



**AGENDA**  
**CITY OF LAKE WORTH BEACH**  
**SPECIAL CITY COMMISSION MEETING - QUASI-JUDICIAL HEARING - 7-11**  
**APPEAL**  
**CITY HALL COMMISSION CHAMBER**  
**THURSDAY, MAY 20, 2021 - 6:00 PM**

**ROLL CALL:**

**PLEDGE OF ALLEGIANCE:** led by Commissioner Christopher McVoy

**NEW BUSINESS:**

- A. [Appeal by Thomas J. Baird, Esq. on behalf of 1920 10th Avenue, LLC and by Alfred Malefatto on behalf of Daniel Hiatt and Frederick Schmidt, of PZB Project # 20-00500003, which included site plan and conditional use approvals to allow for the construction of a new vehicle fueling/charging station, single-destination retail, and restaurant at 1900 10th Avenue North \(7-Eleven\)](#)

**ADJOURNMENT:**

The City Commission has adopted Rules of Decorum for Citizen Participation (See Resolution No. 25-2021). The Rules of Decorum are posted within the City Hall Chambers, City Hall Conference Room, posted online at: <https://lakeworthbeachfl.gov/government/virtual-meetings/>, and available through the City Clerk's office. Compliance with the Rules of Decorum is expected and appreciated.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. (F.S. 286.0105)



# EXECUTIVE BRIEF SPECIAL MEETING

**AGENDA DATE:** May 20, 2021

**DEPARTMENT:** Community Sustainability

**TITLE:**

Appeal by Thomas J. Baird, Esq. on behalf of 1920 10th Avenue, LLC and by Alfred Malefatto on behalf of Daniel Hiatt and Frederick Schmidt, of PZB Project # 20-00500003, which included site plan and conditional use approvals to allow for the construction of a new vehicle fueling/charging station, single-destination retail, and restaurant at 1900 10th Avenue North (7-Eleven)

**SUMMARY:**

Thomas J. Baird, Esq. on behalf of 1920 10th Avenue, LLC and Alfred Malefatto on behalf of Daniel Hiatt and Frederick Schmidt are appealing a final order of the Planning and Zoning Board (PZB) to allow a 7-Eleven at 1900 10th Avenue North. The subject project was initially approved with conditions at the July 15, 2020 Planning and Zoning Board meeting for a major site plan, vehicle fueling/charging station, single-destination retail, and restaurant conditional uses, and a variance. Mr. Baird has filed a writ of certiorari with the 15th Judicial Circuit, appealing the variance determination separately. Upon appeal to the City Commission on December 15, 2020, the project was remanded back to the PZB, which approved the application upon rehearing at its January 27, 2021 meeting.

**BACKGROUND AND JUSTIFICATION:**

The subject property is a 54,331 square feet vacant lot located at the northwest corner of 10th Avenue North and Barnett Drive. The lot previously operated as a vehicle rental lot for Wayne Akers Ford for at least the past 20 years. The applicant, Anne-Christine Carrie of KEITH (a land development consulting firm), submitted an application on behalf of 1900 10th Ave, LLC to develop the subject site with a 7-Eleven vehicle fueling station with retail and restaurant uses. The application included the following:

Major Site Plan for the development of a 4,730 square foot retail and restaurant building and 3,520 square foot canopy structure;

Conditional Use Permit to establish Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant Uses; and a

Variance of 8 feet from the maximum building setback line to allow for a front setback of 40 feet from 10th Avenue North.

At the July 15, 2020 Planning and Zoning Board meeting, staff presented a summary of the attached staff report, which contained the review of the plans, documentation and materials provided by the applicant for consistency with the applicable guidelines and standards found in the City of Lake Worth Beach's Land Development Regulations (LDRs), Major Thoroughfare Design Guidelines (Guidelines), Comprehensive Plan and Strategic Plan. The PZB approved the project with a vote of 4-2 with staff conditions recommended in the staff report and presentation, and added a condition directing the applicant to work with staff, Palm Beach County Engineering and Palm Beach County School System for additional school signage. Following the approval, 1920 10th Avenue, LLC appealed the decision granting the development order to the City Commission. Contemporaneously, it also filed a writ of certiorari with the 15th Judicial Circuit, appealing the variance determination, which is still outstanding.

The City Commission heard the appeal, excluding the variance, on December 15, 2020 and voted (3-0) to remand the application back to the PZB for additional discussion. The PZB reheard the application on January 27, 2021 and voted (5-2) to approve the application with conditions. The final order was issued on February 2, 2021. The application was appealed again by Thomas J. Baird, Esq. on behalf of 1920 10th Avenue, LLC and a new appeal was filed by Alfred Malefatto on behalf of Daniel Hiatt and Frederick Schmidt.

### **QUASI-JUDICIAL PROCESS:**

Section 23.2-17(b) of the City's code outlines the process for appealing decisions of the planning and zoning board and historic resources preservation board to the City Commission. It requires the appealing party to submit a basis of appeal which the appealing party has done (it is attached). At the hearing, each party will be given 10 minutes to present its argument. Thereafter, the commission members may make comments, ask questions, and discuss the information presented at the PZB meeting. The Commission's decision upholding or overturning the decision should be based on competent, substantial evidence.

The courts have defined substantial evidence as that which will establish a substantial basis of fact from which the fact at issue can be reasonably inferred. It is such relevant evidence as a reasonable mind would accept as adequate to support a conclusion. Competent means that the evidence relied upon to sustain the ultimate finding should be sufficiently relevant and material that a reasonable mind would accept it as adequate to support the conclusion reached. See e.g., Village of Palmetto Bay v. Palmer Trinity Private School, Inc. 128 So. 3d 19 (Fla. 3d DCA 2012).

### **POTENTIAL MOTIONS:**

I find that the evidence presented in the application materials, presentations, testimony and the staff report was competent and substantial, and therefore move to uphold the decision of the Planning and Zoning Board approving a major site plan and vehicle fueling/charging station, single-destination retail, and restaurant uses at 1900 10<sup>th</sup> Avenue North with conditions of approval as set forth in the development order.

I find that the evidence presented was not competent and substantial [based upon specified reasons], and therefore, move to overturn and reverse the decision of the Planning and Zoning Board approving a major site plan and vehicle fueling/charging station, single-destination retail, and restaurant uses at 1900 10<sup>th</sup> Avenue North as set forth in the development order.

### **ATTACHMENT(S):**

Appellant Basis of Appeal  
Transmittal Letter and Development Order (1/27/2021 Approval)  
January 27, 2021 PZB Meeting Minutes  
PZB Staff Report & Attachments A- D – January 27, 2021  
Staff's Presentation on January 27, 2021  
Applicant's Presentation on January 27, 2021  
Appellant's Presentation on January 27, 2021  
December 15, 2020 City Commission Meeting Minutes  
Transmittal Letter and Development Order (7/15/21 Approval)  
July 15, 2020 PZB Meeting Minutes  
Applicant's Presentation on July 15, 2021

March 3, 2021

**VIA EMAIL: [wwaters@lakeworthbeachfl.gov](mailto:wwaters@lakeworthbeachfl.gov)**

William Waters  
Director of Community Sustainability  
City of Lake Worth Beach  
1900 2nd Avenue North  
Lake Worth Beach, FL 33461

Re: PZB #20-00500003 (7-Eleven)

Dear Mr. Waters:

This letter contains the evidentiary basis supporting the appeal of affected party, Mr. Francisco Gil, Manager of 1920 10th Avenue, LLC (Appellant or Gil) of the Planning and Zoning Board's (Board) approval of a Major Site Plan of a 4,730 square foot 7-Eleven convenience store, including a 234 square foot dine in/take out Laredo Taco fast food store, and gas station with 14 fueling positions (the Project). The appeal is being timely filed pursuant to § 23.2-17 b) of the City of Lake Worth Beach Code of Ordinances (Code). The Project is located at the northwest corner of 10<sup>th</sup> Avenue North and Barnett Drive. The Project was approved at the Board's hearing of January 27, 2021, with the written decision being rendered on February 2, 2021.

The Appellant owns the building that is west of the Project, and two warehouses of 45,000 square feet on Barnett Drive. The congestion and additional traffic from the Project adversely impacts the Appellant, other neighboring property owners, and two other affected parties, Fred Schmidt and Dan Hiatt who own the two buildings immediately north of the Project and Barnett Drive, at 1847 and 1848 Aragon Avenue.

The Major Site Plan for the Project approved by the Board is contingent upon an eight foot variance. Neither the Board's verbal approval, nor its Order approving the Major Site Plan refer to or approved a variance as part of the Project. At the January 27, 2021 hearing, neither the City staff nor 7-Eleven offered any evidence to justify the variance. Nor did they incorporate any documentation from the July 15, 2020 hearing of the Board regarding the variance. Therefore, as a matter of law, the Board's approval of the Major Site Plan, which is dependent upon the variance, is void because

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there was no competent substantial evidence presented to the Board to demonstrate that 7-Eleven met the variance criteria in the Code. Moreover, the Board could *not* rely upon its prior approval of the variance because the Board's previous approval is on appeal before the Palm Beach County Circuit Court. The Board's approval of the variance may be reversed, in which case the Major Site Plan approved by the Board will not be in compliance with the City's Land Development Regulations (LDRs). Therefore the Board's approval of 7-Eleven's Major Site Plan was not validly approved.

