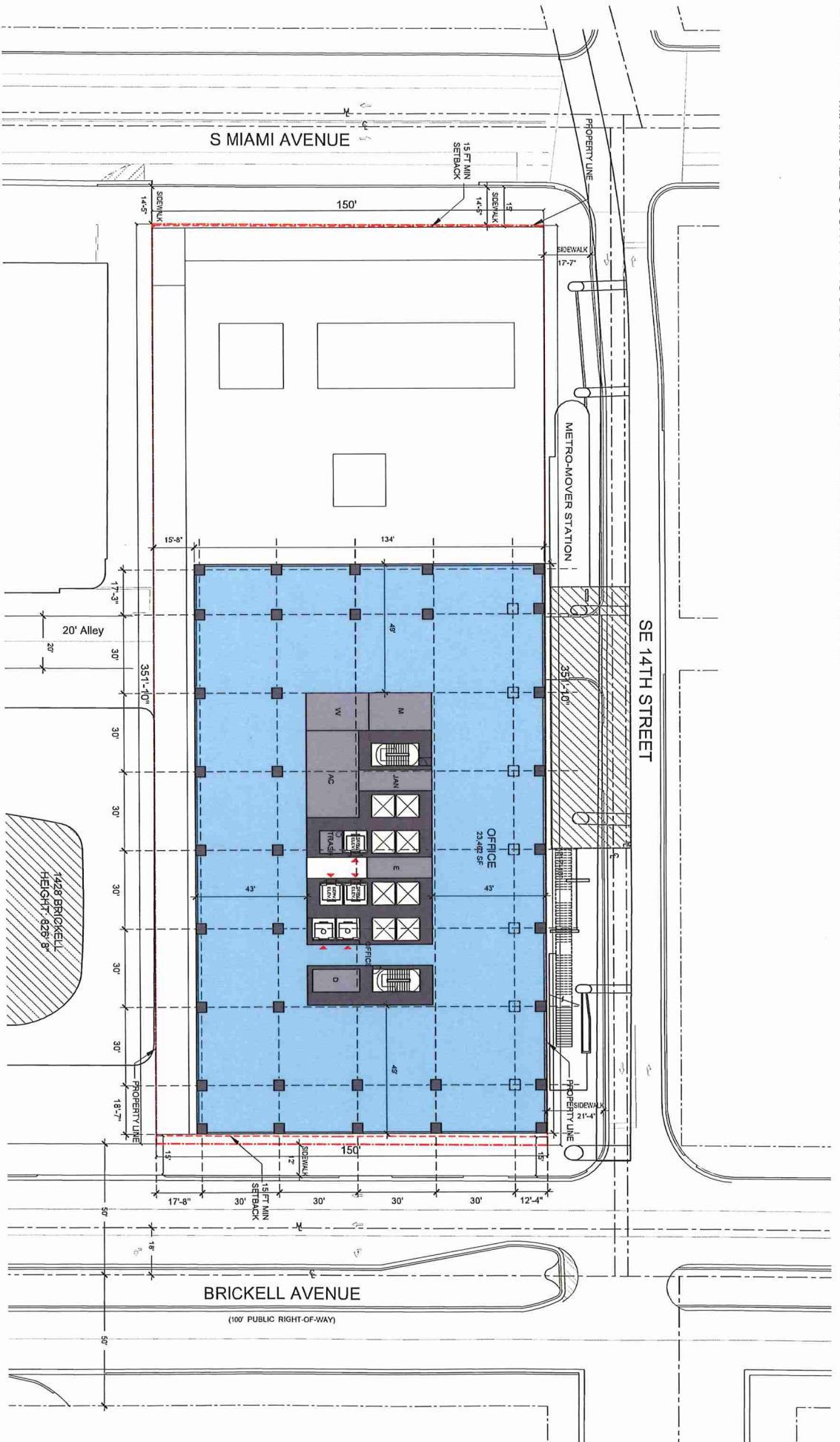
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DATE: 12/05/2025  
**A-103**



