
SHELL/DAILY'S C-STORE, NO. 1810
PLANNED MAINSTREET
DEVELOPMENT DISTRICT (PMDD)

June 2017

Table of Contents

	<u>Page</u>
I. INTRODUCTION	1
A. Project Overview _____	1
B. Project Phasing _____	2
C. Justification _____	2
a) The proposed change is not contrary to the Comprehensive Plan.	2
b) Will not create an isolated zoning district, which would be unrelated and incompatible with adjacent districts.	4
c) Will not substantially impact public facilities such as schools, utilities and streets.	4
d) Will be justified by external land use conditions.	4
e) Will not create or excessively increase automobile and vehicular traffic congestion.	4
f) Will not create a storm drainage problem for other properties.	4
g) Will not adversely affect surrounding living conditions.	5
h) Will not adversely affect environmental quality.	5
i) Will not adversely affect other property values.	6
j) Will not be a deterrent to improvement or development of other property.	6
k) Will not constitute a special privilege to an individual owner.	7
D. Analysis of Public Facilities _____	7
a) Roads.	7
b) Water and Wastewater Service.	7
c) Drainage & Stormwater Management Systems.	7
d) Solid Waste.	8
e) Other Utilities.	8
f) Schools.	9
II. Implementation of Main Street Design Standards	10
A. Land Dedications _____	10
B. Open Space _____	10

C. Existing Wetlands	10
D. Greenspace	10
E. Water Features and Canals	12
F. Street Grid	12
G. Development Blocks	12
H. Utilities	12
I. Public Safety	12
J. Streetscape Requirements	12
a) Frontage Road (Perimeter) Greenway.	12
K. Plaza and Open Space Requirements	13
L. Building Design	13
a) Use, Density and Height.	13
b) Proposed Use.	13
c) Street Orientation.	15
d) Location of Uses.	15
e) Solar Orientation.	15
f) Shading.	15
g) Air Movement.	16
h) Materials and Exterior Finishes.	16
i) Fenestration.	16
j) Articulation.	16
k) Rooftops.	17
l) Signage.	17
m) Lighting.	18
n) Parking.	18
o) Service Areas and Reuse.	18
M. Sustainable and Green Components	19
a) Recycling/ Waste Management.	19
b) Stormwater Management.	19
c) Reduced Site Disturbance.	19
d) Alternative Transportation.	19

e) Light Pollution.....	20
f) Reduced Heat Island.....	20
g) Water Conservation.....	20
h) Materials and Resources.....	20
i) Water Efficiency.....	20
j) Energy Conservation.....	20
k) Indoor Air Quality.....	20
III. Additional Requirements.....	21
A. Fiscal Impact.....	21
B. City Green Plan.....	22
IV. Alternate Solutions.....	25
V. Development Team.....	26

I. INTRODUCTION

A. Project Overview

First Coast Energy, LLP (“Applicant”), proposes to develop in the City of Coconut Creek (“City”) an 8 pump, 16 fueling position gas station with car wash and a 5,000 square foot Daily’s convenience store. The development site is a 2.11 +/- acre parcel located on north west corner of West Sample Road and Lyons Road with NW 37th Street to the north and NW 47th Avenue to the west, located on the Lyons and Sample Road Plat with Folio number 4842 17 04 0020. See **EXHIBIT A** (“Property”). The Applicant is limited by its ability to develop the Property as the Property is currently an existing gas station with 8 pumps, 16 fueling position that the Applicant plans to redevelop which has existing fuel tanks, easements, and a master lift station which shall remain at the Property along Lyons Road.

As part of the Applicant’s plan of development, it is constructing a 12’ concrete sidewalk along Sample Road and Lyons Road and an 8’ concrete sidewalk along 37th Street and NW 47th Avenue. The portion of the sidewalk along Lyons Road will be heavily landscaped with trees and scrubs and there will be landscaping along Sample Road along with existing lighting but the Applicant is limited in its ability to landscape due to an existing South Florida Water Management swale along the Department of Transportation (“DOT”) right-of-way along Sample Road. Because of the DOT right-of-way, approximately 5’ of the 12’ sidewalk along Sample Road is within the DOT right-of-way.

The Applicant commits to obtaining LEED certification upon completion of construction in accordance with LEED timeframes and will provide conspicuous displays of green technology such as:

- A solar panel (60’ x 18’) above the six (6) parking spaces along Sample Road
- Green Screen along the south side of the car wash and east side of the convenience store as depicted on the plans submitted to the City. The
- Green Screen is a vertical trellis that will eventually have a flowering vine on it that will provide shade and heat gain resistance for the building, as well as being visually enhancing. The Green Screen will be 8’ x 8’ aluminum screens with a 12” x 12” grid pattern that will

attach to the wall surface. These screens will support the flowering vines

- Outdoor seating at the SE corner of the Property

The required parking per PMDD requirements is 3 spaces per 1,000 square feet of gross leasable area which results in requiring 22 parking spaces. The Applicant is providing sufficient parking with 25 parking spaces. There will be 7 parking spaces abutting both building entrances and 11 additional parking spaces near the car wash.

The design and functional elements of the development described in further detail below will result in an environmentally responsible project that meets the intent of and promotes the City's goals for MainStreet, including the MS-P Subdistrict.

B. Project Phasing

The development will be constructed in one phase.

C. Justification

A detailed analysis addressing each of the following standards identified in Section 13-36 of the City's Land Development Code is provided below.

a) The proposed change is not contrary to the Comprehensive Plan.

The City amended the City's Comprehensive Plan to create a Regional Activity Center land use category ("RAC") and applied the RAC designation to approximately 500 acres for the purpose of creating a new MainStreet area. See **EXHIBIT B**. The change in zoning to PMDD will directly implement the RAC land use designation. In doing so, the rezoning and the resulting development will support the following goals, objectives and policies of the City's Comprehensive Plan:

Goal II-2.0.0

Provide a broad range of convenient, accessible and attractive commercial, office and commercial recreation facilities sufficient to serve permanent and seasonal populations.

Objective II-2.1.0

Accommodate office, retail and other activities needed for the provision of goods and services to permanent and seasonal populations.

Policy II-9.1.4

Facilitate rezoning associated with the MainStreet project consistent with the Regional Activity Center land use designation and the MainStreet Design Standards.

Policy III-4.8

The City shall, as part of the MainStreet Corridor implementation, evaluate available transit-oriented site and building design guidelines including setback, orientation, and pedestrian access standards which enhance accessibility to public transit, for incorporation into the Land Development Code as part of any overlay or zoning district standards created for these areas and for application to new development and redevelopment adjacent to major transit routes within the City.

Policy II-2.5.2

Continue to ensure through the Land Development Code that all future commercial uses are subject to site plan review standards which mitigate adverse impacts on adjacent land uses.

Policy II-2.5.3

Maintain and implement Land Development Code standards for landscaping and buffering commercial developments which ensure adequate screening from adjacent districts and safe, aesthetic and consistent roadway buffers.

Policy VI-4.7

The City shall adopt and implement standards for the MainStreet project to encourage water and energy conservation through innovative “green” building techniques.

Objective VI-5

Protect and preserve the quality and quantity of surface waters and current and projected water supply sources within the City.

- b) Will not create an isolated zoning district, which would be unrelated and incompatible with adjacent districts.**

The proposed rezoning will allow the Property to be develop in accordance with the City's RAC land use designation and consistent with the City's goals for MainStreet. Many of the properties within the RAC have already been rezoned to PMDD as shown on **EXHIBIT B** and as others are developed in MainStreet they too will be rezoned to the same zoning designation which is the stated goal for the RAC. Therefore this rezoning, rather than creating an unrelated and incompatible district, will be a complement the other parcels in the RAC.

- c) Will not substantially impact public facilities such as schools, utilities and streets.**

The analysis in Section D below documents that the proposed PMDD rezoning will not overburden any of the public facilities that serve the Property.

- d) Will be justified by external land use conditions.**

The actions taken by the City to create a vibrant downtown including adoption of the RAC land use designation and the PMDD zoning regulations necessitate this rezoning so that the Property will support the City's vision for MainStreet.

- e) Will not create or excessively increase automobile and vehicular traffic congestion.**

The traffic analysis included with this application documents that the surrounding roadway network can accommodate the trips generated at an acceptable level of service and that the proposed development will not result in an increase of trips at the Property.

- f) Will not create a storm drainage problem for other properties.**

The change in zoning will not create storm water drainage problems for other properties. This Property falls within the Cocomar Water Control District ("Cocomar"). Cocomar has established basin criteria which are applicable to the development of the Property. The basin

criteria require that each property be developed to standards ensuring that development of one property does not create drainage problems for other properties. The drainage plan for the Property is designed in accordance with the basin criteria.

g) Will not adversely affect surrounding living conditions.

This development will provide a convenient option for fuel services for the residents and visitors of this area of the City and will not adversely affect surrounding living conditions. The plan of development will include sufficient open space, outdoor seating, landscaping, bike racks at the existing bus shelter to encourage pedestrian usage, and an attractive building that will establish a high standard of excellence to complement MainStreet.

h) Will not adversely affect environmental quality.

There are no environmentally sensitive areas within the Property. Some of the many elements of the development that will support the environmental goals of MainStreet include the following:

- Pedestrian access with landscaped sidewalks surrounding the Property;
- Landscaping and buffering;
- Inclusion of bike racks near the bus shelter to encourage the use of alternative vehicles to incorporate multi modal transportation to the Property;
- Outdoor seating;
- The Applicant commits to obtaining LEED certification upon completion of construction in accordance with LEED timeframes;
- A solar panel (60' x 18') above the six (6) parking spaces along Sample Road;
- Energy efficient windows/storefront;
- Energy efficient HVAC;
- Water conservation toilet system;
- Recycled water at car wash;
- The parking lot will contain designated parking spaces for high efficiency and car pool vehicles as depicted on the site plan;

- Green Screen along the south side of the car wash and east side of the convenience store as depicted on the plans submitted to the City;
- Recycling containers at the Property to promote recycling in MainStreet and the Applicant commits to recycling construction debris;
- Commitment that construction and demolition debris will divert 75% of waste from landfills;
- The Applicant will provide recycling options at the Property for a minimum of 2 materials including but not limited to plastic, paper and cardboard;
- Incorporate certain LEED requirements to reduce light pollution such as providing full cutoff luminaires, keeping light poles low and space more closely and focusing light downward;
- A high albedo Mill finished mansard roof with an ‘Acrylic coated Galvalume’ finish on it which will provide at the Property which values are all in excess of the LEED requirements.

i) Will not adversely affect other property values.

The rezoning of this Property will not adversely affect other property values in the City. Having an accessible and attractive gas station, convenient store, and car wash located a gateway into the City’s MainStreet will help to preserve and enhance the image of the City as a desirable place to live, work and shop with easy and convenient location to obtain gas, car wash services and convenience store goods.

j) Will not be a deterrent to improvement or development of other property.

The rezoning will provide gas station, convenient store, and car wash services in the RAC which are needed to complement and support the existing and proposed commercial and office uses in City’s MainStreet. Therefore, this rezoning will help to support and promote additional development in MainStreet.

k) Will not constitute a special privilege to an individual owner.

The rezoning is consistent with the RAC land use designation and the related MainStreet design standards. The PMDD zoning district is the district that implements the RAC. All other property owners within the RAC have the right to rezone their property to PMDD and in fact are encouraged to do so.

D. Analysis of Public Facilities

a) Roads.

The traffic analysis prepared for the proposed development indicates there is sufficient capacity to accommodate the trips associated with proposed use and the development will not result in an increase of trips at the Property. The Applicant proposes to use 26 bollards at the Property to improve safety at the Property. This traffic analysis is provided in **EXHIBIT C**.

b) Water and Wastewater Service.

Water Distribution System

The water distribution system for the Property is the existing system in the adjacent right of way which the Applicant will install services to the existing facilities. The water distribution system for the Property is designed in accordance with the criteria of the Broward County Health Department and the City of Coconut Creek. This water distribution system for the Property will not negatively impact the existing facilities that serve adjacent properties.

Wastewater (Collection & Transmission) Systems

The wastewater system for the Property is the existing system in the adjacent right of way which the Applicant will install services to the existing facilities. The wastewater collection and transmission system is designed in accordance with the Broward County Environmental Protection and Growth Management Department (“BCEPGMD”) and the City of Coconut Creek criteria. The Applicant is connecting to an existing 6” lateral, which ties into an existing lift station on-site.

c) Drainage & Stormwater Management Systems.

The drainage and stormwater management systems for the Property are existing systems which the Applicant will modify to serve the

proposed site. This Property lies within the boundaries of the Cocomar Water Control District and the drainage and stormwater management system shall be in accordance with **EXHIBIT D** for drainage plans.

All requirements of BCEPGMD and Cocomar including but not limited to permitting and licensing will be met for all surface water management and environmentally sensitive activities for the proposed development.

d) Solid Waste.

The solid waste plan for the Property is the existing solid waste services available at the Property. The City contracts with All Service Refuse for solid waste disposal and recycling services. The projected demand from this development is provided below. The Applicant will provide for recycling containers at the Property to promote recycling in MainStreet and the Applicant commits to recycling construction debris. The Applicant has confirmed that if a truck is located in the loading station, merchandise deliveries can still be accommodated within loading areas at the Property.

Solid Waste Generation				
Land Use	Units	Generation Rate	Domestic Solid Waste (C.Y./Day)	Generation (Tons/Day)
Proposed				
Convenience Store w/ Gas Sales & Car Wash	5,000 SF	2 lb / 100 SF	0.667	0.05
Existing				
Convenience Store w/ Gas Sales & Car Wash	2,337 SF	2 lb / 100 SF	0.307	0.023
Difference	2663		0.360	0.027

e) Other Utilities.

In accordance with Section 13-142 of the City Code of Ordinances, utility services to the Property will be provided via underground

service with pad mounted transformers. The existing overhead utility lines along Lyons Road shall remain along with the electric service for the light poles along Sample Road. To the greatest extent possible, utility lines reflected on the final site plan will be located so as to avoid conflict with proposed landscape materials.

f) Schools.

Not applicable.

II. Implementation of Main Street Design Standards

A. Land Dedications

Section 5.1 of the MainStreet Design Standards estimates the land areas dedicated to specific uses based on the conceptual scheme for MainStreet. Consistent with the conceptual scheme for the Core Phase of MainStreet, the development plan for the Property dedicates appropriate greenspace and development blocks as depicted on the cross section of the Property showing the greenway and landscaping attached as **EXHIBIT E**. The water features, roadways, and canals are not application to this type of use. As part of the Applicant's plan of development, it is constructing a 12' concrete sidewalk along Sample Road and Lyons Road and an 8' concrete sidewalk along NW 37th Street and NW 47th Avenue. A sidewalk connection will also be added along the northeast side of the building. The portion of the sidewalk along Lyons Road will be heavily landscaped and there will be landscaping along Sample Road with existing lighting but the Applicant is limited in its ability to landscape due to an existing South Florida Water Management District (SFWMD) swale within the FDOT right-of-way along Sample Road.

B. Open Space

The development provides a systematic open space which meets the 16% pervious area of open space for drainage with:

Open Space: 24,167 SF (0.555 acres, 26.18%)

Dry Detention: 6,137 SF (0.141 acres, 6.65%)

Total Pervious Area: 30,304 SF (0.696 acres, 32.83%)

The Applicant is proposing outdoor seating at the SE corner of the Property.

C. Existing Wetlands

There are no existing wetlands on the Property.

D. Greenspace

According to Section 5.2.2 of the MainStreet Design Standards greenspace may be provided in the form of parks, landscape buffers, greenway trails, public plazas and gathering areas. The Applicant is providing a 12' wide sidewalk along Lyons Road and Sample Road and an 8' side sidewalk along

NW 37th Street and NW 47th Avenue. A sidewalk connection will also be added along the northeast side of the building. The proposed development's landscaping shall be as depicted on **EXHIBIT E**, greenspace/landscaping plan. The Applicant has also reduced the drive aisle width from 30' down to 24' on the south side of the building to reduce pavement area and increase the greenspace adjacent to the building. The drive aisle leading to the car wash has been tapered to the opening. The proposed development is limited in the ability to provide greenspace as the Applicant is utilizing the existing tanks located on the east side of the site. The east curb line needs to remain in the same location for the tanks to be in the pavement.

Small trees at the Property will not exceed 10% of the trees required, and the Applicant has provided a breakdown of what species of trees are being utilized for the 13 Category 1 trees used for on-side mitigation. The Applicant will provide a separate shrub plant diversification calculation along with the tree calculation. No more than 25% of one species will be used on side as it relates to plant diversification.

The 8 trees surrounding the main building are disbursed around the site due to the large species of trees and without disbursing the trees, the trees would interfere with the building. The Applicant placed more trees on the perimeter on the east side of the site where Lyons is located (along with a large green area and retention site).

Due to constraints of the configuration of the property and the design of the proposed site, and to take the Property out of the existing 12' platted utility easement, the Applicant is providing the maximum landscape area along the south side facing Sample Road. The drive aisle was narrowed and the Applicant is providing 9.6' (measured to the face of building) (south), so, the Applicant is .4' short on the landscaping on the south side of the site. The Applicant is providing a green screen and tiers of landscaping to mitigate the narrowness.

The Applicant is providing the three (3) tiers of landscape on the south façade of the site but only two (2) tiers on the north façade of the site. The north façade has a utility easement where trees cannot be placed immediately adjacent to the building. If the trees located on the street are factored into the tiered landscape calculation, the Applicant would have three tiers of trees on the north side of the site. Therefore, the north side of the site will appear to have a consistent look with the balance of the property.

The Applicant will record any required public access easement(s) for portions of sidewalks, greenways, etc., that are located within private property upon final site plan approval.

E. Water Features and Canals

None.

F. Street Grid

The development provides appropriate connections to surrounding roadways and ensures adequate emergency vehicle circulation is accommodated at the Property. The Applicant has reduced the drive aisle width from 30' down to 24' on the south side of the building to reduce pavement area and increase the greenspace adjacent to the building. The drive aisle leading to the car wash has been tapered to the opening. See **Exhibit F** for site plan.

G. Development Blocks

As indicated in Section 5.4 of the MainStreet Design Standards, block size shall be in accordance with the MS-P Subdistrict.

H. Utilities

The Property is not adjacent to the existing FPL transmission corridor and no special buffering is required on the Property. The Applicant meets the requirements for utilities.

I. Public Safety

The development will ensure proper public safety measures such as surveillance cameras, an alarm system, and adequate lighting to create a safe atmosphere at the Property.

J. Streetscape Requirements

a) Frontage Road (Perimeter) Greenway.

The Property is classified as a Frontage Road in the MainStreet Design Standards. The frontage roadway landscaping is intended to provide pedestrian and cyclists a comfortable area for movement along the major roadways that surround the MainStreet District. The Applicant is adding accent trees along Sample Road to provide

interest and to break up the long stretches of Silver Buttonwood and Geiger Trees proposed. Per the City request, the perimeter greenway sidewalk and sidewalks along NW 37th Street and NW 47th Avenue will be Solomon 415 red/Venetian red per MainStreet Design Standards. The same sidewalk colors and materials will be utilized along Sample Road and Lyons Road. The sidewalk color shall be integrated into the concrete and not a top coat finish. Per the City request to soften the expansive look of concrete, additional areas of stamped concrete along NW 37th Street for pedestrian crossings within the driveways as depicted on the site plan. The development shall satisfy the Frontage Road streetscape requirements in accordance with **EXHIBIT I**, alternate design standards.

K. Plaza and Open Space Requirements

The proposed development will meet the open space requirements of the Main Street Design Standards, and will otherwise be in accordance with **EXHIBIT E**, the Applicant’s landscape plans and **EXHIBIT I**, alternate design standards. The open space requirements are satisfied as follows:

Open Space: 24,167 SF (0.555 acres, 26.18%)

Dry Detention: 6,137 SF (0.141 acres, 6.65%)

Total Pervious Area: 30,304 SF (0.696 acres, 32.83%)

L. Building Design

a) Use, Density and Height.

According to Section 8.1.3 of the MainStreet Design Standards, the MS-P Subdistrict focuses on commercial and office development. The mix of these uses is encouraged but single use buildings are allowed. The Property complies with the MainStreet Design Standards and will otherwise be in accordance **EXHIBIT F**, site plan along with **EXHIBIT I**, alternate design standards. The elevations for the Property shall be in accordance with **EXHIBIT H**.

b) Proposed Use.

Pursuant to Section 8.1.3 of the MainStreet Design Standards, the development complies with the all motor fuel station guidelines except as set out on **EXHIBIT I**, alternate design standards.

Because of the existing master lift station, fuel tanks and easements that will remain at the Property along Lyons Road, the primary building of the convenience store is oriented towards Lyons Road (but is not adjacent to Lyons Road because of the existing conditions at the Property) and the fuel islands are oriented towards the rear of the Property pursuant to the MainStreet Design Standards.

Pedestrian access and connectivity will be provided from the convenience store to the fuel islands and the sidewalks that surround the entire Property will be landscaped with heavier landscaping along Lyons Road. A sidewalk connection will also be added along the northeast side of the building. The sidewalk surrounding the Property will strengthen pedestrian connectivity to perimeter greenway and connectivity to future development within the Mainstreet project area. Landscaping will be provided along Sample Road but is more limited due to the existing SFWMD swale within the FDOT right-of-way that encroaches onto the sidewalk being constructed by the Applicant.

The development does provide for a greenway along Lyons Road, however, the building is not adjacent to the greenway because of the existing fuel tanks at the Property prevent the orientation of the Property in this manner. In order to allow the large trucks to access the gas station and deliver fuel, the orientation of the building next to the greenway is not feasible.

Because there are no surrounding commercial uses to share access with due to the Property being bound on 4 sides by roads, this requirement is not applicable to the Property. There are sidewalks on the perimeter of the Property to connect to the points north and west of the Property, however, because this is a single lot where the orientation is bounded by roads, sharing access with other commercial uses is not feasible.

All screen service/storage/refuse areas will have architectural enclosures or landscape buffers and to the extent the Property provides bathrooms and ATM machines they will be located within the convenience store. The Property will have a consistent look with the overall architectural character throughout with integrated pump islands, canopy and portico. The Applicant will comply with this requirement for landscaping materials and will provide additional landscaping along Sample Road.

c) Street Orientation.

Pursuant to the MainStreet guidelines, the building at the Property shall have a clear relationship with the street, with two entrances into the Property: (i) an entrance on the west side of the Property along NW 47th Avenue, and (ii) an entrance on the east side of the Property along Lyons Road. The Applicant will be amending the non-vehicular access line on the plat to allow additional ingress/egress into the site along NW 37th Street. The Applicant will provide site triangles for all ingress/egress points at the Property line, including access points along NW 37th and NW 45th Street. A peak elevation will be added to the east entrance of the building. The building façade for the Property will be open and inviting, with a designated pedestrian path from the bus shelter and bike racks on Sample Road to access the Property, and will otherwise be in accordance with **EXHIBIT I**, alternate design standards.

d) Location of Uses.

The Property will have ground floor pedestrian oriented uses.

e) Solar Orientation.

