VILLAGE OF KEY BISCAYNE

Office of the Village Manager

MEMORANDUM

*Village Council*
Franklin H. Caplan, *Mayor*
Michael W. Davey, *Vice Mayor*
Theodore J. Holloway
Michael E. Kelly
Mayra P. Lindsay
Ed London
James S. Taintor

*Village Manager*
John C. Gilbert

DATE: December 3, 2013

TO: Honorable Mayor and Members of the Village Council

FROM: John C. Gilbert, Village Manager

RE: Site Plan/ Multi-Tenant Shopping Center Sign Program/Traffic Study Review: 12-22-24 Crandon Boulevard with access from 51 Harbor Drive

## RECOMMENDATION

It is recommended that the Village Council accept the attached Building, Zoning and Planning (BZP) Director's recommendations for the Site Plan application, the Multi-Tenant Shopping Center Sign Program and to determine if a specialized Trip Generation Study be prepared to establish specific conditions in Key Biscayne rather than using Trip Generation Rates based on national standards.

## BACKGROUND

- **Site Plan Review:** The Applicant has filed an application for Site Plan approval for a multi-tenant shopping center at 12-22-24 Crandon Boulevard with access from the adjacent property at 51 Harbor Drive.

  The Applicant desires to construct a multi-tenant shopping center that contains two (2) stores: (1) a 10,000 sq. ft. pharmacy with a 2,628 sq. ft. mezzanine which is limited to storage; and (2) a package store with 1,930 sq. ft. The site contains 8,971 sq. ft. of vacant land which is labeled "Future Stand Alone Building (not part of Site Plan)". When this vacant land is developed, it will be subject to a public hearing pursuant to the Village's Site Plan Review Procedures.

  For this type of project (multi-tenant shopping center), the Zoning and Land Development Regulations require approval of a Site Plan by the Village Council. The Regulations contain criteria to evaluate Site Plan applications. The Building, Zoning, and Planning (BZP) Director compared the application with the criteria.

The Director recommends approval of the Site Plan application subject to conditions and changes to the proposed Site Plan and Multi-Tenant Shopping Center Sign Program.

- **Multi-Tenant Shopping Center Sign Program**: The Morgan Group has submitted an application for Site Plan review for a multi-tenant building containing two (2) stores at 12-22-24 Crandon Boulevard. The application includes a sign program. For this type of project (multi-tenant shopping center), the Zoning and Land Development Regulations requires approval of a multi-tenant sign program by the Village Council. The Regulations contain criteria to evaluate this type of application.

  The Director has compared the application with the criteria and found that the request is consistent with the review criteria subject to the conditions as set forth in the attached Memorandum.

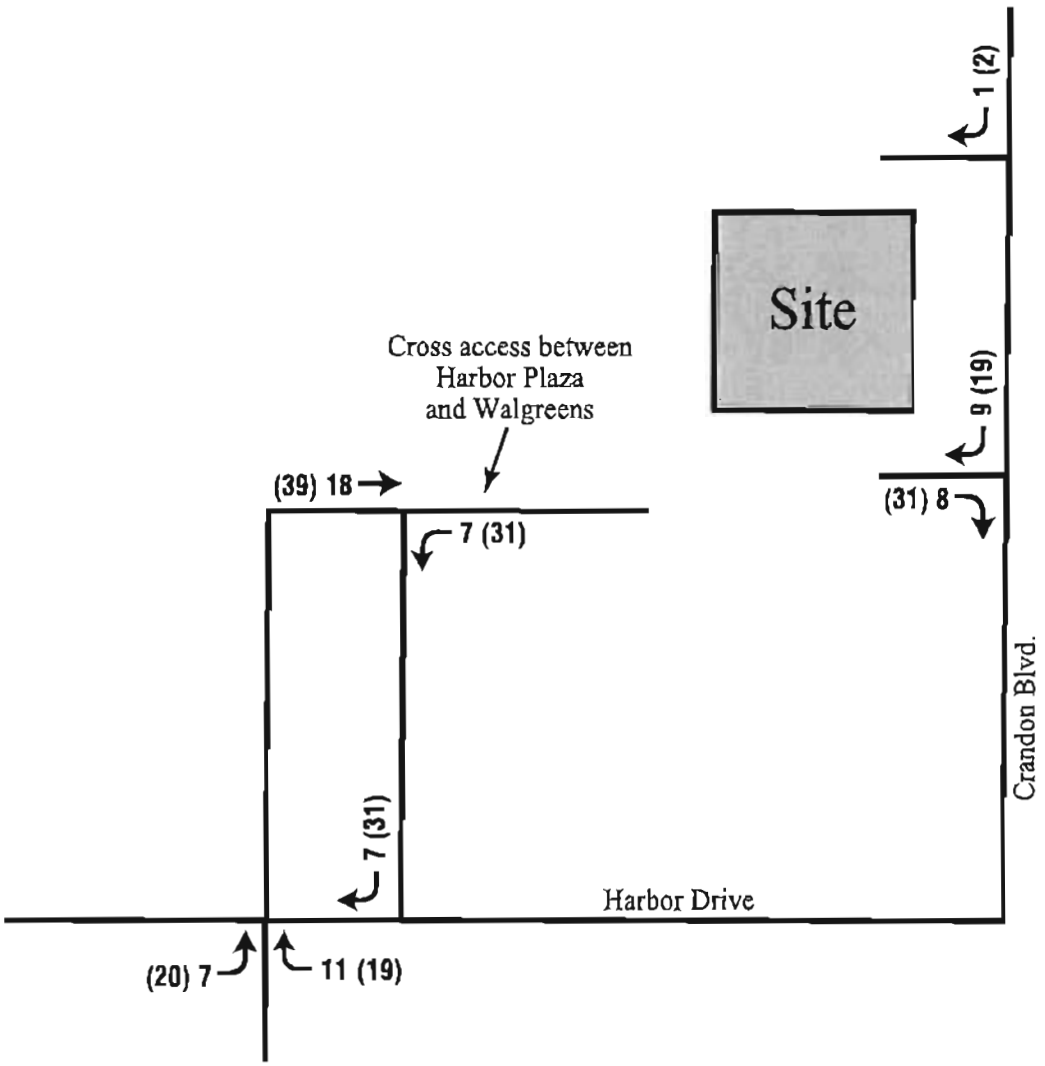
- **Traffic Study:** The attached Traffic Study submitted to the Village from Atkins North America utilized standard Trip Generation Rates and equations that are used throughout the United States. Based on those rates and equations, the Study found that "there are no significant impacts to the operations of the intersection at Crandon Boulevard and Harbor Drive". Appendix "D" of the attached Traffic Study shows peak hours and trips at the entrance and exit to Harbor Plaza and the proposed Walgreens on Crandon Boulevard.

  On Page 7 of the attached Traffic Study, under **Section 5.0 Summary and Conclusions**, the report states, as follows:

  "Based on the analysis using the Trip Generation Rates, there are no significant impacts to the operations of the intersection at Crandon Boulevard and Harbor Drive. However, after discussions with staff, there are concerns that the Institute for Transportation Engineers (ITE) Trip Generation Rates may not reflect the actual conditions that are in the Village of Key Biscayne. According to the Trip Generation handbook, Chapter 4, **states that a local jurisdiction may conduct its own trip generation rate to validate the use of ITE Trip Generation Rates or equations in its community. ITE is an average of trip studies throughout the United States and it would be desirable to conduct a specialized Trip Generation study of a similar location on the Village of Key Biscayne to establish its own rates reflecting unique conditions found in that community.**

  A unique condition exists in that the Village is six (6) miles from the mainland and residents prefer to shop for convenience items within the Village as opposed to driving to the mainland.

Reviewed by Mr. Chad Friedman from Weiss Serota Helfman Pastoriza Cole & Boniske as to form and legal sufficiency.




LEGEND
00 AM Volumes
(00) PM Volumes

ATKINS

# Estimated Project Traffic Assignment

Appendix D

VILLAGE OF KEY BISCAYNE

Department of Building, Zoning and Planning

*Village Council*
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**DT:** December 3, 2013

**TO:** John C. Gilbert, Village Manager

**FR:** Jud Kurlancheek, AICP, Director
Building, Zoning, and Planning Department

**RE:** Site Plan Review: 12-22-24 Crandon Boulevard with access from 51 Harbor Drive

*Director*
Jud Kurlancheek, AICP

*Chief Building Official*
Eugenio M. Santiago, P.E., CFM

## APPLICATION SUMMARY

| | |
|---|---|
| **Applicant** | Morgan Property Group |
| **Request** | Site Plan Approval for a multi-tenant commercial building |
| **Site Address** | 12-22-24 Crandon Boulevard with access from 51 Harbor Drive |
| **Master Plan** | Commercial |
| **Zoning District** | C -1 Low Intensity Commercial |
| **File Number** | SP - 22 |
| **Recommendation** | Approval with Conditions |

**The Application:** The applicant has filed an application for site plan approval for a multi-tenant shopping center that contains two (2) stores: (1) a 10,000 sq. ft. pharmacy with a 2,628 sq. ft. mezzanine limited to storage; (2) and a 1,930 sq. ft. package store. The shopping center is located at 12-22-24 Crandon Boulevard with access from the adjacent property at 51 Harbor Drive.

**Traffic Study:** Several of the below Site Plan Review Criteria address the impact the project would have on traffic at the intersection of Crandon Boulevard and Harbor Drive and at the entrances to the Project on Crandon Boulevard and at 51 Harbor Drive (Harbor Plaza Shopping Center. In order determine those impacts, the Village retained

the services of Atkins North America. Their traffic study is attached to this memorandum.

**Purpose of Site Plan Review:** Site plan review is designed to achieve the following objectives:

1. To insure that infrastructure (water, sewer, and roads) is in place at the time the development is completed.

2. To encourage logic, imagination, and variety in the design process.

3. To insure that projects are compatible, both aesthetically and functionally, with the surrounding area.

4. To promote excellence in urban design.

5. To encourage buildings those are consistent with the high quality environment associated with the Village.

**Site Plan Review Criteria:** In order for the project to move forward, the Village's Zoning and Land Development Regulations require the site plan for the above captioned project be approved by the Village Council. In order to approve a site plan, the Council must find that the project is consistent with the below criteria.

The below analysis and findings related to the traffic and circulation criteria are based upon the best available data and conclusions presented in the attached Atkins Traffic Study. Atkins discussed the possibility of a specialized Trip Generation Study if the Council wanted to move in that direction. The below analysis and findings are subject to change if the specialized Trip Generation Study presents different conclusions than those which are presented in the attached Traffic Study.

**Criteria 1** **Natural Environment.** All proposed development shall be designed in such a manner as to preserve, perpetuate and improve the existing natural character of the site. Existing trees and other landscape features shall, to the maximum extent possible, be preserved in their natural state, and additional landscape features shall be provided to enhance architectural features, to relate structural design to the site, and to conceal unattractive uses, to relate structural design to the site, to conceal unattractive uses, and to improve tree canopy in the Village. In all instances the Village's tree protection, landscaping and all other applicable regulations shall be fully complied with as minimum standards.

Analysis: The Village's Master Street Tree Plan designates Live Oaks as the street tree for Crandon Boulevard. The applicant is proposing to plant 23 Southern Live Oaks on the property with several fronting on Crandon Boulevard There are several street trees facing Crandon Boulevard which are not Live Oaks and they will be removed. Both new trees and those to be removed are consistent with the Master Street Tree Plan.

The following summarizes the disposition of the nine (9) canopy trees and seven (7) palm trees (see page LD-1) on the property.

a. Three (3) of the canopy trees are Oaks and they will remain;
b. Two (2) of the canopy trees are West Indian Mahogany and will remain;
c. Three (3) of the canopy trees are dead and will be removed;
d. One (1) of the canopy trees is in poor condition and will be removed; and
e. All of the seven (7) palm trees will be removed because they are in poor condition or in the wrong location.

Page LP – 1 provides an inventory of the trees, shrubs, ground covers and sodded area that will be planted on the property. The following summarizes the proposed plant schedule which includes those trees that are being retained on the site:

| | | |
|---|---|---|
| a. | Canopy trees | 44 |
| b. | Palm trees | 66 |
| c. | Shrubs | 507 |
| d. | Shrub areas | 604 |
| e. | Ground covers | 160 |
| f. | Sod | 8,838 sq. ft. |

Staff has determined that the above inventory of plantings meets the Village's landscaping requirements. The natural environment, existing and proposed landscaping is consistent with the Florida Vernacular architectural style which includes the following elements: metal standing seam roof, cbs structures, decorative louvers over the windows, keystone finishes, decorative aluminum brackets at the roof lines and pastel paint colors.

The landscaping plan through the extensive use of native plant materials and shrubs compliments the architecture and plantings.

Finding: Consistent

**Criteria 2** **Open space**. Adequate landscaped open space shall be provided which meets the particular needs and demands of the proposed development and all specific zoning district requirements.

a. Passive open spaces (those areas not planned for intensive activity) shall be arranged as to enhance internal spatial relationships between proposed structures, to provide buffers between the project and adjacent less intensive uses, to facilitate pedestrian movements within the development, and to improve the overall visual quality of the site.

b. Active open spaces (those areas containing activities such as playgrounds, tennis courts, swimming pools and other active recreational facilities) shall be located so as to permit easy access to all residents or users within a development. Private recreational facilities and activities within specific projects shall, wherever possible, complement rather than duplicate, nearby public recreational activities.

Analysis:

a. Passive Open Space: the project is adjacent to mangroves in Calusa Park to the north, a shopping center to the west and a gasoline station to the south. The extensive use of landscaping at the perimeter of the property provides sufficient buffer.

Pedestrian movement within the site occurs at the intersection of the parking areas and the building where there is a pathway to the entrances. The overall visual quality of the site is enhanced through the Florida Vernacular Architecture and the combination of canopy trees, palm trees, and shrubs.

b. Active Open Space: The site is located in Commercial zoning district and the proposed development is a shopping center. As such, there are no active recreational uses such as playgrounds, tennis courts or swimming pools. This criteria is not applicable.

Finding: Consistent

**Criteria 3** **Circulation and parking**. All circulation systems and parking facilities within a proposed development shall be designed and located in such a manner as to comply with the following:

a. A clearly defined vehicular circulation system shall be provided which allows free movement within the proposed development while discouraging excessive speeds. Said systems shall be separated insofar as practicable from pedestrian circulation systems. Pavement widths and access points to peripheral streets shall be provided which adequately

serve the proposed development and which are compatible and functional with circulation systems outside the development.

b. Whenever possible in proposed residential developments, living units should be located on residential streets or courts that are designed to discourage non-local through traffic.

c. Off-street parking areas shall be provided which adequately accommodate maximum vehicle storage demands for the proposed project and are located and designed in such a manner so as to conveniently serve the uses to which they are accessory and not create incompatible visual relationships.

d. Safe and efficient access to all areas of the proposed development shall be provided for emergency and service vehicles, as required by Chapter 52.11 of the Florida Building Code.

e. Sidewalks shall be provided as required by the Village regulations.

f. Handicapped Accessibility shall be provided as required by all applicable regulations.

Analysis: The following analysis is alphabetically keyed to the above criteria

a. There are four (4) ingress and egress locations to access the property. Two are located on Crandon Boulevard. The first is a one way "in" driveway at the north end of the site. The second one is located in the middle of the property. It will function as the primary access to the property as it leads directly to a parking lot and entrances to the building. A third way to enter the property is from the driveway at 51 Harbor Drive that leads to the property at 12-22-24 Crandon Boulevard. The applicant has filed a cross-access agreement which permits this circulation pattern to occur. The fourth is an alley located on the west side of the 51 Harbor Drive property. This alley provides access for service vehicals and leads to the property at 12-22-24 Crandon Boulevard. There is employee parking at the north edge of the property between the building and Calusa Park.

The circulation system provides for the movement of vehicles to travel around the 12-22-24 Crandon property and through to the 51 Harbor Drive property. Sidewalks are adequately separated from the driveways. Pavement widths are sized to meet the needs of vehicles entering and leaving the property.

b. This criteria relates to residential developments. Since the project is a commercial use, this criteria is not applicable.

c. The project contains 75 parking spaces including a loading zone area that shows two (2) spaces. The parking spaces are conveniently located adjacent to the building and at the entrance to the liquor store and near the entrance to the pharmacy. There are adequate landscaped areas to provide visual relief from the pavement and which complement the building.

d. Emergency vehicles can conveniently enter the property from two (2) locations along Crandon Boulevard which are considered by the Fire Department as the primary points of access for emergency situations. The applicant is proposing a secondary point of access into the property through a parking lot at 51 Harbor Drive and then into the site.

e. Sidewalks are conveniently provided connecting the site to the public sidewalk at Crandon Boulevard. There is a sidewalk along the south edge of the building which provides access from the parking lot into the liquor store and pharmacy. There is a proposed 5 ft. pedestrian sidewalk in the center of the parking lot that connects to a site that will be developed in the future.

f. There are two (2) handicap parking spaces conveniently located near the front door of each store. There is a third handicap space on the south side of the parking lot.

Finding: Consistent with criteria (c), (d), (e), and (f). A finding related to criteria (a) could not be made for reasons that are set forth in the attached Traffic Study. Criteria (b) address residential developments. As such, it does not apply to this commercial project.

**Criteria 4 Community services and utilities**. All proposed developments shall be designed and located in such a manner as to insure the adequate provision, use and compatibility of necessary community services and utilities.

a. An adequate sanitary sewer collection system including all necessary extensions and connections shall be provided in accordance with Village standards for location and design. Where necessitated by the size of the development and/or by the unavailability of Village treatment facilities, sanitary sewage treatment and disposal systems must be provided in accordance with Village and state standards and regulations.

b. An efficient solid waste collection system, including the provision of an adequate number of properly screened local receptacles in locations which afford maximum use and collection convenience, shall be provided in accordance with all applicable Village standards.

c. A well designed internal system for fire protection, including the provisions of an adequate number of properly located fire hydrants and an efficient access arrangement for emergency fire vehicles, shall be provided to ensure the safety of all persons within the project.

Analysis: The following analysis is alphabetically keyed to the above criteria.

a. The sanitary sewage system can accommodate the needs of this facility. The applicant's March 13, 2013 letter states that the current structures contain 15,551 sq. ft. and the proposed structure has 14,558 sq. ft. As such, a finding of concurrency is not required.

b. There is an enclosed dumpster at the rear of the property which is sized to meet the needs of the building.

c. There is a proposed fire hydrant at the northeast portion of the site. Fire Department Staff have commented that the hydrant should be relocated to the entrance to Walgreens with a second hydrant at the south side of the property labeled "Future Stand Alone Building".

Finding: Consistent

**Criteria 5 Building and other structures**. All buildings and structures proposed to be located within a development shall be oriented and designed in such a manner as to enhance, rather than detract from, the overall quality of the site and its immediate environment. The following guidelines shall be followed in the review and evaluation of all buildings and structures:

a. Proposed buildings and structures shall be related harmoniously to the terrain, other buildings and the surrounding neighborhood, and shall not create through their location, style, color or texture, incompatible physical or visual relationships.

b. All buildings and structures shall be designed and oriented in a manner insuring maximum privacy of residential uses and related activities both on the site being developed and property adjacent thereto.

c. All permanent outdoor identification features which are intended to call attention to proposed projects and/or structures shall be designed and located in such a manner as to be an integral part of the total project and/or structural design and shall not exceed a size and scale necessary for the recognition from vehicles moving along adjacent streets at prescribed legal speeds.

Analysis: The following analysis is alphabetically keyed to the above criteria.

a. The architecture for the project is consistent with Florida Vernacular which includes the following elements: metal stand seam roof, cbs

structures, decorative louvers over the windows, keystone finishes, decorative aluminum brackets at the roof lines and pastel painting. It is a one story building with a mezzanine that adds height and visual interest to the building. The adjacent buildings are one story. The location, style and color of the building are consistent with surrounding structures.

There is a fence along the north property line. It is deteriorated and in a state of disrepair.

b. This criteria relates to the privacy of residential uses. Since the project is a commercial use, this criteria is not applicable.

c. The permanent outdoor identification features are signs for the pharmacy and liquor store. The signs are an integral part of the design of the structure and can be easily viewed from Crandon Boulevard by motorists and pedestrians. However, as detailed below the proposed signs exceed the appropriate size and scale necessary to be seen from vehicles on Crandon Boulevard. In reaching this conclusion my analysis includes (1) a description of the Walgreens and Liquor Store Program, (2) a comparison of the proposed letter heights with letters uses in other shopping centers, and (3) a comparison of the Walgreens proposed letter heights with those used at the CVS.

1. Walgreens and Liquor Store Sign Program:

Walgreens sign:

| | | |
|---|---|---|
| Color | Red #2793 | |
| Type of sign | Reverse Channel with back lit letters | |
| Font (style of letters) | Script with a "W" in capital letters and all other are lower case. | |
| Size of letters | Capital "W" | 32.0 inches |
| | Lower Case letters | 29.5 inches |
| | Logo | 12.0 inches |
| Size of sign | 29.50 sq. ft. | |

Liquor store sign:

| | |
|---|---|
| Color | Red #2793 |
| Type of sign | Reverse Channel with back lit letters |
| Font | Helvetica Medium with all capital letters |
| Size of letters | All letters are 1 ft. 6 in. |
| Size of sign | 13.75 sq. ft. |

2. Comparison of Walgreens Letter Heights with Other Shopping Centers:

   Attached is a table comparing the signage for all of the eight (8) shopping centers in the Village. Six (6) of the eight (8) shopping centers have a maximum sign height of 18 inches with exception of the CVS letters which are 24 inches high and the remaining letters are 14 inches high. The Square and Key Colony Plaza have letters with a maximum height of 14 inches.

   Examples of appropriately sized signs are those that are used in The Square Shopping Center and Chase Bank. Signs at the Square Shopping Center are 14 inches in height and are very visible from Crandon Boulevard. These signs are approximately 60 ft. to 300 ft. from the Crandon Boulevard sidewalk.

   A second example of appropriately sized sign is the recently installed sign on Chase Bank Building at 328 Crandon Boulevard. The letters used in that sign are 16 inches high. The Chase Bank sign is approximately 82 ft. from the Crandon Boulevard sidewalk. This sign is also very visible from Crandon Boulevard.

3. The following compares the Walgreens letters with those used at the CVS store.

| | Walgreens | CVS |
|---|---|---|
| Maximum letter height | "W" is 32 inches | "CVS is 24 inches |
| Smallest letters | Lower case letters are 27.5 to 29.5 inches | Pharmacy letters are no higher than 14 in. |
| Distance from the building to the Crandon Boulevard sidewalk | 10 ft. | 152 ft. |

   Both the Walgreens and CVS signs have capital and small case letters The CVS letters are 152 ft. from Crandon Boulevard sidewalk and the Walgreens letters are 10 ft. Yet the proposed "W" is 25% larger than the CVS letters. The Walgreens small case letters are 49% to 53% larger than the small case letters in the CVS sign. As the Walgreens building is setback 10 ft. from the sidewalk, a 32 inch high capital "W" and 27.5 to 29.5 inch high small case letters are too large in relationship to what is necessary to be seen from the street.

Based upon the above three (3) analyses, the proposed signs are not consistent with this criteria and other signage that has been approved in other shopping centers. The height of the proposed letters exceeds the size and scale than what is necessary to be recognized by passengers in vehicles on Crandon Boulevard.

Based upon the above analysis, an appropriate sized and scaled sign should not have letters that exceed 14 inches in height.

Finding: Inconsistent.

**Criteria 6** **Level of service standards.** All applicants are required to prove that the project meets the Village's Concurrency Level of Service Standards for Roads, Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Recreation and Open Space.

Analysis: Article VI of the Zoning and Land Development Regulations includes the Village's Concurrency Regulations. Section 30-164(a)(6) provides for an exception for "any new construction that results in a reduction in sq. ft. or density. The applicant's March 13, 2013 letter states that the current structures contain 15,551 sq. ft. and the proposed structure has 14,558 sq. ft. As such, a finding of currency is not required.

Finding: Consistent

**Criteria 7** **Density standards.** No site plan shall be approved which would permit any development which would result in an increase in residential density in excess of the density previously approved for the subject property by a valid Development Order.

Analysis: This criteria relates to residential uses. Since the project is a commercial use, this criteria is not applicable.

Finding: Not applicable

**Criteria 8** **Other Requirements.** Requirements and recommendations as provided in the Village tree and landscape regulations shall be observed as will the requirements of all applicable standards and regulations.

Analysis: As indicated above, the project meets the landscaping requirements as set forth in the Zoning and Land Development Regulations.

Finding: Consistent

## RECOMMENDATION

It is recommended that the site plan be approved subject to the following changes and conditions:

1. Prior to the demolition of the property, the Village shall be given an opportunity to remove the trees that will not be kept on the property and plant them within the Village;

2. The eight (8) ft. high chain link fence along the north property line adjacent to Calusa Park shall be replaced with a six (6) ft. high black coated chain link fence;

3. Prior to the issuance of the a building permit, the applicant shall confirm that all runoff water is contained on site. The grass area in front of the entrance to the pharmacy shall be finished in concrete and the entire entrance area shall be designed as a plaza to enhance the entrance. The design shall be approved by the Building, Zoning, and Planning Director;

4. The proposed 5 ft. pedestrian sidewalk in the parking lot shall be concrete and clearly marked and signed as a sidewalk. Speed bumps shall be approved by the Building, Zoning, and Planning Director and located at the entrance and exit from the driveway to Crandon Boulevard and along the north driveway. The stop sign shall be placed on the exit at a location determined by the Building, Zoning, and Planning Director;

5. All glass shall be clear. The merchandising cabinets adjacent to the window shall be no higher than the window sill. Merchandise may be displayed on top of the cabinets. No machine or equipment shall be placed inside the store near the windows which blocks views into the store.

6. The maximum height of the letters shall not exceed 14 inches for the Walgreens and liquor store signs. The first letter of the Walgreens and the first letter in the liquor store sign shall be capitals with remaining letters in each sign small case.

7. The font for the Walgreens and liquor store shall be script, with reverse channel back lit red letters. The construction elements of both signs shall be identical.

8. There is a proposed fire hydrant at the northeast portion of the site. Fire Department Staff have commented that the hydrant should be relocated to the entrance to Walgreens with a second hydrant at the south side of the property labeled "Future Stand Alone Building".

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Eugenio M. Santiago, P.E., CFM

DT: December 3, 2013

TO: John C. Gilbert, Village Manager

FR: Jud Kurlancheek, AICP, Director
Building, Zoning, and Planning Department

RE: 12-22-24 Crandon Boulevard: Multi-tenant Sign Program

## BACKGROUND

The Morgan Group has submitted an application for site plan review for a multi-tenant building containing two stores at 12-22-24 Crandon Boulevard. The application includes a sign program. For this type of project (multi-tenant development), the Zoning and Land Development Regulations contain guidelines and criteria to evaluate multi-tenant sign programs. Below is a comparison of the proposed sign program with the Regulations.

## SIGN DESIGN REVIEW GUIDELINE

The Site Plan includes the proposed sign program for the multi-tenant shopping center at 12-22-24 Crandon Boulevard. The site plan also designates a land area for a "Future Stand Alone Building"; however, this area is labeled "not part of the site plan". As such, when a building is proposed for this area, the sign program will be reviewed at that time.

The Uniform Sign Graphics Criteria (Sec. 30-197(a)(1) addresses color, type of sign, font, and size of letters. The applicant proposes the following for the Walgreens and liquor store signs:

| | | |
|---|---|---|
| Color | Red #2793 | |
| Type of sign | Reverse Channel with back lit letters | |
| Font (style of letters | Script with a "W" in capital letters and all other are lower case. The same format will apply to the liquor store sign | |
| Size of letters | Walgreens sign | |
| | a. Capital "W" | 32.0 inches |
| | b. Lower Case letters | 29.5 inches |
| | c. Logo | 12.0 inches |

Liquor store sign
a. All letters are capital
b. All letters are 1 ft. 6 in.

| | | |
|---|---|---|
| Size of sign | Walgreens sign | 29.50 sq. ft. |
| | Liquor store sign | 13.75 sq. ft. |

Section 30-197(b) of the Zoning and Land Development Regulations provide for Sign Design Review Guidelines for sign programs that are proposed for a multi-tenant center. In order for the sign program to move forward, it must be approved by the Village Council based upon the guidelines. The following is an analysis of the proposed sign program with the guidelines and criteria.

**Criteria 1** Number of items: No more than five (5) items shall be contained in any one sign.

Analysis: The term "item" refers to different styles of letters or shapes. The letters for the Walgreens store and liquor store contain the same font and shape; however, the liquor store sign is all caps and the Walgreens store sign has a capital "W" and the remaining letters are in small case.

Finding: Consistent

**Criteria 2** Entrance feature. An entrance feature shall not be designed so as to effectively increase the size of the site.

Analysis: The project does not contain an entrance feature.

Finding: Not applicable

**Criteria 3** Legibility. All signs are to be designed to be clearly legible.

Analysis: The letters are red which contrasts with the cream color of the building making them very easy to read. The reverse back lite channel letters result in signage that is easily read at night.

Finding: Consistent

**Criteria 4** Architectural features. Signs shall not be placed on decorative architectural features

Analysis: The two signs and logo are placed over concrete, black and stucco that does not contain any architectural features.

Finding: Consistent

**Criteria 5** Building compatibility. The materials and color of all signs shall be compatible with the materials and color of the building.

Analysis: Sheet A2.11 sets forth the color legend. The building utilizes Sherman Williams paint. The building will be painted cream and architectural elements will be pastels. The metal seam roof will be gray. The signs will be red which is the Walgreens trademark color. The building color scheme and finish materials provide for an appropriate background for the red Walgreens and Liquor signs which will be very visible from the street.

Finding: Consistent

**Criteria 6** Illumination of Buildings by externally illuminated signs. There shall be no such illumination of buildings facing residential properties. The illumination of other buildings by externally illuminated signs shall not be brighter than the standard for parking lot and grounds lighting.

Analysis: The Crandon Boulevard right of way is 115 ft. with a landscaped median. The Pankey Building is a dental teaching facility and is directly opposite the site. Ocean Village is an apartment building.

The building contains eight (8) gooseneck light fixtures over the louvered windows and two (2) light fixtures each at the entrance to the Walgreens and liquor stores. In addition, the parking lot will have lighting that meets the Florida Building Code. The illumination in the store will shine through the windows. As such, the gooseneck lights and those at the entrance doors are not necessary and are designed more as attention getting devices rather than to provide the necessary lighting.

Finding: Consistent subject to the conditions provided below.

Section 30-195(1) provides regulations which address the size of wall signs. The applicant's proposed signage is consistent with these regulations.

As noted in the staff memorandum regarding the site plan application, Section 30-73 provides for review criteria to evaluate site plans including permanent outdoor identification features which include signs. As determined in that memorandum the maximum height of the letters shall not exceed 14 inches.

## RECOMMENDATION

It is recommended that the sign program be approved with the following conditions:

1. Removal of the lights over the awning windows, the gooseneck lights, and the lights mounted at the entrance to Walgreens and the liquor store.

2. The maximum height of the letters shall not exceed 14 inches for the Walgreens and liquor store signs. The first letter of the Walgreens and the first letter in the liquor store sign shall be capitals with remaining letters in each sign in small case.

3. The font for the Walgreens and liquor store shall be script with reverse channel back lit red letters. The construction elements of both signs shall be identical.

## SHOPPING CENTER SIGN PROGRAMS

| ADDRESS | NAME | DATE APPROVED | FONT - FIRST LINE | FONT - SECOND LINE | LETTER COLOR | LETTER HEIGHT - 1 LINE | LETTER HEIGHT - 2 LINE | WALL SIGN PLACEMENT | SPECIALCONDITIONS | LOGO COLOR | LOGO DIMEN-SIONS | LOGO SQ. IN. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 180 Crandon Blvd. | Key Biscayne Shopping Arcade | 10/10/1995 | Helvetica | NA | Blue | 18" | NA | NA | Max. wall sign length 66% of storefront lineal footage; 1 per unit except Ad Gustum may have 2, 1 facing parking, 1 facing Crandon; all nonconforming window, wall, & monument signs to be removed by 5/1/96 | NA | NA | NA |
| 200 Crandon Blvd. | Key Colony Plaza | 02/26/2007 | Variable | Variable | All the same, (Starbucks may be green) | 14" | 14" | All for groundfloor establishments facing interior courtyard placed on façade facing Crandon Blvd.; one on south side wall | Wall signs on front of building for stores not facing front; one wall sign not facing a public street; wall signs using flat letters vs. channel letters; wall signs of varying fonts & sizes; projecting signs at groundfloor establishments facing interior courtyard (size in graphics varies per establishment) | Green (Starbucks only); otherwise, NA | 2' diameter | NA |
| 260 Crandon Blvd. | The Square | 04/09/1996 | NA | NA | Bronze | 14" | NA | Min. 12" clear at sides, centered vertically | Max. wall sign length 1 sq ft per lineal ft. of frontage; 1 logo on upper half of entry door (assoc. approval, max. 4 sq ft); name of business in upper left glass panel, (6" white letters, max. 4 sq ft); 1 info. sign (hrs., credit card, emergency #'s) on lower half entry door (6" white letters, 4 sq ft); business type in upper right glass panel, (6" white letters); unit # in upper half of glass panel next to door, (6" white letters) | Per condo. assoc. | Per condo assoc | Per condo assoc. |
| 328 Crandon Blvd. | Key Biscayne Galeria | 04/13/1993 rev. 09/24/96 | Tenant option | Tenant option | Black | 18" | 12" | Centered horizontally | 1 hanging sign permitted no closer than 4" from storefront window (per landlord) | NA | 26" diam. max. | NA |
| 600 Crandon Blvd. | Key Biscayne Shopping Center | 09/28/1993 | Helvetica Medium, Caps only | NA | Chromatic #144 Green | 18" | NA | Centered on façade | 1 under-canopy hanging sign per establishment, max. 1'x4', cedar, sandblasted, double-sided, by B&G Signworks | NA | NA | NA |
| 724 Crandon Blvd. | CVS Shopping Center | 08/28/2001 | Helvetica Bold, Upper Case | NA | Red | 18"; CVS letters 24", Pharmacy letters 14" | NA | Centered | Length max. 60% of storefront; no monument sign | NA | NA | NA |
| 800 Crandon Blvd. | Ace Hardware Center | 03/05/2002 | Helvetica Medium | NA | Dark Blue | 18" | NA | 1 sign per storefront each on Mashta Dr. & Crandon Blvd. | 1 line of letters per sign, 1 illuminated sign facing the La Phare Condominium permitted | NA | NA | NA |
| 55-99 Harbor Dr. | Harbour Shopping Center | 02/28/1995 | Block | NA | White | 18"; 7-11 4.5'; HARBOR PLAZA 2' | NA | 20% minimum lineal frontage setback from the edge of each store unit | Length max. 60% of storefront; area no more than 1 sq ft for each lineal foot of building frontage; no signs on decorative architectural features; nonconforming monument & roof signs to be removed by 5/1/96 | NA | NA | NA |

# VILLAGE OF KEY BISCAYNE

Department of Building, Zoning and Planning
88 West McIntyre Street, Suite 250 Key Biscayne, FL 33149
Phone (305) 365-5512 Fax (305) 365-5556
www.keybiscayne.fl.gov

## PLANNING AND ZONING APPLICATION

Date Filed: 3-6-13

File #: SP-22
(to be completed by Staff)

1. REQUEST FOR:

( ) SUPERVISORY VARIANCE
( ) ADMINISTRATIVE VARIANCE
( ) REGULATORY VARIANCE
( ) APPEAL OF AN ADMINISTRATIVE DECISION
(x) SITE PLAN APPROVAL
( ) UNUSUAL USE
( ) OTHER _____

( ) AMENDMENT TO ZONING ORDINANCE
( ) SPECIAL EXCEPTION
( ) AMENDMENT TO THE COMPREHENSIVE PLAN
( ) ZONING DISTRICT CHANGE

Explain your request:

Site plan approval for a 10,000 sf pharmacy with a 2,628 sf mezzanine, 1,930 sf liquor store and a future building.

2. Street Address of Property: 12, 22, & 24 Crandon Boulevard

Legal Description: Lot(s) _____ Block _____

Subdivision: Matheson Estates

3. Name of Applicant: Morgan Property Group

Mailing Address of Applicant: c/o Neisen O. Kasdin, Esq.

1 SE 3rd Avenue, Suite 2500, Miami, Florida 33131

Business Telephone: (305)982.5629 Home Telephone: _____

Fax: (305)374.5095 Email: neisen.kasdin@akerman.com

4. Name of Property Owner if Different from Applicant: Key Biscayne Gateway Partners, LTD

   Address of Property Owner if Different from Applicant: 30 West Mashta Drive, Suite 400

   Key Biscayne, FL 33149

   Business Telephone: (305)365.2600 Home Telephone: (305)710.9289

   Fax: (305)365.0800 Email: maxp@commodorerealty.com

5. Contact Person: Name Neisen O. Kasdin, Esq.

   Address 1 SE 3rd Avenue, Suite 2500, Miami, Florida 33131

   Telephone: (305) 982.5629 Fax: (305)374.5095

6. Name/address of anyone else who should receive notice of the hearing?

   Max D. Puyanic, Key Biscayne Gateway Partners, LTD, 30 W. Mashta Dr., Suite 400, Key Biscayne, FL 33149
   Mario Garcia-Serra, Esq., Greenberg Traurig, PA, 333 S.E. 2nd Avenue, Miami, FL 33131

7. If applicant is owner, indicate date purchased: _____

8. If applicant is lessee, indicate date leased _____ Years _____

9. Is there an option to purchase the property? Yes ( ) No (x)

10. Is the request the result of a violation notice? NO If yes, attach a copy of the violation.

11. Existing use of property Restaurant. If residential, how many apartments _____?

    hotel units _____? If commercial, how many sq. ft. in your space 15,551?

    Single family home? Yes ( ) No (x)

12. If this application pertains to an Appeal of an Administrative Decision, indicate the basis of the appeal. (If necessary attach additional explanation)

    N/A

13. If this is a request for a variance, the Code requires that you substantiate why this request should be granted. In order to do this properly, please indicate how your request complies with the following standards:

    a. Maintains the basic intent and purpose of the zoning, subdivision and other land use regulations, which is to protect the general welfare of the public, particularly as it affects the stability and appearance of the community.

       N/A

b. Is compatible with the surrounding land uses and would not be detrimental to the community.

N/A

14. If this is a request for any other type of application, please see staff for a listing of the evaluation criteria.

15. All supporting data and exhibits submitted with this application become a permanent part of the public records.

16. If you are a lobbyist as described in the Village Code, please contact the Village Clerk at (305) 365-5506.

## SUPERVISORY VARIANCES ONLY

The Supervisory procedure requires the nearest abutting property owner to approve your request and your certification that the work was not performed by you. Your signature on this application constitutes your certification that you did not perform the work. The next step is to request the nearest property owner to sign below or provide a letter approving your request. Their signature certifies that they have read this application and approves of the request.

### ABUTTING PROPERTY OWNER AFFIDAVIT

I, the undersigned, have read or have had read to me the information applicable for a request for a Supervisory Variance from the Zoning Regulations. I fully understand that by subscribing my name to the below consent form that I am waiving any objection to the proposed construction as outlined above and as shown on the plans accompanying this application. I further certify that I have subscribed my name freely and without any duress or apparent misrepresentation on the part of the applicant.

| Date | Name (Type or Print) | Address | Signature |
|---|---|---|---|

## ADMINISTRATIVE VARIANCES ONLY

The Administrative Variance procedures require all abutting property owners to approve your request. The attached map will assist you in identifying who must sign the below petition. It is suggested you meet with staff prior to circulating your petition.

### ABUTTING PROPERTY OWNER AFFIDAVIT

I, the undersigned, have read or have had read to me the information applicable for a request for and Administrative Variance from the Zoning Regulations. I fully understand that by subscribing my name to the below consent form that I am waiving any objection to the proposed construction as outlined above and as shown on the plans accompanying this application. I further certify that I have subscribed my name freely and without any duress or apparent misrepresentation on the part of the applicant.

| Date | Name (Type or Print) | Address | Signature |
|---|---|---|---|
| Date | Name (Type or Print) | Address | Signature |
| Date | Name (Type or Print) | Address | Signature |

| Date | Name (Type or Print) | Address | Signature |
|---|---|---|---|
| Date | Name (Type or Print) | Address | Signature |
| Date | Name (Type or Print) | Address | Signature |

If you need additional signatures please use the above format.

**CERTIFICATION OF COMPLIANCE WITH APPLICABLE REGULATIONS**

(I) (We) certify that (I) (we) understand and will comply with the provisions and regulations of the Zoning Regulations. (I) (we) further certify that the above statements and drawings made on any paper or plans submitted herewith are true to the best of (my) (our) knowledge. (I) (we) understand that the application and attachments become part of the official records of the Village and are not returnable.

Signature of Applicant: _____ Date 3/6/13

Signature of Owner: _____ Date _____

Application Received by: _____ Date 3-6-13

Approved by: _____ Date _____

## AFFIDAVITS

Complete one or more of the following that relates to your request.

**Tenant or Owner Affidavit** (if tenant is applicant then owner must sign owner/power of attorney affidavit)

I, _____, being first duly sworn, depose and say that I am the owner/tenant of the property described herein and which is the subject matter of the proposed hearing; that all the answers to the questions in this application and all supplemental data attached to and made a part of the application are honest and true to the best of my knowledge and belief.

I, _____, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

_____
Signature of Applicant

Sworn to (or affirmed) and subscribed before me this
____ day of _____, by _____.
Name of person making statement

_____
Signature of Notary Public - State of Florida

_____
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known _____ OR Produced Identification _____
Type of Identification Produced _____

**********

**Corporation Affidavit**

General Partner of the aforesaid limited partnership

I, Max D. Puyanic, being first duly sworn, depose and say that ~~we are~~ I am the President/~~Vice President, and Secretary/Ass't. Secretary~~ of the ~~aforesaid corporation~~, and as such, have been authorized by the ~~corporation~~ to file this application and all supplemental data attached to and made a part of this application are honest and true to the best of our knowledge and belief; that said ~~corporation~~ is the owner/tenant of the property described herein and which is the subject matter of the proposed hearing. limited partnership

limited partnership

I, Max D. Puyanic, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

_____
Signature of President (Corp. Seal)

Sworn to (or affirmed) and subscribed before me this
6th day of March 2013, by MAX D. PUYANIC.
Name of person making statement

_____
Signature of Notary Public - State of Florida

Dennis M. LaRussa
Print, Type, or Stamp Commissioned Name of Notary Public

DENNIS M. LARUSSA
MY COMMISSION # EE 075445
EXPIRES: March 17, 2015
Bonded Thru Notary Public Underwriters

Personally Known ✓ OR Produced Identification N/A
Type of Identification Produced N/A - Known

President of the General Partner of the Limited Partnership which owns

**Owner/Power of Attorney Affidavit**

I, Max D. Puyanic, being duly sworn, depose and say that I am the ~~owner of~~ the described real property and that I am aware of the nature and effect the request for: Site plan approval

relative to my property, which is hereby made by me OR I am here by authorizing Neisen Kasdin to be my legal representative before the Village Council.

I, Max D. Puyanic, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

Signature of President (Corp. Seal)

Sworn to (or affirmed) and subscribed before me this 6th day of March 2013, by MAX D. PUYANIC.
Name of person making statement

Signature of Notary Public - State of Florida

Dennis M. LaRussa
Print, Type, or Stamp Commissioned Name of Notary Public

DENNIS M. LARUSSA
MY COMMISSION # EE 075445
EXPIRES: March 17, 2015
Bonded Thru Notary Public Underwriters

Personally Known ✓ OR Produced Identification N/A
Type of Identification Produced N/A - Known

# VILLAGE OF KEY BISCAYNE

## Department of Building, Zoning and Planning

*Village Council*
Franklin H. Caplan, *Mayor*
Mayra P. Lindsay, *Vice Mayor*
Michael W. Davey
Theodore J. Holloway
Michael E. Kelly
Ed London
James S. Taintor

March 20, 2013

*Director*
Jud Kurlancheek, AICP

*Chief Building Official*
Eugenio M. Santiago, P.E., CFM

Neisen Kasdin
Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714

**Re: Site Plan and Conditional Use Applications: 12, 22, and 24 Crandon Boulevard**

Dear Mr. Kasdin:

On March 6, 2013, the Village Building, Zoning and Planning Department received the submittal of a site plan and conditional use applications for property located at 12, 22, and 24 Crandon Boulevard. After review, the Village staff has determined that the applications are not "complete." In order for the Village staff to process the applications and determine them to be complete please provide the following:

1. **Site Plan Application**

- Existing site characteristics map.

  - A certified property survey showing existing site characteristics is required to be submitted, including existing utility lines and easements. The surveyor notes provide that this survey was prepared without the benefit of a title search and there may be additional restrictions and easements. A preliminary review reveals that a parking easement is not mentioned on the survey.

  - Please provide an updated certified survey meeting all of the requirements of Section 30-73(f)(1) of the Village Code.

- Site Development plan.

  - The Site development plan is required to show all driveways. The site plan shows two driveways that connect to 51 Harbor Drive: (1) a south driveway that connects to a driveway on 51 Harbor Drive through the parking lot and to Harbor Drive; and (2) a north driveway indicated as one way entering the property at 12, 22, 24 Crandon Blvd. This driveway connects to an alley on the north and west at 51 Harbor Drive. Given that the site plan proposes to have access through driveways on 51 Harbor Drive this property is required to be a part of the site plan. Therefore, please include this property and the property owner as a part of this application.

  - The distance of existing buildings on adjacent properties from property line are required to be shown. Please show the existing building on 51 Harbor Drive.

  - All proposed utility lines and easements are required to be shown. Please show all proposed utility lines and easements.

  - Please provide an updated site development plan meeting all of the requirements of Section 30-73(f)(2) of the Village Code.

- Landscape plan.

  - The method of irrigation, as required, has not been submitted. Please submit.

  - Please provide an updated site development plan meeting all of the requirements of Section 30-73(f)(3) of the Village Code.

- Architectural plan

  - A scale drawing clearly illustrating the building foot-prints, proposed floor plans and elevations, including height, dimensions and color is required. The site plan indicates there is a mezzanine but the floor plan is not shown. The floor plan for the main floor is not dimensioned. The submission does not include an exterior paint chart for the exterior of the building. The rendering is not sufficient as it does not specify the colors. Please submit an updated plan meeting the requirements provided above.

  - The Village Code requires that the proposed location and elevations of signs, including height, dimensions, setbacks, construction material and color be shown. The signage plan does not include dimensions, heights,

colors, or construction materials. Please provide a signage plan that meets the requirements provided above.

- Please provide an updated architectural plan meeting all of the requirements of Section 30-73(f)(4) of the Village Code.

- Tabular summary.

  - Total gross project acreage and net buildable land area is required to be shown. The site plan shows an area called "Future Building Area." This area is not dimensioned on the site plan. This area should be separated into a separate category on the tabular summary labeled "Site Data."

  - Please provide an updated tabular summary meeting all of the requirements of Section 30-73(f)(5) of the Village Code.

- Drainage plan.

  - Paving and drainage plans are required to meet specific requirements provided for within the Village Code. The "Conceptual Paving, Grading, and Drainage Plan submitted does not meet the minimum Village Code requirements including providing sufficient elevations and calculations to show retention of storm water on the site. There are no calculations to show retention of runoff on the property. Please update the drainage plan to meet this requirement.

  - Please provide an updated drainage plan meeting all of the requirements of Section 30-73(f)(6) of the Village Code.

- Site Plan Application.

  - The application provides that the name of the applicant is Morgan Property Group. As provided in the application, Morgan Property Group is not the property owner. Please have Morgan Property Group sign the appropriate affidavit(s) in the application. In addition, if the driveways on 51 Harbor Drive continue to be utilized please have the property owner execute the application and related documents.

- Optional Information Required.

  - The Village Code provides that certain optional information may be required, if deemed necessary by the Building, Zoning, and Planning Director. As Director, I believe the following information is required to be submitted: (1) A map reflecting the general character and relationship of surrounding properties given the access driveways through 51 Harbor Drive. See. Section 30-73(f)(9)(a) of the Village Code; (2) The intended

progressive stages or phasing of development given the site plan provides for "future building area." See, Section 30-73(f)(9)(c) of the Village Code. In the event the future building area is not a part of the site plan then please label it "not a part;" and (3) Please provide any studies regarding the environmental impact on the property from the adjacent gas station. See, Section 30-73(f)(9)(e) of the Village Code.

**2. Conditional Use**

- Condition Use Application.

  - The application provides that the name of the applicant is Morgan Property Group. As provided in the application, Morgan Property Group is not the property owner. Please have Morgan Property Group sign the appropriate affidavit(s) in the application. In addition, if the driveways on 51 Harbor Drive continue to be utilized please have the property owner execute the application and related documents.

The Village staff will commence its formal review of the applications once the required application requirements have been submitted, the applications have been deemed complete and after the Village Attorney determines the applications to be legally sufficient. With that being said, Village staff has conducted a preliminary review of the applications. We encourage you and your client to meet with staff prior to re-submittal as this may help to expedite the formal review of the applications.

If you have any questions or concerns please feel free to contact me.

Sincerely,

Jud Kurlancheek

Jud Kurlancheek, AICP, Director

VILLAGE OF KEY BISCAYNE

Department of Building, Zoning and Planning

*Village Council*
Franklin H. Caplan, *Mayor*
Mayra P. Lindsay, *Vice Mayor*
Michael W. Davey
Theodore J. Holloway
Michael E. Kelly
Ed London
James S. Taintor

*Director*
Jud Kurlancheek, AICP

*Chief Building Official*
Eugenio M. Santiago, P.E., CFM

April 8, 2013

Neisen Kasdin
Akerman Senterfit
One Southeast Third Avenue, Suite 2500
Miami, FL 33131-1714

Re: Site Plan and Conditional Use Applications: 12-22-24 Crandon Boulevard

Dear Mr. Kasdin:

Thank you for meeting with us on April 4, 2013 to review your application for site plan and conditional use approval on property located at 12-22-24 Crandon Boulevard (the "Property"). During the course of the meeting, we discussed the relationship between the Property and the adjacent 51 Harbor Drive property (the "51 Harbor Property"). In lieu of including the 51 Harbor Drive Property as a part of the site plan, you proposed a cross access agreement that would allow patrons of the Property to have ingress and egress access through the 51 Harbor Drive Property to Harbor Drive. The Department agrees that such a cross access agreement is necessary given the proposed layout of the site plan.

However, in addition to the proposed cross access agreement, it is the determination of the Department that the 51 Harbor Drive Property must be included as a part of the site plan as the driveway from Harbor Drive to the Property is an integral part of the ingress and egress access to and from the proposed development. Therefore, as proposed, the Property and the 51 Harbor Drive Property are to be considered a part of one site plan and the owners of these properties must execute the appropriate affidavit(s) and application(s).

In addition, as discussed at the aforementioned meeting, Sec. 30-110(a)(2) of the Village Zoning and Land Development Regulations require that "no individual or multiple business entity(s) shall occupy more than 10,000 sq. ft. except for stores whose principal product is food for consumption off the premises". It is the determination of the Department that the Walgreens Pharmacy and the Liquor store, as proposed, occupy

one building and said building exceeds the 10,000 sq. ft. limitation. Please amend the site plan application to comply with this requirement.

If you have any questions, please contact me.

Sincerely,

Jud Kurlancheek, AICP, Director

VILLAGE OF KEY BISCAYNE

Department of Building, Zoning and Planning

*Village Council*
Franklin H. Caplan, *Mayor*
Mayra P. Lindsay, *Vice Mayor*
Michael W. Davey
Theodore J. Holloway
Michael E. Kelly
Ed London
James S. Tinnon

*Director*
Jud Kurlancheek, AICP

*Chief Building Official*
Eugenio M. Santiago, P.E., CFM

April 26, 2013

Neisen O. Kasdin, Esq.
Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, Florida 33131-1714

**Re: 12, 22 and 24 Crandon Boulevard**

Dear Mr. Kasdin,

I am in receipt of your April 19, 2013 letter together with the enclosed materials. While several of the items have been responded to sufficiently, two principle and fundamental problems with the application remain unresolved. From a review of the proposed site plan as well as the proposed cross access agreement, it is clearly apparent that the owners/developers/tenant intends to use the shopping center at 51/99 Harbor Drive as a principle means of ingress and egress to and from the proposed development. Moreover, the proposed cross access agreement grants the owner of the adjacent property rights and ingress and egress through and across the subject property to and from Crandon Boulevard. If your client intends to utilize adjacent properties as part of the driveway system for the development as a means of ingress and egress to Harbor Drive, the adjacent property must be included as part of the land submitted for site plan approval.

The other significant issue addressed in your letter but not adequately responded to relates to the 10,000 square foot occupancy limitation. It is quite apparent from the site plan and the documentation provided that the proposed Walgreens intends to occupy more than 10,000 square feet within the proposed building. This is precluded by the plain reading of the regulations and requires no special interpretation or examination of the intent of the ordinance. New plan must be modified to reflect occupancy of no greater than 10,000 square feet.

In addition, please provide a signed and sealed survey and a legend on sheet C-1 "Site Plan" explaining the symbols (E, S, T, and W) for the easements.

Except as provided above, I believe that the materials you have provided adequately address the issues set forth in my March 20, 2013 letter. As soon as the plans and application have been modified to address the issues discussed above, my office will be in a position to move forward with the processing and substantive analysis of the applications. If you have any further questions or concerns, please do not hesitate contact me.

Very truly yours,

Jud Kurlancheek, AICP, Director

Neisen O. Kasdin

Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714
Tel: 305.374.5600
Fax: 305.374.5095

August 27, 2013

**Via Electronic Mail**
Mr. Jud Kurlancheek, AICP
Director, Department of Building, Zoning, and Planning
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, FL 33149

Re: Appeal of Administrative Decision (Application No. AP13-01)
Notice of Withdrawal of Appeal

Dear Mr. Kurlancheek:

Our firm represents Morgan Property Group ("Applicant") in the appeal of administrative decisions rendered on April 26, 2013 by the Village of Key Biscayne in connection with applications for site plan approval ("Application No. SP-22") for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard and for conditional use approval ("Application No. CU-04") for a retail package wine and liquor store, originally submitted on March 6, 2013.

Based on the agreement entered into today, August 27, 2013, resolving the two (2) issues on appeal, the Applicant hereby withdraws its appeal from consideration by the Village Council.

We look forward to your timely review of the site plan and conditional use applications and the scheduling of the applications for a hearing for consideration of approval by the Village Council.

Sincerely,

Neisen O. Kasdin

cc: John Gilbert, Village Manager
Conchita Alvarez, Village Clerk
Stephen Helfman, Esq., Village Attorney
Chad Friedman, Esq., Assistant Village Attorney
Steven Wernick, Esq., Akerman Senterfitt
Max Puyanic, Key Biscayne Gateway Partners, Ltd.
Trey Morgan, Morgan Property Group

akerman.com

# 12-22-24 Crandon Blvd. Technical Zoning Review Comments
(09/20/13, WGF)

1. On Site Plan Sh. C-1, Floor Plan Sh. A1.11, and any sheet that references the mezzanine, change "Mezzanine" to "Mezzanine Storage", both in plans and tabulations.
2. Show boundary line of the 8,971 sq. ft. Future Building Area on the Site Plan C-1.
3. Provide sq ft area on Site Plan of the Future Building Area on C-1.
4. Show surface material of the Future Building Area, i.e. sod.
5. Fill in texture along the north side pharmacy wall currently showing a void which could indicate a pass through window on all applicable plans, i.e. C-1, C-2, C-3, A1.11, L-1.
6. Label edging for the dead end of the parking lot adjacent to the Future Building Area on C-1 – Type D curb?
7. Per the Grading & Drainage Plan, Sheet C-2, runoff from 51 Harbor Drive is coming into the 12-22-24 Crandon Blvd. property at the west perimeter. Provide drainage divides to block runoff from 51 Harbor Drive.
8. At the north perimeter of 12-22-24 Crandon Blvd., the grade drops as much as 2.5' into the Calusa Park mangroves. Provide retention wall & detail, or lower grades and provide a divide as necessary to eliminate need for a retaining wall.
9. Staff has observed a pipe along the rear property line appearing to drain into mangroves in Calusa Park. If this is the case, it should be removed & noted on plans.
10. Note that all parking spaces are to be numbered with min. 6" painted numerals on Pavement Marking Plan Sh. C-3.
11. Provide a note stating that all areas of the site will be fully irrigated.
12. The Crandon Boulevard Master Plan establishes the street tree as Live Oak and the Village Landscape Code requires a minimum 14 ft. height, 2.5' trunk caliper and 7 ft. diameter of canopy, planted 30' on center. Frontage length is 281 linear ft. requiring a total of 10 street trees.
13. On Landscape Plan Sh. LP-1 tabulations, calculation for total trees required for site, interior parking and perimeter = 62 is correct. However, according to Plant Schedule, 20 trees (18 shade trees and 6 palms at 3:1 substitution ratio), meeting Village Landscape requirements have been provided. Additional trees specified are either of insufficient size or not in the shade tree category. Ligustrum, Crape Myrtle, and Tamarind shown adjacent to parking at south and west perimeters are not shade trees as required. Substitute with shade trees unless there is a conflict with adjacent lot trees. Adjustments for this may be made at Site Plan review.
14. On Landscape Plan Sh. LP-1, required shrub count is miscalculated. Change to 430 required, i.e. total trees (10 required street trees + 33 required lot trees) x 10. Then add 287 shrubs to the lot as only 143 out of proposed shrubs in Plant List qualify (40 VIB & 103 HAM; 153 ILX in lot are not required 24" height). Other shrubs in Plant List are the perimeter shrubs and right of way shrubs, required in excess of the lot shrubs.
15. Provide any traffic analysis, customer point of origin studies, or projected customer counts to the drugstore and liquor store.

16. Provide detail of the bike racks.
17. As set forth in Mr. Kurlancheek's September 17, 2013 (2:47 PM email), the aerial photo is not a site plan. Please submit a site plan pursuant to Section 30-73(f)(2). The site plan shall include the property at 51 Harbor Drive.

Because the site will contain two retail stores, service establishments, or any other business, it is considered a shopping center. Section 30-197(a) requires a written statement of the uniform sign graphics that will be used for the shopping center. Sheets A2.11 and A2.13 are the sheets showing signs for the shopping center. Please confirm that the letter style, font, height, and color will also be used when the out parcel is developed.

When the revised sheets are submitted and approved by the Planning & Zoning Department, we will then commence our review of your conditional use and site plan applications in addition to your proposed uniform sign program.

N:Bill:12-22-24CrandonWalgreens

# Key Biscayne Village Council
# Backup Documentation
# Walgreens Site Plan and Conditional Use Approval
# December 3, 2013

Table of Contents

## Part I – Application Items

A. Application for Site Plan & Conditional Use Permit

1. March 6, 2013 Letter of Intent
2. Application form for Site Plan
3. Application form for Conditional Use Permit

B. Site Plan Specific Application Items

1. Proposed Site Plans
2. Written Consent from Harbor Plaza Shopping Center, Inc.
3. Cross Access Agreement [DRAFT]
4. Historic Aerial (Cross-Access)
5. Concurrency Exemption Letter
6. Comprehensive Plan Section C – Retail Analysis
7. Technical Zoning Review Comments
    - Comments dated 9/20/13
    - Comments dated 9/23/13

C. Conditional Use Permit Specific Application Items

1. Proposed Conditional Use Permit Plans

## Part II - Correspondence

D. March 13, 2013 Letter from Akerman to Village of Key Biscayne

- Re: Project is exempt from concurrency due to decrease in building area

E. March 20, 2013 Letter from Village of Key Biscayne to Akerman

- First request for additional information.

F. April 8, 2013 Letter from Village of Key Biscayne to Akerman

- Second request for additional information.

G. April 19, 2013 Letter from Akerman to Village of Key Biscayne

- Response to requests for additional information.

H. April 26, 2013 Letter from Village of Key Biscayne to Akerman

- Notification to applicant to application remains incomplete for two reasons:
  - Continued shared ingress/egress with adjacent property means that adjacent property must be included in application;
  - Plans must reflect that Walgreens is limited to 10,000 square foot occupancy.

I. May 24, 2013 Letter from Akerman to Village of Key Biscayne

- Appeal of administrative determinations of incomplete applications.

J. June 3, 2013 Letter from Akerman to Village of Key Biscayne

- Request by applicant that Village hire independent counsel for appeal hearing.

K. June 5, 2013 Letter from Akerman to Village of Key Biscayne

- Courtesy transmittal of case law cited in May 24, 2013 appeal.

L. August 14, 2013 Letter from Village of Key Biscayne to Akerman

- Request by Village staff for modifications to Conditional Use Permit application and for appeal on Conditional Use Permit to be withdrawn.

M. August 27, 2013 Settlement Agreement Letter

- Agreement to withdraw appeal based on Village staff's agreement that applications would be deemed complete; terms of resubmittal defined.

N. August 27, 2013 Withdrawal of Appeal

- Notification of applicant's withdrawal of appeal based on settlement agreement.

O. September 13, 2013 Resubmittal

- Transmittal letter to Key Biscayne.
- Written consent from adjacent property owner for submittal of application.

P. October 15, 2013 Resubmittal

- Transmittal letter to Key Biscayne.

Akerman

Nelsen O. Kasdin

Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714
Tel: 305.374.5600
Fax: 305.374.5095

March 6, 2013

**VIA HAND DELIVERY**

Mr. Jud Kurlancheek, AICP
Director, Department of Building, Zoning, and Planning
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, FL 33149

**Re: Letter of Intent -- Walgreens / Application for Site Plan and Conditional Use for Retail Package Wine and Liquor Store**

Dear Mr. Kurlancheek:

On behalf of Morgan Property Group (the "Applicant"), and with the consent of Key Biscayne Gateway Partners, Ltd., the owner of the subject property, we submit the enclosed Site Plan and Conditional Use applications and supporting materials for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard (the "Property"), which will include a Walgreens Pharmacy and a retail package wine and liquor store (the "Project"). The Property is located in the C-1 Light Intensity Commercial Zoning District and has a Commercial Future Land Use designation.

The Property is currently occupied by a 3,745 square foot building formerly used as the La Carreta restaurant and a 10,816 square foot commercial building that previously housed the Stefano's restaurant and nightclub. As part of the Project, the Applicant plans to demolish the existing structures and construct the new improvements in a manner that enhances the visual character of the Property and further integrates the site with the surrounding area.

The Applicant is redeveloping the Property with a development plan that is consistent with the Village Development Standards and which will reduce the overall intensity currently existing on the Property. Further, the Project will satisfy a need for additional drug store space, as highlighted in the Village of Key Biscayne Master Plan. Specifically, Section C (Key Biscayne Retail Analysis) of the Master Plan indicates that 29,000 square feet of drug store space "will be needed in 2013 under a moderate population growth scenario" and "it is desirable to have two facilities." This demand continues as the local CVS experiences significant daily

customer traffic.

**Site Plan Application**

The Applicant respectfully requests approval of a site plan application to develop a new Walgreens pharmacy and drug store at 12, 22 & 24 Crandon Boulevard. The proposed building will contain a 10,000 square foot pharmacy on the first floor level, and an upper-level mezzanine totaling 2,628 square feet. As part of a separate application, the Applicant is also requesting approval of an adjacent retail package wine and liquor store totaling 1,930 square feet.

The Project satisfies the criteria for Site Plan Approval in the Village's Land Development Regulations for the following reasons:

Natural environment. The Applicant will provide additional landscape features to enhance architectural features, and to relate structural design to the site. Wherever possible, existing vegetation is being preserved, especially the trees along the north and the larger trees along the west boundary of the project. These larger trees are being supplemented with smaller, flowering trees, both native and exotic. Elsewhere on the site, a mix of larger flowering trees and native canopy trees will provide shade in the parking areas and year-round colorful accents.

Open space. The Project provides passive open spaces arranged to enhance internal spatial relationships between the proposed structure and future structure, to provide buffers between the Project and adjacent uses, and facilitate pedestrian movement within the Property.

Circulation and Parking. Vehicular and pedestrian access to the site are provided through two entrances on Crandon Boulevard. The main entrance on Crandon Boulevard will service the main building and provide easy access to the primary parking area and store entrances. On the northern side of the Property, service vehicles will have one-way access to the parking and loading areas on the western side of the proposed building. The circulation pattern connects the entire parking lot so vehicles entering on the northern side of the Property will have access to the primary parking area located to the west and south of the main building. Additional ingress and egress will be provided through a cross access easement with the neighboring property to the immediate west, thereby providing access from the Property to Harbor Drive.

The land development regulations require a minimum of 56 parking spaces. The Applicant, however, proposes 57 spaces. The site plan proposes to introduce 52 standard spaces, 3 ADA compliant spaces, and 2 spaces dedicated to golf cart use. All entrances to the parking lot lead to the proposed development and will be used to serve patrons of the Walgreens and the other proposed commercial building.

Emergency access will be provided from the main entrance on Crandon Drive.

Building and other Structures. The Land Development Regulations require a 10 foot front setback, 0 foot rear setback, and 30 foot side setbacks from the property line. The Project meets or exceeds these minimum requirements, providing adequate buffers from surrounding properties. Specifically, the plan contemplates a 10 foot front setback, 48.4 foot rear setback, 18.3 foot side setback from the north property line, and 141.2 foot side setback from the adjacent parcel to the south.

As shown on the elevations and rendering for the Project, the proposed building is harmonious to the terrain and the surrounding neighborhood and will be a significant enhancement to this prominent location. The site plan as presented in the enclosed application meets all land development regulations. The Applicant implements finishes that create compatible visual relationships to other existing structures in the Village. The primary materials used are concrete, natural Florida keystone, and stucco. Further architectural detailing is used to enhance the building's articulation. For example, decorative lighting is placed at the building's two entrances, and ornamental louvers line portions of the building's second mezzanine level. Additionally, a metal standing seam roof adorns the mezzanine's roof, providing an architectural element that is compatible with the Florida Vernacular style found elsewhere in the Village.

As noted on the enclosed site plan, the redevelopment of the Property will include a site for a future commercial building; however the future commercial building is not part of the current site plan application.

**Conditional Use Application**

The Applicant also proposes a 1,930 square foot package wine and liquor store to allow the sale of packaged alcoholic beverages adjacent to the Walgreens Pharmacy. This application satisfies the criteria provided in Section 30-72 of the Village's Land Development Regulations for the following reasons:

(1) The Conditional Use is consistent with the Comprehensive Plan because the Property is designated commercial, which allows for general commercial and business uses.

(2) The configuration and design of the site will facilitate safe movement of vehicular and pedestrian traffic, both internal to the use and upon the adjacent roadways that will serve the use. Vehicular access to the site is provided through two entrances from Crandon Boulevard. On the northern side of the Property, vehicles will have one-way access to the parking and loading areas on the western side of the proposed building. The circulation pattern connects the entire parking lot so vehicles entering on the northern side of the Property will have access to the

primary parking area located to the west and south of the main building. Further south, the second entrance on Crandon Boulevard will service the main building and provide easy access to the primary parking area and store entrances. The cross access easement with the shopping center to the immediate west will permit patrons of both properties to safely access them without having to travel down Crandon Boulevard or Harbor Drive.

(3) The proposed use is consistent with the existing natural environment and community character of the immediate neighborhood of the proposed use because it is currently located in a commercially-zoned property along the Crandon Boulevard corridor. The redevelopment of the commercial area will enhance the existing site by decreasing the property's existing intensity and increasing the amount of landscaping and open space and providing an architectural design which is consistent with the Village's overall appearance.

(4) There are adequate Setbacks, buffering, and general amenities in order to control any adverse effects of noise, light, dust or other potential nuisances. Specifically, in addition to significant landscaped buffering, the plan contemplates a 10 foot front setback, 48.4 foot rear setback, 18.3 foot north side setback, and 141.2 foot south side setback.

(5) The application of the use at the subject location is consistent with the purpose of the underlying commercial zoning district, which allows for general commercial and business uses.

(6) The proposed package store will have minimal adverse impacts upon neighboring properties; particularly, the main vehicular entrance to the package store will be located along Crandon Boulevard, a main thoroughfare. The physical entrance to the package store is significantly set back nearly 140 feet from the southern property line; further, sufficient landscaping along the Property's borders will minimize the effects of noise, traffic patterns, and glare from exterior lighting or headlights on nearby residential properties.

(7) Because Walgreens is a national chain that operates many package liquor stores throughout the country, the Applicant has implemented many crime-reducing strategies in its operational plans for other similar stores, and will provide the same for the proposed Project. Specifically, the Applicant will ensure adequate measures are in place to minimize the amount and degree of law enforcement activities that could reasonably be anticipated to be generated by the proposed package store, both outside and inside, with particular emphasis upon noise, vehicular use by patrons, and vandalism.

(8) The proposed package store makes adequate provision for the elimination of the potential for adverse impact upon adjacent residential areas from hazardous or illegal overflow parking. The proposed store contains more parking than required by the land development regulations. Further, there are no residential areas abutting the Property that may be affected by overflow parking. Indeed, Harbor Drive and Crandon Drive buffer the nearest residential areas and will deter and virtually eliminate the possibility of illegal parking in residential areas; crossing these streets will inconvenience store patrons choosing to park outside the designated lot.

(9) The proposed package store is located in the general vicinity of a few schools and places of worship in the Village. Specifically, St. Christopher's by the Sea Episcopal Church and Montessori School, at 95 Harbor Drive, is approximately 150 feet from the Property. St. Agnes Catholic Church, at 100 Harbor Drive is approximately 400 feet from the Property. Key Biscayne Presbyterian Church, 160 Harbor Drive, is approximately 1,330 feet from the Property. The Pankey Institute, at 1 Crandon Drive, is approximately 70 feet from the Property. However, the site plan provides adequate buffers through parking and heavily landscaped areas around the perimeter of the Property. Further, vehicles access to the package store is primarily limited to Crandon Boulevard, which is a major thoroughfare and provides an adequate buffer from properties across the street.

**Conclusion**

The Applicant is confident that this proposed redevelopment of the Property will be a welcomed addition to Key Biscayne which will enhance this area's aesthetics and provide new retail options for Key residents.

The Applicant hereby submits and respectfully requests approval of the Site Plan Application pursuant to Section 30-73 of the Village's Land Development Regulations and approval of the Conditional Use Application pursuant to Section 30-72(c) of the Village's Land Development Regulations. Please do not hesitate to contact me at 305.374.5600 should you have any questions related to this matter. Thank you very much for your consideration.

Sincerely,

Neisen O. Kasdin

Enclosures

# VILLAGE OF KEY BISCAYNE

**Department of Building, Zoning and Planning**
**88 West McIntyre Street, Suite 250 Key Biscayne, FL 33149**
**Phone (305) 365-5512 Fax (305) 365-5556**
**www.keybiscayne.fl.gov**

## PLANNING AND ZONING APPLICATION

Date Filed: _____

File #: _____
(to be completed by Staff)

1. REQUEST FOR:

( ) SUPERVISORY VARIANCE
( ) ADMINISTRATIVE VARIANCE
( ) REGULATORY VARIANCE
( ) APPEAL OF AN ADMINISTRATIVE DECISION
(x) SITE PLAN APPROVAL
( ) UNUSUAL USE
( ) OTHER _____

( ) AMENDMENT TO ZONING ORDINANCE
( ) SPECIAL EXCEPTION
( ) AMENDMENT TO THE COMPREHENSIVE PLAN
( ) ZONING DISTRICT CHANGE

Explain your request:

Site plan approval for a 10,000 sf pharmacy with a 2,628 sf mezzanine, 1,930 sf liquor store and a future building.

2. Street Address of Property: 12, 22, & 24 Crandon Boulevard

Legal Description: Lot(s) _____ Block _____

Subdivision: Matheson Estates

3. Name of Applicant: Morgan Property Group

Mailing Address of Applicant: c/o Neisen O. Kasdin, Esq.
1 SE 3rd Avenue, Suite 2500, Miami, Florida 33131

Business Telephone: (305)982.5629 Home Telephone: _____

Fax: (305)374.5095 Email: neisen.kasdin@akerman.com

4. Name of Property Owner if Different from Applicant: Key Biscayne Gateway Partners, LTD

   Address of Property Owner if Different from Applicant: 30 West Mashta Drive, Suite 400

   Key Biscayne, FL 33149

   Business Telephone: (305)365.2600 Home Telephone: (305)710.9289

   Fax: (305)365.0800 Email: maxp@commodorerealty.com

5. Contact Person: Name Neisen O. Kasdin, Esq.

   Address 1 SE 3rd Avenue, Suite 2500, Miami, Florida 33131

   Telephone: (305) 982.5629 Fax: (305)374.5095

6. Name/address of anyone else who should receive notice of the hearing?

   Max D. Puyanic, Key Biscayne Gateway Partners, LTD, 30 West Mashta Drive, Suite 400, Key Biscayne, FL 33149

7. If applicant is owner, indicate date purchased: _____

8. If applicant is lessee, indicate date leased _____ Years _____

9. Is there an option to purchase the property? Yes ( ) No (x)

10. Is the request the result of a violation notice? NO If yes, attach a copy of the violation.

11. Existing use of property Restaurant. If residential, how many apartments _____?

    hotel units _____? If commercial, how many sq. ft. in your space 15,551 ?

    Single family home? Yes ( ) No (x)

12. If this application pertains to an Appeal of an Administrative Decision, indicate the basis of the appeal. (If necessary attach additional explanation)

    N/A

13. If this is a request for a variance, the Code requires that you substantiate why this request should be granted. In order to do this properly, please indicate how your request complies with the following standards:

    a. Maintains the basic intent and purpose of the zoning, subdivision and other land use regulations, which is to protect the general welfare of the public, particularly as it affects the stability and appearance of the community.

       N/A

b. Is compatible with the surrounding land uses and would not be detrimental to the community.

N/A

14. If this is a request for any other type of application, please see staff for a listing of the evaluation criteria.

15. All supporting data and exhibits submitted with this application become a permanent part of the public records.

16. If you are a lobbyist as described in the Village Code, please contact the Village Clerk at (305) 365-5506.

**SUPERVISORY VARIANCES ONLY**

The Supervisory procedure requires the nearest abutting property owner to approve your request and your certification that the work was not performed by you. Your signature on this application constitutes your certification that you did not perform the work. The next step is to request the nearest property owner to sign below or provide a letter approving your request. Their signature certifies that they have read this application and approves of the request.

**ABUTTING PROPERTY OWNER AFFIDAVIT**

I, the undersigned, have read or have had read to me the information applicable for a request for a Supervisory Variance from the Zoning Regulations. I fully understand that by subscribing my name to the below consent form that I am waiving any objection to the proposed construction as outlined above and as shown on the plans accompanying this application. I further certify that I have subscribed my name freely and without any duress or apparent misrepresentation on the part of the applicant.

| Date | Name (Type or Print) | Address | Signature |
|---|---|---|---|

**ADMINISTRATIVE VARIANCES ONLY**

The Administrative Variance procedures require all abutting property owners to approve your request. The attached map will assist you in identifying who must sign the below petition. It is suggested you meet with staff prior to circulating your petition.

**ABUTTING PROPERTY OWNER AFFIDAVIT**

I, the undersigned, have read or have had read to me the information applicable for a request for and Administrative Variance from the Zoning Regulations. I fully understand that by subscribing my name to the below consent form that I am waiving any objection to the proposed construction as outlined above and as shown on the plans accompanying this application. I further certify that I have subscribed my name freely and without any duress or apparent misrepresentation on the part of the applicant.

| Date | Name (Type or Print) | Address | Signature |
|---|---|---|---|
| Date | Name (Type or Print) | Address | Signature |
| Date | Name (Type or Print) | Address | Signature |

| Date | Name (Type or Print) | Address | Signature |
|---|---|---|---|
| Date | Name (Type or Print) | Address | Signature |
| Date | Name (Type or Print) | Address | Signature |

If you need additional signatures please use the above format.

**CERTIFICATION OF COMPLIANCE WITH APPLICABLE REGULATIONS**

(I) (We) certify that (I) (we) understand and will comply with the provisions and regulations of the Zoning Regulations. (I) (we) further certify that the above statements and drawings made on any paper or plans submitted herewith are true to the best of (my) (our) knowledge. (I) (we) understand that the application and attachments become part of the official records of the Village and are not returnable.

Signature of Applicant: _____ Date _____

Signature of Owner: _____ Date _____

Application Received by: _____ Date _____

Approved by: _____ Date _____

## AFFIDAVITS

Complete one or more of the following that relates to your request.

***Tenant or Owner Affidavit*** (if tenant is applicant then owner must sign owner/power of attorney affidavit)

I, _____, being first duly sworn, depose and say that I am the owner/tenant of the property described herein and which is the subject matter of the proposed hearing; that all the answers to the questions in this application and all supplemental data attached to and made a part of the application are honest and true to the best of my knowledge and belief.

I, _____, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

_____
Signature of Applicant

Sworn to (or affirmed) and subscribed before me this
____ day of _____, by _____.
Name of person making statement

_____
Signature of Notary Public - State of Florida

_____
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known _____ OR Produced Identification _____
Type of Identification Produced _____

**********

**Corporation Affidavit**

I, _____, being first duly sworn, depose and say that we are the President/Vice President, and Secretary/Ass't. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application and all supplemental data attached to and made a part of this application are honest and true to the best of our knowledge and belief; that said corporation is the owner/tenant of the property described herein and which is the subject matter of the proposed hearing.

I, _____, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

_____
Signature of President (Corp. Seal)

Sworn to (or affirmed) and subscribed before me this
____ day of _____, by _____.
Name of person making statement

_____
Signature of Notary Public - State of Florida

_____
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known _____ OR Produced Identification _____
Type of Identification Produced _____

**Owner/Power of Attorney Affidavit**

I, _____, being duly sworn, depose and say that I am the owner of the described real property and that I am aware of the nature and effect the request for: _____

_____.

relative to my property, which is hereby made by me OR I am here by authorizing _____ to be my legal representative before the Village Council.

I, _____, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

_____
Signature of President (Corp. Seal)

Sworn to (or affirmed) and subscribed before me this
____ day of _____, by _____.
Name of person making statement

_____
Signature of Notary Public - State of Florida

_____
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known _____ OR Produced Identification _____
Type of Identification Produced _____

VILLAGE OF KEY BISCAYNE

Department of Building, Zoning and Planning
88 West McIntyre Street, Suite 250 Key Biscayne, FL 33149
Phone (305) 365-5512 Fax (305) 365-5556
www.keybiscayne.fl.gov

# PLANNING AND ZONING APPLICATION

## Submission Requirements

All plans must contain the following information:

1. Copies of plans: 2 copies 24" x 36" and 1 copy 8.5" x 11", each signed and sealed.
2. A current survey. The Building, Zoning and Planning Director will determine if the age of the survey is not acceptable.
3. Site plan showing the location of all proposes structures.
4. Elevations for the entire structure(s).
5. Plans must be fully dimensioned and properly scaled.
6. Number of units, floor area ratio, setbacks, parking spaces, lot coverage, pervious area, building height, existing/proposed floor elevations, and landscape plan must be submitted. The Building, Zoning and Planning Director may require additional information to be submitted or waive or modify the submission requirements.
7. For all applications except Administrative Variances, all property owners within a 300 ft. of any property line must be notified of any request. The applicant is required to provide the Department with:
    a. Two (2) copies of the mailing list (on gummed labels) with the addresses.
    b. One (1) list with the legal descriptions
    c. One (1) map of the subject area showing the properties within 300 ft. of the subject property highlighted.
    d. A letter signed by the individual who prepared items 1-3 above certifying the accuracy of the mailing list.

The following companies are familiar with the Village's requirements for preparing the mailing list. They are provided as a courtesy and are not endorsed by the Village. The Village does not claim responsibility for the accuracy or timely acquisition of the information provided by these companies.

| | |
|---|---|
| Carlos J. Maradiaga | (305) 207-1412 |
| Consuelo Quintana | (305) 858-2287 |
| Florida Real Estate Decisions | (305) 757-6884 |
| Lopez Data Research | (305) 981-9893 |

8. Color photographs of existing structures on the property.

**FEE SCHEDULE**

At the time of filing an application, the appropriate fee must be paid. The amount of the fee is based on the below schedule (calculation of the fee is cumulative for each line item):

1. Base application fee for any type of application (double the base fee if the application is the result of a violation).

| | |
|---|---|
| Supervisory Variance (any type of use) | $ 55.00 |
| Single family and duplex (Administrative and Regulatory Variance) | $ 150.00 |
| Multiple Family (Administrative and Regulatory Variance) | $ 315.00 |
| Commercial and Hotel (Administrative and Regulatory Variance) | $ 500.00 |
| Site Plan Review Fees | |
| Administrative Review | $ 200.00 |
| Village Council Review | $ 500.00 |
| Appeal of an Administrative Decision | $1,000.00 |
| Amendment to the Zoning and Land Development Regulations | $1,000.00 |
| Change of Zoning District | $1,000.00 |
| Amendment to the Comprehensive Plan | $2,500.00 |
| Change of Land Use in the Comprehensive Plan | $2,500.00 |

2. Advertising fee if notice in a newspaper
   a. published in the Village $ 300.00
   b. published in a newspaper that meets the requirements of Chapter 163 of Florida Statutes $4,500.00

3. Mailing fee: $ .50 per mailing address

4. Size of property $100.00 per 10 acres or any fraction thereof

5. Number of hotel or apartment units $ 55.00 per 15 units or any fraction thereof

6. Size of buildings - non residential only $ 55.00 per 5,000 sq. ft. or any fraction thereof

**APPEALS OF VILLAGE COUNCIL DECISIONS**

For every application for an appeal of a decision by the Village Council, there shall be paid to the Building, Zoning and Planning Department, for the processing for each and every application, a fee of three hundred and fifteen dollars ($315.00), to be paid at the time of application. Site plan modification, where permitted, to appeal requests will be processed at an additional cost of three hundred and fifteen dollars ($315.00).

**SCHEDULE OF MEETING DATES AND FEE SCHEDULE**

All meetings are held at 7:00 PM in the Village of Key Biscayne Council Chambers at 560 Crandon Boulevard (Rear of Fire Rescue Station), Key Biscayne, Florida. Please contact the Building, Zoning, and Planning Director to determine filing deadlines and meeting dates.

**REGISTRATION AS A LOBBYIST**

If you are a lobbyist as described in the Village Code, please contact the Village Clerk at (305) 365-5506.

# VILLAGE OF KEY BISCAYNE

**Department of Building, Zoning and Planning**
88 West McIntyre Street, Suite 250 Key Biscayne, FL 33149
Phone (305) 365-5512 Fax (305) 365-5556
www.keybiscayne.fl.gov

## PLANNING AND ZONING APPLICATION

Date Filed: 3-6-13

File #: CU-04
(to be completed by Staff)

1. REQUEST FOR:

( ) SUPERVISORY VARIANCE
( ) ADMINISTRATIVE VARIANCE
( ) REGULATORY VARIANCE
( ) APPEAL OF AN ADMINISTRATIVE DECISION
( ) SITE PLAN APPROVAL
( ) UNUSUAL USE
(x) OTHER Conditional Use

( ) AMENDMENT TO ZONING ORDINANCE
( ) SPECIAL EXCEPTION
( ) AMENDMENT TO THE COMPREHENSIVE PLAN
( ) ZONING DISTRICT CHANGE

Explain your request:

Conditional use approval for a 1,930 sf liquor store.