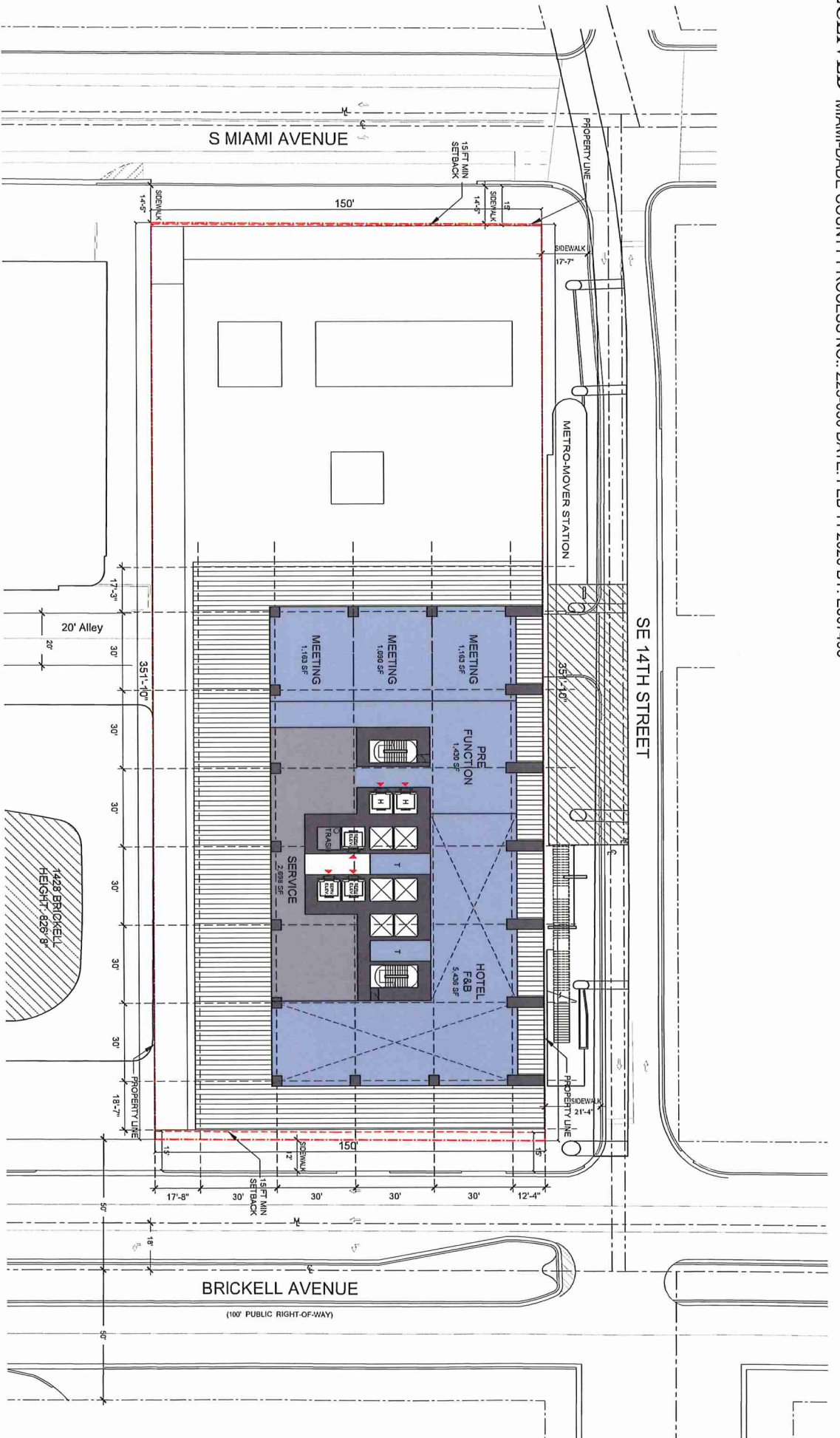


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**LEVELS 13-17 - OFFICE**  
 SCALE: 0 20' 40' 80'

**DATE:** 12/05/2025  
**A-105**



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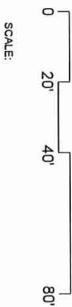
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MIAMI, FL, 33133

**LEVEL 18 - AMENITIES**

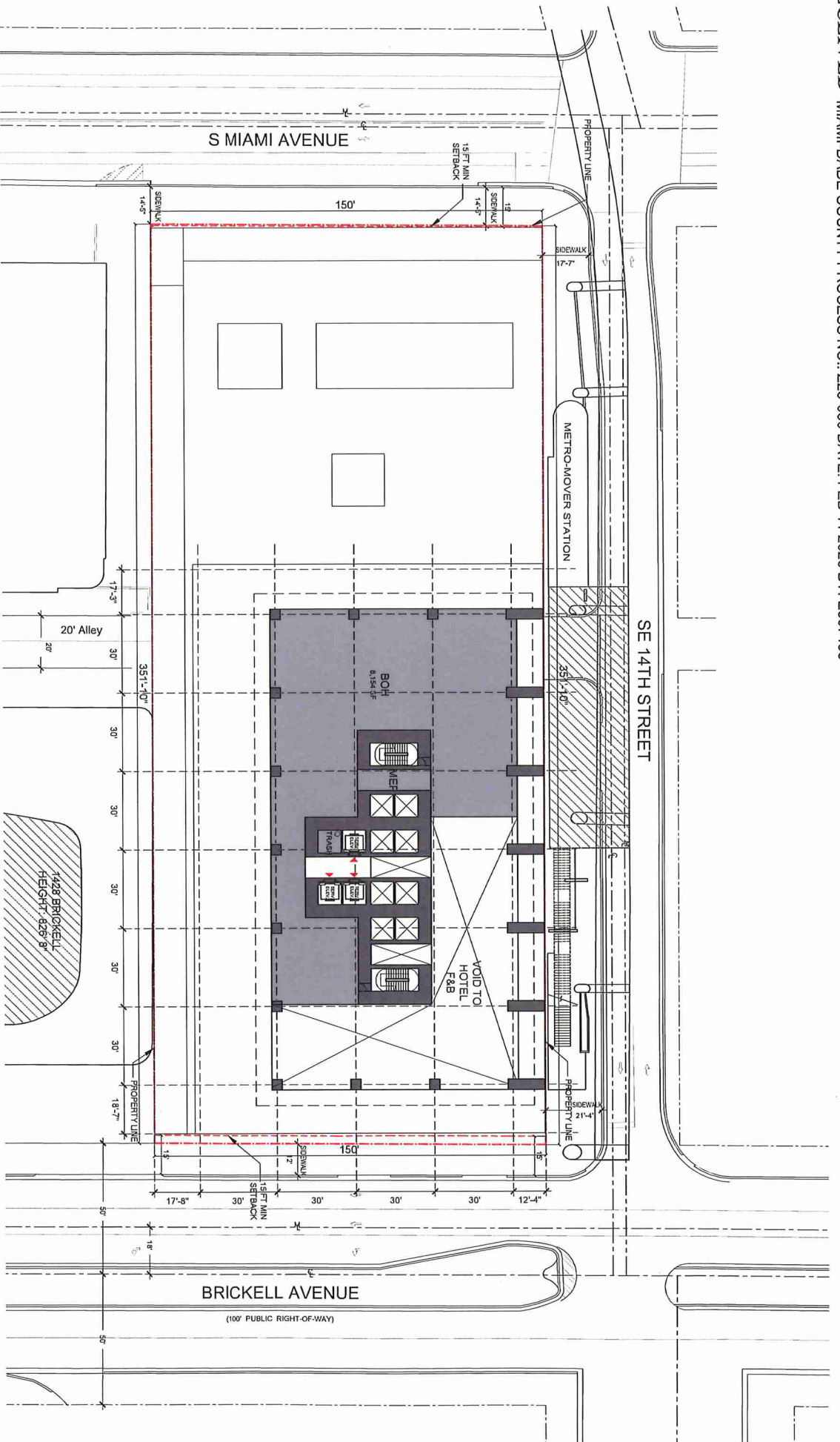


SCALE:



DATE:  
12/05/2025

**A-106**



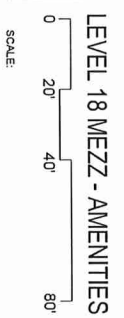
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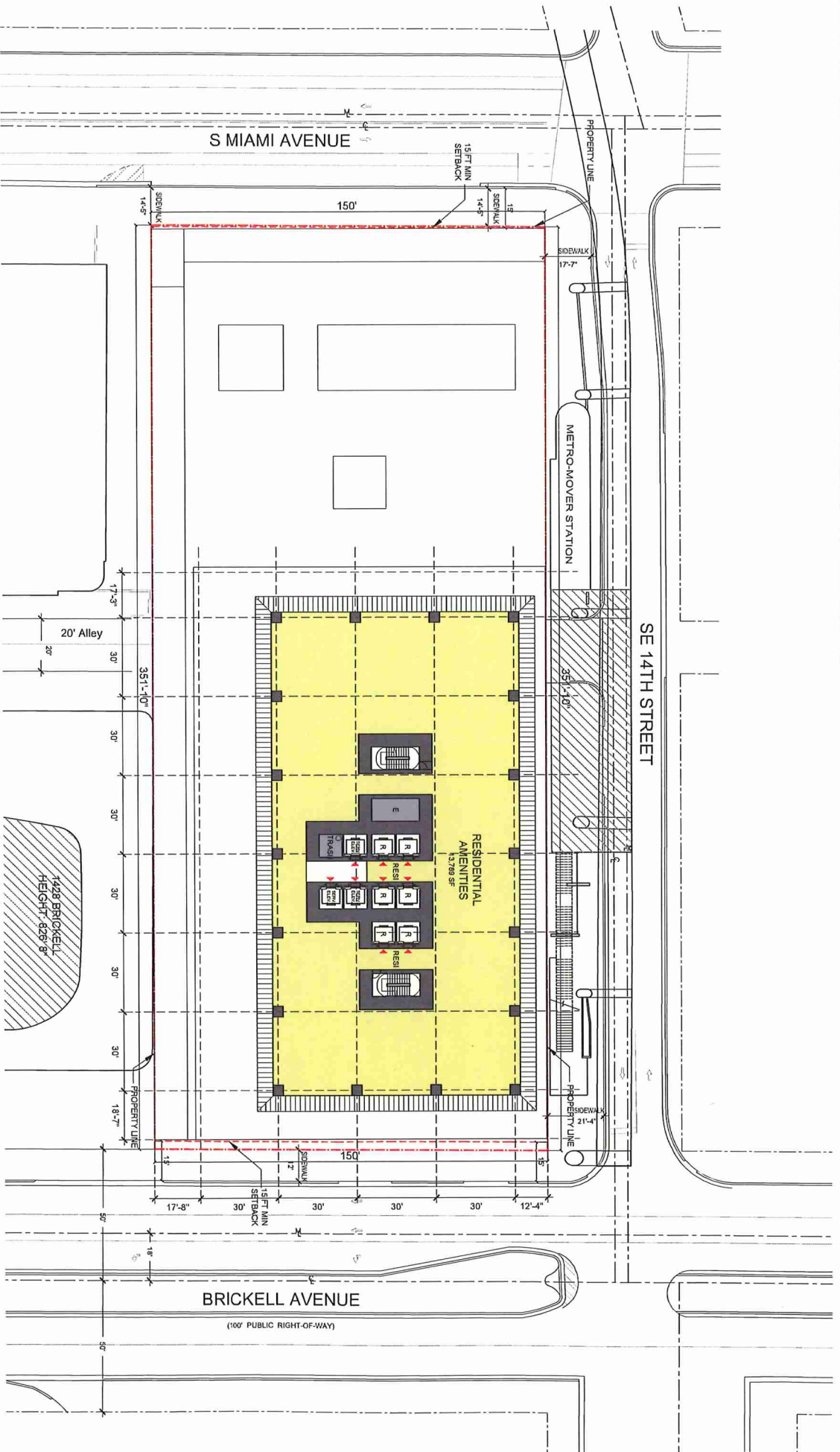
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DATE:  
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**A-107**