The building, to the greatest extent possible, will make use of proper solar orientation in order to provide natural daylight and promote lower heating and cooling requirements for the building. A canopy covering the fuel pumps will be provided along the west side of the convenience store to mitigate any solar exposure at the Property and a portico will be constructed on the east side of the Property along Lyons Road for additional shading. As depicted on the site plan, it will provide a solar panel (60' x 18') above the six (6) parking spaces along Sample Road. The Applicant will comply with any solar requirements to receive LEED certification.

f) Shading.

The development will provide shading measures such as a fuel canopy along the west side of the building near the fuel pumps and a portico along the east side of the building along Lyons Road both consistent with the color of the building and roof, along with landscaping to provide natural shading at the Property. The Applicant will comply with any shading requirements to receive LEED certification. The Applicant will provide a shade tree in the terminal

island on the west side of the ingress only drive off of Sample maintaining a 15' setback from the light.

g) Air Movement.

The development will provide, to the best extent possible, building elements such as a fuel canopy along the west side of the building near the fuel pumps and a portico along the east side of the building along Lyons Road to induce air movement and provide comfortable place for rest and relaxation at the Property, however, air movement is not otherwise applicable to the subject Property being that it is for motor fuel services and does not encourage customers to stay at the Property like they would at other retail uses. The Applicant will comply with any air movement requirements to receive LEED certification.

h) Materials and Exterior Finishes.

The MainStreet Design Standards require two materials for building façades. Stucco, which is a local material and brick will be provided to meet this requirement. Transparent glass will be used at the building with no reflective glass or faux treatments. See **EXHIBIT G**, color sample board and materials schedule.

i) Fenestration.

Fenestration requirements in Section 8.9 apply to commercial buildings. All windows in this development will be related in size and maintain consistency in shape and location throughout the façade. The fenestration at the Property shall otherwise be in accordance with **EXHIBIT I**.

j) Articulation.

Building facades shall provide articulation and varied architectural elements to provide visual interest. The development's unbroken facade is 100' and changes in wall planes shall be avoided. All street level use shall be open to the public and there will be an external entrance to the building by Lyons Road and an internal entrance to the convenience store near the fuel pumps.

The development will provide shading measures such as a fuel canopy along the west side of the building near the fuel pumps and a

portico along the east side of the building along Lyons Road both consistent with the color of the building, along with landscaping to provide natural shading at the Property. The Applicant is providing a storefront and entry feature at the rear of the building whereby entry and storefront features are at the front and rear of the building to create articulation. The articulation at the Property shall otherwise be in accordance with **EXHIBIT I**.

k) Rooftops.

At the request of the City, a peak elevation will be added to the east entrance of the building. The Applicant cannot provide a peak roof at the west entrance due to the gas canopy tee. The Applicant will provide a High albedo mansard roof incorporating standing seam metal with a mill finish (silver) and an additional shading device, ie., east side entry portico. The Applicant will screen the rooftop service equipment from view and the roof shall otherwise be in accordance with **EXHIBIT I**. The Mill finished mansard roof to have an ‘*Acrylic coated Galvalume*’ finish on it, which will provide at the Property values are all in excess of LEED requirements:

Solar Reflectance Value of 0.67

Emmissivity Value of 0.14

SRI Value of 74.00

l) Signage.

The Applicant is utilizing the existing signage at the Property. Pursuant to Section 13-466.4 of the Code, the City requires that logos may be used only in conjunction with the established name, however, the Applicant request that the City allow the monument sign at the Property on the canopy to be the Shell/Pecten logo only and not the name “Shell” on the canopy at the Property. The Applicant’s standard signage at other Shell gas stations is only the Shell/Tecten logo on the canopy without the word “Shell” and this will allow for a consistent look with the brand of the gas station. The signage shall otherwise be in accordance with **EXHIBIT I**.

m) Lighting.

Lighting will be compliant with the lighting principles of MainStreet Design Standards. Lighting shall be used to illuminate the signs. There is currently existing lighting along Sample Road and per City night sky requirement the Applicant will not install lighting along the three roads surrounding the Property.

n) Parking.

Parking areas are shown on the site plan and the amount of spaces meets the standard. The required parking per PMDD requirements is 3 spaces per 1,000 square feet of gross leasable area which results in requiring 22 parking spaces. The Applicant is providing sufficient parking with 25 parking spaces. There will be 7 parking spaces abutting both building entrances and 11 additional parking spaces near the car wash. Because of the orientation of the building surrounded by major roads, shared parking is not feasible. The development complies with the City's requirements for disabled parking, perpendicular parking and parallel parking spaces, as applicable. The development will provide a landscape screening along the parking areas.

While the Applicant satisfies the PMDD parking requirements, Sec.13-399(k) of the City's Code requires access drives leading from public rights-of-way shall be designed to prevent maneuvering of vehicles within any portion of any entrance driveway or driveway lane that is within fifty (50) feet of the right-of-way line of any public street. Due to the unique configuration of the Property being bound on all four sides by existing roads and the narrow size of the Property (154 feet wide), in order to allow for the development of the project, the Applicant provides less than 50 feet of stacking as depicted on the site plan on NW 37th Street, NW 47th Avenue, and Sample Road. Should the entire 50 feet of stacking be required on the north and side sides of the Property, the Applicant would not be able to develop the Property in accordance with the site plan due to the unique configuration of the Property being bound on all four sides by existing roads and small configuration of the Property.

o) Service Areas and Reuse.

All service and refuse areas will be located within building structures and will be out of public view.

M. Sustainable and Green Components

The Applicant commits to obtaining LEED certification upon completion of construction in accordance with LEED timeframes.

a) Recycling/ Waste Management.

The development will implement a recycling program that will include collecting recyclable solid waste in containers for a minimum of 2 materials. The Applicant also commits to recycle construction debris. The Applicant will provide a Recycling Plan to the City within 14 days of beginning operations if required. The Applicant has confirmed that if a truck is located in the loading station, merchandise deliveries can still be accommodated within loading areas at the Property. The Applicant is limited by the configuration of the Property regarding truck circulation on the west. Truck circulation is around the building. Truck circulation is not on the west because the Applicant does not need truck access on the west side of the Property. Movement from Sample Road is not needed. The Applicant has revised the site plan to remove encroachment into the loading area.

b) Stormwater Management.

The Applicant will use recycled materials when possible.

c) Reduced Site Disturbance.

See **EXHIBIT L**

d) Alternative Transportation.

The Property is adjacent to an existing bus shelter and bike racks. The Applicant is constructing a pedestrian cross walk from Sample Road at the bus shelter and bike racks for pedestrians to easily access the Property and encourage multi modal forms of transportation at the Property. The parking lot will also contain designated parking spaces for high efficiency and car pool vehicles as depicted on the site plan.

e) Light Pollution.

To the extent possible, the development will provide full cutoff luminaries, keep light poles low and space more closely and will focus light downward.

f) Reduced Heat Island.

See **EXHIBIT I.**

g) Water Conservation.

See **EXHIBIT I.**

h) Materials and Resources.

See **EXHIBIT I.**

i) Water Efficiency.

See **EXHIBIT I.**

j) Energy Conservation.

The design of the overall building efficiency will meet the minimum level of energy efficiency of the Florida Building Code.

k) Indoor Air Quality.

See **EXHIBIT I.**

III. ADDITIONAL REQUIREMENTS

III. Additional Requirements

A. Fiscal Impact

The proposed building and gas station improvements, increased employment and anticipated expenditures within the City of Coconut Creek will have a positive fiscal impact. The table below estimates the revenues generated.

Estimated Project Costs		
	Site Development Costs	\$900,000
	Building Construction Costs	\$1,500,000.00
	Soft Costs	\$300,000

Estimated Assessed Value & Annual Ad Valorem Taxes		
\$2,263,940	Total Estimated Assessed Value	
Overall Tax Rate	21.8919 mills (or 2.18919%)	\$44,605

Estimated Impact Fees and Building Permit Revenue		
	Building Permit Fees	\$60,000.00
	Impact Fees	\$115,000.00
	Water & Sewer Connections	\$20,000.00

III. ADDITIONAL REQUIREMENTS

B. City Green Plan

This proposed development supports the action items in the City's Green Plan as discussed below.

- a) Action 1.1: Achieve LEED Certification for all buildings in the MainStreet Project Area with at least 15% certified at Silver, Gold, or Platinum level.

The Applicant commits to obtaining LEED certification upon completion of construction in accordance with LEED timeframes.

- b) Action 1.6: Ensure 100% of new development projects throughout the City contain conspicuous displays of green technology that function.

The Applicant proposes to include conspicuous displays of green technology such as heat island effect on the roof, water efficient landscaping, aggressive exterior lighting, and light colored concrete at the Property. The Applicant will provide a solar panel (60' x 18') above the six (6) parking spaces along Sample Road.

Additionally, the Applicant will provide a Green Screen along the south side of the car wash and east side of the convenience store as depicted on the plans submitted to the City. The Green Screen is a vertical trellis that will eventually have a flowering vine on it that will provide shade and heat gain resistance for the building, as well as being visually enhancing. The Green Screen will be 8' x 8' aluminum screens with a 12" x 12" grid pattern that will attach to the wall surface. These screens will support the flowering vines.

The Applicant commits to outdoor seating at the SE corner of the Property.

- c) Action 2.1: Achieve 40% tree canopy coverage throughout the City with maximum tree coverage on public and private land by 2020.

The landscape plan for the development as shown on **Exhibit E** demonstrates that the plan meets and in most cases exceeds the tree requirements and the Applicant will achieve 40% tree canopy coverage with maximum tree coverage at the Property.

III. ADDITIONAL REQUIREMENTS

- d) Action 2.2 – Achieve 40% greenroof coverage for new construction in MainStreet Project Area and 10% greenroof coverage for new construction for areas outside of MainStreet.

The Applicant will provide a High albedo mansard roof incorporating standing seam metal with a mill finish (silver) and an additional shading device, ie., east side entry portico. Within the building design criteria, the Mill finished roof to have an ‘Acrylic coated Galvalume’ finish on it, which will provide at the Property values which are in excess of LEED requirements:

Solar Reflectance Value of 0.67

Emmissivity Value of 0.14

SRI Value of 74.00

- e) Action 2.3 – Ensure public access to passive parks, recreational areas, open space, or greenway trails with ½ mile of all residents by 2020.

The development provides a systematic open space with 32.83% pervious open space which meets the minimum of 16% pervious area of open space for drainage. The Applicant will construct a pedestrian cross walk from the existing bus shelter and bike racks on Sample Road to allow for improved access to the Property by these means of transportation. The Applicant will also develop a landscaped 12’ sidewalk along Sample Road and Lyons Road and an 8’ sidewalk along NW 37th Street and NW 47th Avenue. A sidewalk connection will also be added along the northeast side of the building. Colored sidewalks and a bike rack are proposed for the development and the existing bus stop furniture conforms with the City’s amenities package.

- f) Action 5.1: Increase recycling throughout the City by 25% by 2014 and 50% by 2020.

The Applicant will provide recycling options at the Property for a minimum of 2 materials including but not limited to plastic, paper and cardboard.

- g) Action 5.3: Require all construction and demolition debris to divert 75% of waste from landfills.

III. ADDITIONAL REQUIREMENTS

The Applicant will ensure all construction and demolition debris will be recycled and will implement a recycling program. All construction and demolition debris will divert 75% of waste from landfills.

- h) Action 6.2: Improve mobility throughout the City by increasing the number of bus shelters, bicycle parking, bicycle lanes, greenway trails, and local bus shuttle service.

The Applicant will construct a pedestrian cross walk from the existing bus shelter and bike racks on Sample Road to allow for improved access to the Property by these means of transportation. The Applicant will also develop a landscaped 12' sidewalk along Sample Road and Lyons Road and an 8' sidewalk along NW 37th Street and NW 47th Avenue. A sidewalk connection will also be added along the northeast side of the building. Colored sidewalks and a bike rack are proposed for the development and the existing bus stop furniture conforms with the City's amenities package. The Applicant will add additional areas of stamped concrete along NW 37th Street for pedestrian crossings within the driveways as depicted on the site plan. A sidewalk has been added for the outdoor ice machine. The color of the concrete for the sidewalks at the Property will be integral to the color and not a top coat.

- i) Action 6.4: Implement an alternative vehicle parking program to designated parking areas for alternative vehicles in developments throughout the City **by 2020.**

Parking spaces will be dedicated to alternative vehicles and carpooling as depicted on the site plan and the Applicant will provide a vehicle charging station.

IV. Alternate Solutions

See EXHIBIT I.

V. Development Team

Applicant

First Coast Energy, LLP
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Tel 904-596-3218
cbreslin@firstcoastenergy.com

Architect

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Civil Engineers

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**Legal Counsel
and Land Planner**

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marla.neufeld@gmlaw.com
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SURVEYOR

Pulice Land Surveyors, Inc.
5381 Nob Hill Road
Sunrise, FL 33351
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surveys@pulicelandsurveyors.com

**TRAFFIC
CONSULTANT**

Thomas Engineering
Michael Troxell
1000 Corporate Drive, Suite 250
Fort Lauderdale, FL 33334
Tel: 954-202-7000
mtroxell@thomaseg.com

EXHIBIT A – PROPERTY

LEGAL DESCRIPTION:

TRACT "C" OF "LYONS AND SAMPLE ROAD PLAT" ACCORDING TO THE PLAT THEREOF AS RECORDED
IN PLAT BOOK 152 AT PAGE 44 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

EXHIBIT A - PROPERTY

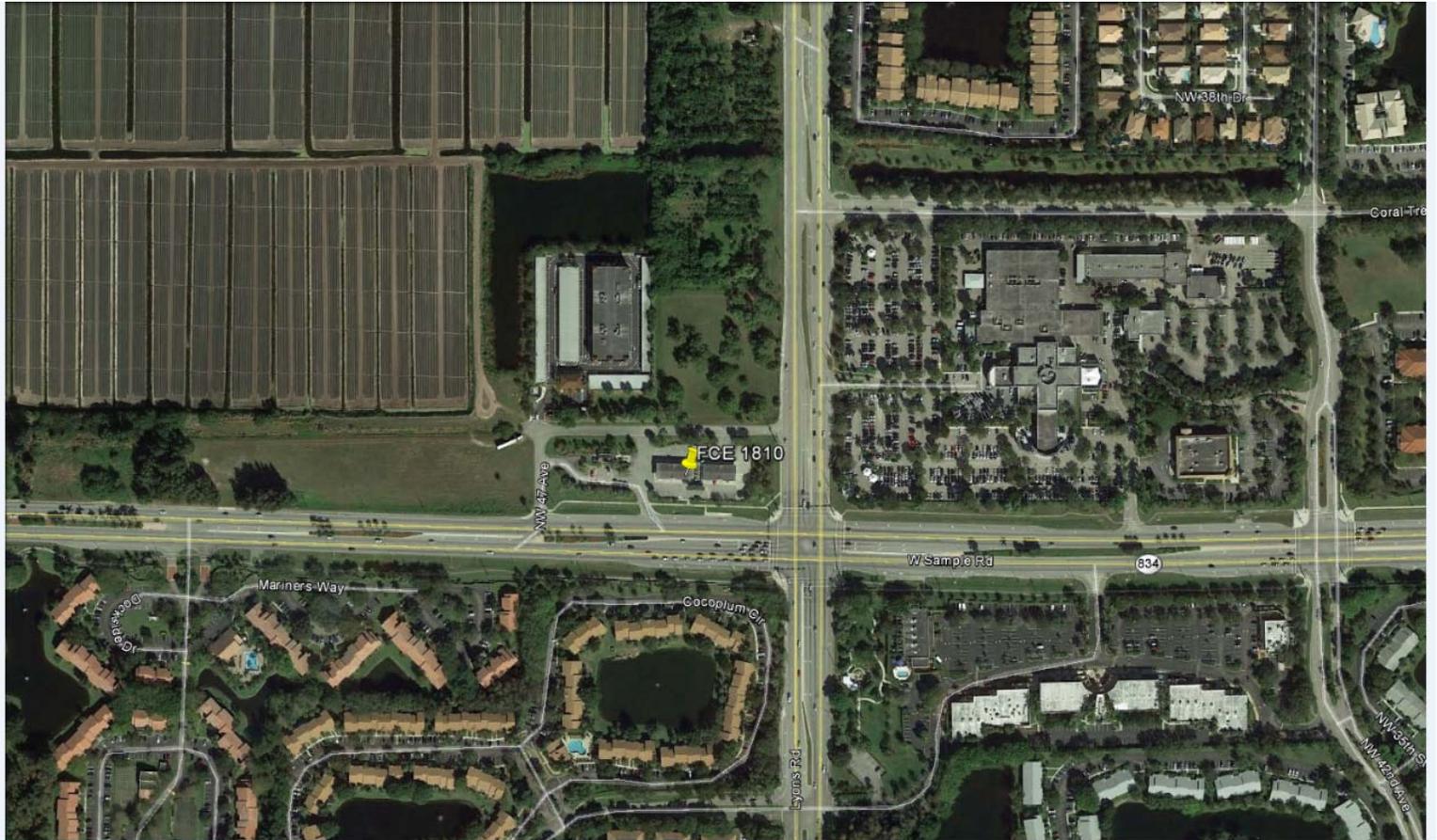


EXHIBIT B – Existing and Future Land Use and Zoning Map

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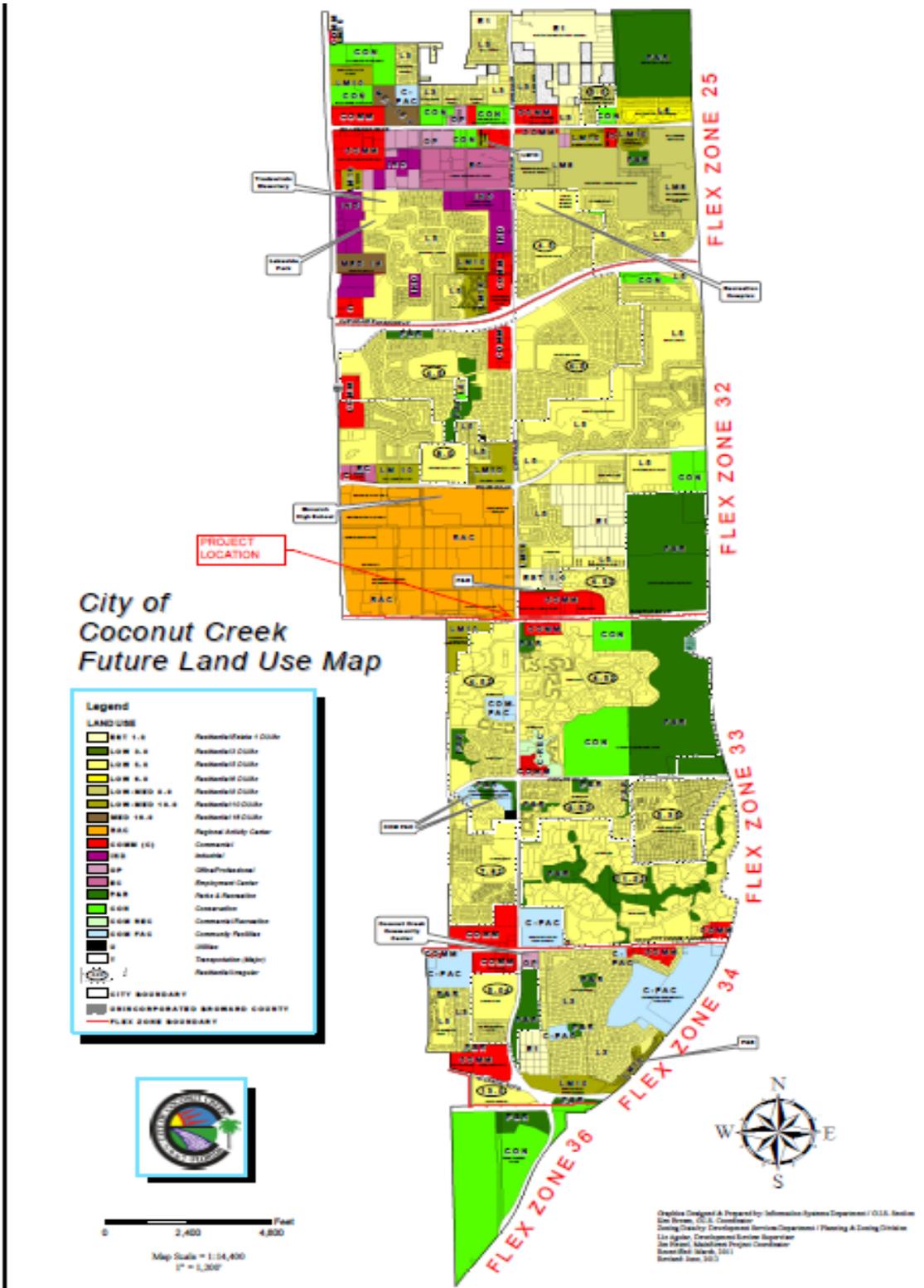


EXHIBIT B – Existing and Future Land Use and Zoning Map

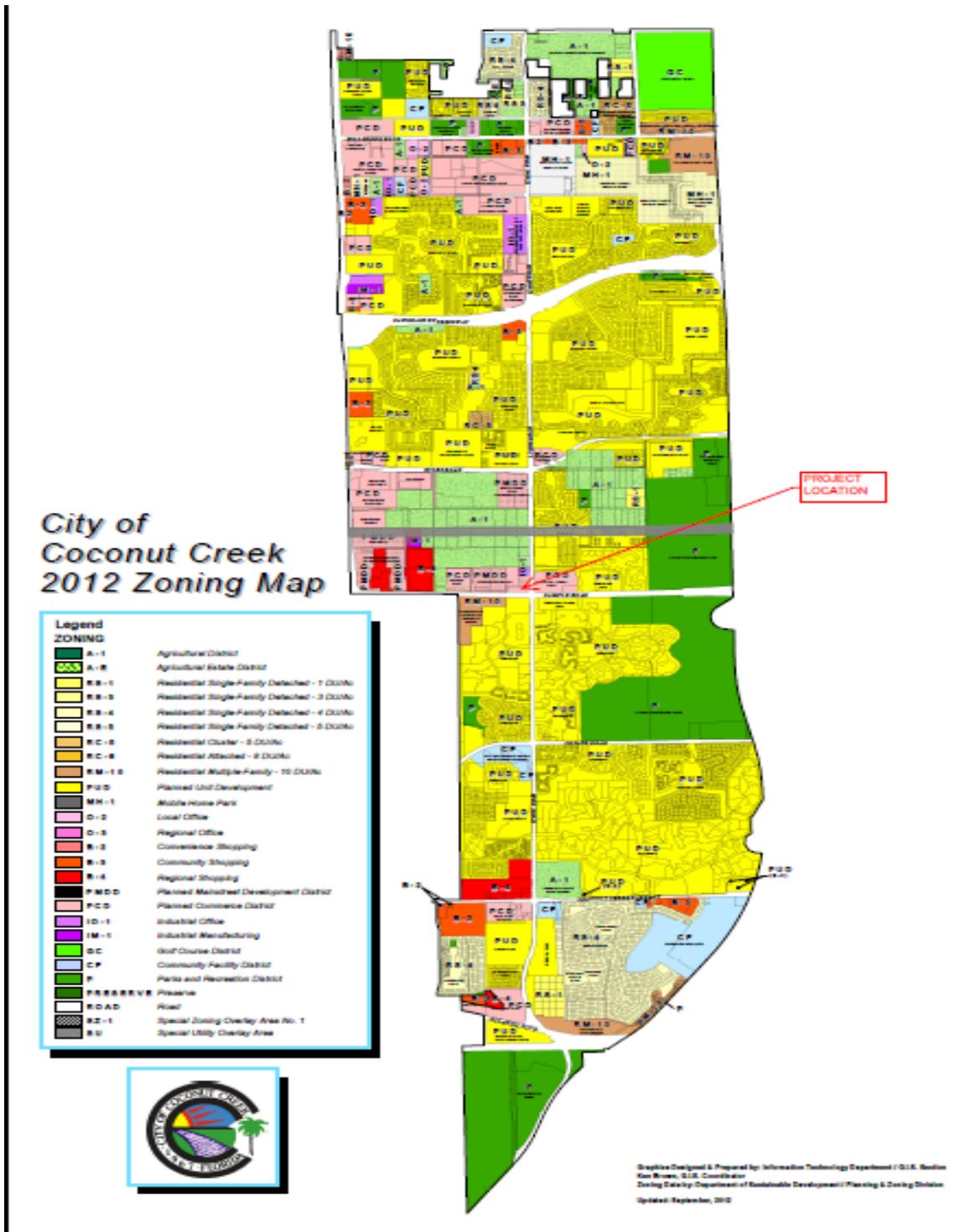


EXHIBIT C – Traffic Study (provided separately)



McMAHON ASSOCIATES, INC.
2090 Palm Beach Lakes Boulevard, Suite 400
West Palm Beach, FL 33409
p 561-840-8650 | f 561-840-8590

PRINCIPALS

Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William T. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE

ASSOCIATES

John J. Mitchell, P.E.
Christopher J. Williams, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE
Dean A. Carr, P.E.