### **The Expert Testimony of the Appellant's Planner and Traffic Engineer Is Competent Substantial Evidence That Warrants a Reversal of the Board's Approval of the Project**

In this appeal, the Commission must consider the testimony of the witnesses and other record evidence such as the Traffic Study and Site Plan and determine whether, as the Fourth District Court of Appeal has stated<sup>1</sup>, there is **any** substantial competent evidence upon which this Commission could rely to reverse the Board's approval of the Project. The answer to that question is, YES, the Commission can base its decision on the expert testimony and exhibits incorporated into the PowerPoint presentation on behalf of the Appellant and other neighboring corporate owners of properties (also affected parties) impacted by the Project.

#### **1. The Project is not Consistent with Policies of the City's Comprehensive Plan**

Pursuant to § 163.3194(1)(a), Fla. Stat., the Project cannot be approved unless it is consistent with all of the policies of the City's Comprehensive Plan (the Plan). The Florida Supreme Court has confirmed the rule of law expressed in this statute. See *Brevard County v. Snyder*, 627 So. 2d 469 (Fla. 1993). This rule of law is so strong that if a Development Order is approved that is not consistent with the City's Comprehensive Plan, and the Project were to be constructed and an affected party is successful in its challenge of the approval, a court may order the building or project constructed to be demolished. See *Pinecrest Lakes, Inc. v. Shidel*, 795 So. 2d 191 (Fla. 4<sup>th</sup> DCA 2001).

The Project is located in the Mixed-Use West (MU-W) Future Land Use category. City's staff and 7-Eleven relied heavily upon Policy 1.1.1.6 of the Future Land Use Element (FLUE), which implements the MU-W land use category for the notion that the Project is consistent with the Plan. The testimony of Dr. William Whiteford was competent evidence that the Project does not comply with this Policy. Dr. Whiteford is a land planner certified by the American Institute of Certified Planners (AICP), is a consultant to developers and cities, and the former Director of the Palm Beach County Zoning Division. Dr. Whiteford has a PhD in Design, Construction and Planning from the University of Florida and is the former chair of the North Palm Beach Planning Commission.

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<sup>1</sup> *City of Ft. Lauderdale v. Multidyne Medical Waste Management, Inc.*, 567 So. 2d 955 (Fla. 4th DCA 1990).

Policy 1.1.1.6 states: “The Mixed-Use West [land use] category is intended to provide for a mixture of residential, office, service and commercial retail uses with specific areas west of I-95.” Further, the Policy states that the preferred mix of uses area-wide is 75% residential and 25% non-residential.

Dr. Whiteford testified that the intent of this policy is to promote projects with a mix of two or more *distinct uses*. Dr. Whiteford testified that the Project was not consistent with this policy because it does not further objectives in the Plan by promoting the mixture of two or more distinct uses into the area. He explained that the Project contributes 100% *commercial retail* uses to the area, i.e. gas station, convenience store, and fast food restaurant. Further, that while these uses may be different in what they sell, they do not function as a distinct mix of uses because each use is a retail convenience use.

Additionally, because of the Project’s location just west of I-95 and the nature of each use is to offer retail convenience to the public to and from I-95 via 10<sup>th</sup> Avenue North, the Project is appropriately categorized as a regional highway-serving use. Dr. Whiteford added that multiple variations of the same type of use, as is the case with the Project’s three regional highway retail uses, is not “mixed use,” which as envisioned by Policy 1.1.1.6 means a combination of distinctly different uses such as residential, commercial retail, office, and personal services uses serving the area west of I-95 along 10<sup>th</sup> Avenue North. As a result, Dr. Whiteford concluded that the Project does not further the policy’s intent of providing a mix of uses for the surrounding area.

Dr. Whiteford also testified that the Project was not consistent with Policy 2.1.4.7 of the Plan’s Transportation Element. This policy encourages the development of mixed uses to reduce the need for vehicular trips. As described in FLUE Policy 1.1.1.6, mixed use, pursuant to the City’s vision, contemplates a mixture of residential, commercial retail, office and personal uses, or some combination of these uses. A 4,730 square foot convenience store with a 14 fueling position gas station and a fast food restaurant does not constitute a mixture of uses which can work together to reduce traffic. Indeed, given their regional highway nature this mixture of three retail uses is directly contrary to the goal of reduce vehicular trips in the area west of I-95. On the contrary, these uses will draw traffic from the highway and dump them into an area that is already severely congested. (See attached article from the *Palm Beach Post*). For these reasons, Dr. Whiteford concluded that the Project was not consistent with Policy 2.1.4.7.

Dr. Whiteford also testified that the Project was also not consistent with Policy 2.1.4.3 of the Transportation Element. This policy states “Heavy traffic generating land uses (as defined in the City’s LDRs) ***shall be carefully considered*** before permitting [them] along Tenth Avenue North immediately west of I-95.” He explained that “heavy traffic land uses” include vehicular uses that offer convenience goods and services such as gas stations with convenience stores and fast food

establishment with take out and/or drive through. Dr. Whiteford testified that the proposed 7-Eleven uses were defined as “heavy traffic generating uses” according to the City’s LDRs. (See Table 23.3-6 of the City Code). He explained that heavy traffic generating uses are typically located at major intersections, but that the intersection of Barnett Drive and 10<sup>th</sup> Avenue North was not a major intersection in the City. Moreover, he noted that Barnett Drive provided direct access to Lake Worth Middle School. A careful comparison by the Board of the heavy traffic generating highway uses proposed by 7-Eleven’s Project with Policy 2.1.4.3 leads to the inescapable conclusion that the Project is not consistent with this policy of the Plan.

2. **The Project’s Added Traffic Will Make the Already Congested and Dangerous Roads of This Area of the City Worse.**

Mr. Masoud Atefi, an expert in Traffic Management/Engineering and Transportation Planning with 35 years of experience in analyzing traffic impacts from development projects testified for the Appellant. From 2000-2015, he was the Administrator of Palm Beach County’s Traffic Engineering Division. As such he was ultimately responsible for signing off on the County’s review of all development traffic reports and whether a development project in the County met the County’s Transportation Performance Standards Ordinance.

Mr. Atefi evaluated the Traffic Impact Report (Traffic Report) submitted by 7-Eleven’s transportation consultant. Data and tables generated by Mr. Atefi and his analysis of traffic generated by the Project and the increased adverse impacts which will result is incorporated herein and attached hereto as **Exhibit “A.”** Mr. Atefi testified that based on the Traffic Report, the intersection of 10<sup>th</sup> Avenue North and Barnett Drive will fail Palm Beach County’s Level of Service (LOS) standards. He testified that this intersection as a whole is expected to fail as well as the northern portion of Barnett Drive. Mr. Atefi testified that those individuals who must use this intersection for egress onto 10<sup>th</sup> Avenue North can expect long delays (458 seconds or approximately 7 ½ minutes) before they can exit the intersection. Mr. Atefi testified that this is an extraordinarily period of time, and well above even a normal “long” delay. Mr. Atefi’s testimony confirmed the testimony provided by the affected parties, Gil, Schmidt and Hiatt during the Board’s first hearing on the Project. Specifically, it confirmed the congestion in this area and the long delays they experienced when entering and exiting their properties all of which rely upon the intersection of Barnett Drive and 10<sup>th</sup> Avenue North.

Mr. Atefi shared with the Board the most recent (2018-2021) accident data for the area of Barnett Drive and 10<sup>th</sup> Avenue North. He noted that there had been 69 traffic accidents at or within 1,000 feet of this intersection. He noted that this was an average of 23 accidents per year. Given this data, Mr. Atefi suggested this intersection was a dangerous area and not likely to become any less dangerous with the addition of the Project, even with the improvements 7-Eleven had suggested.

Mr. Atefi testified that children being transported by vehicles to and from Lake Worth Middle School had to go through this area during the peak hours for vehicles in both the morning and afternoon.

Mr. Atefi also testified based on the Traffic Report that the new driveway proposed by 7-Eleven on 10<sup>th</sup> Avenue North would be generating 30 vehicles an hour turning left out of the 7-Eleven driveway against significant through traffic traveling east and west on 10<sup>th</sup> Avenue at relatively high rates of speed. He testified that this would create an unsafe situation and be dangerous for those exiting the 7-Eleven as it was an “unprotected turn.” Mr. Atefi explained that the congestion at the intersection of Barnett Drive and 10<sup>th</sup> Avenue North would be such that vehicles attempting to turn east bound onto 10<sup>th</sup> Avenue North would back up approximately 580 feet and more than 150 feet past the 7-Eleven driveway. He concluded that this would create significant traffic circulation issues for traffic both entering and exiting the 7-Eleven site.

### **3. The Project Does Not Meet Section 23.3-18 of the City’s Zoning Code.**

Dr. Whiteford also testified that the Project does not meet the intent of the Mixed Use-West Zoning District (MU-W). The MU-W district is intended to provide for the establishment and expansion of a broad range of office and commercial uses, including moderate intensity and higher intensity commercial, hotel/motel and Medium density residential development along the City’s western thoroughfares. He testified that this zoning district is intended to implement the uses described in Policy 1.1.1.6 of the Plan as discussed above. He testified that the three retail uses proposed are clearly regional highway uses and as such are not consistent with the MU-West District.

Dr. Whiteford also testified that the Project does not meet the Conditional Use criteria of the City’s Code, in particular to ensure that the use “will not create excessive problems for through traffic or have a negative impact on nearby residential areas or **the commercial viability of ... neighbors.**” He noted that there was ample evidence that the neighboring commercial properties and Lake Worth Middle School would be negatively impacted by the addition of the Project. Dr. Whiteford referred to the testimony of the owners of these neighboring corporate citizens and the expert testimony provided by Mr. Atefi. Dr. Whiteford concluded that the Project was not consistent with Policy 1.1.1.6 and that it would not implement the MU-W as is intended by the City’s Plan. He therefore opined that the Board should not approve the Project.