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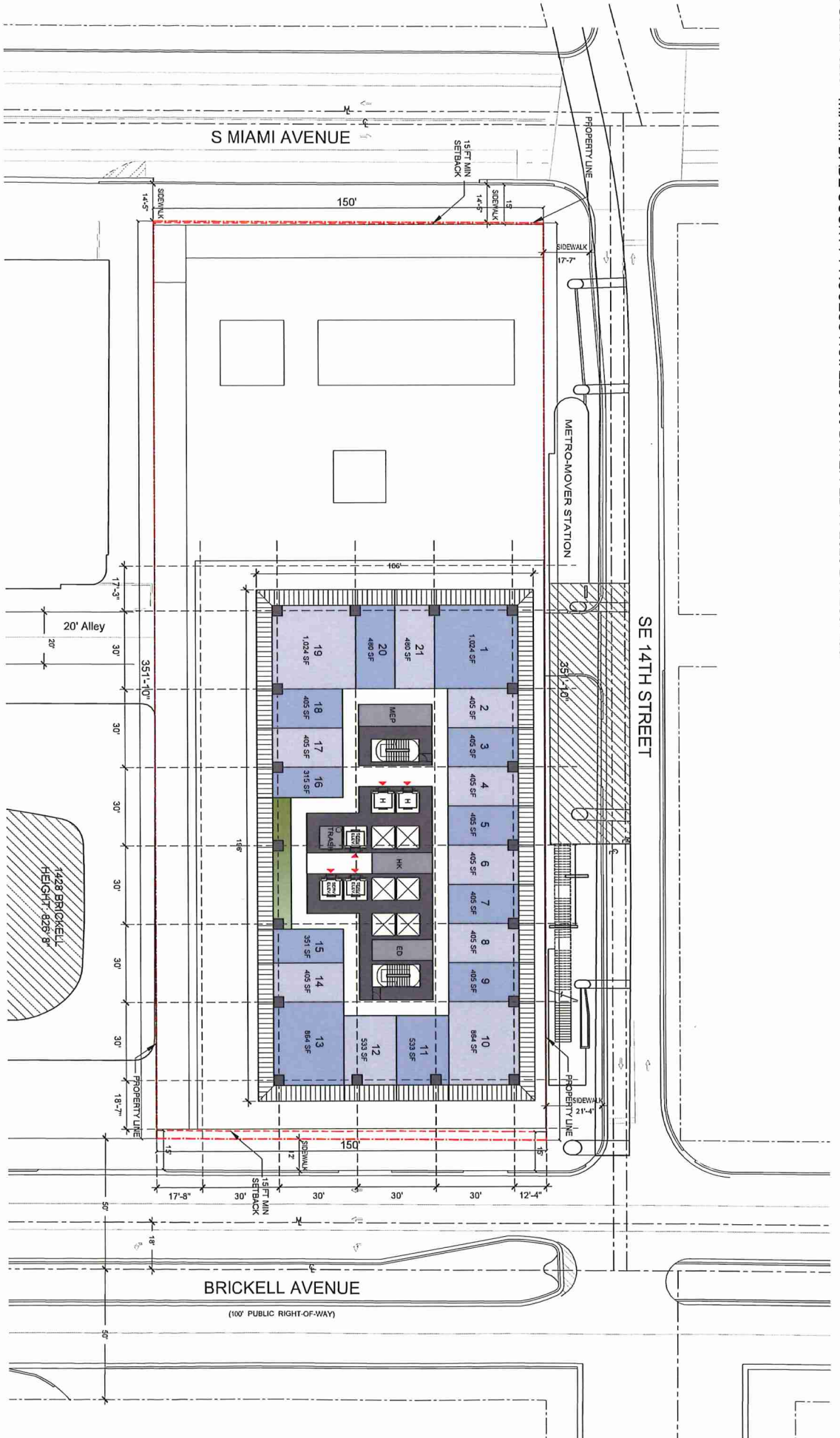
**SPECIAL EXCEPTION SET**  
1414 BRICKELL  
MIAMI, FL, 33133

**LEVEL 19 - AMENITIES**  
SCALE: 0 20' 40' 80'



DATE: 12/05/2025

**A-108**

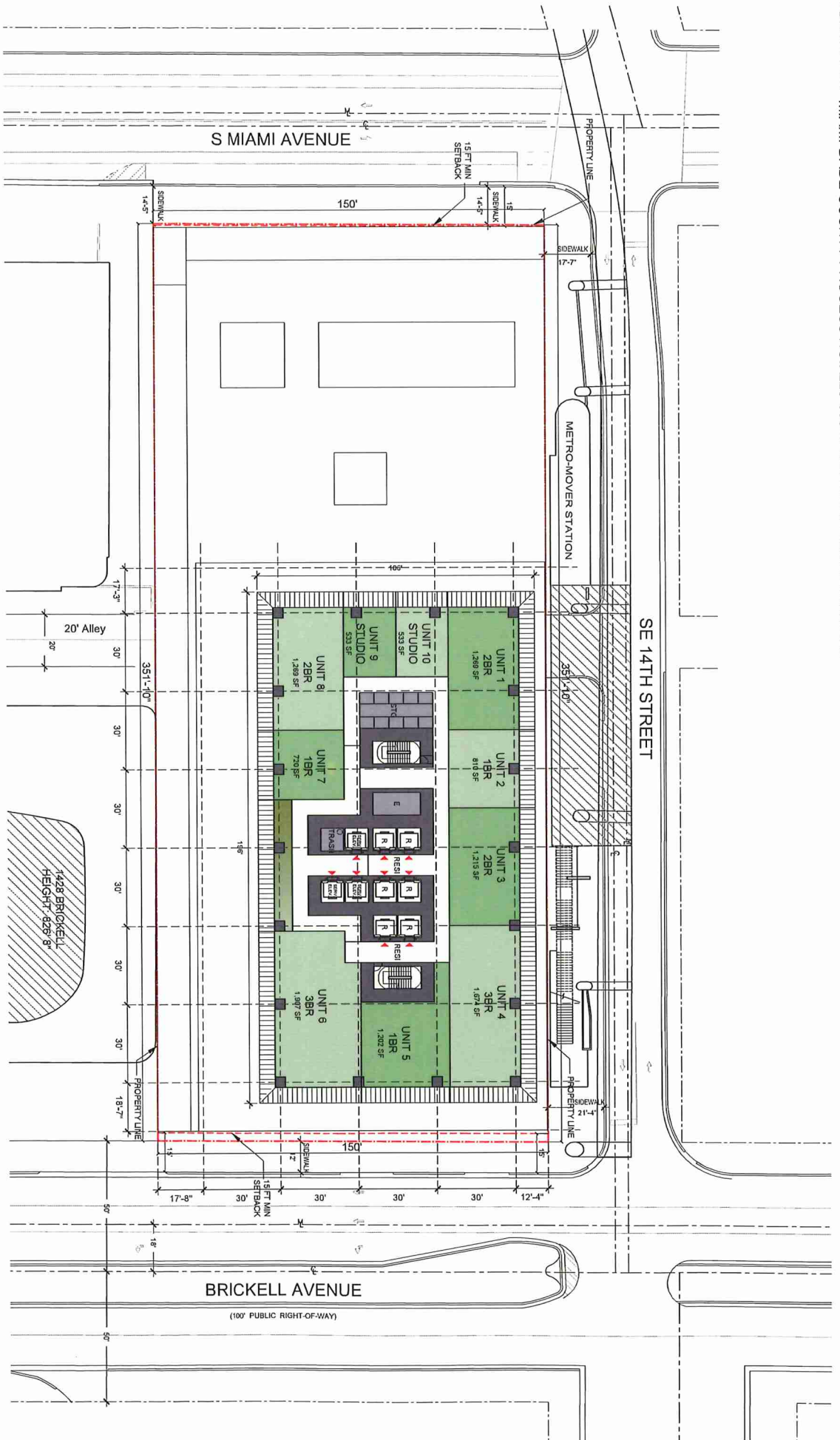


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 1414 BRICKELL  
 MIAMI, FL, 33133