March 24, 2017

VIA E-MAIL

Ms. Kristin Novack, E.I.
Thomas Engineering Group
1000 Corporate Drive, Suite 250
Fort Lauderdale, FL 33334

**RE: Daily's Sample Road at Lyons Road Access Evaluation
McMahon Project No. L17189.01**

Dear Kristin:

McMahon Associates, Inc. (McMahon) has completed an access evaluation associated with the proposed redevelopment of a site located on the northwest corner of Sample Road and Lyons Road, in the City of Coconut Creek. **Figure 1** graphically depicts the site location. The site currently includes a Shell gas station with 2,178 square feet of convenience store, 16 fueling positions and a 653-square foot car wash. The redevelopment will include a 5,000-square foot Daily's convenience store, 16 fueling positions and a 1,300-square foot car wash. The fueling positions and convenience store will be reoriented on the site. The site plan is attached in **Appendix A**. The purpose of the study is to evaluate the vehicular access to the site with the proposed development and site layout.

TRIP GENERATION ANALYSIS

Trip generation estimates for the convenience store and fueling positions were based on equations obtained from the Florida Department of Transportation (FDOT) Trip Generation Characteristics of Large Gas Stations/Convenience Stores and Student Apartments for daily and PM peak hour conditions. In/out splits for daily and PM peak hour conditions, as well as trip generation rates for the AM peak hour were based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. Trip generation estimates for the car wash were also based on ITE *Trip Generation Manual*, 9th Edition. The daily trip rate for the car wash was based on assuming that the PM peak hour rate is 10 percent of the daily rate. In addition, it was assumed that the AM peak hour rate was the same as the PM peak hour rate. Excerpts from FDOT and ITE are attached in **Appendix B**. Results of the analysis, summarized in **Table 1**, indicate that the proposed redevelopment is expected to result in no increase of daily traffic, an increase of nine (9) AM peak hour trips, and an increase of 19 PM peak hour trips.



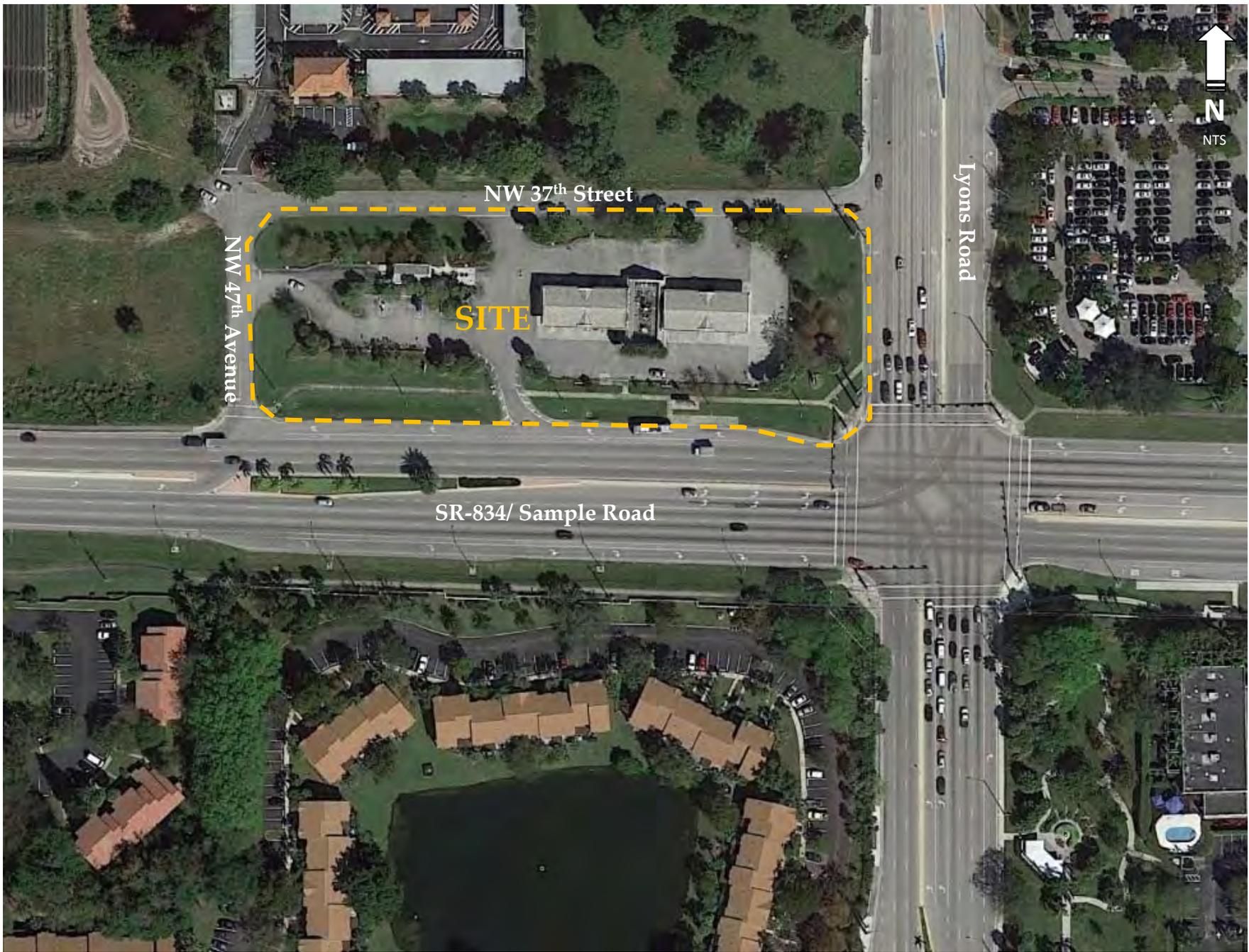


Figure 1
Site Location
Daily's Sample Road at Lyons Road Access Evaluation
Coconut Creek, Florida

TABLE 1
TRIP GENERATION ANALYSIS
DAILY'S SAMPLE ROAD AT LYONS ROAD ACCESS EVALUATION

DAILY

LAND USE	ITE CODE	BUILDING INTENSITY	FUELING POSITIONS	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS			PASS-BY ⁽¹⁾				NEW TRIPS		
							IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL
EXISTING USE																
Gas Station w/ Convenience Market ⁽²⁾	N/A	2,178 SF	16 VFP	$T = 256.7 * (fp) - 144.5 * (kft^2)$	50%	50%	1,896	1,896	3,792	1,460	1,460	2,920	77.00%	436	436	872
Car Wash ⁽³⁾	948	653 SF		$T = 141.20 (X)$	50%	50%	46	46	92	0	0	0	0%	46	46	92
SUBTOTAL							1,942	1,942	3,884	1,460	1,460	2,920	77.00%	482	482	964
PROPOSED USE																
Gas Station w/ Convenience Market ⁽²⁾	N/A	5,000 SF	16 VFP	$T = 256.7 * (fp) - 144.5 * (kft^2)$	50%	50%	1,693	1,693	3,386	1,303	1,303	2,606	77.00%	390	390	780
Car Wash ⁽³⁾	948	1,300 SF		$T = 141.20 (X)$	50%	50%	92	92	184	0	0	0	0%	92	92	184
SUBTOTAL							1,785	1,785	3,570	1,303	1,303	2,606	77.00%	482	482	964
NET DIFFERENCE							-157	-157	-314	-157	-157	-314	0	0	0	0

AM PEAK HOUR

LAND USE	ITE CODE	BUILDING INTENSITY	FUELING POSITIONS	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS			PASS-BY ⁽¹⁾				NEW TRIPS		
							IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL
EXISTING USE																
Gas Station w/ Convenience Market	945	2,178 SF	16 VFP	$T = 10.16 (X)$	50%	50%	82	81	163	51	50	101	62.00%	31	31	62
Car Wash	948	653 SF		$T = 14.12 (X)$	50%	50%	5	4	9	0	0	0	0%	5	4	9
SUBTOTAL							87	85	172	51	50	101	62.00%	36	35	71
PROPOSED USE																
Gas Station w/ Convenience Market	945	5,000 SF	16 VFP	$T = 10.16 (X)$	50%	50%	82	81	163	51	50	101	62.00%	31	31	62
Car Wash ⁽³⁾	948	1,300 SF		$T = 14.12 (X)$	50%	50%	9	9	18	0	0	0	0%	9	9	18
SUBTOTAL							91	90	181	51	50	101	62.00%	40	40	80
NET DIFFERENCE							4	5	9	0	0	0	0	4	5	9

PM PEAK HOUR

LAND USE	ITE CODE	BUILDING INTENSITY	FUELING POSITIONS	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS			PASS-BY ⁽¹⁾				NEW TRIPS		
							IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL
EXISTING USE																
Gas Station w/ Convenience Market ⁽²⁾	N/A	2,178 SF	16 VFP	$T = 12.3 * (fp) + 15.5 * (kft^2)$	50%	50%	116	115	231	89	89	178	77.00%	27	26	53
Car Wash	948	653 SF		$T = 14.12 (X)$	50%	50%	5	4	9	0	0	0	0%	5	4	9
SUBTOTAL							121	119	240	89	89	178	77.00%	32	30	62
PROPOSED USE																
Gas Station w/ Convenience Market ⁽²⁾	N/A	5,000 SF	16 VFP	$T = 12.3 * (fp) + 15.5 * (kft^2)$	50%	50%	137	137	274	106	105	211	77.00%	31	32	63
Car Wash	948	1,300 SF		$T = 14.12 (X)$	50%	50%	9	9	18	0	0	0	0%	9	9	18
SUBTOTAL							146	146	292	106	105	211	77.00%	40	41	81
NET DIFFERENCE							25	27	52	17	16	33	0	8	11	19

(1) Source: Institute of Transportation Engineers' Trip Generation Manual, 9th Edition, Volume 3.

(2) Source: Florida Department of Transportation (FDOT) Trip Generation Characteristics of Large Gas Stations/Convenience Stores and Student Apartments.

(3) Daily trip rate for Car Wash based on assuming that the PM peak rate is 10 percent of the daily rate. AM peak hour rate based on PM peak hour rate.



EXISTING SITE ACCESS

The site currently includes four (4) driveway connections. These include one (1) right-in only driveway along Sample Road (south side of site), one (1) full access driveway to NW 47th Avenue (west side of site), and two (2) full access driveways to NW 37th Street (north side of site). NW 47th Avenue provides access to Sample Road via a right-in/right-out/left-in configuration. NW 37th Street provides access to Lyons Road via a right-in/right-out configuration. The access to the site and to NW 47th Avenue along Sample Road includes a continuous, exclusive right-turn lane that extends from Lyons Road to NW 47th Avenue. The access to NW 37th Street from Lyons Road is located within the southbound right-turn lane for the Sample Road/Lyons Road intersection.

FIELD OBSERVATIONS

Field observations were performed on Tuesday, March 14, 2017 from 4:00 PM to 6:00 PM and on Wednesday, March 15, 2017 from 7:00 AM to 9:00 AM for assessing the traffic operations at the current facility and existing driveway connections. Field observations focused on existing queues observed at the driveway connections and fueling positions, internal circulation characteristics, and driveway use to determine site distribution of traffic. Photographs of various conditions are provided in **Appendix C**. The following observations were noted during the field observations:

- ❖ The maximum number of fueling positions occupied at any one (1) time was 10 fueling positions during the morning peak period and 12 fueling positions during the afternoon peak period.
- ❖ The majority of the inbound traffic to the site was observed to use the right-in only driveway connection along Sample Road (approximately 50 to 70 percent). Most of the remaining traffic entered through the driveway connections along NW 37th Street. A small portion of the traffic entered the site via the NW 47th Avenue driveway connection.
- ❖ The majority of the outbound traffic from the site was observed to use the driveway connections to NW 37th Street. A small portion of the traffic exited the site via the NW 47th Avenue driveway connection.
- ❖ Approximately five (5) percent of the site patrons were observed to use the car wash after fueling.
- ❖ A slightly higher percentage of vehicles exiting the site onto NW 37th Street were observed to travel east to Lyons Road, as opposed to west, to access Sample Road. Of the vehicles travelling east on NW 37th Street to Lyons Road, these vehicles were then observed to travel south through or turn right at the Sample Road/Lyons Road intersection.
- ❖ No vehicular queues were observed within the site or at the driveway connections.
- ❖ No vehicular conflicts were observed within the site or at the driveway connections.
- ❖ Two (2) illegal right-out maneuvers were observed at the south driveway along Sample Road during the PM peak period.
- ❖ The right-turn prohibition sign posted at the south driveway to prevent vehicles from turning right once they enter the site creates confusion to motorists, as the sign can be seen from Sample Road. Vehicles were observed to slow down as they enter the site.

- ❖ Pavement markings within the site are faded, which creates confusion within the site with regards to appropriate vehicular paths.

PROPOSED SITE ACCESS

The proposed plan will include five (5) driveway connections. The existing driveways along Sample Road, NW 47th Avenue, and the westernmost driveway connection along NW 37th Street will remain in the same locations as existing. The easternmost driveway connection along NW 37th Street will be relocated farther east. One (1) additional full access connection is being proposed to NW 37th Street between the westernmost and the easternmost driveway connections. This driveway will align with the proposed north/south drive isle between the fueling positions and the convenience store.

PROJECT DISTRIBUTION AND ASSIGNMENT

The project distribution at the proposed driveway connections was determined based on the existing travel patterns at the driveway connections collected during the field observations. The assignment of future project trips at the proposed driveway connections was based on the trip generation and project distribution analyses. The project distribution and the project assignment are graphically shown on **Figure 2** and **Figure 3**, respectively.

ON-SITE TRAFFIC CIRCULATION

The proposed development will include the convenience store on the west side of the site, with the front door access oriented towards the west. The easternmost drive isle is proposed east of the building. The center drive isle will be located between the convenience store and fueling positions. Vehicles fueling will be oriented east/west, with eight (8) rows of fueling and two (2) vehicles per row. The westernmost drive isle will be located between the fueling positions and the car wash facility. We understand some concerns were expressed regarding the access from Sample Road, and whether or not the proposed redevelopment would create spillback onto Sample Road and affect westbound traffic travelling along Sample Road. Vehicles entering the site via Sample Road will do so through an exclusive right-turn lane of approximately 260 feet between the end of storage lane and the south drive isle within the site. Given the minor increase in traffic resulting from the proposed redevelopment, and the existing field observations, we do not anticipate any queueing at the Sample Road access. Based on our field observations at the other existing driveway connections and the minor increase in traffic, there are no concerns regarding traffic queues at the other driveway connections with the proposed redevelopment.

CONCLUSION AND RECOMMENDATION

McMahon has completed an access evaluation associated with the proposed redevelopment of a site located on the northwest corner of Sample Road and Lyons Road, in the City of Coconut Creek. Based on the analysis contained herein, we do not anticipate any queueing concerns at the driveway connections based on the site redevelopment. McMahon recommends the following a) appropriate pavement markings be provided onsite, b) an arrow pavement marking be provided at the Sample Road driveway connection to help prevent illegal outbound maneuvers, and c) removal of the No Right Turn sign at the Sample Road driveway.

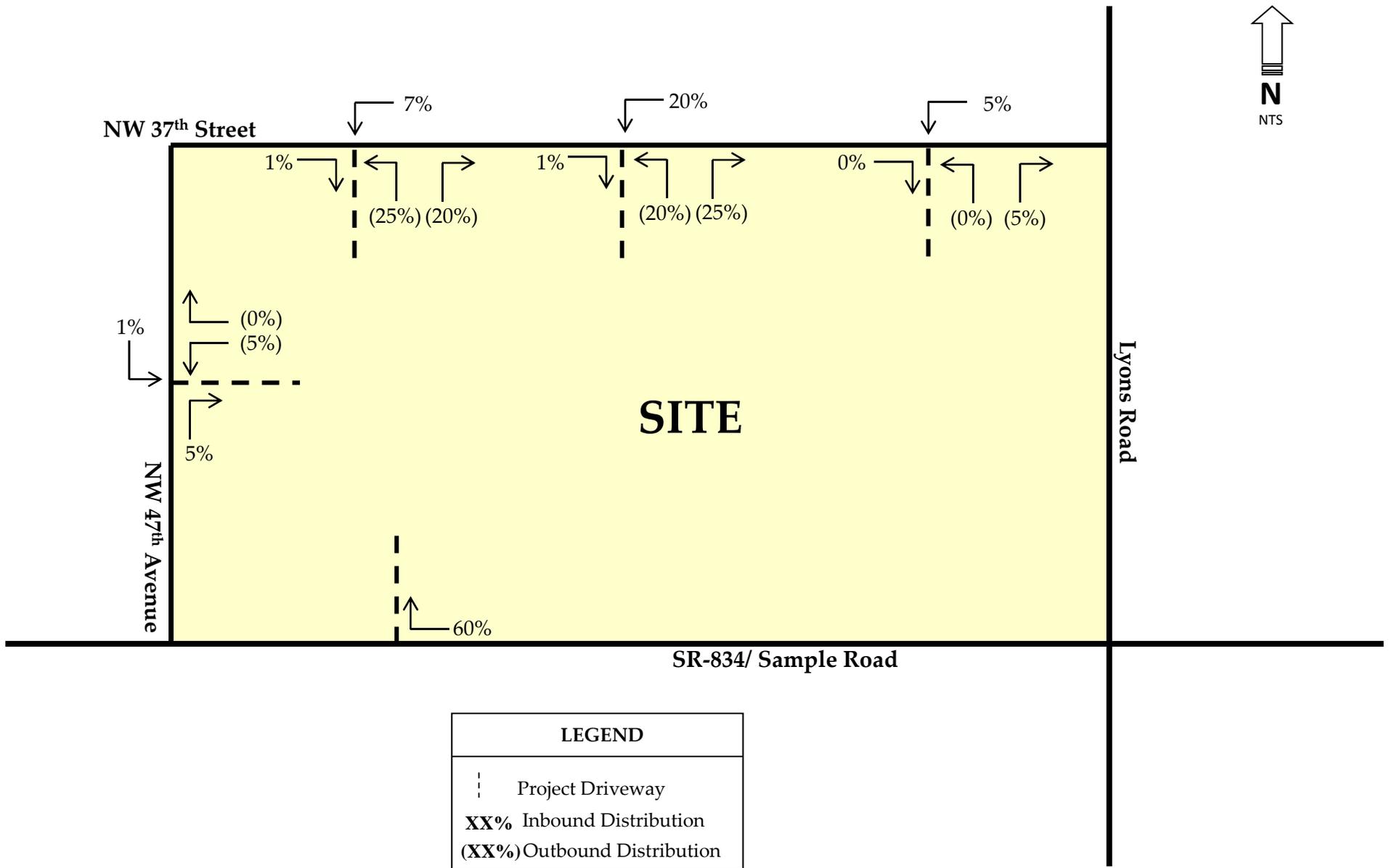


Figure 2
 Project Distribution
Daily's Sample Road at Lyons Road Access Evaluation
 Coconut Creek, Florida

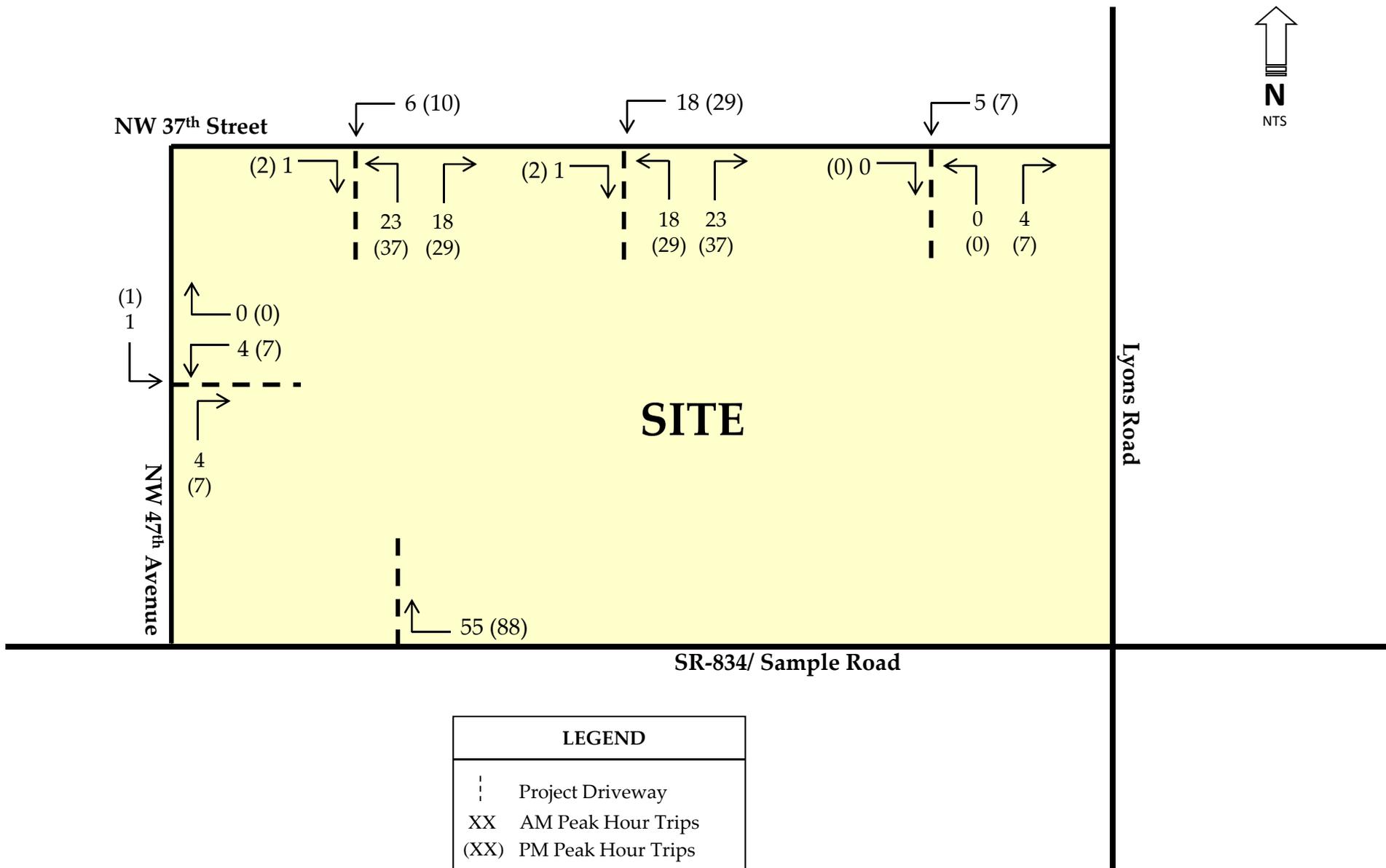


Figure 3
 Project Assignment
Daily's Sample Road at Lyons Road Access Evaluation
 Coconut Creek, Florida

Should you have any questions or comments regarding these findings, please do not hesitate to call me.



