



The Law Offices of Kent Harrison Robbins, P.A.

# Planning Board File No. 20-0416

## 1501 Collins Avenue

Presentation by Law Offices of Kent Harrison Robbins, P.A.  
on behalf of Albert Lepage, Owner of Unit No. 801, 802 and 909,  
1500 Ocean Drive, Miami Beach, Florida

May 25, 2021





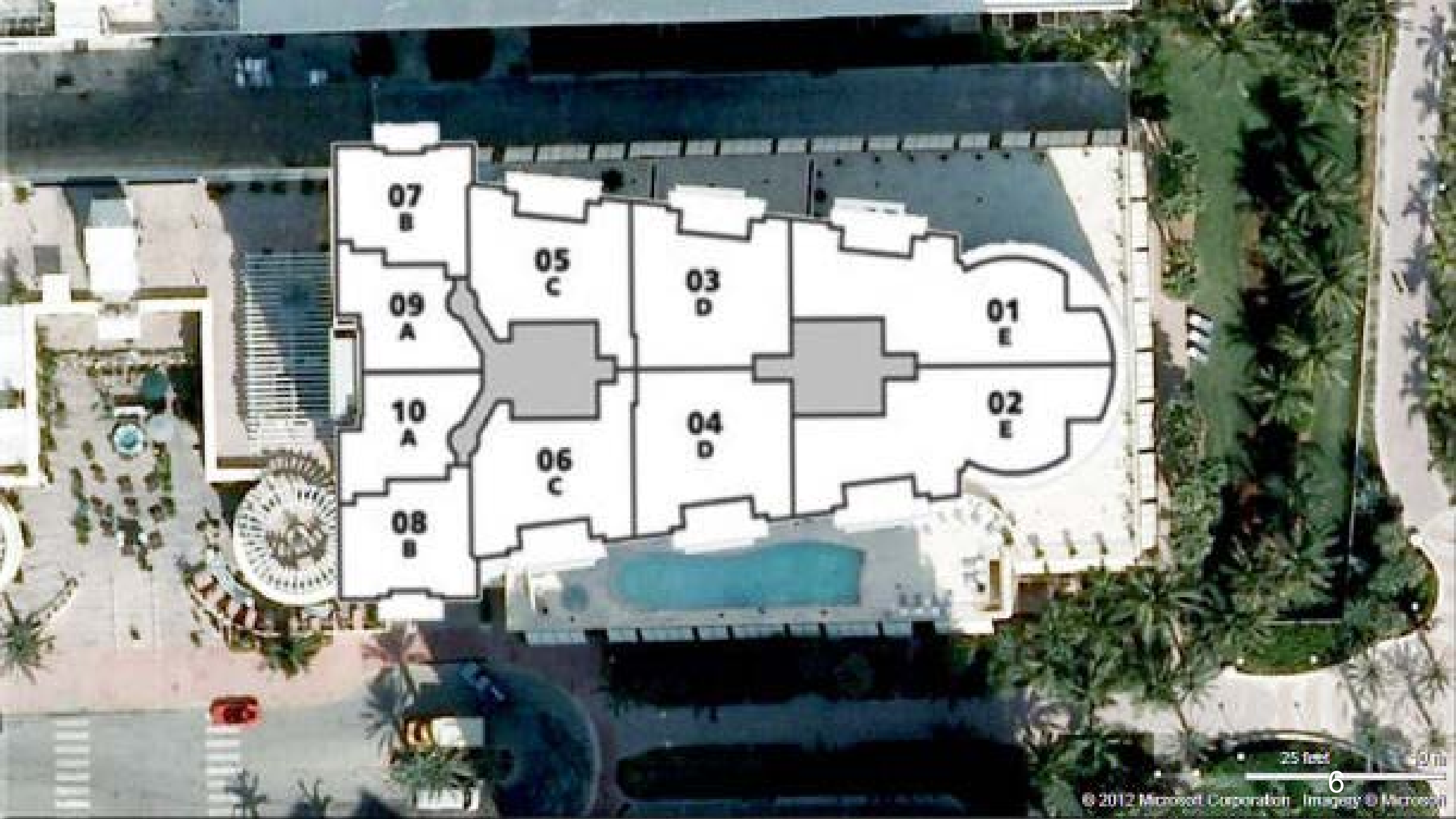








# 1500 OCEAN DRIVE FLOOR PLAN



07  
B

05  
C

03  
D

01  
E

09  
A

10  
A

04  
D

02  
E

06  
C

08  
B

25 feet

60 m

6

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# **RECOMMENDATION OF HISTORIC PRESERVATION BOARD**

## RECOMMENDATION OF THE HISTORIC PRESERVATION BOARD

The HPB has a concern that the overuse, or over intensive use of the site, could and would adversely affect the residential character of the immediate neighborhood and recommends that the Planning Board consider that and consider also the impact that would have on the historic residential neighborhood in the immediate area.



# **APPLICANT'S SUBMISSION DEFICIENCIES**

# **DOCUMENTS IN APPLICATION FILES FAIL TO COMPLY WITH NEIGHBORHOOD IMPACT ESTABLISHMENT GUIDELINES PURSUANT TO §142-1362, MIAMI BEACH CODE**

Section 142-1362, Miami Beach Code, provides the supplemental review guidelines criteria the Planning Board shall apply when reviewing an application for a neighborhood impact establishment:

- (3) Failed to provide an indoor/outdoor crowd control plan to addresses people queuing to enter each restaurant.
- (5) Failed to provide traffic circulation analysis that details the impact of traffic on the immediate neighborhood and plan to mitigate.
- (6) Failed to provide a noise attenuation plan which addresses how noise will be controlled to meet the requirements of the noise ordinance during special events.
- (9) Failed to show cumulative effect of proposed establishment and adjacent pre-existing uses (along Collins Avenue and Ocean Drive).



## **DOCUMENTS IN APPLICATION FILES FAIL TO INCLUDE ITEMS REQUIRED PURSUANT TO THE APPLICATION CHECKLIST**

The application checklist for the project lists the following required items that were either not provided or deficient:

- (40) Failed to provide comments from Transportation Department.
- (40) Failed to provide comments from peer review.
- (42)(a) Failed to provide street widths.
- (42)(j) Failed to provide preliminary on-street loading plan