2. Street Address of Property: 12, 22, & 24 Crandon Boulevard

Legal Description: Lot(s) _____ Block _____

Subdivision: Matheson Estates

3. Name of Applicant: Morgan Property Group

Mailing Address of Applicant: c/o Neisen O. Kasdin, Esq.
1 SE 3rd Avenue, Suite 2500, Miami, Florida 33131

Business Telephone: (305)982.5629 Home Telephone: _____

Fax: (305)374.5095 Email: neisen.kasdin@akerman.com

4. Name of Property Owner if Different from Applicant: Key Biscayne Gateway Partners, LTD

   Address of Property Owner if Different from Applicant: 30 West Mashta Drive, Suite 400

   Key Biscayne, FL 33149

   Business Telephone: (305)365.2600 Home Telephone: (305)710.9289

   Fax: (305)365.0800 Email: maxp@commodorerealty.com

5. Contact Person: Name Neisen O. Kasdin, Esq.

   Address 1 SE 3rd Avenue, Suite 2500, Miami, Florida 33131

   Telephone: (305)982.5629 Fax: (305)374.5095

6. Name/address of anyone else who should receive notice of the hearing?

   Max D. Puyanic,Key Biscayne Gateway Partners,LTD,30 W. Mashta Dr.,Suite 400,Key Biscayne,FL 33149

   Mario Garcia-Serra,Esq., Greenberg Traurig, PA, 333 S.E. 2nd Avenue, Miami, FL 33131

7. If applicant is owner, indicate date purchased: _____

8. If applicant is lessee, indicate date leased _____ Years _____

9. Is there an option to purchase the property? Yes ( ) No (x)

10. Is the request the result of a violation notice? NO If yes, attach a copy of the violation.

11. Existing use of property Restaurant. If residential, how many apartments _____?

    hotel units _____? If commercial, how many sq. ft. in your space 15,551?

    Single family home? Yes ( ) No (x)

12. If this application pertains to an Appeal of an Administrative Decision, indicate the basis of the appeal. (If necessary attach additional explanation)

    N/A

13. If this is a request for a variance, the Code requires that you substantiate why this request should be granted. In order to do this properly, please indicate how your request complies with the following standards:

    a. Maintains the basic intent and purpose of the zoning, subdivision and other land use regulations, which is to protect the general welfare of the public, particularly as it affects the stability and appearance of the community.

       N/A

b. Is compatible with the surrounding land uses and would not be detrimental to the community.

N/A

14. If this is a request for any other type of application, please see staff for a listing of the evaluation criteria.

15. All supporting data and exhibits submitted with this application become a permanent part of the public records.

16. If you are a lobbyist as described in the Village Code, please contact the Village Clerk at (305) 365-5506.

## SUPERVISORY VARIANCES ONLY

The Supervisory procedure requires the nearest abutting property owner to approve your request and your certification that the work was not performed by you. Your signature on this application constitutes your certification that you did not perform the work. The next step is to request the nearest property owner to sign below or provide a letter approving your request. Their signature certifies that they have read this application and approves of the request.

### ABUTTING PROPERTY OWNER AFFIDAVIT

I, the undersigned, have read or have had read to me the information applicable for a request for a Supervisory Variance from the Zoning Regulations. I fully understand that by subscribing my name to the below consent form that I am waiving any objection to the proposed construction as outlined above and as shown on the plans accompanying this application. I further certify that I have subscribed my name freely and without any duress or apparent misrepresentation on the part of the applicant.

| Date | Name (Type or Print) | Address | Signature |
|---|---|---|---|

## ADMINISTRATIVE VARIANCES ONLY

The Administrative Variance procedures require all abutting property owners to approve your request. The attached map will assist you in identifying who must sign the below petition. It is suggested you meet with staff prior to circulating your petition.

### ABUTTING PROPERTY OWNER AFFIDAVIT

I, the undersigned, have read or have had read to me the information applicable for a request for and Administrative Variance from the Zoning Regulations. I fully understand that by subscribing my name to the below consent form that I am waiving any objection to the proposed construction as outlined above and as shown on the plans accompanying this application. I further certify that I have subscribed my name freely and without any duress or apparent misrepresentation on the part of the applicant.

| Date | Name (Type or Print) | Address | Signature |
|---|---|---|---|
| Date | Name (Type or Print) | Address | Signature |
| Date | Name (Type or Print) | Address | Signature |

| Date | Name (Type or Print) | Address | Signature |
|---|---|---|---|
| Date | Name (Type or Print) | Address | Signature |
| Date | Name (Type or Print) | Address | Signature |

If you need additional signatures please use the above format.

**CERTIFICATION OF COMPLIANCE WITH APPLICABLE REGULATIONS**

(I) (We) certify that (I) (we) understand and will comply with the provisions and regulations of the Zoning Regulations. (I) (we) further certify that the above statements and drawings made on any paper or plans submitted herewith are true to the best of (my) (our) knowledge. (I) (we) understand that the application and attachments become part of the official records of the Village and are ~~not returnable~~.

Signature of Applicant: _____ Date 3/6/13

Signature of Owner: _____ Date _____

Application Received by: _____ Date 3-6-13

Approved by: _____ Date _____

## AFFIDAVITS

Complete one or more of the following that relates to your request.

Developer for Tenant
[redacted] Affidavit (if tenant is applicant then owner must sign owner/power of attorney affidavit)

I, Morgan Property Group, being first duly sworn, depose and say that I am the Developer for Tenant [redacted] of the property described herein and which is the subject matter of the proposed hearing; that all the answers to the questions in this application and all supplemental data attached to and made a part of the application are honest and true to the best of my knowledge and belief.

I, Morgan Property Group, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF ~~FLORIDA~~ North Carolina
COUNTY OF ~~MIAMI-DADE~~ Mecklenburg

Signature of Applicant

Sworn to (or affirmed) and subscribed before me this
5 day of April, by George A. Morgan III.
Name of person making statement

Kasie Lynn
Signature of Notary Public - State of ~~Florida~~ NC

Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known ✓ OR Produced Identification _____
Type of Identification Produced _____

Kasie Lynn
Notary Public
Mecklenburg County
North Carolina
My Commission Expires 11/19/2017

**********

### Corporation Affidavit

I, George A. Morgan III, being first duly sworn, depose and say that we are the President/Vice President, and Secretary/Ass't. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application and all supplemental data attached to and made a part of this application are honest and true to the best of our knowledge and belief; that said corporation is the owner/tenant of the property described herein and which is the subject matter of the proposed hearing.

I, George A. Morgan III, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF ~~FLORIDA~~ North Carolina
COUNTY OF ~~MIAMI-DADE~~ Mecklenburg

Signature of President (Corp. Seal)

Sworn to (or affirmed) and subscribed before me this
5 day of April, by George A. Morgan III.
Name of person making statement

Kasie Lynn
Signature of Notary Public - State of ~~Florida~~ NC

Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known ✓ OR Produced Identification _____
Type of Identification Produced _____

Kasie Lynn
Notary Public
Mecklenburg County
North Carolina
My Commission Expires 11/19/2017

## AFFIDAVITS

Complete one or more of the following that relates to your request.

**Tenant or Owner Affidavit** (if tenant is applicant then owner must sign owner/power of attorney affidavit)

I, _____, being first duly sworn, depose and say that I am the owner/tenant of the property described herein and which is the subject matter of the proposed hearing; that all the answers to the questions in this application and all supplemental data attached to and made a part of the application are honest and true to the best of my knowledge and belief.

I, _____, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

_____
Signature of Applicant

Sworn to (or affirmed) and subscribed before me this
____ day of _____, by _____.
Name of person making statement

_____
Signature of Notary Public - State of Florida

_____
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known _____ OR Produced Identification _____
Type of Identification Produced _____

**********

**Corporation Affidavit**

General Partner of the aforesaid limited partnership
I, Max D. Puyanic, being first duly sworn, depose and say that ~~we are~~ I am the President/~~Vice President, and Secretary/Ass't. Secretary~~ of the ~~aforesaid corporation~~, and as such, have been authorized by the ~~corporation~~ to file this application and all supplemental data attached to and made a part of this application are honest and true to the best of our knowledge and belief; that said ~~corporation~~ is the owner/tenant of the property described herein and which is the subject matter of the proposed hearing. limited partnership

limited partnership
I, Max D. Puyanic, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

Signature of President (Corp. Seal)

Sworn to (or affirmed) and subscribed before me this
6th day of March 2013, by MAX D. PUYANIC.
Name of person making statement

Signature of Notary Public - State of Florida

Dennis M. LaRussa
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known ✓ OR Produced Identification N/A
Type of Identification Produced N/A - Known

DENNIS M. LARUSSA
MY COMMISSION # EE 075445
EXPIRES: March 17, 2015
Bonded Thru Notary Public Underwriters

President of the General Partner of the Limited Partnership which owns

**Owner/Power of Attorney Affidavit**

I, Max D. Puyanic, being duly sworn, depose and say that I am the ~~owner of~~ the described real property and that I am aware of the nature and effect the request for: Site plan approval

relative to my property, which is hereby made by me OR I am here by authorizing Neisen Kasdin to be my legal representative before the Village Council.

I, Max D. Puyanic, hereby authorize the staff of the Village of Key Biscayne to enter my property for the purpose of inspecting the property and posting a NOTICE OF PUBLIC HEARING on my property and I take the responsibility of removing this notice after the date of hearing. I also authorize members of the Village Council to inspect my property. I understand these inspections are necessary to permit staff and members of the Village Council to perform their responsibilities as required by the Zoning Ordinance.

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

Signature of President (Corp. Seal)

Sworn to (or affirmed) and subscribed before me this 6th day of March 2013, by MAX D. PUYANIC.
Name of person making statement

Signature of Notary Public - State of Florida

Dennis M. LaRussa
Print, Type, or Stamp Commissioned Name of Notary Public

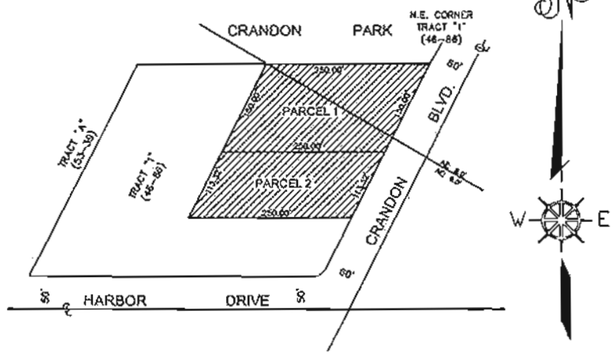
Personally Known ✓ OR Produced Identification N/A
Type of Identification Produced N/A - known

DENNIS M. LARUSSA
MY COMMISSION # EE 075445
EXPIRES: March 17, 2015
Bonded Thru Notary Public Underwriters

Morgan

ANGEL C. SAQUI, FAIA
ARCHITECTS PLANNERS INTERIORS, Ltd.

# LOCATION MAP SCALE: 1"=100'



## LEGAL DESCRIPTIONS:

**PARCEL 1:**

That part of Tract 1, of Subdivision of a portion of **MATHESON ESTATE**, according to the Plat thereof, recorded in Plat Book 46, at Page 86 of the Public Records of Dade County, Florida, described as follows:

Beginning at the Northeast corner of Tract 1, run Southwesterly along the Easterly line of said Tract 1 a distance of 150 feet to a point; thence run West parallel to the North line of said Tract 1, a distance of 250 feet to a point; thence run Northeasterly parallel to the Easterly line of said Tract 1 a distance of 150 feet to a point on the North line of said Tract 1, thence run East along the North line of said Tract 1, a distance of 250 feet to the Point of Beginning.

**PROPERTY ADDRESS:** 12 CRANDON BOULEVARD. Key Biscayne, Florida. 33139

**AND**

**PARCEL 2:**

A portion of Tract 1, Subdivision of a portion of **MATHESON ESTATE**, according to the Plat thereof, as recorded in Plat Book 46, at Page 86 of the Public Records of Dade County, Florida, described as follows:

Commencing at the Northeast corner of said Tract 1, thence run Southwesterly along the Easterly line of said Tract 1, a distance of 150 feet to the point of beginning of the parcel of land hereinafter to be described; thence run Southwesterly along the Easterly line of said Tract 1, a distance of 113.32 feet to a point; thence run West parallel to the North line of said Tract 1, a distance of 250 feet to a Point; thence run Northeasterly parallel to the Easterly line of Tract 1, a distance of 113.32 feet to a point; thence run East parallel to the North line of Tract 1, a distance of 250 feet to the Point of Beginning.

**PROPERTY ADDRESS:** 22-24 CRANDON BOULEVARD. Key Biscayne, Florida. 33139

### LEGEND:

F.N. = FOUND NAIL
S.I.P. = SET IRON PIPE
L.F.E. = LOWEST FLOOR ELEVATION
(R) = RECORD
(M) = MEASURED
WOOD POLE WITH OVERHEAD ELECTRIC LINE
= CONCRETE AREAS
= PAVED AREAS
= 6' HIGH METAL FENCE
= CHAIN LINK FENCE
EM = ELECTRIC METER
= CATCH BASIN
C.B.S = CONCRETE BLOCK STRUCTURE
= WATER METER
= SANITARY SEWER MANHOLE
= CONC. LIGHT POLE
= PHONE BOOTH
C/O = CLEAN OUT
= CENTER LINE

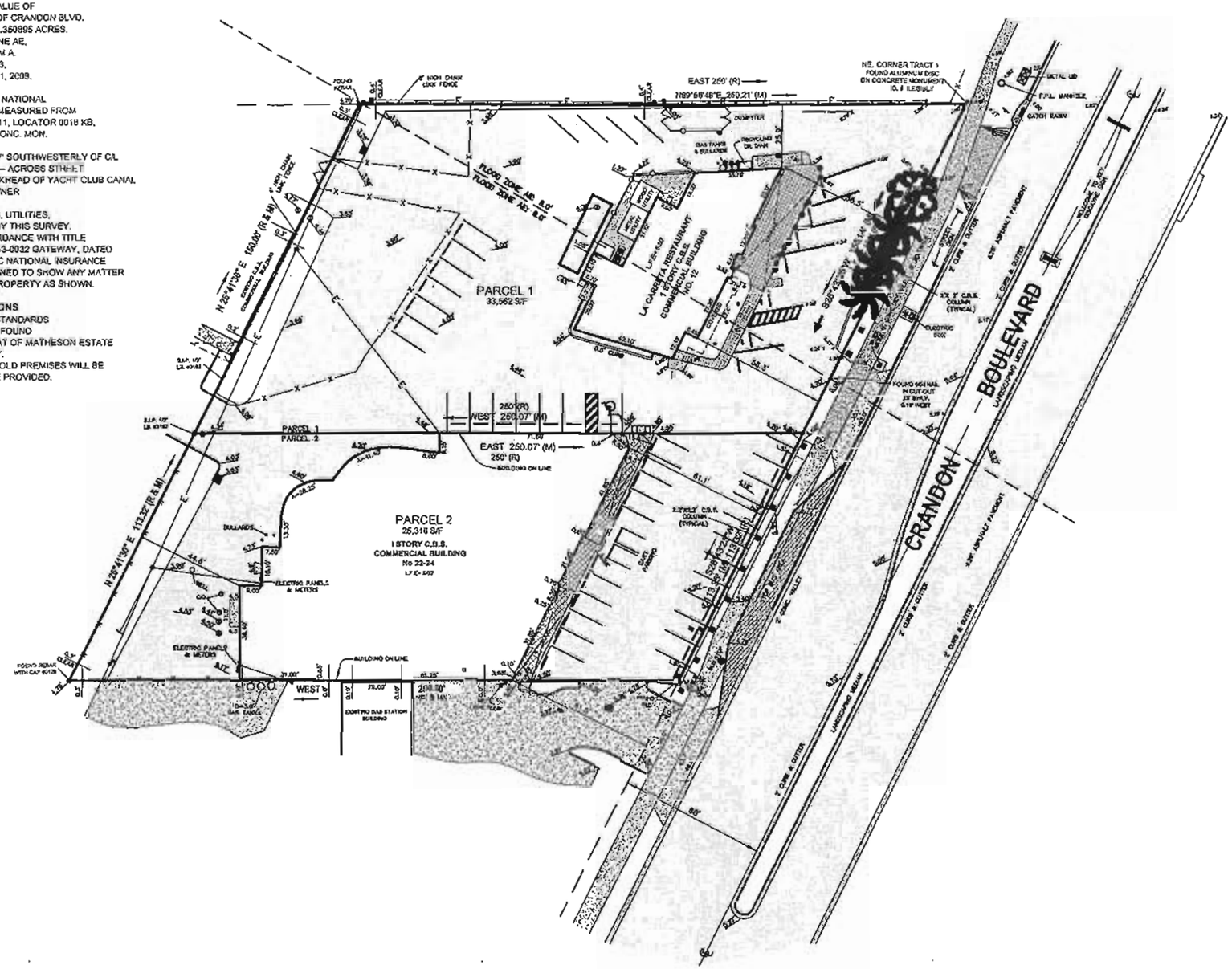
**SURVEYOR'S NOTES:**

1- TYPE OF SURVEY: BOUNDARY & ELEVATIONS
2- BEARINGS & DISTANCES SHOWN ARE IN SUBSTANTIAL COMPLIANCE WITH THOSE RECORDED UNLESS OTHERWISE NOTED.
3- BEARINGS ARE BASED ON AN ASSUMED VALUE OF S 28°41'30" W ALONG THE WEST R/W LINE OF CRANDON BLVD.
4- PROPERTY AREA: 58,845 SQUARE FEET = 1.350895 ACRES.
5- THIS PROPERTY IS LOCATED IN FLOOD ZONE AE, BASE FLOOD ELEVATION: 8.0', AS PER F.E.M.A. MAP COMMUNITY No.120648, PANEL No.0483, SUFFIX L, LAST REVISED ON SEPTEMBER 11, 2009.
6- ALL ELEVATIONS THUS ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929, AS MEASURED FROM MIAMI DADE COUNTY, BENCHMARK No MI-11, LOCATOR 0018 KB, ELEVATION: 4.38' AND IS A BRASS BAR IN CONC. MON. HARBOR DRIVE — 48' NORTH OF C/L KEY BISCAYNE YATCH CLUB CRIVE — 32.7' SOUTHWESTERLY OF C/L OF GATE ADDRESS # 191 HARBOR CRIVE — ACROSS STREET 18.6' NORTHEASTERLY OF NE. END OF BULKHEAD OF YACHT CLUB CANAL
7- LEGAL DESCRIPTION AS PROVIDED BY: OWNER
8- USE OF PROPERTY: COMMERCIAL
9- UNDERGROUND FOOTINGS, FOUNDATIONS, UTILITIES, OR SEPTIC TANKS WHERE NOT LOCATED BY THIS SURVEY.
10-THIS SURVEY HAVE BEEN MADE IN ACCORDANCE WITH TITLE COMMITMENT AGENT'S FILE REFERENCE 13-0032 GATEWAY, DATED MARCH 22, 2013, ISSUED BY OLD REPUBLIC NATIONAL INSURANCE COMPANY, FURNISHED TO THE UNDERSIGNED TO SHOW ANY MATTER OF RECORDS AFFECTING THE SUBJECT PROPERTY AS SHOWN.

**SCHEDULE B-2 EXCEPTIONS**

ITEMS 1, 2, 3, 5, 6, 7, 8, 9, 10 AND11 ARE STANDARDS
ITEM 2C: NO ENCROACHMENT HAS BEEN FOUND
ITEM 4: MATTERS CONTAINED ON THE PLAT OF MATHESON ESTATE AFFECT THE SUBJECT PROPERTY.
ITEM 12: LEGAL DESCRIPTION OF LEASEHOLD PREMISES WILL BE PREPARED WHEN BOUDARIES BE PROVIDED.

# SKETCH OF SURVEY SCALE: 1"=20'





## J. F. LOPEZ & ASSOCIATES, INC.

CONSULTING LAND SURVEYORS AND PLANNERS
CERTIFICATE N° LB.3192, STATE OF FLORIDA
7900 NW. 155th ST, SUITE 104, MIAMI LAKES, FL.33016
Ph: (305) 828-2725 Fax: (305) 828-3589

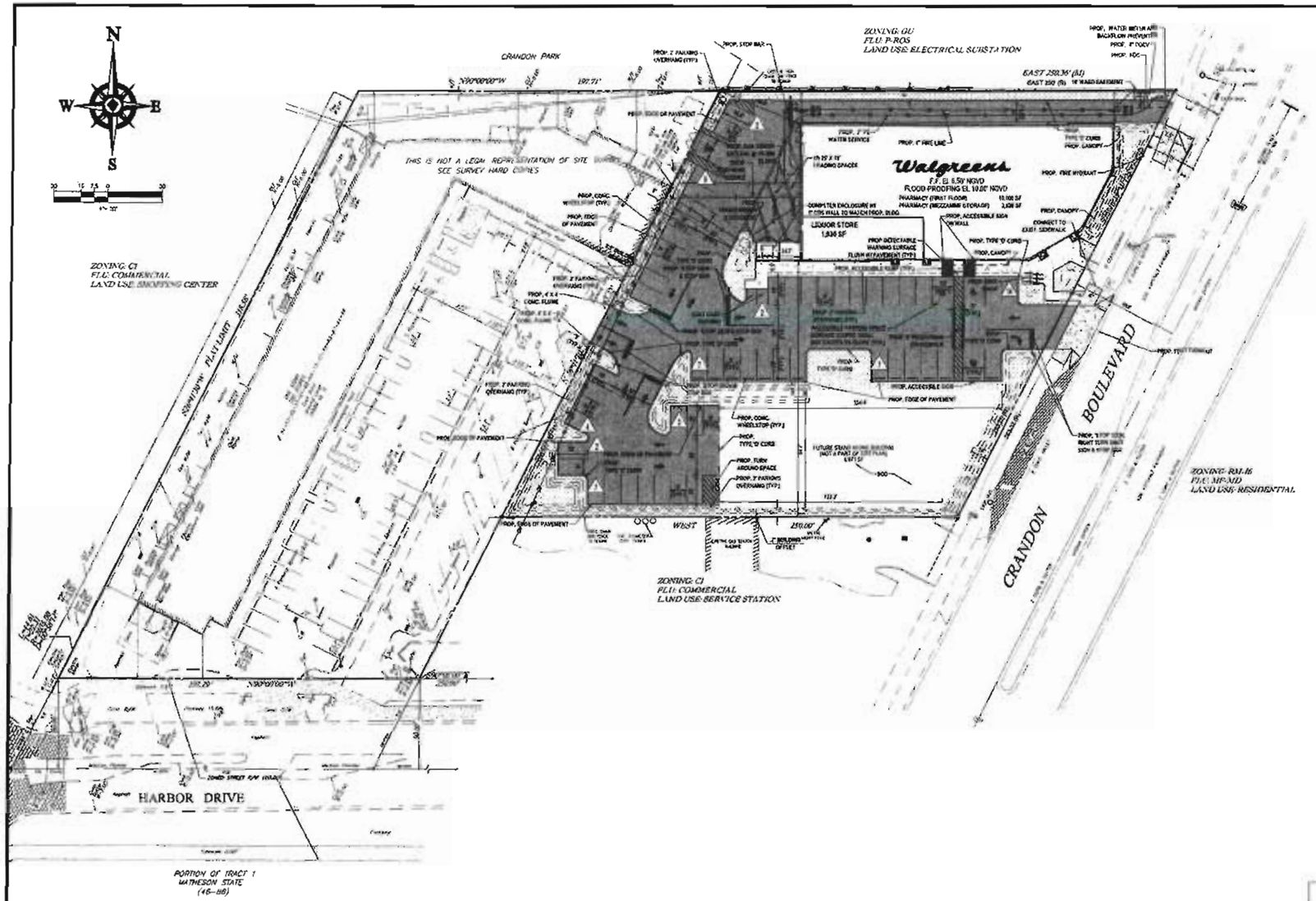

**I HEREBY CERTIFY:** THAT A SURVEY OF THE PROPERTY AS DESCRIBED IN THE FOREGOING CAPTION HAS BEEN MADE UNDER MY DIRECTION, AND MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS IN CHAPTER 5J- 17-05, OF FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, BELIEF AND PROFESSIONAL JUDGEMENT.

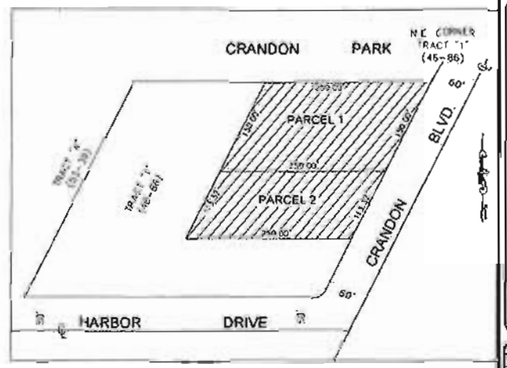
**NOTE:** THIS IS NOT A VALID SURVEY WITHOUT THE UNDERSIGNED SURVEYOR'S SIGNATURE AND EMBOSSED RAISED SEAL.

BY: _____
JOSE F. LOPEZ, P.S.M.
Professional Surveyor & Mapper
N°3086, State of Florida.

CERTIFIED TO:
Walgreens Co.,
Attorneys' Title Fund Services, LLC,
Key Biscayne Gateway Partners, Ltd., a Florida limited partnership.
and Florida Investment Partners, Inc.

| DATE OF FIELD WORK: | ORDER N° | DRAWN BY: | FIELD BOOK: | CAD FILE: | REVISIONS: |
|---|---|---|---|---|---|
| APRIL 6, 2013 | 120813 | JFL | ON FILE | 110638-110617 | ADD NEW TITLE COMMITMENT |
| SEPTEMBER 8, 2012 | 120813 | JFL | ON FILE | 110638-110617 | REVISED, UPDATED & RECERTIFIED |
| MAY 21, 2012 | 120507 | JFL | H6-45 | 110638 | RECERTIFICATION |
| JUNE 18, 2011 | 110617 | JFL | H6-45 | 110617 | REVISED & UPDATED |
| MAY 23, 2009 | 090515 | JFL | H6-45 | 090515 | REVISED & UPDATED |
| APRIL 04, 2007 | 070370 | MT.P. | H6-45 | 070370 | REVISED & UPDATED |
| DECEMBER 04, 2006 | 061133 | MT.P. | H6-45 | 061133 | BOUNDARY SURVEY & ELEVATIONS |




LOCATION MAP

SCALE: 1"=100'

## SITE DATA

ZONING: C-1 (COMMERCIAL LOW INTENSITY)

FLU: COMMERCIAL

BUILDING AREA

| | |
|---|---|
| PROPOSED RETAIL (FIRST FLOOR) | 12,000 SF |
| PROPOSED RETAIL STORAGE (MEZZANINE STORAGE) | 2,928 SF |
| LIQUOR STORE | 1,936 SF |
| TOTAL AREA | 14,364 SF |

| | TOTAL | PHARMACY | FUTURE STAND ALONE BUILDING |
|---|---|---|---|
| LOT AREA | 58,845 SF (1.35 AC) 100% | 49,844 (84.8%) | 9,971 (15.2%) |
| PERVIOUS AREA | 11,234 SF (0.26 AC) 19.1% | 2,263 (3.9%) | 8,971 (15.2%) |
| IMPERVIOUS AREA | 47,561 SF (1.09 AC) 80.9% | 47,581 (80.9%) | 0 (0%) |
| MAX. LOT COVERAGE | REQUIRED 35% | 35.3% | 0% |
| FAR (MAX.) | 0.5 | 0.25 | 0.0 |
| MAX. HEIGHT | 3 STORY (45') | 1 STORY (30.68') | N/A |

MINIMUM SETBACKS

| | | |
|---|---|---|
| FRONT (EAST) | 10' | 10' |
| REAR (WEST) | 7' | 46.8' |
| SIDE (NORTH) | 0-30' | 18.3' |
| SIDE (SOUTH) | 0-30' | 141.2' |

PARKING

REQUIRED:

| USE | AREA | RATIO | SPACES |
|---|---|---|---|
| PROPOSED RETAIL (FIRST FLOOR) | | | |
| RETAIL | 9,380 SF | 1/200 | 42.5 |
| STORAGE | 626 SF | 1/2,000 | 0.3 |
| PROPOSED RETAIL (MEZZANINE STORAGE) | 2,928 SF | 1/2,000 | 1.5 |
| LIQUOR STORE | | | |
| RETAIL | 1,436 SF | 1/200 | 6.5 |
| STORAGE | 500 SF | 1/2,000 | 0.3 |
| TOTAL | | | 51 SPACES |

PROVIDED

| | |
|---|---|
| REGULAR SPACES | 52 |
| ADA SPACES | 3 |
| GOLF CART | 2 |
| TOTAL | 57 |

FEMA FLOOD ZONE: AE (EL 8.0 & 9.0 NGVD)

NOTES:

1. ALL BUILDINGS SHALL BE FLOOD-PROOFED IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.
2. LIQUOR STORE TO BE SERVED BY UTILITY SERVICES
3. WALL BETWEEN LIQUOR STORE AND ADJACENT TENANT TO BE COMPRISED OF CBS OR EQUIVALENT MATERIAL
4. NO ACCESS FROM / TO LIQUOR STORE AND ADJACENT TENANTS.

LEGEND

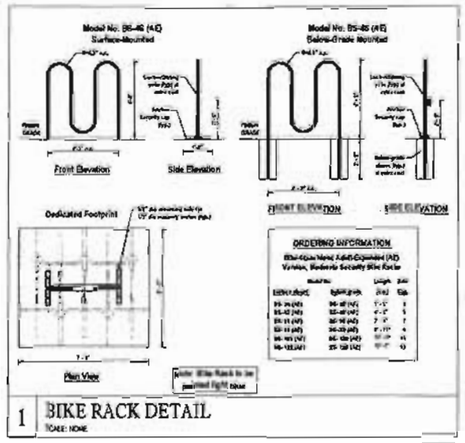
| EXISTING | TYPICAL NOTE TEXT | PROPOSED |
|---|---|---|
| | UNDERGROUND WATER LINE | W |
| | UNDERGROUND ELECTRIC LINE | E |
| | UNDERGROUND TELEPHONE LINE | T |
| | SANITARY SEWER | S |
| | BACKFLOW PREVENTER | Z |
| | FIRE HYDRANT | |
| | WATER METER | |

HATCH LEGEND

PROPOSED REGULAR DUTY ASPHALT PAVEMENT

PROPOSED CONCRETE

EXISTING CONCRETE




1 BIKE RACK DETAIL

SCALE: NONE

BOHLER ENGINEERING

CIVIL • LAND DEVELOPMENT • TRANSPORTATION • SURVEYING

CORPORATE OFFICE
♦ MIAMI, FL
♦ ORLANDO, FL
♦ SOUTHBOROUGH, MA ♦ BOWIE, MD
♦ AUBURN, NY ♦ EDISON, NJ
♦ DENVER, CO ♦ HOUSTON, TX
♦ CENTRAL VALLEY, PA ♦ TAMPA, FL

PROJECT MANAGERS
ENVIRONMENTAL / PERMITTING
LANDSCAPE ARCHITECTS

| REV. | DATE | COMMENT | BY |
|---|---|---|---|
| 1 | 04/08/14 | REVISED PER CITY COMMENTS | MAT |
| 2 | 10/10/13 | ADDRESS CITY COMMENTS | JFV |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No.: | P120078 |
| DRAWN BY: | JFV |
| CHECKED BY: | MAT |
| DATE: | 03-18-13 |
| SCALE: | AS NOTED |
| CAD I.D.: | P120078 SITE PLAN |

PROJECT:

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

VILLAGE OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING

2100 CORPORATE DRIVE, SUITE 240
FORT LAUDERDALE, FL 33309
PH: (954) 382-7660
FX: (954) 382-7662
www.BohlerEngineering.com

MICHAEL A. TROXELL
LICENSE
No. 50529
STATE OF FLORIDA
PROFESSIONAL ENGINEER

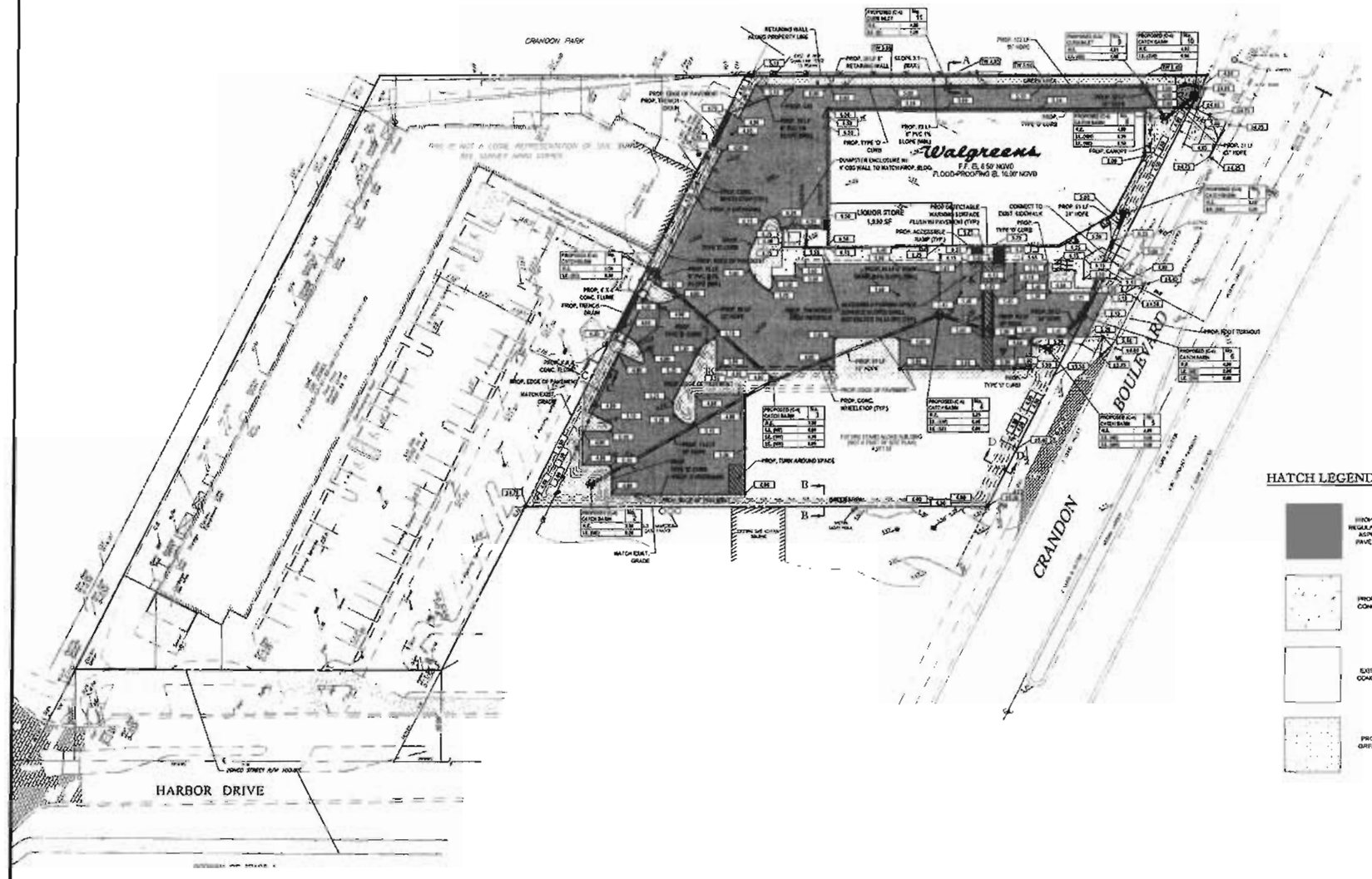
MICHAEL A. TROXELL
No. 50529
PROFESSIONAL ENGINEER
October 18, 2013
PE NUMBER No. 50529
FLORIDA CERTIFICATE OF AUTH. No. 7768

SITE PLAN

SHEET NUMBER

C-1

Printed on Tuesday, November 12, 2013, 3:56 PM by Jihoon Yoon




N
W E
S

30 15 7.5 0 30

1" = 30'

## CONSTRUCTION NOTES:

1. CONTRACTOR TO SAW-CUT AT ALL LOCATIONS OF REMOVAL OF EXISTING CONC. SIDEWALK, CONC. CURB AND ASPHALT UNLESS OTHERWISE NOTED. ALL EASY AND ELIGIBLE MATERIAL SHALL BE REMOVED WITHIN THE PROPOSED LANDSCAPED AREA.
2. CONTRACTOR TO MATCH EXIST. GRADES AND TO CONSTRUCT A SMOOTH TRANSITION FROM EXISTING FACILITIES TO PROPOSED.
3. CONTRACTOR TO REMOVE ALL CONSTRUCTION DEBRIS FROM CONSTRUCTION SITE AND DISPOSE PER LOCAL ORDINANCES.
4. CONTRACTOR TO ENSURE ALL CONSTRUCTION IS IN ACCORDANCE WITH CITY DESIGN STANDARDS.
5. CONTRACTOR TO SOD ALL DISTURBED AREAS, EXISTING SWALES MAINTAINING SLOPE AND GRADES, COMPLETION AND ACCEPTANCE OF THE TOTAL PROJECT OR GRANTING ESTABLISHED IMPROVEMENT ZONES LAST.
6. ALL EXISTING TRAFFIC SIGNS DISTURBED DURING CONSTRUCTION SHALL BE REINSTALLED WHERE APPLICABLE BY THE CONTRACTOR.
7. THESE PLANS REFLECT CONDITIONS KNOWN DURING PLAN DEVELOPMENT. IN THE EVENT THAT ACTUAL PHYSICAL CONDITIONS PREVENT THE APPLICATION OF THESE STANDARDS OR THE PROGRESSION OF THE WORK, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION OF AFFECTED AREA.
8. THE CONTRACTOR SHALL PROTECT ALL EXISTING STRUCTURES, STORM DRAINS, UTILITIES, AND OTHER FACILITIES TO REMAIN AND SHALL REPAIR ANY DAMAGES DUE TO HIS/HER CONSTRUCTION ACTIVITIES AT NO ADDITIONAL COST TO THE OWNER.
9. NOTIFY SUNSHINE STATE ONE CALL (1-800-432-4770) OR (811) PRIOR TO CONSTRUCTION
10. PROJECT BASED ON DESIGN SURVEY PREPARED BY OTHERS.
11. THE CONTRACTOR SHALL NOT ENCROACH ONTO PRIVATE PROPERTY WITHOUT EASEMENTS NECESSARY FOR COMPLETION OF THE WORK.
12. THE EXISTING UNDERGROUND UTILITIES SHOWN ARE PER ABOVE GROUND SURVEY DATA AND UTILITY AS-BUILT DATA. THIS INFORMATION DOES NOT WARRANT EXACT SIZE AND LOCATION OF THE UTILITIES. ALSO, THERE MAY BE ADDITIONAL UTILITIES WITHIN THE LIMITS OF CONSTRUCTION THAT MAY BE AFFECTED. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND PROTECTING EXISTING UTILITIES DURING THE COURSE OF CONSTRUCTION.
13. PLEASE SEE MEP PLANS FOR CONTINUATION OF ROOF LEADERS.
14. 2.0% MAXIMUM SLOPE ON HANDICAP SPACES AND ADA ACCESS WAYS.
15. ALL SIDEWALKS SHOULD HAVE A MAXIMUM CROSS SLOPE OF 2.0%.
16. EXISTING COVER MUST BE MAINTAINED ON ALL WATER AND SANITARY LINES.
17. EXISTING SWALES MUST REMAIN FREE FROM CONSTRUCTION DEBRIS AND FLOW MUST BE MAINTAINED.

## HATCH LEGEND

- PROPOSED REGULAR DUTY ASPHALT PAVEMENT
- PROPOSED CONCRETE
- EXISTING CONCRETE
- PROPOSED GREEN AREA

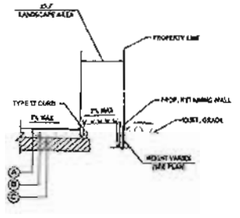
## PAVING, GRADING & DRAINAGE LEGEND

| EXISTING | TYPICAL NOTE TEXT | PROPOSED |
|---|---|---|
| | ROOF DRAIN | |
| | STORM SEWER | |
| | CURB INLET | |
| | GRADE SPOT SHOT | |
| | MATCH EXISTING | |
| | UNDERGROUND WATER LINE | |
| | UNDERGROUND ELECTRIC LINE | |
| | UNDERGROUND TELEPHONE LINE | |
| | SANITARY SEWER | |
| | BACKFLOW PREVENTER | |
| | FIRE HYDRANT | |
| | WATER METER | |

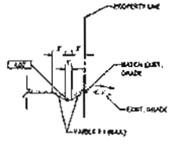
Always call 811 two full business days before you dig

Sunshine811.com

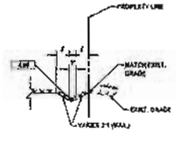
ALL BUILDINGS SHALL BE FLOOD-PROOFED IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.



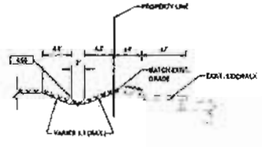

SECTION A-A
NOT TO SCALE




SECTION B-B
NOT TO SCALE




SECTION C-C
NOT TO SCALE




SECTION D-D
NOT TO SCALE

## PAVEMENT LEGEND

(A) WEARING SURFACE: (ASPHALT AREAS ONLY)
INSTALLATION OF THE 1 ½" ASPHALTIC CONCRETE SURFACE COURSE SHALL CONFORM WITH THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR TYPE SIII ASPHALTIC CONCRETE, AND SHALL BE CONSTRUCTED WITH (2) LIFTS OF ½" S-III ASPHALTIC CONCRETE WITH TACK COAT BETWEEN LIFTS. (VIRGIN ASPHALT TO BE USED FOR FINAL LIFT.)

(B) LIME ROCK BASE: (ASPHALT VEHICULAR PAVERS AREAS)
LIME ROCK BASE COURSE MATERIAL FOR PAVED AREAS SHALL BE A MINIMUM 8" THICKNESS AND COMPACTED TO 98% MAXIMUM DRY DENSITY PER AASHTO T-180 (LBR 100). OTHER SUBSTITUTES SHALL BE PER FDOT SPECIFICATIONS AND PROVIDE EQUIVALENT STRUCTURAL NUMBER AS ABOVE (MIN LBR 100) WITH ENGINEER'S APPROVAL. LIMEROCK SHALL EXTEND 12" BEYOND ASPHALT LIMITS.

(C) SUB-BASE: 12" STABILIZED SUB-BASE COMPACTED TO 98% OF MAX. DRY DENSITY PER AASHTO T-180 (MIN LBR 40). (APPLY TO DUMPSTER AND DRIVE THRU BENEATH CONCRETE SLABS). SUBGRADE SHOULD EXTEND 12" BEYOND LIMEROCK/CONCRETE LIMITS.

BOHLER ENGINEERING
CORPORATE OFFICE
CIVIL & TRANSPORTATION ENGINEERS
SURVEYORS
PROJECT MANAGERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

| REVISIONS | | | |
|---|---|---|---|
| REV. | DATE | COMMENT | BY |
| 1 | 04-05-13 | REVISED PER CITY COMMENTS | LBT |
| 2 | 10-10-13 | ADDRESS CITY COMMENTS | JPV |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No. | F130078 |
| DRAWN BY | JPV |
| CHECKED BY | MAT |
| DATE | 04-05-13 |
| SCALE | AS NOTED |
| CAD I.D. | F130078 PCD |

PROJECT:

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

VILLAGE OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING
1900 CORPORATE DRIVE, SUITE 220
FORT LAUDERDALE, FL 33334
PH: (954) 382-7000
FX: (954) 382-7070
www.BohlerEngineering.com

MICHAEL A. TROXELL
No. 58573
STATE OF FLORIDA
PROFESSIONAL ENGINEER

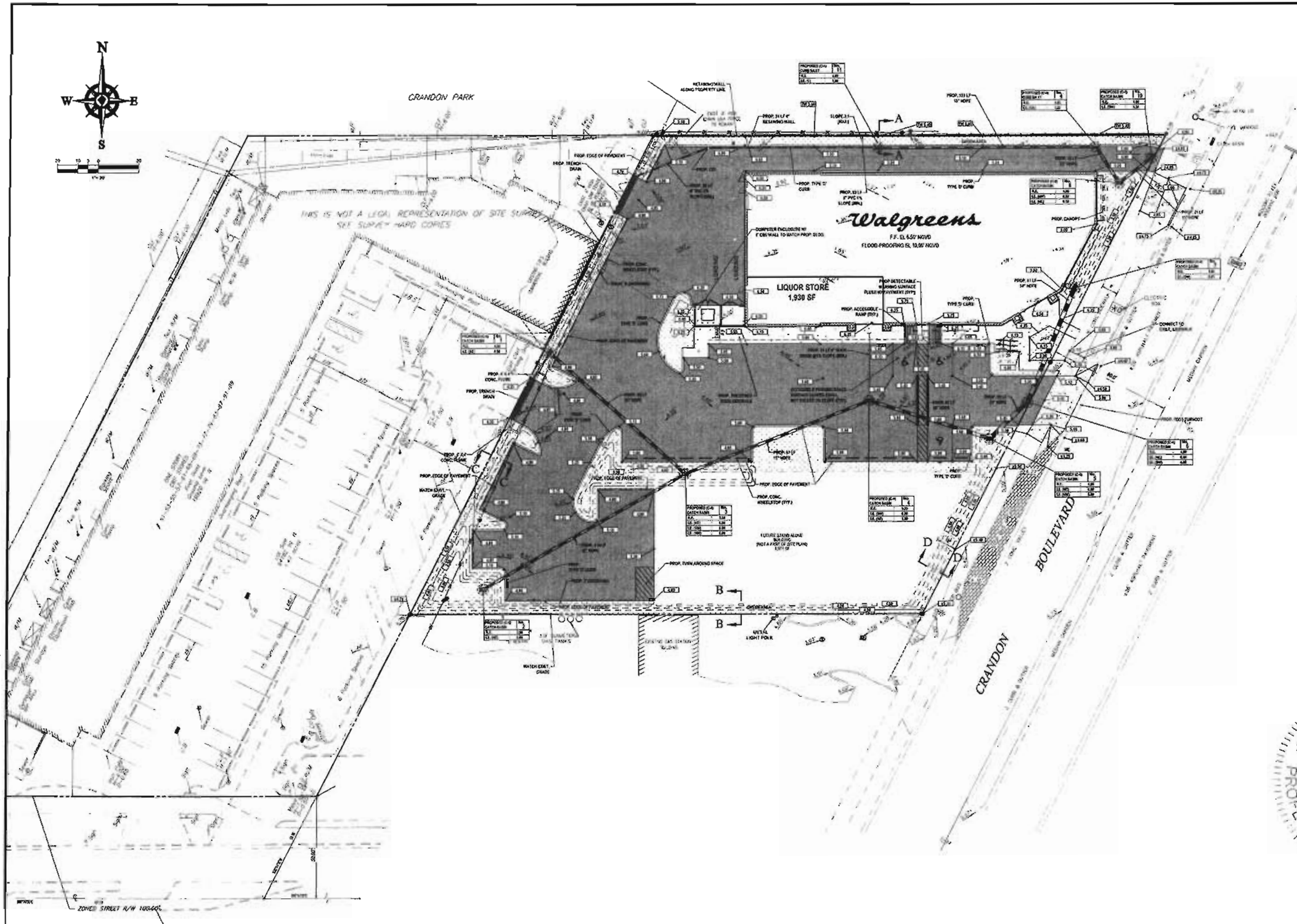
PROFESSIONAL ENGINEER
C.A. November 19, 2013
FLORIDA LICENSE No. 58573
FLORIDA BUSINESS CERTIFICATE OF AUTH. No. 27526

SHEET TITLE:

CONCEPTUAL PAVING, GRADING & DRAINAGE PLAN

SHEET NUMBER:

C-2




BOHLER ENGINEERING

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OFFICES
FORT LAUDERDALE, FL
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PITTSBURGH, PA
RICHMOND, VA
SAN JUAN, PR
SAVANNAH, GA
TAMPA, FL
WEST PALM BEACH, FL

PROJECT MANAGERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

REVISIONS

| REV. | DATE | COMMENT | BY |
|---|---|---|---|
| 1 | [illegible] | REVISED PER CITY COMMENTS | LDT |
| 2 | 10-10-13 | ADDRESS CITY COMMENTS | JFV |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No. | F12007B |
| DRAWN BY | JFV |
| CHECKED BY | MAT |
| DATE: | 01-18-13 |
| SCALE: | AS NOTED |
| CAD I.D. | F12007B PGO-20 |

PROJECT:

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

VILLAGE OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING

CHICAGO LLC
1000 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33334
PH: (954) 267-7000
FX: (954) 267-7070
www.bohlerengineering.com

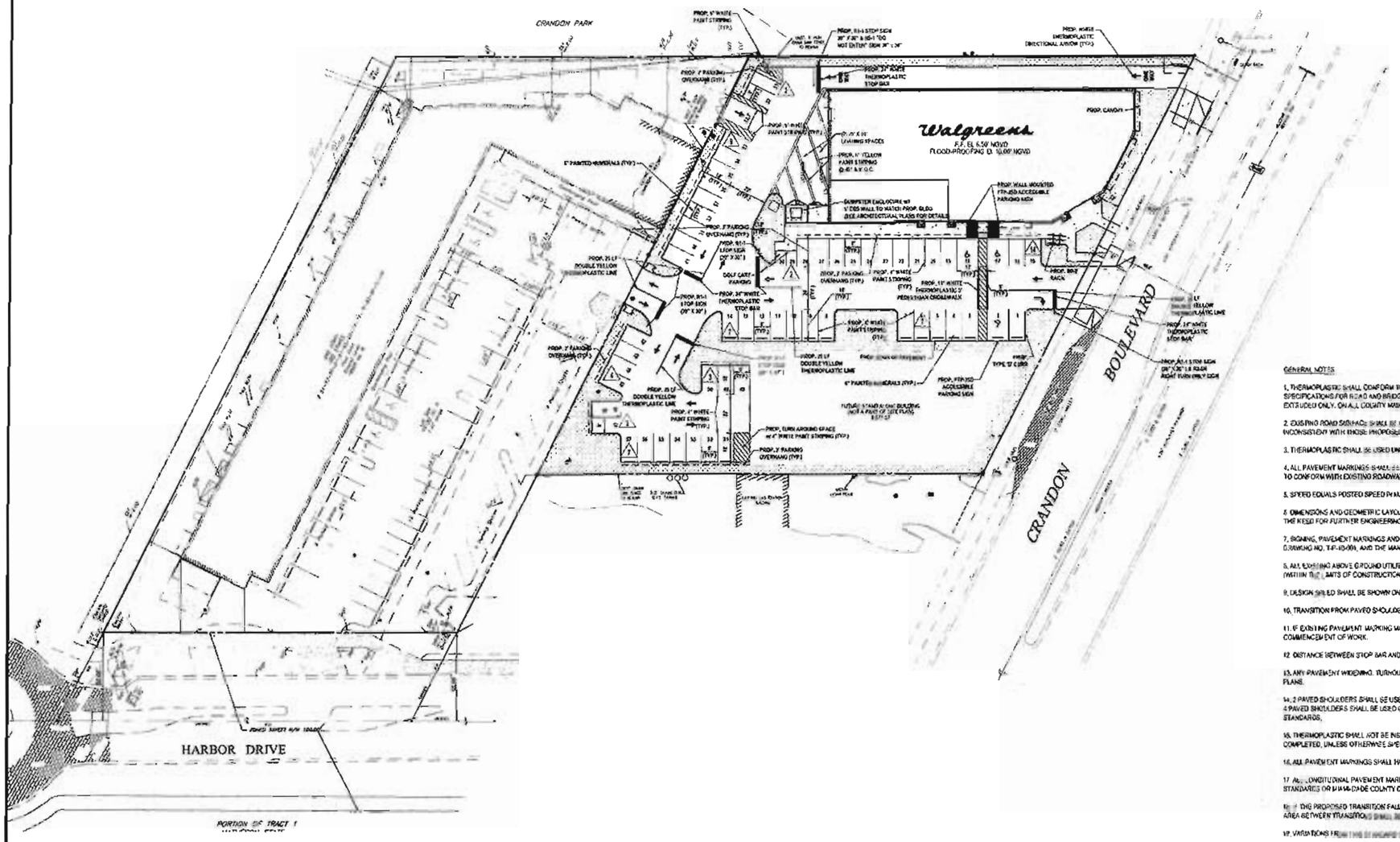
MICHAEL A. TROXELL
PROFESSIONAL ENGINEER
01/18/2013
FLORIDA LICENSE No. 50577
FLORIDA BUSINESS CERTIFICATE No. 27529

SHEET TITLE:

CONCEPTUAL PAVING, GRADING & DRAINAGE PLAN

SHEET NUMBER:

C-2A



GENERAL NOTES

1. THERMOPLASTIC SHALL CONFORM TO THE REQUIREMENTS OF THE FLORIDA DEPT. OF TRANSPORTATION (F.D.O.T.) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SEE SECTION 711, MINIMUM THICKNESS SHALL BE 90 MILS (ALKYD ONLY), EXTRUDED ONLY, ON ALL COUNTY MAINTAINED ROADWAYS.
2. EXISTING ROAD SURFACE SHALL BE OVERLAID THROUGHOUT THE LIMITS OF CONSTRUCTION IF THE EXISTING PAVEMENT MARKINGS ARE INCONSISTENT WITH THOSE PROPOSED, UNLESS OTHERWISE APPROVED BY MIAMI-DADE COUNTY TRAFFIC ENGINEER.
3. THERMOPLASTIC SHALL BE USED UNLESS OTHERWISE APPROVED BY MIAMI-DADE COUNTY TRAFFIC ENGINEER.
4. ALL PAVEMENT MARKINGS SHALL BE INSTALLED OR REMOVED ON EACH APPROACH WITH THE SAME MATERIAL USED AT THE TRANSITION TO CONFORM WITH EXISTING ROADWAY DESIGN AS APPROVED BY MIAMI-DADE COUNTY TRAFFIC ENGINEER.
5. SPEED EQUALS POSTED SPEED PRIOR TO MPH, OR DESIGN SPEED, WHICHEVER IS GREATER.
6. DIMENSIONS AND GEOMETRIC LAYOUTS INDICATED IN THIS DOCUMENT REPRESENT MINIMUM REQUIREMENTS AND DO NOT SUPERSEDE THE NEED FOR FURTHER ENGINEERING DESIGN TO MEET THE NEEDS OF SPECIFIC PROJECTS.
7. SIGNING, PAVEMENT MARKINGS AND REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH MIAMI-DADE COUNTY TYPICAL DRAWING NO. T-P-10-001, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
8. ALL EXISTING ABOVE GROUND UTILITIES AND ANY OBJECTS WITHIN THE RIGHT-OF-WAY OR RECOVERY AREA, WHICHEVER IS GREATER (WITHIN THE LIMITS OF CONSTRUCTION), SHALL BE SHOWN ON THE PAVEMENT MARKING PLANS.
9. DESIGN SPEED SHALL BE SHOWN ON PLANS.
10. TRANSITION FROM PAVED SHOULDER TO EXISTING PAVEMENT EDGE SHALL BE 30:1 MIN.
11. IF EXISTING PAVEMENT MARKING MATERIAL IS NOT COMPATIBLE WITH ALKYD THERMOPLASTIC, IT SHALL BE REMOVED PRIOR TO COMMENCEMENT OF WORK.
12. DISTANCE BETWEEN STOP BAR AND CROSSWALK SHALL BE A MINIMUM OF 4 FEET.
13. ANY PAVEMENT WIDENING, TURNOUTS AND STREET IMPROVEMENTS WITHIN DISTANCE (X) (SEE CHART 1, SHEET 2), SHALL BE SHOWN ON PLANS.
14. 2 PAVED SHOULDERS SHALL BE USED ON NON-PLAN COLLECTOR AND NON-THOROUGHFARE ROADWAYS.
4 PAVED SHOULDERS SHALL BE USED ON THOROUGHFARE ROADWAYS UNLESS OTHERWISE SHOWN IN THOROUGHFARE ROAD DESIGN STANDARDS.
15. THERMOPLASTIC SHALL NOT BE INSTALLED ON ROADWAY UNTIL FIVE CALENDAR DAYS AFTER THE FINAL LIFT OF ASPHALT HAS BEEN COMPLETED, UNLESS OTHERWISE SPECIFIED BY MIAMI-DADE COUNTY TRAFFIC ENGINEER.
16. ALL PAVEMENT MARKINGS SHALL HAVE REFLECTIVITY OF NOT LESS THAN 300 MINICANDELAS AT INSTALLATION.
17. ALL LONGITUDINAL PAVEMENT MARKINGS SHALL BE 6" WIDE, UNLESS OTHERWISE NOTED, PER F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS OR MIAMI-DADE COUNTY DESIGN STANDARDS.
18. IF THE PROPOSED TRANSITION FALLS WITHIN DISTANCE (X) (SEE CHART 1, PAGE 2), OF AN EXISTING TURN LANE TRANSITION, THEN THE AREA BETWEEN TRANSITIONS SHALL BE CONSTRUCTED AS A CONTINUOUS WIDENED SECTION, FOR GEOMETRIC CONTINUITY.
19. VARIATIONS FROM THE STANDARDS SHALL BE APPROVED BY MIAMI-DADE COUNTY TRAFFIC ENGINEER.
20. PLANS OR DRAWINGS SHALL BE SUBMITTED EITHER IN 1"=50', 1"=30' OR 1"=40' SCALE.
21. ALL PAVEMENT MARKINGS SHALL BE SHOWN TO SCALE ON THE PLANS.
22. ALL REFLECTIVE PAVEMENT MARKERS SHALL BE APPROVED BY MIAMI-DADE COUNTY TRAFFIC ENGINEER BEFORE INSTALLATION.
23. ALL MARKERS SHALL BE CLASS "B" AS PER F.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE SECTION 706.
24. REFLECTORS SHALL BE PLACED AT EACH CROSS HATCH, SPACING VARIES WITH SPEED AS SHOWN ON THIS TYPICAL. (SHEET 4)
25. REFLECTORS SHALL BE EQUALLY SPACED BETWEEN POINTS A AND B BUT NO MORE THAN 42' APART. (SHEET 4)
26. EPOXY SHALL BE USED WHEN INSTALLING R.P.M.S ON CONCRETE, NO BITUMINOUS ADHESIVE SHALL BE USED TO SECURE R.P.M.S. THERMOPLASTIC OR EPOXY SHALL BE USED ON ASPHALTIC SURFACES.
27. R.P.M.'S SHALL BE PLACED 1" (ONE INCH) TO THE LEFT OR RIGHT OF LINE.
28. F.D.D. DENOTES FLEXIBLE DELINEATOR POST.
29. ALL PAVEMENT MARKING MATERIAL SHALL BE ON THE APPROVED FLORIDA DEPARTMENT OF TRANSPORTATION QUALITY PRODUCTS LIST (QPL) AND APPROVED BY P.E.C. TRAFFIC ENGINEER, BEFORE INSTALLATION ON COUNTY ROADWAYS.
30. ALL REMOVAL OF PAVEMENT MESSAGES AND ARROWS SHALL BE IN BLOCK STYLE SUCH THAT THE MESSAGE IS NO LONGER DISCERNIBLE. METHOD OF REMOVAL SHALL BE APPROVED BY MIAMI-DADE COUNTY TRAFFIC ENGINEER.
31. WHEN TRAFFIC EXCEEDS 15 VEHICLES PER HOUR FOR RIGHT TURNS OR 20 VEHICLES PER HOUR FOR LEFT TURNS, THE TURN LANES SHALL BE CONSTRUCTED AS PER SHEET 2 OF 19.
32. FOR SIGN SIZES REFER TO TABLES 2B-1 AND 2C-2 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

NOTES:

1. ALL R1-1, R1-2 AND R5-1 SIGNING SHALL BE FABRICATED USING DIAMOND GRADE SHEETING.
2. ALL TRAFFIC CONTROL DEVICES MAINTAINED BY MIAMI-DADE COUNTY, THAT ARE REMOVED OR DAMAGED BY CONSTRUCTION, SHALL BE REPLACED USING CURRENT MIAMI-DADE COUNTY STANDARDS.
3. ALL PAVEMENT MARKINGS AND SIGNING DAMAGED DURING CONSTRUCTION, SHALL BE RESTORED TO MIAMI-DADE COUNTY STANDARD.
4. PAVEMENT MARKINGS AND GEOMETRICS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS AND MIAMI-DADE COUNTY TYPICAL No. T-P-10-001.
5. DAMAGES TO LOOPS OR ANY SIGNAL EQUIPMENT CAUSED BY CONSTRUCTION OF THIS PROJECT MUST BE REPAIRED OR REPLACED TO ORIGINAL OR BETTER CONDITION BY THE PERMITEE AT NO COST TO MIAMI-DADE COUNTY.

BOHLER ENGINEERING

CIVIL & STRUCTURAL ENGINEERS
SURVEYORS
PROJECT MANAGERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

| REV | DATE | COMMENT | BY |
|---|---|---|---|
| 1 | 04/[illegible]/13 | REVISED PER CITY COMMENTS | EDT |
| 2 | 10/10/13 | ADDRESS COUNTY COMMENTS | JPV |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No. | P10079 |
| DRAWN BY | JPV |
| CHECKED BY | MAT |
| DATE: | 04-18-13 |
| SCALE: | AS NOTED |
| CAD I.D. | P10079-PMS |

PROJECT

CRANDON BLVD. & CRANDON PARK
FOR
MORGAN PROPERTIES

VILLAGE OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING
1500 CORPORATE CENTRAL PLAZA, 250
FORT LAUDERDALE, FL 33334
PH: (954) 202-7000
FX: (954) 202-7020
www.BohlerEng.com

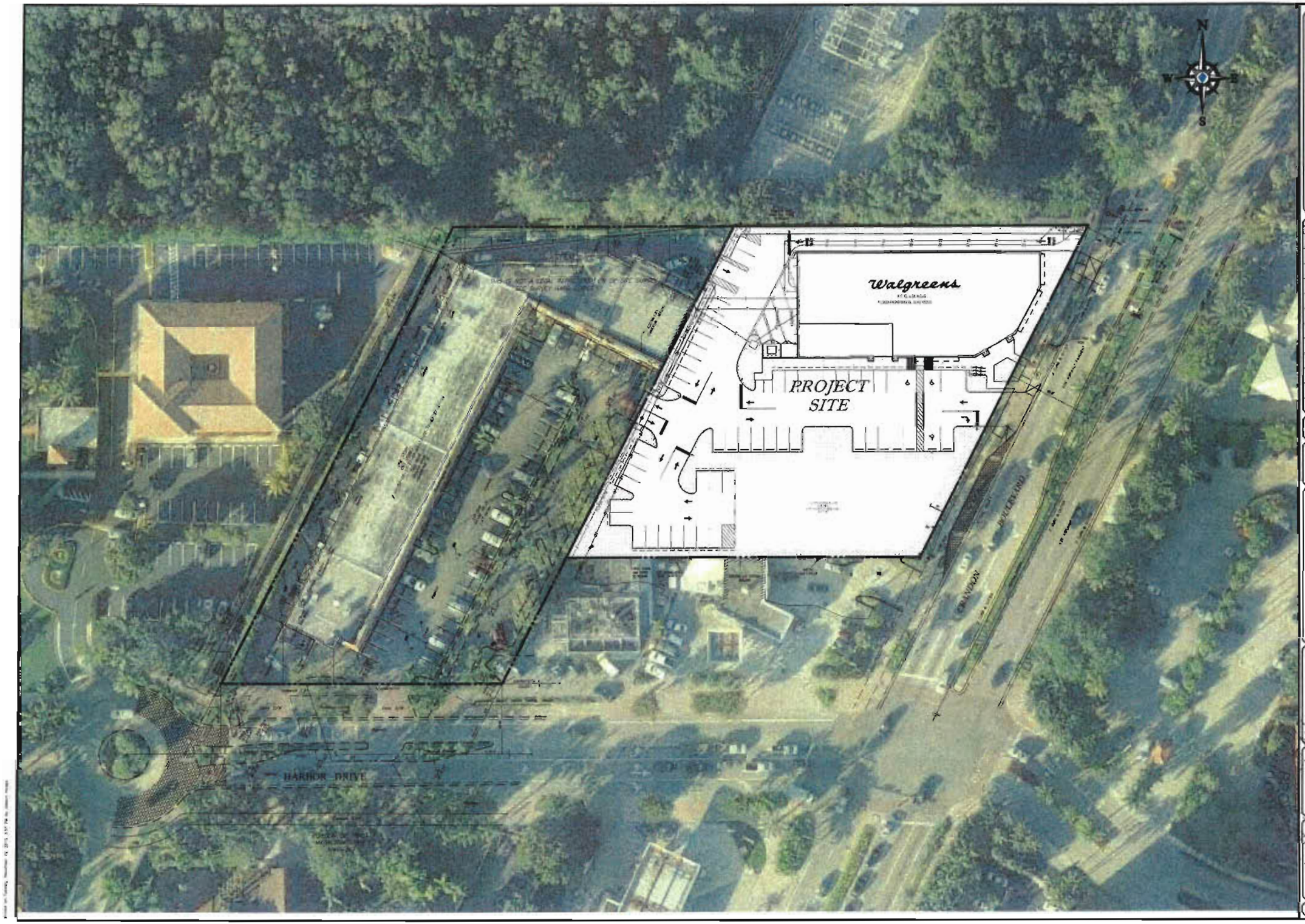
MICHAEL A. TROXELL
No. 67572
PROFESSIONAL ENGINEER
November 19, 2013
STATE OF FLORIDA

SHEET TITLE

PAVEMENT MARKING & SIGNAGE PLAN

SHEET NUMBER

C-3




BOHLER ENGINEERING

| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | COMMENT | BY |
| 1 | 01-08-13 | REVISED PER CITY COMMENTS | MDT |
| 2 | 10-10-13 | ADDRESS CITY COMMENTS | JPV |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No. | F130071 |
| DRAWN BY | JPV |
| CHECKED BY | MAT |
| DATE | 01-10-13 |
| SCALE | AS NOTED |
| CAD I.D. | F130071 AERIAL-OVERLAY |

PROJECT

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

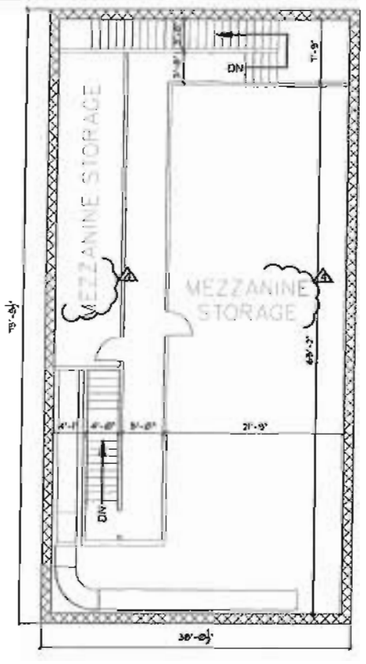
VILLAGE OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING

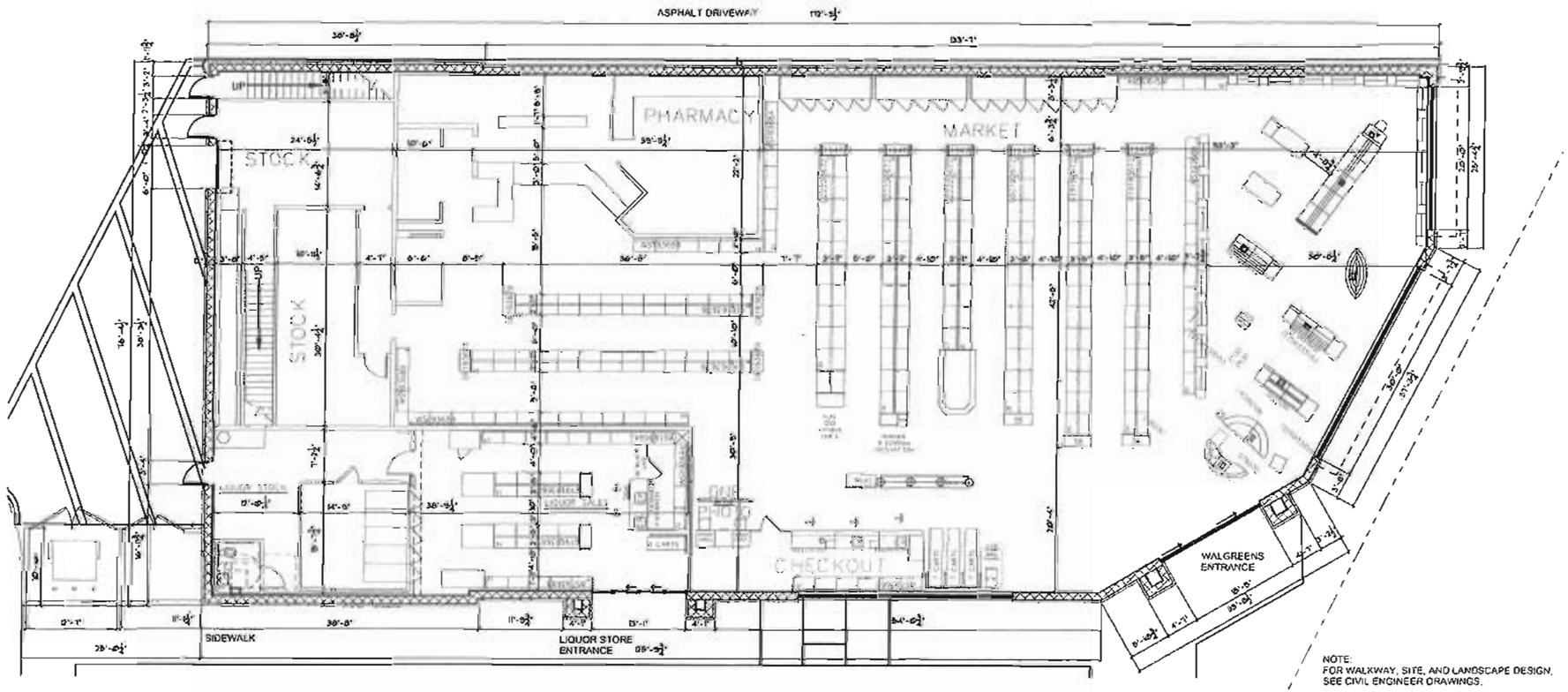
MICHAEL A. TROXELL
72572
PROFESSIONAL ENGINEER

SHEET TITLE
AERIAL PLAN

SHEET NUMBER
C-4




② MEZZANINE STORAGE FLOOR PLAN
1/8" = 1'-0"




NOTE:
FOR WALKWAY, SITE, AND LANDSCAPE DESIGN, SEE CIVIL ENGINEER DRAWINGS.

① GROUND FLOOR PLAN
1/8" = 1'-0"

**Walgreens**

PROJECT NO.

PROJECT TYPE : NEW CONSTRUCTION

DRAWINGS/SPECIFICATIONS BY
- ☐ WALGREENS
- ☒ LANDLORD'S CONSULTANT

ALL CONSTRUCTION WORK, UNLESS NOTED OTHERWISE, BY
- ☐ WALGREENS' CONTRACTOR
- ☒ LANDLORD'S CONTRACTOR (TO BE SELECTED)

| STORE | | BUILDING | |
|---|---|---|---|
| NEW | ☒ | NEW | ☒ |
| REMODELING | ☐ | EXISTING | ☐ |
| RELOCATION | ☐ | NEW SHELL ONLY | ☐ |
| OTHERS | ☐ | | |

ANGEL C. SAQUI, FAIA
ARCHITECTS + PLANNERS + INTERIORS, LLC
WWW.SAQUIARCHITECTS.COM

a Development of

MORGAN PROPERTY GROUP
13024 Ballantyne Corporate Place
Suite 250
Charlotte, N.C 28277

| NO. | DATE | BY | DESCRIPTION |
|---|---|---|---|
| 4 | 10/09/13 | | VILLAGE COMMENTS |
| 3 | 09/24/13 | | VILLAGE COMMENTS |
| 2 | 04/04/13 | | COORDINATION |
| 1 | 03/28/13 | | SITE PLAN APPROVAL COMMENTS |

REVISIONS

CERTIFICATION AND SEAL

I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT OR ENGINEER UNDER THE LAWS OF THE STATE OF FLORIDA AS SIGNIFIED BY MY NAME AND SEAL

SEAL

ANGEL C. SAQUI II, AIA
AR# 0012558

STORE#

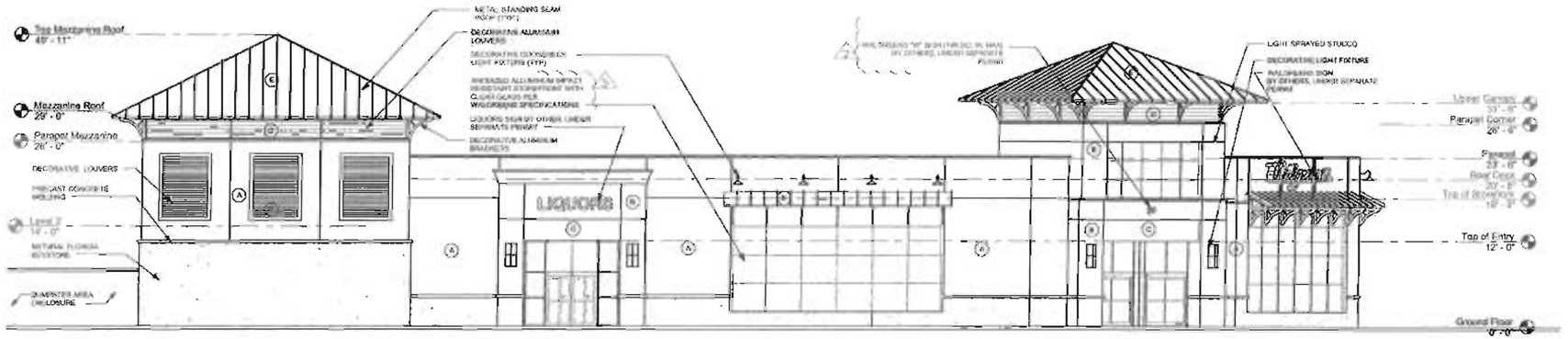
PROJECT NAME

**Walgreens**
AT
(NWC) CRANDON BLVD. & HARBOR DRIVE
KEY BISCAYNE, FL

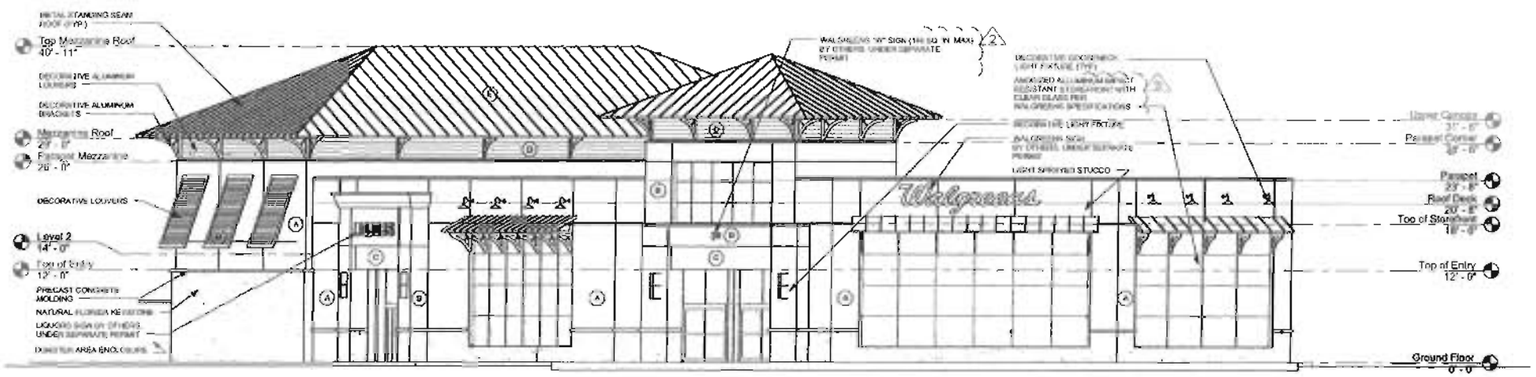
DRAWING TITLE

FLOOR PLAN

| | | |
|---|---|---|
| CADD PLOT 1226 | SCALE 1/8" = 1'-0" | DRAWING NO |
| VOID PLOT | DRAWN BY AJC | A1.11 |
| SUPERSEDES PLAN DATED | DATE 07/11/2013 | |
| | REVIEWED BY ACS | OF DWGS |




① SOUTH ELEVATION
1/8" = 1'-0"




② EAST ELEVATION
1/8" = 1'-0"

COLOR LEGEND SHERWIN WILLIAMS PAINT

| | | |
|---|---|---|
| A | SW 6387 | -COMPATIBLE CREAM (BODY COLOR 1) |
| B | SW 7603 | -STICKS AND STONES (BODY COLOR 2 FOR ENTRY TOWER TO WALGREENS STORE AND LIQUOR STORE PORTICO ) |
| C | SW 6320 | -BRAVADO RED (ACCENT COLOR 1 FOR RECESSED ENTRY BEAM) |
| D | SW 7524 | -SHERBIE BEIGE (ACCENT COLOR 2 FOR ALL LOUVERS AT SECOND FLOOR LEVEL, BREAKS, SHUTTERS AND TRIM) |
| E | ZINC GREY | STANDING SEAM METAL ROOFS |

AREA CALCULATIONS

AREA OF EXTERIOR FACADE
FACING GRANDON BLVD = 2,217 SQ. FT

50% OF EXTERIOR FACADE REQUIRED
TO BE BLADING= 1,109 SQ. FT

BLADING PROVIDED ON EXTERIOR FACADE
FACING GRANDON BLVD = 1,110 SQ. FT

Walgreens

PROJECT NO.

PROJECT TYPE : NEW CONSTRUCTION

DRAWINGS/SPECIFICATIONS BY:
☐ WALGREENS
☒ LANDLORD'S CONSULTANT

ALL CONSTRUCTION WORK, UNLESS NOTED OTHERWISE, BY:
☐ WALGREENS CONTRACTOR
☒ LANDLORD'S CONTRACTOR (TO BE SELECTED)

| STORE | | BUILDING | |
|---|---|---|---|
| NEW | ☒ | NEW | ☒ |
| REMODELING | ☐ | EXISTING | ☐ |
| RELOCATION | ☐ | NEW SHELL ONLY | ☐ |
| OTHERS | ☐ | | |

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ARCHITECTS • PLANNERS • INTERIORS, LLC

a Development of

MORGAN PROPERTY GROUP

13024 Ballantyne Corporate Place
Suite 250
Charlotte, N.C 28277

| NO | DATE | BY | DESCRIPTION | CONST |
|---|---|---|---|---|
| 3 | 11/13/13 | | KEY BISCAYNE GLASS COMMENTS | |
| 2 | 11/07/13 | | KEY BISCAYNE SIGN COMMENTS | |
| 1 | 03/28/13 | | SITE PLAN APPROVAL COMMENTS | |

REVISIONS

CERTIFICATION AND SEAL

I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT OR ENGINEER UNDER THE LAWS OF THE STATE OF FLORIDA AS SIGNED BY MY HAND AND SEAL

SEAL

ANGEL C. SAQUI II, AIA
AR# 0012558

STORE#

PROJECT NAME

Walgreens
AT
INWOI GRANDON BLVD. & HARBOR DRIVE
KEY BISCAYNE, FL

DRAWING TITLE

EXTERIOR ELEVATIONS

CADD PLOT: 1726

VOID PLOT:

SUPERSEDES PLAN DATED:

SCALE: 1/8" = 1'-0"

DRAWN BY: C.V., L.P.

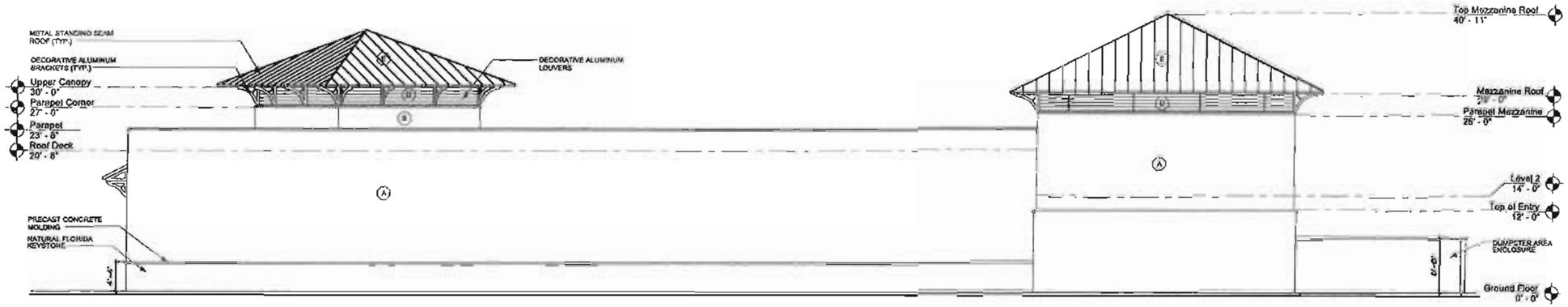
DATE: 03/01/13

REVIEWED BY: A.C.S.II

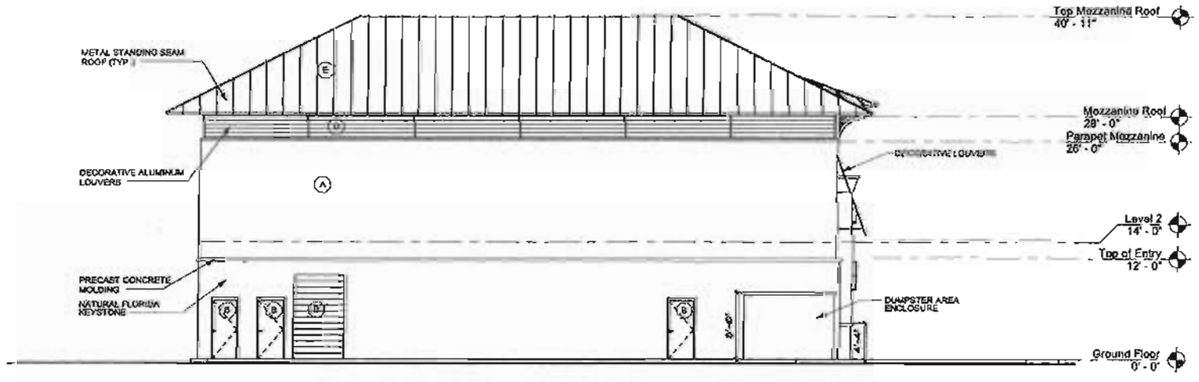
DRAWING NO.

