

When you speak, you must come to the podium in the front and clearly state your name and address for the record. Please turn off or mute your cell phone or pager at the start of the meeting. Please be advised that if you don't turn off your cell phone or pager and it rings, you will be asked to leave the chambers.

**MEETING OF THE
DESIGN REVIEW BOARD
QUASI-JUDICIAL PUBLIC HEARING**

January 4, 2022

AGENDA

SPECIAL NOTICE – HYBRID MEETING

The Town of Bay Harbor Islands Design Review Board Meeting will take place in a Hybrid format where a quorum of the Board will be physically present at the Town Hall Council Chambers. Members of the public are welcome to participate in person or virtually via the Zoom platform.

Zoom Link: <https://us06web.zoom.us/j/83816600653>

Meeting ID: 838 1660 0653

To request to speak during Zoom Public Comment, please utilize the “raise your hand” Zoom feature on your electronic device. You will be recognized at the direction of the Zoom Meeting Host.

Members of the Public may also be admitted to the Council Chambers in person, for Public Comment, subject to social distancing and facial covering.

In addition, any member of the public who does not wish, or is unable to participate through the Zoom video conferencing platform, but would still like to participate can do so by listening to the meeting as it happens by dialing the Toll-free number below:

US Toll Free Number: 877 853 5247 or 888 788 0099

For higher quality, dial a number based on your current location.

US: 1 646 558 8656 or 1 301 715 8592 or 1 312 626 6799

Meeting ID: 838 1660 0653

Participant ID: Press the # key

To request to speak: Dial *9 on your telephone device to activate the “Raise your Hand” feature on the zoom platform.

Members of the public can also submit their request to speak and/or comment via e-mail to the Office of the Town Clerk at achang@bayharborislands-fl.gov

CALL TO ORDER: Set for 7:00 p.m.

PLEDGE OF ALLEGIANCE:

ROLL CALL

1. Request for approval of a revision for a new multi-family dwelling for "Island House (Now the Baia)" located at 9161 thru 9201 East Bay Harbor Drive, Lots 19-22 of Block 1. On July 16, 2013, the site development plan approval was granted by the Town's Planning and Zoning Board (Now DRB) for an 87 dwelling unit multiple-family complex. The project has received a number of approval timeframe extensions over the years thru Town and State Code allowances. The former Island House site at 9161-9201 East Bay Harbor Drive was sold. The new developer is planning to decrease the dwelling unit quantity from 87 DU to 68 DU. In October, the Developer was informed the previously approved (2013) underground parking garage was not going to get approved due to FEMA / FBC limitations. Most of the project parking was planned in their underground parking garage. The Developer is seeking to delete the underground parking garage and redesign the grade level parking garage – but with much less permanent parking. Valet parking is proposed which could allow them (attendants) to park additional vehicles in drive isles / etc. to achieve more on-site parking. The remainder of the required parking is proposed to be purchased through the Town Parking Trust. Enclosed please find the revised site plan, elevations, and traffic statement. (Item #1)

** Staff Review:* Design meets Town Code and was approved by Michael Miller, Town Planner.

PUBLIC COMMENT - for the purpose of hearing any public comment with respect to an application for site plan approval at 9161 thru 9201 East Bay Harbor Drive.

CONCLUSION OF QUASI-JUDICIAL PUBLIC HEARING

ADJOURNMENT: Approximately 8:00 p.m.

Pursuant to Florida Statutes 286.0105, the Town hereby advises the public that should any person decide to appeal any decision of the Planning and Zoning Board with respect to any matter to be considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purposes he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

AGENDA ITEM REPORT

January 4, 2022

ITEM NUMBER: 1.

ITEM: Request for approval of a revision for a new multi-family dwelling for "Island House (Now the Baia)" located at 9161 thru 9201 East Bay Harbor Drive, Lots 19-22 of Block 1. On July 16, 2013, the site development plan approval was granted by the Town's Planning and Zoning Board (Now DRB) for an 87 dwelling unit multiple-family complex. The project has received a number of approval timeframe extensions over the years thru Town and State Code allowances. The former Island House site at 9161-9201 East Bay Harbor Drive was sold. The new developer is planning to decrease the dwelling unit quantity from 87 DU to 68 DU. In October, the Developer was informed the previously approved (2013) underground parking garage was not going to get approved due to FEMA / FBC limitations. Most of the project parking was planned in their underground parking garage. The Developer is seeking to delete the underground parking garage and redesign the grade level parking garage – but with much less permanent parking. Valet parking is proposed which could allow them (attendants) to park additional vehicles in drive isles / etc. to achieve more on-site parking. The remainder of the required parking is proposed to be purchased through the Town Parking Trust. Enclosed please find the revised site plan, elevations, and traffic statement. (Item #1)

DESCRIPTION:

for the purpose of hearing any public comment with respect to an application for site plan approval at 9161 thru 9201 East Bay Harbor Drive.

RECOMMENDED ACTION:

Design meets Town Code and was approved by Michael Miller, Town Planner.

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Ayanidys Martinez

ATTACHMENTS

1.	La BaiaTraffic Letter_December 2021 (1)
2.	LOI La Baia 12.17.2021 FINAL narrative
3.	BHI La Baia MFR 2021 Rev Plummer Traffic Statement Dec 16 2021
4.	2021m12d22 Site Approval Architecture

5.	LA BAIA at 9201 Bay Harbor Drive Plans
6.	2021-12-16 _MA21108_ LA BAIA_ LANDSCAPE PRESENTATION
7.	BHI La Baia MFR 2021 Architect Rev List Dec 2021
8.	BHI DRB Staff Report La Baia MFR Rev Dec 20 2021

December 16, 2021

Mr. Ian Bruce Eichner
Bay Harbour Islands Property Own I, LLC
c/o The Continuum Company LLC
49 West 23 Street, 4 Floor
New York, NY 10010

RE: La Baia Traffic Statement - #21258

Dear Mr. Eichner,

The proposed project is located at 9201 E. Bay Harbor Drive in Bay Harbor Islands, Florida (See Attachment A for the site plan). The project is proposing a residential building with 68 units. The project is providing 56 interior parking spaces and five exterior parking spaces for a total of 61 spaces. The project parking will be all valet, therefore by utilizing all the available space in the parking area, the project can accommodate 36 additional spaces. Access to the valet drop-off / pick-up area will be provided along E. Bay Harbor Drive, just south of the valet parking entrance.

Parking Analysis

A parking analysis was conducted for the project to determine if the proposed number of parking spaces (97) is sufficient to satisfy the anticipated peak parking demand. To determine the required number of parking spaces, data from the Institute of Transportation Engineers (ITE), **Parking Generation, 5th Edition** was obtained. Parking requirement from several municipalities in South Florida were also researched to compare them against the requirements from the Town of Bay Harbor Islands.

A parking calculation for the proposed project was performed using the parking rates published by ITE, for the cities of North Miami Beach, North Bay Village, and Sunny Isles Beach. Exhibit 1 shows the results of the parking analysis.

Exhibit 1 Parking Analysis

Land Use	Units	Bay Harbor Islands		ITE		North Bay Village		North Miami Beach		Sunny Isles Beach	
		Rate	Parking Required	Rate	Parking Required	Rate	Parking Required	Rate	Parking Required	Rate	Parking Required
Residential (1 Bdr/Studio)	2 Dwelling Units	2	4	1.47	3	1.5	3	1.5	3	1.5	3
Residential (2 Bdr)	30 Dwelling Units	2	60	1.47	44	1.5	45	1.5	45	1.5	45
Residential (3 or more Bdr)	36 Dwelling Units	2	72	1.47	53	1.5	54	2	72	1.5	54
Residential - Visitors	68 Dwelling Units	0	0	0	0	0.1	7	0	0	0.05	3
Total		136		100		109		120		105	

The results of the parking analysis show that based on parking rates published by ITE, the project will require 100 parking spaces. The analysis also shows that the residential parking requirement from the Town of Bay Harbor Islands is on average 21% higher than those required by similar municipalities in South Florida. It should be noted that the ITE rates are based on actual parking demand by the individual land uses.

Parking rates assume 100% occupancy for all land uses. It is understood that an additional 10% - 20% vacancy rate reduction may apply to residential utilization as a factor of seasonal occupancy and expected turnover. This will reduce the parking requirement for the project to 109 parking spaces based on the Town's rate and 80 parking spaces based on ITE rates.

Parking Reduction Strategies

Ride-sharing - Digital ridesharing services, such as Uber and Lyft, are part of a broader suite of innovations that constitute what is sometimes referred to as the sharing economy. Research shows that 21% of adults personally use ride-sharing services; an additional 9% use ride-sharing with

friends, but have not installed the app themselves. Nearly a quarter (24%) of ride-sharing users in metropolitan areas use ride-sharing on a weekly or daily basis. Parking represents the top reason (37%) that ride-sharing users substitute a ride-sharing service in place of driving themselves.

Ace Parking — one of the largest parking companies in North America has reported that overnight parking at hotels has declined 5% to 10% due to ride-sharing services. At restaurant valet stands, business is down 25% and nightclub valets are seeing a 50% reduction in demand. Although there is not enough data to quantify the effect of ride-sharing services on parking, there is evidence that ride-sharing services have created an alternative for consumers who would otherwise drive and park.

Pedestrian / Bicyclist - The project is located in an area conducive to pedestrian and bicycle activities. The area surrounding the proposed project has a comprehensive sidewalk network, signalized intersections with clearly marked crosswalks, and pedestrian signals. This environment promotes walking and bicycling as a means of transportation and further reduces the need for off-street parking.

Transit - The area surrounding the project is served by transit (Miami Dade Transit Route 107-G). The use of transit is another effective way to reduce the need for off-street parking.

Trip Generation

The proposed project trip generation was calculated based on the rates / equations published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveway. (Trip generation worksheets are available in Attachment B.)

The US Census Bureau provides data on other means of transportation. Census survey data shows a 6.2% use of other modes of transportation (2.3% public transportation and 3.9% walking) for Census tract 38.01. A 6.2% reduction factor was used in the study to account for other modes of

transportation. Trip generation calculations were performed for a typical weekday, as well as, AM and PM peak hours of the adjacent street (see Attachment B). The proposed project trip generation calculations are summarized in Exhibit 2.

Exhibit 2 Project Trip Generation Summary

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) <i>Land Use Code: 221</i>	68 DU	200	3	19	22	10	4	14
Total Gross Trips		200	3	19	22	10	4	14
Other Modes of Transportation ²		6.2%	0	-1	-1	-1	0	-1
Net Proposed Trips			3	18	21	9	4	13

¹ Based on ITE Trip Generation Manual, 11th Edition.

² Based on US Census Tract 38.01 and local characteristics.

Valet Queuing Analysis

A queuing analysis was performed to determine if there is sufficient storage to accommodate the anticipated queue at the basement parking garage entrance during the AM peak hour of generator (worst case scenario) so that the queue does not extend past the project entrance (95% confidence level analysis). The queuing analysis was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*. The potential queue was calculated based on the peak hour traffic published by the Institute of Transportation Engineers (ITE) trip generation rates and/or equations for the proposed land use. The peak of generator (worst case scenario) was used for the purpose of calculating the expected queue. The proposed AM and PM peak of generator trip generation is summarized in Exhibit 3. Support documentation is provided in Attachment C.

Exhibit 3
Project Trip Generation Peak of Generator

Proposed ITE Land Use Designation ¹	Number of Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) <i>Land Use Code: 221</i>	68 DU	4	19	23	13	8	21
Total Gross Trips		4	19	23	13	8	21
Other Modes of Transportation ²	6.2%	0	-1	-1	-1	0	-1
Net Proposed Trips		4	18	22	12	8	20

¹ Based on ITE Trip Generation Manual, 11th Edition.

² Based on US Census Tract 38.01 and local characteristics.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The analysis is based on the coefficient of utilization (ρ) which is the ratio of the average arrival rate of vehicles to the average service rate.

$$\rho = \frac{\text{Average Demand Rate}}{\text{Average Service Rate}}$$

The average service rate corresponds to the time it will take a valet attendant to park or retrieve a vehicle. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage (M) is determined using the following equation:

$$M = \left\lceil \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right\rceil - 1$$

In this equation, $P(x > M)$ is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

The processing rates were calculated by adding the time it will take a valet attendant to process the vehicles (**processing time**), the time it will take the valet attendant to circulate to the parking space (**driving time**), the time it will take the valet to maneuver into the parking space (**park processing time**), and the time it will take the valet attendant to walk to/from the parking area (**walking time**).

A processing time of 60 seconds per vehicle was used in the analysis. The driving time for the valet attendant was calculated on a speed of 15 mph, and the walking time for the valet attendant was calculated on a jogging speed of 5 ft / sec. The time for a valet to conservatively pass through the mechanical arm gate with a clicker is 4.67 seconds per vehicle (0.08 minutes per vehicle). This data was collected at an entrance with a similar mechanical arm gate and remote clicker entry (see Attachment C). Since the distance from the valet drop-off / pick-up area differs for inbound and outbound trips, a weighted average was taken of the inbound / outbound valet processing times. The weighted average was based on the inbound / outbound trip distribution, which is 18% inbound and 82% outbound.

As, the valet parking contains both standard and tandem spaces; the valet park processing rate will differ for the standard and tandem parking spaces. The valet processing rate for the standard and tandem parking can be seen in Exhibits 4 and 5. Since the valet station will utilize both standard and tandem spaces, a weighted average was taken of the standard / tandem processing times to account for the difference in the valet processing times. The weighted average was based on the standard / tandem parking split, which is 79% standard parking spaces and 21% tandem parking spaces. Exhibit 6 shows the weighted valet park processing time.

Exhibit 4

Standard Parking Processing Rate

Valet Drop-off / Pick-up

Valet Time (Inbound)

<i>Processing time:</i>	$60 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = \mathbf{1 \text{ min}}$
<i>Driving time:</i>	$420 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 15 \text{ miles} * 60 \text{ min} / \text{hr} = \mathbf{0.48 \text{ min}}$
<i>Park Processing Time:</i>	$= \mathbf{0.90 \text{ min}}$
<i>Mechanical Arm Lift Time:</i>	$0.08 \text{ min} / \text{gate} * 1 \text{ gate} = \mathbf{0.08 \text{ min}}$
<i>Walking time:</i>	$275 \text{ ft} / 5 \text{ ft} / \text{sec} / 60 \text{ sec} / \text{min} = \mathbf{0.92 \text{ min}}$
Total	$= \mathbf{\underline{3.37 \text{ min}}}$

Valet Time (Outbound)

<i>Processing time:</i>	$60 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 1 \text{ min}$
<i>Driving time:</i>	$582 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 15 \text{ miles} * 60 \text{ min} / \text{hr} = 0.66 \text{ min}$
<i>Park Processing Time:</i>	$= 0.90 \text{ min}$
<i>Mechanical Arm Lift Time:</i>	$0.08 \text{ min} / \text{gate} * 1 \text{ gate} = 0.08 \text{ min}$
<i>Walking time:</i>	$275 \text{ ft} / 5 \text{ ft} / \text{sec} / 60 \text{ sec} / \text{min} = 0.92 \text{ min}$
Total	$= \underline{3.56 \text{ min}}$

Weighted (Standard Parking) Valet Time

<i>18% Inbound:</i>	$0.18 * 3.37 \text{ min} = 0.61 \text{ min}$
<i>82% Outbound:</i>	$0.82 * 3.56 \text{ min} = 2.92 \text{ min}$
Total	$= \underline{3.52 \text{ min}}$

Exhibit 5

Tandem Parking Processing Rate

Valet Drop-off / Pick-up

Valet Time (Inbound)

<i>Processing time:</i>	$60 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 1 \text{ min}$
<i>Driving time:</i>	$420 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 15 \text{ miles} * 60 \text{ min} / \text{hr} = 0.48 \text{ min}$
<i>Park Processing Time:</i>	$= 1.65 \text{ min}$
<i>Mechanical Arm Lift Time:</i>	$0.08 \text{ min} / \text{gate} * 1 \text{ gate} = 0.08 \text{ min}$
<i>Walking time:</i>	$275 \text{ ft} / 5 \text{ ft} / \text{sec} / 60 \text{ sec} / \text{min} = 0.92 \text{ min}$
Total	$= \underline{4.12 \text{ min}}$

Valet Time (Outbound)

<i>Processing time:</i>	$60 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 1 \text{ min}$
<i>Driving time:</i>	$582 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 15 \text{ miles} * 60 \text{ min} / \text{hr} = 0.66 \text{ min}$
<i>Park Processing Time:</i>	$= 1.65 \text{ min}$
<i>Mechanical Arm Lift Time:</i>	$0.08 \text{ min} / \text{gate} * 1 \text{ gate} = 0.08 \text{ min}$
<i>Walking time:</i>	$275 \text{ ft} / 5 \text{ ft} / \text{sec} / 60 \text{ sec} / \text{min} = 0.92 \text{ min}$
Total	$= \underline{4.31 \text{ min}}$

Weighted (Tandem) Valet Time

18% Inbound:

$$0.18 \times 4.12 \text{ min} = \mathbf{0.74 \text{ min}}$$

82% Outbound:

$$0.82 \times 4.31 \text{ min} = \mathbf{3.53 \text{ min}}$$

Total

$$= \mathbf{4.27 \text{ min}}$$

Exhibit 6

Valet Drop-off / Pick-up Processing Rate

Weighted (Standard / Tandem) Valet Time

79% Standard:

$$0.79 \times 3.52 \text{ min} = \mathbf{2.78 \text{ min}}$$

21% Tandem:

$$0.21 \times 4.27 \text{ min} = \mathbf{0.90 \text{ min}}$$

Total

$$= \mathbf{3.68 \text{ min}}$$

An iterative approach was used to determine the minimum number of valet attendants required during the AM peak hour of generator (worst case scenario) to serve both the entering and exiting vehicles that will ensure that the average queue at the valet station will not extend past the provided valet storage. Exhibit 7 shows the calculations for the inbound / outbound valet (drop-off / pick-up area) during the AM peak hour of the generator.

Exhibit 7

Valet Station Queuing Calculations

$$Q = \text{Processing rate} = \frac{60 \text{ min/hr}}{3.68 \text{ min/process}} = 16.30 \text{ process/hr}$$

$$q = \text{Demand Rate} = 22 \frac{\text{veh}}{\text{hr}}$$

$$N = \text{Service Positions} = 3 \text{ Attendants}$$

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{22 \text{ veh/hr}}{3 \times 16.30 \text{ process/hr}} = 0.4498$$

$$Q_m = \text{Table Value} = 0.1887$$

M = queue length which is exceeded 5% of the time $[P(x > M)]$

$$M = \frac{\ln P(x > M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.1887)}{\ln(0.4498)} - 1 = 0.66 \text{ say, one vehicle on queue}$$

The results of the analysis show that a total of 3 valet attendants would be able to handle the demand during the AM peak hour of generator (worst case scenario) at the valet station with an average queue of approximately one vehicle. Based on the site plan, the valet station has

approximately 95 feet of storage; this distance is enough to accommodate four vehicles in the queue. It should be noted that the queuing analysis considers the worst-case scenario during the peak hours to make sure that the queue does not spill onto the public right-of-way or interferes with site operations. Once operational, the development can assess the actual need for valet attendants at different times of the day.

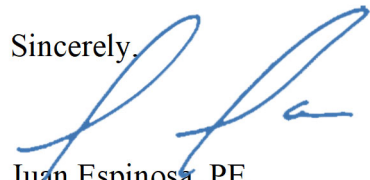
Conclusions

Based on the parking generation analysis, comparison of parking rates from other municipalities, seasonal vacancies, transit availability, and walking/bicycling opportunities it is our professional opinion that the 97 parking spaces provided by the project should satisfy their parking demand.

The results of the valet analysis show that a total of 3 valet attendants would be able to handle the demand at the drop-off / pick-up area during the AM peak of generator (worst case scenario) with an average queue of approximately one vehicle. It is also our professional opinion that the operations of the valet station, will not have an adverse impact on the operations of E Bay Harbor Drive.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,



Juan Espinosa, PE
Vice-President – Transportation

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Attachment A



These drawings are the property of the Architect and are to be used only for the project and site described herein. No part of these drawings may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage or retrieval system, without the prior written permission of the Architect. The Architect assumes no responsibility for the construction of the project or for the performance of the project after completion.

BUILDING FLOOR PLAN - LOBBY LEVEL
SCALE: 1/8" = 1'-0"
N
EL+11'-0" N.G.V.D.
EL+1'-0" B.F.E.

Attachment B

Scenario - 1

Scenario Name: Proposed

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221(2) - Multifamily Housing (Mid-Rise) - Not	Dense Multi-Use Urban	Dwelling Units	68	Weekday	Average	100	100	200
Data Source: Trip Generation Manual, 11th Ed					2.93	50%	50%	
221(1) - Multifamily Housing (Mid-Rise) - Not	Dense Multi-Use Urban	Dwelling Units	68	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	3	19	22
Data Source: Trip Generation Manual, 11th Ed					$T = 0.25(X) + 5.35$	15%	85%	
221(3) - Multifamily Housing (Mid-Rise) - Not	Dense Multi-Use Urban	Dwelling Units	68	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	10	4	14
Data Source: Trip Generation Manual, 11th Ed					$T = 0.29(X) - 6.26$	73%	27%	

COMMUTING CHARACTERISTICS BY SEX

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 38.01, Miami-Dade County, Florida			
	Total	Male	Female
Label	Estimate	Estimate	Estimate
✓ Workers 16 years and over	2,726	1,389	1,337
✓ MEANS OF TRANSPORTATION TO WORK			
✓ Car, truck, or van	82.8%	89.7%	75.6%
Drove alone	71.5%	85.6%	56.9%
✓ Carpooled	11.3%	4.1%	18.7%
In 2-person carpool	11.3%	4.1%	18.7%
In 3-person carpool	0.0%	0.0%	0.0%
In 4-or-more person carpool	0.0%	0.0%	0.0%
Workers per car, truck, or van	1.07	1.02	1.14
Public transportation (excluding taxicab)	2.3%	3.4%	1.1%
Walked	3.9%	1.9%	5.9%
Bicycle	0.0%	0.0%	0.0%
Taxicab, motorcycle, or other means	0.5%	0.0%	1.0%
Worked from home	10.6%	5.0%	16.4%
> PLACE OF WORK			
> Workers 16 years and over who did not work from home	2,438	1,320	1,118
> VEHICLE AVAILABLE			

Table Notes

COMMUTING CHARACTERISTICS BY SEX

Survey/Program: American Community Survey
Year: 2019
Estimates: 5-Year
Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: [Change to Means of Transportation](#).

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Attachment C

Scenario - 2

Scenario Name: valet

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221(2) - Multifamily Housing (Mid-Rise) - Not	Dense Multi-Use Urban	Dwelling Units	68	Weekday	Average	100	100	200
Data Source: Trip Generation Manual, 11th Ed					2.93	50%	50%	
221(1) - Multifamily Housing (Mid-Rise) - Not	Dense Multi-Use Urban	Dwelling Units	68	Weekday, AM Peak Hour of Generator	Best Fit (LOG)	4	19	23
Data Source: Trip Generation Manual, 11th Ed					$\ln(T) = 0.73\ln(X) + 0.03$	17%	83%	
221(3) - Multifamily Housing (Mid-Rise) - Not	Dense Multi-Use Urban	Dwelling Units	68	Weekday, PM Peak Hour of Generator	Best Fit (LOG)	13	8	21
Data Source: Trip Generation Manual, 11th Ed					$\ln(T) = 0.84\ln(X) - 0.53$	63%	37%	

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8-9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right] - 1$$

where:

M = queue length which is exceeded p percent of the time

N = number of service channels (drive-in positions)

Q = service rate per channel (vehicles per hour)

$\rho = \frac{\text{demand rate}}{\text{service rate}} = \frac{q}{NQ}$ = utilization factor

q = demand rate on the system (vehicles per hour)

Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

ρ	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$$\rho = \frac{q}{NQ} = \frac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$$

N = number of channels (service positions)

Solution

Step 1: $Q = \frac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3 \text{ services per hour}$

Step 2: $q = (110 \text{ veh/45 min}) \times (60 \text{ min/hr}) = 146.7 \text{ vehicles per hour}$

Step 3: $\rho = \frac{q}{NQ} = \frac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M , being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956} \right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110} \right] - 1$$

$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$

Turnberry Yacht Club Guard House

Entrance Processing Time

Date: January 12, 2021

Time: 4:30 pm - 6:30 pm

Observer: Kansas

Visitor's Lane				Resident's Lane (Clicker)			
Veh	Processing Time (sec)	Veh	Processing Time (sec)	Veh	Processing Time (sec)	Veh	Processing Time (sec)
1	11	26	4.86	1	3	26	2
2	5.13	27	4.2	2	0.81	27	8.49
3	18.45	28	6.83	3	1	28	4.63
4	25.45	29	40.25	4	3.5	29	2.7
5	8	30	10.51	5	4.8	30	12.63
6	6	31	13.05	6	4.3	31	2
7	11	32	10.41	7	8	32	4.03
8	13.9	33	8.05	8	3.04	33	3.23
9	11.05	34	10.2	9	5.18	34	8.01
10	3	35	17.56	10	3.92	35	4.78
11	3.66	36	7.55	11	5.99	36	6.33
12	3.48	37	5.66	12	2.18	37	2.68
13	20	38	7.75	13	4.33	38	4.39
14	7.2	39	5.26	14	4.1	39	2.12
15	10.03	40	19.15	15	3.76	40	8.58
16	7.73	41	3	16	6.47	41	3.88
17	0.8	42	93	17	5.5	42	5.2
18	0.8	43	8.28	18	3.43	43	5.62
19	9.13	44	30	19	12.38	44	5.8
20	8.45	45	4.22	20	2.5	45	6.58
21	10	46	6	21	4.17	46	5.3
22	9.55	47	3.27	22	5.07	47	3.16
23	5.86	48	33	23	7.15	48	3.23
24	6.57	49	14.95	24	6.68	49	3.03
25	6.83	50	12.8	25	4.43	50	4.06

Visitor's Gate Average: 12.06 Sec

0.20 Min

Residential Gate Average: 4.76 Sec

0.08 Miin



ZONING, LAND USE AND ENVIRONMENTAL LAW

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VIA ELECTRONIC MAIL

December 17, 2021

Maria Lasday, Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, FL 33154

Re: Site Development Plan Modification for Property Located at
9161 & 9201 East Bay Harbor Drive, Bay Harbor Islands, FL

Dear Ms. Lasday,

Our law firm represents Bay Harbor Islands Property Owner I, LLC (the "Applicant"). The Applicant owns the properties located at 9161 & 9201 East Bay Harbor Drive, Bay Harbor Islands (collectively the "Property"). The Property contains 4 waterfront lots located on the east side of East Bay Harbor Drive between 91st and 92rd Streets and is zoned Multiple Family Residential (RM-1) District. The prior owner received approval to develop a multifamily residential project, previously entitled "Island House." The purpose of this letter is to request site plan development modification from the Planning and Zoning Board for the Applicant's proposed development, currently referred to as "La Baia" (or the "Project").

Development Approvals. On July 16, 2013, the Town's Planning and Zoning Board approved a site plan for the Property consisting of a 9-story building with 87 units in 7 stories of habitable units over 2-levels of a partial subterranean parking garage, known as the Island House Project (the "Development Approval"). See Exhibit A – Resolution No. 1170-A. This approval was subject to an appeal; however, on September 9, 2013, the Town Council denied the appeal and affirmed the decision of the PZB. See Exhibit B. Notably, through the conditions in the Development Approval, the prior owner had to remove a floor in the central upper bridge section of the building that resulted in the reduction of 1 unit for a total of 86 units.

Proposed Modifications. The Applicant wishes to modify the Development Approval by reducing the residential units to 68, which significantly lowers the density, and increases the size per unit. The initial Island House Project in the Development Approval was planned as a rental building with smaller units. However, the currently proposed design is planned as a family-oriented condominium building. The Applicant proposes changes to the façades to reflect the proposed reorganization for the larger units, and to maximize the interior/exterior views with continuous balconies. The Applicant's proposed plan also includes new stairs which connect the second level balcony units with the ground level at the East side of the building. The aforementioned new image of the condominium building will be supplemented with a fresh landscape design and enhanced amenities.

Importantly, due to FEMA restrictions for residential buildings, the Applicant must eliminate the basement parking level. The prior approval consisted of 2 levels of parking, including a basement, with 132 spaces (at -16'BFE / -6'NGVD), as well as an additional 44 parking spaces at the ground floor level. The Applicant's current plan proposes all parking at the ground level above 5'-0" NGVD. The parking will include 56 standard interior parking spaces, 5 exterior spaces, and 36 valet parking spaces for efficient parking, with a total of 97 parking spaces. The valet operation will be 24/7 and access to the valet drop-off /pick-up area will be provided at the front entrance to the building on the private driveway, just south of the valet parking entrance. The proposed drop-off design includes an ADA compliant accessible walkway, which will connect the lobby with the right-of-way. The Applicant's proposed plan will also maintain 24 bicycle racks inside the building at the southwest corner.

Parking Requirements. Based on the Applicant's proposed reduction to 68 residential units, the Applicant is required to provide 136 parking spaces. Again, the Applicant's proposal accommodates 97 parking spaces. Pursuant to Section 23-29.1 of the Bay Harbor Code of Ordinances (the "Code"), which establishes a Town Parking Trust, subject to approval by the Town Council a property owner can pay a fee for each of the required on-site parking spaces that are not provided on-site.

In order to be eligible to pay the Parking Trust Fee in lieu of providing required parking, the property owner must provide a minimum of 40 percent of all required parking spaces and meet certain criteria. Specifically, the property owner must demonstrate that,

- (1) adequate off-street parking is available within 500 feet of the subject site;
- (2) the Council determines that the surrounding area will not be adversely impacted by the granting of the deviation;

- (3) the Town Manager or his/her designee, in conjunction with the chief of police, issues a written recommendation in support of the application; and
- (4) appropriate mitigation is provided in the form of the Parking Trust Fee or other equivalent mitigation.

The proposed plan provides more than 40 percent of required parking. Particularly, the Project provides for 71 percent of required parking. The Project also meets the Code criteria. First, there is adequate off-street parking within 500 feet of the Property because the park located west of the Project provides a parking lot. See Exhibit C. Second, the reduction of units is beneficial and reduces traffic. Moreover, the elimination of the subterranean basement parking avoids flooding impacts to the Property and the surrounding area and, therefore, allows for a more resilient Project. Third, there have been multiple discussions with the Town Administration to address the proposed reduction in parking and the Applicant's proposal has been met with support. Fourth, the Applicant is willing to pay the Parking Trust Fee for each of the remaining 39 required on-site parking spaces.

Additionally, the Applicant anticipates several mitigating factors above participation in the Town Parking Trust, such as greater than 50% seasonal occupancy and low expected turnover with no short-term rentals, the preference of ride-sharing services over driving, the convenience of nearby transit including Miami Dade Transit Route 107-G, and both the Property and the surrounding community's compatibility with walking and bicycling. The Applicant further mitigates required parking by providing for and ensuring the following:

- Electric carsharing platform allowing for on-demand guest/resident access and operation of 2 electronic vehicles with dedicated parking spots
- Only 1 guaranteed parking space for 1- and 2-bedroom units
- Additional 24 spaces for bicycle parking
- 24-hour Valet Parking System managing all 97 parking spaces, including the 36 spaces in an alternative arrangement such as tandem parking
- Adequate drop-off/pick-up queuing space at the front of the building to ensure no spillover of vehicles onto the street

Notably, a parking generation analysis for the Project was conducted by David Plummer & Associates, Inc., a reputable consulting firm specializing in transportation and civil engineering, and included with the application materials. Overall, the analysis concluded that the 97 parking spaces provided by the Project would satisfy the parking demand and notes that the Town has

a higher than average parking requirements for multifamily buildings compared to nearby municipalities. Additionally, a separate queuing analysis revealed that the proposed valet station will be able to accommodate up to four vehicles in the queue, and that during the worst-case scenario of the AM peak hour, the valet station would have an average queue of approximately 1 vehicle. Thus, the valet parking system proposed will ensure that the average queue at the valet station will not extend past the provided valet storage and Project entrance.

Summary. La Baia is a well-designed project that is compatible with the surrounding development in both scale and appearance. The submitted plans are consistent with the RM-1 regulations and satisfy the Town Code criteria for site plan modification without need for any variance. Moreover, the Project meets the criteria for the Parking Trust Fund.

We look forward to your favorable recommendation and the Planning and Zoning Board's approval of this application. Should you have any questions or wish to discuss further you can reach me at 305-377-6236.

Sincerely,



Matthew Amster

Attachments

cc: Michael Miller, Town Planner
Bruce Eichner
Maritza Haro, Esq.
Shakeyla Flores, Esq.

RESOLUTION NO. 1170 - A

**A RESOLUTION OF THE PLANNING AND ZONING BOARD OF THE
TOWN OF BAY HARBOR ISLANDS, FLORIDA, APPROVING THE
SITE DEVELOPMENT PLAN APPLICATION FOR THE ISLAND
HOUSE PROJECT.**

WHEREAS, on December 11, 2012, Island Club Towers, LLC ("Applicant"), filed an initial application and, thereafter, filed revised Site Development Plans on April 26, 2013, May 15, 2013, and May 30, 2013, for Site Plan approval for a 87-unit condominium building, with two (2) levels of parking including subterranean parking, and seven (7) stories of habitable units on top of the parking (the "ISLAND HOUSE") located at 9201 East Bay Harbor Drive, Bay Harbor Islands, Florida, and legally described as:

Lots 19, 20, 21 and 22 of Block 1, "Bay Harbor Island" Subdivision according to the plat thereof, as recorded in Plat Book 46, at Page 5 of the Public Records of Miami-Dade County; and

WHEREAS, a site plan for new construction requires approval by the Planning and Zoning Board pursuant to Section 5-23.1(a) of the Town of Bay Harbor Islands' Code of Ordinances; and

WHEREAS, on July 16, 2013, the Town's Planning and Zoning Board approved the Site Plan for the ISLAND HOUSE Project, pursuant to Sections 5-23.1(a) and 23-11(B1)(6) of the Town's Code of Ordinances with the conditions set forth below.

NOW THEREFORE, be it resolved that:

1. Recitals. The foregoing recitals are hereby ratified as true and correct and incorporated herein by reference.
2. Finding. The Planning and Zoning Board finds that the ISLAND HOUSE Project is consistent with the criteria in Sections 5-23.1 and 23-11(B1)(6) and approves the site plan titled "ISLAND HOUSE" on July 16, 2013, subject to the conditions set forth below for approval.
3. Effective Date. This Resolution shall take effect upon the date of its adoption (the "Effective Date").
4. Conditions of Approval.
 - A. Approval is based on the Site Development Plans dated May 30, 2013. Any changes thereto shall require separate approvals from the Town staff and/or the Planning and Zoning Board as specified in the Town Code.
 - B. Any existing overhead power lines adjoining the site must be placed underground during the redevelopment of the site at the sole expense of the developer.
 - C. The Applicant shall coordinate with the Miami-Dade County School Board staff through the Town staff (Building Dept.) to provide calculations and address any deficiencies at public schools that serve the Town. If mitigation is required an agreement/payment must be finalized prior to the issuance of building permits.
 - D. The ISLAND HOUSE Project is required to obtain 51 additional TDR dwelling units and receive approval from Town Council to utilize such TDRs for the ISLAND HOUSE Project prior to the issuance of a building permit.
 - E. The ISLAND HOUSE Project shall be reviewed by the Miami-Dade County Fire Department. When the Miami-Dade Fire Department formally reviews the Project, if any substantial site design changes are required, further approval of the Site Development Plan may be required by the Town.
 - F. A unity of title joining Lots 19, 20, 21, and 22, acceptable in form by the Town Attorney, shall be prepared by the Applicant and recorded in the Miami-Dade Public Records.
 - G. The Applicant shall make the following revisions to the site plan and such revisions shall be reviewed and approved by the Town's staff:
 1. Applicant shall make the Third Level (above the lobby and within the breezeway) useable space with railings and acceptable landscaping.
 2. Applicant shall further articulate the Parking Garage on the rear of the building (first level) and the second level (referred to as the East Elevation on Page A-

401 of the Site Plan), by the indentation of 14'7" from the rear set back to align with the breezeway units on the upper floors and to encase the articulation (indentation) with glass (this articulation may cause a loss of two (2) parking spaces).

3. Applicant shall further articulate (break up) the balconies on the West Elevation (referred to as the West Elevation on Page A-401 of the Site Plan) similar to the balconies on the East Elevation (referred to as the East Elevation on Page A-401 of the Site Plan).
 4. Applicant shall eliminate both units referred to as A-2 on the sixth (6th) level on page A-105 of the Site Plan (located above the breezeway). Applicant may, however, convert the Penthouse Unit on the eighth (8th) level (referred to as PH Unit on the Page A-106 of the Site Plan) into two (2) units.
 5. Applicant shall move the back flow preventer to the side of the building.
 6. Applicant shall add fenestration to the units facing the breezeway.
- H. The Applicant shall submit final working plans within 180 days after the Effective date of this Resolution, unless extended by the Town Manager, or his designee, for up to 180 days. The Applicant shall obtain a building permit within 90 days after the approval of final working plans, unless extended by the Town Manager, or his designee, for up to 90 days. Failure to obtain a building permit within the prescribed time shall result in the invalidation of the site plan, except and unless this Resolution is extended pursuant to the Town's Code of Ordinances or other valid extension as prescribed by Florida law.

5. Severability. If any provision, section, phrase or word of this Resolution is declared invalid or unenforceable by a court of competent jurisdiction, the remaining provisions, sections, phrases or words of this Resolution shall remain in full force and effect.

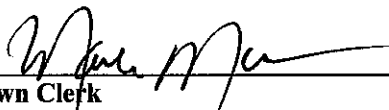
6. Effective Date. This Resolution shall become effective immediately upon its adoption, unless a timely appeal is filed with the Town Council.

PASSED and ADOPTED this 16th day of July, 2013.

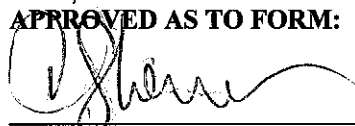
**PLANNING AND ZONING BOARD
TOWN OF BAY HARBOR ISLANDS**

By: 
Chair Person

ATTEST:


Town Clerk

APPROVED AS TO FORM:


Town Attorney

QUASI-JUDICIAL PUBLIC HEARING TOWN OF BAY HARBOR ISLANDS

A Quasi-Judicial Public Hearing of the Town Council was held Monday September 9, 2013 at 7:25 p.m. in the Council Chambers. Upon roll Call, the following Council Members responded:

Mayor, Robert Yaffe	Vice Mayor, Jordan Leonard
Council Member, Stephanie Bruder	Council Member, Kelly Reid
Council Member, Solange Rousselot	Council Member, Isaac Salver

Item 1. Public hearing for the purpose of hearing any public comment with respect to an appeal filed by Teri D'Amico and Rita Sheil, residents who live at 9101 East Bay Harbor Drive, regarding the Island House Project, 9161 and 9201 East Bay Harbor Drive, site plan approval by the Planning & Zoning Board on July 16, 2013.

Town Attorney Craig Sherman stated that this was a Quasi-Judicial Public Hearing for an appeal of a project that was passed by the Planning & Zoning Board on July 16, 2013. At this time Town Attorney asked any Council Members who may have a conflict to recuse themselves and to fill out a form.

Council Members Stephanie Bruder and Kelly Reid recuse themselves at this time.

Town Attorney Sherman swore in every one that was testifying on the appeal and, for the record stated that procedures for the appeal in the following order: staff recommendations, Town Council, the applicant presents their case, then the appellant presents their case, and a short rebuttal on both sides. He reminded all parties that would be testifying that they would be limited to 3 minutes, but not the others.

Town Planner Miller came forward to address the Council. He provided a brief overview of the project. He explained the project was submitted in early fall and reviewed by the DRC several times. The Planning & Zoning Board meeting was held in December of 2012, which allowed the Board to give the architects and owners direction. He reported that the staff reviewed and the Board approved the project on July 16, 2013 with conditions. All revisions were complied with by the August 26, 2013 meeting. Town Planner Miller added that this property was 1 acre in size, the proposed building was longer with a three story breezeway, 17 degrees angle in the front, and 29 degrees in the rear. He also stated that the building complied with height, water, and sewer restrictions.

Council Member Salver asked Town Planner Miller what was his professional opinion on harmony of structure. Town Planner Miller, felt that beauty was in the eye of the beholder. The community was mixed used with high rise, low rise, duplex.

Appellant Nicole Milson representing Terry D'Amico, 9101 East Bay Harbor Drive, came forward to address the Council. She stated that this project met only the minimum conditions and that was not enough for this community. She called for a expert witness Arthur Markus.

Arthur Markus, 1450 Lincoln Road, came forward to address the Council. He apologized for Ms. Terry D'Amico who could not be present at the meeting. He read a statement sent to the Council that read as followed: Ms. D'Amico wrote that she was opposed to the Island Club project and felt this would create a hardship on the neighborhood properties. She added that the project was too massive, floor plans were not submitted so you could not tell what were the common areas, and it did not comply with the Town Code regarding harmony. She added that bulk, mass, and density were the main issues for the proposed project. She explained that the density of 86 UPA was 5 times the base density, and the base of the building should be broken up. She felt that it doubled the requirements on parking and 4 guest parking spaces were inadequately for the massive size of the building. The appellant asked where would the building employees park, would there be any machinable parking lifts, would there be a loading area, and where would the emergency vehicles entrance be located? She stated the City of Miami Beach had regulation for parking lifts and they required maintenance and inspections for their lifts and the Town Code currently does not have any requirements on mechanical lifts. She was requesting for the Town Council to overturn the decision made for this project and send it back to the Planning & Zoning Board.

Attorney Milson asked Town Planner Miller if there was a traffic study being applied to this project. Town Planner Miller stated that the State has regulations, but no requirements on that matter. He added that the Town does not provide a traffic study for every project, because the traffic was viewed on the whole. He reported that the traffic count was so low in the community that adding 50 percent capacity, would not be that much.

Attorney Milson questioned the impact on surrounding areas regarding the parking situation for employees, guest, emergency vehicles, and loading areas. Town Planner Miller stated that there were no requirements for a loading area or parking employees in the Town Code. Attorney Jeffrey Berkow also added that there was no requirements in the Code for how the parking would be distributed. Architect Revuelta also stated that one must take into account the Code to design the building accordingly. He added the building was extremely compatible architecturally.

Attorney Milson stated that applicant was stating that they complied with the Town Code, but was urging the Town Council to consider the impact on the neighborhood. She added that the architect must be able to tell you what they are going to do with the parking. There were no plans for fire or emergency vehicles. She felt that the public was not being protected.

Council Member Salver asked if a valet parking would be available to the building residents. Attorney Berkow answered, yes.

Attorney Jeff Berkow came forward to address the Council. He was representing the owners Irwin and Alex Tauber and the developers of Island Club Towers. He asked the Council to deny the appeal and stated that project was similar to the Edgewater Appeal, which has been rejected by the Circuit Court. He added that the appellant had failed to specify one Code requirement that the project does not meet. He gave a brief review of the project: the proposed project would be a 75 feet building featuring 86 dwelling units with underground parking and an open breezeway. He added that there were many revisions, but the final plans included the most recent Code changes. The project complied with zoning and no variances were requested for this development. He stated that the applicant was requesting 51 TDR's for the Islands House Project and added that the project was in harmony based on height, scale, density and it complied with the Town Code. He stated that the project was consistent with community character, setbacks, landscape, and density requirements. Attorney Berkow respectfully asked the Town Council to deny the appellant appeal to overturn the Planning & Zoning Board decision.

PUBLIC COMMENT

Jeff Koster, 1135 103 St, came forward to address the Town Council. He stated that there was a group of people that were obstructing the development of the Islands. He expressed that this was a great project and urged the Council to deny the appeal.

Dr. Gina Libutti, 10011 Bay Harbor Terrace, came forward to address the Town Council. She was in support of Ms. Terri D'Amico, and stated that this project was not compatible, not in good harmony, and she added that if she voted the Town Council in, she could also vote the Town Council out of office.

Nadine Muller, 10000 West Bay Harbor Drive, came forward to address the Council. She stated that she felt very much protected, and also added that the proposed development would raise the property value to homeowners.

Sharon Leon, 9751 East Bay Harbor Drive, came forward to address the Council. She stated that the building was too massive and its looked like the size of a stadium. She added that she had a friend that lived on 92 street that she could not come over to visit because of the parking problem.

Markus Frankel, 10261 East Bay Harbor Drive, came forward to address the Council. He provided the Council with pictures of the current buildings on the Island. He stated that this was the proof on how this project fits on the scale and mass. He added that it was clear that the project reflected a contemporary style.

Victor Nieto, 10143 East Bay Harbor Drive, came forward to address the Council. He thanked the appellant for the good arguments to the Appeal. He was opposed to this project and felt that the project would create overcrowding, and double the current population. He felt that the Town should preserve the low rise and the relaxed community that was in place.

Susan Luck, 10180 West Bay Harbor Drive, came forward to address the Council. She stated that the Council would decide the future base on their decision. She urged them to think what was compatible in the community and asked them to represent the residents. She felt that there would be an environmental issue in the future.

Vincent Martino, 1050 93 Street, came forward to address the Council. He stated that he lived three blocks from the proposed development. He felt that the building was too massive and felt that there were too many people living in that area already. He urged the Council to postpone the Public Hearing until there were five Council Members present.

Eric Druckman, 1009 Kane Concourse, came forward to address the Council. He stated that there was no parking problem because there was a parking garage. He added that he had attended meetings in the past months when Subway was a proposed business and liked the idea. He was in support of the proposed development because it would bring more business into the community.

PUBLIC COMMENT CLOSED

Council Member Salver stated that the residents concern about the population doubling was an exaggeration. He added that the maximum amount of units based on the Comprehensive Plan were 4,000 units and the unbuilt units would only bring another 2,000 more people, so the population will not double.

Council Member Rousselot stated that, as in the previous appeal she was in full support of the Planning & Zoning Board's decision and would not questioned it.

Town Attorney Sherman called the motion for the Town Council to vote on. He asked the Town Council to vote yes, if they agree with the Planning & Zoning Board decision, or to vote no if they don't agree with the Boards decision and would like the decision overturned.

ACTION: Appeal was denied by a 3-1 Poll vote, with Vice Mayor Leonard in support of the appeal.

There being no further business the meeting was adjourned at 10:01 p.m.



MAYOR

ATTEST:



TOWN CLERK



DAVID PLUMMER & ASSOCIATES

TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

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305•447•0900 | DPA@DPLUMMER.COM

December 16, 2021

Mr. Ian Bruce Eichner
Bay Harbour Islands Property Own I, LLC
c/o The Continuum Company LLC
49 West 23 Street, 4 Floor
New York, NY 10010

RE: La Baia Traffic Statement - #21258

Dear Mr. Eichner,

The proposed project is located at 9201 E. Bay Harbor Drive in Bay Harbor Islands, Florida (See Attachment A for the site plan). The project is proposing a residential building with 68 units. The project is providing 56 interior parking spaces and five exterior parking spaces for a total of 61 spaces. The project parking will be all valet, therefore by utilizing all the available space in the parking area, the project can accommodate 36 additional spaces. Access to the valet drop-off / pick-up area will be provided along E. Bay Harbor Drive, just south of the valet parking entrance.

Parking Analysis

A parking analysis was conducted for the project to determine if the proposed number of parking spaces (97) is sufficient to satisfy the anticipated peak parking demand. To determine the required number of parking spaces, data from the Institute of Transportation Engineers (ITE), **Parking Generation, 5th Edition** was obtained. Parking requirement from several municipalities in South Florida were also researched to compare them against the requirements from the Town of Bay Harbor Islands.

A parking calculation for the proposed project was performed using the parking rates published by ITE, for the cities of North Miami Beach, North Bay Village, and Sunny Isles Beach. Exhibit 1 shows the results of the parking analysis.

Exhibit 1 Parking Analysis

Land Use	Units	Bay Harbor Islands		ITE		North Bay Village		North Miami Beach		Sunny Isles Beach	
		Rate	Parking Required	Rate	Parking Required	Rate	Parking Required	Rate	Parking Required	Rate	Parking Required
Residential (1 Bdr/Studio)	2 Dwelling Units	2	4	1.47	3	1.5	3	1.5	3	1.5	3
Residential (2 Bdr)	30 Dwelling Units	2	60	1.47	44	1.5	45	1.5	45	1.5	45
Residential (3 or more Bdr)	36 Dwelling Units	2	72	1.47	53	1.5	54	2	72	1.5	54
Residential - Visitors	68 Dwelling Units	0	0	0	0	0.1	7	0	0	0.05	3
Total		136		100		109		120		105	

The results of the parking analysis show that based on parking rates published by ITE, the project will require 100 parking spaces. The analysis also shows that the residential parking requirement from the Town of Bay Harbor Islands is on average 21% higher than those required by similar municipalities in South Florida. It should be noted that the ITE rates are based on actual parking demand by the individual land uses.

Parking rates assume 100% occupancy for all land uses. It is understood that an additional 10% - 20% vacancy rate reduction may apply to residential utilization as a factor of seasonal occupancy and expected turnover. This will reduce the parking requirement for the project to 109 parking spaces based on the Town's rate and 80 parking spaces based on ITE rates.

Parking Reduction Strategies

Ride-sharing - Digital ridesharing services, such as Uber and Lyft, are part of a broader suite of innovations that constitute what is sometimes referred to as the sharing economy. Research shows that 21% of adults personally use ride-sharing services; an additional 9% use ride-sharing with

friends, but have not installed the app themselves. Nearly a quarter (24%) of ride-sharing users in metropolitan areas use ride-sharing on a weekly or daily basis. Parking represents the top reason (37%) that ride-sharing users substitute a ride-sharing service in place of driving themselves.

Ace Parking — one of the largest parking companies in North America has reported that overnight parking at hotels has declined 5% to 10% due to ride-sharing services. At restaurant valet stands, business is down 25% and nightclub valets are seeing a 50% reduction in demand. Although there is not enough data to quantify the effect of ride-sharing services on parking, there is evidence that ride-sharing services have created an alternative for consumers who would otherwise drive and park.

Pedestrian / Bicyclist - The project is located in an area conducive to pedestrian and bicycle activities. The area surrounding the proposed project has a comprehensive sidewalk network, signalized intersections with clearly marked crosswalks, and pedestrian signals. This environment promotes walking and bicycling as a means of transportation and further reduces the need for off-street parking.

Transit - The area surrounding the project is served by transit (Miami Dade Transit Route 107-G). The use of transit is another effective way to reduce the need for off-street parking.

Trip Generation

The proposed project trip generation was calculated based on the rates / equations published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveway. (Trip generation worksheets are available in Attachment B.)

The US Census Bureau provides data on other means of transportation. Census survey data shows a 6.2% use of other modes of transportation (2.3% public transportation and 3.9% walking) for Census tract 38.01. A 6.2% reduction factor was used in the study to account for other modes of

transportation. Trip generation calculations were performed for a typical weekday, as well as, AM and PM peak hours of the adjacent street (see Attachment B). The proposed project trip generation calculations are summarized in Exhibit 2.

Exhibit 2
Project Trip Generation Summary

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) <i>Land Use Code: 221</i>	68 DU	200	3	19	22	10	4	14
Total Gross Trips		200	3	19	22	10	4	14
Other Modes of Transportation ²		6.2%	0	-1	-1	-1	0	-1
Net Proposed Trips			3	18	21	9	4	13

¹ Based on ITE Trip Generation Manual, 11th Edition.

² Based on US Census Tract 38.01 and local characteristics.

Valet Queuing Analysis

A queuing analysis was performed to determine if there is sufficient storage to accommodate the anticipated queue at the basement parking garage entrance during the AM peak hour of generator (worst case scenario) so that the queue does not extend past the project entrance (95% confidence level analysis). The queuing analysis was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*. The potential queue was calculated based on the peak hour traffic published by the Institute of Transportation Engineers (ITE) trip generation rates and/or equations for the proposed land use. The peak of generator (worst case scenario) was used for the purpose of calculating the expected queue. The proposed AM and PM peak of generator trip generation is summarized in Exhibit 3. Support documentation is provided in Attachment C.

Exhibit 3
Project Trip Generation Peak of Generator

Proposed ITE Land Use Designation ¹	Number of Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) <i>Land Use Code: 221</i>	68 DU	4	19	23	13	8	21
Total Gross Trips		4	19	23	13	8	21
Other Modes of Transportation ²	6.2%	0	-1	-1	-1	0	-1
Net Proposed Trips		4	18	22	12	8	20

¹ Based on ITE Trip Generation Manual, 11th Edition.

² Based on US Census Tract 38.01 and local characteristics.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The analysis is based on the coefficient of utilization (ρ) which is the ratio of the average arrival rate of vehicles to the average service rate.

$$\rho = \frac{\text{Average Demand Rate}}{\text{Average Service Rate}}$$

The average service rate corresponds to the time it will take a valet attendant to park or retrieve a vehicle. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage (M) is determined using the following equation:

$$M = \left\lceil \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right\rceil - 1$$

In this equation, $P(x > M)$ is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

The processing rates were calculated by adding the time it will take a valet attendant to process the vehicles (**processing time**), the time it will take the valet attendant to circulate to the parking space (**driving time**), the time it will take the valet to maneuver into the parking space (**park processing time**), and the time it will take the valet attendant to walk to/from the parking area (**walking time**).

A processing time of 60 seconds per vehicle was used in the analysis. The driving time for the valet attendant was calculated on a speed of 15 mph, and the walking time for the valet attendant was calculated on a jogging speed of 5 ft / sec. The time for a valet to conservatively pass through the mechanical arm gate with a clicker is 4.67 seconds per vehicle (0.08 minutes per vehicle). This data was collected at an entrance with a similar mechanical arm gate and remote clicker entry (see Attachment C). Since the distance from the valet drop-off / pick-up area differs for inbound and outbound trips, a weighted average was taken of the inbound / outbound valet processing times. The weighted average was based on the inbound / outbound trip distribution, which is 18% inbound and 82% outbound.

As, the valet parking contains both standard and tandem spaces; the valet park processing rate will differ for the standard and tandem parking spaces. The valet processing rate for the standard and tandem parking can be seen in Exhibits 4 and 5. Since the valet station will utilize both standard and tandem spaces, a weighted average was taken of the standard / tandem processing times to account for the difference in the valet processing times. The weighted average was based on the standard / tandem parking split, which is 79% standard parking spaces and 21% tandem parking spaces. Exhibit 6 shows the weighted valet park processing time.

