



Historic Preservation Board File No. 22-0524

1901 Collins Avenue Shore Club Petition for Rehearing

Presentation by Law Offices of Kent Harrison Robbins, P.A.
on behalf of the Setai 1808, LLC, Setai 2204, LLC, Setai Unit 2304
LLC, and Dr. Stephen Soloway.

September 13, 2022

20th STREET LOADING

A TOTAL OF THREE (3) LOADING
SPACES ARE REQUIRED

PURSUANT TO MIAMI BEACH
CODE §130-101

CALCULATION OF REQUIRED OFF-STREET LOADING SPACES FOR THE NEW TOWER

The number of required off-street loading spaces for the new “Residential Tower” building pursuant to the Code are:

- Two (2) loading spaces are required for 75 residential units.
§130-101, (1)a, MBC.
- One (1) space is required for 2,959 square feet of restaurant.
§130-101, (3)b, MBC.

A total of three (3) loadings spaces are required. §130-101, MBC.

MIAMI BEACH CODE

§130-103

DEFINES LOADING SPACE
REQUIREMENTS FOR PICKUP
AND DELIVERY

Sec. 130-103 – Design standards.

Off-street loading design standards shall be as follows:

- (1) *Size and location.* For the purpose of these regulations a loading space is a space within the main building or on the same lot, logically and conveniently located for bulk pick-ups and deliveries, **scaled to delivery vehicles expected to be used** but not less than ten feet by 20 feet, and accessible to such vehicles when required off-street parking spaces are filled.

SHORE CLUB'S TRAFFIC ASSESSMENT REPORT

MANEUVERABILITY ANALYSIS

The maneuverability analysis was prepared for the access to the parking garage, porte-cochere drop-off area along Collins Avenue, porte-cochere drop-off area along 20th Street, and the loading area. The analysis was performed using Transoft's *AutoTurn 10* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2018. The analysis was prepared using passenger car (P) design vehicles for the parking garage and porte-cochere areas. SU-40 design vehicles will be used for deliveries and loading activities. The following summarizes the results of this analysis.

