



1901 Collins Avenue, Miami Beach, Florida 33139

VIA CSS

July 28, 2024

Michael Belush, Planning and Design Officer
City of Miami Beach
1700 Convention Center Drive, 2nd Floor
Miami Beach, Florida 33139

RE: **PB24-0679** – Conditional Use Permit for Mechanical Parking to Serve the Property
Located at 1901 Collins Avenue, Miami Beach, Florida

Dear Mr. Belush:

The undersigned represent Shore Club Land Trust c/o the Witkoff Group LLC, the owner of the property located at 1901 Collins Avenue (the "Applicant") with regard to the above-referenced property (the "Property") within the City of Miami Beach (the "City"). This letter serves as the required letter of intent for an application for a conditional use permit pursuant to Section 5.2.11(b)(3) of the Resiliency Code to allow use of a mechanical parking system for seven (7) spaces that satisfy a portion of the parking requirement generated by the Applicant's project.

Property Description. The Property is an oceanfront parcel located east of Collins Avenue and south of 20th Street in the Collins Park neighborhood of the City identified by Miami-Dade County Folio No. 02-3226-001-0020. The Property is within the nationally registered Miami Beach Architectural District ("Architectural District") as well as the Ocean Drive/Collins Avenue Local Historic District. The Property is approximately 2.88 acres (125,452 square feet) in size and improved with three hotel buildings designated as "Contributing" to the Ocean Drive/Collins Avenue Local Historic District. The existing structures on the Property have been vacant since 2020. The Property is currently under construction involving demolition of an existing "Non-Contributing" building at the Property, as well site preparation work for implementation of a previously approved renovation project.

Approved Project. On May 10, 2022, the City's Historic Preservation Board ("HPB") approved of a Certificate of Appropriateness for demolition and design that included a new residential tower on the Property, as well as rehabilitation and renovation of the existing contributing buildings located on the Property (the "Approved Project"). The Approved Project contained a maximum of 80 residential units and 110 hotel units, a

significant reduction in hotel intensity from the previous operator. Notably, the portions of the approved project located within existing contributing buildings are exempt from parking requirements in accordance with Section 5.2.2. of the Resiliency Code. With respect to proposed new construction, the Approved Project previously proposed to satisfy the majority of its parking requirement generated by the new construction utilizing a subterranean parking level accessed from 20 Street.

Reduced Project Intensity. The Approved Project permits development of up to 80 residential units and 110 hotel units. The current version of the project contains only 49 residential units and 76 hotel units. The Applicant intends to develop the project with 49 residential units and 76 hotel units but reserves the right to increase the unit counts up to the maximums provided in the Approved Project.

Proposed Project and Mechanical Parking System. Due to previously unforeseen risks to the Contributing historic structures at the Property posed by development of an expansive subterranean parking level, the Applicant has revised the Approved Project to substantially reduce the size of the subterranean basement level. The Applicant intends to provide 100 parking spaces located at the 237 20 Street/2000 Collins Avenue to satisfy a portion of the parking requirement for the project in accordance with Section 5.2.8 of the Resiliency Code, as well as participate in the Fee in Lieu of Parking Program provided in Section 5.4.1 of the Resiliency Code.¹ Within the remaining subterranean level, the Applicant proposes a total of twelve (12) parking spaces, of which seven (7) will be controlled by a mechanical “puzzle” parking system, four (4) will be tandem spaces, and one (1) American Disability Act (“ADA”) compliant parking space.

Analysis. The proposed mechanical parking system complies with Section 5.2.11(b)(3)(A)(1)-(2) of the Resiliency Code as follows:

Section 5.2.11(b)(3)(A)(1) requires:

One set of schematic plans sufficient to show the proposed development project with accessory and main use off-street parking requirements satisfied by traditional, nonmechanical means, meeting all aspects of the design standards for parking spaces required in article III of chapter 5, and other provisions of these land development regulations, and requiring no variances from these provisions; and

¹ The Applicant may satisfy parking requirements through provision of off-site parking, on-site parking, or participation in the fee in lieu of parking program, or any combination of the above.

The Alternative Parking Plan included within the submitted project plans demonstrate compliance with the project's parking requirements using below grade parking. Specifically, the Alternative Parking Plan provide 75 parking spaces that partially satisfy the project's parking requirement in accordance with the required design standards and no variances.