Exhibit 4 Standard Parking Processing Rate Valet Drop-off / Pick-up

Valet Time (Inbound)

<i>Processing time:</i>	$60 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 1 \text{ min}$
<i>Driving time:</i>	$420 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 15 \text{ miles} * 60 \text{ min} / \text{hr} = 0.48 \text{ min}$
<i>Park Processing Time:</i>	$= 0.90 \text{ min}$
<i>Mechanical Arm Lift Time:</i>	$0.08 \text{ min} / \text{gate} * 1 \text{ gate} = 0.08 \text{ min}$
<i>Walking time:</i>	$275 \text{ ft} / 5 \text{ ft} / \text{sec} / 60 \text{ sec} / \text{min} = 0.92 \text{ min}$
Total	$= \underline{\underline{3.37 \text{ min}}}$

Valet Time (Outbound)

<i>Processing time:</i>	$60 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 1 \text{ min}$
<i>Driving time:</i>	$582 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 15 \text{ miles} * 60 \text{ min} / \text{hr} = 0.66 \text{ min}$
<i>Park Processing Time:</i>	$= 0.90 \text{ min}$
<i>Mechanical Arm Lift Time:</i>	$0.08 \text{ min} / \text{gate} * 1 \text{ gate} = 0.08 \text{ min}$
<i>Walking time:</i>	$275 \text{ ft} / 5 \text{ ft} / \text{sec} / 60 \text{ sec} / \text{min} = 0.92 \text{ min}$
Total	<u>$= 3.56 \text{ min}$</u>

Weighted (Standard Parking) Valet Time

<i>18% Inbound:</i>	$0.18 * 3.37 \text{ min} = 0.61 \text{ min}$
<i>82% Outbound:</i>	$0.82 * 3.56 \text{ min} = 2.92 \text{ min}$
Total	<u>$= 3.52 \text{ min}$</u>

Exhibit 5 Tandem Parking Processing Rate Valet Drop-off / Pick-up

Valet Time (Inbound)

<i>Processing time:</i>	$60 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 1 \text{ min}$
<i>Driving time:</i>	$420 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 15 \text{ miles} * 60 \text{ min} / \text{hr} = 0.48 \text{ min}$
<i>Park Processing Time:</i>	$= 1.65 \text{ min}$
<i>Mechanical Arm Lift Time:</i>	$0.08 \text{ min} / \text{gate} * 1 \text{ gate} = 0.08 \text{ min}$
<i>Walking time:</i>	$275 \text{ ft} / 5 \text{ ft} / \text{sec} / 60 \text{ sec} / \text{min} = 0.92 \text{ min}$
Total	<u>$= 4.12 \text{ min}$</u>

Valet Time (Outbound)

<i>Processing time:</i>	$60 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 1 \text{ min}$
<i>Driving time:</i>	$582 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 15 \text{ miles} * 60 \text{ min} / \text{hr} = 0.66 \text{ min}$
<i>Park Processing Time:</i>	$= 1.65 \text{ min}$
<i>Mechanical Arm Lift Time:</i>	$0.08 \text{ min} / \text{gate} * 1 \text{ gate} = 0.08 \text{ min}$
<i>Walking time:</i>	$275 \text{ ft} / 5 \text{ ft} / \text{sec} / 60 \text{ sec} / \text{min} = 0.92 \text{ min}$
Total	<u>$= 4.31 \text{ min}$</u>

Weighted (Tandem) Valet Time

18% Inbound:

$$0.18 * 4.12 \text{ min} = 0.74 \text{ min}$$

82% Outbound:

$$0.82 * 4.31 \text{ min} = 3.53 \text{ min}$$

Total

$$= \underline{4.27 \text{ min}}$$

Exhibit 6

Valet Drop-off / Pick-up Processing Rate

Weighted (Standard / Tandem) Valet Time

79% Standard:

$$0.79 * 3.52 \text{ min} = 2.78 \text{ min}$$

21% Tandem:

$$0.21 * 4.27 \text{ min} = 0.90 \text{ min}$$

Total

$$= \underline{3.68 \text{ min}}$$

An iterative approach was used to determine the minimum number of valet attendants required during the AM peak hour of generator (worst case scenario) to serve both the entering and exiting vehicles that will ensure that the average queue at the valet station will not extend past the provided valet storage. Exhibit 7 shows the calculations for the inbound / outbound valet (drop-off / pick-up area) during the AM peak hour of the generator.

Exhibit 7

Valet Station Queuing Calculations

$$Q = \text{Processing rate} = \frac{60 \text{ min/hr}}{3.68 \text{ min/process}} = 16.30 \text{ process/hr}$$

$$q = \text{Demand Rate} = 22 \frac{\text{veh}}{\text{hr}}$$

N = Service Positions = 3 Attendants

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{22 \text{ veh/hr}}{3 \times 16.30 \text{ process/hr}} = 0.4498$$

Q_m = Table Value = 0.1887

M = queue length which is exceeded 5% of the time [$P(x > M)$]

$$M = \frac{\ln P(x > M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.1887)}{\ln(0.4498)} - 1 = 0.66 \text{ say, one vehicle on queue}$$

The results of the analysis show that a total of 3 valet attendants would be able to handle the demand during the AM peak hour of generator (worst case scenario) at the valet station with an average queue of approximately one vehicle. Based on the site plan, the valet station has

approximately 95 feet of storage; this distance is enough to accommodate four vehicles in the queue. It should be noted that the queuing analysis considers the worst-case scenario during the peak hours to make sure that the queue does not spill onto the public right-of-way or interferes with site operations. Once operational, the development can assess the actual need for valet attendants at different times of the day.

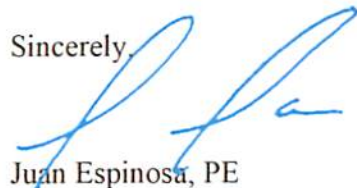
Conclusions

Based on the parking generation analysis, comparison of parking rates from other municipalities, seasonal vacancies, transit availability, and walking/bicycling opportunities it is our professional opinion that the 97 parking spaces provided by the project should satisfy their parking demand.

The results of the valet analysis show that a total of 3 valet attendants would be able to handle the demand at the drop-off / pick-up area during the AM peak of generator (worst case scenario) with an average queue of approximately one vehicle. It is also our professional opinion that the operations of the valet station, will not have an adverse impact on the operations of E Bay Harbor Drive.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

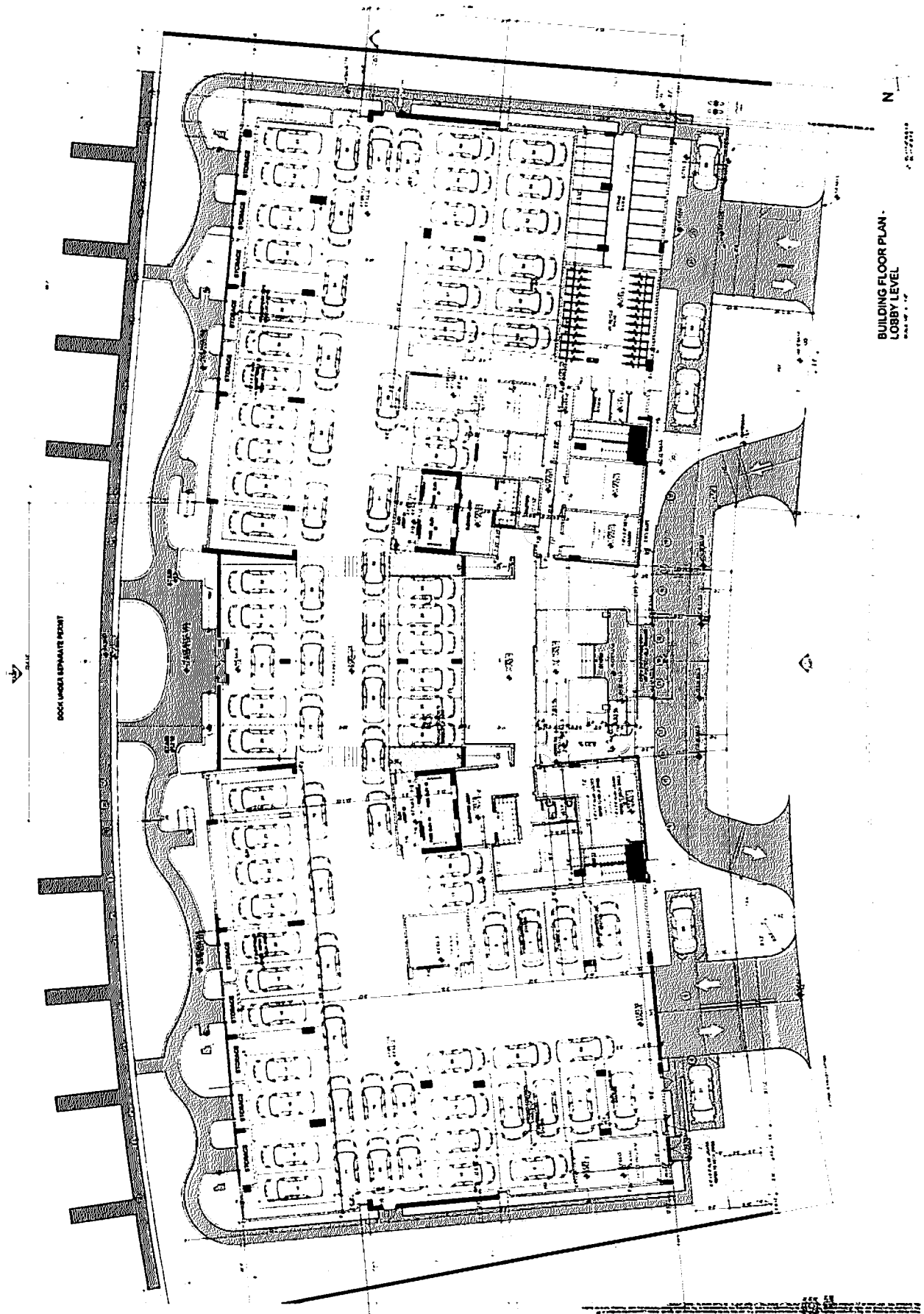
Sincerely,



Juan Espinosa, PE
Vice-President – Transportation

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Attachment A



DOCK LUGGAGE SEPARATE PICKUP

BUILDING FLOOR PLAN -
LOBBY LEVEL
DATE: 10.1.12

Attachment B

Scenario - 1

Scenario Name: Proposed

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221(2) - Multifamily Housing (Mid-Rise) - Not Data Source: Trip Generation Manual, 11th Ed	Dense Multi-Use Urban	Dwelling Units	68	Weekday	Average	100	100	200
221(1) - Multifamily Housing (Mid-Rise) - Not Data Source: Trip Generation Manual, 11th Ed	Dense Multi-Use Urban	Dwelling Units	68	Weekday, Peak Hour of Adjacent Street Traffic,	2.93 Best Fit (LIN)	50% 3	50% 19	22
221(3) - Multifamily Housing (Mid-Rise) - Not Data Source: Trip Generation Manual, 11th Ed	Dense Multi-Use Urban	Dwelling Units	68	Weekday, Peak Hour of Adjacent Street Traffic,	$T = 0.25(X) + 5.35$ Best Fit (LIN)	15% 10	85% 4	14
					$T = 0.29(X) - 6.26$	73%	27%	

COMMUTING CHARACTERISTICS BY SEX

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 38.01, Miami-Dade County, Florida			
	Total	Male	Female
Label	Estimate	Estimate	Estimate
✓ Workers 16 years and over	2,726	1,389	1,337
✓ MEANS OF TRANSPORTATION TO WORK			
✓ Car, truck, or van	82.8%	89.7%	75.6%
Drove alone	71.5%	85.6%	56.9%
✓ Carpooled	11.3%	4.1%	18.7%
In 2-person carpool	11.3%	4.1%	18.7%
In 3-person carpool	0.0%	0.0%	0.0%
In 4-or-more person carpool	0.0%	0.0%	0.0%
Workers per car, truck, or van	1.07	1.02	1.14
Public transportation (excluding taxicab)	2.3%	3.4%	1.1%
Walked	3.9%	1.9%	5.9%
Bicycle	0.0%	0.0%	0.0%
Taxicab, motorcycle, or other means	0.5%	0.0%	1.0%
Worked from home	10.6%	5.0%	16.4%
➤ PLACE OF WORK			
➤ Workers 16 years and over who did not work from home	2,438	1,320	1,118
➤ VEHICLES AVAILABLE			

Table Notes

COMMUTING CHARACTERISTICS BY SEX

Survey/Program: American Community Survey

Year: 2019

Estimates: 5-Year

Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Attachment C

Scenario - 2

Scenario Name: valet

User Group:

Dev. phase: 1

No. of Years to Project 0
Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
221(2) - Multifamily Housing (Mid-Rise) - Not Data Source: Trip Generation Manual, 11th Ed	Dense Multi-Use Urban	Dwelling Units	68	Weekday	Average 2.93	100	100	200
221(1) - Multifamily Housing (Mid-Rise) - Not Data Source: Trip Generation Manual, 11th Ed	Dense Multi-Use Urban	Dwelling Units	68	Weekday, AM Peak Hour of Generator	Best Fit (LOG) $\ln(T) = 0.73\ln(X) + 0.03$	50% 4	50% 19	23
221(3) - Multifamily Housing (Mid-Rise) - Not Data Source: Trip Generation Manual, 11th Ed	Dense Multi-Use Urban	Dwelling Units	68	Weekday, PM Peak Hour of Generator	Best Fit (LOG) $\ln(T) = 0.84\ln(X) - 0.53$	17% 13 63%	83% 8 37%	21

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8-9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right] - 1$$

where:

M = queue length which is exceeded ρ percent of the time

N = number of service channels (drive-in positions)

Q = service rate per channel (vehicles per hour)

$\rho = \frac{\text{demand rate}}{\text{service rate}} = \frac{q}{NQ} = \text{utilization factor}$

q = demand rate on the system (vehicles per hour)

Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

ρ	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5954	.5178	.4576	.4093
.9	.8000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \frac{q}{NQ} = \frac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$
 N = number of channels (service positions)

Solution

Step 1: $Q = \frac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3 \text{ services per hour}$

Step 2: $q = (110 \text{ veh/45 min}) \times (60 \text{ min/hr}) = 146.7 \text{ vehicles per hour}$

Step 3: $\rho = \frac{q}{NQ} = \frac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M , being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

$$\begin{aligned}
 M &= \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956} \right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110} \right] - 1 \\
 &= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}
 \end{aligned}$$

Turnberry Yacht Club Guard House

Entrance Processing Time

Date: January 12, 2021

Time: 4:30 pm - 6:30 pm

Observer: Kansas

Visitor's Lane				Resident's Lane (Clicker)			
Veh	Processing Time (sec)	Veh	Processing Time (sec)	Veh	Processing Time (sec)	Veh	Processing Time (sec)
1	11	26	4.86	1	3	26	2
2	5.13	27	4.2	2	0.81	27	8.49
3	18.45	28	6.83	3	1	28	4.63
4	25.45	29	40.25	4	3.5	29	2.7
5	8	30	10.51	5	4.8	30	12.63
6	6	31	13.05	6	4.3	31	2
7	11	32	10.41	7	8	32	4.03
8	13.9	33	8.05	8	3.04	33	3.23
9	11.05	34	10.2	9	5.18	34	8.01
10	3	35	17.56	10	3.92	35	4.78
11	3.66	36	7.55	11	5.99	36	6.33
12	3.48	37	5.66	12	2.18	37	2.68
13	20	38	7.75	13	4.33	38	4.39
14	7.2	39	5.26	14	4.1	39	2.12
15	10.03	40	19.15	15	3.76	40	8.58
16	7.73	41	3	16	6.47	41	3.88
17	0.8	42	93	17	5.5	42	5.2
18	0.8	43	8.28	18	3.43	43	5.62
19	9.13	44	30	19	12.38	44	5.8
20	8.45	45	4.22	20	2.5	45	6.58
21	10	46	6	21	4.17	46	5.3
22	9.55	47	3.27	22	5.07	47	3.16
23	5.86	48	33	23	7.15	48	3.23
24	6.57	49	14.95	24	6.68	49	3.03
25	6.83	50	12.8	25	4.43	50	4.06

Visitor's Gate Average: 12.06 Sec

0.20 Min

Residential Gate Average: 4.76 Sec

0.08 Min

REVUELTA ARCHITECTURE INTERNATIONAL
2950 SW 27TH AVENUE
SUITE No 110
MIAMI, FLORIDA 33133

LA BAIA

ARCHITECT
REVUELTA ARCHITECTURE INTERNATIONAL
2950 SW 27TH AVENUE
SUITE No 110
MIAMI, FLORIDA 33133

SITE PLAN APPROVAL REVISION 12/21/2021

9201 EAST BAY HARBOR DR.

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A-001.2	- ZONING DATA
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A-004.1	- SETBACKS SCHEME - PREVIOUSLY APPROVED
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A-105.2	- FOURTH LEVEL - NEW PROPOSAL
A-106.2	- FIFTH LEVEL - NEW PROPOSAL
A-107.2	- SIXTH LEVEL - NEW PROPOSAL
A-108.2	- SEVENTH LEVEL - NEW PROPOSAL
A-109.2	- EIGHTH LEVEL - NEW PROPOSAL
A-110.1	- ROOF LEVEL - PREVIOUSLY APPROVED
A-110.2	- POOL DECK - NEW PROPOSAL
A-401	- WEST ELEVATION - PREVIOUSLY APPROVED & NEW PROPOSAL
A-402	- EAST ELEVATION - PREVIOUSLY APPROVED & NEW PROPOSAL
A-403	- SOUTH ELEVATION - PREVIOUSLY APPROVED & NEW PROPOSAL
A-404	- NORTH ELEVATION - PREVIOUSLY APPROVED & NEW PROPOSAL
A-501	- N-S SECTION - PREVIOUSLY APPROVED & NEW PROPOSAL
R-001n	- RENDERING
R-002n	- RENDERING

CIVIL

C-1	- DRAINAGE PLAN
C-2	- GRADING PLAN
C-3	- WATER & SEWER PLAN
C-4	- PAVEMENT MARKING & SIGNAGE PLAN
C-5	- SITE & PAVING DETAILS
C-6	- STORM DRAINAGE DETAILS
C-7	- SEDIMENT TANK & DRAINAGE WELL No.1 DETAILS
C-8	- SEDIMENT TANK & DRAINAGE WELL No.2 DETAILS
C-9	- DRAINAGE WELL #1 SEDIMENT TANK PRESSURE, RELEASE VENT DETAILS.
C-10	- WATER & SEWER PROFILES

LANDSCAPE

L-001	- MOOD BOARD - GROUND FLOOR - NEW PROPOSAL
L-002.1	- GROUND FLOOR - PREVIOUSLY APPROVED
L-002.2	- FIRST FLOOR - PREVIOUSLY APPROVED
L-002.3	- CANOPY PLAN - GROUND FLOOR - NEW PROPOSAL
L-003	- UNDERSTORY PLAN - GROUND FLOOR - NEW PROPOSAL
L-004	- PLANT BOARD - GROUND FLOOR - NEW PROPOSAL
L-005	- PLANT BOARD - GROUND FLOOR - NEW PROPOSAL
L-006	- MOOD BOARD - LEVEL 3 - NEW PROPOSAL
L-007.1	- LEVEL 3 - PREVIOUSLY APPROVED
L-007.2	- CANOPY PLAN - LEVEL 3 - NEW PROPOSAL
L-007.3	- UNDERSTORY PLAN - LEVEL 3 - NEW PROPOSAL
L-008	- PLANT BOARD - LEVEL 3 - NEW PROPOSAL
L-009	- PLANT BOARD - LEVEL 3 - NEW PROPOSAL
L-010	- MOOD BOARD - ROOF TOP - NEW PROPOSAL
L-011.1	- LEVEL 9 ROOF TOP - PREVIOUSLY APPROVED
L-011.2	- CANOPY PLAN - LEVEL 9 ROOF TOP - NEW PROPOSAL
L-011.3	- UNDERSTORY PLAN - LEVEL 9 ROOF TOP - NEW PROPOSAL
L-012	- PLANT BOARD - ROOF TOP - NEW PROPOSAL
L-013	- PLANT BOARD - ROOF TOP - NEW PROPOSAL
L-014.1	- WEST ELEVATION
L-014.2	- WEST ELEVATION
L-015.1	- EAST ELEVATION
L-015.2	- EAST ELEVATION
L-016	- LANDSCAPE COMPARISON - GROUND FLOOR
L-017	- LANDSCAPE COMPARISON - LEVEL 3
L-018	- LANDSCAPE COMPARISON - LEVEL 9
L-019	- LANDSCAPE LEGEND COMPARISON

Level	Type	No. Bedrooms	No. of the type per Level	Area per Unit (net sq ft)	Sub-Total Area
Second Level	A-1	3	2	1,542	3,084
	B-1	2	2	1,215	2,430
	B-2	2	2	1,289	2,578
	B-3	2	2	1,318	2,636
	B-4	2	2	1,319	2,638
Total Level 2			10		13,366

Level	Type	No. Bedrooms	No. of the type per Level	Area per Unit (net sq ft)	Sub-Total Area
Seventh Level	A-1	3	2	1,542	3,084
	A-2	3	2	1,771	3,542
	B-1	2	2	1,215	2,430
	B-2	2	2	1,289	2,578
	B-3	2	2	1,318	2,636
	B-4	2	2	1,264	2,528
	C-1	1	2	1,014	2,028
Total Level 7			14		18,826

Total Number of Units	86
Total Net Area	111,130
Total Number of Parking Spaces Provided	172

PREVIOUSLY APPROVED

9201 EAST BAY HARBOR DRIVE

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Consultant

Luis O. Revuelta

AR-0007972

PROJECT PHASE

DATE _____

12/21/2021

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PROJECT No.

2108

SHEET NAME

ZONING DATA

Sheet No.

A-001.1

Zoning Summary

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9201 EAST BAY HARBOR DRIVE

Legal Description
 Lot 19, 20, 21 and 22, Block 1 of "Bay Harbor Island", According to the plat thereof, as recorded in Plat Book 46, at Page 5 of the Public Records of Dade County, Florida.

Flood Elevation

This property appears to be located in Flood Zone AE, with a BFE of 10'-0" N.G.V.D.

Grade Level (Crown of the road) 4'-10" N.G.V.D.

Zoning Classification	RM1 - MULTIPLE FAMILY RESIDENTIAL DISTRICT (WATERFRONT LOTS)
-----------------------	--

PREVIOUS APPROVED "ISLAND HOUSE", RENAMED
AS "LA BAIÁ"

Valet Parking:

Refer to Potential Valet Parking Layout on sheet A-102.2B (36 additional parking spaces), for clarification

Flood Elevation

Flood Zone AE	10'	Base Flood Elevation	10.0' FT NGVD	Design Flood Elevation	11.0' FT NGVD
FIRM Map Number	12086C0144L	Lowest Floor Top of Slab Elevation	5.0 FT NGVD	Lowest Elevation of Equip. Servicing Building	11.0 FT NGVD
Next Lower Floor Elevation	4'-4" FT NGVD	Next Higher Floor Elevation	4'-11 1/2" FT NGVD	Crown of Road Elevation	4.10' NGVD
Garage Top Elevation	5.0 FT NGVD	Lowest Floor Top of Habitable Space	11.0 FT NGVD	Risk Category per FBC	II
Lowest Elevation of Equipment Servicing the Building (sump pit pumps)	-2.0 FT NGVD				

LOCATION



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MULTI-FAMILY, RM-2
FLUM: MEDIUM HIGH DENSITY
2 STORY



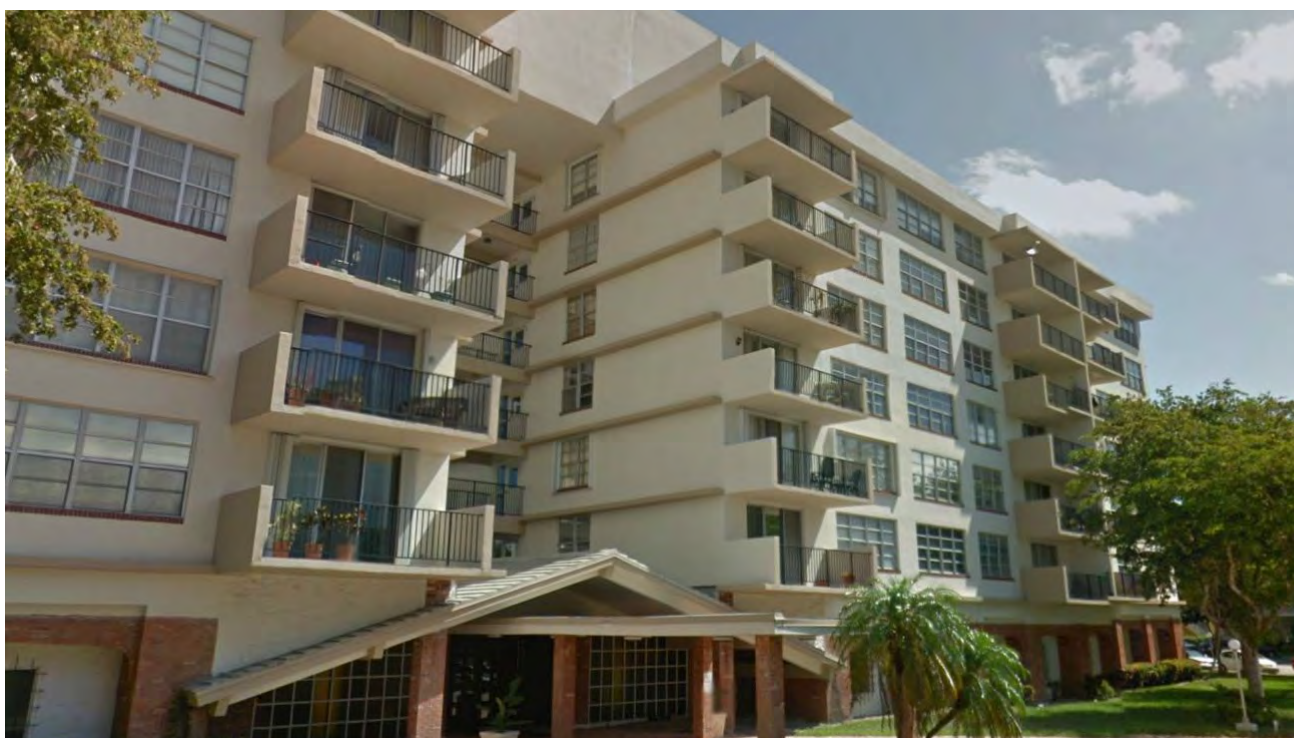
DUPLEX, RM-2
FLUM: MEDIUM HIGH DENSITY
2 STORY



RECREATIONAL PARK, RM-2
FLUM: MEDIUM HIGH DENSITY



MULTI-FAMILY, RM-2
FLUM: MEDIUM HIGH DENSITY
7 STORY



MULTI-FAMILY, RM-1
FLUM: MEDIUM HIGH DENSITY
5 STORY



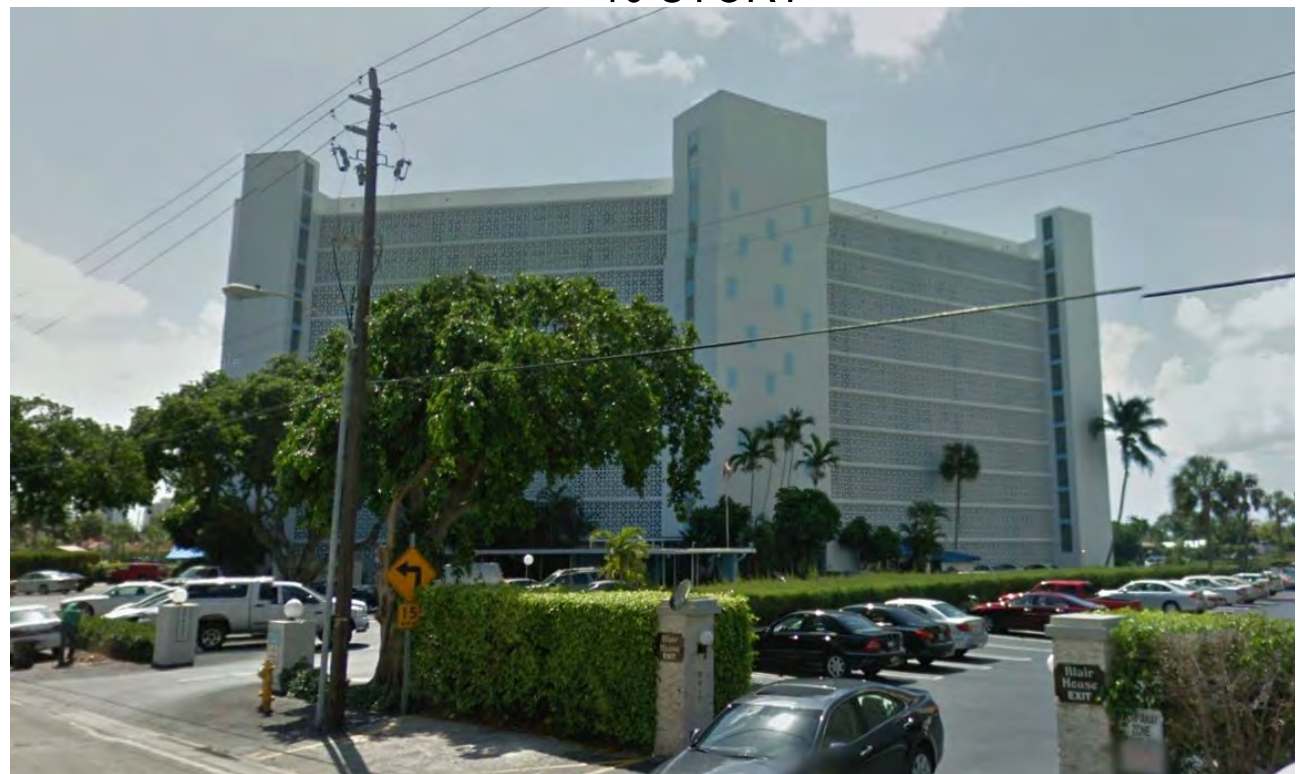
MULTI-FAMILY, RM-2
FLUM: MEDIUM HIGH DENSITY
2 STORY



MULTI-FAMILY, RM-1
FLUM: MEDIUM HIGH DENSITY
7 STORY



MULTI-FAMILY, TRACT DISTRICT
FLUM: MEDIUM HIGH DENSITY
10 STORY



1 LAND USE PLAN DESIGNATION

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SHEET NAME

LAND USE PLAN

Sheet No.

A-002

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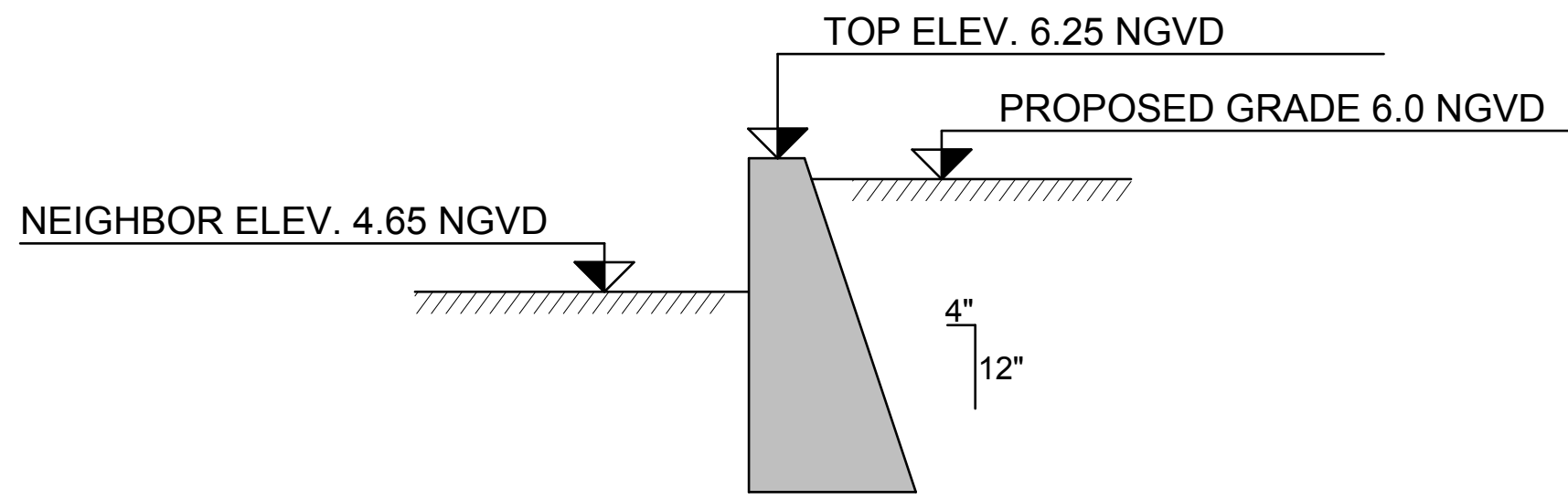
D

C

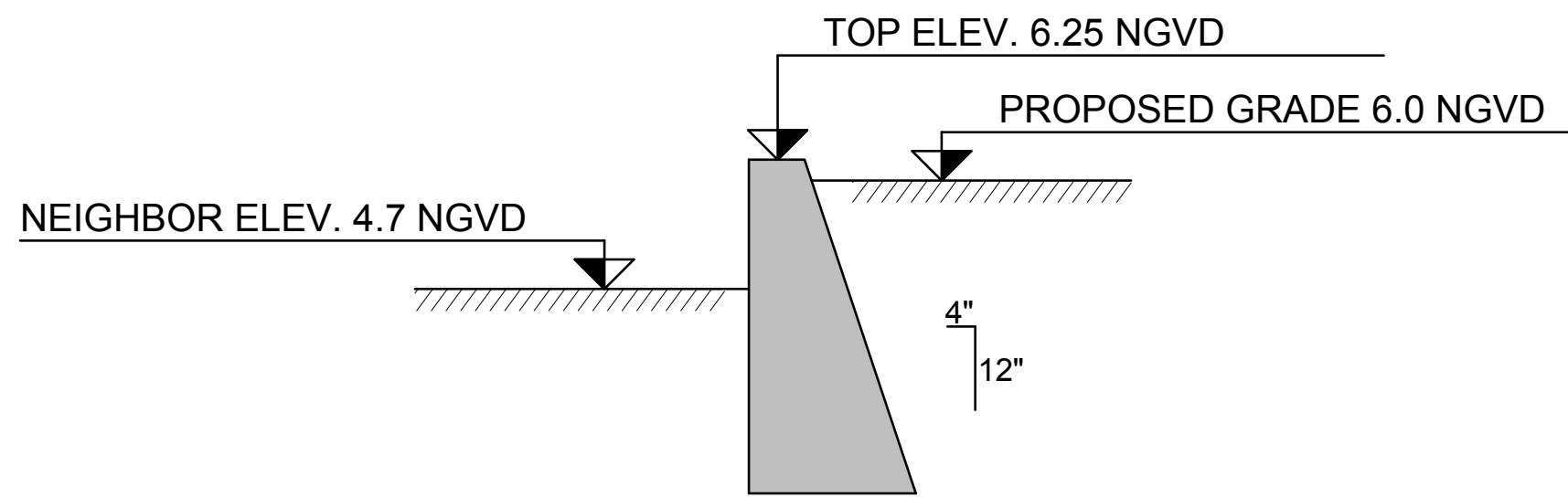
B

A

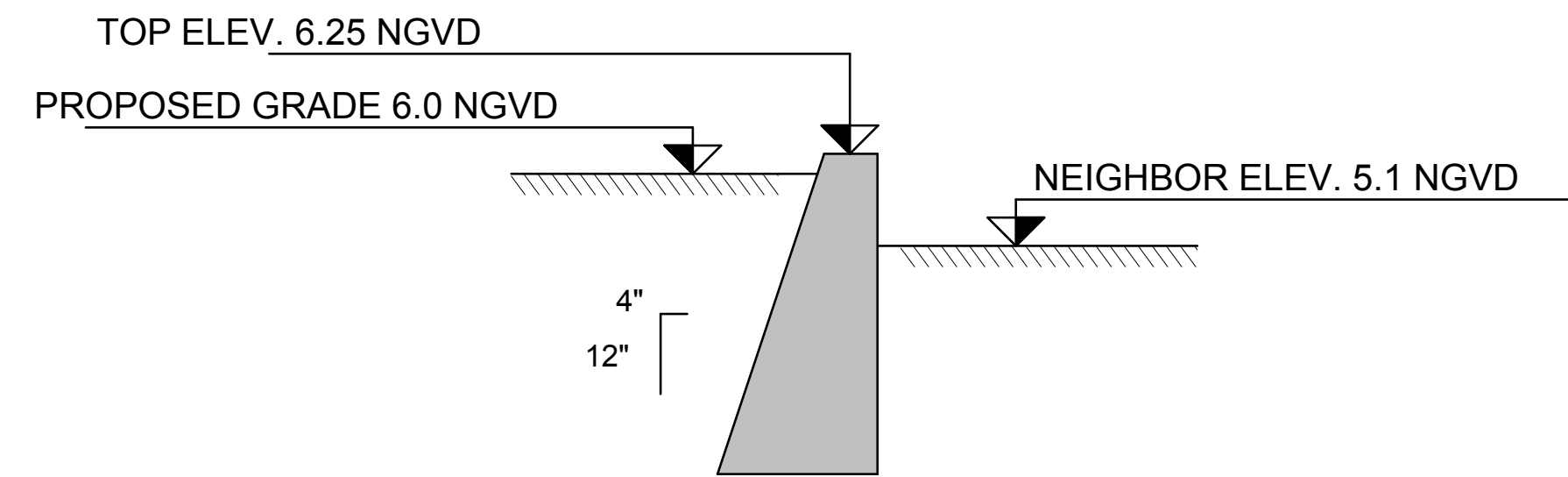
SECTION A-A



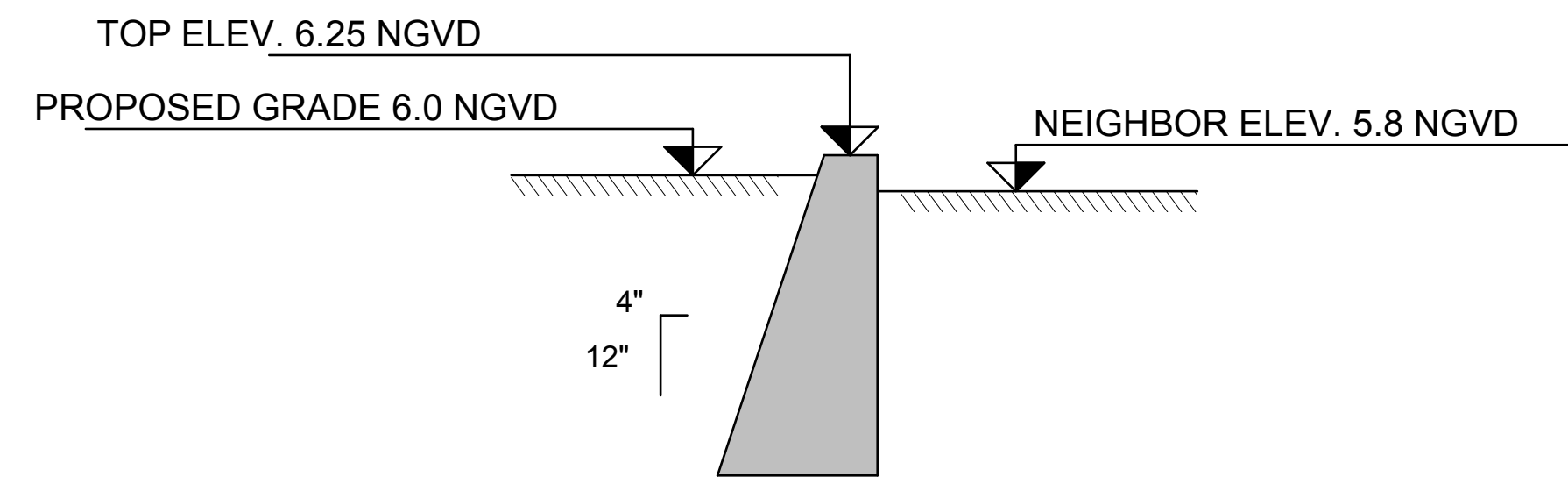
SECTION B-B



SECTION C-C



SECTION D-D



SECTIONS GRAVITY WALL ALONG THE PERIMETER

1
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NOTE:
FOR GRAVITY WALL DETAIL REFER TO SHEET C-4

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DATE

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PROJECT No.

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SHEET NAME

PERIMETER SECTION

Sheet No.

A-003

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AS SHOWN

PROJECT No. _____

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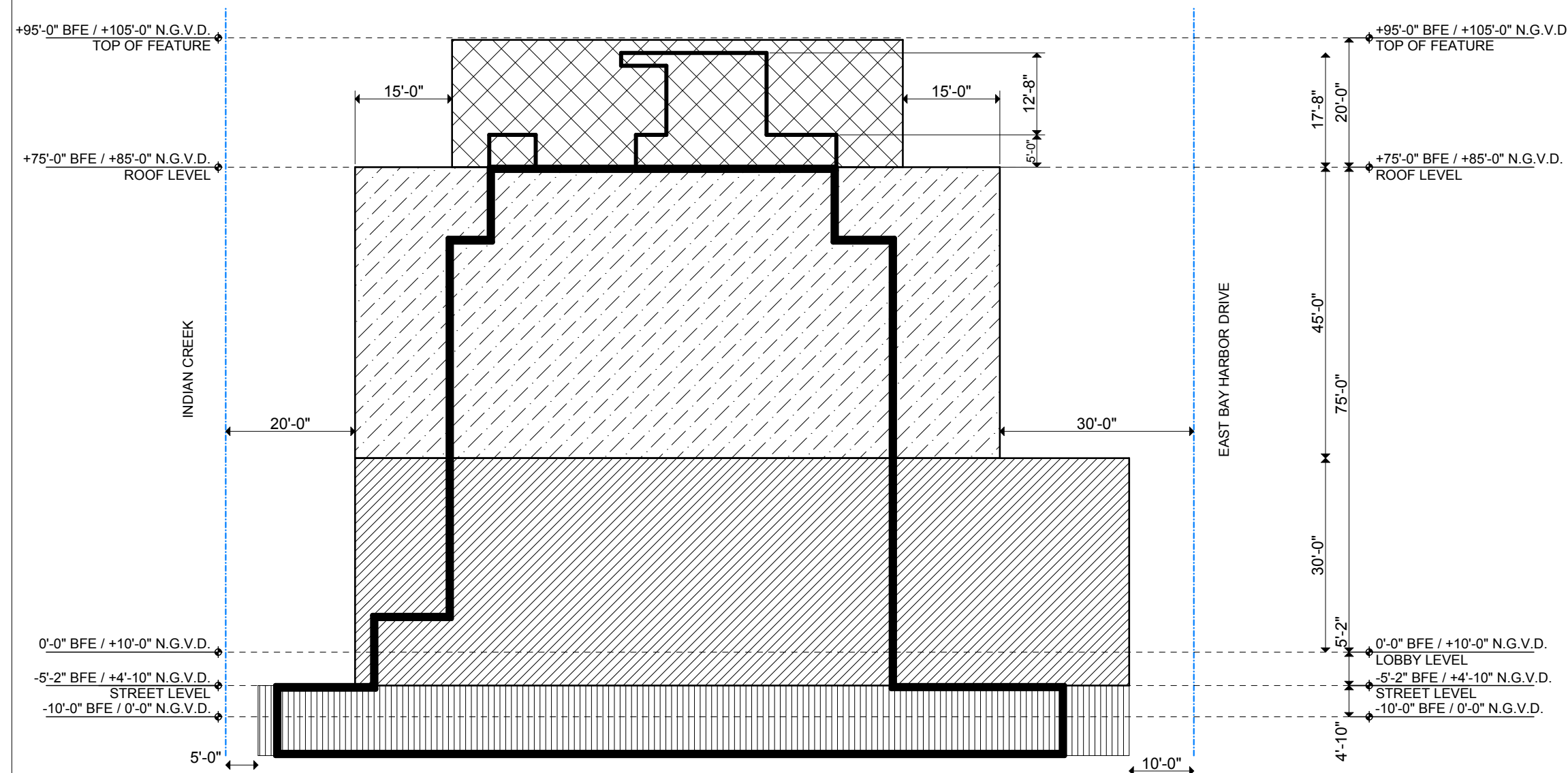
SETBACKS SCHEME

Sheet No. _____

A-004.1

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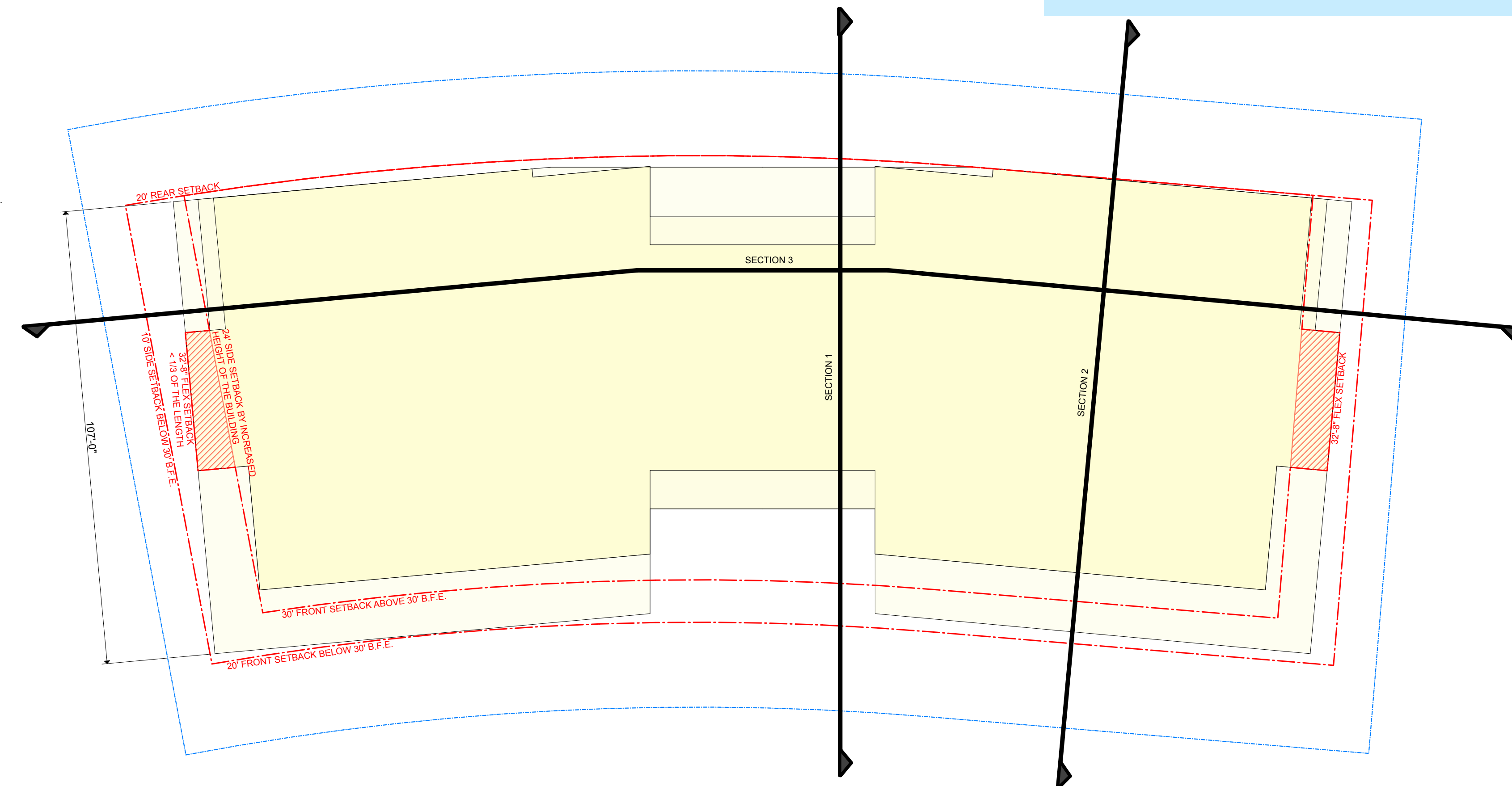
2 SECTION 1
SCALE: 1" = 20'

NOTES:

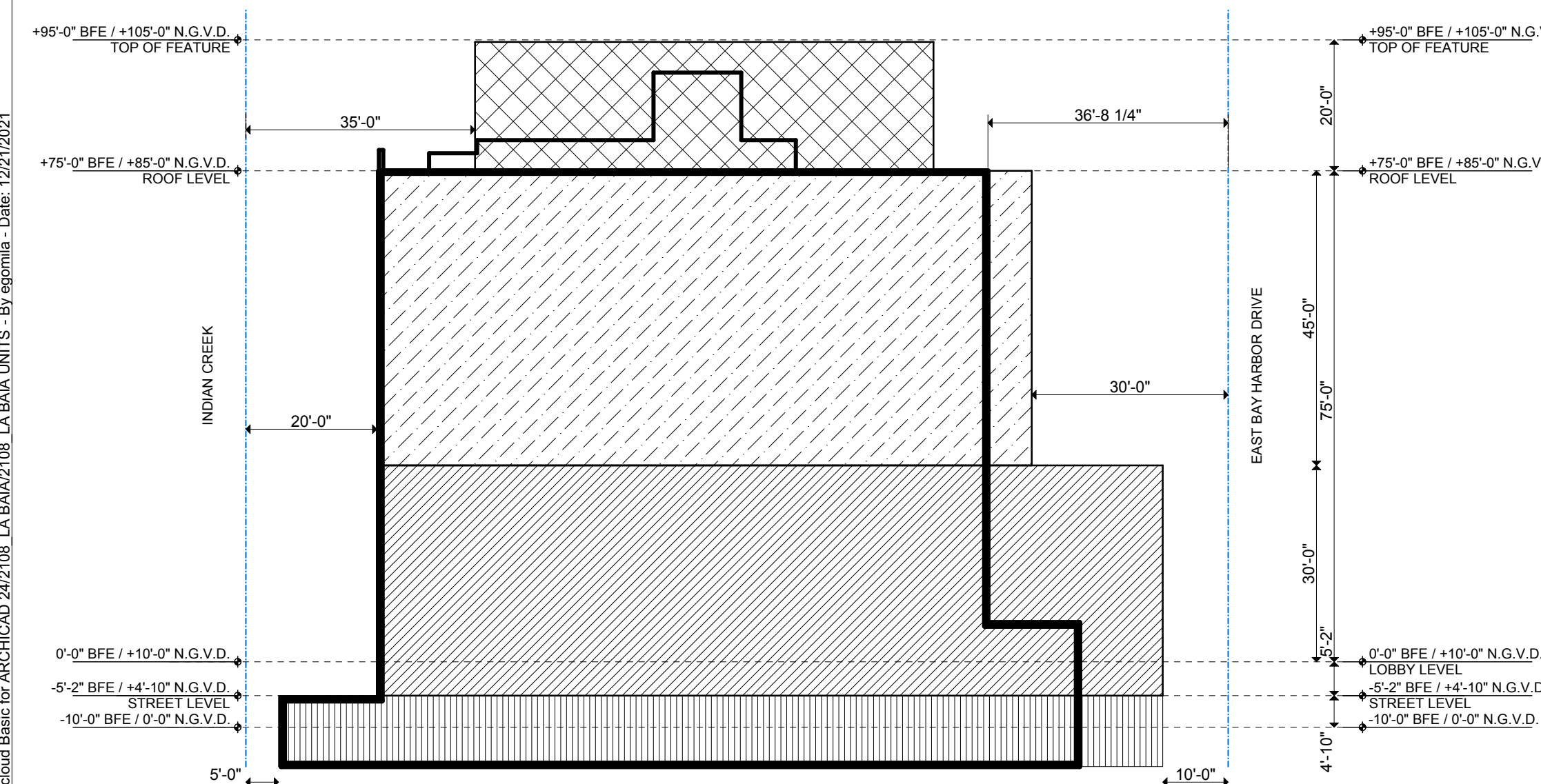
 ROOF DECK SETBACKS

 SETBACKS ABOVE 30'-0" h. B.F.E. SETBACKS BELOW 30'-0" h. B.F.E.