**LEVELS 20-23 - HOTEL TYP**  
 SCALE: 0 20' 40' 80'

**DATE:** 12/05/2025  
**A-109**



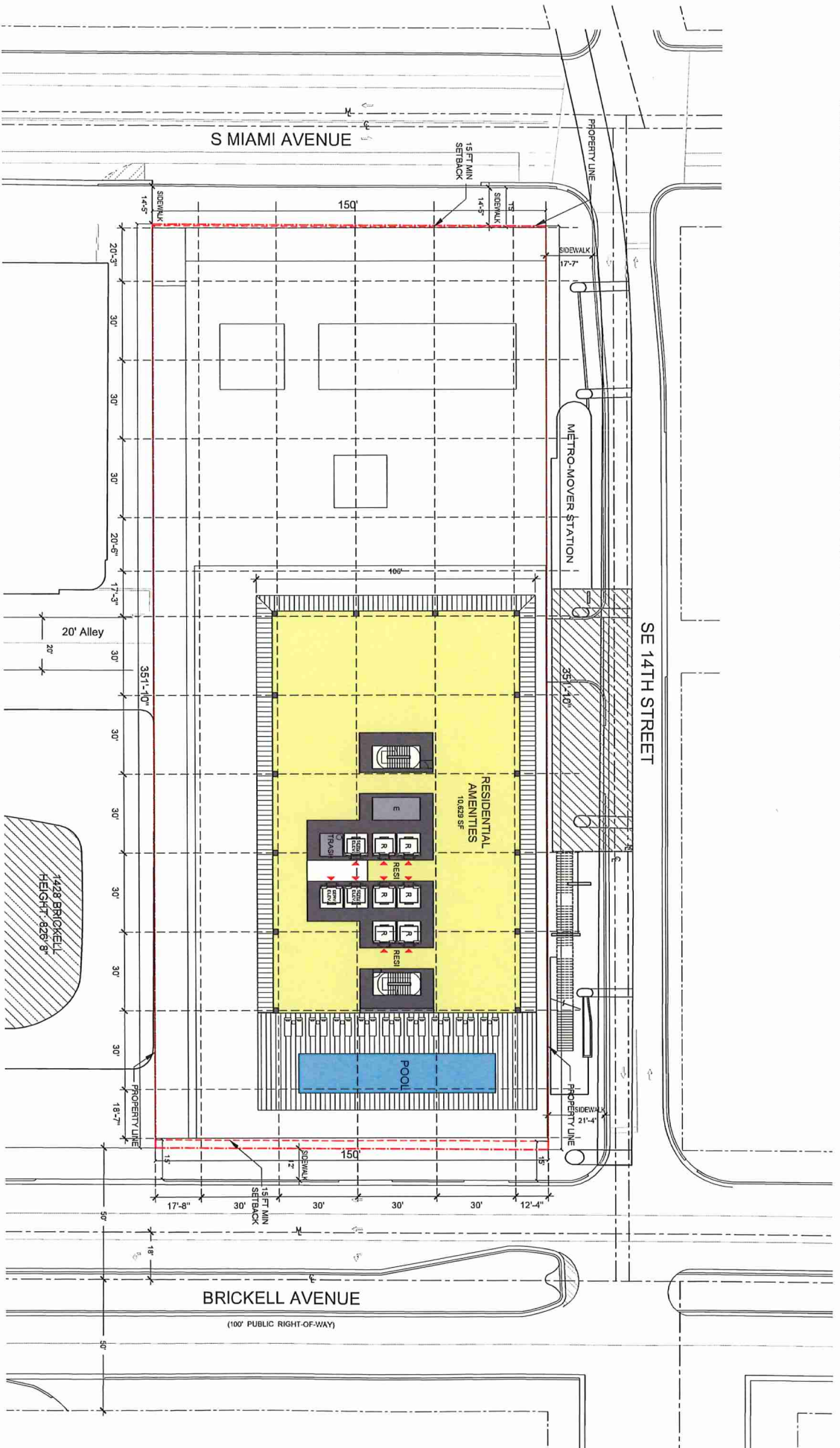
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 MIAMI, FL, 33133

**LEVELS 24-79 - RESI TYP**  
 SCALE: 0 20' 40' 80'

**DATE:** 12/05/2025  
**A-110**



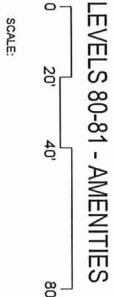
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**SPECIAL EXCEPTION SET**