## **CONCLUSION**

The expert testimony of Dr. William Whiteford and Mr. Masoud Atefi provide ample competent substantial evidence to support a reversal of the Board’s decision to approve 7-Eleven’s application for a Major Site Plan. The testimony of Dr. Whiteford demonstrated that the Project is not consistent with policies of the City’s Comprehensive Plan and does not meet the intent of the MU-W Zoning

District, which was intended to implement the MU-W future land use category and Policy 1.1.1.6.

Dr. Whiteford also testified that the Project does not meet the conditional use criteria of the City's Code. Moreover, because the Major Site Plan is dependent upon a variance, and there was no evidence whatsoever offered at the Board's January 27, 2021 hearing demonstrating that the Project met the variance criteria in the City's Code, the Major Site Plan does not meet the City's LDRs. Even if the Board could have been entitled to rely upon its previous approval of the variance at its July 15, 2020 meeting, that approval is on appeal and the variance, at this point is not valid.

The Board and the City Commission are obligated to follow § 163.3194(1)(a), Fla. Stat. and the Florida Supreme Court's decisions. This statute and the Florida Supreme Court follow the rule of law that a development project must be consistent with all of a City's Comprehensive Plan in order to be approved. Because the Project is not consistent with three policies of the City's Comprehensive Plan, or the intent of the MU-W Zoning District and does not meet the conditional use criteria of the City's Code, the City Commission is required to *reverse the decision of the Board and deny the Project*.

Very truly yours,

JONES FOSTER P.A.



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Thomas J. Baird  
Florida Bar Board Certified City, County and Local Government Attorney  
TJB:MRG  
cc: Client



# Intersection Analysis – 10th Ave N./Barnett Dr. – PM Peak Hour

## SHORT REPORT

General Information		Site Information		
Analyst	LSB	Intersection	10th Avenue NB/Barnett Drive	
Agency or Co.	Lisa S. Barnstein PE	Area Type	All other areas	
Date Performed	04/20/20	Jurisdiction	PSG	
Time Period	PM Peak Hour	Analysis Year	Future With Project	
<b>Volume and Timing Input</b>				
	EB	WB	NB	SB
Number of Lanes	LT 2 RT 2	LT 2 RT 2	LT 1 RT 1	LT 1 RT 1
Lane Group	L TR	L TR	L TR	L TR
Volume (veh)	51 1233 151 298	55 186 14 462	176 25 56	
% Heavy Vehicles	2 2 2 2	2 2 2 2	2 2 2 2	
Prior	A P	A P	A A	A A
Pretimed/Actuated (P/A)	A P	A P	A A	A A
Startup Loss Time	2.0 2.0	2.0 2.0	2.0 2.0	2.0 2.0
Extension of Effective Green	2.0 2.0	2.0 2.0	2.0 2.0	2.0 2.0
Arrival Type	3 9	3 3	3 3	3 3
Lane Extension	3.0 3.0	3.0 3.0	3.0 3.0	3.0 3.0
Feedforward Volume	0 0	0 0	0 0	0 0
Lane Width	12.0 12.0	12.0 12.0	12.0 12.0	12.0 12.0
Parking/Gravel/Parking	N 0	N 0	N 0	N 0
Parking/Gravel	0 0	0 0	0 0	0 0
Bus Stop/Bus Hour	0 0	0 0	0 0	0 0
Minimum Recession Time	3.2 3.2	3.2 3.2	3.2 3.2	3.2 3.2
Phasing	EW Only	EW Perm	NS Perm	EW
Timing	G = 17.5 Y = 0	G = 6.0 Y = 6.5	G = 73.5 Y = 7	G = 43.0 Y = 166.0
Duration of Analysis (min) = 0.25				Cycle Length (s) = 166.0
<b>Lane Group Capacity, Control Delay, and LOS Determination</b>				
	EB	WB	NB	SB
Adjusted Flow Rate	54 1446	314 1005	108 429	185 85
Lane Group Capacity	240 1604	307 1889	351 428	83 448
v/c Ratio	0.22 0.90	1.02 2.05	0.56 0.99	2.23 0.19
Green Ratio	0.57 0.46	0.85 0.54	0.27 0.27	0.27 0.27
Uniform Delay d <sub>1</sub>	28.9 39.9	56.7 95.0	50.4 98.3	58.5 45.1
Delay Factor k	0.17 0.50	0.50 0.50	0.16 0.49	0.50 0.17
Incremental Delay d <sub>2</sub>	0.5 6.6	57.3 11.9	2.1 41.6	588.9 0.2
PF Factor	1.000 1.000	1.000 1.000	1.000 1.000	1.000 1.000
Control Delay	28.4 48.5	114.0 46.9	52.5 98.9	648.4 45.3
Lane Group LOS	C D	F D	D F	F D
Approach Delay	47.8	56.9	84.9	458.5
Approach LOS	D	E	F	F
Intersection Delay	81.8			

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### Barnett Drive

SB	
185	85
83	449
2.23	0.19
0.27	0.27
58.5	45.1
0.50	0.17
588.9	0.2
1.000	1.000
648.4	45.3
F	D
458.5	
F	F

Barnett Drive  
Overall Intersection

Exhibit "A"



# Palm Beach County Intersection Crash Analysis

## 10th Ave N./Barnett Dr. - 3 Years Data (1/1/2018 to 1/12/2021)

Crash Analysis Query: 10 Av & Barnett Dr - 3 Yr  
 69 crash events matched the analysis criteria.  
 69 of 69 crash events successfully geo-located.

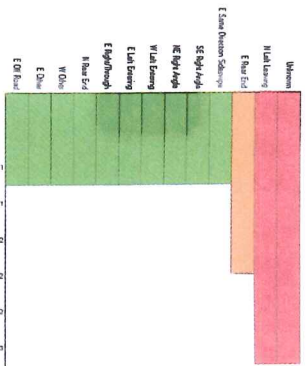
▼ ANALYSIS CRITERIA

Crash Date: between 01/01/2018 and 01/12/2021  
 Offset Distance: 1000  
 Geographic Extent: Intersection of 10th Ave N and Barnett Dr

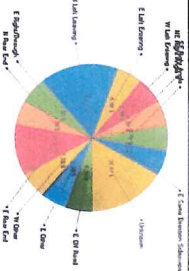
▼ VISUALIZATION MAP

Launch visualization map to view results geographically.

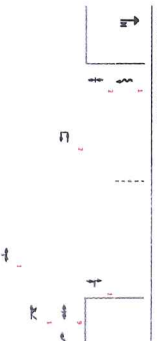
▼ CRASH TYPES BAR CHART



▼ CRASH TYPES PIE CHART



▼ INTERSECTION DIAGRAM



**Crash Analysis Query: 10 Av & Barnett Dr - 3 Yr**  
 69 crash events matched the analysis criteria.  
 69 of 69 crash events successfully geo-located.

▼ ANALYSIS CRITERIA

Crash Date: between 01/01/2018 and 01/12/2021  
 Offset Distance: 1000  
 Geographic Extent: Intersection of 10th Ave N and Barnett Dr