A2.11

OF 0/105




3 NORTH ELEVATION
1/8" = 1'-0"




4 WEST ELEVATION
1/8" = 1'-0"

COLOR LEGEND - SHERWIN WILLIAMS PAINT

- (A) SW 6387 -COMPATIBLE CREAM (BODY COLOR 1)
- (B) SW 7503 -STICKS AND STONES (BODY COLOR 2 FOR ENTRY TOWER TO WALGREENS STORE AND LIQUOR STORE PORTICO )
- (C) SW 6320 -BRAVADO RED (ACCENT COLOR 1 FOR RECESSED ENTRY SEAM)
- (D) SW 7524 -CHURRO BEIGE (ACCENT COLOR 2 FOR ALL LOUVERS AT SECOND FLOOR LEVELS, BAHAMA SHUTTERS AND TRIM)
- (E) ZINC GREY -STANDING SEAM METAL ROOFS

Walgreens

PROJECT NO.
PROJECT TYPE : NEW CONSTRUCTION
DRAWINGS/SPECIFICATIONS BY:
☐ WALGREENS
☒ LANDLORD'S CONSULTANT
ALL CONSTRUCTION WORK, UNLESS NOTED OTHERWISE, BY:
☐ WALGREENS' CONTRACTOR
☒ LANDLORD'S CONTRACTOR (TO BE SELECTED)

| STORE | | BUILDING | |
|---|---|---|---|
| NEW | ☒ | NEW | ☒ |
| REMODELING | ☐ | EXISTING | ☐ |
| RELOCATION | ☐ | NEW SHELL ONLY | ☐ |
| OTHERS | ☐ | | |

ANGEL C. SAQUI, FAIA
ARCHITECTS • PLANNERS • INTERIORS, Ltd.

a Development of

MORGAN PROPERTY GROUP
13024 Ballantyne Corporate Place
Suite 250
Charlotte, N.C 28277

| NO. | DATE | BY | DESCRIPTION | CONST |
|---|---|---|---|---|
| 1 | 03/28/13 | | SITE PLAN APPROVAL COMMENTS | |

REVISIONS

CERTIFICATION AND SEAL

I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT OR ENGINEER UNDER THE LAWS OF THE STATE OF FLORIDA AS SIGNIFIED BY MY HAND AND SEAL.

SEAL

ANGEL C. SAQUI II, AIA
AR# 0012558

STORE#

PROJECT NAME
Walgreens
AT
(NWC) Crandon Blvd. & Harbor Drive
Key Biscayne, FL

DRAWING TITLE
EXTERIOR ELEVATIONS

CADD PLOT: 1226
VOID PLOT:
SUPERSEDES PLAN DATED:

SCALE: 1/8" = 1'-0"
DRAWN BY: C.V.L.P.
DATE: 03/01/13
REVIEWED BY: A.C.S.II

DRAWING NO. A2.12
OF DWGS.

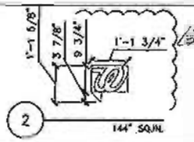
## L.E.D. CHANNEL LETTER SIGNS

2 ☒ RED RETURNS.
☐ WHITE RETURNS.

RED #2793 PLEXIGLAS FACE HELVETICA MEDIUM CHANNEL LETTERS. PRE-FINISHED METAL, ALUMINUM FILLER. BACKS OF LETTERS 1/8" ALUMINUM PLATE.

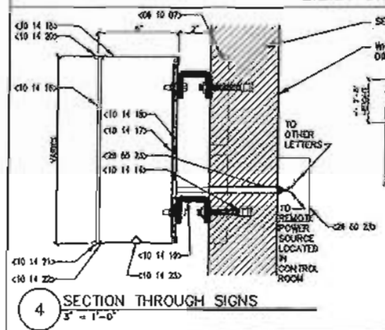
FOR ELECTRICAL DATA & DETAIL SIZE ELECTRICAL DRAWINGS.

1 — 13.75 S.F.




2 — 144" SQUIL

## L.E.D. CHANNEL LETTER SIGN DETAILS




SEE ARCHITECTURAL DRAWINGS FOR MATERIAL.

WHEN 2X BLOCKING IS USED, BLOCKING CUT-TO-OUT DIMENSION IS EQUAL TO THE LOWER CASE DIMENSION.

4 SECTION THROUGH SIGNS
3" = 1'-0"

RED SCRIPT SIGN DATA

RED PLEXIGLAS #2793 FACE SIGN

| LENGTH OF SIGN | HEIGHT OF LOWER CASE LETTERS | HEIGHT OF LOWER CASE 'x' | HEIGHT OF CAPITAL LETTER 'W' | HEIGHT FROM TOP OF 'W' TO BOTTOM OF 'g' | AREA OF SCRIPT SIGN |
|---|---|---|---|---|---|
| 16'-8" | 18" | 27 1/2" | 29 1/2" | 33" | 43" | 29.2 S.F. |

NOTE: THESE DIMENSIONS ARE APPROXIMATE BASED ON LOWER CASE LETTERS BEING 18" MAX. HT.

NOTE: SIGN LETTERS SHALL BE INDIVIDUAL REVERSE CHANNEL LETTERS AND BACKLIT.

AREA BOUNDARY

## SIGN SPECIFICATION

1. GENERAL CONTRACTOR:
   CONTRACTOR SHALL COORDINATE ALL WORK. NOTIFY ELECTRICAL CONTRACTOR & SIGN CONTRACTOR AS SOON AS POSSIBLE AFTER THE SIGN WALL OR STRUCTURE IS IN PLACE. GENERAL CONTRACTOR SHALL NOT CLOSE UP THE BACK SIDE OF WALL UNTIL ELECTRICAL CONTRACTOR & SIGN CONTRACTOR HAVE COMPLETED THEIR WORK.

   CONCEALED SIGN SUPPORTS: GENERAL CONTRACTOR SHALL PROVIDE CONCEALED CONTINUOUS HOT-DIPPED GALVANIZED STRUCTURAL GRADE WOOD SIGN SUPPORTS WHERE STUD OR RAFTER TYPE FRAMING OCCURS.

   1. WHERE SCRIPT SIGNS ARE SHOWN, PROVIDE 2 CONCEALED 2 X 8 MEMBERS AT TOP AND BOTTOM OF SCRIPT FOR ALL SIGNS UP TO 20'-8 3/4". SCRIPT SIGNS OVER 20'-8 3/4", PROVIDE 2 CONCEALED 2 X 8 MEMBERS AT TOP AND BOTTOM OF SIGNS.

   2. WHERE INDIVIDUAL LETTER SIGNS ARE SHOWN, PROVIDE 2 CONCEALED 2 X 8 MEMBERS TOP AND BOTTOM OF SIGNS.

2. ELECTRICAL CONTRACTOR:
   CONTRACTOR SHALL PROVIDE ONE MAIN ELECTRIC SERVICE PANEL AND FEEDS TO THE BACK SIDE OF SIGN WALL. ELECTRICAL CONTRACTOR SHALL PROVIDE CONDUIT, FEED AND JUNCTION BOXES ALONG BACK SIDE OF SIGN WALL. PROVIDE JUNCTION BOXES FOR EACH LOCATION APPROXIMATELY WHERE SIGN CONTRACTOR WILL PROVIDE CONDUIT HOUSING THROUGH WALL. PROVIDE ELECTRIC SERVICE CAPACITIES AND CIRCUITS AS SHOWN ON ELECTRICAL DRAWINGS.

3. SIGN CONTRACTOR:
   A. FOLLOW DRAWINGS AND SPECIFICATIONS OF SIGNS AND USE TEMPLATES OF APPROVED DIMENSIONS, CONTOURS, SHAPES AND WITH ELECTRICAL COMPONENTS & CAPACITIES AS SPECIFIED.

   B. SIGN CONTRACTOR SHALL FURNISH FOUR SETS OF SHOP DRAWINGS TO WALGREENS FACILITIES PLANNING DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO FABRICATION.

   C. SIGN CONTRACTOR SHALL CONSTRUCT SIGN IN COMPLIANCE WITH ALL APPLICABLE CODES AND ORDINANCES, AND ACCORDING TO UNDERWRITERS LABORATORIES SPECIFICATIONS AND TO BEAR U.L. LABELS. SIGN CONTRACTOR SHALL OBTAIN ALL STATE AND MUNICIPAL PERMITS NECESSARY TO INSTALL SIGN(S).

4. SIGN INSTALLATION AT BUILDING FACE, WORK BY SIGN CONTRACTOR:
   A. SIGN CONTRACTOR SHALL ESTABLISH CENTER LINE OF SIGN WALL. MEASURE LOCATION OF EACH ELECTRIC LEAD FROM THE CENTER OUTWARD. PROVIDE 1/2" GALVANIZED CONDUIT AND HOUSING THROUGH 1 1/4" DRILLED HOLES. LET THREADED CONDUIT PROJECT THROUGH WALL 1 1/2".

   B. SIGN CONTRACTOR SHALL PROVIDE A DISCONNECT SWITCH ON EXTERIOR OF SIGN FOR EACH CIRCUIT TO COMPLY WITH STATE AND LOCAL CODES. EACH SIGN SHALL BE ACTIVATED BY APPROVED PHOTO CELL AND TIME SWITCH WITH MANUAL OVERRIDE SWITCH. ELECTRICAL CONTRACTOR TO FURNISH PHOTO CELL, TIME SWITCH, AND MANUAL OVERRIDE SWITCH.

## WORK RESPONSIBILITY

ALL EXTERIOR BUILDING SIGNS SHALL BE FURNISHED AND INSTALLED BY WALGREENS SIGN CONTRACTOR.

ALL OTHER RELATED WORK INCLUDING SIGN SUPPORTS AND ELECTRICAL POWER SUPPLY SHALL BE PER SIGN SPECIFICATIONS - THIS SHEET.

ALL FINAL CONNECTIONS MADE BY SIGN CONTRACTOR.

## NATIONAL ACCOUNTS

SIGN ASSEMBLY AND EXPEDITOR
ICON-MIDWEST 800-833-8181

TERRITORIES
ALABAMA, CALIFORNIA, CONNECTICUT, DELAWARE, FLORIDA, GEORGIA, IDAHO, MAINE, MARYLAND, MASSACHUSETTS, MISSISSIPPI, MONTANA, NEVADA, NEW HAMPSHIRE, NEW JERSEY, NEW YORK, NORTH CAROLINA, OREGON, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, VERMONT, VIRGINIA, WASHINGTON D.C., WEST VIRGINIA, WYOMING

ELECTRONIC READER BOARD MANUFACTURER
DAKTRONICS

LED ILLUMINATION FOR WALL LETTERS: SLOAN

**Walgreens**

PROJECT NO.
PROJECT TYPE : NEW CONSTRUCTION

DRAWINGS/SPECIFICATIONS BY
☐ WAL GREENS
☒ LANDLORD'S CONSULTANT

ALL CONSTRUCTION WORK, UNLESS NOTED OTHERWISE, BY
☐ WAL GREENS CONTRACTOR
☒ LANDLORD'S CONTRACTOR (TO BE SELECTED)

| STORE | | BUILDING | |
|---|---|---|---|
| NEW | ☒ | NEW | ☒ |
| REMODELING | ☐ | EXISTING | ☐ |
| RELOCATION | ☐ | NEW SHELL ONLY | ☐ |
| OTHERS | ☐ | | |


ANGEL C. SAQUI, FAIA
ARCHITECTS + PLANNERS + INTERIORS, LLC.


a Development of
MORGAN PROPERTY GROUP
13024 Ballantyne Corporate Place
Suite 250
Charlotte, N.C 28277

| NO | DATE | BY | DESCRIPTION | CONST |
|---|---|---|---|---|
| 3 | 11/20/13 | | SIGN COORDINATION | |
| 2 | 04/04/13 | | COORDINATION | |
| 1 | 03/28/13 | | SITE PLAN APPROVAL COMMENTS | |

REVISIONS

CERTIFICATION AND SEAL

I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT OR ENGINEER UNDER THE LAWS OF THE STATE OF FLORIDA AS SHOWN BY MY HAND AND SEAL

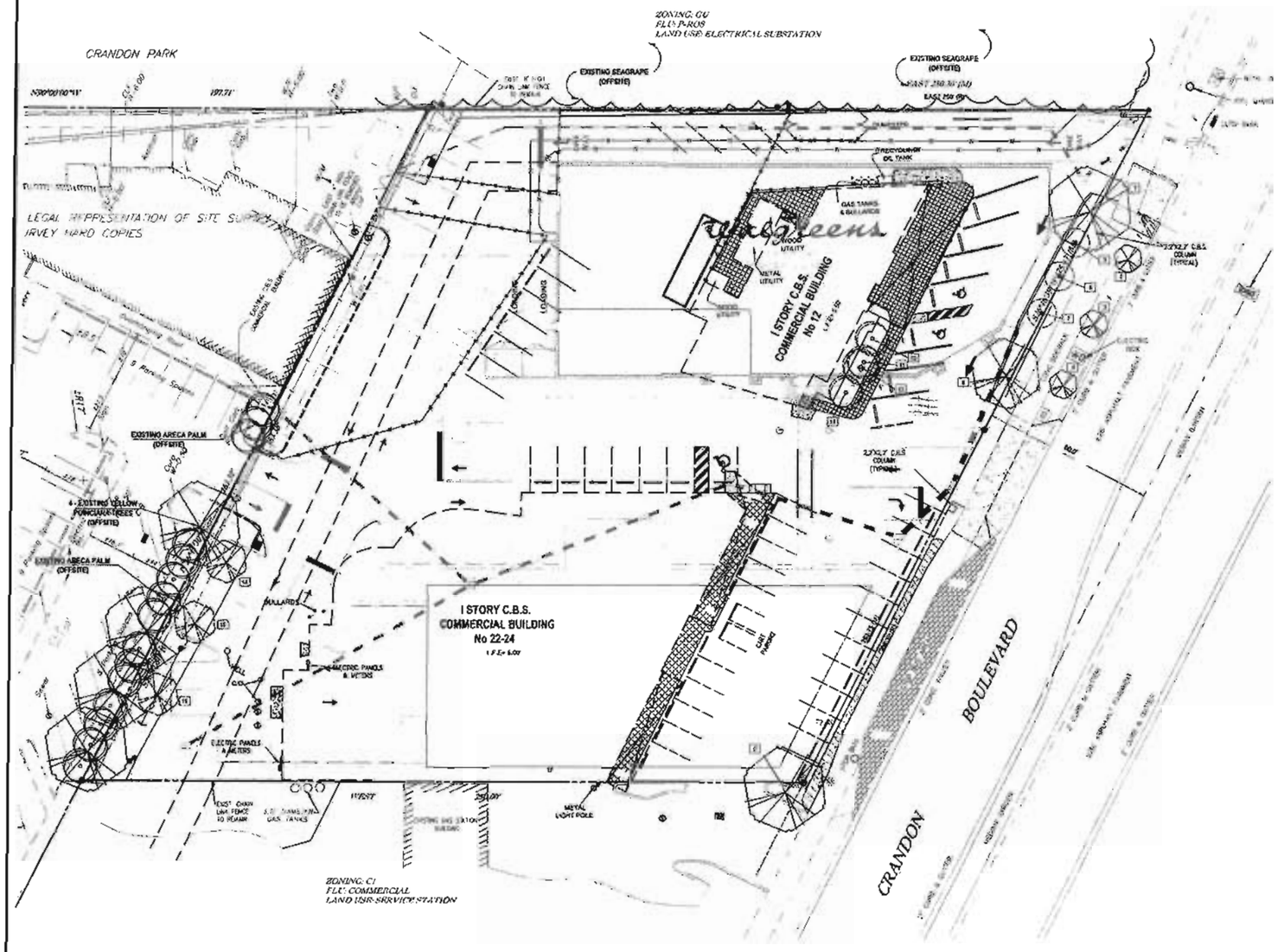
SEAL

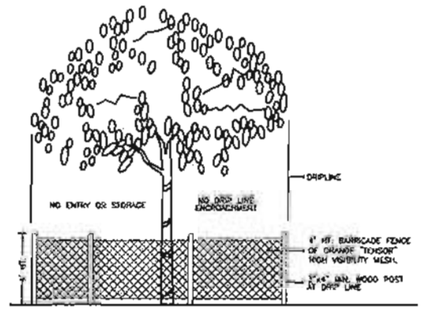
ANGEL C. SAQUI II, AIA
AR# 0012558

STORE#
PROJECT NAME
Walgreens
AT
(NWC) CRANDON BLVD. & HARBOR DRIVE
KEY BISCAYNE, FL

DRAWING TITLE
SIGNAGE PLAN AND DETAILS

| CADD PLOT: | SCALE: 1/8" = 1'-0" | DRAWING NO |
|---|---|---|
| 1229 | DRAWN BY: C.V.L.P. | A2.13 |
| VOID PLOT: | DATE: 03/01/13 | |
| SUPERSEDES PLAN DATED: | REVIEWED BY: A.C.S.II | OF DWGS |




TREE PRESERVATION
BARRICADE FENCING DETAIL
N.T.S.

EXISTING TREE DISPOSITION CHART

WALGREENS - KEY BISCAYNE, FL

| TREE NO. | BOTANICAL NAME | COMMON NAME | DBH | HT | SPR | CANOPY sf | CONDITION | DISPOSITION | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Swietenia mahogany | West Indies Mahogany | 15" | 40' | 25' | 968 | Fair | REMAIN | |
| 2 | Quercus virginiana | Live Oak | 4" | 15' | 8' | 51 | Good | REMAIN | |
| 3 | Quercus virginiana | Live Oak | 4" | 15' | 8' | 51 | Good | REMAIN | |
| 4 | Quercus virginiana | Live Oak | 4" | 15' | 8' | 51 | Good | REMAIN | |
| 5 | Washingtonia robusta | Washington Palm | 12" | 40' cl. | 15' | 78 | Fair | remove | at City's request |
| 6 | Washingtonia robusta | Washington Palm | 12" | 40' cl. | 15' | 78 | Fair | remove | at City's request |
| 7 | Washingtonia robusta | Washington Palm | 12" | 40' cl. | 15' | 78 | Fair | remove | at City's request |
| 8 | Swietenia mahogany | West Indies Mahogany | 14" | 25' | 25' | 490 | Poor | remove | broken limbs, co-dominant, included bark, hazardous tree |
| 9 | Swietenia mahogany | West Indies Mahogany | 15" | 40' | 30' | 710 | Fair | REMAIN | |
| 10 | Veitchia merrillii | Adonidia Palm | 4" | 12' gw | 9' | 51 | Poor | remove | trunk rot, scarred, nutrient deficient |
| 11 | Veitchia merrillii | Adonidia Palm | 6" | 14' gw | 8' | 51 | Poor | remove | trunk rot, scarred, nutrient deficient |
| 12 | Cocos nucifera | Coconut Palm | 8" | 18' gw | 12' | 176 | Poor | remove | trunk rot, scarred, nutrient deficient |
| 13 | Veitchia merrillii | Adonidia Palm | 4" | 14' gw | 8' | 51 | Poor | remove | trunk rot, scarred, nutrient deficient |
| 14 | Cocos nucifera | Seagrape | 6" | na | na | na | Poor | remove | dead |
| 15 | Coccoloba uvifera | Seagrape | 8" | na | na | na | Poor | remove | dead |
| 16 | Coccoloba uvifera | Seagrape | 8" | na | na | na | Poor | remove | dead |

GENERAL NOTES:

1. Contractor is responsible for determining all utility locations and installing facilities so as to not conflict. All damage to existing utilities or improvements caused by Contractor shall be repaired at no added cost to the Owner.

2. Contractor to notify Sunshine State One Call of Florida, Inc. at 1-800-432-4770 Two Full Business Days prior to digging for underground utility locations.

3. Contractor shall be responsible for providing final grading of all associated planting areas.

4. After final grade, area to be raked to 6" depth and all rock and foreign inorganic materials removed and disposed of properly off-site.

5. WATERING: All plant material shall be watered in at time of planting in accordance with standard nursery practices. In addition, Contractor shall continue watering of plant material until substantial completion and as needed thereafter for a period of 2 months.

6. Tree protection barricades shall be provided by Landscape Contractor around existing trees that may be impacted by the proposed construction. Prior to any construction a tree protection barricade inspection shall be conducted by the landscape architect, owner or governing municipality. Refer to landscape detail for tree preservation barricade fencing.

BOHLER ENGINEERING

CIVIL & CONSULTING ENGINEERS
STRUCTURES
PROJECT MANAGERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

SOUTHBOROUGH, MA
PLANO, TX
CHANTILLY, VA
CHARLOTTE, NC
CHERRY HILL, NJ
ORLANDO, FL
AUSTIN, TX
DENVER, CO
FORT MYERS, FL
MIAMI, FL

| DEV. | DATE | COMMENT | BY |
|---|---|---|---|

NOT FOR CONSTRUCTION

PROJECT No.: P160270
DRAWN BY: JPV
CHECKED BY: MAT
DATE: 09-15-16
SCALE: AS NOTED
CAD I.D.: P160270 TREE DISPOSITION PLAN

PROJECT:

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

CITY OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING

RAEIGE KI
1000 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33334
PH: (954) 202-7000
FX: (954) 202-7070
www.BohlerEngineering.com

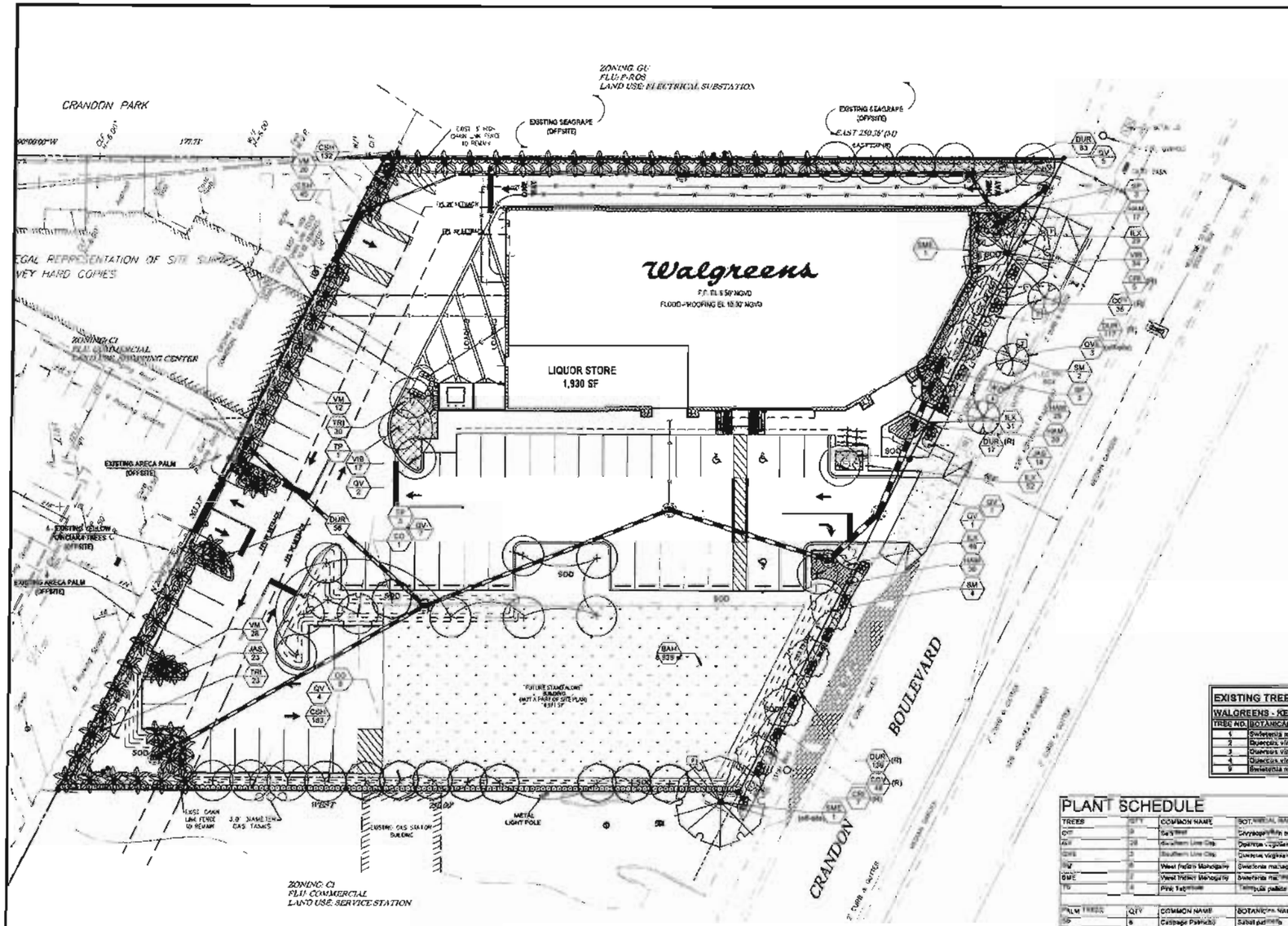
MICHAEL A. GROSSWIRTH
FLORIDA LICENSE NO. 0065811
STATE OF FLORIDA

SHEET TITLE:

TREE DISPOSITION PLAN

SHEET NUMBER:

LD-1




| KEY BISCAYNE, FLORIDA - LANDSCAPE CODE COMPLIANCE CHART | | |
|---|---|---|
| ARTICLE IX. - LANDSCAPE REGULATIONS | | |
| SEC. 30-285. MINIMUM STANDARDS<br>Shrubs: min. 24"<br>Palms: 2:1 for trees<br>Trees: min 14' x 7', 2.5" caliper | | |
| 40% of Required Landscape Materials to be Native | | |
| 30-285(3) Street Trees<br>Street Trees as Required by Code = 3 Trees are Existing 6<br>The Remaining Trees are Exempt due to Existing Bus Stop<br>In the Right-of-Way. These Trees are not Included in Final Tree Tabulations, but are Considered in Shrub Requirement. | REQUIRED<br>FIN TREES | PROVIDED<br>FIN TREES<br>FIN SHRUBS |
| 30-285(4) Zoning District (CI)<br>1 TREE/1,000 sq ft. (58,845 sq ft Lot Area) | 59 TREES | 59 TREES |
| 30-285(4) Shrubs and Hedges<br>10 Shrubs/required Tree | F10 SHRUBS** | F35 SHRUBS |
| 30-285.5 Parking Lot Buffer and Interior Planting<br>1 Tree/30 L.F. of Property Line Adjacent to Parking (611 LF)<br>Plus Continuous Hedge<br>10 sq ft Landscape Area/Parking Space w/o 1 Shade Tree/88 sq ft<br>87 Parking Spaces x 10 = 5760 s.f. | 21 TREES<br>8 TREES | 21 TREES PROVIDED<br>8 TREES |
| | 82 TREES* | 82 TREES* |
| *INCLUDES 1 EXISTING TREE TO REMAIN<br>** INCLUDES STREET TREE REQUIREMENT<br>35% of Required Shade Trees are Palms Counted at 3:1 | | |

IRRIGATION SUPPLY TO BE FROM POTABLE WATER SOURCE.

**NOTE: ALL ABOVE GROUND MECHANICAL EQUIPMENT SUCH AS, BUT NOT LIMITED TO, EXTERIOR UTILITY BOXES, METERS, AND TRANSFORMERS NOT CURRENTLY KNOWN OR DEPICTED SHALL BE VISUALLY SCREENED A MINIMUM OF 6" ABOVE TOP OF EQUIPMENT. BACK FLOW PREVENTERS SHALL BE PAINTED TO MATCH THE PRINCIPAL STRUCTURE.**

**ALL EXISTING SOD AREAS TO RETURNED TO PRE CONSTRUCTION STATE. NEW SOD SHALL BE ST. AUGUSTINE SOLID SOD TO MATCH EXISTING WHERE NOTED.**

PLEASE REFER TO SHEET LP-2 FOR LANDSCAPE DETAILS, SHEET LP-3 FOR GENERAL NOTES, AND SHEET LD-1 FOR ADDITIONAL INFORMATION REGARDING DISPOSITION OF EXISTING TREES.

**EXISTING TREE CHART**

**WALGREENS - KEY BISCAYNE, FL**

| TREE NO. | BOTANICAL NAME | COMMON NAME | DBH | HT. | SPR. | CANOPY sf | CONDITION | DISPOSITION | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Swietenia mahogany | West Indies Mahogany | 13" | 40' | 35' | 960 | Fair | REMAIN | |
| 2 | Quercus virginiana | Live Oak | 4" | 12' | 6' | 24 | Good | REMAIN | (off-site) |
| 3 | Quercus virginiana | Live Oak | 4" | 12' | 6' | 24 | Good | REMAIN | (off-site) |
| 4 | Quercus virginiana | Live Oak | 4" | 12' | 6' | 24 | Good | REMAIN | (off-site) |
| 5 | Swietenia mahogany | West Indies Mahogany | 14" | 40' | 35' | 1,385 | Fair | REMAIN | (off-site) |

**PLANT SCHEDULE**

| TREES | QTY | COMMON NAME | BOTANICAL NAME | SPECIFICATIONS | CALIPER | HEIGHT | SPREAD | NATIVE | XERIC | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| CIT | 3 | Sea Grape | Coccoloba uvifera | B & B | 2.5"Cal | 14'-16' | 7' | Yes | High | 5' o/c |
| LIH | 28 | Southern Live Oak | Quercus virginiana | B & B | 2.5"Cal | 14'-16' | 7' | Yes | High | 5' o/c |
| QVI | 3 | Southern Live Oak | Quercus virginiana | B & B | 2.5"Cal | 14'-16' | 7' | Yes | High | EXISTING STREET TREE |
| SM | 8 | West Indies Mahogany | Swietenia mahagoni | B & B | 2.5"Cal | 14'-16' | 7' | Yes | High | 5' o/c |
| SME | 2 | West Indies Mahogany | Swietenia mahagoni | NG | 10" | 40'-45' | 35' | Yes | High | EXISTING TO REMAIN |
| TG | 6 | Pink Tabebuia | Tabebuia pallida | B & B | 2.5"Cal | 14'-16' | 7' | Yes | High | 5' o/c |
| PALM TREES | QTY | COMMON NAME | BOTANICAL NAME | SPECIFICATIONS | CALIPER | HEIGHT | SPREAD | NATIVE | XERIC | REMARKS |
| SP | 6 | Cabbage Palmetto | Sabal palmetto | B & B | | 20'-25' clr. | 10' | Yes | High | 5' clear trunk min. |
| VM | 65 | Manila Palm | Veitchia merrillii | 45 gal | | 12' Ht. | | No | High | |
| SHRUBS | QTY | COMMON NAME | BOTANICAL NAME | SPECIFICATIONS | SPACING | HEIGHT | SPREAD | NATIVE | XERIC | REMARKS |
| CHO | 84 | Cocoa | Dalbergia variabilis 'Pinnata' | 7 gal | As Shown | 20" | 24" | No | Medium | 3' o/c |
| CRI | 12 | "Dwarf Sweet Yellow" | Crinum augustum 'Dwarf Yellow' | 15 gal | As Shown | 36" | 36" | No | Medium | |
| CSH | 360 | Silver Thrinax Palm | Coccothrinax argentata | 3 gal | 24" | 24" | 24" | Yes | High | |
| VIB | 34 | Sandankwa Viburnum | Viburnum suspensum | 3 gal | 24" | 24" | 24" | No | High | Full to base |
| SHRUB AREAS | QTY | COMMON NAME | BOTANICAL NAME | SPECIFICATIONS | SPACING | HEIGHT | SPREAD | NATIVE | XERIC | SPACING | REMARKS |
| DUR | 406 | Sky Flower | Duranta repens 'Dwarf Golden' | 3 gal | 18" | 24" | 18-18" | Yes | High | 18" o.c. | |
| HAM | 82 | Fire Bush | Hamelia patens | 3 gal | 24" | 24" | 18-24" | Yes | High | 24" o.c. | |
| JAS | 44 | Confederate Wax Jasmine | Jasminum simplicifolium | 3 gal | 24" | 24" | 18" | No | Medium | 24" o.c. | |
| TR | 82 | Variegated Petra Croton | Tradescantia spathacea | 3 gal | 24" | 20-25" | 24-30" | Yes | High | 36" o.c. | |
| GROUND COVERS | QTY | COMMON NAME | BOTANICAL NAME | SPECIFICATIONS | SPACING | HEIGHT | SPREAD | NATIVE | XERIC | SPACING | REMARKS |
| ILX | 180 | Dwarf Schefflera Holly | Ilex vomitoria 'Schefflera Dwarf' | 3 gal | 18" | 14-18" | 14-18" | Yes | High | 18" o.c. | |
| SODDED | QTY | COMMON NAME | BOTANICAL NAME | SPECIFICATIONS | SPACING | HEIGHT | SPREAD | NATIVE | XERIC | SPACING | REMARKS |
| BAH | 8,839 sf | Bahia Grass | Paspalum notatum 'Argentine' | grass | | | | | High | | |

(R) = PLANTINGS IN RIGHT-OF-WAY
346 SHRUBS OUT OF 1,081 TOTAL OCCUR WITHIN THE ROW AND ARE NOT COUNTED TOWARDS FULFILLING THE SHRUB REQUIREMENT.
735 SHRUBS ARE COUNTED TOWARDS FULFILLING SHRUB REQUIREMENT (683 NATIVE = 68%)

An irrigation plan shall be submitted for approval prior to issuance of a building permit. Said irrigation system shall be provided FULL COVERAGE with one hundred (100) percent overlap, if irrigation is required by this article. Irrigation plans shall be submitted for review and permitting at the time of application for building permit.

NOTE:
ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW

N W E S

1"= 20'

BOHLER ENGINEERING
CIVIL & CONSULTING ENGINEERS
SURVEYORS
PROJECT MANAGERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

REVISIONS:

| NO. | DATE | COMMENTS | BY |
|---|---|---|---|

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No.: | F120079 |
| DRAWN BY: | JPV |
| CHECKED BY: | MAT |
| DATE: | 01-15-13 |
| SCALE: | AS NOTED |
| CAD I.D. | F120079 LANDSCAPE PLAN |

PROJECT:

**CRANDON BLVD. & CRANDON PARK**

FOR

**MORGAN PROPERTIES**

CITY OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA


BOHLER ENGINEERING
RADICE 81
1600 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33334
PH: (954) 202-7000
FX: (954) 213-7476
www.bohlereng.com

MICHAEL D. GROSSWIRTH
REGISTERED LANDSCAPE ARCHITECT
November 16, 2012
FLORIDA LICENSE No. 6666641
FLORIDA REGISTERED, CITY OF MIAMI No. 27329

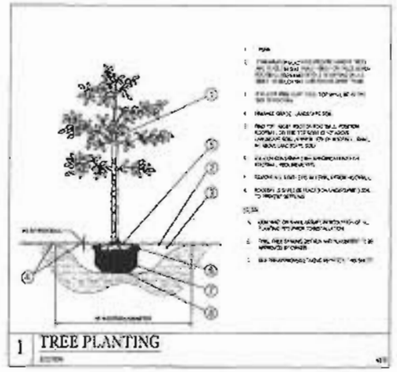

SHEET TITLE:

**LANDSCAPE PLANTING PLAN**

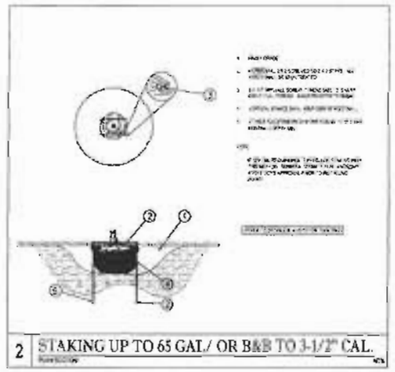
SHEET NUMBER:

**LP-1**

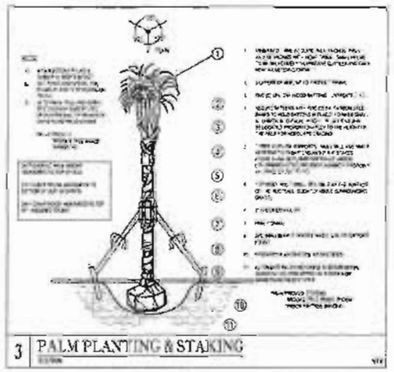
Printed on Sunday, November 18, 2012, 3:57 PM by Joseph Vellet



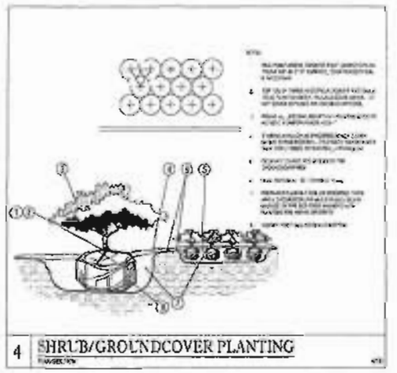
1 TREE PLANTING



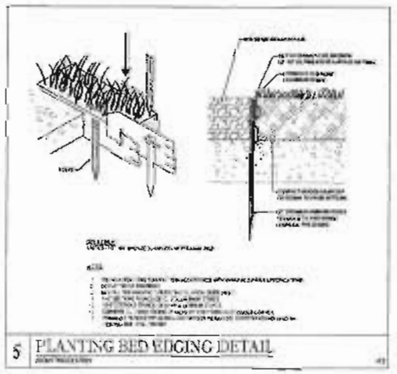
2 STAKING UP TO 65 GAL./ OR B&B TO 3-1/2" CAL.



3 PALM PLANTING & STAKING

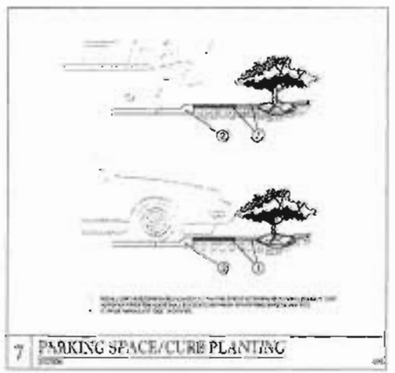


4 SHRUB/GROUNDCOVER PLANTING

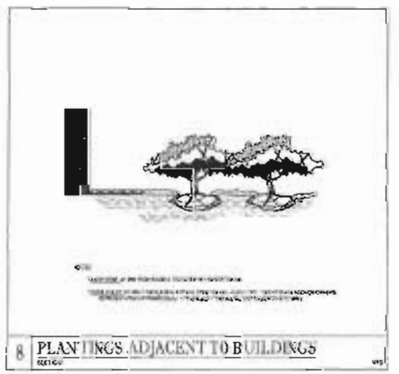


5 PLANTING BED EDGING DETAIL

6 PLANTED PARKING LOT ISLANDS/MEDIANS



7 PARKING SPACE/CURB PLANTING



8 PLANTINGS ADJACENT TO BUILDINGS

BOHLER ENGINEERING

CIVIL & ENVIRONMENTAL CONSULTANTS

SURVEYOR

PROJECT MANAGER

LANDSCAPE ARCHITECT

CORPORATE OFFICE

REVISIONS

| NO. | DATE | DESCRIPTION |
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NOT FOR CONSTRUCTION

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| PROJECT NO. | F120979 |
| DRAWN BY | JPV |
| CHECKED BY | MAT |
| DATE | 01-28-13 |
| SCALE | AS NOTED |
| CAD I.D. | F120979 LANDSCAPE PLAN |

PROJECT

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

CITY OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA


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MICHAEL D. CROSSWIRTH

FLORIDA LICENSE NO. 0000471
FLORIDA REGISTERED LANDSCAPE ARCHITECT

SHEET TITLE

LANDSCAPE PLANTING DETAILS

SHEET NUMBER

LP-2

# LANDSCAPE GENERAL NOTES

## A. SCOPE OF WORK

1. THE WORK CONSISTS OF FURNISHING ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, AND ANY OTHER APPURTENANCES NECESSARY FOR THE COMPLETION OF THIS PROJECT AS SHOWN ON THE DRAWINGS, AS INCLUDED IN THE PLANT LIST, AND AS HEREIN SPECIFIED.

2. WORK SHALL INCLUDE MAINTENANCE AND WATERING OF ALL PLANTING AREAS OF THIS CONTRACT UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER.

## B. PROTECTION OF EXISTING STRUCTURES

1. ALL EXISTING [illegible] WALKS, WALLS, [illegible] CONSTRUCTION AND PLANTING ALREADY COMPLETED [illegible] SHALL BE PROTECTED FROM DAMAGE BY THIS CONTRACTOR [illegible] ALL DAMAGE RESULTING FROM NEGLIGENCE SHALL BE [illegible] BY THE CONTRACTOR TO THE SATISFACTION OF THE OWNER.

## C. PROTECTION OF EXISTING PLANT MATERIALS OUTSIDE LIMIT OF WORK

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNAUTHORIZED [illegible] DAMAGE TO TREES AND SHRUBS, EXISTING OR OTHERWISE, CAUSED BY CARELESS OPERATION OF EQUIPMENT, STOCKPILING OF MATERIALS, ETC. THIS SHALL INCLUDE COMPACTION BY DRIVING OR PARKING INSIDE THE DRIP-LINE OR THE SPILLING OF OIL, GASOLINE, OR OTHER DELETERIOUS MATERIALS WITHIN THE DRIP-LINE.

2. NO MATERIALS SHALL BE [illegible] THE HEAT WILL DAMAGE ANY PLANT. [illegible] ABOVE SURROUNDING GROUND.

## D. MATERIALS

1. SUBMITTALS: [illegible] SAMPLES OF PLANTING MATERIALS AS LISTED BELOW SHALL BE SUBMITTED FOR APPROVAL, ON THE SITE OR AS OTHERWISE DETERMINED BY THE OWNER. UPON APPROVAL OF SAMPLES, DELIVERY OF MATERIALS MAY BEGIN.

MATERIALS SAMPLE SUBMITTALS
MULCH [illegible]
TOPSOIL [illegible]
PLANTS [illegible] SAMPLE OF EACH VARIETY

2. PLANT MATERIALS
a) GENERAL: PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. [illegible] STANDARDIZED PLANT NAMES, 1942 EDITION. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS FOR NURSERY PLANTS, PARTS I AND II [illegible] THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. ALL PLANTS SHALL BE FLORIDA NO. 1 OR AN ABSOLUTE MINIMUM UNLESS OTHERWISE SUPERSEDED BY A FLORIDA FANCY DESIGNATION AS DETERMINED BY THE FLORIDA DIVISION OF PLANT INDUSTRY. [illegible] APPROVAL OF THE OWNER.

b) MEASUREMENTS: THE HEIGHT AND/OR WIDTH OF TREES SHALL BE MEASURED FROM THE TOP OF ROOT BALL [illegible] AND/OR ACROSS THE AVERAGE SPREAD OF BRANCHES WITH THE PLANTS IN THEIR NORMAL POSITION. THIS MEASUREMENT SHALL NOT INCLUDE THE IMMEDIATE TERMINAL GROWTH. PLANTS LARGER IN SIZE THAN THOSE SPECIFIED IN THE PLANT LIST MAY BE USED IF APPROVED BY THE OWNER. IF THE USE OF LARGER PLANTS IS APPROVED, THE BALL OF EARTH OR SPREAD OF ROOTS SHALL BE INCREASED IN PROPORTION TO THE SIZE OF THE PLANT.

c) INSPECTION: PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH OR UPON DELIVERY TO THE SITE, AS DETERMINED BY THE OWNER, FOR QUALITY, SIZE, AND VARIETY. [illegible]

d) AMENDED PLANTING SOIL: PLANT MIX SOIL FOR USE IN BACKFILLING PLANTING HOLES SHALL BE FORTY PERCENT (40%) TOPSOIL AND SIXTY PERCENT (60%) SAND [illegible] FRIABLE, AND OF A LOAMY CHARACTER, WITHOUT MIXTURE OF [illegible] MATERIALS AND OBTAINED FROM A WELL-DRAINED ARABLE SITE. IT [illegible] THREE (3) TO FIVE (5) PERCENT DECOMPOSED ORGANIC MATTER AND SHALL BE FREE FROM HEAVY CLAY, COARSE SAND, STONES, LIME, LUMPS, PLANTS, ROOTS OR OTHER FOREIGN MATERIALS, OR NOXIOUS WEEDS. IT SHALL NOT CONTAIN TOXIC SUBSTANCES [illegible] HARMFUL TO PLANT GROWTH. PH RANGE SHALL BE [illegible] INCLUSIVE.

e) SAND SHALL BE CLEAN, WELL DRAINING NATIVE SAND. IF REQUESTED, CONTRACTOR SHALL AT ANY TIME AND AT NO COST TO OWNER SUBMIT RESULTS OF SOIL TESTS FOR TOPSOIL AND SAND PROPOSED FOR USE UNDER THIS CONTRACT FOR APPROVAL BY OWNER.

## E. WATER

1. WATER NECESSARY FOR PLANTING AND MAINTENANCE SHALL BE OF SATISFACTORY QUALITY TO SUSTAIN AN ADEQUATE GROWTH OF PLANTS AND SHALL NOT CONTAIN HARMFUL NATURAL OR MAN-MADE ELEMENTS DETRIMENTAL TO PLANTS. WATER MEETING THE ABOVE STANDARD SHALL BE OBTAINED ON THE SITE FROM THE OWNER, IF AVAILABLE, AND THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ARRANGEMENTS [illegible]. SUCH WATER IS NOT AVAILABLE AT THE SITE, [illegible] SUCH SATISFACTORY WATER FROM SOURCES OFF THE SITE AT NO ADDITIONAL COST TO THE OWNER.

## F. COMMERCIAL FERTILIZER

1. COMMERCIAL FERTILIZER SHALL BE A COMPLETE FORMULA. IT SHALL BE UNIFORM IN COMPOSITION, DRY AND FREE FLOWING. THIS FERTILIZER SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL UNOPENED CONTAINERS, EACH BEARING THE MANUFACTURER'S GUARANTEED STATEMENT OF ANALYSIS.

FIFTY PERCENT (50%) OF THE NITROGEN SHALL BE DERIVED FROM NATURAL ORGANIC SOURCES. THE FOLLOWING FERTILIZERS SHALL BE USED AND APPLIED AT RATES AS SUGGESTED BY MANUFACTURER'S SPECIFICATIONS.

1. SHRUBS AND TREES — MILORGANITE, OR APPROVED EQUAL
2. ANNUALS AND GROUNDCOVERS — OSMOCOTE [illegible] 14-14-14
3. SOD — 6-6-6

IN ADDITION TO SURFACE APPLIED FERTILIZERS, ALL CONTAINER GROWN AND FIELD GROWN PLANT MATERIAL SHALL RECEIVE [illegible] PLANTING TABLETS 20-10-5 FORMULA, 21 GRAM OR EQUAL. THESE TABLETS SHALL BE PLACED AT THE RATE AND DEPTH SPECIFIED BY MANUFACTURER.

## G. MULCH

1. MULCH SHALL BE FROM SHREDDED WOOD OBTAINED FROM MELALEUCA OR OTHER [illegible] TREE SPECIES AND SHALL BE STERILIZED TO EFFECTIVELY ELIMINATE ALL SEEDS, SPORES, ETC. AND RENDER THEM [illegible].

2. MULCH MATERIAL SHALL BE MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT AND APPLIED AT A DEPTH OF THREE INCHES (3").

3. MULCH SHALL BE GRADE B SHREDDED AND SHALL BE APPLIED EVENLY AND [illegible] TO PLANTED AREAS.

4. NO RED OR COLORED MULCH SHALL BE ACCEPTED UNLESS SPECIFIED. ACCORDINGLY, NO CYPRESS MULCH SHALL BE USED.

## H. DIGGING AND HANDLING

1. PROTECT ROOT SYSTEMS [illegible] PLANTS AT ALL TIMES FROM SUN AND DRYING WINDS, WATER EROSION [illegible] CRITERIA AS NECESSARY UNTIL PLANTING. PLANT MATERIALS SHALL BE ADEQUATELY PACKED TO PREVENT BREAKING AND DRYING OUT DURING LOADING, TRANSIT, AND UNLOADING/PLANTING. TREES TRANSPORTED MORE THAN [illegible] OR WHICH ARE NOT PLANTED WITHIN THREE (3) DAYS OF DELIVERY TO SITE SHALL BE SPRAYED WITH AN ANTI TRANSPIRANT PRODUCT [illegible] TO MINIMIZE TRANSPIRATIONAL WATER LOSS.

2. BALLED AND BURLAPPED PLANTS [illegible] SHALL BE DUG WITH FIRM NATURAL BALLS OF SOIL OF SUFFICIENT SIZE TO ENCOMPASS THE FIBROUS AND FEEDING ROOTS OF THE PLANTS, AND IN ACCORDANCE WITH "GRADES AND STANDARDS FOR NURSERY PLANTS" FLORIDA PUBLICATION. NO PLANT WITH A ROOTBALL SHALL BE PLANTED IF THE BALL IS CRACKED OR BROKEN. PLANTS BALLED AND BURLAPPED OR CONTAINER GROWN SHALL NOT BE HANDLED BY [illegible].

3. PLANTS MARKED [illegible] IN THE PLANT LIST SHALL BE DUG WITH BARE ROOTS. [illegible] ROOTS SHALL NOT BE CUT WITHIN THE MINIMUM [illegible] IN THE PLANT LIST. CARE SHALL BE EXERCISED THAT THE ROOTS DO NOT DRY OUT IN MOVING AND/OR OR TO PLANTING.

4. PROTECTION OF PALMS IF APPLICABLE: ONLY A MINIMUM OF FRONDS SHALL BE REMOVED FROM THE CROWN OF THE PALM TREES TO FACILITATE MOVING AND HANDLING. [illegible] PRUNING OF SHAVING [illegible] CLEAR TRUNK [illegible] CONSTITUTE REJECTION ON SITE. [illegible] GRADES PER PALM PLANTING DETAIL ON THE PLANTING DETAIL SHEET.

5. EXCAVATION OF PLANTING HOLES SHALL BE DONE USING EXTREME CARE TO AVOID DAMAGE TO SURFACE AND SUBSURFACE ELEMENTS SUCH AS UTILITIES OR HARDSCAPE ELEMENTS, FOOTERS, AND PREPARED SUB-BASES.

## I. CONTAINER GROWN STOCK

1. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION, AND SHALL MEET MINIMUM SPECIFICATIONS IN THE PLANT LIST.

2. AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER. CONTAINER GROWN STOCK SHALL NOT BE HANDLED BY THEIR STEMS.

3. PLANT ROOTS BOUND IN CONTAINERS SHALL NOT BE ACCEPTABLE.

4. SUBSTITUTION OF NON-CONTAINER GROWN MATERIAL FOR MATERIAL EXPLICITLY SPECIFIED TO BE CONTAINER GROWN WILL NEED AUTHORIZATION FROM THE OWNER.

## J. COLLECTED STOCK

1. WHEN THE USE OF COLLECTED STOCK IS PERMITTED AS INDICATED ON THE PLANT LIST SCHEDULE, THE MINIMUM SIZES OF ROOT BALLS SHALL BE EQUAL TO THAT SPECIFIED FOR THE NEXT LARGER SIZE OF NURSERY GROWN STOCK OF THE SAME VARIETY.

## K. NATIVE STOCK

1. PLANTS COLLECTED FROM WILD OR NATIVE STANDS SHALL BE CONSIDERED GROWN WHEN THEY HAVE BEEN SUCCESSFULLY RE-ESTABLISHED IN A NURSERY ROW AND GROWN UNDER REGULAR NURSERY CULTURAL PRACTICES FOR A MINIMUM OF TWO (2) GROWING SEASONS AND HAVE ATTAINED ADEQUATE ROOT AND TOP GROWTH TO INDICATE FULL RECOVERY FROM TRANSPLANTING INTO THE NURSERY ROW.

## L. MATERIALS LIST

1. QUANTITIES NECESSARY TO COMPLETE THE WORK ON THE DRAWINGS SHALL BE FURNISHED. QUANTITY ESTIMATES HAVE BEEN MADE CAREFULLY, BUT THE LANDSCAPE ARCHITECT OR OWNER ASSUMES NO LIABILITY FOR OMISSIONS OR ERRORS. SHOULD A DISCREPANCY OCCUR BETWEEN A QUANTITY TAKE OFF AND THE PLANT LIST QUANTITY, THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED FOR CLARIFICATION PRIOR TO THE SUBMISSION OF BIDS. DRAWING SHALL TAKE PRECEDENCE. ALL DIMENSIONS [illegible] SHALL BE THE MINIMUM ACCEPTABLE SIZE.

## M. FINE GRADING

1. FINE GRADING UNDER THIS CONTRACT SHALL CONSIST OF FINAL FINISHED GRADING OF LAWN AND PLANTING AREAS THAT HAVE BEEN ROUGH GRADED BY OTHERS. REFINING AS SHOWN ON THE DRAWINGS SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR, UNLESS OTHERWISE NOTED.

2. THE LANDSCAPE CONTRACTOR SHALL FINE GRADE THE LAWN AND PLANTING AREAS TO BRING THE ROUGH GRADE UP TO FINAL FINISHED GRADE ALLOWING FOR THICKNESS OF SOD AND/OR MULCH DEPTH. THIS CONTRACTOR SHALL FINE GRADE BY HAND AND/OR WITH ALL EQUIPMENT NECESSARY INCLUDING A GRADING TRACTOR WITH FRONT-END LOADER FOR TRANSPORTING SOIL WITHIN THE SITE.

3. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW FREE FLOW OF SURFACE WATER. AREAS ADJACENT TO BUILDINGS SHALL SLOPE AWAY FROM THE BUILDINGS.

## N. PLANTING PROCEDURES

1. CLEANING UP BEFORE COMMENCING WORK: THE CONTRACTOR SHALL CLEAN UP WORK AND SURROUNDING AREAS OF ALL RUBBISH OR OBJECTIONABLE MATTER. ALL MORTAR, CEMENT, AND TOXIC MATERIAL SHALL BE COMPLETELY REMOVED FROM THE SITE. THESE MATERIALS SHALL NOT BE MIXED WITH THE SOIL. SHOULD THE CONTRACTOR FIND SUCH SOIL CONDITIONS BENEATH THE SOIL WHICH WILL IN ANY WAY AFFECT THE VIABILITY OF THE PLANTS TO BE INSTALLED, [illegible] CALL IT TO THE ATTENTION OF THE OWNER'S CONSTRUCTION MANAGER [illegible].

2. VERIFY LOCATIONS OF ALL UTILITIES, CONDUITS, SUPPLY LINES AND CABLES INCLUDING BUT NOT LIMITED TO: ELECTRIC, GAS (LINES AND TANKS), WATER, SANITARY SEWER, STORMWATER LINES, CABLE AND TELEPHONE. PROPERLY MAINTAIN AND PROTECT EXISTING UTILITIES.

3. SUBGRADE EXCAVATION: [illegible]

4. [illegible] PLANTS ARE DUG AT NURSERY OR GROWING SITE.

5. GENERAL: COMPLY WITH FEDERAL, STATE, COUNTY, AND LOCAL REGULATIONS GOVERNING LANDSCAPE MATERIALS AND WORK. CONFORM TO ACCEPTED HORTICULTURAL PRACTICES AS USED IN THE TRADE. PLANTS SHALL BE PROTECTED UPON ARRIVAL AT THE SITE BY BEING THOROUGHLY WATERED AND PROPERLY MAINTAINED UNTIL PLANTED. PLANTS SHALL NOT REMAIN UNPROTECTED FOR A PERIOD EXCEEDING TWENTY-FOUR (24) HOURS. AT ALL TIMES WORKMANLIKE METHODS CUSTOMARY TO GOOD HORTICULTURAL PRACTICES SHALL BE EXERCISED.

6. THE WORK SHALL BE COORDINATED WITH OTHER TRADES TO PREVENT CONFLICTS. COORDINATE THE PLANTING WITH THE IRRIGATION WORK TO ASSURE AVAILABILITY OF WATER AND PROPER LOCATION OF IRRIGATION ITEMS AND PLANTS.

7. ALL PLANTING HOLES SHALL BE EXCAVATED TO SIZE AND DEPTH IN ACCORDANCE WITH THE USA STANDARD "NURSERY STOCK" [illegible] UNLESS SHOWN OTHERWISE ON THE DRAWINGS, AND BACKFILLED WITH THE PREPARED PLANTING SOIL AS SPECIFIED HEREIN. [illegible] AROUND THE ROOTS. SET STOCK OR EQUAL IS RECOMMENDED.

8. TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO BUILDINGS, CURBS, PAVING, AND OTHER HARDSCAPE MATERIALS WHILE INSTALLING TREES.

9. SOIL MIXTURE SHALL BE AS SPECIFIED IN SECTION D (MATERIALS) OF THESE SPECIFICATIONS. IN ADDITION, EACH PLANTING HOLE SHALL RECEIVE 21-GRAM [illegible] PLANTING TABLETS PER MANUFACTURER'S SPECIFICATIONS OR AS FOLLOWS:
- TWO (2) TABLETS PER 1 GAL. PLANT
- THREE (3) TABLETS PER 3 GAL. PLANT
- FOUR (4) TABLETS PER 10 GAL. PLANT
LARGER MATERIAL:
- TWO (2) TABLETS PER HALF INCH (1/2") OF TRUNK CALIPER

10. TREES AND SHRUBS SHALL BE SET [illegible] AND AT SUCH A LEVEL THAT AFTER SETTLEMENT, THE TOP OF THE ROOT [illegible] (FOR SHRUBS AND GROUNDCOVER) OR TRUNK FLARE (TREES AND PALMS) WILL STAND [illegible] (2) INCHES ABOVE FINAL GRADE. EACH PLANT SHALL BE SET IN THE CENTER OF THE PLANTING HOLE. PLANTING SOIL MIXTURE SHALL BE BACKFILLED AND THOROUGHLY TAMPED AROUND THE BALL AND SHALL BE SETTLED BY WATER AFTER TAMPING.

11. FILL HOLE WITH SOIL MIXTURE, MAKING CERTAIN ALL SOIL IS SATURATED. TO DO THIS, FILL HOLE WITH WATER AND ALLOW TO SOAK MINIMUM TWENTY (20) MINUTES. [illegible] THOROUGHLY WET, PACK FIRMLY WITH FEET OR [illegible] DEVICE. ADD MORE WET SOIL MIXTURE. DO NOT COVER TOP OF BALL WITH SOIL MIXTURE, ONLY WITH MULCH. ALL BURLAP, ROPE, WIRES, ETC. SHALL BE [illegible] UNDERNEATH.

12. PRUNING: FOR DAMAGED OR BROKEN LIMBS, EACH TREE SHALL BE PRUNED TO PRESERVE THE NATURAL CHARACTER OF THE SPECIES. ALL SUCKER GROWTH SHALL BE COMPLETELY REMOVED PRIOR TO DIGGING.

13. SHRUBS AND GROUNDCOVER [illegible] THE PLANT LIST. [illegible] OF PLANTING SOIL MIX INTO THE NEWLY TILLED PLANTING BED FOR GENERAL NUTRIENT [illegible] MASS PLANTING BED IS NOW READY TO RECEIVE HOLES FOR NEW PLANTS. THOROUGHLY WATER ALL PLANTS AFTER INSTALLATION.

14. TREE [illegible] SHALL BE INSTALLED BY THE LANDSCAPE CONTRACTOR [illegible] WITH THE PLANS TO ENSURE STABILITY AND MAINTAIN TREES IN AN UPRIGHT POSITION. TREES SHALL USE [illegible] AS PER DETAIL SHEET [illegible].

15. MULCHING: PROVIDE A THREE [illegible] SPECIFIED MULCH OVER THE ENTIRE AREA OF EACH SHRUB BED, GROUNDCOVER AND VINE BED AND TREE PIT FOR TREES AND PALMS [illegible] UNLESS OTHERWISE REQUIRED BY LOCAL CODES [illegible].

16. [illegible] WEED CONTROL: ALL PLANT BEDS SHALL BE KEPT FREE OF [illegible] BY QUALIFIED [illegible] MANUFACTURER'S [illegible] APPLIED TO PLANTING BEDS AND TREE RINGS [illegible] MULCHED AREAS [illegible] APPROVED PRE-EMERGENT HERBICIDE AT AN APPLICATION RATE RECOMMENDED BY THE MANUFACTURER.

## O. LAWN SODDING

[illegible] OTHERWISE NOTED [illegible]
1. THE WORK CONSISTS OF LAWN BED PREPARATION, SOIL PREPARATION, AND SODDING COMPLETE IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND THE APPLICABLE DRAWINGS TO PRODUCE A GRASS LAWN ACCEPTABLE TO THE OWNER AND GOVERNING AGENCIES.

2. [illegible] ALL AREAS THAT ARE TO BE [illegible] SHALL BE CLEARED OF ANY ROUGH GRASS, WEEDS, AND DEBRIS, AND THE SOIL BROUGHT TO AN EVEN GRADE TO ALLOW FOR [illegible].

3. SOIL PREPARATION: [illegible] LOOSE INTO FOUR INCHES (4") DEEP. APPLY FERTILIZER AT A RATE OF TWENTY (20) POUNDS PER ONE THOUSAND (1000) SQUARE FEET. APPLICATION SHALL BE UNIFORM, UTILIZING COMMERCIAL BROADCAST SPREADERS. [illegible] WITH THE SOIL TO A DEPTH OF THREE INCHES [illegible] UNTIL ALL LUMPS AND DEPRESSIONS ARE REMOVED [illegible].

4. SODDING: THE CONTRACTOR SHALL SOD ALL PERVIOUS AREAS THAT ARE NOT PAVED OR PLANTED AS DESIGNATED ON THE DRAWINGS WITHIN THE CONTRACT LIMITS TO CREATE A UNIFORM, NEW TURF BLANKET FOR THE SITE.

a) THE SOD SHALL BE CERTIFIED TO MEET FLORIDA STATE [illegible] SPECIFICATIONS ABSOLUTELY TRUE TO VARIETY TYPE, AND FREE FROM WEEDS, FUNGUS, INSECTS AND DISEASE OF ANY KIND. SOD PANELS SHALL BE LAID TIGHTLY TOGETHER TO MAKE A SOLID SODDED LAWN AREA.

b) SOD SHALL BE LAID IN ROWS, WITH EVERY OTHER [illegible] BETWEEN THE [illegible] TO INSURE NO CONTINUOUS [illegible] JOINTS OF SOD TO INSURE A TIGHT FIT AT JOINTS.

c) SOD SHALL BE LAID UNIFORMLY AGAINST THE EDGES OF ALL CURBS AND OTHER HARDSCAPE ELEMENTS, PAVED AND PLANTED AREAS ADJACENT TO BUILDINGS. A FOUR INCH (4") MULCH STRIP SHALL BE PROVIDED. IMMEDIATELY FOLLOWING SOD LAYING, THE LAWN AREAS SHALL BE ROLLED WITH A LAWN ROLLER CUSTOMARILY USED FOR SUCH PURPOSES, AND THEN THOROUGHLY IRRIGATED TO [illegible] APPROVED BY THE LANDSCAPE ARCHITECT OR OWNER SHALL BE [illegible] SPREAD OVER THE ENTIRE SURFACE OF THE SOD AND THOROUGHLY WATERED IN.

5. DURING DELIVERY, PRIOR TO AND DURING THE PLANTING OF THE LAWN AREAS, THE SOD PANELS SHALL AT ALL TIMES BE PROTECTED FROM EXCESSIVE DRYING AND UNNECESSARY EXPOSURE OF THE ROOTS TO THE SUN. ALL SOD SHALL BE INSTALLED DURING THE DAY OF ITS ARRIVAL.

6. LAWN MAINTENANCE

a) WITHIN THE SCOPE, THE CONTRACTOR SHALL PRODUCE A DENSE, WELL ESTABLISHED LAWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND RE-SODDING OF ALL ERODED, SUNKEN OR BARE SPOTS UNTIL CERTIFICATION OF ACCEPTABILITY BY OWNER OR AN [illegible] ORIGINAL WORK SCOPE AND PROCEDURES INCLUDING REGRADING IF NECESSARY.

b) WATER EVERY DAY FOR [illegible] CONSECUTIVE DAYS. THEN WATER THREE (3) TIMES PER WEEK (AT [illegible]) UNTIL FULLY ESTABLISHED OR UNTIL [illegible] AND PROGRAMMED. ADJUST [illegible] WATERING SCHEDULE WITH NATURAL RAINFALL. RAINFALL [illegible] DURATION OF TWENTY (20) MINUTES OR MORE [illegible] PRODUCE MORE THAN A HALF INCH (1/2") OF PRECIPITATION WILL NEGATE THE NEED FOR WATERING THE FOLLOWING DAY IF PREVIOUSLY SCHEDULED. ALL WATERING SHALL BE OF SUFFICIENT QUANTITY TO WET OR RESTORE WATER TO A DEPTH OF FOUR INCHES (4").

## P. CLEANUP

1. UPON COMPLETION OF ALL PLANTING WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL MATERIAL, EQUIPMENT, AND DEBRIS RESULTING FROM HIS WORK. ALL PAVED AREAS SHALL BE BROOM CLEANED AND THE SITE LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE.

## Q. PLANT MATERIAL MAINTENANCE

1. ALL PLANTS AND PLANTING MATERIALS INCLUDED UNDER THIS CONTRACT SHALL BE MAINTAINED BY WATERING, CULTIVATING, SPRAYING, AND ALL OTHER OPERATIONS [illegible] TO ENSURE A HEALTHY [illegible] ACCEPTABILITY BY THE OWNER OR OWNER'S DESIGNEE. MAINTENANCE AFTER THE CERTIFICATION OF ACCEPTABILITY SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS IN THIS SECTION. CONTRACTORS ARE REQUESTED TO PROVIDE A BID ESTIMATE TO COVER LANDSCAPE AND IRRIGATION MAINTENANCE FOR A PERIOD OF NINETY (90) CALENDAR DAYS COMMENCING AFTER ACCEPTANCE (SEE NEXT SECTION).

## R. MAINTENANCE (ALTERNATE BID ITEM)

1. CONTRACTORS ARE REQUESTED TO PROVIDE A BID ESTIMATE FOR LANDSCAPE AND IRRIGATION MAINTENANCE FOLLOWING THE INITIAL 90-DAY MAINTENANCE PERIOD ON A COST PER MONTH BASIS.

## S. GUARANTEE

1. THE LIFE AND SATISFACTORY CONDITION OF ALL PLANT MATERIAL INSTALLED BY THE LANDSCAPE CONTRACTOR SHALL BE GUARANTEED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTABILITY BY THE OWNER OR OWNER'S DESIGNEE.

2. THE LIFE AND SATISFACTORY CONDITION OF ALL SOD INSTALLED BY THE LANDSCAPE CONTRACTOR SHALL BE GUARANTEED BY THE CONTRACTOR FOR A MINIMUM OF NINETY (90) CALENDAR DAYS COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTABILITY BY THE OWNER OR OWNER'S DESIGNEE.

3. REPLACEMENT: ANY PLANT NOT IN A HEALTHY GROWING CONDITION SHALL BE REMOVED FROM THE SITE AND REPLACED AS SOON AS [illegible] TREES AND PALMS MAY BE GIVEN A PERIOD OF [illegible] TO ALLOW THE CONTRACTOR TO RESURRECT THE TREE [illegible] CONDITION. ALL REPLACEMENTS SHALL BE PLANTS OF LIKE KIND, CONDITION AND SIZE AS SPECIFIED IN THE PLANT LIST. [illegible] THE OWNER. ANY REPAIRS FROM THIS REPLACEMENT MATERIAL SHALL BE SOLELY THE CONTRACTOR'S RESPONSIBILITY. REPLACEMENT MATERIAL SHALL BE GUARANTEED FOR A [illegible] DATE OF REPLACEMENT [illegible] OWNER [illegible] OF THE MONETARY AMOUNT FOR THE REPLACEMENT MATERIALS AT A [illegible] ORIGINAL CONTRACT [illegible] IN LIEU OF AN ADDITIONAL REPLACEMENT.

4. IN THE EVENT THE OWNER [illegible] NOT TO CONTRACT WITH THE CONTRACTOR FOR LANDSCAPE AND IRRIGATION MAINTENANCE, THE [illegible] ENCOURAGED TO VISIT THE PROJECT SITE PERIODICALLY [illegible] EVALUATE MAINTENANCE PROCEDURES [illegible] OR DESIGNEE AND SHALL NOTIFY [illegible] VIGOROUS AND HEALTHY PLANT GROWTH [illegible] BE CONDUCTED [illegible] MONTHS FROM THE DATE OF ACCEPTANCE.

## T. FINAL INSPECTION AND ACCEPTANCE OF WORK

1. FINAL INSPECTION BY OWNER [illegible] AT THE END OF THE GUARANTEE PERIOD [illegible] PLANTING, CONSTRUCTION [illegible] INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY PLANTS [illegible] AND THRIVING AT THIS TIME [illegible] PREVIOUSLY UNDER SAID WARRANTY SHALL BE [illegible] THE OWNER IN [illegible] INSPECTION AND ACCEPTANCE [illegible].

## U. GRADING & DRAINAGE NOTES

1. PRIOR TO COMMENCING ANY EXCAVATION WORK, THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES IN ACCORDANCE WITH THE [illegible] PROCEDURES PROMOTED BY THE RESPECTIVE UTILITY COMPANIES IN FLORIDA. CALL FLORIDA SUNSHINE AT 811.

2. CONTRACTOR SHALL [illegible] NEW EARTHWORK SMOOTHLY INTO EXISTING [illegible] VERTICAL CURVES OR ROUNDINGS AT ALL TOP AND BOTTOM OF SLOPES.

3. PITCH EVENLY BETWEEN SPOT GRADES. ALL PAVED AREAS MUST PITCH TO DRAIN AT A MINIMUM SLOPE OF ONE-EIGHTH INCH (1/8") PER FOOT. ANY DISCREPANCIES [illegible] THIS TO OCCUR SHALL BE REPORTED TO THE OWNER [illegible] WORK.

4. [illegible] PAVING OR EARTHWORK [illegible] AND GRADE OF [illegible] REMAIN [illegible] FLARE OF [illegible] TREES.

## V. UTILITY PLAN NOTES

1. CONTRACTOR SHALL [illegible] SCHEDULE 40 [illegible] FOR ALL IRRIGATION PIPING UNDER ALL PAVEMENT AREAS TO CONNECT ALL LANDSCAPE AREAS.

## W. SITE PREPARATION

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL MEET THE OWNER AND [illegible] AND SHRUBS WHICH ARE TO BE PRESERVED, AS WELL AS THOSE WHICH ARE TO BE REMOVED. DO NO CLEARING WITHOUT A [illegible] OF EXISTING CONDITIONS TO BE PRESERVED.

2. TREES AND SHRUBS TO REMAIN SHALL BE PROTECTED BY THE INSTALLATION OF [illegible] AT THE DRIP LINE OR AS DIRECTED BY THE OWNER'S/LE LANDSCAPE [illegible] SHALL BE INSTALLED PRIOR TO [illegible] SHALL BE SUFFICIENT TO PREVENT [illegible] SOIL AT THE ROOT ZONE AND [illegible] TRUNKS AND BRANCHES.

3. IN ORDER TO PERFORM EXCAVATION WORK, IT SHOULD BECOME NECESSARY TO CUT ROOTS OF PLANTS TO BE SAVED. SUCH ROOTS SHOULD BE CUT NEATLY WITH [illegible] CUT BY A SHARP SAW, COVERED WITH BURLAP, AND KEPT MOIST UNTIL ROOTS ARE BACK FILLED. TEARS OR JAGGED CUTS TO ROOTS ARE UNACCEPTABLE.

4. TREE AND SHRUB REMOVAL SHALL INCLUDE THE FELLING, CUTTING, GRUBBING OUT OF ENTIRE [illegible] AND SATISFACTORY OFF-SITE DISPOSAL OF ALL TREES, SHRUBS, [illegible] AND EXTRANEOUS DEBRIS PRODUCED BY THE REMOVAL [illegible].

5. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE INSIDE AND OUTSIDE THE LIMITS OF CONSTRUCTION DUE TO THE CONTRACT OPERATIONS.

6. ALL REFUSE, DEBRIS, [illegible] MATERIALS AND MISCELLANEOUS MATERIALS TO [illegible] SHALL BE [illegible] OF OFF-SITE BY CONTRACTOR.

7. ALL INVASIVE EXOTIC VEGETATION SHALL BE DISPOSED OF OR TREATED AS PER [illegible] AUTHORITIES REQUIREMENTS OR RECOMMENDATIONS.

## X. ROOT CONTROL BARRIER

1. ROOT CONTROL PRODUCT SHALL BE A BIOLOGICAL BARRIER PRODUCT. PRODUCT SHALL BE [illegible] ROOT CONTROL SYSTEM, AS MANUFACTURED BY REEMAY, INC. AND DISTRIBUTED BY HORT ENTERPRISES, INC.
[illegible]
P.O. BOX 2446
POMPANO BEACH, FL 33061
1-800-966-4678

2. PRODUCT SHALL BE [illegible] INTEGRATED [illegible] AND MINIMUM [illegible] EFFECTIVE [illegible] SHALL BE 1-5 YEARS [illegible] SUCH A PRODUCT.

3. PRODUCT SHALL BE INSTALLED [illegible] MANUFACTURER [illegible] INSTRUCTIONS.

4. USE PRODUCT WHERE TREES ARE WITHIN [illegible] FEET (8) OR LESS OF HARDSCAPE SURFACES INCLUDING CURBS, SIDEWALKS, STEPS AND ROADWAYS.

5. SPECIFY [illegible]

6. [illegible] USE [illegible] SYSTEMS OF TREES.

7. SEE WWW.[illegible].COM FOR ADDITIONAL INFORMATION AND PRODUCT SPECIFICATION.

## Y. IRRIGATION

1. CONTRACTOR TO PROVIDE AN IRRIGATION DESIGN [illegible] TO PROJECT LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL [illegible] CONTROLLER [illegible] BACKFLOW PREVENTION DEVICE INSTALLATION [illegible] REQUIRED BY CITY [illegible] TO BE INSTALLED [illegible] BUILDING, WALKS [illegible] SOIL SURFACE AND COVERED AS [illegible] OWNER APPROVED CONTRACTOR.

2. [illegible] SHALL [illegible] AND IRRIGATION SYSTEM [illegible] 100% COVERAGE [illegible] CONTAINING A RAIN SENSOR [illegible] BY AN OWNER APPROVED CONTRACTOR. THIS SYSTEM SHALL BE INSTALLED AND OPERATIONAL WITHIN [illegible] DAYS OF THE INITIAL LANDSCAPE INSTALLATION.

## SITE NOTES

1. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD AND REPORT ANY DISCREPANCIES IN THE [illegible] TO THE OWNER PRIOR TO STARTING WORK.

## GENERAL PLANTING NOTES

1. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING SHOWN ON THIS DRAWING.

2. ALL [illegible] PULLED DOWN TO EXPOSE [illegible] NON-BIODEGRADABLE [illegible] PRIOR TO PLANTING. CARE [illegible] PLANTS.

3. ALL PLANTS SHALL BE [illegible] SUFFICIENT [illegible] THOROUGHLY [illegible] ROOT [illegible] AFTER PLANTING.

4. [illegible] SHALL BE [illegible] AND SHALL BE [illegible] SECTIONS [illegible].

5. CONTRACTOR SHALL LOCATE AND VERIFY ALL EXISTING [illegible] TO PLANTING AND REPORT ANY CONFLICTS TO THE OWNER.

6. CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LIMITS OF WORK AND EXISTING CONDITIONS AND VERIFY ALL INFORMATION. IF DISCREPANCIES EXIST, CONTRACTOR SHALL NOTIFY OWNER OR OWNER'S DESIGNEE IN WRITING WITHIN SEVEN (7) CALENDAR DAYS OF NOTICE TO PROCEED.

7. CONTRACTOR SHALL VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES AND OBTAIN [illegible] ACCORDING TO THE [illegible] NOTIFY OWNER'S REP [illegible] IN WRITING WITHIN SEVEN (7) CALENDAR DAYS OF NOTICE TO PROCEED OF ANY DISCREPANCY.

8. CONTRACTOR SHALL NOTIFY ALL NECESSARY UTILITY COMPANIES FORTY-EIGHT (48) HOURS MINIMUM PRIOR TO DIGGING FOR VERIFICATION OF ALL UNDERGROUND UTILITIES AND OTHER OBSTRUCTIONS AND COORDINATE WITH OWNER'S DESIGNEE IN WRITING PRIOR TO INITIATING OPERATIONS.

9. [illegible] SHALL [illegible] AND NUMBER [illegible] THE CONTRACTOR SHALL FULLY ASSUME [illegible] DESIGNEE.

10. [illegible] OF RELOCATED PLANT MATERIAL [illegible] DRAWINGS. EXACT LOCATIONS OF RELOCATED [illegible] MATERIAL [illegible] BY THE OWNER'S DESIGNEE ON SITE.

11. THE CONTRACTOR SHALL [illegible] ALL COSTS [illegible] SOILS, AMENDMENTS, ETC. ASSOCIATED [illegible] SPECIFICATIONS.

12. TYPICALLY, SHRUBS AND [illegible] SHOWN IN MASS [illegible] PLANTS SHALL [illegible] CING CONFIGURATION AROUND BUILDING [illegible] PLANT CENTER TO CENTER DIMENSIONS (O.C.) [illegible] PERIMETER AND PARKING ISLAND SPACING: USE TRIANGULAR SPACING [illegible].

13. CONTRACTOR SHALL FIELD STAKE THE LOCATION OF ALL PLANT MATERIAL PRIOR TO INITIATING INSTALLATION FOR THE REVIEW AND APPROVAL OF THE OWNER'S DESIGNEE.

14. CONTRACTOR SHALL FIELD ADJUST LOCATION OF PLANT MATERIAL AS NECESSARY TO AVOID DAMAGE TO ALL EXISTING UNDERGROUND UTILITIES AND/OR [illegible] ABOVE GROUND ELEMENTS. ALL CHANGES [illegible] COMPLETED AT THE CONTRACTOR'S EXPENSE AND [illegible] WITH THE OWNER'S DESIGNEE.

15. ALL PLANTING AREAS [illegible] SHALL INCLUDE THREE INCH (3") [illegible] MULCH AS PER THE SPECIFICATIONS.

16. ALL TREES PLANTED IN LAWN AREAS SHALL HAVE A [illegible] (3").

17. ALL [illegible] A MULCH RING TWO [illegible] ADJACENT LAWN AREA AT A DEPTH OF THREE INCHES (3") [illegible].

18. ANY SUBSTITUTIONS IN SIZE AND/OR PLANT MATERIAL MUST BE APPROVED BY THE OWNER'S DESIGNEE IN WRITING. ALL PLANT [illegible] APPROVAL BY OWNER'S DESIGNEE BEFORE PLANTING [illegible].

19. PLANT LIST QUANTITIES ARE [illegible] ONLY. IN THE EVENT OF ANY DISCREPANCIES [illegible] PRECEDENCE. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT.

20. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES AND THE PROJECT MANUAL AND SPECIFICATIONS FOR FURTHER AND COMPLETE INSTRUCTIONS.

21. ALL [illegible] CLEANOUTS, ETC. SHALL BE PAINTED GREEN IF IN GRASS AREAS AND BROWN IF IN MULCH AREAS.

22. THIS SITE [illegible] EXISTING TREES WHICH REQUIRE TRIMMING AND/OR PRUNING. THE LANDSCAPE CONTRACTOR MUST HAVE A CERTIFIED ARBORIST ON STAFF TO ENSURE PROPER CULTURAL PROCEDURES ARE FOLLOWED REGARDING THE TRIMMING, PRUNING, TRANSPLANTING, ETC. OF THESE TREES.

---

BOHLER ENGINEERING

CIVIL & CONSULTING ENGINEERS
SURVEYORS
PROJECT MANAGERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

CORPORATE OFFICE
WARREN, NJ

OFFICES:
[illegible] • TOWSON, MD • STERLING, VA • WARRENTON, VA • FORT LAUDERDALE, FL • TAMPA, FL • ALBANY, NY • PURCHASE, NY • BOHEMIA, NY • CHALFONT, PA • CENTER VALLEY, PA

REVISIONS

| REV | DATE | COMMENT | BY |
|---|---|---|---|
| | | | |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No.: | P120079 |
| DRAWN BY: | JFV |
| CHECKED BY: | MBT |
| DATE: | 01-18-12 |
| SCALE: | AS NOTED |
| CAD I.D.: | P120079 LANDSCAPE PLAN |

PROJECT:

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

CITY OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING

RADICE [illegible]
1000 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33334
PH: (954) 202-7000
FX: (954) 202-7070
www.BohlerEngineering.com

MICHAEL B. GROSSWIRTH
[illegible] LANDSCAPE ARCHITECT
[illegible] 19, 2012
FLORIDA LICENSE No. [illegible]
FLORIDA BUSINESS CERT. OF AUTH. No. 27528

SHEET TITLE:
LANDSCAPE GENERAL PLAN

SHEET NUMBER:
LP-3

[illegible] 18, 2012 [illegible]

Harbour Plaza Shopping Center, Inc.

September 9, 2013

Mr. Jud Kurlancheek, AICP
Building, Zoning, and Planning Department
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, Florida 33149

**Re: 12, 22-24 Crandon Blvd**
**Application for Site Plan Approval (Application No. SP-22)**
**Written Consent**

Dear Mr. Kurlancheek:

Please accept this communication as written consent by Harbour Plaza Shopping Center, Inc., owner of that certain property located at 51/99 Harbor Drive (commonly known as "Harbour Plaza"), to the site plan application submitted by Morgan Property Group, as amended September 2013, for the redevelopment of 12, 22-24 Crandon Blvd. and the proposed cross-access through Harbor Plaza.

Neither the submittal by Morgan Property Group of the complete plan nor the approval by the Village Council of the plan will cause the Harbor Plaza shopping center property to lose any legal non-conforming status it may currently enjoy under the Village's Land Development Code.

We have no objections to the proposed development and issue our support for approval by the Village Council of the proposed site plan.

Sincerely,

**Harbour Plaza Shopping Center, Inc.**

**By:** _____
**Michael Rice, President**

**Name:** Max D. Puyanic, Esquire

**Address:** 30 West Mashta Drive, Suite 400
Key Biscayne, Florida 33149

**This instrument prepared by:**
Max D. Puyanic, Esquire
Law Office of Max D. Puyanic
30 West Mashta Drive, Suite 400
Key Biscayne, Florida 33149

SPACE ABOVE THIS LINE FOR PROCESSING DATA | SPACE ABOVE THIS LINE FOR PROCESSING DATA

## CROSS ACCESS EASEMENT AGREEMENT

THIS CROSS ACCESS EASEMENT AGREEMENT ("Agreement") is made by and between **HARBOUR SHOPPING CENTER, INC.**, a Florida corporation whose business address is is c/o Commodore Realty, Inc., 30 West Mashta Drive, Suite 400, Key Biscayne, Florida 33149 ("HARBOUR "), and **KEY BISCAYNE GATEWAY PARTNERS, LTD.**, a Florida limited partnership, whose office address is c/o Commodore Realty, Inc., 30 West Mashta Drive, Suite 400, Key Biscayne, Florida 33149 ("GATEWAY").

