

## COCONUT CREEK MAZDA

### SITE PLAN AND SPECIAL LAND USE APPLICATION (Revised)

#### Project Description.

The property that is the subject of this application is five acres in size and is located at the northeast corner of Sample Road and Coral Tree Circle. The property is part of the Tartan Development of Regional Impact developed by Minto Builders and is designated MC in the DRI which is a commercial designation. The property is part of the Tartan Coconut Creek Phase IV Plat (PB 130, P 25, Broward County). The property is designated Commercial on the Land Use Element of the City's Comprehensive Plan and is part of the Township PUD with the underlying zoning designation of B-3. The property is located to the east of the exiting Vista BMW dealership.

Coconut Creek Mazda will be a new car dealership for the Mazda brand of automobiles and will also feature certified pre-owned Mazda's as well as Highline Used Cars such as Lamborghini, Ferraris and Porsche.

The dealership will employ approximately 80 people including salespeople, sales managers, finance managers, service managers and technicians, parts managers and personnel and related support staff. The approximate yearly salary ranges of the categories of employees are as follows:

- 1 Service manager - \$150-200,000
- 5 Service writers \$75-90,000
- 5 Sales Managers \$150-250,000
- 1 GM \$300,000
- 20 salespersons \$100,000
- 7 office personnel \$75,000
- 1 office manager \$100,000
- 20 Service techs \$50-150,000
- 7 Finance Managers \$200-250,000
- 5 lot attendants \$35-50,000
- 5 cashiers/receptionist \$35-50,000
- 1 Parts managers \$90,000
- 2 Parts Counter \$40,000

Coconut Creek Mazda will focus on hiring people from within the community that is being served. Typically, they give preference to applicants that live within 10 miles of a dealership.

The showroom hours will be 9 am to 9 pm Monday-Friday, 9 am to 7 pm on Saturday and 11 am to 5 pm on Sunday. The service hours will be 7:30 am to 6 pm Monday-Saturday. After hours pickup and drop off will be available.

The showroom and customer experience will be upscale in every way with free wifi, drinks and snacks. In addition, the dealership will maintain an extensive fleet of loaner cars for use by customers.

The Coconut Creek Mazda project consists of the following elements:

A single three-story building that includes:

- approximately 11,976 sf of air-conditioned office/showroom space on the first floor and 4,078 sf on the second floor
- 16 air-conditioned service bays plus two alignment bays with a total of approximately 8,898 sf in size.
- Non-air-conditioned but covered service reception area.
- Parking garage for employee parking and vehicle inventory on the second floor.
- The third floor will be an uncovered parking lot for vehicle inventory.
- The building will hold a total of 175 vehicles for inventory.

The site plan also provides surface parking for employees and customers as well surface parking spaces for inventory vehicles.

As shown on the site plan, the main entrance to dealership for both sales and service will be from Coral Tree Circle approximately 150 feet north of Sample Road. There is a secondary entrance and exit on Coral Tree Circle on the north end of the property that will be used sparingly.

### **The Dealership.**

Coconut Creek Mazda is part of family of twelve dealerships under the same ownership in Florida and also in New Jersey and New York. The Florida related dealerships are: Mazda Of Palm Beach 2677 Northlake Blvd North Palm Beach 33403 and Palm Beach Select Cars (Highline Division) 2677 Northlake Blvd North Palm Beach 33403.

The Palm Beach County facility is an A plus rated BBB dealer and a 2020 and 2021 Dealer of the year for Customer Service given to the company by Dealer Rater. The Palm Beach County dealership is a Gold Cup Award Mazda Dealer since the facility was opened the in 2017. are also the highest rated and awarded Mazda dealer in the entire State of Florida. The dealership is

currently the number one Mazda dealer in the nation for Certified Pre-Owned vehicles and in the Top 20 in the nation for new car sales.

The dealership ownership has been and will continue to be very involved in the communities in which they are located and which they serve. The dealerships support local groups in a wide range of community and charitable endeavors.

**Special Land Use Standards. (Sec. 13-35)**

(f) *General standards.* Prior to approving any special land use application, the planning and zoning board and city commission shall find based on competent and substantial evidence that:

- (1) *The proposed special land use will be in harmony with nearby uses permitted under Article III of this chapter;*

The B-3 zoning district permits a wide range of business, retail and office uses. The Coconut Creek Mazda dealership is compatible with the permitted uses in B-3 and also with the existing uses in the Sample Road corridor including the existing Vista BMW dealership. There are no characteristics of the proposed dealership which are not consistent with the other permitted commercial uses in the B-3 district.

Other new car dealerships in the area include JM Lexus at 5350 W. Sample Road, Al Hendrickson Toyota at 5201 W. Sample Road and Infiniti of Coconut Creek at 5501 W. Sample Road, all in the City of Margate but directly west of the proposed Coconut Creek Mazda.

The JM Lexus dealership consists of a new car and premium used car sales center, a service center and, like the Coconut Creek Mazda dealership, a parking garage as well as surface parking for inventory vehicles. The JM Lexus dealership has co-existed for many years with multi-family development that are directly across Banks Road.

The dealership will have minimal impact on the senior living facility to the west of the dealership as a result of both the existing design features of the senior living facility and the design and operational features of the dealership. The senior facility is designed so that the buildings are at an angle to the property line with only the tips of two wings of the building close to the property line. The entire eastern property line of the senior facility is covered in dense, mature landscaping also. The dealership will be constructing a six foot high concrete wall on the property line with a significant and dense landscape buffer also.

The dealership will have very limited activities on west side of its property other than parking and parts loading (step van). The actual building of the dealership is set back 72 feet from property line including the 12' landscape strip inside the concrete wall. There will be minimal comingling of traffic. The senior facility has an entrance and exit drive on Sample Road with a secondary access on Coral Tree Circle. There will be minimal traffic from the dealership on Coral Tree Circle.

(2) *The proposed special land use will be in harmony with nearby existing uses;*

The property is east of the existing Vista BMW new car dealership which is a much larger but similar type of use. The parcels directly to the west of the property are senior living facilities. With the existing mature vegetation on both properties and the existing setbacks it is unlikely that the dealership will generate any negative impacts on the senior living facilities. The dealership will not generate impacts, including noise and light, that are different in kind or degree from those impacts associated with other permitted uses in the B-3 zoning district including but not limited to permitted retail development.

A six foot high concrete wall will be constructed on the west property line adjacent to the senior living facility to work with the landscape buffer for the creation of a visual and sound barrier in addition to the existing design features of the senior living facility discussed in (1) above.

The Olivine at the Township condominium complex is located on the east and north side of Coral Tree Circle but is separated from the dealership property by extensive mature landscape buffering and an internal frontage road in the Olivine development. The design features of both the Olivine development and the Coconut Creek Mazda project mitigate against any possible impacts from the dealership and therefore the uses are compatible and in harmony with each other.

The service bays are facing the north towards Coral Tree Circle. However, the service bay doors will be high speed quiet doors that will open and close in seconds in virtual silence. The doors will always remain closed as a sound and visual barrier except when cars are entering and exiting the service area. In addition, as indicated on the site plan, a six foot concrete wall will be constructed between the service bay doors and loading area and the dry retention area on north to act as a further visual and noise buffer.

There will be no business deliveries etc. at the north entrance on Coral Tree Circle. All deliveries and all test drive routes will come and go from the southern entrance next to Sample Road. A truck routing plan is part of the site plan resubmittal.

The lighting plan will meet all requirements of the City to cause very little light spillage over the property line.

- (3) *The proposed special land use must be reasonably compatible with surrounding and adjacent uses in its function, its hours of operation, the type and amount of traffic to be generated, the building size and setbacks, and its relationships to the land values;*

The hours of operation of the dealership will be similar to the hours of operation of other commercial uses permitted in the B-3 zoning district. With the main entrance of the dealership located close to Sample Road, the operation and function of the dealership will be compatible with surrounding uses on the east and north side of Coral Tree Circle as well as the uses along Sample Road. The traffic generation issues will be addressed separately by the traffic engineer. However, the dealership has been designed and will be operated in such a manner to minimize the use of Coral Tree Circle north of the access drive which is directly north of Sample Road.

The showroom hours will be 9 am to 9 pm Monday-Friday, 9 am to 7 pm on Saturday and 11 am to 5 pm on Sunday. The service hours will be 7:30 am to 6 pm Monday-Saturday. After hours pickup and drop off will be available.

The physical and operational measures that will be employed to mitigate against any impacts on the surrounding properties have been discussed above and include the construction of sound and visual barrier walls, the existence of mature landscaping and the employment of high-speed service bay doors that open and close in seconds almost silently.

- (4) *The proposed special land use will be in the best interests of the city, the convenience of the community, the public welfare, and be a substantial improvement to the property in the immediate vicinity;*

The Coconut Creek Mazda dealership will provide services that will benefit all the residents of Coconut Creek in a first class, state of the art facility that will generate substantial employment and a substantial tax base. The state of the art facility is also unique to other new car dealerships in that it will offer Highline Used Cars which will bring a new, very high-end service to the City.

The Coconut Creek Mazda dealership will also substantially enhance the City's tax base. The total construction cost of the dealership will be approximately \$14,000,000 plus the land cost of \$5,100,000 for an overall cost in excess of \$19,000,000. The property taxes generated will be in excess of \$350,000.00 per year based on the 20.6466 millage rate in

2020. In addition, the Coconut Creek Mazda dealership will generate approximately \$150,000,000 annually in combined sales of new and used cars, services and parts.