SU-40

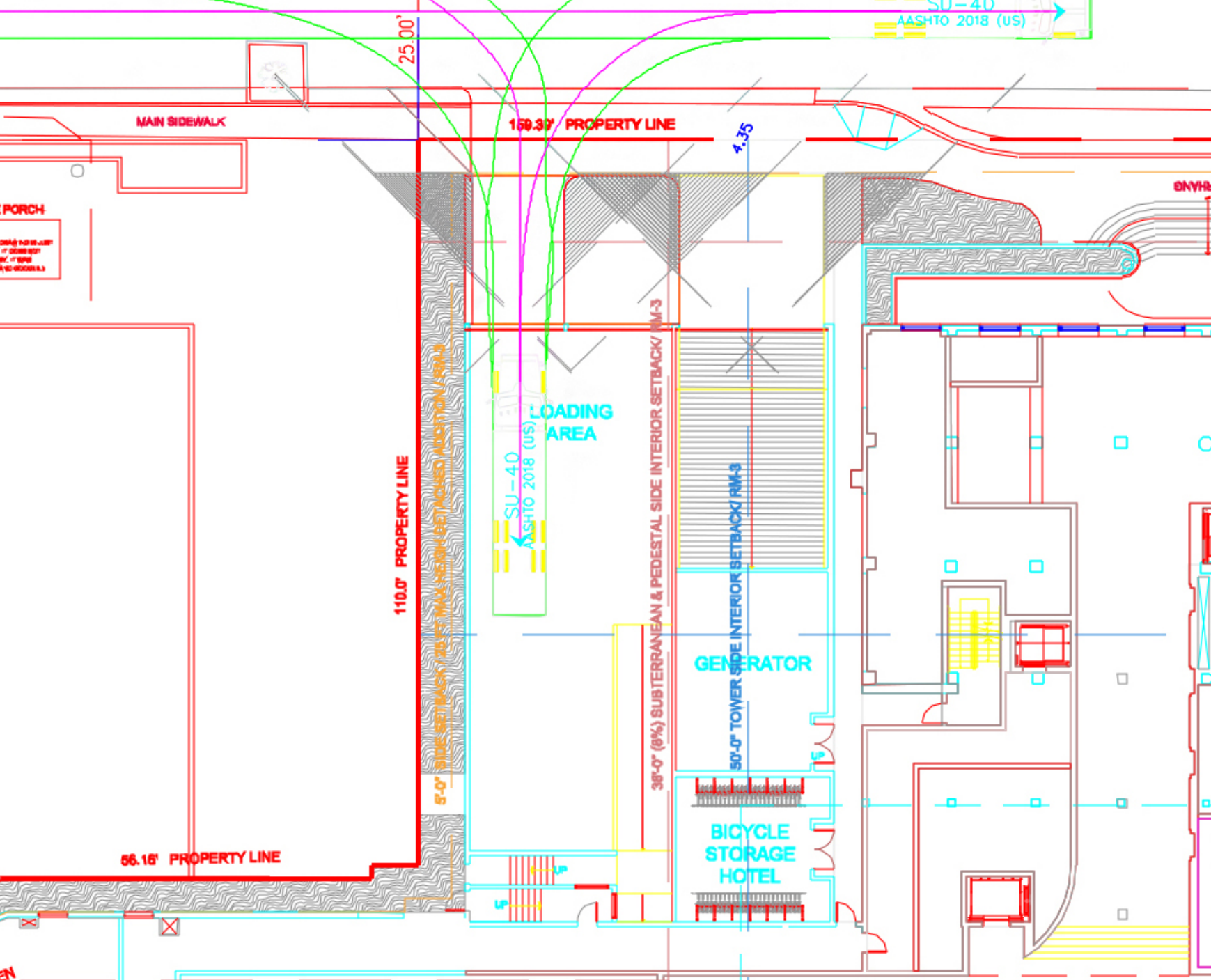
DESIGN VEHICLES

LENGTH: 39.5 FEET

WIDTH: 8 FEET

20th STREET
SINGLE LOADING AREA
MANEUVERABILITY STUDY
BASED ON SU-40 TRUCK

(Kimley Horn's April 14, 2022 Shore Club Traffic Assessment)



SINGLE LOADING SPACE
EGRESS

MANEUVERABILITY STUDY

STAFF REPORT

1.I. The approved Architectural Plans meet the off-street loading space numerical requirements of the Land Development Regulations.

The Parking Department is not required to provide a detailed plan delineating on-street loading since all required loading is located within the private property.

The HPB did not waive the deficiency in the off-street loading space requirement because there is no deficiency.

Petitioners assert that a rehearing is warranted because the HPB overlooked or failed to consider that the approved Architectural Plans do not meet the off-street loading space numerical requirements of the Zoning Code. However, a close examination of the plans presented to the Board on May 10, 2022 would reveal that the area labeled “Loading Area” on sheet A2.31 is sufficiently sized to accommodate all required loading. More specifically, the “Loading Area” is generally thirty (30) feet wide by seventy-five (75) feet deep whereas, the minimum required loading space dimensions are ten (10) feet by twenty (20) feet. The transcript of the HPB proceedings, including testimony by the Applicant’s traffic engineer and Petitioners, clearly demonstrates that the HPB was properly informed of the proposed loading operations and Petitioners’ concerns relative to this aspect of the project.

Petitioners assert that a rehearing is warranted because the HPB overlooked or failed to consider that the Parking Department did not provide any plan delineating on-street loading. As noted above, the “Loading Area” on sheet A2.31 and presented to the HPB on May 10, 2022 is sufficiently sized to accommodate all required loading. Therefore, the Applicant is not required to request a loading space waiver and a plan delineating on-street loading is not required.

MIAMI BEACH CODE

§130-101(d)

BOARD DID NOT WAIVE
OFF-STREET LOADING SPACES
REQUIREMENT

Sec. 130-101 – Space Requirements.

- D. For properties located within a locally designated historic district, or historic site, the historic preservation board may waive the requirements for off-street loading spaces for properties containing a contributing structure provided that a detailed plan delineating on-street loading is approved by the parking department.

NO PLAN APPROVED BY THE
PARKING DEPARTMENT WAS
PRESENTED

THE BOARD DID NOT WAIVE THE
REQUIRED OFF-STREET LOADING
SPACES

SHORE CLUB'S TRAFFIC
ASSESSMENT RELIED UPON
INCORRECT RESTAURANT
SEATING DATA

CROMWELL BUILDING

QUALITY
RESTAURANT

BAR

Indoor Dining:	135 Seats	
Outdoor Dining:	112 Seats	
Bar:		57 Seats

NEW RESIDENTIAL TOWER

Indoor Dining:	197 Seats	
Outdoor Lounge:		74 Seats
Total Seating:	444 Seats	131 Seats

TRAFFIC ASSESSMENT REPORT

QUALITY RESTAURANTS

304 SEATS