**WITNESSETH:**

**WHEREAS,** HARBOUR is the fee title owner of certain real property located at 51-99 Harbor Drive, Key Biscayne, Florida, which is more particularly described in Exhibit "A" attached hereto and made a part hereof (the "HS Tract"); and

**WHEREAS,** GATEWAY is the fee title owner of certain real property located at 12 Crandon Boulevard and 22-24 Crandon Boulevard, Key Biscayne, Florida, which is located adjacent to the HS Tract and is more particularly described in Exhibit "B", attached hereto and made a part hereof (the "GW Tract"); and

**WHEREAS,** HARBOUR and GATEWAY desire to grant each other perpetual non-exclusive reciprocal vehicular ingress, egress and access easements in, on, over, across and upon the driveways now or hereafter constructed on the HS Tract and the GW Tract (individually a "Tract" or collectively "Tracts").

**NOW, THEREFORE,** for an in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto intending to be legally bound, do hereby agree as follows:

1. Recitations. The foregoing recitations are true and correct and are incorporated herein by this reference.

2. Easements.

2.1 Grant of Access Easement. HARBOUR and GATEWAY, as both grantors and grantees, do hereby grant and convey one to the other and their respective successors and assigns, perpetual non-exclusive reciprocal easements in, on, over, across and upon the driveways constructed, or to be constructed, upon the HS Tract and the GW Tract for ingress and egress of vehicular traffic to and from the HS Tract and the GW Tract upon the terms and conditions set forth herein (each an "Access Easement" or collectively "Access Easements").

3. Easement Terms.

3.1 Construction of Driveways. HARBOUR and GATEWAY agree, at their respective sole cost and expense, to construct a connecting driveway within the Access Easements located on their respective Tracts in accordance with applicable codes, governmental rules, regulations and standards for driveways in Key Biscayne, Florida. HARBOUR agrees to construct a curb cut on the HS' Tract, at HARBOUR 's sole cost and expense, so as to provide a driveway which will connect to a driveway to be constructed on the GW Tract by GATEWAY as shown on Exhibits "C" and "D" (the "HS Driveway" and the "GW Driveway"). GATEWAY agrees to permit HARBOUR to enter upon the GW Tract as may be reasonably necessary to construct the HS Driveway and, upon completion of such construction, to restore the Gateway Tract adjacent to the HS Driveway to the same condition as existed prior to the work. HARBOUR agrees to permit GATEWAY to enter upon the HS Tract as may be reasonably necessary to construct the GW Driveway and, upon completion of such construction, to restore the HS Tract adjacent to the GW Driveway to the same condition as existed prior to the work.

3.1.1 Timing of Construction. HARBOUR and GATEWAY shall apply for their respective construction permits at the same time. HARBOUR and KEY BISCAYNE GATEWAY shall complete all construction of the driveways within 180 days of the granting of permits by the applicable governmental authorities. No construction shall be commenced, scheduled to take place, or take place during the months of November and December of any year.

3.2 Relocation of Easement Area. The parties acknowledge that each shall have the right to alter the configuration of the Access Easement located on their respective Tract at any time and from time to time, in their sole and absolute discretion, and at their respective sole cost and expense, so long as such alteration or reconfiguration of the Access
Easement still permits vehicular access between the Tracts.

3.3 Maintenance. Each of the parties, at their respective sole cost and expense, shall maintain the Access Easement located on their respective Tracts in a state of good repair at all times during the term of this Agreement, including without limitation, all cleaning, re-surfacing, replacing, striping, repairing of pavement and curbing and replacing of directional signs so that the improvements shall at all times meet the standards used in first class shopping centers in the Key Biscayne and Miami-Dade County area.

3.4 Obstructions. Except as provided in Paragraph 3.2 above and Paragraph 3.5 below, during the term of this Agreement, the parties shall not construct any improvements in the Access Easements other than roadway pavement, and adjacent curbs, berms, landscaping, dividers, medians, signage and any other improvements required by applicable governmental

authorities. Each party may install, maintain, operate, repair, replace and/or remove any utility lines, sanitary and storm sewer lines, light poles for street lighting, signage and other similar improvements in the Access Easement on its respective Tract; provided any such improvements do not obstruct or otherwise interfere with the other party's unobstructed and continuous use of the Access Easement as an access driveway.

3.5 Traffic Control - Temporary and Partial Closure. In connection with the Access Easements and the construction and maintenance of improvements situated within the Access Easements, the parties may temporarily close portions of the driveways contained in the Access Easements on their respective properties; provided, however, that the work shall be accomplished with diligence and continuity and with adequate traffic control so as to keep any interruptions to a minimum.

3.6 Liability Insurance. During the term of this Agreement, the parties shall maintain public liability and property damage insurance with contractual indemnity coverage, if available, insuring against all of their respective liabilities and all of the liabilities of their respective invitees, employees, customers or agents, arising out of the use of the Access Easements. Each policy shall name the other party and its mortgagees, if any, as additional named insureds. During construction of the HS Driveway, HARBOUR shall require its general contractor to furnish satisfactory evidence of statutory worker's compensation insurance, commercial general liability insurance, builder's risk and comprehensive automobile liability insurance. Such insurance shall name GATEWAY as an additional insured. During construction of the GW Driveway, GATEWAY shall require its general contractor to furnish satisfactory evidence of statutory worker's compensation insurance, commercial general liability insurance, builder's risk and comprehensive automobile liability insurance. Such insurance shall name HARBOUR an additional insured. Upon request, each party shall provide the other with a copy of a certificate from an insurer licensed to do business in the State of Florida (a) evidencing that the policies described herein are in full force and effect; and (b) providing that unless the parties who are named as additional insureds shall have been given thirty (30) days advance written notice, such insurance policy shall not be cancelled and shall continue in full force and effect.

3.7 Taxes. Each party, respectively, shall pay all real estate taxes, special and general assessments, and other governmental impositions and charges of every kind and nature whatsoever levied and assessed against their own real property.

4. Miscellaneous.

4.1 No Dedication. This Agreement shall not be construed, expressly or by implication, as a dedication to the public for public use and the parties may, by mutual agreement, terminate or modify their respective rights and obligations hereunder without the consent of any governmental authority or agency.

4.2 Agreement. This Agreement embodies and constitutes the entire understanding between the parties with respect to the Access Easement contemplated herein and all prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged into this Agreement.

4.3 Amendments. Neither this Agreement nor any provision hereof may be waived, modified, amended, discharged or terminated, except by an instrument in writing signed by the parties or their respective successors and/or assigns.

4.4 Notices. If a party desires to give notice hereunder to the other, such notice shall be in writing and addressed to the party for whom it is intended at the address shown above. The notice may be deposited in the United States mail, by certified or registered mail, return receipt requested with postage prepaid, or sent by Federal Express or comparable national overnight mail service. Notice shall be deemed to have been given upon receipt or refusal of delivery of said notice.

4.5 Default. The breach of a covenant by any party is a default by that party. No party shall be deemed to be in default under this Agreement unless and until the alleged defaulting party shall have received written notice of default and shall have failed to cure the default within thirty (30) days after the receipt of such notice.

4.6 Remedies. If a party fails to cure its default within the time period described herein (after receiving notice as required by Paragraph 4.4), the non-defaulting party shall have all rights and remedies available at law and in equity. Under no circumstances may this Agreement be terminated by any party without the prior written consent of the other, even if a party is in default hereunder.

4.7 Binding Effect and Governing Law. The covenants contained in this Agreement are not personal, but shall run with the land and shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, personal representatives, successors and assigns. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida and the venue for any disputes shall be Miami-Dade County, Florida.

4.8 Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same Agreement.

4.9 Enforceability. If any term, covenant, condition or provision of this Agreement or the application thereof to any person or circumstance shall, at any time or to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term, covenant, condition, and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

4.10 Attorney's fees and costs. In the event of any controversy, claim, and/or legal action taken by either party herein, arising out of, or relating to the interpretation and/or enforcement of this Agreement, the prevailing party shall be awarded reasonable attorney's fees, costs, and expenses, incurred at all pre suit, pretrial and appellate levels and legal jurisdictions, whether suit be brought or not.

4.11 Condemnation. In the event that either the HS Tract or the GW Tract shall either (i) be taken for any public use or purpose by the exercise of the power of eminent domain, or (ii) be conveyed to avoid proceedings of such taking, each party agrees that it will not assert a claim upon the award or payment amount paid to the other party for such condemnation or conveyance. Each party agrees that it will only assert a claim against the condemning authority, in a legal action against the condemning authority which is separate from the legal action in which the other party and the condemning authority are involved, for any loss of easement rights over the other property and the resulting loss of value to its own property.

4.12 Village Approval of Redevelopment Activity Affecting Cross Access Easement. Any redevelopment of the HS Tract or the GW Tract which modifies, alters, or impacts, the Access Easement as indicated on the plans submitted to the Village of Key Biscayne entitled _____ and dated _____shall be approved by Harbour, Gateway, and the Village of Key Biscayne. Prior to the submittal of any request or plans to the Village of Key Biscayne seeking the Village's approval of such modification, Harbour and Gateway shall approve in writing the proposed modification and evidence of their approval shall be furnished to the Village of Key Biscayne along with the request and/or plans being submitted to the Village of Key Biscayne.

**[SIGNATURE PAGES TO FOLLOW]**

IN WITNESS WHEREOF, the undersigned have executed this Agreement as of the day and year above set forth.

**HARBOUR SHOPPING CENTER, INC.**,
a Florida corporation

Witness:_____ By:_____

Print Name:_____

Title: _____

Witness:_____

Date: _____

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by _____, personally known to me to be the _____ of HARBOUR SHOPPING CENTER, INC. a Florida corporation, on behalf of the corporation, personally known to me, who freely and voluntarily executed this instrument under authority duly vested in him.

WITNESS my hand and official seal in the County and State last aforesaid this ____ day of _____, 2013.

My Commission Expires:

_____
Notary Public

**KEY BISCAYNE GATEWAY PARTNERS, LTD.**,
a Florida limited partnership by
By: KEY BISCAYNE PARTNERS, INC.,
a Florida corporation, its General Partner

By:_____

Witness:_____

Print Name:_____

Title: _____

Witness:_____

Date: _____

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by MAX D. PUYANIC, as _____ of KEY BISCAYNE GATEWAY PARTNERS, INC., a Florida corporation the General Partner of KEY BISCAYNE GATEWAY PARTNERS, LTD., a Florida limited partnership, on behalf of the corporation, personally known to me, who freely and voluntarily executed this instrument under authority duly vested in him by the limited liability company.

WITNESS my hand and official seal in the County and State last aforesaid this ____ day of_____, 2013.

My Commission Expires:

_____
Notary Public

Approved:

_____
Stephen J. Helfman, Village Attorney
Village of Key Biscayne

1961 Aerial Photograph
Source: Historicaerials.com
Cross-access between subject property and Harbor Plaza
N
W
E
S

Nelsen O. Kasdin

Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714
Tel: 305.374 5600
Fax: 305.374.5095

March 13, 2013

**Via Overnight Mail and Electronic Mail**

Mr. Jud Kurlancheek, AICP
Director, Department of Building, Zoning. and Planning
Village of Key Biscayne
88 West McIntyre Street ,Suite 250
Key Biscayne, FL 33149

**Re: Application No. SP-22 and Application CU-04 (Filed March 6, 2013)**
**Exemption from Concurrency**

Dear Mr. Kurlancheek:

Our firm represents Morgan Property Group ("Applicant") in connection with applications for site plan approval (Application No. SP-22) for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard (the "Property") and for conditional use approval (Application CU-04) for a retail package wine and liquor store, which were filed with the Village of Key Biscayne on March 6, 2013.

In response to your request that the Applicant provide concurrency reports supporting compliance with the Village's levels of service, please note that because the proposed building area included in the site plan represents a reduction in the total amount of square footage on the Property, **the Applicant is exempt from compliance with concurrency management, pursuant to Section 30-164(6) of the Key Biscayne Code of Ordinances**.

On March 6, 2013, the Applicant, property owner and other members of the Applicant's team met with you and the Village Attorney and submitted complete application packages for both the site plan and conditional use applications, including all relevant signed applications and affidavits, plan sets, surveys, exhibits, color photographs, and applicable application fees.

On March 6, 2013 and in your recent email from March 12, 2013, you have requested that the Applicant provide concurrency reports in connection with the site plan application. Although the concurrency reports are not required as part of the application itself, you have stated that the concurrency reports must be submitted prior to setting a public hearing date in order to provide time for review by the Village's consultant.

Key Biscayne Code of Ordinances, Chapter 30, Section 30-73(g)(6), provides that as part of the review criteria for site plan approval, the Applicant must demonstrate concurrency pursuant to the Land Development Regulations.

Chapter 30, Article VI of the Key Biscayne Code of Ordinances, sets forth the Village's concurrency management system. The purpose of this article is to ensure that the infrastructure necessary to serve new development is available concurrently with the impacts of that new development. Impact is measured against the adopted minimum acceptable levels of service with respect to: (a) roads, (b) sanitary sewer, (c) solid waste, (d) drainage, (e) potable water, (f) schools, and (g) parks and open space.

Consistent with general law in Florida, Section 30-164 of the Key Biscayne Code of Ordinances provides specific exemptions from concurrency management. Relevant to the Applicant's site plan application, Section 30-164(6) states an exemption for "any new construction that results in a reduction in square footage or density."

The Applicant's site plan proposes a reduction in square footage on the Property. Based on the survey, the total floor area of the existing structures located on the Property is 15,551 square feet. As demonstrated in the site plan submitted, the floor area of the proposed structure, including the first floor and mezzanine, is 14,558 square feet. Signed and sealed originals of the survey and site plan are in your possession. For your reference, copies are attached hereto.

Based on the proposed reduction in square footage, the site plan application is exempt from concurrency management.

Thank you for your attention to this matter.

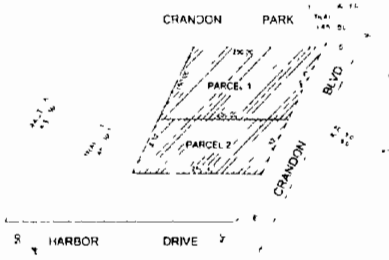
Sincerely,

Neisen O. Kasdin

Enclosures

cc: Stephen Helfman, Esq., Village Attorney
Steven Wernick, Esq.
Mario Garcia-Serra, Esq.
Max Puyanic
Trey Morgan
David Puyanic
Scott Copeland
Richard Magner

# LOCATION MAP SCALE 1"=100'




## LEGAL DESCRIPTIONS

**PARCEL 1**

[illegible] part of [illegible] of Subdivision of a portion of MATHESON ESTATE according to the Plat thereof recorded in Plat Book 46 at Page 86 of the Public Records of Dade County Florida described as follows:

Beginning at the Northeast corner of said Tract 1 run Southwesterly along the Easterly line of said Tract 1 a distance of 110 feet to a point; thence run West parallel to the North line of said Tract 1 a distance of 330 feet to a point; thence run Northeasterly parallel to the Easterly line of said Tract 1 a distance of 36 feet to a point on the North line of said [illegible]; thence run East along the North line of said [illegible] a distance of 250 feet to the Point of Beginning.

**PROPERTY ADDRESS** [illegible] CRANDON BOULEVARD Key Biscayne Florida 33 [illegible]

AND

**PARCEL 2**

A portion of Tract 1 Subdivision of a portion of MATHESON ESTATE according to the Plat thereof as recorded in Plat Book 46 at Page 86 of the Public Records of Dade County Florida described as follows:

Commencing at the Northeast corner of said Tract 1 [illegible]; thence run Southwesterly along the Easterly line of said Tract 1 a distance of [illegible] feet, the point of beginning of the parcel of land hereinafter to be described; thence run Southwesterly along the Easterly line of said Tract 1 a distance of 1 332 feet to a point; thence run West parallel to the North line of said Tract 1 [illegible] a distance of 250 feet to a Point; thence run Northeasterly parallel to the Easterly line of Tract 1 a distance of [illegible] feet to a point; thence run East parallel to the North line of Tract 1 a distance of 275[illegible] feet to the Point of Beginning.

**PROPERTY ADDRESS** [illegible] CRANDON BOULEVARD Key Biscayne Florida 33 [illegible]

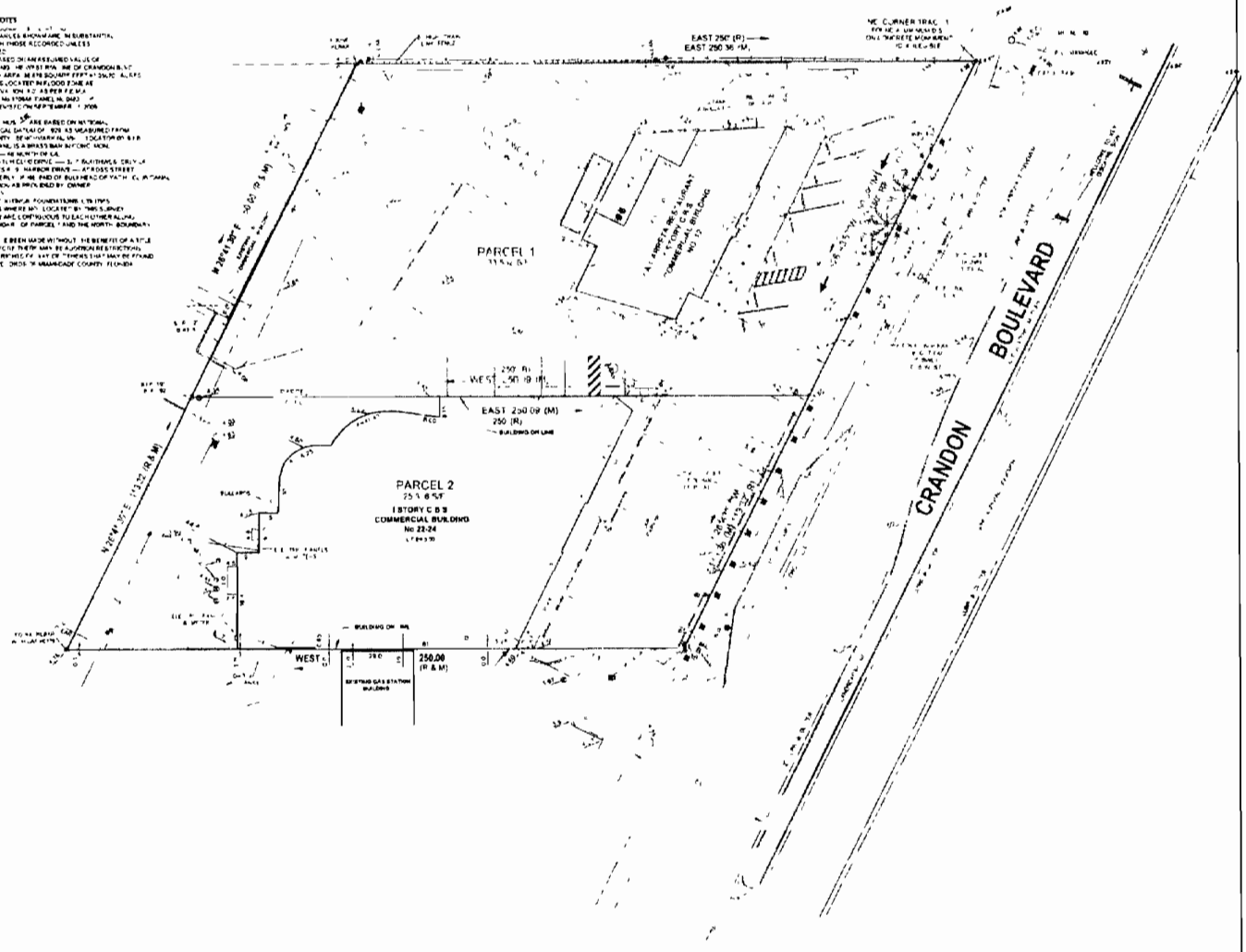
### LEGEND

[illegible] = FOUND
[illegible] = SET
(M) = MEASURED
(R) = RECORD
(M&R) = MEASURED
WOOD POLE WITH OVERHEAD ELECTRIC LINE
= CONCRETE AREAS
= PAVED AREAS
= CHAIN LINK FENCE
= WOOD FENCE
EM = ELECTRIC METER
= A.C. UNIT
CBS = CONCRETE BLOCK STRUCTURE
= WATER METER
= SANITARY SEWER MANHOLE
= IRON POST
= IRON PIPE
= TELEPHONE BOOTH
= TREE
= UTILITY LINE

## SURVEYOR'S NOTES

1. BEARINGS & DISTANCES SHOWN ARE IN SUBSTANTIAL COMPLIANCE WITH THOSE RECORDED UNLESS OTHERWISE NOTED.
2. BEARINGS ARE BASED ON AN ASSUMED VALUE OF [illegible] ALONG THE WEST RIGHT-OF-WAY LINE OF CRANDON BLVD.
3. TOTAL PROPERTY AREA: [illegible] SQUARE FEET OR [illegible] ACRES.
4. THIS PROPERTY IS LOCATED IN FLOOD ZONE AE BASE FLOOD ELEVATION 12 AS PER F.E.M.A. MAP COMMUNITY NUMBER 120651, MAP DATED [illegible] SUFFIX L, LAST REVISION SEPTEMBER 11 2009.
5. ALL ELEVATIONS HEREON ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929 AS MEASURED FROM MIAMI DATUM BENCHMARK NUMBER [illegible] LOCATED ON SIDE [illegible] A CONCRETE MONUMENT AT THE INTERSECTION OF HARBOR DRIVE AND NORTH DIXIE HIGHWAY (U.S. #1) AND IS A BRASS DISK SET IN CONCRETE MONUMENT.
6. LINE OF VEGETATION.
7. UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON VISIBLE SURFACE EVIDENCE ONLY. NO UNDERGROUND UTILITIES WERE LOCATED BY THIS SURVEY.
8. PARCEL 1 AND 2 ARE CONTIGUOUS TO EACH OTHER ALONG THE SOUTH BOUNDARY OF PARCEL 1 AND THE NORTH BOUNDARY OF PARCEL 2.
9. THIS SURVEY HAS BEEN MADE WITHOUT THE BENEFIT OF A TITLE SEARCH. THERE MAY BE ADDITIONAL RESTRICTIONS, EASEMENTS OR RIGHTS-OF-WAY OF RECORD THAT MAY BE FOUND IN THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

# SKETCH OF SURVEY SCALE 1"=20'




**J. F. LOPEZ & ASSOCIATES, INC.**

CONSULTING LAND SURVEYORS AND PLANNERS

CERTIFICATE # LB 3182 STATE OF FLORIDA

[illegible]

I HEREBY CERTIFY [illegible] THE FOREGOING CAPTION HAVE BEEN UNDER MY DIRECTION AND MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS IN CHAPTER 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027, FLORIDA STATUTES, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, BELIEF AND PROFESSIONAL JUDGEMENT.

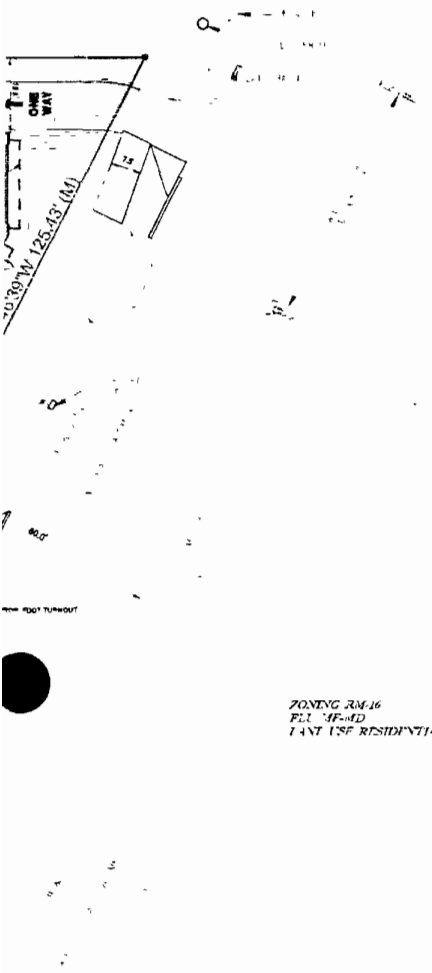
NOTE

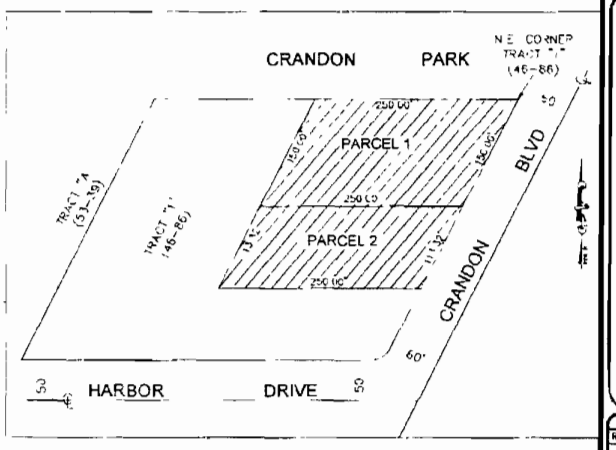
THIS SURVEY [illegible] VALID UNLESS IT BEARS THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

BY _____
JOSE F. LOPEZ P.S.M.
Professional Surveyor & Mapper
FLORIDA Certificate No.

Walgreens Co
Attorneys Title Fund Services, LLC
Key Biscayne Gateway Partners, Ltd., a Florida limited partnership
and Florida Investment Partners, Inc.

| | | | | | | |
|---|---|---|---|---|---|---|
| [illegible] | SEPTEMBER 8, 2010 | 2010103 | [illegible] | [illegible] | 30'/30' [illegible] | [illegible] |
| [illegible] | MAY 6, 2010 | 2010-57 | [illegible] | [illegible] | 30X17 | REVISED & UPDATED |
| [illegible] | JUNE 29, 2010 | [illegible] | [illegible] | [illegible] | 30X17 | REVISED & UPDATED |
| [illegible] | MAY 23, 2008 | 2008-[illegible] | [illegible] | [illegible] | 11X17 | [illegible] |
| [illegible] | APR. 4, 2007 | 2007-[illegible] | [illegible] | [illegible] | 11X17 | REVISED & UPDATED |
| [illegible] | [illegible] | 06-133 | [illegible] | [illegible] | 30X42 | BOUNDARY, [illegible] & ELEVATIONS |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |




LOCATION MAP

SCALE 1"=100'

## SITE DATA

ZONING C-1 (COMMERCIAL LOW INTENSITY)

FLU COMMERCIAL

BUILDING AREA

| | |
|---|---|
| PHARMACY (FIRST FLOOR) | 10,000 SF |
| PHARMACY (MEZZANINE) | 2,628 SF |
| LIQUOR STORE | 1,930 SF |
| TOTAL AREA | 14,558 SF |

| | | | |
|---|---|---|---|
| LOT AREA | 58,845 SF | (1.35 AC) | 100% |
| PERVIOUS AREA | 11,264 SF | (0.26 AC) | 19.1% |
| IMPERVIOUS AREA | 47,581 SF | (1.09 AC) | 80.9% |

| | REQUIRED | PROVIDED |
|---|---|---|
| MAX. LOT COVERAGE | 35% | 20.3% |
| FAR (MAX.) | 0.5 | 0.25 |
| MAX. HEIGHT | 3 STORY (35') | 1 STORY (30.68') |

MINIMUM SETBACKS

| | | |
|---|---|---|
| FRONT (EAST) | 10 | 10' |
| REAR (WEST) | 0' | 46.4' |
| SIDE (NORTH) | 0'-30' | 18.3' |
| SIDE (SOUTH) | 0'-30' | 141.2' |

PARKING

REQUIRED

| USE | AREA | RATIO | SPACES |
|---|---|---|---|
| PHARMACY (FIRST FLOOR) | | | |
| RETAIL | 9,380 SF | 1/220 | 42.6 |
| STORAGE | 620 SF | 1/2,000 | 0.3 |
| PHARMACY (MEZZANINE) | 2,628 SF | 1/2,000 | 1.3 |
| LIQUOR STORE | | | |
| RETAIL | 1,430 SF | 1/220 | 6.5 |
| STORAGE | 500 SF | 1/2,000 | 0.3 |
| TOTAL | | | 51 SPACES |

PROVIDED

| | |
|---|---|
| REGULAR SPACES | 52 |
| ADA SPACES | 3 |
| GOLF CART | 2 |
| TOTAL | 57 |

FEMA FLOOD ZONE AE (EL 8.0 & 9.0 NGVD)

ALL BUILDINGS SHALL BE FLOOD-PROOFED IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.

## HATCH LEGEND

BOHLER ENGINEERING

CIVIL & CONSULTING ENGINEERS
SURVEYORS
PROJECT MANAGERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

CORPORATE OFFICE
WARREN NJ
OFFICES
EDISON NJ
ELLIS NY
FURLONG NY
RICHMOND NY
CHESTER PA
CENTER VALLEY PA
BOYNE MO
TOWNSON MD
STEVENS VA
WARRENTON VA
FORT LAUDERDALE FL
TAMPA FL

REVISIONS

| REV | DATE | COMMENT | BY |
|---|---|---|---|
| | | | |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No | F120079 |
| DRAWN BY | JFV |
| CHECKED BY | MAT |
| DATE | 01.18.13 |
| SCALE | AS NOTED |
| CAD I.D. | F120079 SITE PLAN |

PROJECT

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

VILLAGE OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING

RADICE III
1000 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33334
PH (954) 202-7000
FX (954) 202-7070
www.BohlerEngineering.com

MICHAEL A. TROXELL

PROFESSIONAL ENGINEER
March 6, 2013
FLORIDA LICENSE No. 50572
FLORIDA BUSINESS CERT. OF AUTH. No. 27526

SHEET TITLE

SITE PLAN

SHEET NUMBER

C-1

## SECTION C

## KEY BISCAYNE RETAIL ANALYSIS

### Use of Theoretical and Incremental Analytical Approaches

Commercial development potential in Key Biscayne is analyzed herein in two ways, the "theoretical potential approach" and the "incremental potential approach." These two are described below:

> *Theoretical Potential Analysis:* The amount of building square footage which would be needed to capture the retail expenditures that might be made by Key Biscayne permanent and seasonal residents in Key Biscayne is computed for 1990, 2003 and 2013. Different computations are made for 2003 and 2013 based on different residential development scenarios. This method is most appropriate in situations where there is no or little existing population in comparison to the expected future population and in situations where there is reason to believe that existing retail facilities are out of balance with the existing market and out of balance by exceeding or falling short of existing market potential. The larger an area being considered, the less likely this is to be the case. Once the total facilities' potential is determined, it is compared with existing facilities to determine the surplus or additional need.
>
> *Incremental Potential Analysis:* The amount of building square footage which would be needed to capture the growth in expenditures which will occur as a result of future permanent and seasonal population growth is computed for 2003 and 2013 based on different residential development scenarios. The "incremental" potential is then added to existing facilities to determine future facility potentials. This method is most appropriate in situations where there is a much larger existing population than future growth potential or where the existing retail facilities are in reasonable balance with the existing retail market.

The incremental analysis approach is believed to be most appropriate for Key Biscayne for two reasons. First, there is no reason known to the planners to conclude that current retail development is substantially out of balance with actual demand, if demand which is generated from the mainland is considered rather than just that which emanates strictly from the local population. Second, the build-out population will not be substantially larger than the existing population, provided a "moderate" rather than a "high" residential development scenario is enacted by the comprehensive plan. The build-out permanent plus adjusted seasonal population (includes hotel guests) is envisioned to be 13 percent higher than 1990 population in the "moderate" scenario and 23 percent higher than 1990 population in the "high" scenario. The high scenario is based on build-out of the latest developer plans for the Village's two Development of Regional Impact projects as of April 1993. The moderate scenario is based on the densities proposed in the Preliminary Future Land Use Plan dated April 1993, which is subject to revision. The incremental approach may even be more appropriate if the community enacts a future land use map that permits population to grow in accordance with the "high" growth scenario, but it would be a closer question.

Despite the fact that the incremental approach may be the more appropriate, this analysis considers and reports on both approaches. Summary findings are reported in the following two sections which report overall space potentials in terms of retail building square footage and the number of food store, drug store and gas station establishments needed. A description of the methodology and detailed findings are reported in subsequent sections.

**Summary of Retail Space Potentials Based on Theoretical and Incremental Analytic Approaches**

As shown in Table 1 (following page), the theoretical approach finds a surplus of 56,000 square feet of retail building area in 1990. This surplus suggests that development has outpaced the market which Key Biscayne residents can support. The surplus over and above the retail square footage that Key Biscayne residents can support is partially supported by residents of the mainland. The existing retail square footage includes nearly 19,000 square feet distributed among three freestanding restaurants which probably receive a very large portion, if not most, of their patronage from the mainland. A portion of the existing surplus also is occupied by art galleries which are probably supported by residents of the mainland. Finally, the surplus is also supported by office uses, for which the analysis does not account, but which do occupy a portion of the existing building area classified as retail for the purpose of this analysis.

The theoretical approach finds that no additional retail development would be needed to capture the retail spending of Key Biscayne residents, if Key Biscayne enacts a "moderate" growth scenario (which will have a 2003 build-out date). This approach finds that only 17,000 square feet of additional space will be needed if Key Biscayne enacts a "high" growth scenario (which will have a 2013 build-out). Of course, more space can be absorbed to the extent that it accommodates needs generated by populations residing on the mainland. Quality restaurants and entertainment uses are among the most promising possibilities, if desired by the community. Office uses are also possibilities.

Since the incremental approach starts with the assumption that the existing retail space is in balance with the market, Table 1 necessarily reports "0" incremental potential for 1990. Then all additional population and spending growth must by definition be accommodated by additional facilities. The additional incremental potential is 37,000 square feet for 2003, for both "moderate" and "high" growth scenarios. Both "moderate" and "high" scenarios produce the same 2003 potential because the absorption rate is anticipated to be about the same under both. Thus, if the "moderate" scenario is followed, the analysis assumes that Key Biscayne will be fully built-out by 2003; if the "high" growth scenario is followed, the analysis assumes that the community will be only partially built out by 2003. The additional incremental potential is 55,000 square feet for 2013, if a "moderate" growth scenario is enacted. Note that the moderate growth scenario envisions the same total build-out population for both 2003 and 2013, but a different amount of retail potential, 37,000 square feet for 2003 and 55,000 square feet for 2013. This difference reflects the fact that the analysis assumes a real increase in per capita income and retail spending.

**Table Section C-1**
**Summary of Retail Analysis Results**

| | 1990 | moderate residential growth scenario 2003 | high residential growth scenario 2003 | moderate residential growth scenario 2013 | high residential growth scenario 2013 |
|---|---|---|---|---|---|
| ***Results of Theoretical Analysis*** | | | | | |
| Existing Retail Development in square feet of floor space | 252,000 | 252,000 | 252,000 | 252,000 | 252,000 |
| Theoretical Retail Potential in square feet of floor space | 196,000 | 233,000 | 233,000 | 251,000 | 269,000 |
| Net Increase (Decrease) from Existing to Theoretical in square feet of floor space | (56,000) | (19,000) | (19,000) | (1,000) | 17,000 |
| ***Results of Incremental Analysis*** | | | | | |
| Existing Retail Development in square feet of floor space | 252,000 | 252,000 | 252,000 | 252,000 | 252,000 |
| Incremental Retail Potential Measured from Existing Base in square feet of floor space | 0 | 37,000 | 37,000 | 55,000 | 73,000 |
| Total of Existing Retail Plus Incremental Potential in square feet of floor space | 252,000 | 289,000 | 289,000 | 307,000 | 325,000 |

**Note:** The existing retail development figure does not include dedicated office buildings such as the Pankey Institute Building, but does include office space in retail buildings such as the Square Shopping Center and the Key Biscayne Galleria. Theoretical and incremental retail potential figures do not include office potential, or gasoline service station potential. The office space and gasoline service stations that are needed to support Key Biscayne residents are evaluated separately.

**Source:** Robert K. Swarthout, Incorporated based on methodology and data set forth in Tables 2 through 15.

## Number of Food Store and Drug Store Establishments Needed

Table 14 shows that approximately 47,000 square feet of building area was needed for food stores on Key Biscayne in 1990. The existing Woolley's and the new Winn Dixie have between them approximately 59,000 square feet. This does not necessarily mean that they have between themselves too much square feet of food store retail area. The 47,000 square foot figure was computed by assuming that supermarkets on Key Biscayne could have sales near the top ten percent of the national experience. If two facilities have to share the market, they may have sales per square foot nearer to the median of the national sales per square foot experience. Table 14 shows that approximately 56,000 square feet of building area will be needed for food stores in

2003 and 58,000 square feet will be needed in 2013 under a "moderate" population growth scenario. These square footages are sufficient to support two establishments. It is strongly recommended that the future land use map of the comprehensive plan provide opportunities for at least two major food store establishments, since two establishments will ensure a greater measure of competitive choice for residents.

Table 14 indicates that 23,000 square feet of drug store space was needed in 1990 and that 29,000 square feet will be needed in 2013 under the moderate population growth scenario. These figures will support two facilities and it would be desirable to have two facilities.

### Number of Gasoline Stations Needed

There should be one and preferably two filling stations in Key Biscayne. It is possible that three stations would be desirable. The need for stations is based on the isolation of the island from the mainland and on the population of the island.

Filling stations are a necessity of modern life. The 1990 US Census enumerated 5,474 "gasoline service stations" in the State of Florida (1990 CBP-90-11) to serve a population of 12,937,926 (1990 CPH-1-11). This works out to a ratio of one gas station for every 2,363 people. By this ratio, there should be at least three gas stations to serve the 1990 Key Biscayne population of 8,854. The 1990 US Census enumerated 737 gasoline service stations in Dade County. This works out to a ratio of one gas station for every 2,628 people. By this ratio, too, there should be at least three gas stations to serve the 1990 population of Key Biscayne.

The population of Key Biscayne is separated from the mainland by a causeway road and a continuation of that road through Crandon Park. It is about seven miles from the north border of the Village to a major thoroughfare on the mainland. At present, there are no filling stations between the Village and the mainland. Furthermore, there are no obvious opportunities to develop filling stations and the planning now under way for Crandon Park makes development of a filling station in the future even less likely. The nearest filling station to the Village is south on US 1 about eight miles from the north Village limits. This would be very inconvenient for residents who might wish to head south on US 1 from the west end of the causeway and even more inconvenient for those who might wish to head north on I-95.

### Why Retailers Should Favor "High" Growth Scenario

In the long run, it is in the best interest of Key Biscayne retail operators to support a high population growth scenario rather than a moderate population growth scenario, at least insofar as those two scenarios are conceived for the purpose of this analysis. This is because, in most cases, the high population growth scenario will produce a potential customer base which is significantly larger than the moderate scenario, but not so much larger that it will engender competition from additional establishments. This is particularly true with respect to food stores, drug stores and gasoline stations.

### Detailed Four-Step Analytic Methodology

Both the theoretical and incremental methods involve the following steps:

1. Determination of trade area.
2. Determination of future trade area sales potential.
3. Determination of locally captured portion of future sales potential.

4. Determination of floor area requirements.

Each of these steps is discussed in detail in the following narrative.

## Determination of Trade Area

The most important determinants of the trade area of retail facilities is their accessibility and the location of competing facilities. Shoppers will travel longer distances if they can travel over high-speed, uncongested thoroughfares. Shoppers will rarely travel very far past one shopping area to get to another which offers essentially the same goods and services.

The trade area for convenience goods (hardware, food, drugs) is generally limited to immediately surrounding residential areas. Because convenience goods purchases are made frequently, people are not usually willing to travel great distances. Convenience goods stores in Key Biscayne could expect to capture most of the convenience goods trade generated by Village permanent and seasonal residents but virtually nothing from the mainland.

The trade area for comparison goods usually encompasses a broader area. Since comparison goods purchases are costly and made infrequently, people are willing to travel longer distances to find what they judge to be the best combination of quality, selection, service and price. The primary trade area for comparison facilities could typically encompass the area within a 25 to 30 minute driving distance. The secondary trade area, which includes customers who shop occasionally at a given shopping area, may encompass an area within 45 to 60 minutes driving distance. Based on these standards, the primary trade area for comparison goods in Key Biscayne could include all of the Village itself, but virtually nothing from mainland communities since to get to the Village, potential customers face a $1.00 toll and about a 12 minute drive over the causeway and through Crandon Park.

The trade area for certain restaurants and entertainment facilities can be very broad if they offer a unique service. People may come quite a distance to see a performance at the Calusa Playhouse or for an evening of entertainment at Stefano's restaurant and nightclub. The same is true for certain specialty retail uses such as art galleries.

## Determination of Future Trade Area Sales Potential

Future trade area sales potential is based on population, per capita income and trade area retail expenditure patterns.

1990 and projected populations for the Key Biscayne trade area is shown in Table 2.

**Table Section C-2**
**1990 and Projected Permanent and Seasonal Population for Key Biscayne**

| | permanent | seasonal | adjusted seasonal | permanent plus adjusted seasonal |
|---|---|---|---|---|
| 1990 | 8,854 | 3,018 | 453 | 9,307 |
| 2003 moderate | 9,960 | 3,566 | 535 | 10,495 |
| 2003 high | 9,960 | 3,566 | 535 | 10,495 |
| 2013 moderate | 9,960 | 3,566 | 535 | 10,495 |
| 2013 high | 10,860 | 4,073 | 611 | 11,471 |

**Sources:** 1990 CPH-5-11, Table 2 for 1990 permanent. Robert K. Swarthout, Incorporated prepared the 1990, 2003 and 2013 seasonal figure. These are explained in the population component of the data and analysis for the Land Use Element. Robert K. Swarthout, Incorporated prepared the "adjusted seasonal projections." "Adjusted seasonal" population is a concept that reflects the potential expenditures of a seasonal resident as a ratio to the potential expenditures of a permanent resident. A 15 percent ratio is assumed. This means that each person in the seasonal population will spend 15 percent as much as will a permanent resident on an annualized basis. For 2003 and 2013, moderate and high projections are given. The moderate projections are based on the Preliminary Future Land Use Map under consideration as of April 24, 1993. The high projections are based on the Development of Regional Impact (DRI) development order changes proposed by the DRI property owners as of April 24, 1993. For 2003, the moderate and high projections are identical to each other and to the 2013 moderate projection because it is assumed that the permitted moderate build-out population will be achieved by 2003 whether or not greater densities are allowed.

Per capita income for Key Biscayne was enumerated by the 1990 Census at $37,629.00. This figure is reported in 1990 CPH-5-11, Table 10. The 5,307 residents in Census Track 46.01 (west side) had a per capita income of $41,324 and the 3,457 residents in Census Track 46.02 (east side) had a per capita income of $31,860. This figure was supplied by the US Census Customer Service Center from unpublished computer tapes. For the purposes of this analysis, a per capita income growth of 0.5 percent per year compounded is assumed. This growth is intended to reflect both growth in nation-wide productivity and growth in the relative affluence of Key Biscayne residents. Based on this assumption, per capita income for Key Biscayne is shown in Table 3.

**Table Section C-3**
**1990 and Projected Per Capita Income for Key Biscayne**

| | |
|---|---|
| 1990 | $37,629 |
| 2003 | $40,150 |
| 2013 | $42,202 |

**Sources:** 1990 CPH-5-11 for 1990. Robert K. Swarthout, Incorporated for 2003 and 2013. A real per capita income growth of 0.5 percent per year is assumed. This assumption incorporates both growth in productivity and growth in the relative affluence of Key Biscayne residents.

Total Key Biscayne personal income is per capita income multiplied by population. Total personal income is shown in Table 4 based on the population figures shown in Table 2 and the per capita income figures shown in Table 3.

**Table Section C-4**
**1990 and Projected Total Personal Income for Key Biscayne**

| | |
|---|---|
| 1990 | $350,213,103 |
| 2003 moderate and high | $421,374,250 |
| 2013 moderate | $442,909,990 |
| 2013 high | $484,099,142 |

**Source:** Population given in Table 2 times per capita income given in Table 3.

Total retail expenditures can be expressed as a percentage of total personal income. In selecting the percentage figure to use, consideration is normally given to a county or regional figure. For the purpose of this analysis, figures for Dade and Palm Beach Counties in Florida and Marin County in California are computed. Dade County was chosen because Key Biscayne is in Dade County. However, Dade County is a poor model since its per capita income ($13,686) is only about one-third that of Key Biscayne ($37,629). Palm Beach County was chosen because it is a nearby county with a per capita income ($19,937) that is closer to that of Key Biscayne than is the Dade County per capita income. Marin County in California was chosen because it is the county with the highest per capita income in the country. The computations for each are as follows:

> *DADE COUNTY:* The 1990 Census reports that Dade County had a 1990 population of 1,937,094 and a 1989 per capita income of $13,686 (*1990 Census of Population and Housing Summary of Social, Economic and Housing Characteristics*, CPH 5-11 Tables 1 and 10, respectively). Thus, total income for 1990 can be taken at 1,937,094 × $13,686 = $26,511,068,484 without adjustment for any growth in income from 1989 to 1990. Total Dade County retail sales were reported by *Editor & Publisher* to be a Census enumerated $13,047,272,000 in 1987 and *an Editor & Publisher* estimated $17,037,003,000 in 1992. From these figures a 1990 total retail sales of $15,441,110,000 was interpolated. Thus, total

1990 Dade County retail sales amounted to approximately 58 percent of personal income, a ratio derived by $15,441,110,000/$26,511,068,484 = 0.5824.

*PALM BEACH COUNTY:* The 1990 Census reports that Palm Beach County had a 1990 population of 863,518 and a 1989 per capita income of $19,937 (*1990 Census of Population and Housing Summary of Social, Economic and Housing Characteristics*, CPH 5-11 Tables 1 and 10, respectively). Thus, total income can be taken at 863,518 × $19,937 = $17,215,958,366, without adjustment for any growth in income from 1989 to 1990. Total Palm Beach County retail sales were reported by *Editor & Publisher* to be a Census enumerated $6,622,066,000 in 1987 and an *Editor & Publisher* estimated $8,647,646,000 in 1992. From these figures a 1990 total retail sales of $11,483,458,000 was interpolated. Thus, total 1990 Palm Beach County retail sales amounted to approximately 50 percent of personal income, a ratio derived by $8,647,646,000/$17,215,958,366 = 0.5023.

MERIN [sic] COUNTY: The 1990 Census reports that Marin County, California had a 1990 population of 230,096 and a 1989 per capita income of $28,381, the highest for any county in the country (*1990 Census of Population and Housing Summary of Social, Economic and Housing Characteristics*, CPH 5-6 Tables 1 and 10, respectively). Thus, total income can be taken at 230,096 × $28,381 = $6,530,354,576, without adjustment for any growth in income from 1989 to 1990. Total Marin County retail sales were reported by *Editor & Publisher* to be a Census enumerated $1,919,770,000 in 1987 and an *Editor & Publisher* estimated $2,590,559,000 in 1992. From these figures a 1990 total retail sales of $2,322,243,000 was interpolated. Thus, total 1990 Marin County retail sales amounted to approximately 36 percent of personal income, a ratio derived by $2,322,243/$6,530,354,576 = 0.3556.

The comparison of Dade, Palm Beach and Marin Counties' total retail sales as a percent of total personal income demonstrates the tendency of retail sales as a percent of total personal income to decline as per capita income increases. Robert K. Swarthout, Incorporated recently completed a retail analysis for a community in a Michigan County with a per capita income of $21,125. The same methodology rendered total retail sales at 47.6 percent of total personal income, suggesting that a big drop in the percentage occurs for communities with per capita income between $21,125 and $28,381. It is not possible to use the methodology herein employed to determine the percentage of total personal income devoted to retail expenditures by counties with per capita incomes as high as Key Biscayne because such counties do not exist. Application of the methodology to smaller jurisdictions with high per capita income is not appropriate because the likelihood that total sales and total personal income will not achieve a natural balance in a small jurisdiction. For example, the above methodology applied to the Town of Palm Beach (per capita income $71,106) results in a finding that total retail sales amount to 41 percent of total personal income. This is an unreliable estimate for a variety of reasons including the fact that many types of retail goods are not available in Palm Beach, many Palm Beach residents shop elsewhere, including Paris and London, and many people from elsewhere come to Palm Beach expressly to shop its exclusive Worth Avenue. The above methodology applied to the Town of Ocean Ridge (per capita income $41,411) results in a finding that total retail sales amount to zero percent of total personal income. This only means that all the residents of Ocean Ridge leave town to make retail purchases, a fact necessitated by the town's total exclusion through zoning of commercial land uses.

In consideration of the foregoing analysis of Dade, Palm Beach and Merin Counties, it will be assumed for further analysis that Key Biscayne residents will spend 35 percent of their total personal income on retail goods and services. Total retail expenditures by Key Biscayne residents are given in Table 5 as based on population times per capita income times 0.35. For 1990, this figure is 8,854 times $37,629.00 times 0.35 equals $116,608,504.

**Table Section C-5**
**1990 and Projected Total Retail Expenditures by Key Biscayne Residents**
to nearest thousand dollars

| | |
|---|---|
| 1990 | $122,575,000 |
| 2003 moderate and high | $147,481,000 |
| 2013 moderate | $155,018,000 |
| 2013 high | $169,435,000 |

**Source:** Robert K. Swarthout, Incorporated based on total personal income in Table 4 times 0.35.

**Table Section C-6**
**Distribution of Retail Expenditures to Various Categories for Selected Communities as Estimated for 1992 by *Editor and Publisher***

| | Dade County | City of Miami | Martin County | Beach County | Palm Boca Raton | Palm Beach |
|---|---|---|---|---|---|---|
| Lumber and hardware | 4.0 | 3.0 | 11.8 | 5.1 | 5.1 | 3.3 |
| General merchandise | 11.8 | 10.2 | 7.7 | 11.2 | 6.8 | 5.6 |
| Food | 16.3 | 14.1 | 20.6 | 18.9 | 22.1 | 15.2 |
| Auto | 24.9 | 21.4 | 23.1 | 24.7 | 2.8 | 16.1 |
| Gasoline | 5.4 | 7.6 | 5.9 | 5.1 | 7.4 | 1.2 |
| Apparel | 7.7 | 9.4 | 4.4 | 6.0 | 9.2 | 33.3 |
| Furniture | 5.7 | 5.4 | 6.6 | 6.7 | 8.9 | 4.4 |
| Eating and drinking | 9.9 | 9.6 | 7.7 | 10.3 | 14.7 | 14.9 |
| Drugs | 4.4 | 4.1 | 3.6 | 3.9 | 5.8 | 4.6 |
| Other | 11.5 | 15.1 | 8.6 | 8.2 | 17.3 | 4.6 |

**Source:** *Editor and Publisher*.

**Table Section C-7**
**Distribution of Retail Expenditures to Various Categories for Dade County as Reported by US Census for 1987**

| | **percent** |
|---|---|
| Building materials and garden supplies | 3.4 |
| General merchandise | 12.1 |
| Food store | 17.5 |
| Automotive dealers | 25.9 |
| Gasoline service stations | 5.8 |
| Apparel and accessory stores | 7.1 |
| Furniture and home furnishings stores | 5.9 |
| Eating and drinking places | 10.1 |
| Drug and proprietary stores | 4.5 |
| Miscellaneous retail stores | 8.7 |

**Source:** 1987 Census of Retail Trade (RC87-A-10), Table 5.

**Table Section C-8**
**Detailed Distribution of Retail Expenditures to Various Categories as Estimated by Goodkin Research a South Florida Market Analyst**

| | percent 1990 |
|---|---|
| General merchandise | 11.60 |
| Department store | 9.80 |
| Variety store | 0.40 |
| Miscellaneous | 1.40 |
| Apparel and Accessories | 5.05 |
| Men's and boys clothing | 0.60 |
| Women's ready to wear | 1.93 |
| Other women's clothing | 0.20 |
| Family clothing | 1.33 |
| Shoes | 0.80 |
| Other apparel | 0.19 |
| Furniture and home equipment | 4.90 |
| Furniture stores | 1.63 |
| Home furnishings | 0.64 |
| Household appliances | 0.55 |
| Radio and TV | 1.48 |
| Music stores | 0.40 |
| Hardware | 0.75 |
| Miscellaneous Shopper Goods | 4.50 |
| Used merchandise | 0.36 |
| Sporting goods, bicycle | 0.57 |
| Book stores | 0.28 |
| Stationary stores | 0.10 |
| Jewelry stores | 0.68 |
| Hobby, toys, games | 0.30 |
| Camera, photo supplies | 0.20 |
| Gift, novelties | 0.39 |
| Luggage, leather | 0.04 |
| Sewing, needlework | 0.20 |
| Florist | 0.30 |
| Cigar stores | 0.04 |
| News dealers | 0.04 |
| Miscellaneous necessities | 1.00 |
| ***Shopper Goods/Subtotal*** | ***26.80*** |

continued on next page

**Table Section C-8 (Continued)**
**Detailed Distribution of Retail Expenditures to Various Categories as Estimated by Goodkin Research a South Florida Market Analyst**

| | percent 1990 |
|---|---|
| Food stores | 20.55 |
| Grocery stores | 19.35 |
| Retail bakeries | 0.30 |
| Other food necessities | 0.90 |
| Eating and drinking establishments | 9.62 |
| Restaurant, lunch, cafeteria | 5.22 |
| Fast food | 3.53 |
| Other eating places | 0.01 |
| Drinking places | 0.86 |
| Drug | 3.34 |
| Liquor | 1.29 |
| ***Convenience Goods/Subtotal*** | ***34.80*** |
| Automotive dealers | 22.80 |
| Motor vehicles, miscellaneous | 21.00 |
| Auto and home supply | 1.80 |
| Gasoline stations | 7.32 |
| Building materials | 5.28 |
| Building material, paint, etc. | 4.48 |
| Nurseries, mobile homes | 0.08 |
| Non store retailers | 1.80 |
| Fuel and ice dealers | 1.20 |
| ***Other Retail/Subtotal*** | ***38.40*** |

**Source:** Data developed by south Florida market analysis firm for use in retail studies in south Florida. Data supplied to Robert K. Swarthout, Incorporated as a courtesy.

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Total retail expenditures are distributed over a variety of different categories. Tables 7 and 8 give the percentage distribution in various localities for various classes of retail expenditures. In consideration of the data in Tables 6, 7 and 8, it will be assumed that the retail expenditures of Key Biscayne residents will be distributed among the various classes of retail expenditures as shown in Table 9.

**Table Section C-9**
**Assumed Distribution of the Retail Expenditures by Key Biscayne Residents to Various Retail Categories**

| retail category | percent of total retail expenditures |
|---|---|
| Lumber and hardware | 5.0 |
| General merchandise | 11.0 |
| Food | 19.0 |
| Automobile | 23.0 |
| Gasoline | 5.0 |
| Apparel | 7.0 |
| Furniture and home furnishings | 7.0 |
| Eating and drinking | 11.0 |
| Drugs | 4.0 |
| Other | 8.0 |

**Source:** Robert K. Swarthout, Incorporated based on Tables 6, 7 and 8.

## Determination of Locally Captured Portion of Future Sales Potential

Not all of the retail expenditures generated by residents of Key Biscayne will actually go to businesses in Key Biscayne. It is likely that the Key Biscayne retail establishments can capture a high proportion, but not all, of locally generated expenditures in the food, drugs and hardware categories. It is estimated that Key Biscayne establishments can capture only a very small proportion of locally generated expenditures for other goods such as general merchandise, apparel, furniture and home furnishings. The percentage capture rates are shown in Table 10 and explained in the source note for Table 10.

**Table Section C-10**
**Assumed Capture of Various Retail Expenditures by Key BiscayneBusinesses**

| retail category | percent of total retail expenditures | percent of total expenditures captured by Key Biscayne businesses |
|---|---|---|
| Lumber and hardware | 5.0 | 1.0 |
| General merchandise | 11.0 | 1.1 |
| Food | 19.0 | 15.2 |
| Automobile | 23.0 | 0.0 |
| Gasoline | 5.0 | na |
| Apparel | 7.0 | 1.4 |
| Furniture and home furnishings | 7.0 | 1.4 |
| Eating and drinking | 11.0 | 2.2 |
| Drugs | 4.0 | 3.4 |
| Other | 8.0 | 1.6 |

**Note:** Gasoline denoted "na" for "not applicable." Gasoline retail needs are analyzed by a separate methodology.

**Source:** Robert K. Swarthout, Incorporated. The table reflects the assumptions that Key Biscayne establishments can capture 80 percent of expenditures generated by Key Biscayne residents in the food and drug categories and 20 percent of the expenditures generated in the lumber and hardware category. It is assumed that Key Biscayne establishments can capture only 10 percent of the expenditures generated by Key Biscayne residents in the general merchandise category. This category is dominated by department store sales (see Table 8) and there is no possibility that such facilities will locate on Key Biscayne because of its small population and isolation. It is assumed that Key Biscayne establishments can capture 20 percent of expenditures in the apparel, furniture and home furnishings, eating and drinking categories and 20 percent in the other category. The bulk of the expenditures generated in these categories will go to super stores and stores in regional shopping centers and shopping clusters on the mainland. Such shopping centers and shopping clusters include Dadeland, The Falls, Bal Harbor, Coral Gables and Coconut Grove. Such specialty shopping as may be established on Key Biscayne will have limited potential to capture mainland dollars against established mainland competitors. It is assumed that no auto dealers will be located on the island. Gasoline stations are analyzed elsewhere.

## Determination of Total Locally Captured Retail Sales Potential

Total locally captured retail sales are determined by multiplying the percent of total expenditures captured by Key Biscayne businesses (Table 10) by the total retail expenditures projected to be made by Key Biscayne residents (Table 5). The results of this calculation are given in Table 11.

**Table Section C-11**
**Total Locally Captured Retail Sales for Key Biscayne**
**in thousands of dollars**

| retail category | 1990 | moderate residential growth scenario 2003 | high residential growth scenario 2003 | moderate residential growth scenario 2013 | high residential growth scenario 2013 |
|---|---|---|---|---|---|
| Lumber and hardware | $1,226 | $1,475 | $1,475 | $1,550 | $1,694 |
| General merchandise | 1,348 | 1,623 | 1,623 | 1,705 | 1,864 |
| Food | 18,631 | 22,417 | 22,417 | 23,563 | 25,754 |
| Automobile | 0 | 0 | 0 | 0 | 0 |
| Gasoline | na | na | na | na | na |
| Apparel | 1,716 | 2,065 | 2,065 | 2,170 | 2,372 |
| Furniture/home furnishings | 1,716 | 2,065 | 2,065 | 2,170 | 2,372 |
| Eating and drinking | 2,697 | 3,245 | 3,245 | 3,410 | 3,728 |
| Drugs | 4,168 | 5,014 | 5,014 | 5,271 | 5,761 |
| Other | 1,961 | 2,360 | 2,360 | 2,480 | 2,711 |

**Note:** Gasoline denoted "na" for "not applicable." Gasoline retail needs are analyzed by a separate methodology.

**Source:** Robert K. Swarthout, Incorporated based on Table 5 and Table 10.

## Determination of Retail Floor Area Requirements

Sales volume estimates can be converted into floor space needs with sales per square foot data. The Urban Land Institute's *1990 Dollars and Cents of Shopping Centers* sets forth sales per square foot for various retail uses in various types of shopping centers. Data is given for median, top ten percent, and top two percent of facilities. For the purpose of this analysis, median sales per square foot figures were given greatest weight in determining Key Biscayne potential, except in the case of the supermarket figure for which the top ten percent figure was also considered along with median figures. Estimated sales per square foot potential for Key Biscayne and the selected Urban Land Institute source figures are set forth in Table 10.

**Table Section C-12**
**Estimated Sales Per Square Foot Potential for Key Biscayne Businesses**

| retail category | estimated sales per square foot potential for Key Biscayne | Urban Land Institute *Dollars and Cents of Shopping Centers* US Community Shopping Centers relevant source figures |
|---|---|---|
| Lumber and hardware | $110 | $120 median for paint and hardware, $91 median for hardware, $114 median for home improvements |
| General merchandise | $100 | $110 median for junior department store, $76 median for variety store |
| Food | $400 | $479 top ten percent for supermarket, $267 median for supermarket, $242 median for specialty food |
| Apparel | $140 | $154 median for women's specialty, $125 median for women's ready-to-wear, $118 median for children's apparel, $147 men's wear |
| Furniture/home furnishings | $130 | $103 median for furniture, $175 median for floor coverings, $103 median for china and glassware, $164 median for home accessories |
| Eating and drinking | $140 | $135 and $138 medians for restaurants with and without liquor, $200 median for fast food, $141 median for ice cream parlor, $119 for sandwich shop |
| Drugs | $182 | $182 median for drugs |
| Other | $120 | $88 median for art gallery, $176 median for cameras, $141 median for toys, $140 median for bike shops, $85 median for arts and crafts, $145 median for luggage, $101 median for cards, $145 median for books |

**Source:** Robert K. Swarthout, Incorporated based on ULI source cited.

Since the Table 12 sales per square foot potentials were derived primarily from Urban Land Institute median figures, they will result in a computation of a larger total retail development potential than if top ten percent figures were used. Exclusive use of the top ten percent figures for food stores rather than the blend of top ten percent plus median figures would result in about a 20 percent greater sales per square foot potential and a corresponding reduction in the total

food store development potential. Exclusive use of the top ten percent figures for other stores rather than the exclusive use of median figures would result in about a 100 percent greater sales per square foot potential and a corresponding reduction in the total development potential for stores other than supermarkets.

### Determination of Retail Sales Facility Potentials

Retail facility potentials are determined by dividing total sales by sales per square foot. These potentials are set forth in Table 11. Note that two totals are given. The "TOTAL" reflects the sales per square foot figures given in Table 10, which are based on the median experience of existing facilities around the country, except for the food category which more closely reflects the top ten percent experience as reported by the Urban Land Institute. The "ADJUSTED TOTAL" reflects the potential if all facilities operate closer to the top ten percent in sales per square foot.

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**Table Section C-13**
**Square Feet of Retail Space Supportable by Projected Retail Sales for Key Biscayne**

| retail category | 1990 | moderate residential growth scenario 2003 | high residential growth scenario 2003 | moderate residential growth scenario 2013 | high residential growth scenario 2013 |
|---|---|---|---|---|---|
| Lumber and hardware | 11,145 | 13,409 | 13,409 | 14,090 | 15,400 |
| General merchandise | 13,480 | 16,230 | 16,230 | 17,050 | 18,640 |
| Food | 46,577 | 56,042 | 56,042 | 58,907 | 64,385 |
| Automobile | 0 | 0 | 0 | 0 | 0 |
| Gasoline | na | na | na | na | na |
| Apparel | 12,257 | 14,750 | 14,750 | 15,500 | 16,942 |
| Furniture/home furnishings | 13,200 | 15,884 | 15,884 | 16,692 | 18,246 |
| Eating and drinking | 19,264 | 23,178 | 23,178 | 24,357 | 26,628 |
| Drugs | 22,901 | 27,549 | 27,549 | 28,961 | 31,653 |
| Other | 16,341 | 19,666 | 19,666 | 20,666 | 22,591 |
| TOTAL<br>Based on sales per square foot near top ten percent of stores for food and near median for other goods. | 155,165 | 186,708 | 186,708 | 196,223 | 214,485 |
| ADJUSTED TOTAL<br>Taken at 70 percent of TOTAL based on sales per square foot near top ten percent of stores for both food and other goods. | 108,616 | 130,696 | 130,696 | 137,356 | 150,140 |

**Source:** Robert K. Swarthout, Incorporated based on Table 11 and Table 12.

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## Determination of Local Service Facility Floor Area Potentials

Projections of local service facility floor space potentials are based on the ratio of workers to the overall population and on the facility space required on average per worker. These determinants are presented in Table 12 for the 1990 and projected 2003 and 2013 populations of Key Biscayne.

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**Table Section C-14**
**Local Service Facility Floor Area Potentials**

| | Generalized 1990 Workers per 1,000 Population | Key Biscayne Adjustment Factor | 1990 Potential Workers & Space | 2003 Moderate and High Residential Growth Scenario Potential Workers & Space | 2013 Moderate Residential Growth Scenario Potential Workers & Space | 2013 High Residential Growth Scenario Potential Workers & Space |
|---|---|---|---|---|---|---|
| Personal Services | 6 | 0.80 | 46 | 53 | 53 | 62 |
| Amusement, Recreation & Motion Picture | 6 | 0.60 | 35 | 40 | 40 | 47 |
| Auto & Miscellaneous Repair Services | 7 | 0.80 | 54 | 62 | 62 | 74 |
| TOTAL EMPLOYMENT | | | 135 | 155 | 155 | 183 |
| Space Required per Employee in square feet | | | 300 | 300 | 300 | 300 |
| Total Facility Space Need in square feet | | | 40,500 | 46,500 | 46,500 | 54,900 |

**Source:** Robert K. Swarthout, Incorporated. The column entitled "1990 Workers per 1,000 Population" can be developed by dividing county population and county employment from a US Census report entitled *1989 County Business Patterns*. A county with higher per capita income than Dade County was used for this analysis because of Key Biscayne's relatively high per capita income. A column entitled "Key Biscayne Adjustment Factor" is included in the table. The adjustment factor reflects the expectation that some of the service needs will be met off the island.

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## Existing Retail Facilities

The building square footage in existing retail facilities on Key Biscayne is documented in Table 15 below. These square footages are compared with projected need in Table 2.

**Table Section C-15**
**Existing Retail and Service Floor Area in Key Biscayne**

***Existing Shopping Centers and Other Major Shopping Facilities***

| | |
|---|---|
| Harbor Square Shopping Center | 21,500 |
| Key Biscayne Arcade Center (Deli/Subway) | 15,500 |
| Square Shopping Center | 47,000 |
| Key Biscayne Galleria | 45,000 |
| Vernon's Shopping Center (Vernons) | 40,757 |
| Winn Dixie Supermarket/Bank/Office | 39,000 |
| Woolley's Shopping Center | 23,925 |
| TOTAL | 232,682 |

***Freestanding Restaurants***

| | |
|---|---|
| Torino Restaurant | 3,657 |
| Stefano's Restaurant | 10,174 |
| English Pub | 5,100 |
| TOTAL | 18,949 |

**Source:** Robert K. Swarthout, Incorporated based on Dade County tax records.

# 12-22-24 Crandon Blvd. Technical Zoning Review Comments
(09/20/13, WGF)

1. On Site Plan Sh. C-1, Floor Plan Sh. A1.11, and any sheet that references the mezzanine, change "Mezzanine" to "Mezzanine Storage", both in plans and tabulations.
2. Show boundary line of the 8,971 sq. ft. Future Building Area on the Site Plan C-1.
3. Provide sq ft area on Site Plan of the Future Building Area on C-1.
4. Show surface material of the Future Building Area, i.e. sod.
5. Fill in texture along the north side pharmacy wall currently showing a void which could indicate a pass through window on all applicable plans, i.e. C-1, C-2, C-3, A1.11, L-1.
6. Label edging for the dead end of the parking lot adjacent to the Future Building Area on C-1 – Type D curb?
7. Per the Grading & Drainage Plan, Sheet C-2, runoff from 51 Harbor Drive is coming into the 12-22-24 Crandon Blvd. property at the west perimeter. Provide drainage divides to block runoff from 51 Harbor Drive.
8. At the north perimeter of 12-22-24 Crandon Blvd., the grade drops as much as 2.5' into the Calusa Park mangroves. Provide retention wall & detail, or lower grades and provide a divide as necessary to eliminate need for a retaining wall.
9. Staff has observed a pipe along the rear property line appearing to drain into mangroves in Calusa Park. If this is the case, it should be removed & noted on plans
10. Note that all parking spaces are to be numbered with min 6" painted numerals on Pavement Marking Plan Sh. C-3.
11. Provide a note stating that all areas of the site will be fully irrigated.
12. The Crandon Boulevard Master Plan establishes the street tree as Live Oak and the Village Landscape Code requires a minimum 14 ft. height, 2.5' trunk caliper and 7 ft. diameter of canopy, planted 30' on center. Frontage length is 281 linear ft. requiring a total of 10 street trees.
13. On Landscape Plan Sh. LP-1 tabulations, calculation for total trees required for site, interior parking and perimeter = 62 is correct. However, according to Plant Schedule, 20 trees (18 shade trees and 6 palms at 3:1 substitution ratio), meeting Village Landscape requirements have been provided. Additional trees specified are either of insufficient size or not in the shade tree category. Ligustrum, Crape Myrtle, and Tamarind shown adjacent to parking at south and west perimeters are not shade trees as required. Substitute with shade trees unless there is a conflict with adjacent lot trees. Adjustments for this may be made at Site Plan review.
14. On Landscape Plan Sh. LP-1, required shrub count is miscalculated. Change to 430 required, i.e. total trees (10 required street trees + 33 required lot trees) x 10. Then add 287 shrubs to the lot as only 143 out of proposed shrubs in Plant List qualify (40 VIB & 103 HAM; 153 ILX in lot are not required 24" height). Other shrubs in Plant List are the perimeter shrubs and right of way shrubs, required in excess of the lot shrubs.
15. Provide any traffic analysis, customer point of origin studies, or projected customer counts to the drugstore and liquor store.

16. Provide detail of the bike racks.
17. As set forth in Mr. Kurlancheek's September 17, 2013 (2:47 PM email), the aerial photo is not a site plan. Please submit a site plan pursuant to Section 30-73(f)(2). The site plan shall include the property at 51 Harbor Drive.

Because the site will contain two retail stores, service establishments, or any other business, it is considered a shopping center. Section 30-197(a) requires a written statement of the uniform sign graphics that will be used for the shopping center. Sheets A2.11 and A2.13 are the sheets showing signs for the shopping center. Please confirm that the letter style, font, height, and color will also be used when the out parcel is developed.

When the revised sheets are submitted and approved by the Planning & Zoning Department, we will then commence our review of your conditional use and site plan applications in addition to your proposed uniform sign program.

N:\Bill\12-22-24CrandonWalgreens

# 12-22-24 Crandon Blvd. Technical Zoning Review Comments
(09/23/13)

1. On Site Plan Sh. C-1, Floor Plan Sh. A1.11, and any sheet that references the mezzanine, change "Mezzanine" to "Mezzanine Storage", both in plans and tabulations.
2. Show boundary line of the 8,971 sq. ft. Future Building Area on the Site Plan C-1.
3. Provide sq ft area on Site Plan of the Future Building Area on C-1.
4. Show surface material of the Future Building Area, i.e. sod.
5. Fill in texture along the north side pharmacy wall currently showing a void which could indicate a pass through window on all applicable plans, i.e. C-1, C-2, C-3, A1.11, L-1.
6. Label edging for the dead end of the parking lot adjacent to the Future Building Area on C-1 – Type D curb?
7. Per the Grading & Drainage Plan, Sheet C-2, runoff from 51 Harbor Drive is coming into the 12-22-24 Crandon Blvd. property at the west perimeter. Provide drainage divides to block runoff from 51 Harbor Drive.
8. At the north perimeter of 12-22-24 Crandon Blvd., the grade drops as much as 2.5' into the Calusa Park mangroves. Also, at the southeast corner of the property, water will drain from you property to 38 Crandon Blvd. Provide retention wall & detail, or lower grades and provide a divide as necessary to eliminate need for a retaining wall.
9. Staff has observed a pipe along the rear property line appearing to drain into mangroves in Calusa Park. If this is the case, it should be removed & noted on plans.
10. Note that all parking spaces are to be numbered with min. 6" painted numerals on Pavement Marking Plan Sh. C-3.
11. Provide a note stating that all areas of the site will be fully irrigated.
12. The Crandon Boulevard Master Plan establishes the street tree as Live Oak and the Village Landscape Code requires a minimum 14 ft. height, 2.5' trunk caliper and 7 ft. diameter of canopy, planted 30' on center. Frontage length is 281 linear ft. requiring a total of 10 street trees. Staff would like to meet with you on site to determine the location of the trees.
13. On Landscape Plan Sh. LP-1 tabulations, calculation for total trees required for site, interior parking and perimeter = 62 is correct. However, according to Plant Schedule, 20 trees (18 shade trees and 6 palms at 3:1 substitution ratio), meeting Village Landscape requirements have been provided. Additional trees specified are either of insufficient size or not in the shade tree category. Ligustrum, Crape Myrtle, and Tamarind shown adjacent to parking at south and west perimeters are not shade trees as required. Substitute with shade trees unless there is a conflict with adjacent lot trees. Adjustments for this may be made at Site Plan review.
14. On Landscape Plan Sh. LP-1, required shrub count is miscalculated. Change to 430 required, i.e. total trees (10 required street trees + 33 required lot trees) x 10. Then add 287 shrubs to the lot as only 143 out of proposed shrubs in Plant List qualify (40 VIB & 103 HAM; 153 ILX in lot are not required 24" height). Other shrubs in Plant List are the perimeter shrubs and right of way shrubs, required in excess of the lot shrubs.

15. Provide detail of the bike racks.
16. As set forth in Mr. Kurlancheek's September 17, 2013 (2:47 PM email), the aerial photo is not a site plan. Please submit a site plan pursuant to Section 30-73(f)(2). The site plan shall include the property at 51 Harbor Drive.
17. Amend the plans as set forth in Mr. Kasdin's September 13, 2013 letter to Mr. Kurlancheek
18. Because the site will contain two or more retail stores (See definintions), service establishments, or any other business, it is considered a shopping center. Section 30-197(a) requires a written statement of the uniform sign graphics that will be used for the shopping center. Please submit this information.

When the revised sheets are submitted and approved by the Department, we will then set the public hearing date and commence our review of your conditional use and site plan applications in addition to your proposed uniform sign program for the entire shopping center which is comprised of Walgreens, the liquor store, and the structure that will be placed on the area labeled "Future Building Area".

# RETAIL PACKAGE WINE & LIQUOR STORE

AT

12, 22-24 CRANDON BLVD.

KEY BISCAYNE, FL.

ARCHITECT

Morgan

ANGEL C. SAQUI, FAIA
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FORT LAUDERDALE, FL 33334
TEL (954) 202-7000
FAX (954) 202-7070

A1.11

NORTH

INDEX OF DRAWINGS:

SURVEY

SV-1 SURVEY

CIVIL

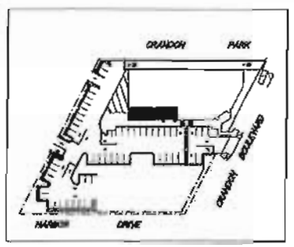
C-1 SITE PLAN
C-4 AERIAL PLAN

ARCHITECTURE

A0.01 COVER SHEET
A1.0 PROPOSED FLOOR PLAN

SCOPE OF WORK:

MORGAN PROPERTY GROUP - CONDITIONAL USE APPLICATION FOR RETAIL PACKAGE LINE 4 LIQUOR STORE AT 12, 22-24 CRANDON BLVD.




① KEY PLAN
SCALE: N.T.S

ANGEL C. SAQUI, FAIA
ARCHITECTS • PLANNERS • INTERIORS, Ltd.

a Development of

MORGAN PROPERTY GROUP
13324 Ballantyne Corporate Place
Suite 250
Charlotte, N.C 28277

| NO. | DATE | BY | DESCRIPTION | COMMENT |
|---|---|---|---|---|

REVISIONS

CERTIFICATION AND SEAL

I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT OR ENGINEER UNDER THE LAWS OF THE STATE OF FLORIDA AS DESIGNATED BY MY HAND AND SEAL

SEAL

ANGEL C. SAQUI II, AIA
AR# 0012558

STORE#

PROJECT NAME

DRAWING TITLE
COVER SHEET

CADD PLOT
1226

VOID PLOT

SUPERSEDES PLAN DATED

SCALE: 1/8" = 1'-0"

DRAWN BY:
Author

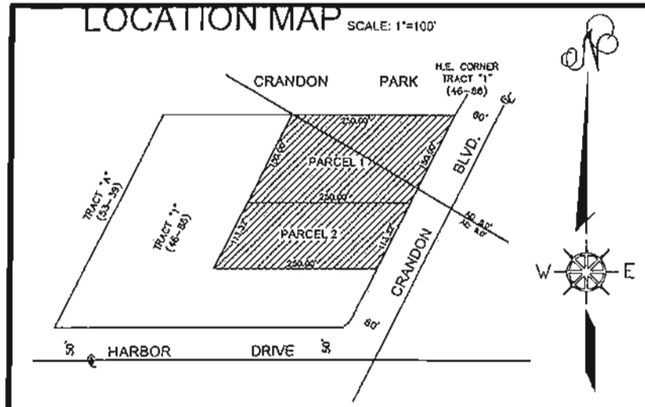
DATE: 03/01/2013

REVIEWED BY:
A.C.S.II

DRAWING NO.
A0.01

OF PAGES

# LOCATION MAP SCALE: 1"=100'







## LEGAL DESCRIPTIONS:

**PARCEL 1:**

That part of Tract 1, of Subdivision of a portion of **MATHESON ESTATE**, according to the Plat thereof, recorded in Plat Book 46, at Page 86 of the Public Records of Dade County, Florida, described as follows:

Beginning at the Northeast corner of Tract 1, run Southwesterly along the Easterly line of said Tract 1 a distance of 150 feet to a point; thence run West parallel to the North line of said Tract 1, a distance of 250 feet to a point; thence run Northeasterly parallel to the Easterly line of said Tract 1 a distance of 150 feet to a point on the North line of said Tract 1, thence run East along the North line of said Tract 1, a distance of 250 feet to the Point of Beginning.

**PROPERTY ADDRESS:** 12 CRANDON BOULEVARD. Key Biscayne, Florida. 33139

AND

**PARCEL 2:**

A portion of Tract 1, Subdivision of a portion of **MATHESON ESTATE**, according to the Plat thereof, as recorded in Plat Book 46, at Page 86 of the Public Records of Dade County, Florida, described as follows:

Commencing at the Northeast corner of said Tract 1, thence run Southwesterly along the Easterly line of said Tract 1, a distance of 150 feet to the point of beginning of the parcel of land hereinafter to be described; thence run Southwesterly along the Easterly line of said Tract 1, a distance of 113.32 feet to a point; thence run West parallel to the North line of said Tract 1, a distance of 250 feet to a Point; thence run Northeasterly parallel to the Easterly line of Tract 1, a distance of 113.32 feet to a point; thence run East parallel to the North line of Tract 1, a distance of 250 feet to the Point of Beginning.

**PROPERTY ADDRESS:** 22-24 CRANDON BOULEVARD. Key Biscayne, Florida. 33139

### LEGEND:

F.N. = FOUND NAIL
S.I.P. = SET IRON PIPE
L.F.E. = LOWEST FLOOR ELEVATION
(R) = RECORD
(M) = MEASURED
WOOD POLE WITH OVERHEAD ELECTRIC LINE
= CONCRETE AREAS
= PAVED AREAS
= 6' HIGH METAL FENCE
= CHAIN LINK FENCE
EM = ELECTRIC METER
= CATCH BASIN
C.B.S = CONCRETE BLOCK STRUCTURE
= WATER METER
= SANITARY SEWER MANHOLE
= CONC. LIGHT POLE
= PHONE BOOTH
C/O = CLEAN OUT
℄ = CENTER LINE

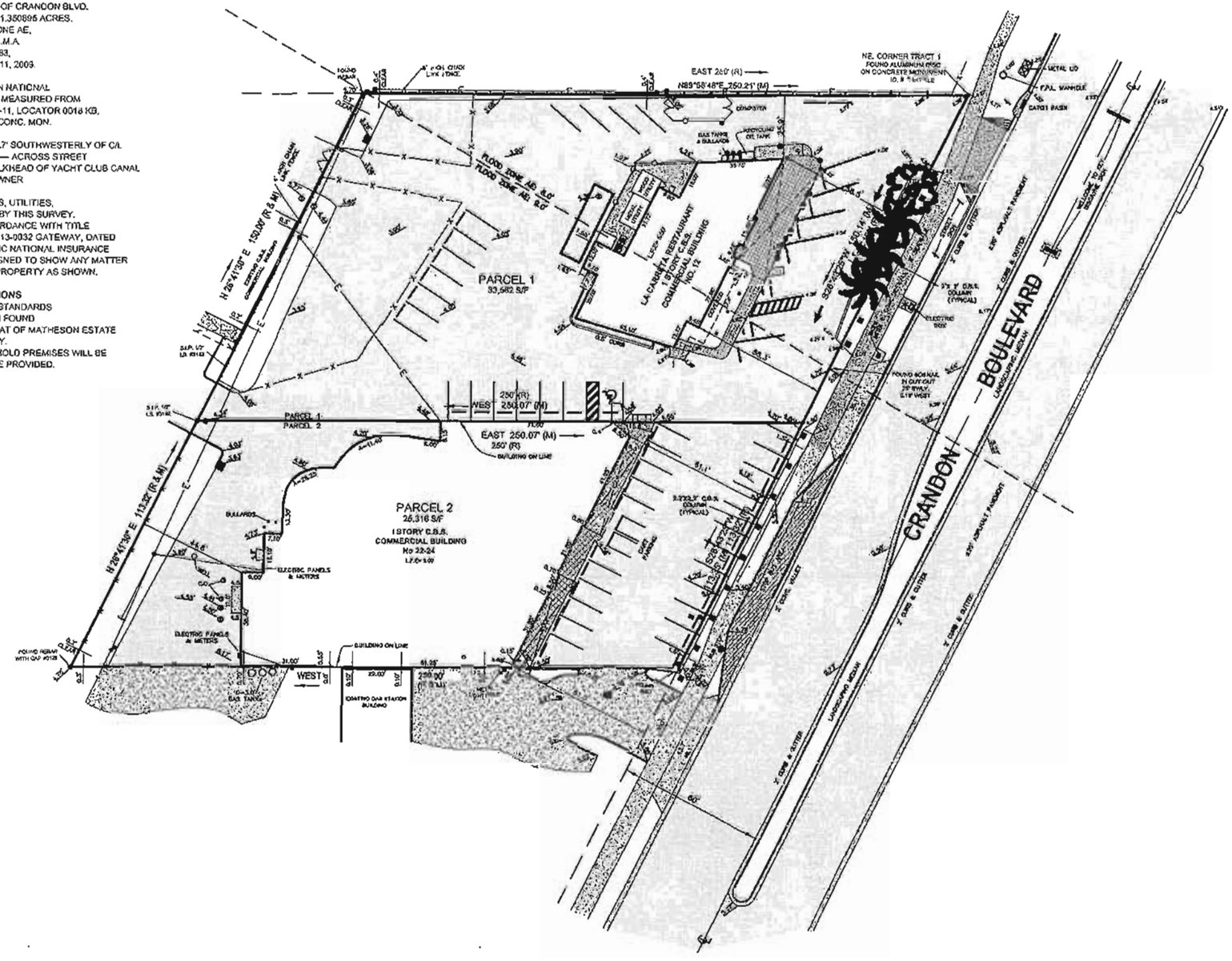
## SURVEYOR'S NOTES:

1- TYPE OF SURVEY: BOUNDARY & ELEVATIONS
2- BEARINGS & DISTANCES SHOWN ARE IN SUBSTANTIAL COMPLIANCE WITH THOSE RECORDED UNLESS OTHERWISE NOTED.
3- BEARINGS ARE BASED ON AN ASSUMED VALUE OF S 26°41'30" W ALONG THE WEST RW LINE OF CRANDON BLVD.
4- PROPERTY AREA: 58,845 SQUARE FEET = 1.350695 ACRES.
5- THIS PROPERTY IS LOCATED IN FLOOD ZONE AE, BASE FLOOD ELEVATION: 9.0', AS PER F.E.M.A. MAP COMMUNITY No.120648, PANEL No.0463, SUFFIX L, LAST REVISED ON SEPTEMBER 11, 2009.
6- ALL ELEVATIONS THUS ~~9.00'~~ ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929, AS MEASURED FROM MIAMI DADE COUNTY, BENCHMARK No MI-11, LOCATOR 0018 KB, ELEVATION: 4.36' AND IS A BRASS BAR IN CONC. MON. HARBOR DRIVE .— 48' NORTH OF C/L KEY BISCAYNE YATCH CLUB DRIVE — 32.7' SOUTHWESTERLY OF C/L OF GATE ADDRESS # 191 HARBOR DRIVE — ACROSS STREET 15.6' NORTHEASTERLY OF NE. END OF BULKHEAD OF YACHT CLUB CANAL
7- LEGAL DESCRIPTION AS PROVIDED BY: OWNER
8- USE OF PROPERTY: COMMERCIAL
9- UNDERGROUND FOOTINGS, FOUNDATIONS, UTILITIES, OR SEPTIC TANKS WHERE NOT LOCATED BY THIS SURVEY.
10-THIS SURVEY HAVE BEEN MADE IN ACCORDANCE WITH TITLE COMMITMENT AGENT'S FILE REFERENCE 13-0032 GATEWAY, DATED MARCH 22, 2013, ISSUED BY OLD REPUBLIC NATIONAL INSURANCE COMPANY, FURNISHED TO THE UNDERSIGNED TO SHOW ANY MATTER OF RECORDS AFFECTING THE SUBJECT PROPERTY AS SHOWN.