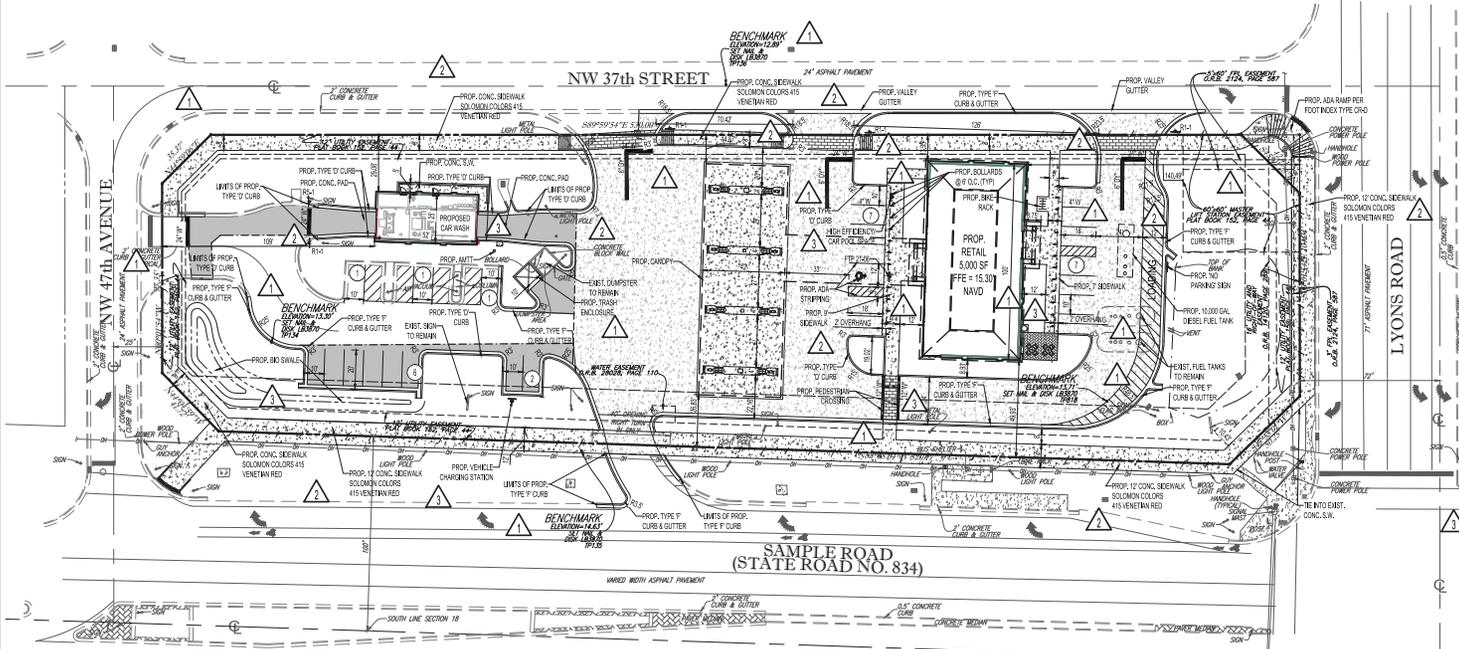
Natalia Thais Lercart, P.E.
Professional Engineer
State of Florida, Board of Professional Engineers
Certificate of Authorization No. 4908

NTL/amp
Enclosure

APPENDIX A

SITE PLAN

LOCATION MAP



SITE DATA TABLE

OWNER: FIRST COAST ENERGY LLP
 7214 A.C. SOMMER PARKWAY SUITE 230
 JACKSONVILLE FL 32256

TAX MAP ID#: 48421704020

FEMA FLOOD ZONE: ZONE X PER FLOOD PANEL 120031 0170H (EFFECTIVE 8/18/14)

LAND USE INFORMATION:
 CURRENT USE: CONVENIENCE STORE WITH FUEL PUMPS
 PROPOSED USE: CONVENIENCE STORE WITH FUEL PUMPS
 FUTURE LAND USE DESIGNATION: RAC
 EXISTING ZONING DESIGNATION: B-2 (CONVENIENCE SHOPPING DISTRICT)
 FUTURE ZONING DESIGNATION: PM2D
 PLANNED MAINSTREET DEVELOPMENT DISTRICT MS-P
 MAIN STREET SUB-DISTRICT

SITE AREA:		92,294 S.F.	2,119 AC.
TOTAL AREA		92,294 S.F.	2,119 AC.
DIMENSION REGULATIONS:		REQUIRED	PROPOSED
SET BACKS:			
FRONT - SOUTH (FEET):	28'	49.93'	
STREET SIDE - EAST (FEET):	28'	140.49'	
SIDE - WEST (FEET):	10'	109'	
REAR - NORTH (FEET):	10'	13.35'	
MAX. FLOOR AREA RATIO (RATIO):	0.64	0.07	
MAX. LOT COVERAGE (PERCENT):	40	6.8	
MIN. LANDSCAPE AREA (PERCENT):	20	27.83	
MAX. HEIGHT (FEET):	75	19	
MAX. HEIGHT (STORIES):	6	1	

SITE AREA:	EXISTING		PROPOSED		CHANGE		
	S.F.	%	S.F.	%			
IMPERVIOUS:							
BUILDING	2,178	0.050	2,368	2.56%	(+1,822)		
CAR WASH	653	0.015	0.71%	1,300	0.030	(+1,647)	
PAVEMENT	48,632	1.116	52.60%	42,296	0.91	(-6,336)	
SIDEWALK/CURB	3,617	0.084	3.92%	14,520	0.333	(+10,903)	
TOTAL	55,080	1.265	59.88%	63,116	1.418	(+8,036)	
PERVIOUS:							
OPEN SPACE:	33,106	0.760	35.87%	24,343	0.559	(-8,763)	
DRY DETENTION	4,108	0.094	4.45%	6,135	0.141	(+2,027)	
TOTAL	37,214	0.854	40.32%	30,478	0.700	(-6,736)	
OVERALL TOTAL	92,294	2.119	100.0%	92,294	2.119	100.0%	0

PARKING DATA

REQUIRED: (BASED ON CUSTOMER SERVICE AREA):

USE	SERVICE AREA	RATIO	AMOUNT
CONVENIENCE STORE	2,692 S.F.	1 SPACE / 125 S.F.	22 SPACES
(CUSTOMER AREA ONLY)			
REQUIRED NUMBER OF ACCESSIBLE SPACES			1 SPACE

PROVIDED:

TYPE	AMOUNT
STANDARD SPACES (MIN. 10' X 20')	24
ACCESSIBLE SPACES (MIN. 12' X 18')	1
TOTAL SPACES	25

LOADING DATA

TYPE	AMOUNT
REQUIRED: (12' X 55')	1
PROVIDED: (12' X 55')	1

LEGEND

R1-1	STOP SIGN (30" x 30")
R6-1	DO NOT ENTER SIGN (30" x 30")
FTP 21-06	ACCESSIBLE PARKING
A.A.	DOUBLE YELLOW
W	WHITE
D.W.	DOUBLE WHITE
	THERMOPLASTIC

HATCH LEGEND

[Hatch Pattern]	PROP. STAMPED CONCRETE
[Hatch Pattern]	PROP. CONCRETE
[Hatch Pattern]	EXIST. CONCRETE

LEGAL DESCRIPTION:
 TRACT "C" OF "LYONS AND SAMPLE ROAD PLAT" ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 152 AT PAGE 44 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

REVISIONS

REV.	DATE	COMMENT	BY
1	03/14	PER DRC COMMENTS	MEC
2	06/20/14	PER DRC COMMENTS	MEC
3	9/28/14	PER DRC COMMENTS	KNN
4		PER DRC COMMENTS	KNN



SITE ENTITLEMENTS

PROJECT NO.: F140188
 DRAWN BY: AMM
 CHECKED BY: 03/09/14 MAT
 DATE: 03/09/14
 CAD ID: #140188 SITE PLAN

SHELL / DAILY'S C-STORE No. 1810

FOR

FIRST COAST ENERGY

CITY OF COCONUT CREEK
 FLORIDA



MICHAEL A. TROXELL

PROFESSIONAL ENGINEER
 February 28, 2017
 FLORIDA LICENSE NO. 50727
 FLORIDA BUSINESS CERT. OF AUTH. NO. 27559

SITE PLAN

SHEET NUMBER:
C-03

APPENDIX B

TRIP GENERATION INFORMATION

The range of pass-by trip rates was 65-84 percent with an average of 78 percent. This is significantly higher than the average of 66 percent found in the ITE Handbook for the Convenience Market with Gas Pumps land use. However, the average of only Florida sites from 2001 ITE Trip Generation Handbook is 76 percent, and our results were quite similar. The consistency of this data suggests that future developments could reasonably assume about a 77 percent pass-by rate for sites of this type. See Figure 20 for details.

Figure 19: Pass-By Rates for Convenience Market with Gas Pumps

Site Location (FL)	1,000 ft ²	Total Number of Interviews*	Percent Pass-By Trips
Pensacola	4	699	84%
Pensacola	3	709	65%
Panama City Beach	4	448	71%
Tallahassee	5	694	82%
Jacksonville	3	133	83%
Apopka	3	231	77%
Clearwater	3	216	74%
Tampa	3	166	75%
Cape Coral	5	133	83%
Fort Myers	5	182	79%
Fort Lauderdale	3	236	81%
Homestead	3	216	79%
Average	4	339	78%

*Combination of customer surveys and observation

Figure 20: Comparison of Pass-By Rates

		Number of Sites	Percent Pass-By Trips
ITE LU 853	2012 FDOT Statewide Study	12	78%
	2001 ITE Handbook	15	66%
	2001 ITE Handbook (FL only)	6	76%

Equation	Source	Equation form	Regression Equation	R ²	Comments	Conclusions
A	FDOT	Daily trips= average rate*kft ²	1141.6*kft ²	0.24	Not accurate enough to warrant	Not recommended
B	ITE	Daily trips= average rate*kft ²	845.6*kft ²	-	Not very accurate	Keep unchanged
C	FDOT	Daily trips= average rate*fp	233.4*fp	0.43	Not very accurate, but more recent	Recommended to replace ITE rate
D	ITE	Daily trips= average rate*fp	162.8*fp	-	Not very accurate	Outdated
E	FDOT	Daily rates= a*fp+b*kft ² +c	178.0*fp-772.8*kft ² +3814.5	0.58	Negative coefficient for bsf and R2<0.75	Not recommended
F	FDOT	Daily rates= a*fp+b*kft ²	256.7*fp-144.5*kft ²	0.92	Negative coefficient for bsf but R2>0.75	Recommended*
G	FDOT	Daily rates= c*(a^fp)*(b^kft ²)	2652.4*(1.05^fp)*(0.86^kft ²)	0.54	Fractional coefficient for bsf and R2<0.75	Not recommended
H	FDOT	Daily rates= a*PM trips	14.3*PM trips	0.93	Good accuracy R2>0.75	Recommended
a	FDOT	PM Peak trips= average rate*kft ²	85.7*kft ²	0.15	Not accurate enough to warrant	Not recommended
b	ITE	PM Peak trips= average rate*kft ²	59.7*kft ²	-	Not very accurate	Keep unchanged
c	FDOT	PM Peak trips= average rate*fp	17.1*fp	0.13	Not accurate enough to warrant	Not recommended
d	ITE	PM Peak trips= average rate*fp	13.4*fp	-	Not very accurate	Keep unchanged
e	FDOT	PM Peak rates= a*fp+b*kft ² +c	5.56*fp-38.24*kft ² +326.20	0.24	Negative coefficient for bsf and R2<0.75	Not recommended
f	FDOT	PM Peak rates= a*fp+b*kft ²	12.3*fp+15.5*kft ²	0.88	Good accuracy R2>0.75	Recommended
g	FDOT	PM Peak rates= c*(a^fp)*(b^kft ²)	255.1*(1.02^fp)*(0.91^kft ²)	0.23	Fractional coefficient for bsf and R2<0.75	Not recommended
h	FDOT	PM Peak rates= daily trips/a	Daily trips/14.3	0.93	Good accuracy R2>0.75	Recommended

fp = fueling positions

kft²=1,000 square feet gross floor area

a= coefficient for fp

b=coefficient for kft²

c=constant

*Use is recommended even with a negative coefficient

Note: See appendices for scatter charts associated with these Equations

Gasoline/Service Station with Convenience Market (945)

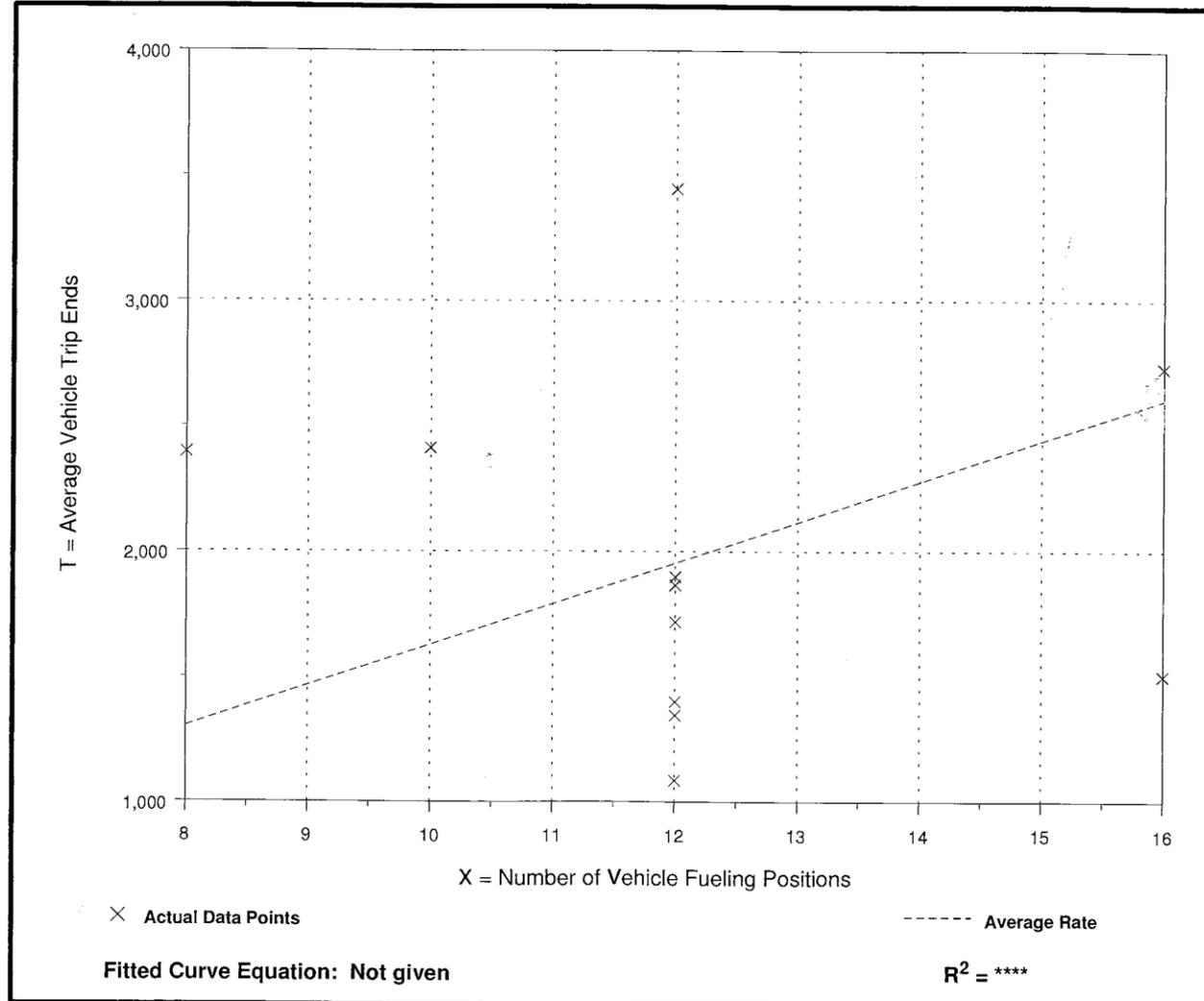
Average Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Number of Studies: 11
Average Vehicle Fueling Positions: 12
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
162.78	90.67 - 299.50	68.16

Data Plot and Equation



Gasoline/Service Station with Convenience Market (945)

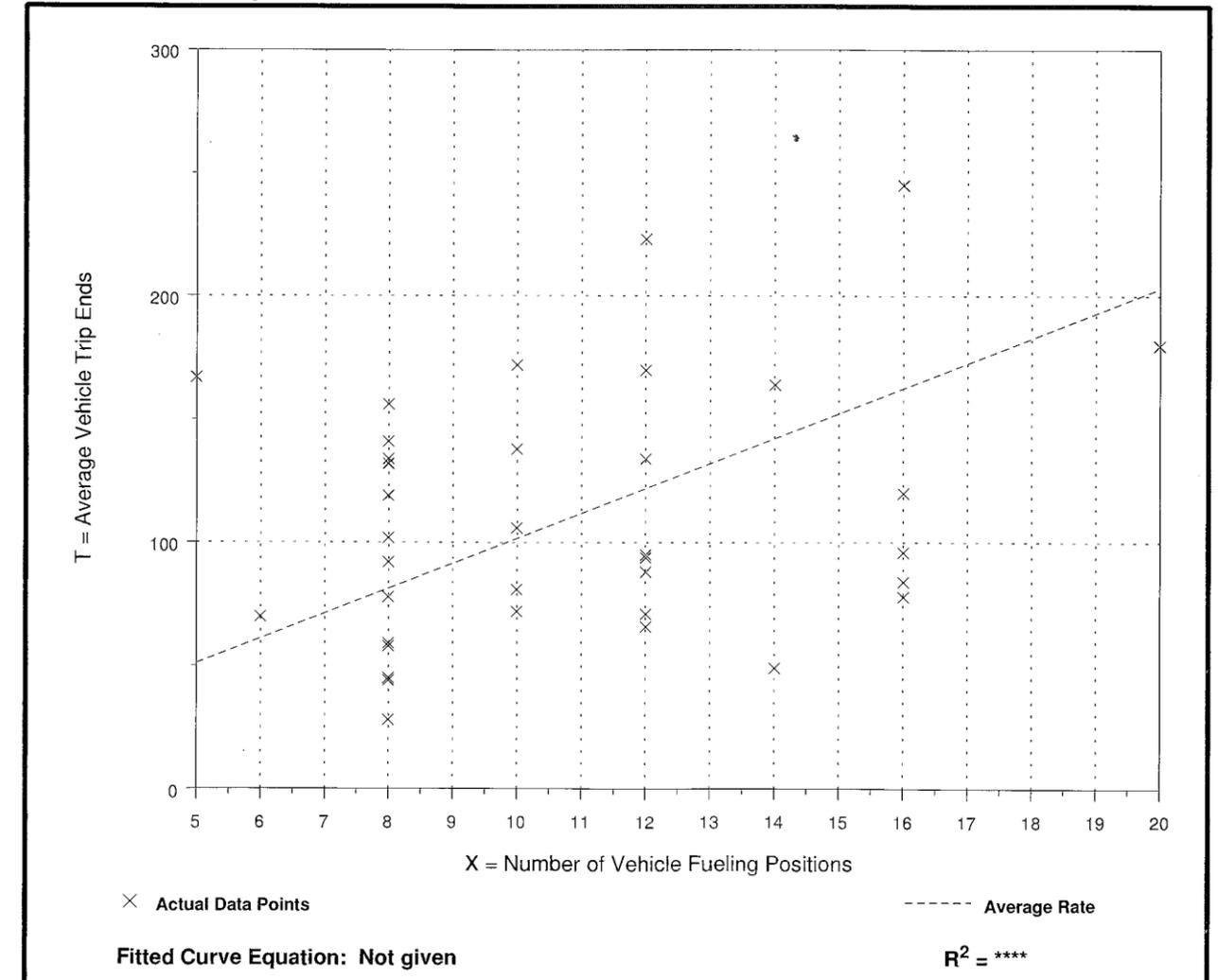
Average Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 36
Average Vehicle Fueling Positions: 11
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
10.16	3.50 - 33.40	6.01

Data Plot and Equation



Gasoline/Service Station with Convenience Market (945)

Average Vehicle Trip Ends vs: **Vehicle Fueling Positions**
 On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 39
 Average Vehicle Fueling Positions: 10
 Directional Distribution: 50% entering, 50% exiting

Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
13.51	4.25 - 57.80	7.91

Data Plot and Equation

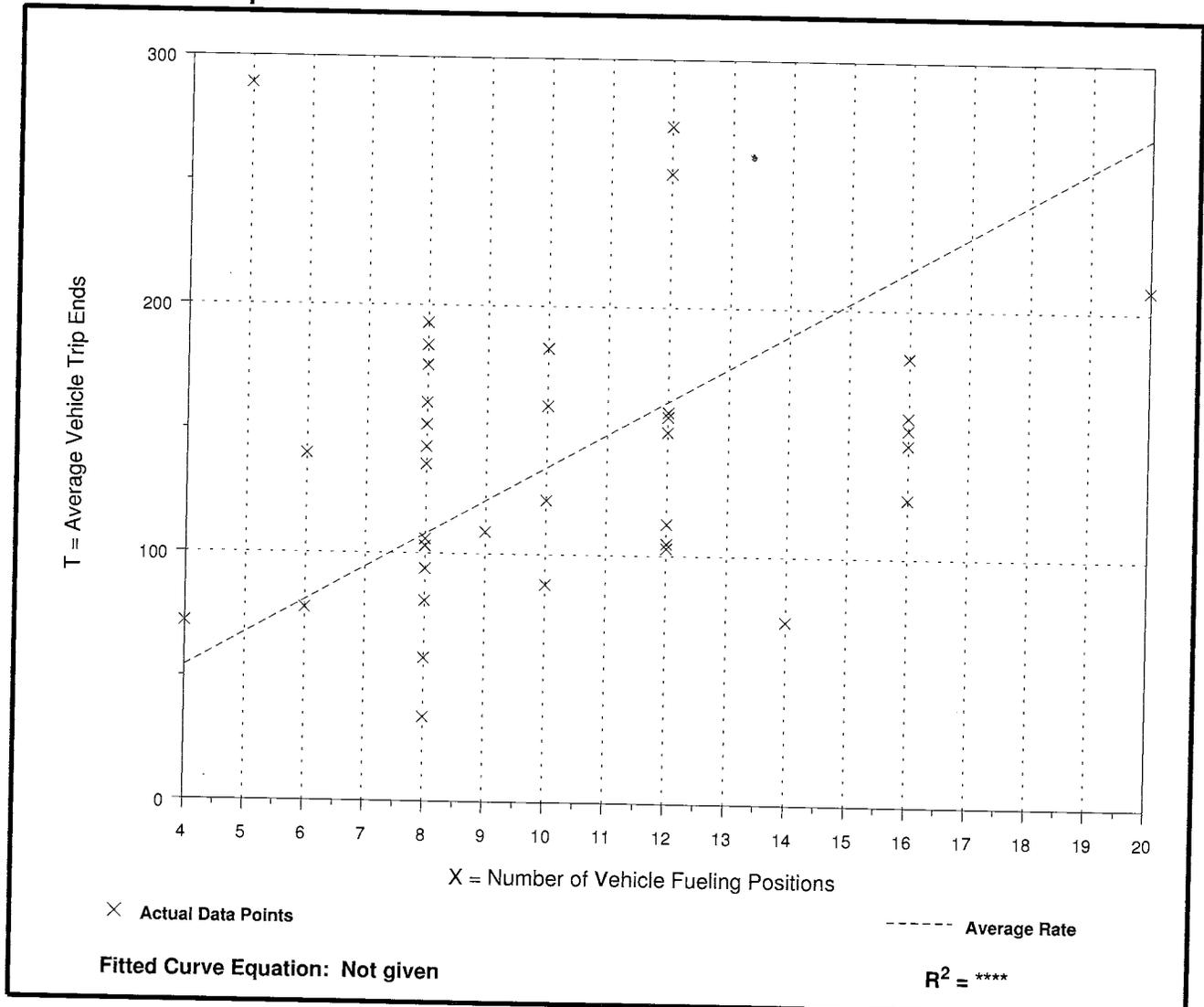


Table 5.29
Pass-By Trips and Diverted Linked Trips
Weekday, a.m. Peak Period

Land Use 945—Gasoline/Service Station with Convenience Market

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	SOURCE
0.8	8	Louisville area, KY	1993	61	7:00–9:00 a.m.	15	—	25	60	4,000	Barton-Aschman Assoc.
0.6	8	Louisville, KY	1993	48	7:00–9:00 a.m.	13	—	19	68	1,307	Barton-Aschman Assoc.
0.7	10	Louisville, KY	1993	47	7:00–9:00 a.m.	11	—	22	67	1,105	Barton-Aschman Assoc.
0.7	8	Louisville area, KY	1993	n/a	7:00–9:00 a.m.	22	—	22	56	1,211	Barton-Aschman Assoc.
0.7	10	Louisville area, KY	1993	n/a	7:00–9:00 a.m.	31	—	12	46	1,211	Barton-Aschman Assoc.
0.3	n/a	Louisville area, KY	1993	75	7:00–9:00 a.m.	15	—	13	72	n/a	Barton-Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	7:00–9:00 a.m.	14	—	39	47	3,095	RBA
0.4	8	Derwood, MD	1992	46	7:00–9:00 a.m.	0	—	25	75	3,770	RBA
2.2	8	Kensington, MD	1992	31	7:00–9:00 a.m.	34	—	19	47	1,785	RBA
1	8	Silver Spring, MD	1992	35	7:00–9:00 a.m.	9	—	13	78	7,080	RBA

Average Pass-By Trip Percentage: 62

Land Use: 948

Automated Car Wash

Description

Automated car washes are facilities that allow for the mechanical cleaning of the exterior of vehicles. Manual cleaning and car detailing services may also be available at these facilities. Self-service car wash (Land Use 947) is a related use.

Additional Data

The sites were surveyed in the 2000s in New Jersey, New York and Washington.

Source Numbers

552, 555, 585, 599

Land Use: 948 Automated Car Wash

Independent Variables with One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use data with care because of the small sample size.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
-----------------------------	-------------------------------------	---	----------------------------------	---------------------------------

1,000 Square Feet Gross Floor Area

Weekday P.M. Peak Hour of Adjacent Street Traffic	14.12	2	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	14.12	2	1	50% entering, 50% exiting

Wash Stalls

Saturday Peak Hour of Generator	41	1	1	46% entering, 54% exiting
------------------------------------	----	---	---	---------------------------

APPENDIX C

CONDITION PHOTOGRAPHS



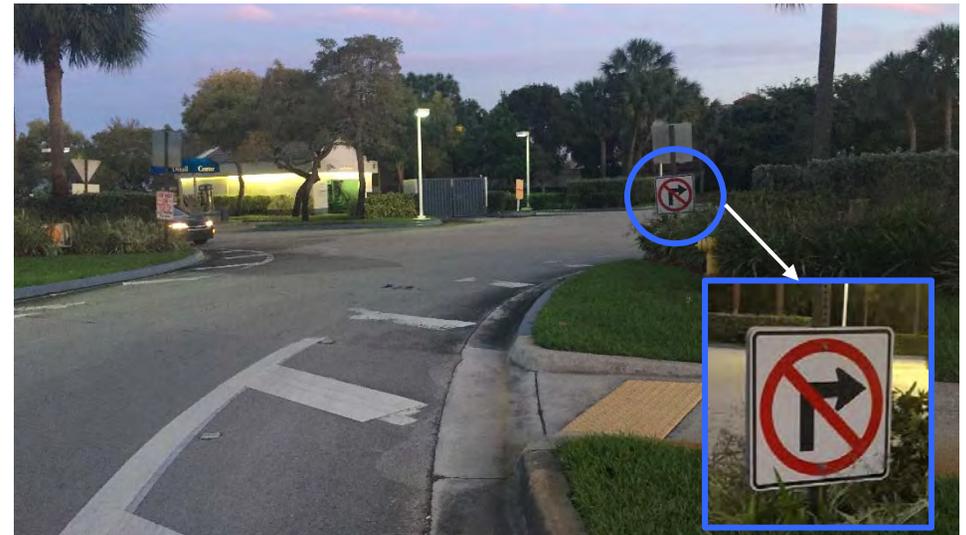
South driveway along Sample Road
(Looking South)



West driveway along NW 37th Street
(Looking South)



East driveway along NW 37th Street
(Looking North)



Right Turn prohibition sign at Sample Road driveway
(Looking North)



**Gas pumps in operation east of convenience store
(Looking South)**



**Gas pumps in operation west of convenience store
(Looking Southeast)**

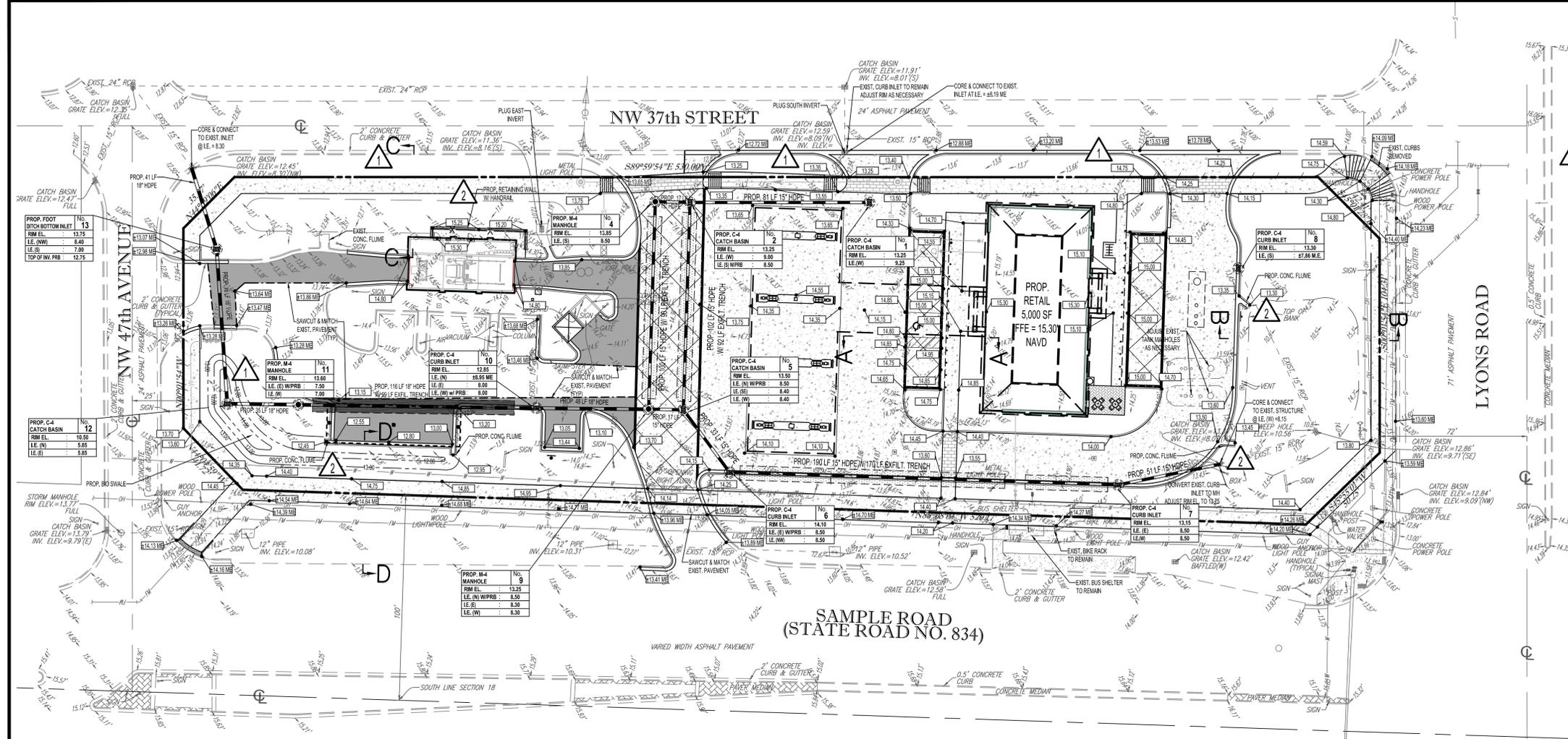


**Pavement marking faded at the right-in only entrance
(Looking South)**

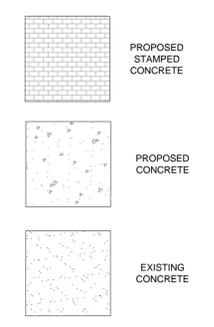


**Car wash in operation
(Looking West)**

EXHIBIT D – Drainage Plans (provided separately)



HATCH LEGEND



CONSTRUCTION NOTES:

- CONTRACTOR TO SAW-CUT AT ALL LOCATIONS OF REMOVAL OF EXISTING CONC. SIDEWALK, CONC. CURB AND ASPHALT UNLESS OTHERWISE NOTED. ALL BASE AND SUBBASE MATERIAL SHALL BE REMOVED WITHIN THE PROPOSED LANDSCAPED AREA.
- CONTRACTOR TO MATCH EXIST. GRADES AND TO CONSTRUCT A SMOOTH TRANSITION FROM EXISTING FACILITIES TO PROPOSED.
- CONTRACTOR TO REMOVE ALL CONSTRUCTION DEBRIS FROM CONSTRUCTION SITE AND DISPOSE PER LOCAL ORDINANCES.
- CONTRACTOR TO ENSURE ALL CONSTRUCTION IS IN ACCORDANCE WITH CITY DESIGN STANDARDS.
- CONTRACTOR TO SOD ALL DISTURBED AREAS, SODDING INCLUDES MAINTAINING SLOPE AND SOD UNTIL COMPLETION AND ACCEPTANCE OF THE TOTAL PROJECT OR GROWTH IS ESTABLISHED WHICHEVER COMES LAST.
- ALL EXISTING TRAFFIC SIGNS DISTURBED DURING CONSTRUCTION SHALL BE REINSTALLED WHERE APPLICABLE BY THE CONTRACTOR.
- 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.
- 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.
- NOTIFY SUNSHINE STATE ONE CALL (1-800-432-4770) OR (811) PRIOR TO CONSTRUCTION.
- PROJECT BASED ON DESIGN SURVEY PREPARED BY OTHERS.
- THE CONTRACTOR SHALL NOT ENCROACH ONTO PRIVATE PROPERTY WITHOUT EASEMENTS NECESSARY FOR COMPLETION OF THE WORK.
- 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.
- PLEASE SEE MEP PLANS FOR CONTINUATION OF ROOF LEADERS.
- 2.0% MAXIMUM SLOPE ON HANDICAP SPACES AND ADA ACCESS WAYS.
- ALL SIDEWALKS SHOULD HAVE A MAXIMUM CROSS SLOPE OF 2.0%.
- EXISTING COVER MUST BE MAINTAINED ON ALL WATER AND SANITARY LINES.
- EXISTING SEWER MUST REMAIN FREE FROM CONSTRUCTION DEBRIS AND FLOW MUST BE MAINTAINED.
- NO STRUCTURES SHALL BE ALLOWED IN UTILITY EASEMENT.

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 P: 817-379-4100 F: 817-379-4100

REVISIONS

REV.	DATE	COMMENT	BY:
1	02/9/16	PER DRC COMMENTS	MEC
2	09/28/16	PER DRC COMMENTS	KNN

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SITE EASEMENTS

PROJECT No.:	F140188
DRAWN BY:	AAM
CHECKED BY:	MAT
DATE:	07/28/15 (TYP.)
CAD ID.:	F140188 - PGD PLAN

PROJECT:
SHELL / DAILY'S C-STORE No. 1810
 FOR
FIRST COAST ENERGY
 CITY OF COCONUT CREEK FLORIDA

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MICHAEL A. TROXELL
 PROFESSIONAL ENGINEER
 June 23, 2017
 FLORIDA LICENSE No. 52672
 FLORIDA BUSINESS CERT. OF AUTH. No. 27528

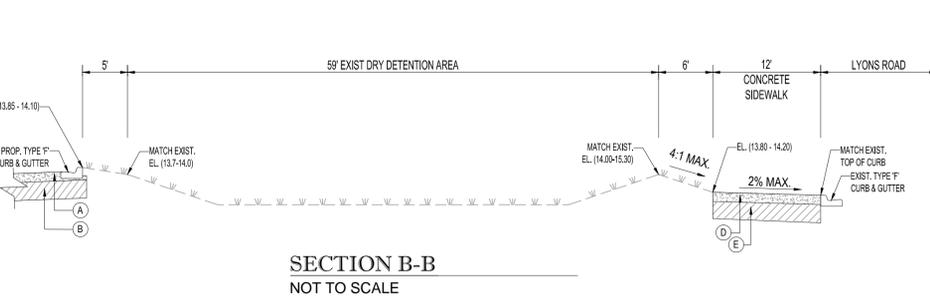
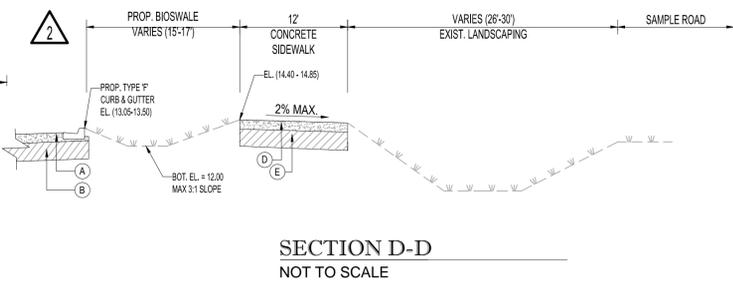
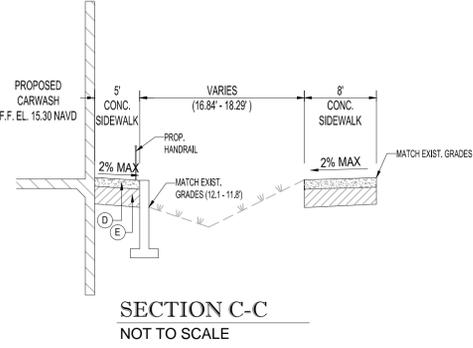
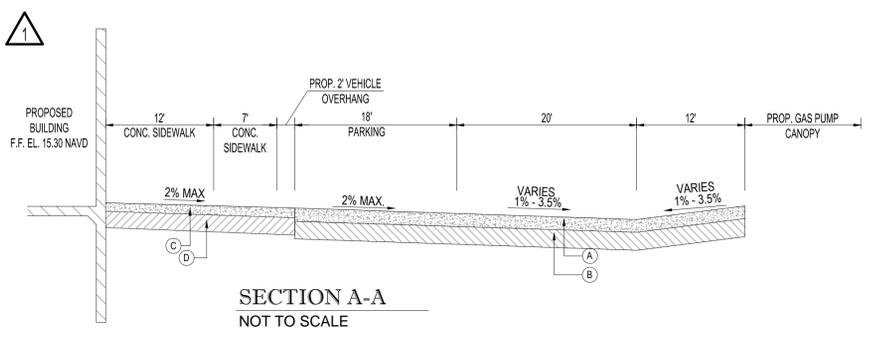
SHEET TITLE:
PAVING, GRADING & DRAINAGE PLAN
 SHEET NUMBER:
C-06

PAVEMENT LEGEND

- (A) WEARING SURFACE: (CONCRETE PARKING/DRIVE AISLE AREAS ONLY) INSTALLATION OF THE 6" CONCRETE SURFACE SHALL BE A MINIMUM 4,000 PSI 28 DAY COMPRESSIVE STRENGTH CONCRETE (CONTRACTOR TO REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL SPECIFICATIONS)
- (B) SUB-BASE: 12" STABILIZED SUB-BASE COMPACTED TO 98% OF MAX. DRY DENSITY PER AASHTO T-180 (MIN LBR 40). SUBGRADE SHOULD EXTEND 12" BEYOND LIMEROCK/CONCRETE LIMITS.
- (C) CONCRETE SIDEWALK: 4" THICK 3000 P.S.I. CONCRETE @ 28 DAYS EXCEPT IN DRIVEWAYS WHERE THICKNESS SHALL BE 6" AND 4,000 P.S.I.
- (D) COMPACTED SUBGRADE: (WALKWAYS) COMPACTED TO 98% MAXIMUM DRY DENSITY PER AASHTO T-180.

PAVING, GRADING & DRAINAGE LEGEND

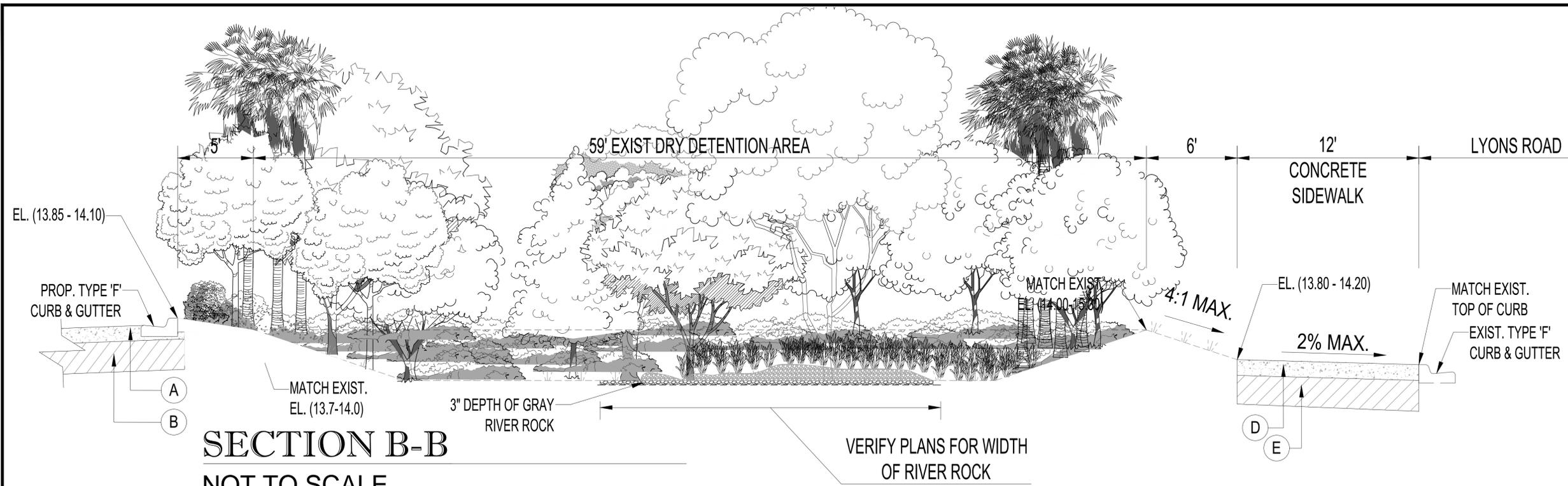
EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
---	UNDERGROUND WATER LINE	---
---	UNDERGROUND FORCE MAIN	---
---	UNDERGROUND ELECTRIC LINE	---
---	STORM SEWER	---
---	ROOF DRAIN	---
---	SANITARY SEWER	---
---	HYDRANT	---
---	CURB INLET	---
---	SANITARY MANHOLE	---
---	STORM MANHOLE	---
---	CATCH BASIN	---
---	RIDGE LINE	---
---	BACKFLOW PREVENTER	---
---	WATER METER	---
---	CLEAN OUT	---
---	TOP OF CURB BOTTOM OF CURB	---
---	GRADE SPOT SHOT	---
---	LIMITS OF AFFECTED AREA	---



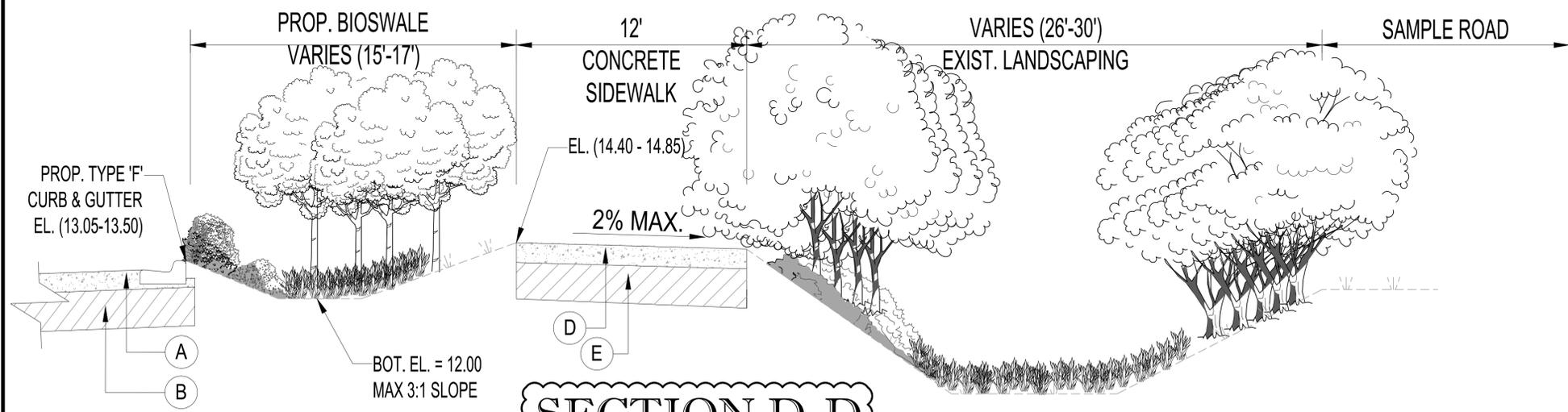
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 C:\Users\kdamico\OneDrive\Documents\Projects\2015\1507\15070000\15070000_PGD\15070000_PGD_PLAN\15070000_PGD_PLAN.dwg