- (5) *The proposed special land use will contribute to the economic stability of the community;*

The increase of the employment base and tax base resulting from the Coconut Creek Mazda dealership will substantially contribute to the economic stability of the community (see (4) above).

- (6) *The proposed special land use will not decrease public benefit or increase undesirable impacts other than those resulting from use of the site as permitted by right under Article III of this chapter or some other special land use permitted on the site;*

The B-3 zoning district permits a wide range of business, commercial and office uses as a matter of right. The proposed Coconut Creek Mazda dealership will not generate any adverse impacts that are different in either kind or degree from other permitted uses in the B-3 district. All vehicle services will be provided in a fully enclosed building in order to minimize noise and visual impacts.

- (7) *The proposed special land use will not result in more intensive development than what is approved by the land use element of the comprehensive plan.*

The City's land use element permits a wide range of commercial uses in the Commercial land use district. The proposed dealership will be constructed in accordance with the requirements of the land development code which limits height and bulk and requires sufficient parking and landscaping. The level of development associated with the proposed dealership is similar in intensity to other commercial uses permitted under the land use element and the land development code.

- (8) The proposed special land use will be consistent with goals, objectives, and policies of the comprehensive plan.

The comprehensive plan encourages commercial development along major corridors such as Sample Road. The proposed dealership is the type of employment and economic base commercial development that is encouraged by the goals, objectives and policies in the comprehensive plan. The employment base is discussed in the project description above.

- (g) *Specific standards for all uses.* Prior to approving any special land use application, the planning and zoning board and the city commission will find based on competent substantial evidence:

*(1) The proposed use will not reduce the level of service provided on any street to a lower level than would result from a development permitted by right.*

As documented in Tables 2 and 3 of the Traffic Tech Traffic Report, the current level of service on the major thoroughfare (Sample Road) is LOS “C” and will remain at LOS “C” after the Coconut Creek Mazda project is built and occupied.

*(2) The proposed use will not result in a significantly greater amount of through traffic on local streets than would result from a development permitted by right.*

Cut through traffic is not anticipated as a result of this project. Most of the traffic will arrive/depart from/to Sample Road.

*(3) The proposed use will not require extension or enlargement of the thoroughfare system at a higher net public cost than would result from a development permitted by right.*

Level of service on the roadways is met and, therefore, no roadway widening is required as a result of the project.

*(4) The proposed use will not require enlargement or alteration of utility facilities, drainage systems, and other utility systems other than what would result from a development permitted by right.*

The Coconut Creek Mazda dealership will not require any extraordinary drainage of utility facilities as shown on the engineering plans submitted with the site plan. The impact on services of the dealership are not in excess of the impacts associated with as of right permitted uses.

*(5) The proposed use will not demand greater municipal public safety services exceeding the demand resulting from a development permitted by right.*

There is no aspect of the proposed dealership which would require additional public safety services over and above those required for an as-of-right development. New car dealerships have no history of being a burden on police or fire services and have always operated safely.

*(6) If a special land use is combined with other special land uses or permitted uses on a site, the overall intensity and scale of uses on the site is appropriate given the adequacy of proposed buffers and setbacks and the land uses of surrounding properties.*

Not applicable.





# Coconut Creek Mazda

City of Coconut Creek, Florida 33073

prepared for:

**Pompano Autoplex, LLC**

traffic statement

Pompano Autoplex LLC  
c/o Tom Curtin  
3757 Coral Tree Circle  
Coconut Creek, Florida 33073

July 29, 2021

**Re: Coconut Creek Mazda – Traffic Engineering Evaluation**

Dear Tom:

Traf Tech Engineering, Inc. conducted a traffic evaluation associated with a proposed automobile dealership development planned to be located on the north side of Sample Road just west of Coral Tree Circle in the City of Coconut Creek in Broward County, Florida. This traffic impact statement addresses trip generation, projected driveway volumes and traffic impacts on the nearby street system.

**Trip Generation**

A trip generation analysis was performed using the trip generation equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10<sup>th</sup> Edition)*. The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. The analysis was based on the following assumptions:

EXISTING LAND USE

- o 15,091 gross square feet of office use

PROPOSED LAND USE

- o 42,349 gross square feet of automobile sales (refer to attached site plan)

According to ITE's *Trip Generation Manual (10<sup>th</sup> Edition)*, the trip generation equations used for the existing and proposed land uses are:

Office Building (ITE Land Use 720)

*Daily Trips*

$$\ln(T) = 0.97 \ln(X) + 2.50$$

Where T = average daily vehicle trip ends and X = 1,000 square feet

*AM Peak Hour*

$$T = 0.94 (X) + 26.49 \text{ with } 86\% \text{ inbound and } 14\% \text{ outbound}$$

Where T = AM peak hour trip ends and X = 1,000 square feet

*PM Peak Hour*

$\ln(T) = 0.95 \ln(X) + 0.36$  with 16% inbound and 86% outbound  
 Where T = PM peak hour trip ends and X = 1,000 square feet

Automobile Sales (ITE Land Use 840)

*Daily Trips*

$T = 27.84 (X)$   
 Where T = average daily vehicle trip ends and X = 1,000 square feet

*AM Peak Hour*

$T = 1.87 (X)$  with 73% inbound and 27% outbound  
 Where T = AM peak hour trip ends and X = 1,000 square feet

*PM Peak Hour*

$T = 2.43 (X)$  with 40% inbound and 60% outbound  
 Where T = PM peak hour trip ends and X = 1,000 square feet

Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for the existing office use and the proposed automobile dealership. The results of this effort are documented in Tables 1a and 1b. As indicated in the tables, the Coconut Creek Mazda project is anticipated to generate approximately 784 new daily trips, approximately 23 new AM peak hour trips (12 inbound and 11 outbound) and approximately 64 new PM peak hour trips (30 inbound and 34 outbound).

TABLE 1a Trip Generation Summary (Existing Use) Coconut Creek Mazda									
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	
Office (LUC 710)	15,091 sf	169	41	35	6	19	3	16	
<b>External Trips</b>		<b>169</b>	<b>41</b>	<b>35</b>	<b>6</b>	<b>19</b>	<b>3</b>	<b>16</b>	
<i>Source: ITE Trip Generation Manual (10th Edition)</i>									
TABLE 1b Trip Generation Summary (Proposed Use) Coconut Creek Mazda									
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	
Automobile Sales (LUC 840)	34,249 sf	953	64	47	17	83	33	50	
<b>External Trips</b>		<b>953</b>	<b>64</b>	<b>47</b>	<b>17</b>	<b>83</b>	<b>33</b>	<b>50</b>	
<i>Source: ITE Trip Generation Manual (10th Edition)</i>									
Comparison Existing Office Use vs Proposed Automobile Sales									
		Daily Trips	AM Peak Hour			PM Peak Hour			
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	
<b>Difference in Trips</b>		<b>784</b>	<b>23</b>	<b>12</b>	<b>11</b>	<b>64</b>	<b>30</b>	<b>34</b>	

## **Trip Distribution and Driveway Assignment**

The trip distribution and traffic assignment for the AM and PM peak-hour trips documented in the trip generation table was based on current traffic patterns, nearby land uses and the existing transportation network near the project site. The following traffic assignment was assumed for the proposed project:

- 30% to and from the east via Sample Road
- 50% to and from the west via Sample Road
  - 40% west of Lyons Road
  - 10% Lyons Road south of Sample Road
- 15% to and from the north on Lyons Road via Coral Tree Circle
- 15% (includes the above 10%) to and from the south via Lyons Road. Of this 15%, 10% uses Sample Road and 5% uses Coral Tree Circle

Figure 1 depicts the peak hour traffic assignment of the proposed automobile dealership at the access driveways on Coral Tree Circle.

## **Roadway Capacity and Level of Service Analysis**

As indicated in the project trip distribution documented above, most of the project trips (80%) will arrive/depart via Sample Road at Coral Tree Circle. Hence, a roadway capacity analysis was undertaken on Sample Road, both east and west of Coral Tree Circle. For this evaluation, traffic counts recorded by the FDOT, pre-pandemic, were used. The capacity of the Sample Road was based on information published in FDOT's 2020 Quality/Level of Service Handbook. Tables 2 and 3 show that Sample Road has ample capacity to accommodate the additional trips generated by the proposed Coconut Creek Mazda dealership. The projected level of service for Sample Road is "C", which is acceptable.