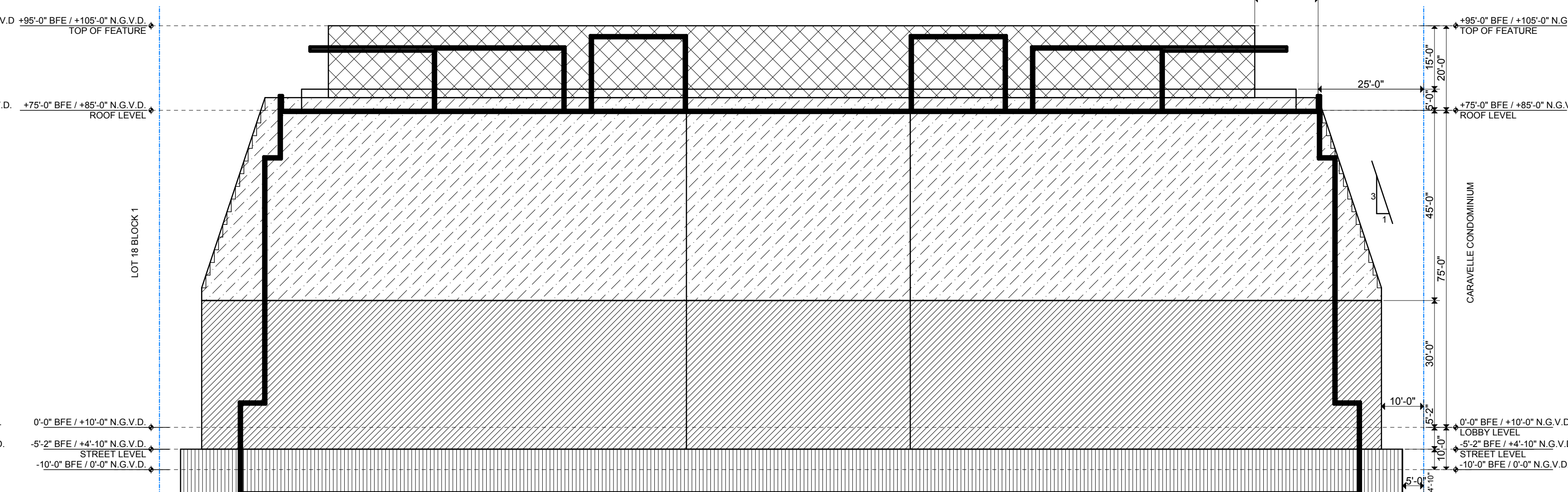
 PARKING SETBACK BELOW GRADE AS
PER SECTION 23-24, D. 2-4



1 SETBACKS SCHEME



3 SECTION 2
SCALE: 1" = 20'



4 **SECTION 3**
SCALE: 1" = 20'

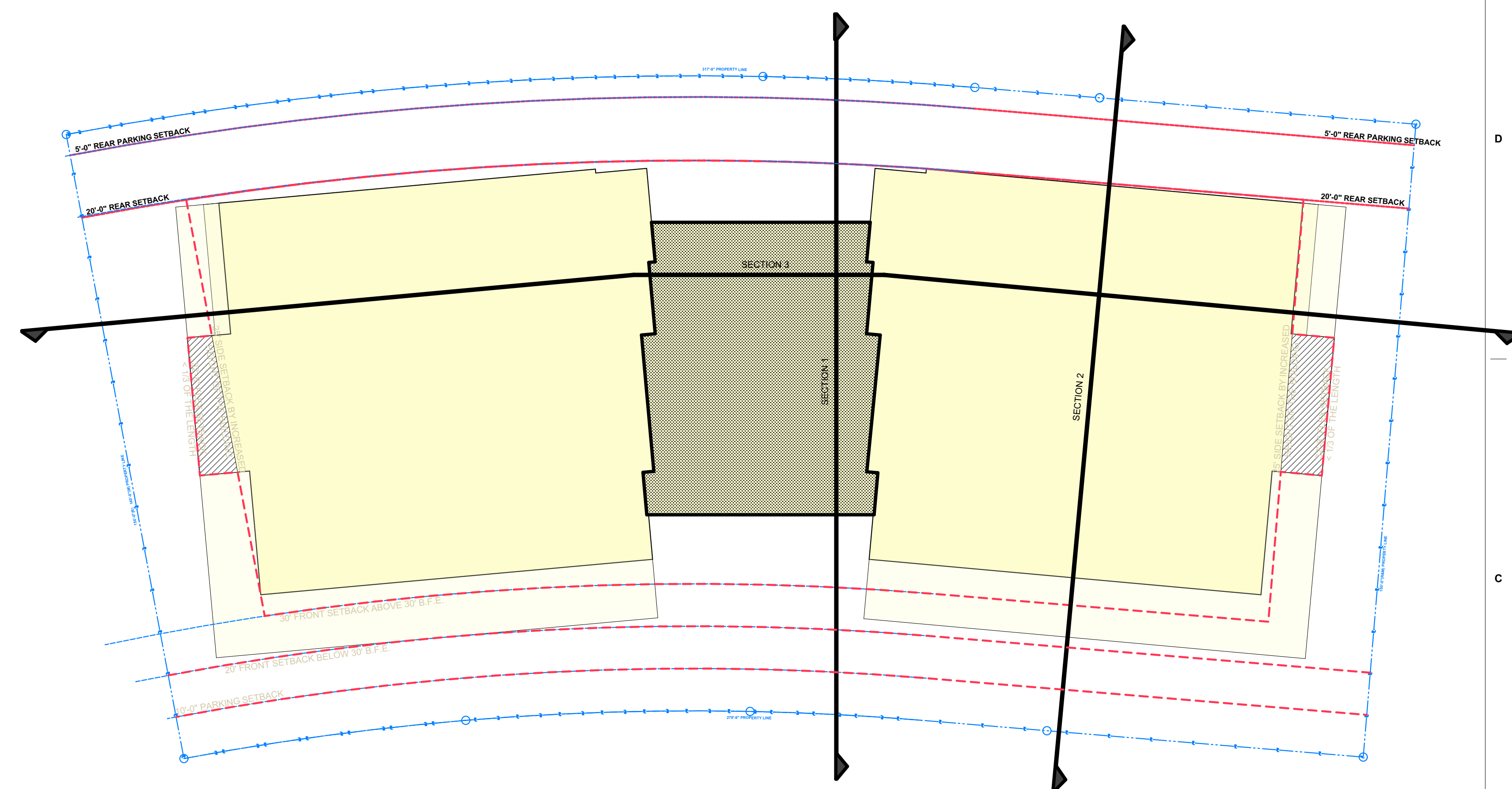
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Sheet No.

A-004.2

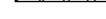
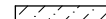
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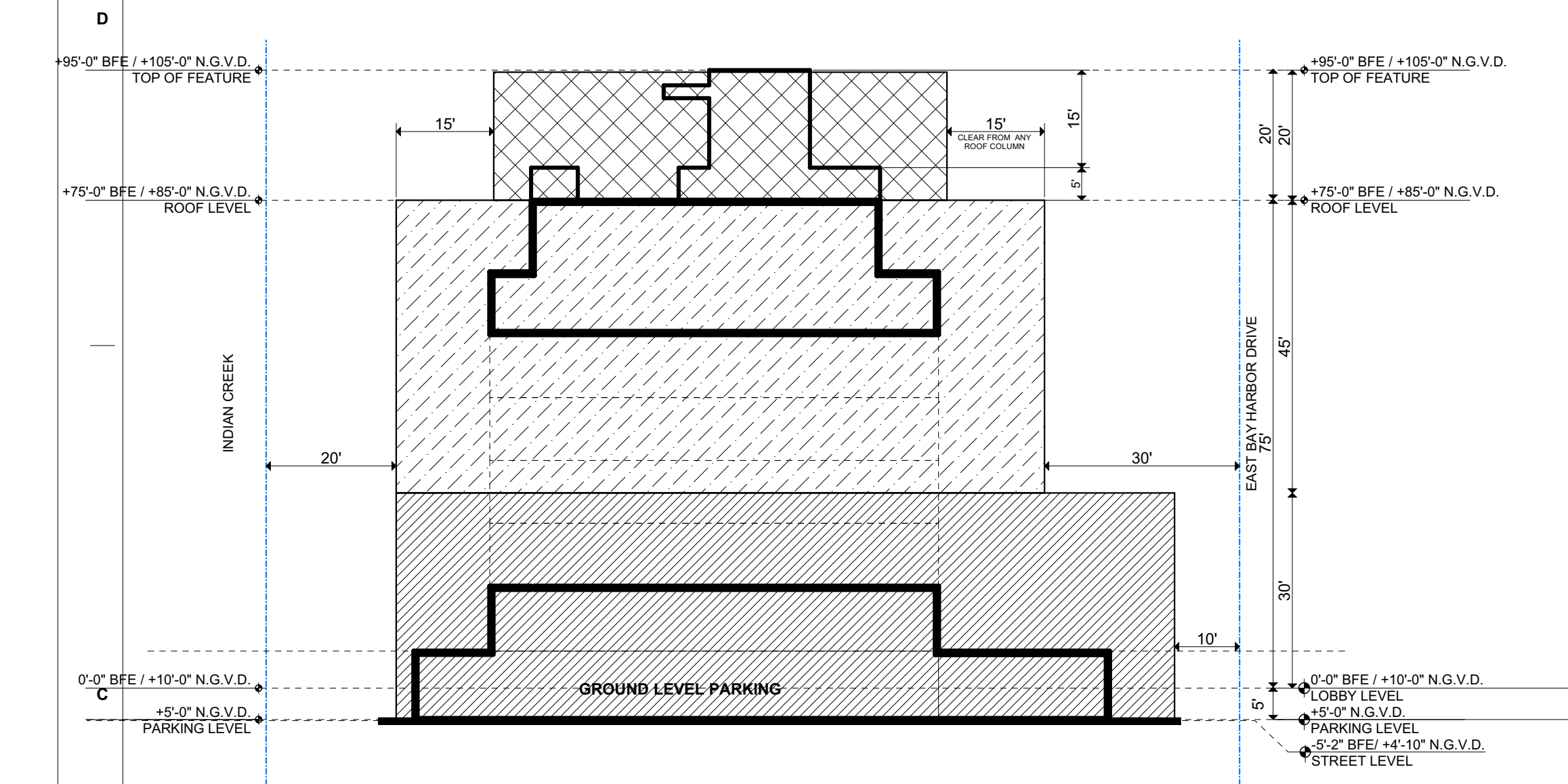
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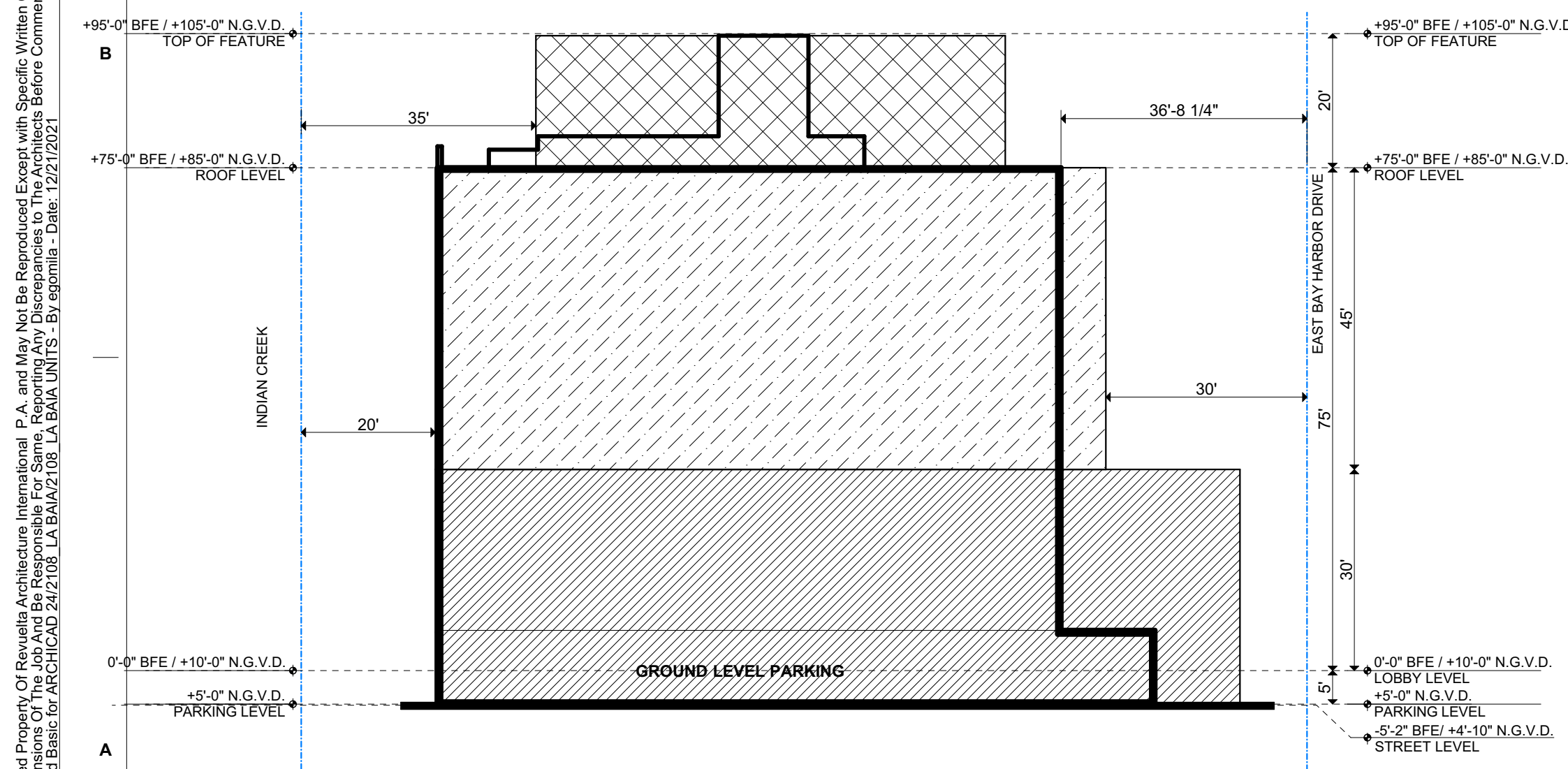
1 SETBACKS SCHEME

NOTES:

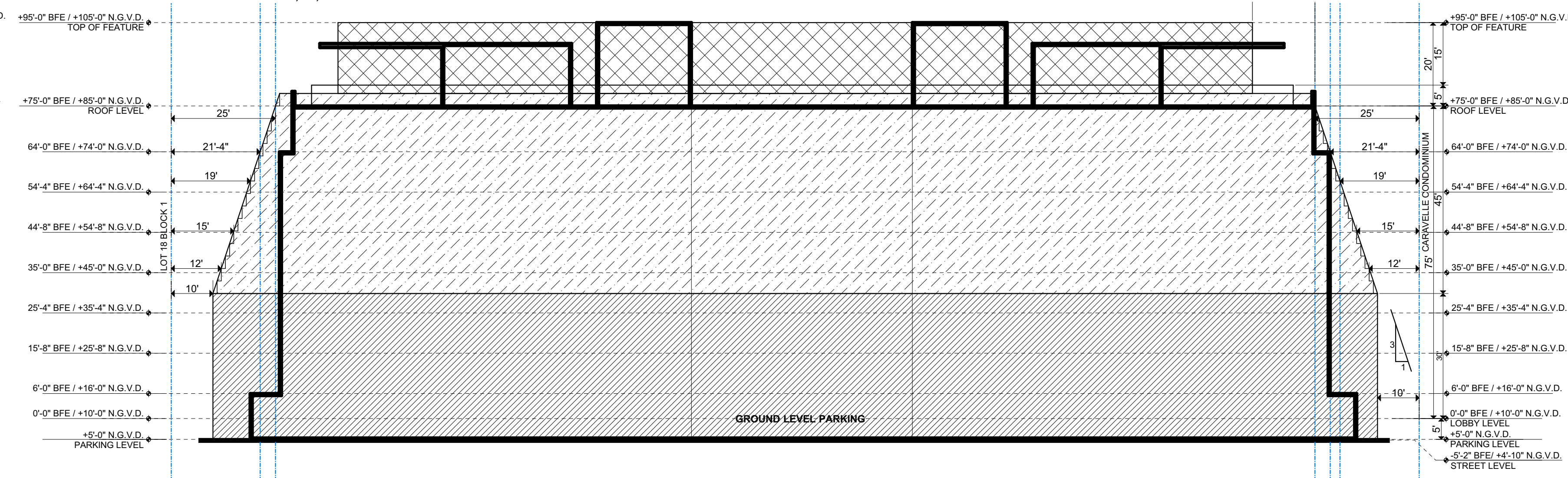
-  ROOF DECK SETBACKS
-  SETBACKS ABOVE 30'-0" h. B.F.E.
-  SETBACKS BELOW 30'-0" h. B.F.E.
-  PARKING SETBACK BELOW GRADE AS PER SECTION 23-24, D. 2-4



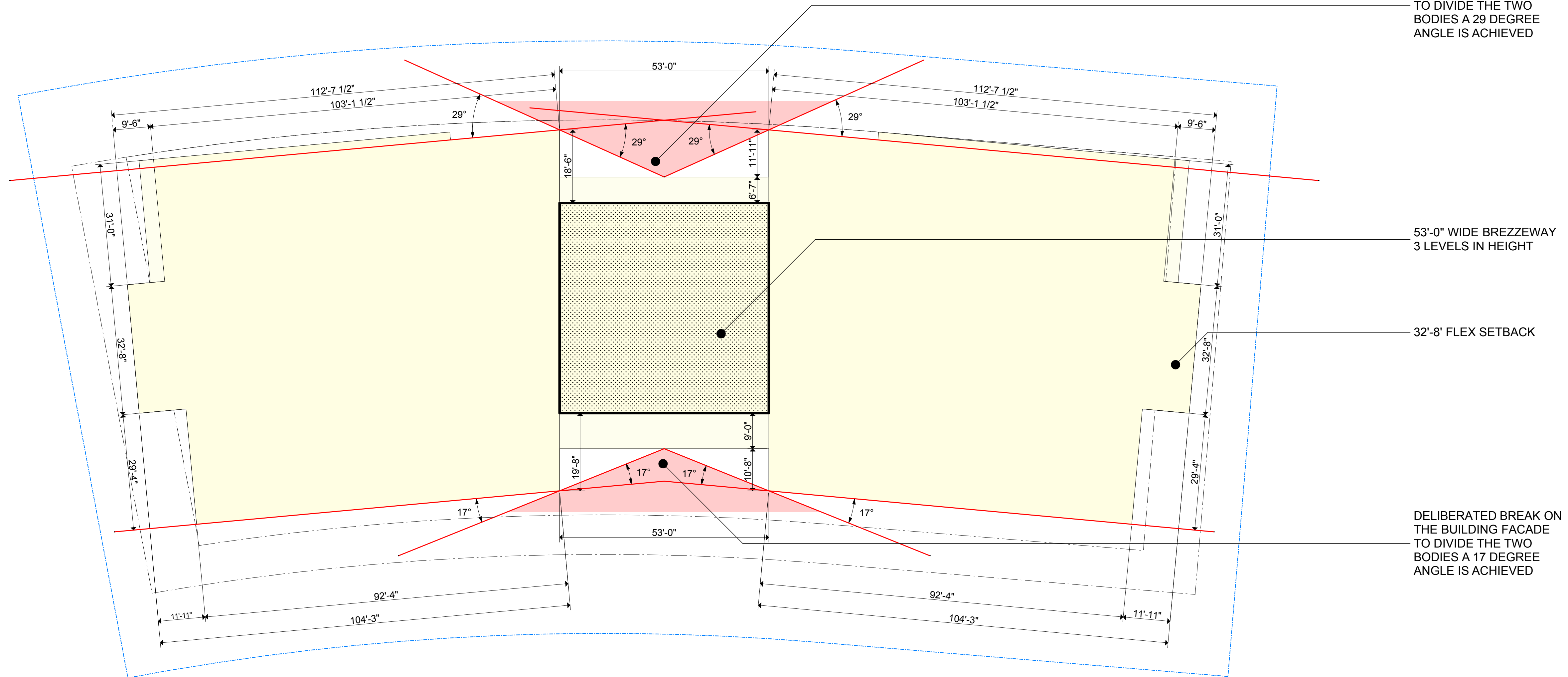
2 SECTION 1
SCALE: 1" = 20'



3 SECTION 2
SCALE: 1" = 20'



4 SECTION 3
SCALE: 1" = 20'



1 BUILDING ARTICULATION SCHEME

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

CODE REQUIREMENTS_

Building Length:

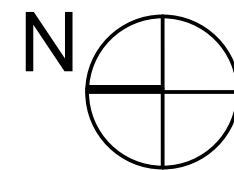
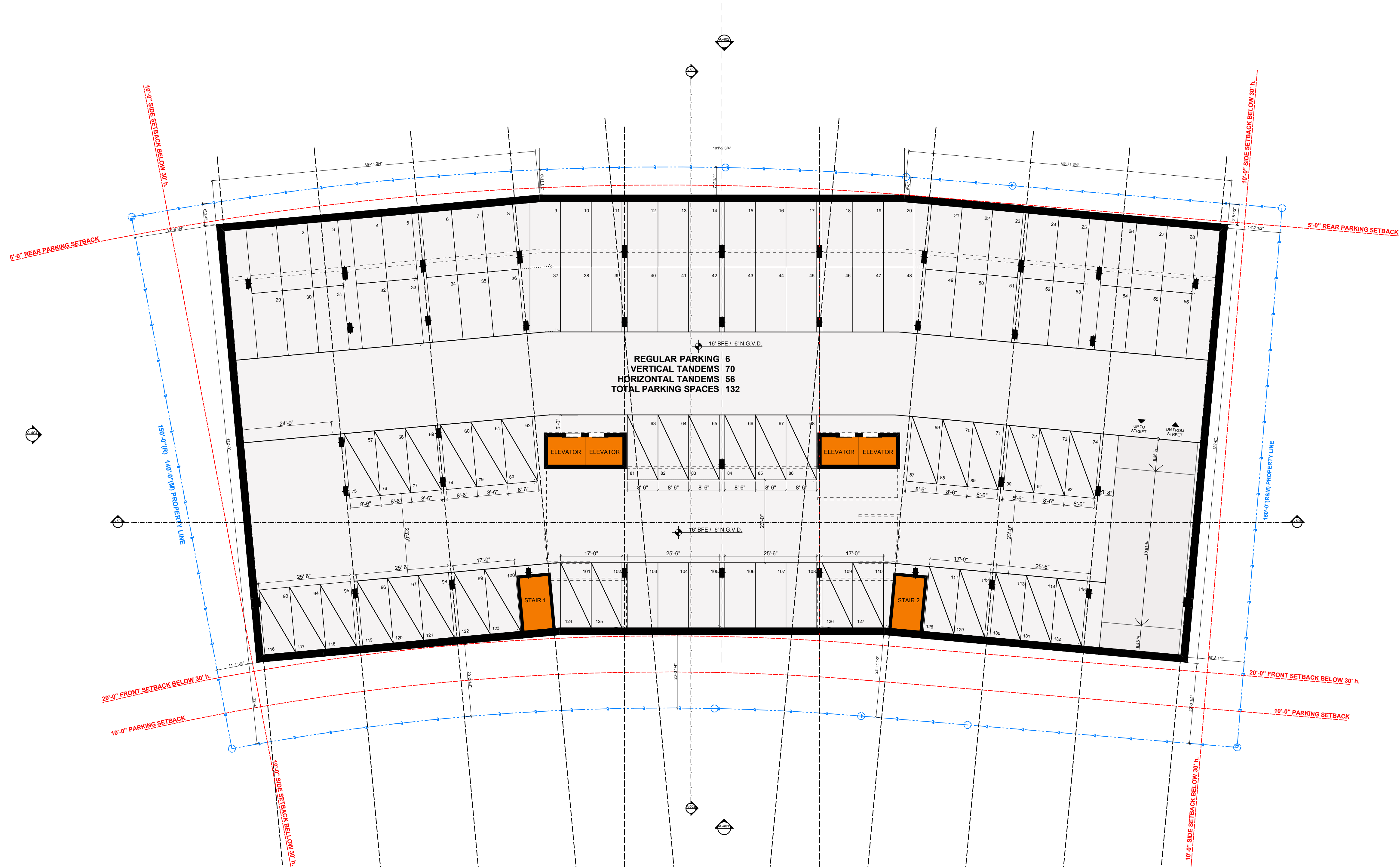
- The maximum overall length of any single building in a linear shape with no break or angles greater than 15 degrees shall not exceed 205 feet

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6 5 4 3 2 1

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1

ISLAND HOUSE
PARKING LEVEL -1
SCALE: 1/16" = 1'-0"

6 5 4 3 2 1

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SHEET NAME

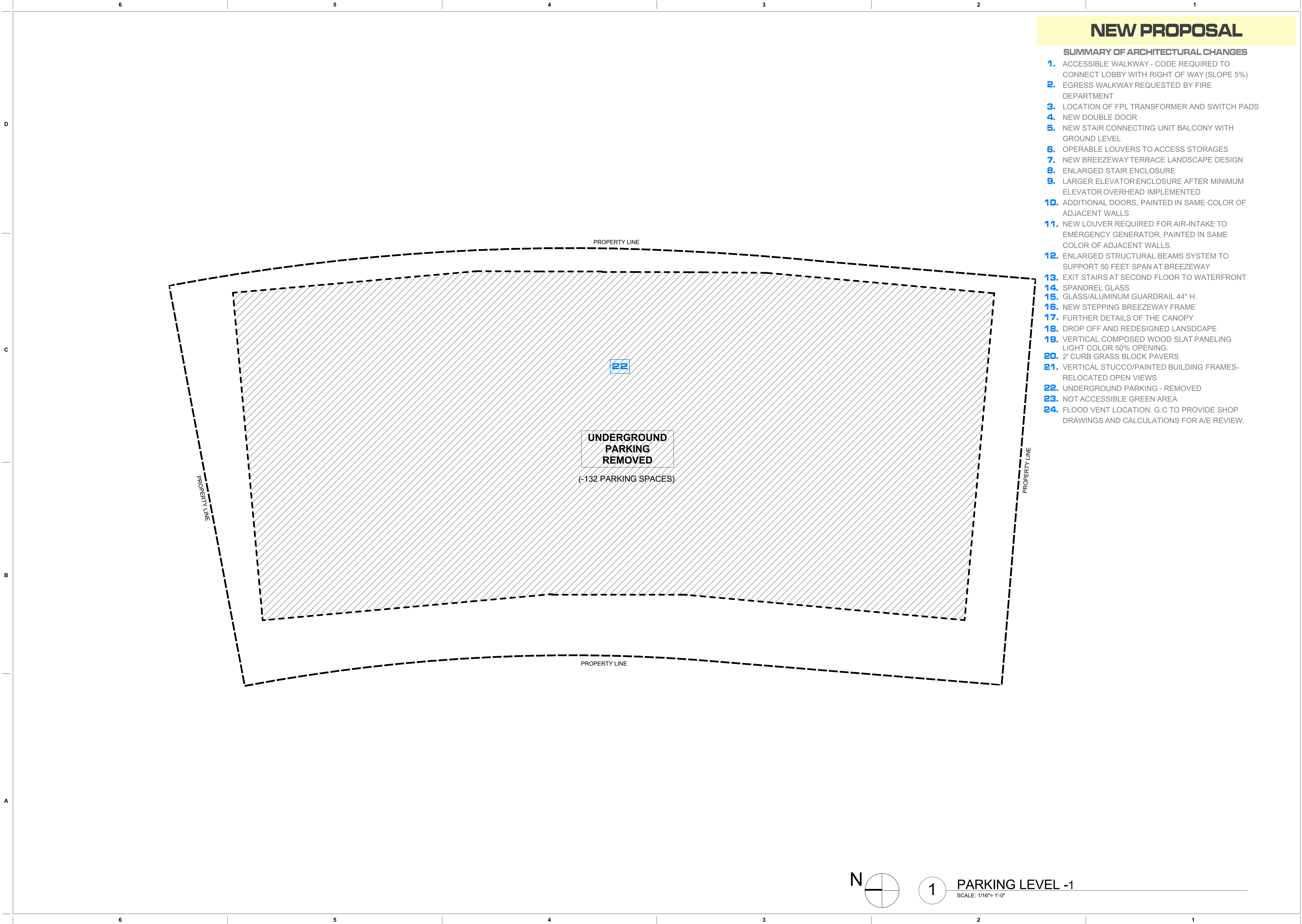
BASEMENT

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A-101.1

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NEW PROPOSAL

SUMMARY OF ARCHITECTURAL CHANGES

1. ACCESSIBLE WALKWAY - CODE REQUIRED TO CONNECT LOBBY WITH RIGHT OF WAY (SLOPE 5%)
2. EGRESS WALKWAY REQUESTED BY FIRE DEPARTMENT
3. LOCATION OF FPL TRANSFORMER AND SWITCH PADS
4. NEW DOUBLE DOOR
5. NEW STAIR CONNECTING UNIT BALCONY WITH GROUND LEVEL
6. OPERABLE LOUVERS TO ACCESS STORAGES
7. NEW BREEZEWAY TERRACE LANDSCAPE DESIGN
8. ENLARGED STAIR ENCLOSURE
9. LARGER ELEVATOR ENCLOSURE AFTER MINIMUM ELEVATOR OVERHEAD IMPLEMENTED
10. ADDITIONAL DOORS, PAINTED IN SAME COLOR OF ADJACENT WALLS
11. NEW LOUVER REQUIRED FOR AIR-INTAKE TO EMERGENCY GENERATOR, PAINTED IN SAME COLOR OF ADJACENT WALLS.
12. ENLARGED STRUCTURAL BEAMS SYSTEM TO SUPPORT 50 FEET SPAN AT BREEZEWAY
13. EXIT STAIRS AT SECOND FLOOR TO WATERFRONT
14. SPANDREL GLASS
15. GLASS/ALUMINUM GUARDRAIL 44" H.
16. NEW STEPPING BREEZEWAY FRAME
17. FURTHER DETAILS OF THE CANOPY
18. DROP OFF AND REDESIGNED LANDSCAPE
19. VERTICAL COMPOSED WOOD SLAT PANELING LIGHT COLOR 50% OPENING.
20. 2' CURB GRASS BLOCK PAVERS
21. VERTICAL STUCCO/PAINTED BUILDING FRAMES- RELOCATED OPEN VIEWS
22. UNDERGROUND PARKING - REMOVED
23. NOT ACCESSIBLE GREEN AREA
24. FLOOD VENT LOCATION. G.C TO PROVIDE SHOP DRAWINGS AND CALCULATIONS FOR A/E REVIEW.

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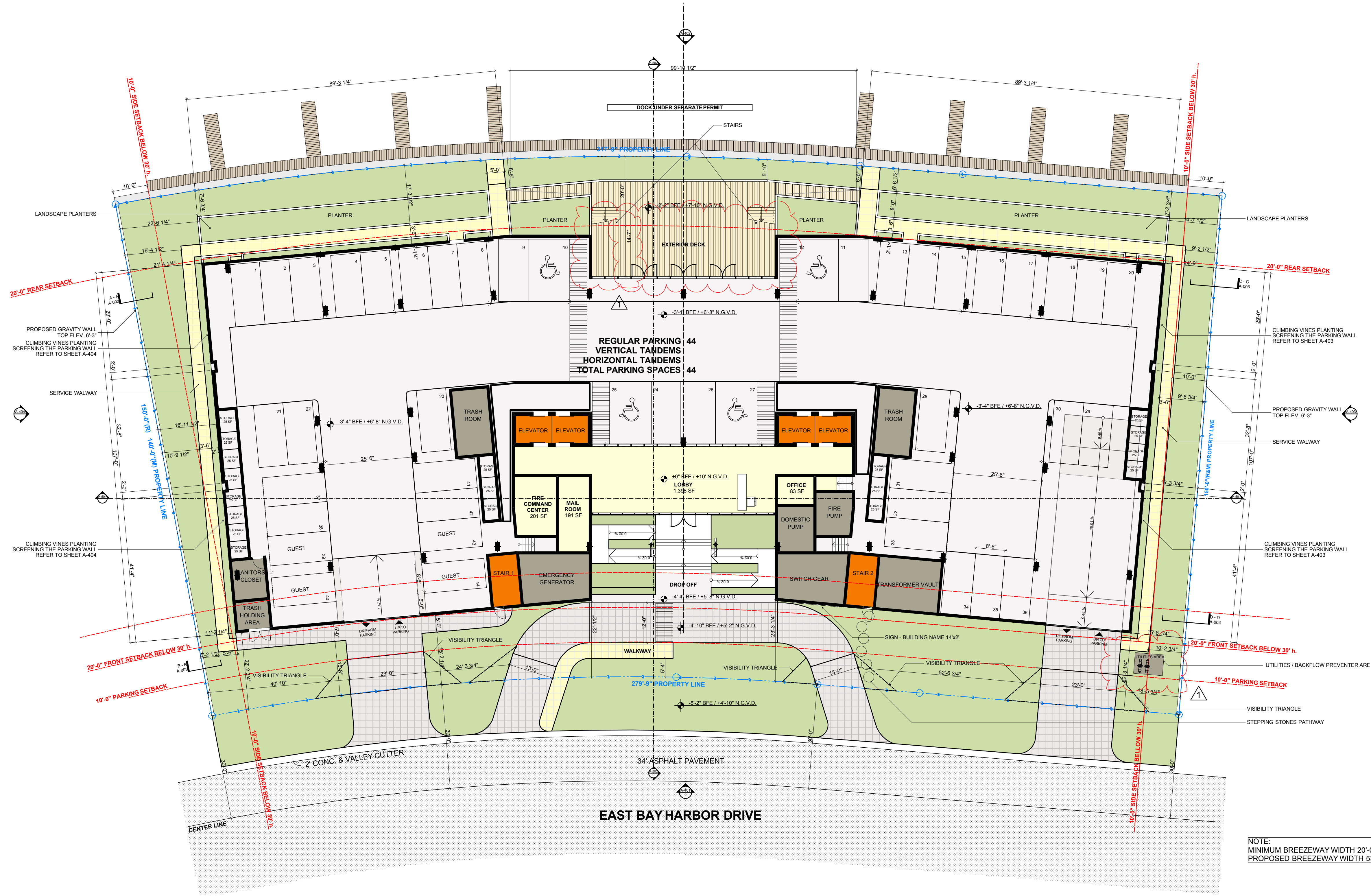
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SHEET NAME

BASEMENT

Sheet No.

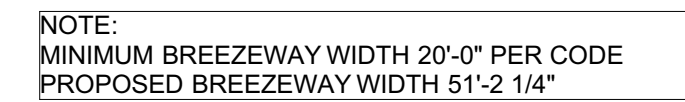
A-101.2



ISLAND HOUSE FIRST LEVEL

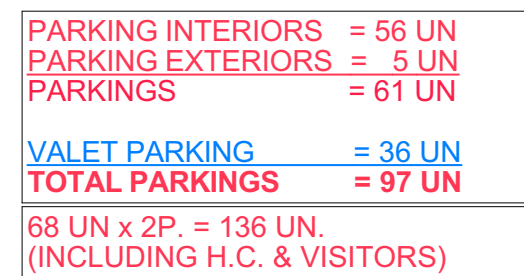
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FOR ALL NEW LANDSCAPE AND HARDSCAPE DESIGN REFER TO
LANDSCAPE ARCHITECT DRAWINGS.



- 1.** ACCESSIBLE WALKWAY - CODE REQUIRED TO CONNECT LOBBY WITH RIGHT OF WAY (SLOPE 5%)
- 2.** EGRESS WALKWAY REQUESTED BY FIRE DEPARTMENT
- 3.** LOCATION OF FPL TRANSFORMER AND SWITCH PADS
- 4.** NEW DOUBLE DOOR
- 5.** NEW STAIR CONNECTING UNIT BALCONY WITH GROUND LEVEL
- 6.** OPERABLE LOUVERS TO ACCESS STORAGES
- 7.** NEW BREEZEWAY TERRACE LANDSCAPE DESIGN
- 8.** ENLARGED STAIR ENCLOSURE
- 9.** LARGER ELEVATOR ENCLOSURE AFTER MINIMUM ELEVATOR OVERHEAD IMPLEMENTED
- 10.** ADDITIONAL DOORS, PAINTED IN SAME COLOR OF ADJACENT WALLS
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- 22.** UNDERGROUND PARKING - REMOVED
- 23.** NOT ACCESSIBLE GREEN AREA
- 24.** FLOOD VENT LOCATION. G.C TO PROVIDE SHOP DRAWINGS AND CALCULATIONS FOR A/E REVIEW.

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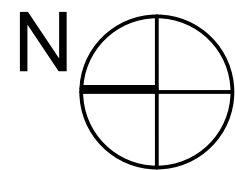


NOTE:
MINIMUM BREEZEWAY WIDTH 20'-0" PER CODE
PROPOSED BREEZEWAY WIDTH 51'-2 1/4"

- 1.** ACCESSIBLE WALKWAY - CODE REQUIRED TO CONNECT LOBBY WITH RIGHT OF WAY (SLOPE 5%)
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- 19.** VERTICAL COMPOSED WOOD SLAT PANELING LIGHT COLOR 50% OPENING.
- 20.** 2' CURB GRASS BLOCK PAVERS
- 21.** VERTICAL STUCCO/PAINTED BUILDING FRAMES- RELOCATED OPEN VIEWS
- 22.** UNDERGROUND PARKING - REMOVED
- 23.** NOT ACCESSIBLE GREEN AREA
- 24.** FLOOD VENT LOCATION. G.C TO PROVIDE SHOP DRAWINGS AND CALCULATIONS FOR A/E REVIEW.

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1

ISLAND HOUSE SECOND LEVEL

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

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Consultant

Luis O. Revuelta

AR-0007972

PROJECT PHASE

DATE

12/21/2021

SCALE

AS SHOWN

PROJECT No.

2108

SHEET NAME

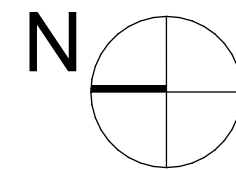
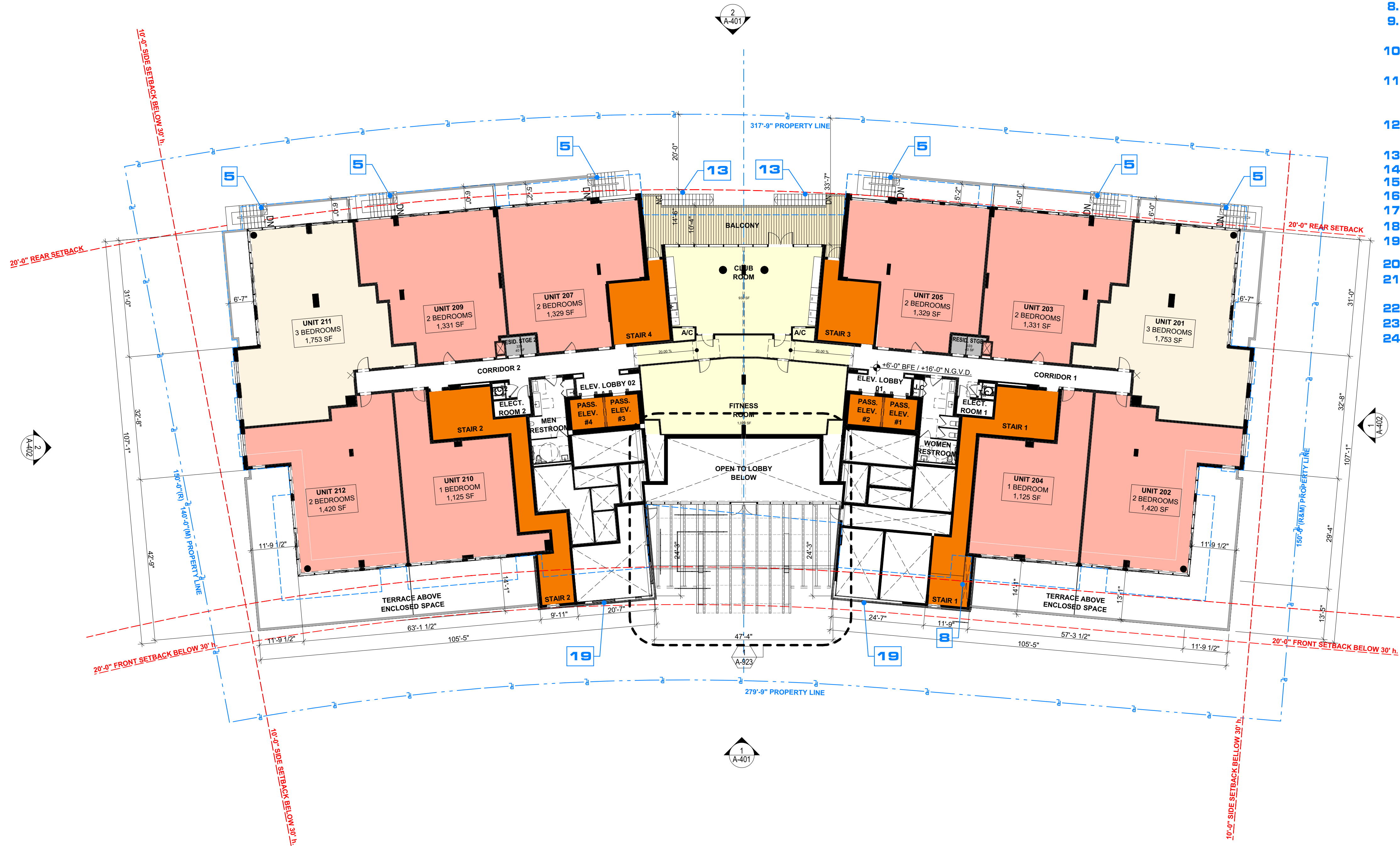
SECOND LEVEL

Sheet No.

A-103.1

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1

SECOND LEVEL

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

NEW PROPOSAL

SUMMARY OF ARCHITECTURAL CHANGES

1. ACCESSIBLE WALKWAY - CODE REQUIRED TO CONNECT LOBBY WITH RIGHT OF WAY (SLOPE 5%)
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Consultant

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PROJECT PHASE

DATE

12/21/2021

SCALE

AS SHOWN

PROJECT No.

2108

SHEET NAME

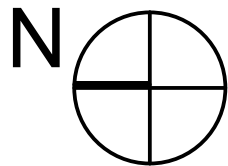
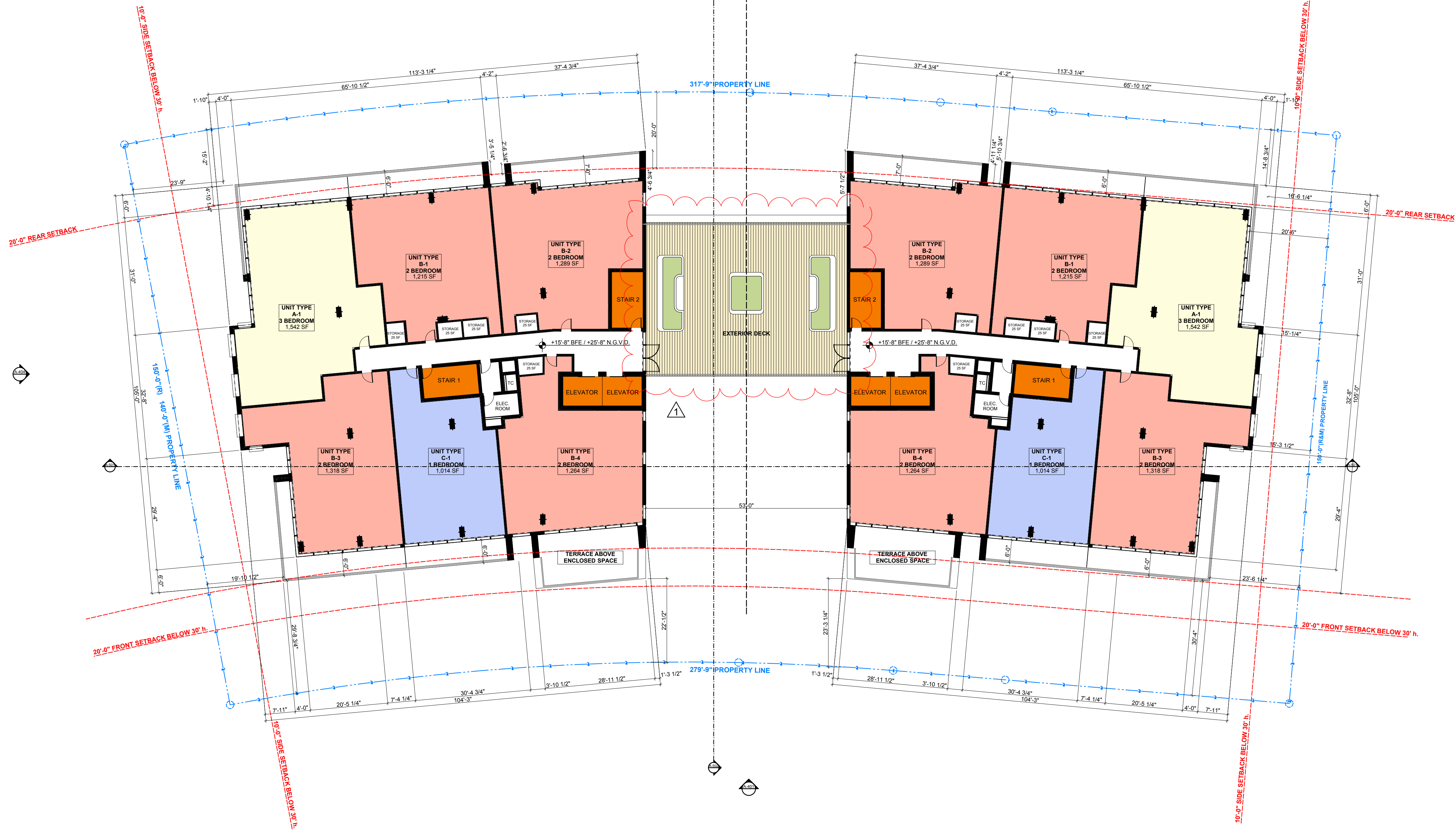
SECOND LEVEL

Sheet No.

A-103.2

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1

ISLAND HOUSE THIRD TO SIXTH LEVEL

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

NOTE:
TERRACE AREA= 2,142 SF
LANDSCAPE PROVIDED= 342 SF > 15% OF TERRACE

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SHEET NAME

THIRD LEVEL

Sheet No.

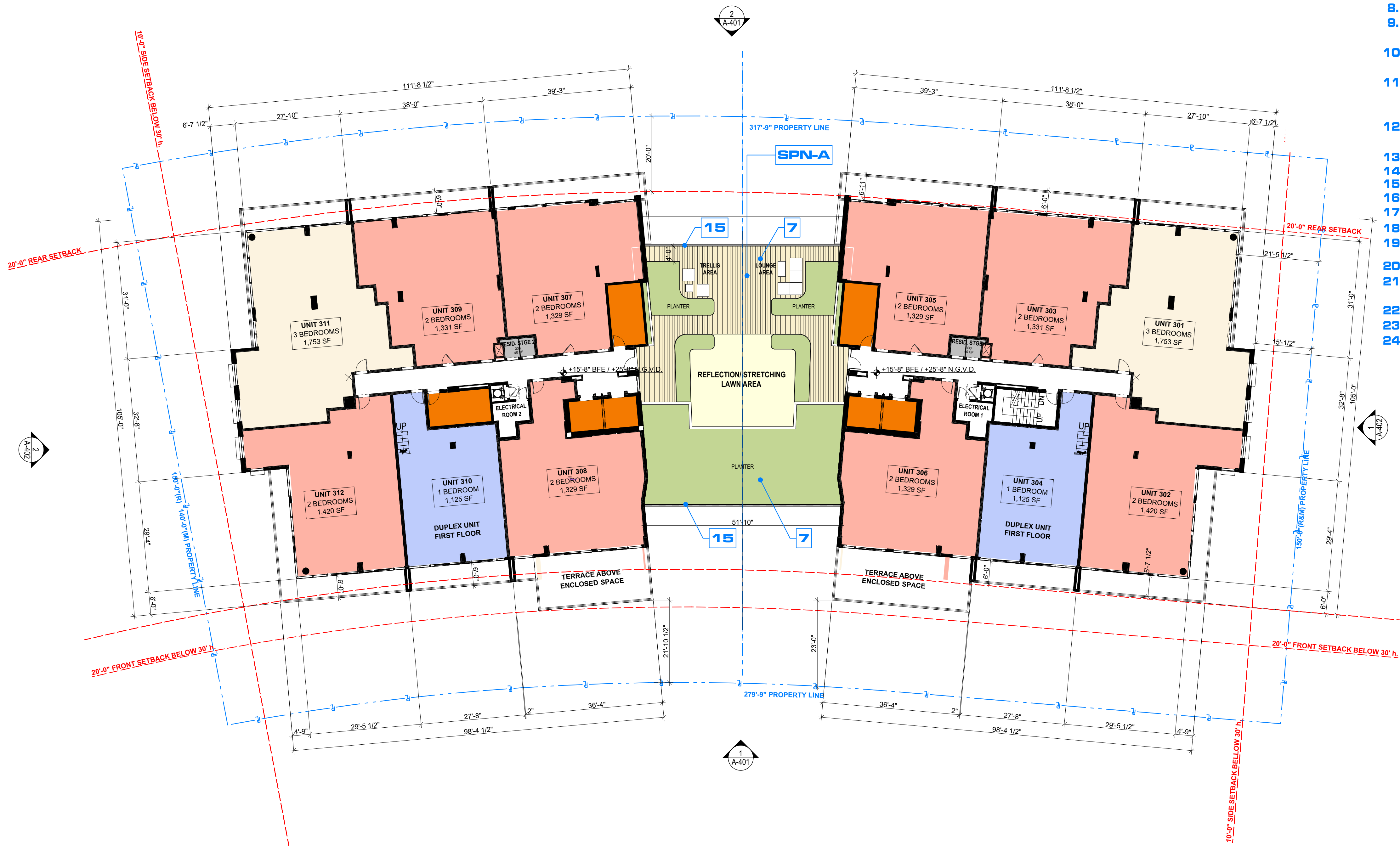
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SPECIAL NOTE (SPN-A):

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NEW PROPOSAL

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Luis O. Revuelta

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PROJECT PHASE

DATE

12/21/2021

SCALE

AS SHOWN

PROJECT No.

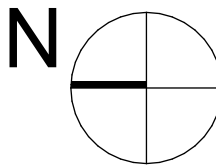
2108

SHEET NAME

THIRD LEVEL

Sheet No.

A-104.2



1

THIRD LEVEL

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

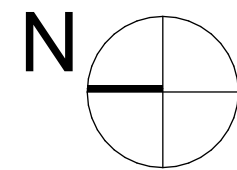
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1

FOURTH LEVEL

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

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Consultant

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SCALE

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PROJECT No.

2108

SHEET NAME

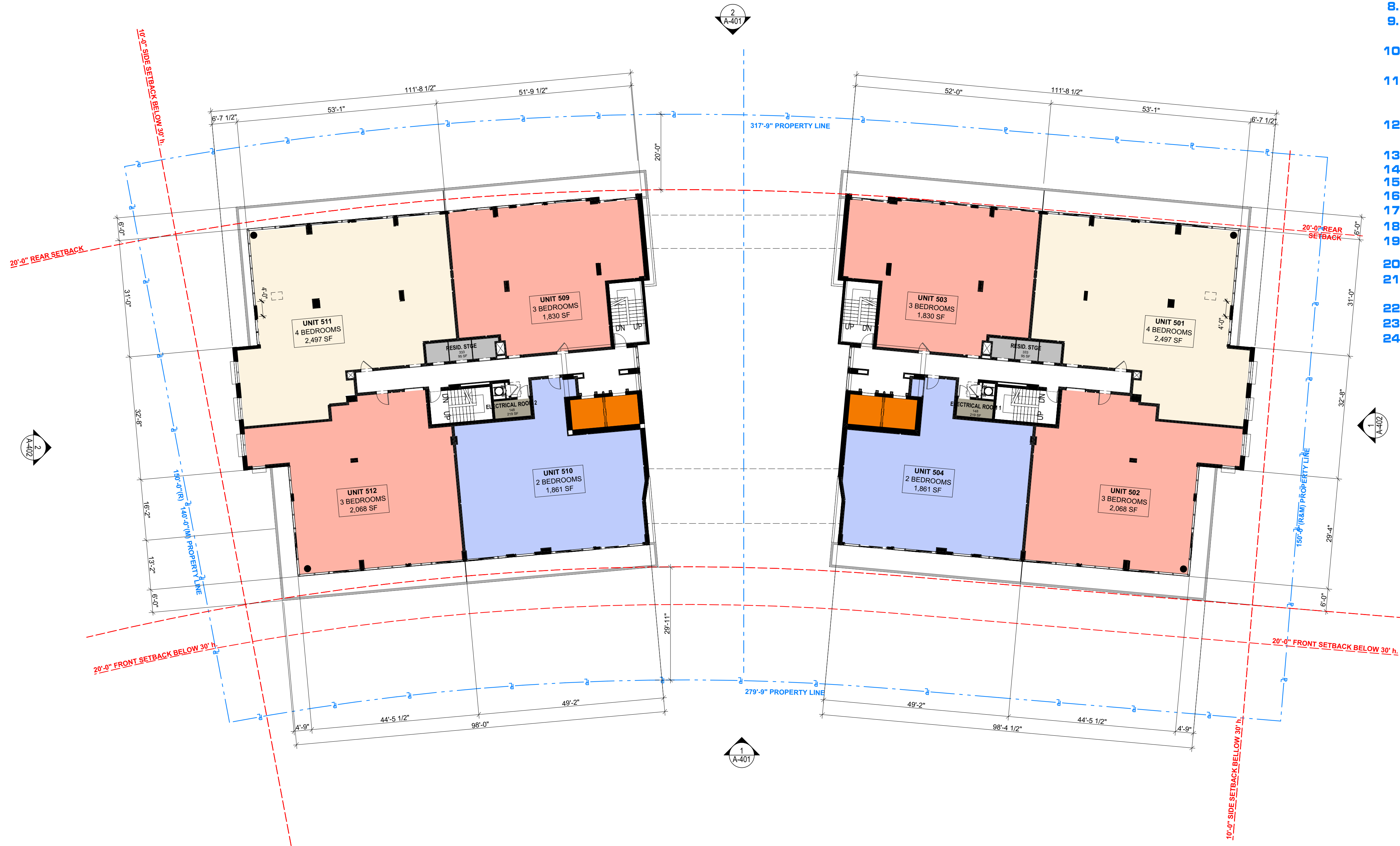
FOURTH LEVEL

Sheet No.

A-105.2

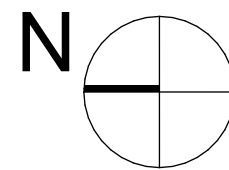
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SPECIAL NOTE:

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1

FIFTH LEVEL

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

NEW PROPOSAL

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DATE

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SCALE

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PROJECT No.

2108

SHEET NAME

FIFTH LEVEL

Sheet No.

A-106.2

SUMMARY OF ARCHITECTURAL CHANGES

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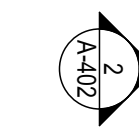
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SIXTH LEVEL

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

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



N

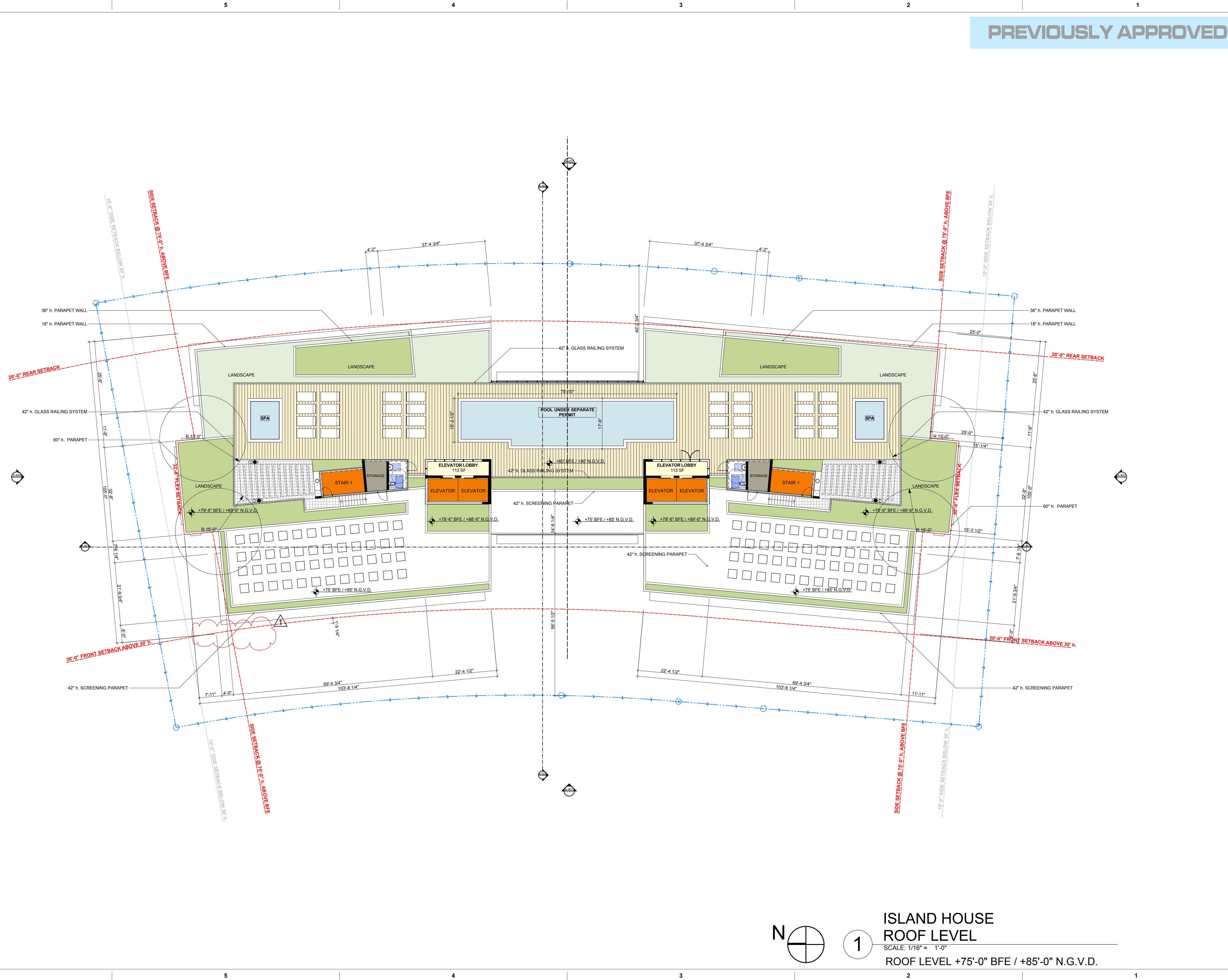
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CK BELOW 30' h

A-109.2

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AR-0007972

PROJECT PHASE

DATE

12/21/2021

SCALE

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PROJECT No.