Section 5.2.11(b)(3)(A)(2) requires:

A second set of schematic plans, sufficient to show the same proposed development project, utilizing mechanical parking devices, robotic parking systems and/or vehicle elevators to satisfy accessory and main use off-street parking requirements.

Notably, when the Alternative Parking Plan contains below grade parking spaces, at least 50% of the number of below grade parking spaces shown in the first set of plans must be located below grade in the second set of plans utilizing mechanical parking. The proposed plans partially satisfy the project's parking requirement utilizing the proposed mechanical "puzzle" parking system within a subterranean level. Accordingly, the proposed mechanical system complies with the threshold requirements of the Resiliency Code for permitting mechanical/robotic parking.

Satisfaction of Criteria. This application satisfies the applicable review criteria for mechanical parking devices as follows:

1. Whether the scale of the proposed structure is compatible with the existing urban character of the surrounding neighborhood;

The Approved Project received a Certificate of Appropriateness from the HPB, which demonstrates the project's compatibility with the urban character of the surrounding neighborhood. The Collins Park neighborhood consists of hotel and residential buildings similar to the buildings proposed by the Approved Project. The Approved Project involves significant rehabilitation of historic structures, introduction of residential uses, and a reduced number of hotel units to ensure continued compatibility within the surrounding neighborhood.

2. Whether the proposed use of mechanical parking results in an improvement of design characteristics and compatibility with the surrounding neighborhood and has demonstrated how the scale, mass, volume, and height of the building are reduced by the use of mechanical parking;

The use of mechanical parking reduces the extent of required subterranean excavation, which makes the project more resilient and safer for preservation of the existing Contributing buildings located at the Property. The scale, mass, volume, and height of the proposed new residential tower are not increased by the use of mechanical parking.

3. Whether the proposed use of mechanical parking does not result in an increase in density or intensity over what could be constructed with conventional parking;

The density and intensity of the Approved Project is not increased by the use of mechanical parking.

4. Whether parking lifts or mechanisms are located inside, within a fully enclosed building, and not visible from exterior view;

The proposed mechanical parking system is located entirely within an enclosed subterranean level of a building and not visible from the exterior.

5. In cases where mechanical parking lifts are used for self-parking in multifamily residential buildings, whether approval is conditioned upon the proper restrictive covenant being provided limiting the use of each lift to the same unit owner;

If self-parking is proposed the Applicant will provide the required covenant.

6. In cases where mechanical parking lifts are used for valet parking, whether approval is conditioned upon the proper restrictive covenant being provided stipulating that a valet service or operator must be provided for such parking for so long as the use continues;

The Applicant will provide the required covenant prior to building permit.

7. Whether a traffic study has been provided that details the ingress, egress, and circulation within the mechanical parking facility, and the technical and staffing requirements necessary to ensure that the proposed mechanical

parking system does not cause excessive stacking, waiting, or backups onto the public right-of-way;

A traffic study has been submitted with this application demonstrating that the use of the proposed mechanical system will not cause excessive stacking, waiting, or backups onto the public right-of-way.

8. Whether a proposed operations plan, including hours of operation, number of employees, maintenance requirements, noise specifications, and emergency procedures, has been provided;

The Applicant has submitted a proposed operations plan addressing hours of operations, number of valet attendants, maintenance requirements, noise specifications, and emergency procedures.

9. In cases where the proposed facility includes accessory uses in addition to the parking garage, whether the accessory uses are in proportion to the facility as a whole, and delivery of merchandise and removal of refuse, and any additional impacts upon the surrounding neighborhood created by the scale and intensity of the proposed accessory uses, are adequately addressed;

The proposed mechanical parking system will not impact loading or removal of refuse, and will not negatively impact the surrounding neighborhood.

10. Whether the proximity of the proposed facility to similar size structures and to residential uses creates adverse impacts and how such impacts are mitigated; and

The proposed automatic system does not create adverse impacts to adjacent residential uses.

11. Whether a cumulative effect from the proposed facility with adjacent and nearby structures arises, and how such cumulative effect will be addressed;

There is no cumulative effect with respect to the proposed automatic parking system.