### **Analysis of Deviations from PUD**

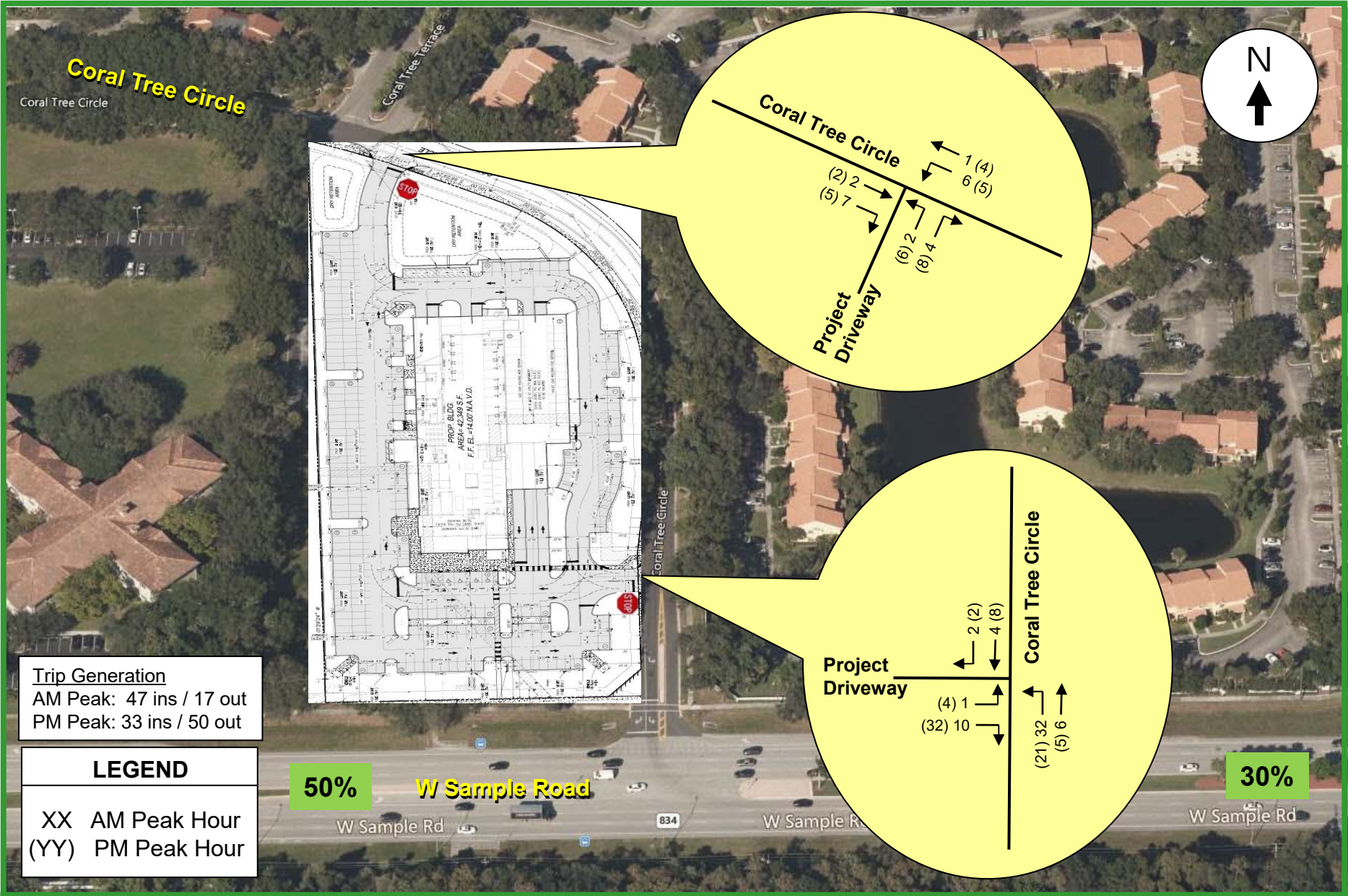
The increase in the amount of daily and peak hour traffic caused by the project was determined on Sample Road, both east and west of Coral Tree Circle. As indicated in Tables 4 and 5, the increase in both daily and peak hour traffic is less than one percent (<1%).

Please give me a call if you have any questions.

Sincerely,

**TRAF TECH ENGINEERING, INC.**

Joaquin E. Vargas, P.E.  
Senior Transportation Engineer



**TABLE 2**  
**Capacity Evaluation on Sample Road Near the Project Site - AM Peak Hour**  
**Coral Creek Mazda**

<b>Location</b>	<b>Pre-Pandemic Year 2019 Traffic Count (1)</b>	<b>Projected Year 2023 Traffic Volume (2)</b>	<b>Project Trips</b>	<b>Total Traffic</b>	<b>Roadway Capacity (3)</b>	<b>Reserved Trips</b>	<b>LOS</b>
Sample Road - Lyons Road to Coral Tree Circle	3,408	3,477	12	3,489	5,390	1,901	C
Sample Road - Coral Tree Circle to Florida's Tpk	3,408	3,477	11	3,488	5,390	1,902	C

SOURCE: FDOT, Broward County and Traf Tech Engineering, Inc.

**TABLE 3**  
**Capacity Evaluation on Sample Road Near the Project Site - PM Peak Hour**  
**Coral Creek Mazda**

<b>Location</b>	<b>Pre-Pandemic Year 2019 Traffic Count (1)</b>	<b>Projected Year 2023 Traffic Volume (2)</b>	<b>Project Trips</b>	<b>Total Traffic</b>	<b>Roadway Capacity (3)</b>	<b>Reserved Trips</b>	<b>LOS</b>
Sample Road - Lyons Road to Coral Tree Circle	4,864	4,962	32	4,994	5,390	396	C
Sample Road - Coral Tree Circle to Florida's Tpk	4,864	4,962	20	4,982	5,390	408	C

SOURCE: FDOT, Broward County and Traf Tech Engineering, Inc.

- (1) FDOT Traffic Counts (refer to Attachment B)
- (2) Based on 5-year historical traffic counts (refer to Attachment B), projected traffic using a 0.5% growth rate to anticipated project's buildout year
- (3) 2020 Quality / Level of Service Handbook

<b>TABLE 4 Increase in Daily Traffic Coral Creek Mazda</b>					
<b>Location</b>	<b>Pre-Pandemic Year 2019 Traffic Count (1)</b>	<b>Projected Year 2023 Traffic Volume (2)</b>	<b>Project Trips</b>	<b>Total Traffic</b>	<b>Increase in Daily Traffic (%)</b>
Sample Road - Lyons Road to Coral Tree Circle	49,229	50,221	392	50,613	0.78%
Sample Road - Coral Tree Circle to Florida's Tpk	49,229	50,221	235	50,456	0.47%

SOURCE: FDOT, Broward County and Traf Tech Engineering, Inc.

<b>TABLE 5 Increase in Peak Hour Traffic Coral Creek Mazda</b>					
<b>Location</b>	<b>Pre-Pandemic Year 2019 Traffic Count (1)</b>	<b>Projected Year 2023 Traffic Volume (2)</b>	<b>Project Trips</b>	<b>Total Traffic</b>	<b>Increase in Peak Hour Traffic (%)</b>
Sample Road - Lyons Road to Coral Tree Circle	4,864	4,962	32	4,994	0.64%
Sample Road - Coral Tree Circle to Florida's Tpk	4,864	4,962	20	4,982	0.40%

SOURCE: FDOT, Broward County and Traf Tech Engineering, Inc.

(1) FDOT Traffic Counts (refer to Attachment B)

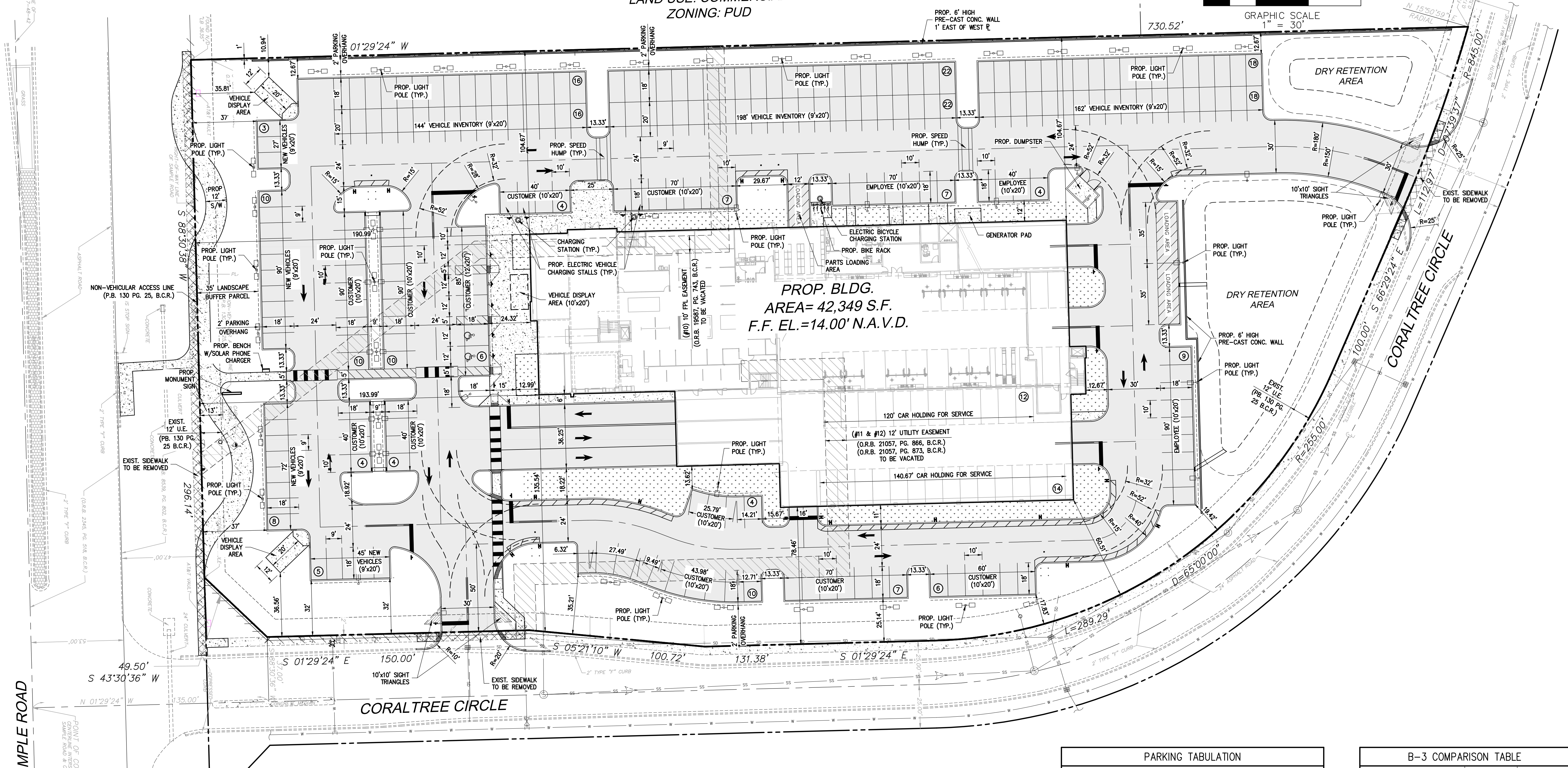
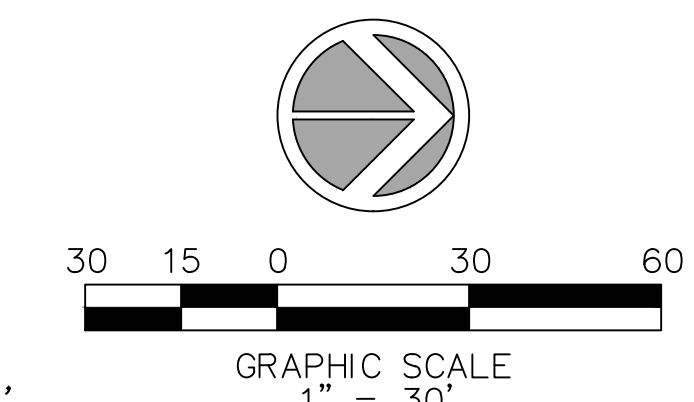
(2) Based on 5-year historical traffic counts (refer to Attachment B), projected traffic using a 0.5% growth rate to anticipated project's buildout year