### SCHEDULE B-2 EXCEPTIONS

ITEMS 1, 2, 3, 5, 6, 7, 8, 9, 10 AND11 ARE STANDARDS
ITEM 2C: NO ENCROACHMENT HAS BEEN FOUND
ITEM 4: MATTERS CONTAINED ON THE PLAT OF MATHESON ESTATE AFFECT THE SUBJECT PROPERTY.
ITEM 12: LEGAL DESCRIPTION OF LEASEHOLD PREMISES WILL BE PREPARED WHEN BOUDARIES BE PROVIDED.

# SKETCH OF SURVEY SCALE: 1"=20'




## J. F. LOPEZ & ASSOCIATES, INC.

CONSULTING LAND SURVEYORS AND PLANNERS
CERTIFICATE N° LB.3192, STATE OF FLORIDA
7900 NW. 155th ST, SUITE 104, MIAMI LAKES, FL.33016
Ph: (305) 828-2725 Fax: (305) 828-3589

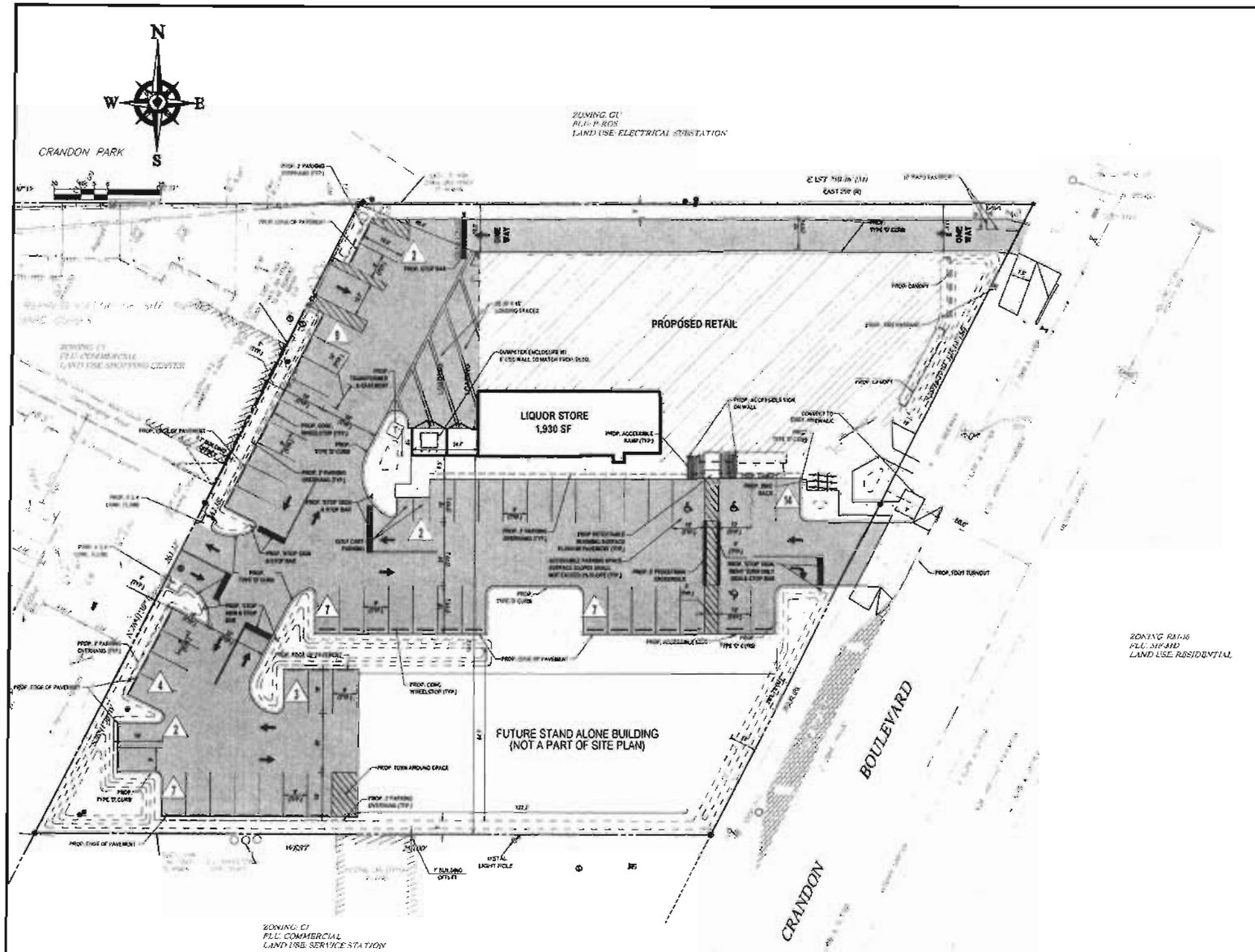
**I HEREBY CERTIFY:** THAT A SURVEY OF THE PROPERTY AS DESCRIBED IN THE FOREGOING CAPTION HAS BEEN MADE UNDER MY DIRECTION, AND MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS IN CHAPTER 5J- 17-05, OF FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, BELIEF AND PROFESSIONAL JUDGEMENT.

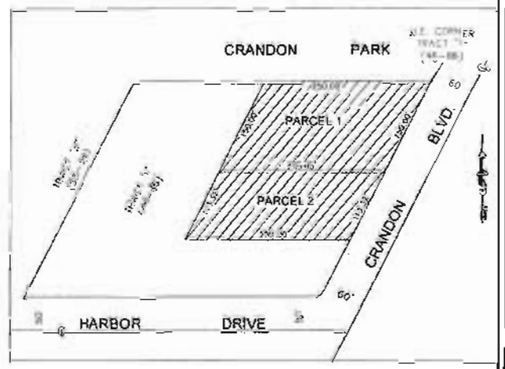
**NOTE:** THIS IS NOT A VALID SURVEY WITHOUT THE UNDERSIGNED SURVEYOR'S SIGNATURE AND EMBOSSED RAISED SEAL.

BY: _____
JOSE F. LOPEZ, P.S.M.
Professional Surveyor & Mapper
N°3086, State of Florida.

CERTIFIED TO:
Walgreens Co.,
Attorneys' Title Fund Services, LLC,
Key Biscayne Gateway Partners, Ltd., a Florida limited partnership,
and Florida Investment Partners, Inc.

| DATE OF FIELD WORK: | ORDER N° | DRAWN BY: | FIELD BOOK: | CAD FILE: | REVISIONS: |
|---|---|---|---|---|---|
| APRIL 6, 2013 | 120813 | JFL | ON FILE | 110638-110617 | ADD NEW TITLE COMMITMENT |
| SEPTEMBER 8, 2012 | 120813 | JFL | ON FILE | 110638-110617 | REVISED, UPDATED & RECERTIFIED |
| MAY 21, 2012 | 120507 | JFL | H6-45 | 110638 | RECERTIFICATION |
| JUNE 18, 2011 | 110617 | JFL | H6-45 | 110617 | REVISED & UPDATED |
| MAY 23, 2009 | 090515 | JFL | H6-45 | 090515 | REVISED & UPDATED |
| APRIL 04, 2007 | 070370 | MT.P. | H6-45 | 070370 | REVISED & UPDATED |
| DECEMBER 04, 2006 | 061133 | MT.P. | H6-45 | 061133 | BOUNDARY SURVEY & ELEVATIONS |




LOCATION MAP

SCALE: 1"=100'

## SITE DATA

ZONING: C-1 (COMMERCIAL LOW INTENSITY)

FLU: COMMERCIAL

BUILDING AREA

| | |
|---|---|
| PROPOSED RETAIL (FIRST FLOOR) | 10,000 SF |
| PROPOSED RETAIL (MEZZANINE) | 2,630 SF |
| LIQUOR STORE | 1,930 SF |
| TOTAL AREA | 14,560 SF |

| | TOTAL | CENTER | FUTURE STAND ALONE BUILDING |
|---|---|---|---|
| LOT AREA | 58,615 SF (1.35 AC) 100% | 40,349 (34.4%) | 9,971 (15.2%) |
| PERVIOUS AREA | 11,234 SF (0.26 AC) 19.1% | 2,263 (3.9%) | 5,971 (15.2%) |
| IMPERVIOUS AREA | 47,381 SF (1.09 AC) 80.9% | 47,381 (80.2%) | 0 (0%) |
| MAX. LOT COVERAGE | 90% | 25.0% | 0% |
| FAR (MAX.) | 0.5 | 0.25 | 0.0 |
| MAX. HEIGHT | 3 STORY (35') | 3 STORY (35') | N/A |

MINIMUM SETBACKS

| | | |
|---|---|---|
| FRONT (EAST) | 10' | 10' |
| REAR (WEST) | 0' | 48.4' |
| SIDE (NORTH) | 0'-30' | 18.3' |
| SIDE (SOUTH) | 0'-30' | 141.2' |

PARKING

REQUIRED

| USE | AREA | RATIO | SPACES |
|---|---|---|---|
| PROPOSED RETAIL (FIRST FLOOR) | | | |
| RETAIL | 9,380 SF | 1/250 | 42.6 |
| STORAGE | 620 SF | 1/2,000 | 0.9 |
| PROPOSED RETAIL (MEZZANINE) | 2,630 SF | 1/2,000 | 1.3 |
| LIQUOR STORE | | | |
| RETAIL | 1,430 SF | 1/250 | 5.5 |
| STORAGE | 500 SF | 1/2,000 | 0.3 |
| TOTAL | | | 50 SPACES |

PROVIDED

| | |
|---|---|
| REGULAR SPACES | 52 |
| ADA SPACES | 3 |
| GOLF CART | 2 |
| TOTAL | 57 |

FEMA FLOOD ZONE: AE (EL 8.0 & 9.0 NGVD)

ALL BUILDINGS SHALL BE FLOOD-PROOFED IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.

HATCH LEGEND

SYMBOLS LEGEND

NOTES:

1. ALL BUILDINGS SHALL BE FLOOD-PROOFED IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.
2. LIQUOR STORE TO BE SERVED BY UTILITY SERVICES
3. WALL BETWEEN LIQUOR STORE AND ADJACENT TENANT TO BE COMPRISED OF CBS OR EQUIVALENT MATERIAL
4. NO ACCESS FROM / TO LIQUOR STORE AND ADJACENT TENANTS.

BOHLER ENGINEERING

CIVIL / CONSULTING ENGINEERS
SURVEYORS
PLANNERS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL CONSULTANTS

| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 09-09-13 | REVISED PER CITY COMMENTS | JPV |
| 2 | 10-15-13 | PLANNING BOARD COMMENTS | JPV |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT NO.: | P13-0079 |
| DRAWN BY: | JPV |
| CHECKED BY: | MAT |
| DATE: | 01-16-13 |
| SCALE: | AS NOTED |
| CAD I.D.: | P13-0079 SITE PLAN |

PROJECT

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

VILLAGE OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING
SUITE 201
1500 CORPORATE DRIVE, CANTON, GA
FORT LAUDERDALE, FL 33334
PH: (954) 200-2000
FX: (954) 200-2009
www.BohlerEngineering.com

PROFESSIONAL ENGINEER STATE OF FLORIDA

MICHAEL A. TROXELL

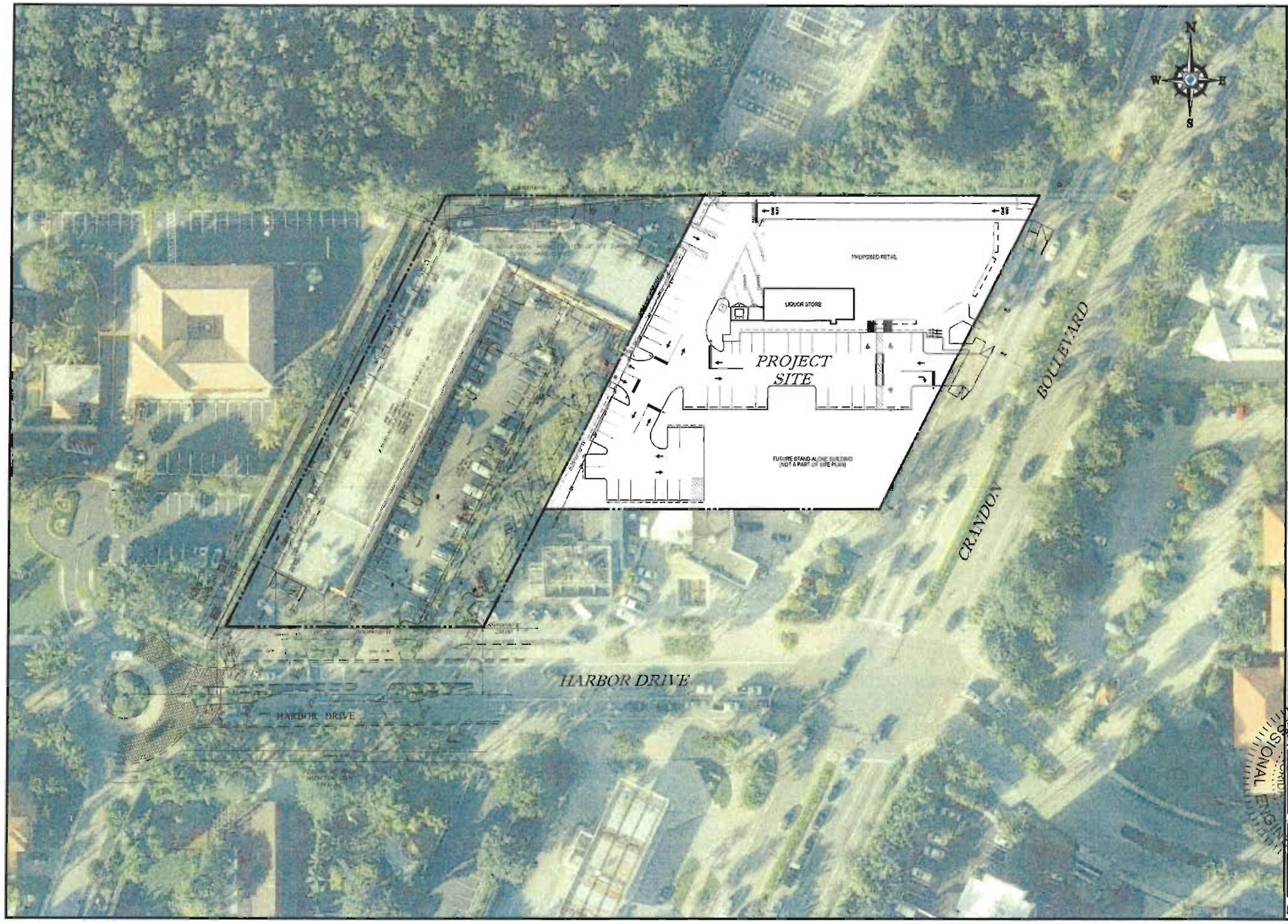
PROFESSIONAL ENGINEER
No. 68181
STATE OF FLORIDA
FLORIDA LICENSE NO. 68181
FLORIDA BUSINESS CERT. OF AUTH. NO. 27984

SHEET TITLE

CUP SITE PLAN

SHEET NUMBER:

C-1




BOHLER ENGINEERING

REVISIONS

| REV | DATE | COMMENT | BY |
|---|---|---|---|
| 1 | 04-03-13 | REVISED PER CITY COMMENTS | LDT |

NOT FOR CONSTRUCTION

PROJECT No. F13009
DRAWN BY JFV
CHECKED BY UAT
DATE 01-16-13
SCALE AS NOTED
CAD I.D. F13009 AERIAL CUP OVERLAY

PROJECT

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

VILLAGE OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING

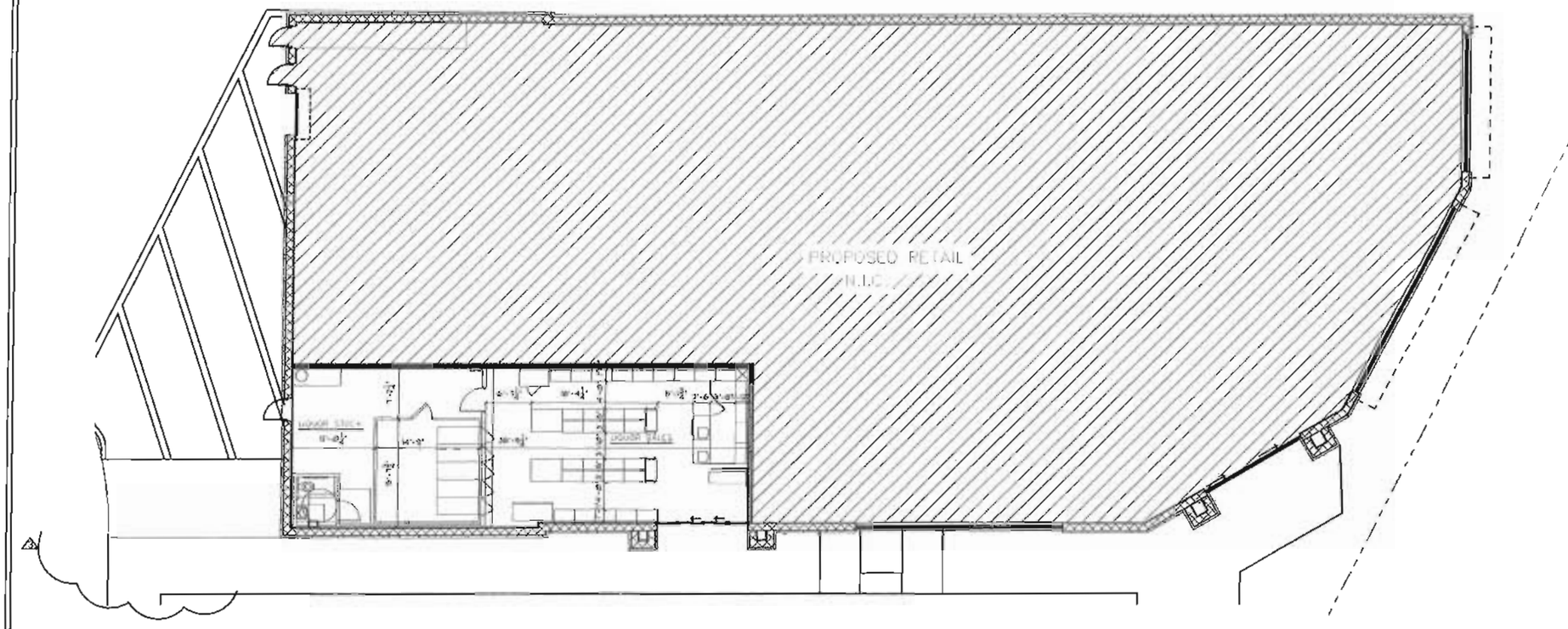
MICHAEL A. TROXELL

SHEET TITLE

CUP AERIAL PLAN

SHEET NUMBER

C-4




1 GROUND FLOOR PLAN
1/8" = 1'-0"

ANGEL C. SAQUI, FAIA
ARCHITECTS • PLANNERS • INTERIORS, Ltd

e Development of

MORGAN PROPERTY GROUP
13024 Ballantyne Corporate Place
Suite 250
Charlotte, N C 28277

| NO. | DATE | BY | DESCRIPTION |
|---|---|---|---|
| 3 | 09/05/13 | | LIQUOR REVISION BY OWNER |
| 2 | 04/04/13 | | COORDINATION |
| 1 | 03/28/13 | | SITE PLAN APPROVAL COMMENTS |

REVISIONS

CERTIFICATION AND SEAL

I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT OR ENGINEER UNDER THE LAWS OF THE STATE OF FLORIDA AS DESCRIBED BY MY HAND AND SEAL

SEAL

ANGEL C. SAQUI II, AIA
AR# 0012558

STORE#

PROJECT NAME

DRAWING TITLE
FLOOR PLAN

CADD PLOT: 1228
VOID PLOT:
SUPERSEDES PLAN DATED:

SCALE: 1/8" = 1'-0"
DRAWN BY: Author
DATE: 09/05/2013
REVIEWED BY: ACSII

DRAWING NO
A1.11
OF DWGS

Akerman

Neisen O. Kasdin

Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714
Tel. 305 374.5600
Fax: 305 374.5095

March 13, 2013

**Via Overnight Mail and Electronic Mail**

Mr. Jud Kurlancheek, AICP
Director, Department of Building, Zoning, and Planning
Village of Key Biscayne
88 West McIntyre Street ,Suite 250
Key Biscayne, FL 33149

**Re: Application No. SP-22 and Application CU-04 (Filed March 6, 2013)**
**Exemption from Concurrency**

Dear Mr. Kurlancheek:

Our firm represents Morgan Property Group ("Applicant") in connection with applications for site plan approval (Application No. SP-22) for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard (the "Property") and for conditional use approval (Application CU-04) for a retail package wine and liquor store, which were filed with the Village of Key Biscayne on March 6, 2013.

In response to your request that the Applicant provide concurrency reports supporting compliance with the Village's levels of service, please note that because the proposed building area included in the site plan represents a reduction in the total amount of square footage on the Property, **the Applicant is exempt from compliance with concurrency management, pursuant to Section 30-164(6) of the Key Biscayne Code of Ordinances**.

On March 6, 2013, the Applicant, property owner and other members of the Applicant's team met with you and the Village Attorney and submitted complete application packages for both the site plan and conditional use applications, including all relevant signed applications and affidavits, plan sets, surveys, exhibits, color photographs, and applicable application fees.

On March 6, 2013 and in your recent email from March 12, 2013, you have requested that the Applicant provide concurrency reports in connection with the site plan application. Although the concurrency reports are not required as part of the application itself, you have stated that the concurrency reports must be submitted prior to setting a public hearing date in order to provide time for review by the Village's consultant.

Key Biscayne Code of Ordinances, Chapter 30, Section 30-73(g)(6), provides that as part of the review criteria for site plan approval, the Applicant must demonstrate concurrency pursuant to the Land Development Regulations.

Chapter 30, Article VI of the Key Biscayne Code of Ordinances, sets forth the Village's concurrency management system. The purpose of this article is to ensure that the infrastructure necessary to serve new development is available concurrently with the impacts of that new development. Impact is measured against the adopted minimum acceptable levels of service with respect to: (a) roads, (b) sanitary sewer, (c) solid waste, (d) drainage, (e) potable water (f) schools, and (g) parks and open space.

Consistent with general law in Florida, Section 30-164 of the Key Biscayne Code of Ordinances provides specific exemptions from concurrency management. Relevant to the Applicant's site plan application, Section 30-164(6) states an exemption for "any new construction that results in a reduction in square footage or density."

The Applicant's site plan proposes a reduction in square footage on the Property. Based on the survey, the total floor area of the existing structures located on the Property is 15,551 square feet. As demonstrated in the site plan submitted, the floor area of the proposed structure, including the first floor and mezzanine, is 14,558 square feet. Signed and sealed originals of the survey and site plan are in your possession. For your reference, copies are attached hereto.

Based on the proposed reduction in square footage, the site plan application is exempt from concurrency management.

Thank you for your attention to this matter.

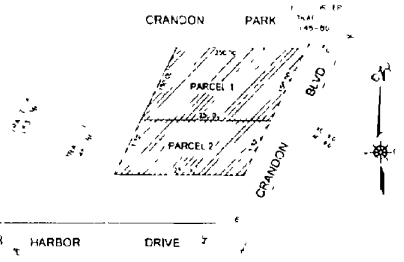
Sincerely,

Nelsen O. Kasdin

Enclosures

cc: Stephen Helfman, Esq., Village Attorney
Steven Wernick, Esq.
Mario Garcia-Serra, Esq.
Max Puyanic
Trey Morgan
David Puyanic
Scott Copeland
Richard Magner

# LOCATION MAP SCALE 1"=100'




## LEGAL DESCRIPTIONS

**PARCEL 1**

"That part of Tract ... of Subdivision of a portion of MATHESON ESTATE, according to the Plat thereof, recorded in Plat Book 46, at Page 86 of the Public Records of Dade County, Florida, described as follows:

Beginning at the Northeast corner of said Tract 1; run Southwesterly along the Easterly line of said Tract 1 a distance of 170 feet to a point; thence run West parallel to the North line of said Tract 1 a distance of 250 feet to a point; thence run Northeasterly parallel to the Easterly line of said Tract 1 a distance of 175 feet to a point on the North line of said ... tract; thence run East along the North line of said Tract 1 a distance of 250 feet to the Point of Beginning.

**PROPERTY ADDRESS** ... CRANDON BOULEVARD, Key Biscayne, Florida 33 ...

AND

**PARCEL 2**

A portion of Tract 1, Subdivision of a portion of MATHESON ESTATE, according to the Plat thereof, as recorded in Plat Book 46, at Page 86 of the Public Records of Dade County, Florida, described as follows:

Commencing at the Northeast corner of said Tract ... thence run Southwesterly along the Easterly line of said Tract ... a distance of ... 36 feet to the point of beginning of the parcel of land hereinafter to be described; thence run Southwesterly along the Easterly line of said Tract 1 a distance of ... 3.32 feet to a point; thence run West parallel to the North line of said Tract 1 a distance of 250 feet to a Point; thence run Northeasterly parallel to the Easterly line of Tract 1, a distance of 111.37 feet to a point; thence run East parallel to the North line of Tract 1 a distance of 240 feet to the Point of Beginning.

**PROPERTY ADDRESS** ... CRANDON BOULEVARD, Key Biscayne, Florida 33 ...

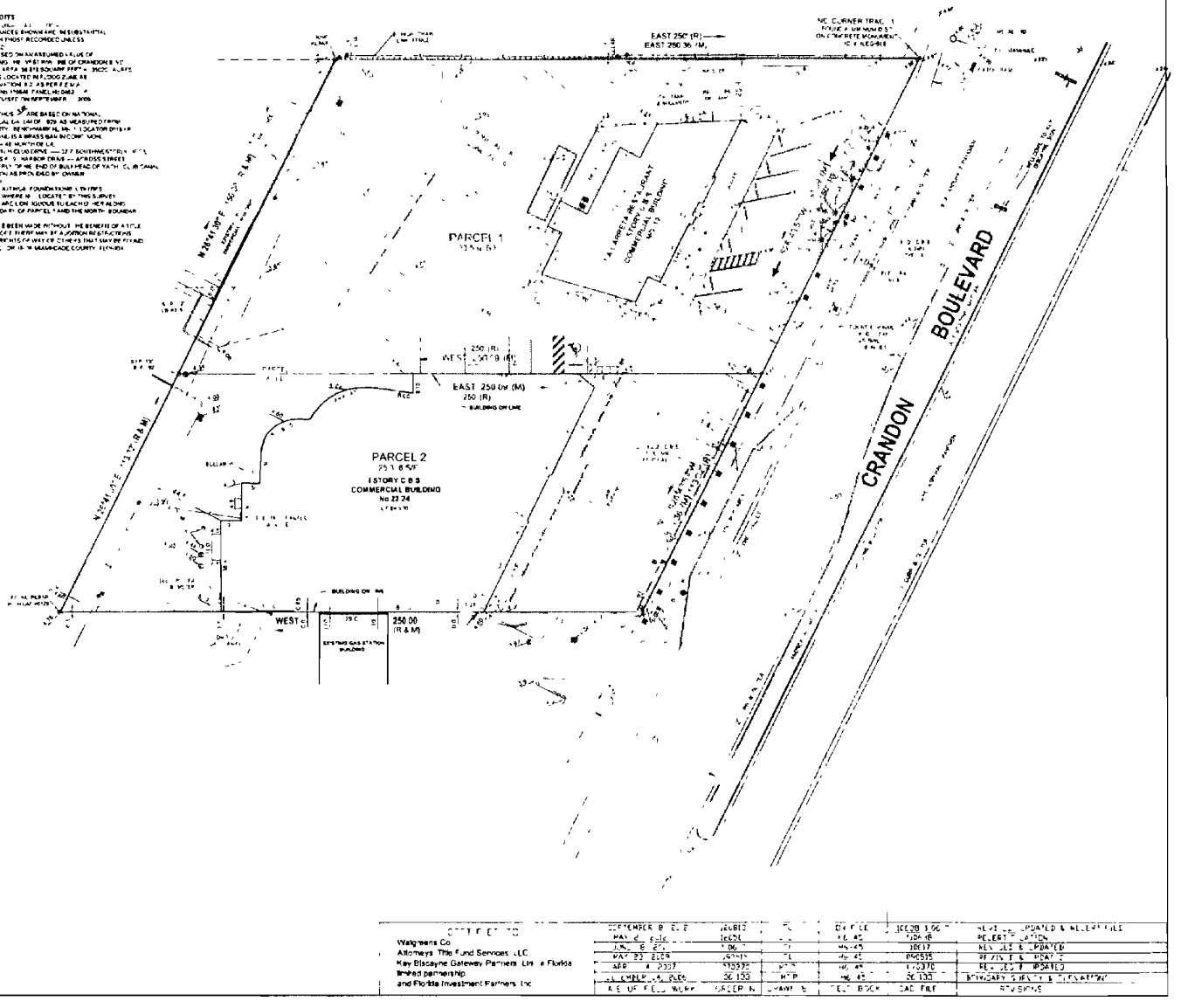
### LEGEND

- (M) = MEASURED
- (R) = RECORD
- (M & R) = MEASURED & RECORD
- = WOOD POLE W/ NO. OF WIRES
- = ELECTRIC LINE
- = CONCRETE AREAS
- = PAVED AREAS
- = CHAIN LINK FENCE
- = WOOD PICKET FENCE
- EM = ELECTRIC METER
- = CATCH BASIN
- C.B.S. = CONCRETE BLOCK STRUCTURE
- = WELL OR WELLHEAD
- = SANITARY SEWER MANHOLE
- = TELEPHONE BOOTH
- = SIGN POST
- = FIRE HYDRANT

### SURVEYOR'S NOTES

1. BEARINGS & DISTANCES SHOWN ARE IN SUBSTANTIAL ... WITH THOSE RECORDED UNLESS ... OTHERWISE NOTED.
2. BEARINGS ARE BASED ON AN ASSUMED VALUE OF S.W.R. 30° W. ALONG THE WESTERLY RIGHT-OF-WAY LINE OF CRANDON BLVD.
3. ... IN PROPERTY AREA IS 81,875 SQUARE FEET ± 3600 ACRES
4. THIS PROPERTY IS LOCATED IN FLOOD ZONE AE BASE FLOOD ELEVATION 8.0' AS PER F.E.M.A. MAP COMMUNITY NO. 125098, PANEL NO. 0083 ... F.I.R.M. LAST REVISED ON SEPTEMBER ... 2006
5. ALL SEE ATTACHED ... ARE BASED ON NATIONAL ... DATUM OF 1929 AS MEASURED FROM MIAMI-DADE COUNTY BENCHMARK NO. ... LOCATION 2013 ... ELEV. 10.94 (NGVD 29) AND IS A BRASS DISK IN CONCRETE ... HARBOR DRIVE — 46 NORTH OF I.A. ... BASIS OF BEARING: OLD CLOVE DRIVE — 27.7 SOUTHWESTERLY ... 36 GATE ACCESS R.R. — HARBOR DRIVE — ACROSS STREET ... A NORTHEASTERLY OF NE END OF BUOY HEAD OF YACHT CLUB CANAL
6. LEGAL DESCRIPTION AS PROVIDED BY OWNER
7. UNDERGROUND UTILITIES, FOUNDATIONS, ETC. TYPES ... WERE NOT LOCATED BY THIS SURVEY
8. EASEMENTS AND ENCUMBRANCES SHOWN HEREON ARE LIMITED TO THE SOUTH BOUNDARY OF PARCEL 1 AND THE NORTH BOUNDARY OF PARCEL 2.
9. THIS SURVEY HAS BEEN MADE WITHOUT THE BENEFIT OF A TITLE SEARCH. THERE MAY BE ADDITIONAL RESTRICTIONS, EASEMENTS OR RIGHTS OF WAY OF OTHERS THAT MAY BE FOUND IN THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA

# SKETCH OF SURVEY SCALE 1"=20'




## J. F. LOPEZ & ASSOCIATES, INC.

CONSULTING LAND SURVEYORS AND PLANNERS

CERTIFICATE Nº LB 3192 STATE OF FLORIDA

... Phone: 305 826-2728 Fax: 305 826-3539

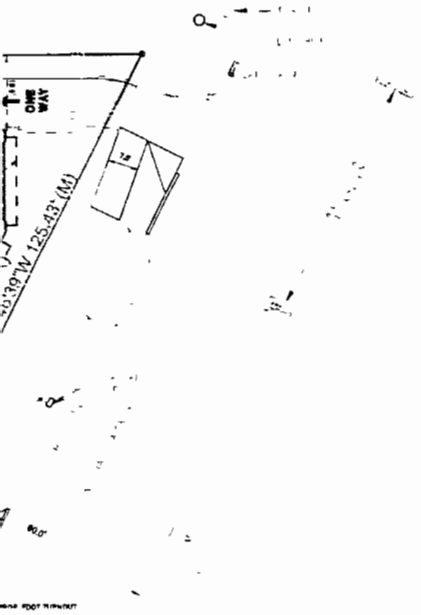
I HEREBY CERTIFY ... THIS SURVEY OF THE PROPERTY AS DESCRIBED IN THE FOREGOING CAPTION, HAVE BEEN UNDER MY DIRECTION AND MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS IN CHAPTER 61G17-6 OF THE FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027, FLORIDA STATUTES AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, BELIEF AND PROFESSIONAL JUDGEMENT.

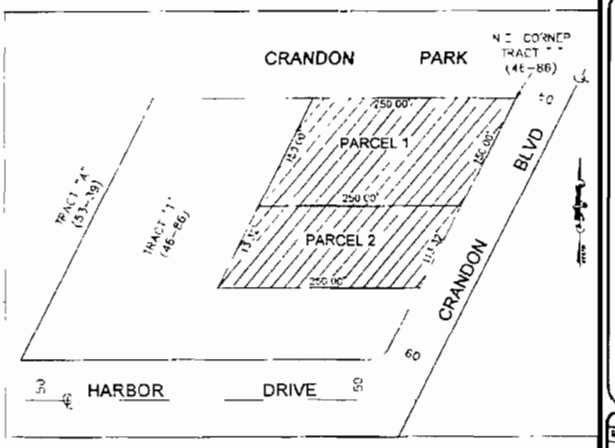
NOTE: THIS IS NOT A VALID COPY UNLESS IT CONTAINS THE ORIGINAL SIGNATURE AND EMBOSSED RAISED SEAL

BY: _____
JOSE F. LOPEZ, P.S.M.
Professional Surveyor & Mapper
... Florida Certificate No. ...

CERTIFIED TO:
Walgreens Co.
Attorneys Title Fund Services, LLC
Key Biscayne Gateway Partners, Ltd., a Florida limited partnership
and Florida Investment Partners, Inc.

| | | | | | |
|---|---|---|---|---|---|
| SEPTEMBER 8, 2008 | 2008123 | ... | DATE: | 1"=20' | REVISED & RECERTIFIED |
| MAY 6, 2008 | 1A2DE | ... | 05-08 | 10A-B | RECERTIFICATION |
| JUNE 8, 2007 | 1206 | ... | 06-07 | 10C17 | REVISED & UPDATED |
| MAY 23, 2006 | 06115 | ... | 05-06 | 06C515 | REVISED & UPDATED |
| APR. 4, 2003 | 03535 | ... | 04-03 | 1-03370 | REVISED & UPDATED |
| ... SEMBLY 04, 2003 | 3C133 | ... | 04-03 | 3C133 | BOUNDARY SURVEY & CERTIFICATE |
| A.E. OF F.E.L. WORK | ORDER NO. | DRAWING | FIELD BOOK | CAD FILE | REVISIONS |




LOCATION MAP

SCALE 1"=100'

ZONING RM 16
FLU MIXED
LAND USE RESIDENTIAL

## SITE DATA

ZONING C-1 (COMMERCIAL LOW INTENSITY)

FLU COMMERCIAL

BUILDING AREA

| | |
|---|---|
| PHARMACY (FIRST FLOOR) | 10,000 SF |
| PHARMACY (MEZZANINE) | 2,625 SF |
| LIQUOR STORE | 1,930 SF |
| TOTAL AREA | 14,558 SF |

| | | | |
|---|---|---|---|
| LOT AREA | 58,845 SF | (1.35 AC) | 100% |
| PERVIOUS AREA | 11,264 SF | (0.26 AC) | 19.1% |
| IMPERVIOUS AREA | 47,581 SF | (1.09 AC) | 80.9% |

| | REQUIRED | PROVIDED |
|---|---|---|
| MAX. LOT COVERAGE | 35% | 20.3% |
| FAR (MAX.) | 0.5 | 0.25 |
| MAX. HEIGHT | 3 STORY (35') | 1 STORY (30'-6") |

MINIMUM SETBACKS

| | | |
|---|---|---|
| FRONT (EAST) | 10' | 10' |
| REAR (WEST) | 0' | 48.4' |
| SIDE (NORTH) | 0'-30' | 18.3' |
| SIDE (SOUTH) | 0'-30' | 141.2' |

PARKING

REQUIRED

| USE | AREA | RATIO | SPACES |
|---|---|---|---|
| PHARMACY (FIRST FLOOR) | | | |
| RETAIL | 9,380 SF | 1/220 | 42.6 |
| STORAGE | 620 SF | 1/2,000 | 0.3 |
| PHARMACY (MEZZANINE) | 2,625 SF | 1/2,000 | 1.3 |
| LIQUOR STORE | | | |
| RETAIL | 1,430 SF | 1/220 | 6.5 |
| STORAGE | 500 SF | 1/2,000 | 0.3 |
| TOTAL | | | 51 SPACES |

PROVIDED

| | |
|---|---|
| REGULAR SPACES | 52 |
| ADA SPACES | 3 |
| GOLF CART | 2 |
| TOTAL | 57 |

FEMA FLOOD ZONE AE (EL 8.0 & 9.0 NGVD)

ALL BUILDINGS SHALL BE FLOOD-PROOFED IN ACCORDANCE WITH THE FLORIDA BUILDING CODE

## HATCH LEGEND

PROPOSED REGULAR DUTY ASPHALT PAVEMENT

PROPOSED CONCRETE

EXISTING CONCRETE

BOHLER ENGINEERING

CIVIL & CONSULTING ENGINEERS
SURVEYORS
PROJECT MANAGERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

CORPORATE OFFICE
RADICE III
OFFICES

REVISIONS

| REV | DATE | COMMENT | BY |
|---|---|---|---|
| | | | |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT No | P-12007B |
| DRAWN BY | JFV |
| CHECKED BY | MAT |
| DATE | 01.16.13 |
| SCALE | AS NOTED |
| CAD I.D. | P-12007B SITE PLAN |

PROJECT

**CRANDON BLVD. & CRANDON PARK**

FOR

**MORGAN PROPERTIES**

VILLAGE OF KEY BISCAYNE
MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING

RADICE III
1000 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33334
PH: (954) 202-7000
FX: (954) 202-7070
www.BohlerEngineering.com

MICHAEL A. TROXELL

PROFESSIONAL ENGINEER
March 7, 2013
FLORIDA LICENSE No. 56572
FLORIDA BUSINESS CERT. OF AUTH. No. 27526

SHEET TITLE

**SITE PLAN**

SHEET NUMBER

**C-1**

# VILLAGE OF KEY BISCAYNE

Department of Building, Zoning and Planning

*Village Council*
Franklin H. Caplan, *Mayor*
Mayra P. Lindsay, *Vice Mayor*
Michael W. Davey
Theodore J. Holloway
Michael E. Kelly
Ed London
James S. Taintor

March 20, 2013

*Director*
Jud Kurlancheek, AICP

*Chief Building Official*
Eugenio M. Santiago, P.E., CFM

Neisen Kasdin
Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714

**Re: Site Plan and Conditional Use Applications: 12, 22, and 24 Crandon Boulevard**

Dear Mr. Kasdin:

On March 6, 2013, the Village Building, Zoning and Planning Department received the submittal of a site plan and conditional use applications for property located at 12, 22, and 24 Crandon Boulevard. After review, the Village staff has determined that the applications are not "complete." In order for the Village staff to process the applications and determine them to be complete please provide the following:

1. **Site Plan Application**

   - Existing site characteristics map.

     - A certified property survey showing existing site characteristics is required to be submitted, including existing utility lines and easements. The surveyor notes provide that this survey was prepared without the benefit of a title search and there may be additional restrictions and easements. A preliminary review reveals that a parking easement is not mentioned on the survey.

     - Please provide an updated certified survey meeting all of the requirements of Section 30-73(f)(1) of the Village Code.

- Site Development plan.

  - The Site development plan is required to show all driveways. The site plan shows two driveways that connect to 51 Harbor Drive: (1) a south driveway that connects to a driveway on 51 Harbor Drive through the parking lot and to Harbor Drive; and (2) a north driveway indicated as one way entering the property at 12, 22, 24 Crandon Blvd. This driveway connects to an alley on the north and west at 51 Harbor Drive. Given that the site plan proposes to have access through driveways on 51 Harbor Drive this property is required to be a part of the site plan. Therefore, please include this property and the property owner as a part of this application.

  - The distance of existing buildings on adjacent properties from property line are required to be shown. Please show the existing building on 51 Harbor Drive.

  - All proposed utility lines and easements are required to be shown. Please show all proposed utility lines and easements.

  - Please provide an updated site development plan meeting all of the requirements of Section 30-73(f)(2) of the Village Code.

- Landscape plan.

  - The method of irrigation, as required, has not been submitted. Please submit.

  - Please provide an updated site development plan meeting all of the requirements of Section 30-73(f)(3) of the Village Code.

- Architectural plan

  - A scale drawing clearly illustrating the building foot-prints, proposed floor plans and elevations, including height, dimensions and color is required. The site plan indicates there is a mezzanine but the floor plan is not shown. The floor plan for the main floor is not dimensioned. The submission does not include an exterior paint chart for the exterior of the building. The rendering is not sufficient as it does not specify the colors. Please submit an updated plan meeting the requirements provided above.

  - The Village Code requires that the proposed location and elevations of signs, including height, dimensions, setbacks, construction material and color be shown. The signage plan does not include dimensions, heights,

colors, or construction materials. Please provide a signage plan that meets the requirements provided above.

- Please provide an updated architectural plan meeting all of the requirements of Section 30-73(f)(4) of the Village Code.

- Tabular summary.

  - Total gross project acreage and net buildable land area is required to be shown. The site plan shows an area called "Future Building Area." This area is not dimensioned on the site plan. This area should be separated into a separate category on the tabular summary labeled "Site Data."

  - Please provide an updated tabular summary meeting all of the requirements of Section 30-73(f)(5) of the Village Code.

- Drainage plan.

  - Paving and drainage plans are required to meet specific requirements provided for within the Village Code. The "Conceptual Paving, Grading, and Drainage Plan submitted does not meet the minimum Village Code requirements including providing sufficient elevations and calculations to show retention of storm water on the site. There are no calculations to show retention of runoff on the property. Please update the drainage plan to meet this requirement.

  - Please provide an updated drainage plan meeting all of the requirements of Section 30-73(f)(6) of the Village Code.

- Site Plan Application.

  - The application provides that the name of the applicant is Morgan Property Group. As provided in the application, Morgan Property Group is not the property owner. Please have Morgan Property Group sign the appropriate affidavit(s) in the application. In addition, if the driveways on 51 Harbor Drive continue to be utilized please have the property owner execute the application and related documents.

- Optional Information Required.

  - The Village Code provides that certain optional information may be required, if deemed necessary by the Building, Zoning, and Planning Director. As Director, I believe the following information is required to be submitted: (1) A map reflecting the general character and relationship of surrounding properties given the access driveways through 51 Harbor Drive. See, Section 30-73(f)(9)(a) of the Village Code; (2) The intended

progressive stages or phasing of development given the site plan provides for "future building area." See, Section 30-73(I)(9)(e) of the Village Code. In the event the future building area is not a part of the site plan then please label it "not a part;" and (3) Please provide any studies regarding the environmental impact on the property from the adjacent gas station. See, Section 30-73(I)(9)(e) of the Village Code.

**2. Conditional Use**

- Condition Use Application.

  - The application provides that the name of the applicant is Morgan Property Group. As provided in the application, Morgan Property Group is not the property owner. Please have Morgan Property Group sign the appropriate affidavit(s) in the application. In addition, if the driveways on 51 Harbor Drive continue to be utilized please have the property owner execute the application and related documents.

The Village staff will commence its formal review of the applications once the required application requirements have been submitted, the applications have been deemed complete and after the Village Attorney determines the applications to be legally sufficient. With that being said, Village staff has conducted a preliminary review of the applications. We encourage you and your client to meet with staff prior to re-submittal as this may help to expedite the formal review of the applications.

If you have any questions or concerns please feel free to contact me.

Sincerely,

Jud Kurlancheek, AICP, Director

VILLAGE OF KEY BISCAYNE

Department of Building, Zoning and Planning

*Village Council*
Franklin H. Caplan, *Mayor*
Mayra P. Lindsay, *Vice Mayor*
Michael W. Davey
Theodore J. Holloway
Michael E. Kelly
Ed London
James S. Tamtor

*Director*
Jud Kurlancheek, AICP

*Chief Building Official*
Eugenio M. Santiago, P.E., CFM

April 8, 2013

Neisen Kasdin
Akerman Senterfit
One Southeast Third Avenue, Suite 2500
Miami, FL 33131-1714

Re: Site Plan and Conditional Use Applications: 12-22-24 Crandon Boulevard

Dear Mr. Kasdin:

Thank you for meeting with us on April 4, 2013 to review your application for site plan and conditional use approval on property located at 12-22-24 Crandon Boulevard (the "Property"). During the course of the meeting, we discussed the relationship between the Property and the adjacent 51 Harbor Drive property (the "51 Harbor Property"). In lieu of including the 51 Harbor Drive Property as a part of the site plan, you proposed a cross access agreement that would allow patrons of the Property to have ingress and egress access through the 51 Harbor Drive Property to Harbor Drive. The Department agrees that such a cross access agreement is necessary given the proposed layout of the site plan.

However, in addition to the proposed cross access agreement, it is the determination of the Department that the 51 Harbor Drive Property must be included as a part of the site plan as the driveway from Harbor Drive to the Property is an integral part of the ingress and egress access to and from the proposed development. Therefore, as proposed, the Property and the 51 Harbor Drive Property are to be considered a part of one site plan and the owners of these properties must execute the appropriate affidavit(s) and application(s).

In addition, as discussed at the aforementioned meeting, Sec. 30-110(a)(2) of the Village Zoning and Land Development Regulations require that "no individual or multiple business entity(s) shall occupy more than 10,000 sq. ft. except for stores whose principal product is food for consumption off the premises". It is the determination of the Department that the Walgreens Pharmacy and the Liquor store, as proposed, occupy

one building and said building exceeds the 10,000 sq. ft. limitation. Please amend the site plan application to comply with this requirement.

If you have any questions, please contact me.

Sincerely,

Jud Kurlancheek

Jud Kurlancheek, AICP, Director

Nelsen O. Kasdin

Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714
Tel: 305.374.5600
Fax: 305.374.5095

April 19, 2013

**Via Electronic Mail**
Mr. Jud Kurlancheek, AICP
Director, Department of Building, Zoning, and Planning
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, FL 33149

Re: Application No. SP-22 and Application No. CU-04 (Filed March 6, 2013)
Response to Request for Additional Information #1 and #2

Dear Mr. Kurlancheek:

Our firm represents Morgan Property Group ("Applicant") in connection with applications for site plan approval (Application No. SP-22) for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard (the "Property") and for conditional use approval (Application CU-04) for a retail package wine and liquor store, which were filed with the Village of Key Biscayne on March 6, 2013.

You provided us with a letter dated March 20, 2013 in which you identify several items that you deem necessary to be provided in order to commence your review of Application No. SP-22 and Application CU-04 ("RAI No. 1"). On April 3, 2013, our team met with you and your staff, including Bill Fehr and Assistant Village Attorney, Chad Friedman, Esq., to review your request for additional information and to clarify any misunderstandings. Upon leaving that meeting, we informed you that we would be submitting a response to RAI No. 1 the following week.

On the following Monday, April 8, 2013, before we had a chance to submit our response to RAI No. 1, you provided my office with a second request for additional information, specifically (1) to require that the property located immediately to the west of the Property included in Application No. SP-22 and Application CU-04 – specifically 51 Harbor Drive – be added to the applications and to the site plan itself and that the owner of the property located at 51 Harbor Drive join the applications as a co-applicant, and (2) that the site plan be revised to comply with restrictions set forth in Section 30-101 of the Village Code related to the maximum square footage of commercial properties ("RAI No. 2").

By way of this letter and the attached exhibits and revised plan sheets, we submit this Response to RAI No. 1 and RAI No. 2 (this "Response") for your consideration. Specifically, this

Response identifies each comment followed in bold with the Applicant's response.

The intent of this Response is to provide you with revised plans to completely replace the original plans submitted for both applications, documentation to supplement the application, and information in response to questions/comments posed. The exhibits incorporated by reference and attached hereto are the following:

| | |
|---|---|
| Exhibit A | All plan sheets (Rendering, Sketch of Survey, C-1, C-2, C-3, C-4, LP-1, LP-2, LP-3, LD-1, A1.11, A2.11, A2.12, A2.13) |
| Exhibit B | Cross Access Easement Agreement [DRAFT] |
| Exhibit C | Stormwater Drainage Report |
| Exhibit D | Affidavit for Morgan Property Group (Application No. SP-22) |
| Exhibit E | Phase II ESA Summary |
| Exhibit F | Affidavit for Morgan Property Group (Application No. CU-04) |

RAI No.1 – March 20, 2013

1. Site Plan Application. Existing Site Characteristics Map

- *A certified property survey showing existing site characteristics is required to be submitted, including existing utility lines and easements. The surveyor notes provide that this survey was prepared without the benefit of a title search and there may be additional restrictions and easements. A preliminary review reveals that a parking easement is not mentioned on this survey.*

- *Please provide an updated certified survey meeting all of the requirements of Section 20-73(f)(1) of the Village Code.*

  Included within the complete set of plans attached as Exhibit A to this Response is an updated signed and sealed certified Sketch of Survey prepared by J.F. Lopez, as amended April 6, 2013, which includes all easements of record and all utility lines above ground which are documented in the normal practice of surveying consistent with state law. The surveyor has include Note 10 indicating that the survey has been made in accordance with Title Commitment Agent's File "Reference 13-0032 Gateway", dated March 22, 2013, issued by Old Republic National Insurance Company.

  Additionally, the parking easement referenced in RAI No.1 above was terminated through the Easement Termination Agreement, recorded November 10, 2011 at OR BK 27890, PG 215 in the Public Records of Miami-Dade County.

2. Site Plan Application. Site Development Plan

- *The Site Development Plan is required to show all driveways. The site plan shows two driveways that connect to 51 Harbor Drive: (1) a south driveway that connects to a driveway on 51 Harbor Drive through the parking lot and to Harbor Drive; and (2) a north driveway indicated as one way entering the property at 12, 22, and 24 Crandon Blvd. This driveway connects to an alley on the north and west at 51 Harbor Drive. Given that the site plan proposes to have access through driveways on 51 Harbor Drive this property is required to be a part of the site plan. Therefore, please include this property and the property owner as a part of this application.*

  Sheet C-1 indicates the proposed driveways located on the Property. Sheet C-4 identifies the existing driveways located on the adjacent property at 51 Harbor Drive which provides cross-access between the properties. The two driveways that you mention have existed and are proposed to be retained. To memorialize the consent of the neighboring property owner to the cross-access between properties, attached for your information as Exhibit C is a draft Cross Access Easement Agreement. The Applicant and the neighboring property owner at 51 Harbor Drive will execute the Cross-Access Easement Agreement in the same or substantially similar form prior to issuance of building permit.

- *The distance of existing buildings on adjacent properties from the property lines are required to be shown. Please show the existing building on 51 Harbor Drive.*

  See Sheet C-1.

- *All proposed utility lines and easements are required to be shown. Please show all proposed utility lines and easements.*

  See Sheet C-1.

- *Please provide an updated site development plan meeting all of the requirements of Section 30-73(f)(2) of the Village Code.*

  See Sheet C-1.

3. Site Plan Application Landscape Plan

- *The method of irrigation, as required, has not been submitted. Please submit.*

  The method of irrigation was originally provided in a paragraph in the bottom right-hand corner on Sheet LP-3 (Y) submitted on March 6, 2013. For your convenience, the method of irrigation is now addressed on Sheet LP-3 (Y) and in two places on Sheet LP-1.

  Specifically: "Irrigation Supply to be from Potable Water Source." "An irrigation plan shall be submitted for approval prior to issuance of a building permit. Said

irrigation system shall be provided with one hundred (100) percent overlap, if irrigation is required by this article. Irrigation plans shall be submitted for review and permitting at the time of application for building permit."

We have reviewed these additional details with you at the April 3, 2013 meeting and you indicated that they were sufficient.

- *Please provide an updated site development plan meeting all of the requirements of Section 30-73(f)(3) of the Village Code.*

This comment asks for an updated site development plan, although based on the placement of the comment under the Landscape Plan heading and the referenced code section, it is most likely that the comment purports to ask for an updated Landscape Plan. Included on Sheets LP-1, LP-2, and LP-3 are updated landscape plans and details.

4. Site Plan Application, Architectural Plan

- *A scale drawing clearly illustrating the building foot-prints, proposed floor plans and elevations, including height, dimensions and color is required. The site plan indicates there is a mezzanine but the floor plan is not shown. The floor plan for the main floor is not dimensioned. The submission does not include an exterior paint chart for the exterior of the building. The rendering is not sufficient as it does not specify colors. Please submit an updated plan meeting the requirements provided above.*

The Applicant's architect has addressed these comments in a manner consistent with the requirements under Section 30-73(f)(4) of the Village Code. See Sheets A1.11, A2.11, A2.12, and A2.13.

- *The Village Code requires that the proposed location and elevations of signs, including height, dimensions, setbacks, construction material and color be shown. The signage plan does not include dimensions, heights, colors, or construction materials. Please provide a signage plan that meets the requirements provided above.*

See Sheet A2.13.

- *Please provide an updated architectural plan meeting all of the requirements of Section 30-73(f)(4) of the Village Code.*

See Sheets A1.11, A2.11, A2.12, and A2.13.

5. Site Plan Application, Tabular Summary

- *Total gross project acreage and net buildable land area is required to be shown. The site plan shows an area called "Future Building Area." This area is not dimensioned on the site plan. This area should be separated into a separate category on the tabular summary labeled "Site Data."*

  Sheet C-1 has been updated to show the dimensions of the Future Building Area on the site plan and within the tabular summary labeled "Site Data" to make clear the area of land comprising the Future Building Area. Note that the Future Building Area is *not a part* of this site plan.

- *Please provide an updated tabular summary meeting all of the requirements of Section 30-73(f)(5) of the Village Code.*

  See Sheet C-1.

6. Site Plan Application. Drainage Plan

- *Paving and drainage plans are required to meet specific requirements provided for within the Village Code. The "Conceptual Paving, Grading, and Drainage Plan submitted does not meet the minimum Village Code requirements including providing sufficient elevations and calculations to show retention of storm water on the site. There are no calculations to show retention of runoff on the property. Please update the drainage plan to meet this requirement.*

  See Sheet C-2 (Paving, Grading, and Drainage), which as revised provides sufficient elevations and calculations to show retention of stormwater on site in a manner consistent with best engineering practices. As additional supporting information attached as Exhibit D, please find the Stormwater Drainage Report, dated April 1, 2013.

- *Please provide an updated drainage plan meeting all of the requirements of Section 30-73(f)(6) of the Village Code.*

  See Sheet C-2 (Paving, Grading, and Drainage).

7. Site Plan Application. Affidavit

- *The application provides that the name of the applicant is Morgan Property Group. As provided in the application, Morgan Property Group is not the property owner. Please have Morgan Property Group sign the appropriate affidavit(s) in the application. In addition, if the driveways on 51 Harbor Drive continue to be utilized please have the property owner execute the application and related documents.*

The Affidavits included within the Village's application for site plan approval and conditional use approval are the same; they ask for signatures by the applicant as tenant or property owner. Morgan Property Group, the Applicant, is neither the tenant nor the property owner. Morgan Property Group is the developer of the proposed building on behalf of the tenants who have leased the Property from Key Biscayne Gateway Partners, Ltd. In response to this request, the Applicant has signed and submits to you the original notarized signed affidavit for Application No. SP-22, attached as Exhibit E, modified in a manner approved by the Assistant Village Attorney to apply to the Applicant.

8. Site Plan Application. Optional Information Required

- *The Village Code provides that certain optional information may be required if deemed necessary by the Building, Zoning, and Planning Director. As Director, I believe the following information is required to be submitted:*

*(1) A map reflecting the general character and relationship of surrounding properties given the access driveways through 51 Harbor Drive. See Section 30-73(f)(9)(a) of the Village Code;*

See Sheet C-4, which provides an aerial map with the site plan at its center, demonstrating the context of the surrounding properties on all sides.

*(2) The intended progressive stages or phasing of development given the site plan provides for "future building area." See, Section 30-73(f)(9)(c) of the Village Code. In the event the future building area is not a part of the site plan then please label it "not a part;" and*

See Sheet C-1, indicating that the Future Building Area is "Not a Part" of the site plan.

*(3) Please provide any studies regarding the environmental impact on the property from the adjacent gas station. See Section 30-73(f)(9(e) of the Village Code.*

See the summary and conclusions from the Phase II Environmental Site Assessment, attached as Exhibit F, demonstrating no risks of soil or groundwater impacts to the Property from off-site RECs.

9. Conditional Use Application, Affidavit

- *The application provides that the name of the applicant is Morgan Property Group. As provided in the application, Morgan Property Group is not the property owner. Please have Morgan Property Group sign the appropriate affidavit(s) in the application. In*

*addition, if the driveways on 51 Harbor Drive continue to be utilized please have the property owner execute the application and related documents.*

The Affidavits included within the Village's application for site plan approval and conditional use approval are the same; they ask for signatures by the applicant as tenant or property owner. Morgan Property Group, the Applicant, is neither the tenant nor the property owner. Morgan Property Group is the developer of the proposed building on behalf of the tenants who have leased the Property from Key Biscayne Gateway Partners, Ltd. In response to this request, the Applicant has signed and submits to you the original notarized signed affidavit for Application No. CU-04, attached as Exhibit G, modified in a manner approved by the Assistant Village Attorney to apply to the Applicant.

RAI No.2 – April 8, 2013

1. 51 Harbor Drive

*In addition to the proposed cross access agreement, it is the determination of the Department that the 51 Harbor Drive Property must be included as a part of the site plan as the driveway from Harbor Drive to the Property is an integral part of the ingress and egress access to and from the proposed development. Therefore, as proposed, the Property and the 51 Harbor Drive Property are to be considered a part of one site plan and the owners of these properties must execute the appropriate affidavit(s) and application(s).*

This request places an unreasonable burden on the Applicant and owner of 51 Harbor Drive.

First, joinder of a neighboring property owner in a site plan application is not required under Section 30-73(b). Section 30-73(b) provides:

> *Site Plan review shall be required for each Development activity that is not located in a single-family, Two-family, GU Governmental or PROS Public Recreation and Open Space zoning district, and that features:*
> *(1) Any new construction on a vacant Lot (this applies to Lots that had Buildings that have been demolished); or*
> *(2) Any addition to an existing Structure that increases the Structure's square footage by 50 percent or more.*

Neither of these conditions for Site Plan Review under Section 30-73(b) apply to 51 Harbor Drive. The adjacent property owner is neither proposing (1) any new construction on a vacant lot nor (2) any addition to the existing structures.

Second, this request is unprecedented. Through independent research of agendas dating back to 2005 (as far back as are available on the Village's

website), we have found no instance in which the Village has requested an Applicant include a neighboring property within a site plan purely because of cross-access through the property. We have submitted this week to your attention a public records request for any similar site plan applications in which the Village has imposed such a condition on an applicant.

Third, and significantly, the Applicant is not proposing any change to the cross-access driveways; the Applicant is merely retaining an existing circulation pattern. The two driveways that you mention have existed for vehicle circulation for approximately 40 years, pre-dating the incorporation of the Village of Key Biscayne. The Sketch of Survey shows that the access points to the neighboring property exist today. There is no new development proposed at 51 Harbor Drive. And on the subject Property, the Applicant is actually proposing a reduction in floor area. Specifically as noted in the application submitted March 6, 2013, the Applicant is proposing to demolish 15,551 square feet of existing restaurant space and replace with 14,558 square feet of pharmacy, storage space, and a retail package wine & liquor store.

The Cross Access Easement Agreement should be sufficient for your review of this Application. This instrument is commonly recognized by municipalities in Miami-Dade County for legally established cross access between properties to maximize efficiencies and avoid unnecessary vehicular traffic.

2. Floor Area Restrictions on Retail Uses

*- In addition, as discussed at the aforementioned meeting, Sec. 30-110(a)(2) of the Village Zoning and Land Development Regulations require that "no individual or multiple business entity(s) shall occupy more than 10,000 sq. ft. except for stores whose principal product is food for consumption off the premises." It is the determination of the Department that the Walgreens Pharmacy and the Liquor Store, as proposed, occupy one building and said building exceeds the 10,000 sq. ft. limitation. Please amend the site plan application to comply with this requirement.*

This interpretation is contrary to the intent of Section 30-110(a)(2) and the only past interpretation of this section by the Village.

First, the building area included within the site plan on Sheet C-1 is consistent with the plain meaning of Section 30-110(a)(2). Section 30-110(a)(2) states that "no individual or multiple business entity(s) shall occupy more than 10,000 sq. ft. except for stores whose principal product is food for consumption off the premises." (emphasis added). This restriction is on stores, not buildings. The Applicant is proposing one store (the Walgreens Pharmacy) to consist of 10,000 square feet, with a mezzanine level limited to storage use. As indicated in the letter from the Village Attorney dated May 31, 2012, he indicates that a mezzanine is excluded from the 10,000 square feet limitation so long as it is used for storage

space and otherwise meets the "headroom" and other limitations of the applicable building code. The Applicant is proposing a separate retail package wine and liquor store with separate entrance to consist of 1,930 square feet.

In 2005, the Village adopted Ordinance No. 2005-19, which adopted amendments to Section 30-101 (Commercial Districts) including limitations on commercial uses in the C-1 district. As noted in the materials supporting the adoption of the Ordinance, the presentations by Village consultants Wallace Roberts & Todd for the Crandon Boulevard Zoning and Development Committee, and the recommendations from the Committee and consultants, the intent of the 10,000 square feet limitation was part of a larger effort to encourage retailing and discourage office uses in ground floor shopping center locations. Clearly, the restriction is not intended to prohibit commercial buildings greater than 10,000 square feet in building area, but rather single entrance stores that exceed 10,000 square feet in service area. The commercial areas of the Village, located primarily on the west side of Crandon Boulevard are occupied by large retail shopping centers and office buildings that well-exceed 10,000 square feet, many of which include multiple stores located under a single roof. Your interpretation would deem nearly every commercial building in the Village of Key Biscayne nonconforming with the code and flies in the face of the intent of the Ordinance.

Second, Ordinance No. 2005-19 distinguished between office and retail uses. Specifically, Section 30-110(a)(1) applies the 10,000 square feet limitation to businesses in office buildings that are "affiliated" while Section 30-110(a)(2) excludes that term. Section 30-110(a)(2) states that "no individual or multiple business entity(s) shall occupy more than 10,000 sq. ft. except for stores whose principal product is food for consumption off the premises."

When read *in pari materia*, it is reasonable to restrict multiple office businesses occupying more than 10,000 square feet where they are affiliated; however, in the retail context, the affiliation between a Walgreen's Pharmacy and a Walgreen's Retail Package Wine & Liquor Store is unwarranted under the explicit language of the code. These two stores have separate entrances and separate defined tenant floor area, and therefore, must be treated as separate retail uses.

Lastly, this interpretation is highly disconcerting and surprising given the many meetings and communications between the Applicant, Property Owner, and Village representatives over the past several months.

The only past interpretation of Section 30-110(a)(2) involved the approval of the expansion of the CVS Pharmacy at 726 Crandon Boulevard to approximately 18,000 square feet of floor area. The Village interpreted Section 30-110(a)(2) in that manner and did not revoke building permits or otherwise reverse its interpretation.

The Applicant and Property Ownor have relied on the plain language of the code as well as past interpretations and communications from the Village Attorney and from your office in expending time and money to pursue the approval of these plans. To institute this interpretation at this point in time would impose an unfair burden on the Applicant in a manner not imposed on other similarly-situated entities.

We believe this Response satisfies all of the comments related to "completeness" set forth in RAI No. 1 and RAI No. 2. Although there may be additional comments or comments that the Village believes are unresolved, none are pertinent to the completeness of the application.

The Applicant has provided all of the necessary information set forth in Section 30-72 and Section 30-73 of the Village Code to warrant the review and consideration of this Application by staff and ultimately the Village Council. I hope that you and your staff will conduct a timely review of this Application and treat this Applicant in the same manner and with all due process afforded to other applicants seeking to develop property in the Village of Key Biscayne.

We originally submitted this Application on March 6, 2013 with the intention that the item could be reviewed by staff and scheduled for a hearing on the April 23, 2013 Village Council agenda. We now submit this Response to you with the request that you schedule the item for the May 28, 2013 Village Council agenda.

In order not to delay the process any further, we respectfully request that you confirm that our application is now complete and provide us with a timeline for your review of the plans for substantive comments and scheduling the item for public hearing in front of the Village Council. While we understand staff may have additional comments or concerns, we do not believe there is any reason to delay the review of these applications and urge you to provide us with substantive comments as soon as possible so that we may address them in time for the May 28th meeting.

Thank you for your attention to this matter. We look forward to continuing to work cooperatively towards the approval of a well-designed project that can be beneficial for the Village and its residents.

Sincerely,

Nelsen O. Kasdin

Enclosures

cc: Stephen Helfman, Esq., Village Attorney
Chad Friedman, Esq., Assistant Village Attorney
Steven Wernick, Esq., Akerman Senterfitt
Max Puyanic, Key Biscayne Gateway Partners, Ltd.
Trey Morgan, Morgan Property Group

VILLAGE OF KEY BISCAYNE

Department of Building, Zoning and Planning

Village Council
Franklin H. Caplan, Mayor
Mayra P. Lindsay, Vice Mayor
Michael W. Davey
Theodore J. Holloway
Michael E. Kelly
Ed London
James S. Talmor

Director
Jud Kurlancheek, AICP

Chief Building Official
Eugenio M. Santiago, P.E., CFM

April 26, 2013

Nelsen O. Kasdin, Esq.
Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, Florida 33131-1714

**Re: 12, 22 and 24 Crandon Boulevard**

Dear Mr. Kasdin,

I am in receipt of your April 19, 2013 letter together with the enclosed materials. While several of the items have been responded to sufficiently, two principle and fundamental problems with the application remain unresolved. From a review of the proposed site plan as well as the proposed cross access agreement, it is clearly apparent that the owners/developers/tenant intends to use the shopping center at 51/99 Harbor Drive as a principle means of ingress and egress to and from the proposed development. Moreover, the proposed cross access agreement grants the owner of the adjacent property rights and ingress and egress through and across the subject property to and from Crandon Boulevard. If your client intends to utilize adjacent properties as part of the driveway system for the development as a means of ingress and egress to Harbor Drive, the adjacent property must be included as part of the land submitted for site plan approval.

The other significant issue addressed in your letter but not adequately responded to relates to the 10,000 square foot occupancy limitation. It is quite apparent from the site plan and the documentation provided that the proposed Walgreens intends to occupy more than 10,000 square feet within the proposed building. This is precluded by the plain reading of the regulations and requires no special interpretation or examination of the intent of the ordinance. New plan must be modified to reflect occupancy of no greater than 10,000 square feet.

In addition, please provide a signed and sealed survey and a legend on sheet C-1 "Site Plan" explaining the symbols (E, S, T, and W) for the easements.

Except as provided above, I believe that the materials you have provided adequately address the issues set forth in my March 20, 2013 letter. As soon as the plans and application have been modified to address the issues discussed above, my office will be in a position to move forward with the processing and substantive analysis of the applications. If you have any further questions or concerns, please do not hesitate contact me.

Very truly yours,

Jud Kurlancheek, AICP, Director

Akerman

Neisen O. Kasdin

Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714
Tel: 305.374.5600
Fax: 305.374.5095

May 24, 2013

**Via Hand Delivery**
Mr. Jud Kurlancheek, AICP
Director, Department of Building, Zoning, and Planning
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, FL 33149

Re: Appeal of Administrative Decision Related to Application No. SP-22 and Application No. CU-04 (Filed March 6, 2013)

Dear Mr. Kurlancheek:

Our firm represents Morgan Property Group ("Applicant") in connection with applications for site plan approval ("Application No. SP-22") for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard (the "Property") and for conditional use approval ("Application No. CU-04") for a retail package wine and liquor store, which were originally filed with the Village of Key Biscayne on March 6, 2013.

Pursuant to Section 30-70 of the Village of Key Biscayne Code of Ordinances (the "Code"), the Applicant files this appeal of your administrative decision, dated April 26, 2013, in which you assert two fundamental reasons for refusing to process Application No. SP-22 and Application No. CU-04, contrary to applicant's rights to due process and a quasi-judicial hearing under Chapter 30 of the Village's Land Development Regulations for consideration and approval of its proposed development plan for the Property. A copy of the April 26th determination is attached as Exhibit 1.

A. BACKGROUND

On March 6, 2013, the Applicant submitted to the Village of Key Biscayne Application No. SP-22 and Application No. CU-04 along with all required application fees and supporting documentation. A copy of the March 6th submittal package is attached as Exhibit 2.

On March 20, 2013, you responded with a letter in which you identified several items that you deemed necessary to be provided to your department in order to commence your review of Application No. SP-22 and Application CU-04 ("RAI No. 1"). A copy of RAI No. 1 is attached as Exhibit 3.

On April 8, 2013, before we had a chance to submit our response to RAI No. 1, you provided my office with a second request for additional information, specifically (1) to require that the property located immediately to the west of the Property included in Application No. SP-22 and Application CU-04 – specifically 51 Harbor Drive – be added to the applications and to the site plan itself and that the owner of the property located at 51 Harbor Drive join the applications as a co-applicant, and (2) that the site plan be revised to comply with restrictions set forth in Section 30-101 of the Code related to the maximum square footage of commercial properties ("RAI No. 2"). A copy of RAI No. 2 is attached as **Exhibit 4.**

On April 19, 2013, we submitted a Response to RAI No. 1 and RAI No. 2 ("Applicant's Response to RAI No. 1 and No. 2") to provide additional information requested and to address what we believed were requests for information that were unwarranted or unrelated to the completeness of the applications. A copy of Applicant's Response to RAI No. 1 and No. 2, which includes the most current plan set and supporting documentation, is attached as **Exhibit 5.**

On April 26, 2013, you issued a letter, in which you determined that "two principle and fundamental problems with the application remain unresolved." Specifically you assert:

> *From a review of the proposed site plan as well as the proposed cross-access agreement, it is clearly apparent that the owners/developers/tenant intends to use the shopping center at 51/99 Harbor Drive as a principle means of ingress and egress to and from the proposed development. Moreover, the proposed cross access agreement grants the owner of the adjacent property rights and ingress and egress through and across the subject property to and from Crandon Boulevard. If your client intends to utilize adjacent properties as part of the driveway system for the development as a means of ingress and egress to Harbor Drive, the adjacent property must be included as part of the land submitted for site plan approval.*
>
> *The other significant issue addressed in your letter but not adequately responded to relates to the 10,000 square foot occupancy limitation. It is quite apparent from the site plan and the documentation provided that the proposed Walgreens intends to occupy more than 10,000 square feet within the proposed building. This is precluded by the plain reading of the regulations and requires no special interpretation or examination of the intent of the ordinance. New plan must be modified to reflect occupancy of no greater than 10,000 square feet.*

B. APPEAL PURSUANT TO SECTION 30-70 TO PETITION THE VILLAGE COUNCIL TO OVERTURN THE ADMINISTRATIVE DETERMINATION

The purpose of this Appeal is to petition the Village Council to consider the current administrative determination, and to make a ruling overturning the administrative determination:

(1) to permit the applications to move forward without inclusion of the adjoining property at 51/99 Harbor Drive on grounds that: (a) mandatory inclusion of adjacent property in the site plan

application violates Key Biscayne's Code of Ordinances ; and (b) requiring joinder of the adjacent property is unprecedented and constitutes discrimination against this particular applicant; and

(2) to determine that the site plan as presented is in compliance with the 10,000 square feet occupancy limitation because (a) the Walgreens pharmacy and retail package wine and liquor store are two separate stores permitted by the clear language in the Code and neither store is greater than 10,000 square feet, and (b) even if they are treated as one store, the Director's interpretation is inconsistent with the sole prior interpretation of the Code and therefore, constitutes discrimination against this particular applicant.

C. DETAILED GROUNDS FOR APPEAL

(1) The Town Council should overturn the Director's determination and permit the applications to move forward without inclusion of the adjoining property at 51/99 Harbor Drive

(a) Mandatory Inclusion of Adjacent Property in Site Plan Application Violates Key Biscayne Code of Ordinances

Section 30-73(b) of the Code states that site plan review is only required for (i) developments located in certain zones and which include either new construction on a vacant lot (including lots with buildings that have been demolished), or (ii) an addition to an existing structure that increases the square footage by more than 50 percent. Neither of these requirements apply to the adjacent property, located at 51 Harbor Drive. There is no new construction proposed, nor is there a planned addition to any existing structure.[1] The Code does not stipulate that the creation and recordation of an easement requires site plan review.

Courts have long held that zoning laws are subject to "strict construction in favor of the right of the property owner to the unrestricted use of his property." Mandelstam v. City Commission of City of South Miami, 539 So. 2d 1139, 1140 (1988); see also City of Miami Beach v. 100 Lincoln Rd., Inc., 214 So. 2d 39 (1968). Strict construction of an ordinance prohibits courts and other governmental bodies "from inserting words or phrases into municipal ordinances to express intentions that do not appear." Rinker Materials Corp. v. City of North Miami, 286 So. 2d 552 (1973).

The Village's demand that an adjacent parcel, which meets none of the site plan requirements set forth in the Code, be included in a site plan application is an egregious attempt to "insert words or phrases into a municipal ordinance to express intentions that do not appear" and a clear violation of the principal of strict construction.

[1] In fact, the Applicant is actually proposing a reduction in floor area. Specifically, as noted in the application submitted March 6, 2013, the Applicant is proposing to demolish 15,551 square feet of existing restaurant space and replace with 14,558 square feet of pharmacy, storage space, and a retail package wine & liquor store.

The Applicant and owner of 51 Harbor Drive are proposing the creation of a cross-access easement to simply memorialize and protect an existing pattern of use that has provided a means of ingress and egress to both properties for the last four decades. Historic aerial photographs showing the existing cross-access connection are attached as Exhibit 6.

Such an easement is commonly recognized by municipalities in Miami-Dade County for legally established cross access between properties to maximize efficiencies and avoid unnecessary vehicular traffic. The principal means of ingress and egress to the Property are the driveways providing access to Crandon Boulevard. The cross-access provided by the inter-connected driveway system, which has been used for approximately forty years, does not involve new construction, including any alteration to the existing driveway system, nor an addition to an existing structure. Thus the Village's assertion that the *creation* of a cross access easement requires site plan review violates the provisions of the Village Code as well as the clear judicial mandate that zoning laws be strictly construed, and constitutes a gross overreach of the Village's regulatory power.

(b) Requiring Joinder of Adjacent Property is Unprecedented and Constitutes Discrimination Against This Particular Applicant and Violates Applicant's Equal Protection Rights.

The Village's demand that the Applicant include adjacent property in a site plan application because of cross-access through that property is unprecedented. No similar requirement has been applied to similarly situated applications. In light of the Village's extensively documented interest in acquiring the Property, the Village's demand represents intentional and arbitrarily discriminatory treatment that violates the Applicant's constitutional rights.

Independent research of public records made available by Village staff and consultation with the Assistant Village Attorney has confirmed that the Village has not previously required an applicant to include adjacent property in a site plan application simply because of cross-access provided via that adjacent property. In fact, the Village has approved similarly situated site plans which reference vehicular cross access through an adjacent parcel but do not include that parcel. In 2001, the Village approved a site plan (Resolution No. SP-04) for proposed development at 100 Crandon Boulevard. An integral element of the development was vehicular cross-access through the adjacent parcel, located at 104 Crandon Boulevard. A copy of Resolution No. SP-04 and the plans submitted and approved in connection with the resolution are attached as Exhibit 7.

However, the site plan only delineated the 100 Crandon Boulevard property, even though cross-access through 104 Crandon Boulevard was shown on the plans reviewed and approved by the Village Council and staff analysis specifically cited the cross-access as a component necessary to the site's circulation. In addition, the Village Attorney has confirmed that the Village has not previously required that an adjoining property be included as part of a site plan application. A copy of email correspondence from Chad Friedman, Esq., dated May 6, 2013 is attached as Exhibit 8.

Given the complete lack of precedent to support the Village's demand, the requirement to include adjacent property in a site plan application represents an arbitrary attempt to enforce a non-existent provision of the Code, thereby discriminating against this particular Applicant. The

United States Supreme Court has affirmed that a property owner may raise an equal protection claim based on the application of a land use regulation. See City of Cleburne v. Cleburne Living Ctr., 473 U.S. 432 (1985). The purpose of the equal protection clause "of the Fourteenth Amendment is to secure every person within the State's jurisdiction against intentional and arbitrary discrimination, whether occasioned by express terms of a statute or by its improper execution through duly constituted agents." Village of Willowbook v. Olech, 528 U.S. 562, 564 (2000). The Supreme Court has also recognized successful equal protection claims brought by a property owner that is a "class of one;" an individual who has been "intentionally treated differently from others similarly situated and that there has been no rational basis for the difference in treatment." Id.; see also City National Bank of Florida v. City of Tampa, 67 So. 2d 293 (2011). Such a claim is cognizable under 42 U.S.C. Section 1983. City National Bank of Florida, 67 So. 2d at 297; see also Primera Iglesia Bautista Hispana of Boca Raton, Inc. v. Broward County, 450 F. 3d 1295 (2006).

The Village's unprecedented decision to require the Applicant to include an adjacent parcel in a site plan application, when similarly situated applications have been accepted *and* approved by the Village Council without the inclusion of adjacent properties, has no rational basis and represents an exercise of intentional and arbitrary discrimination which violates the Applicant's equal protection rights.

Further bolstering the case for intentional and arbitrary discrimination is the fact that the Village's motivation is likely rooted in ill-will towards the Applicant. The Village has made plain it's desire to acquire the Applicant's property for use as a public park. The Village Attorney has guided the Council at public meetings on how they can move forward with appraising the Property and ultimately condemning the Property. The Village's Land Acquisition Committee Final Report presented to the Village Council in 2010 clearly recommended that the Village Council take the necessary steps to acquire the Property, advocating for a future park by contemplating a negative image of a suburban Walgreens, painting Walgreens as an unimaginable use and user for the commercially-zoned property. A copy of the Land Acquisition Committee Presentation is attached as Exhibit 9. As recently as earlier this month, the Property owner has documented telephone calls with appraisers hired by the Village in which those appraisers conveyed that the Village Attorneys asserted that the application for the site plan would not be approved and therefore, should not be considered in the appraisals.

Thus the Village and the Applicant's proposed plans for the Property stand in direct contravention to one another. The Supreme Court has noted that an "extra factor" motivating a government decision – described as "ill will," "vindictive action,", or "illegitimate animus" – could strengthen an individual's equal protection claim. Olech, 528 U.S. 562 565-66 (Breyer, J. concurrence). Given the Village's long-held desire to acquire the Applicant's property for use as a public park, the unprecedented and arbitrary demand to include an adjacent property in a site plan application may be rooted in the Village's "illegitimate animus" towards the Applicant's proposed development.

The Village's unprecedented and irrational demand to include an adjacent property in a site plan application represents intentional and arbitrary discrimination against the Applicant,

thereby violating their equal protection rights, and subjecting the Village to the costs of the Applicant's attorney's fees for litigating the claim.[2]

(2) The site plan as presented is in compliance with the 10,000 square feet occupancy limitation

On November 22, 2005, the Village Council adopted Ordinance No. 2005-19, which amended Chapter 30 of the Land Development Regulations to regulate development along Crandon Boulevard. Among other amendments, Ordinance No. 2005-19 amended Section 30-101 to impose certain occupancy limitations on commercial uses in the C-1 district. A copy of Ordinance No. 2005-19 is attached as Exhibit 10.

Sec. 30-101(a)(2) of the Village Zoning and Land Development Regulations was modified to include the following language[3]:

Main Permitted Uses

. . .

Commercial Uses

1. Offices: No individual or multiple business entity(ies) that are affiliated can occupy more than 10,000 sq. ft. Medical Offices shall not exceed 10,000 sq. ft.

2. Retail uses: No individual or multiple business entity(ies) shall occupy more than 10,000 sq. ft.*, except for stores whose principal product is food for consumption off the premises. Antique furniture that is at least 50 years old and the resale of jewelry, art, and furs.

. . .

[2] 42 U.S.C. Section 1988(b) provides for an award of attorney's fees to a prevailing party in any action or proceeding to enforce a provision of Section 1983.

[3]This section has been taken directly from the chart included as Section 3 of Ordinance No. 2005-19. The phrase "that are affiliated" is highlighted because of the relevance of its meaning in the context of its application to the Applicant's site plan.