EXHIBIT E – GREENWAY/LANDSCAPING PLANS

EXHIBIT E – GREENWAY/LANDSCAPING PLANS (provided separately)

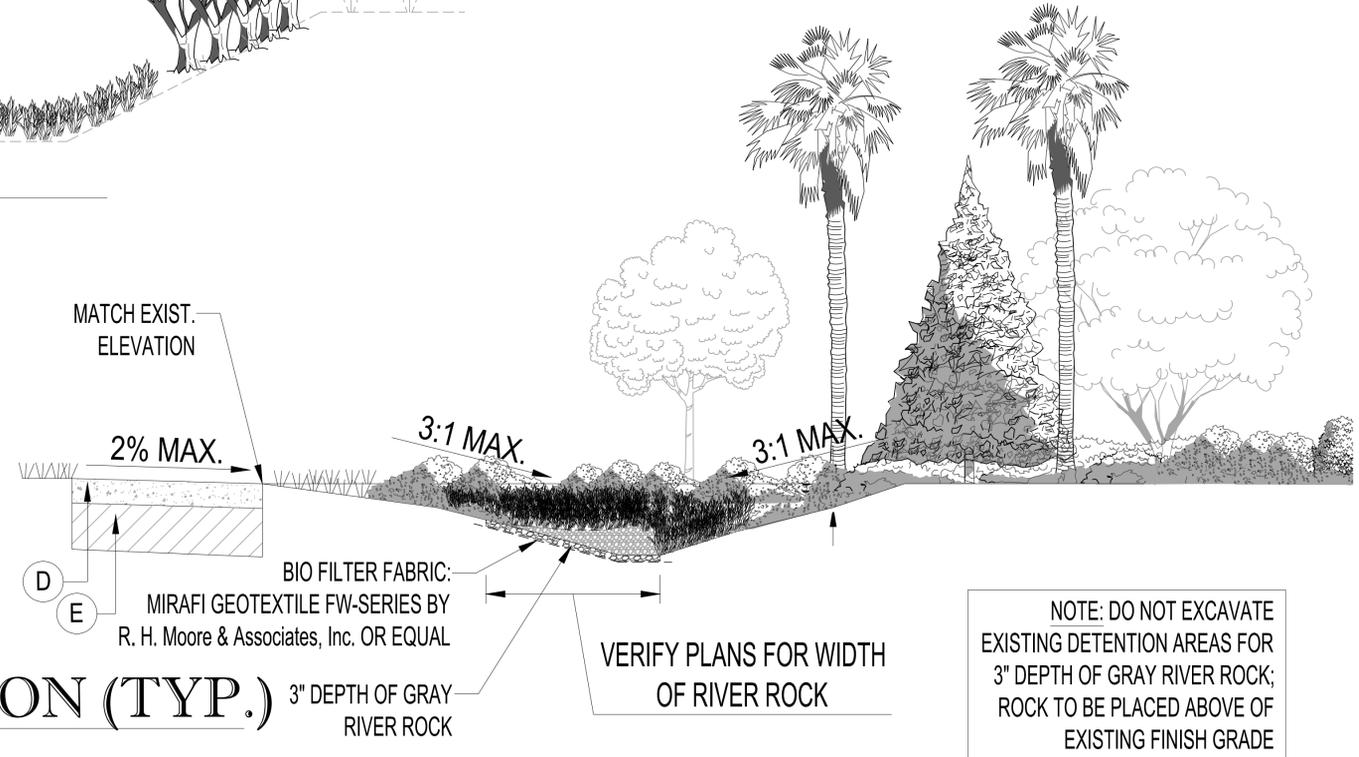


SECTION B-B
NOT TO SCALE



SECTION D-D
NOT TO SCALE

BIOSWALE SECTION (TYP.)
NOT TO SCALE



NOTE: DO NOT EXCAVATE EXISTING DETENTION AREAS FOR 3" DEPTH OF GRAY RIVER ROCK; ROCK TO BE PLACED ABOVE OF EXISTING FINISH GRADE

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 125 W. INDIANTOWN RD. JUPITER, FL 33488
 P: 954-202-7000 P: 813-379-4100 P: 561-203-7603
 THE INFORMATION, DESIGN AND CONSTRUCTION OF THIS PLAN AND FOUNDATION AND SHALL BE CONSIDERED VALID FOR THE PROJECT WHERE SHOWN. THIS INFORMATION IS NOT TO BE USED FOR ANY OTHER PROJECTS WITHOUT THE WRITTEN CONSENT OF THOMAS ENGINEERING GROUP, INC.

REV.	DATE	REVISIONS	BY
1	09/28/16	PER DRC COMMENTS	MDG

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PROJECT No.:	F140198
DRAWN BY:	RJK
CHECKED BY:	MGD
DATE:	07/14/2015
CAD I.D.:	LANDSCAPE PLAN

SHELL / DAILY'S C-STORE No. 1810
 FOR
FIRST COAST ENERGY
 CITY OF COCONUT CREEK FLORIDA

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MICHAEL D. GROSSWIRTH
 REGISTERED LANDSCAPE ARCHITECT
 June 6, 2017
 FLORIDA LICENSE No. 6666871
 FLORIDA BUSINESS CERT. OF AUTH. No. 27528

SHEET TITLE:
LANDSCAPE SECTIONS
 SHEET NUMBER:
L-04

EXHIBIT F- SITE PLAN (provided separately)

LOCATION MAP



SITE DATA TABLE

OWNER: FIRST COAST ENERGY LLP
7014 A C SKINNER PARKWAY SUITE 290
JACKSONVILLE FL 32256

TAX MAP ID#: 484217040020

FEMA FLOOD ZONE: ZONE X PER FLOOD PANEL 120031 0170H (EFFECTIVE 8/18/14)

LAND USE INFORMATION:
CURRENT USE: CONVENIENCE STORE WITH FUEL PUMPS
PROPOSED USE: CONVENIENCE STORE WITH FUEL PUMPS
FUTURE LAND USE DESIGNATION: RAC
EXISTING ZONING DESIGNATION: B-2 (CONVENIENCE SHOPPING DISTRICT)
FUTURE ZONING DESIGNATION: PMDD
PLANNED MAINSTREET DEVELOPMENT DISTRICT MS-P

MAIN STREET SUB-DISTRICT

SITE AREA:	REQUIRED	PROPOSED
TOTAL AREA	92,294 S.F.	2,119 AC.
DIMENSION REGULATIONS:		
SET BACKS:		
FRONT - SOUTH (FEET):	28'	49.93'
STREET SIDE - EAST (FEET):	28'	140.49'
SIDE - WEST (FEET):	10'	109'
REAR - NORTH (FEET):	10'	13.35'
MAX. FLOOR AREA RATIO (RATIO):	0.64	0.07
MAX. LOT COVERAGE (PERCENT):	40	6.8
MIN. LANDSCAPE AREA (PERCENT):	20	27.93
MAX. HEIGHT (FEET):	75	19
MAX. HEIGHT (STORIES):	6	1

SITE AREA:	EXISTING			PROPOSED			CHANGE
	S.F.	ACRES	%	S.F.	ACRES	%	
IMPERVIOUS:							
BUILDING	2,178	0.050	2.36%	5,000	0.115	5.42%	(+2,822)
CAR WASH	653	0.015	0.71%	1,300	0.030	1.41%	(+647)
PAVEMENT	48,632	1.116	52.69%	42,959	0.986	46.55%	(-5,673)
SIDEWALK/CURB	3,617	0.084	3.92%	12,731	0.292	13.79%	(+9,114)
TOTAL	55,080	1.265	59.68%	61,990	1.423	67.17%	(+6,910)
PERVIOUS:							
OPEN SPACE:	33,106	0.760	35.87%	24,167	0.555	26.18%	(-8,939)
DRY DETENTION	4,108	0.094	4.45%	6,137	0.141	6.65%	(+2,029)
TOTAL	37,214	0.854	40.32%	30,304	0.696	32.83%	(-6,910)
OVERALL TOTAL	92,294	2.119	100.0%	92,294	2.119	100.0%	0

PARKING DATA

REQUIRED: (BASED ON CUSTOMER SERVICE AREA):	USE	AREA	RATIO	AMOUNT
CONVENIENCE STORE (CUSTOMER AREA ONLY)	2,692 S.F.	1 SPACE/ 125 S.F.		22 SPACES
REQUIRED NUMBER OF ACCESSIBLE SPACES				1 SPACE

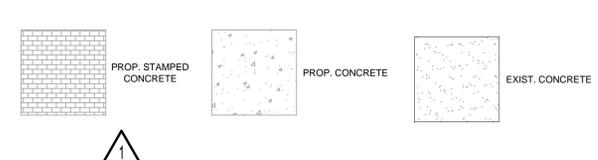
PROVIDED:

TYPE	AMOUNT
STANDARD SPACES (MIN. 10' X 20')	24
ACCESSIBLE SPACES (MIN. 12' X 18')	1
TOTAL SPACES	25

LOADING DATA

TYPE	AMOUNT
REQUIRED: (12' X 55')	1
PROVIDED: (12' X 55')	1

HATCH LEGEND

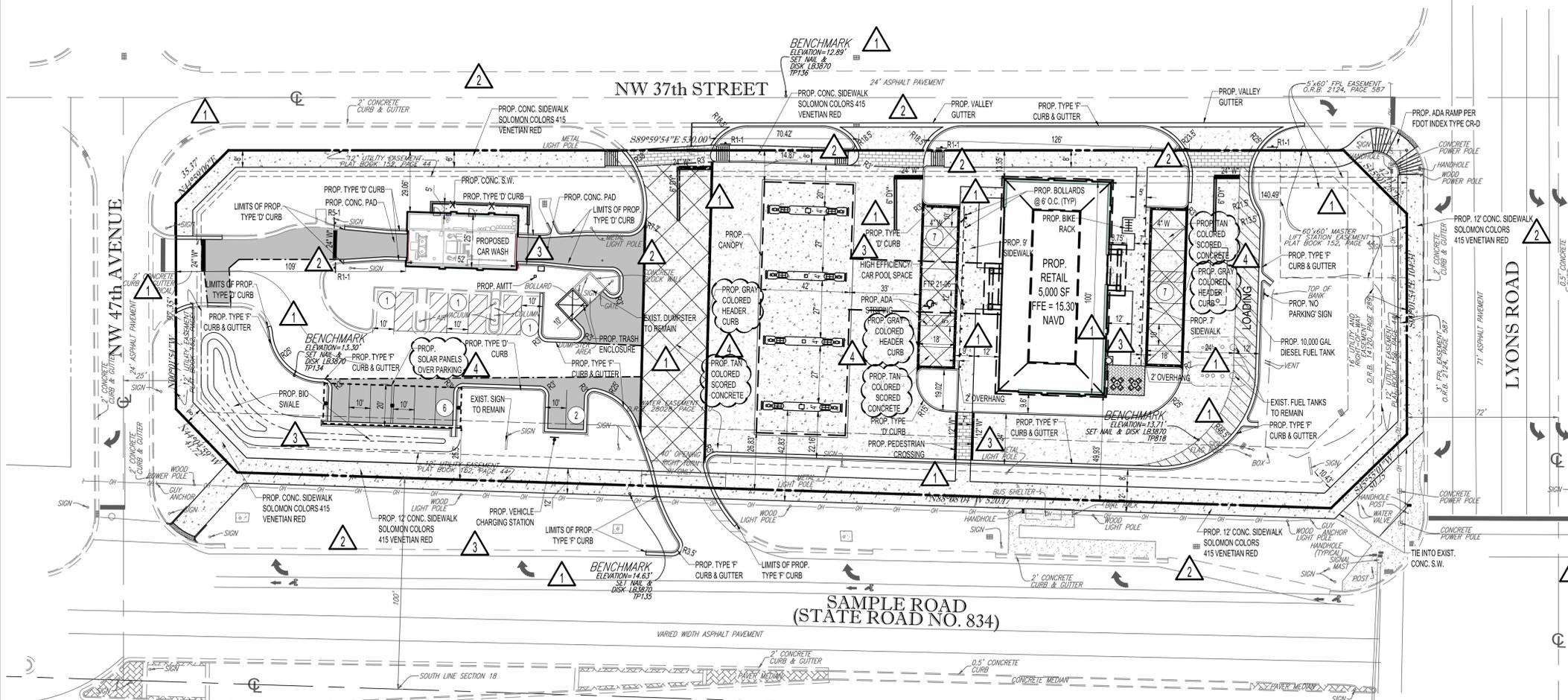


LEGEND

- R1-1 STOP SIGN (30" x 30")
- R5-1 DO NOT ENTER SIGN (30" x 30")
- FTP 21-06 ACCESSIBLE PARKING
- A.A. DOUBLE YELLOW
- W. WHITE
- D.W. DOUBLE WHITE THERMOPLASTIC

LEGAL DESCRIPTION:

TRACT "C" OF "LYONS AND SAMPLE ROAD PLAT" ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 152 AT PAGE 44 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.



Printed on Friday, June 23, 2017, 9:59 AM by Kelsin D'Amico

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REVISIONS

REV.	DATE	COMMENT	BY:
1	02/9/16	PER DRC COMMENTS	MEC
2	06/20/16	PER DRC COMMENTS	MEC
3	9/28/16	PER DRC COMMENTS	KNN
4	1/31/17	PER DRC COMMENTS	KNN

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SITE ENTITLEMENTS

PROJECT No.: F140188
 DRAWN BY: AAM
 CHECKED BY: MAT
 DATE: 07/28/15 (TYP.)
 CAD I.D.: F140188 - SITE PLAN

SHELL / DAILY'S C-STORE No. 1810

FOR
FIRST COAST ENERGY

CITY OF COCONUT CREEK FLORIDA

THOMAS ENGINEERING GROUP
 RADICE III
 1000 CORPORATE DRIVE, SUITE 250
 FORT LAUDERDALE, FL 33334
 PH: (954) 202-7000
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 www.ThomasEngineeringGroup.com

MICHAEL A. TROXELL
 PROFESSIONAL ENGINEER
 June 23, 2017
 FLORIDA LICENSE No. 55672
 FLORIDA BUSINESS CERT. OF AUTH. No. 27528

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
C-03

EXHIBIT G COLOR SAMPLE BOARD AND MATERIAL SCHEDULE

EXHIBIT G- COLOR SAMPLE BOARD AND MATERIAL SCHEDULE (provided separately)



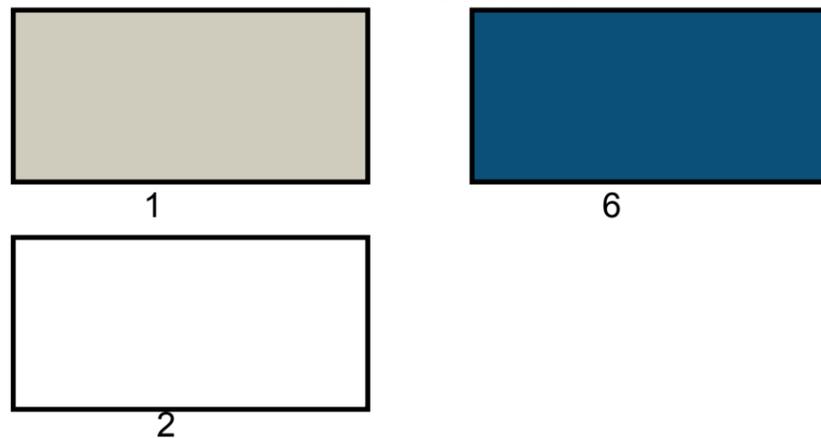
WEST ELEVATION

SCALE 1/8"=1'-0"

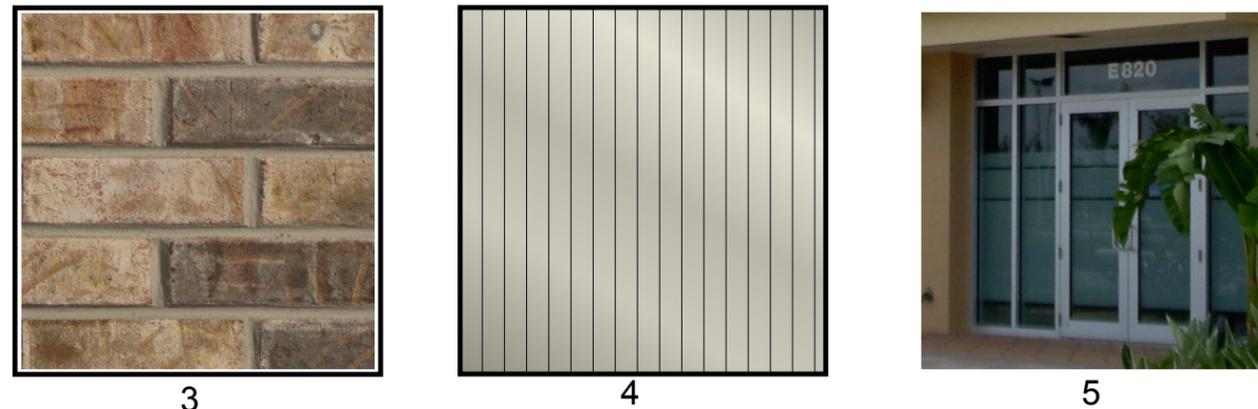
MATERIAL SCHEDULE

15037				16.06.03	
CATEGORY	MARK	MATERIAL	FINISH	COLOR	MANUFACTURER #
EXTERIOR WALLS					
FIELD	1	STUCCO	PAINT	BEIGE	BEHR-SOFT LIGHTS
ACCENT & TRIM	2	STUCCO BAND	PAINT	OFF WHITE	BEHR-NANO WHITE HDC-06
VENEER	3	BRICK		TERRA COTTA/TAN	GERNERAL SHALE - CORTEZ
ROOF	4	STANDING SEAM METAL	PRE-WEATHERED GALVALUME	SATIN FINISH	BERRIDGE OR EQUAL*
STOREFRONT	5	ALUMINUM	ANODIZED	CLEAR FRAME & CLEAR GLASS	
TRIM	6	STUCCO BAND	PAINT	DAILY'S BLUE	GLIDDEN KING'S TREASURE BLUE- 83BB 07/202
* NOTE: SEE HEAT ISLAND EFFECT VALUES IN ATTACHED PRODUCT LITERATURE					

PAINT COLORS



MATERIALS



DAILY'S STORE #1810

COCONUT CREEK, FLORIDA

COLOR SAMPLE BOARD

MARG WIENER, A.I.A.
 ARCHITECTURE/PLANNING
 AR # 0010416
 33 S.E. 4TH STREET SUITE 101
 BOCA RATON, FLORIDA 33432
 961-750-4111 FAX: 561-750-5298

EXHIBIT H- ELEVATIONS (provided separately)



CARWASH SOUTH SIDE ELEVATION
SCALE 1/8"=1'-0"



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



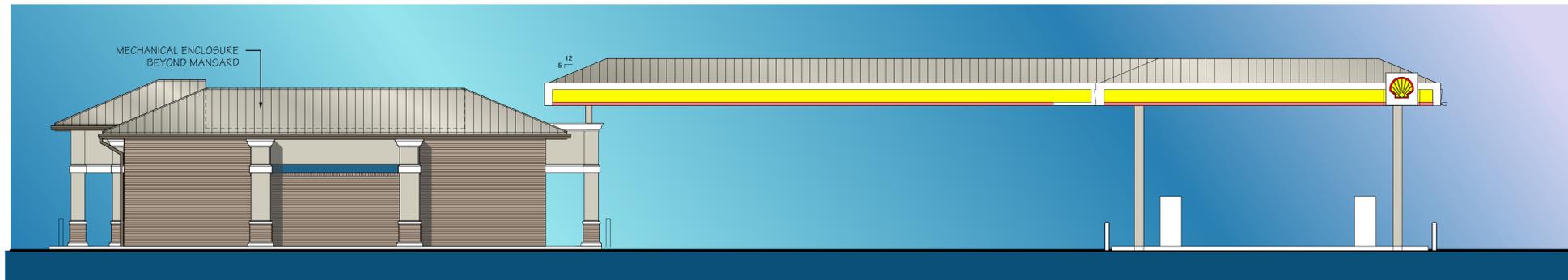
CARWASH NORTH SIDE ELEVATION
SCALE 1/8"=1'-0"



EAST ELEVATION
SCALE 1/8"=1'-0"



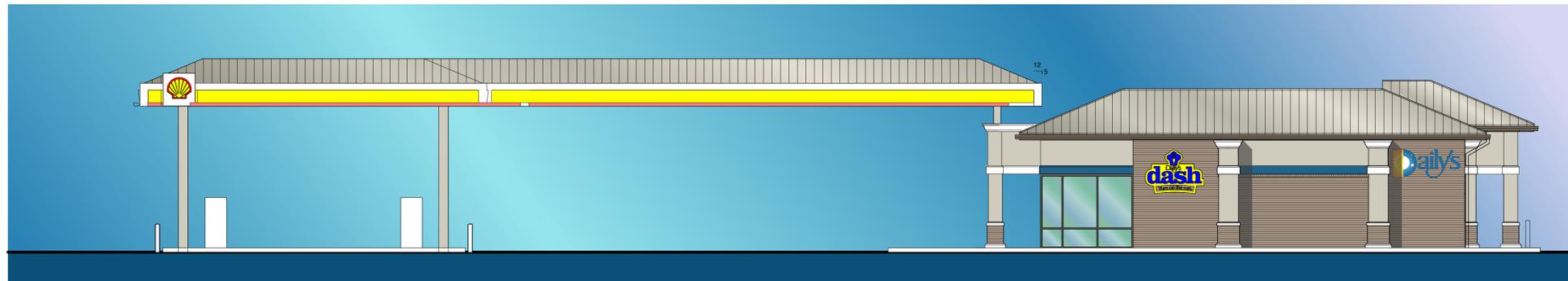
CARWASH EAST ELEVATION
SCALE 1/8"=1'-0"



NORTH SIDE ELEVATION
SCALE 1/8"=1'-0"



CARWASH WEST ELEVATION
SCALE 1/8"=1'-0"



SOUTH SIDE ELEVATION
SCALE 1/8"=1'-0"



MAIN ID SIGN



MARK	DESCRIPTION	DATE
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MARC WIENER, A.I.A.
ARCHITECTURE/PLANNING
#61 SOUTH FEDERAL HIGHWAY, SUITE 203
BOCA RATON, FLORIDA 33432
561-750-4111 FAX 561-750-5595