# **ATTACHMENT A**

**Site Plan for Coconut Creek Mazda**

TRACT B-1  
TARTAN COCONUT CREEK PHASE IV  
(P.B. 130, PG. 25, B.C.R.)  
LAND USE: COMMERCIAL  
ZONING: PUD



PROP. BLDG.  
AREA= 42,349 S.F.  
F.F. EL.=14.00' N.A.V.D.

- TOTAL FOUNDATION PLANTING AREA REQUIRED 10'x961' [BLDG. PERIMETER]=9,610 S.F. (-) 1,506 S.F. [OPENINGS] = 8,104 S.F.
- TOTAL FOUNDATION PLANTING PROVIDED: 8,804 S.F.

BUILDING AREA BREAKDOWN						
FLOOR LEVEL	SHOWROOM	OFFICES	PARTS, EQUIP. & STORAGE	SERVICE BAYS	OTHER AREAS NON ASSOCIATED W/PARKING SPACES	TOTAL FLOOR AREA
1ST FLOOR	7,038	5,281	3,444	8,687	17,899 <small>SERVICE BAYS, HOLD PARKING FOR SERVICE, RAMP, ELEVATORS, STAIRS, PREP WASH AREA, ELEC. ROOM, FIRE PUMP ROOM, STRUCTURE AND CHASES.</small>	42,349
2ND FLOOR	2,400	1,678	0	0	32,005 <small>COVERED INVENTORY PARKING SPACES, EMPLOYEE PARKING &amp; CIRCULATION</small>	36,083
3RD FLOOR	0	0	0	0	30,069	30,069
TOTAL AREA	9,438	6,959	3,444	8,687	79,973	108,501
FLOOR AREA RATIO						0.498

SITE PLAN DATA			
	S.F.	AC.	%
GREEN SPACE AREA	71,803	1.65	32.97%
PAVEMENT AREA	94,640	2.17	43.45%
CONCRETE AREA	9,009	0.21	4.14%
PROP. BUILDING	42,349	0.97	19.44%
TOTAL AREA	217,801	5.00	100.00%

PERVIOUS CALCULATIONS			
	S.F.	AC.	%
PERVIOUS	71,803	1.65	32.97%
IMPERVIOUS	145,998	3.35	67.03%

PARKING TABULATION	
TOTAL REQUIRED PARKING (SERVICE): 8,687 S.F. @ 1 SPACE/150 S.F.	58 SPACES
TOTAL REQUIRED PARKING (PARTS): 3,444 S.F. @ 1 SPACE/500 S.F.	7 SPACES
TOTAL REQUIRED PARKING (OFFICE): 6,959 S.F. @ 1 SPACE/300 S.F.	23 SPACES
TOTAL REQUIRED PARKING (SHOWROOM): 9,438 S.F. @ 1 SPACE/200 S.F.	47 SPACES
TOTAL PARKING REQUIRED	135 SPACES
PARKING PROVIDED	
10'x20' CUSTOMER/EMPLOYEES SPACES AT GRADE	86 SPACES
12'x20' HANDICAP SPACES AT GRADE	5 SPACES
10'x20' EMPLOYEES/HOLDING SPACES AT GARAGE	51 SPACES
TOTAL PARKING PROVIDED	142 SPACES
9'x20' INVENTORY SPACES	311 SPACES
GRAND TOTAL	453 SPACES

B-3 COMPARISON TABLE		
ITEM	REQUIRED	PROVIDED
MAX. BLDG. HEIGHT	36'-0"	48'-8"
F.A.R.	0.50	0.50
BUILDING COVERAGE	35%	19.4%
MAX. LOT AREA	25 AC.	5 AC.
MIN. LOT AREA	5 AC.	5 AC.
MIN. LOT WIDTH	325'	331.13'
MIN. LOT DEPTH	475'	730.52'
MIN. FRONT SETBACK	25'	190.99'
MIN. SIDE SETBACK	20'	78.46'
MIN. REAR SETBACK	25'	60.51'
MIN. OPEN SPACE	15%	32.90%

EXISTING LAND USE:	COMMERCIAL
EXISTING ZONING:	PUD (B-3)
BUILDING HEIGHT:	48'-8"

4577 Nob Hill Road, Suite 102  
Sunrise, FL 33351  
www.suntech.com  
Certificate of Auth. #7057LB 7019  
Phone (954) 777-3123  
Fax (954) 777-3114

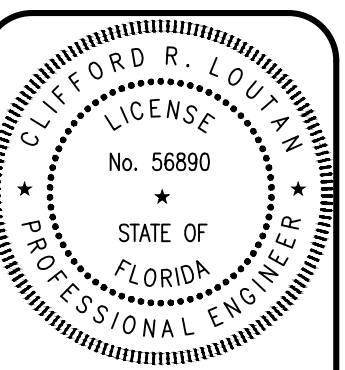
**STE Sun-Tech Engineering, Inc.**  
Engineers - Planners - Surveyors

REVISIONS	
NO.	DESCRIPTION

FLORIDA  
**COCONUT CREEK MAZDA**  
CITY OF COCONUT CREEK

**SITE PLAN**

DATE: 10/15/2020  
SCALE: 1"=30'  
DESIGNED BY: M.G.  
DRAWN BY: M.A.S.  
JOB #: 20-4035



Date: April 15, 2021

FILE: K:\PROJECTS\20-xxx\20-4035\dwg\4035sp.dwg  
PLOT DATE: 4/15/2021 10:56 AM BY: Andy Vennerman  
LAYOUT: [SP-1]

# **ATTACHMENT B**

## **Traffic Counts and Roadway Capacity Information**

COUNTY: 86  
 STATION: 0053  
 DESCRIPTION: SR 834 / SAMPLE RD - W OF SR 91/FLA TPK  
 START DATE: 01/22/2019  
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	75	52	58	45	230	120	122	95	96	433	663	
0100	56	40	42	33	171	56	53	50	51	210	381	
0200	26	28	38	26	118	43	44	44	24	155	273	
0300	44	47	39	46	176	42	35	54	22	153	329	
0400	59	68	80	86	293	22	42	38	51	153	446	
0500	62	107	186	181	536	68	82	99	133	382	918	
0600	243	368	416	504	1531	114	146	204	142	606	2137	
0700	610	705	747	687	2749	133	132	150	157	572	3321	
0800	693	721	576	557	2547	120	133	146	133	532	3079	
0900	408	467	340	351	1566	156	140	142	122	560	2126	
1000	270	301	317	270	1158	122	154	165	185	626	1784	
1100	335	317	333	357	1342	193	131	174	200	698	2040	
1200	303	334	334	376	1347	168	154	182	192	696	2043	
1300	380	335	383	355	1453	188	197	183	203	771	2224	
1400	347	387	402	294	1430	199	177	217	215	808	2238	
1500	431	412	343	380	1566	215	204	238	250	907	2473	
1600	325	399	382	308	1414	254	324	430	671	1679	3093	
1700	376	338	351	342	1407	781	851	934	833	3399	4806	
1800	321	316	284	241	1162	894	726	687	717	3024	4186	
1900	301	284	218	250	1053	539	556	549	463	2107	3160	
2000	237	212	199	174	822	467	449	448	378	1742	2564	
2100	209	220	166	183	778	371	353	339	211	1274	2052	
2200	174	161	161	112	608	296	289	284	228	1097	1705	
2300	125	106	86	96	413	192	218	213	152	775	1188	
24-HOUR TOTALS:					25870						23359	49229

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2848	830	575	730	3408
P.M.	1500	1566	1715	3512	1715	4864
DAILY	730	2848	1715	3512	1715	4864

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0053 - SR 834 / SAMPLE RD - W OF SR 91/FLA TPK