1414 BRICKELL  
 MIAMI, FL, 33133



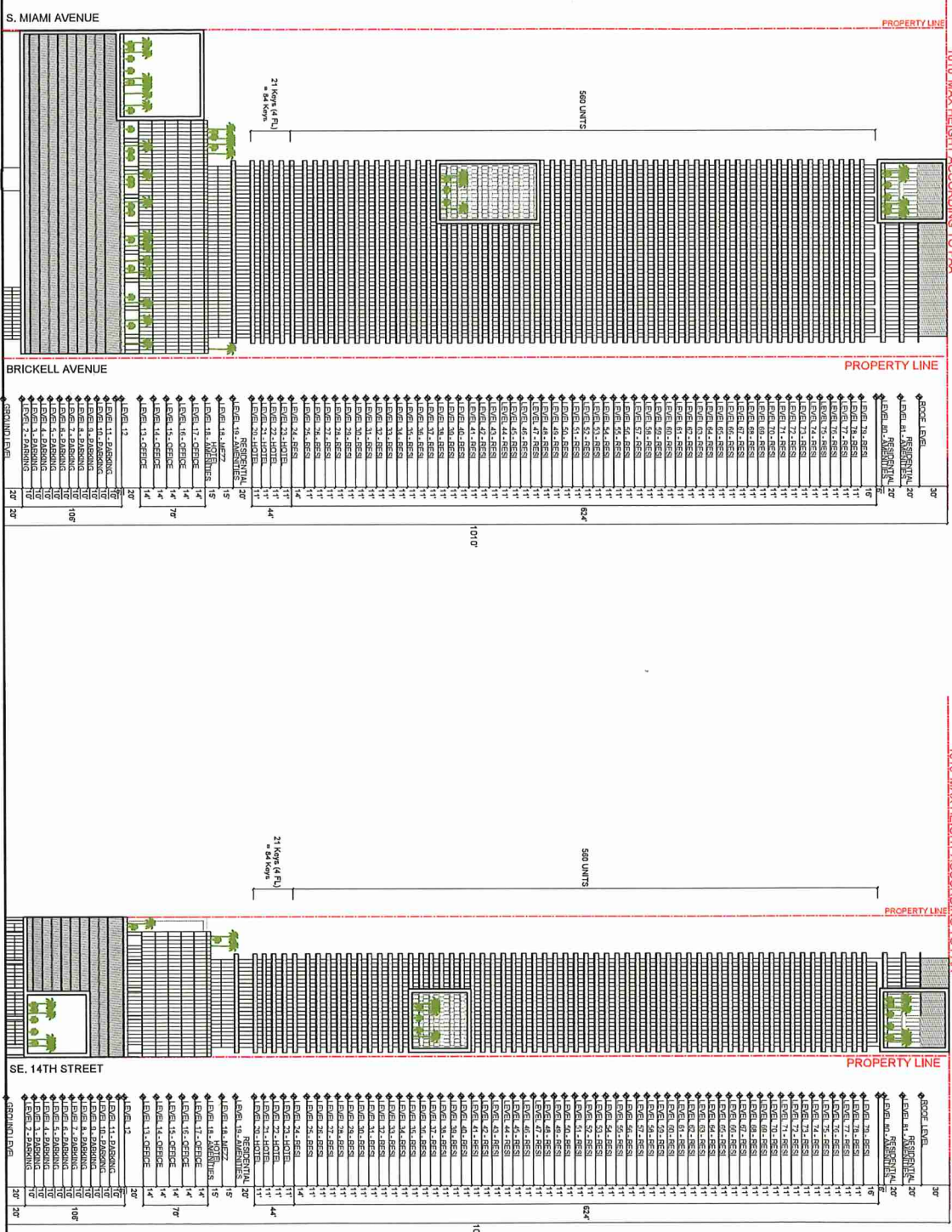
DATE:  
 12/05/2025

**A-111**



101'0" MAX HEIGHT ACCORDING TO FAA

101'0" MAX HEIGHT ACCORDING TO FAA



**ARQUITECTONICA**  
 2990 COR AVENUE, MIAMI, FL 33133  
 TEL: 305.772.1313  
 DESIGN AND CONSTRUCTION OF ALL ELECTRICAL, MECHANICAL, PLUMBING, AND HVAC SYSTEMS SHALL BE THE RESPONSIBILITY OF THE CONSULTING ENGINEER. THE CONSULTING ENGINEER SHALL BE RESPONSIBLE FOR THE INTEGRATION OF STRUCTURAL AND LIFE SAFETY SYSTEMS, AS THESE ARE FURTHER REFINED. THE NUMBERS WILL BE ADJUSTED ACCORDINGLY.

**SPECIAL EXCEPTION SET**  
 1414 BRICKELL  
 MIAMI, FL, 33133

**SOUTH / EAST - ELEVATIONS**  
 0 50' 100' 150'  
 SCALE:

DATE: 12/05/2025  
**A-202**













**DISCLOSURE OF INTEREST"**

If a **LIMITED LIABILITY COMPANY** owns or leases the subject property, list principal stockholders and percent of stock owned by each. [Note: Where principal officers or stockholders consist of other corporation(s), trust(s), partnership(s) or similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

**LIMITED LIABILITY COMPANY NAME:** 1414 Brickell, LLC

<b><u>NAME AND ADDRESS</u></b>	<b><u>Percentage of Interest</u></b>
See Exhibit A	

If a **TRUST** or **ESTATE** owns or leases the subject property, list the trust beneficiaries and percent of interest held by each. [Note: Where beneficiaries are other than natural persons, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

**TRUST/ESTATE NAME:** \_\_\_\_\_

<b><u>NAME AND ADDRESS</u></b>	<b><u>Percentage of Interest</u></b>

If a **PARTNERSHIP** owns or leases the subject property, list the principals including general and limited partners. [Note: Where partner(s) consist of other partnership(s), corporation(s), trust(s) or similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interests].

**PARTNERSHIP OR LIMITED PARTNERSHIP NAME:** \_\_\_\_\_

<b><u>NAME AND ADDRESS</u></b>	<b><u>Percent of Ownership</u></b>

If there is a **CONTRACT FOR PURCHASE** by a Corporation, Trust or Partnership, list purchasers below, including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or similar entities, further disclosure shall be made to identify natural persons having ultimate ownership interests].

NAME OF PURCHASER: \_\_\_\_\_

<u>NAME, ADDRESS AND OFFICE (if applicable)</u>	<u>Percentage of Interest</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Date of contract: \_\_\_\_\_

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership or trust:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

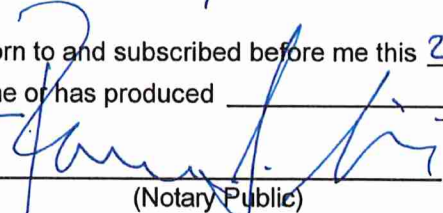
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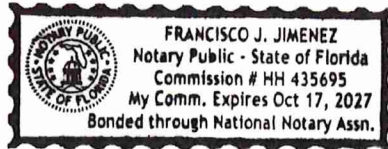
**NOTICE:** For changes of ownership or changes in purchase contracts after the date of the application, but prior to the date of final public hearing, a supplemental disclosure of interest is required.

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and belief.

Signature:  \_\_\_\_\_  
Walter Defortuna, as Manager on behalf of 1414 Brickell, LLC

Sworn to and subscribed before me this 25<sup>TH</sup> day of OCTOBER 2024. Affiant is personally known to me or has produced \_\_\_\_\_ as identification.