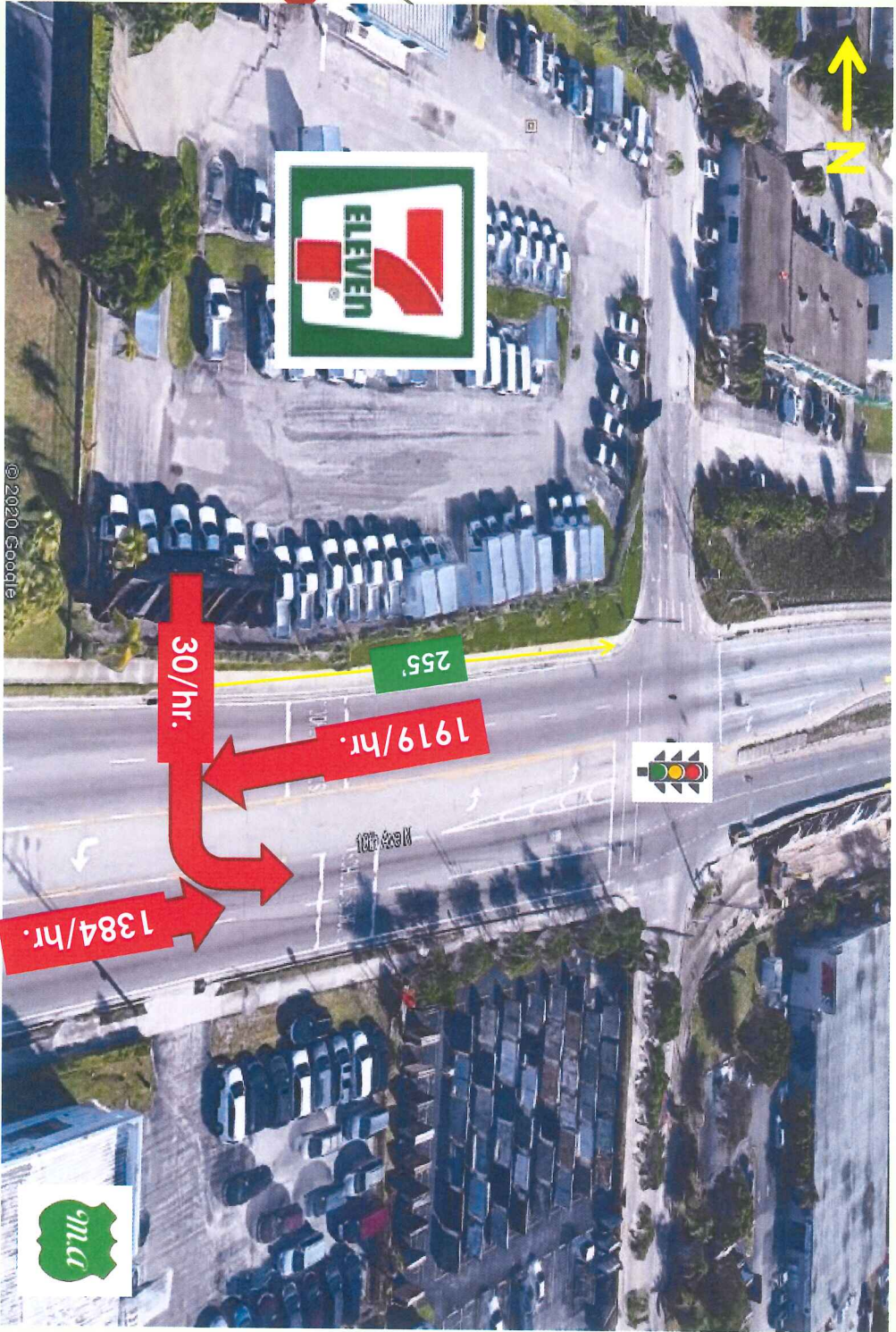
▼ VISUALIZATION MAP

Launch visualization map to view results geographically.



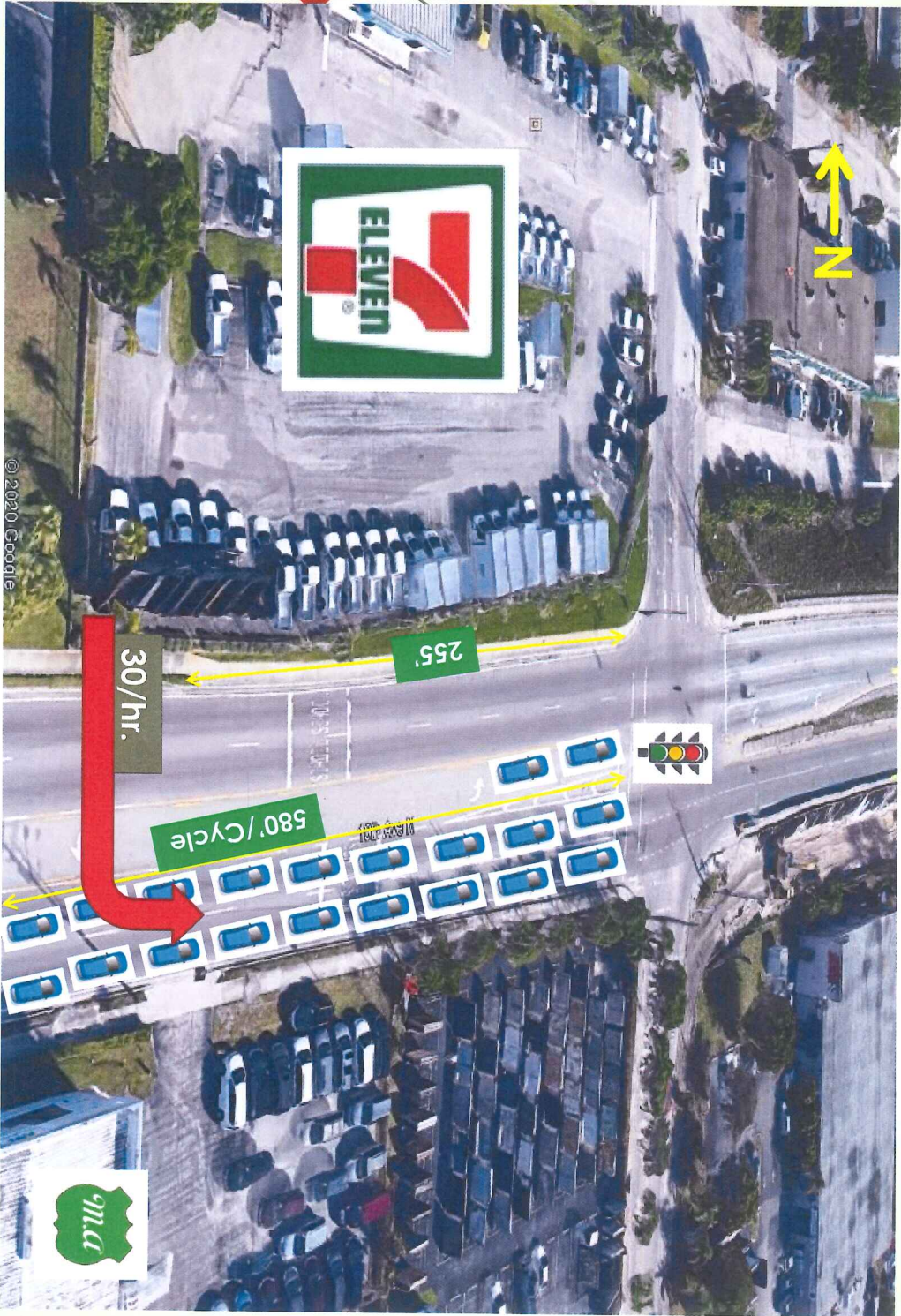


**Traffic Conflicts – 10<sup>th</sup> Ave N. Driveway – PM Peak Hour**



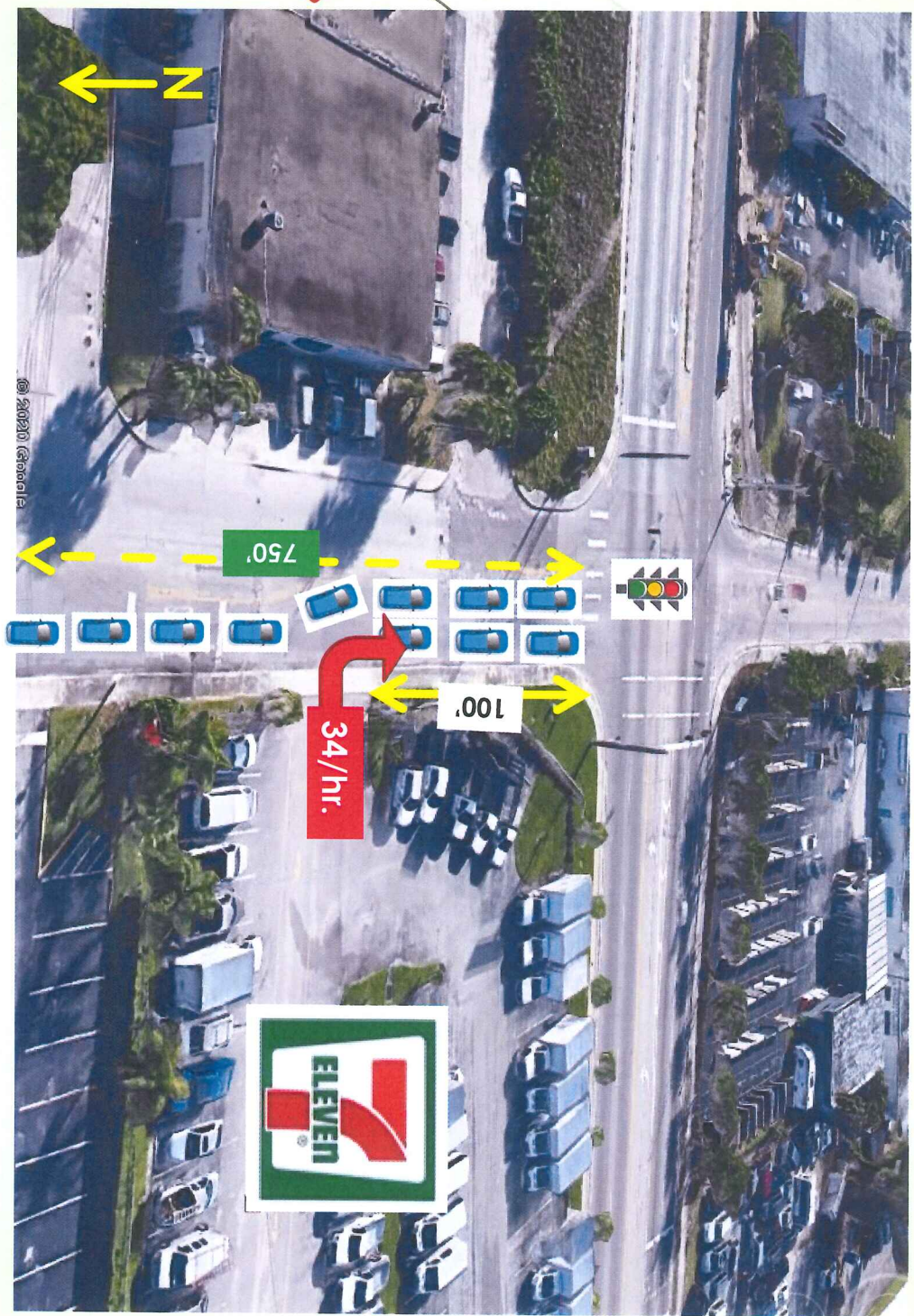


EB Queue - 10th Ave N.