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	48500	C	E 25500		W 23000	9.00	54.60	4.30
2018	50500	C	E 25000		W 25500	9.00	54.50	4.30
2017	52500	C	E 25500		W 27000	9.00	51.90	4.30
2016	53000	C	E 26500		W 26500	9.00	54.10	4.40
2015	53000	C	E 26000		W 27000	9.00	54.00	4.40
2014	48000	C	E 24500		W 23500	9.00	54.20	4.40
2013	53500	C	E 27000		W 26500	9.00	53.60	5.80
2012	53500	C	E 26500		W 27000	9.00	52.20	5.80
2011	48500	C	E 23000		W 25500	9.00	52.50	4.40
2010	54000	C	E 26500		W 27500	8.35	52.69	4.00
2009	60500	C	E 29000		W 31500	8.53	53.89	4.40
2008	61000	C	E 31000		W 30000	8.81	54.16	2.70
2007	61500	C	E 31000		W 30500	8.63	55.75	2.70
2006	62000	C	E 30500		W 31500	8.40	55.34	2.70
2005	58500	C	E 28000		W 30500	8.20	51.70	2.50
2004	58000	C	E 29000		W 29000	9.10	55.30	2.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

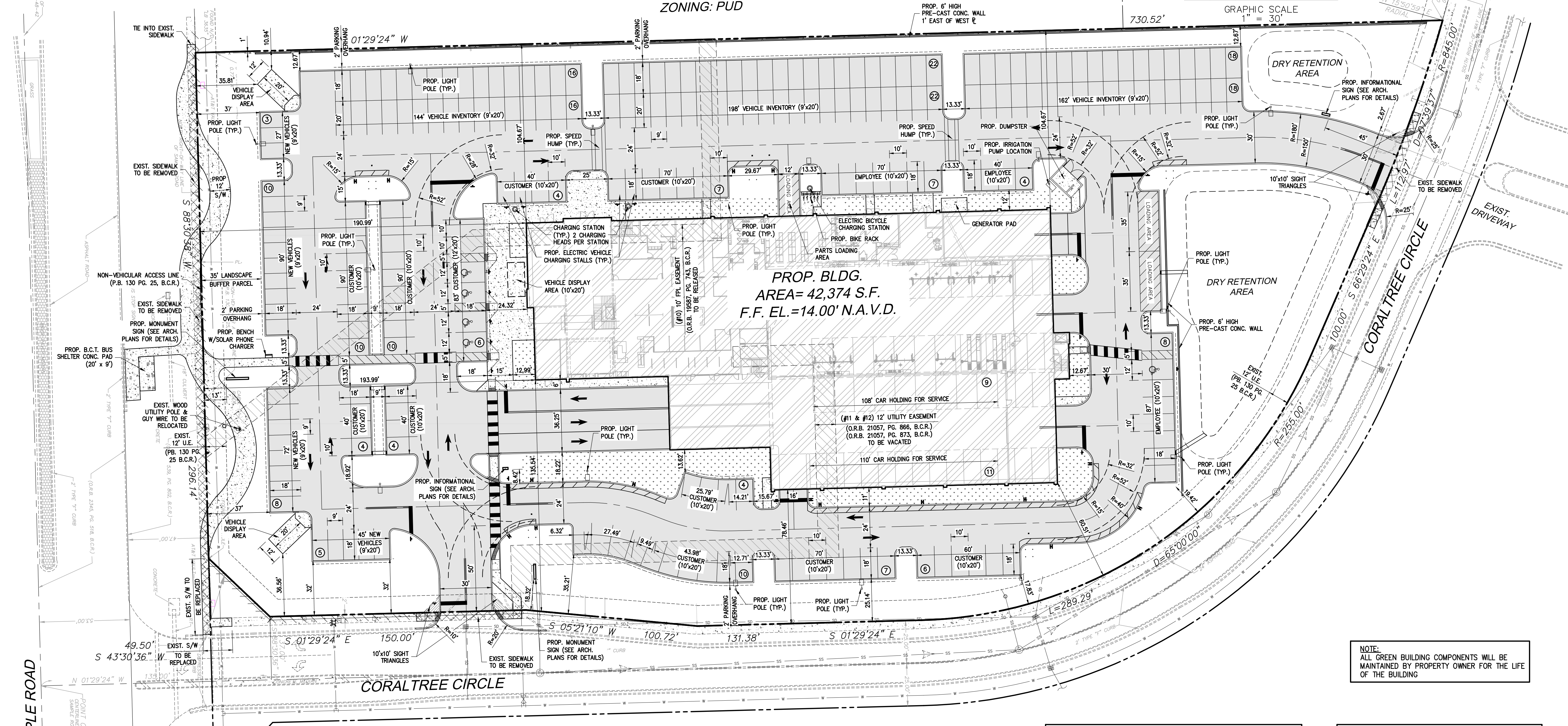
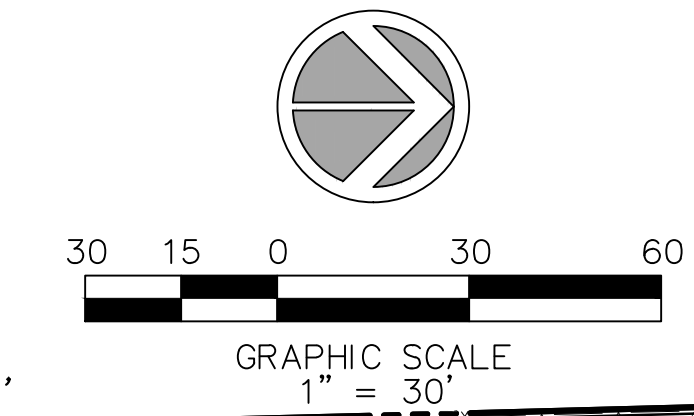
TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas<sup>1</sup>

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
<b>Class I (40 mph or higher posted speed limit)</b>						<b>Core Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,510	1,600	**	4	4,050	5,640	6,800	7,420	
4	Divided	*	3,420	3,580	**	6	5,960	8,310	10,220	11,150	
6	Divided	*	5,250	5,390	**	8	7,840	10,960	13,620	14,850	
8	Divided	*	7,090	7,210	**	10	9,800	13,510	17,040	18,580	
						12	11,600	16,350	20,930	23,200	
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	660	1,330	1,410	4	4,130	5,640	7,070	7,690	
4	Divided	*	1,310	2,920	3,040	6	6,200	8,450	10,510	11,530	
6	Divided	*	2,090	4,500	4,590	8	8,270	11,270	13,960	15,380	
8	Divided	*	2,880	6,060	6,130	10	10,350	14,110	17,310	19,220	
<b>Non-State Signalized Roadway Adjustments</b>						<b>Freeway Adjustments</b>					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes Present in Both Directions + 1,800					
Non-State Signalized Roadways - 10%						Ramp Metering + 5%					
<b>Median &amp; Turn Lane Adjustments</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	1,050	1,620	2,180	2,930
2	Undivided	No	No	-20%		4	Divided	3,270	4,730	5,960	6,780
Multi	Undivided	Yes	No	-5%		6	Divided	4,910	7,090	8,950	10,180
Multi	Undivided	No	No	-25%		<b>Uninterrupted Flow Highway Adjustments</b>					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
<b>One-Way Facility Adjustment</b>						2	Divided	Yes	+5%		
Multiply the corresponding two-directional volumes in this table by 0.6						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
<b>BICYCLE MODE<sup>2</sup></b>						<sup>1</sup> Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
<b>Paved</b>						<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
<b>Shoulder/Bicycle</b>						* Cannot be achieved using table input value defaults.					
Lane Coverage	B	C	D	E		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
0-49%	*	260	680	1,770		<i>Source:</i>					
50-84%	190	600	1,770	>1,770		Florida Department of Transportation					
85-100%	830	1,700	>1,770	**		Systems Implementation Office					
						<a href="https://www.fdot.gov/planning/systems/">https://www.fdot.gov/planning/systems/</a>					
<b>PEDESTRIAN MODE<sup>2</sup></b>											
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	250	850							
50-84%	*	150	780	1,420							
85-100%	340	960	1,560	>1,770							
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b>											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

TRACT B-1  
TARTAN COCONUT CREEK PHASE IV  
(P.B. 130, PG. 25, B.C.R.)  
LAND USE: COMMERCIAL  
ZONING: PUD



PROP. BLDG.  
AREA= 42,374 S.F.  
F.F. EL.=14.00' N.A.V.D.

NOTE:  
ALL GREEN BUILDING COMPONENTS WILL BE  
MAINTAINED BY PROPERTY OWNER FOR THE LIFE  
OF THE BUILDING

- TOTAL FOUNDATION PLANTING AREA REQUIRED 10'x961' [BLDG. PERIMETER]=9,610 S.F. (-) 1,506 S.F. [OPENINGS] = 8,104 S.F.
- TOTAL FOUNDATION PLANTING PROVIDED: 8,630 S.F.