FIRST COAST ENERGY
7014 A.C. Skinner Pkwy
Suite 290
Jacksonville, Florida 32256

C-STORE / CARWASH
STORE # 1810
4107 W SAMPLE ROAD
COCONUT CREEK, FLORIDA

JOB NUMBER	15037
SCALE	AS NOTED
ISSUE DATE	16.06.03
PERMIT DATE	
BID DATE	

DRAWN BY	
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	ELEVATIONS
SHEET NUMBER	AC3.01

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

EXHIBIT I- PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
LAND DEDICATIONS		
	<ul style="list-style-type: none"> • Greenspace -Incorporated • Roadways Incorporated - Not applicable • Development Blocks -Incorporated • Water features- Not applicable • Canals – Not applicable 	<p>Because this is a gas station, car wash and convenient store surrounded on all sides by roads, water features and canals are not applicable to the use at the Property. The Applicant does not own any of the roadways therefore they are not applicable to this application and no road improvements are being performed by Applicant. The Applicant will satisfy the required greenspace regulations for Core Phase.</p> <p>Applicant will record public access easement(s) for portions of sidewalks, greenways, etc., that are located within private property upon final site plan approval.</p>
OPEN SPACE		
	Incorporated	
EXISTING WETLANDS		
	Not applicable	
GREENSPACE		<p>Lyons Road – Existing trees and landscaping, combined with proposed trees as illustrated on the Applicant's landscape plans (repositioned to be clear of easements and utilities), meet the requirements of the City's PMDD requirements for this road. Additional tiered shrubs and ground covers have been added to the landscape plan surrounding the Property.</p> <p>The Applicant will record public access easement(s) for portions of sidewalks, greenways, etc., that are located within private property upon final site plan approval. Appropriate documentation will be submitted prior to issuance of any building permits.</p>

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
		<p>Sample Road – Due to existing SFWMD swale within the FDOT right-of-way along Sample Road, the landscape plan as shown meets the intentions of the City’s PMDD requirements.</p> <p>The Applicant will provide landscaping internal to the Property and will satisfy the one tree per ten parking spaces, and one square foot of green area for every 100 square feet of paved area which meets or exceeds the Code’s requirements.</p> <p>Small trees at the Property will not exceed 10% of the trees required, and the Applicant has provided a breakdown of what species of trees are being utilized for the 13 Category 1 trees used for on-side mitigation. No more than 25% of one species will be used on side as it relates to plant diversification.</p>
	Incorporated	
WATER FEATURES AND CANALS		
	Not applicable	Since the project is a gas station with convenience store and car wash, water features and canals are not applicable to the Property and the Applicant will not be adding water features and there are no canals at the Property.
STREET GRID		
Grid Network of Streets	Incorporated	The combination of roadway and greenway improvements provide for vehicular, pedestrian and bicycle routes for travel to the Property and other points in MainStreet. The development provides appropriate connections to surrounding roadways and ensures adequate emergency vehicle circulation is accommodated at the Property. Additionally, the Applicant has reduced the drive aisle width from 30’ down to 24’ on the south side of the building to reduce pavement area

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
		<p>and increase the greenspace adjacent to the building. The drive aisle leading to the car wash has been tapered to the opening.</p> <p>The Applicant is adding 12' sidewalk along Sample Road and Lyons Road with landscaping per the MainStreet design standards. The landscaping along Sample Road is limited due to an existing SFWMD swale within the FDOT right-of-way that encroaches by 5' into the 12' sidewalk along Sample Road. The Applicant is adding an 8' sidewalk along NW 37th Street and NW 47th Avenue. Since NW 37th Street and NW 47th Avenue are not deemed right-of-way pursuant to confirmation by the City, the landscaping along such roads is not required. A sidewalk connection will also be added along the northeast side of the building.</p> <p>The Applicant is also providing a paved cross walk from the bus shelter and bike racks at Sample Road to provide multi modal forms of transportation to the Property.</p> <p>Colored sidewalks and a bike rack are proposed for the development and the existing bus stop furniture which conforms with the City's amenities package.</p> <p>The Applicant proposes to use 26 bollards at the Property to improve safety at the Property</p>
Appropriate connections to surrounding roadways	Incorporated	
Provide adequate emergency vehicular circulation	Incorporated	
DEVELOPMENT BLOCKS		

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
MS-P Subdistrict Blocks: Average approximately 2 acres (approximately 300' x 300') with a maximum of 10 acres.	Incorporated	The Property exceeds 2 acres as required by the PMDD guidelines. The Property is 2.11 +/- acres.
UTILITIES		
Buffer FPL infrastructure from views	Not applicable	In accordance with Section 13-142 of the City Code of Ordinances, utility services to the Property will be provided via underground service with pad mounted transformers. The existing overhead utility lines along Lyons Road shall remain along with the electric service for the light poles along Sample Road. To the greatest extent possible, utility lines reflected on the final site plan will be located so as to avoid conflict with proposed landscape materials.
STREETSCAPE REQUIREMENTS		
Frontage Road Greenway	<p>Frontage Road Greenway</p> <ul style="list-style-type: none"> • 28 foot greenway - Incorporated • 12 foot Pathway – See justification • 8 foot separation between trail and Frontage Road - See Justification. • Vertical Clearance (10' of vertical clearance maintained between pathway and frontage roads) – Incorporated • Lighting (pathway shall be lit with pedestrian lighting) – Incorporated • Shrub/Groundcover (coverage not less than 40% in all pervious areas. Height of shrubs shall not exceed 30" between pathway and frontage roadway to maintain visibility) – Incorporated, to the extent possible. See Justification • Palms (to be used in addition to shade and access tree requirements) - Incorporated • Shade Trees (no more than 30' on center between pathway and frontage roadway) – Incorporated • Accent Trees (a min. of one per 700 square feet of pervious area) – Incorporated. 	<ul style="list-style-type: none"> • Lyons Road – 12' concrete sidewalk in Solomon 415 red / Venetian Red will be providing along Lyons Road. Existing trees, combined with proposed trees as illustrated (repositioned to be clear of easements and utilities), meet the requirements of the City's PMDD requirements for Lyons Road. Additional tiered shrubs and ground covers have been added on the landscape plan surrounding the Property. The color of the sidewalk will be integrated into the concrete and will not be a top coat finish. • Sample Road – 12' concrete sidewalk in Solomon 415 red / Venetian Red will be provided along Sample Road. The sidewalk color be integrated into the concrete and not a top coat finish. Due to existing utility and FDOT easements, landscape plan meets the intentions of the City's PMDD requirements. Sample Road has existing pathway lighting. Existing trees, wherever possible, shall be retained on this existing sidewalk. Adding accent trees along Sample Road to provide interest and to break up the long stretches of Silver Buttonwood and Geiger Trees proposed. • NW 37th Street – This street was determined to be treated as an

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
		<p>access drive and not a City street due to minimal properties accessing it. In lieu of landscaping normally required for a 50' right-of-way, an 8' wide concrete sidewalk in Solomon 415 red / Venetian Red shall be added to the interior of the site along the property line connecting Lyons Road and Sample Road and all required perimeter buffer planting will be provided in the swale area between the Property line and edge of street, maintaining safe setback distances. The sidewalk color be integrated into the concrete and not a top coat finish. The Applicant will add additional areas of stamped concrete along NW 37th Street for pedestrian crossings within the driveways as depicted on the site plan. A sidewalk has been added for the outdoor ice machine.</p> <ul style="list-style-type: none"> • NW 47th Avenue – This street was determined to be treated as an access drive and not a City street due to minimal properties accessing it. In lieu of landscaping normally required for a 50' right-of-way, an 8' wide concrete sidewalk in Solomon 415 red / Venetian Red shall be added to the interior of the site along the Property line connecting Lyons Road and Sample Road and all required perimeter buffer planting will be provided in the swale area between the Property line and edge of street, maintaining safe setback distances. The sidewalk color be integrated into the concrete and not a top coat finish. • Internal Landscaping – The Applicant meets or exceeds the Code's requirement for internal landscaping and satisfies the one tree per 10 parking spaces and 1 square foot of green area per 100 square feet of paved area. • 8 foot separation between trail and Frontage Road - Required separation incorporated on Lyons Road where the 12' sidewalk with landscaping is being constructed but not on Sample Road. Due to the existing SFWMD swale within the FDOT right-of-way that encroaches onto the sidewalk, the Applicant cannot provide the required separation between the sidewalk and Sample Road.

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
		<ul style="list-style-type: none"> Shrub/Groundcover–Shrub groundcovers shall be provided on both Lyon's Road and Sample Road. However, due to existing site constraints (i.e., existing sidewalks, easements, FDOT drainage swales, etc.) along Sample Road, the required percentage of shrubs/groundcovers cannot be fully met. The frontages of both roads are landscaped to the greatest extent possible in keeping with the spirit and intent of city's Main Street Guidelines.
PLAZA AND OPEN SPACE REQUIREMENTS		
	<ul style="list-style-type: none"> Provide easy access by clear paths and well marked crosswalks. – Incorporated. Provide a variety of seating and viewing opportunities. –See Justification. Provide shade through the native landscaping. Landscaping shall cover at least 30% of the plaza to aid in the reduction of heat islands - Incorporated Provide butterfly attracting gardens as described in Streetscapes, Section 6. – See Justification. Design plazas to take advantage of breezes and incorporate water. – See Justification. Features, both for cooling and visual interest. –Incorporated. Provide 1 linear foot for seating for each perimeter linear foot of the plaza. 50% of this seating may be provided through the use of retaining walls, planter edges, steps and other similar items. – See Justification. Incorporate a large percentage of pervious materials to reduce storm water runoff. - Incorporated Include public art in the plaza. – Not applicable since Property is not greater than 12,500 square feet in gross floor area. 	<ul style="list-style-type: none"> Provide a variety of seating and viewing opportunities. – Because this is a motor vehicle use where customers will not spend substantially amounts of time at the Property, it is not applicable to provide a variety of seating and viewing opportunities that would be available at other retail uses. Provide butterfly attracting gardens as described in Streetscapes, Section 6. – Because this is a motor vehicle use, it is not applicable to provide for butterfly attracting gardens that would more likely be offered at a residential use. Design plazas to take advantage of breezes and incorporate water. – Due to the motor vehicle use contemplated, this requirement is not applicable to the proposed use. Because there is only one building on the property, this will allow for adequate breeze. The Applicant is constructing a canopy covering the fuel pumps and a portico on the east side of the Property which will promote shade. Provide 1 linear foot for seating for each perimeter linear foot of the plaza. 50% of this seating may be provided through the use of retaining walls, planter edges, steps and other similar items. – Because this is a motor vehicle use where customers will not spend substantial amounts of time at the Property, it is not applicable to provide a variety of seating and viewing opportunities that would be available at other retail uses.

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MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
OPEN SPACE	<ul style="list-style-type: none"> • Incorporate open space components as an integral component of Sustainable Urban Drainage Systems (SIDS) - Incorporated • Utilize open space components to buffer the existing wetlands. – Not Applicable. • Use native landscape as provided in Section 6.6. – Incorporated 	
BUILDING DESIGN BASED ON MS-P REQUIREMENTS		
Uses, Density and Height	<ul style="list-style-type: none"> • Maximum FAR - .3 x gross lot area - Incorporated • Maximum density – 8 units x gross lot acres - Not Applicable. • Max building height – 6 stories or 75’ whichever is less - Incorporated • Building setback – All Stories: Minimum Setback = 28’. Setback area must be improved as a greenway as defined in section 6.7.(frontage greenway) – See Justification 	<ul style="list-style-type: none"> • Building setback – All Stories: Minimum Setback = 28’. Setback area must be improved as a greenway as defined in section 6.7.(frontage greenway) – incorporated along Sample Road and Lyons Road but because of the conditions of the existing gas station pumps, coupled with the Property being bound on 4 sides by roads, the Applicant does not provide the greenway along NW 37th Street and NW 47th Avenue which are not considered to be rights-of-way as determined by the City.
Requirements for Motor Fuel Sales	<ul style="list-style-type: none"> • The primary building shall be oriented towards the Street and fuel islands toward the rear and sides.- See Justification • Pedestrian access should be provided from the perimeter greenway. – Incorporated, pedestrian access will be provided from the bus shelter along Sample Road to access the Property. • Where feasible, minimize curb cuts and enhance pedestrian circulation by sharing access – See Justification. • Screen service/storage/refuse area with architectural enclosures and landscape buffers.- Incorporated • Restrooms and ATMs shall be located within the primary building, not outside. Incorporated • Pump Islands and canopies should be integrated with the overall architectural character. – Incorporated • Landscaping materials shall be consistent with the requirements of the “Streetscape” Design Standards within this document.- Incorporated as demonstrated on the 	<p>As depicted on the Applicant’s site plan:</p> <ul style="list-style-type: none"> • The primary building shall be oriented towards the Street and fuel islands toward the rear and sides - Because of the existing easements, master lift station and fuel tanks that will remain at the Property along Lyons Road, the primary building of the convenience store is oriented towards Lyons Road (but is not adjacent to Lyons Road because of the existing conditions at the Property). The fuel islands are oriented towards the rear of the Property and satisfy the PMDD guidelines. The Applicant is building two entrances into the Property: (i) an entrance on the west side of the Property along NW 47th Avenue, and (ii) an entrance on the east side of the Property along Lyons Road. The Applicant will be amending the non-vehicular access line on the plat to allow additional ingress/egress into the site along NW 37th Street. The Applicant added a storefront

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<p>landscape plans.</p>	<p>and entry feature at the rear of the building whereby entry and storefront features are at the front and rear of the building to create articulation and an inviting atmosphere along Lyons Road.</p> <ul style="list-style-type: none"> <p>Where feasible, minimize curb cuts and enhance pedestrian circulation by sharing access – To improve traffic flow into the Property, the Applicant is adding a curb cut to the Property. Shared access is not applicable to this Property as it is surrounded by 4 roads and is not adjacent to any other commercial uses, therefore there are not other commercial uses that can share access with the Property. The Applicant has also reduced the drive aisle width from 30' down to 24' on the south side of the building to reduce pavement area and increase the greenspace adjacent to the building. The drive aisle leading to the car wash has been tapered to the opening. The proposed development is limited in the ability to provide greenspace as the Applicant is utilizing the existing tanks located on the east side of the site. The east curb line needs to remain in the same location for the tanks to be in the pavement</p>
<p>Street orientation</p>	<ul style="list-style-type: none"> <p>Street level facades shall have a pedestrian scale. Incorporated</p> <p>Street level facades shall be largely transparent. Incorporated</p> <p>Emphasize building entrances. Incorporated</p> <p>Provide protection from the elements. - Incorporated through use of a canopy covering the fuel pumps and a portico on the east side of the Property.</p> <p>All ground level space designed for pedestrian oriented uses shall have external entrances directly accessible from public sidewalk and street space – See Justification.</p> <p>At least one (1) external entrance shall be located along the frontage of the street or on the corner intersection of two streets. Additionally, each building use, such as a retail store with a cafe or restaurant, shall have separate entrances. –</p> 	<ul style="list-style-type: none"> <p>All ground level space designed for pedestrian oriented uses shall have external entrances directly accessible from public sidewalk and street space The building does not front the street but the Applicant is providing pedestrian access from the existing bus shelter and bike rack along Sample Road to the Property to encourage direct pedestrian access to the Property from the sidewalk and street space. The existing bus stop furniture conforms with the City's amenities package. The Applicant is building two entrances into the Property: (i) an entrance on the west side of the Property along NW 47th Avenue, and (ii) an entrance on the east side of the Property along Lyons Road. The Applicant will be amending the non-vehicular access line on the plat to allow additional ingress/egress into the site</p>

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<p>See Justification.</p> <ul style="list-style-type: none"> • All such entrances shall be transparent. – Incorporated. The Applicant will provide site triangles for all ingress/egress points at the Property line, including access points along NW 37th and NW 45th Street. 	<p>along NW 37th Street. A sidewalk connection will also be added along the northeast side of the building. The Applicant is also constructing along Lyons Road an entry and storefront features, a canopy/portico consistent with the color of the building, along with signage and an attractive appearance to encourage pedestrian oriented uses with external entrances directly accessible from public sidewalks and street spaces.</p> <ul style="list-style-type: none"> • At least one (1) external entrance shall be located along the frontage of the street or on the corner intersection of two streets. The building does not front the street but the Applicant is providing pedestrian access from the existing bus shelter and bike rack along Sample Road to the Property. The building will have proper signage and visibility for pedestrian access. The Applicant is providing a storefront and entry feature at the rear of the building whereby entry and storefront features are at the front and rear of the building to create articulation, a canopy/portico consistent with the color of the building, along with signage and an attractive appearance to encourage pedestrian oriented uses with external entrances directly accessible from public sidewalks and street spaces
Location of Uses	Incorporated as applicable.	.
Solar Orientation	Incorporated.	
Shading	Incorporated to the extent possible.	The development will provide shading measures such as a fuel canopy along the west side of the building near the fuel pumps and a portico along the east side of the building along Lyons Road, along with landscaping to provide natural shading at the Property. The Applicant will provide a shade tree in the terminal island on the west side of the ingress only drive off of Sample maintaining a 15' setback from the light.
Air Movement	See Justification.	Since there is only one building at the Property that provides adequate space from the car wash and fuel pumps, this will provide space at the Property between structures to allow for air flow and movement.
Materials	Incorporated.	
Fenestration	<ul style="list-style-type: none"> • For the first 10 feet of height above the public sidewalk elevation, the building 	<ul style="list-style-type: none"> • The base of all transparent openings shall be no more than 30

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	<p>façade shall contain windows and/or doorways of transparent glass covering at least 50% of the wall area. – Incorporated. The west elevation of the building facing the fuel pumps has more than 50% glass.</p> <ul style="list-style-type: none"> • The base of all transparent openings shall be no more than 30 inches above the public sidewalk elevation. – See Justification. • All street level use open to the public shall have external entrances directly accessible from the sidewalk. For commercial buildings, there shall be at least 1 entrance located along the frontage of commercial streets or on the corner intersection with other streets. – See Justification. 	<p>inches above the public sidewalk elevation. – The glass on the building will be floor to ceiling glass.</p> <ul style="list-style-type: none"> • All street level use open to the public shall have external entrances directly accessible from the sidewalk. For commercial buildings, there shall be at least 1 entrance located along the frontage of commercial streets or on the corner intersection with other streets. The Applicant is providing a pedestrian path from Sample Road to the entrance of the building to encourage pedestrian activity at the Property. The Applicant is building two entrances into the Property: (i) an entrance on the west side of the Property along NW 47th Avenue, and (ii) an entrance on the east side of the Property along Lyons Road. The Applicant will be amending the non-vehicular access line on the plat to allow additional ingress/egress into the site along NW 37th Street. The Applicant is also constructing along Lyons Road a storefront and entry feature at the rear of the building whereby entry and storefront features are at the front and rear of the building to create articulation, a canopy/portico consistent with the color of the building, along with signage and an attractive appearance.
<p>Articulation</p>	<ul style="list-style-type: none"> • Unbroken facades, in excess of 100’, without changes in wall planes shall be avoided. Changes in wall plane shall be employed to add shade and shadow. Such changes in plane shall be at least 2’. – Incorporated • Building corners shall utilize prominent architectural treatment. Designers should consider corners for the 20% maximum setback exception provided in section 8.2. The resultant setback should be improved as a pedestrian amenity. See Justification. • Awnings, canopies or arcades shall be utilized on all commercial street frontages and shall provide consistent and continuous pedestrian protection from the elements, to the extent feasible. – See Justification. • Awnings or arcades shall have a consistent depth as those of neighboring buildings with a minimum depth of 6’. See 	<p>The Applicant is constructing along Lyons Road a storefront and entry feature at the rear of the building whereby entry and storefront features are at the front and rear of the building to create articulation, a canopy/portico consistent with the color of the building, along with signage and an attractive appearance to provide a varied architectural element and to provide visual interest at the building along Lyons Road.</p> <ul style="list-style-type: none"> • Building corners shall utilize prominent architectural treatment. Designers should consider corners for the 20% maximum setback exception provided in section 8.2. The resultant setback should be improved as a pedestrian amenity. Building corners with prominent architectural treatment are not feasible at the Property except such

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<p>Justification.</p> <ul style="list-style-type: none"> • Awnings and canopies may encroach the right of way by a distance of 8' and shall provide a vertical clearance of 8' – Not Applicable • Awnings, canopies, and arcades shall contain fans (or other devices or apparatus) to induce air movement. See Justification. • Arcades shall provide an unobstructed pedestrian pathway of at least 8'. – Not Applicable. 	<p>prominent architectural treatment will be provided internally at the Property, at the southwest corner of the Property. The design of the Property will be consistent with the brand of Shell gas stations.</p> <ul style="list-style-type: none"> • Awnings, canopies or arcades shall be utilized on all commercial street frontages and shall provide consistent and continuous pedestrian protection from the elements, to the extent feasible. The Applicant is providing a canopy along the west side of the building leading to the fuel pumps and a canopy along the east side of the building along Lyons Road. The canopy and portico will be a consistent color with that of the building and the roof. • Awnings or arcades shall have a consistent depth as those of neighboring buildings with a minimum depth of 6'. The Applicant is providing a canopy along the west side of the building leading to the fuel pumps and a canopy along the east side of the building along Lyons Road. The canopy and portico will be a consistent color with that of the building and the roof. • Awnings, canopies, and arcades shall contain fans (or other devices or apparatus) to induce Air movement. The Applicant is not providing awnings or arcades at the Property but is providing a canopy along the west side of the building leading to the fuel pumps and a canopy along the east side of the building. The canopy and portico will be a consistent color with that of the building and the roof.
<p>Rooftops</p>	<ul style="list-style-type: none"> • 40% of all commercial and office buildings within the MainStreet District shall incorporate greenroofs. – See Justification. • Screen rooftop service equipment from view. –Incorporated. 	<ul style="list-style-type: none"> • 40% of all commercial and office buildings within the MainStreet District shall incorporate greenroofs. – At the request of the City, a peak elevation will be added to the east

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<ul style="list-style-type: none"> • Use light colored/high albedo materials. Incorporated. • Roof overhangs shall be sized according to section 8.6. – Incorporated • Top level of all parking structures shall incorporate green rooftops on a portion of the top level. – Not applicable, no parking structures at Property. 	<p>entrance of the building. The Applicant cannot provide a peak roof at the west entrance due to the gas canopy tee. The flat roof area will have all the mechanical equipment, requiring constant maintenance and is unsuited for a vegetated roof. The Applicant is not providing a green rooftop but it is providing a High albedo mansard roof made of standing seam metal, with a mill finish (silver) and an additional shading device, ie., east side entry portico. The Applicant is using ENERGY STAR compliant and high emissivity roofing (at least 0.9) for a minimum of 75% of the roof surface .Within the building design criteria, the Mill finished roof to have an ‘Acrylic coated Galvalume’ finish on it, which will provide at the Property values which are in excess of LEED requirements:</p> <ul style="list-style-type: none"> • Solar Reflectance Value of 0.67 • Emmissivity Value of 0.14 • SRI Value of 74.00
Signage	<ul style="list-style-type: none"> • In addition to ground or monument signs allowed for places of worship or community facilities, there shall be no more than 4 ground or monument signs within the District. Such signs shall be limited to overall district announcement as a whole and should not advertise individual establishments. – Incorporate. • Signs shall be generally oriented and scaled for the pedestrian. Incorporated. • Lettering styles shall be limited to 2 per sign. Incorporated. • Signs shall not obscure windows or other architectural features including window trim/moulding, grill work, piers, pilasters and other detail features. Incorporated. • Wall-mounted signs on facias above storefront windows shall be sized to fit within friezes, lintels, spandrels and other similar features. Such signs shall be generally centered over storefronts and/or primary entrances. Incorporated. • Electrical transformer boxes, raceways and conduits shall be concealed 	<p>While the Applicant satisfies the PMDD requirements for signage at the Property, pursuant to Section 13-466.4 of the Code, the City requires that logos may be used only in conjunction with the established name, however, the Applicant request that the City allow the monument sign at the Property on the canopy to be the Shell/Pecten logo only and not the name “Shell” on the canopy at the Property. The Applicant’s standard signage at other Shell gas stations is only the Shell/Tecten logo on the canopy without the word “Shell” and this will allow for a consistent look with the brand of the gas station</p>