## POTENTIAL DEFICIENCIES AND OMISSIONS: STAFF REPORT

### **Recommendation of the Historic Preservation Board:**

The HPB has a concern that the overuse, or over intensive use of the site, could and would adversely affect the residential character of the immediate neighborhood and recommends that the Planning Board consider that and consider also the impact that would have on the historic residential neighborhood in the immediate area.

### **Compliance with Use Review Guidelines:**

4. The proposed establishment may affect the general welfare of nearby residents.
5. The parking requirements and amounts being provided for the Ocean Steps requires clarification.
7. The adverse impacts are not expected from the geographical concentration of users, if the impacts are properly calculated.

## POTENTIAL DEFICIENCIES AND OMISSIONS: STAFF REPORT

### Compliance with Neighborhood Impact Establishment Review Guidelines:

2. Parking for commercial portion of the Ocean Steps is not fully addressed.
3. Crowd control plan not included with application.
7. Sound study and noise attenuation plan not provided.
8. Staff Report fails to identify three residential properties in the immediate neighborhood.
9. No analysis of cumulative effect of Neighborhood Impact Establishments and Conditional Use Permits and restaurants in neighborhood.

# FOOD AND ALCOHOL SEATING AND OCCUPANCY



# SEATING / OCCUPANT LOAD

## FOUR PUBLIC RESTAURANTS

| Restaurant   | Maximum<br>Number of<br>Interior<br>Seats | Maximum<br>Number of<br>Outdoor Seats | Occupancy<br>Load |
|--|---|---------------------------------------|-------------------|
| Bancroft Lobby<br>Restaurant<br>(Concept to be<br>Determined -<br>Former Quality<br>Meats Space) | 194                                       | 97                                    | 448*              |
| Ocean Steps<br>Central (High End<br>Mexican Concept /<br>Former Tequila<br>Chica's)              | 100                                       | 88                                    | 292*              |
| Coffee Bar (West<br>Round Tower)   | 47  | 30                                    | 163*              |
| Sushi Bar (East<br>Round Tower)  | 54  | 32                                    | 145*              |

\*Or such lesser number as the Fire Marshal may determine.