2108

SHEET NAME

POOL DECK

Sheet No.

A-110.1

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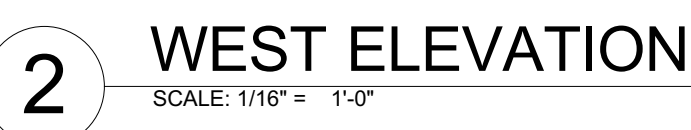
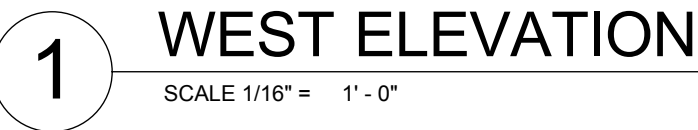
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POOL DECK

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

A-110.2

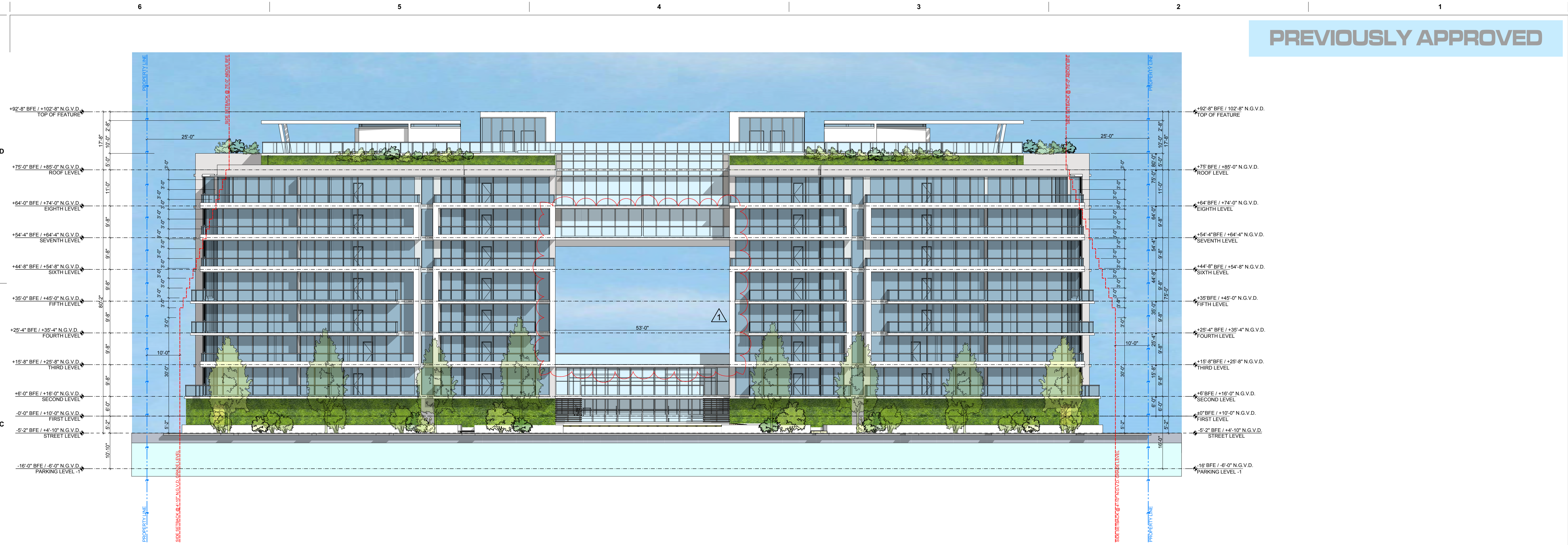


NEW PROPOSAL

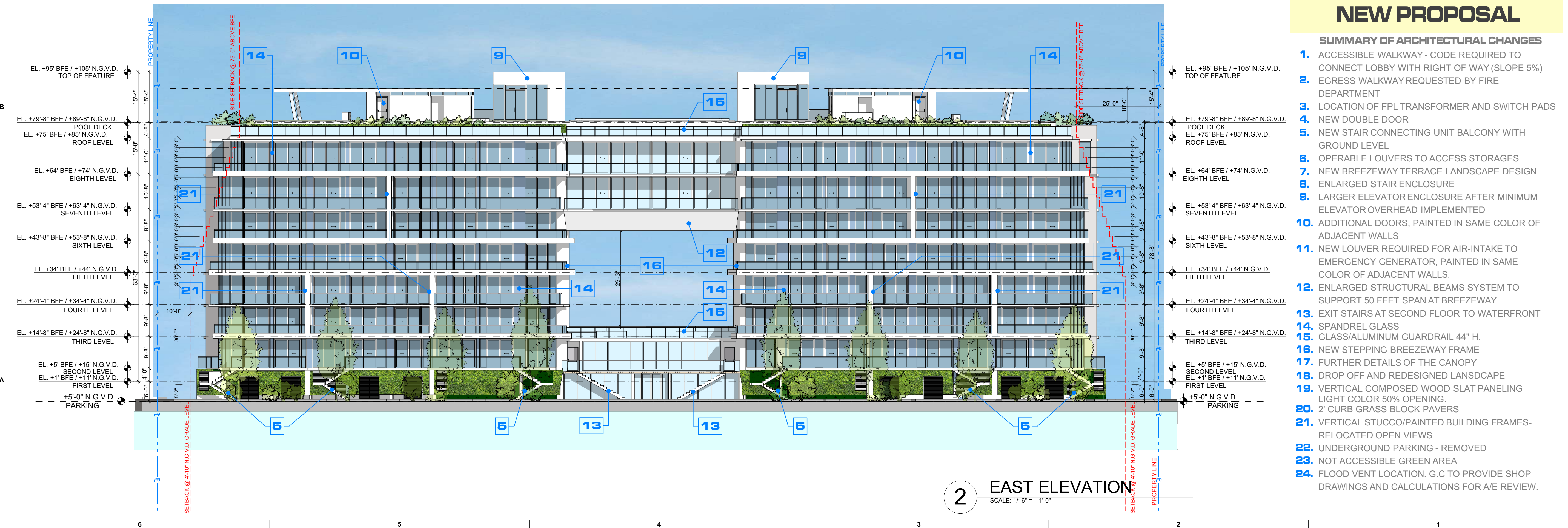
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1 EAST ELEVATION
SCALE: 1/16" = 1'-0"



2 EAST ELEVATION
SCALE: 1/16" = 1'-0"

PREVIOUSLY APPROVED

NEW PROPOSAL

SUMMARY OF ARCHITECTURAL CHANGES

1. ACCESSIBLE WALKWAY - CODE REQUIRED TO CONNECT LOBBY WITH RIGHT OF WAY (SLOPE 5%)
2. EGRESS WALKWAY REQUESTED BY FIRE DEPARTMENT
3. LOCATION OF FPL TRANSFORMER AND SWITCH PADS
4. NEW DOUBLE DOOR
5. NEW STAIR CONNECTING UNIT BALCONY WITH GROUND LEVEL
6. OPERABLE LOUVERS TO ACCESS STORAGES
7. NEW BREEZEWAY TERRACE LANDSCAPE DESIGN
8. ENLARGED STAIR ENCLOSURE
9. LARGER ELEVATOR ENCLOSURE AFTER MINIMUM ELEVATOR OVERHEAD IMPLEMENTED
10. ADDITIONAL DOORS, PAINTED IN SAME COLOR OF ADJACENT WALLS
11. NEW LOUVER REQUIRED FOR AIR-INTAKE TO EMERGENCY GENERATOR, PAINTED IN SAME COLOR OF ADJACENT WALLS
12. ENLARGED STRUCTURAL BEAMS SYSTEM TO SUPPORT 50 FEET SPAN AT BREEZEWAY
13. EXIT STAIRS AT SECOND FLOOR TO WATERFRONT
14. SPANDREL GLASS
15. GLASS/ALUMINUM GUARDRAIL 44" H.
16. NEW STEPPING BREEZEWAY FRAME
17. FURTHER DETAILS OF THE CANOPY
18. DROP OFF AND REDESIGNED LANDSCAPE
19. VERTICAL COMPOSED WOOD SLAT PANELING LIGHT COLOR 50% OPENING.
20. 2' CURB GRASS BLOCK PAVERS
21. VERTICAL STUCCO/PAINTED BUILDING FRAMES- RELOCATED OPEN VIEWS
22. UNDERGROUND PARKING - REMOVED
23. NOT ACCESSIBLE GREEN AREA
24. FLOOD VENT LOCATION. G.C TO PROVIDE SHOP DRAWINGS AND CALCULATIONS FOR A/E REVIEW.

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Project

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Revisions

Owner Information

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Bay Harbour Islands, FL 33154
305.861.8181

Consultant

Luis O. Revuelta
AR-0007972

PROJECT PHASE

DATE
12/21/2021
SCALE
AS SHOWN
PROJECT No.
2108
SHEET NAME

EAST ELEVATION

Sheet No.

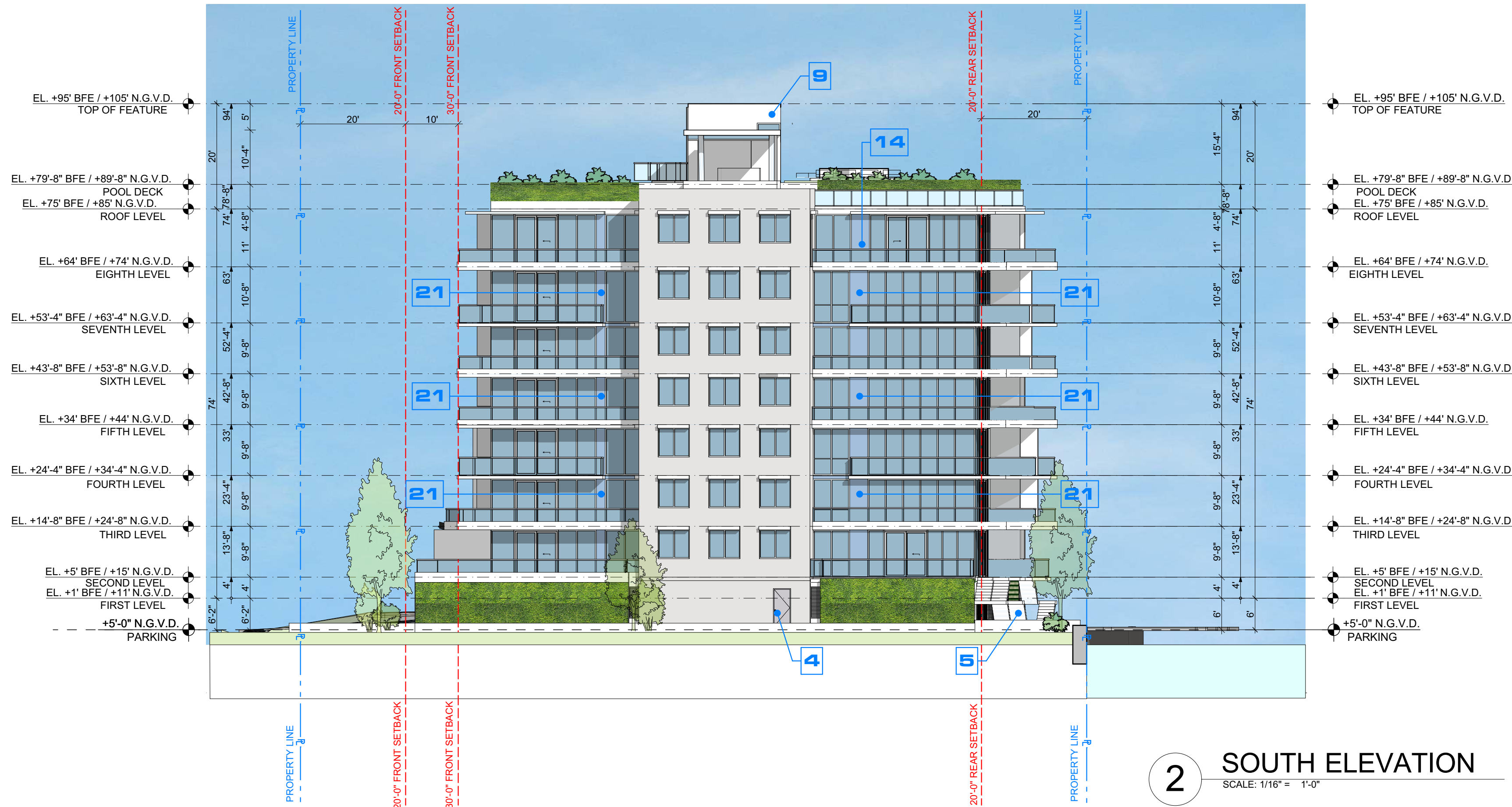
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NOT FOR CONSTRUCTION



1 SOUTH ELEVATION
SCALE 1/16" = 1' - 0"



2 SOUTH ELEVATION
SCALE 1/16" = 1' - 0"

PREVIOUSLY APPROVED

NEW PROPOSAL

SUMMARY OF ARCHITECTURAL CHANGES

1. ACCESSIBLE WALKWAY - CODE REQUIRED TO CONNECT LOBBY WITH RIGHT OF WAY (SLOPE 5%)
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Consultant

Luis O. Revuelta

AR-0007972

PROJECT PHASE

DATE

12/21/2021

SCALE

AS SHOWN

PROJECT No.

2108

SHEET NAME

SOUTH ELEVATION

Sheet No.

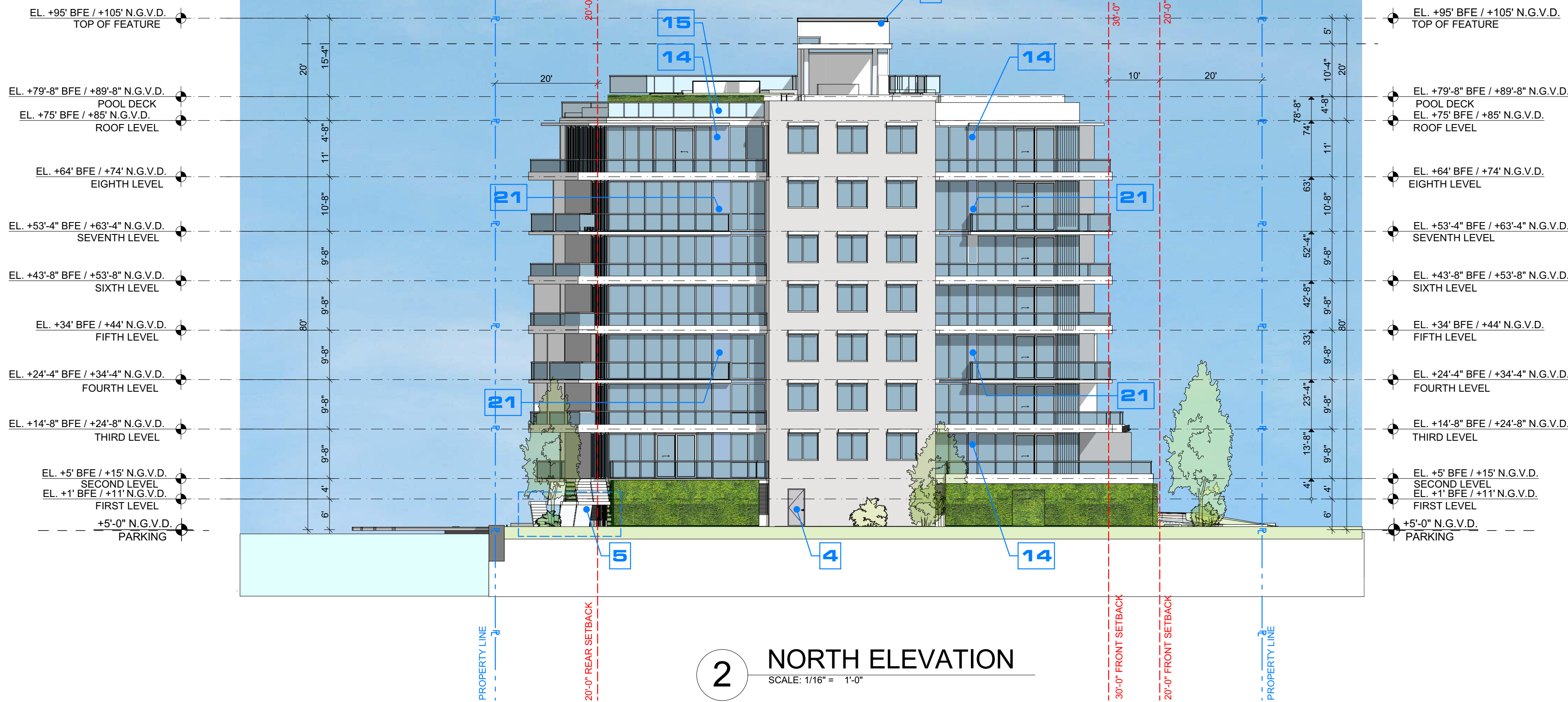
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1 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

PREVIOUSLY APPROVED

NEW PROPOSAL

SUMMARY OF ARCHITECTURAL CHANGES

1. ACCESSIBLE WALKWAY - CODE REQUIRED TO CONNECT LOBBY WITH RIGHT OF WAY (SLOPE 5%)
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Consultant

Luis O. Revuelta

AR-0007972

PROJECT PHASE

DATE
12/21/2021
SCALE
AS SHOWN
PROJECT No.
2108
SHEET NAME

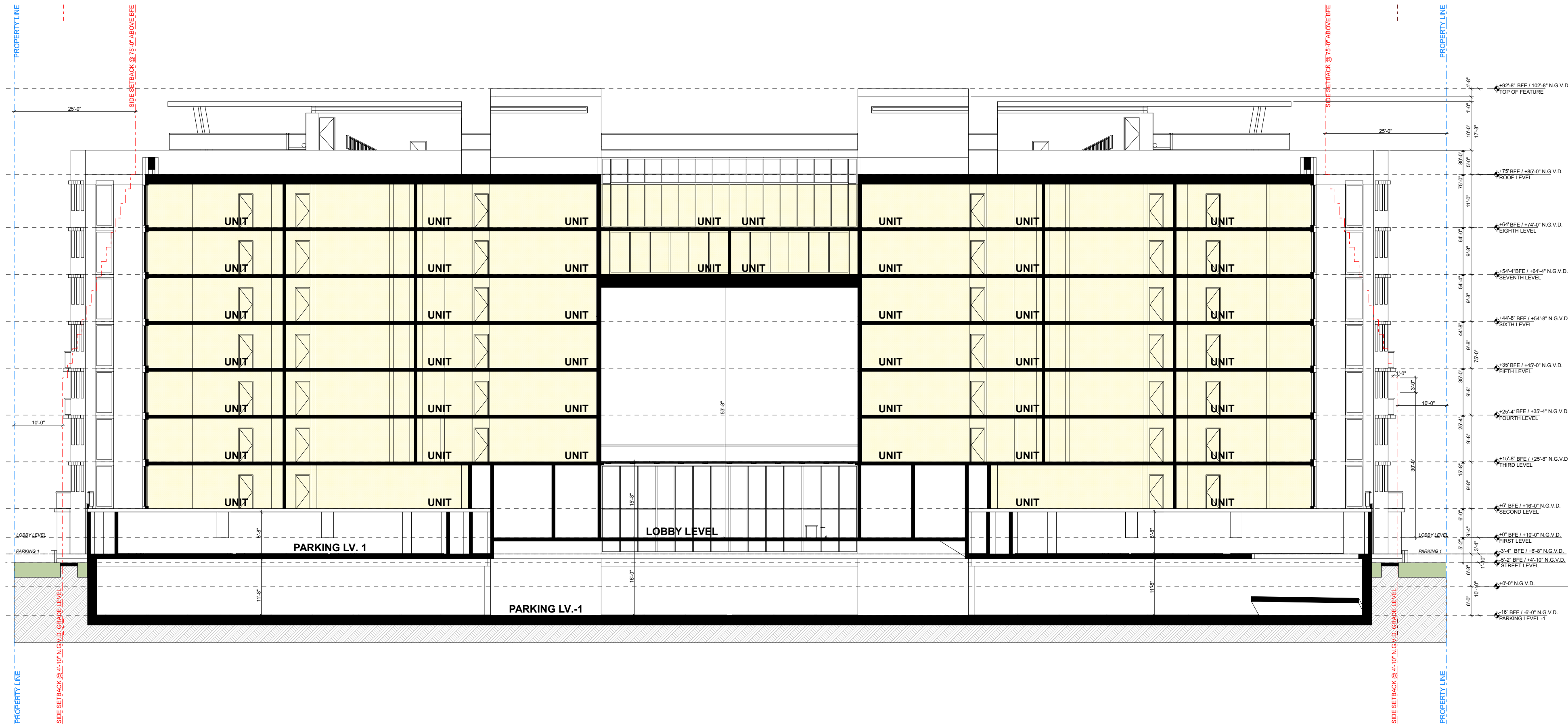
NORTH ELEVATION

Sheet No.

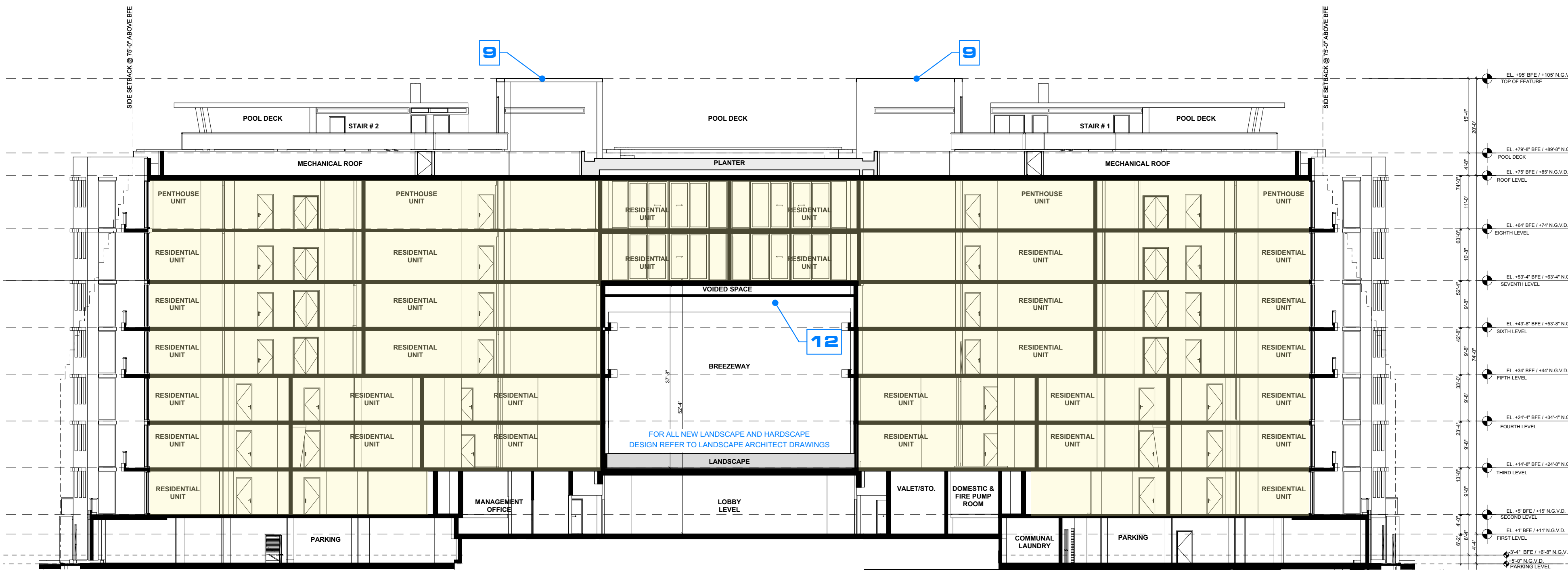
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NOT FOR CONSTRUCTION



1 N-S SECTION
SCALE: 1/16" = 1'-0"



2 N-S SECTION
SCALE: 1/16" = 1'-0"

PREVIOUSLY APPROVED

NEW PROPOSAL

SUMMARY OF ARCHITECTURAL CHANGES

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Consultant

Luis O. Revuelta
AR-0007932

PROJECT PHASE

DATE
12/21/2021
SCALE
AS SHOWN
PROJECT No.
2108
SHEET NAME

N-S SECTION
Sheet No.

A-501

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File: BIMcloud: P.A.I. - BIM Cloud 2A_1 - BIMcloud Basis for ARCHICAD 24/2108_LA BAIA/0108_LA BAIA UNITS - By: 99999999 - Date: 12/21/2021

NOT FOR CONSTRUCTION



2 WEST VIEW



1 WEST VIEW

NEW PROPOSAL

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AR-0007972

PROJECT PHASE

DATE
12/21/2021
SCALE
AS SHOWN
PROJECT No.
2108
SHEET NAME

RENDERING
Sheet No.

R-001n



NEW PROPOSAL

R-002n

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THE LOCATION AND SIZE OF ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND ARE BASED ON THE BEST AVAILABLE INFORMATION. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITIES, BY ELECTRONIC METHODS AND BY HAND EXCAVATION IN COORDINATION WITH ALL UTILITY COMPANIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF DISCREPANCIES PRIOR TO BEGINNING WORK. ANY AND ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS SHALL BE RESOLVED BY THE ENGINEER AND THE UTILITY OWNER PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

GENERAL NOTES:

1. ALL EXISTING VALLEY GUTTER SHALL BE REPLACED WITH F-CURB EXCEPT WHERE VEHICULAR & PEDESTRIAN ACCESS IS ALLOWED. EXISTING VALLEY GUTTER SHALL BE COMPLETELY DEMOLISHED & REPLACED; MODIFICATION OF THE EXISTING VALLEY GUTTER IS NOT ALLOWED.
2. ALL WORK WITHIN THE BUILDING MUST BE PERFORMED BY A LICENSED CONTRACTOR PER THE FLORIDA BUILDING CODE. ALL MATERIALS MUST MEET THE REQUIREMENTS OF THE FLORIDA BUILDING CODE.
3. REFER TO SHEET C-3 FOR LOCATION OF FIRE DEPARTMENT STAGING AREA.
4. DRAINAGE TO BE RETAINED ON-SITE AND NOT DISCHARGE ONTO ADJACENT PROPERTY.
5. ONLY ROOF DRAINS AND CONDENSATE LINES CAN GO TO THE WELL. ALL OTHER DRAINS TO EXFILTRATION TRENCH.
6. RESTORATION SHALL BE IN ACCORDANCE WITH FDOT STANDARDS. ALL DAMAGED VALLEY GUTTER AND F-CURB SHALL BE REMOVED WITHOUT DAMAGING ADJACENT ROADWAY. THE FINISH ON THE NEW VALLEY GUTTER AND F-CURB SECTIONS SHALL MATCH EXISTING.

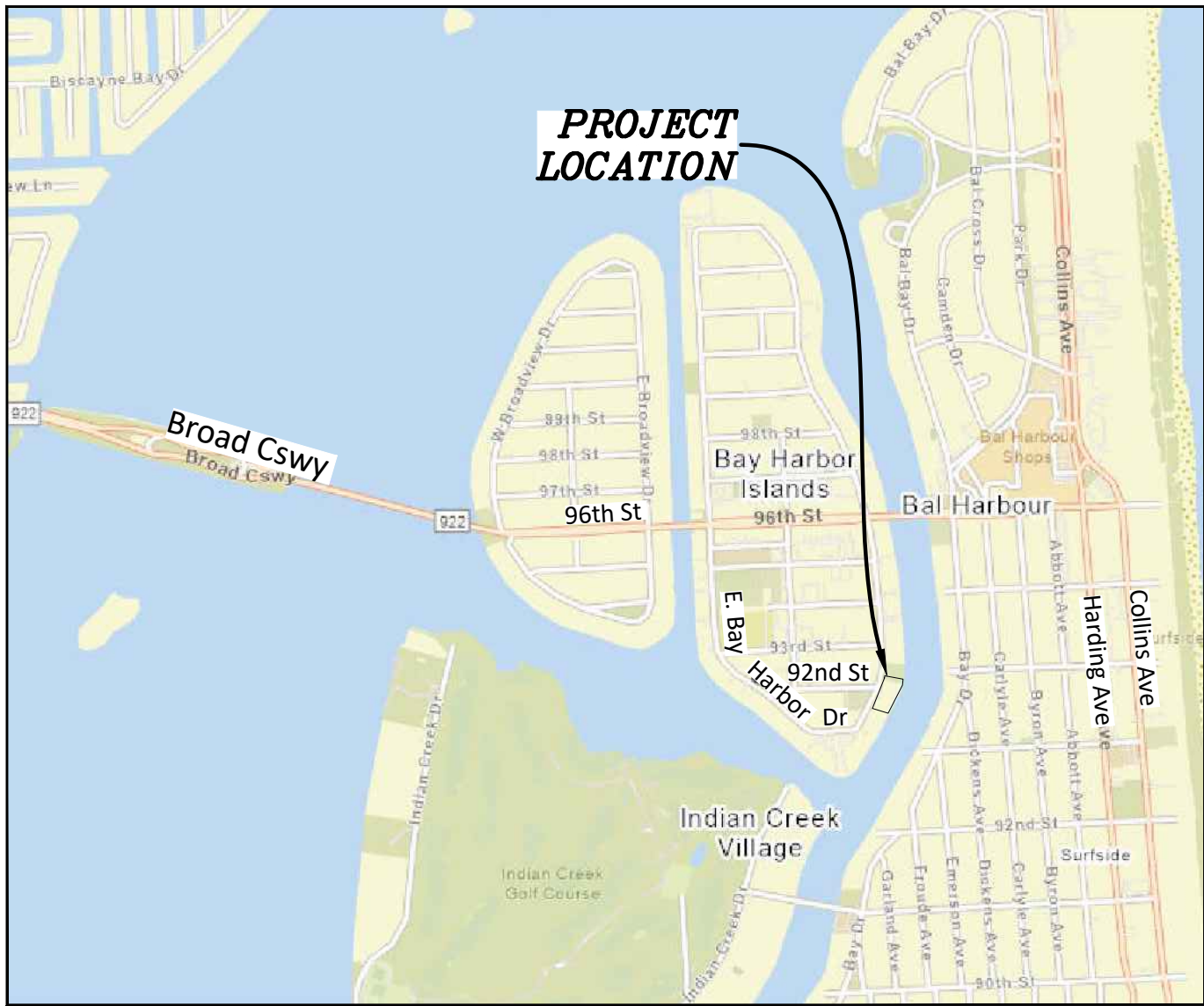
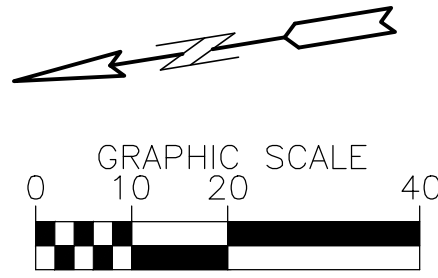
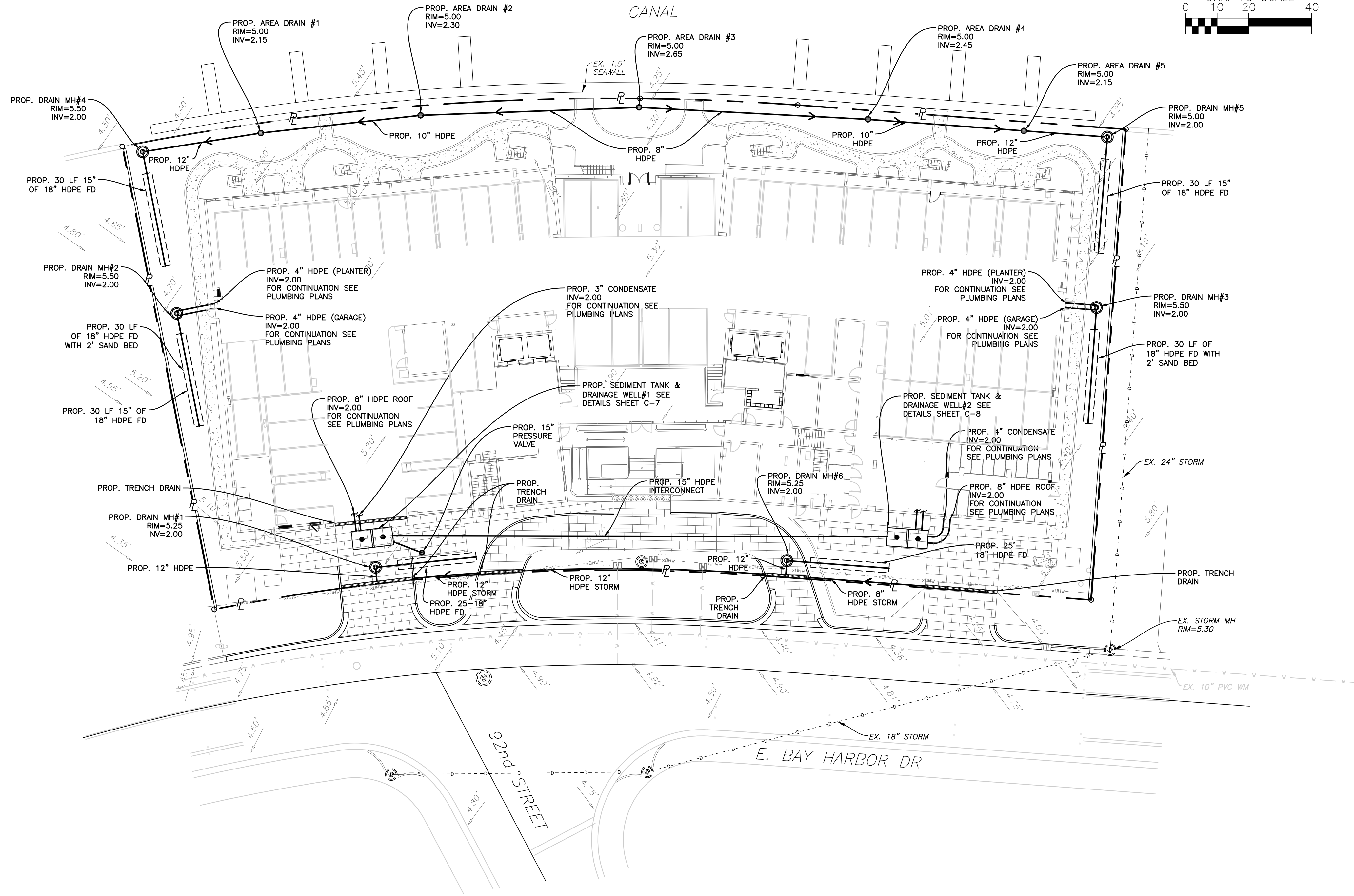
NOTES:

1. MAXIMUM SLOPE FOR HANDICAP PARKING SPACES & ACCESS AISLES TO BE 2%.
2. CONTRACTOR RESPONSIBLE FOR ALL REQUIRED DEMOLITION & REMOVAL OF MATERIAL FROM SITE.
3. CONNECT ALL ROOF DRAINS TO DRAINAGE CATCH BASINS.
4. CONCRETE SIDEWALK TO BE COMPLIANCE WITH TOWN OF BAY HARBOR ISLANDS REQUIREMENTS.
5. CONCRETE FOR SIDEWALKS CROSSING DRIVEWAYS & IN THE PUBLIC RIGHT OF WAY BE 6" DEEP AND 3,000 PSI ON 12" COMPACTED SUBGRADE.
6. ON-SITE PEDESTRIAN SIDEWALKS TO BE 4" DEEP, 3,000 PSI ON 4" COMPACTED SUBGRADE.
7. CONTRACTOR RESPONSIBLE FOR REMOVING AND RELOCATING ANY EXISTING ITEMS IN CONFLICT WITH NEW CONSTRUCTION.
8. CONTRACTOR TO FIELD VERIFY EXISTING GRADES PRIOR TO CONSTRUCTION.
9. CONTRACTOR RESPONSIBLE FOR REPAIRING ALL EXISTING ITEMS DAMAGED DURING CONSTRUCTION TO THEIR ORIGINAL CONDITIONS (AT A MINIMUM).
10. REFER TO ARCHITECT'S SITE PLAN FOR SITE LAYOUT AND DIMENSIONS.
11. FEMA FLOOD ZONE AE, ELEVATION 9.00 FEET.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.

CONTRACTOR TO COORDINATE ALL PIPE CONNECTIONS AND PIPE ELEVATIONS WITH PLUMBING PLANS PRIOR TO ORDERING ANY STRUCTURES OR MATERIALS.

ALL STORMWATER IS TO BE RETAINED ONSITE



LOCATION MAP

N.T.S.
SEC 35, TWSP 52S, RNG 42E

NOTE:

ALL ELEVATIONS ARE REFERENCED TO N.G.V.D. 1929

LEGAL DESCRIPTION:

LOTS 19 AND 20, BLOCK 1, OF "BAY HARBOUR ISLAND" ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 54, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

LEGEND

- | | |
|-------------------------------------|-------------------------------------|
| PROPOSED GRAVEL LANDSCAPE | EXISTING PIPING AND APPURTENANCES |
| PROPOSED STABILIZED SOD | EXISTING BACKFLOW PREVENTOR |
| MILLING & RESURFACING AREA | EXISTING CATCH BASIN |
| PROPOSED 4" THICK CONCRETE | EXISTING CLEANOUT |
| PROPOSED 6" THICK CONCRETE | EXISTING ELEVATION |
| PROPOSED PAVERS | EXISTING GAS METER |
| PROPOSED GRADE ELEVATION | MH EXISTING MANHOLE (AS DESIGNATED) |
| PROPOSED FIRE HYDRANT | MW EXISTING MONITORING WELL |
| WM PROPOSED WATER METER | SIGN EXISTING SIGN (AS INDICATED) |
| PROPOSED VALVE | VB EXISTING VALVE BOX |
| PROPOSED FIRE DEPARTMENT CONNECTION | WM EXISTING WATER METER |
| PROPOSED CATCH BASIN | EXISTING CONCRETE POLE |
| PROPOSED YARD DRAIN | EXISTING FENCE |
| PROPOSED DRAINAGE MANHOLE | |
| PROPOSED SIGN (AS INDICATED) | |
| PROPOSED CLEANOUT | |
| PROPOSED RPZ BACKFLOW PREVENTER | |
| PROPOSED PIPING | |
| PROPOSED SURFACE FLOW | |

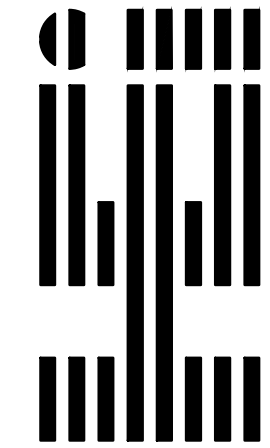


Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked. Check positive response codes before you dig!

DRAINAGE PLAN

SCALE: 1"=20'

HOLLAND ENGINEERING
CIVIL ENGINEERING SOLUTIONS
301 SW 7th Street
Fort Lauderdale, Florida 33315
Phone: 954.367.0371
Certificate of Authorization 7325



REVISIONS

NO.	DATE	BY	CHK'D	DESCRIPTION

LA BAI
AT
9201 EAST BAY HARBOR DRIVE
TOWN OF BAY HARBOR ISLANDS, FL

NO. OF SHEETS: 10

SHEET NO.:

C-1

CAD FILE NO.

21-40

FINAL APPROVAL

DRAWN BY: HS

SCALE: 1"=20'

DESIGNED BY: SCH

DATE: 12/14/21

CHECKED BY: SCH

FIELD BOOK: N/A

J:\CAD\21-40\CAD Files\21-40_Paving and Grading.dwg - 12/13/2021 11:57 AM

GENERAL NOTES:

- 1.ALL EXISTING VALLEY GUTTER SHALL BE REPLACED WITH F-CURB EXCEPT WHERE VEHICULAR & PEDESTRIAN ACCESS IS ALLOWED. EXISTING VALLEY GUTTER SHALL BE COMPLETELY DEMOLISHED & REPLACED; MODIFICATION OF THE EXISTING VALLEY GUTTER IS NOT ALLOWED.
- 2.ALL WORK WITHIN THE BUILDING MUST BE PERFORMED BY A LICENSED CONTRACTOR PER THE FLORIDA BUILDING CODE. ALL MATERIALS MUST MEET THE REQUIREMENTS OF THE FLORIDA BUILDING CODE.
- 3.REFER TO SHEET C-3 FOR LOCATION OF FIRE DEPARTMENT STAGING AREA.
- 4.DRAINAGE TO BE RETAINED ON-SITE AND NOT DISCHARGE ONTO ADJACENT PROPERTY.
- 5.ONLY ROOF DRAINS AND CONDENSATE LINES CAN GO TO THE WELL. ALL OTHER DRAINS TO EXFILTRATION TRENCH.
- 6.RESTORATION SHALL BE IN ACCORDANCE WITH FDOT STANDARDS. ALL DAMAGED VALLEY GUTTER AND F-CURB SHALL BE REMOVED WITHOUT DAMAGING ADJACENT ROADWAY. THE FINISH ON THE NEW VALLEY GUTTER AND F-CURB SECTIONS SHALL MATCH EXISTING.

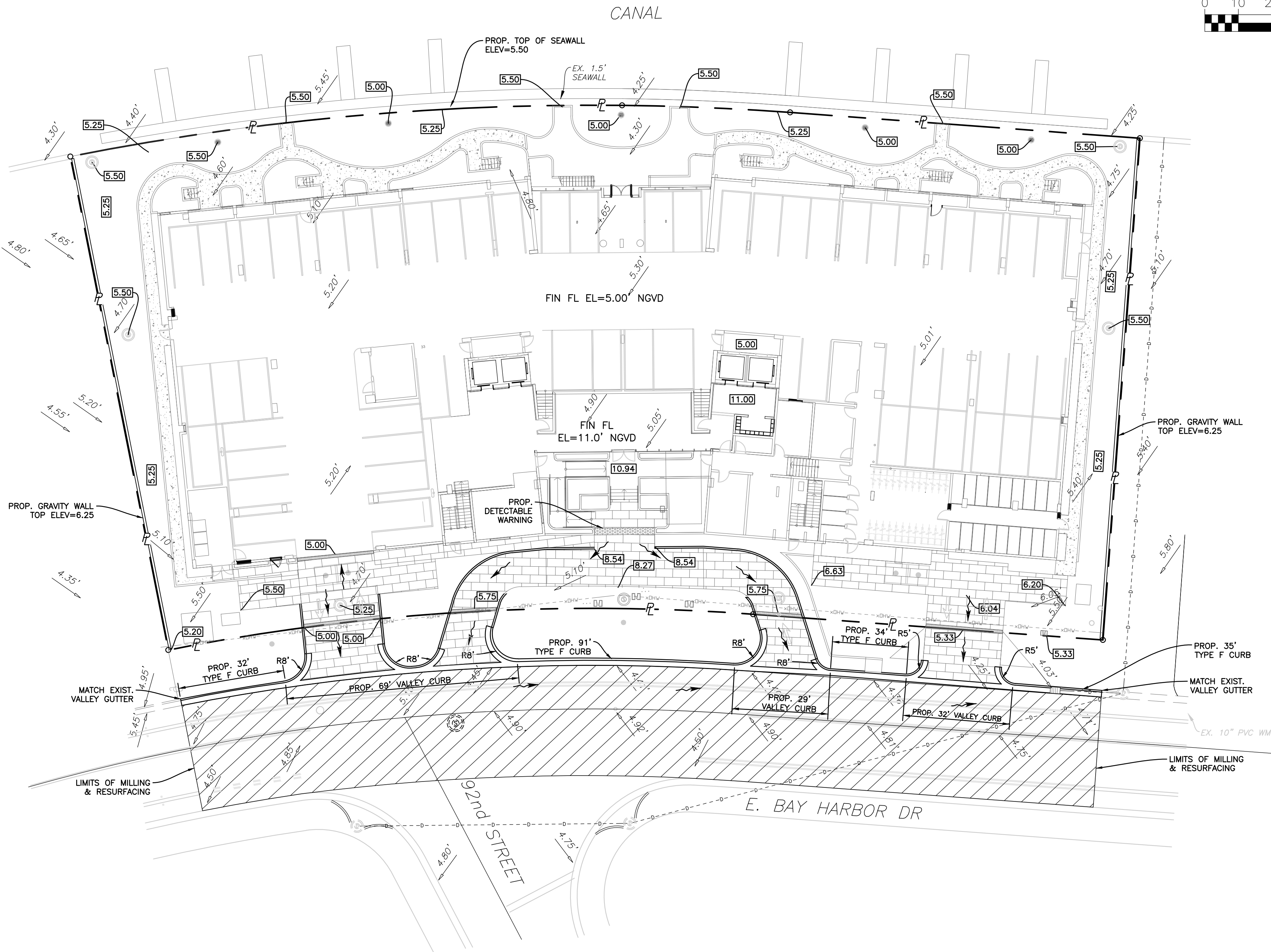
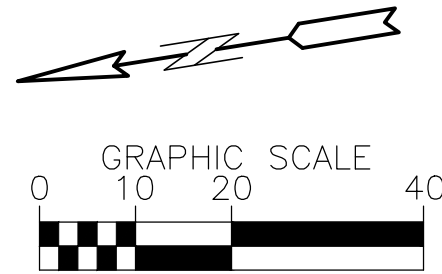
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NOTES:

- 1.MAXIMUM SLOPE FOR HANDICAP PARKING SPACES & ACCESS AISLES TO BE 2%.
- 2.CONTRACTOR RESPONSIBLE FOR ALL REQUIRED DEMOLITION & REMOVAL OF MATERIAL FROM SITE.
- 3.CONNECT ALL ROOF DRAINS TO DRAINAGE CATCH BASINS.
- 4.CONCRETE SIDEWALK TO BE COMPLIANCE WITH CITY OF TOWN OF BAY HARBOR ISLANDS REQUIREMENTS.
- 5.CONCRETE FOR SIDEWALKS CROSSING DRIVEWAYS & IN THE PUBLIC RIGHT OF WAY BE 6" DEEP AND 3,000 PSI ON 12" COMPACTED SUBGRADE.
- 6.ON-SITE PEDESTRIAN SIDEWALKS TO BE 4" DEEP, 3,000 PSI ON 4" COMPACTED SUBGRADE.
- 7.CONTRACTOR RESPONSIBLE FOR REMOVING AND RELOCATING ANY EXISTING ITEMS IN CONFLICT WITH NEW CONSTRUCTION.
- 8.CONTRACTOR TO FIELD VERIFY EXISTING GRADES PRIOR TO CONSTRUCTION.
- 9.CONTRACTOR RESPONSIBLE FOR REPAIRING ALL EXISTING ITEMS DAMAGED DURING CONSTRUCTION TO THEIR ORIGINAL CONDITIONS (AT A MINIMUM).
- 10.REFER TO ARCHITECT'S SITE PLAN FOR SITE LAYOUT AND DIMENSIONS.
- 11.FEMA FLOOD ZONE AE, ELEVATION 9.00 FEET.

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ALL STORMWATER IS TO BE RETAINED ONSITE



NEW PROPOSAL



LOCATION MAP

N.T.S.
SEC 35, TWSP 52S, RNG 42E

NOTE:

ALL ELEVATIONS ARE REFERENCED TO N.G.V.D. 1929

LEGAL DESCRIPTION:

LOTS 19 AND 20, BLOCK 1, OF "BAY HARBOUR ISLAND" ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE54, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

LEGEND

- PROPOSED GRAVEL LANDSCAPE
- PROPOSED STABILIZED SOD
- MILLING & RESURFACING AREA
- PROPOSED 4" THICK CONCRETE
- PROPOSED 6" THICK CONCRETE
- PROPOSED PAVERS
- PROPOSED GRADE ELEVATION
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED VALVE
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED CATCH BASIN
- PROPOSED YARD DRAIN
- PROPOSED DRAINAGE MANHOLE
- PROPOSED SIGN (AS INDICATED)
- PROPOSED CLEANOUT
- PROPOSED RPZ BACKFLOW PREVENTER
- PROPOSED PIPING
- PROPOSED SURFACE FLOW
- EXISTING PIPING AND APPURTENANCES
- EXISTING BACKFLOW PREVENTOR
- EXISTING CATCH BASIN
- EXISTING CLEANOUT
- EXISTING ELEVATION
- EXISTING GAS METER
- EXISTING MANHOLE (AS DESIGNATED)
- EXISTING MONITORING WELL
- EXISTING SIGN (AS INDICATED)
- EXISTING VALVE BOX
- EXISTING WATER METER
- EXISTING CONCRETE POLE
- EXISTING FENCE



Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked. Check positive response codes before you dig!

GRADING PLAN

SCALE: 1"=20'

FINAL APPROVAL

SCALE: 1"=20'

DRAWN BY: HS

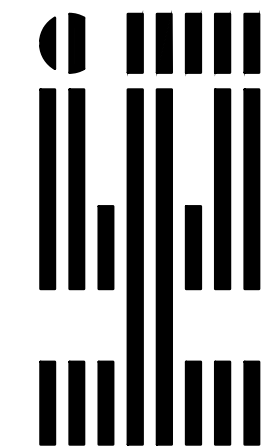
DESIGNED BY: SCH

CHECKED BY: SCH

DATE: 12/14/21

FIELD BOOK: N/A

HOLLAND ENGINEERING
CIVIL ENGINEERING SOLUTIONS
301 SW 7th Street
Fort Lauderdale, Florida 33315
Phone: 954.367.0371
Certificate of Authorization 7325



REVISIONS

NO.

DATE

BY

CHK'D

DESCRIPTION

NO.

DATE

BY

CHK'D

DESCRIPTION

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LA BAI
AT
9201 EAST BAY HARBOR DRIVE
TOWN OF BAY HARBOR ISLANDS, FL

NO. OF SHEETS: 10

SHEET NO.:

C-2

CAD FILE NO.

21-40

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.