**AREAS LEGEND**

[Green Box]	• GREEN SPACE AREA
[Grey Box]	• PAVEMENT AREA
[White Box]	• CONCRETE AREA
[Hatched Box]	• PROP BUILDING

**BUILDING AREA BREAKDOWN**

FLOOR LEVEL	SHOWROOM	OFFICES	PARTS, EQUIP. & STORAGE	SERVICE BAYS	OTHER AREAS NON ASSOCIATED W/PARKING SPACES	TOTAL FLOOR AREA
1ST FLOOR	7,095	4,881	3,151	8,898	SERVICE BAYS, HOLD PARKING FOR SERVICE, RAMP, ELEVATORS, STAIRS, PREP WASH AREA, ELEC. ROOM, FIRE PUMP ROOM, STRUCTURE AND CHASES.	42,374
2ND FLOOR	2,261	1,857	0	0	COVERED INVENTORY PARKING SPACES, EMPLOYEE PARKING & CIRCULATION	34,216
3RD FLOOR	0	0	0	0		30,086
<b>TOTAL AREA</b>	<b>9,356</b>	<b>6,738</b>	<b>3,151</b>	<b>8,898</b>		<b>106,676</b>
<b>FLOOR AREA RATIO</b>						<b>0.489</b>

**SITE PLAN DATA**

	S.F.	AC.	%
GREEN SPACE AREA	69,805	1.60	32.05%
PAVEMENT AREA	97,540	2.24	44.78%
CONCRETE AREA	8,082	0.19	3.71%
PROP. BUILDING	42,374	0.97	19.46%
<b>TOTAL AREA</b>	<b>217,801</b>	<b>5.00</b>	<b>100.00%</b>

**PERVIOUS CALCULATIONS**

	S.F.	AC.	%
PERVIOUS	69,805	1.60	32.05%
IMPERVIOUS	147,996	3.40	67.95%

**PARKING TABULATION**

TOTAL REQUIRED PARKING (SERVICE): 8,898 S.F. @ 1 SPACE/200 S.F.	45 SPACES
TOTAL REQUIRED PARKING (PARTS): 3,151 S.F. @ 1 SPACE/500 S.F.	7 SPACES
TOTAL REQUIRED PARKING (OFFICE): 6,738 S.F. @ 1 SPACE/300 S.F.	23 SPACES
TOTAL REQUIRED PARKING (SHOWROOM): 9,356 S.F. @ 1 SPACE/200 S.F.	47 SPACES
<b>TOTAL PARKING REQUIRED</b>	<b>122 SPACES</b>
<b>PARKING PROVIDED</b>	
10'x20' CUSTOMER/EMPLOYEES SPACES AT GRADE	86 SPACES
12'x20' HANDICAP SPACES AT GRADE	5 SPACES
10'x20' EMPLOYEES/HOLDING SPACES AT GARAGE	46 SPACES
<b>TOTAL PARKING PROVIDED</b>	<b>137 SPACES</b>
9'x20' INVENTORY SPACES	318 SPACES
<b>GRAND TOTAL</b>	<b>455 SPACES</b>

**EXISTING LAND USE:** COMMERCIAL

**EXISTING ZONING:** PUD (B-3)

**BUILDING HEIGHT:** 48'-8"

**B-3 COMPARISON TABLE**

ITEM	REQUIRED	PROVIDED
MAX. BLDG. HEIGHT	36'-0"	48'-8"
F.A.R.	0.50	0.49
BUILDING COVERAGE	35%	19.44%
MAX. LOT AREA	25 AC.	5 AC.
MIN. LOT AREA	5 AC.	5 AC.
MIN. LOT WIDTH	325'	331.13'
MIN. LOT DEPTH	475'	730.52'
MIN. FRONT SETBACK	25'	190.99'
MIN. SIDE SETBACK	20'	78.46'
MIN. REAR SETBACK	25'	60.51'
MIN. OPEN SPACE	15%	32.06%

4577 Nob Hill Road, Suite 102  
Sunrise, FL 33351  
www.suntecheng.com

**STE Sun-Tech Engineering, Inc.**  
Engineers - Planners - Surveyors

Certificate of Auth. #7057/LB 7019  
Phone (954) 777-3123  
Fax (954) 777-3114

**REVISIONS**

NO.	DATE	DESCRIPTION

FLORIDA

**COCONUT CREEK MAZDA**

CITY OF COCONUT CREEK

**SITE PLAN**

DATE: 10/15/2020

SCALE: 1"=30'

DESIGNED BY: M.G.

DRAWN BY: M.A.S.

JOB #: 20-4035

CLIFFORD R. LOUTAN  
LICENSE  
No. 56890  
STATE OF FLORIDA  
PROFESSIONAL ENGINEER

Date: August 5, 2021

This item has been digitally signed and sealed by CLIFFORD R. LOUTAN, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

SHEET No.  
**SP-1**

FILE: K:\PROJECTS\20-xxx\20-4035\dwg\4035sp.dwg  
PLOT DATE: 8/5/2021 9:12 AM BY: Miguel A. Sosa  
LAYOUT: [SP-1]

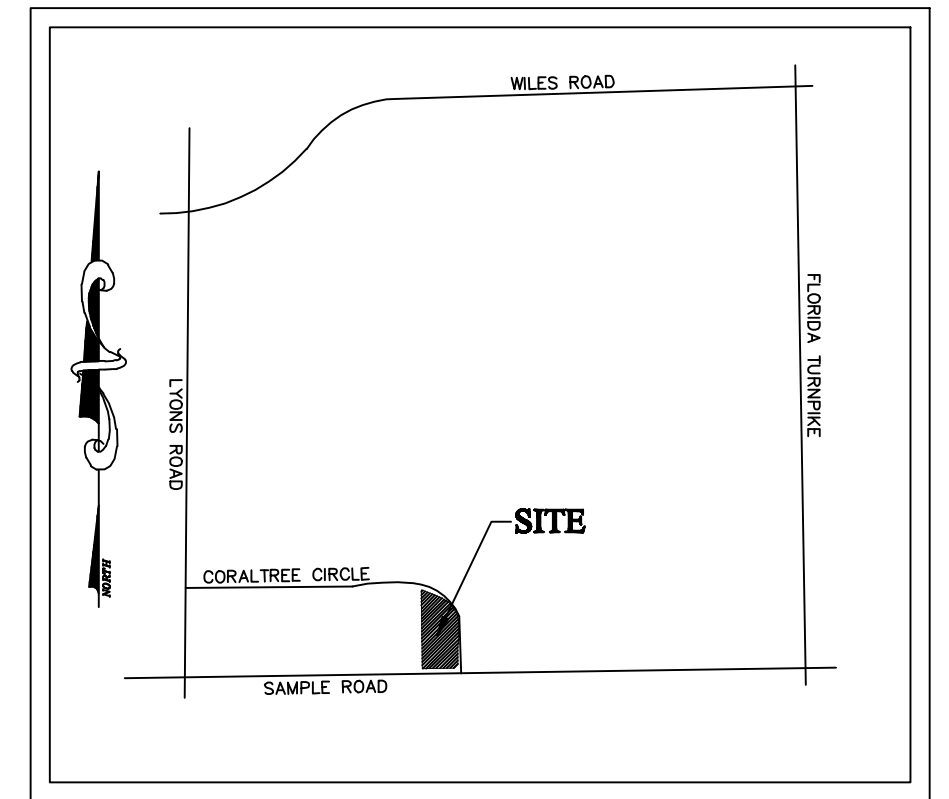
TRACT B-1  
(PER O.R.B. 24100, PG. 751, B.C.R.)  
OWNER: NATIONAL HEALTHCARE LP  
FOLIO NO. 484217030023

REMAINDER OF TRACT B  
(NOT INCLUDED)  
TARTAN COCONUT CREEK PHASE IV  
(P.B. 130, PG. 25, B.C.R.)

TRACT B-3  
(PER O.R.B. 24100, PG. 751, B.C.R.)  
OWNER: NATIONAL HEALTHCARE LP  
FOLIO NO. 484217030023

- LEGEND:
- P.C.P. PERMANENT CONTROL POINT
  - D.R.B. OFFICIAL RECORD BOOK
  - U. UTILITY EASEMENT
  - D.E.E. DRAINAGE EASEMENT
  - P.B. PLAT BOOK
  - B.C.R. BROWARD COUNTY RECORDS
  - I.R.R. IRON ROD
  - F.L. FINISHED FLOOR
  - N.D. NAIL IN DISK
  - C.L.F. CHAIN LINK FENCE
  - G. GARAGE FLOOR
  - C.C. CONCRETE
  - E.L. ELEVATION
  - C.E.L. CENTERLINE
  - I.R.R. IRON ROD
  - R/W. RIGHT-OF-WAY
  - B.B. BEEL
  - C.D. CURB
  - H. HANDLE
  - L.P. LIGHT POLE
  - M. WATER METER
  - F. FIRE HYDRANT
  - V. WATER VALVE
  - W.U.P. WOOD UTILITY POLE
  - A. ANCHOR
  - I.C. IRRIGATION CONTROL VALVE
  - S.M. SANITARY MANHOLE
  - C. CLEANOUT
  - S.M.H. STORM MANHOLE
  - N.V.A.L. NON-VEHICULAR ACCESS LINE
  - T.N. TREE NUMBER