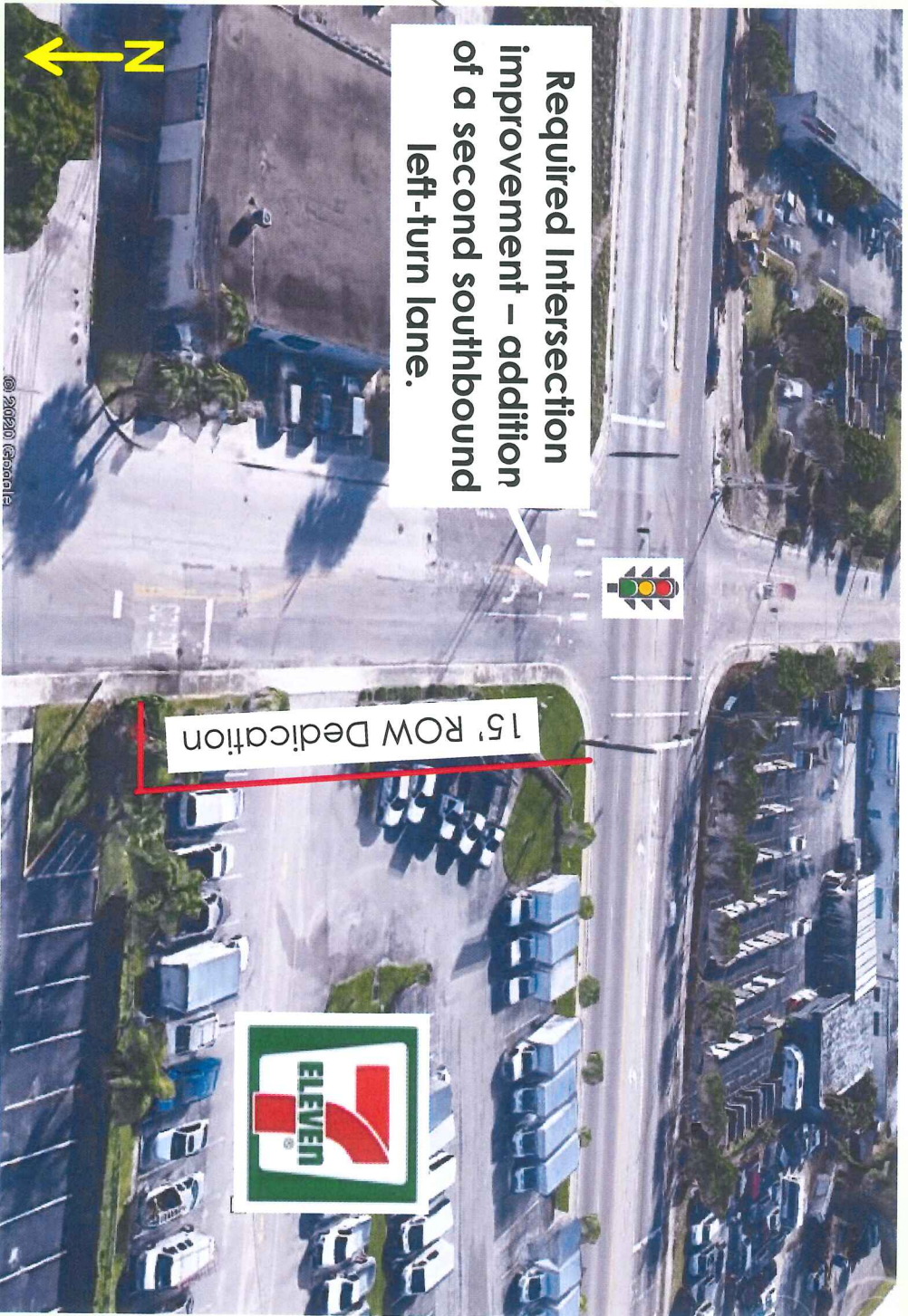


**SB Queue – Barnett Drive – PM Peak Hour**





## Required Intersection Improvement





February 2, 2021

Joshua Long  
Gunster, Yoakley & Stewart, P.A.  
777 South Flagler Drive, Suite 500 East  
West Palm Beach, FL 33401

**RE: PZB #20-00500003** Major Site Plan and Conditional Use to construct Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant uses at 1900 10th Avenue North.

Dear Mr. Joshua Long,

Enclosed is the City of Lake Worth Development Order for the above referenced project, granted on Wednesday, January 27, 2021, by the Planning and Zoning Board. Please note that per LDR Section 23.2-29(k), any approval of a conditional use shall be void after one year after the date of the approval unless a building permit has been issued for the construction of any facilities needed to house the use, and construction is diligently pursued. An extension of time may be requested by the applicant prior to the expiration of the original approval.

***Important:*** *If you plan to introduce any changes to your approval, please contact our staff. All modifications to the approval must be evaluated by Lake Worth Beach staff and processed accordingly. Finally, a copy of this transmittal letter, the Order, and attached Conditions of Approval must be presented at the time you apply for a business license or building permit with the City of Lake Worth Beach.*

If you have any questions, please do not hesitate to contact Andrew Meyer, Senior Community Planner, at 561-586-1673 or [ameyer@lakeworthbeachfl.gov](mailto:ameyer@lakeworthbeachfl.gov).

Sincerely,

Digitally signed by William Waters  
Date: 2021.02.02 10:23:15 -05'00'

William Waters, AIA, NCARB, LEED AP BD+C, ID, SEED  
Community Sustainability Director  
City of Lake Worth Beach Department for Community Sustainability

Enclosure





**ORDER OF THE PLANNING AND ZONING BOARD  
OF THE CITY OF LAKE WORTH BEACH, FLORIDA**

PROJECT NAME: 7-Eleven, 1900 10<sup>th</sup> Avenue North, PZB 20-00500003

APPLICANT/OWNER: Joshua Long of Gunster, Yoakley & Stewart, P.A. / 1900 10<sup>th</sup> Ave, LLC.

APPLICANT'S ADDRESS: 777 South Flagler Drive, Suite 500 East, West Palm Beach, FL 33401

DATE OF HEARING: January 27, 2021

APPROVAL REQUESTED: Major Site Plan and Conditional Use to construct Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant uses at 1900 10<sup>th</sup> Avenue North.

PROPERTY LOCATION: 1900 10<sup>th</sup> Avenue North, PCNs: 38-43-44-21-02-005-0030

X  THIS MATTER came to be heard before the Planning and Zoning Board of the City of Lake Worth Beach, Florida, on remand from the City Commission on January 27, 2021. The Matter was originally heard by the Planning and Zoning Board on July 15, 2020.

The Board, having considered the application and other the materials submitted by the Applicant, having considered materials submitted by affected parties, and the City's staff reports, and having heard testimony from the Applicant and its consultants, members of the Lake Worth Beach administrative staff, affected parties and their consultants, and having heard from the public, finds as follows:

1. Application for a Major Site Plan and Conditional Use was made by the Applicant in a manner consistent with the requirements of the Lake Worth Beach Land Development Regulations.
2. The Applicant  
 X  HAS  
 —  HAS NOT  
  
established by substantial competent evidence a basis for the approval requested.
3. The conditions for the Major Site Plan and Conditional Use, as presented by administrative staff, are set forth in the CONDITIONS OF APPROVAL, attached.
4. The Applicant's application for a Major Site Plan and Conditional Use is hereby  
 X  GRANTED, subject to the conditions referenced in paragraph 3 hereof.  
 —  DENIED

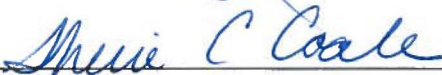


5. This Order shall take effect on the date signed by the chairperson.

CHAIRPERSON-On behalf of the BOARD

  
\_\_\_\_\_  
Greg Rice, Chairperson

BOARD SECRETARY

  
\_\_\_\_\_  
Sherie Coale, City of Lake Worth Beach

Date: 2/2/2021

**CONDITIONS OF APPROVAL**  
**PZB CASE No. 20-00500003**

**Electric Utilities:**

1. Prior to the issuance of a Certificate of Occupancy, the following shall be completed:
  - a. Provide the load calculations and voltage requirements
2. Electric Utilities shall approve all easements and/or alternate transformer configurations prior to the issuance of a building permit.
3. Should no alternate transformer and/ or easements be approved by the Electric Utilities, then the following shall be provided and approved prior to the issuance of a building permit:
  - a. Show the service entrance location on the site plan
  - b. Provide a ten ft. clearance in front of the transformer and four ft. on the remaining sides
  - c. Relocate the proposed tree from the transformer location
  - d. Provide a ten foot easement from the transformer location to the power pole across the street on Barnett Drive. Please keep the utility easement free of landscaping or any other structures.

**Planning:**

1. The landscape screen adjacent to the air/vac mechanical equipment along 10<sup>th</sup> Avenue North shall be maintained at a height of at least  $\frac{3}{4}$  of the height of said equipment so that it is screened from the right-of-way.
2. All proposed signage will be reviewed against the location and size on sheets A200 and A202, as well as in conformance with the Code. Should the type of signage submitted as part of the building permit be significantly different in size, scale, scope, or style from what was indicated in the Site Plan package, the signage will be required to be approved administratively through a Minor Site Plan amendment process prior to the approval of the building permit.
3. There shall be no outdoor display of any kind of merchandise.
4. Prior to the issuance of a building permit, the following shall be completed:
  - a. Continue the fenestration toward the ground across the entire building on both sides of the entrance doors.
  - b. Paint the retail/restaurant building a color other than beige as described in the Major Thoroughfare Design Guidelines; alternative colors and/or materials shall be presented to the PZB for consideration and approval; and architectural plans shall be updated and approved by staff prior to the issuance of a building permit to reflect an alternate color or materials.
  - c. The comments from the Palm Beach County Traffic Performance Standards Letter dated July 22, 2020 shall be addressed and implemented into the site plan if applicable.