THE LOCATION AND SIZE OF ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND ARE BASED ON THE BEST AVAILABLE INFORMATION. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITIES, BY ELECTRONIC METHODS AND BY HAND EXCAVATION IN COORDINATION WITH ALL UTILITY COMPANIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF DISCREPANCIES PRIOR TO BEGINNING WORK. ANY AND ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS SHALL BE RESOLVED BY THE ENGINEER AND THE UTILITY OWNER PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

NOTES:

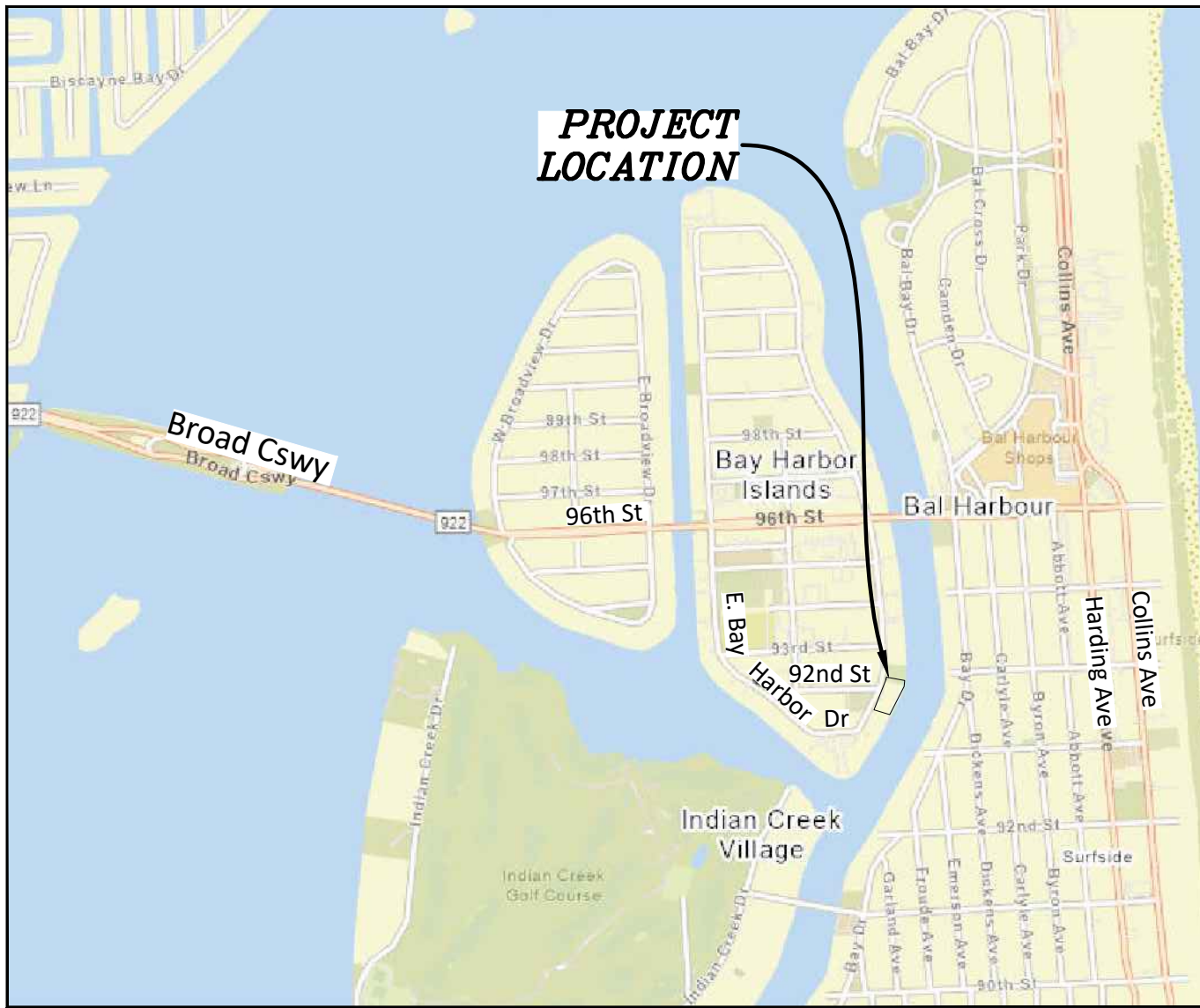
- REFER TO PLUMBING PLANS FOR COORDINATION WITH BUILDING WATER FIRE AND SEWER SERVICES.
- CONTRACTOR TO FIELD LOCATE EXISTING SEWER MAIN AND CONFIRM DEPTH OF PIPE.
- CONTRACTOR TO FIELD LOCATE ALL EXISTING UNDERGROUND UTILITIES AND CONFIRM DEPTH PRIOR TO CONSTRUCTION.
- INSTALLATION OF ALL UTILITIES TO BE COORDINATED TO PREVENT PIPE CONFLICTS.
- ALL BACKFLOW PREVENTERS TO BE INSTALLED IN ACCORDANCE WITH COUNTY REGULATIONS.
- SEWER LATERAL TO BE CAPPED, IS TO BE INSPECTED BY CITY INSPECTOR

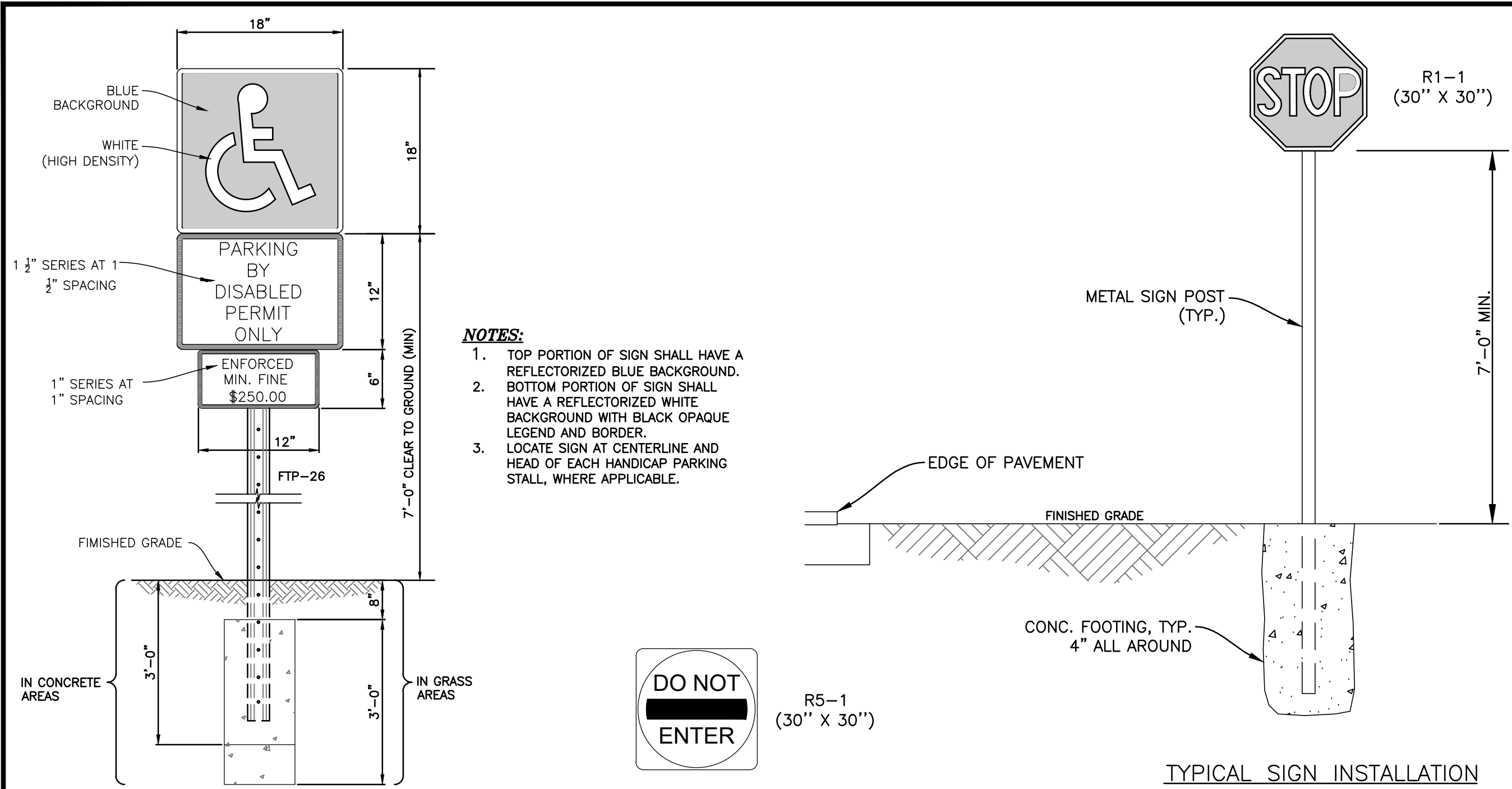
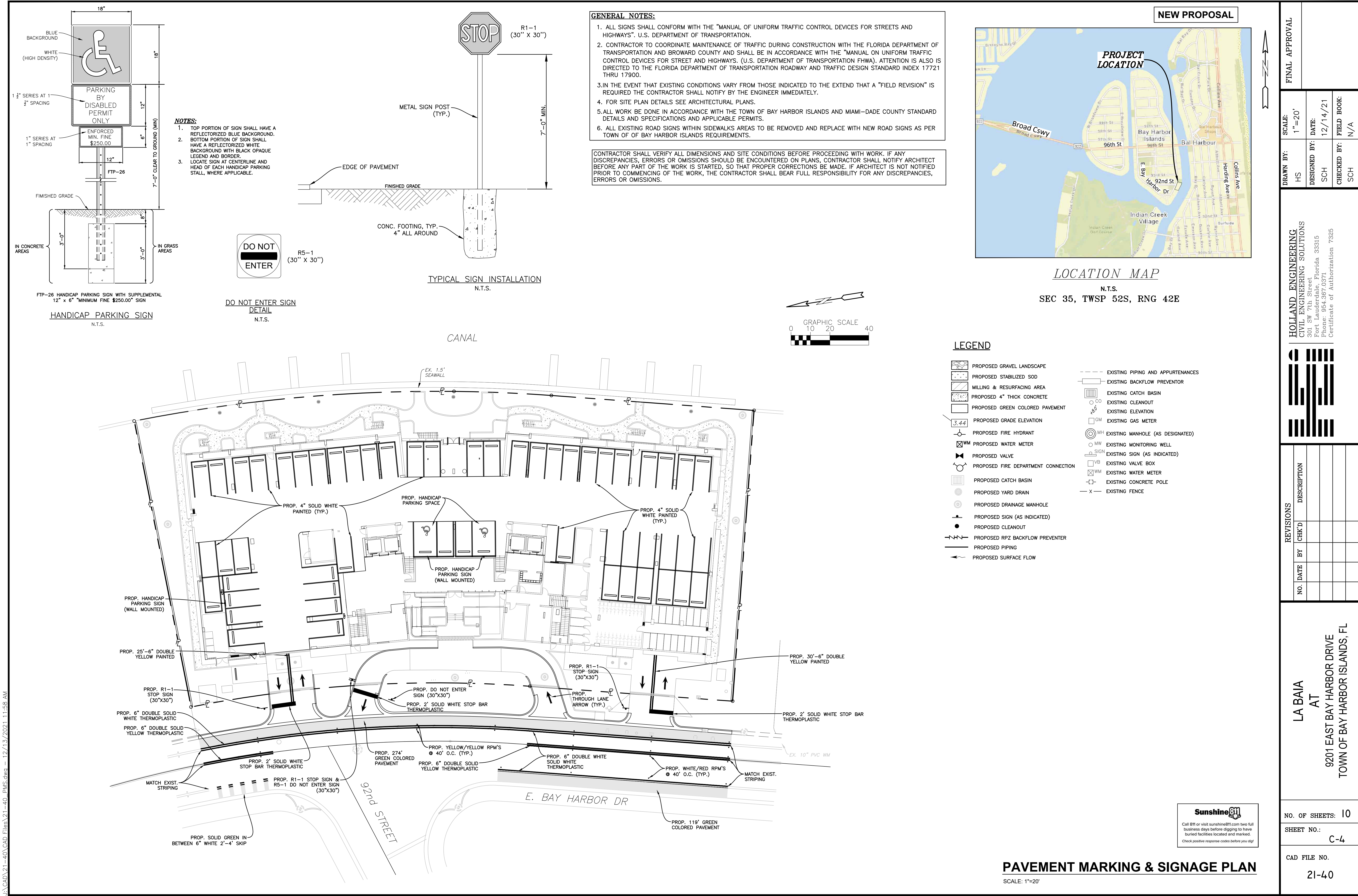
CONTRACTOR TO COORDINATE ALL PIPE CONNECTIONS AND PIPE ELEVATIONS WITH PLUMBING PLANS PRIOR TO ORDERING ANY STRUCTURES OR MATERIALS.

WATER MAIN NOTES

- ALL WATER MAINS SHALL BE DESIGNED FOR A MINIMUM WORKING PRESSURE OF 150 PSI.
- ALL PIPE TO BE USED ON THIS PROJECT SHALL BE C-900 PVC FOR THE WATER SERVICE AND FIRE SERVICE CONNECTIONS.
- MINIMUM DEPTH OVER PVC WATER MAINS SHALL BE 36". MINIMUM DEPTH OVER DIP WATER MAINS SHALL BE 30".
- THE COMPLETE WATER SYSTEM SHALL BE PRESSURE TESTED AND DISINFECTED. THE PRESSURE TEST SHALL BE FOR TWO HOURS AT 150 PSI MINIMUM TEST PRESSURE IN ACCORDANCE WITH ANSI/AWWA C600-05 OR LATEST REVISION. THE PRESSURE TEST SHALL NOT VARY MORE THAN 5 PSI DURING THE TEST. LEAKAGE ALLOWANCES WILL NOT BE MADE FOR FITTINGS OR VALVES.
- ALLOWABLE LEAKAGE SHALL NOT EXCEED THE FORMULA OF:
$$L \text{ (GALLONS PER HOUR)} = \frac{S \cdot D \cdot (P)}{148,000}$$

L = ALLOWABLE LEAKAGE IN GALS/HR (NO ALLOWABLE LEAKAGE FOR VALVES)
S = LENGTH OF PIPE TESTED IN FEET
D = NOMINAL DIAMETER OF PIPE
P = AVERAGE TEST PRESSURE DURING TEST IN LBS/SQ. IN.
- THE PRESSURE TEST SHALL BE WITNESSED BY A REPRESENTATIVE OF THE CITY & THE ENGINEER OF RECORD.
- THE WATER SYSTEM SHALL BE CLEANED AND TESTED. ALL HYDROSTATIC TESTING AND DISINFECTION SHALL BE MADE IN ACCORDANCE WITH ANSI/AWWA C651-05, OR LATEST REVISIONS.
- ALL PIPE & PIPE FITTINGS INSTALLED UNDER THIS PROJECT WILL BE COLOR CODED OR MARKED IN ACCORDANCE WITH SUBPARAGRAPH 62-555.320(21)(b)3, F.A.C., USING BLUE AS A PREDOMINANT COLOR. (UNDERGROUND PLASTIC PIPE WILL BE SOLID-WALL BLUE PIPE, WILL HAVE A CO-EXTRUDED BULE EXTERNAL SKIN, OR WILL BE WHITE OR BLACK PIPE WITH BLUE STRIPES INCORPORATED INTO, OR APPLIED INTO, THE PIPE WALL; AND UNDERGROUND METAL OR CONCRETE PIPE WILL HAVE BLUE STRIPES APPLIED TO THE PIPE WALL. PIPE STRIPED DURING MANUFACTURING OF THE PIPE WILL HAVE CONTINUOUS STRIPES THAT RUN PARALLEL TO THE AXIS OF THE PIPE, THAT ARE LOCATED AT NO GREATER THAN 90° INTERVALS AROUND THE PIPE, AND THAT WILL REMAIN INTACT DURING AND AFTER INSTALLATION OF THE PIPE. IF TAPE OR PAINT IS USED TO STRIPE PIPE DURING INSTALLATION OF THE PIPE, THE TAPE OR PAINT WILL BE APPLIED IN A CONTINUOUS LINE THAT RUNS PARALLEL TO THE AXIS OF THE PIPE AND THAT IS LOCATED ALONG THE TOP OF THE PIPE; FOR PIPE WITH AN INTERNAL DIAMETER OF 24 INCHES OR GREATER, TAPE OR PAINT WILL BE APPLIED IN CONTINUOUS LINES ALONG EACH SIDE OF THE PIPE AS WELL AS ALONG THE TOP OF THE PIPE. ABOVEGROUND PIPE WILL BE PAINTED BLUE OR WILL BE COLOR CODED OR MARKED LIKE UNDERGROUND PIPE).
- ALL PVC WATER PIPE ASSOCIATED WITH THIS PROJECT SHALL HAVE MAGNETIZED TAPE ON THE PIPE TO FACILITATE LOCATION USING A METAL DETECTOR. THE MAGNETIC TAPE WILL BE USED ON THE PVC PIPE IN THE TRENCH SO IT CAN BE LOCATED USING A MAGNETIC METAL DETECTOR IN THE FUTURE.

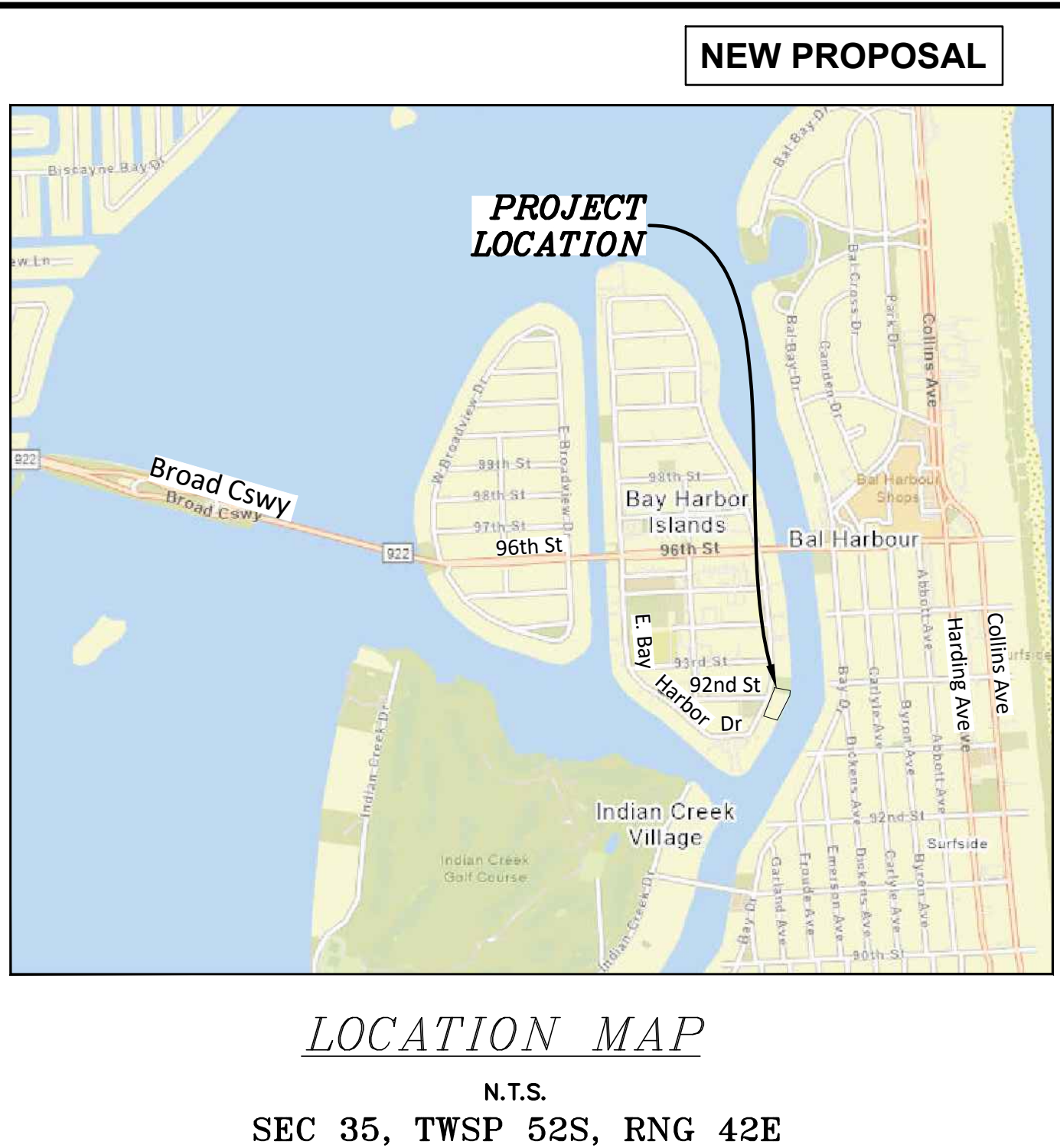




GENERAL NOTES:

1. ALL SIGNS SHALL CONFORM WITH THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS". U.S. DEPARTMENT OF TRANSPORTATION.
2. CONTRACTOR TO COORDINATE MAINTENANCE OF TRAFFIC DURING CONSTRUCTION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND BROWARD COUNTY AND SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS". (U.S. DEPARTMENT OF TRANSPORTATION FHWA). ATTENTION IS ALSO DIRECTED TO THE FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY AND TRAFFIC DESIGN STANDARD INDEX 17721 THRU 17900.
3. IN THE EVENT THAT EXISTING CONDITIONS VARY FROM THOSE INDICATED TO THE EXTENT THAT A "FIELD REVISION" IS REQUIRED THE CONTRACTOR SHALL NOTIFY BY THE ENGINEER IMMEDIATELY.
4. FOR SITE PLAN DETAILS SEE ARCHITECTURAL PLANS.
5. ALL WORK BE DONE IN ACCORDANCE WITH THE TOWN OF BAY HARBOR ISLANDS AND MIAMI-DADE COUNTY STANDARD DETAILS AND SPECIFICATIONS AND APPLICABLE PERMITS.
6. ALL EXISTING ROAD SIGNS WITHIN SIDEWALKS AREAS TO BE REMOVED AND REPLACE WITH NEW ROAD SIGNS AS PER TOWN OF BAY HARBOR ISLANDS REQUIREMENTS.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.



- LEGEND**
- PROPOSED GRAVEL LANDSCAPE
 - PROPOSED STABILIZED SOD
 - MILLING & RESURFACING AREA
 - PROPOSED 4" THICK CONCRETE
 - PROPOSED GREEN COLORED PAVEMENT
 - PROPOSED GRADE ELEVATION
 - PROPOSED FIRE HYDRANT
 - PROPOSED WATER METER
 - PROPOSED VALVE
 - PROPOSED FIRE DEPARTMENT CONNECTION
 - PROPOSED CATCH BASIN
 - PROPOSED YARD DRAIN
 - PROPOSED DRAINAGE MANHOLE
 - PROPOSED SIGN (AS INDICATED)
 - PROPOSED CLEANOUT
 - PROPOSED RPZ BACKFLOW PREVENTER
 - PROPOSED PIPING
 - PROPOSED SURFACE FLOW
 - EXISTING PIPING AND APPURTENANCES
 - EXISTING BACKFLOW PREVENTER
 - EXISTING CATCH BASIN
 - EXISTING CLEANOUT
 - EXISTING ELEVATION
 - EXISTING GAS METER
 - EXISTING MANHOLE (AS DESIGNATED)
 - EXISTING MONITORING WELL
 - EXISTING SIGN (AS INDICATED)
 - EXISTING VALVE BOX
 - EXISTING WATER METER
 - EXISTING CONCRETE POLE
 - EXISTING FENCE

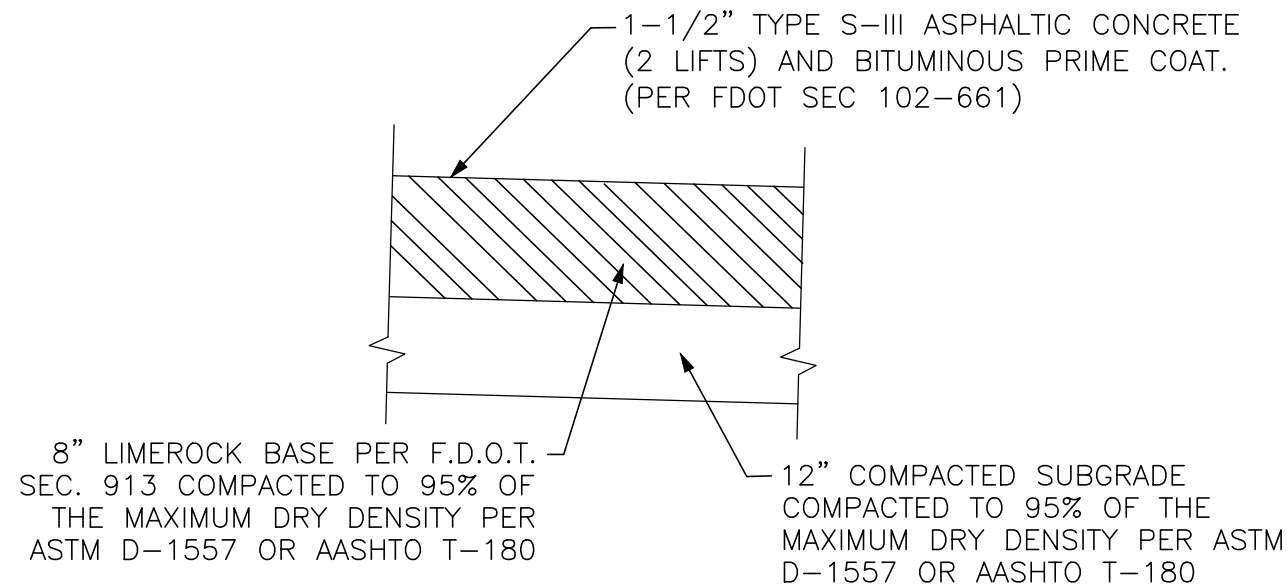
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PAVEMENT MARKING & SIGNAGE PLAN

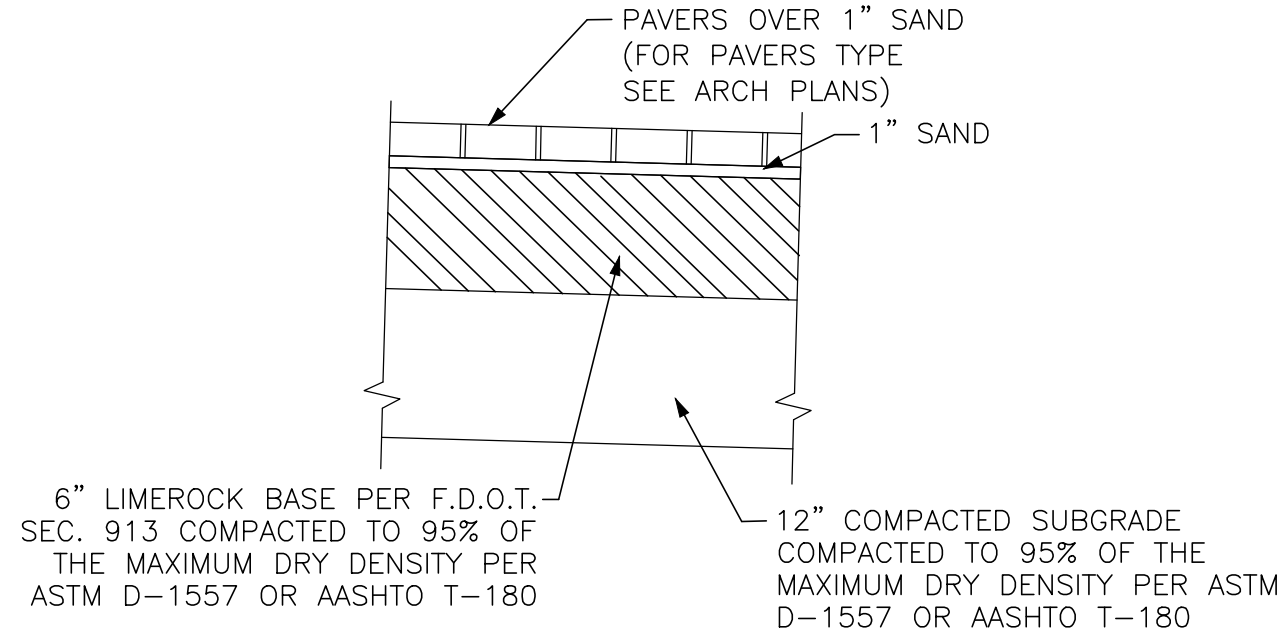
SCALE: 1"=20'

Sunshine
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

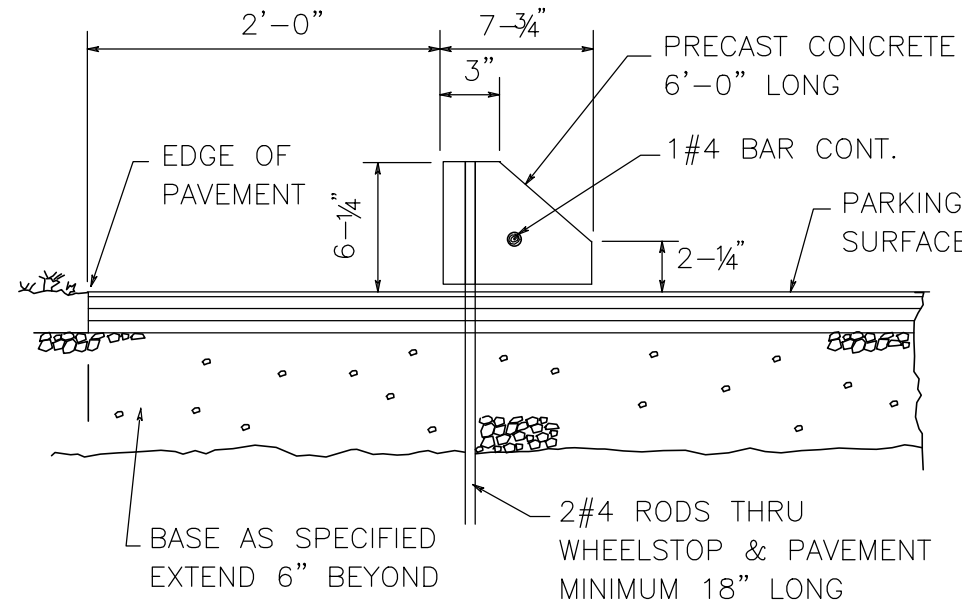
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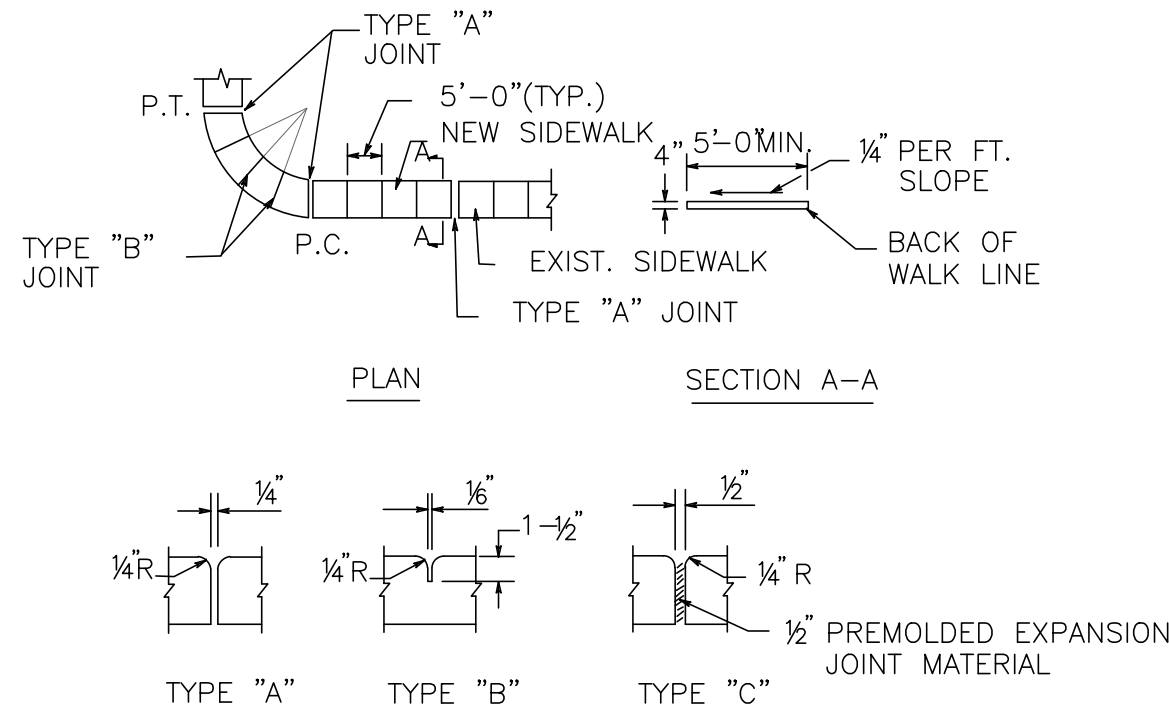
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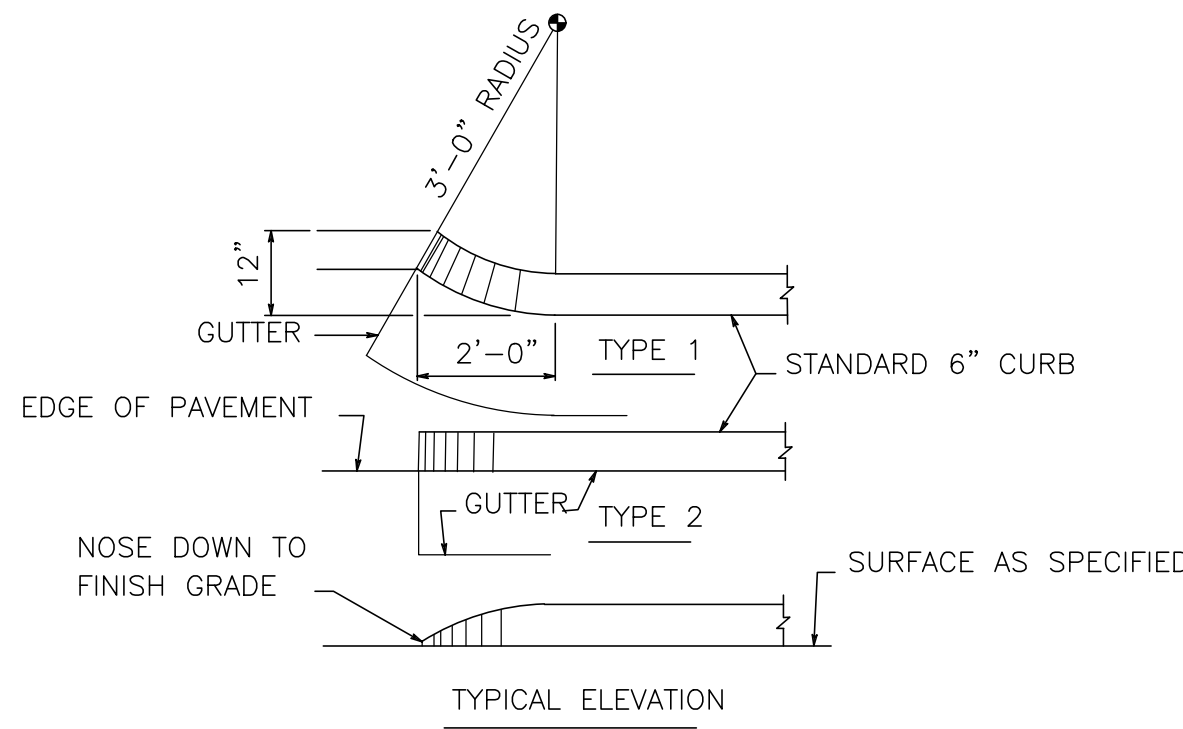
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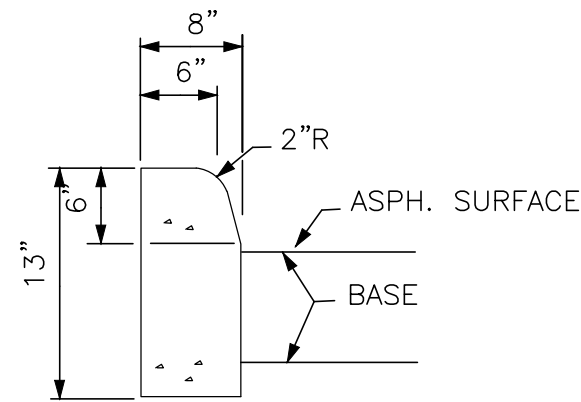
PRECAST CONCRETE WHEELSTOP
N.T.S.



CONCRETE SIDEWALK
N.T.S.

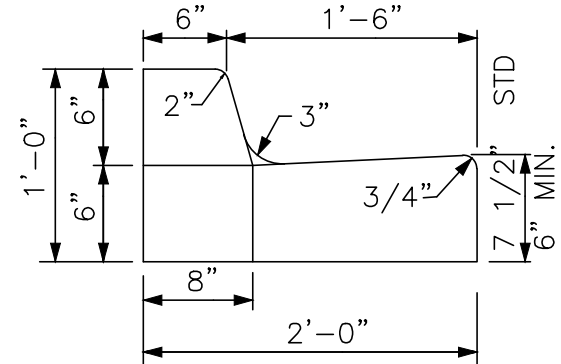


STANDARD CURB NOSING
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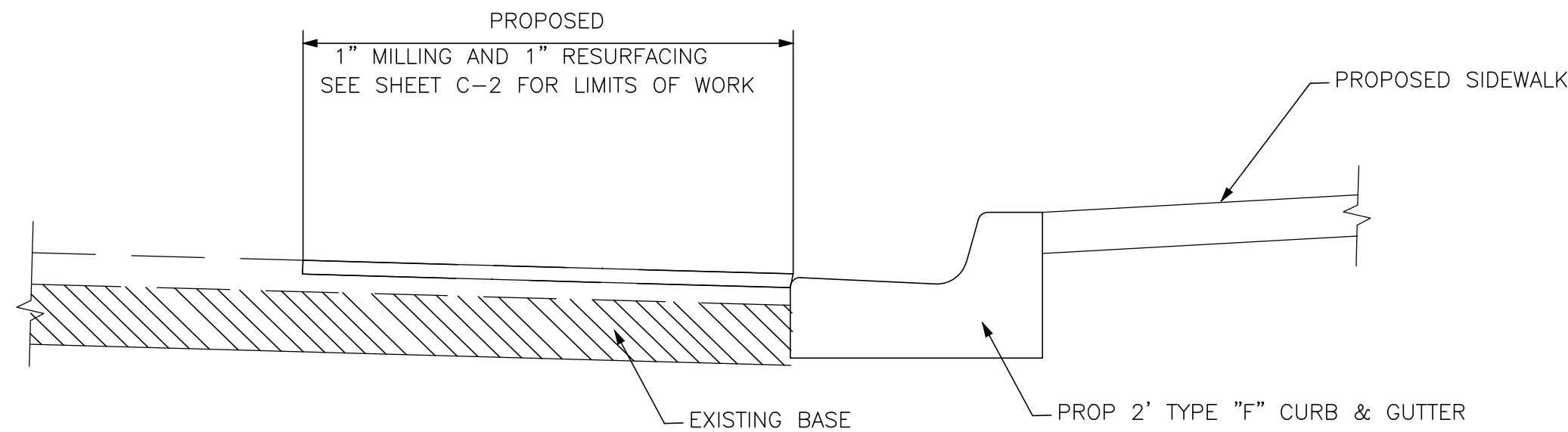


TYPE "D" CURB
N.T.S.

TO BE USED AT CURB RADIUS RETURN



TYPE "F" CONCRETE CURB & GUTTER
N.T.S.



EAST BAY HARBOR DRIVE
N.T.S.

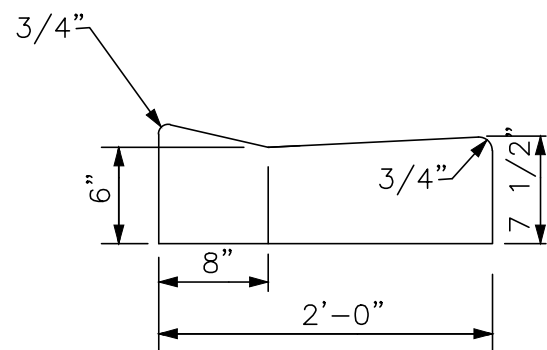
DESIGN SPEED = 35 MPH

MILLING

MILL EXISTING ASPHALT PAVEMENT (1" AVG. DEPTH)
(3/4" BELOW LIP OF GUTTER AT LOW SIDE)

RESURFACING

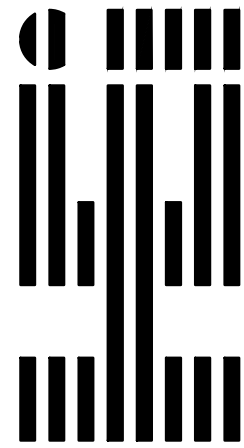
TYPE SP STRUCTURAL COURSE (TRAFFIC LEVEL C) 100 LBS/SY, PER 1" LIFT)
ASPHALTIC CONCRETE FRICTION COURSE FC-9.5 (110 LBS/SY RUBBER)



DRIVEWAY CURB
N.T.S.

NEW PROPOSAL

HOLLAND ENGINEERING
CIVIL ENGINEERING SOLUTIONS
301 SW 7th Street
Fort Lauderdale, Florida 33315
Phone: 954.367.0371
Certificate of Authorization 7325



REVISIONS

NO.	DATE	BY	CHK'D	DESCRIPTION

LA BAIA
AT
9201 EAST BAY HARBOR DRIVE
TOWN OF BAY HARBOR ISLANDS, FL

NO. OF SHEETS: 10

SHEET NO.:

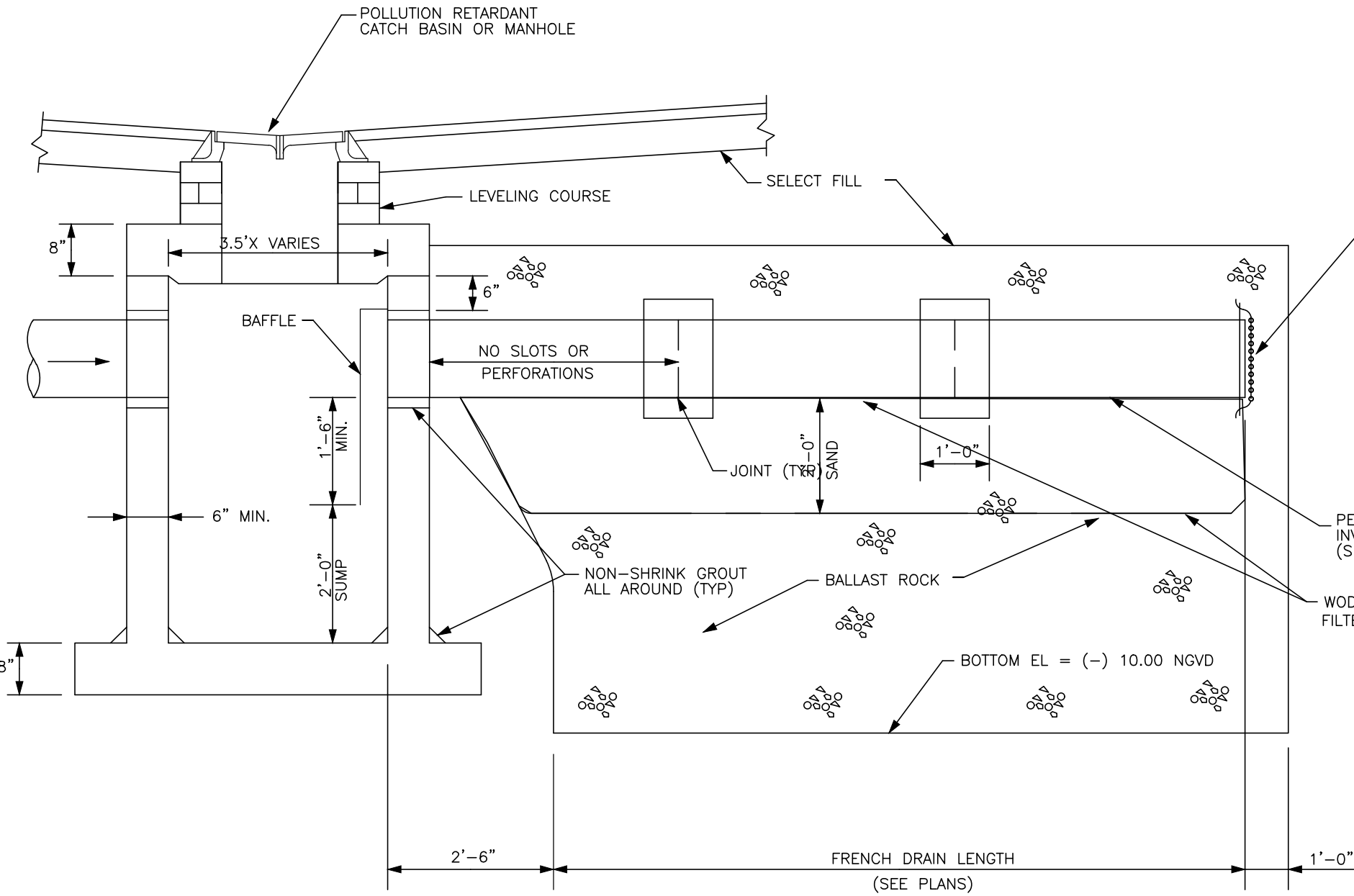
C-5

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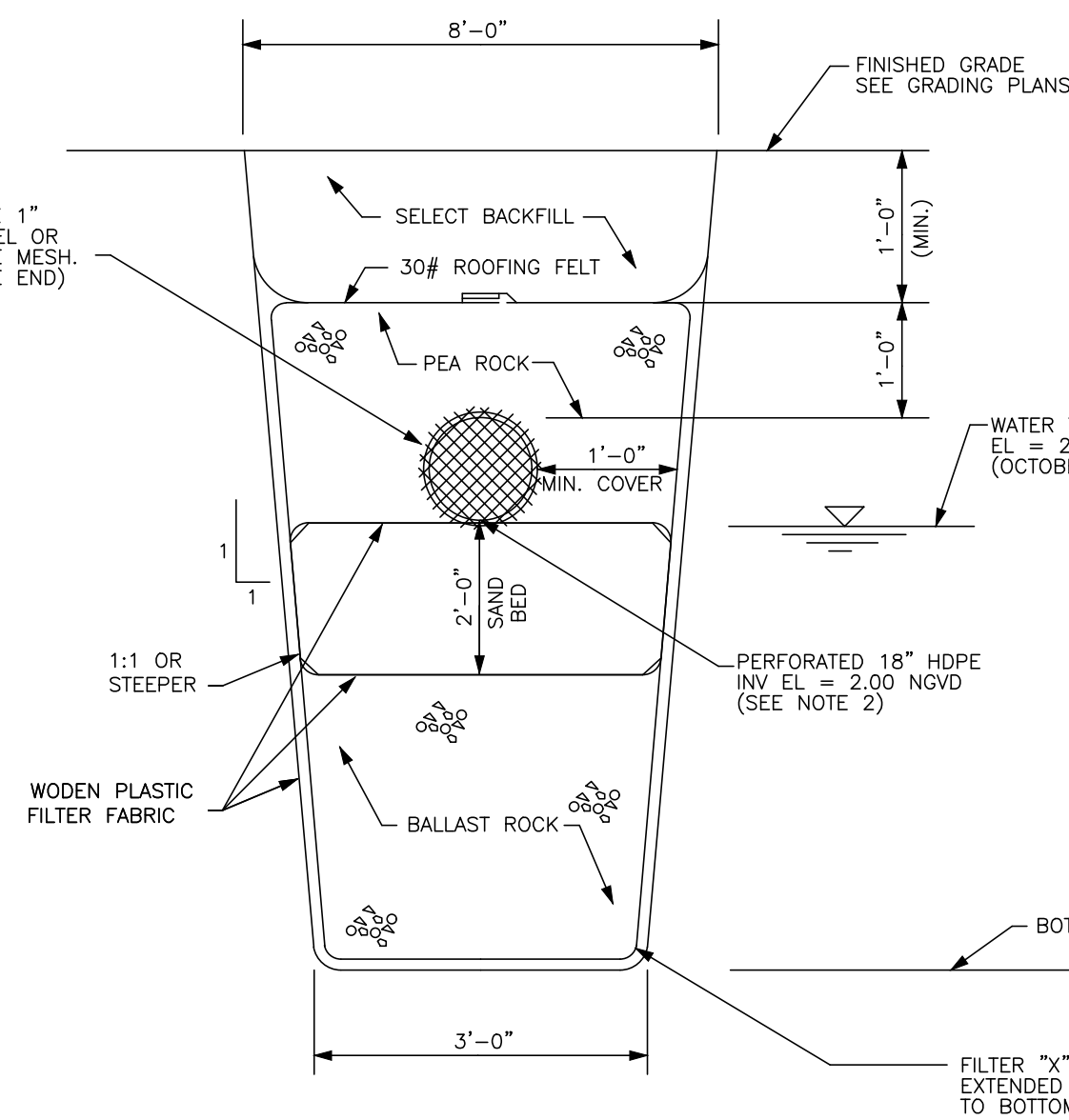
21-40

SITE & PAVING DETAILS

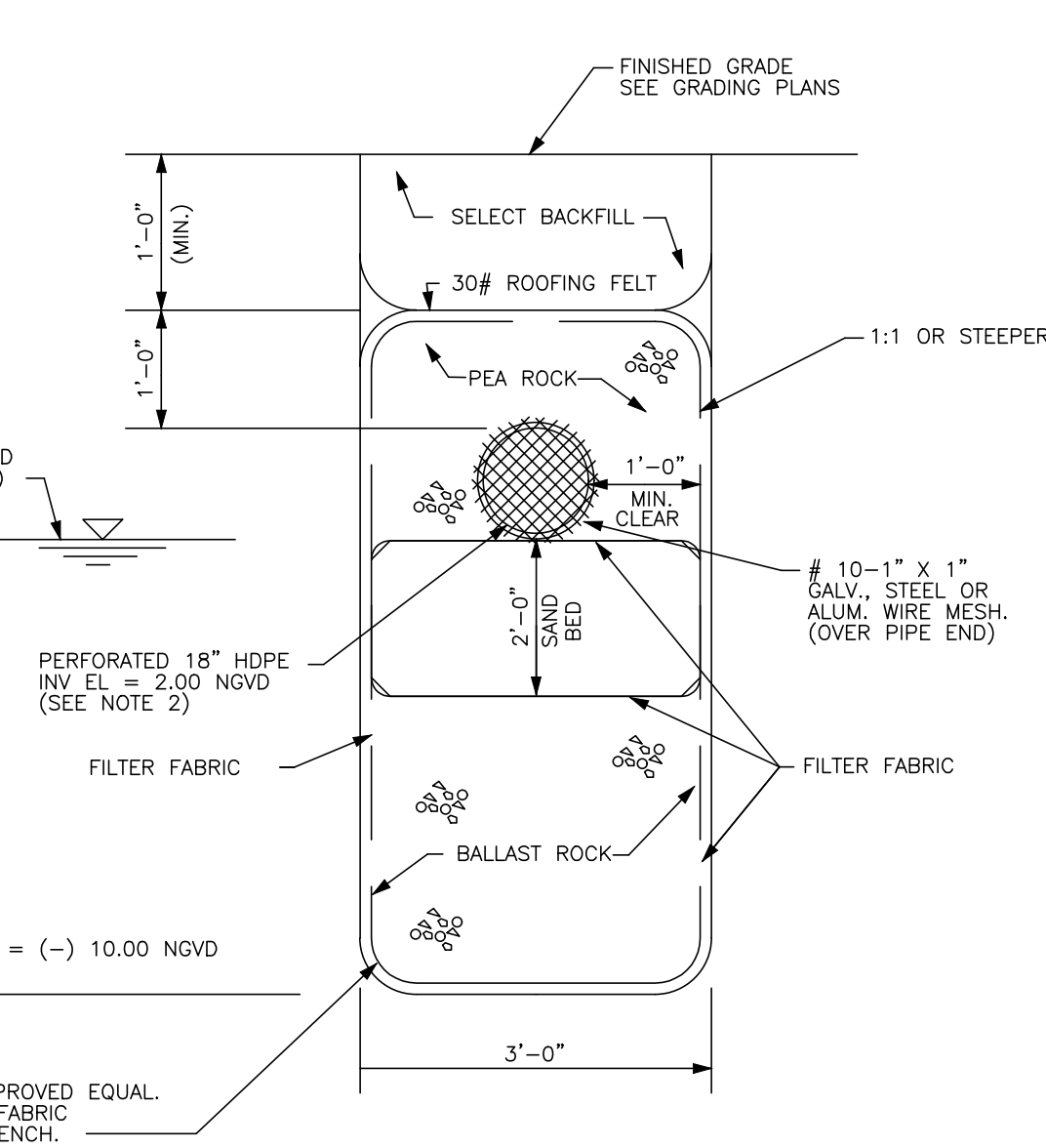
SCALE: N.T.S.



LONGITUDINAL SECTION
N.T.S.

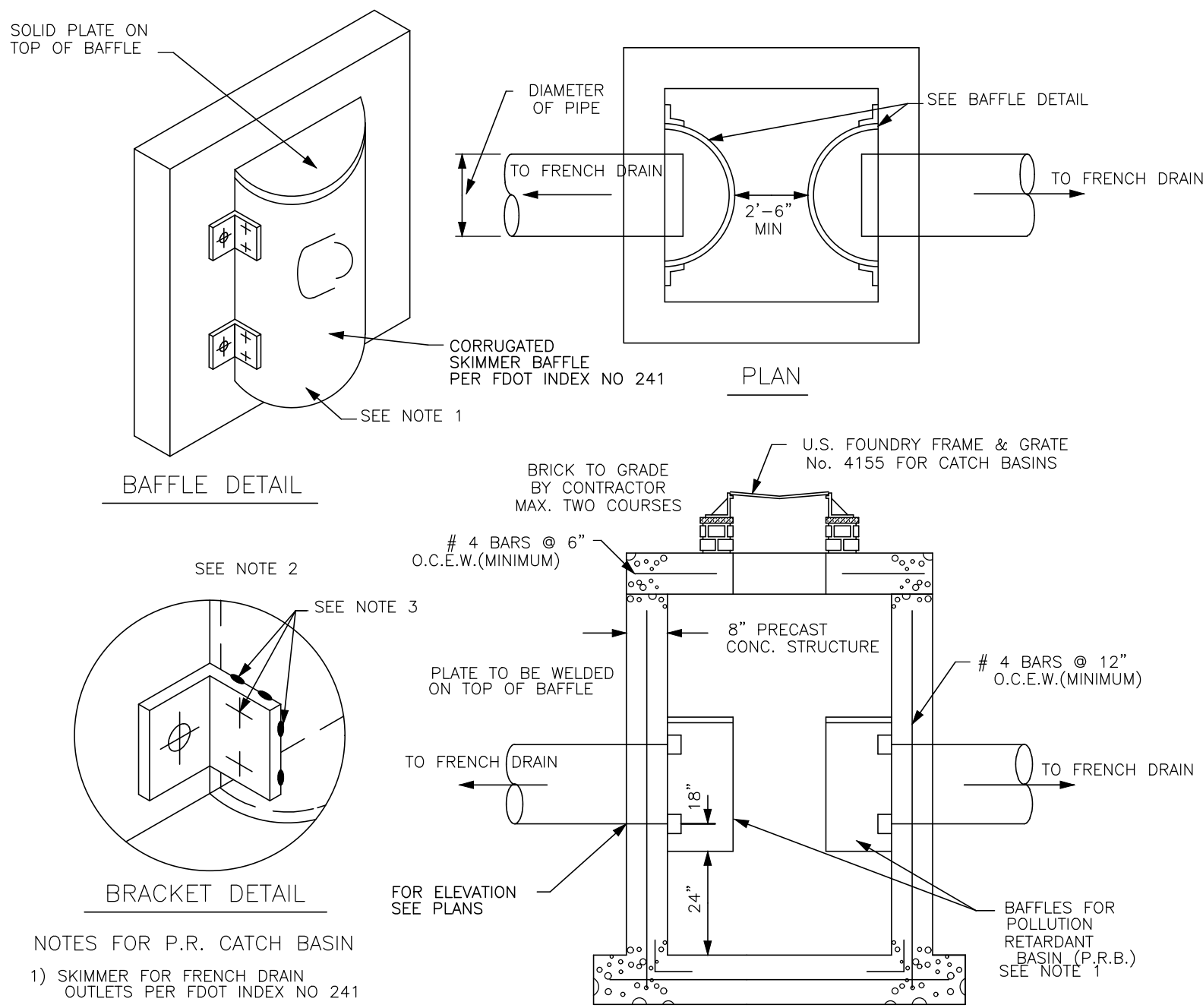


ALTERNATE CROSS-SECTION DETAIL FOR
SANDY SOIL CONDITION
N.T.S.



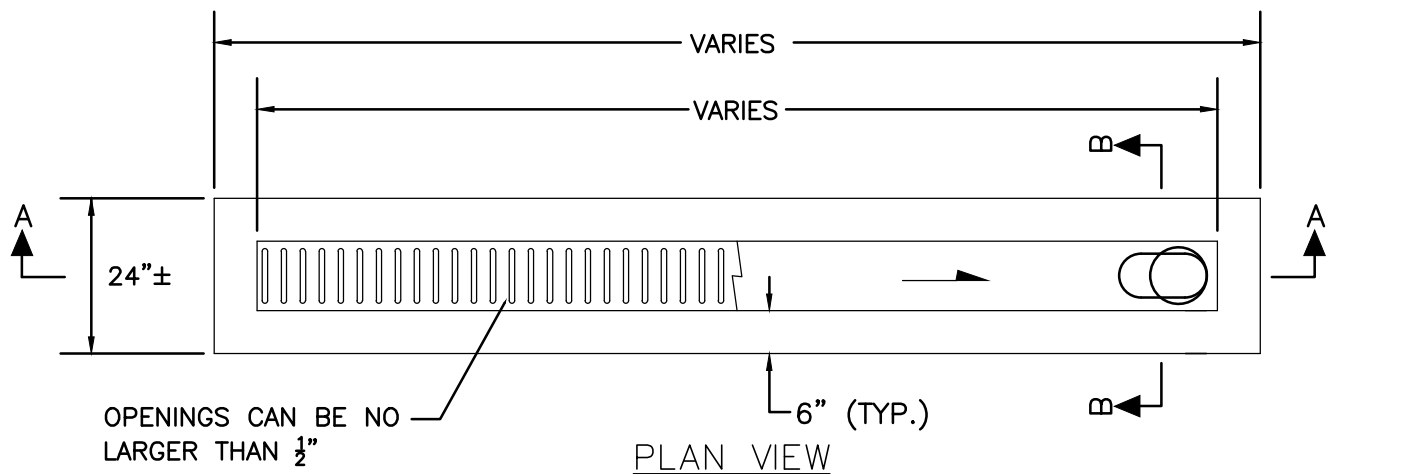
TRANSVERSE SECTION DETAIL
N.T.S.