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<p>from public view. Incorporated.</p> <ul style="list-style-type: none"> • Channel letters will be individually mounted to exterior fascia with power penetrations (one per letter) through walls and wired remotely to power supply behind the wall/ceiling • Signage on awnings shall be limited to the front valance drop. Such signage shall be centered, shall not exceed 50% of the front length of the awning and letters shall not exceed 8” in height. The vertical dimension of the valance drop should not exceed 12”. Not applicable. • Signage illumination shall not spill over or produce glare for nearby residential uses or adjacent roadways. Incorporated. • Hanging and projecting signs: shall be limited to one sign per storefront or building use; shall provide a minimum vertical clearance of 8 feet from the top surface of the sidewalk; shall not project more than 42” from the building facade; shall be double faced and mounted at a 90 degree angle to the primary building facade; and shall be limited to 15 square feet per sign face. Not applicable. 	
Lighting	<ul style="list-style-type: none"> • Whenever possible, light second story windows to imply human presence and counter the appearance of desertion. – Not applicable. Decorative lighting shall be used to illuminate signs and uplighting to illuminate landscaping. – Incorporated. Glare shields shall be used to reduce light spillover into pedestrian and vehicular areas and to reduce light pollution. Incorporated. Use sconces and other architectural lighting to illuminate building entrances with warm light. Incorporated. Illuminate signs, entrances, window displays and interiors at varying levels of brightness. Incorporated. 	
<p>Parking Requirements:</p> <p>3 SPACES PER 1000 SQUARE FEET OF GROSS LEASABLE AREA (required 22, Applicant providing 25</p>	<ul style="list-style-type: none"> • Within the MS-P Sub-District, 25% of the provided parking shall be located on the side and/or rear of buildings. Additionally, no more than 300 parking spaces may be located in the front of buildings. Incorporated. • Commercial/Office/Retail/Restaurant/Entertainment Uses: 3 spaces per 1000 square feet of gross leasable area – 	<p>While the Applicant satisfies the PMDD parking requirements, Sec.13-399(k) of the City's Code requires access drives leading from public rights-of-way shall be designed to prevent maneuvering of vehicles within any portion of any entrance driveway or driveway lane that is within fifty (50) feet of the right-of-way line of any public street.</p>

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
parking spaces)	<p>Incorporated.</p> <ul style="list-style-type: none"> • Parking for all other uses and for the disabled shall be as provided in Section 13-398 of the City’s Land Development Code. – Incorporated. • For all uses, perpendicular parking spaces shall not be less than 9’-0” in width and 18’ in length. – Incorporated. • For all uses, parallel parking spaces shall not be less than 8’ in width and 20’ in length. – Not applicable. <p>Parking Screens</p> <ul style="list-style-type: none"> • Screen parking garages and lots from public view. Blank, unarticulated walls shall not be permitted for parking garage facades that are not lined with uses. Such facades shall have architectural treatments designed to be compatible with adjacent buildings. Ramps, stairwells any other portion of a garage should be buffered with the use of decorative grilles and screens, landscaping, and other varied materials. – Incorporated as to parking lot, there are no parking garages at the Property. <p>Parking garages and lots on commercial streets:</p> <ul style="list-style-type: none"> • Shall not front commercial streets. Pedestrian oriented uses are required at street level. Upper levels shall be lined with uses such as residential or office. Incorporated • When garages and lots are not lined with uses, they shall be screened through the use of architectural treatment or landscape buffers. Incorporated 	<p>Due to the unique configuration of the Property being bound on all four sides by existing roads and the narrow size of the Property (154 feet wide), in order to allow for the development of the project, the Applicant provides less than 50 feet of stacking as depicted on the site plan on NW 37th Street, NW 47th Avenue, and Sample Road. Should the entire 50 feet of stacking be required on the north and side sides of the Property, the Applicant would not be able to develop the Property in accordance with the site plan due to the unique configuration of the Property being bound on all four sides by existing roads and small configuration of the Property.</p>
Service Area and Refuse	<ul style="list-style-type: none"> • Service areas, garbage receptacles, utility meters, mechanical and electrical equipment shall be screened from public view. Incorporated. • Lighting levels shall be one foot-candle and shall be located to avoid light pollution. Incorporated to extent possible. 	
Pedestrian Access/Connectivity	<p>Incorporated. Applicant will provide pedestrian access/connectivity with cross walk from Sample Road bus shelter and bike racks to Property.</p>	
SUSTAINABLE AND GREEN COMPONENTS		
LEED certified	<ul style="list-style-type: none"> • All Buildings in the MainStreet District shall be at a minimum, LEED 	

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<p>certified by the USGBC United States Green Building Council. Amendments to the LEED requirements will be enforced at the time of site plan review. – Incorporated. The Applicant commits to obtaining LEED certification upon completion of construction in accordance with LEED timeframes.</p> <ul style="list-style-type: none"> <p>All projects in the MainStreet District shall contain a conspicuous display of green and sustainable technology which shall act as a social, educational, and artistic element to the district. – Incorporated per LEED certification. The Applicant proposes to include conspicuous displays of green technology such as heat island effect on the roof, water efficient landscaping, aggressive exterior lighting, and light colored concrete at the Property. Additionally, the Applicant will provide a solar panel (60' x 18') above the six (6) parking spaces along Sample Road and a Green Screen along the south side of the car wash and east side of the convenience store as depicted on the plans submitted to the City. The Green Screen is a vertical trellis that will eventually have a flowering vine on it that will provide shade and heat gain resistance for the building, as well as being visually enhancing. The Green Screen will be 8' x 8' aluminum screens with a 12" x 12" grid pattern that will attach to the wall surface. These screens will support the flowering vines. The Applicant is also providing outdoor seating at the SE corner of the Property.</p> 	
<p>Education Campaign</p>	<p>Not applicable.</p>	
<p>Recycling/Waste Management</p>	<ul style="list-style-type: none"> <p>Institute a Commercial and Multi-Family Recycling requirement that all multi-family communities with 100 or more units and businesses with 100 employees or more, or buildings with an aggregate of at least 100 employees that have a single garbage collection service, shall establish an on-site recycling program and recycle a minimum of two designated materials listed above. The Applicant will provide recycling options at the Property for a minimum of 2 materials including, but not limited to, plastic, paper and cardboard.</p> <p>Businesses shall recycle a minimum of 2 materials. See above</p> <p>All business owners in the MainStreet area must provide a Recycling</p> 	

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<p align="center">Plan to the City of Coconut Creek within 14 days of beginning operations. Will comply</p>	
<p>Stormwater Management/Pervious Materials/Aquascaping</p>	<ul style="list-style-type: none"> • Use pervious materials for small, low-use parking areas, low-use driveways, utility access roads, pedestrian walkways, fire lanes and highway shoulders when feasible. – See Justification • Use pavers, blocks and soil stabilization products with recycled content – Not applicable. • Utilize aquascaping as a fundamental component of water feature design. – Not applicable. 	<ul style="list-style-type: none"> • Use pervious materials for small, low-use parking areas, low-use driveways, utility access roads, pedestrian walkways, fire lanes and highway shoulders when feasible. The Applicant will not provide pervious materials for the parking, walkway or fire lanes at the Property as it is not feasible for the type of use at the Property.
<p>Reduced Site Disturbances/Site Protection</p>	<p>Comply with LEED Sustainable Site Credit 5. See Justification</p>	<p>The Applicant does not satisfy this Credit but it is obtaining LEED certification in accordance with the LEED scorecard requirements. Applicant will provide LEED scorecard demonstrating LEED certification during and after permitting phase of development.</p>
<p>Alternative Transportation</p>	<ul style="list-style-type: none"> • Provide electric vehicle refueling stations as defined by LEED. See Justification. • Provide bicycle racks as defined by LEED. Incorporated • Provide hybrid bus service to future rapid transit developed along State Road 7. See Justification. 	<p>The Property is adjacent to an existing bus shelter and bike racks along Sample Road. The Applicant is constructing a pedestrian cross walk from Sample Road for pedestrians to easily access the Property.</p> <p>The parking lot will also contain designated parking spaces for high efficiency and car pool vehicles as indicated on the site plan.</p>
<p>Light Pollution</p>	<ul style="list-style-type: none"> • Comply with LEED Sustainable Site Credit 8. – Incorporated. • Provide “full-cutoff” luminaires. Incorporated • Keep light poles low and space more closely. Incorporated • Focus light downward. Incorporated 	<p>The Applicant will incorporate certain LEED requirements to reduce light pollution such as providing full cutoff luminaires, keeping light poles low and space more closely and focusing light downward.</p>
<p>Reduce Heat Islands</p>	<ul style="list-style-type: none"> • Public Structures shall comply with LEED Sustainable Site Credit 7.1 and 7.2. – Incorporated with heat island effect. <p>Greenroofs shall provide the following:</p> <ul style="list-style-type: none"> • Use light colored/high albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site’s non-roof impervious surfaces, including parking lots, walkways, plazas, etc. – Incorporated • Place a minimum of 50% of parking spaces covered by parking structures. – See Justification. • Use an open-grid pavement system (less than 50% impervious) for a 	<ul style="list-style-type: none"> • Place a minimum of 50% of parking spaces covered by parking structures. –As depicted on the site plan, it will provide a solar panel (60’ x 18’) above the six (6) parking spaces along Sample Road • Use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. – This is not satisfied. • Provide a green (vegetated) roof for at least 50% of the roof area. Combinations of high albedo and green roof can be used providing they collectively cover 75% of the roof area. At the request of the City, a peak

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<p>minimum of 50% of the parking lot area. – See Justification.</p> <ul style="list-style-type: none"> • Use ENERGY STAR compliant and high emissivity roofing (at least 0.9) for a minimum of 75% of the roof surface. – Incorporated • Provide a green (vegetated) roof for at least 50% of the roof area. Combinations of high albedo and green roof can be used providing they collectively cover 75% of the roof area. See Justification. 	<p>elevation will be added to the east entrance of the building. The Applicant cannot provide a peak roof at the west entrance due to the gas canopy tee. The flat roof area will have all the mechanical equipment, requiring constant maintenance and is unsuited for a vegetated roof. The Applicant is not providing a green rooftop but it is providing a High albedo mansard roof made of standing seam metal, with a mill finish (silver) and an additional shading device, ie., east side entry portico. The Applicant is using ENERGY STAR compliant and high emissivity roofing (at least 0.9) for a minimum of 75% of the roof surface .Within the building design criteria, the Mill finished roof to have an ‘Acrylic coated Galvalume’ finish on it, which will provide at the Property values which are in excess of LEED requirements.</p>
<p>Water Conservation</p>	<p>Comply with LEED Water Efficiency Credit 1. See Justification.</p>	<p>The Applicant will incorporate limited LEED requirements for water conservation such as the Applicant will use water conserving toilets at the Property, the water for the car wash will be recycled water, and it will use water efficient landscaping.</p> <p>Native and Florida Friendly (drought tolerant plant materials) will be used throughout the development, as feasible.</p>

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
Materials and Resources	<ul style="list-style-type: none"> • Control Erosion to reduce negative impacts on water and air quality. Incorporated. • Maintain a high density in the MainStreet area to foster the urban development goals. Plan for a minimum density of 60,000 square feet per acre. – Not Applicable • Reduce the development of land into parking lots. Parking behind, on the side and underneath buildings is required. Land usage shall primarily be either for buildings or greenspace. Incorporated. • Encourage the use of Local Materials. Using locally harvested and locally manufactured materials reduces the impact of transporting the goods and improves the local economy. Incorporated as feasible. • Increase Resource reuse and Construction waste management. The majority of the site has no existing development to reuse. Before construction begins develop a waste management plan. Divert and recycle a minimum of 75% of waste material by weight. – Incorporated. <ul style="list-style-type: none"> • Encourage the use of Materials with Recycled content. Reduce the amount of materials removed from the lithosphere and placed into the biosphere. By using materials with recycled content, there is less need to extract more resources for manufacturing. Incorporated as feasible. 	
Water Efficiency	<ul style="list-style-type: none"> • Encourage the installation of waterless urinals. See Justification. • Encourage the installation of fixtures that reduce the use of potable water. Install Fixtures that meet LEED Water Efficiency Credit 3, by reducing the aggregate water use of the facility – will install fixtures by 20% less than the baseline building, after meeting the Energy Policy Act of 1992 “fixture performance” requirements. – Incorporated. • Encourage the installation of technologies to reduce potable water demand. Use Infrared occupancy sensors and metering technologies accomplish these goals. – Incorporated as feasible • Encourage the installation of Innovative Wastewater Technologies that will reduce the use of potable water for sewage conveyance. Innovative Wastewater Technologies in compliance with LEED Water Efficiency Credit 2, or use reclaimed 	

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<p>water for sewage conveyance or cooling tower make-up. Incorporated.</p> <ul style="list-style-type: none"> • Discourage the Use of Ventless Clothes Dryers. Not applicable. 	
Energy Efficiency	<ul style="list-style-type: none"> • Maximize Overall Building Efficiency. Buildings must exceed the minimum level of energy efficiency of the Florida Building code, or ASHRAE Standard 90.1, whichever is more stringent by 10% Calculation method shall comply with LEED Energy and Atmosphere Credit 1. – The development will satisfy the Florida Building Code for energy efficiency and will satisfy Credit 1 with aggressive exterior lighting. • Conserve Energy by installing energy efficient HVAC equipment. Incorporated. • Conserve Energy by installing energy efficient office equipment Use Energy Star equipment to reduce plug loads. Equipment includes Copiers, Computers and refrigerators. – Will incorporate to the extent feasible. • Reduce Ozone depletion. This is accomplished by installing equipment that contain Zero CFC refrigerants. – Incorporated 	
Indoor Air Quality	<ul style="list-style-type: none"> • Provide a Construction IAQ Management Plan. See Justification • Develop an Indoor Air Quality (IAQ) Management Plan for the construction and preoccupancy phases of the building. Performance shall comply with LEED Environmental Quality Credit 3. 1 and 3.2. – Incorporated. • No Smoking. Provide zero exposure of non-smokers to Environmental Tobacco Smoke. Performance shall comply with LEED Environmental Quality Prerequisite 2. – Incorporated. • Provide CO2 Monitoring. Incorporated. • Use Low Emitting Materials. Met or exceed VOC limits for adhesives, sealants, paints, composite wood products and carpet systems. Provide materials that comply with LEED Environmental Quality Credit 4. Incorporated. • Control Indoor Chemicals and Pollutant Sources. See Justification • Provide for a thermally 	<ul style="list-style-type: none"> • Provide a Construction IAQ Management Plan. The Applicant will make all efforts to minimize VOC in the air.

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
	<p>comfortable environment. Incorporated.</p> <ul style="list-style-type: none"> • Provide an environment that supports the productive and healthy performance of the building occupants. Building shall comply with ASHRAE Standard 55-1992, Addenda 1995. Provide permanent temperature and humidity sensors in the building that allow the HVAC system to control the environment to maintain a level of comfort. Incorporated • Provide for a visually comfortable environment. Incorporated. • Provide an environment that supports a connection between the indoor and outdoor environments through the introduction of sunlight and views into the occupied areas of the building. Incorporated, the building will contain floor to ceiling windows to promote a connection between indoors and outdoors. 	
<p>Minimum landscape area along the South side of the Property facing Sample Road</p>	<ul style="list-style-type: none"> • The Code requires the minimum landscaping to be 10’ on the south side of the Property facing Sample Road 	<ul style="list-style-type: none"> • Due to constraints of the configuration of the property and the design of the proposed site, and to take the property out of the existing 12’ platted utility easement, the Applicant is providing the maximum landscape area along the south side facing Sample Road. The drive aisle was narrowed and the Applicant is providing 9.6’ (measured to the face of building) (south), so, the Applicant is .4’ short on the landscaping on the south side of the site. The Applicant is providing a green screen and tiers of landscaping to mitigate the narrowness.
<p>Tiered landscaping on the north and south facades of the Property</p>	<ul style="list-style-type: none"> • The Code requires tiered landscaping on the north and south facades of the building 	<ul style="list-style-type: none"> • The Applicant is providing the three (3) tiers of landscape on the south façade of the site but only two (2) tiers on the north façade of the site. The north façade has a utility easement where trees cannot be placed immediately adjacent to the building. If the trees located on the street are factored into the tiered landscape calculation, the Applicant would have three tiers of trees on the north side of the site. Therefore, the north side of the site will appear to have a consistent look with the balance of the property. See PMDD Section II(D) (Greenscape).

EXHIBIT I – PMDD ALTERNATE SOLUTIONS

MAINSTREET DESIGN STANDARDS	PMDD	JUSTIFICATION
Access drives leading from Public rights-of-way	<ul style="list-style-type: none"> Pursuant to Sec.13-399(k), access drives leading from public rights-of-way shall be designed to prevent maneuvering of vehicles within any portion of any entrance driveway that is within fifty (50) feet of the ROW line of any public street. 	<ul style="list-style-type: none"> Pursuant to the traffic study completed on March 24, 2017 by McMahon Transportation Engineers & Planners (Project No. L17189.01), the report demonstrates that due to the proposed development, the Applicant does not anticipate any queueing concerns at the driveway connection and the Applicant will complete the recommended precautions to ensure safety at the site including (i) appropriate pavement markings onsite, (ii) placing an arrow pavement marking at Sample Road driveway connection to help prevent illegal outbound maneuvers, and (iii) removing the No Right Turn sign at the Sample Road driveway.
Parking drives, lanes and aisles requirement	<ul style="list-style-type: none"> Per Sec.13-399(g), Parking facility design standards, <u>all</u> parking drives, <u>lanes</u> and aisles shall be twelve (12) feet in width minimum for each direction of movement and one-way aisles shall be sixteen (16) feet in width minimum 	<ul style="list-style-type: none"> The north drive aisles 10 feet of the required 16 feet and the south drive aisles are 12 feet of the required 16 feet. The site plan allows for 10' lanes to get around the fuel pumps and on the north and south side of the Property does not permit two way traffic. All other areas at the Property comply with this provision of the Code.
Curb Cuts onto Collector and Subcollector Streets	<ul style="list-style-type: none"> Pursuant to Section 13-399(q), Parking facilities design standards, <i>curb cuts onto collector and sub-collector streets are to be spaced not less than three hundred (300) feet apart and approvals by Broward County or as applicable</i> 	<ul style="list-style-type: none"> As indicated on the site plan, the distance between the north driveways is 70.42' and 126'.



LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: 1810 First Coast

Date: 04/10/2017

Y ? N

Y	?	N
1		

Credit 1 Integrative Process 1

11 1 19 Location and Transportation			16	2 6 5	Materials and Resources		13			
16			Credit 1	LEED for Neighborhood Development Location	16	Y	Prereq 1	Storage and Collection of Recyclables	Required	
1			Credit 2	Sensitive Land Protection	1	Y	Prereq 2	Construction and Demolition Waste Management Planning	Required	
		1	Credit 3	High Priority Site	2			Credit 1	Building Life-Cycle Impact Reduction	5
5			Credit 4	Surrounding Density and Diverse Uses	5	2		Credit 2	Building Product Disclosure and Optimization - Environmental Product Declarations	2
5			Credit 5	Access to Quality Transit	5	2		Credit 3	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
		1	Credit 6	Bicycle Facilities	1	2		Credit 4	Building Product Disclosure and Optimization - Material Ingredients	2
		1	Credit 7	Reduced Parking Footprint	1	2		Credit 5	Construction and Demolition Waste Management	2
		1	Credit 8	Green Vehicles	1					

3 7 0 Sustainable Sites			10	Y	10 3 2	Indoor Environmental Quality		16		
Y			Prereq 1	Construction Activity Pollution Prevention	Required	Y	Prereq 1	Minimum Indoor Air Quality Performance	Required	
		1	Credit 1	Site Assessment - Survey - 7 categories	1	2		Credit 1	Enhanced Indoor Air Quality Strategies	2
		2	Credit 2	Site Development - Protect or Restore Habitat	2	3		Credit 2	Low-Emitting Materials	3
		1	Credit 3	Open Space	1	1		Credit 3	Construction Indoor Air Quality Management Plan	1
		3	Credit 4	Rainwater Management	3	2		Credit 4	Indoor Air Quality Assessment	2
		2	Credit 5	Heat Island Reduction	2	1		Credit 5	Thermal Comfort	1
		1	Credit 6	Light Pollution Reduction	1			Credit 6	Interior Lighting	2
						2		Credit 7	Daylight	3
						1		Credit 8	Quality Views	1
						1		Credit 9	Acoustic Performance	1

6 2 3 Water Efficiency			11	Y	4 1 1	Innovation		6		
Y			Prereq 1	Outdoor Water Use Reduction - 30% reduction	Required	1		Credit 1-5	Innovation	5
Y			Prereq 2	Indoor Water Use Reduction - 20% reduction	Required	1		Credit 2	LEED Accredited Professional	1
Y			Prereq 3	Building-Level Water Metering	Required					
		1	Credit 1	Outdoor Water Use Reduction - 50% 1 pt / 100% 2 pts	2	3	1	1		
		4	Credit 2	Indoor Water Use Reduction 40% 4pts /45% 5 pts /50% 6 pts	6	1				
		2	Credit 3	Cooling Tower Water Use	2					
		1	Credit 4	Water Metering - sub-metering	1					

8 2 9 Energy and Atmosphere			33	Y	2 2 0	Regional Priority		4		
Y			Prereq 1	Fundamental Commissioning and Verification	Required	1		Credit 1.1	Regional Priority: {EAc5 T=2	1
Y			Prereq 2	Minimum Energy Performance	Required	1		Credit 1.2	Regional Priority: {EAc2 T=8	1
Y			Prereq 3	Building-Level Energy Metering	Required	1		Credit 1.3	Regional Priority: {LTc6 T=1, SSc6 T=1	1
Y			Prereq 4	Fundamental Refrigerant Management	Required	1		Credit 1.4	Regional Priority: {SSc2 T=2, WEc1 T=2	1
		6	Credit 1	Enhanced Commissioning	6					
		4	Credit 2	Optimize Energy Performance	18					
		1	Credit 3	Advanced Energy Metering	1					
		2	Credit 4	Demand Response	2					
		1	Credit 5	Renewable Energy Production	3					
		1	Credit 6	Enhanced Refrigerant Management	1					
		2	Credit 7	Green Power and Carbon Offsets	2					

46	25	39	TOTALS	Possible Points: 110
Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110				