**Public Works:**

1. The issuance of any permits shall comply with all provisions of the Lake Worth Municipal Code and all other applicable standards including but not limited to the Florida Department of Transportation (FDOT), Manual on Uniform Traffic Control Devices (MUTCD), and City of Lake Worth Public Services Construction Standards and Policy and Procedure Manual.
2. Prior to performing work in the right of way, the applicant shall apply for and receive issuance of a "Right of Way/Utility Permit" application.
3. Prior to the issuance of a certificate of occupancy, the following shall be completed:
  - a. the Applicant shall ensure the entire surrounding off-site infrastructure inclusive of the roadway, sidewalk, curbing, stormwater system piping and structures, valve boxes,

- manholes, landscaping, striping, signage, and other improvements are in the same condition as prior to construction.
- b. all conditions of approval shall be satisfied under jurisdiction of the Department of Public Services.
- c. the applicant shall fine grade and sod all disturbed areas with Bahia sod.
- d. the applicant shall broom sweep all areas of the affected right of way and remove of all silt and debris collected as a result of construction activity.
- e. the applicant shall restore the right of way to a like or better condition. Any damages to pavement, curbing, striping, sidewalks or other areas shall be restored in kind
- 4. Prior to the issuance of a building permit, the following shall be completed:
  - a. The applicant shall contact the Lake Worth Drainage (LWDD) District’s Engineering Department and obtain any required permit(s), if necessary, and furnish to the City.
  - b. The applicant shall contact the South Florida Water Management District’s (SFWMD) Engineering Department and obtain any required permit(s), if necessary.
  - c. The Applicant shall contact and meet with a representative from the Public Services Refuse and Recycling Division to confirm dumpster enclosure location, accessibility and demand on property and that it is compatible with the requirements of the Department of Public Services. Refuse Division contact number is 561-533-7344.
  - d. The applicant shall submit an Erosion Control plan and indicate the BMP’s and NPDES compliance practices.

**Utilities Water & Sewer:**

- 1. System data shows the site uses an existing 1-inch meter, however the drawing reference utilizing the existing 2-inch service. No taps or fitting are allowed upstream of the City water meter on the City’s water service. The potable water service also requires an RPZ.
- 2. Prior to the issuance of a building permit, the following shall be completed:
  - a. Ensure the plan conforms/integrates with the Palm Beach County (PBC) Roadway widening/improvement project, and provide an acknowledgement from PBC.
  - b. The vehicular access from Barnett Drive shall permit only right-in/right-out access to and from the site for customer and employee traffic, excluding fuel delivery which can use the driveway for ingress. The improvements limiting such movement shall be approved by the Lake Worth Beach City Engineer, including striping and signage, and should include a mountable curb if feasible.
  - c. Provide a collection structure in the dumpster pad that is connected to an oil/grease inceptor. This will manage the runoff in this area and will be connected to the stormwater collection system. This shall not be connected to the sanitary sewer system. Minimum size of the oil/grease inceptor is 750 gallons.

**January 27, 2021 Planning & Zoning Board Condition:**

- 1. The applicant shall provide additional school area signage and pedestrian safety measures by working in conjunction with City Staff, the Palm Beach County School Board, and/or Palm Beach County. Any new signage or safety measures shall be installed prior to the issuance of a Certificate of Occupancy.





**MINUTES**  
**CITY OF LAKE WORTH BEACH**  
**PLANNING & ZONING BOARD REGULAR MEETING**  
**CITY HALL COMMISSION CHAMBER**  
**WEDNESDAY, JANUARY 27, 2021 -- 6:28 PM**

**ROLL CALL and RECORDING OF ABSENCES:** Board members present in City Commission Chambers: Mark Humm, Laura Starr, Daniel Tanner, Juan Contin. Virtual Board member attendance: Chairman, Greg Rice; Vice-Chair, Anthony Marotta and Robert Lepa. Also present were: Andrew Meyer, Senior Community Planner; Erin Sita, Assistant Director for Community Sustainability; Pamala Ryan, Board Attorney; Sherie Coale, Board Secretary.

**PLEDGE OF ALLEGIANCE** Led by Daniel Tanner.

**ADDITIONS / DELETIONS / REORDERING AND APPROVAL OF THE AGENDA** None

**APPROVAL OF MINUTES:** None

**CASES:**

**SWEARING IN OF STAFF AND APPLICANTS:** Board Secretary administered oath to those wishing to give testimony.

**PROOF OF PUBLICATION**

- 1) 7-Eleven Proof of Publication- provided within the meeting packet.

**WITHDRAWALS / POSTPONEMENTS** None

**CONSENT** None

**PUBLIC HEARINGS:**

**Board Chairman:** Requests all parties to be cognizant of not repeating the same information and concerns. This will assist in keeping the meeting as short as can be reasonably expected. Presentations could be kept to about 15 minutes.

Brian Seymour Attorney for the applicant and Joshua Long for 7-Eleven, Thomas Baird and Alfred Malefatto (the latter two are attorneys for affected parties) agree to limit their presentations to that time frame.

**BOARD DISCLOSURE:** M. Humm received emails but did not follow up/respond. D. Tanner received a phone call and spoke with persons representing the developer. R. Lepa received emails but did not respond. A. Marotta did not respond to emails that were received. L. Starr did not respond to the two emails that were received. G. Rice received a vm from one applicant.

**Board Attorney, Pamala Ryan:** Gives a brief overview/ synopsis of how the project came to be before the Board again. Originally heard on July 15, 2020 an Appeal was brought to the

City Commission on December 15, 2020. The City Commission with one vacated seat and the Mayor recusing herself due to a conflict, was left with 3 votes. The only motion to successfully pass was to remand both the Conditional Use and Major Site Plan back to the Board to be heard again. The Variance was appealed to Circuit Court and continues to be outstanding. Some of the concerns were for the safety of pedestrians at the school crossing. The Board has a slightly different composition from when it was originally heard.

**UNFINISHED BUSINESS:** None

**NEW BUSINESS:**

- A. PZB Project Number 20-00500003:** Request by 1900 10th Ave, LLC, for consideration of a Major Site Plan and Conditional Use to construct a Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant uses at 1900 10th Avenue North within the Mixed-Use West (MU-W) zoning district (7-Eleven). The subject project was heard on July 15, 2020, and appealed by an affected party to the City Commission which, after hearing, remanded the project back to the Planning and Zoning Board. The variance portion of the project was appealed directly to circuit court in accordance with the code.

**Staff Presentation:** A. Meyer gives a brief overview of the proposal and the intent of the Mixed-Use zoning district. Further it allows for some of the highest intensity uses, higher height limitations and commercial and vehicular uses outside of the City's Industrial zones. Although the preferred mix of uses is 75% residential 25% non-residential it is not a requirement that each site incorporate multiple uses.

The site will occupy an unused parking lot with minimal landscaping, activate a corner and increase the tax base for the City of Lake Worth Beach. This would include approvals for the 4,730 square foot retail and restaurant building, including Laredo Taco, as well as the 3,520 square foot canopy structure sheltering the seven (7) fuel pump islands. The interior restaurant of 234 square feet will be dine in and take out. Parking will be to the rear of the property in compliance with the Major Thoroughfare guidelines. The landscape plan provides for a buffer and trees along 10<sup>th</sup> Avenue North. The proposal is consistent with the City Comprehensive Plan and Strategic Plan by increasing the tax base and the supply of jobs. As traffic and safety were previously voiced concerns the applicant provided a TPS (Traffic Performance Standards) letter, dated July 22, 2020, which states the project meets the standards. Conditioned that a right turn lane (east approach-deceleration lane) on approach to the project entrance on 10<sup>th</sup> Ave North be constructed and the driveway on Barnett Drive should be restricted to a right-in/right-out only configuration with a mountable table feature to prevent left-in/left-out movement. The applicant's justification statement suggests the corridor is primarily a commercial corridor with some industrial uses.

**Applicant Presentation**

Brian Seymour, of Gunster, Yoakley & Stewart, P.A.; applicant's attorney- provides more background detail mentioning that two City Commissioners supported the project, one was against.

Joshua Long, AICP of Gunster, Yoakley & Stewart, P.A. – Slides showing surrounding properties and states the vacant lot is not contributing to the tax base nor in appeal. The surrounding buildings bring no architectural qualities to the area as 7-Eleven is proposing. The customers are everyone in the community. Hopes it will serve as a catalyst for re-development to the area.

7-Eleven participates in many neighborhood outreach programs such as food banks, partnering with schools and local law enforcement. They are a leader in security and provide eyes on the

street which will increase security in the area. There will be an increase in the city tax base, despite not being the highest intensity of use that could be going there. It brings enhanced architecture to the area and a new electric customer for Lake Worth Utilities.

Regarding traffic performance: there will be pedestrian connections, a painted island, the new entrance on 10<sup>th</sup> Ave North is moved further away from Barnett Drive. An aerial slide shows the westbound from I-95 deceleration lane which will direct the traffic off of 10<sup>th</sup> and a right-in right-out from Barnett Drive. The project complies with Policy 1.1.1.6.. Regarding the concern that it doesn't include multiple type uses, it isn't required. Due to the small lot sizes in the area, it would be virtually impossible for new development or re-development to provide residential and non-residential uses on the lot and meet development standards. The zoning district allows for all 16 retail uses on the City's Use Table as well as 45 of 48 commercial uses on the Use Table.