(a) Site Plan Proposed by the Applicant Includes Two Separate "Stores", each in Compliance with the Limitations set forth in Section 30-101.

Section 30-101(a) restricts individual or multiple business entities from occupying more than 10,000 square feet. The administrative determination asserts that "it is quite apparent from the site plan and the documentation provided that the proposed Walgreens intends to occupy more than 10,000 square feet within the proposed building."

The administrative determination mischaracterizes the site plan as a single use or store. Walgreens is proposed to be the tenant operating a pharmacy *and* a separate retail package wine and liquor store within the same shopping center. The fact that the two stores are proposed to be owned by the same or affiliated entities is not relevant in the applicability of the occupancy limitation. In fact, the clear language of Section 30-101, regulates affiliated entities only in the office context and not in the retail context. Secondly, the occupancy limitation regulates stores. Here the Applicant proposes two separate stores with two separate entrances.

When the language of a statute is clear and unambiguous, [the] "plain and ordinary meaning must control." Daniels v. Fla. Dep't of Health, 898 So.2d 61, 64 (Fla. 2005). Principles of statutory construction apply to interpretation of municipal ordinances. Rinker Materials Corp. v. City of North Miami, 286 So.2d 552, 553-54 (Fla.1973)

The Applicant fully complies with the plain meaning of the occupancy limitations. Section 30-101(a) distinguishes between office and retail uses. Specifically, Section 30-101(a)1. applies the 10,000 square feet limitation to separate businesses in *office* buildings that are "affiliated" while Section 30-110(a)2. specifically excludes the term "affiliated" when regulating retail uses. Section 30-110(a)(2) states that "no individual or multiple business entity(s) shall occupy more than 10,000 sq. ft. except for stores whose principal product is food for consumption off the premises."

When read *in pari materia*, it is reasonable to restrict multiple office businesses occupying more than 10,000 square feet where they are affiliated; however, in the retail context, the affiliation between a Walgreens Pharmacy and a Walgreens Retail Package Wine & Liquor Store is unwarranted under the explicit language of the code. In fact, to apply the same restrictions on retail uses as are applied on office uses would be analogous to disregarding the inclusion of the word "affiliated" all together. See DeSisto College, v. Town of Howey-In-The-Hills, 706 F. Supp. 1479 (M.D. Fla. 1989) (requiring that an ordinance be construed by those specific criteria mentioned, excluding from its operation those items not specifically mentioned). Thus, unlike office uses, affiliated retail uses are not evaluated cumulatively for purposes of occupancy limitations unless they are all contained within 1 store.

It is a fundamental canon of statutory construction that all words and provisions must be given effect. Forsythe v. Longboat Key Beach Erosion Control Dist., 604 So.2d 452, 455 (Fla. 1992). Words take meaning based upon their context or association with other words in an ordinance. DeSisto College, 706 F. Supp. at 1495.

The occupancy limitation on retail uses in Section 30-101(a)2. by use of the word "store", applies to individual or multiple business entities operating a single "store". Section 30-110(a)2. states that "no individual or multiple business entity(s) shall occupy more than 10,000 sq. ft. except for *stores* whose principal product is food for consumption off the premises." (emphasis added). This restriction is on stores, not buildings.

The Code does not define the term "store". Where a term or word is not explicitly defined, courts look to the dictionary to establish common ordinary meaning. Perrin v. United States, 444 U.S. 37, 42 (1979); see also Green v. State, 604 So.2d 471, 473 (Fla.1992).

MacMillan's Dictionary defines the word "store" to mean "a place that sells goods". MacMillian Dictionary (2013). Walgreens Pharmacy and Walgreens Retail Package Wine and Liquor Store are two separate stores, each proposing to sell goods. The Applicant is proposing one store (the Walgreens Pharmacy) to consist of 10,000 square feet, with a mezzanine level limited to storage use. As indicated in a letter dated May 31, 2012, the Village Attorney articulates that a mezzanine is excluded from the 10,000 square feet limitation so long as it is used for storage space and otherwise meets the "headroom" and other limitations of the applicable building code. A copy of the May 31, 2012 letter is attached as **Exhibit 11**. The Applicant is proposing a separate retail package wine and liquor store with separate entrance to consist of 1,930 square feet. Each tenant will have a separate entrance, separate utilities, and there will be no cross access between the stores. The stores will have separate cash registers and will have separate and distinct operating hours. The Village requires a separate conditional use permit for the retail package wine and liquor store, which is not required for the Walgreens Pharmacy.

Because the pharmacy is limited to 10,000 square feet and the retail package wine and liquor store is 1,930 square feet, the proposed site plan is in compliance with the limitations set forth in Section 30-101(a).

**(b) Even if the intent was to apply the Ordinance to two separate stores owned by the same entity, Village should be estopped from enforcing this restriction against Walgreens under the theory of selective enforcement because the Village has already interpreted this code provision to allow the expansion of the CVS at 700-726 Crandon Blvd from roughly 14,000 to 18,000 square feet in 2012.**

"Zoning regulations should be consistently applied and construed to favor property owners." Town of Longboat Key v. Islandside Property Owners Coalition, LLC, 95 So. 3d 1037 (Fla. 1st DCA 2012) (citing Rinker Materials Corp. v. City of North Miami, 286 So.2d 552, 553-54 (Fla.1973)).

Ordinance No. 2005-19 was adopted in 2005. The only past interpretation of Section 30-110(a)(2) involved the approval of the expansion of the CVS Pharmacy at 726 Crandon Boulevard to approximately 18,300 square feet of floor area. On February 21, 2012, the Village issued a final building permit for interior renovation and expansion to adjacent area. A copy of the Building Permit and Application are attached as **Exhibit 12**. A copy of the certificate of use, issued for the period October 1, 2012 to September 30, 2013 is attached as **Exhibit 13**.

The Village interpreted Section 30-110(a)(2) to allow a CVS pharmacy to expand to over 18,000 square feet and did not revoke building permits or otherwise reverse its interpretation.

"Every person who has custody of a public record shall permit the record to be inspected and copied by any person desiring to do so, at any reasonable time, under reasonable conditions, and under supervision by the custodian of the public records." Section 119.07(1)(a), F.S. (2013). Failure to provide access to public records is a violation under Chapter 119, Florida Statutes, with serious penalties, including possibly suspension or impeachment, fines, and in some cases even imprisonment. See Section 119.110, F.S. (2013).

The enforcement of an ordinance against one entity without consistent application to other entities similarly situated constitutes selective enforcement. See Ads in Motion--Florida, Inc. v. City of Fort Lauderdale, 429 So.2d 806 (Fla. 4th DCA 1983) (striking down application by City of Ft. Lauderdale of a municipal sign ordinance against one billboard company where the City selectively enforced the sign ordinance against defendant but not against similarly-situated sign owners).

As noted above, disparate treatment may arise to a violation of equal protection. the Supreme Court has recognized successful equal protection claims brought by a property owner that is a "class of one;" an individual who has been "intentionally treated differently from others similarly situated and that there has been no rational basis for the difference in treatment." Olech, 528 U.S. at 564; see also City National Bank of Florida v. City of Tampa, 67 So. 2d 293 (2011). Such a claim is cognizable under 42 U.S.C. Section 1983. City National Bank of Florida, 67 So. 2d at 297; see also Primera Iglesia Bautista Hispana of Boca Raton, Inc. v. Broward County, 450 F. 3d 1295 (2006).

Walgreens is a direct competitor with CVS. CVS was approved for over 18,000 square feet of retail use within a single store. To institute a new interpretation that prohibits Walgreens from enjoying the same rights as CVS would impose an unfair burden on the Applicant in a manner not imposed on other similarly-situated entities.[4]

To that end, our firm has tried to obtain documents and correspondence related to the decision to issue permits to allow the CVS expansion but unfortunately, the records that would reveal the facts behind the decision were not provided to us. Our firm submitted a public records request pursuant to Chapter 119, Florida Statutes, to the Village Clerk on May 9, 2013 for all records (including email correspondence) related to issuance of permits for the property located at 700-726 Crandon Boulevard between the years 2005 and 2013. On May 17, 2013, a CD was provided to my associate, Steven Wernick, Esq., containing what you asserted were all correspondence files retrieved in response to our request. After review of the voluminous data contained on the CD, there were no files contained prior to the end of 2011, and well more than 90% of the files were entirely irrelevant and nonresponsive to the request. As of the date of this Appeal, we have not been provided relevant files between the years 2005 and 2011.

[4] If the Village approved the CVS expansion on the basis that it met the exception to the 10,000 square foot occupancy limitation under Section 30-101(a) for stores whose principal product is food for consumption off the premises, this exception should also be applicable to the Walgreens Pharmacy, which will contain as much or more food for consumption off the premises.

D. Request for Hearing

The Applicant originally submitted these applications on March 6, 2013 with the intention that the item could be reviewed by staff and scheduled for a hearing on the April 23, 2013 Village Council agenda. We believed wholeheartedly that the April 19th response satisfied all of the comments related to "completeness" set forth in RAI No. 1 and RAI No. 2. However, the administrative determination dated April 26, 2013 has prevented the Applicant from even having its plans considered as a complete application.

The Applicant has previously provided all of the necessary information set forth in Section 30-72 and Section 30-73 of the Village Code to warrant the review and consideration of this Application by staff and ultimately the Village Council. However, because of roadblocks created by Village staff, the Applicant is forced to file this Appeal to the Village Council, to pay additional significant sums of money to bring the Appeal to the Village Council for consideration, and all in an attempt to merely be allowed to walk in the door for actual review of site plan and conditional use applications. The Village's disparate treatment of this Applicant has caused this Applicant great hardship and significant delays and additional expenses to seek the ability to develop the Property.

In order not to delay the process any further, we insist that this Appeal be scheduled for consideration by the Village Council on the June 26, 2013 agenda. Section 30-68 of the Code requires publication of notice no less than ten (10) days prior to the public meeting. Based on the filing of this Appeal today May 24, 2013, the Village has sufficient time to schedule the item for the Village Council meeting of June 26, 2013. If schedules do not permit, then we request that the Appeal be scheduled for consideration as soon as possible.

Sincerely,

Neisen O. Kasdin

Enclosures

cc: Conchita Alvarez, Village Clerk
Stephen Helfman, Esq., Village Attorney
Chad Friedman, Esq., Assistant Village Attorney
Steven Wernick, Esq., Akerman Senterfitt
Max Puyanic, Key Biscayne Gateway Partners, Ltd.
Trey Morgan, Morgan Property Group

Neisen O. Kasdin

Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714
Tel: 305.374.5600
Fax: 305.374.5095

June 3, 2013

Honorable Mayor Franklin Caplan, Esq.
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, FL 33149

Re: Appeal of Administrative Decision (AP13-01)
Request for Hearing and Appointment of Independent Counsel

Dear Mayor Caplan:

Our firm represents Morgan Property Group (the "Applicant") in connection with applications for site plan approval ("Application No. SP-22") for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard (the "Property") and for conditional use approval ("Application No. CU-04") for a retail package wine and liquor store, which were originally filed with the Village of Key Biscayne on March 6, 2013.

On May 24, 2013, pursuant to Section 30-70 of the Village of Key Biscayne Code of Ordinances (the "Code"), the Applicant filed an Appeal of Director Kurlancheek's Administrative Decision dated April 26, 2013, specifically challenging the Director's determinations (1) to require that the property located immediately to the west of the Property included in Application No. SP-22 and Application CU-04 – specifically 51 Harbor Drive – be added to the applications and to the site plan itself and that the owner of the property located at 51 Harbor Drive join the applications as a co-applicant, and (2) that the site plan be revised to comply with restrictions set forth in Section 30-101 of the Code related to the maximum square footage of commercial properties (the "Appeal", File No. AP13-01).

On behalf of the Applicant, we respectfully request (A) the hearing be scheduled for the Village Council's regularly-scheduled June 25, 2013 Zoning Meeting or in the alternative, that a special meeting be called during the month of June, and additionally (B) an independent counsel be appointed to advise the Village Council, as the quasi-judicial body hearing this Appeal.

A. Hearing Date

As of today's date, the Applicant has not yet been notified of a hearing date for consideration of the Appeal filed May 24, 2013.

The Applicant has requested that the Appeal be scheduled for the Village Council's regularly scheduled June 25th Zoning Meeting.

From conversations with staff, it is our understanding that there are no items yet scheduled for the June 25th agenda and thus, there is sufficient room on the agenda to schedule the appeal. Additionally, while the Village Code is silent as to how soon an appeal should be scheduled for hearing, the Village Code requires only that notice be published in the newspaper and posted on the property ten (10) days prior to the date of the public hearing.

If for some reason schedules will not allow this Appeal to be scheduled for the June 25th agenda, the Applicant respectfully requests that as Mayor, you call for a special meeting for a date certain prior to the end of June, pursuant to the authority granted under Section 4.01 of the Village Code which permits a special meeting to be called by the Mayor upon no less than twenty-four (24) hours' notice to each member of the Village Council and the public.

B. Independent Counsel

The Applicant respectfully requests that the Village engages independent legal counsel to advise the Village Council at the public hearing in which the Village Council will consider this Appeal.

Stephen Helfman, Esq. and Chad Friedman, Esq. from the firm Weiss Serota Helfman Pastoriza Cole & Boniske, P.L. ("Weiss Serota") which serves as Village Attorney, have been intrinsically involved in the decisions that have been made by Director Kurlancheek in denying the acceptance of the Applicant's applications. Mr. Helfman and Mr. Friedman have participated in meetings with the Applicant's representatives and representatives for the owner of the Property. It is no secret that Mr. Helfman and Mr. Friedman have been advising staff regarding determinations as to the completeness of the Applicant's applications.

Because Mr. Helfman and Mr. Friedman and potentially other colleagues at Weiss Serota will serve as attorney on behalf of the Village in defending Director Kurlancheek's administrative decision at the public hearing, Weiss Serota cannot also properly serve as impartial advisor to the Village Council at the public hearing.

Furthermore, based on the letter from Michael Winkleman, Esq. dated May 8, 2013, and past actions and statements made by the Village Attorney and the Property owner, Mr. Helfman and Mr. Friedman may very well become witnesses in future litigation involving disputes between the owner of the Property and the Village of Key Biscayne.

For the above-mentioned reasons, the Applicant believes that allowing Mr. Helfman or Mr. Friedman or other attorney from Weiss Serota to serve as attorney to the Village Council for the purpose of deciding this Appeal would unduly prejudice the Applicant in its rights to a fair and impartial hearing. The individual(s) selected as independent legal counsel should be truly independent and impartial in this matter. The attorney selected and the attorney's law firm should

have no matters pending with the Village of Key Biscayne and no matters pending in other jurisdictions in which Weiss Serota serves as municipal attorney.

Because of the limited role of advisor to the Village Council at the hearing as to procedure and the Council's role and responsibilities in hearing and deciding the appeal, the appointment of independent legal counsel should not delay the scheduling of the hearing to consider the Appeal.

Thank you for your consideration of these matters.

Sincerely,

Neisen O. Kasdin

cc: Conchita Alvarez, Village Clerk
John Gilbert, Village Manager
Jud Kurlancheek, Village Director of Building, Zoning, and Planning
Stephen Helfman, Esq., Village Attorney
Chad Friedman, Esq., Assistant Village Attorney
Steven Wernick, Esq., Akerman Senterfitt
Max Puyanic, Key Biscayne Gateway Partners, Ltd.
Trey Morgan, Morgan Property Group

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June 5, 2013

**Via Hand Delivery**

Mr. Jud Kurlancheek, AICP
Director, Department of Building, Zoning, and Planning
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, FL 33149

**Re: Cases Cited in Appeal of Administrative Decision Related to Application No. SP-22 and Application No. CU-04**

Dear Mr. Kurlancheek:

As you are aware, neither the Village of Key Biscayne's regulations, nor common practice, require that copies of each court case cited in an appeal of an administrative decision be filed with the appeal. Citations to cases are provided in the appeal as required and for the benefit of opposing counsel. However, in order to facilitate and expedite review of Appeal of Administrative Decision Related to Application No. SP-22 and Application No. CU-04, filed on May 24, 2013, please find attached to this letter a copy of each court case cited therein.

Please let me know if you have any questions or require any further materials.

Sincerely,

Nelsen O. Kasdin

NOK/dp
Enclosures

VILLAGE OF KEY BISCAYNE

Department of Building, Zoning and Planning

*Village Council*
Franklin H. Caplan, *Mayor*
Mayra P. Lindsay, *Vice Mayor*
Michael W. Davey
Theodore J. Holloway
Michael E. Kelly
Ed London
James S. Taintor

August 14, 2013

*Director*
Jud Kurlancheek, AICP

*Chief Building Official*
Eugenio M. Santiago, P.E., CFM

Mr. Neisan O. Kasdin
Akerman Senterfitt
One Southeast Third Avenue, Suite 2500
Miami, FL 33131-1714

Re: 12, 22, 24 Crandon Boulevard

Dear Mr. Kasdin:

On April 26, 2013, I sent you a letter identifying two issues that remained unresolved relating to Site Plan Application (SP-22) and Conditional Use Application (CU-04) on property located at 12, 22 & 24 Crandon Boulevard. On May 24, 2013, I received your appeal of my administrative decision relating to these two remaining issues (the "Appeal"). As discussed at our recent meeting, the issue relating to the 10,000 square foot limitation can be resolved by providing the following:

(1) The Letter of Intent and Site Plan shall be modified to remove any references to a particular tenant;

(2) The site plan and floor plan for Conditional Use Application should only indicate a liquor store; and

(3) A note shall be placed on the Conditional Use Application plans demonstrating that the dividing wall between the proposed liquor store and adjacent tenant is composed of CBS or equivalent materials under the Florida Building Code. In addition, the note shall state that the proposed liquor store area shall be served by its own utilities and have no access to the adjacent tenant.

If you make the above referenced modifications, I will consider the Conditional Use Application to be complete and the issue relating to the 10,000 square foot limitation resolved. If you agree with the above referenced modifications, please also confirm in writing that you have withdrawn the 10,000 square foot limitation issue from the

88 West McIntyre Street • Suite 250 • Key Biscayne, Florida 33149 • (305) 365-5512 • Fax (305) 365-5556
MISSION STATEMENT: [illegible]
www.keybiscayne.fl.gov

Appeal. However, please note, a public hearing on the Conditional Use Application cannot be set until the remaining issue on Appeal relating to the Site Plan Application has been resolved. If you do decide to submit revised plans, please also include a signed and sealed survey and explanation of the meaning of the symbols E, S, T, & W located on Sheet C-1 "Site Plan" as requested in my April 26, 2013 letter. If you have any further questions or concerns please feel free to contact me.

Sincerely,

Jud Kurlancheek, AICP, Director

Nelsen O Kasdin

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One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714
Tel: 305.374.5600
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August 27, 2013

Via Email

Mr. Jud Kurlancheek, AICP
Building, Zoning, and Planning Department
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, Florida 33149

Re: Morgan Property Group Administrative Appeals

Dear Mr. Kurlancheek:

I am in receipt of your August 14, 2013 letter regarding the pending Conditional Use Application (Application No. CU-04). The purpose of this letter is to clarify two (2) issues with respect to your letter, to confirm resolution of issues on appeal, and to confirm discussions with the Village regarding the pending Application for Site Plan approval (Application No. SP-22).

Conditional Use Application. Regarding Application CU-04, I understand the following:

1. Upon the submittal of the revised documents requested in your August 14, 2013 letter the application shall be deemed sufficient for substantive review and comment and subject to the submittal of a complete Site Development Plan for the entirety of the properties described below, the application shall be set for a hearing before the Council.

2. While the site plan will not reflect the name of the specific tenant, if approved the Village will permit both the retail package store and the proposed adjacent pharmacy to be operated by Walgreens Co. or an affiliated entity.

Site Plan Application. Regarding Application No. SP-22, I understand the following:

1. In the event our client decides to submit a revised Site Development Plan, it shall show the existing conditions at the adjacent Harbor Plaza shopping center and neither the submittal of the complete plan nor the approval (if granted by Council) of the plan will cause the Harbor Plaza shopping center property to lose any legal non-conforming status it may currently enjoy under the Village's Land Development Code.

2. On a related issue, should our client decide to proceed with the submittal of a Site Development Plan inclusive of both properties, the Village Administration would accept, as a condition to Council approval, an easement providing, among other things, cross access, as an

alternative to a unity of title or a covenant in lieu of unity of title, so long as the easement includes a requirement that the Crandon Boulevard Property is developed and both of the properties are operated in accordance with the approved Site Development Plan and that the Village Council must approve any modification to the approved plan. The easement document would also include a requirement that the Village's rights of approval may not be modified without its consent.

3. The owner of Harbor Plaza may submit a written consent or joinder to the modified application in lieu of filing a separate application for the Harbor Plaza property.

4. Upon submittal of the revised Site Development Plan and joinder/consent (items 1 and 3 above) the pending Application No. SP-22 will be deemed complete and sufficient for substantive review and comment, and shall be set for a hearing before the Village Council.

If this letter accurately reflects our understandings I would greatly appreciate it if you would kindly sign and return a copy of this letter to me as indicated below.

Sincerely,

Neisen O. Kasdin

cc: Stephen J. Helfman, Village Attorney

The foregoing letter accurately reflects the discussions and understandings regarding the issues addressed in this letter.

Acknowledged this 27th day of August, 2013.

By: _____
Jud Kurlancheek

Neisen O. Kasdin

Akerman Senterfitt
One Southeast Third Avenue
Suite 2500
Miami, FL 33131-1714
Tel: 305.374.5600
Fax: 305.374.5095

August 27, 2013

**Via Electronic Mail**
Mr. Jud Kurlancheek, AICP
Director, Department of Building, Zoning, and Planning
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, FL 33149

Re: Appeal of Administrative Decision (Application No. AP13-01)
Notice of Withdrawal of Appeal

Dear Mr. Kurlancheek:

Our firm represents Morgan Property Group ("Applicant") in the appeal of administrative decisions rendered on April 26, 2013 by the Village of Key Biscayne in connection with applications for site plan approval ("Application No. SP-22") for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard and for conditional use approval ("Application No. CU-04") for a retail package wine and liquor store, originally submitted on March 6, 2013.

Based on the agreement entered into today, August 27, 2013, resolving the two (2) issues on appeal, the Applicant hereby withdraws its appeal from consideration by the Village Council.

We look forward to your timely review of the site plan and conditional use applications and the scheduling of the applications for a hearing for consideration of approval by the Village Council.

Sincerely,

Neisen O. Kasdin

cc: John Gilbert, Village Manager
Conchita Alvarez, Village Clerk
Stephen Helfman, Esq., Village Attorney
Chad Friedman, Esq., Assistant Village Attorney
Steven Wernick, Esq., Akerman Senterfitt
Max Puyanic, Key Biscayne Gateway Partners, Ltd.
Trey Morgan, Morgan Property Group

Akerman

Nelsen O. Kasdin

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September 13, 2013

Via Hand Delivery

Mr. Jud Kurlancheek, AICP
Building, Zoning, and Planning Department
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, Florida 33149

Re: Application No. SP-22 and Application No. CU-04 (Filed March 6, 2013)
Re-Submittal Pursuant to August 27, 2013 Agreement

Dear Mr. Kurlancheek:

Our firm represents Morgan Property Group ("Applicant") in connection with applications for site plan approval (Application No. SP-22) for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard (the "Property") and for conditional use approval (Application CU-04) for a retail package wine and liquor store, which were filed with the Village of Key Biscayne on March 6, 2013.

Please accept this package as a re-submittal pursuant to the August 27, 2013 letter agreement under which the Applicant withdrew its appeal of your April 26, 2013 administrative decisions.

Background

On April 26, 2013, you issued a determination that the applications were complete with the exception of two items -- (1) that the property located at 51/99 Harbor Drive must be included in the application, and (2) that the proposed site plan exceeded the Village's 10,000 square foot occupancy limitation.

On May 24, 2013, in order to pursue the continued viability of the project and have them deemed complete and thereafter scheduled for review and approval by the Village Council, the Applicant filed an appeal of your administrative determination along with required application fees and supporting exhibits.

On August 14, 2013, nearly four months after your initial administrative determinations, you issued a letter determining that the 10,000 square foot occupancy limitation did not prohibit the two stores (pharmacy and retail package wine & liquor store) and that the conditional use permit would be deemed complete upon re-submittal of the following:

> (1) The Letter of Intent and Site Plan shall be modified to remove any references to a particular tenant;
> (2) The site plan and floor plan for the Conditional Use Application should only indicate a liquor store; and
> (3) A note shall be placed on the Conditional Use Application plans demonstrating that the dividing wall between the proposed liquor store and adjacent tenant is composed of CBS or equivalent materials under the Florida Building Code. In addition the note shall state that the proposed liquor store area shall be served by its own utilities and have no access to the adjacent tenant.

Thereafter on August 27, 2013, the Village and the Applicant entered into a negotiated letter agreement by which the Village reiterated that the Conditional Use Application would be complete once the Applicant resubmits consistent with the August 14th letter and that the Site Plan Application would be complete and sufficient for substantive review and comment upon submittal of:

> (1) a revised Site Development Plan showing the existing conditions at the adjacent Harbor Plaza shopping center, and
> (2) submittal of a written consent by the owner of Harbor Plaza.

Note that the Applicant's agreement with the Village provides that neither the submittal of the complete plan nor the approval (if granted by Council) of the plan will cause the Harbor Plaza shopping center property to lose any legal non-conforming status it may currently enjoy under the Village's Land Development Code.

Based on this August 27th agreement, the Applicant withdrew its appeal.

Submittal of Supplemental Documents and Information

By way of this letter and the enclosed revised plan sheets, we submit this response to fulfill the conditions of the August 27, 2013 letter agreement for your approval.

*Conditional Use Application*

Enclosed herein are the following documents:

- four (4) full-size signed and sealed plan sets and one (1) 8.5 x 11 plan set in support of the Conditional Use Application for the retail package wine & liquor store, including: Cover page, Sketch of Survey, C-1, C-4, and A1.11).

Per your request, these plans remove all reference to a particular tenant, indicate the footprint of the retail package & wine store (1,930 square feet), and include a note on C-1 demonstrating that the dividing wall between the proposed liquor store and adjacent tenant is composed of CBS or equivalent materials under the Florida Building Code. In addition the note states that the proposed liquor store area shall be served by its own utility services and has no access to the adjacent tenant.

*Site Plan Application*

Enclosed herein are the following documents:

- four (4) full-size signed and sealed plan sets and one (1) 8.5 x 11 plan set in support of the Site Plan Application, including: Rendering, Sketch of Survey, C-1, C-2, C-3, C-4, LP-1, LP-2, LP-3, LD-1, A1.11, A2.11, A2.12, A2.13.
- Original Signed Written Consent from Harbour Plaza Shopping Center (dated September 9, 2013)

Per your request, these plans include signed and sealed surveys, show the neighboring property (Harbor Plaza) on Sheet C-4 and also as requested, reflect notation of the meaning of symbols E, S, T, and W. The Applicant and Property Owner intend to maintain the existing cross-access between Harbor Plaza and the Property which is contemplated to be memorialized through an easement agreement to be approved by both property owners and the Village of Key Biscayne as indicated in the August 27, 2013 agreement.

Request for Scheduling Hearing

In order to not delay the process any further, we respectfully request that you confirm that our two (2) applications are now complete and schedule the item for public hearing in front of the Village Council on the October 22, 2013 Village Council Meeting. As our applications have remained unchanged, with only minor edits having been introduced at your request, and you have had the opportunity to review the bulk of our applications and supporting material since March 6, 2013, please provide us with substantive comments no later than the end of September so that we may address them as necessary prior to the October 22nd Village Council meeting.

Thank you for your attention to this matter.

Sincerely,

Neisen O. Kasdin

Enclosures

cc: John Gilbert
Conchita Alvarez
Stephen Helfman, Esq., Village Attorney
Chad Friedman, Esq., Assistant Village Attorney
Steven Wernick, Esq., Akerman Senterfitt
Max Puyanic, Key Biscayne Gateway Partners, Ltd.
Trey Morgan, Morgan Property Group

Nelsen O. Kasdin

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October 15, 2013

Via Hand Delivery
Mr. Jud Kurlancheek, AICP
Building, Zoning, and Planning Department
Village of Key Biscayne
88 West McIntyre Street, Suite 250
Key Biscayne, Florida 33149

Re: Application No. SP-22 and Application No. CU-04 (Filed March 6, 2013)
Re-Submittal in Response to Technical Zoning Review Comments

Dear Mr. Kurlancheek:

Our firm represents Morgan Property Group ("Applicant") in connection with applications for site plan approval (Application No. SP-22, the "Site Plan Application") for the proposed redevelopment of the property located at 12, 22 & 24 Crandon Boulevard (the "Property") and for conditional use approval (Application CU-04, the "Conditional Use Application") for a retail package wine and liquor store, which were originally filed with the Village of Key Biscayne on March 6, 2013.

On September 13, 2013 we submitted revised plans for the Site Plan Application and Conditional Use Application along with a written consent from the neighboring property owner at Harbor Plaza in response to the August 27th letter agreement executed by the Village of Key Biscayne and the Applicant which led to the Applicant's notice of withdrawal of its appeal. On September 23, 2013, the Village issued eighteen (18) specific technical zoning review comments regarding substantive issues with the Site Plan Application (the "Technical Review Comments"). Following the issuance of the Technical Review Comments, the Applicant's consultants met with you and Bill Fehr on Friday, October 4th on the Property to receive further clarification to the specific comments.

Please accept this package as a re-submittal in response to the Village's Technical Review Comments. Per your request, enclosed herein for your attention are the following:

*Conditional Use Application*

- five (5) full-size plan sets in support of the Conditional Use Application for the retail package wine & liquor store, including: Cover page, Sketch of Survey, C-1, C-4, and A1.11.

*Site Plan Application*

- five (5) full-size plan sets in support of the Site Plan Application, including: Rendering, Sketch of Survey, C-1, C-2, C-2A, C-3, C-4, LP-1, LP-2, LP-3, LD-1, A1.11, A2.11, A2.12, A2.13.

Additionally, listed below in bold are each of the comments included in the Technical Review Comments followed by the Applicant's response in Italics.

**1.** On Site Plan Sh. C-1, Floor Plan Sh. A1.11, and any sheet that references the mezzanine, change "Mezzanine" to "Mezzanine Storage", both in plans and tabulations.

*See Sheets C-1 and A1.11 of the Site Plan Application Plan Sets.*

**2.** Show boundary line of the 8,971 sq. ft. Future Building Area on the Site Plan C-1.

*See Sheet C-1 of the Site Plan Application Plan Sets.*

**3.** Provide sq ft area on Site Plan of the Future Building Area on C-1.

*See Sheet C-1 of the Site Plan Application Plan Sets.*

**4.** Show surface material of the Future Building Area, i.e. sod.

*See Sheets C-1 and LP-1 of the Site Plan Application Plan Sets.*

**5.** Fill in texture along the north side pharmacy wall currently showing a void which could indicate a pass through window on all applicable plans, i.e. C-1, C-2, C-3, A1.11, L-1.

*See Sheets C-1, C-2, C-2A, C-3, C-4, LP-1, LP-2, LP-3, LD-1, A1.11, A2.11, A2.12, and A2.13.*

**6.** Label edging for the dead end of the parking lot adjacent to the Future Building Area on C-1 — Type D curb?

*See Sheet C-1 of the Site Plan Application Plan Sets.*

**7.** Per the Grading & Drainage Plan, Sheet C-2, runoff from 51 Harbor Drive is coming into the 12-22-24 Crandon Blvd. property at the west perimeter. Provide drainage divides to block runoff from 51 Harbor Drive.

*See Sheets C-2 and C-2A of the Site Plan Application Plan Sets.*

8. At the north perimeter of 12-22-24 Crandon Blvd., the grade drops as much as 2.5' into the Calusa Park mangroves. Also, at the southeast corner of the property, water will drain from you property to 38 Crandon Blvd. Provide retention wall & detail, or lower grades and provide a divide as necessary to eliminate need for a retaining wall.

   *See Sheets C-2 and C-2A of the Site Plan Application Plan Sets.*

9. Staff has observed a pipe along the rear property line appearing to drain into mangroves in Calusa Park. If this is the case, it should be removed & noted on plans.

   *The property owner has advised the Applicant that no such pipe currently exists on the Property.*

10. Note that all parking spaces are to be numbered with min. 6" painted numerals on Pavement Marking Plan Sh. C-3.

    *See Sheet C-3 of the Site Plan Application Plan Sets.*

11. Provide a note stating that all areas of the site will be fully irrigated.

    *See Sheet LP-3 of the Site Plan Application Plan Sets.*

12. The Crandon Boulevard Master Plan establishes the street tree as Live Oak and the Village Landscape Code requires a minimum 14 ft. height, 2.5' trunk caliper and 7 ft. diameter of canopy, planted 30' on center. Frontage length is 281 linear ft. requiring a total of 10 street trees. Staff would like to meet with you on site to determine the location of the trees.

    The Applicant's team met with staff on site on October 4th and determined the location of trees.

13. On Landscape Plan Sh. LP-1 tabulations, calculation for total trees required for site, interior parking and perimeter = 62 is correct. However, according to Plant Schedule, 20 trees (18 shade trees and 6 palms at 3:1 substitution ratio), meeting Village Landscape requirements have been provided. Additional trees specified are either of insufficient size or not in the shade tree category. Ligustrum, Crape Myrtle, and Tamarind shown adjacent to parking at south and west perimeters are not shade trees as required. Substitute with shade trees unless there is a conflict with adjacent lot trees. Adjustments for this may be made at Site Plan review.

    *See Sheet LP-1 of the Site Plan Application Plan Sets.*

14. On Landscape Plan Sh. LP-1, required shrub count is miscalculated. Change to 430 required, i.e. total trees (10 required street trees + 33 required lot trees) x 10. Then add 287 shrubs to the lot as only 143 out of proposed shrubs in Plant List qualify (40 VIB & 103 HAM; 153 ILX in lot are not required 24" height). Other shrubs in Plant List are the perimeter shrubs and right of way shrubs, required in excess of the lot shrubs.

*See Sheet LP-1 of the Site Plan Application Plan Sets.*

**15.** Provide detail of the bike racks.

*See Sheet C-1 of the Site Plan Application Plan Sets.*

**16.** As set forth in Mr. Kurlancheek's September 17, 2013 (2:47 PM email), the aerial photo is not a site plan. Please submit a site plan pursuant to Section 30-73(f)(2). The site plan shall include the property at 51 Harbor Drive.

*See Sheet C-1 of the Site Plan Application Plan Sets.*

**17.** Amend the plans as set forth in Mr. Kasdin's September 13, 2013 letter to Mr. Kurlancheek

*The amended plans being submitted in this re-submittal are inclusive of those specific changes identified in the September 13th letter and therefore are intended to replace the plan sets submitted to the Village on September 13th.*

**18.** Because the site will contain two or more retail stores (See definitions), service establishments, or any other business, it is considered a shopping center. Section 30--197(a) requires a written statement of the uniform sign graphics that will be used for the shopping center. Please submit this information.

*The Applicant will submit to the Village Manager a written statement of the uniform sign graphics criteria for what you are identifying as the multitenant center, which includes the proposed pharmacy and the proposed liquor store, prior to submittal of application for any sign permit.*

*The Applicant has previously submitted, including in its original March 6, 2013 application, Sheet A2.11 ("Exterior Elevations") and A2.13 ("Signage Plan and Details"), which together provide detailed information addressing the requirements of Section 30-73(f)(4)(b) relating to site plan requirements for signage. The Applicant has been advised verbally by staff that you may be recommending changes to the signage. If there are specific comments on the size/shape/color of letters of the signs, then please provide them to the Applicant in writing so that the Applicant may appropriately respond.*

Request for Scheduling Hearing

As the Village has deemed the applications complete and you have provided technical review comments, and we have now responded to your technical review comments, we respectfully request that you schedule the Site Plan Application and the Conditional Use Application for hearing in front of the Village Council.

You have informed us last week that you have decided to conduct a traffic study to gauge the impact of the proposed site plan. We maintain that because the trips generated from the

previous existing use are greater than the trips generated from the proposed uses in the Applicant's site plan, there are no net new trips created and thus the impact on the existing thoroughfares is no greater than that which existed previously.

While we are unsure why you have waited until October to commence the process of conducting a traffic study, we understand that you are nevertheless pursuing this analysis and that it requires you to receive approval by the Village Council. You have articulated that this process requires approval of the scope and cost expenditure by the Village Council before you can conduct the traffic study. Considering the long time during which these applications have been pending and our good faith efforts to address all comments, we respectfully request that these applications be scheduled for the November 12th Village Council agenda, at which time, the Village Council can decide, as part of the public hearings on these applications, whether a traffic study is warranted.

The Applicant's applications have been pending since March 6, 2013. The delay in this process has been extraordinary. We are hoping that the Village will assist us in scheduling the matters for hearing so that we may conclude the application process as soon as possible.

Thank you for your attention to this matter.

Sincerely,

Neisen O. Kasdin

Enclosures

cc: John Gilbert
Conchita Alvarez
Stephen Helfman, Esq., Village Attorney
Chad Friedman, Esq., Assistant Village Attorney
Steven Wernick, Esq., Akerman Senterfitt
Max Puyanic, Key Biscayne Gateway Partners, Ltd.
Trey Morgan, Morgan Property Group

AGENDA ITEMS 6A/6B

ATKINS

## Village of Key Biscayne

# 12-22-24 Crandon Boulevard and 51 Harbor Drive Traffic Study

November 25, 2013

Plan Design Enable

10077[JLS]13

ATKINS

# MEMORANDUM

**To:** Jud Kurlancheek , AICP, Director of Building, Zoning and Planning

**From:** Darlene M. Fernandez, P.E.

**Date:** 11/25/2013

**Re:** **Traffic Impact Analysis 12-22-24 Walgreens Pharmacy and Liquor Store**

## Introduction

A Walgreens pharmacy without a drive through window and with a liquor store is planned to be located in the northeast corner of the site at the intersection of Crandon Boulevard and Harbor Drive in the Village of Key Biscayne, Miami Dade County, Florida. The proposed site plan will have 10,000 sq. ft. feet of Pharmacy, 2,628 sq. ft of storage on the second floor of the Walgreens and 1,930 sq. ft of liquor. Aerial photograph is shown in Figure 1. The Site plan is attached in Appendix A.

**Figure 1- Study Area**

Atkins has been retained by the Village of Key Biscayne to conduct a traffic study in connection with the proposed development. The study addresses traffic generated by the Walgreens and the liquor store, queuing at the eastbound left turn lane into Harbor Plaza and the northbound

left turn at Crandon Boulevard to travel westbound on Harbor Drive, level of service analysis at Crandon Boulevard and Harbor Drive for existing conditions and proposed conditions, and the projected turning movement volumes at the project access driveways on Crandon Boulevard and Harbor Drive.

The study is divided into six (6) sections:

1. Data Collection
2. Trip Generation
3. Trip Distribution and Traffic Assignment
4. Level of Service Analysis
5. Queuing analysis
6. Summary and Conclusions

## 1.0 Data Collection

The 7 day, 24 hour traffic counts were conducted at Crandon Boulevard and Harbor Drive and east of the roundabout on Harbor Drive using traffic tube count machines. These counts are summarized in Appendix B. Turning movement counts were conducted at 10 locations within the project area on Tuesday, November 5, 2013 and Saturday November 11, 2013 for the AM (7:00 AM to 9:00 AM), Mid Day (2:00 PM to 4:00 PM), and PM (4:00 PM to 6:00 PM) peak periods. All traffic counts were adjusted with the peak seasonal factor. The turning movement counts are summarized in Appendix C.

Turning movement counts were received from the Village from the Crandon Boulevard Master Plan 2003. The traffic counts were compared at the intersection of Harbor Drive and Crandon Boulevard to see how traffic has changed. In the last 10 years, the northbound and southbound traffic has not changed significantly. However, the eastbound and westbound approach volumes have doubled since 2003. You may see an increase in delay in the northbound and southbound approaches from previous years due to the signal timing being changed to accommodate the increase in traffic on the eastbound and westbound approach. Since the eastbound and westbound volume has increased, the green time in the northbound and southbound approach was decreased to allow more green time in the other approaches.

## 2.0 Trip Generation

A trip generation analysis has been conducted for the previous restaurant use and the proposed Walgreens Pharmacy and liquor store use. The out parcel which contained a liquor store, offices and restaurants was not considered as part of this study. Consideration of the traffic impacts associated with the out parcel will occur when a development is proposed for that site. Both existing structures are currently vacant.

The analysis was performed using the trip generation rates and equations published in the institute for Transportation Engineer's (ITE) Trip Generation (9$^{th}$ Edition) report. The trip generation was undertaken for daily, AM peak hour, and PM peak hour conditions. According to the ITE report, the most appropriate "land use" categories for the previous and proposed developments are:

**Quality Restaurant (ITE Land Use 931)[1]**

- Weekday Trip Generation Rate: T= 89.95 (X), (50% entering, 50% exiting)
  - *Where T= no. of trips and X= 1,000 SF gross floor area*
- AM Peak Hour Trip Generation Rate: T=0.81 (X),(Not available)
- PM Peak Hour Trip Generation Rate: T=7.49 (X), ( 67% in, 33% out)
  - Pass By- 43%[2]

**Pharmacy/Drugstore (ITE Land Use 880)[3]**

- Weekday Trip Generation Rate: T= 90.06 (X), (50% entering, 50% exiting)
  - *Where T= no. of trips and X= 1,000 SF gross floor area*
- AM Peak Hour Trip Generation Rate: T=2.94 (X), ( 65% in, 35% out)
- PM Peak Hour Trip Generation Rate: T=8.40 (X), ( 49% in, 51% out)
  - Pass By- 53%[2]

1 The previous development on this site had multiple uses. There are 2 parcels located in the existing use. One parcel has a liquor store, restaurants and offices (units of shops in one building) and the second parcel is an out parcel which was a restaurant as well. For this traffic study only the parcel with the restaurant was considered for the existing use. The size of the restaurant was 3,745 sq. ft.

2 According to the ITE Trip Generation handbook, the pass by rate for Land Use 932 is 43% for the PM peak period and for Land Use 880 is 53% for the PM peak period. This rate was used for both the AM and PM peak period in order to present a more conservative approach.

3 For the proposed land use the square footage of the pharmacy/drugstore and the liquor store were added together to calculate the estimated number of trips under this use. The ITE trip generation does not have a use for liquor store only. Therefore, the best assumption in this case would be to add it to the square footage of the Walgreens/Pharmacy for a more conservative rate.

Using the above-listed trip generation rates and equations from the referenced ITE document, a trip generation analysis was undertaken for the previous restaurant and the proposed Walgreens Pharmacy and liquor store. The results of this effort are documented in Table 1.

**Table 1-Trip Generation Summary**

| Trip Generation Summary | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Daily | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| Proposed Land Use | Size | Trips | Trips | In | Out | Trips | In | Out |
| Pharmacy/Drugstore w/o Drive Thru Window (880) | 14,558 | 1311 | 43 | 28 | 15 | 122 | 60 | 62 |
| (Pass By 53%) | | 695 | 23 | 15 | 8 | 65 | 32 | 33 |
| Total | | 616 | 20 | 13 | 7 | 57 | 28 | 29 |
| | | Daily | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| Existing Land Use | Size | Trips | Trips | In | Out | Trips | In | Out |
| Quality Restaurant (931) | 3,745 | 337 | 3 | 2 | 1 | 28 | 19 | 9 |
| (Pass By 44%) | | 148 | 1 | 1 | 1 | 12 | 8 | 4 |
| Total | | 189 | 2 | 1 | 1 | 16 | 11 | 5 |
| **NET TOTAL** | | **428** | **18** | **12** | **6** | **42** | **18** | **24** |

As indicated in Table 1 above, the new Walgreens Pharmacy and Liquor Store is anticipated to generate 616 net new (after pass by reductions) daily vehicle trips, 20 net new AM peak hour vehicle trips (13 inbound trips and 7 outbound trips) and 57 net new PM peak hour vehicle trips (28 inbound and 29 outbound). When compared with the previous restaurant on this site, this represents an increase of 428 daily vehicle trips, an increase of 18 AM peak hour vehicle trips, and an increase of 42 PM peak hour vehicle trips.

After discussions with staff, there are concerns that the ITE Trip generation rates may not reflect the actual conditions that are in the Village of Key Biscayne. According to the Trip Generation handbook, Chapter 4, states that a local jurisdiction may conduct its own trip generation rate to validate the use of ITE trip generation rates or equations in its community. ITE is an average of trip studies throughout the United States and it would be desirable to conduct a specialized Trip Generation study of a similar location on the Village of Key Biscayne to establish its own rates reflecting unique conditions found in that community.

## 3.0 Trip Distribution and Traffic Assignment

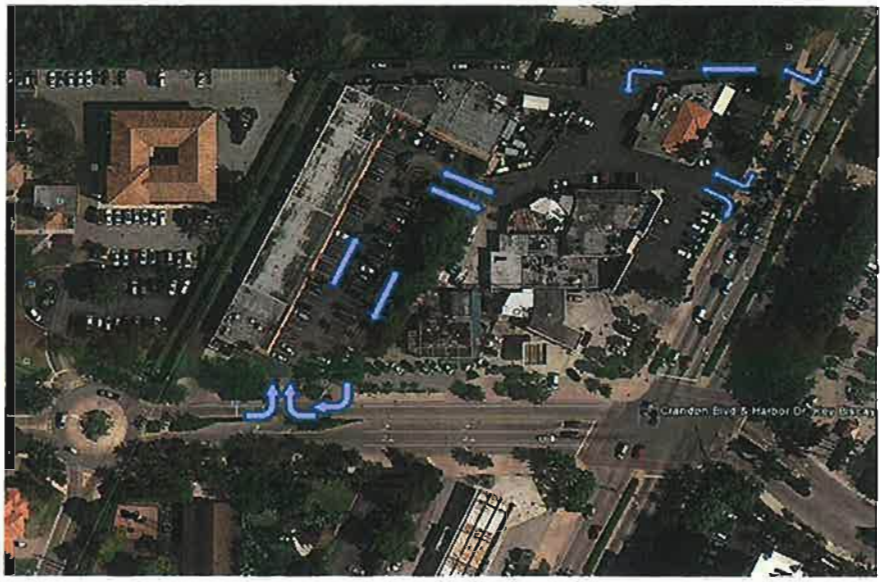
The trip distribution for the on-site development was determined based on existing traffic patterns, nearby land uses/destinations, and project driveway locations. Figure 2 summarizes the trip distribution. The trip distribution is summarized below:

- 35% to and from the north on Crandon Boulevard
- 35% to and from the south on Crandon Boulevard
- 8% to and from the east on Harbor Drive
- 22% to and from the west on Harbor Drive

**Figure 2-Trip Distribution**

The AM and PM peak hour traffic generated by the project was assigned to the project driveways using the traffic distribution / assignment documented above. The entrance point for the Walgreens if you are traveling northbound, eastbound or westbound is along Harbor Drive and if you are traveling southbound you can enter the site from the two access points on Crandon Boulevard. Figure 3 summarizes the traffic circulation for the Walgreens Pharmacy and liquor store. The estimated project traffic assignment is documented in Appendix D.

**Figure 3 – Traffic Circulation**



Based on site observations, on Harbor Drive there are a lot of driveways within close proximity and a large volume of traffic utilizing Harbor Drive to access Harbor Plaza. The exit and entrance to Harbor Plaza has existing safety and operational issues. The exit from Harbor Plaza and entrance are counter intuitive to traffic patterns. Typically, there is an entrance access before the exit and the driveways are only 20 feet apart. Also, you have an eastbound left turn to enter Harbor Plaza and an exit from the Oasis parking lot into the exit for Harbor Drive from Harbor Plaza. When vehicles back out from a parking this blocks through traffic from being able to enter Harbor Plaza creating a spillback onto Harbor Drive and not allowing vehicles to be able to exit as well.

There have been several changes to the traffic circulation of this site through the years. At one point, the internal access between both shopping centers was closed from 1998 to 2007 due to the previous restaurant not having enough parking available for its customers because trucks from Harbor Plaza were parking into the restaurant's parking area. It was reopened once the property was sold in 2007. Attached to Appendix E, are several aerial photographs from 1968 through 1995. Overall, it shows both sites with the same access points it has today on Harbor Drive. However, the traffic volumes have increased significantly in the last 50 years which change the operation and safety of the existing driveways. The only change that occurred from 1994 to 1995 inside Harbor Plaza was the change in the parking layout from angled parking to 90 degree parking. There have also been changes on Harbor Drive to the median and the roundabout that was installed west of Harbor Plaza. A separate analysis of the entrance of Harbor Plaza is recommended to address the operational and safety issues that exist today.

## 4.0 Level of Service Analysis

A Level of Service (LOS) Analysis was conducted for the intersection of Crandon Boulevard and Harbor Drive using Synchro 8. Intersection operation is defined by a LOS. The LOS is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, LOS A, to very poor, represented by LOS F. Descriptions of the various level of service are as follows:

**LOS A** is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.

**LOS B** represents stable operation.

**LOS C** still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so.

**LOS D** represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups.

**LOS E** represents the capacity of the intersection.

**LOS F** represents jammed conditions where the intersection is over capacity and acceptable gaps for un-signalized intersections in mainline traffic flow are minimal.

An intersection analysis was conducted for existing traffic conditions in the AM, Mid Day and PM peak periods and for the proposed traffic conditions with the Walgreens added for only AM and PM peak periods. A Mid Day time period could not be analyzed for the proposed use since ITE does not provide mid day trip generation rates. The traffic counts at the intersection and the driveways at the site identified that the worst operating conditions occurred in the AM and PM peak periods. Also, the trip generation for the PM peak period generates the highest number of vehicle trips due to the new land use. The results of the LOS analysis are summarized in Table 2. All Synchro reports are attached in Appendix F.

Table 2- Level of Service Analysis

| Intersection | AM Peak | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Northbound | | Southbound | | Eastbound | | Westbound | | Intersection Delay/LOS | |
| | Existing | Proposed | Existing | Proposed | Existing | Proposed | Existing | Proposed | Existing | Proposed |
| | 33.8/C | 34.1/C | 46.9/D | 50.4/D | 59.0/E | 59.1/E | 47.8/D | 47.9/D | 45.3/D | 46.1/D |
| | MID Peak | | | | | | | | | |
| | Northbound | | Southbound | | Eastbound | | Westbound | | Intersection Delay/LOS | |
| Crandon Boulevard and Harbor Drive | Existing | Proposed | Existing | Proposed | Existing | Proposed | Existing | Proposed | Existing | Proposed |
| | 30.2/C | N/A | 39.1/D | N/A | 60.2/E | N/A | 52.0/D | N/A | 41.5/D | N/A |
| | PM Peak | | | | | | | | | |
| | Northbound | | Southbound | | Eastbound | | Westbound | | Intersection Delay/LOS | |
| | Existing | Proposed | Existing | Proposed | Existing | Proposed | Existing | Proposed | Existing | Proposed |
| | 26.3/C | 26.8/C | 35.4/D | 37.9/D | 54.4/D | 53.9/D | 50.6/D | 50.9/D | 36.2/D | 37.3/D |

As indicated in Table 2 above, the existing conditions currently operate at a LOS D for the overall intersection. For the proposed conditions there is a minor increase in delay but the LOS does not worsen with the project. The eastbound movement is the only approach that currently operates at a LOS E and with the proposed project the LOS remains the same. All other movements did not show any significant increase in delay or level of service for the AM and PM peak periods.

## 5.0 Queuing Analysis

A queuing analysis was conducted for the eastbound left turn into Harbor Plaza and the northbound left turn at Crandon Boulevard and Harbor Drive for the AM (7:45 AM to 8:45 AM) and PM (4:00 PM to 5:00 PM) peak periods. This was done in order to determine whether traffic queues will spill back into the through lanes.

**Eastbound Left Turn- Entrance to Harbor Plaza from Harbor Drive**

The eastbound left turn queue was analyzed for the AM and PM peak periods. The left turn bay is estimated to be 80 feet in length which can store about 4 vehicles at a time. Since this is an un-signalized intersection, the queue analysis was done by documenting how many vehicles were in queue per minute. For the AM and PM peak periods the existing average rate of arrival is two vehicles every 3 minutes. The highest number of vehicles observed in the AM and PM peak period was 4 vehicles in one minute. Since the left turn bay is 80 feet in length it can store approximately four vehicles not causing it to spill back into the eastbound through lanes. For the proposed conditions it is estimated that 7 new vehicle trips will access the Walgreens through the eastbound left turn lane into harbor Plaza during the AM peak period. This will increase the average rate of arrival to 1 to 2 vehicles every 2 minutes. However, since the 7 new vehicles arriving to the left turn lane are spread over an hour period, this will not increase the queue length enough to spill back onto the eastbound through lane.

For the PM peak period existing conditions, the average rate of arrival is 1 to 2 vehicles every 2 minutes. The highest number of vehicles observed in the PM peak period was 3 vehicles in one minute. Therefore, the queue does not spill back into the eastbound through lanes. For the proposed conditions, it is estimated that 20 new vehicle trips will access the Walgreens through the eastbound left turn lane from Harbor Drive during the PM peak period. This will increase the average rate of arrival to one vehicle every minute. Even with this amount of traffic arriving, the queue length will not spill back into the through lane with the proposed conditions. The data is summarized in Appendix G.

**Northbound Left Turn- From Crandon Boulevard onto Harbor Drive**

The northbound left turn queue was analyzed for the AM and PM peak period. This analysis was done using the Synchro 8 model that was developed for the AM and PM peak periods since this a signalized intersection. The northbound left turn lane is estimated to be 200 feet in length which can store about 11 vehicles at a given time. According to the results from Synchro in the AM peak period, the existing queue length is 213 feet which is greater than the storage length causing some spillback into the northbound though lanes. With the proposed conditions in the AM peak period, the queue length will increase by approximately one car to 229 feet continuing some spilling back into the through lanes. For the proposed project, however, the delay for that movement increases by only 1.1 seconds. For the PM peak period, with existing conditions the queue length is 135 feet and with proposed conditions the queue length is 162 feet. The delay in the PM peak period will increase by 2.1 seconds. Therefore, the proposed conditions do not cause the overall operation of the northbound left turn movement to be significantly degraded.

## 5.0 Summary and Conclusions

A Walgreens pharmacy without a drive through but with a liquor store is planned to be located in the northeast corner of the site of the intersection of Crandon Boulevard and Harbor Drive in the Village of Key Biscayne, Miami Dade County, Florida. The proposed site plan will have 10,000 sq. ft. feet of Pharmacy, 2,628 sq. ft of storage on the second floor of Walgreens and 1,930 sq. ft of liquor store.

Based on site observations, on Harbor Drive there are a lot of driveways within close proximity and a large volume of traffic utilizing Harbor Drive to access Harbor Plaza. The exit and entrance to Harbor Plaza has existing safety and operational issues. The exit from Harbor Plaza and entrance are counter intuitive to traffic patterns. Typically, there is an entrance access before the exit and the driveways are only 20 feet apart. Also, you have an eastbound left turn to enter Harbor Plaza and an exit from the Oasis parking lot into the exit for Harbor Plaza. When vehicles back out from a parking this blocks through traffic from being able to enter

Harbor Plaza creating a spillback onto Harbor Drive and not allowing vehicles to be able to exit as well.

There have been several changes to the traffic circulation of this site through the years. At one point, the internal access between both shopping centers was closed from 1998 to 2007 due to the previous restaurant not having enough parking available for its customers because trucks from Harbor Plaza were parking into the restaurant's parking area. It was reopened once the property was sold in 2007. Attached to Appendix E, are several aerial photographs from 1968 through 1995. Overall, it shows both sites with the same access points it has today on Harbor Drive. However, the traffic volumes have increased significantly in the last 50 years which change the operation and safety of the existing driveways. The only change that occurred from 1994 to 1995 inside Harbor Plaza was the change in the parking layout from angled parking to 90 degree parking. There have also been changes on Harbor Drive to the median and the roundabout that was installed west of Harbor Plaza. A separate analysis of the entrance of Harbor Plaza is recommended to address the operational and safety issues that exist today.

The existing condition at the intersection of Crandon Boulevard and Harbor Drive currently operate at a LOS D for the overall intersection. For the proposed conditions, there is a minor increase in delay but the LOS does not change with the project. The eastbound movement is the only approach that currently operates at LOS E and with the proposed project the LOS remains the same. All other movements did not show a significant increase in delay or level of service for the AM and PM peak period.

The queue analysis did not did not find that any significant issues will arise due to the additional development traffic. The queue at the northbound left turn from Crandon on to Harbor will increase by about one car in the AM peak hour. This will slightly increase the spill back into the through lanes that is already occurring in the existing condition. However, since the overall intersection operates at a reasonable LOS, this will not significantly impact operations.

Based on the analysis using the Trip Generation Rates, there are no significant impacts to the operations of the intersection at Crandon Boulevard and Harbor Drive. However, after discussions with staff, there are concerns that the ITE Trip generation rates may not reflect the actual conditions that are in the Village of Key Biscayne. According to the Trip Generation handbook, Chapter 4, states that a local jurisdiction may conduct its own trip generation rate to validate the use of ITE trip generation rates or equations in its community. ITE is an average of trip studies throughout the United States and it would be desirable to conduct a specialized Trip Generation study of a similar location on the Village of Key Biscayne to establish its own rates reflecting unique conditions found in that community.

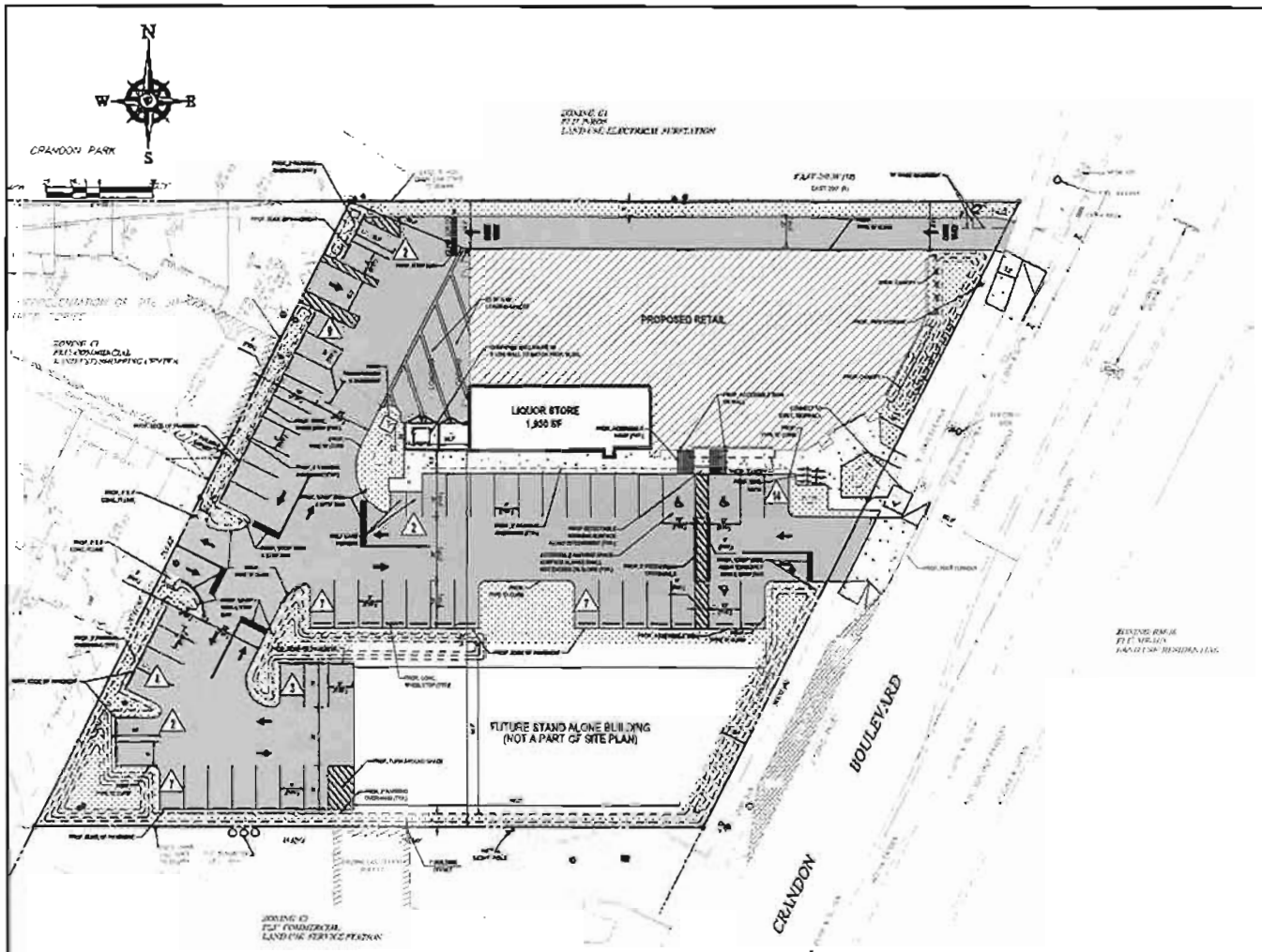
ATKINS

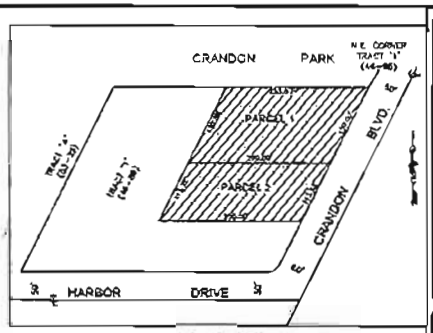
Darlene M. Fernandez, P.E.

Traffic Engineering Project Manager
FL P.E. No.: 76507

# Appendix A

## Site Plan




LOCATION MAP

SCALE: 1"=100'

## SITE DATA

ZONING: G1 (GENERAL COMMERCIAL)

FLU: COMMERCIAL

BUILDING AREA

| | |
|---|---|
| PROPOSED RETAIL (FIRST FLOOR) | 11,344 SF |
| PROPOSED RETAIL STORAGE (MEZZANINE) | 1,029 SF |
| LIQUOR STORE | 1,950 SF |
| TOTAL AREA | 14,323 SF |

| | TOTAL | CENTER | FUTURE STAND ALONE BUILDING |
|---|---|---|---|
| LOT AREA | 1.8 AC (77,101 SF) | 49,975 SF (1.15 AC) | 27,126 SF (0.62 AC) |
| RESTAURANT AREA | 6,824 SF | 2,300 SF | 4,524 SF |
| PACKAGE STORE AREA | 2,950 SF | 1,950 SF | 1,000 SF |
| MAX. LOT COVERAGE | REQUIRED: 50% | 15.9% | 0% |
| FAR (MAX.) | 1.0 | 0.29 | 0.0 |
| MAX. HEIGHT | 3 STORY (35') | 1 STORY (19'-6") | N/A |

LANDSCAPE (CITY CODE)

| | REQ'D | PROV'D |
|---|---|---|
| FRONT (EAST) | 10' | 10' |
| SIDE (WEST) | 5' | 10.3' |
| SIDE (NORTH) | 5.00 | 15.0' |
| SIDE (SOUTH) | 5.00 | 840.2' |

PARKING

| REQUIRED USE | AREA | RATIO | SPACES |
|---|---|---|---|
| PROPOSED RETAIL (FIRST FLOOR) | | | |
| RETAIL | 4,344 SF | 1/250 | 17.4 |
| STORAGE | 500 SF | NO CHG | 0.0 |
| PROPOSED RETAIL (MEZZANINE) | | | |
| LIQUOR STORE | 2,029 SF | 1/250 | 4.1 |
| RETAIL | 1,029 SF | 1/250 | 4.1 |
| STORAGE | 500 SF | NO CHG | 0.0 |
| TOTAL | | | 31 SPACES |

PROVIDED

| | |
|---|---|
| REGULAR SPACES | 29 |
| ADA SPACES | 2 |
| TOTAL | 31 |

FEMA FLOOD ZONE: X (OUTSIDE 0.2% ANNUAL CHANCE FLOOD)

NOTES:

1. ALL BUILDINGS SHALL BE FLOOD-PROOFED IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.
2. LIQUOR STORE TO BE SERVED BY UTILITY SERVICES.
3. WALL BETWEEN LIQUOR STORE AND ADJACENT TENANT TO BE COMPRISED OF CBS OR EQUIVALENT MATERIAL.
4. NO ACCESS FROM / TO LIQUOR STORE AND ADJACENT TENANTS.

HATCH LEGEND

- PROPOSED REGULAR SLAB ASPHALT PAVEMENT
- PROPOSED CONCRETE
- EXISTING CONDITIONS

SYMBOLS LEGEND

- PROPERTY LINE / FENCE
- STORM INLET
- SANITARY MANHOLE
- ELECT. POWER POLE
- LIGHT POLE

ALL BUILDINGS SHALL BE FLOOD-PROOFED IN ACCORDANCE WITH THE FLORIDA BUILDING CODE.

BOHLER ENGINEERING

| NO. | DATE | REVISIONS | BY |
|---|---|---|---|
| 1 | 04/26/13 | REVISED PER CITY COMMENTS | MT |
| 2 | 05/29/13 | ADDRESS CITY COMMENTS | MT |

NOT FOR CONSTRUCTION

PROJECT NO. 130070
DRAWN BY MT
CHECKED BY MAB
DATE 04/26/13
SCALE AS NOTED
P-13070 & CP FILE

PROJECT

CRANDON BLVD. & CRANDON PARK

FOR

MORGAN PROPERTIES

W. SIDE OF KEY BISCAYNE MIAMI-DADE COUNTY, FLORIDA

BOHLER ENGINEERING

RADICE
2400 CORPORATE DRIVE, SUITE 250
BOCA RATON, FL 33431
PH: (561) 750-7808
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MICHAEL A. TROXELL

FL PROFESSIONAL ENGINEER
(FLORIDA LICENSE No. 69871)
FLORIDA BUSINESS CERT. OF AUTH. No. 27938

SHEET TITLE

CUP SITE PLAN

SHEET NUMBER

C-1

# Appendix B

## Turning Movement Counts

**KB Petroleum Dwy_Crandon Blvd** DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 0 | 15 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 11 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 13 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 17 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 15 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 0 | 21 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 10 | 0 | 26 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 10 | 0 | 25 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 11 | 0 | 21 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 13 | 0 | 25 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 10 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 9 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 11 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 0 | 14 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 0 | 16 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 51 | 51 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 46 | 46 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 50 | 50 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 46 | 46 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 50 | 50 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 15 | 15 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 12 | 12 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 16 | 16 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 21 | 21 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 14 | 14 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 9 | 9 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 11 | 11 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 11 | 11 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 9 | 9 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 10 | 10 |

**K8 Petroleum East Dwy_Harbor** DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 9 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 6 | 10 | 0 | 0 | 15 | 5 | 10 | 31 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 21 | 4 | 14 | 39 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 21 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 23 | 5 | 15 | 43 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 24 | 3 | 14 | 41 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 22 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 24 | 4 | 12 | 40 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 6 | 0 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 21 | 4 | 12 | 37 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 5 | 0 | 20 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 25 | 5 | 13 | 43 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 22 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 24 | 5 | 10 | 39 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 27 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 28 | 5 | 10 | 43 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 25 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 27 | 4 | 12 | 43 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 34 | 1 | 24 | 59 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 1 | 20 | 41 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 22 | 2 | 17 | 41 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 19 | 2 | 15 | 36 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 25 | 3 | 14 | 42 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 40 | 0 | 0 | 0 | 40 |
| 7:15 AM | 8:15 AM | 39 | 0 | 0 | 0 | 39 |
| 7:30 AM | 8:30 AM | 40 | 0 | 0 | 0 | 40 |
| 7:45 AM | 8:45 AM | 32 | 0 | 0 | 0 | 32 |
| 8:00 AM | 9:00 AM | 37 | 0 | 0 | 0 | 37 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 13 | 0 | 0 | 0 | 13 |
| 2:15 PM | 3:15 PM | 11 | 0 | 0 | 0 | 11 |
| 2:30 PM | 3:30 PM | 10 | 0 | 0 | 0 | 10 |
| 2:45 PM | 3:45 PM | 12 | 0 | 0 | 0 | 12 |
| 3:00 PM | 4:00 PM | 7 | 0 | 0 | 0 | 7 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 16 | 0 | 0 | 0 | 16 |
| 4:15 PM | 5:15 PM | 23 | 0 | 0 | 0 | 23 |
| 4:30 PM | 5:30 PM | 22 | 0 | 0 | 0 | 22 |
| 4:45 PM | 5:45 PM | 21 | 0 | 0 | 0 | 21 |
| 5:00 PM | 6:00 PM | 24 | 0 | 0 | 0 | 24 |

**KB Petroleum Internal Dwy_Harbor** DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 50 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 51 | 15 | 0 | 68 |
| 7:15 AM | 8:15 AM | 1 | 1 | 0 | 0 | 0 | 1 | 57 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 58 | 14 | 0 | 74 |
| 7:30 AM | 8:30 AM | 1 | 2 | 0 | 0 | 0 | 1 | 73 | 0 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 74 | 18 | 0 | 95 |
| 7:45 AM | 8:45 AM | 1 | 3 | 0 | 0 | 0 | 3 | 65 | 0 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 68 | 24 | 0 | 96 |
| 8:00 AM | 9:00 AM | 2 | 2 | 0 | 0 | 0 | 2 | 59 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 61 | 26 | 0 | 91 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 33 | 0 | 55 |
| 2:15 PM | 3:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 37 | 0 | 59 |
| 2:30 PM | 3:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 41 | 0 | 37 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 41 | 38 | 0 | 81 |
| 2:45 PM | 3:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 50 | 0 | 34 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 35 | 0 | 88 |
| 3:00 PM | 4:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 58 | 0 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 58 | 34 | 0 | 95 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 29 | 0 | 60 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 22 | 0 | 47 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 20 | 0 | 43 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 0 | 34 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 0 | 36 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 1 | 1 |
| 7:15 AM | 8:15 AM | 0 | 0 | 5 | 4 | 9 |
| 7:30 AM | 8:30 AM | 0 | 0 | 5 | 4 | 9 |
| 7:45 AM | 8:45 AM | 0 | 0 | 5 | 4 | 9 |
| 8:00 AM | 9:00 AM | 0 | 0 | 5 | 4 | 9 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 15 | 0 | 0 | 0 | 15 |
| 2:15 PM | 3:15 PM | 10 | 0 | 0 | 0 | 10 |
| 2:30 PM | 3:30 PM | 4 | 0 | 0 | 1 | 5 |
| 2:45 PM | 3:45 PM | 3 | 0 | 0 | 1 | 4 |
| 3:00 PM | 4:00 PM | 1 | 1 | 0 | 1 | 3 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 4 | 0 | 0 | 1 | 5 |
| 4:15 PM | 5:15 PM | 3 | 0 | 0 | 1 | 4 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 2 | 2 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 3 | 3 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 2 | 2 |

**Oasis Sandwich Shop Ent Dwy** DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 2 | 15 | 24 | 41 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 1 | 14 | 25 | 40 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 14 | 19 | 34 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 16 | 20 | 37 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 8 | 22 | 31 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 2 | 9 | 17 | 28 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 5 | 20 | 26 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 3 | 21 | 25 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 4 | 21 | 26 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 2 | 19 | 21 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 15 | 16 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 2 | 13 | 15 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 13 | 18 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 5 | 16 | 21 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 5 | 15 | 20 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 78 | 0 | 0 | 0 | 78 |
| 7:15 AM | 8:15 AM | 81 | 0 | 0 | 0 | 81 |
| 7:30 AM | 8:30 AM | 80 | 0 | 0 | 0 | 80 |
| 7:45 AM | 8:45 AM | 71 | 0 | 0 | 0 | 71 |
| 8:00 AM | 9:00 AM | 65 | 0 | 0 | 0 | 65 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 30 | 0 | 0 | 0 | 30 |
| 2:15 PM | 3:15 PM | 24 | 0 | 0 | 0 | 24 |
| 2:30 PM | 3:30 PM | 25 | 0 | 0 | 0 | 25 |
| 2:45 PM | 3:45 PM | 30 | 0 | 0 | 0 | 30 |
| 3:00 PM | 4:00 PM | 20 | 0 | 0 | 0 | 20 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 35 | 0 | 0 | 0 | 35 |
| 4:15 PM | 5:15 PM | 32 | 0 | 0 | 0 | 32 |
| 4:30 PM | 5:30 PM | 25 | 0 | 0 | 0 | 25 |
| 4:45 PM | 5:45 PM | 26 | 0 | 0 | 0 | 26 |
| 5:00 PM | 6:00 PM | 27 | 0 | 0 | 0 | 27 |

KB Petroleum W Dwy_Harbor Dr DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 14 | 4 | 2 | 20 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 15 | 2 | 2 | 19 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 13 | 2 | 2 | 17 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 16 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 16 | 2 | 2 | 20 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 2 | 2 | 14 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 13 | 2 | 3 | 18 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 14 | 1 | 3 | 18 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 14 | 2 | 2 | 18 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 14 | 1 | 2 | 17 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 9 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 4 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 14 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 3 | 1 | 14 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 4 | 1 | 19 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 99 | 0 | 0 | 0 | 99 |
| 7:15 AM | 8:15 AM | 102 | 0 | 0 | 0 | 102 |
| 7:30 AM | 8:30 AM | 96 | 0 | 0 | 0 | 96 |
| 7:45 AM | 8:45 AM | 59 | 0 | 0 | 0 | 59 |
| 8:00 AM | 9:00 AM | 71 | 0 | 0 | 0 | 71 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 30 | 0 | 0 | 0 | 30 |
| 2:15 PM | 3:15 PM | 32 | 0 | 0 | 0 | 32 |
| 2:30 PM | 3:30 PM | 36 | 0 | 0 | 0 | 36 |
| 2:45 PM | 3:45 PM | 40 | 0 | 0 | 0 | 40 |
| 3:00 PM | 4:00 PM | 31 | 0 | 0 | 0 | 31 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 32 | 0 | 0 | 0 | 32 |
| 4:15 PM | 5:15 PM | 29 | 0 | 0 | 0 | 29 |
| 4:30 PM | 5:30 PM | 20 | 0 | 0 | 0 | 20 |
| 4:45 PM | 5:45 PM | 22 | 0 | 0 | 0 | 22 |
| 5:00 PM | 6:00 PM | 24 | 0 | 0 | 0 | 24 |

Crandon Blvd_Harbor Plaza S Dr DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 17 | 0 | 40 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 14 | 0 | 38 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 16 | 0 | 41 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 17 | 0 | 42 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 20 | 0 | 44 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 33 | 0 | 51 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 31 | 0 | 47 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 27 | 0 | 41 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 25 | 0 | 41 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21 | 0 | 39 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 25 | 0 | 40 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 22 | 0 | 37 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 21 | 0 | 36 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 20 | 0 | 32 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 24 | 0 | 40 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 11 | 11 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 11 | 11 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 15 | 15 |
| 7:45 AM | 8:45 AM | 1 | 0 | 0 | 19 | 20 |
| 8:00 AM | 9:00 AM | 1 | 0 | 0 | 19 | 20 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 4 | 4 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 4 | 4 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 5 | 5 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 5 | 5 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 1 | 1 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 7 | 7 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 6 | 6 |
| 4:30 PM | 5:30 PM | 1 | 0 | 0 | 6 | 7 |
| 4:45 PM | 5:45 PM | 1 | 0 | 0 | 5 | 6 |
| 5:00 PM | 6:00 PM | 1 | 0 | 0 | 6 | 7 |

Harbor Plaza Back Access_Harbo DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 1 | 13 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 0 | 1 | 15 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 1 | 10 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 1 | 8 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 1 | 7 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 2 | 10 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 2 | 11 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 1 | 13 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 1 | 19 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 1 | 18 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 13 | 0 | 2 | 15 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 12 | 0 | 4 | 16 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 12 | 0 | 3 | 15 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 0 | 2 | 9 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 2 | 7 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 23 | 0 | 0 | 0 | 23 |
| 7:15 AM | 8:15 AM | 24 | 0 | 0 | 0 | 24 |
| 7:30 AM | 8:30 AM | 27 | 0 | 0 | 0 | 27 |
| 7:45 AM | 8:45 AM | 28 | 0 | 0 | 0 | 28 |
| 8:00 AM | 9:00 AM | 31 | 0 | 0 | 0 | 31 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 15 | 0 | 0 | 0 | 15 |
| 2:15 PM | 3:15 PM | 21 | 0 | 0 | 0 | 21 |
| 2:30 PM | 3:30 PM | 28 | 0 | 0 | 0 | 28 |
| 2:45 PM | 3:45 PM | 26 | 0 | 0 | 0 | 26 |
| 3:00 PM | 4:00 PM | 21 | 0 | 0 | 0 | 21 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 17 | 0 | 0 | 0 | 17 |
| 4:15 PM | 5:15 PM | 15 | 0 | 0 | 0 | 15 |
| 4:30 PM | 5:30 PM | 17 | 0 | 0 | 0 | 17 |
| 4:45 PM | 5:45 PM | 22 | 0 | 0 | 0 | 22 |
| 5:00 PM | 6:00 PM | 22 | 0 | 0 | 0 | 22 |

Harbor Plaza Ent Dwy_Harbor Dr DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 1 | 24 | 70 | 95 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 1 | 26 | 69 | 96 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 32 | 66 | 98 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 1 | 39 | 65 | 105 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 1 | 34 | 57 | 92 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 45 | 16 | 61 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 1 | 39 | 23 | 63 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 43 | 16 | 59 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 41 | 18 | 59 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 41 | 10 | 51 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 38 | 14 | 52 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 45 | 15 | 60 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 43 | 11 | 54 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 41 | 16 | 57 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 42 | 12 | 54 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 18 | 0 | 0 | 0 | 18 |
| 7:15 AM | 8:15 AM | 21 | 0 | 0 | 0 | 21 |
| 7:30 AM | 8:30 AM | 24 | 0 | 0 | 0 | 24 |
| 7:45 AM | 8:45 AM | 29 | 0 | 0 | 0 | 29 |
| 8:00 AM | 9:00 AM | 31 | 0 | 0 | 0 | 31 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 28 | 0 | 0 | 0 | 28 |
| 2:15 PM | 3:15 PM | 28 | 0 | 0 | 0 | 28 |
| 2:30 PM | 3:30 PM | 30 | 0 | 0 | 0 | 30 |
| 2:45 PM | 3:45 PM | 29 | 0 | 0 | 0 | 29 |
| 3:00 PM | 4:00 PM | 19 | 0 | 0 | 0 | 19 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 21 | 0 | 0 | 0 | 21 |
| 4:15 PM | 5:15 PM | 18 | 0 | 0 | 0 | 18 |
| 4:30 PM | 5:30 PM | 16 | 0 | 0 | 0 | 16 |
| 4:45 PM | 5:45 PM | 12 | 0 | 0 | 0 | 12 |
| 5:00 PM | 6:00 PM | 11 | 0 | 0 | 0 | 11 |

**Harbor Plaza Exit Dwy_Harbor Dr** DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 140 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 0 | 0 | 154 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 165 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 0 | 0 | 167 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 0 | 0 | 147 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 0 | 137 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 126 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | 0 | 139 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 144 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 0 | 145 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 116 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 109 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 107 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 102 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 98 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 12 | 0 | 0 | 0 | 12 |
| 7:15 AM | 8:15 AM | 25 | 0 | 0 | 0 | 25 |
| 7:30 AM | 8:30 AM | 27 | 0 | 0 | 0 | 27 |
| 7:45 AM | 8:45 AM | 29 | 0 | 0 | 0 | 29 |
| 8:00 AM | 9:00 AM | 29 | 0 | 0 | 0 | 29 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 30 | 0 | 0 | 0 | 30 |
| 2:15 PM | 3:15 PM | 42 | 0 | 0 | 0 | 42 |
| 2:30 PM | 3:30 PM | 42 | 0 | 0 | 0 | 42 |
| 2:45 PM | 3:45 PM | 47 | 0 | 0 | 0 | 47 |
| 3:00 PM | 4:00 PM | 42 | 0 | 0 | 0 | 42 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 7 | 8 | 0 | 0 | 7 |
| 4:15 PM | 5:15 PM | 3 | 6 | 0 | 0 | 3 |
| 4:30 PM | 5:30 PM | 4 | 0 | 0 | 0 | 4 |
| 4:45 PM | 5:45 PM | 8 | 0 | 0 | 0 | 8 |
| 5:00 PM | 6:00 PM | 8 | 0 | 0 | 0 | 8 |

Crandon Blvd_Harbor Plaza N  Da DATA OF COLLECTION:  11/5/2013  FDOT Peak Season Conversion Factor for Vehicles =  1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 39 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 63 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 59 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 60 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 8 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 15 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 0 | 23 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 3 | 0 | 32 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 3 | 0 | 38 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 24 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 5:00 AM | 0 | 0 | 0 | 5 | 5 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 5 | 5 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 11 | 11 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 16 | 16 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 17 | 17 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 3:15 PM | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 3:30 PM | 0 | 0 | 0 | 1 | 1 |
| 2:45 PM | 3:45 PM | 0 | 0 | 0 | 1 | 1 |
| 3:00 PM | 4:00 PM | 0 | 0 | 0 | 1 | 1 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 5 | 5 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 7 | 7 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 8 | 8 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 5 | 5 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 6 | 6 |