# SEATING / OCCUPANT LOAD

## THREE LIMITED ACCESS FOOD AND ALCOHOL BEVERAGE “AMENITIES” FOR OFFICES

| Facility  | Maximum<br>Number of<br>Interior<br>Seats | Maximum<br>Number of<br>Outdoor Seats | Occupancy Load |
|---|---|---------------------------------------|----------------|
| Second Floor<br>Terrace (West<br>Round Tower)                   | 0   | 6                                     | 13*            |
| Third Floor Lounge<br>and Rooftop                               | 80  | 161                                   | 488*           |
| Interior Fourth Floor<br>Dining and Bar (No<br>Exterior Access) | 40  | 0                                     | 80*            |
| Bancroft Roof   | 11  | 139                                   | 284*           |

\*Or such lesser number as the Fire Marshal may determine.

|   | <u>Occupancy</u> | <u>Indoor Seating</u> | <u>Outdoor Seating</u> | <u>Total Seats</u> |
|---|------------------|-----------------------|------------------------|--------------------|
| Four Public Restaurants:  | 1048             | 395                   | 247                    | 642                |
| Three Limited Access Food and Alcohol Beverage “Amenities” for Offices: | <u>865</u>       | <u>131</u>            | <u>306</u>             | <u>437</u>         |
| <b>TOTAL:</b>   | <b>1913</b>      | <b>526</b>            | <b>553</b>             | <b>1079</b>        |

# **APPLICANT'S LOADING CALCULATIONS**

## **6 LOADING SPACES**



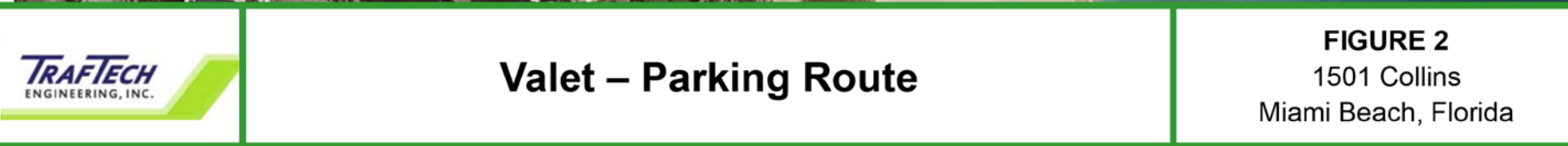
# LOADING CALCULATIONS

| Venue                             | Area      | Requirement   | Provided         |
|-----------------------------------|-----------|---|------------------|
| <b>Food &amp; Beverage Venues</b> |           | Over 20,000 but not over 40,000: <b>4 loading spaces</b>  | 4 loading spaces |
| Venue 1                           | 12,496 SF |   |                  |
| Venue 2                           | 5,387 SF  |   |                  |
| Coffee Bar                        | 2,690 SF  |   |                  |
| Sushi Bar                         | 2,453 SF  |   |                  |
| Rooftop Office Lounge             | 11,591 SF |   |                  |
| <b>Office Venues</b>              |           | Over 10,000 but not over 100,000: <b>2 loading spaces</b> | 2 loading spaces |
| Bancroft Executive Office Suites  |           |   |                  |
|                                   | 29,514 SF |   |                  |
| Office Tenant #1                  | 1,736 SF  |   |                  |
| Office Tenant #2                  | 2,014 SF  |   |                  |
| Office Tenant #3                  | 1,758 SF  |   |                  |