  
\_\_\_\_\_  
(Notary Public)



My commission expires 10/17/2027

\*Disclosure shall not be required of: 1) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or 2) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or 3) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership and where no one (1) person or entity holds more than a total of five per cent (5%) of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

**Exhibit A**

**1414 Brickell, LLC**

**Disclosure of Interests**

<b>Name of Member</b>	<b>Percentage Membership Interest</b>	<b>Ultimate Beneficial Owners</b>
VDM 2017 Irrevocable Trust	27.7517%	Grantor: Veronica Beatriz D'Amato. Co-Trustees: Matias Mosse and Walter Defortuna. Beneficiaries: Matias Mosse and his three descendants (minor children).
Walter P. Defortuna	25.8148%	Walter P. Defortuna
Abbey, Inc.	22.9967%	Bossi Family Trust Grantor: Maria Silvina Giosa. Trustee: Maria Silvina Giosa. Beneficiaries: Horacio Bossi, Jr., Silvina Bossi, and Mercedes Angela Bossi.
Edgar & Adriana Halac	8.8701%	Edgar & Adriana Halac
Monica G. Defortuna	6.7031%	Monica G Defortuna
Shetland Investments, Inc.	3.7239%	Jorge Luis Murina, Daniel Alberto Murina, and Nicolás Adriel Murina
Fernando Halac	1.3947%	Fernando Halac
MM 2014 Irrevocable Trust	2.7450%	Grantor: Matias Mosse. Co-Trustees: Matias Mosse and Walter Defortuna. Beneficiaries: Veronica Beatriz D'Amato and her three descendants (minor children).
<b>TOTAL</b>	<b>100%</b>	

**After recording, return to:**

Javier F. Aviñó, Esq.  
Bilzin Sumberg Baena Price & Axelrod LLP  
1450 Brickell Avenue, 23<sup>rd</sup> Floor  
Miami, FL 33131

Folio Numbers: 01-0209-090-1010; 01-0209-090-1020; 01-0209-090-1190

This space reserved for recording

**DECLARATION OF RESTRICTIONS**

**WHEREAS, 1414 BRICKELL, LLC**, a Florida limited liability company (the “Owner”), holds the fee simple title to that certain parcel of land in the City of Miami that is under the building and zoning jurisdiction of Miami-Dade County (the “County”), which is legally described in Exhibit “A” to this Declaration (the “Property”); and

**WHEREAS**, the Owner has filed an application with the County’s Department of Regulatory and Economic Resources under Public Hearing Application No. Z2025000030 (the “Application”), for the purpose of seeking a Special Exception in order to facilitate the future development of the Property as a mixed-use development containing up to 560 residential dwelling units; and

**WHEREAS**, because the Property is located within the Metromover Subzone of the Rapid Transit Zone, pursuant to Miami-Dade County Code Section 33C-15(D)(3), approval of such public hearing application may be conditioned on the provision of public benefits the Board of County Commissioners deems appropriate to address the impacts of the new development on rapid transit infrastructure and on other properties or public facilities or infrastructure surrounding the proposed development area; and

**WHEREAS**, in support of this evaluation, Applicant has proffered certain public benefits in connection with the Application; and

**WHEREAS**, the public benefits set forth herein address development impacts beyond minimum concurrency requirements pursuant to Chapter 33G, and the minimum subdivision requirements pursuant to Chapter 28, of the Miami-Dade County Code.

**NOW, THEREFORE, IN ORDER TO ASSURE** the County that the representations made by the Owner during its consideration of the Application will be abided by, the Owner freely, voluntarily, and without duress, hereby makes the following Declaration of Restrictions (the “Declaration”) covering and running with the Property:

1. **Transit Station Contribution:** Prior to issuance of a master building permit for development of the Property, Owner shall pay the County \$1,250,000 (One Million Two Fifty Thousand Dollars) or, if the master building permit is for the development of fewer than 560 residential dwelling units, an amount equal to \$2,232 (Two Thousand Two Hundred Thirty-Two Dollars) per residential dwelling unit to be developed (the “Transit Station Contribution”). The Transit Station Contribution shall be used in any manner the County deems appropriate for the maintenance, repairs, and improvements to the Financial District Metromover Station. The Transit Station Contribution shall be made in addition to any permitting and/or impact fees due to the County in relation to the Application or the development of the Property. In the event, however, that the Director determines in writing that any or all of the Transit Station Contribution would be duplicative of impact fees, the Owner may be entitled to an offset of the Transit Station Contribution commensurate to the value of the duplicative impact fees.

2. **Transit Station Redevelopment Plan:** Prior to issuance of a master building permit for development of the Property, Owner will coordinate with County transit staff to prepare a conceptual plan (including conceptual architectural drawings) for the Financial District Metromover Station. Owner commits to continued involvement throughout the process of design and implementation of enhancements to Financial District Metromover Station.
  
3. **Traffic Signal:** Prior to issuance of a temporary or permanent Certificate of Occupancy for the project developed in accordance with the Application, Owner shall pay for the installation of a traffic signal at the intersection of SE 14<sup>th</sup> Street and S. Miami Avenue, as required by the Traffic Engineering Division. The estimated cost of the traffic signal is \$600,000. To the extent allowable under Section 33E-10 of the Miami-Dade County Code, as may be amended, and as legally permissible, the Owner shall be entitled to a dollar-for-dollar credit against any multimodal mobility impact fees that the County assesses in connection with the development of the Property for the costs associated with the construction of the Traffic Signal. The Owner may allocate such credit to the development of the Property pursuant to Section 33E-14 of the Code. In no event shall the Owner be entitled to a credit in excess of the actual cost of constructing the Traffic Signal, and if the cost of the Traffic Signal exceeds the mobility impact fees owed, the Owner shall not be entitled to a refund for any such excess, but will be entitled to credit.

**Miscellaneous**

A. **County Inspection.** As further part of this Declaration, it is hereby understood and agreed that any official inspector of Miami-Dade County, or its agents duly authorized, may have the privilege at any time of entering and inspecting the use of the Property to determine whether

or not the requirements of the building and zoning regulations and the conditions herein agreed are being complied with.