- NOTE:
1. FRENCH DRAIN TO BE IN ACCORDANCE WITH DADE COUNTY STANDARD DETAILS SD-1.1 LATEST REVISION MARCH 12, 1992.
 2. WOVEN PLASTIC FILTER FABRIC (AT EACH SIDE, TOP AND BOTTOM) SHALL BE USED IN SANDY OR FILLED AREAS.
 3. WASH DOWN THE BALLAST ROCK WITH CLEAN WATER AFTER ROCK HAS BEEN PLACED TO THE PROPER ELEVATION TO ALLOW FOR INITIAL SETTLEMENT THAT MAY OCCUR. ADD ADDITIONAL BALLAST ROCK TO RESTORE ROCK TO THE PROPER ELEVATION IN ACCORDANCE WITH THE DETAILS.
 4. FOR PERFORATED CMP PIPE JOINT ARE TO BE Banded, BUT NOT GASKETED.
 5. FOR BAFFLE DETAILS SEE THIS SHEET

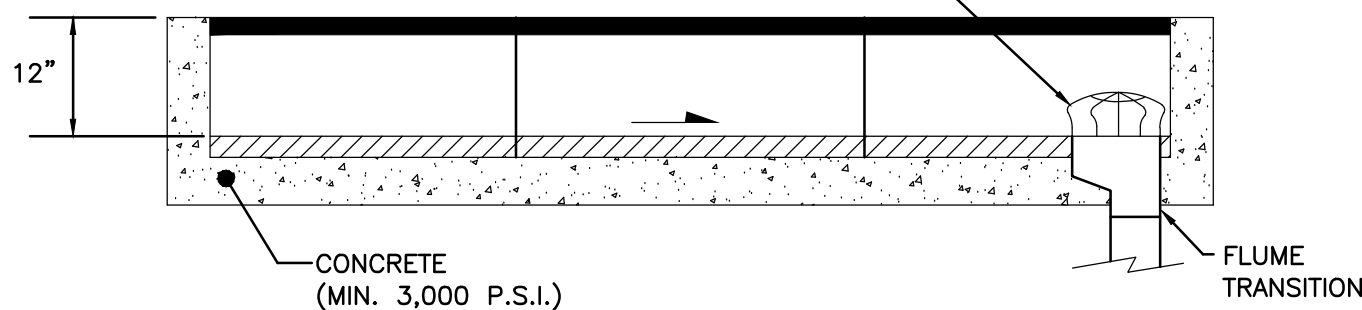


- NOTES FOR P.R. CATCH BASIN
- 1) SKIMMER FOR FRENCH DRAIN OUTLETS PER FDOT INDEX NO 241
 - 2) 1/2" GALVANIZED LAG BOLT IN LEAD SHIELD (TYP.)
 - 3) WELD OR 2-1/2" THRU BOLTS (S.S.)
 - 4) GRATING SHALL BE OFFSET IF STRUCTURE IS USED AS OVERFLOW.
 - 5) MINIMUM SIZE OF CATCH BASIN PER SD 2.6 OR LARGER ONE BAFFLE (42"x42"), TWO BAFFLES (54"x54") SQUARE

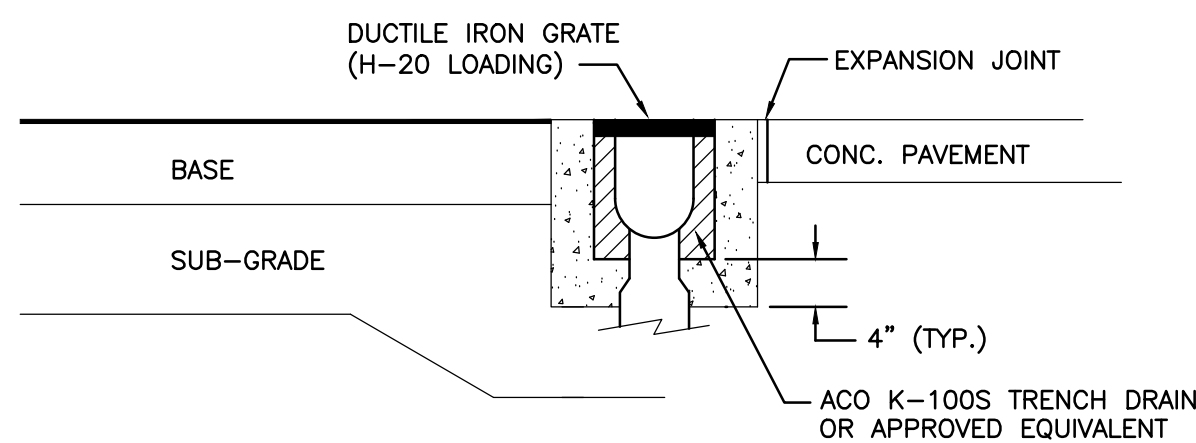
POLLUTION RETARDANT CATCH BASING DETAIL
N.T.S.



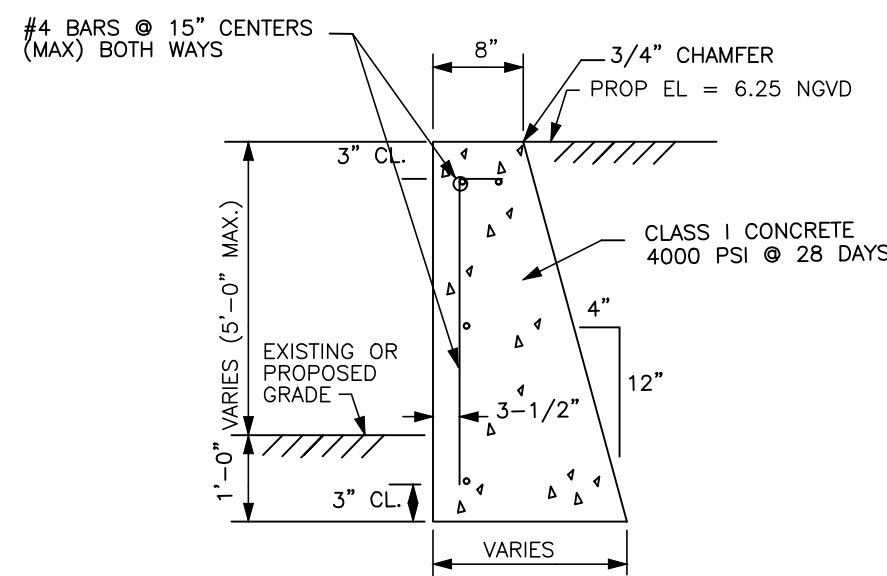
PLAN VIEW



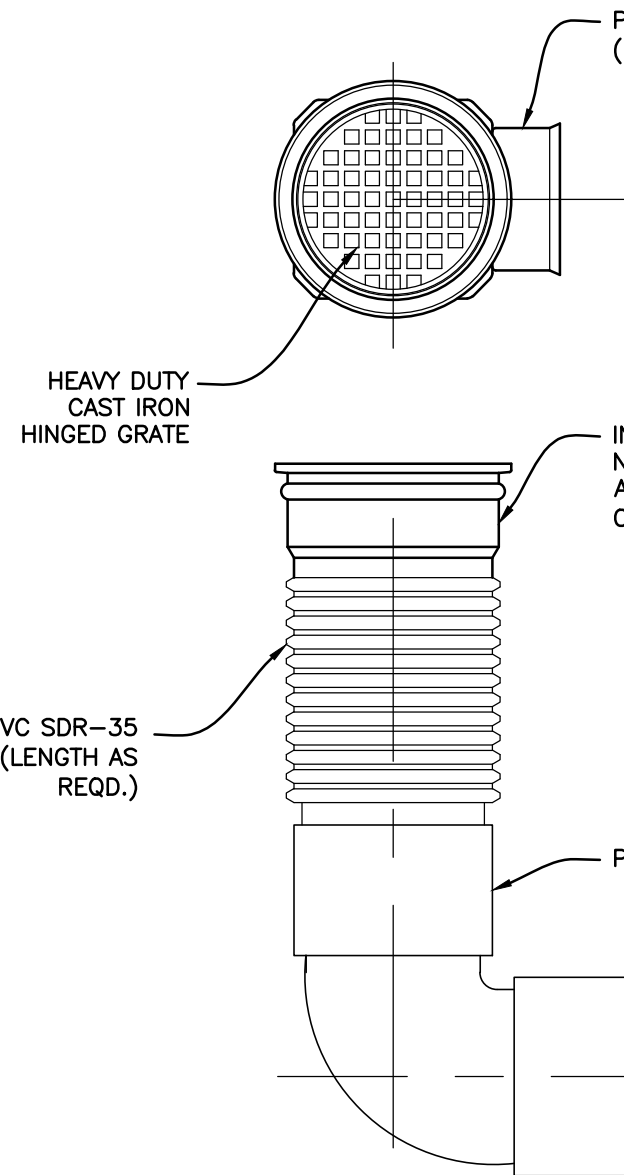
SECTION A-A



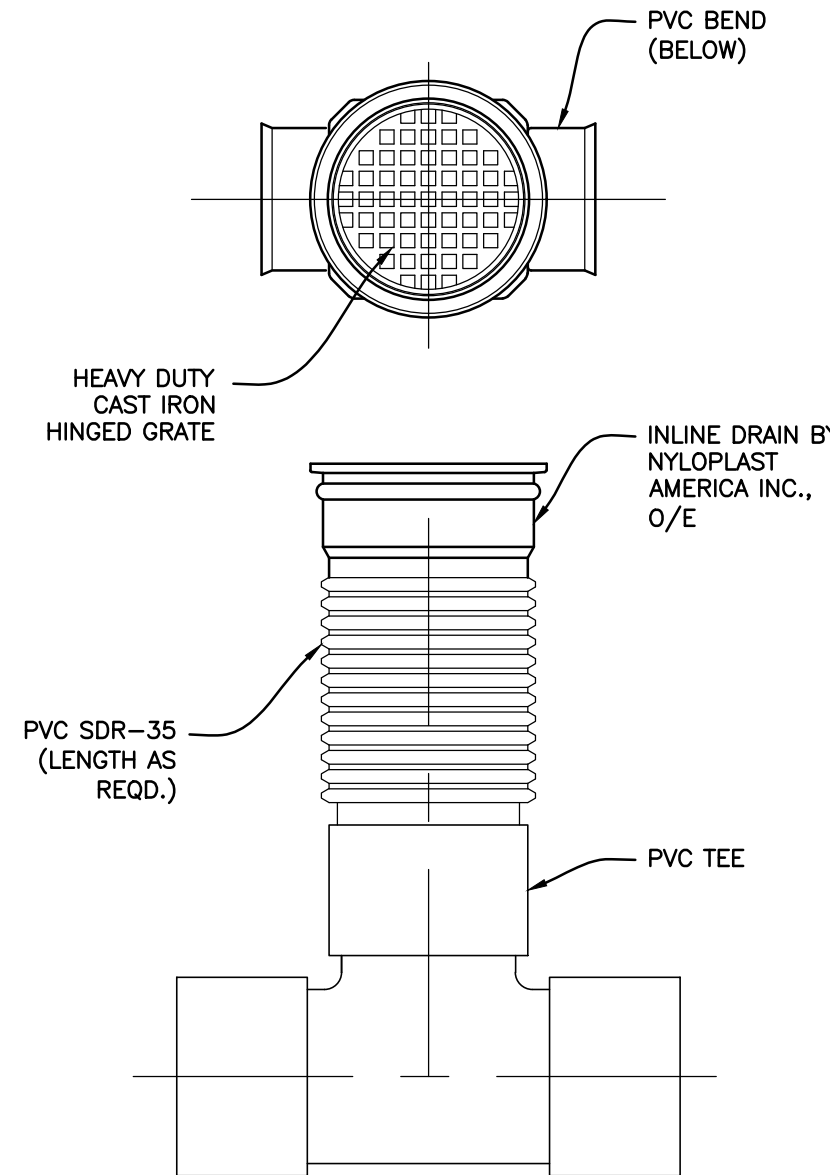
SECTION B-B
TRENCH DRAIN
N.T.S.



GRAVITY WALL DETAIL
N.T.S.

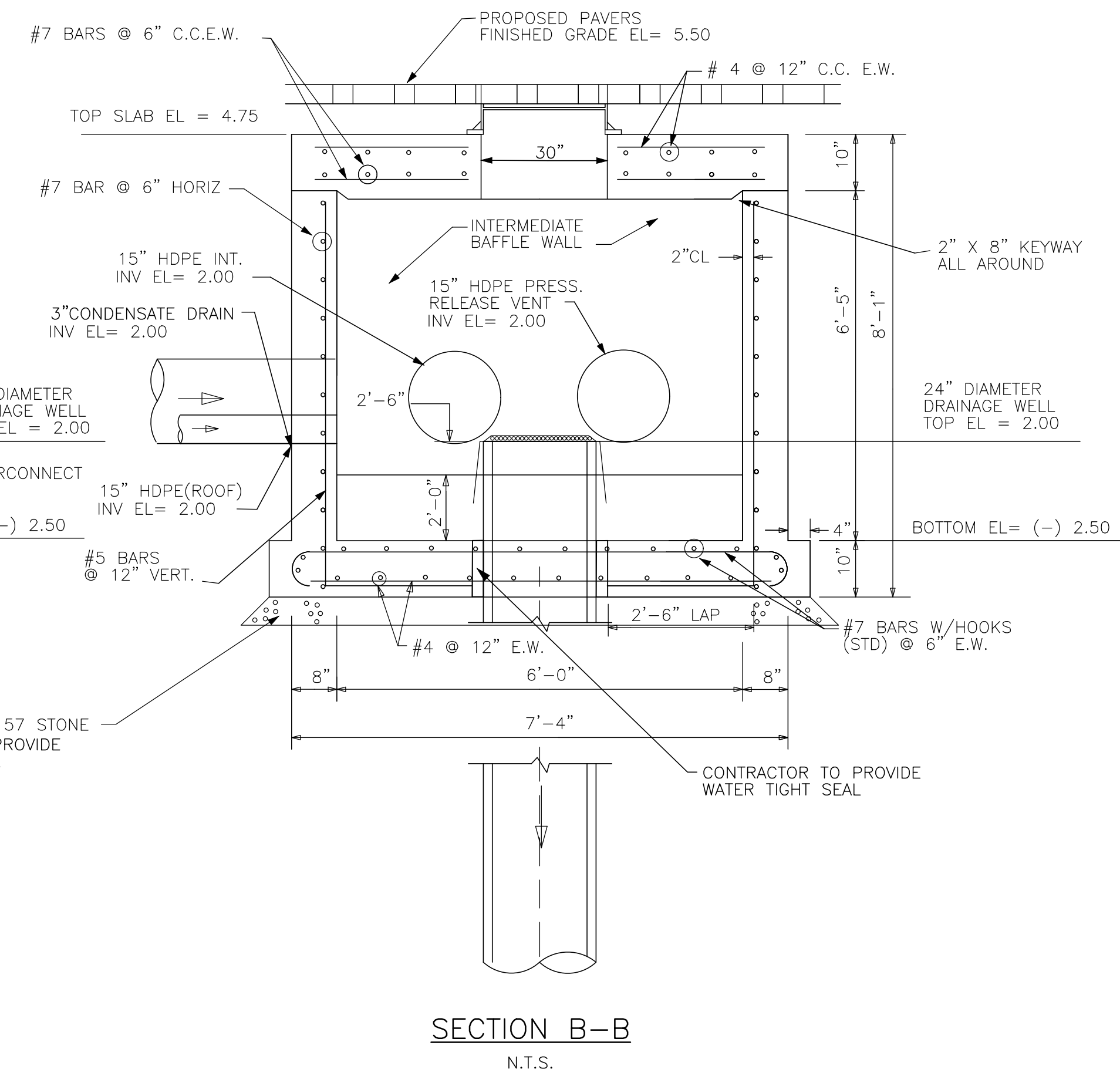
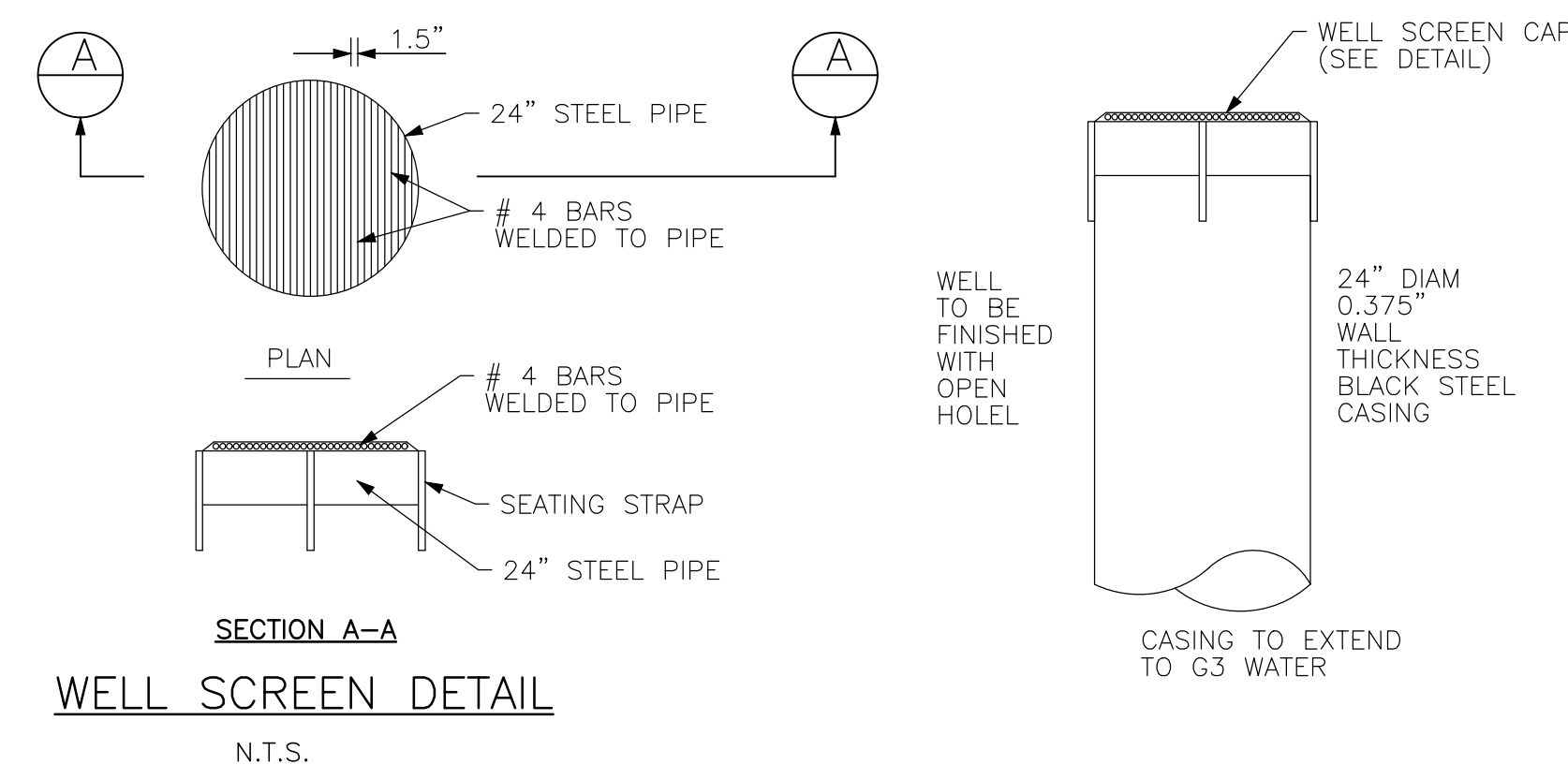
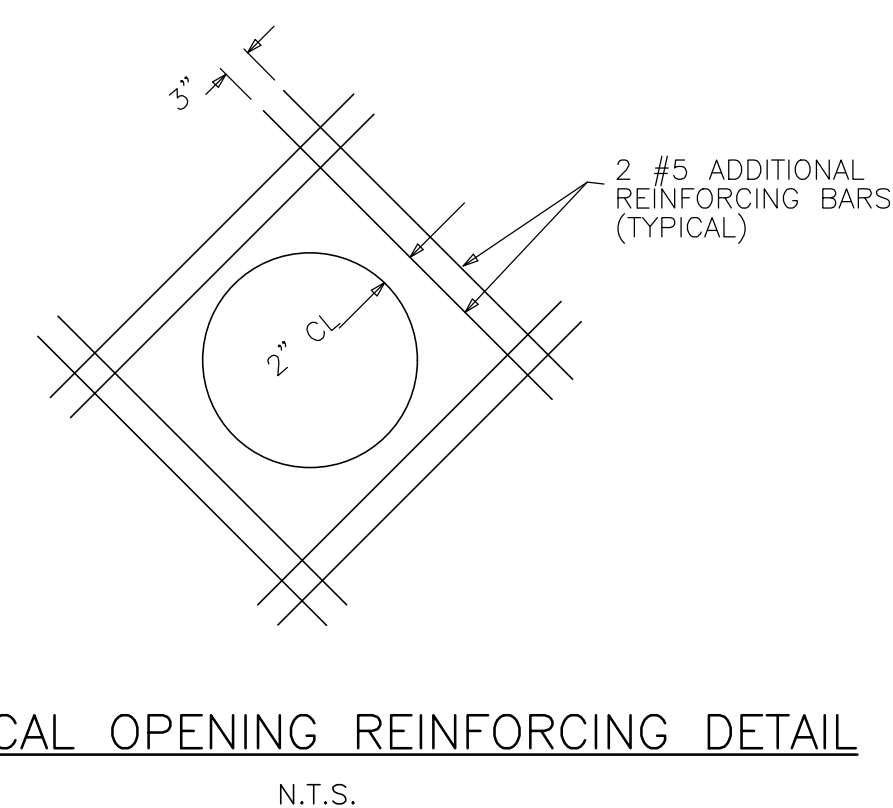
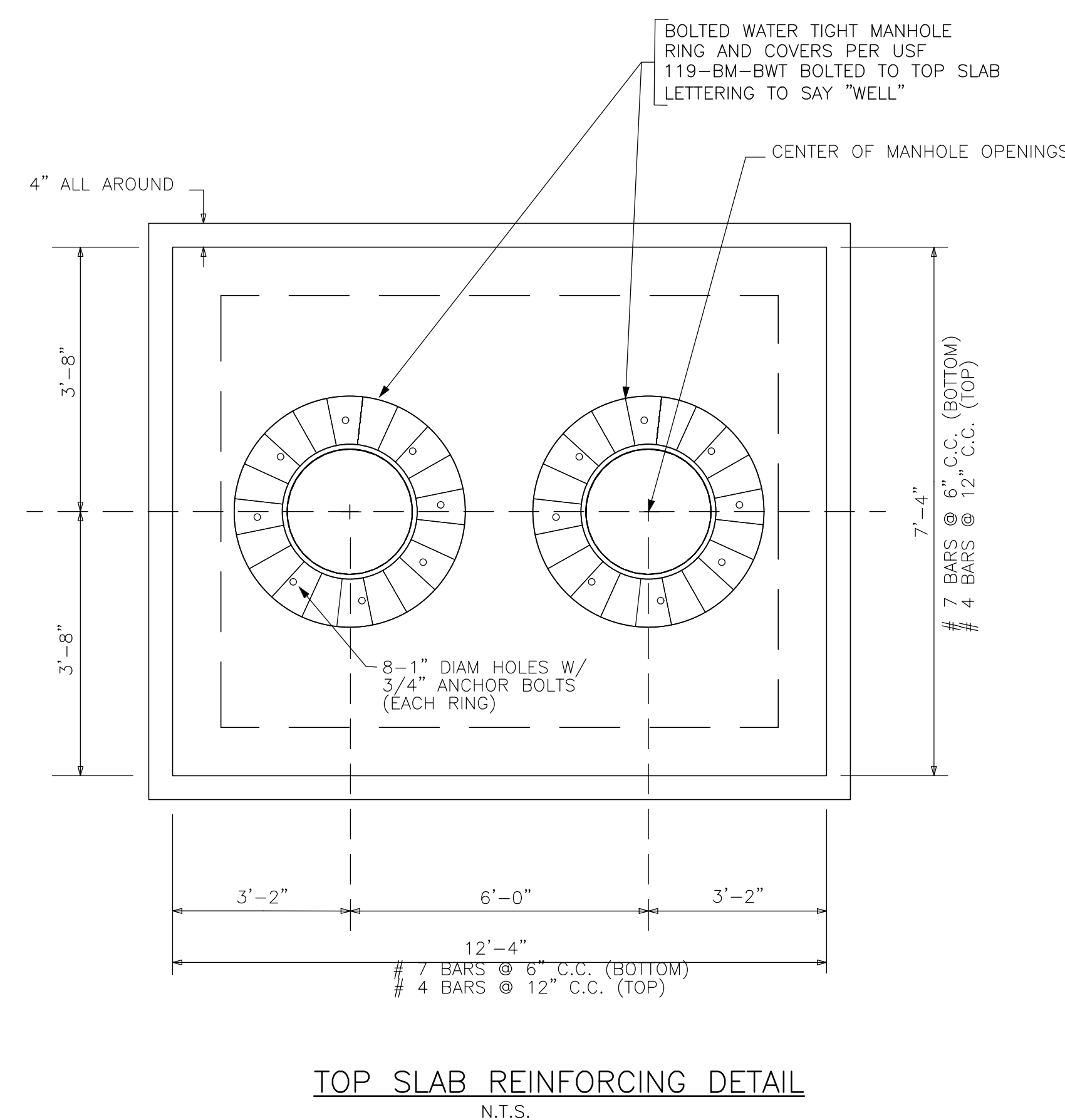
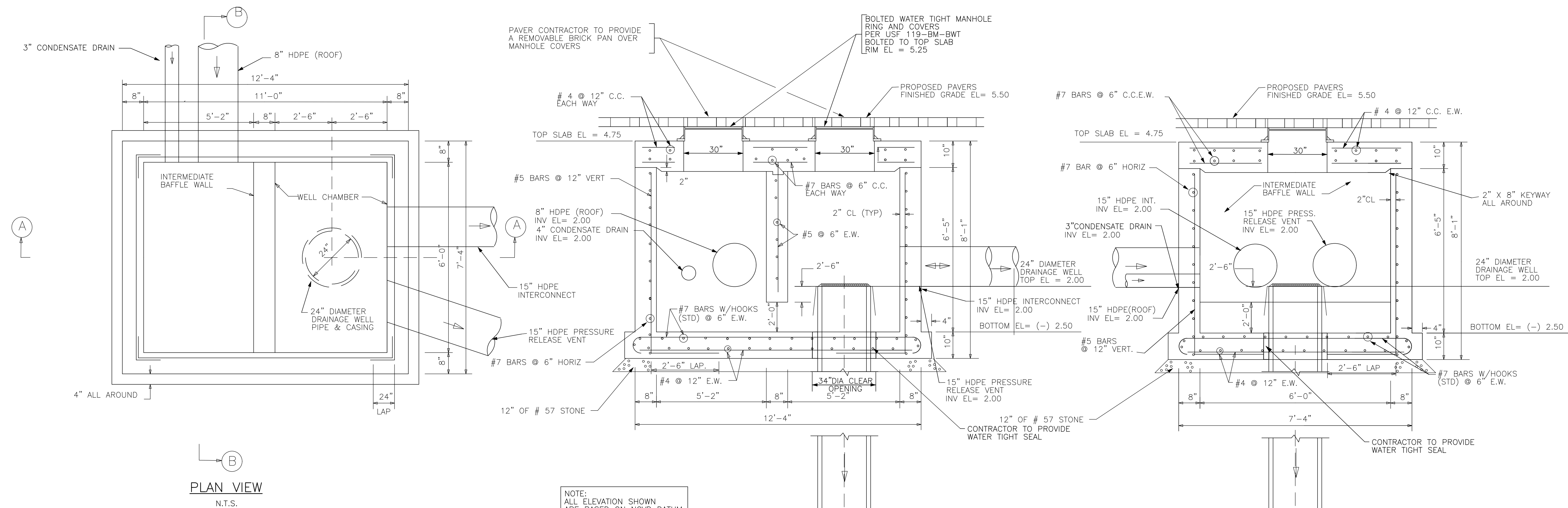


ENDLINE DRAIN BASIN
AREA DRAIN
N.T.S.



INLINE DRAIN BASIN
AREA DRAIN
N.T.S.

NO. OF SHEETS: 10				SHEET NO.: C-6				CAD FILE NO. 21-40				NO. OF SHEETS: 10				SHEET NO.: C-6				CAD FILE NO. 21-40																											
LA BAIA AT 9201 EAST BAY HARBOR DRIVE TOWN OF BAY HARBOR ISLANDS, FL												NO. OF SHEETS: 10												SHEET NO.: C-6												CAD FILE NO. 21-40											
LA BAIA AT 9201 EAST BAY HARBOR DRIVE TOWN OF BAY HARBOR ISLANDS, FL												NO. OF SHEETS: 10												SHEET NO.: C-6												CAD FILE NO. 21-40											
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LA BAIA AT 9201 EAST BAY HARBOR DRIVE TOWN OF BAY HARBOR ISLANDS, FL												NO. OF SHEETS: 10												SHEET NO.: C-6												CAD FILE NO. 21-40											
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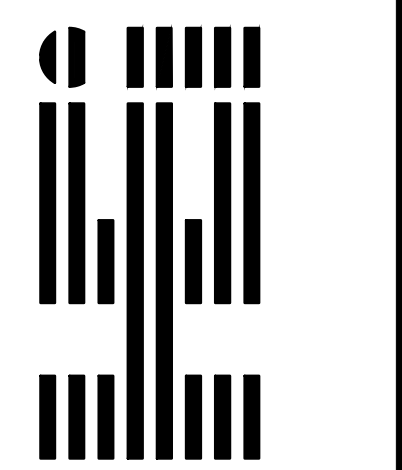
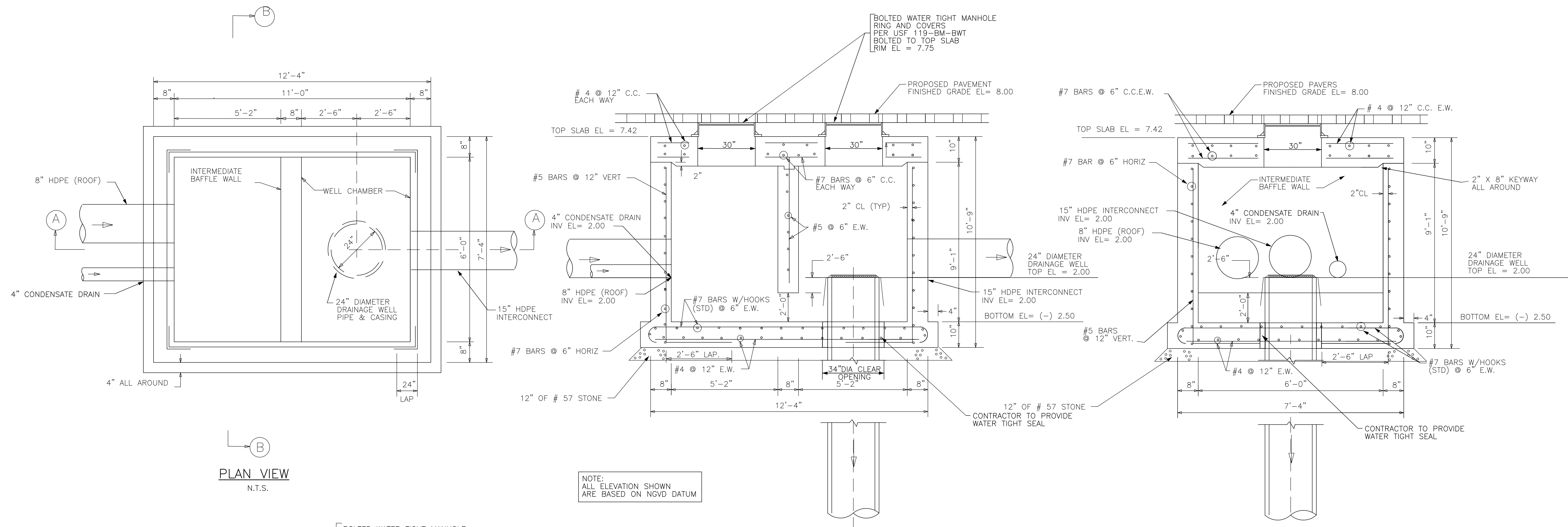


DRAINAGE WELL # 1 LOCATION
LATITUDE: 25°52'58.47" N
LONGITUDE: 80°07'43.25" W

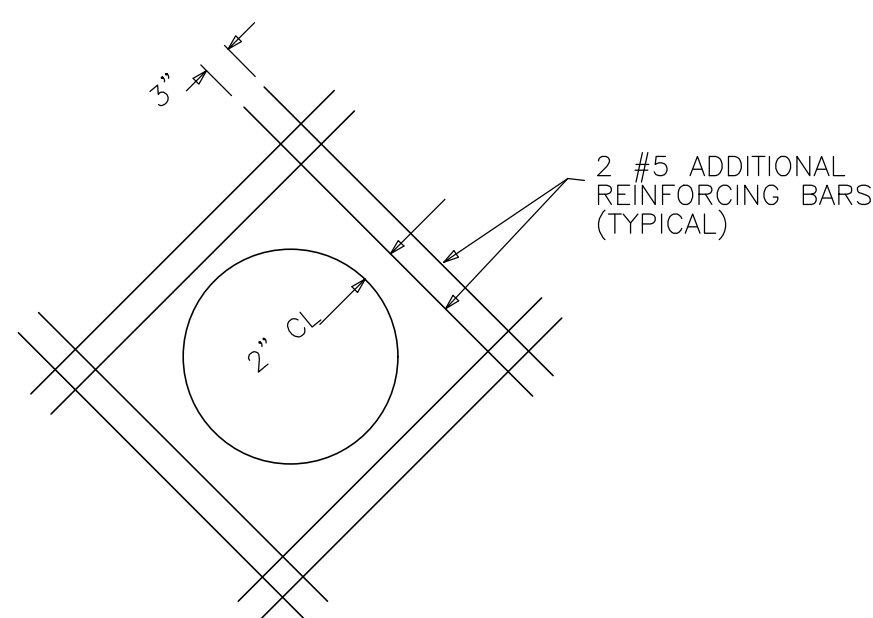
CONTRACTOR TO VERIFY
PIPE INVERTS PRIOR TO
WELL BOX CONSTRUCTION

- NOTES:**
1. WELL DRILLER RESPONSIBLE FOR OBTAINING WELL CONSTRUCTION PERMIT.
 2. NEOPRENE GASKETS TO BE INSTALLED UNDER LIDS AND AROUND PIPES.
 3. VENT PIPES NOT TO BE INSTALLED DIRECTLY ACROSS FROM INLET PIPE.
 4. CONTRACTOR SHALL GROUT BETWEEN 4" CONC. BAFFLE AND LID OF STRUCTURE TO ENSURE WATER PROOF SEAL.
 5. WELL BOX REINFORCEMENT SHALL BE DESIGNED BY PRE-CASTER TO MEET F-DOT STANDARDS AND SPECIFICATIONS.

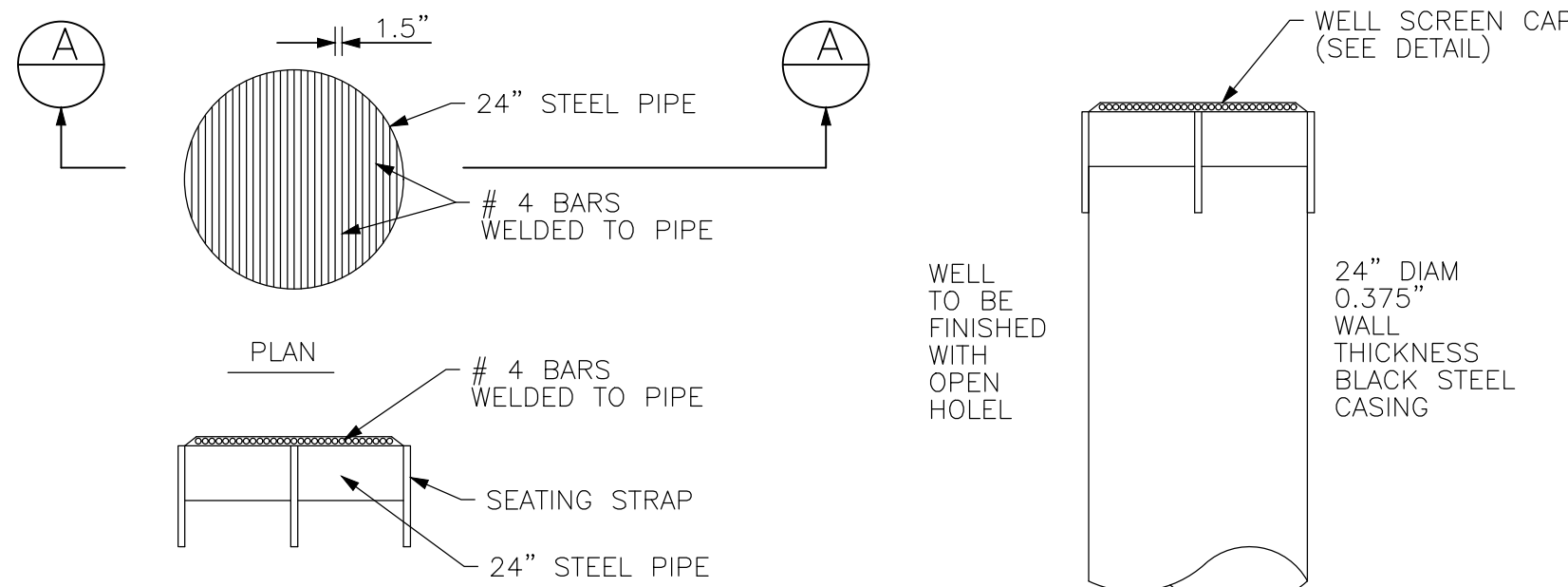
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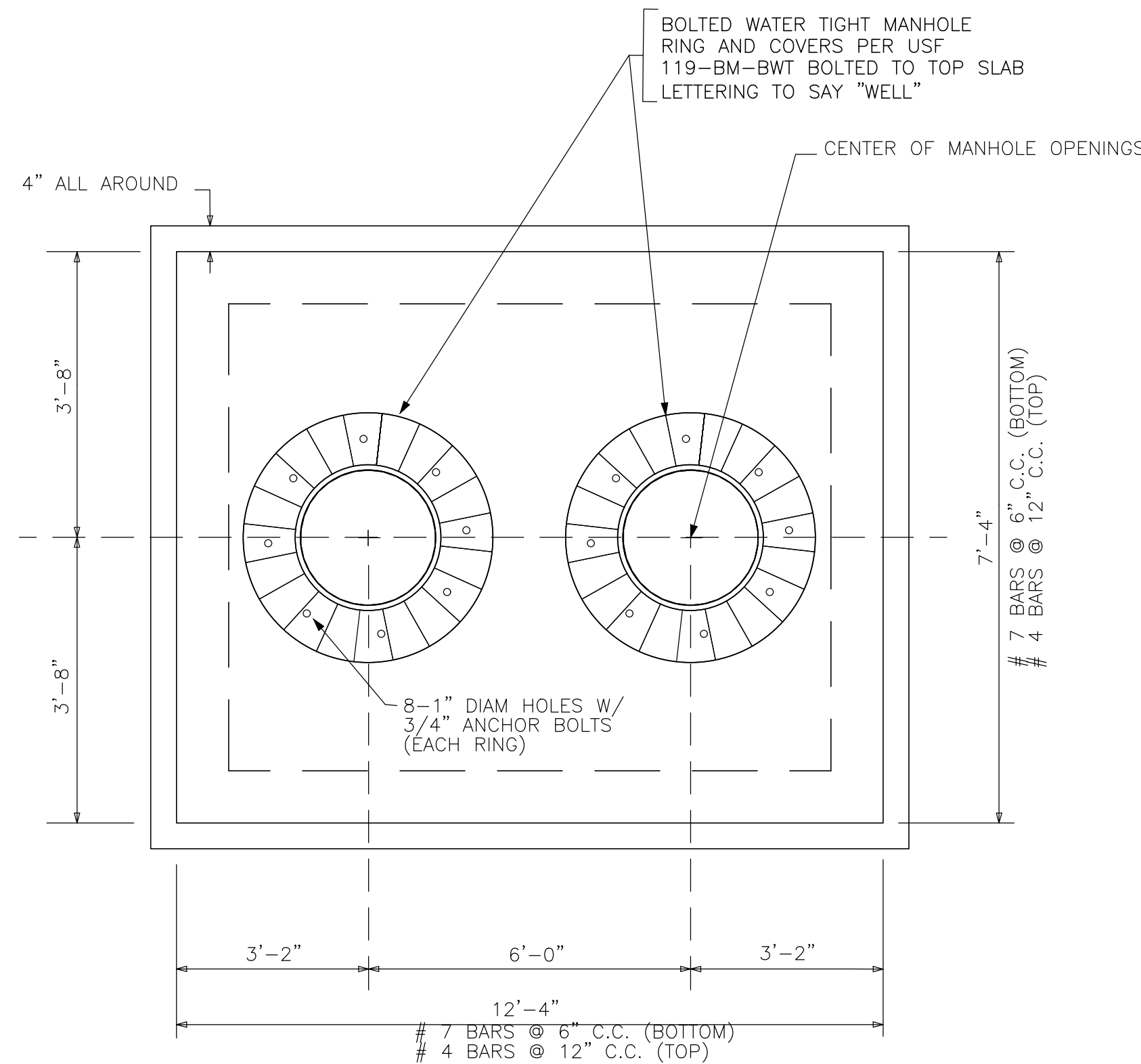


N.T.S.



SECTION A-A

N.T.S.



N.T.S

LATITUDE: 25°52'57.41" N

LONGITUDE: 90°07'43.50" W

CONFIDENTIAL

CONTRACTOR TO VERIFY
PIPE INVERTS PRIOR TO
WELL BOX CONSTRUCTION

NOTES:

1. WELL DRILLER RESPONSIBLE FOR OBTAINING WELL CONSTRUCTION PERMIT.
2. NEOPRENE GASKETS TO BE INSTALLED UNDER LIDS AND AROUND PIPES.
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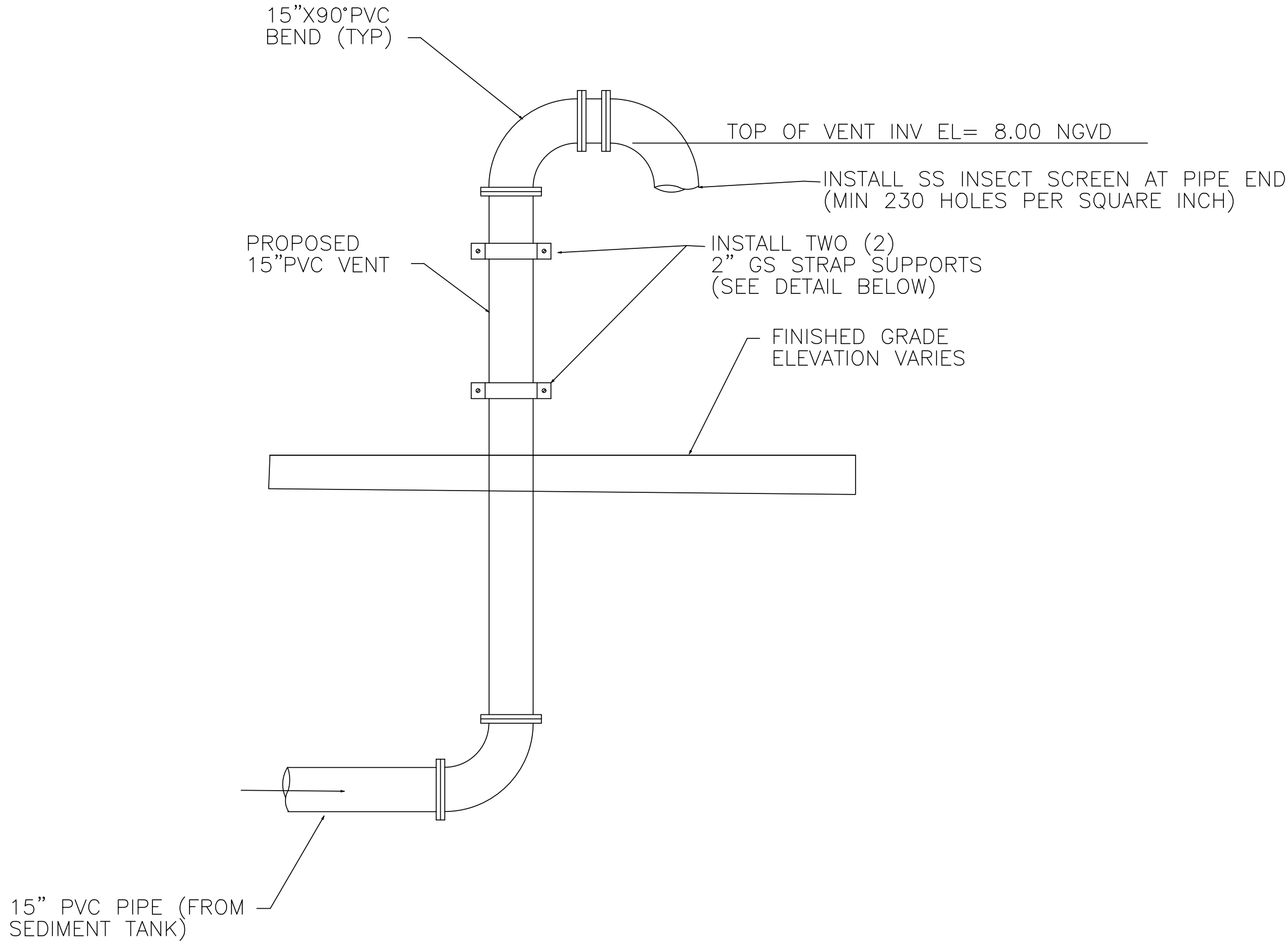
SEDIMENT TANK & DRAINAGE

WELL NO. 2 DETAILS

SCALE: N.T.S.

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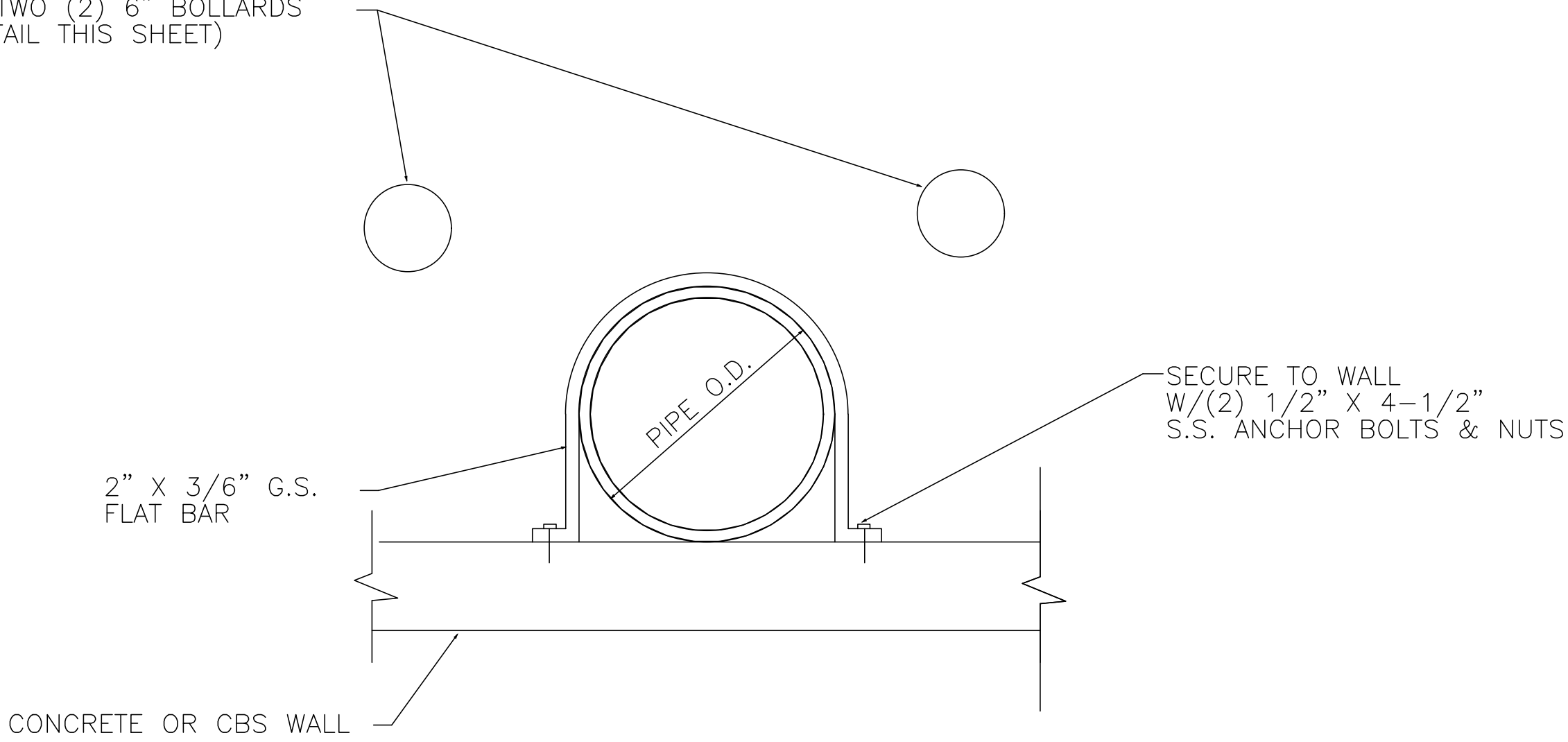
NEW PROPOSAL



VENT ELEVATION DETAIL

NOTE:
ALL ELEVATION SHOWN ARE
BASED ON NGVD DATUM

INSTALL TWO (2) 6" BOLLARDS
(SEE DETAIL THIS SHEET)



VENT SUPPORT DETAIL

PRESSURE RELIEF VENT DETAIL

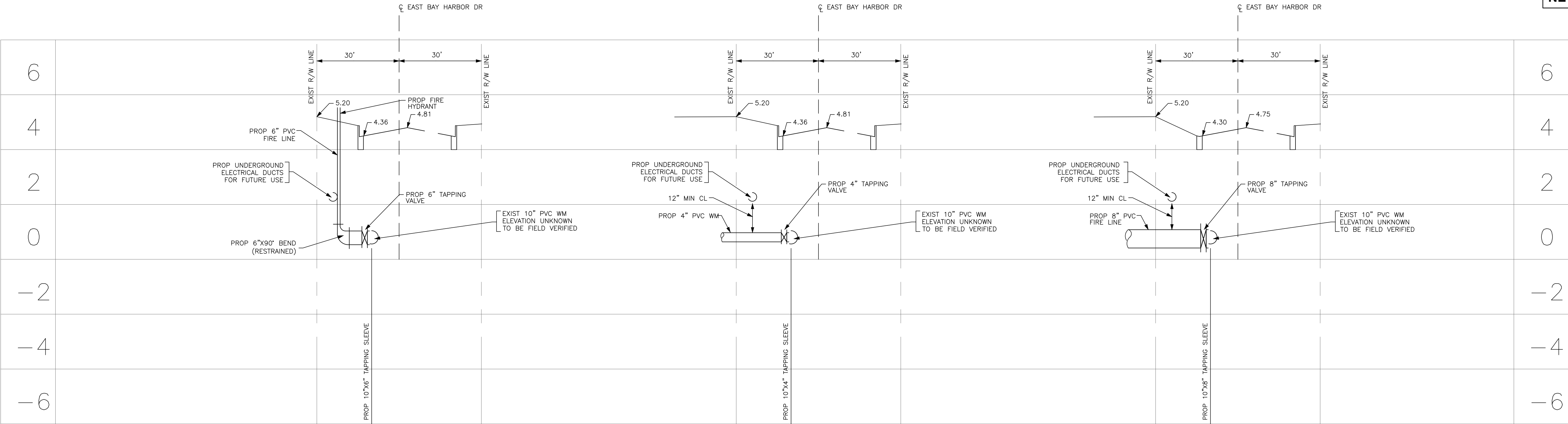
N.T.S.

**DRAINAGE WELL # 1
SEDIMENT TANK PRESSURE
RELEASE VENT DETAIL**

SCALE: N.T.S.

NO. OF SHEETS: 10				SHEET NO.: C-9				CAD FILE NO. 21-40																																																																											
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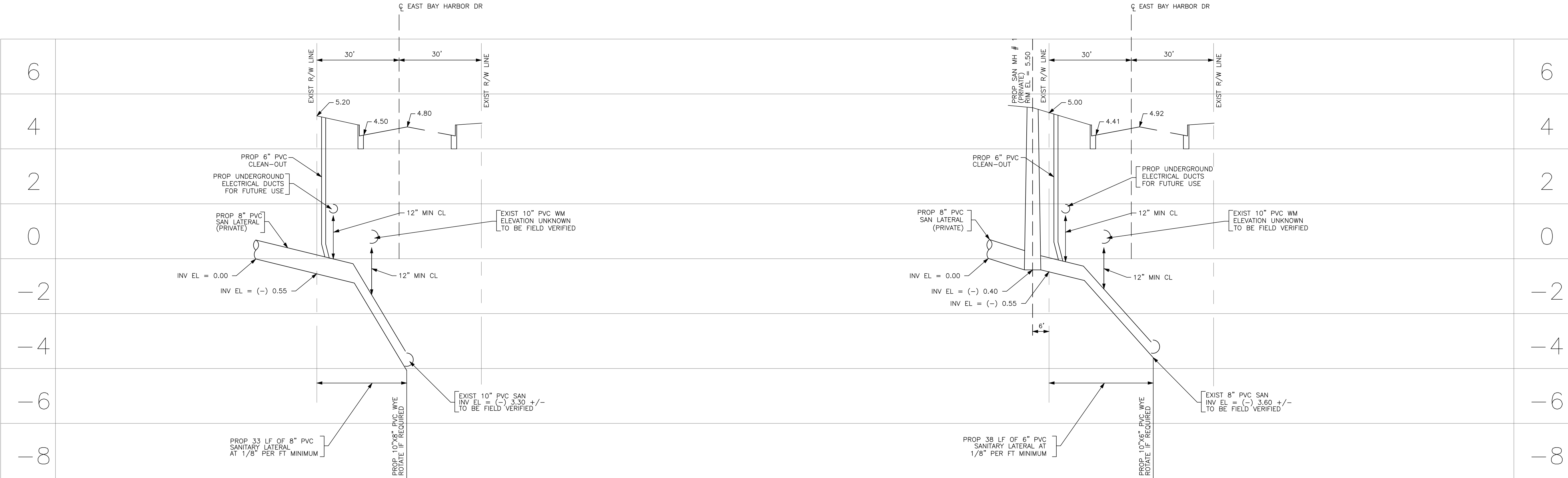
FIRE HYDRANT

4" DOMESTIC WATER SERVICE

8" FIRE SERVICE

WATER PROFILES

SCALE: 1" = 20' HORIZ
SCALE: 1" = 2' VERT



NORTH SEWER LATERAL

SOUTH SEWER LATERAL

SEWER PROFILES

SCALE: 1" = 20' HORIZ
SCALE: 1" = 2' VERT

NEW PROPOSAL

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REVISIONS											
NO.	DATE	BY	CHK'D	DESCRIPTION							

WATER & SEWER PROFILES

SCALE: 1"=20' HOR
1"=2' VERT



PREVIOUSLY APPROVED

revuelta
architecture
international

Miami
Santiago, Chile

revuelta-architecture.com

2850 SW 27TH AVE
SUITE 110
MIAMI, FL 33133
TEL: 305.550.0000
ALVARO | DICKSON | PARRALES

Project

LA BAIA

9201 East Bay Harbor Dr
Bay Harbour Islands, FL 33154

Revisions

Owner Information

CONTINUUM LLC

9201 East Bay Harbour Dr
Bay Harbour Islands, FL 33154

305.861.8181

Consultant

enea

Enea Garden Design Inc.
7300 NW 4th Court, Suite 100
Miami, Florida 33156, USA
Tel: 305.576.8302
www.enea.ch | info@miamiaenea.ch
REG. No. LC2000039

FOR THE FIRM:
GERARDO JAVIER DELGADO
R.L.A. 0001574

TOWN MEETING

DATE

12/14/2021

SCALE

Scale: N.T.S.