In addition, the Applicant shall ensure that the following conditions are satisfied:

- 1. The noise or vibration from the operation of mechanical parking lifts, car elevators, or robotic parking systems shall not be plainly audible to or felt by any individual standing outside an apartment or hotel unit at any adjacent or nearby property. In addition, noise and vibration barriers shall be utilized to ensure that surrounding walls decrease sound and vibration emissions outside of the parking garage;**

The proposed mechanical parking system is fully enclosed within a below grade structure that will insulate sound and prevent noise from being perceived beyond the property line. The manufacturer has provided a sound study for a similar mechanical system with identical mechanical components that demonstrates the mechanical parking system cannot be perceived outside of a typical parking garage. See Exhibit A, Sound Report.

- 2. For mechanical lifts, the parking lift platform must be fully load-bearing, and must be sealed and of a sufficient width and length to prevent dripping liquids or debris onto the vehicle below;**

The proposed mechanical lifts are fully load bearing and sealed to prevent dripping of liquids or debris on vehicles below.

- 3. All freestanding mechanical parking lifts must be designed so that power is required to lift the car, but that no power is required to lower the car, in order to ensure that the lift can be lowered and the top vehicle can be accessed in the event of a power outage; robotic garages and vehicle elevators must have backup generators sufficient to power the system;**

The proposed mechanical lift system will be tied into the emergency backup generator for the project.

- 4. All mechanical lifts must be designed to prevent lowering of the lift when a vehicle is parked below the lift;**

The proposed mechanical lift system is a "puzzle" system where one space is kept open and vehicles can only be lowered when located above the open space. The

system contains a safety lock mechanism that prevents any car from being lowered unless there is an open space below.

5. The ceiling heights of any parking level with parking lifts within the parking garage shall be a minimum of 11 feet by six inches;

6.

The ceiling height of the proposed subterranean parking level in the area where the system is proposed to be installed is 17'-4".

7. All mechanical parking systems, including lifts, elevators and robotic systems, must be inspected and certified as safe and in good working order by a licensed engineer or the elevator authority having jurisdiction at least once per year and the findings of the inspection shall be summarized in a report signed by the same licensed engineer or firm, or the elevator authority having jurisdiction. Such report shall be furnished to the planning director and the building official; and

The Applicant will furnish the required report annually following installation of the system.

8. All parking lifts shall be maintained and kept in good working order.

The Applicant will ensure that the proposed mechanical system is maintained and kept in good working order.

Conclusion. The proposed mechanical parking system will allow the Applicant to efficiently utilize the existing basement area within the Property for parking for the new residential units being developed as part of the Approved Project. We look forward to your favorable review and recommendation. If there are any questions or concerns regarding this application, please contact the undersigned.

Sincerely,



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Kinsella • Marsh Group, Incorporated
Consultants in Acoustics & Communications Technologies

March 20, 2012

Mr. Osawaldo Betancourt
TRG Block 51/ Alaska III
315 South Biscayne Blvd.
Miami, Florida 33131

Re: Mechanical Auto Stack Sound Survey Report
Klaus Autostack System

Dear Mr. Betancourt:

Kinsella-Marsh Group, Inc. has conducted a Sound Study of the Klaus Mechanical Auto Stack System G61 at 2915 Biscayne Blvd, Miami on 4-18-12. Sound Pressure Level measurements were conducted using a Larson Davis Laboratories Model 824 Type 1 Precision Sound Level Meter and Real Time Analyzer, Serial No. 2796 and calibrated with a Larson Davis Laboratories Model Cal200 Precision Acoustic Calibrator Serial No. 4924 with current laboratory calibration. A-Weighted Equivalent Sound Levels (LeqA) were measured at 3 feet from the lift as follows:

Background (Daytime Ambient)	54 dBA
Auto Lift Max Up and Down	56 dBA

The auto stack lift was inaudible at the open garage entrance and exit.

Conclusion

In conclusion, it is our professional opinion that any sounds associated with the parking garage lifts will have no adverse noise impact on adjacent properties and will comply with the City of Miami Beach Code.

Respectfully Submitted,

Gary T. Kinsella
Principal Consultant

Attachments

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ACOUSTICAL TERMS

The following acoustical terms are used in this report. They are defined here for your information.

dB (decibel):

The basic unit of sound level. The decibel denotes a ratio of the intensity of one sound and the lower intensity of a reference sound. On the decibel scale, small differences become highly critical. Only 5 dB separate the level of a normal conversation from the din created by nine typewriters.