B. **Covenant Running with the Land.** This Declaration on the part of the Owner shall constitute a covenant running with the land and shall be recorded, at Owner's expense, in the public records of the County and shall remain in full force and effect and be binding upon the undersigned Owner, and its heirs, successors, and assigns until such time as the same is modified or released. The restrictions contained within this Declaration, while in effect, shall be for the benefit of, and constitute limitations upon, all present and future owners of the Property, and for the benefit of Miami-Dade County and the public welfare. The Owner, its heirs, successors, and assigns, acknowledge that acceptance of this declaration does not in any way obligate or provide a limitation on the authority of the County.

C. **Term.** This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded, after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the, then, owner(s) of the Property has been recorded agreeing to change this Declaration in whole, or in part, provided that the Declaration has first been modified or released by the County. Notwithstanding the foregoing, this Declaration shall automatically terminate upon the Owner's satisfaction of the covenants described in Paragraphs 1 and 2 of this Declaration.

D. **Modification, Amendment, Release.** This Declaration may be modified, amended or released as to the Property, or any portion thereof, by a written instrument executed by the then- owner(s) of the property, including joinders of all mortgagees, if any, provided that the same is also approved by the Board of County Commissioners or Community Zoning Appeals

Board of Miami-Dade County, Florida, whichever by law has jurisdiction over such matters, or the Director as provided by the Miami-Dade County Code of Ordinances. Notwithstanding the foregoing, this Declaration shall automatically terminate upon the Owner's satisfaction of the covenants described in Paragraphs 1 and 2 of this Declaration.

E. **Enforcement.** Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants set forth in this Declaration. The prevailing party in any action or suit pertaining to or arising out of this Declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his/her/its attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

F. **Authorization for Miami-Dade County to Withhold Permits and Inspections.** In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County is hereby authorized to withhold, in connection with the particular parcel which is in default, any further permits, and refuse to make any inspections or grant any approvals with respect to the particular parcel which is in default, until such time as this Declaration is complied with.

G. **Election of Remedies.** All rights, remedies and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies, or privileges.

H. **Presumption of Compliance.** Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County, and inspections made and approval of occupancy given by the County, then such construction, inspection, and approval shall

create a rebuttable presumption that the buildings or structures thus constructed comply with the intent and spirit of this Declaration.

I. **Severability.** Invalidation of any one of these covenants, by judgment of Court, shall not affect any of the other provisions which shall remain in full force and effect. However, if any material provision is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated provision.

J. **Recording.** This Declaration shall be filed of record in the public records of Miami- Dade County, Florida, at the cost of the Owner following the approval of the Application. This Declaration shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the application, in its entirety, then this Declaration shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Department of Regulatory and Economic Resources or the executive officer of the successor of said department, or in the absence of such director or executive officer by her/his assistant in charge of the office in her/his absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.

K. **Acceptance of Declaration.** Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the County retains its full power and authority to deny each such application in whole or in part and to decline to accept any conveyance or dedication.

L. **Owner.** The term “Owner” shall include 1414 BRICKELL, LLC, and its heirs, successors, and assigns.

[Signature Pages Follow]

**IN WITNESS WHEREOF**, the undersigned has executed this Declaration of Restrictions  
as of this \_\_\_\_ day of \_\_\_\_\_, 2026.

**WITNESSES:**

**1414 BRICKELL, LLC,**  
a Florida limited liability company

\_\_\_\_\_  
Signature  
Printed Name: \_\_\_\_\_  
Address: \_\_\_\_\_

By: \_\_\_\_\_  
Name: Walter DeFortuna  
Title: Manager

\_\_\_\_\_  
Signature  
Printed Name: \_\_\_\_\_  
Address: \_\_\_\_\_

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me by means of  physical presence  
or  online notarization by \_\_\_\_\_, as \_\_\_\_\_ of 1414 BRICKELL,  
LLC, on behalf of said company. She/he  is personally known to me or  has produced  
\_\_\_\_\_ as identification.

Witness my signature and official seal this \_\_\_\_ day of \_\_\_\_\_, 2026, in the County and  
State aforesaid.

\_\_\_\_\_  
Signature  
Notary Public, State of \_\_\_\_\_

\_\_\_\_\_  
Print Name  
[SEAL]

My Commission Expires:

**EXHIBIT "A"**

**LEGAL DESCRIPTION:**

Lots 1, 2, 26, 27 and 28, Block 99 South, of AMENDED MAP OF BRICKELL'S ADDITION TO THE CITY OF MIAMI, according to the map or plat thereof, as recorded in Plat Book B, Page 113, of the Public Records of Miami-Dade County, Florida.

AND

Lot 3, Block 99 South, of MARY BRICKELL'S ADDITION TO MIAMI, according to the Plat thereof as recorded in Plat Book B, Page 113, of the Public Records of Miami-Dade County, Florida.

AND

A portion of a twenty (20) foot Alley lying between Lots 1, 2 and 3, and Lots 26, 27 and 28, Block 99 South, AMENDED MAP OF BRICKELL'S ADDITION TO THE CITY OF MIAMI, according to the plat thereof, as recorded in Plat Book B, Page 113, of the Public Records of Miami-Dade County, Florida, being more particularly described as follows:

Begin at the Northwest corner of said Lot 1, Block 99 South; thence S 15°00'33" W along the West line of said Lots 1, 2 and 3, also being the East line of said 20.00 foot alley for 149.98 feet to the Southwest corner of said Lot 3; thence N 75°22'27" W along the Westerly extension of the South line of said Lot 3 for 20.00 feet to the Southeast corner of said Lot 26; thence N 15°00'33" E along the East line of said Lots 26, 27 and 28, also being the West line of said 20.00 foot alley for 149.98 feet to the Northeast corner of said Lot 28; thence S 75°22'27" E along the South right of way line of S.E. 14th Street, also being the Easterly extension of the North line of said Lot 28 for 20.00 feet to the Point of Beginning.

# **EXHIBIT 'A'**