PROJECT No.

MA21108

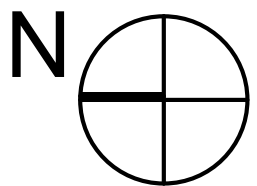
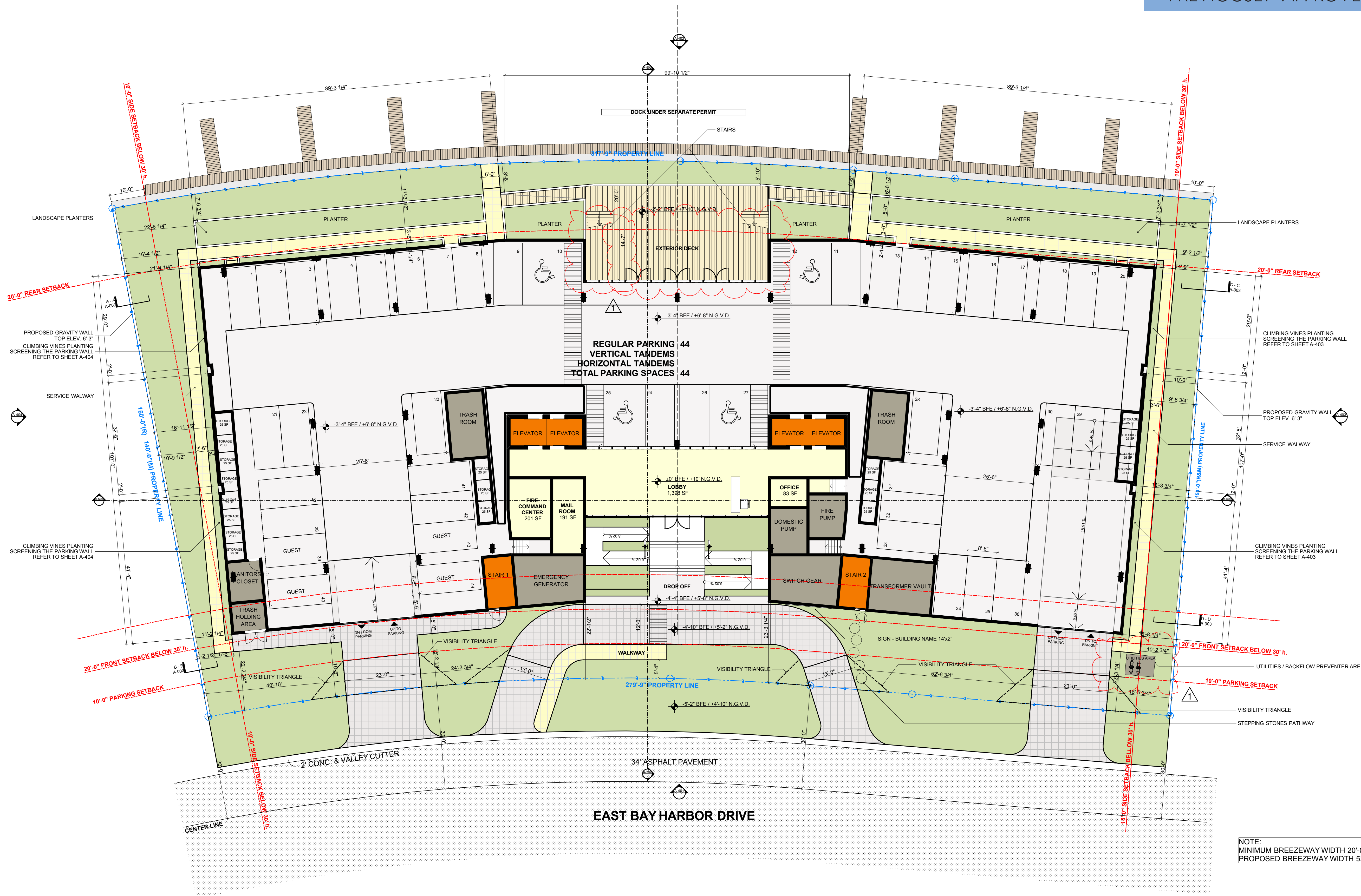
SHEET NAME

GROUND FLOOR

PREVIOUSLY APPROVED

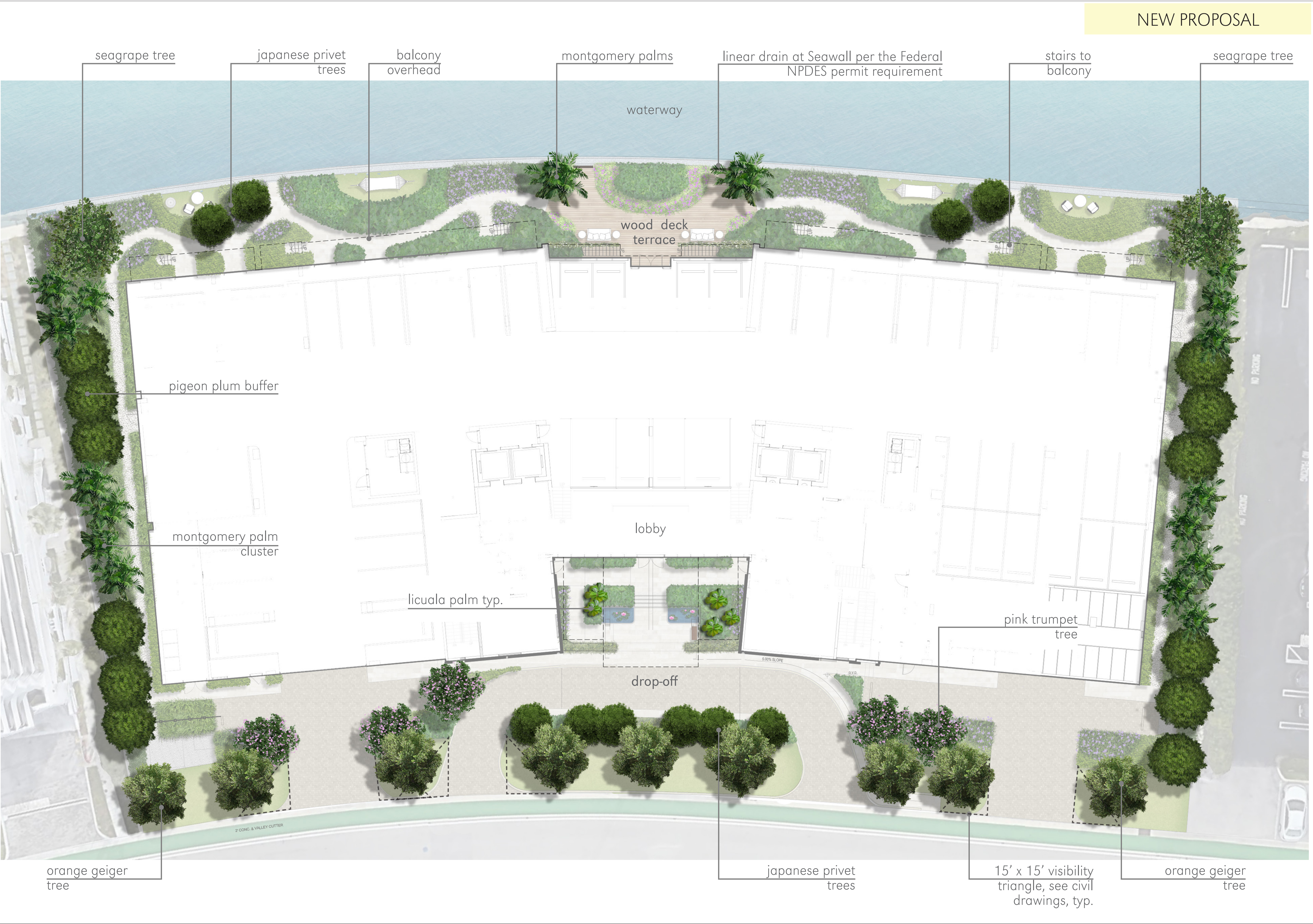
Sheet No.

L-002.1



ISLAND HOUSE
FIRST LEVEL

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



NEW PROPOSAL

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international

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Santiago, Chile
revuelta-architecture.com

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F 305.580.5000
ALVARADO 1 800.007.7800

Project

LA BAIA

9201 East Bay Harbor Dr
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Revisions

Owner Information

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Consultant

enea

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FOR THE FIRM:
GERARDO JAVIER DELGADO
R.L.A. 0001574

TOWN MEETING

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SCALE

Scale: N.T.S.

PROJECT No.

MA21108

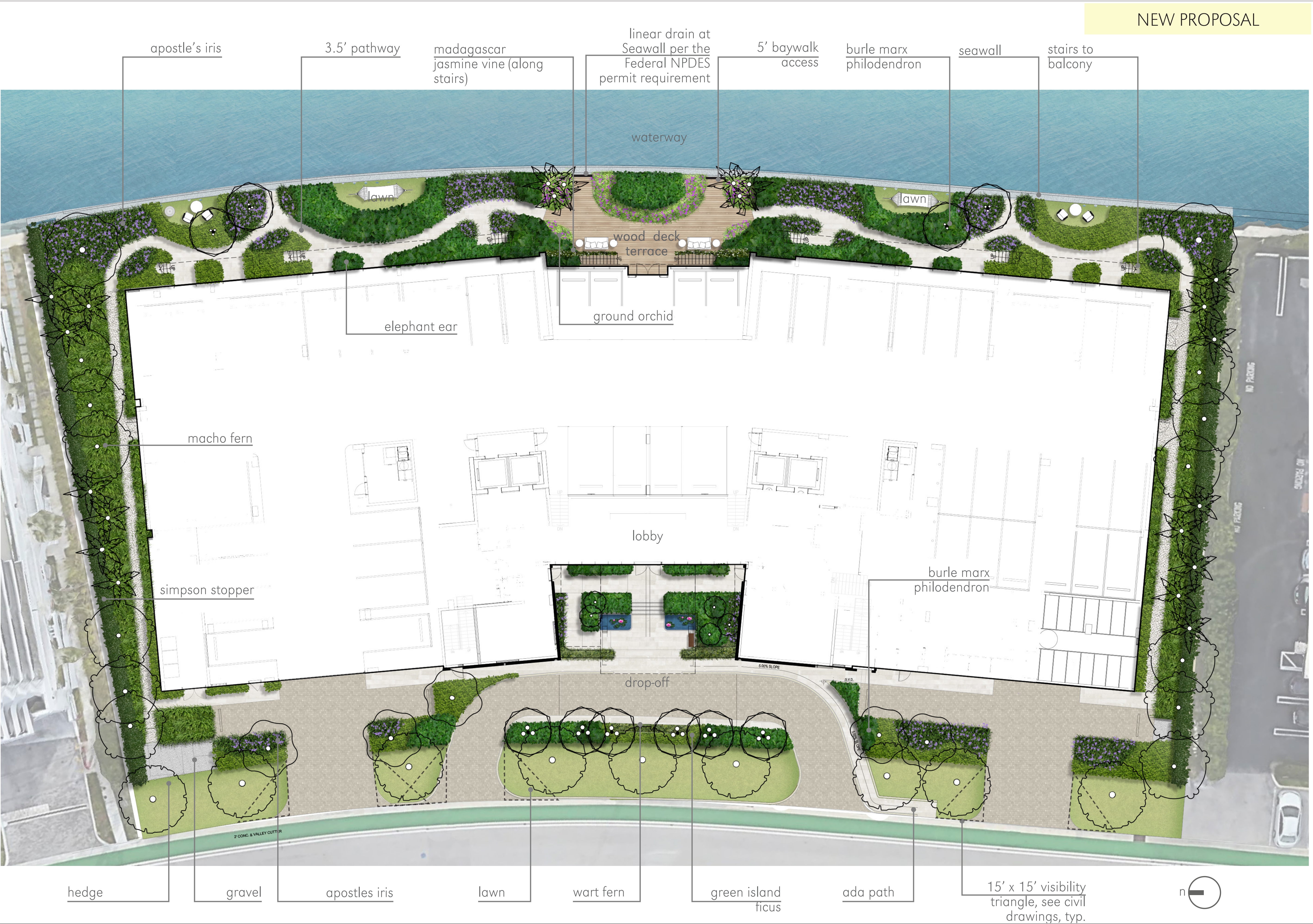
SHEET NAME

CANOPY PLAN

GROUND FLOOR

Sheet No.

L-002.2



NEW PROPOSAL

revuelta
architecture
international

Miami
Santiago, Chile
revuelta-architecture.com

2850 SW 27TH AVE
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ALVARO | 800.007.7800

Project

LA BAIA
9201 East Bay Harbor Dr
Bay Harbour Islands, FL 33154

Revisions

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TOWN MEETING
DATE
12/14/2021
SCALE
Scale: N.T.S.
PROJECT No.
MA21108
SHEET NAME
UNDERSTORY PLAN
GROUND FLOOR
Sheet No.
L-002.3

TREES



Pink Trumpet Tree
Tabebuia heterophylla

Native: No (Orange dot)
Light range: 10% full sun, 90% partial shade (Grey squares)



Orange Geiger Tree
Cordia sebestena

Native: No (Orange dot)
Light range: 10% full sun, 90% partial shade (Grey squares)

STREET TREE



Seagrape
Coccoloba uvifera

Native: Yes (Black dot)
Light range: 10% full sun, 90% partial shade (Grey squares)



Pigeon Plum
Coccoloba diversifolia

Native: Yes (Black dot)
Light range: 10% full sun, 90% partial shade (Grey squares)



Japanese Privet
Ligustrum japonicum

Light range: 10% full sun, 90% partial shade (Grey squares)

PALMS



Montgomery Palm
Veitchia montgomeryana

Light range: 10% full sun, 90% partial shade (Grey squares)

NEW PROPOSAL

LEGEND

yearly blooming chart

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Orange Geiger Tree												
Pink Trumpet Tree												
Seagrape												
Pigeon Plum												
Japanese Privet												
Montgomery Palm												

light range

● full sun ● partial shade ● shade

● Florida Native

Project

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REG No: LC20000338

FOR THE FIRM:
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DATE
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MA21108
SHEET NAME
PLANT BOARD
GROUND FLOOR
Sheet No.
L-003

TREES IN POT



Calamondin Orange
Citrus × Citrofortunella microcarpa



LARGE SHRUBS / ACCENTS



Simpson Stopper
Myrcianthes fragrans



Elephant Ear
Alocasia adora



Swiss Cheese Plant
Monstera deliciosa



Licuala Palm
Licuala grandis



Philodendron Burle Marx
Philodendron 'Burle Marx'



LEGEND

yearly blooming chart



light range

full sun partial shade shade

Florida Native

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SHEET NAME

PLANT BOARD

GROUND FLOOR

Sheet No.

L-004

SHRUBS / GROUNDCOVERS



Giant Apostle Iris
Neomarica caerulea regina



Macho Fern
Nephrolepis biserrata



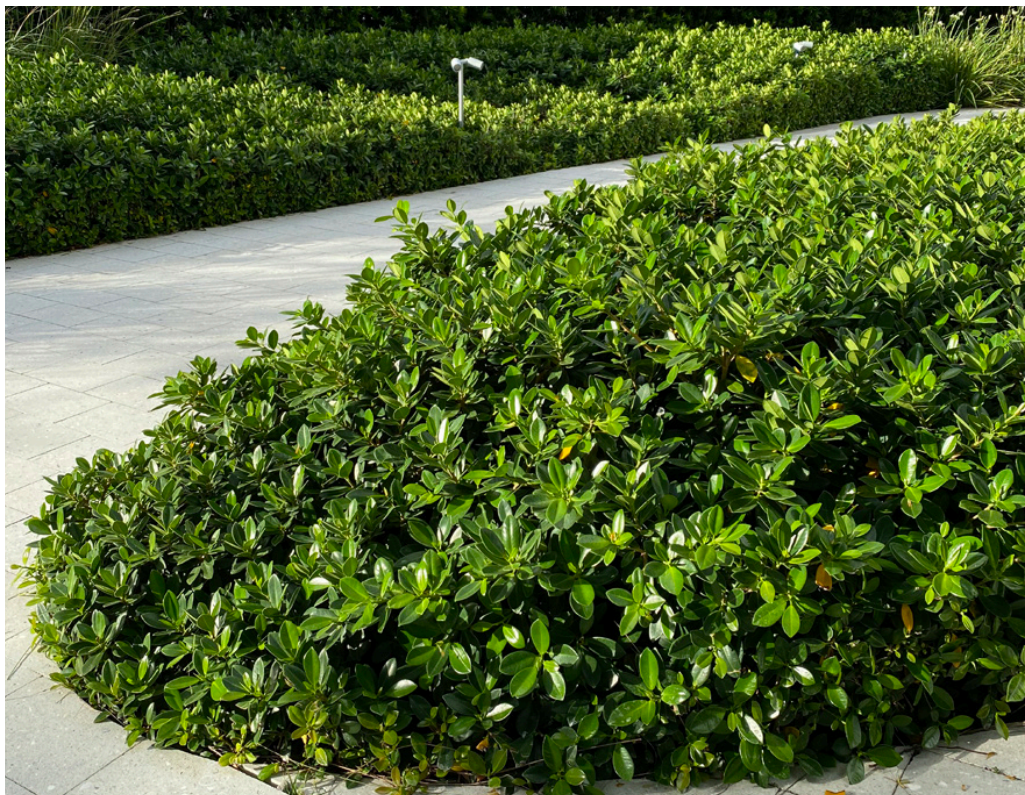
Lily Turf
Liriope muscari



SHRUBS / GROUNDCOVERS



Ground Orchid
Spathoglottis plicata



Green Island Ficus
Ficus microcarpa



Wart Fern
Microsorium scolopendrium



VINES



Madagascar Jasmine
Stephanotis floribunda



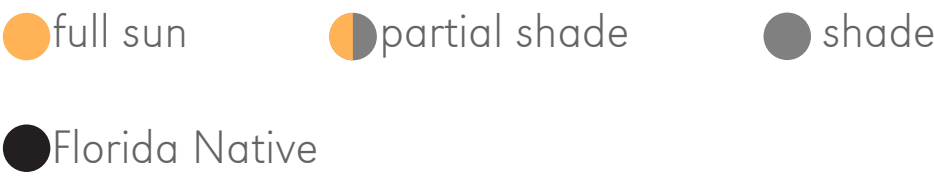
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LEGEND

yearly blooming chart



light range



Florida Native

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GROUND FLOOR

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SHEET NAME

LEVEL 3

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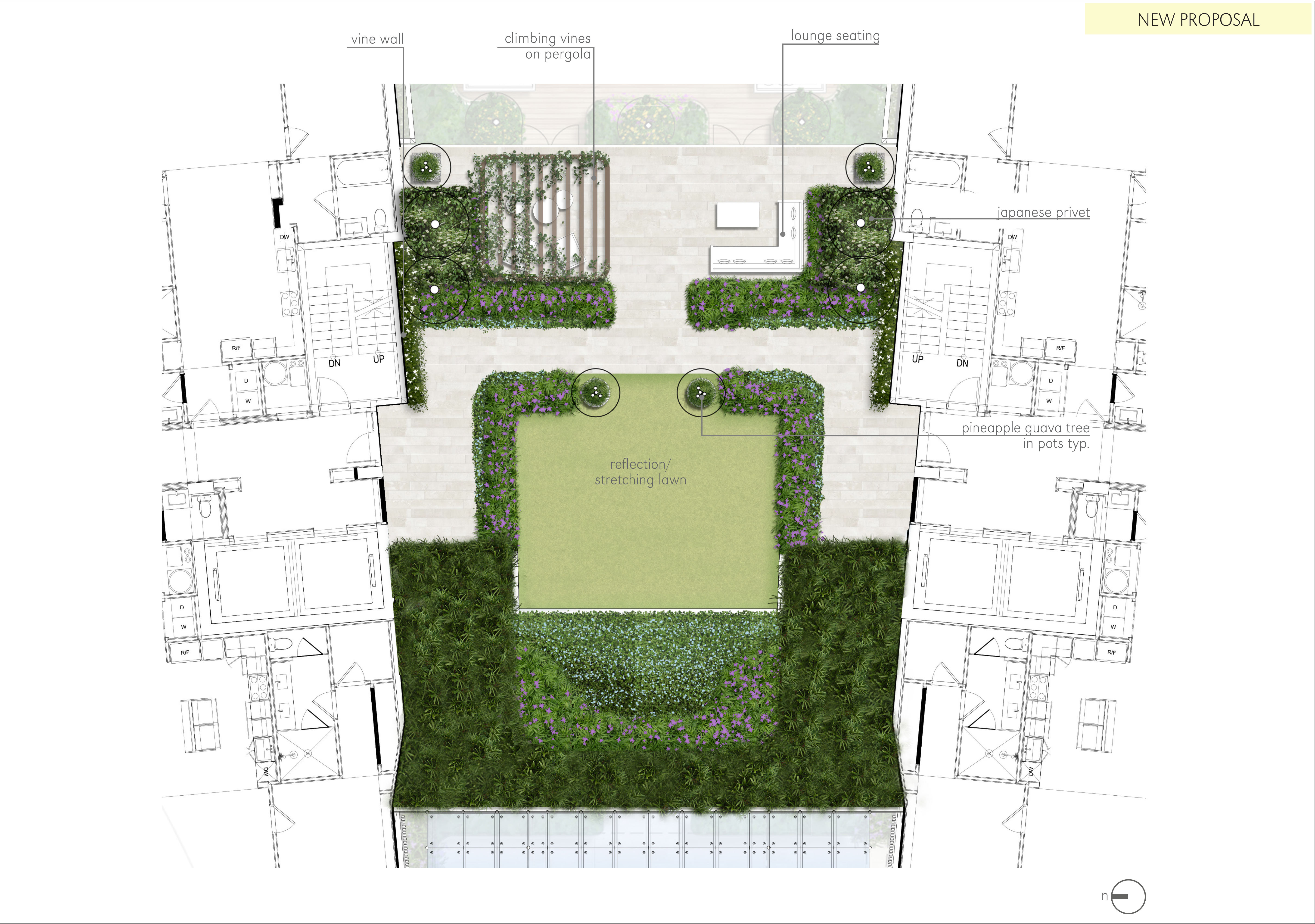
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MA21108
SHEET NAME
CANOPY PLAN
LEVEL 3
Sheet No.
L-007.2



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SHEET NAME
UNDERSTORY PLAN
LEVEL 3
Sheet No.
L-007.3

TREES



Japanese Privet
Ligustrum japonicum



TREES IN POT



Pineapple Guava
Feijoa sellowiana



NEW PROPOSAL

LEGEND

yearly blooming chart



light range



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SHEET NAME

PLANT BOARD

LEVEL 3

Sheet No.

L-008

LARGE SHRUBS



Dracaena
Dracaena reflexa 'song of jamaica'



Orange Jasmine
Murraya paniculata



SHRUBS / GROUNDCOVERS



Giant Apostle Iris
Neomarica caerulea regina



Green Island Ficus
Ficus microcarpa



Lily Turf
Liriope muscari



Blue Daze
Evolvulus glomeratus

VINES



Madagascar Jasmine
Stephanotis floribunda



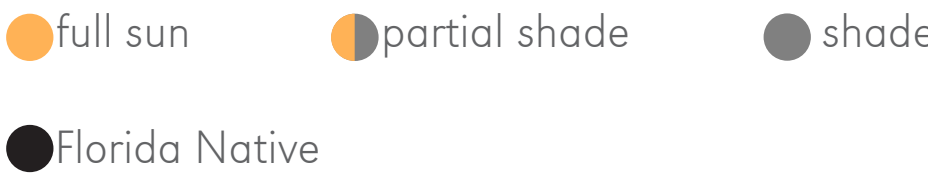
NEW PROPOSAL

LEGEND

yearly blooming chart



light range



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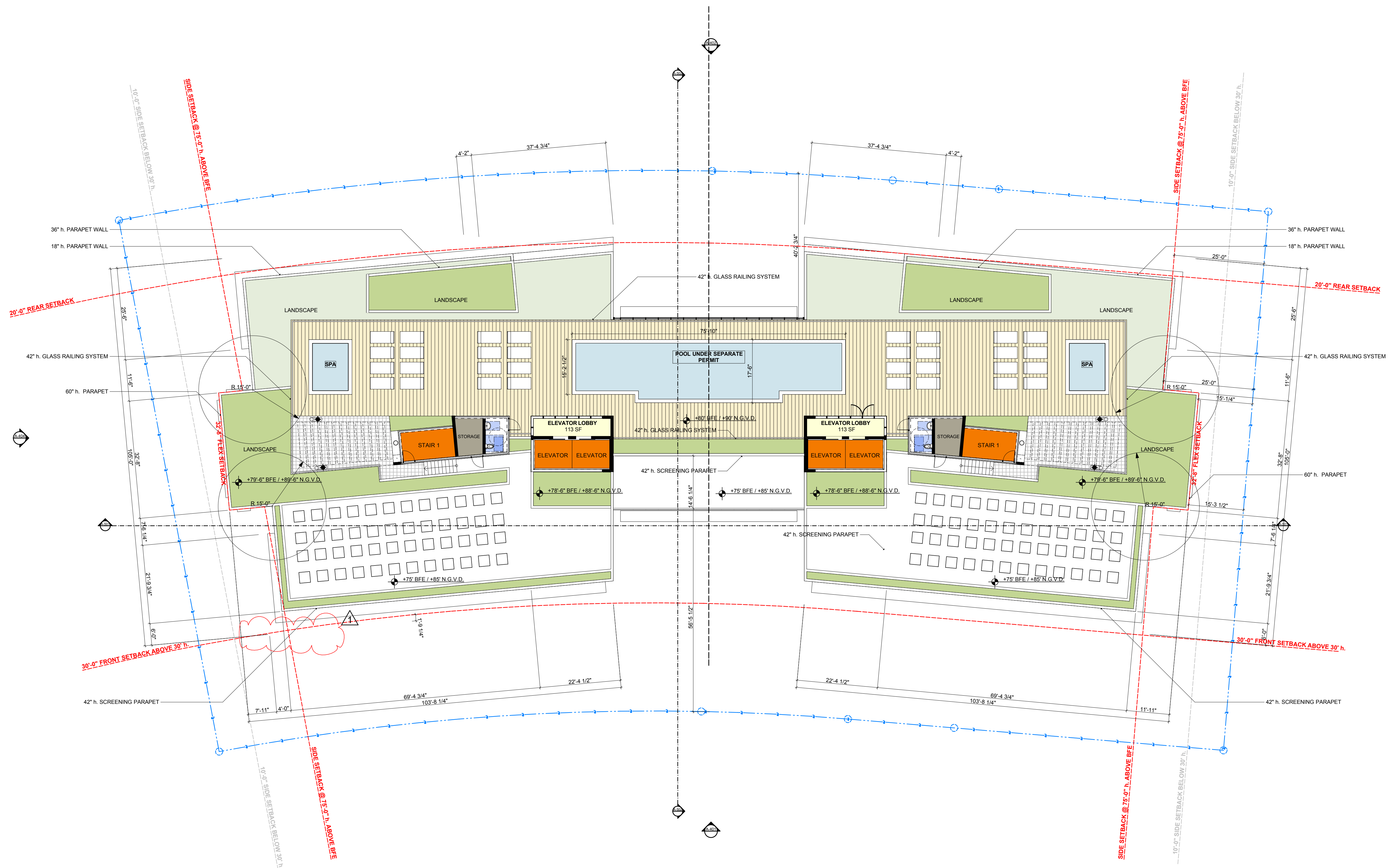
PLANT BOARD

LEVEL 3

Sheet No.

L-009





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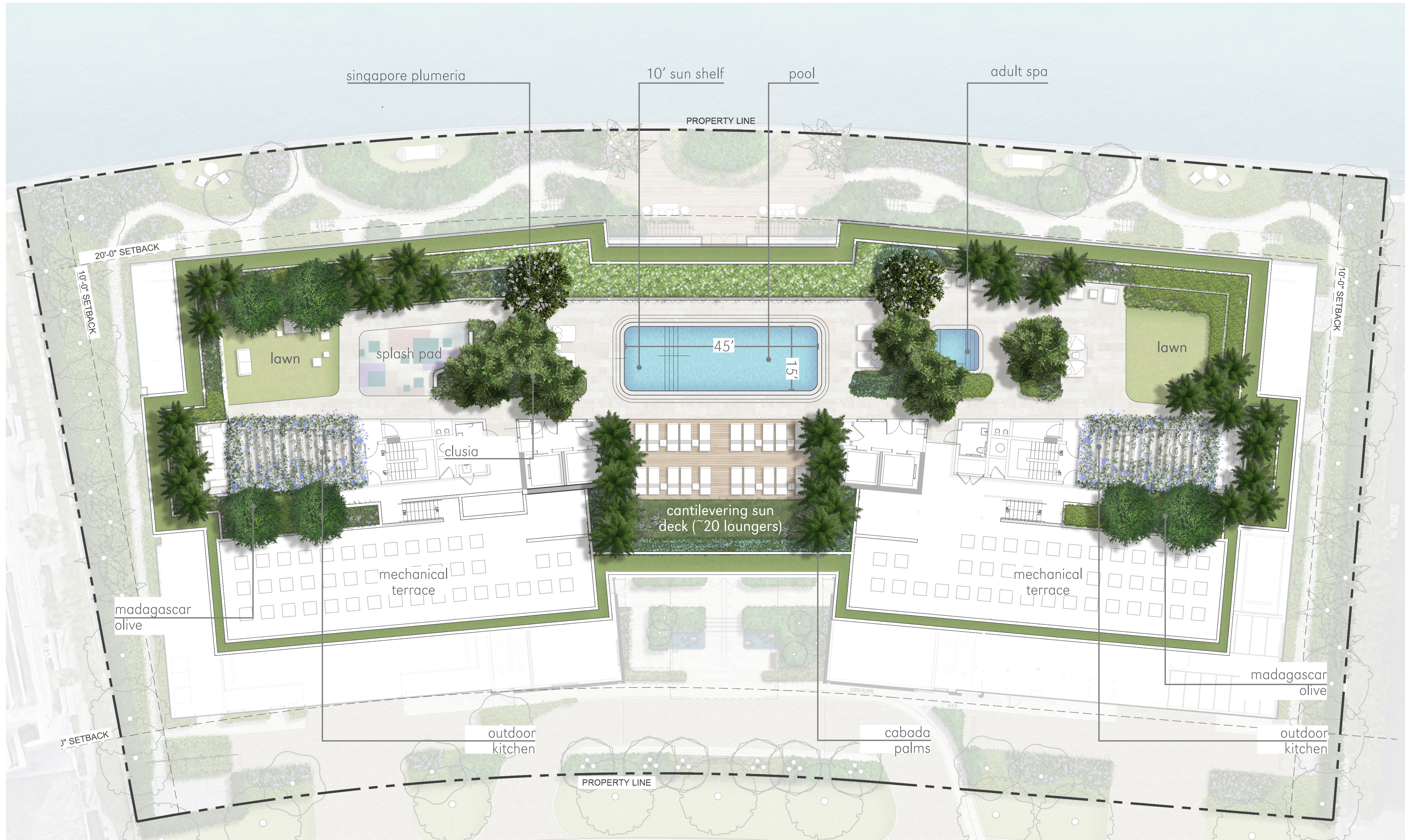
SHEET NAME

CANOPY PLAN

LEVEL 9 ROOFTOP

Sheet No.

L-011.2



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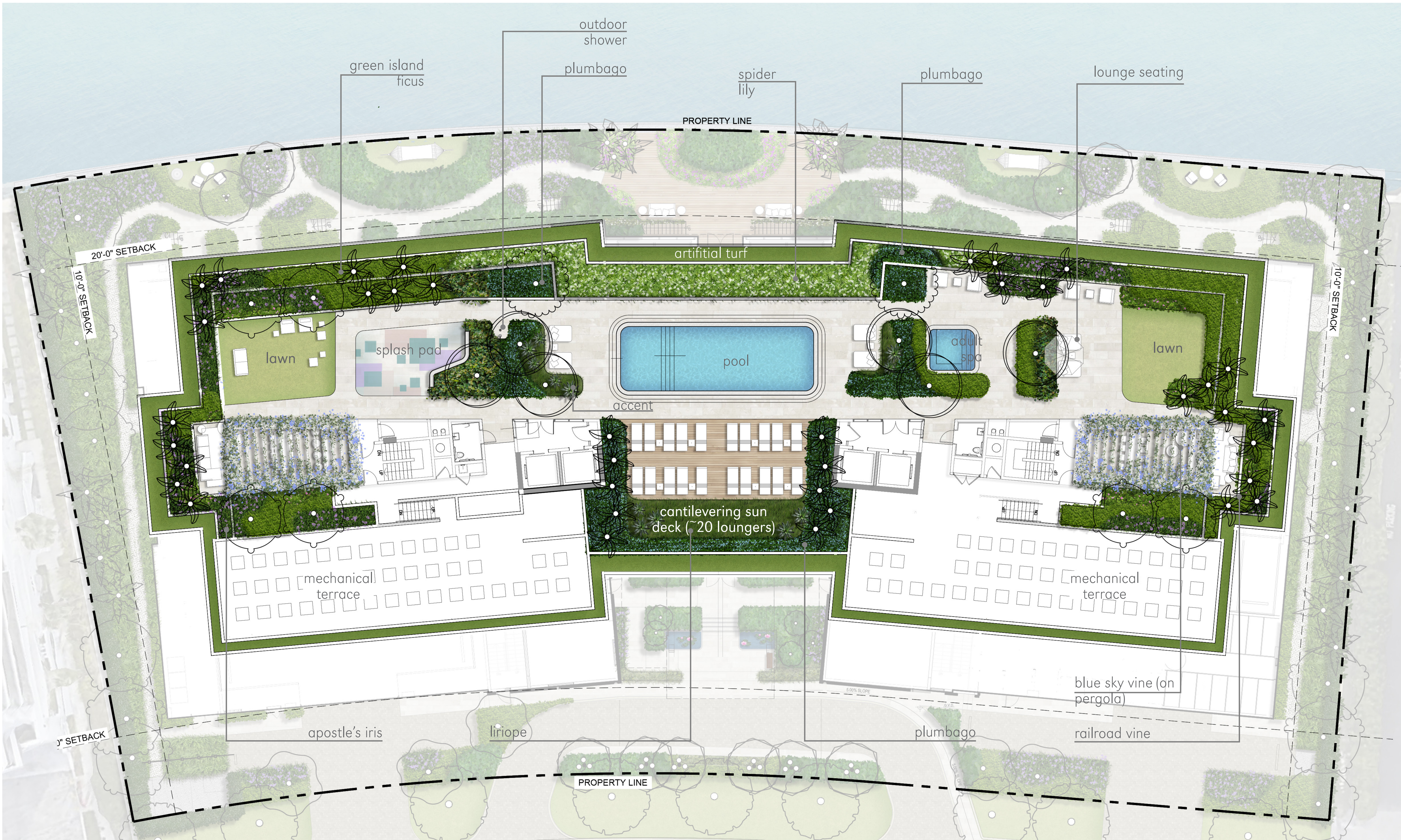
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SHEET NAME
UNDERSTORY PLAN
LEVEL 9 ROOFTOP
Sheet No.
L-011.3



SHRUBS / GROUNDCOVERS



Elephant Ear
Alocasia adora



Plumbago
Plumbago auriculata



Spider Lily
Hymenocallis latifolia



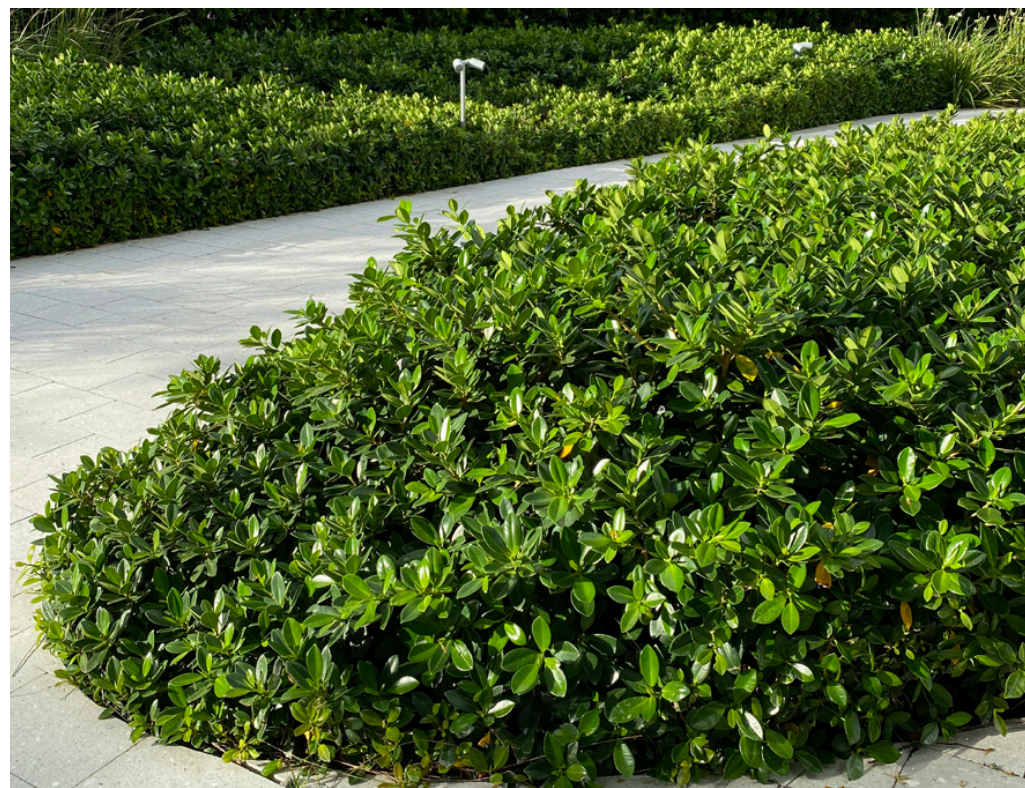
Giant Apostle Iris
Neomarica caerulea regina



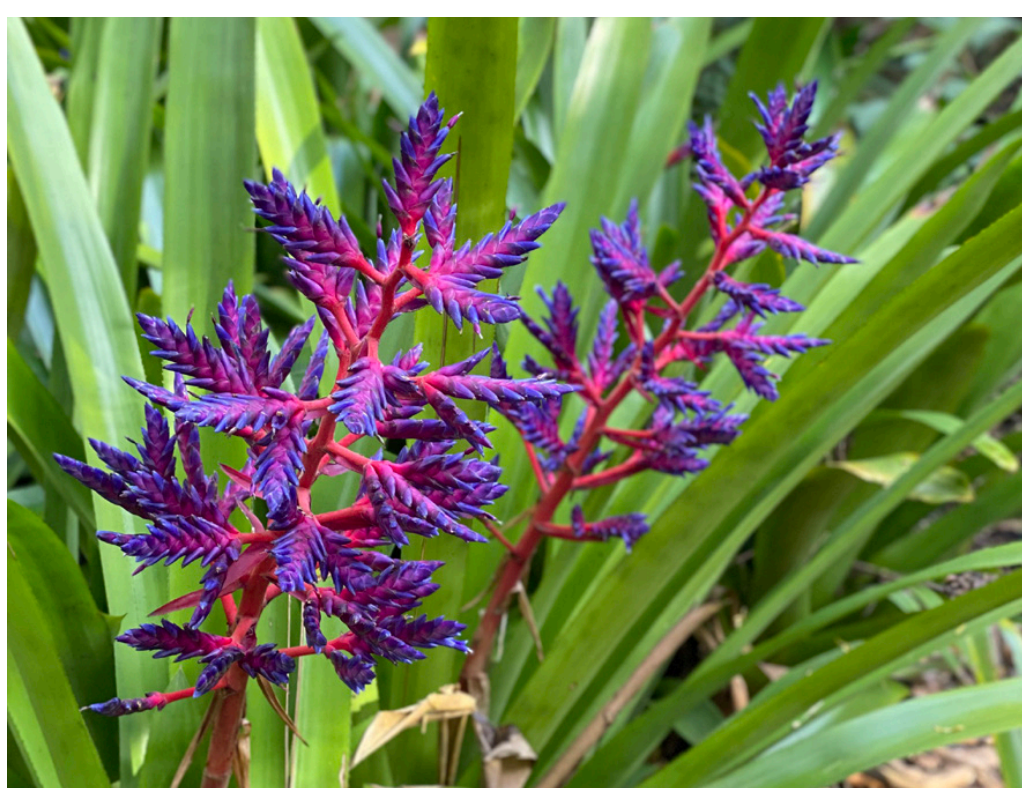
Lily Turf
Liriope muscari



SHRUBS / GROUNDCOVERS



Green Island Ficus
Ficus microcarpa



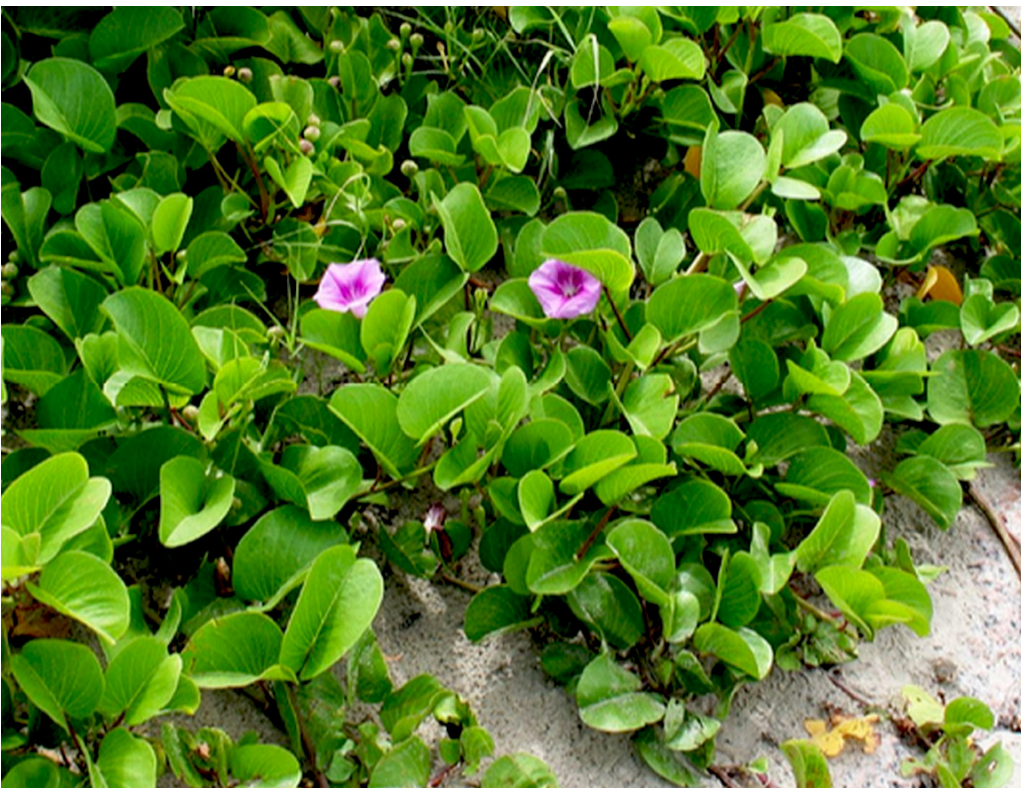
Blue Tango Bromeliad
Aechmea 'Blue Tango'



VINES



Blue Sky Vine
Thunbergia grandiflora



Railroad vine
Ipomoea pes-caprae



NEW PROPOSAL

LEGEND

yearly blooming chart



light range

full sun partial shade shade

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SHEET NAME

PLANT BOARD

ROOFTOP

Sheet No.

L-013

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WEST ELEVATION

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EAST ELEVATION

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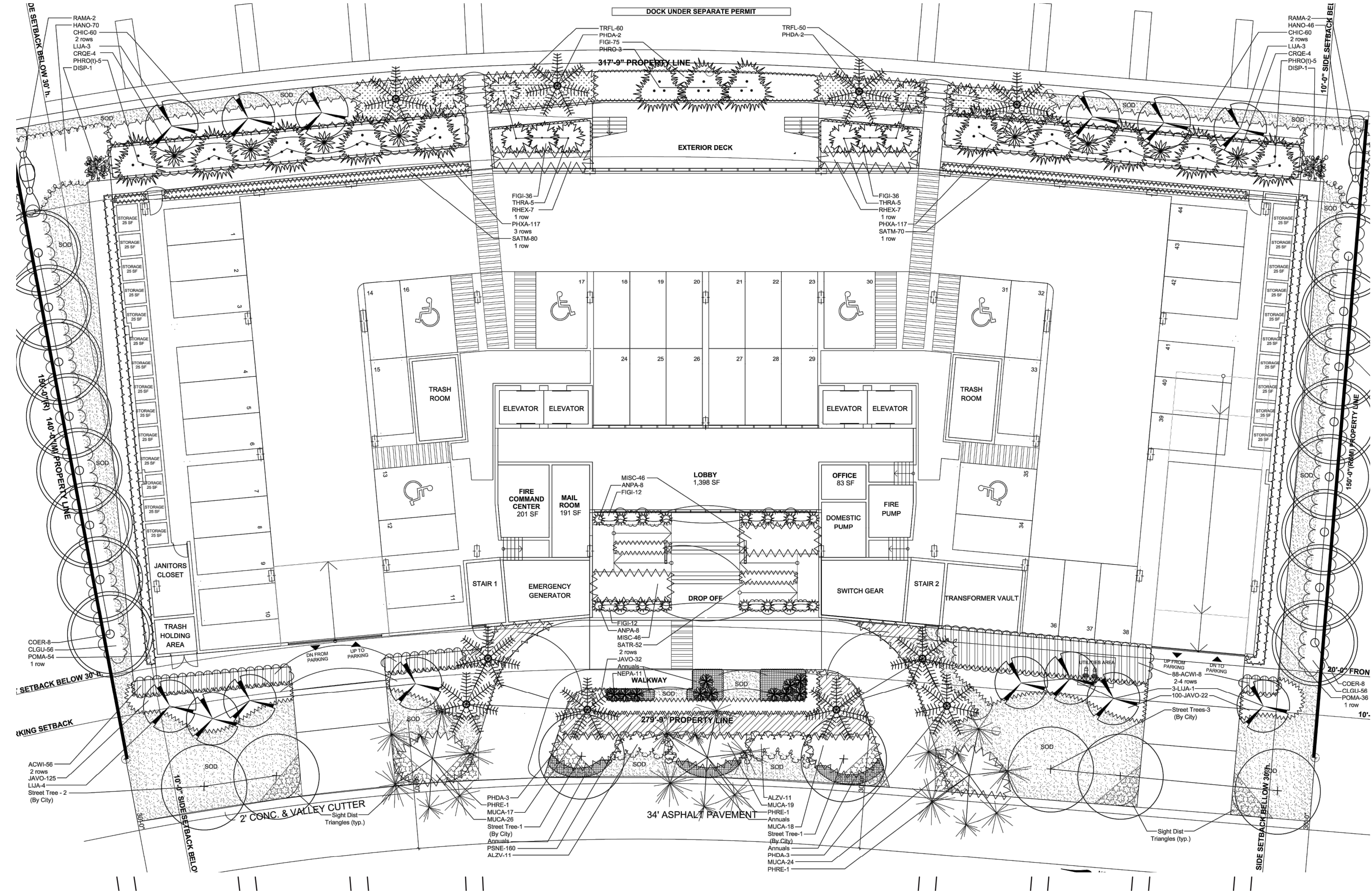
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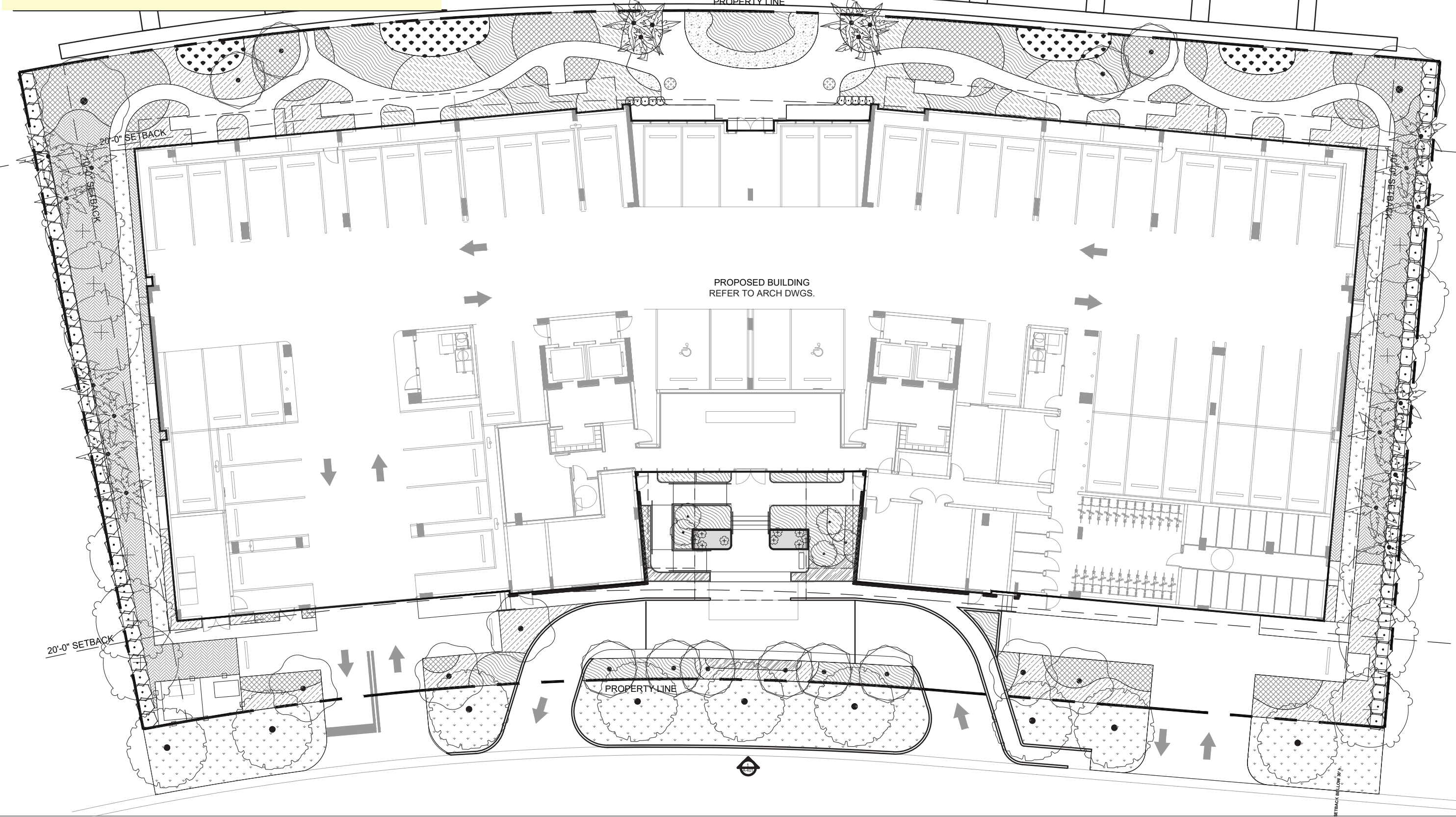
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TREE LEGEND		PLANT NAME		NATIVE SPECIES		HEIGHT		CANOPY DIAMETER		QUANTITY (as trees)	
Symbol	New	Existing	Scientific	Common	Yes	No	Installed	Estimated at maturity			
COER	16		Conocarpus erectus	Green Buttonwood	X		16'	30'	20'	16	
LUA	11		Livistonia japonica	Japanese Privet		X	12'	14'	14'	11	
STRE	7		To Be Determined by City		X		16'	30'	20'	7	
PHRE	10		Phoenix dactylifera	Date Palm		X	26'	50'	16'	3	
PHRE	3		Phoenix roebellii	Seagull Date Palm		X	16'	30'	20'	1	
PHRO	13		Phoenix roebellii	Pygmy Date Palm		X	8'	14'	8'	4	
RAMA	4		Ravenea madagascariensis	Traveler's Palm		X	14'	30'	6'	1	
TOTAL										43	

Required Tree Sizes for 5+ Story Building		Required	Provided
50% Trees @ 16'-18" x 7' or Palms @ 22'-28'		33	33
25% Trees @ 18'-20" x 7' or Palms @ 22'-28'		10	14
25% Trees @ 12' x 5' (min req) or Palms @ 14'-18'		10	51

KEY		PLANT LIST - GROUND FLOOR	
PLANT NAME	QTY	UT	SIZE
Annuals		ea	to be approved by landscape architect
AGWI	152	ea	3 gallon cans, 24" x 18", 24" o.c.
ALZV	22	ea	36" x 36", 36" o.c.
ANPA	16	ea	3 gallon cans
CHIC	120	ea	3 gallon cans, 24" x 18", 24" o.c.
CLGU	112	ea	30" x 30", 30" o.c.
COER	16	ea	16'-18" tall x 7' spread, 6' CT, 4' cal
CROE	8	ea	36" x 36"
DISP	2	ea	36" x 36"
FIGI	171	ea	3 gallon cans, 18" x 18", 24" o.c.
HANO	116	ea	3 gallon cans, 24" o.c.
JAVO	279	ea	3 gallon cans, 24" o.c.
LUA	11	ea	12' tall x 10' spread, tree form, specimen
MISC	92	ea	1 gallon cans, 16" o.c.
MUCA	104	ea	3 gallon cans, 30" o.c.
NEPA	11	ea	3 gallon cans
PHDA	10	ea	26' tall overall, 15' gray wood, classic cut, from Groundworks
PHRE	3	ea	16'-18" tall O.A., 4-5 trunks, all heads same height
PHRO	13	ea	8' tall, 3 trunks, all heads same height
PHVA	234	ea	3 gallon cans, 24" o.c.
POMA	90	ea	3 gallon cans, 24" o.c.
PSNE	160	ea	3 gallon cans, 30" o.c.
RAMA	4	ea	14' tall O.A., double trunk
RHEX	14	ea	36" x 30", 36" o.c.
SATM	150	ea	1 gallon cans, 12" o.c.
SATR	52	ea	1 gallon cans, 12" o.c.
THRA	10	ea	4'-5' tall overall
TRFL	110	ea	3 gallon cans, 30" o.c.
STREET TREES (Species to be selected by the Village)	7	ea	16'-18" tall x 7' spread, 6' CT, 4' cal
sod	4750	s.f.	solid sod
Planting Soil		as req.	c.y.
70% Silica Sand			
30% Everglades Muck			
Shredded Mulch		as req.	c.y.