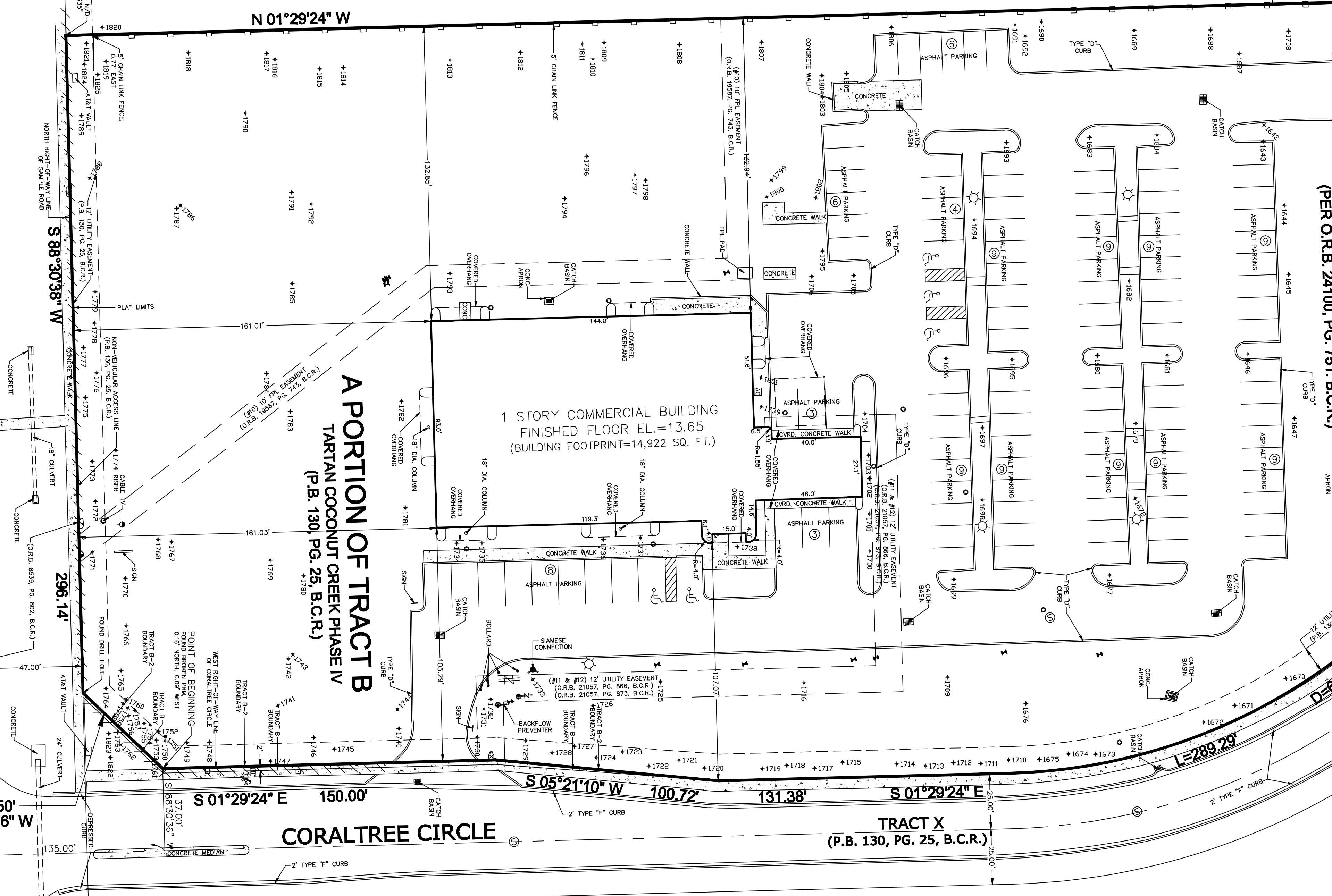
TREE #	DESCRIPTION	TREE #	DESCRIPTION
1783	1' PALM	1805	1' PALM
1784	1' PALM	1806	3' BLACK OLIVE
1785	7' BANYAN	1807	3' BLACK OLIVE
1786	1' PALM	1808	3' BLACK OLIVE
1787	1' PALM	1809	18' PALM/BANYAN
1788	1' FOX PALM	1810	1' PALM
1789	2' BLACK OLIVE	1811	18' PALM/BANYAN
1790	6' BANYAN	1812	2.5' BLACK OLIVE
1791	1' PALM	1813	2.5' BLACK OLIVE
1792	5' BANYAN	1814	1' PALM
1793	2' BLACK OLIVE	1815	1' PALM
1794	6' UNKNOWN	1816	1' PALM
1795	13' PALM	1817	1' PALM
1796	6' UNKNOWN	1818	1.5' OAK
1797	6' UNKNOWN	1819	15' PALM
1798	6' UNKNOWN	1820	6' BANYAN
1799	1' AUSTR. PINE	1821	1' PALM
1800	1' PALM	1822	1' CABBAGE PALM
1801	3X6' PALM	1823	1' CABBAGE PALM
1802	3X6' PALM	1824	1' PALM
1803	1' PALM	1825	1' PALM
1804	1' PALM		



LOCATION MAP - NOT TO SCALE

THE FOLLOWING IS A LIST OF RESTRICTIONS, EASEMENTS, AGREEMENTS, ORDINANCES AND OR DEEDS INCLUDED IN SCHEDULE "B" OF COMMITMENT FOR TITLE INSURANCE COMMITMENT FILE NO. NCS-827400-MGH, EFFECTIVE DATE DECEMBER 19, 2016 AT 8:00 AM. AND PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY:

9. Matter shown on plat of Tartan Coconut Creek Phase IV, recorded in Plat Book 130, Page 25, as affected by Official Records Book 20196, Page 265 and Official Records Book 21833, Page 498 and Official Records Book 24100, Page 751 and Official Records Book 27931, Page 219 of the Public Records of Broward County, Florida. (EASEMENTS, NON-VEHICULAR ACCESS LINES AND TRACTS PLOTTED HEREON)
10. Easement granted to Florida Power & Light Company by instrument recorded in Official Records Book 19587, Page 743 of the Public Records of Broward County, Florida. (PLOTTED HEREON)
11. Easement contained in Resolution No. 93-19 granted from State Farm Mutual Automobile Insurance Company to City of Coconut Creek, recorded in Official Records Book 21057, Page 866 of the Public Records of Broward County, Florida. (PLOTTED HEREON)
12. Easement granted from State Farm Mutual Automobile Insurance Company to City of Coconut Creek, recorded in Official Records Book 21057, Page 873 of the Public Records of Broward County, Florida. (PLOTTED HEREON)
13. Agreement between Broward County and Minto Builders (FLA), Inc., Relating to Non-Vehicular Access Lines recorded in Official Records Book 24096, Page 92 of the Public Records of Broward County, Florida. (DOES NOT LIE WITHIN SUBJECT PROPERTY - NOT PLOTTED HEREON)
14. Resolution No. 2008-82 approving a 12 foot Perpetual Utility Easement for Sewer and Water and Other Facilities Utilities recorded in Official Records Book 31204, Page 1876 of the Public Records of Broward County, Florida. (DOES NOT LIE WITHIN SUBJECT PROPERTY - NOT PLOTTED HEREON)



**CORAL TREE CIRCLE**

**TRACT X**  
(P.B. 130, PG. 25, B.C.R.)

**SAMPLE ROAD**

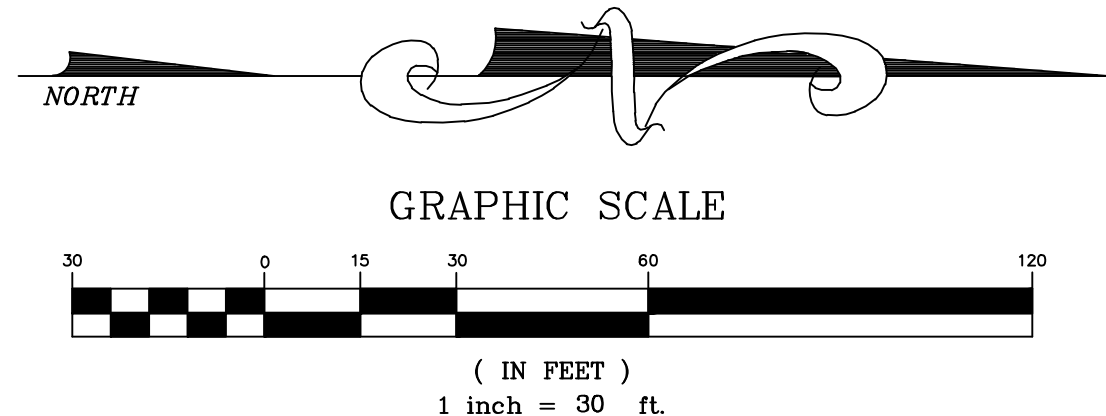
**POINT OF COMMENCEMENT**  
EXTREME INTERSECTION OF  
SAMPLE ROAD & CORAL TREE CIRCLE

**DESCRIPTION:**

A PORTION OF TRACT B, TARTAN COCONUT CREEK PHASE IV, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 130, PAGE 25, PUBLIC RECORDS, BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE CENTERLINE INTERSECTION OF SAMPLE ROAD AND CORAL TREE CIRCLE AS DEPICTED ON SAID PLAT OF TARTAN COCONUT CREEK PHASE IV; THENCE NORTH 01°29'24" WEST ALONG THE CENTERLINE OF SAID CORAL TREE CIRCLE FOR 135.00 FEET; THENCE SOUTH 88°30'36" WEST TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID CORAL TREE CIRCLE FOR 37.00 FEET AND TO THE POINT OF BEGINNING; THENCE SOUTH 43°30'36" WEST FOR 49.50 FEET; THENCE SOUTH 88°30'36" WEST ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID SAMPLE ROAD FOR 296.14 FEET; THENCE NORTH 01°29'24" WEST FOR 730.52 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID CORAL TREE CIRCLE AND POINT ON A CURVE; SAID POINT BEARS NORTH 15°00'59" EAST FROM THE RADIOUS POINT; THENCE SOUTHWESTERLY ALONG A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 845.00 FEET A CENTRAL ANGLE OF 7°39'37" FOR AN ARC DISTANCE OF 112.97 FEET TO A POINT OF TANGENCY; THENCE SOUTH 66°29'24" EAST FOR 100.00 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 235.00 FEET A CENTRAL ANGLE OF 65°00'00" FOR AN ARC DISTANCE OF 289.29 FEET TO A POINT OF TANGENCY; THENCE SOUTH 01°29'24" EAST FOR 131.38 FEET; THENCE SOUTH 05°21'10" WEST FOR 100.72 FEET; THENCE SOUTH 01°29'24" EAST FOR 150.00 FEET TO THE POINT OF BEGINNING, THE LAST SIX MENTIONED COURSES BEING CONCURRENT WITH THE SOUTHERLY AND WESTERLY RIGHT-OF-WAY LINE OF SAID CORAL TREE CIRCLE.