# **VALET PARKING CIRCULATION RETURN ROUTE**

**6 SQUARE BLOCKS**

**7 TRAFFIC CONTROLLED  
INTERSECTIONS**



## Valet – Parking Route

# **TRAFFIC ANALYSIS BY RALPH ARONBERG TRAFFIC ENGINEER**



ARONBERG AND ASSOCIATES

Consulting Engineers, Inc.  
13762 W. State Road 84, Suite 424  
Ft. Lauderdale, FL 33325  
(954) 236-6605

May 20, 2021

Kent Harrison Robbins, Esquire  
Law offices of Kent Harrison Robbins, P.A.  
242 Northeast 27th Street  
Miami, Florida 33137

**RE: 1501 Collins Ave.-Traffic review, AAA#2603**

Dear Mr. Robbins:

I am preparing this report based upon the information reviewed and my work performed on this matter to date.

**Background, Qualifications and Methodology:**

My Curriculum Vitae outlining my qualifications is attached. In preparing my opinions in this case, I followed reliable traffic engineering methodology that included the following:

- (1) Review of site plans and of the May 14, 2021 Traffic Study prepared by TrafTech Engineering, Inc.
- (2) Inspection of the site and surrounding area.

**Data Considered:**

- ◆ The information contained on page A0.01 of the plans with data with regard to square footage and seating.
- ◆ The 35 page aforementioned traffic Study.
- ◆ My observation of vehicles using the most north side of the property, as an area of angle parking.
- ◆ The May 25, 2021 Planning Board Staff Report and Recommendations, including the attached 13 page Draft Conditional Use Permit.

**Analysis and opinions:**

There are three main areas that my review has encompassed, (1) the traffic generation contained in the traffic study, (2) the valet parking queueing analysis contained in the traffic study and the staff's recommendation in regard to other valet parking, and (3) loading area geometrics shown in the traffic study.

I will address the traffic generation first, because of major discrepancies between the square footage of property uses as shown and documented in the plans, as compared to that square footage that was used by TrafTech. As can be seen in Table 1 of their report on page 3, TrafTech based their trip generation on 35,022 Square feet of office use and 16,601 square feet of Restaurant use. However, the Loading Calculations on page A0.01 of the site plans show 35,022 square feet of Office Venues use and 34,617 square feet of Food & Beverage Venues use. It appears that TrafTech is incorrectly not using the restaurant exterior seating square footage in their analysis and in addition has overlooked some of the restaurant uses within the plans.

So, the trip generation has been under estimated by approximately fifty percent. In addition, as can be seen in the aforementioned Table 1, TrafTech is showing the great majority of inbound trips during the p.m. peak are from the Restaurant as opposed to the office use, and that is correct. However, TrafTech has not even projected the Saturday Restaurant use trip generation, which would be expected to exceed the weekday peak hours that they have analyzed.

In regard to the queueing analysis, TrafTech is showing that there is just enough room within the garage to accommodate the traffic que within the garage based on the trip analysis that they performed. As explained above the actual number of vehicles that should be expected on weekdays will far exceed the que storage area within the garage, and on Saturdays, it should be expected to have even more cars. I would also like to point out that in the queueing analysis they performed, TrafTech used a parking and unparking time of 30 seconds which seems ambitious and not likely considering that the parking garage is using stacked (tandem) parking (i.e., the earlier parked vehicles are then blocked in by later parked vehicles. So that more than one vehicle needs to be moved to retrieve many of the vehicles).

In regard to the staff's suggestion of valet parking on 15 street, that is even more problematic for a variety of reasons as I will explain. Every car that valets on 15 street would still require the valet driver to use the same ramp to the parking garage as the general public drivers' so that the vehicles would still back out onto Collins Ave. An even more disadvantageous condition is that when retrieving cars for 15 Street valet patrons, the valet driver himself is now creating one additional outbound and inbound trip to the property and thus to the roadway system, so that there would now be even more trip generation. The worst of it is that after retrieving a vehicle from the garage the valet driver has to go around the block until he is headed south on Washington Avenue, with the need to make a left turn to get back to Collins Avenue. However, Washington Avenue has only one Southbound lane that must serve through traffic as well as left turning traffic. So every vehicle that makes a left turn will have to wait until there is a sufficient gap in Northbound traffic to do so, and will halt the Southbound traffic until that left turn can be accomplished. This would create a traffic nightmare.