PLANT SCHEDULE		BOTANICAL NAME		COMMON NAME		SIZE	CALIPER	HEIGHT	SPREAD	NATIVE	REMARKS
TREES	QTY	12	Coccoloba diversifolia	Pigeon Plum	FG, B&B	4" min.	16' - 18'	7' min.	YES		STANDARD
	2	Coccoloba uvifera	Sea Grape	FG, B&B	4" min.	16' - 18'	7' min.	YES			CHARACTER TREE
	10	Ligustrum japonicum	Japanese Privet	200 gal.			14'	13' - 14'	NO		MULTI-TRUNK W/ CLEAR TRUNK
PALM TREES	QTY	5	Tabebuia heterophylla	Pink Tabebuia	FG, B&B	6" min.	16' - 20'	14'	NO		
	1	Livistonia japonica	Japanese Privet	200 gal.			14'	13' - 14'	NO		MULTI-TRUNK W/ CLEAR TRUNK
	15	Veltheia montgomeryana	Montgomery Palm	FG, B&B			26' O.A.	15'	NO		DOUBLE TRUNK
STREET TREES	QTY	2	Veltheia montgomeryana	Montgomery Palm	FG, B&B		26' O.A.	15'	NO		TRIPLE TRUNK
	9	Cordia sebestena	Orange Geiger Tree	FG, B&B	3" min.	15'	10'	YES			STREET TREE, 6'-6" CT
SHRUBS	QTY	83	Myrcianthes fragrans	Simpson's Stopper	25 gal.		5' - 6'	3' - 4'	YES		
	10	Stephanotis floribunda	Madagascar Jasmine	7 gal.			18'	18'	NO		
	9	Nymphaea 'Barbara Barnett'	Barbara Barnett Water Lily	3 GAL			3'		YES		AQUATIC PLANT
GROUND COVERS	QTY	102	Alcornoque odorata	Elephant Ear	7 gal.		36"	36"	NO		
	447	Ficus microcarpa 'Green Island'	Green Island Ficus	7 gal.			24"	24"	NO		
	12	Liriope muscari	Lilyturf	1 gal.			12"	12"	NO		
VINE/ESPALE	QTY	59	Microsorium scolopendria	Wart Fern	7 gal.		18"	18"	NO		
	796	Neomaria caryocarpus 'Regina'	Apostles Iris	3 gal.			36"	18"	NO		
	661	Nephrolepis biserrata	Macho Fern	7 gal.			24"	24"	YES		
AQUATIC PLANTS	QTY	801	Philodendron x 'Burle Marx'	Burle Marx Philodendron	1 gal.		18"	18"	NO		
	169	Spathoglottis pilosa 'Purple'	Purple Ground Orchid	3 gal.			18"	18"	NO		
	4,016 sf	Zoysia x	Zoysia Grass								SOD

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GERARDO JAVIER DELGADO
R.L.A. 0001574

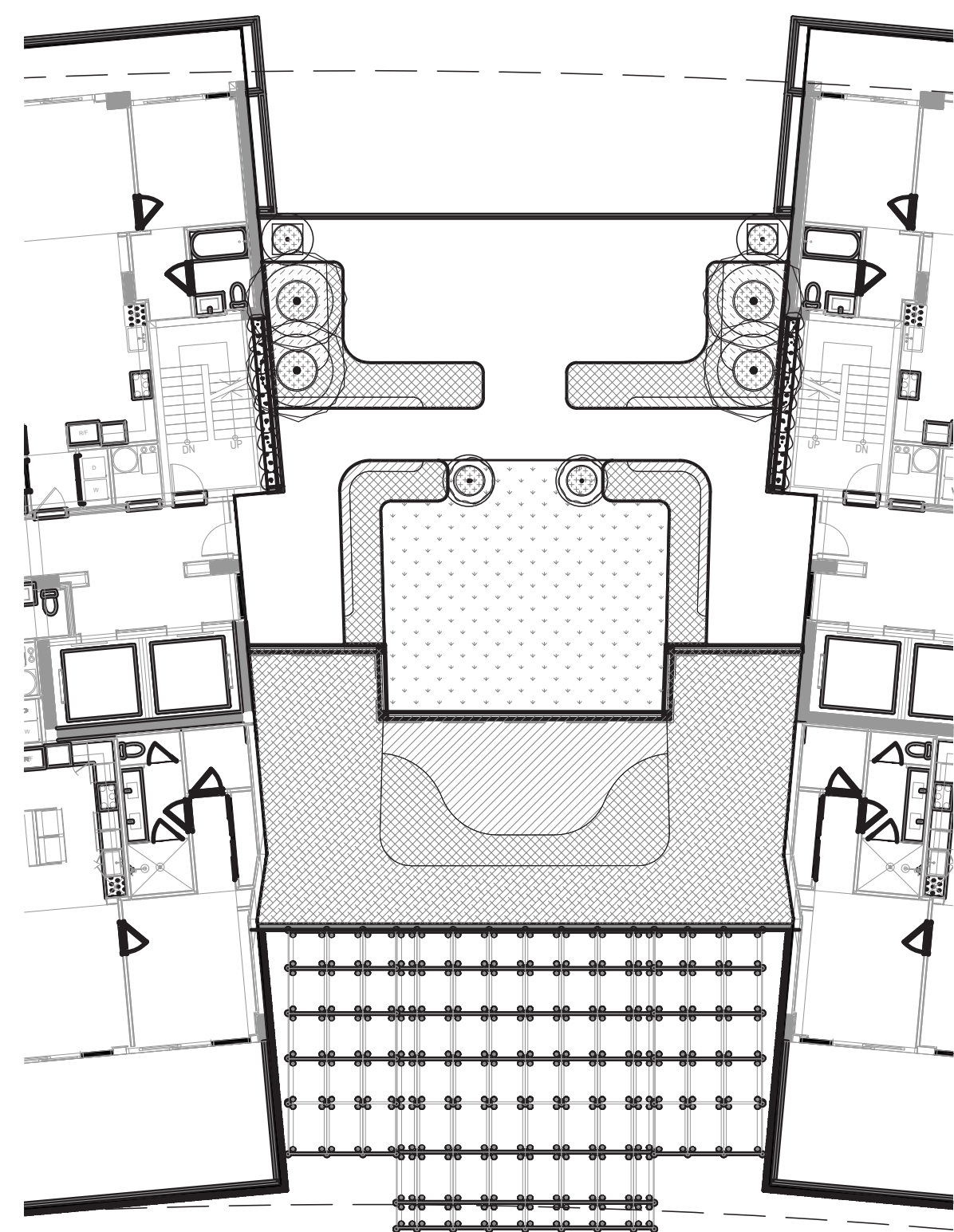
TOWN MEETING

DATE
12/14/2021
SCALE
Scale: N.T.S.
PROJECT No.
MA21108
SHEET NAME
LANDSCAPE COMPARISON
GROUND FLOOR
Sheet No.
L-016

PREVIOUSLY APPROVED

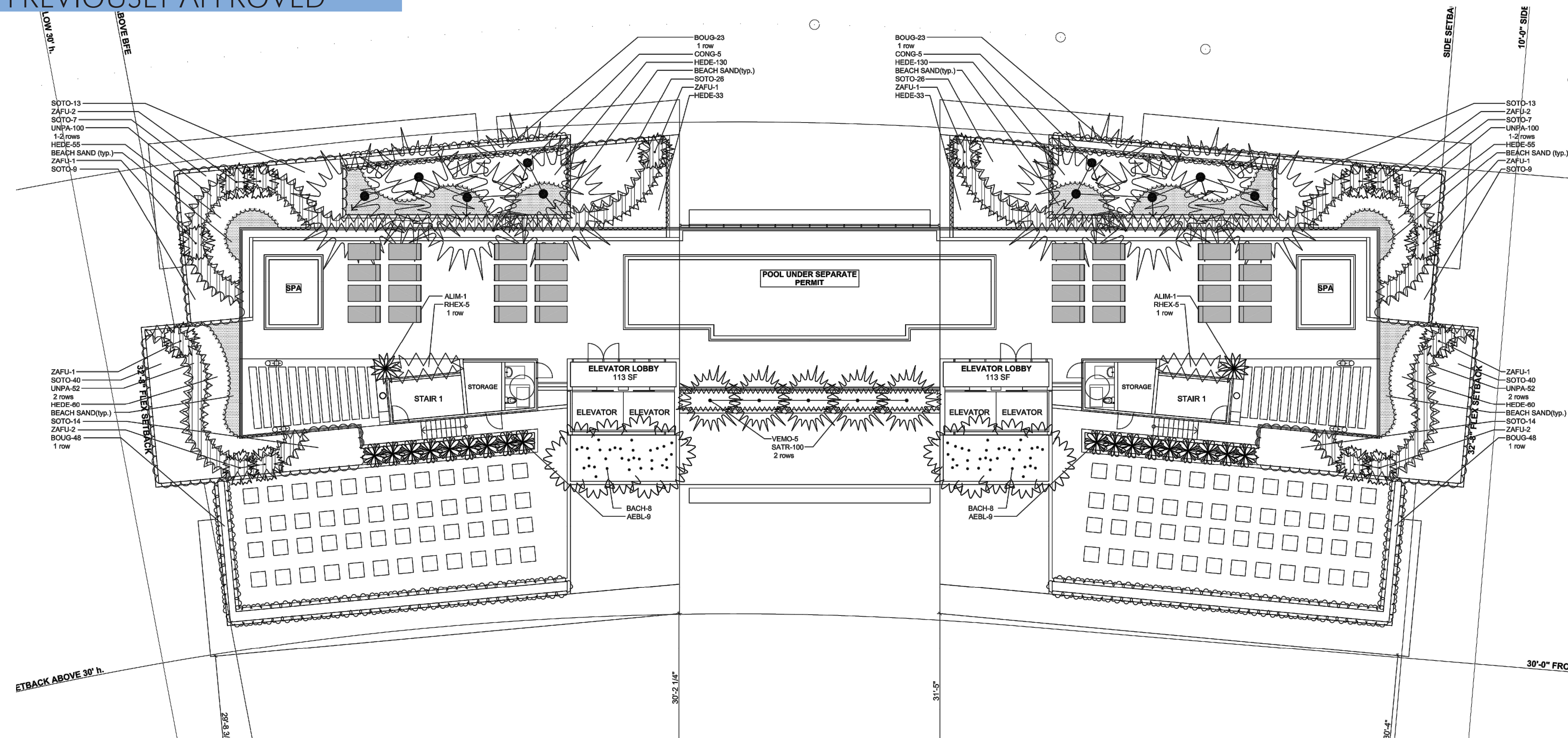


NEW PROPOSAL



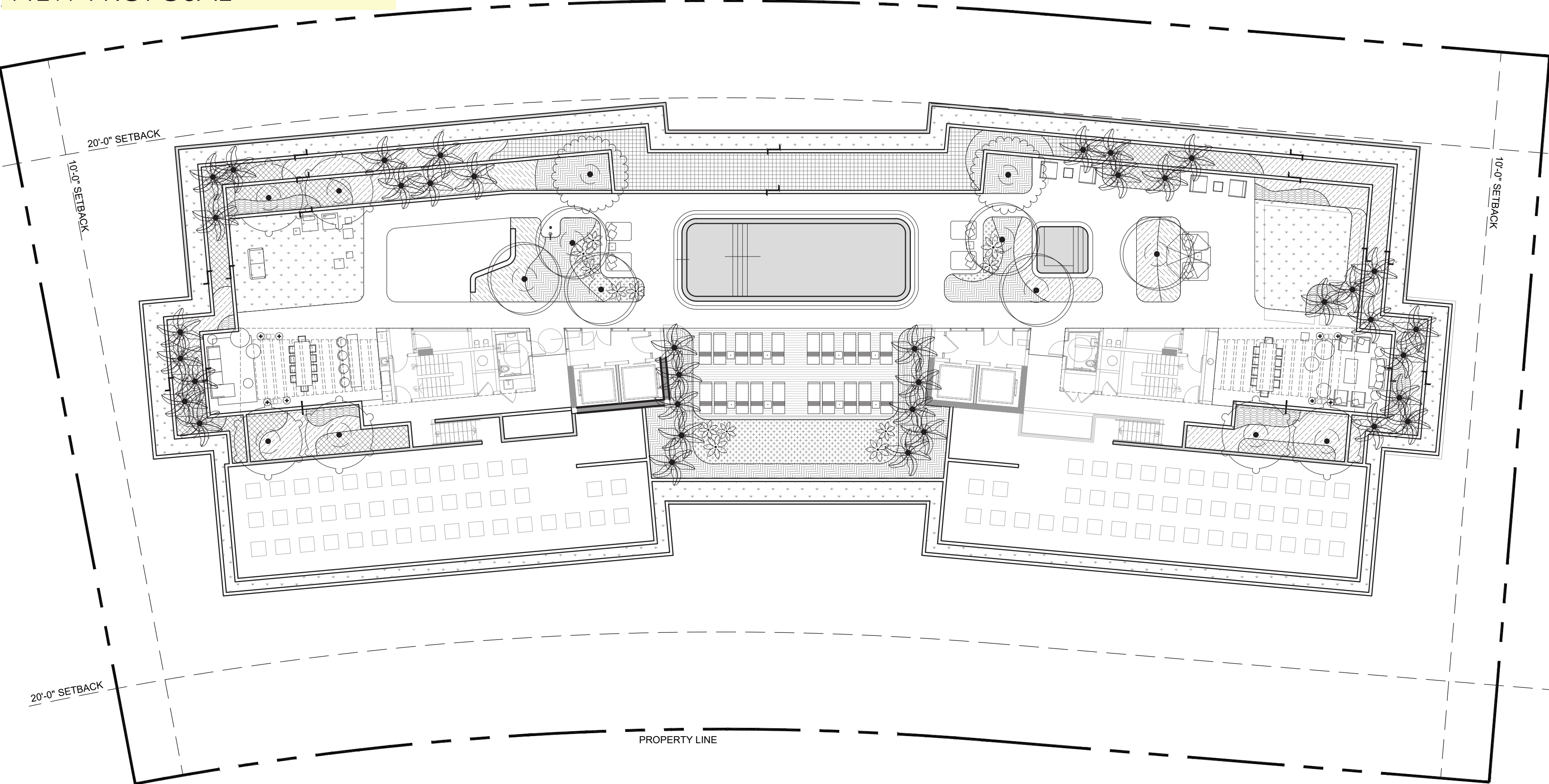
PLANT SCHEDULE											
TREES IN POTS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CALIPER	HEIGHT	SPREAD	NATIVE		REMARKS
	FV	2	Feijoa sellowiana	Pineapple Guava	30 gal.		4'	3'	NO		MULTI-TRUNK W/ CLEAR TRUNK
	LJ2	4	Ligustrum japonicum	Japanese Privet	30 gal.		5'	3'	NO		MULTI-TRUNK W/ CLEAR TRUNK
VINE/ESPALIER	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CALIPER	HEIGHT	SPREAD	NATIVE		REMARKS
	STF	18	Stephanotis floribunda	Madagascar Jasmine	7 gal.		18"	18"	NO		VINE ON TRELLIS
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	HEIGHT	SPREAD	NATIVE	SPACING	REMARKS
	DRD	93	Dracaena reflexa 'Song of Jamaica'	Song of Jamaica Dracaena	7 gal.	Pot	48"	36"	NO	36" o.c.	MULTI-TRUNK, FULL
	EVG	1,251	Evolvulus glomeratus 'Blue Daze'	Brazilian Dwarf Morning Glory	1 gal.	Pot	6"	6"	NO	6" o.c.	
	LIM2	62	Liriope muscari	Lilyturf	1 gal.	Pot	12"	12"	NO	12" o.c.	
	LIM	21	Liriope muscari	Lilyturf	3 gal.	Pot	12"	12"	NO	12" o.c.	
	MUP	30	Murraya paniculata	Orange Jessamine	15 gal.	Pot	36"	24"	NO	24" o.c.	FULL TO BASE
	NER	220	Neomarica caerulea 'Regina'	Apostles Iris	3 gal.	Pot	36"	18"	NO	18" o.c.	
	ZX	621 sf	Zoysia x	Zoysia Grass	---						SOD

PREVIOUSLY APPROVED



PLANT LIST - ROOF DECK				
KEY	PLANT NAME	QTY.	UT.	SIZE
AEBL	Aechmea blanchetiana Orange Bromeliad	18	ea.	7 gallon cans
ALM	Alocasia imperialis Bromeliad	2	ea.	30" spread
BACH	Bambusa chungii Tropical Blue Bamboo	16	ea.	7 gallon cans, 8-10' tall, 3-5 culms per pot
BOUG	Bougainvillea spp. Bougainvillea	142	ea.	3 gallon cans, 24" o.c.
CONG	Coccothrinax 'Maypan' Coconut Palm	10	ea.	8' CT min, curved trunk, mixed heights
HEDE	Helianthus debilis Dune Sunflower	556	ea.	1 gallon cans, 18" o.c.
RHEX	Rhapis excelsa Lady Palm	10	ea.	36" tall, full, 24" o.c.
SATR	Sanseveria trifasciata Snake Plant	100	ea.	1 gallon cans, 12" o.c.
SOTO	Sophora tomentosa Necklace Pod	218	ea.	3 gallon cans, 30" o.c.
UNPA	Uniola paniculata Sea Oats	304	ea.	3 gallon cans, full, 24" o.c.
VEMO	Vetiveria montgomeryana Montgomery Palm	5	ea.	12" tall OA, matching heights
ZAFU	Zamia furfuracea Cardboard Palm	14	ea.	36" x 36"
	Planting Soil - Atlas Peat and Soil 3000 Mix	as req.	c.y.	Backfill planters to within 2" of top of planter wall
	White Beach Sand	30	c.y.	2" layer as mulch everywhere melaleuca mulch is not used (See mulch locations below)
	Shredded Melaleuca Mulch	7	c.y.	2" layer in beds of the following: BOUG, BACH, AEBL, and SATR

NEW PROPOSAL



PLANT SCHEDULE											
TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CALIPER	HEIGHT	SPREAD	NATIVE	REMARKS	
	CR	6	Clusia rosea	Autograph Tree	200 gal.		16' - 18'	16'	YES	80" CLEAR TRUNK	
	NE	6	Noronhia emerginata	Madagascar Olive	100 gal.	4" min.	16'	10'	NO	CHARACTER TRUNK	
	PS	2	Plumeria obtusa	Singapore White Plumeria	100 gal.	3" min.	9' - 10'	8'	NO	STANDARD FLORIDA WHITE FLOWERS.	
PALM TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CALIPER	HEIGHT	SPREAD	NATIVE	REMARKS	
	DC	37	Dypsis cabadae	Cabadae Palm	100 gal.	4" min.	14' - 16' CT		NO	MULTI, MIN. 4 CANES	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CALIPER	HEIGHT	SPREAD	NATIVE	REMARKS	
	AL2	4	Alocasia imperialis	Imperial Bromeliad	15 gal.		36"	36"	NO	FLORIDA FANCY	
	ALI	8	Alocasia imperialis	Imperial Bromeliad	7 gal.		30"	30"	NO	FLORIDA FANCY	
VINE/ESPAUER	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CALIPER	HEIGHT	SPREAD	NATIVE	REMARKS	
	THG	8	Thunbergia grandiflora 'Blue Sky	Blue Sky Flower	7 gal.		24"	18"	NO	VINE ON TRELLIS	
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	HEIGHT	SPREAD	NATIVE	SPACING	REMARKS
	ALO	31	Alocasia odora	Elephant Ear	7 gal.	Pot	36"	36"	NO	36" o.c.	
	FIM	910	Ficus microcarpa 'Green Island'	Green Island Ficus	7 gal.	Pot	24"	24"	NO	24" o.c.	FULL
	HYL	976	Hymenocallis latifolia	Spider Lily	3 gal.	Pot	16"	18"	YES	18" o.c.	FULL
	IPP	301	Ipomoea pes-caprae	Railroad Vine	1 gal.	Pot	12"	18"	YES	12" o.c.	STAGGERED SPACING
	LMI	1,216	Liriope muscari	Lilyturf	3 gal.	Pot	12"	12"	NO	12" o.c.	
	NER	965	Neomarica caerulea 'Regina'	Apostles Iris	3 gal.	Pot	36"	18"	NO	18" o.c.	
	PLA	302	Plumbago auriculata	Blue Plumbago	3 gal.	Pot	24"	24"	NO	24" o.c.	FULL, LOW BRANCHED
	ZX	3,093 sf	Zoysia x	Zoysia Grass	---						SOD

PREVIOUSLY APPROVED

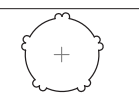
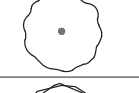
LANDSCAPE LEGEND (This information to be permanently affixed to the plan.)									
Zoning District:	RM-1	Net Lot Area:	1.03	(acres)	45,001	(square feet)			
OPEN SPACE REQUIREMENTS							REQUIRED	PROVIDED	
A.	Square feet of open space required by Chapter 33, as indicated on site plan:						9,000	11,806	
	Net Lot area = 45,001 square feet x 20 % = 9,000 square feet								
B.	Square feet of parking lot open space required by Chapter 18A, as indicated on site plan:						-	-	
	The number of parking spaces 0 x 10 square feet per parking space =								
C.	Total square feet of landscaped open space required by Chapter 33 = A+B=						9,000	11,806	
LAWN AREA CALCULATION							REQUIRED	PROVIDED	
A.	Total square feet of landscape open space required by Chapter 33 =						9,000		
B.	Maximum lawn area (St. Augustine sod) permitted = 20 % = 1,800 square feet =						2,360	2,360	
TREES							REQUIRED	PROVIDED	
A.	The number of trees required per net lot acre								
	= 28 trees x net lot acreage =								
	TOTAL SITE TREES REQUIRED						29	34	
	less the existing number of trees that meet the minimum requirements (minus)						-		
	TOTAL NEW SITE TREES REQUIRED						29	34	
B.	Street trees (max. average spacing of 35' o.c.): 230 linear feet along street / 35 =						7	10	
	Palms as street trees (max. average spacing of 25' o.c.): 0 linear feet along street / 25 =						-	0	
	Street trees located directly beneath power lines (Max. average spacing 25' o.c.):								
	linear feet along street / 25 =						-	0	
	TOTAL STREET TREES REQUIRED						7	7	
	GRAND TOTAL TREES REQUIRED						36	43	
	GRAND TOTAL NEW TREES REQUIRED						36	43	
C.	25% palm species allowed (three palms = one tree) Palms provided =						21	40	
D.	Percentage of native trees required = number of trees provided x 50% =						18	23	
E.	Percentage of drought tolerant trees required = number of trees provided x 50% =						18	23	
SHRUBS							REQUIRED	PROVIDED	
A.	The total number of trees required x 10 = the number of shrubs required						360	1801	
B.	The total number of trees required x 30% = the number of native shrubs required						108	508	
IRRIGATION: Required by Chapter 33. Auto Irigation				X	or hose bib		provided.		

TREE LEGEND										
SYMBOL USED ON PLAN			PLANT NAME		NATIVE SPECIES		HEIGHT		CANOPY DIAMETER	QUANTITY (as trees)
Symbol	New	Existing	Scientific	Common	Yes	No	Installed	Estimated at maturity	Estimated at maturity	
COER	16		Conocarpus erectus	Green Buttonwood	X		16'	30'	20'	16
LJJA	11		Livistonia japonica	Japanese Privet		X	12'	14'	14'	11
Street Trees (TBD)	7		To Be Determined by City		X		16'	30'	28'	7
PHDA	10		Phoenix dactylifera	Date Palm		X	26'	50'	16'	3
PHRE	3		Phoenix reclinata	Senegal Date Palm		X	16'	30'	20'	1
PHRO	13		Phoenix roebellini	Pygmy Date Palm		X	8'	14'	8'	4
RAMA	4		Ravanelia madagascariensis	Traveler's Palm		X	14'	30'	10'	1
TOTAL										43
Required Tree Sizes for 5+ Story Building										
					Required			Provided		
50% Trees @ 16'-18' x 7' or Palms @ 22'-28'					23			33		
25% Trees @ 18'-20' x 7' or Palms @ 22'-28'					10			14		
25% Trees @ 12' x 5' (min req.) or Palms @ 14'-18'					10			51		

NEW PROPOSAL

Town of Bay Harbor Islands
Landscape Code (Sec. 24-16) Requirements Legend (Worksheet)
Multi-Family Residential – Townhouse Sites (RM-1, RM-2, RM-3)

Site Address 9201 E Bay Harbor Dr.				
Net Lot Area	1.03	Acres /	45,001	SF
		Required	Previously Approved (2016 PZB Plans)	Provided
A. Open Space Requirement		20% / 9,000 SF	26 % / 11,806 SF	22.5% / 10,112 SF
Net Lot Area = 45,001SF x 20% = 9,000 SF				
B. Maximum Lawn Area Allowed****				
Req. open space 9,000 SF x 60% = 5,400 SF		60% Max / 5,400 SF	44 % / 2,360 SF	5% 489 SF
C. Shade Trees Required*				
1. 28 trees/acre: 28 x 1.03 acres = 29		29	34	34
2. Native Species Required - 50% # of Trees req. 29 x 50% = 15		15	23	23
3. Drought Tolerant and Low Maintenance Species Require – 50% # of Trees req. 29 x 50% = 15		15	23	23
D. Street Trees Required**		Required	Provided	
Measured @ 1:35 lineal feet of frontage		8	10	9
Width of lot 279 / 35' = 8				
Note: Street trees do not count toward required on-site lot trees. Note: Street tree species determined by Town Street Tree Master Plan.				
E. Shrubs Required***				
1. 10 shrubs / required trees		290	1,801	2,830
2. Native Species Required - 30%		87	508	644
3. Drought Tolerant and Low Maintenance Species Require – 50%		145	-	530

PLANT SCHEDULE										
TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CALIPER	HEIGHT	SPREAD	NATIVE	REMARKS	
	12	Coccoloba diversifolia	Pigeon Plum	FG, B&B	4" min.	16' - 18'	7' min.	YES	STANDARD	
	2	Coccoloba uvifera	Sea Grape	FG, B&B	4" min.	16' - 18'	7' min.	YES	CHARACTER TREE	
	10	Ligustrum japonicum	Japanese Privet	200 gal.		14'	13' - 14'	NO	MULTI-TRUNK W/ CLEAR TRUNK	
	5	Tabebuia heterophylla	Pink Tabebuia	FG, B&B	6" min.	18' - 20'	14'	NO		
PALM TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CALIPER	HEIGHT	SPREAD	NATIVE	REMARKS	
	5	Licuala grandis	Licuala Palm	45 gal.		6'	8' OA	NO	SPECIMEN	
	15	Veitchia montgomeryana	Montgomery Palm	FG, B&B		26' O.A.	15'	NO	DOUBLE TRUNK	
	2	Veitchia montgomeryana	Montgomery Palm	FG, B&B		26' O.A.	15'	NO	TRIPLE TRUNK	
STREET TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CALIPER	HEIGHT	SPREAD	NATIVE	REMARKS	
	9	Cordia sebestena	Orange Geiger Tree	FG, B&B	3" min.	15'	10'	YES	STREET TREE, 6'-6" CT	

Required Tree Sizes for 5+ Story Building		
	Required	Provided
50% Trees @ 16'-18' x 7' or Palms @ 22'-28'	15*	16
25% Trees @ 18'-20' x 7' or Palms @ 22'-28'	7*	20
25% Trees @ 12' x 5' (min req.) or Palms @ 14'-18'	7*	10
* calculations based on 29 trees required per Landscape Code (Sec. 24-16)		

NEW PROPOSAL

SUMMARY OF ARCHITECTURAL CHANGES

1. ACCESSIBLE WALKWAY - CODE REQUIRED TO CONNECT LOBBY WITH RIGHT OF WAY (SLOPE 5%)
2. EGRESS WALKWAY REQUESTED BY FIRE DEPARTMENT
3. LOCATION OF FPL TRANSFORMER AND SWITCH PADS
4. NEW DOUBLE DOOR
5. NEW STAIR CONNECTING UNIT BALCONY WITH GROUND LEVEL
6. OPERABLE LOUVERS TO ACCESS STORAGES
7. NEW BREEZEWAY TERRACE LANDSCAPE DESIGN
8. ENLARGED STAIR ENCLOSURE
9. LARGER ELEVATOR ENCLOSURE AFTER MINIMUM ELEVATOR OVERHEAD IMPLEMENTED
10. ADDITIONAL DOORS, PAINTED IN SAME COLOR OF ADJACENT WALLS
11. NEW LOUVER REQUIRED FOR AIR-INTAKE TO EMERGENCY GENERATOR, PAINTED IN SAME COLOR OF ADJACENT WALLS.
12. ENLARGED STRUCTURAL BEAMS SYSTEM TO SUPPORT
53 FEET SPAN AT BREEZEWAY
13. REDUCTION IN WIDTH OF EXIT STAIRS AT SECOND FLOOR TO WATERFRONT
14. SPANDREL GLASS
15. GLASS/ALUMINUM GUARDRAIL 44" H.
16. NEW STEPPING BREEZEWAY FRAME
17. FURTHER DETAILS OF THE CANOPY
18. DROP OFF AND REDESIGNED LANDSCAPE
19. VERTICAL COMPOSED WOOD SLAT PANELING LIGHT COLOR 50% OPENING.
20. 2' CURB GRASS BLOCK PAVERS
21. VERTICAL STUCCO/PAINTED BUILDING FRAMES- RELOCATED OPEN VIEWS
22. UNDERGROUND PARKING - REMOVED
23. NOT ACCESSIBLE GREEN AREA

20'-0" REAR SETBACK

31'-0"

**TOWN OF BAY HARBOR ISLANDS
COMMUNITY DEVELOPMENT
MEMORANDUM**

To: Design Review Board (formerly Planning & Zoning Board)
Town of Bay Harbor Islands

From: Michael J. Miller, AICP *MM*
Consultant Town Planner

Date: December 20th, 2021

Subject: Site Development Plan Application – Revisions
La Baia (formerly Island House) Multi-Family Residential
9161 - 9201 E. Bay Harbor Drive
Bay Harbor Islands Acct. No. MB2012-112
MMPA Acct. No. 01-0702-0961

PROJECT DESCRIPTION / HISTORY / RECOMMENDED ACTION

On July 16th, 2013 a Site Development Plan approval was granted by the Town's Planning and Zoning Board (now DRB) for an 87 DU multiple-family complex (Res. No 1170-A). The project has received a number of approval timeframe extensions over the years (Town Code allowances up to 18 months / various state allowances due to COVID & natural disasters / BP) to timely submit / obtain building permits / begin construction. The allowable base zoning density of 34 DUA would allow 35 DU on the receiving site (1.03 acres X 34 DUA = 35.02 or 35 DU). Based on the original 87 DU the developer would have been required to acquire 52 TDR units to proceed with the development. The 2016 initial building permit plan submission included only 82 DU which was increased back to 86 DU in a revised 2019 building permit plan submission. The revised 2019 project (86 DU) would have required the acquisition of 51 TDR units. Since 2014 the original developer of the "receiving site" (Island House / now La Baia) contracted with several privately-owned / fully developed sites including Trio Commons / 9300 WBHD Condo (August / Sept. 2014); 9201 W. Bay Harbor Townhomes (Sept. 2015); Habitat / 1175 101 Street (Oct. 2015); Sereno East & Anchorage Condo (Feb. 2016) to acquire 27 private TDR units. Therefore, the applicant had to acquire 24 TDR additional units prior to constructing an 86 DU complex. In Sept. 2016 the developer filed a request with the Town to acquire 20 Town TDR units anticipating that an 82 DU complex would be built (building permit plans were filed for 82 DU). If that acquisition was completed, they would have had enough base / TDR units to proceed (82 DU – 35 Base DU – 27 Private TDR DU - 20 Town TDR DU). On Oct. 17th, 2016, the Town Council adopted Resolution No. 2104 to sell 20 public TDR units from the Town "pool" to the developer for \$1,400,000 (\$70,000 per DU). A condition of the Resolution required the developer to execute & close on the Agreement for Purchase & Sale within 10 business days. These actions (execute agreement / close) never occurred; therefore, that TDR sale expired / was voided.

**La Baia (formerly Island House) Multi-Family Residential Development
Site Development Plan Petition – Revisions
Design Review Board (formerly Planning and Zoning Board) Staff Report
December 20th, 2021
Page 2**

On April 20th, 2021 the Town Council approved a new Town-owned TDR sale to the previous developer (Tauber) for 13 TDR units. The status of that transaction (closing / payment for TDR units) is unknown to MMPA (to be verified). Based on that approval a total of 75 DU could be built on the site (35 Base DU / 27 Private TDR units / 13 Public TDR units = 75 DU). On May 17th, 2021, this development site was sold to a new developer (The Continuum Co.). The new developer revisited the original design plans with the project architect (Revuelta International) over the summer / fall of 2021 and is now seeking permission for a number of Site Development Plan revisions to construct a 68 DU condo complex that is more family-oriented / luxurious (original complex was intended as a rental complex). Based on the 68 DU concept the developer has acquired / arranged to acquire too many TDR units, which is prohibited (35 Base DU / 27 Private TDR units / 6 Public TDR units needed = 68 DU). A developer may only acquire those TDR units necessary to build an “approved” Site Development Plan (may not “bank” excess TDR units). As to the April 2021 TDR approval this will be researched and the sale of only 6 TDR should be allowed (return 7 excess TDR units to Town).

Since 2019-20 the Town's new Bldg. Officials have realized / commented that this project (and several others) could not be built as originally designed, as it included an underground parking garage that is not permitted by either FEMA or the Florida Building Code, as it is deemed a “basement” that is prohibited in purely residential projects (different rules for mixed-use / commercial developments). The original 2013 Site Development Plan included an underground parking garage with 132 parking spaces (regular / tandem / lifts) that comprised the majority of the required parking spaces for that 87 DU development. The Town Code requires all required parking spaces to be constructed on the actual development site, but also allows parking to be constructed on nearby sites held under a Unity of Title, and the Town Code also allows payment into the Town's Parking Trust (last resort as the parking demand is at the site). Based on 68 DU a total of 136 parking spaces are now required per the Town's Off-Street Parking Code (2 per DU), which includes guest / ADA spaces. This loss of required parking spaces in the previous underground (basement) parking garage is very substantial to this development. The new developer is proposing that all parking at this site be via a 24/7 valet service. The new developer / Town have been working together in an attempt to avoid confrontation, provide sufficient on-site parking spaces, and provide for additional off-site parking accommodations to meet the Town Code minimum criteria and demand. Without the loss of additional DUs above the ground level (converting all or part of Level 2 to a parking garage) the project architect has redesigned the project to remove the underground parking garage completely and reconfigure the grade level (Level 1) parking facilities (garage / outside) to provide 61 permanent parking spaces. The developer hired a noted Transportation Engineering firm (David Plummer) to examine the revised development plan to study expected parking demand (# of spaces needed), their location, valet parking options, off-site parking options, and drop-off queuing (vehicle stacking) analysis to avoid negative impacts to the future residents and neighboring sites. The study indicates that 97 parking spaces should be adequate to serve this development, provided the recommended number of valet attendants (3) occurs at peak times. A valet parking plan is provided (Sheet A-102.2B) indicating that up to 97 parking spaces could be provided at the site. The Town Code does not allow parking reductions for valet / ridesharing / Uber / etc. alternatives; therefore, we believe the Code required quantity of parking spaces is still required. The developer is aware of this and despite the engineer's analysis anticipates participating in the Town's Parking Trust. Since the 36 valet parking spaces cannot count (unless a Sec. 23-30(f) variation is approved) we believe this developer would have to purchase 75 parking spaces from the Town (75 spaces x \$20,000 = \$1,500,000), despite the availability of 97 on-site spaces (61 permanent + 36 valet = 97). The net deficiency would be 39 spaces in this case. A Town parking lot (26 spaces) is nearby but used by others.

**La Baia (formerly Island House) Multi-Family Residential Development
Site Development Plan Petition – Revisions
Design Review Board (formerly Planning and Zoning Board) Staff Report
December 20th, 2021
Page 3**

The Town staff / MMPA reviewed the initial building permit plans and provided comments to the Town on June 7th, 2016. On April 3rd, 2019 the Town received a set of BP plan revisions meant to address the 2016 comments. MMPA reviewed the April 2019 revised plans and found most of our June 2016 comments had been addressed; however, a few comments remained. Obviously with these new circumstances, if the Town approves the modifications, major building permit plan revisions can be expected. No construction has not yet commenced (seawall work expected soon).

MMPA notes that the revised plans are generally consistent with the overall building design approved by the PZB in 2013 (absent the parking related issues); however, some items have been altered slightly based on the rebranding / DU reconfiguration. Most of the changes do not appear to be related to any Building / Fire Code requirements. It is to be expected that on occasion Building Codes / Fire Codes require certain plan refinements; however, if conflicts occur, they are to be discussed and plan modifications / re-approvals may be necessary. Fire Department / Building Codes cannot force changes if they violate Zoning Code requirements.

Updated Town Code Section 5-23.1(c) states as follows:

“Subsequent to Design Review Board approval, if the proposed structure or project is not constructed in substantial conformity with the plan proposed and approved by the Design Review Board, no certificate of occupancy shall be issued, and a fine may be levied against a real property owner in an amount not to exceed \$250.00 per day per unit for each day of continued violation. And in the event that a certificate of occupancy has been issued previously, it shall be subject to revocation and no further occupancy shall be permitted until the proposed structure or project is brought into substantial conformity with the plan approved by the Design Review Board. Provided further, in the event that occupancy is not discontinued, then a fine shall be levied in an amount up to of \$250.00 per day per unit for each day of continued occupancy until the proposed structure or project is brought into substantial conformity with the plan approved by the Design Review Board. The Town Manager, or their designee, may approve minor modifications to the final working plans and building permit plans that do not significantly alter the original design in order to meet building or fire codes, or other project refinements, provided the modifications do not conflict with any conditions of approval imposed by the Design Review Board or Town Council, and are otherwise in substantial conformity with the approved plans”.

MMPA finds that all of the minor revised plan requests meet the minimum Code requirements. The off-street parking situation is unique and could apply to a few other similarly designed sites (loss of underground parking garages). MMPA recommends the Design Review Board review the most recent revised plans (12/20/21) and, if found acceptable, **APPROVE** the revised Site Development Plan application subject to the Board finding:

- (1) A “breezeway” or “enhanced architecture” is required due to the length of the building. The building design includes a significant mid-level “breezeway” completely through the building. Although the “breezeway” design does not fully meet the Code criteria MMPA feels the originally approved / revised design fulfills the Code's purpose of breaking up the massing of larger buildings and should be considered favorably.

- (2) Due to the loss of the underground parking garage shown on the 2013 original Site Development Plan due to FEMA / FBC limitations, the developer is seeking approval to reconfigure the ground level building areas to accommodate 61 regular parking spaces when 136 parking spaces are required (45% of required parking spaces). In addition, a valet parking plan is proposed to include 36 parking spaces (71% of required parking spaces) for a total of 97 available on-site parking spaces. The Town Code does not have provisions to count undesignated / unmarked valet parking spaces to meet minimum requirements (2 per DU @ 8.5' x 18' specifically designated). Unless the Town approves a parking lot variation per Sec. 23-30(f) the valet parking spaces cannot count. If the valet parking spaces are not counted the developer needs to acquire 75 parking spaces in the Town's Parking Trust (61 + 75 = 136). The developer is seeking to count the valet spaces and acquire only 39 parking spaces (97 + 39 = 136) in the Town's Parking Trust. Available additional parking spaces to serve this development in near proximity to the site is not guaranteed, as the 92nd Street municipal parking lot (26 spaces in lot / 6 street spaces), as other nearby under-parked development residents / park users also use this lot. The Town understands the developer's FEMA / FBC hardship, but in our opinion the building could be redesigned to include more internal parking on the 2nd floor, as others have done. Based on the engineering study submitted the Town could determine that adequate parking at the site will exist with the 97 parking spaces and the Town Parking Trust purchase is acceptable. Based on professional engineering standards (ITE) and by researching nearby municipal codes (av. 1.5 spaces per DU) MMPA believes 100+/- spaces could be adequate to serve the site, with few exceptions. The DRB / TC must determine if this situation is acceptable. If the DRB approves the revised plans, the developer is then allowed to approach the Town Council to seek approval to acquire parking spaces in the Town Parking Trust.
- (3) The proposed increased density (now 33 TDR Units) "fits" within the building envelope without alterations, and
- (4) Subject to any staff recommended conditions listed herein.

GENERAL PROJECT INFORMATION

Land Use Designation: MH – Medium-High Density Residential

Zoning District: RM-1 Multiple Family District

General Location: 9161 - 9201 E. Bay Harbor Drive

Legal Description: Lots 19, 20, 21 and 22 of Block 1, "Bay Harbor Island" Subdivision according to the plat thereof, as recorded in Plat Book 46, at Page 5 of the Public Records of Miami-Dade County.

PROJECT DESCRIPTION

The project architect, Revuelta Architecture International, as agent for the new property owner, Bay Harbor Islands Property Owner I, LLC, has submitted a revised Site Development Plan to allow for the construction of a proposed sixty-eight (68) unit mid-rise residential development (earlier plan had 86 DU) located at 9161- 9201 East Bay Harbor Drive. The proposed dwelling units will range in size from 1,125 to 2,497 square feet of A/C space plus balconies, etc. The revised site design incorporates one (1) rectangular-shaped building positioned north / south on top of a one-story grade level parking garage.

Four (4) driveway connections to East Bay Harbor Drive are proposed. The southernmost driveway is a two-way driveway that provides access to three (3) grade level parking spaces. The northernmost driveway is a two-way driveway that provides access to the grade level under building parking garage area and two (2) grade level parking spaces (guest parking spaces). In addition, a “U” shaped looped one-way driveway is shown in the center of the site providing access to the building lobby, as well as a drop-off area. This driveway will also be used for deliveries and queuing (stacking) for the proposed valet service (4 vehicles can be handled).

On the building rooftop is a large recreational facility with a swimming pool, one (1) spa, a splash pad, restrooms, and an expansive sundeck area. The proposed new building is 8-stories in height (7 floors of residential over 1st floor lobby / common areas / parking @ max. 75-feet above BFE).

The survey submitted indicates the site is now cleared and vacant. There were four (4) two-story residential complexes on the site in two (2) developments. The northern development site had 20 DU in two (2) two-story residential buildings. The southern development site had 17 DU in two (2) two-story residential buildings. Therefore, the new net increase would be 31 DU. The Town's Historic Structure Survey refers to the former northern site as the “Blue Fountain” site and refers to the former southern site as the “Bay Isle” site. The “Blue Fountain” site is listed as being built in 1947 and the architectural style is listed as Masonry Vernacular with some Miami Modern features. The “Bay Isle” site is listed as being built in 1952 and the architectural style is also listed as Masonry Vernacular with some Miami Modern features.

The combined lot area is 45,000 square feet / 1.03 acres in size. This would allow a maximum of 35 dwelling units on the property at the maximum allowable base density (34 DUA). The developer is now proposing to build sixty-eight (68) residential units (66.0 DUA) in the revised design, which would require the developer to obtain 33 TDR units. As noted above the previous site owner acquired 27 TDR units from several private property owners (2014-16). In addition, on April 20th, 2021 the Town agreed to sell 13 TDR units to the developer – status unknown. Based on the DU reduction only 6 Town-owned TDR units need / should be conveyed to the developer based on 68 DU (35 Base DU + 27 Private TDRs + 6 Town TDRs = 68 DU).

The adjoining development sites include: the 7-story Carvelle complex to the immediate south @ 36 DU / 46.5 DUA / 6 floors of residential use over one floor (grade level) for parking / lobby / common areas and the Mediterranean @ 59 DU / 39.3 DUA / 10 residential stories. The site to the immediate north is developed as the Ivory @ 41 DU / 7-stories. This waterfront area of the Town is predominated by mid-rise residential complexes. The Town's 2002 Community Vision Master Plan identifies this area as being preferred for mid-rise residential complexes of 7+/-

stories in height with high-rise complexes of 10-12-stories on the R-3 (RBA) sites. Therefore, the existing and proposed development is deemed consistent with the Town's future vision.

BACKGROUND INFORMATION

The Town completed major amendments to the Town's adopted Comprehensive Plan and Land Development Regulations (LDRs) in the last 17+/- years. The former RE zoned lands located on waterfront lots were rezoned into the RM-1 District, while interior (non-waterfront lots) are zoned RM-2. The Town also adopted numerous other modifications to many other code provisions that affect yard encroachments, parking lot designs, building height limits and exceptions, building design standards, landscaping, and other provisions. The recent submittal package meets minimum Town Code criteria, **except for the parking issue** (see conditions).

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property has a Future Land Use Map (FLUM) designation of “Medium-High Density Residential”. The maximum allowable base density is 34 DUA. Additional dwelling units may be acquired to increase density if approved by the Town Commission. Since the developer is now seeking to build only 68 DU (was 87 DU), and only 35 are allowed by right, 33 additional TDR units must be acquired by the developer prior to construction commencing. The Town Council has already approved the acquisition of 40 additional TDR units (27 private / 13 public); therefore, the proposed development would be consistent with the applicable FLUM designation of the property.

Land Development Regulations / Zoning Code –The property has a Zoning District classification of RM-1 Multiple Family Zoning District. The maximum building height allowed in this area is 75 feet (measured from BFE to main roof deck). The proposed use of the property is consistent with this zoning classification; and due to the Town Council approval of the additional TDR units, the density is also. The limited parking space issue / solutions must be approved by the DRB and Town Council; otherwise, this issue would not comply with the Town's land development / zoning regulations.

PLATTING

The site will not require re-platting, as the site is currently platted as described above. As the site is comprised of four (4) lots a Unity of Title is required to legally tie the multiple lots together as one buildable site. This was a condition of approval in 2013 that is to be carried forward.

RIGHT-OF-WAY, ACCESS DESCRIPTION AND PARKING

As stated above, the revised Site Development Plan depicts access to the site from East Bay Harbor Drive via four (4) driveway connections. The southernmost driveway is a two-way / 23-foot wide driveway that now only provides access to three (3) at grade parking spaces (guest / deliveries / other). The northern driveway is a two-way / 23-foot wide driveway that provides access to the parking garage under the building, including two (2) guest / other parking spaces in the front yard. Finally, a “U” shaped one-way / 12-foot wide driveway is proposed in the center of the site providing access to the building lobby, as well as a drop-off area. The Town requires at least 23 feet width of pavement for 2-way driveways and 12 feet width of pavement for one-way driveways, which the plan meets. As stated above one hundred thirty-six (136) parking spaces are required for 68 DU (2 per DU). Due to the loss of the previous underground parking garage via FEMA / FBC limitations the

site design has been modified to include only 61 regular parking spaces within the grade level parking garage. The developer is proposing the use of 36 valet spaces - not in designated spaces - on the site as well. While additional parking spaces could be added on upper floors of the building / other parking arrangements the developer is seeking (1) approval for using a valet service for some parking spaces by fitting 36 valet spaces into the garage, and (2) purchasing the remaining parking spaces in the Town's Parking Trust. This arrangement must be approved by the DRB and Town Council; otherwise, the Site Development Plan must be redesigned. The Code requires that at least 40% of the required number of parking spaces be on-site, but the Town has never allowed that few. The Town previously granted three (3) Town Parking Trust requests and only for commercial projects (Grand Bch. Hotel = 21 / Monarch Hotel = 44 / 1177 KC MXD = varies based on need).

TRANSFER OF DEVELOPMENT RIGHT (TDR) ANALYSIS

The process of TDR allocation is discretionary on the part of the Town. The TDR system was established in 2004 with the consent of the state planning agency, due to problems with existing development characteristics, density limits errors in the 1989 Comprehensive Plan and desired development scale / types by the community. The TDR system ensures that all sites can be developed to at least the base density (34 DUA) but additional density can be allocated if found acceptable in design and compatibility. Over 1/3 of the existing multi-family development sites in the Town exceed the 34 DUA base density limit. As noted above several adjoining or nearby developments exceed the base density too. There is a limited amount of TDR units available (Town / private). Since the Planning and Zoning Code establishes the maximum building envelope (height / setbacks / parking spaces / open space) it is incumbent on the developer / designers to keep within the regulatory framework to provide for the number of dwelling units requested and convince the Town Council / Design Review Board that the building is attractive and not congested. In our opinion, this revised site design meets all Code requirements, is self-contained, and does not appear to increase the building volume, but it is up to the Town to decide.

BUILDING DESIGN / BREEZEWAY

Section 23-11(B1)(6) states that "a building may exceed 120 feet in length if breezeways divide such building, except for common floors and roofs, into parts not exceeding 120 feet in length. Such breezeways shall have a minimum unobstructed width, completely through the building, of 20 feet. Notwithstanding the above, this provision shall not apply to buildings under 45 feet in height. The Design Review Board may modify the application of this requirement for townhouse developments or in instances where enhanced architecture articulation and detailing is provided on the building façade to break the massing of the building." The Town previously approved the breezeway design for this development. Slight refinements to the breezeway are proposed.

The Town Code also limits the length of a single building to no more than 205 feet, unless a "break" or angle of more than 15 degrees is provided. The proposed building has a rectangular shape with a length of 278' +/- which exceeds that amount. The intention of the Code provision was to break-up long buildings with some angular articulation (bend / break the building). This was discussed at the DRC meetings and a request was made to provide a building articulation illustration, which has been provided (Sheet A-005). The revised building design "breaks or bends" to comply with the Code requirements, by providing several areas with 17 degrees or more of a change in building façade angle. The Town previously approved the building angulation design for this development. No changes are proposed.

The building design is contemporary modern with clean vertical and horizontal design elements and abundant use of glass. The building exterior façade is articulated with portions extended / recessed to break up the façade. Extensive use of unit balconies is used – revisions are proposed. On each sheet of the new revised plans a “2013 Approved Plan” compared to the “2021 New Proposal” plans are included with a numbered identification for each requested change. The architects have designed the building to include a grand “breezeway” to meet the Code requirements at mid-level; therefore, we believe the building massing complies with Code requirements – revisions are proposed. The revised “breezeway” is 53+/- feet in width and 26+/- feet in height and is open through the building from E. Bay Harbor Drive to the Indian Creek Waterway.

A Design Review Board (previously Planning and Zoning Board) land development approval procedure was instituted in the Town in 1972. The Town Council was originally designated the Planning and Zoning Board and met in that capacity approving land development applications for 33+/- years. In April of 2005 the Town Council modified the Code to create a separate Planning and Zoning Board composed of architects, other design professionals and citizens instead of the Town Council. When this change occurred all site plan approval authority passed to the Planning and Zoning Board. Code amendments were adopted (2012) to clarify the Planning and Zoning Board’s site plan approval authority and “breezeway” determination authority. The Town Council retained the authority to allocate TDR units if they feel it is proper. Since 2005 the previous Design Review Committee / changed to the Planning and Zoning Board have considered and approved numerous development applications, including deciding that an actual physical breezeway (building break) was required / not required as the building design had provided enhanced architecture. The intent of the Code section has always been to break-up large building masses. On Nov. 30th, 2021 the Planning & Zoning Board name was changed to the Design Review Board (DRB) and some duties / functions / review criteria was modified.

SUMMARY / SUGGESTED CONDITIONS OF APPROVAL / SITE PLAN COMMENTS

MMPA finds that the 2021 revised plan request meets the minimum Town’s Code requirements. The off-street parking situation is unique and could apply to a few other similarly designed sites (loss of underground parking garages). MMPA recommends the Design Review Board (DRB) review the latest revised plans (Dec. 2021) and, if found acceptable, **APPROVE** the revised Site Development Plan application with the conditions listed below, and/or with other conditions deemed appropriate:

Following are suggested conditions of approval and/or comments on the latest revised plans received by the Town dated December 20th, 2021 submitted to the Town for consideration:

- 1) This approval is based on the revised Site Development Plans received by the Town dated December 20th, 2021. Any substantial changes may require separate approvals from either staff and/or the Planning and Zoning Board as specified in the Code.
- 2) All of the original conditions of approval listed in the Town’s 2013 Site Development Plan approval (Resolution No. 1170A) shall remain in full force and affect, unless modified herein.
- 3) The Town Council previously approved 40 TDR units for this site (27 private / 13 public) which would allow up to 75 DU. Since 68 DU are now proposed MMPA suggests that 7 of the 13 Town TDR units be returned or, if approved by the Town Council, transferred to another site.

- 4) This approval is based on the Design Review Board and Town Council agreeing to the applicant's proposed modified off-street parking design request as allowed by Sec. 23-30(f). Due to FEMA / FBC limitations a previously proposed underground parking garage cannot be built, which contained a majority of the required parking spaces for the original complex. Although the quantity of dwelling units is being reduced from 87 DU to 68 DU, which would require at least 136 parking spaces on the site, the proposed revised Site Development Plan contains only 61 permanent parking spaces (45%). All parking for the complex is proposed by the developer as valet only (no self-parking). An additional 36 valet parking spaces are proposed at the complex for a total of 97 functional parking spaces (71%) - some minor adjustment may be required by Bldg. Dept. The developer provided an engineering study finding that 97 parking spaces would be adequate to this development, and sufficient queuing for the proposed valet service will be available with 3 valet attendants during peak times. The Town Code does not have a mechanism to automatically count valet parking spaces, as they can change if the valet service ceases. The developer is seeking to purchase the remaining permanent parking spaces from the Town Parking Trust (either 39 spaces @ \$20,000 each = \$780,000 if the valet spaces can count / or 75 spaces @ \$20,000 each = \$1,500,000) if the valet spaces do not count. This revised Site Development Plan approval is based on the Town approving this parking arrangement; otherwise, the project design will need to be modified to include additional parking spaces within the site to meet Code or as agreed to otherwise.
- 5) If the Town approves the revised Sited Development Plan with more limited on-site parking, so that nearby sites are not negatively affected by this situation, no parking from the Island House / La Baia project shall park in any perpendicular parking spaces along the streets, other complex parking lots without an analysis of the impacts and consent of the Town. Further, there shall be no queuing / stacking of vehicles within East Bay Harbor Drive that would block through traffic flows on that roadway. If this occurs, the Town Manager may request modifications to the project parking operations and agreements to address the issue.