Octave:

The interval between two sounds that have a frequency ratio of 2:1. There is one octave between 200 and 400 Hz, as well as between 1000 and 2000 Hz. Speech privacy measurements are made over intervals of 1/3-octave, for more detailed data and more precise conclusions.

Hz (Hertz):

The unit of frequency. One Hertz equals one cycle per second. The frequency of the human voice can range from 100 to 10,000 Hz, though the frequencies of intelligible speech lie between 400 and 2000 Hz.

dBA:

Decibels, measured on the "A" scale, of a sound level meter. The "A" scale is preferred for speech privacy and environmental sound measurements because it corresponds closely to the sensitivity of the ear. Like the ear, it virtually ignores low frequency sound, but responds accurately to the frequencies of normal speech.

NC (Noise Criteria curve or level):

A curve which describes sound levels that are acceptable over a range of frequencies for a specific building function. The ear is less sensitive to low frequency sound, so the permissible sound levels at low frequencies can be relatively high without causing problems. On the curve NC-40, for example, a 66 dB level is permissible at 63 Hz. At 2000 Hz, however, the acceptable level is only 40 dB because the ear is more sensitive to higher frequencies. The NC-40 curve, not incidentally, describes an acceptable background sound level from all of the sound sources in a normal office.

Speech Interference Level (SIL):

A way of rating the speech masking affects of noise based on measurements of the noise in each of the octave bands centered at 500, 1000 and 2000 Hz.



MEASUREMENT EQUIPMENT

Sound Pressure Level Measurements were conducted using - Larson Davis Laboratories Model 824 Precision Sound Level Meter and Real Time Analyzer, Serial No. 2796.

The specifications are as follows:

Integration Characteristics:

The Larson Davis Laboratories Model 824 measures and displays sound pressure level or sound exposure level integrated over selectable times. Standard FAST and SLOW (RMS) sound pressure levels over a dynamic range of 110 decibels are included in the result.

Standards:

ANSI Standard specifications for Sound Level Meters S1.4-1983, Type 1.

Reference Conditions:

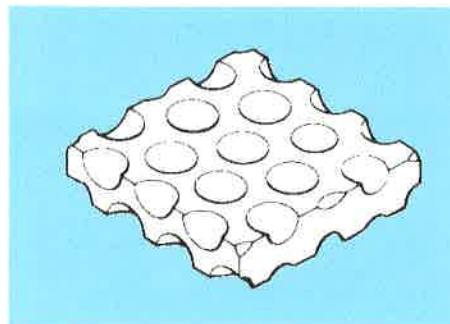
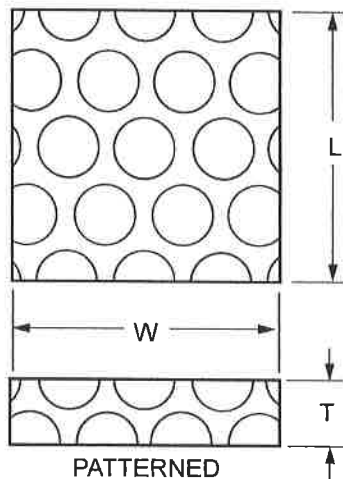
Larson Davis Laboratories Model CAL200 Precision Acoustic Calibrator Serial No. 4924.
Sound Pressure Level: 94.0 dB
Frequency: 1000 Hz.



INCH

Iso-Pads

■ STANDARD LOAD (50 TO 150 PSI)



Catalog Number	Pad Dimensions			Pad Area sq. in.
	W	L	T	
A10R10-00	22	23		506
A10R10-33	3	3		9*
A10R10-44	4	4	5/8	16*
A10R10-36	3	6		18*
A10R10-48	4	8		32*

*Priced per box of 12 pieces.

MATERIAL: A compound of two layers of tough vinyl chloride elastomeric resin bonded to both sides of a strong reinforcing core of monofilament fiberglass and fused in a special process.

COLOR: Orange

COEFFICIENT OF FRICTION: 0.8

TEMPERATURE RANGE: -50°F to +230°F

NATURAL FREQUENCY vs TEMP AT 100 PSI:

-50°F $f_n = 24$ Hz
 Room Temperature $f_n = 27$ Hz
 +230°F $f_n = 19$ Hz