### **Affected Party #1**

**Thomas Baird Attorney Representing Francisco Gil** – His client and tenants have been contributing to the economic base of the City for many years. The tenants of Mr. Gil's building will be affected by additional unwanted traffic with the addition of a regional highway use. Particularly on Barnett Drive where they are currently faced with unreasonable delays. The level of service is unacceptable. Later testimony by Mr. Masoud Atefi will show the traffic at 10<sup>th</sup> Avenue North and Barnett Drive operates at a level "F" service. He will testify that according to Ms. Bernstein's report the traffic will be the worst.

**Francisco Gil (Sworn in at this point in time by Board Secretary)**- The proposal will have a significant impact on his tenants. He is the landowner of 12 acres with 40 different tenants. He has collected petitions of tenants ranging from small family businesses to larger, well-know tenants such as the Duffy's Restaurant headquarters.

**Dr. Bill Whiteford**-Former Director for PBC Zoning– The issue is not the size of the project but the mix of uses combined together on just over one acre of land. Not sure about the amount of time spent with the Design Guidelines resulting in only two-color choices. With a typical convenience store layout, it's a tight site and no amount of striping is going to prevent entry from Barnett. The proposal is not compatible with Comprehensive plan Policy 1.1.1.6 (Future Land Use Element) Policies 2.1.4.3 and 2.1.4.7 (Transportation Element) nor the zoning code Section 23.3-18 MU-W. Speaks to the "intent" of the policy being a mix of uses. Despite being referred to as preferred mix, the lack of mixed-uses undermines the entire premise of MU-W if interpreted or applied incorrectly. Gives an opinion on difference of multiple uses vs. mixed-uses.

Transportation Policy-The intersection of 10<sup>th</sup> Avenue North and Barnett Drive is not a major intersection. Barnett Drive provides direct access to Lake Worth Middle School. Mentions case law of Pinecrest Lake vs. Shidel (Martin County) resulting in a project being torn down due to not being in compliance with the City Comprehensive plan. The project will add to congestion in the area and so will not support the Conditional Use criteria.

**Masoud Atefi, Masoud & Associates**- The traffic review by the county, which was revised by the consultant and staff may not have received. Barnett Drive will continue to experience F level service with 170 seconds of delay. Even so the report continues to show that it does not meet County service levels.

- A crash analysis by PBC for a period of three years 1.1.2018-1.12.2021 indicates 69 accidents in the area with school children.

- The driveway operations are concerning with 30 cars per hour exiting to the east from the 10<sup>th</sup> Ave N entrance. Has concerns with the queue backing up to the west estimated to be at 580 feet per cycle near Detroit Street.
- The queue of traffic exiting from Barnett Drive onto 10<sup>th</sup> Ave North, can be as long as 750 feet. This makes it difficult in each cycle with 30 vehicles exiting and 30 entering. Thought the impact of coronavirus would lessen the traffic.
- Problematic is that there is no left-turn exclusive signal. When he was with the county he investigated a 15-foot row acquisition to add a left turn. Does not know what happened that it did not occur. Reviewed for the county for 15 years, would require improvements if he was with the county. Since 2011- Proportionate share has been in effect. County TPS put the ball in the court of the municipalities.

**Board Attorney states the 30 minutes for presentation have been reached or exceeded.**

**Bill Whiteford requests additional time for more slides– granted.**

### **Affected Party #2**

#### **Alfred Malefatto attorney representing Mr. Daniel Hiatt and Mr. Frederick Schmidt**

The traffic at Barnett Dr and 10<sup>th</sup> Avenue N. will affect the value of the property and accessibility for the clients and tenants.

Frederick Schmidt- Resident of the city. Believes this is the trifecta of school, traffic and quagmire. Not surprised at the statistics revealed by the traffic review. Please deny.

Daniel Hiatt-most of these WaWa types of sites are on 2.5 acres. States his tenants in Marlin Commerce Park south off Boutwell Road have trouble getting to I-95. 10<sup>th</sup> Avenue North has been out of concurrency for 23 years. The large FedEx facility is there as well as American Ambulance. When school is back in session in eight months it will be chaos.

Alfred Malefatto wraps up stating this is not a mixed-use project, it is 100 % commercial retail. Believes the transportation policy was not properly reviewed, was overlooked or disregarded. Because the project is not consistent with the Comprehensive Plan it should be denied.

**Public Comment:** Manny Benitez – 1848 Aragon Avenue- American Fastners Project. Too much congestion to side street. (Read into the record).

Dr. Archie Kleopfer- veterinarian at this location for 31 years. Prostitution and drugs from Dixie Hwy have spread to the area. Mention is made that he has witnessed fights of school age children in front of his business. He loves the community and Aragon Avenue and cares for the pets of homeless people who are in the area. Would like look into the eyes of his 80-year old grandmother when she visits with her cat and ensure her safety. Believes the subject property will be an attractive nuisance, crime will follow. Against the proposed use.

Joe Basile– subject property owner. Questions when it became the right of local property owners to tell another property owner what they can and cannot do. The traffic problem cannot be solved. 7-Eleven has top-end security. He also spoke to the affected party Francisco Gil before the project became common knowledge. There are no well-kept, attractive buildings (maintained) in the area. They too are investors. The area needs new life and as developers do, they are investing in the City. Traffic could be much worse if they build the maximum allowed, it could be much worse than what 7-Eleven will produce.

**Public Comment is closed.**

**Brian Seymour, Attorney for applicant**

### Questions for Masoud Atefi

- Has the traffic study been revised? **Response:** According to a call received from Quasi Bari, the study of record at the time the presentation was assembled was a revised study.
- Does the crash data area extend up to 1,000 feet from the location? **Response:** Yes.
- There are not 69 crashes at this site, 3 are southbound on Barnett Drive.

### Questions for Dr. Whiteford

- Is your suggestion that a development at the maximum allowed for the site would produce less traffic/impact? **Response:** All things are not equal, smaller uses can generate more traffic as well as larger uses generating less.
- Regarding Transportation Policy, what is the objective to which the Policy relates? **Response:** unknown.

### Question for Masoud Atefi

- Isn't an office use one of the highest generators of traffic? Would that not generate more traffic than 7-Eleven? **Response:** Office use has less pass-by traffic but would have more peak hour usage.
- With all things equal on a square footage basis, an office use with maximized peak hour traffic would be greater than now? **Response:** yes it would.

**Mr. Thomas Baird** has no questions for staff, applicants, affected parties or consultants at this time.

**Mr. Alfred Malefatto** allots his time to Masoud Atefi who asks if the City Engineer has reviewed the plans as the county puts the traffic burdens on the City?

**Staff:** E. Sita- The proposed plan has been reviewed by Mr. Brian Shields, the City Engineer. Conditional use approval criteria includes traffic review impacts to be equivalent to or less than permitted by right projects.

Mr. Malefatto questions **Lisa Bernstein, P.E.** to advise of the current Level of service at 10<sup>th</sup> Ave N. and Barnett Dr. **Response:** The PM peak without the proposed project would be Service Level D. It would be Service Level E with the project but only producing 3.6 seconds delay. The AM levels of service with and without the project would be Level E.

Brief discussion on order of testimony. Brian Seymour has rebuttal. Thomas Baird questions if it is time for closing arguments as he too has some.

### **Board member questions to staff, applicants, affected parties and consultants**

R. Lepa to Applicants:

- Do you expect additional traffic will be generated or hoping the client base will come from existing traffic? **Response by Lisa Bernstein:** Pass by rate according to FDOT standards is 78 %; PBC has different standards which is 61 %. Well over half of the traffic going to 7-Eleven is already on the road so any increase in traffic is reduced by those percentages.
- Who will the clients be? Do you expect it to be school children or automobile traffic? **Response by property owner Nelson Garcia:** He met with school representatives earlier who are appreciative the project will keep the children on the same side of street rather than crossing to the south side of 10<sup>th</sup> Ave North.
- Regarding the westbound traffic turning right onto Barnett Drive and those accidents on Barnett Drive, how many happened during school hours? **Response by Masoud Atefi:**



He did not do an accident analysis meaning the time and cause. To clarify an earlier comment, 7-Eleven will generate 94 new AM peak hour trips and 94 new PM peak hour trips. States the existing condition analysis is meaningless with Covid impacts. Ms. Bernstein used 2018 volumes and grew it to 2022 which gives a failing level of service.

Brian Seymour objects as Mr. Atefi has already testified the report he is referring to is not the basis, that he does not have the updated report. The level of Service is E. **Response:** Mr. Atefi states he has the revised report in hand and which shows Level E, with a Level F on Barnett Drive.

- With regard the raised triangle at Barnett Drive, what can be done? **Response by Brian Seymour:** Various options were considered but ultimately the fuel truck needs to maneuver safely.

J. Contin to Dr. Whiteford:

- Regarding the Policy 1.1.1.6 discussing 75/25 split of mixed use residential/ non-residential, suggests that a “customary” use is different from a “preferred” use. The terminology would imply that the policy is not set in concrete. “Customary” is different from “preferred”. **Response:** He did not state *customary* but rather *preferred* as expressed in the staff report. Not saying that it isn’t set in stone. The intent at some point should be residential.

J. Contin: Finds it hard to imagine any residential construction on that corner. Understands there may be some further west; a hotel may be possible but not a residential component. **Response:** As with New Urbanist ideas, one can imagine a vertically integrated mixed use space with office on the lower level and residential above. Thinks this is the intended direction of the policy.