SAID LANDS SITUATE LYING AND BEING IN BROWARD COUNTY, FLORIDA.



TREE #	DESCRIPTION	TREE #	DESCRIPTION	TREE #	DESCRIPTION	TREE #	DESCRIPTION	TREE #	DESCRIPTION
1637	8' UNKNOWN	1673	2' BLACK OLIVE	1695	2' BLACK OLIVE	1717	1' UNKNOWN	1739	2x10' PALM
1638	8' UNKNOWN	1674	1' BLACK OLIVE	1696	1.5' UNKNOWN	1718	16' BLACK OLIVE	1740	10' PALM
1639	4.5' BANYAN	1675	1.5' BLACK OLIVE	1697	2x15' FOSSIL BRUSH	1719	2' UNKNOWN	1741	5x1' UNKNOWN
1640	2.5' BLACK OLIVE	1676	1' UNKNOWN	1698	8"x12" BOTTLE BRUSH	1720	2' UNKNOWN	1742	1' PALM
1641	4' BLACK OLIVE	1677	1' UNKNOWN	1699	12' UNKNOWN	1721	1.5' BLACK OLIVE	1743	1' PALM
1642	1' CABBAGE PALM	1678	1.5' UNKNOWN	1700	2x6' PALM	1722	1' BLACK OLIVE	1744	8' PALM
1643	1' CABBAGE PALM	1679	1' UNKNOWN	1701	3x6' PALM	1723	2' BLACK OLIVE	1745	1' UNKNOWN
1644	8' UNKNOWN	1680	2' BLACK OLIVE	1702	3x6' PALM	1724	10' BLACK OLIVE	1746	6" OAK
1645	2' BLACK OLIVE	1681	1.5' BLACK OLIVE	1703	2x6' PALM	1725	1' UNKNOWN	1747	6" PALM
1646	1.5' BLACK OLIVE	1682	1' UNKNOWN	1704	2x6' PALM	1726	20' BLACK OLIVE	1748	10' PALM
1647	2' BLACK OLIVE	1683	1' UNKNOWN	1705	1.5' BLACK OLIVE	1727	1' BLACK OLIVE	1749	10' PALM
1648	2' UNKNOWN	1684	1' UNKNOWN	1706	1.5' MAHOGANY	1728	1' BLACK OLIVE	1750	8' CABBAGE PALM
1649	1' UNKNOWN	1685	1' PALM	1707	15' PALM	1729	2.5' BLACK OLIVE	1751	10' PALM
1650	9' UNKNOWN	1686	1' PALM	1708	2' BLACK OLIVE	1730	15' BLACK OLIVE	1752	6" PALM
1651	2' UNKNOWN	1687	1' BLACK OLIVE	1709	2' BLACK OLIVE	1731	10' PALM	1753	8' PALM
1652	1' UNKNOWN	1688	1.5' BLACK OLIVE	1710	1.5' BLACK OLIVE	1732	6" PALM	1754	8' PALM
1653	2' BLACK OLIVE	1689	3' BLACK OLIVE	1711	1.5' BLACK OLIVE	1733	1.5' BLACK OLIVE	1755	8' PALM
1654	5' UNKNOWN	1690	1' PALM	1712	1.5' BLACK OLIVE	1734	3x6' PALM	1756	8' PALM
1655	1' BLACK OLIVE	1691	1' PALM	1713	2' BLACK OLIVE	1735	3x6' PALM	1757	8' PALM
1656	3' BLACK OLIVE	1692	1' PALM	1714	2.5' BLACK OLIVE	1736	3x6' PALM	1758	8' PALM
1657	2' BLACK OLIVE	1693	8' UNKNOWN	1715	2.5' BLACK OLIVE	1737	2x6' PALM	1759	8' PALM
1658	1' BLACK OLIVE	1694	1' UNKNOWN	1716	2' UNKNOWN	1738	3x5' PALM	1760	8' PALM
1659	2' BLACK OLIVE								
1660	1.5' BLACK OLIVE								
1661	2' UNKNOWN								
1662	3' UNKNOWN								
1663	1.5' UNKNOWN								
1664	2' BLACK OLIVE								
1665	2' BLACK OLIVE								
1666	1.5' BLACK OLIVE								
1667	2' BLACK OLIVE								
1668	1.5' BLACK OLIVE								
1669	1.5' BLACK OLIVE								
1670	2.5' UNKNOWN								
1671	2.5' UNKNOWN								
1672	2.5' UNKNOWN								

**POSSIBLE ENCROACHMENTS:**

1. 5' CHAIN LINK FENCE ALONG THE WEST BOUNDARY LINE
2. BELOW GROUND IMPROVEMENTS AND/OR ENCROACHMENTS IF ANY, WERE NOT LOCATED.
3. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988.

**ZONING DESIGNATION:**  
PLANNED UNIT DEVELOPMENT (PER CLIENT)

**SURVEY NOTES:**

1. BEARINGS SHOWN HEREON ARE BASED ON THE PLAT OF TARTAN COCONUT CREEK PHASE IV (P.B. 130, PG. 25, B.C.R.).
2. BELOW GROUND IMPROVEMENTS AND/OR ENCROACHMENTS IF ANY, WERE NOT LOCATED.
3. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988.
4. ALL EASEMENTS AND RIGHTS-OF-WAY OF RECORD, RECORDED AND VISIBLE AFFECTING THE HEREON DESCRIBED PROPERTY ARE SHOWN PER THE COMMITMENT FOR TITLE INSURANCE FILE NO. NCS-827400-MGH, EFFECTIVE DATE DECEMBER 19, 2016 AT 8:00 AM. AND PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY AND THE PLAT OF TARTAN COCONUT CREEK PHASE IV, AS RECORDED IN PLAT BOOK 130, PAGE 25, IN THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
5. THIS SURVEY IS CLASSIFIED A "MAP OF BOUNDARY SURVEY" BY CHAPTER 5J-17 FLORIDA ADMINISTRATIVE CODE, PURSUANT TO CHAPTER 472.027, FLORIDA STATUTES, AS AMENDED.
6. THIS MAP OF BOUNDARY SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF THE FLORIDA LICENSED SURVEYOR AND MAPPER STATED HEREON.
7. THERE HAS BEEN NO SEARCH OF THE PUBLIC RECORDS PERFORMED BY THIS FIRM.
8. THE N.F.P. FLOOD MAPS HAVE DESIGNATED THE HEREON DESCRIBED PROPERTY LIE WITHIN FLOOD ZONES X AND 0.2 PCT ANNUAL CHANCE, BASE FLOOD ELEVATION N/A, COMMUNITY No. 120031, MAP/PANEL 1201100170H WITH A FIRM EFFECTIVE DATE OF 8/18/14.
9. BENCHMARK OF ORIGIN: BROWARD COUNTY BENCHMARK 727527, ELEVATION=19.846 (N.G.V.D. 29)
10. UNLESS OTHERWISE NOTED, ALL PROPERTY CORNERS ARE SET 5/8" IRON WITH CAP STAMPED "L869535".
11. SUBJECT PROPERTY CONTAINS 217,801 SQUARE FEET (5.00 ACRES) MORE OR LESS.
12. ITEM 11 OF TABLE A IS BY OBSERVED EVIDENCE ONLY. ITEM 18 OF TABLE A, NO DELINEATED WETLAND MARKERS WERE OBSERVED.

**CERTIFY TO:**  
Pompano Autoplex LLC, a Florida limited liability company;  
Old Republic National Title Insurance Company;  
Gary, Dytchik & Ryan, P.A.;  
TOYOTA MOTOR CREDIT CORPORATION

<b>ALTA/NSPS LAND TITLE SURVEY</b> For: <b>POMPARO AUTOPLEX, LLC</b>		<b>3757 CORAL TREE CIRCLE</b> <b>COCONUT CREEK, FL 33073</b>		SEAL	
				SIGNED: _____	
REVISIONS		DATE		BY	
DATE		CKD		FB/PG	
DATED: THEODORE JAY DAVID FOR THE FIRM PROFESSIONAL SURVEYOR AND MAPPER FLORIDA REGISTRATION NO. 5821 DAVID & GERCHAR, INC. L.B. # 6935		SCALE: 1" = 60' FB/PG: N/A		JOB NO: 17-001 CAD. FILE: P:\17-001\17-001.dwg	
DRAWN BY: RRM		DATE: 01/24/17		DAVID & GERCHAR, <b>SURVEYORS AND MAPPERS</b> 12075 N.W. 40th Street, Bay 1 Coral Springs, Florida 33065 (954) 340-4025 • email: ted@davidandgerchar.com	
CKD BY: TD		PROJ. FILE:		17-001	