Crandon Blvd_Harbor Drive DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 127 | 782 | 28 | 16 | 47 | 699 | 253 | 7 | 350 | 28 | 112 | 0 | 31 | 89 | 126 | 0 | 953 | 1,002 | 506 | 219 | 2,674 |
| 7:15 AM | 8:15 AM | 141 | 775 | 37 | 16 | 50 | 732 | 265 | 5 | 366 | 40 | 125 | 0 | 64 | 84 | 146 | 0 | 969 | 1,052 | 531 | 299 | 2,851 |
| 7:30 AM | 8:30 AM | 144 | 798 | 41 | 21 | 55 | 801 | 258 | 4 | 399 | 50 | 147 | 0 | 53 | 69 | 143 | 0 | 1,004 | 1,118 | 596 | 312 | 3,030 |
| 7:45 AM | 8:45 AM | 125 | 785 | 52 | 27 | 59 | 857 | 259 | 7 | 428 | 48 | 156 | 0 | 79 | 76 | 146 | 0 | 989 | 1,182 | 632 | 301 | 3,104 |
| 8:00 AM | 9:00 AM | 142 | 774 | 58 | 19 | 55 | 853 | 248 | 7 | 404 | 53 | 155 | 0 | 90 | 65 | 133 | 0 | 993 | 1,163 | 624 | 291 | 3,071 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 3:00 PM | 152 | 653 | 84 | 58 | 48 | 683 | 210 | 9 | 247 | 44 | 153 | 0 | 72 | 42 | 47 | 0 | 957 | 950 | 444 | 161 | 2,512 |
| 2:15 PM | 3:15 PM | 150 | 712 | 67 | 53 | 55 | 707 | 212 | 8 | 262 | 43 | 160 | 0 | 72 | 44 | 52 | 0 | 986 | 985 | 465 | 168 | 2,609 |
| 2:30 PM | 3:30 PM | 135 | 731 | 73 | 44 | 72 | 722 | 218 | 5 | 321 | 66 | 183 | 0 | 69 | 39 | 69 | 0 | 983 | 1,017 | 550 | 177 | 2,727 |
| 2:45 PM | 3:45 PM | 137 | 799 | 82 | 38 | 77 | 735 | 213 | 7 | 391 | 64 | 171 | 0 | 79 | 33 | 71 | 0 | 1,057 | 1,032 | 626 | 183 | 2,898 |
| 3:00 PM | 4:00 PM | 122 | 841 | 79 | 38 | 89 | 763 | 198 | 7 | 435 | 70 | 182 | 0 | 61 | 21 | 77 | 1 | 1,078 | 1,057 | 687 | 180 | 3,002 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 111 | 898 | 72 | 62 | 82 | 776 | 213 | 5 | 324 | 39 | 151 | 0 | 67 | 32 | 92 | 0 | 1,133 | 1,076 | 514 | 191 | 2,914 |
| 4:15 PM | 5:15 PM | 89 | 929 | 72 | 52 | 76 | 750 | 209 | 4 | 308 | 32 | 122 | 0 | 75 | 31 | 85 | 0 | 1,142 | 1,009 | 472 | 191 | 2,814 |
| 4:30 PM | 5:30 PM | 85 | 920 | 61 | 44 | 77 | 733 | 212 | 5 | 311 | 31 | 122 | 0 | 72 | 37 | 82 | 0 | 1,110 | 1,027 | 464 | 191 | 2,792 |
| 4:45 PM | 5:45 PM | 73 | 854 | 66 | 43 | 69 | 739 | 219 | 5 | 291 | 32 | 122 | 0 | 74 | 35 | 83 | 0 | 1,038 | 1,053 | 445 | 177 | 2,713 |
| 5:00 PM | 6:00 PM | 81 | 795 | 62 | 46 | 87 | 729 | 221 | 13 | 277 | 37 | 107 | 0 | 62 | 26 | 49 | 0 | 984 | 1,050 | 421 | 143 | 2,598 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 38 | 11 | 50 | 9 | 108 |
| 7:15 AM | 8:15 AM | 35 | 19 | 51 | 9 | 114 |
| 7:30 AM | 8:30 AM | 38 | 21 | 52 | 11 | 122 |
| 7:45 AM | 8:45 AM | 34 | 20 | 46 | 12 | 112 |
| 8:00 AM | 9:00 AM | 33 | 15 | 35 | 13 | 96 |
| | | | | | | |
| 2:00 PM | 3:00 PM | 23 | 13 | 17 | 11 | 84 |
| 2:15 PM | 3:15 PM | 34 | 22 | 18 | 11 | 85 |
| 2:30 PM | 3:30 PM | 51 | 23 | 22 | 25 | 121 |
| 2:45 PM | 3:45 PM | 53 | 35 | 23 | 31 | 153 |
| 3:00 PM | 4:00 PM | 57 | 31 | 21 | 27 | 136 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 20 | 22 | 26 | 7 | 85 |
| 4:15 PM | 5:15 PM | 27 | 24 | 26 | 17 | 94 |
| 4:30 PM | 5:30 PM | 24 | 27 | 31 | 19 | 101 |
| 4:45 PM | 5:45 PM | 26 | 14 | 19 | 16 | 75 |
| 5:00 PM | 6:00 PM | 25 | 12 | 23 | 16 | 76 |

**Crandon Blvd_Harbor Dr** DATA OF COLLECTION: 11/9/2017 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 51 | 248 | 7 | 9 | 13 | 542 | 96 | 4 | 73 | 1 | 34 | 0 | 72 | 9 | 23 | 0 | 315 | 655 | 108 | 54 | 1,132 |
| 7:15 AM | 8:15 AM | 50 | 256 | 10 | 11 | 14 | 580 | 106 | 4 | 81 | 2 | 38 | 0 | 22 | 11 | 24 | 0 | 327 | 604 | 121 | 57 | 1,109 |
| 7:30 AM | 8:30 AM | 58 | 279 | 11 | 15 | 13 | 438 | 119 | 4 | 83 | 4 | 45 | 0 | 16 | 13 | 24 | 0 | 352 | 574 | 138 | 53 | 1,117 |
| 7:45 AM | 8:45 AM | 71 | 307 | 10 | 14 | 16 | 422 | 116 | 5 | 103 | 8 | 63 | 0 | 21 | 15 | 35 | 0 | 402 | 559 | 174 | 71 | 1,206 |
| 8:00 AM | 9:00 AM | 65 | 361 | 15 | 9 | 19 | 432 | 116 | 7 | 115 | 10 | 66 | 0 | 32 | 16 | 35 | 0 | 454 | 574 | 191 | 83 | 1,302 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 110 | 639 | 50 | 38 | 43 | 545 | 108 | 19 | 233 | 19 | 75 | 0 | 52 | 24 | 60 | 0 | 846 | 707 | 327 | 139 | 2,019 |
| 11:15 AM | 12:15 PM | 126 | 644 | 55 | 35 | 50 | 577 | 108 | 23 | 251 | 21 | 90 | 0 | 51 | 24 | 68 | 0 | 880 | 758 | 382 | 143 | 2,120 |
| 11:30 AM | 12:30 PM | 125 | 676 | 56 | 36 | 44 | 590 | 114 | 24 | 249 | 25 | 89 | 0 | 50 | 26 | 63 | 0 | 893 | 772 | 383 | 142 | 2,170 |
| 11:45 AM | 12:45 PM | 113 | 660 | 52 | 41 | 48 | 582 | 111 | 19 | 239 | 27 | 90 | 0 | 56 | 20 | 64 | 0 | 866 | 760 | 356 | 140 | 2,122 |
| 12:00 PM | 1:00 PM | 114 | 626 | 51 | 37 | 50 | 585 | 127 | 21 | 209 | 29 | 87 | 0 | 58 | 20 | 58 | 0 | 828 | 793 | 325 | 136 | 2,072 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 84 | 710 | 58 | 23 | 57 | 626 | 144 | 14 | 121 | 20 | 66 | 0 | 44 | 18 | 66 | 0 | 855 | 841 | 267 | 117 | 2,080 |
| 4:15 PM | 5:15 PM | 78 | 689 | 57 | 25 | 53 | 600 | 153 | 11 | 178 | 15 | 59 | 0 | 42 | 18 | 48 | 0 | 844 | 817 | 252 | 109 | 2,022 |
| 4:30 PM | 5:30 PM | 106 | 658 | 45 | 18 | 58 | 600 | 139 | 6 | 170 | 19 | 53 | 0 | 37 | 24 | 44 | 0 | 827 | 823 | 252 | 105 | 2,007 |
| 4:45 PM | 5:45 PM | 122 | 588 | 49 | 26 | 61 | 622 | 154 | 6 | 161 | 20 | 66 | 0 | 40 | 26 | 46 | 0 | 785 | 849 | 247 | 112 | 1,993 |
| 5:00 PM | 6:00 PM | 116 | 568 | 57 | 28 | 57 | 647 | 151 | 6 | 144 | 24 | 67 | 0 | 48 | 22 | 52 | 0 | 769 | 861 | 235 | 120 | 1,985 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 11 | 10 | 23 | 27 | 71 |
| 7:15 AM | 8:15 AM | 13 | 7 | 20 | 27 | 67 |
| 7:30 AM | 8:30 AM | 19 | 2 | 30 | 23 | 74 |
| 7:45 AM | 8:45 AM | 20 | 3 | 27 | 19 | 69 |
| 8:00 AM | 9:00 AM | 21 | 4 | 33 | 18 | 76 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 41 | 31 | 69 | 27 | 168 |
| 11:15 AM | 12:15 PM | 38 | 29 | 64 | 23 | 145 |
| 11:30 AM | 12:30 PM | 27 | 30 | 70 | 24 | 151 |
| 11:45 AM | 12:45 PM | 27 | 35 | 78 | 24 | 164 |
| 12:00 PM | 1:00 PM | 12 | 23 | 78 | 14 | 125 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 9 | 4 | 24 | 6 | 43 |
| 4:15 PM | 5:15 PM | 10 | 2 | 12 | 6 | 30 |
| 4:30 PM | 5:30 PM | 10 | 1 | 10 | 3 | 29 |
| 4:45 PM | 5:45 PM | 10 | 3 | 12 | 5 | 30 |
| 5:00 PM | 6:00 PM | 6 | 3 | 12 | 4 | 25 |

**Crandon Blvd S Dwy** DATA OF COLLECTION: 11/9/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 18 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 15 | 0 | 25 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 13 | 0 | 27 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 0 | 32 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 5 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 25 | 0 | 44 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 29 | 0 | 44 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 38 | 0 | 51 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 39 | 0 | 50 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 35 | 0 | 45 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 40 | 0 | 51 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 24 | 0 | 38 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 23 | 0 | 35 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 19 | 0 | 32 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 23 | 0 | 33 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 26 | 0 | 33 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 8 | 8 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 15 | 15 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 20 | 20 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 38 | 38 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 42 | 42 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 29 | 29 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 31 | 31 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 41 | 41 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 26 | 26 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 26 | 26 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 6 | 6 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 5 | 5 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 4 | 4 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 8 | 8 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 7 | 7 |

**Crandon Blvd N Dwy** **DATA OF COLLECTION:** 11/5/2013 **FDOT Peak Season Conversion Factor for Vehicles =** 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 10 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 10 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 11 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 9 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 3 | 3 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 8 | 8 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 14 | 14 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 31 | 31 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 42 | 42 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 13 | 13 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 13 | 13 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 11 | 11 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 9 | 9 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 10 | 10 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 4 | 4 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 3 | 3 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 2 | 2 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 4 | 4 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 3 | 3 |

**Oasis Sandwich Shop Ent Dwy** DATA OF COLLECTION: 11/9/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | I-1 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 10 | 20 | 31 |
| 7:15 AM | 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 7 | 20 | 28 |
| 7:30 AM | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 4 | 23 | 27 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 5 | 27 | 32 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 5 | 24 | 29 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 6 | 22 | 28 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 4 | 20 | 25 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 5 | 20 | 26 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 7 | 20 | 28 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 8 | 21 | 30 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 5 | 9 | 16 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 5 | 9 | 15 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 9 | 12 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 9 | 12 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 7 | 10 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 13 | 0 | 0 | 0 | 13 |
| 7:15 AM | 8:15 AM | 14 | 0 | 0 | 0 | 14 |
| 7:30 AM | 8:30 AM | 11 | 0 | 0 | 0 | 11 |
| 7:45 AM | 8:45 AM | 11 | 0 | 0 | 0 | 11 |
| 8:00 AM | 9:00 AM | 13 | 0 | 0 | 0 | 13 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 15 | 0 | 0 | 0 | 15 |
| 11:15 AM | 12:15 PM | 15 | 0 | 0 | 0 | 15 |
| 11:30 AM | 12:30 PM | 12 | 0 | 0 | 0 | 12 |
| 11:45 AM | 12:45 PM | 12 | 0 | 0 | 0 | 12 |
| 12:00 PM | 1:00 PM | 11 | 0 | 0 | 0 | 11 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 13 | 0 | 0 | 0 | 13 |
| 4:15 PM | 5:15 PM | 12 | 0 | 0 | 0 | 12 |
| 4:30 PM | 5:30 PM | 16 | 0 | 0 | 0 | 16 |
| 4:45 PM | 5:45 PM | 22 | 0 | 0 | 0 | 22 |
| 5:00 PM | 6:00 PM | 20 | 0 | 0 | 0 | 20 |

**KB Petroleum West Dwy_Crandon DATA OF COLLECTION:** 11/9/2013: **FDOT Peak Season Conversion Factor for Vehicles =** 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 2 | 6 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 1 | 7 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 1 | 2 | 9 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 2 | 2 | 12 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 1 | 0 | 0 | 4 | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 12 | 4 | 4 | 21 |
| 11:15 AM | 12:15 PM | 0 | 1 | 0 | 0 | 7 | 0 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 17 | 4 | 4 | 26 |
| 11:30 AM | 12:30 PM | 0 | 1 | 0 | 0 | 7 | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 14 | 5 | 3 | 24 |
| 11:45 AM | 12:45 PM | 0 | 1 | 0 | 0 | 9 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 14 | 5 | 3 | 23 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 16 | 4 | 2 | 22 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 10 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 12 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 1 | 1 | 10 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 1 | 2 | 12 |
| 5:00 PM | 6:00 PM | 0 | 1 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 8 | 0 | 3 | 12 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 25 | 0 | 0 | 0 | 25 |
| 7:15 AM | 8:15 AM | 35 | 0 | 0 | 0 | 35 |
| 7:30 AM | 8:30 AM | 42 | 0 | 0 | 0 | 42 |
| 7:45 AM | 8:45 AM | 59 | 0 | 0 | 0 | 59 |
| 8:00 AM | 9:00 AM | 69 | 0 | 0 | 0 | 69 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 39 | 0 | 0 | 0 | 39 |
| 11:15 AM | 12:15 PM | 30 | 0 | 0 | 0 | 30 |
| 11:30 AM | 12:30 PM | 22 | 0 | 0 | 0 | 22 |
| 11:45 AM | 12:45 PM | 25 | 0 | 0 | 0 | 25 |
| 12:00 PM | 1:00 PM | 18 | 0 | 0 | 0 | 18 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 7 | 0 | 0 | 0 | 7 |
| 4:15 PM | 5:15 PM | 10 | 0 | 0 | 0 | 10 |
| 4:30 PM | 5:30 PM | 10 | 0 | 0 | 0 | 10 |
| 4:45 PM | 5:45 PM | 9 | 0 | 0 | 0 | 9 |
| 5:00 PM | 6:00 PM | 6 | 0 | 0 | 0 | 6 |

KB Petroleum Intl Dwy_Harbor Pla DATA OF COLLECTION: 11/6/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 0 | 21 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 0 | 17 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 0 | 17 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 17 | 0 | 24 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 0 | 24 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 33 | 0 | 50 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 42 | 0 | 58 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 41 | 0 | 52 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 37 | 0 | 47 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 38 | 0 | 45 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 22 | 0 | 31 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 23 | 0 | 33 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 20 | 0 | 33 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 21 | 0 | 33 |
| 5:00 PM | 6:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 23 | 0 | 32 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 8:15 AM | 2 | 0 | 0 | 1 | 3 |
| 7:30 AM | 8:30 AM | 3 | 2 | 0 | 4 | 9 |
| 7:45 AM | 8:45 AM | 3 | 2 | 0 | 5 | 10 |
| 8:00 AM | 9:00 AM | 2 | 2 | 0 | 5 | 9 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 12 | 0 | 0 | 12 | 24 |
| 11:15 AM | 12:15 PM | 16 | 0 | 0 | 10 | 26 |
| 11:30 AM | 12:30 PM | 29 | 0 | 0 | 5 | 34 |
| 11:45 AM | 12:45 PM | 19 | 0 | 0 | 5 | 24 |
| 12:00 PM | 1:00 PM | 19 | 0 | 0 | 5 | 24 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 2 | 0 | 0 | 0 | 2 |
| 4:15 PM | 5:15 PM | 1 | 0 | 0 | 0 | 1 |
| 4:30 PM | 5:30 PM | 1 | 0 | 0 | 0 | 1 |
| 4:45 PM | 5:45 PM | 1 | 5 | 0 | 0 | 5 |
| 5:00 PM | 6:00 PM | 1 | 5 | 0 | 0 | 5 |

KB Petroleum East Dwy_Harbor Dr DATA OF COLLECTION: 11/6/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 8 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 8 | 2 | 4 | 12 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 6 | 2 | 9 | 11 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 2 | 2 | 9 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 9 | 4 | 4 | 17 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 12 | 3 | 4 | 19 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 15 | 4 | 16 | 35 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 16 | 4 | 20 | 40 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 18 | 5 | 17 | 40 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 17 | 5 | 15 | 37 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 20 | 5 | 18 | 43 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 19 | 2 | 14 | 35 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 14 | 28 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 13 | 0 | 14 | 27 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 16 | 0 | 15 | 31 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 19 | 0 | 15 | 34 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 27 | 0 | 0 | 0 | 27 |
| 7:15 AM | 8:15 AM | 40 | 0 | 0 | 0 | 40 |
| 7:30 AM | 8:30 AM | 46 | 0 | 0 | 0 | 46 |
| 7:45 AM | 8:45 AM | 54 | 0 | 0 | 0 | 54 |
| 8:00 AM | 9:00 AM | 60 | 0 | 0 | 0 | 60 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 23 | 0 | 0 | 0 | 23 |
| 11:15 AM | 12:15 PM | 22 | 0 | 0 | 0 | 22 |
| 11:30 AM | 12:30 PM | 15 | 0 | 0 | 0 | 15 |
| 11:45 AM | 12:45 PM | 18 | 0 | 0 | 0 | 18 |
| 12:00 PM | 1:00 PM | 13 | 0 | 0 | 0 | 13 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 8 | 0 | 0 | 0 | 8 |
| 4:15 PM | 5:15 PM | 7 | 0 | 0 | 0 | 7 |
| 4:30 PM | 5:30 PM | 9 | 0 | 0 | 0 | 9 |
| 4:45 PM | 5:45 PM | 9 | 0 | 0 | 0 | 9 |
| 5:00 PM | 6:00 PM | 7 | 0 | 0 | 0 | 7 |

KB Petroleum Dwy_Crandon Blvd DATA OF COLLECTION: 11/9/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 10 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11 | 0 | 18 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14 | 0 | 20 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 0 | 18 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 0 | 19 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 12 | 0 | 21 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 13 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 10 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 9 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 11 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 30 | 30 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 39 | 39 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 58 | 58 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 62 | 62 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 69 | 69 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 22 | 22 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 22 | 22 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 20 | 20 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 16 | 16 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 16 | 16 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 8 | 8 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 5 | 5 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 2 | 2 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 4 | 4 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 3 | 3 |

Harbor Plaza Exit Dwy_Harbor Dwy DATA OF COLLECTION: 11/5/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 51 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 51 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 75 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 76 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 0 | 142 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 153 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 140 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 144 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 0 | 132 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 62 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 56 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 56 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 34 | 0 | 0 | 0 | 34 |
| 7:15 AM | 8:15 AM | 42 | 0 | 0 | 0 | 42 |
| 7:30 AM | 8:30 AM | 43 | 0 | 0 | 0 | 43 |
| 7:45 AM | 8:45 AM | 42 | 0 | 0 | 0 | 42 |
| 8:00 AM | 9:00 AM | 33 | 0 | 0 | 0 | 33 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 70 | 0 | 0 | 0 | 70 |
| 11:15 AM | 12:15 PM | 86 | 0 | 0 | 0 | 86 |
| 11:30 AM | 12:30 PM | 52 | 0 | 0 | 0 | 52 |
| 11:45 AM | 12:45 PM | 47 | 0 | 0 | 0 | 47 |
| 12:00 PM | 1:00 PM | 37 | 0 | 0 | 0 | 37 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 12 | 0 | 0 | 0 | 12 |
| 4:15 PM | 5:15 PM | 9 | 0 | 0 | 0 | 9 |
| 4:30 PM | 5:30 PM | 11 | 0 | 0 | 0 | 11 |
| 4:45 PM | 5:45 PM | 12 | 0 | 0 | 0 | 12 |
| 5:00 PM | 6:00 PM | 17 | 0 | 0 | 0 | 17 |

**Harbor Plaza Ent Dwy_Harbor Dwy** DATA OF COLLECTION: 11/9/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | SB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 10 | 48 | 58 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 11 | 42 | 53 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 16 | 47 | 63 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 20 | 49 | 69 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 2 | 17 | 54 | 73 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 3 | 43 | 98 | 144 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 2 | 44 | 99 | 145 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 2 | 49 | 100 | 151 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 2 | 52 | 90 | 144 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 53 | 87 | 140 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 2 | 23 | 42 | 67 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 1 | 17 | 43 | 61 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 2 | 17 | 48 | 67 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 1 | 17 | 55 | 73 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 2 | 20 | 58 | 80 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 23 | 0 | 0 | 0 | 23 |
| 7:15 AM | 8:15 AM | 25 | 0 | 0 | 0 | 25 |
| 7:30 AM | 8:30 AM | 20 | 0 | 0 | 0 | 20 |
| 7:45 AM | 8:45 AM | 26 | 0 | 0 | 0 | 26 |
| 8:00 AM | 9:00 AM | 27 | 0 | 0 | 0 | 27 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 48 | 0 | 0 | 0 | 48 |
| 11:15 AM | 12:15 PM | 46 | 0 | 0 | 0 | 46 |
| 11:30 AM | 12:30 PM | 32 | 0 | 0 | 0 | 32 |
| 11:45 AM | 12:45 PM | 26 | 0 | 0 | 0 | 26 |
| 12:00 PM | 1:00 PM | 14 | 0 | 0 | 0 | 14 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 13 | 0 | 0 | 0 | 13 |
| 4:15 PM | 5:15 PM | 9 | 0 | 0 | 0 | 9 |
| 4:30 PM | 5:30 PM | 10 | 0 | 0 | 0 | 10 |
| 4:45 PM | 5:45 PM | 11 | 0 | 0 | 0 | 11 |
| 5:00 PM | 6:00 PM | 15 | 0 | 0 | 0 | 15 |

**Harbor Plaza Back Access_Harbor** DATA OF COLLECTION: 11/9/2013 FDOT Peak Season Conversion Factor for Vehicles = 1.02

| Time | | NB | NB | NB | NB | SB | SB | SB | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | EB | WB | Int |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | End | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Total | Total | Total | Total | Total |
| 7:00 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 0 | 1 | 16 |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 |
| 7:45 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 |
| 8:00 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 9 | 0 | 3 | 12 |
| 11:15 AM | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 11 | 0 | 2 | 13 |
| 11:30 AM | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 2 | 11 |
| 11:45 AM | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 1 | 13 |
| 12:00 PM | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 15 | 0 | 3 | 18 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 |
| 4:30 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 |
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 |
| 5:00 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 1 | 18 |

| Time | | Pedestrian Volumes | | | | |
|---|---|---|---|---|---|---|
| Start | End | North | South | East | West | Total |
| 7:00 AM | 8:00 AM | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 8:15 AM | 2 | 0 | 0 | 0 | 2 |
| 7:30 AM | 8:30 AM | 1 | 0 | 0 | 0 | 1 |
| 7:45 AM | 8:45 AM | 1 | 0 | 0 | 0 | 1 |
| 8:00 AM | 9:00 AM | 2 | 0 | 0 | 0 | 2 |
| | | | | | | |
| 11:00 AM | 12:00 PM | 19 | 0 | 0 | 0 | 19 |
| 11:15 AM | 12:15 PM | 18 | 0 | 0 | 0 | 18 |
| 11:30 AM | 12:30 PM | 14 | 0 | 0 | 0 | 14 |
| 11:45 AM | 12:45 PM | 5 | 0 | 0 | 0 | 5 |
| 12:00 PM | 1:00 PM | 7 | 0 | 0 | 0 | 7 |
| | | | | | | |
| 4:00 PM | 5:00 PM | 1 | 0 | 0 | 0 | 1 |
| 4:15 PM | 5:15 PM | 1 | 0 | 0 | 0 | 1 |
| 4:30 PM | 5:30 PM | 2 | 0 | 0 | 0 | 2 |
| 4:45 PM | 5:45 PM | 2 | 0 | 0 | 0 | 2 |
| 5:00 PM | 6:00 PM | 3 | 0 | 0 | 0 | 3 |

# Appendix C

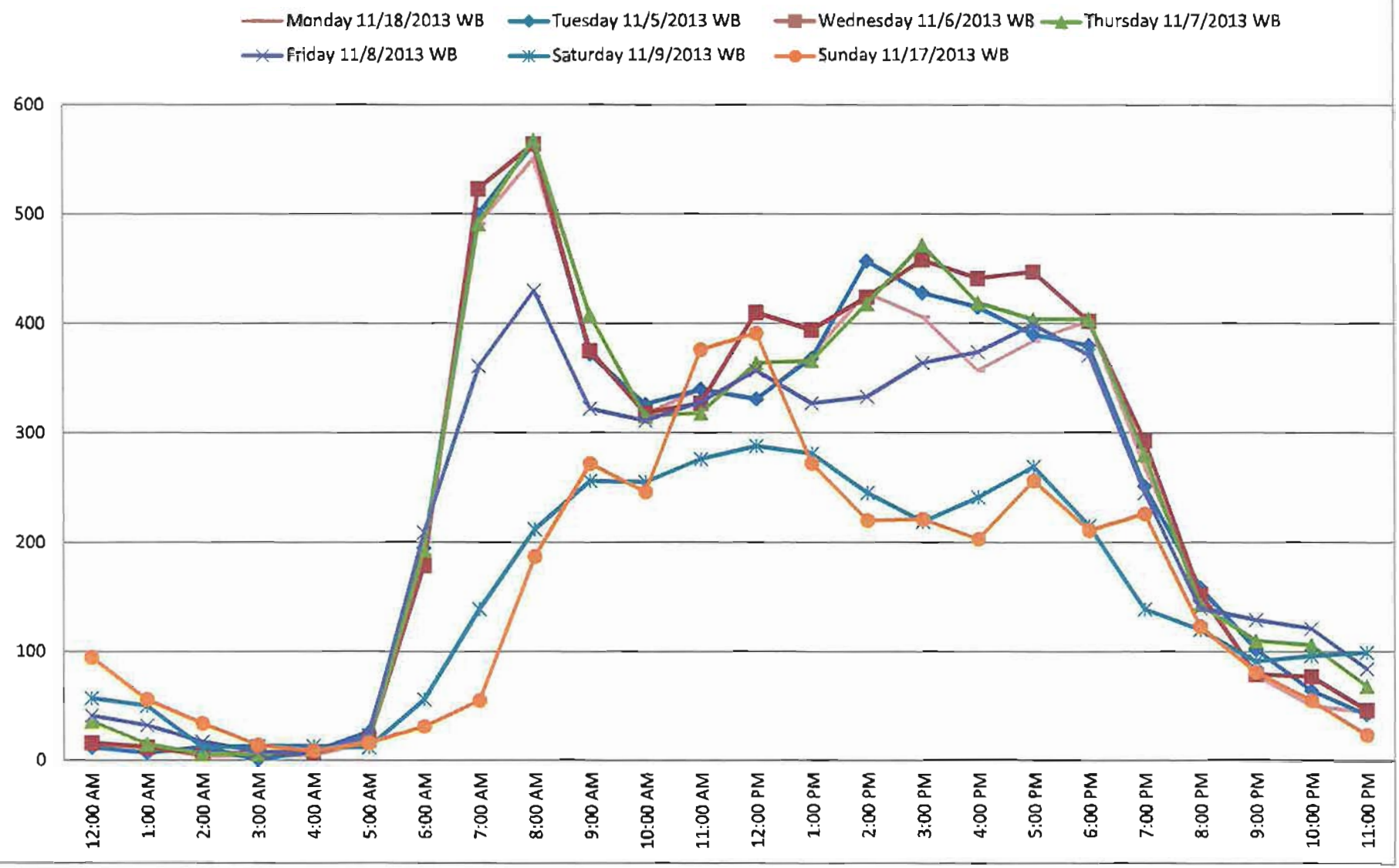
## 7 Day, 24 Hour Tube Counts

Harbor Dr Roundabout

| Vehicles Per Hour | | Monday | Monday | Monday | Tuesday | Tuesday | Tuesday | Wednesday | Wednesday | Wednesday | Thursday | Thursday | Thursday | Friday | Friday | Friday | Saturday | Saturday | Saturday | Sunday | Sunday | Sunday |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | | 11/18/2013 | 11/18/2013 | 11/18/2013 | 11/5/2013 | 11/5/2013 | 11/5/2013 | 11/6/2013 | 11/6/2013 | 11/6/2013 | 11/7/2013 | 11/7/2013 | 11/7/2013 | 11/8/2013 | 11/8/2013 | 11/8/2013 | 11/9/2013 | 11/9/2013 | 11/9/2013 | 11/17/2013 | 11/17/2013 | 11/17/2013 |
| Start | End | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB |
| 0:00 | 1:00 AM | 14 | 15 | 29 | 14 | 12 | 26 | 15 | 16 | 31 | 28 | 36 | 64 | 26 | 41 | 67 | 52 | 57 | 109 | 76 | 95 | 171 |
| 1:00 AM | 2:00 AM | 6 | 13 | 19 | 6 | 7 | 13 | 13 | 12 | 25 | 12 | 15 | 27 | 18 | 32 | 50 | 33 | 50 | 83 | 44 | 56 | 100 |
| 2:00 AM | 3:00 AM | 7 | 3 | 10 | 13 | 12 | 25 | 8 | 6 | 14 | 6 | 6 | 12 | 12 | 17 | 29 | 10 | 12 | 22 | 25 | 34 | 59 |
| 3:00 AM | 4:00 AM | 3 | 5 | 8 | 5 | 1 | 6 | 4 | 7 | 11 | 5 | 6 | 11 | 6 | 8 | 14 | 15 | 13 | 28 | 12 | 14 | 26 |
| 4:00 AM | 5:00 AM | 9 | 4 | 13 | 7 | 8 | 15 | 6 | 7 | 13 | 9 | 10 | 19 | 15 | 7 | 28 | 13 | 13 | 26 | 6 | 9 | 15 |
| 5:00 AM | 6:00 AM | 21 | 17 | 38 | 38 | 26 | 64 | 30 | 19 | 49 | 23 | 18 | 41 | 35 | 23 | 58 | 23 | 17 | 40 | 20 | 16 | 36 |
| 6:00 AM | 7:00 AM | 161 | 188 | 349 | 166 | 195 | 361 | 160 | 179 | 339 | 174 | 193 | 367 | 153 | 208 | 362 | 65 | 56 | 121 | 40 | 31 | 71 |
| 7:00 AM | 8:00 AM | 500 | 491 | 991 | 539 | 500 | 1,039 | 518 | 522 | 1,041 | 527 | 491 | 1,018 | 321 | 361 | 682 | 139 | 139 | 278 | 68 | 55 | 123 |
| 8:00 AM | 9:00 AM | 638 | 551 | 1,189 | 592 | 564 | 1,156 | 599 | 564 | 1,163 | 588 | 568 | 1,156 | 476 | 430 | 906 | 203 | 212 | 415 | 149 | 187 | 336 |
| 9:00 AM | 10:00 AM | 512 | 377 | 889 | 525 | 372 | 897 | 519 | 376 | 894 | 555 | 408 | 963 | 447 | 322 | 769 | 286 | 256 | 542 | 246 | 272 | 518 |
| 10:00 AM | 11:00 AM | 344 | 317 | 661 | 405 | 326 | 731 | 380 | 318 | 698 | 401 | 315 | 716 | 412 | 311 | 723 | 330 | 255 | 585 | 273 | 246 | 519 |
| 11:00 AM | 12:00 PM | 388 | 340 | 728 | 428 | 340 | 768 | 402 | 327 | 729 | 390 | 318 | 708 | 438 | 328 | 766 | 399 | 276 | 675 | 325 | 376 | 701 |
| 12:00 PM | 1:00 PM | 450 | 330 | 780 | 462 | 331 | 793 | 462 | 410 | 872 | 446 | 384 | 830 | 442 | 357 | 799 | 398 | 288 | 686 | 466 | 391 | 857 |
| 1:00 PM | 2:00 PM | 417 | 371 | 788 | 426 | 368 | 794 | 427 | 394 | 821 | 413 | 356 | 769 | 392 | 327 | 719 | 345 | 281 | 627 | 445 | 272 | 717 |
| 2:00 PM | 3:00 PM | 462 | 428 | 890 | 490 | 457 | 953 | 568 | 424 | 992 | 485 | 418 | 903 | 422 | 333 | 755 | 325 | 245 | 570 | 269 | 220 | 489 |
| 3:00 PM | 4:00 PM | 647 | 406 | 1,053 | 661 | 428 | 1,089 | 593 | 458 | 1,051 | 639 | 472 | 1,111 | 520 | 384 | 884 | 318 | 218 | 537 | 286 | 221 | 487 |
| 4:00 PM | 5:00 PM | 505 | 357 | 862 | 536 | 415 | 951 | 603 | 441 | 1,044 | 531 | 419 | 950 | 453 | 374 | 827 | 279 | 241 | 520 | 226 | 803 | 429 |
| 5:00 PM | 6:00 PM | 417 | 384 | 801 | 480 | 390 | 870 | 418 | 447 | 865 | 451 | 404 | 855 | 386 | 399 | 785 | 241 | 269 | 510 | 222 | 256 | 478 |
| 6:00 PM | 7:00 PM | 296 | 402 | 698 | 324 | 380 | 704 | 380 | 402 | 782 | 363 | 404 | 767 | 328 | 371 | 699 | 301 | 215 | 516 | 247 | 211 | 458 |
| 7:00 PM | 8:00 PM | 214 | 269 | 483 | 218 | 251 | 466 | 212 | 293 | 505 | 256 | 280 | 536 | 247 | 245 | 492 | 173 | 139 | 311 | 167 | 226 | 393 |
| 8:00 PM | 9:00 PM | 131 | 157 | 288 | 122 | 159 | 281 | 174 | 153 | 327 | 158 | 143 | 302 | 180 | 140 | 320 | 152 | 120 | 272 | 239 | 123 | 362 |
| 9:00 PM | 10:00 PM | 81 | 78 | 159 | 111 | 102 | 213 | 90 | 79 | 169 | 102 | 110 | 212 | 137 | 129 | 266 | 99 | 91 | 190 | 111 | 81 | 192 |
| 10:00 PM | 11:00 PM | 74 | 50 | 124 | 58 | 64 | 120 | 110 | 77 | 187 | 98 | 106 | 204 | 131 | 121 | 252 | 77 | 96 | 173 | 56 | 65 | 121 |
| 11:00 PM | 12:00 AM | 21 | 44 | 65 | 33 | 42 | 75 | 30 | 46 | 76 | 38 | 68 | 106 | 63 | 84 | 147 | 70 | 99 | 169 | 19 | 23 | 42 |
| ADT | | 6,318 | 5,597 | 11,915 | 6,852 | 5,750 | 12,602 | 8,721 | 5,977 | 12,698 | 6,699 | 5,939 | 12,637 | 6,065 | 5,333 | 11,398 | 4,333 | 3,654 | 7,987 | 4,017 | 3,573 | 7,590 |
| AM Peak | Hour | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM |
| | Volume | 638 | 551 | 1,189 | 592 | 564 | 1,156 | 599 | 564 | 1,163 | 588 | 568 | 1,156 | 476 | 430 | 906 | 369 | 276 | 675 | 325 | 376 | 701 |
| PM Peak | Hour | 4:00 PM | 3:00 PM | 4:00 PM | 4:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 4:00 PM | 4:00 PM | 4:00 PM | 4:00 PM | 4:00 PM | 4:00 PM | 6:00 PM | 4:00 PM | 1:00 PM | 1:00 PM | 1:00 PM | 1:00 PM | 1:00 PM | 1:00 PM |
| | Volume | 647 | 428 | 1,053 | 661 | 457 | 1,089 | 603 | 458 | 1,051 | 639 | 472 | 1,111 | 520 | 384 | 884 | 398 | 288 | 686 | 466 | 391 | 857 |

11/05/2013- 11/18/2013

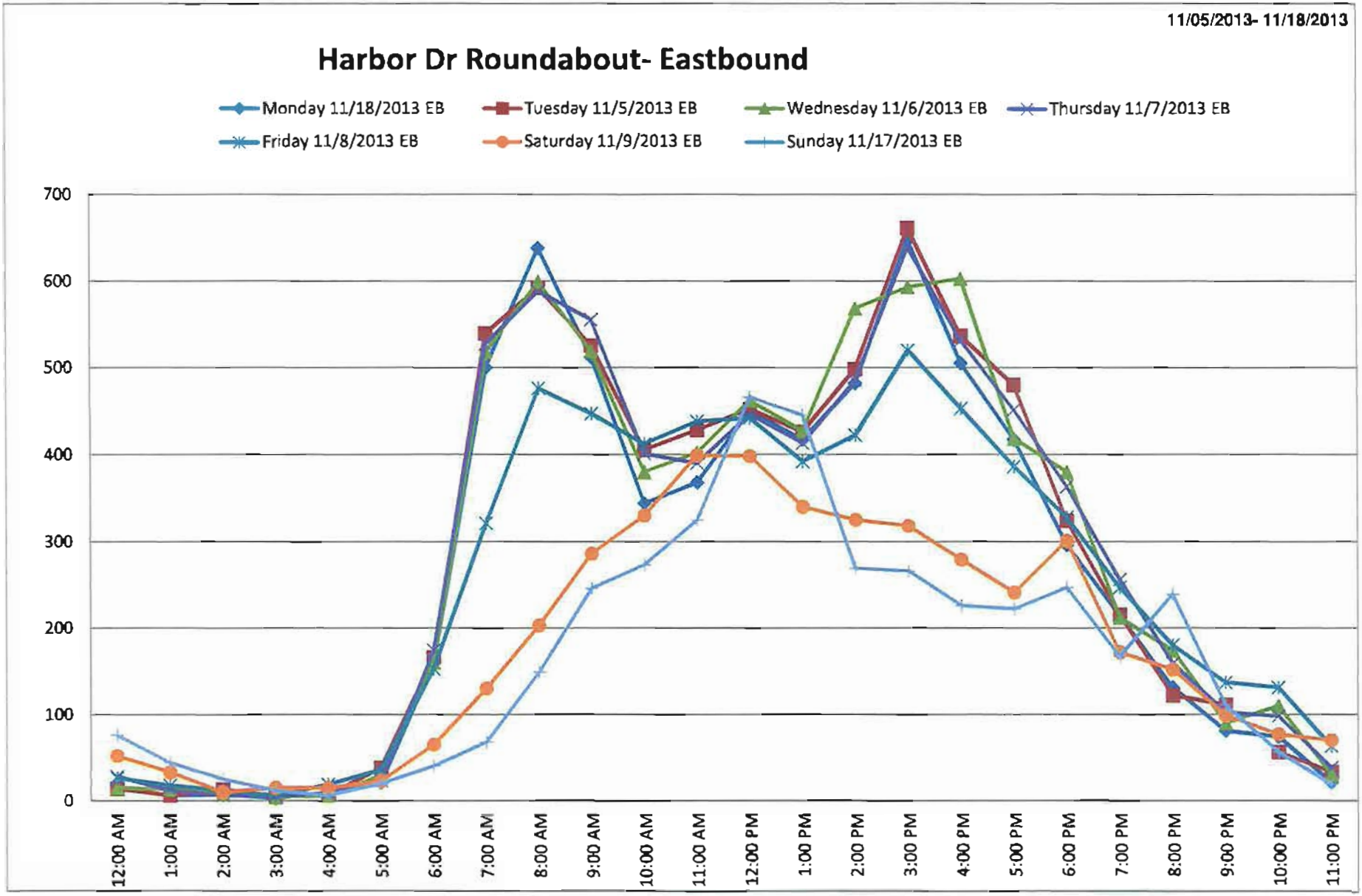
# Harbor Drive Roundabout- Westbound




ATKINS

11/05/2013- 11/18/2013

# Harbor Dr Roundabout- Eastbound

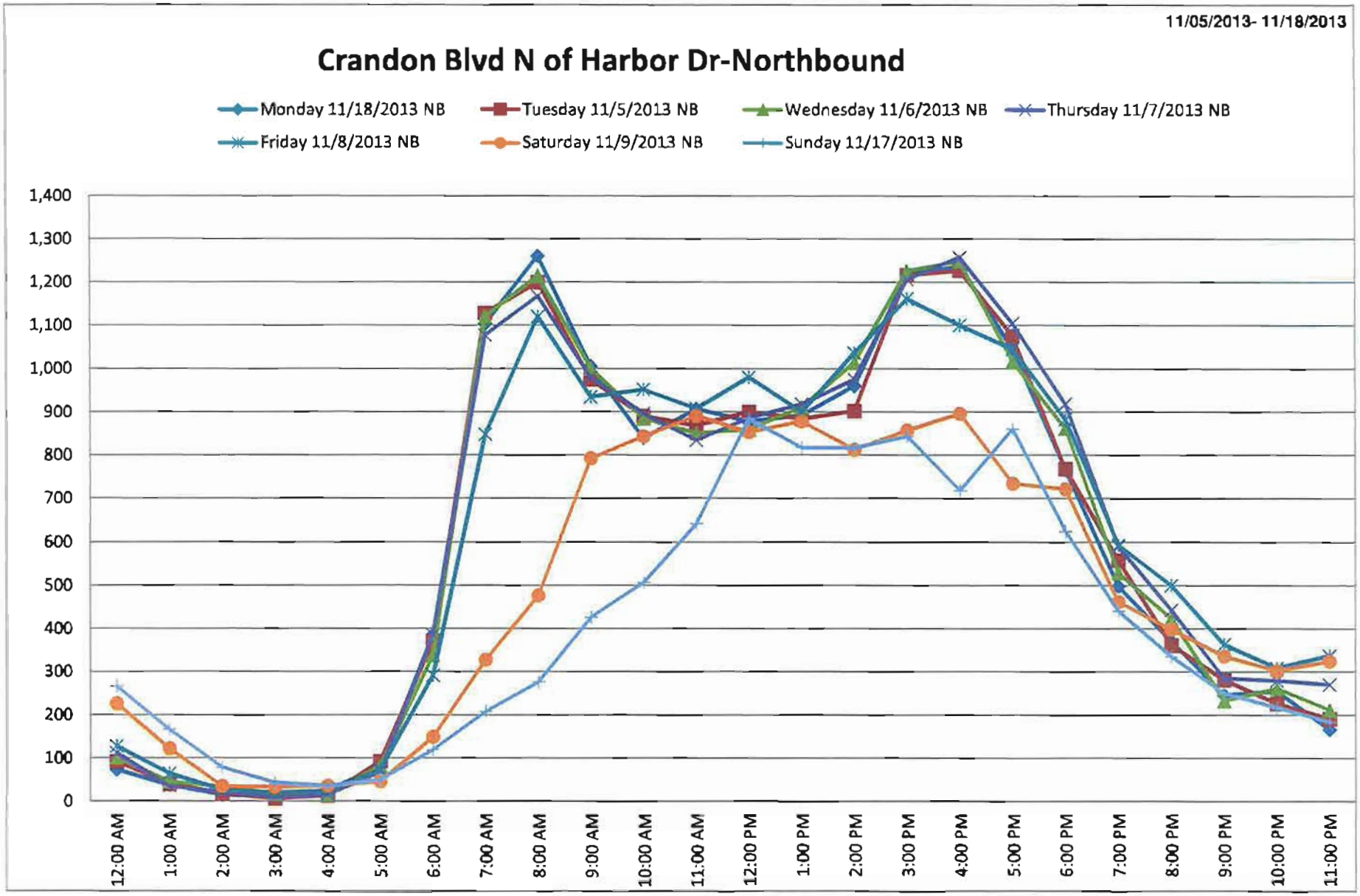


Crandon Blvd N of Harbor Dr

| Vehicles Per Hour | | Monday | Monday | Monday | Tuesday | Tuesday | Tuesday | Wednesday | Wednesday | Wednesday | Thursday | Thursday | Thursday | Friday | Friday | Friday | Saturday | Saturday | Saturday | Sunday | Sunday | Sunday |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | | 11/18/2013 | 11/18/2013 | 11/18/2013 | 11/5/2013 | 11/5/2013 | 11/5/2013 | 11/6/2013 | 11/6/2013 | 11/6/2013 | 11/7/2013 | 11/7/2013 | 11/7/2013 | 11/8/2013 | 11/8/2013 | 11/8/2013 | 11/9/2013 | 11/9/2013 | 11/9/2013 | 11/17/2013 | 11/17/2013 | 11/17/2013 |
| Start | End | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB |
| 0:00 | 1:00 AM | 73 | 73 | 146 | 92 | 89 | 181 | 101 | 95 | 196 | 111 | 127 | 238 | 127 | 167 | 294 | 226 | 256 | 482 | 266 | 303 | 569 |
| 1:00 AM | 2:00 AM | 37 | 63 | 100 | 40 | 46 | 86 | 46 | 46 | 92 | 34 | 52 | 86 | 64 | 109 | 173 | 122 | 163 | 285 | 166 | 193 | 359 |
| 2:00 AM | 3:00 AM | 15 | 19 | 34 | 18 | 11 | 29 | 33 | 22 | 55 | 21 | 19 | 40 | 26 | 59 | 85 | 35 | 72 | 107 | 78 | 118 | 196 |
| 3:00 AM | 4:00 AM | 10 | 18 | 28 | 8 | 13 | 21 | 17 | 21 | 38 | 9 | 24 | 33 | 20 | 34 | 54 | 33 | 65 | 98 | 43 | 65 | 108 |
| 4:00 AM | 5:00 AM | 25 | 32 | 57 | 13 | 40 | 53 | 16 | 44 | 60 | 15 | 50 | 65 | 24 | 43 | 67 | 36 | 77 | 113 | 86 | 72 | 158 |
| 5:00 AM | 6:00 AM | 80 | 135 | 215 | 92 | 128 | 220 | 81 | 124 | 205 | 68 | 124 | 192 | 72 | 126 | 199 | 44 | 120 | 164 | 50 | 121 | 171 |
| 6:00 AM | 7:00 AM | 385 | 535 | 920 | 370 | 552 | 922 | 538 | 514 | 852 | 385 | 558 | 943 | 291 | 514 | 805 | 145 | 448 | 593 | 115 | 223 | 342 |
| 7:00 AM | 8:00 AM | 1,103 | 835 | 1,938 | 1,128 | 886 | 2,014 | 1,120 | 921 | 2,041 | 1,077 | 875 | 1,952 | 848 | 884 | 1,732 | 327 | 638 | 965 | 208 | 260 | 468 |
| 8:00 AM | 9:00 AM | 1,260 | 982 | 2,242 | 1,199 | 1,038 | 2,237 | 1,214 | 1,010 | 2,224 | 1,157 | 968 | 2,135 | 1,120 | 959 | 2,079 | 476 | 611 | 1,087 | 276 | 344 | 620 |
| 9:00 AM | 10:00 AM | 1,005 | 939 | 1,944 | 975 | 953 | 1,928 | 1,001 | 933 | 1,934 | 980 | 970 | 1,950 | 935 | 946 | 1,881 | 792 | 630 | 1,422 | 426 | 467 | 893 |
| 10:00 AM | 11:00 AM | 839 | 803 | 1,642 | 890 | 856 | 1,746 | 885 | 858 | 1,743 | 897 | 907 | 1,804 | 952 | 797 | 1,749 | 843 | 697 | 1,540 | 507 | 529 | 1,036 |
| 11:00 AM | 12:00 PM | 907 | 718 | 1,625 | 868 | 796 | 1,664 | 851 | 855 | 1,706 | 834 | 856 | 1,690 | 908 | 863 | 1,771 | 891 | 698 | 1,589 | 642 | 631 | 1,273 |
| 12:00 PM | 1:00 PM | 878 | 747 | 1,625 | 900 | 798 | 1,698 | 859 | 939 | 1,798 | 886 | 810 | 1,696 | 980 | 844 | 1,824 | 853 | 768 | 1,621 | 884 | 720 | 1,604 |
| 1:00 PM | 2:00 PM | 892 | 764 | 1,656 | 884 | 825 | 1,709 | 911 | 902 | 1,813 | 918 | 800 | 1,718 | 920 | 838 | 1,758 | 878 | 778 | 1,656 | 817 | 686 | 1,503 |
| 2:00 PM | 3:00 PM | 960 | 889 | 1,849 | 902 | 864 | 1,766 | 1,014 | 906 | 1,920 | 975 | 786 | 1,761 | 1,036 | 883 | 1,919 | 812 | 748 | 1,560 | 817 | 826 | 1,643 |
| 3:00 PM | 4:00 PM | 1,217 | 949 | 2,166 | 1,216 | 930 | 2,146 | 1,226 | 970 | 2,196 | 1,206 | 921 | 2,127 | 1,161 | 935 | 2,097 | 857 | 839 | 1,696 | 843 | 766 | 1,609 |
| 4:00 PM | 5:00 PM | 1,236 | 945 | 2,181 | 1,227 | 948 | 2,175 | 1,248 | 938 | 2,186 | 1,257 | 967 | 2,224 | 1,100 | 1,024 | 2,124 | 896 | 784 | 1,680 | 718 | 682 | 1,400 |
| 5:00 PM | 6:00 PM | 1,045 | 1,004 | 2,049 | 1,075 | 962 | 2,037 | 1,016 | 1,018 | 2,034 | 1,104 | 771 | 1,875 | 1,045 | 1,036 | 2,081 | 794 | 824 | 1,558 | 861 | 648 | 1,509 |
| 6:00 PM | 7:00 PM | 765 | 1,148 | 1,914 | 768 | 1,092 | 1,860 | 862 | 1,078 | 1,940 | 919 | 874 | 1,793 | 883 | 1,016 | 1,899 | 721 | 664 | 1,385 | 625 | 624 | 1,249 |
| 7:00 PM | 8:00 PM | 498 | 835 | 1,333 | 558 | 886 | 1,444 | 529 | 815 | 1,344 | 590 | 675 | 1,265 | 593 | 760 | 1,353 | 462 | 558 | 1,020 | 441 | 488 | 929 |
| 8:00 PM | 9:00 PM | 371 | 467 | 838 | 361 | 576 | 937 | 422 | 560 | 982 | 443 | 422 | 865 | 500 | 539 | 1,039 | 398 | 453 | 851 | 335 | 497 | 832 |
| 9:00 PM | 10:00 PM | 246 | 350 | 596 | 281 | 423 | 704 | 233 | 397 | 630 | 284 | 427 | 711 | 363 | 463 | 826 | 336 | 382 | 718 | 250 | 350 | 600 |
| 10:00 PM | 11:00 PM | 255 | 279 | 534 | 226 | 339 | 565 | 261 | 338 | 599 | 278 | 447 | 725 | 308 | 439 | 747 | 302 | 479 | 781 | 217 | 296 | 513 |
| 11:00 PM | 12:00 AM | 166 | 204 | 370 | 191 | 192 | 383 | 212 | 243 | 455 | 276 | 302 | 572 | 337 | 366 | 703 | 324 | 398 | 722 | 184 | 149 | 333 |
| ADT | | 14,269 | 13,733 | 28,002 | 14,280 | 14,245 | 28,525 | 14,497 | 14,547 | 29,044 | 14,729 | 13,732 | 28,461 | 14,594 | 14,645 | 29,239 | 11,549 | 12,150 | 23,699 | 9,809 | 10,048 | 19,857 |
| AM Peak | Hour | 8:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 8:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 10:00 AM | 9:00 AM | 9:00 AM | 8:00 AM | 8:00 AM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM |
| | Volume | 1,260 | 982 | 2,242 | 1,199 | 1,038 | 2,237 | 1,214 | 1,010 | 2,224 | 1,157 | 870 | 2,135 | 1,120 | 959 | 2,079 | 891 | 698 | 1,589 | 642 | 631 | 1,272 |
| PM Peak | Hour | 5:00 PM | 7:00 PM | 5:00 PM | 5:00 PM | 7:00 PM | 5:00 PM | 5:00 PM | 7:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 5:00 PM | 4:00 PM | 6:00 PM | 5:00 PM | 5:00 PM | 4:00 PM | 4:00 PM | 1:00 PM | 3:00 PM | 3:00 PM |
| | Volume | 1,236 | 1,148 | 2,181 | 1,227 | 1,092 | 2,175 | 1,248 | 1,078 | 2,196 | 1,257 | 987 | 2,224 | 1,161 | 1,036 | 2,124 | 896 | 839 | 1,696 | 884 | 826 | 1,643 |

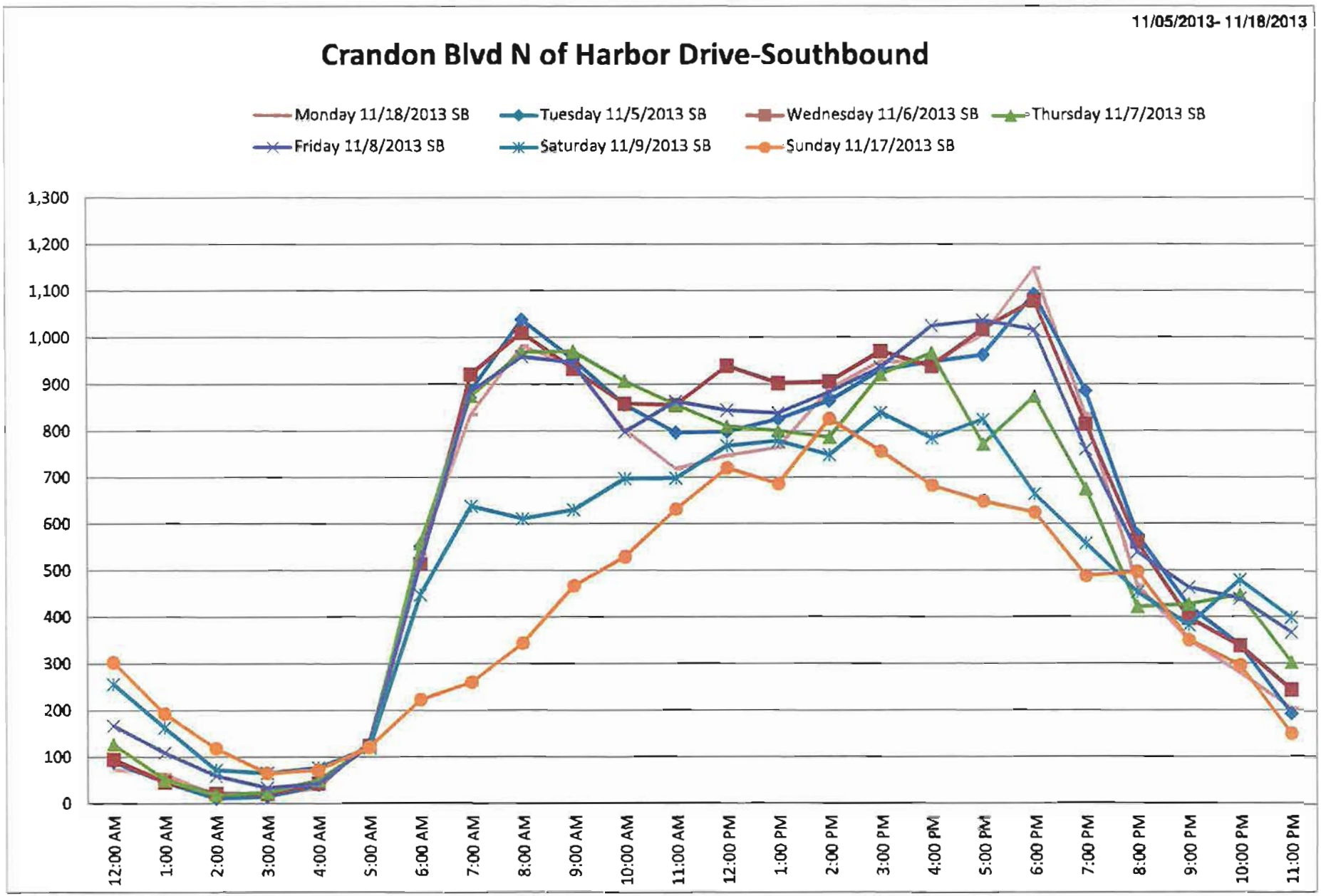
11/05/2013- 11/18/2013

# Crandon Blvd N of Harbor Dr-Northbound



11/05/2013- 11/18/2013

# Crandon Blvd N of Harbor Drive-Southbound

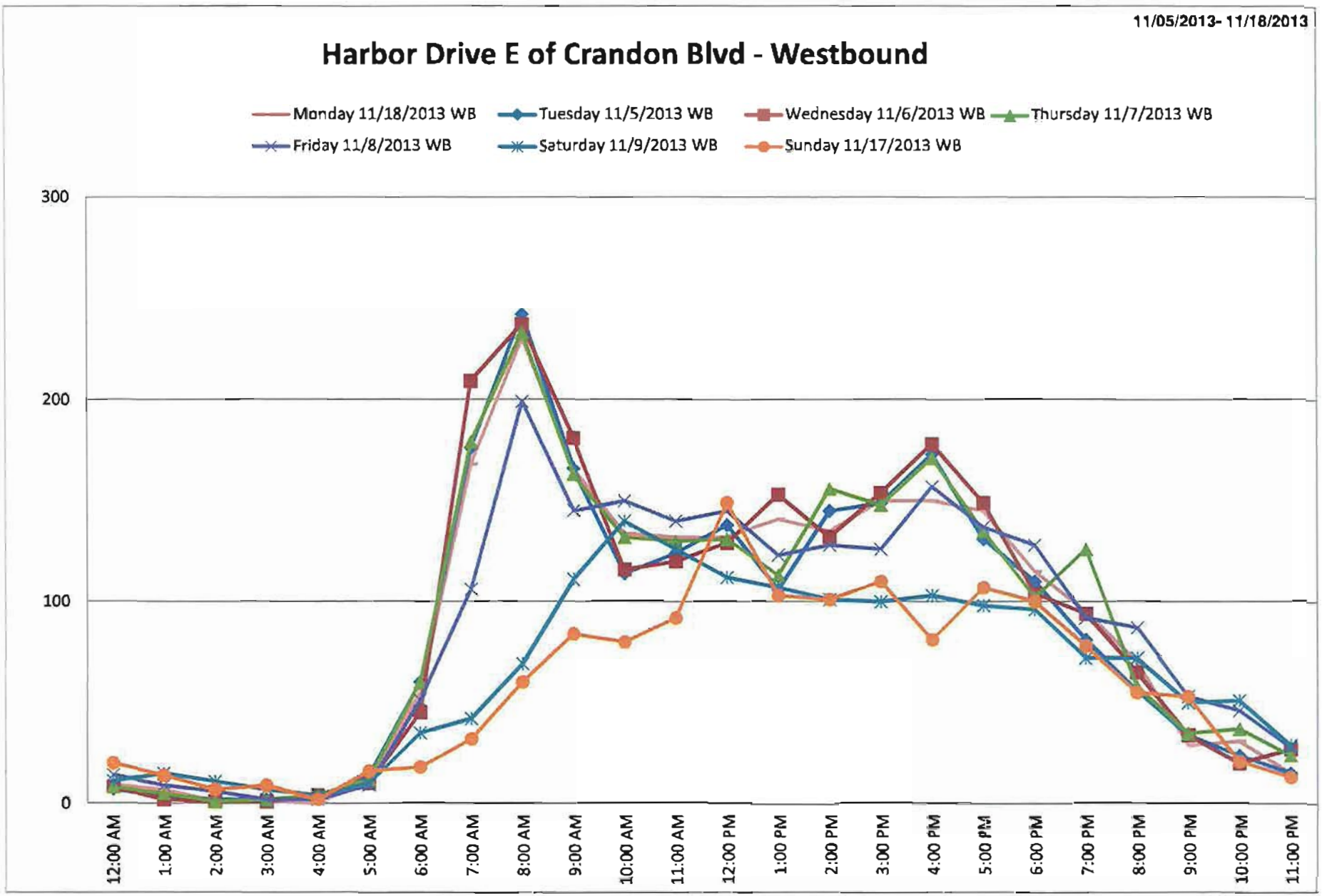


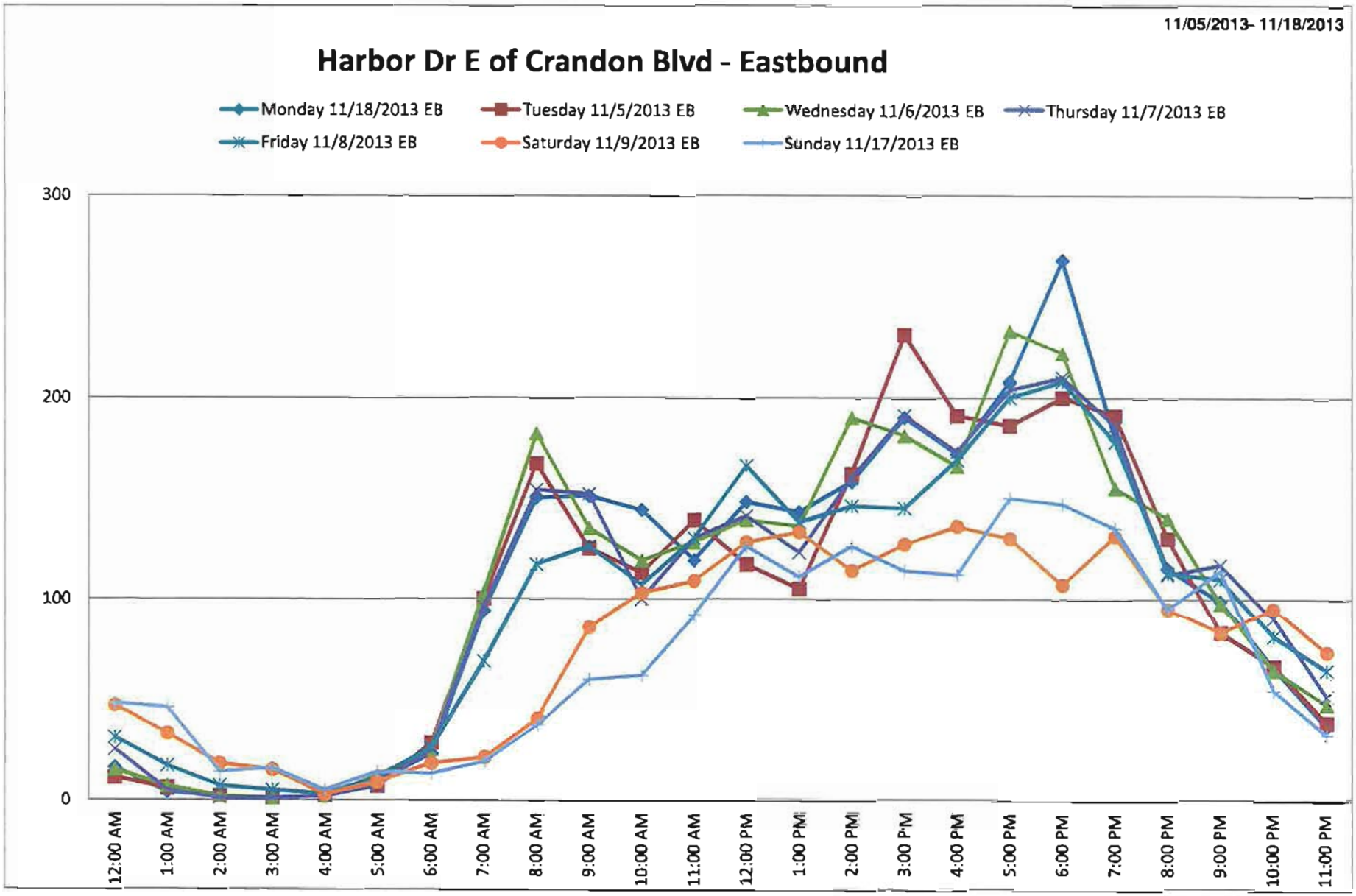
Harbor Dr E of Crandon Blvd

| Vehicles Per Hour | | Monday | Monday | Monday | Tuesday | Tuesday | Tuesday | Wednesday | Wednesday | Wednesday | Thursday | Thursday | Thursday | Friday | Friday | Friday | Saturday | Saturday | Saturday | Sunday | Sunday | Sunday |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | | 11/18/2013 | 11/18/2013 | 11/18/2013 | 11/5/2013 | 11/5/2013 | 11/5/2013 | 11/6/2013 | 11/6/2013 | 11/6/2013 | 11/7/2013 | 11/7/2013 | 11/7/2013 | 11/8/2013 | 11/8/2013 | 11/8/2013 | 11/9/2013 | 11/9/2013 | 11/9/2013 | 11/17/2013 | 11/17/2013 | 11/17/2013 |
| Start | End | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB |
| 0:00 | 1:00 AM | 16 | 9 | 25 | 11 | 7 | 18 | 15 | 8 | 23 | 25 | 8 | 33 | 31 | 14 | 45 | 47 | 11 | 58 | 46 | 20 | 66 |
| 1:00 AM | 2:00 AM | 4 | 7 | 11 | 6 | 3 | 9 | 7 | 2 | 9 | 5 | 5 | 10 | 17 | 9 | 26 | 33 | 15 | 48 | 46 | 14 | 60 |
| 2:00 AM | 3:00 AM | 2 | 1 | 3 | 3 | 2 | 4 | 2 | 1 | 3 | 1 | 1 | 2 | 7 | 6 | 13 | 13 | 11 | 24 | 14 | 7 | 21 |
| 3:00 AM | 4:00 AM | 1 | 1 | 2 | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 3 | 5 | 2 | 7 | 15 | 7 | 22 | 16 | 9 | 25 |
| 4:00 AM | 5:00 AM | 2 | 0 | 2 | 2 | 3 | 5 | 2 | 4 | 6 | 2 | 4 | 6 | 3 | 2 | 5 | 3 | 4 | 7 | 5 | 2 | 7 |
| 5:00 AM | 6:00 AM | 9 | 11 | 20 | 7 | 14 | 21 | 12 | 10 | 22 | 7 | 12 | 19 | 11 | 9 | 20 | 9 | 10 | 19 | 14 | 16 | 30 |
| 6:00 AM | 7:00 AM | 23 | 55 | 78 | 28 | 60 | 88 | 26 | 45 | 70 | 25 | 60 | 85 | 26 | 51 | 77 | 18 | 35 | 53 | 13 | 18 | 31 |
| 7:00 AM | 8:00 AM | 94 | 168 | 262 | 100 | 176 | 276 | 103 | 209 | 312 | 96 | 179 | 275 | 69 | 105 | 175 | 21 | 42 | 63 | 19 | 32 | 51 |
| 8:00 AM | 9:00 AM | 150 | 230 | 380 | 167 | 242 | 409 | 182 | 237 | 419 | 154 | 233 | 387 | 117 | 199 | 316 | 40 | 69 | 109 | 37 | 60 | 97 |
| 9:00 AM | 10:00 AM | 151 | 166 | 317 | 125 | 166 | 291 | 135 | 181 | 316 | 152 | 163 | 315 | 126 | 145 | 271 | 85 | 111 | 197 | 60 | 84 | 144 |
| 10:00 AM | 11:00 AM | 142 | 134 | 276 | 113 | 114 | 227 | 119 | 116 | 235 | 100 | 132 | 232 | 107 | 160 | 267 | 103 | 140 | 243 | 82 | 80 | 162 |
| 11:00 AM | 12:00 PM | 119 | 132 | 251 | 139 | 124 | 263 | 128 | 120 | 248 | 130 | 130 | 260 | 130 | 140 | 270 | 109 | 126 | 235 | 82 | 92 | 184 |
| 12:00 PM | 1:00 PM | 148 | 132 | 280 | 117 | 138 | 255 | 139 | 129 | 268 | 141 | 131 | 272 | 166 | 145 | 311 | 128 | 112 | 240 | 126 | 149 | 275 |
| 1:00 PM | 2:00 PM | 143 | 141 | 284 | 105 | 106 | 211 | 138 | 151 | 289 | 123 | 113 | 236 | 138 | 120 | 258 | 133 | 107 | 240 | 111 | 103 | 214 |
| 2:00 PM | 3:00 PM | 158 | 135 | 293 | 162 | 145 | 307 | 190 | 132 | 322 | 160 | 156 | 316 | 146 | 128 | 274 | 114 | 101 | 215 | 126 | 101 | 227 |
| 3:00 PM | 4:00 PM | 190 | 150 | 340 | 231 | 149 | 380 | 181 | 154 | 335 | 191 | 148 | 339 | 145 | 126 | 271 | 127 | 100 | 227 | 114 | 110 | 224 |
| 4:00 PM | 5:00 PM | 172 | 150 | 322 | 191 | 173 | 364 | 166 | 178 | 344 | 173 | 171 | 344 | 169 | 157 | 326 | 136 | 103 | 239 | 112 | 81 | 193 |
| 5:00 PM | 6:00 PM | 208 | 145 | 353 | 186 | 131 | 317 | 233 | 149 | 382 | 204 | 135 | 339 | 200 | 137 | 337 | 130 | 98 | 228 | 150 | 107 | 257 |
| 6:00 PM | 7:00 PM | 268 | 115 | 383 | 200 | 110 | 310 | 222 | 104 | 326 | 210 | 102 | 312 | 208 | 128 | 336 | 107 | 96 | 203 | 147 | 100 | 247 |
| 7:00 PM | 8:00 PM | 180 | 95 | 275 | 191 | 81 | 272 | 156 | 94 | 249 | 186 | 128 | 314 | 178 | 92 | 270 | 131 | 72 | 203 | 135 | 78 | 213 |
| 8:00 PM | 9:00 PM | 115 | 70 | 185 | 130 | 56 | 186 | 140 | 63 | 203 | 112 | 58 | 170 | 113 | 87 | 200 | 95 | 72 | 167 | 85 | 55 | 140 |
| 9:00 PM | 10:00 PM | 99 | 29 | 128 | 83 | 34 | 117 | 98 | 34 | 132 | 117 | 35 | 152 | 110 | 53 | 163 | 80 | 50 | 130 | 114 | 53 | 167 |
| 10:00 PM | 11:00 PM | 65 | 31 | 96 | 66 | 24 | 90 | 64 | 20 | 84 | 90 | 37 | 127 | 81 | 46 | 127 | 95 | 51 | 146 | 54 | 21 | 75 |
| 11:00 PM | 12:00 AM | 36 | 15 | 51 | 38 | 15 | 53 | 47 | 27 | 74 | 51 | 24 | 75 | 64 | 28 | 92 | 73 | 29 | 102 | 32 | 13 | 45 |
| ADT | | 2,497 | 2,122 | 4,619 | 2,401 | 2,075 | 4,476 | 2,502 | 2,173 | 4,675 | 2,456 | 2,165 | 4,621 | 2,367 | 2,093 | 4,460 | 1,854 | 1,572 | 3,426 | 1,742 | 1,405 | 3,147 |
| AM Peak | Hour | 10:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 12:00 PM | 9:00 AM | 9:00 AM | 12:00 PM | 11:00 AM | 11:00 AM | 12:00 PM | 12:00 PM | 12:00 PM |
| | Volume | 151 | 230 | 380 | 167 | 242 | 409 | 182 | 237 | 419 | 154 | 233 | 387 | 130 | 199 | 316 | 109 | 140 | 243 | 82 | 92 | 164 |
| PM Peak | Hour | 7:00 PM | 4:00 PM | 7:00 PM | 4:00 PM | 5:00 PM | 4:00 PM | 6:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 5:00 PM | 5:00 PM | 7:00 PM | 5:00 PM | 6:00 PM | 5:00 PM | 1:00 PM | 1:00 PM | 6:00 PM | 1:00 PM | 1:00 PM |
| | Volume | 268 | 150 | 383 | 231 | 173 | 380 | 233 | 178 | 382 | 210 | 171 | 344 | 208 | 167 | 337 | 136 | 112 | 240 | 150 | 149 | 279 |

11/05/2013- 11/18/2013

# Harbor Drive E of Crandon Blvd - Westbound




11/05/2013- 11/18/2013
Harbor Dr E of Crandon Blvd - Eastbound
Monday 11/18/2013 EB
Tuesday 11/5/2013 EB
Wednesday 11/6/2013 EB
Thursday 11/7/2013 EB
Friday 11/8/2013 EB
Saturday 11/9/2013 EB
Sunday 11/17/2013 EB
300
200
100
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
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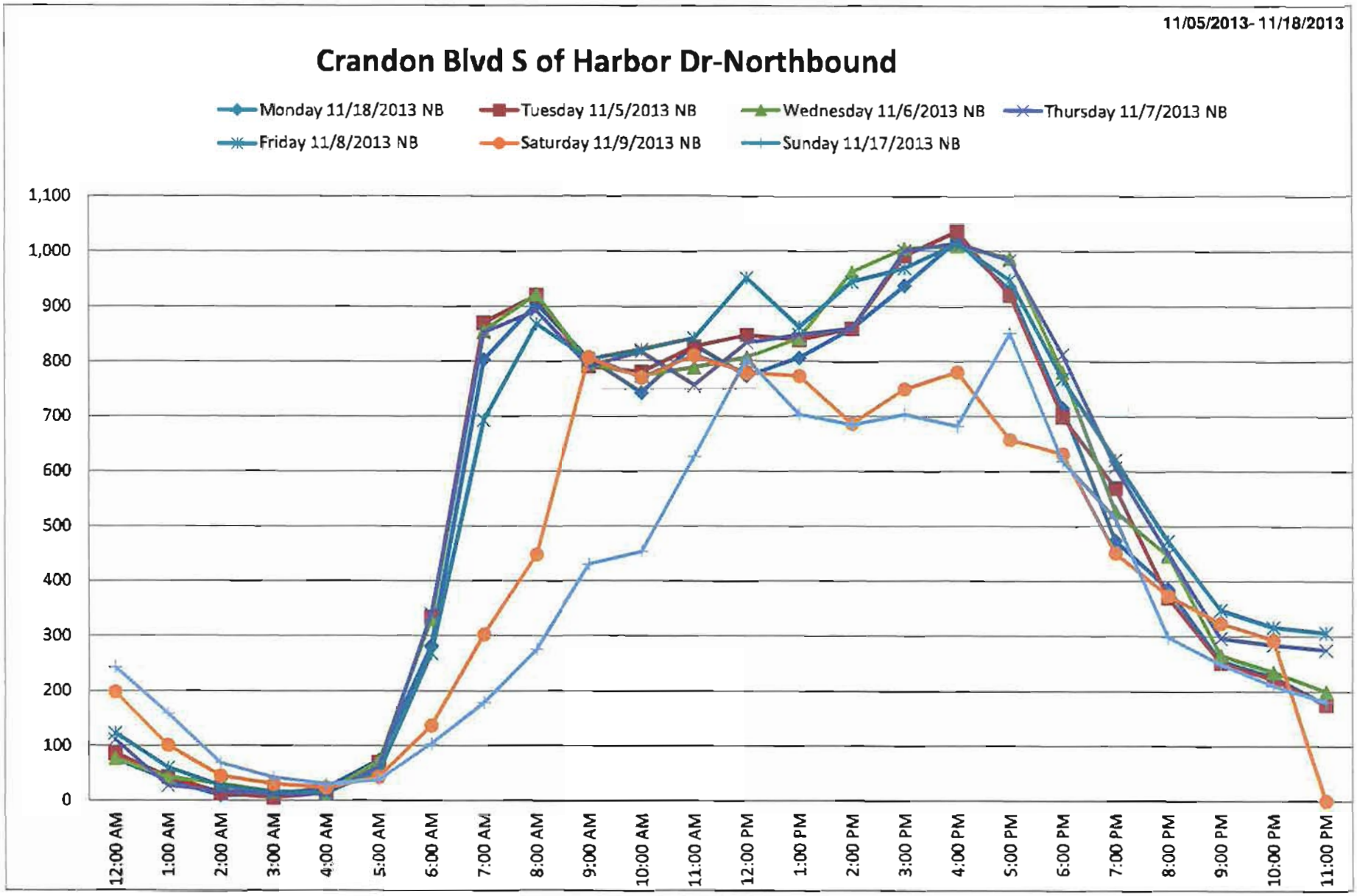
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM

Crandon Blvd S of Harbor Dr

| Vehicles Per Hour | | Monday | Monday | Monday | Tuesday | Tuesday | Tuesday | Wednesday | Wednesday | Wednesday | Thursday | Thursday | Thursday | Friday | Friday | Friday | Saturday | Saturday | Saturday | Sunday | Sunday | Sunday |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | | 11/18/2013 | 11/18/2013 | 11/18/2013 | 11/5/2013 | 11/5/2013 | 11/5/2013 | 11/6/2013 | 11/6/2013 | 11/6/2013 | 11/7/2013 | 11/7/2013 | 11/7/2013 | 11/8/2013 | 11/8/2013 | 11/8/2013 | 11/9/2013 | 11/9/2013 | 11/9/2013 | 11/17/2013 | 11/17/2013 | 11/17/2013 |
| Start | End | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB | NB | SB | NB+SB |
| 0:00 | 1:00 AM | 78 | 62 | 138 | 86 | 81 | 167 | 77 | 71 | 148 | 111 | 96 | 207 | 123 | 137 | 260 | 198 | 175 | 373 | 243 | 237 | 480 |
| 1:00 AM | 2:00 AM | 37 | 57 | 94 | 43 | 35 | 78 | 43 | 37 | 80 | 27 | 38 | 65 | 60 | 70 | 130 | 101 | 111 | 212 | 159 | 149 | 308 |
| 2:00 AM | 3:00 AM | 9 | 11 | 20 | 14 | 13 | 27 | 30 | 15 | 45 | 18 | 22 | 40 | 27 | 40 | 67 | 45 | 75 | 120 | 69 | 92 | 161 |
| 3:00 AM | 4:00 AM | 11 | 15 | 26 | 9 | 13 | 18 | 16 | 19 | 35 | 11 | 19 | 30 | 16 | 27 | 43 | 30 | 47 | 77 | 42 | 49 | 91 |
| 4:00 AM | 5:00 AM | 33 | 26 | 49 | 14 | 39 | 53 | 13 | 40 | 53 | 12 | 47 | 59 | 16 | 42 | 58 | 24 | 60 | 84 | 30 | 59 | 89 |
| 5:00 AM | 6:00 AM | 72 | 114 | 186 | 70 | 118 | 188 | 72 | 111 | 183 | 69 | 109 | 171 | 52 | 110 | 162 | 49 | 117 | 160 | 38 | 106 | 144 |
| 6:00 AM | 7:00 AM | 282 | 490 | 682 | 304 | 444 | 778 | 310 | 404 | 734 | 336 | 442 | 781 | 268 | 412 | 680 | 137 | 478 | 615 | 104 | 207 | 311 |
| 7:00 AM | 8:00 AM | 803 | 734 | 1,537 | 670 | 810 | 1,680 | 855 | 853 | 1,708 | 852 | 809 | 1,661 | 693 | 760 | 1,453 | 322 | 565 | 887 | 178 | 228 | 407 |
| 8:00 AM | 9:00 AM | 905 | 1,053 | 1,958 | 920 | 1,067 | 1,987 | 922 | 1,049 | 1,971 | 892 | 992 | 1,884 | 868 | 968 | 1,838 | 448 | 516 | 964 | 276 | 327 | 603 |
| 9:00 AM | 10:00 AM | 804 | 986 | 1,790 | 791 | 984 | 1,775 | 796 | 980 | 1,776 | 790 | 1,000 | 1,790 | 809 | 950 | 1,759 | 807 | 629 | 1,436 | 430 | 443 | 873 |
| 10:00 AM | 11:00 AM | 742 | 825 | 1,567 | 779 | 836 | 1,615 | 773 | 812 | 1,585 | 816 | 842 | 1,658 | 820 | 795 | 1,615 | 769 | 657 | 1,426 | 458 | 533 | 986 |
| 11:00 AM | 12:00 PM | 829 | 747 | 1,576 | 826 | 819 | 1,645 | 788 | 816 | 1,604 | 756 | 804 | 1,560 | 842 | 873 | 1,715 | 810 | 694 | 1,504 | 627 | 627 | 1,254 |
| 12:00 PM | 1:00 PM | 772 | 821 | 1,593 | 847 | 862 | 1,709 | 806 | 880 | 1,686 | 833 | 831 | 1,664 | 951 | 889 | 1,840 | 779 | 751 | 1,530 | 804 | 803 | 1,607 |
| 1:00 PM | 2:00 PM | 806 | 804 | 1,610 | 839 | 835 | 1,674 | 842 | 921 | 1,763 | 848 | 880 | 1,731 | 862 | 877 | 1,739 | 778 | 725 | 1,496 | 703 | 743 | 1,446 |
| 2:00 PM | 3:00 PM | 859 | 908 | 1,767 | 859 | 916 | 1,775 | 952 | 984 | 1,948 | 859 | 953 | 1,812 | 944 | 878 | 1,822 | 686 | 728 | 1,414 | 684 | 757 | 1,441 |
| 3:00 PM | 4:00 PM | 937 | 980 | 1,917 | 991 | 974 | 1,965 | 1,004 | 990 | 1,994 | 1,000 | 1,020 | 2,020 | 969 | 976 | 1,945 | 749 | 766 | 1,514 | 703 | 712 | 1,415 |
| 4:00 PM | 5:00 PM | 1,019 | 900 | 1,919 | 1,035 | 980 | 2,015 | 1,009 | 901 | 1,910 | 1,014 | 993 | 2,007 | 1,013 | 1,025 | 2,038 | 780 | 713 | 1,493 | 682 | 641 | 1,323 |
| 5:00 PM | 6:00 PM | 929 | 942 | 1,871 | 920 | 920 | 1,840 | 987 | 940 | 1,927 | 993 | 914 | 1,897 | 947 | 948 | 1,895 | 657 | 661 | 1,318 | 851 | 583 | 1,434 |
| 6:00 PM | 7:00 PM | 715 | 982 | 1,697 | 692 | 958 | 1,649 | 780 | 990 | 1,770 | 812 | 925 | 1,737 | 768 | 879 | 1,647 | 631 | 639 | 1,270 | 616 | 622 | 1,240 |
| 7:00 PM | 8:00 PM | 474 | 716 | 1,190 | 569 | 767 | 1,336 | 527 | 694 | 1,221 | 607 | 754 | 1,361 | 820 | 713 | 1,533 | 451 | 514 | 965 | 514 | 487 | 1,001 |
| 8:00 PM | 9:00 PM | 386 | 460 | 846 | 370 | 455 | 825 | 446 | 593 | 979 | 450 | 510 | 960 | 473 | 517 | 990 | 379 | 429 | 808 | 298 | 541 | 839 |
| 9:00 PM | 10:00 PM | 255 | 298 | 553 | 252 | 335 | 587 | 285 | 357 | 622 | 296 | 400 | 696 | 347 | 425 | 772 | 323 | 383 | 686 | 248 | 311 | 560 |
| 10:00 PM | 11:00 PM | 226 | 242 | 468 | 222 | 271 | 493 | 235 | 295 | 530 | 284 | 369 | 653 | 316 | 381 | 697 | 293 | 406 | 699 | 210 | 257 | 467 |
| 11:00 PM | 12:00 AM | 177 | 172 | 349 | 176 | 145 | 321 | 200 | 185 | 385 | 275 | 239 | 514 | 306 | 288 | 594 | 0 | 0 | 0 | 181 | 128 | 309 |
| ADT | | 12,156 | 13,255 | 25,405 | 12,531 | 13,669 | 26,200 | 12,778 | 13,877 | 26,655 | 12,947 | 14,011 | 26,958 | 13,104 | 13,980 | 27,084 | 10,209 | 10,807 | 21,016 | 9,147 | 9,642 | 18,789 |
| AM Peak | Hour | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 8:00 AM | 9:00 AM | 9:00 AM | 8:00 AM | 9:00 AM | 9:00 AM | 10:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM |
| | Volume | 905 | 1,053 | 1,958 | 920 | 1,067 | 1,987 | 922 | 1,049 | 1,971 | 892 | 1,000 | 1,884 | 868 | 968 | 1,838 | 810 | 694 | 1,504 | 627 | 627 | 1,254 |
| PM Peak | Hour | 5:00 PM | 7:00 PM | 5:00 PM | 5:00 PM | 5:00 PM | 5:00 PM | 5:00 PM | 4:00 PM | 4:00 PM | 5:00 PM | 4:00 PM | 4:00 PM | 5:00 PM | 5:00 PM | 5:00 PM | 5:00 PM | 4:00 PM | 1:00 PM | 5:00 PM | 1:00 PM | 1:00 PM |
| | Volume | 1,019 | 982 | 1,919 | 1,035 | 980 | 2,015 | 1,009 | 990 | 1,994 | 1,014 | 1,020 | 2,020 | 1,013 | 1,025 | 2,038 | 780 | 765 | 1,530 | 851 | 803 | 1,607 |