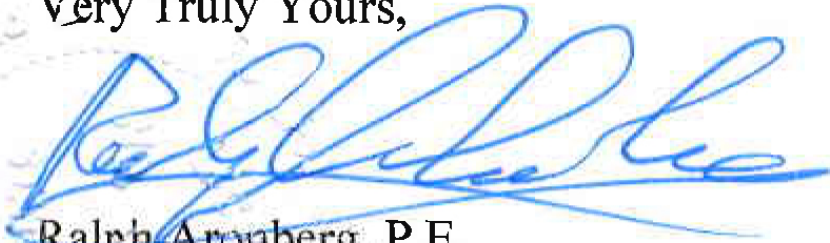
In regard to the loading geometrics, I observed that the very north side of the property is currently being used for angle parking. This angle parking will have to be eliminated completely to accommodate the maneuvering area of loading vehicles as well as trash trucks. The report assumes that the trucks using the loading space will not exceed 22'-6' x 7'-8' as specified on Attachment E, A2.00B Loading Truck Operation Plan.



## Conclusion:

The proposed parking arrangement will be a failure if the project is constructed as currently planned and can be expected to have a very negative impact on Collins Avenue traffic. If a valet station is permitted on 15 Street, the problems will be exacerbated with an additional very negative impact on Washington Avenue.

Very Truly Yours,



Ralph Aronberg, P.E.

President

5/20/21

Attachment

# TRASH AND LOADING OPERATION

FROM ATTACHMENT E TO MAY 14, 2021 TRAFTECH REPORT

ROYAL PALM HOTEL LOADING AREA



7500 NE 4th Court  
Studio 102  
Miami, FL 33138

2026

PROJECT NUMBER

DESIGNER

allen  
saunders  
design

PROJECT:

BANCROFT  
EXECUTIVE  
OFFICE SUITES

1501 COLLINS AVE  
MIAMI BEACH, FL 33139

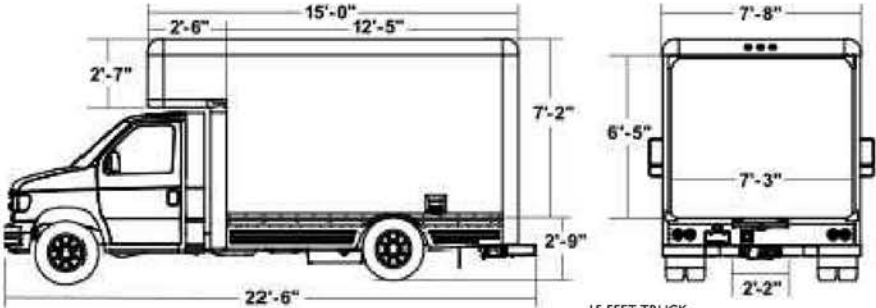
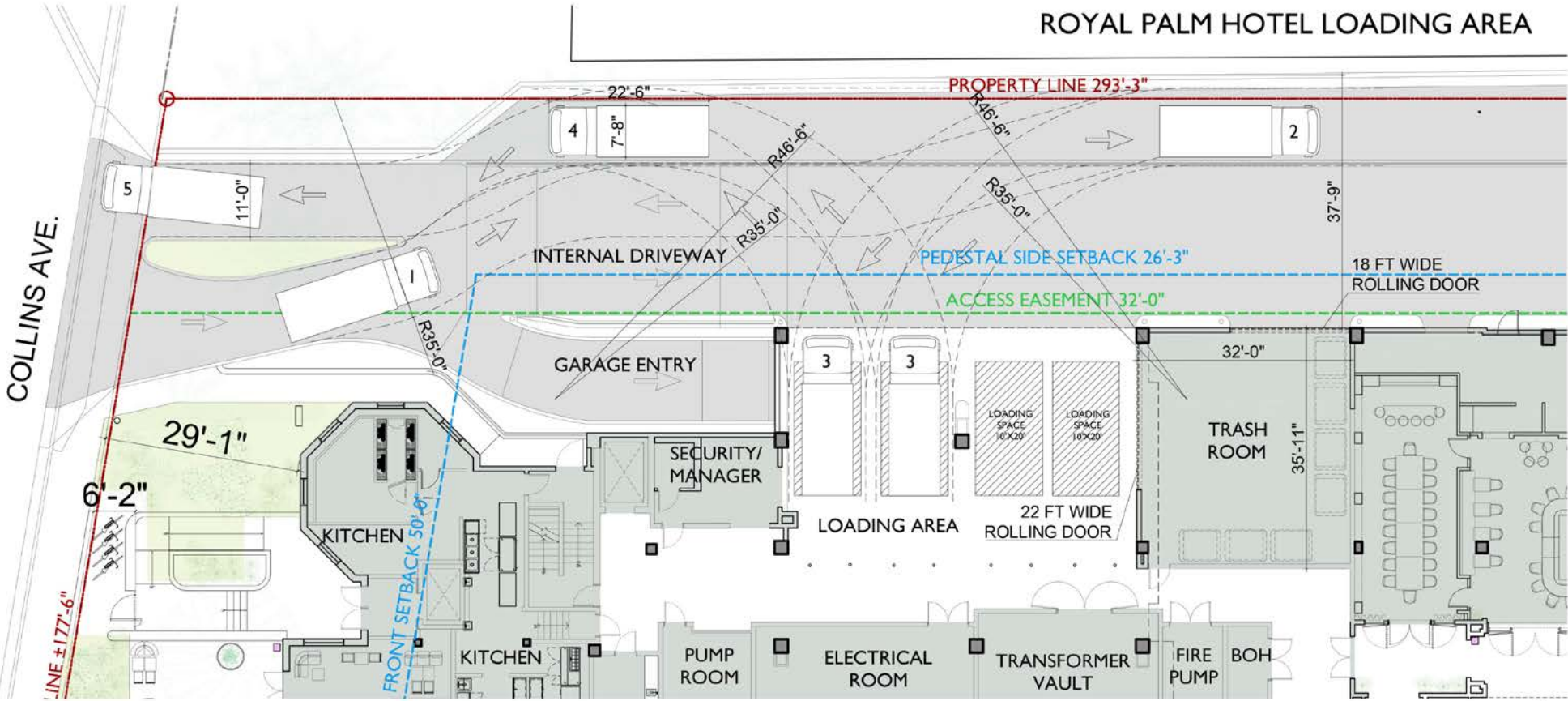
DRAWING:

LOADING  
TRUCK  
OPERATION  
PLAN

SITE PLAN 1/16"=1'-0"



COLLINS AVE.



- 15 FEET TRUCK
- DIMENSIONS 15' X 7'8" X 7'2"
  - DECK HEIGHT: 2'9" LENGTH: 12'5"
  - DOOR OPENING: 7'3" X 6'5" (WXH)
  - LOADING RAMP WIDTH: 2'2"

JENNIFER MCKINNEY, FLORIDA LICENSED ARCHITECT

ALL DIMENSIONS ARE APPROXIMATE. DIMENSIONS ARE GIVEN FOR INFORMATION ONLY. DIMENSIONS ARE NOT TO BE USED FOR CONSTRUCTION. DIMENSIONS ARE NOT TO BE USED FOR CONSTRUCTION. DIMENSIONS ARE NOT TO BE USED FOR CONSTRUCTION.

SCALE: 1/16"=1'-0"

CHECK: J.M.G.

DATE: 3/8/2021

SHEET NUMBER

A2.00B

# EXISTING STREET VIEW

IMAGES TAKEN ON MAY 21, 2021















IMAGE FROM APPLICANT'S APRIL 27, 2021  
PRESENTATION FOR PLANNING BOARD FILE # 20-0416