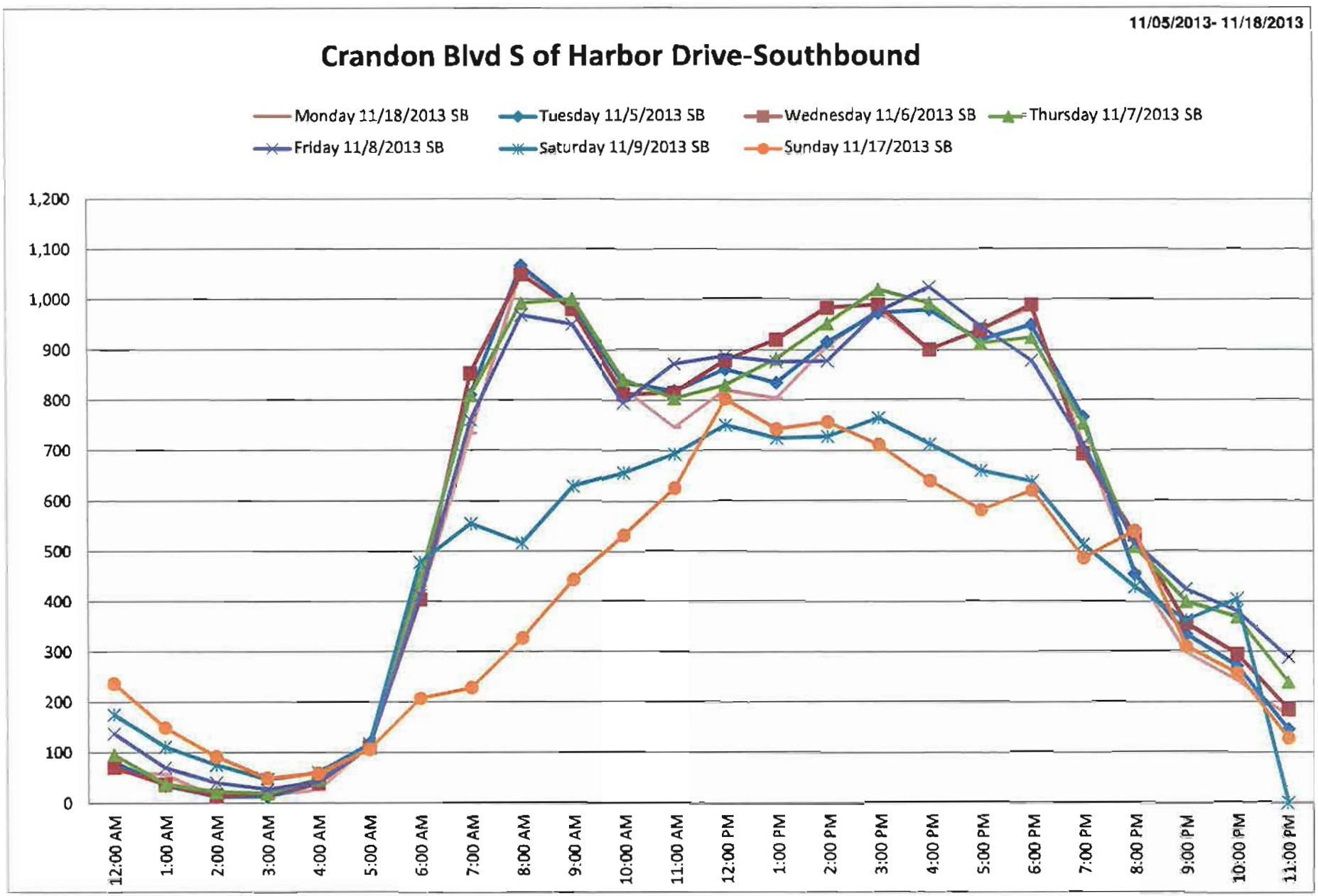
11/05/2013- 11/18/2013

# Crandon Blvd S of Harbor Dr-Northbound



11/05/2013- 11/18/2013

# Crandon Blvd S of Harbor Drive-Southbound



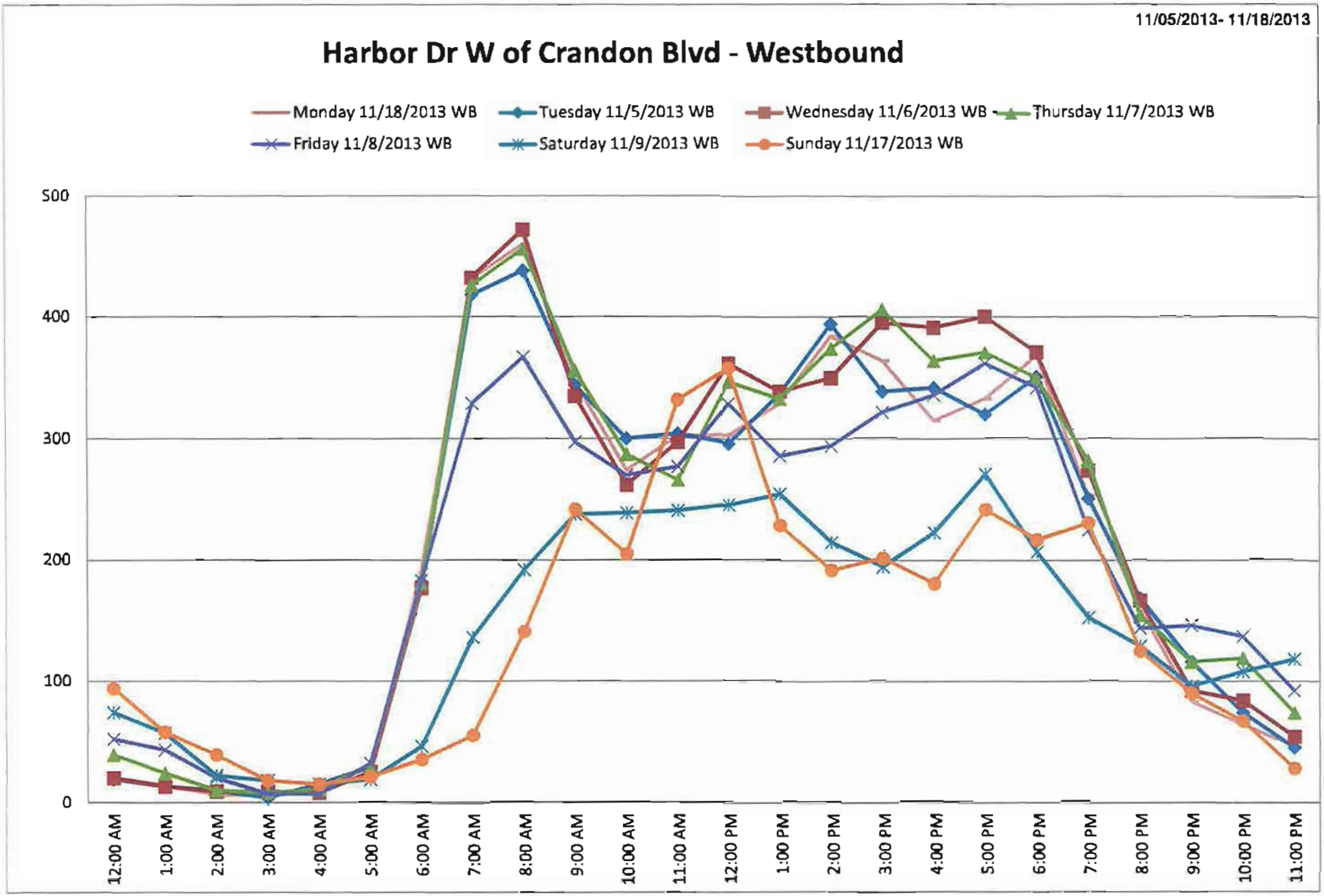

ATKINS

Harbor Dr W of Crandon Blvd

| Vehicles Per Hour | | Monday | Monday | Monday | Tuesday | Tuesday | Tuesday | Wednesday | Wednesday | Wednesday | Thursday | Thursday | Thursday | Friday | Friday | Friday | Saturday | Saturday | Saturday | Sunday | Sunday | Sunday |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | | 11/18/2013 | 11/18/2013 | 11/18/2013 | 11/5/2013 | 11/5/2013 | 11/5/2013 | 11/6/2013 | 11/6/2013 | 11/6/2013 | 11/7/2013 | 11/7/2013 | 11/7/2013 | 11/8/2013 | 11/8/2013 | 11/8/2013 | 11/9/2013 | 11/9/2013 | 11/9/2013 | 11/17/2013 | 11/17/2013 | 11/17/2013 |
| Start | End | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB | EB | WB | EB+WB |
| 0:00 | 1:00 AM | 14 | 20 | 34 | 14 | 19 | 33 | 16 | 20 | 36 | 25 | 39 | 64 | 25 | 52 | 77 | 53 | 74 | 127 | 70 | 94 | 164 |
| 1:00 AM | 2:00 AM | 6 | 14 | 20 | 8 | 13 | 21 | 9 | 13 | 22 | 12 | 24 | 36 | 16 | 43 | 59 | 32 | 57 | 89 | 42 | 58 | 100 |
| 2:00 AM | 3:00 AM | 7 | 6 | 13 | 12 | 10 | 22 | 8 | 9 | 17 | 5 | 10 | 15 | 9 | 20 | 29 | 8 | 22 | 30 | 24 | 39 | 63 |
| 3:00 AM | 4:00 AM | 3 | 6 | 9 | 6 | 4 | 10 | 3 | 9 | 12 | 4 | 8 | 12 | 5 | 7 | 12 | 13 | 18 | 31 | 11 | 18 | 29 |
| 4:00 AM | 5:00 AM | 9 | 9 | 18 | 4 | 15 | 19 | 3 | 8 | 11 | 7 | 11 | 18 | 15 | 7 | 22 | 12 | 15 | 27 | 6 | 15 | 20 |
| 5:00 AM | 6:00 AM | 19 | 25 | 44 | 38 | 29 | 67 | 26 | 25 | 51 | 19 | 31 | 50 | 30 | 32 | 62 | 20 | 19 | 39 | 19 | 21 | 40 |
| 6:00 AM | 7:00 AM | 146 | 193 | 339 | 149 | 182 | 331 | 195 | 177 | 372 | 148 | 181 | 329 | 116 | 183 | 299 | 59 | 46 | 105 | 35 | 35 | 70 |
| 7:00 AM | 8:00 AM | 468 | 431 | 899 | 525 | 416 | 941 | 485 | 432 | 917 | 467 | 425 | 892 | 301 | 329 | 630 | 116 | 136 | 252 | 59 | 55 | 114 |
| 8:00 AM | 9:00 AM | 582 | 460 | 1,042 | 629 | 438 | 1,067 | 513 | 472 | 985 | 527 | 456 | 983 | 430 | 367 | 797 | 187 | 192 | 379 | 122 | 141 | 263 |
| 9:00 AM | 10:00 AM | 472 | 347 | 819 | 485 | 344 | 829 | 445 | 335 | 780 | 497 | 366 | 863 | 410 | 297 | 707 | 250 | 238 | 488 | 227 | 242 | 469 |
| 10:00 AM | 11:00 AM | 357 | 274 | 631 | 394 | 300 | 694 | 382 | 252 | 634 | 349 | 287 | 636 | 358 | 270 | 628 | 284 | 239 | 523 | 236 | 205 | 441 |
| 11:00 AM | 12:00 PM | 321 | 302 | 623 | 387 | 304 | 691 | 340 | 297 | 637 | 345 | 266 | 611 | 395 | 277 | 672 | 322 | 241 | 563 | 295 | 332 | 628 |
| 12:00 PM | 1:00 PM | 394 | 303 | 697 | 406 | 295 | 701 | 387 | 362 | 749 | 388 | 347 | 735 | 383 | 329 | 712 | 326 | 246 | 572 | 423 | 358 | 781 |
| 1:00 PM | 2:00 PM | 382 | 329 | 711 | 382 | 337 | 719 | 383 | 339 | 722 | 359 | 333 | 692 | 345 | 286 | 631 | 302 | 255 | 557 | 402 | 229 | 631 |
| 2:00 PM | 3:00 PM | 443 | 384 | 827 | 460 | 394 | 854 | 517 | 350 | 867 | 428 | 374 | 802 | 375 | 294 | 669 | 305 | 215 | 520 | 247 | 182 | 429 |
| 3:00 PM | 4:00 PM | 574 | 364 | 938 | 682 | 339 | 1,021 | 532 | 395 | 927 | 538 | 406 | 944 | 452 | 322 | 774 | 284 | 195 | 479 | 253 | 202 | 455 |
| 4:00 PM | 5:00 PM | 463 | 315 | 778 | 485 | 342 | 827 | 517 | 391 | 908 | 478 | 364 | 842 | 408 | 336 | 744 | 252 | 223 | 475 | 212 | 181 | 393 |
| 5:00 PM | 6:00 PM | 381 | 333 | 714 | 431 | 320 | 751 | 381 | 400 | 781 | 407 | 371 | 778 | 338 | 362 | 698 | 220 | 271 | 494 | 206 | 242 | 448 |
| 6:00 PM | 7:00 PM | 268 | 368 | 636 | 302 | 351 | 653 | 359 | 371 | 710 | 314 | 350 | 664 | 294 | 342 | 636 | 279 | 207 | 486 | 238 | 217 | 455 |
| 7:00 PM | 8:00 PM | 200 | 254 | 454 | 204 | 251 | 455 | 150 | 274 | 424 | 239 | 282 | 521 | 228 | 226 | 453 | 164 | 153 | 317 | 163 | 231 | 394 |
| 8:00 PM | 9:00 PM | 124 | 160 | 284 | 113 | 169 | 282 | 163 | 167 | 330 | 150 | 155 | 305 | 156 | 144 | 299 | 136 | 129 | 264 | 290 | 125 | 355 |
| 9:00 PM | 10:00 PM | 79 | 83 | 162 | 110 | 116 | 226 | 75 | 92 | 167 | 100 | 116 | 216 | 132 | 146 | 278 | 85 | 96 | 181 | 102 | 90 | 192 |
| 10:00 PM | 11:00 PM | 73 | 64 | 137 | 45 | 74 | 119 | 108 | 84 | 192 | 88 | 119 | 207 | 110 | 137 | 247 | 65 | 108 | 173 | 55 | 67 | 122 |
| 11:00 PM | 12:00 AM | 19 | 46 | 65 | 27 | 45 | 72 | 24 | 54 | 78 | 37 | 74 | 111 | 66 | 92 | 158 | 64 | 118 | 182 | 19 | 28 | 47 |
| ADT | | 5,802 | 5,090 | 10,892 | 6,321 | 5,110 | 11,431 | 5,861 | 5,338 | 11,199 | 5,929 | 5,386 | 11,315 | 5,394 | 4,899 | 10,293 | 3,844 | 3,513 | 7,357 | 3,893 | 3,417 | 7,310 |
| AM Peak | Hour | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 9:00 AM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM |
| | Volume | 582 | 460 | 1,042 | 629 | 438 | 1,067 | 513 | 472 | 985 | 527 | 456 | 983 | 430 | 367 | 797 | 322 | 241 | 563 | 295 | 332 | 628 |
| PM Peak | Hour | 4:00 PM | 3:00 PM | 4:00 PM | 4:00 PM | 3:00 PM | 4:00 PM | 4:00 PM | 6:00 PM | 4:00 PM | 4:00 PM | 4:00 PM | 4:00 PM | 4:00 PM | 6:00 PM | 4:00 PM | 1:00 PM | 6:00 PM | 1:00 PM | 1:00 PM | 1:00 PM | 1:00 PM |
| | Volume | 574 | 384 | 938 | 682 | 394 | 1,021 | 532 | 400 | 927 | 538 | 406 | 944 | 452 | 362 | 774 | 326 | 271 | 572 | 423 | 358 | 781 |

11/05/2013- 11/18/2013

# Harbor Dr W of Crandon Blvd - Westbound

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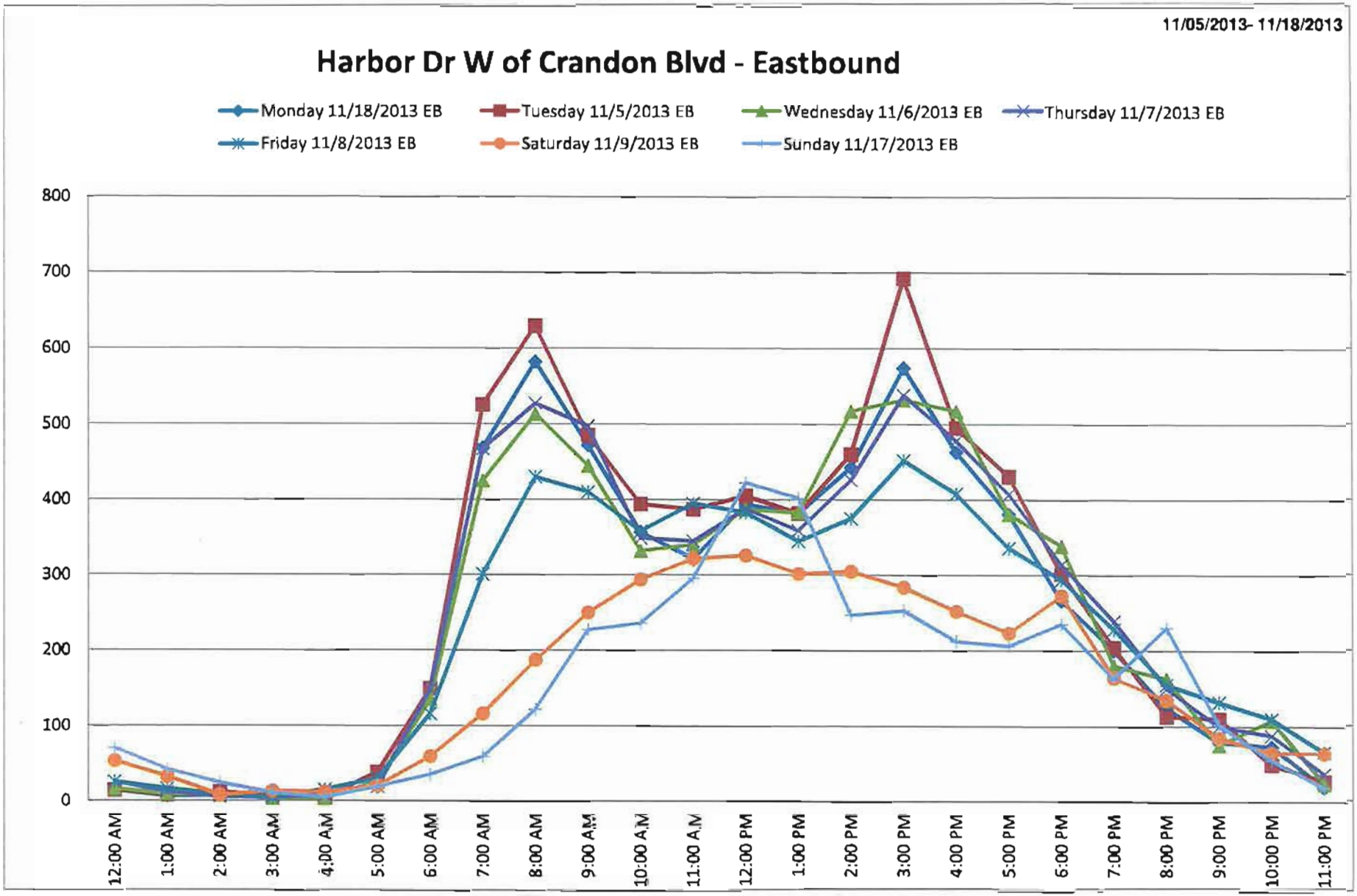
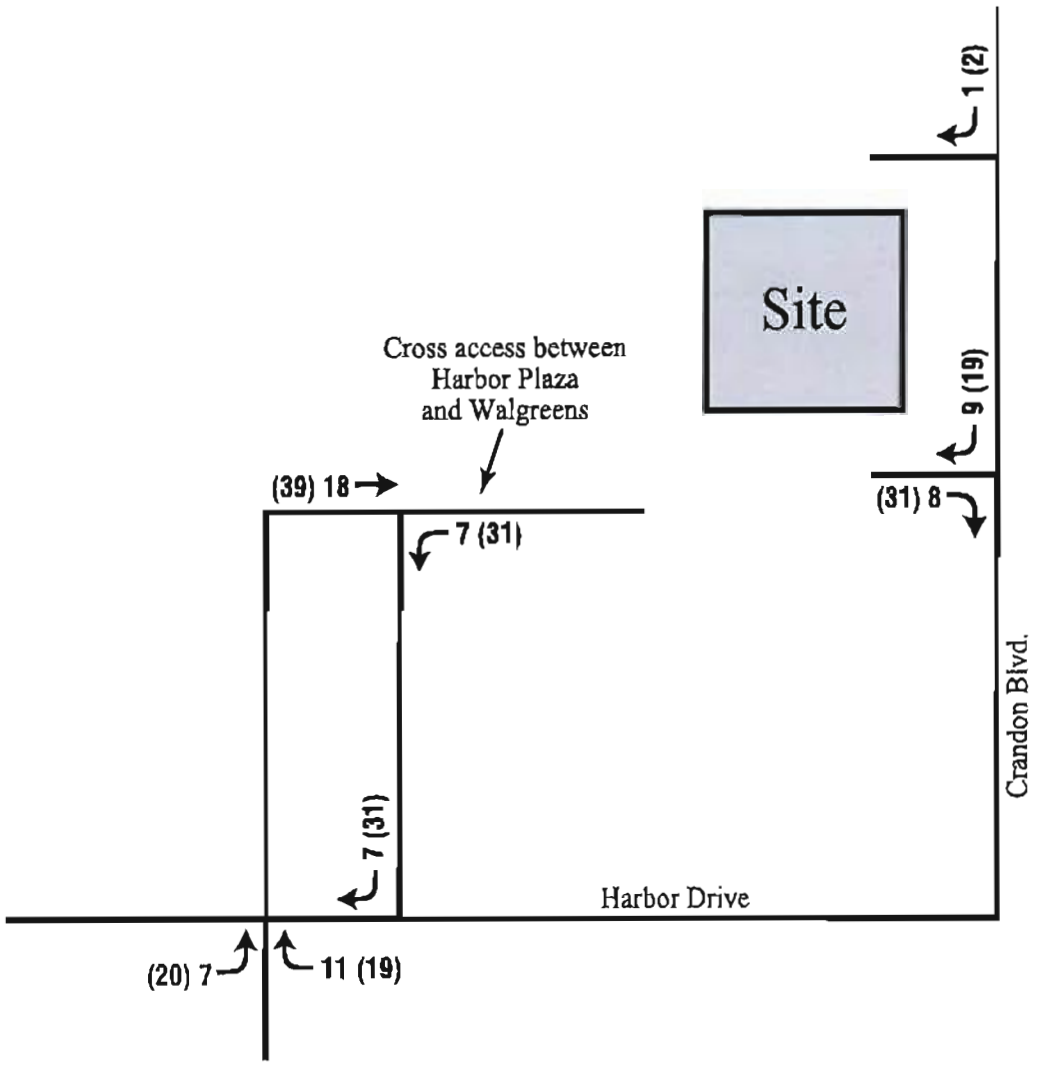
11/05/2013- 11/18/2013

# Harbor Dr W of Crandon Blvd - Eastbound



# Appendix D

## Estimated Traffic Project Assignment




LEGEND
**00** AM Volumes
**(00)** PM Volumes

ATKINS

# Estimated Project Traffic Assignment

**Appendix D**

# Appendix E

## Internal Access Information and Aerial

## Fernandez, Darlene M

**From:** Jud Kurlancheek [jkurlancheek@keybiscayne.fl.gov]
**Sent:** Wednesday, November 20, 2013 9:00 AM
**To:** Fernandez, Darlene M
**Subject:** FW: 12-22-24 CRANDON BOULEVARD

Jud Kurlancheek, AICP, Director
Village of Key Biscayne, Fl
Building, Zoning, and Planning Director
88 W. McIntyre St.
Key Biscayne, FL 33149

Office 305 365 8908
Fax 305 365 5556
Web www.keybiscayne.fl.gov

---

**From:** NicoMavris@aol.com [mailto:NicoMavris@aol.com]
**Sent:** Friday, November 15, 2013 11:25 AM
**To:** Jud Kurlancheek
**Subject:** Re: 12-22-24 CRANDON BOULEVARD

Hi Jud,

When I took over the property on March 7, 1997 the properties were all connected, open access, the deal that the Rice's had with the old owners (Stefano Brandino and Don Berg) was that during the week the tenants of the 7-11 mall were able to use the parking lots of Stefano's and La Caretta and on the weekends Stefano's clients were able to park their cars at the 7-11 mall.

I was approached by the owner of the then Fresh Market who asked me to allow for his produce trucks etc. to park all week long day and night on the Stefano's lot and promised to remove the trucks on Friday so I could have all the space possible for my own customers on my heavy nights Friday-Saturday.

It became a habit for James Massari the owner of the Fresh Market to not remove the trucks on the weekend always coming up with an excuse. So I decided sometime in 1998 to go through the process of putting up the fence in order to protect my business interests.

My fence went through hell as somebody always late at night would break on purpose the fence. I just repaired and kept up all through my ownership of the property which lasted until February of 2007 (10 years)at which time I sold to a group of Spanish investors that were represented by Jaime Orosco.

Jaime, opened up the access once again sometime late 2007.

Best regards,
Nico

In a message dated 11/15/2013 9:21:08 A.M. Eastern Standard Time, jkurlancheek@keybiscayne.fl.gov writes:

> HI Nick,

Please send me the dates that the fence between the two properties (51 Harbor Dr. and 12-22-24
Crandon) was opened and/or closed during your ownership of the property.

Thank you

Jud Kurlancheek, AICP, Director
Village of Key Biscayne, Fl
Building, Zoning, and Planning Director
88 W. McIntyre St.
Key Biscayne, FL 33149

Office 305 365 8908
Fax 305 365 5556
Web www.keybiscayne.fl.gov

"Under Florida's public records laws, e-mails and e-mail addresses, as well as all forms of electronic communication directed to the Village of Key Biscayne and its employees, may be considered public records subject to inspection by or disclosure to the public. If you do not wish to have your e-mail address possibly disclosed to the public, please do not communicate with the Village of Key Biscayne through e-mail. Instead, please contact the Village by telephone or other non-electronic means."

"Under Florida's public records laws, e-mails and e-mail addresses, as well as all forms of electronic communication directed to the Village of Key Biscayne and its employees, may be considered public records subject to inspection by or disclosure to the public. If you do not wish to have your e-mail address possibly disclosed to the public, please do not communicate with the Village of Key Biscayne through e-mail. Instead, please contact the Village by telephone or other non-electronic means."

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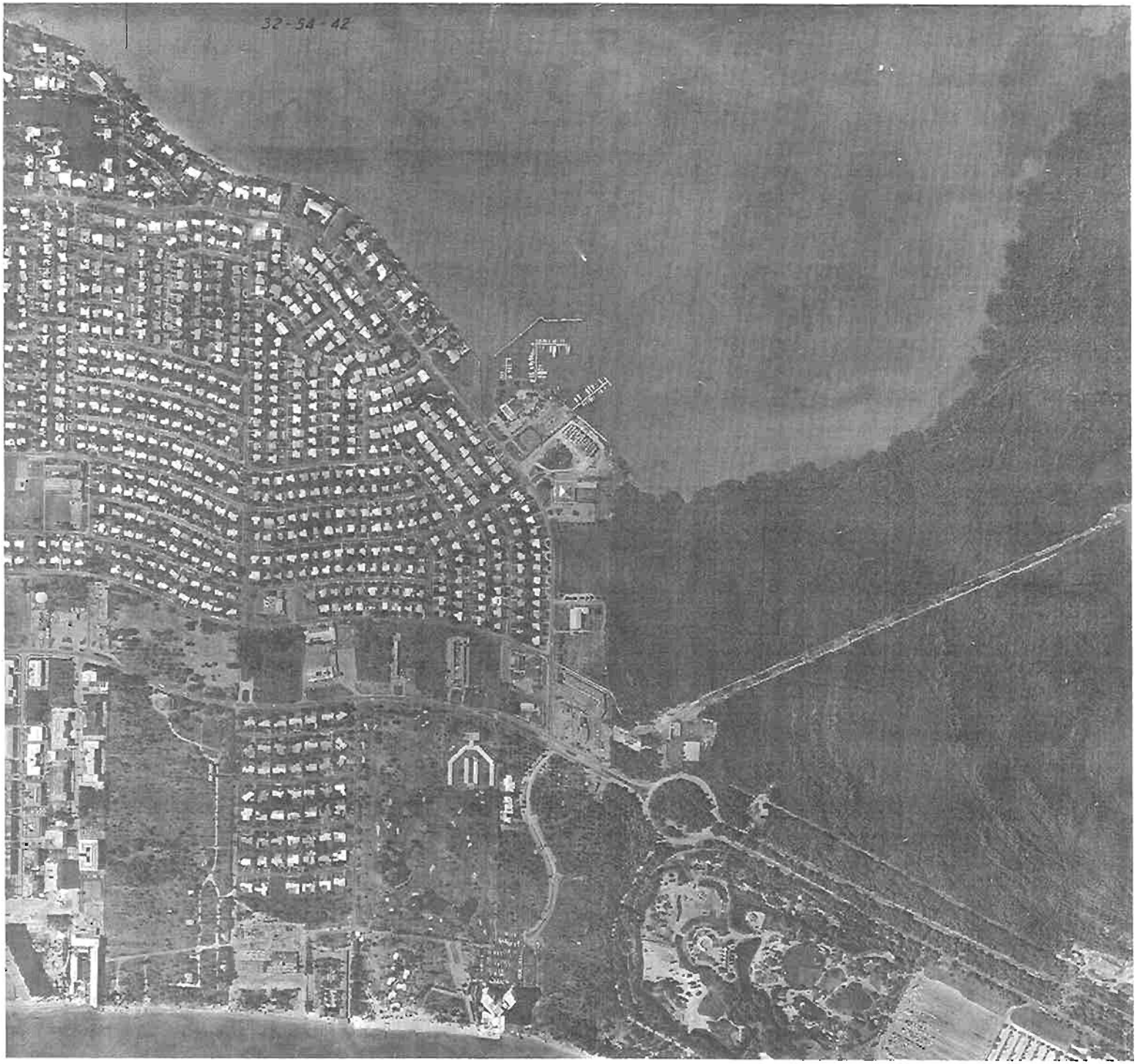
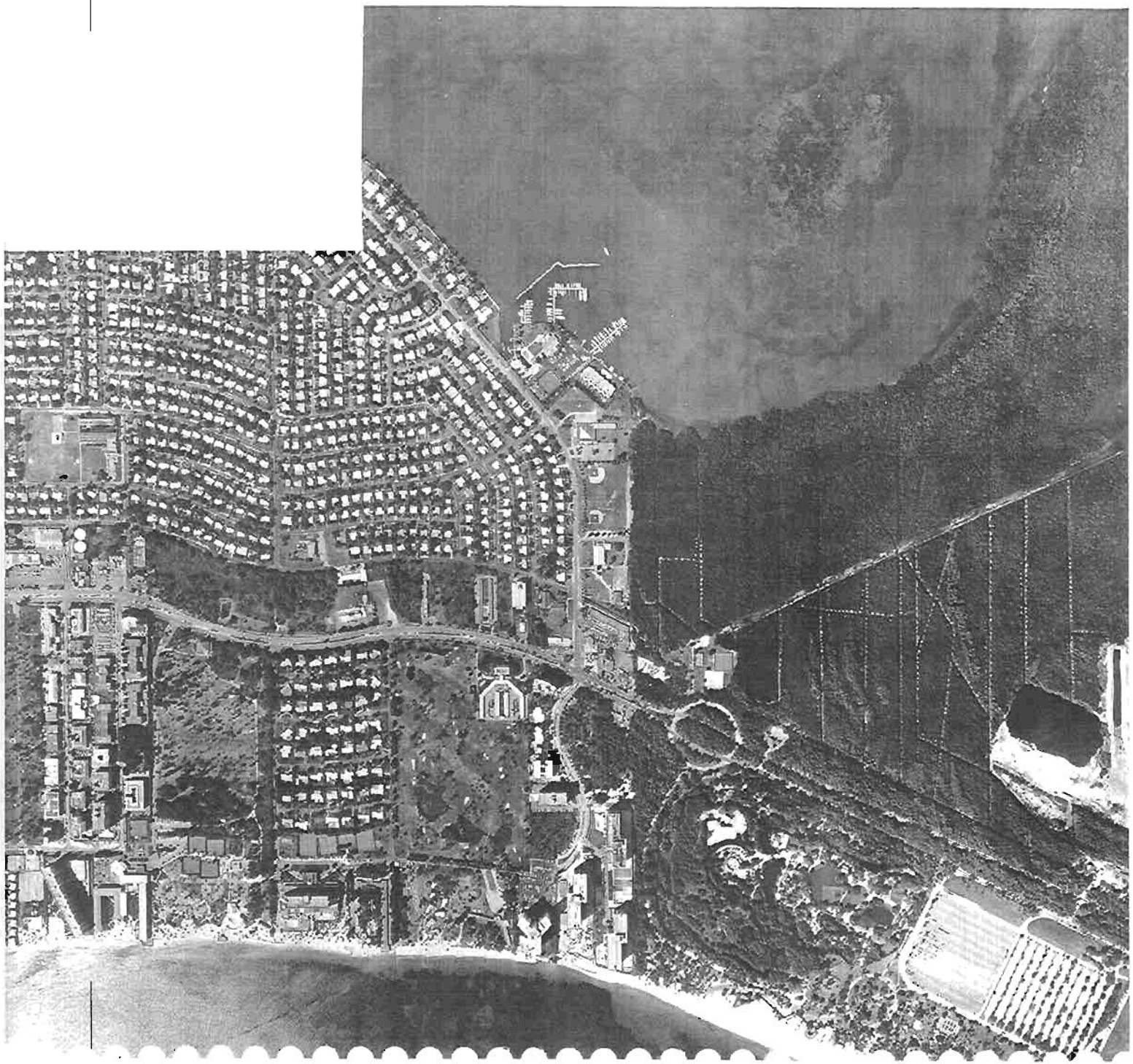
The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

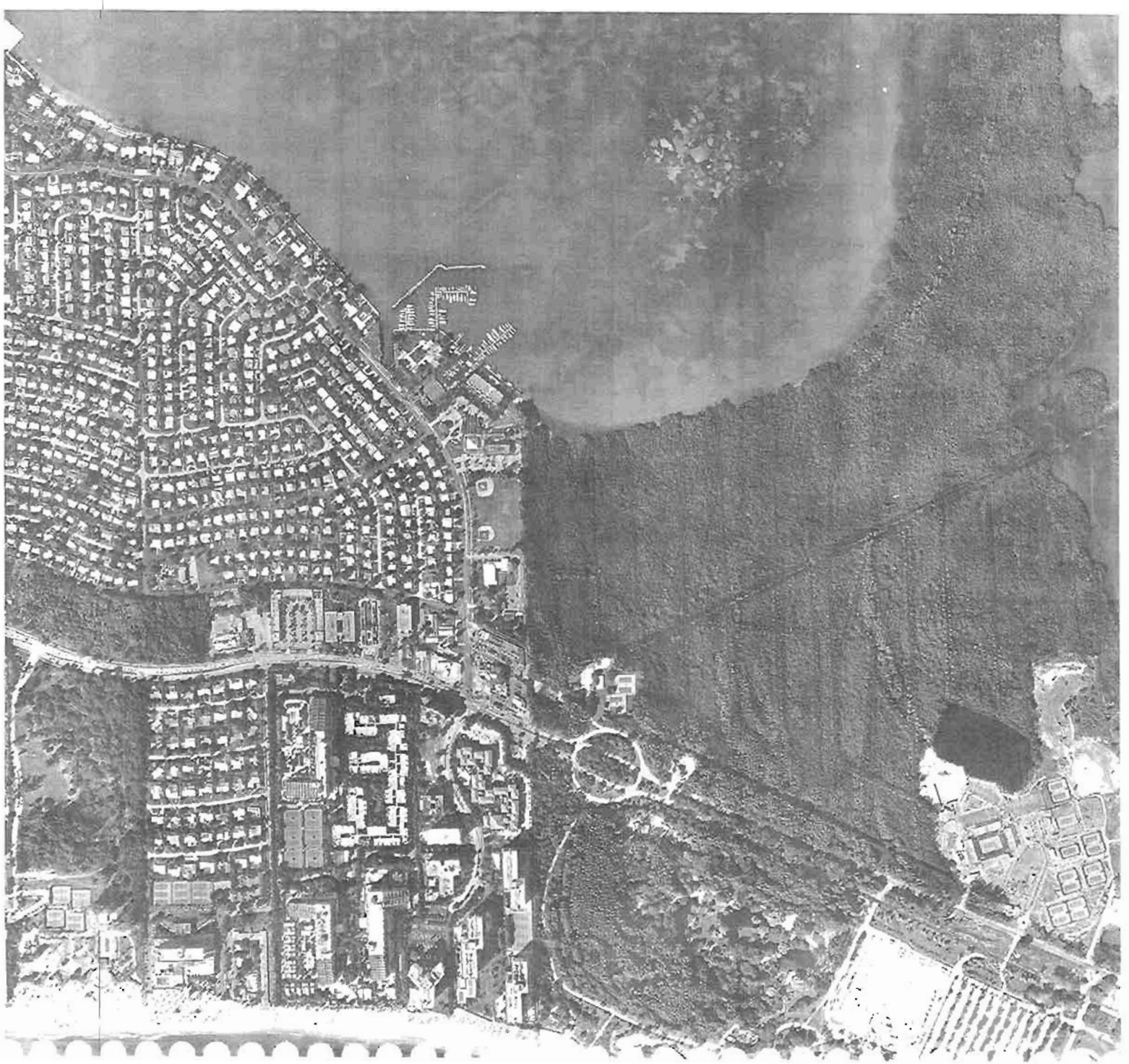



32 54 42 DEC 68

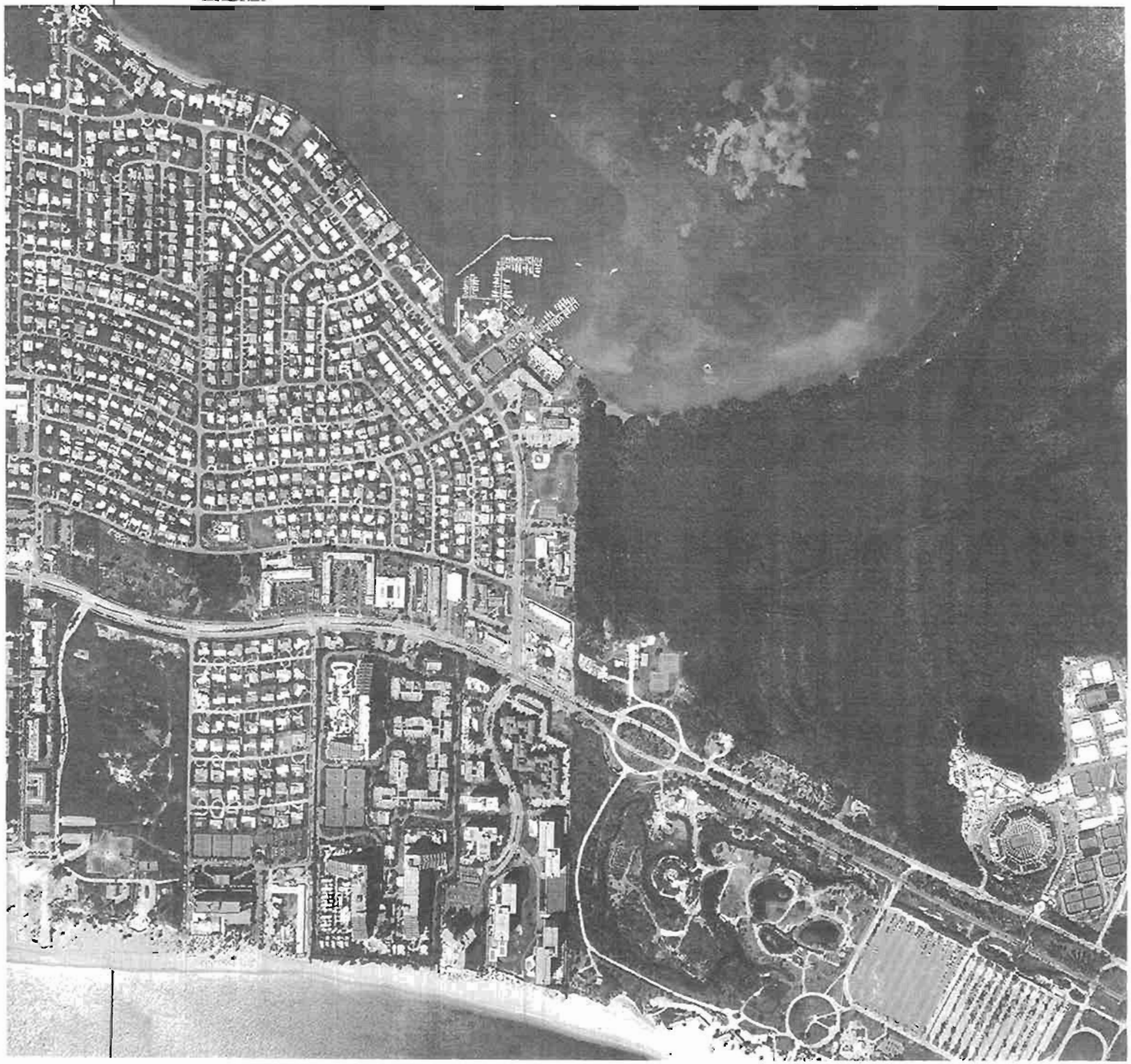
32 54 42 FEB 1974



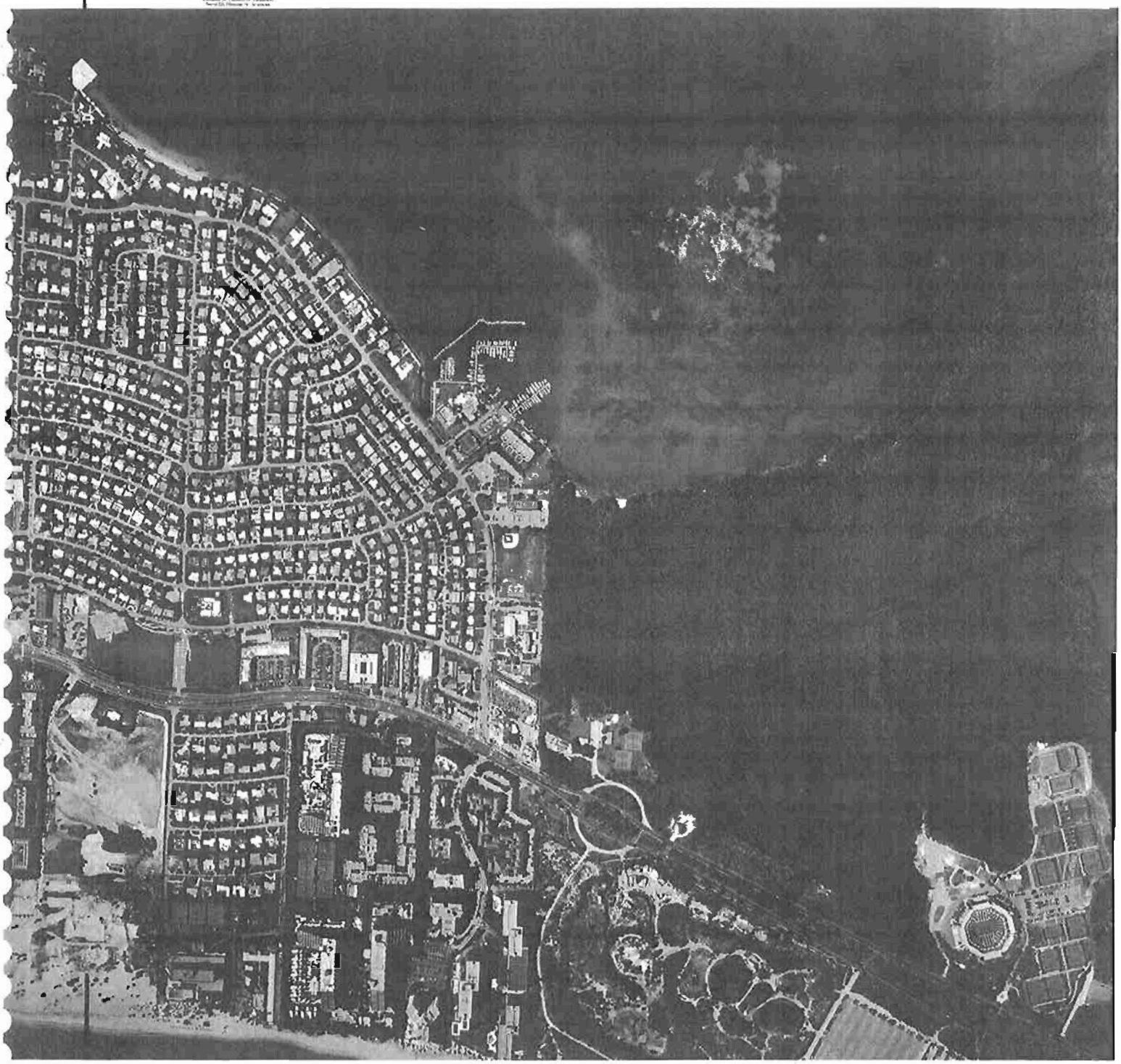
SEC 32 T 54 S R 42 E JAN 26 1988



SEC 32 T54S – R42E MARCH 11, 1994



SEC 32 T 54 S – R42 E JAN. 26, 1995



# Appendix F

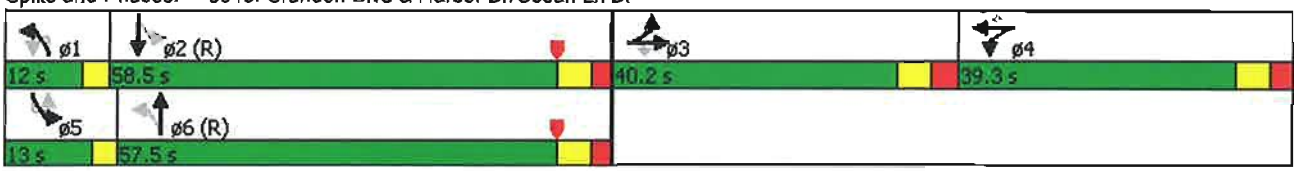
## Synchro LOS Analysis Existing and w/ Project

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 214 | 262 | 156 | 79 | 76 | 146 | 27 | 125 | 785 | 52 | 7 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | | 0% | | | |
| Storage Length (ft) | 220 | | 220 | 150 | | 150 | | 200 | | 0 | | 150 |
| Storage Lanes | 1 | | 1 | 0 | | 1 | | 1 | | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Satd. Flow (prot) | 1681 | 1763 | 1583 | 0 | 1816 | 1583 | 0 | 1770 | 3507 | 0 | 0 | 1770 |
| Flt Permitted | 0.950 | 0.996 | | | 0.975 | | | 0.066 | | | | 0.245 |
| Satd. Flow (perm) | 1681 | 1763 | 1583 | 0 | 1816 | 1583 | 0 | 123 | 3507 | 0 | 0 | 456 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 166 | | | 159 | | | 5 | | | |
| Link Speed (mph) | | 30 | | | 20 | | | | 30 | | | |
| Link Distance (ft) | | 377 | | | 343 | | | | 685 | | | |
| Travel Time (s) | | 8.6 | | | 11.7 | | | | 15.6 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | | 0% | | | |
| Shared Lane Traffic (%) | 10% | | | | | | | | | | | |
| Lane Group Flow (vph) | 210 | 308 | 170 | 0 | 169 | 159 | 0 | 165 | 910 | 0 | 0 | 72 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | custom | pm+pt | NA | | custom | pm+pt |
| Protected Phases | 3 | 3 | | 4 | 4 | | | 1 | 6 | | | 5 |
| Permitted Phases | | | 3 | | | 4 | 1 | 6 | 6 | | 5 | 2 |
| Total Split (s) | 40.2 | 40.2 | 40.2 | 39.3 | 39.3 | 39.3 | 12.0 | 12.0 | 57.5 | | 13.0 | 13.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 7.2 | | 6.9 | 6.9 | | 3.0 | 6.5 | | | 3.0 |
| Act Effct Green (s) | 29.9 | 29.9 | 29.9 | | 19.0 | 19.0 | | 84.1 | 70.1 | | | 71.7 |
| Actuated g/C Ratio | 0.20 | 0.20 | 0.20 | | 0.13 | 0.13 | | 0.56 | 0.47 | | | 0.48 |
| v/c Ratio | 0.63 | 0.88 | 0.38 | | 0.74 | 0.47 | | 0.65 | 0.55 | | | 0.25 |
| Control Delay | 63.4 | 83.3 | 9.7 | | 81.2 | 12.2 | | 43.9 | 32.0 | | | 20.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 |
| Total Delay | 63.4 | 83.3 | 9.7 | | 81.2 | 12.2 | | 43.9 | 32.0 | | | 20.2 |
| LOS | E | F | A | | F | B | | D | C | | | C |
| Approach Delay | | 59.0 | | | 47.8 | | | | 33.8 | | | |
| Approach LOS | | E | | | D | | | | C | | | |
| Queue Length 50th (ft) | 195 | 305 | 3 | | 162 | 0 | | 99 | 339 | | | 32 |
| Queue Length 95th (ft) | 289 | #448 | 67 | | 234 | 65 | | #213 | 468 | | | 66 |
| Internal Link Dist (ft) | | 297 | | | 263 | | | | 605 | | | |
| Turn Bay Length (ft) | 220 | | 220 | | | 150 | | 200 | | | | 150 |
| Base Capacity (vph) | 369 | 387 | 477 | | 392 | 466 | | 253 | 1641 | | | 314 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Reduced v/c Ratio | 0.57 | 0.80 | 0.36 | | 0.43 | 0.34 | | 0.65 | 0.55 | | | 0.23 |

| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Volume (vph) | 857 | 259 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 |
| Grade (%) | 0% | |
| Storage Length (ft) | | 0 |
| Storage Lanes | | 0 |
| Taper Length (ft) | | |
| Satd. Flow (prot) | 3415 | 0 |
| Flt Permitted | | |
| Satd. Flow (perm) | 3415 | 0 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | 29 | |
| Link Speed (mph) | 30 | |
| Link Distance (ft) | 400 | |
| Travel Time (s) | 9.1 | |
| Confl. Peds. (#/hr) | | |
| Confl. Bikes (#/hr) | | |
| Peak Hour Factor | 0.92 | 0.92 |
| Growth Factor | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 |
| Parking (#/hr) | | |
| Mid-Block Traffic (%) | 0% | |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 1214 | 0 |
| Turn Type | NA | |
| Protected Phases | 2 | |
| Permitted Phases | 2 | |
| Total Split (s) | 58.5 | |
| Total Lost Time (s) | 6.5 | |
| Act Effct Green (s) | 60.8 | |
| Actuated g/C Ratio | 0.41 | |
| v/c Ratio | 0.87 | |
| Control Delay | 48.5 | |
| Queue Delay | 0.0 | |
| Total Delay | 48.5 | |
| LOS | D | |
| Approach Delay | 46.9 | |
| Approach LOS | D | |
| Queue Length 50th (ft) | 576 | |
| Queue Length 95th (ft) | #786 | |
| Internal Link Dist (ft) | 320 | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1400 | |
| Starvation Cap Reductn | 0 | |
| Spillback Cap Reductn | 0 | |
| Storage Cap Reductn | 0 | |
| Reduced v/c Ratio | 0.87 | |

| Intersection Summary | | |
|---|---|---|
| Area Type: | Other | |
| Cycle Length: 150 | | |
| Actuated Cycle Length: 150 | | |
| Offset: 94 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | |
| Control Type: Actuated-Coordinated | | |
| Maximum v/c Ratio: 0.88 | | |
| Intersection Signal Delay: 45.3 | | Intersection LOS: D |
| Intersection Capacity Utilization 83.0% | | ICU Level of Service E |
| Analysis Period (min) 15 | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | |
| Queue shown is maximum after two cycles. | | |

Splits and Phases: 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

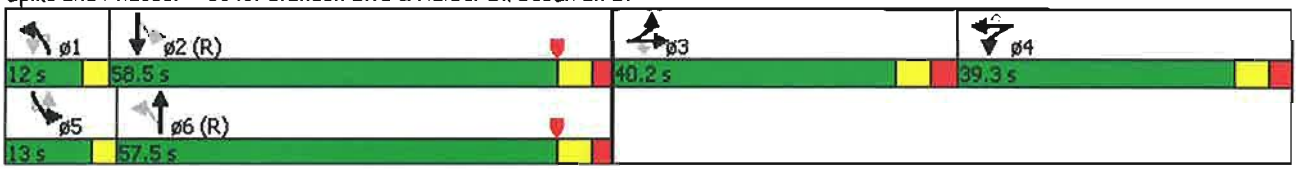


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 215 | 263 | 157 | 79 | 77 | 146 | 27 | 130 | 785 | 52 | 7 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | | 0% | | | |
| Storage Length (ft) | 220 | | 220 | 150 | | 150 | | 200 | | 0 | | 150 |
| Storage Lanes | 1 | | 1 | 0 | | 1 | | 1 | | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Satd. Flow (prot) | 1681 | 1763 | 1583 | 0 | 1816 | 1583 | 0 | 1770 | 3507 | 0 | 0 | 1770 |
| Flt Permitted | 0.950 | 0.996 | | | 0.975 | | | 0.064 | | | | 0.249 |
| Satd. Flow (perm) | 1681 | 1763 | 1583 | 0 | 1816 | 1583 | 0 | 119 | 3507 | 0 | 0 | 464 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 167 | | | 159 | | | 5 | | | |
| Link Speed (mph) | | 30 | | | 20 | | | | 30 | | | |
| Link Distance (ft) | | 377 | | | 343 | | | | 685 | | | |
| Travel Time (s) | | 8.6 | | | 11.7 | | | | 15.6 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | | 0% | | | |
| Shared Lane Traffic (%) | 10% | | | | | | | | | | | |
| Lane Group Flow (vph) | 211 | 309 | 171 | 0 | 170 | 159 | 0 | 170 | 910 | 0 | 0 | 72 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | custom | pm+pt | NA | | custom | pm+pt |
| Protected Phases | 3 | 3 | | 4 | 4 | | | 1 | 6 | | | 5 |
| Permitted Phases | | | 3 | | | 4 | 1 | 6 | 6 | | 5 | 2 |
| Total Split (s) | 40.2 | 40.2 | 40.2 | 39.3 | 39.3 | 39.3 | 12.0 | 12.0 | 57.5 | | 13.0 | 13.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 7.2 | | 6.9 | 6.9 | | 3.0 | 6.5 | | | 3.0 |
| Act Effct Green (s) | 29.9 | 29.9 | 29.9 | | 19.1 | 19.1 | | 83.9 | 70.0 | | | 70.7 |
| Actuated g/C Ratio | 0.20 | 0.20 | 0.20 | | 0.13 | 0.13 | | 0.56 | 0.47 | | | 0.47 |
| v/c Ratio | 0.63 | 0.88 | 0.38 | | 0.74 | 0.47 | | 0.65 | 0.56 | | | 0.25 |
| Control Delay | 63.5 | 83.5 | 9.6 | | 81.3 | 12.2 | | 45.0 | 32.1 | | | 20.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 |
| Total Delay | 63.5 | 83.5 | 9.6 | | 81.3 | 12.2 | | 45.0 | 32.1 | | | 20.3 |
| LOS | E | F | A | | F | B | | D | C | | | C |
| Approach Delay | | 59.1 | | | 47.9 | | | | 34.1 | | | |
| Approach LOS | | E | | | D | | | | C | | | |
| Queue Length 50th (ft) | 196 | 306 | 3 | | 163 | 0 | | 106 | 340 | | | 32 |
| Queue Length 95th (ft) | 290 | #452 | 66 | | 235 | 65 | | #229 | 468 | | | 66 |
| Internal Link Dist (ft) | | 297 | | | 263 | | | | 605 | | | |
| Turn Bay Length (ft) | 220 | | 220 | | | 150 | | 200 | | | | 150 |
| Base Capacity (vph) | 369 | 387 | 478 | | 392 | 466 | | 261 | 1638 | | | 314 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Reduced v/c Ratio | 0.57 | 0.80 | 0.36 | | 0.43 | 0.34 | | 0.65 | 0.56 | | | 0.23 |

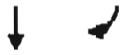
| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | ↑↑↱ | |
| Volume (vph) | 861 | 260 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 |
| Grade (%) | 0% | |
| Storage Length (ft) | | 0 |
| Storage Lanes | | 0 |
| Taper Length (ft) | | |
| Satd. Flow (prot) | 3415 | 0 |
| Flt Permitted | | |
| Satd. Flow (perm) | 3415 | 0 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | 29 | |
| Link Speed (mph) | 30 | |
| Link Distance (ft) | 400 | |
| Travel Time (s) | 9.1 | |
| Confl. Peds. (#/hr) | | |
| Confl. Bikes (#/hr) | | |
| Peak Hour Factor | 0.92 | 0.92 |
| Growth Factor | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 |
| Parking (#/hr) | | |
| Mid-Block Traffic (%) | 0% | |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 1219 | 0 |
| Turn Type | NA | |
| Protected Phases | 2 | |
| Permitted Phases | 2 | |
| Total Split (s) | 58.5 | |
| Total Lost Time (s) | 6.5 | |
| Act Effct Green (s) | 59.7 | |
| Actuated g/C Ratio | 0.40 | |
| v/c Ratio | 0.89 | |
| Control Delay | 50.4 | |
| Queue Delay | 0.0 | |
| Total Delay | 50.4 | |
| LOS | D | |
| Approach Delay | 48.8 | |
| Approach LOS | D | |
| Queue Length 50th (ft) | 586 | |
| Queue Length 95th (ft) | #791 | |
| Internal Link Dist (ft) | 320 | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1377 | |
| Starvation Cap Reductn | 0 | |
| Spillback Cap Reductn | 0 | |
| Storage Cap Reductn | 0 | |
| Reduced v/c Ratio | 0.89 | |

| Intersection Summary | | |
|---|---|---|
| Area Type: | Other | |
| Cycle Length: 150 | | |
| Actuated Cycle Length: 150 | | |
| Offset: 94 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | |
| Control Type: Actuated-Coordinated | | |
| Maximum v/c Ratio: 0.89 | | |
| Intersection Signal Delay: 46.1 | Intersection LOS: D | |
| Intersection Capacity Utilization 83.6% | ICU Level of Service E | |
| Analysis Period (min) 15 | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | |
| Queue shown is maximum after two cycles. | | |

Splits and Phases: 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr



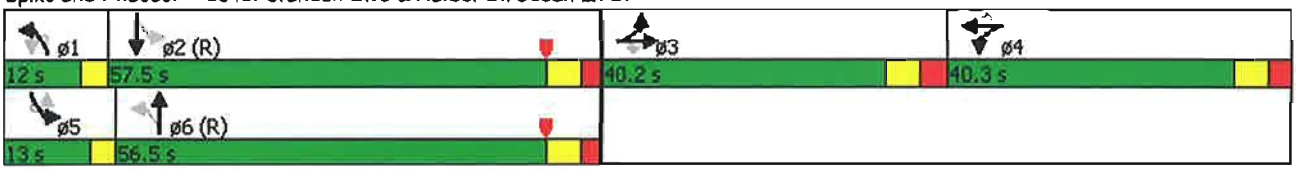
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 217 | 287 | 182 | 81 | 21 | 77 | 36 | 122 | 841 | 79 | 7 | 89 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | | 0% | | | |
| Storage Length (ft) | 220 | | 220 | 150 | | 150 | | 200 | | 0 | | 150 |
| Storage Lanes | 1 | | 1 | 0 | | 1 | | 1 | | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Satd. Flow (prot) | 1681 | 1763 | 1583 | 0 | 1792 | 1583 | 0 | 1770 | 3493 | 0 | 0 | 1770 |
| Flt Permitted | 0.950 | 0.996 | | | 0.962 | | | 0.125 | | | | 0.214 |
| Satd. Flow (perm) | 1681 | 1763 | 1583 | 0 | 1792 | 1583 | 0 | 233 | 3493 | 0 | 0 | 399 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 178 | | | 100 | | | 7 | | | |
| Link Speed (mph) | | 30 | | | 20 | | | | 30 | | | |
| Link Distance (ft) | | 377 | | | 343 | | | | 429 | | | |
| Travel Time (s) | | 8.6 | | | 11.7 | | | | 9.8 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | | 0% | | | |
| Shared Lane Traffic (%) | 10% | | | | | | | | | | | |
| Lane Group Flow (vph) | 212 | 336 | 198 | 0 | 111 | 84 | 0 | 172 | 1000 | 0 | 0 | 105 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | custom | pm+pt | NA | | custom | pm+pt |
| Protected Phases | 3 | 3 | | 4 | 4 | | | 1 | 6 | | | 5 |
| Permitted Phases | | | 3 | | | 4 | 1 | 6 | 6 | | 5 | 2 |
| Total Split (s) | 40.2 | 40.2 | 40.2 | 40.3 | 40.3 | 40.3 | 12.0 | 12.0 | 56.5 | | 13.0 | 13.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 7.2 | | 6.9 | 6.9 | | 3.0 | 6.5 | | | 3.0 |
| Act Effct Green (s) | 31.2 | 31.2 | 31.2 | | 14.2 | 14.2 | | 87.5 | 72.0 | | | 74.4 |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.21 | | 0.09 | 0.09 | | 0.58 | 0.48 | | | 0.50 |
| v/c Ratio | 0.61 | 0.92 | 0.42 | | 0.66 | 0.35 | | 0.52 | 0.59 | | | 0.38 |
| Control Delay | 61.5 | 87.9 | 11.8 | | 83.1 | 10.9 | | 22.6 | 31.5 | | | 19.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 |
| Total Delay | 61.5 | 87.9 | 11.8 | | 83.1 | 10.9 | | 22.6 | 31.5 | | | 19.8 |
| LOS | E | F | B | | F | B | | C | C | | | B |
| Approach Delay | | 60.2 | | | 52.0 | | | | 30.2 | | | |
| Approach LOS | | E | | | D | | | | C | | | |
| Queue Length 50th (ft) | 196 | 336 | 16 | | 107 | 0 | | 77 | 372 | | | 45 |
| Queue Length 95th (ft) | 291 | #516 | 86 | | 168 | 37 | | 137 | 507 | | | 83 |
| Internal Link Dist (ft) | | 297 | | | 263 | | | | 349 | | | |
| Turn Bay Length (ft) | 220 | | 220 | | | 150 | | 200 | | | | 150 |
| Base Capacity (vph) | 369 | 387 | 487 | | 399 | 430 | | 331 | 1681 | | | 300 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Reduced v/c Ratio | 0.57 | 0.87 | 0.41 | | 0.28 | 0.20 | | 0.52 | 0.59 | | | 0.35 |



| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Volume (vph) | 763 | 198 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 |
| Grade (%) | 0% | |
| Storage Length (ft) | | 0 |
| Storage Lanes | | 0 |
| Taper Length (ft) | | |
| Satd. Flow (prot) | 3429 | 0 |
| Flt Permitted | | |
| Satd. Flow (perm) | 3429 | 0 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | 23 | |
| Link Speed (mph) | 30 | |
| Link Distance (ft) | 400 | |
| Travel Time (s) | 9.1 | |
| Confl. Peds. (#/hr) | | |
| Confl. Bikes (#/hr) | | |
| Peak Hour Factor | 0.92 | 0.92 |
| Growth Factor | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 |
| Parking (#/hr) | | |
| Mid-Block Traffic (%) | 0% | |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 1044 | 0 |
| Turn Type | NA | |
| Protected Phases | 2 | |
| Permitted Phases | 2 | |
| Total Split (s) | 57.5 | |
| Total Lost Time (s) | 6.5 | |
| Act Effct Green (s) | 62.0 | |
| Actuated g/C Ratio | 0.41 | |
| v/c Ratio | 0.73 | |
| Control Delay | 41.0 | |
| Queue Delay | 0.0 | |
| Total Delay | 41.0 | |
| LOS | D | |
| Approach Delay | 39.1 | |
| Approach LOS | D | |
| Queue Length 50th (ft) | 444 | |
| Queue Length 95th (ft) | 583 | |
| Internal Link Dist (ft) | 320 | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1429 | |
| Starvation Cap Reductn | 0 | |
| Spillback Cap Reductn | 0 | |
| Storage Cap Reductn | 0 | |
| Reduced v/c Ratio | 0.73 | |

| Intersection Summary | | |
|---|---|---|
| Area Type: | Other | |
| Cycle Length: 150 | | |
| Actuated Cycle Length: 150 | | |
| Offset: 23 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | |
| Control Type: Actuated-Coordinated | | |
| Maximum v/c Ratio: 0.92 | | |
| Intersection Signal Delay: 41.5 | Intersection LOS: D | |
| Intersection Capacity Utilization 77.6% | ICU Level of Service D | |
| Analysis Period (min) 15 | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | |
| Queue shown is maximum after two cycles. | | |

Splits and Phases: 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

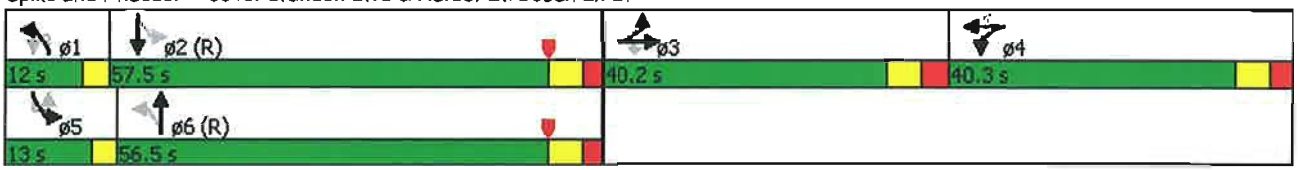


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 162 | 201 | 151 | 67 | 32 | 93 | 52 | 111 | 898 | 72 | 5 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | | 0% | | | |
| Storage Length (ft) | 220 | | 220 | 150 | | 150 | | 200 | | 0 | | 150 |
| Storage Lanes | 1 | | 1 | 0 | | 1 | | 1 | | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Satd. Flow (prot) | 1681 | 1763 | 1583 | 0 | 1801 | 1583 | 0 | 1770 | 3500 | 0 | 0 | 1770 |
| Flt Permitted | 0.950 | 0.996 | | | 0.967 | | | 0.135 | | | | 0.219 |
| Satd. Flow (perm) | 1681 | 1763 | 1583 | 0 | 1801 | 1583 | 0 | 251 | 3500 | 0 | 0 | 408 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 164 | | | 101 | | | 6 | | | |
| Link Speed (mph) | | 30 | | | 20 | | | | 30 | | | |
| Link Distance (ft) | | 377 | | | 343 | | | | 429 | | | |
| Travel Time (s) | | 8.6 | | | 11.7 | | | | 9.8 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | | 0% | | | |
| Shared Lane Traffic (%) | 10% | | | | | | | | | | | |
| Lane Group Flow (vph) | 158 | 236 | 164 | 0 | 108 | 101 | 0 | 178 | 1054 | 0 | 0 | 94 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | custom | pm+pt | NA | | custom | pm+pt |
| Protected Phases | 3 | 3 | | 4 | 4 | | | 1 | 6 | | | 5 |
| Permitted Phases | | | 3 | | | 4 | 1 | 6 | 6 | | 5 | 2 |
| Total Split (s) | 40.2 | 40.2 | 40.2 | 40.3 | 40.3 | 40.3 | 12.0 | 12.0 | 56.5 | | 13.0 | 13.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 7.2 | | 6.9 | 6.9 | | 3.0 | 6.5 | | | 3.0 |
| Act Effct Green (s) | 25.2 | 25.2 | 25.2 | | 13.9 | 13.9 | | 93.8 | 79.1 | | | 78.9 |
| Actuated g/C Ratio | 0.17 | 0.17 | 0.17 | | 0.09 | 0.09 | | 0.63 | 0.53 | | | 0.53 |
| v/c Ratio | 0.56 | 0.80 | 0.41 | | 0.65 | 0.42 | | 0.49 | 0.57 | | | 0.33 |
| Control Delay | 64.1 | 78.9 | 9.8 | | 82.9 | 16.0 | | 18.9 | 27.6 | | | 17.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 |
| Total Delay | 64.1 | 78.9 | 9.8 | | 82.9 | 16.0 | | 18.9 | 27.6 | | | 17.1 |
| LOS | E | E | A | | F | B | | B | C | | | B |
| Approach Delay | | 54.4 | | | 50.6 | | | | 26.3 | | | |
| Approach LOS | | D | | | D | | | | C | | | |
| Queue Length 50th (ft) | 150 | 235 | 0 | | 104 | 0 | | 70 | 354 | | | 35 |
| Queue Length 95th (ft) | 220 | 322 | 62 | | 166 | 57 | | 135 | 538 | | | 75 |
| Internal Link Dist (ft) | | 297 | | | 263 | | | | 349 | | | |
| Turn Bay Length (ft) | 220 | | 220 | | | 150 | | 200 | | | | 150 |
| Base Capacity (vph) | 369 | 387 | 476 | | 401 | 430 | | 361 | 1847 | | | 316 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Reduced v/c Ratio | 0.43 | 0.61 | 0.34 | | 0.27 | 0.23 | | 0.49 | 0.57 | | | 0.30 |

| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Volume (vph) | 776 | 213 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 |
| Grade (%) | 0% | |
| Storage Length (ft) | | 0 |
| Storage Lanes | | 0 |
| Taper Length (ft) | | |
| Satd. Flow (prot) | 3426 | 0 |
| Flt Permitted | | |
| Satd. Flow (perm) | 3426 | 0 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | 25 | |
| Link Speed (mph) | 30 | |
| Link Distance (ft) | 400 | |
| Travel Time (s) | 9.1 | |
| Confl. Peds. (#/hr) | | |
| Confl. Bikes (#/hr) | | |
| Peak Hour Factor | 0.92 | 0.92 |
| Growth Factor | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 |
| Parking (#/hr) | | |
| Mid-Block Traffic (%) | 0% | |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 1075 | 0 |
| Turn Type | NA | |
| Protected Phases | 2 | |
| Permitted Phases | 2 | |
| Total Split (s) | 57.5 | |
| Total Lost Time (s) | 6.5 | |
| Act Effct Green (s) | 67.1 | |
| Actuated g/C Ratio | 0.45 | |
| v/c Ratio | 0.69 | |
| Control Delay | 37.0 | |
| Queue Delay | 0.0 | |
| Total Delay | 37.0 | |
| LOS | D | |
| Approach Delay | 35.4 | |
| Approach LOS | D | |
| Queue Length 50th (ft) | 426 | |
| Queue Length 95th (ft) | 607 | |
| Internal Link Dist (ft) | 320 | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1547 | |
| Starvation Cap Reductn | 0 | |
| Spillback Cap Reductn | 0 | |
| Storage Cap Reductn | 0 | |
| Reduced v/c Ratio | 0.69 | |

| Intersection Summary | | |
|---|---|---|
| Area Type: | Other | |
| Cycle Length: 150 | | |
| Actuated Cycle Length: 150 | | |
| Offset: 23 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | |
| Control Type: Actuated-Coordinated | | |
| Maximum v/c Ratio: 0.80 | | |
| Intersection Signal Delay: 36.2 | Intersection LOS: D | |
| Intersection Capacity Utilization 74.2% | ICU Level of Service D | |
| Analysis Period (min) 15 | | |

Splits and Phases: 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr

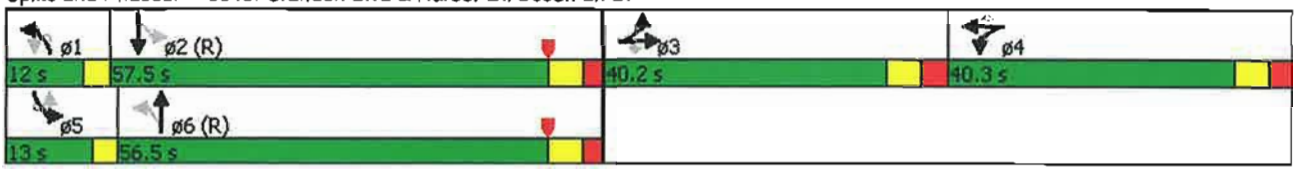


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 166 | 202 | 160 | 67 | 35 | 93 | 52 | 121 | 898 | 72 | 5 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | | 0% | | | |
| Storage Length (ft) | 220 | | 220 | 150 | | 150 | | 200 | | 0 | | 150 |
| Storage Lanes | 1 | | 1 | 0 | | 1 | | 1 | | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | | 25 | | | | 25 |
| Satd. Flow (prot) | 1681 | 1763 | 1583 | 0 | 1803 | 1583 | 0 | 1770 | 3500 | 0 | 0 | 1770 |
| Flt Permitted | 0.950 | 0.996 | | | 0.968 | | | 0.121 | | | | 0.225 |
| Satd. Flow (perm) | 1681 | 1763 | 1583 | 0 | 1803 | 1583 | 0 | 225 | 3500 | 0 | 0 | 419 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | |
| Satd. Flow (RTOR) | | | 174 | | | 101 | | | 6 | | | |
| Link Speed (mph) | | 30 | | | 20 | | | | 30 | | | |
| Link Distance (ft) | | 377 | | | 343 | | | | 429 | | | |
| Travel Time (s) | | 8.6 | | | 11.7 | | | | 9.8 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | | 0% | | | |
| Shared Lane Traffic (%) | 10% | | | | | | | | | | | |
| Lane Group Flow (vph) | 162 | 238 | 174 | 0 | 111 | 101 | 0 | 189 | 1054 | 0 | 0 | 95 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | custom | pm+pt | NA | | custom | pm+pt |
| Protected Phases | 3 | 3 | | 4 | 4 | | | 1 | 6 | | | 5 |
| Permitted Phases | | | 3 | | | 4 | 1 | 6 | 6 | | 5 | 2 |
| Total Split (s) | 40.2 | 40.2 | 40.2 | 40.3 | 40.3 | 40.3 | 12.0 | 12.0 | 56.5 | | 13.0 | 13.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 7.2 | | 6.9 | 6.9 | | 3.0 | 6.5 | | | 3.0 |
| Act Effct Green (s) | 25.3 | 25.3 | 25.3 | | 14.1 | 14.1 | | 93.4 | 78.6 | | | 76.4 |
| Actuated g/C Ratio | 0.17 | 0.17 | 0.17 | | 0.09 | 0.09 | | 0.62 | 0.52 | | | 0.51 |
| v/c Ratio | 0.57 | 0.80 | 0.42 | | 0.66 | 0.42 | | 0.51 | 0.57 | | | 0.33 |
| Control Delay | 64.4 | 79.0 | 9.7 | | 82.9 | 15.8 | | 21.0 | 27.9 | | | 17.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 |
| Total Delay | 64.4 | 79.0 | 9.7 | | 82.9 | 15.8 | | 21.0 | 27.9 | | | 17.6 |
| LOS | E | E | A | | F | B | | C | C | | | B |
| Approach Delay | | 53.9 | | | 50.9 | | | | 26.9 | | | |
| Approach LOS | | D | | | D | | | | C | | | |
| Queue Length 50th (ft) | 154 | 237 | 0 | | 107 | 0 | | 75 | 357 | | | 36 |
| Queue Length 95th (ft) | 226 | 324 | 63 | | 169 | 57 | | 162 | 541 | | | 76 |
| Internal Link Dist (ft) | | 297 | | | 263 | | | | 349 | | | |
| Turn Bay Length (ft) | 220 | | 220 | | | 150 | | 200 | | | | 150 |
| Base Capacity (vph) | 369 | 387 | 483 | | 401 | 430 | | 370 | 1836 | | | 315 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 |
| Reduced v/c Ratio | 0.44 | 0.61 | 0.36 | | 0.28 | 0.23 | | 0.51 | 0.57 | | | 0.30 |

| Lane Group | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Volume (vph) | 787 | 216 |
| Ideal Flow (vphpl) | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 |
| Grade (%) | 0% | |
| Storage Length (ft) | | 0 |
| Storage Lanes | | 0 |
| Taper Length (ft) | | |
| Satd. Flow (prot) | 3426 | 0 |
| Flt Permitted | | |
| Satd. Flow (perm) | 3426 | 0 |
| Right Turn on Red | | Yes |
| Satd. Flow (RTOR) | 25 | |
| Link Speed (mph) | 30 | |
| Link Distance (ft) | 400 | |
| Travel Time (s) | 9.1 | |
| Confl. Peds. (#/hr) | | |
| Confl. Bikes (#/hr) | | |
| Peak Hour Factor | 0.92 | 0.92 |
| Growth Factor | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 |
| Parking (#/hr) | | |
| Mid-Block Traffic (%) | 0% | |
| Shared Lane Traffic (%) | | |
| Lane Group Flow (vph) | 1090 | 0 |
| Turn Type | NA | |
| Protected Phases | 2 | |
| Permitted Phases | 2 | |
| Total Split (s) | 57.5 | |
| Total Lost Time (s) | 6.5 | |
| Act Effct Green (s) | 64.5 | |
| Actuated g/C Ratio | 0.43 | |
| v/c Ratio | 0.73 | |
| Control Delay | 39.5 | |
| Queue Delay | 0.0 | |
| Total Delay | 39.5 | |
| LOS | D | |
| Approach Delay | 37.8 | |
| Approach LOS | D | |
| Queue Length 50th (ft) | 446 | |
| Queue Length 95th (ft) | #662 | |
| Internal Link Dist (ft) | 320 | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1488 | |
| Starvation Cap Reductn | 0 | |
| Spillback Cap Reductn | 0 | |
| Storage Cap Reductn | 0 | |
| Reduced v/c Ratio | 0.73 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 23 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.80 | | | |
| Intersection Signal Delay: 37.3 | | Intersection LOS: D | |
| Intersection Capacity Utilization 75.2% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 3545: Crandon Blvd & Harbor Dr/Ocean Ln Dr



# Appendix G

# Eastbound Left Turn Queue Analysis

Harbor Plaza Entrance and Harbor Dr EB Left Turns

| AM Peak | |
|---|---|
| Time | All Vehicles |
| 7:45 AM | 0 |
| 7:46 AM | 0 |
| 7:47 AM | 0 |
| 7:48 AM | 0 |
| 7:49 AM | 2 |
| 7:50 AM | 2 |
| 7:51 AM | 1 |
| 7:52 AM | 0 |
| 7:53 AM | 0 |
| 7:54 AM | 1 |
| 7:55 AM | 0 |
| 7:56 AM | 2 |
| 7:57 AM | 0 |
| 7:58 AM | 0 |
| 7:59 AM | 0 |
| 8:00 AM | 1 |
| 8:01 AM | 1 |
| 8:02 AM | 1 |
| 8:03 AM | 1 |
| 8:04 AM | 0 |
| 8:05 AM | 0 |
| 8:06 AM | 0 |
| 8:07 AM | 0 |
| 8:08 AM | 1 |
| 8:09 AM | 0 |
| 8:10 AM | 1 |
| 8:11 AM | 1 |
| 8:12 AM | 1 |
| 8:13 AM | 0 |
| 8:14 AM | 0 |
| 8:15 AM | 0 |
| 8:16 AM | 0 |
| 8:17 AM | 1 |
| 8:18 AM | 0 |
| 8:19 AM | 2 |
| 8:20 AM | 0 |
| 8:21 AM | 1 |
| 8:22 AM | 0 |
| 8:23 AM | 0 |
| 8:24 AM | 1 |
| 8:25 AM | 1 |
| 8:26 AM | 2 |
| 8:27 AM | 2 |
| 8:28 AM | 0 |
| 8:29 AM | 1 |
| 8:30 AM | 0 |
| 8:31 AM | 0 |
| 8:32 AM | 0 |
| 8:33 AM | 4 |
| 8:34 AM | 1 |
| 8:35 AM | 1 |
| 8:36 AM | 0 |
| 8:37 AM | 1 |
| 8:38 AM | 1 |
| 8:39 AM | 1 |
| 8:40 AM | 0 |
| 8:41 AM | 1 |
| 8:42 AM | 0 |
| 8:43 AM | 1 |
| 8:44 AM | 1 |
| | 39 |

| PM Peak | |
|---|---|
| Time | All Vehicles |
| 4:15 PM | 0 |
| 4:16 PM | 1 |
| 4:17 PM | 4 |
| 4:18 PM | 1 |
| 4:19 PM | 0 |
| 4:20 PM | 0 |
| 4:21 PM | 1 |
| 4:22 PM | 0 |
| 4:23 PM | 0 |
| 4:24 PM | 0 |
| 4:25 PM | 1 |
| 4:26 PM | 1 |
| 4:27 PM | 0 |
| 4:28 PM | 1 |
| 4:29 PM | 0 |
| 4:30 PM | 0 |
| 4:31 PM | 0 |
| 4:32 PM | 0 |
| 4:33 PM | 1 |
| 4:34 PM | 2 |
| 4:35 PM | 1 |
| 4:36 PM | 1 |
| 4:37 PM | 0 |
| 4:38 PM | 3 |
| 4:39 PM | 1 |
| 4:40 PM | 0 |
| 4:41 PM | 0 |
| 4:42 PM | 0 |
| 4:43 PM | 3 |
| 4:44 PM | 2 |
| 4:45 PM | 1 |
| 4:46 PM | 0 |
| 4:47 PM | 1 |
| 4:48 PM | 2 |
| 4:49 PM | 0 |
| 4:50 PM | 1 |
| 4:51 PM | 0 |
| 4:52 PM | 0 |
| 4:53 PM | 1 |
| 4:54 PM | 0 |
| 4:55 PM | 0 |
| 4:56 PM | 0 |
| 4:57 PM | 1 |
| 4:58 PM | 0 |
| 4:59 PM | 0 |
| 5:00 PM | 0 |
| 5:01 PM | 1 |
| 5:02 PM | 1 |
| 5:03 PM | 1 |
| 5:04 PM | 1 |
| 5:05 PM | 0 |
| 5:06 PM | 1 |
| 5:07 PM | 1 |
| 5:08 PM | 2 |
| 5:09 PM | 1 |
| 5:10 PM | 1 |
| 5:11 PM | 0 |
| 5:12 PM | 1 |
| 5:13 PM | 3 |
| 5:14 PM | 0 |
| | 45 |

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