J. Contin: That may be so but no one has taken a bite of that.

J. Contin to Masoud Atefi:

- There were previous traffic issues with that street no one will deny. When looking at F Level service. From the testimony he has heard it is not significant enough to say it is backing up everything. **Response:** He has serious concerns at project driveways. Illustrated by service levels and queues backing up at signals. The 10<sup>th</sup> Avenue North queue eastbound will have vehicles wanting to left turn and merge. His primary concern is Barnett Drive during school hours, the queue extends 700 feet to the north towards the school.
- Were the issues from @ 12 years ago the same or exacerbated by the project? **Response:** Mr. Atefi recalls county discussion about adding a southbound turn at Barnett Drive. Has it been included or considered in the project?

Brian Seymour: It’s interesting that in Mr. Atefi’s years with the county it was never objected to. If the 15 feet were removed, it would make the site even smaller which is one of the objector’s objections. As the applicant would be open to signal timing solutions, suggests Ms. Bernstein provide more detail.

Lisa Bernstein, P.E.: Regarding the turn lanes at the Barnett intersection. Volumes without the project included are: Southbound from 10<sup>th</sup> Ave N onto Barnett Dr. there are 133 left turns; westbound from Barnett Drive onto 10<sup>th</sup> Ave N. there are 243 turns; South onto Barnett Dr from 10<sup>th</sup> Ave North there are 153 turns; and opposing through trips from north Barnett to south Barnett indicate 12 trips or vice versa (not at peak hour). This gives more time to the left

(eastbound) traffic coming off Barnett Drive. Realize that peak hour is 4-6 pm and school hour peak is at 2:00 pm.. The signals could be adjusted to give additional time.

J. Contin asks if it was something the applicant considered with that data? **Response:** states no due to Service level E so no adjustment to the timing was needed.

Brian Seymour states a signal timing analysis could be presented to Palm Beach County traffic to further look at the signal timing.

Mr. Atefi re-asserts his concern for the 700-foot queue lasting about ½ hour, the signal timing is flawed. The protected phasing is needed on the signal, then the intersection no longer operates at Level E.

### **M. Humm has no questions of staff, applicant, affected parties or consultants**

A. Marotta to staff:

- In Mixed-Use zoning is it required to have residential?

Staff: W. Waters states prior to 2010 Mixed-Use in the City did not exist, the Future Land Use Element was requested to be updated. As he crafted it, wrote it and it was his vision, it appears he is being contradicted in the intent. Unique to Lake Worth Beach there are nine (9) use classifications within our own LDR's along with 3 categories of intensity. The City is culturally diverse and unique with a rich history. With three (3) different uses per the classifications in the LDR's, the project has met code. The statement about a residential use being optional was intentionally included as a possibility knowing the surrounding lots were small, and in that context are not conducive for residential. There is Artisanal Industrial and Industrial across the street. Residential has been encouraged further west, 1200 units will certainly change the mix in the area. Feels strongly about the project meeting the intent since he was the creator of the policy. He was charged with creating an elite vehicle for Lake Worth investment and that is what you are looking at now.

E. Sita mentions Policy 1.1.1.6 allows for 75/25 area wide.

- Does staff agree with the severity of the suggestion that a project be torn down if not in compliance with the Comprehensive Plan?

W. Waters in response to the case law incident and structure having to be torn down mentions that scenario would be unlikely, extremely remote. Unappreciated is the concierge service offered to all applicants that is unique to Lake Worth Beach to review challenges and constraints, development interests. Most projects are near what is required by code as well as right for any area prior to the initial submittal. This allows for the approval process to move along expediently once submitted, the quickest approval process in the region. This project has been around for nearly two years.

- The right to not be inundated with additional development was mentioned by an affected party? Is this a right enshrined in the law? P. Ryan: Does not believe Mr. Baird meant it that way, simply put Board responsibility is to follow the law.
- Future land use, as it is area wide not required - point understood.
- 75/25 % mix is area wide – point understood.
- Please clarify the distinct uses of the project. **Response:** It meets the vehicular use, retail use and commercial use all distinctly shown in the Use table.
- If it were a larger project permitted by right, would the traffic generated be much larger? **Response:** yes

A. Marotta to Ms. Bernstein:

- Can it be explained why Mr. Atefi is wrong? **Response:** The traffic is already on the road, would already be moving in that direction. Traffic finds its own way which is convenient to the driver. The applicant will look at the queues and signal timing. Sometimes a vehicle may wait one or two cycles but otherwise it is acceptable.

L. Starr questions to Lisa Bernstein, P.E.

- What is the posted speed on WB 10<sup>th</sup> Ave North? **Response:** 35 mph is the posted limit.
- Show the drawing depicting the deceleration lane and explain the logic of cars slowing as they crest the hill from I-95. **Response:** The artist's rendering shows a deceleration lane in front of the business, as the radius to enter the property is generous and one shouldn't have to come to a complete stop. The deceleration allows drivers to slow down prior to reaching the entrance.

L. Starr question for affected party Mr. Schmidt

- Are there Ambulances to the north of the subject property? **Response:** yes

Chairman G. Rice clarifies they are for transportation services only, not emergency services therefore they are able to wait at the light.

D. Tanner to Lisa Bernstein, P.E.

- With 94 peak hour trips am and 94 peak hour trips pm., how much of that count is attributed to Barnett or 10<sup>th</sup> Ave North as it leaves the property? **Response:** L. Bernstein states distribution is a combination of 47 inbound and 47 outbound trips which is low on Barnett, 2% on Southbound Barnett, the bulk of the traffic is on 10<sup>th</sup> Ave North.
- Is the applicant mitigating their contribution to the traffic? **Response:** No mitigation is required by the county as standards are not exceeded.

D. Tanner to Staff: Comment/clarify the responsibility of the City with regard to the traffic issues.

Staff: Palm Beach County controls 10<sup>th</sup> Avenue North and intersections, there is an overall plan to widen to six (6) lanes with a middle turn lane. It is already on the County Capital Improvement Plan. Additionally FDOT is planning another improvement extending west to Detroit Street. Much traffic passes through from western communities to access I-95.

- What, if anything, are the affected parties doing (petitioning) with the county to resolve this issue with traffic.

Thomas Baird: additional southbound left turn lane onto Barnett Drive. Suggests Board condition this project to address the safety issue. The Board is responsible for shaping this project.

Daniel Hiatt: For 27 years has been told the traffic would be corrected. With the last FDOT improvement, a ten (10) foot portion was taken on both the north and south sides of 10<sup>th</sup> Ave North supposedly for the purpose of an additional lane. As it turns out it is only for the children crossing I-95.

D. Tanner: Unfortunately the entirety of traffic issues cannot burden this project.

L. Starr: Is there even room for another lane on the south side?

D. Hiatt: Has always been told the taking would be on the north side.

J. Contin to Applicant

- Was there consideration given to having electric charging stations for the bonus? **Response:** No, there were no charging stations considered.

Chairman Greg Rice

If there is vacant or underdeveloped land around, one can be guaranteed it will be developed at some point and bring traffic. The only thing change you can depend upon is change itself.

**Public Hearing closed at 9: 20 PM**

Anthony Marotta: Although a gas station is not the first choice of business type to go there, Board is not here to decide what goes on a property. If staff erred in their assessment, the only issue is the traffic impact, which is not substantial considering the impact a larger project permitted by right could bring to the area.

The affected parties have failed to prove through substantial competent evidence or the requirements of the mixed-use district that the project should be denied.

**Motion:** A. Marotta moves to approve PZB 20-00500003 with staff recommended conditions based upon the competent substantial evidence presented in the staff report, including data and analysis and testimony presented at this hearing; J. Contin 2<sup>nd</sup>.

**Vote:** J. Contin, aye; D. Tanner, aye; R. Lepa, aye; A. Marotta, aye; G. Rice, aye; L. Starr, nay; M. Humm, nay. Motion passes 5/2.

**PLANNING ISSUES:** None

**PUBLIC COMMENTS** (3 minute limit) None

**DEPARTMENT REPORTS:** None

**BOARD MEMBER COMMENTS:** None

**ADJOURNMENT: 9:24 PM**



DATE: January 21, 2021  
TO: Members of the Planning and Zoning Board  
FROM: Andrew Meyer, Senior Community Planner  
THRU: William Waters, AIA, NCARB, LEED, AP BD+C, ID, SEED, Director for Community Sustainability  
MEETING: January 27, 2021

SUBJECT: **PZB Project Number 20-00500003**: Request by 1900 10th Ave, LLC, for consideration of a Major Site Plan and Conditional Use to construct a Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant uses at 1900 10th Avenue North within the Mixed-Use West (MU-W) zoning district (7-Eleven). The subject project was heard on July 15, 2020, and appealed by an affected party to the City Commission which, after hearing, remanded the project back to the Planning and Zoning Board. The variance portion of the project was appealed directly to circuit court in accordance with the code.

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**PROJECT DESCRIPTION:**

The Applicant, Joshua Long of Gunster, Yoakley & Stewart, P.A. on behalf of 1900 10<sup>th</sup> Ave, LLC, is requesting approval of the following:

- 1.) **Major Site Plan** for the development of a 4,730 square foot retail and restaurant building and 3,520 square foot canopy structure (page 5).
- 2.) **Conditional Use Permit** to establish Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant Uses (page 9)
- 3.) **Variance** of 8 feet from the maximum building setback line to allow for a front setback of 40 feet from 10<sup>th</sup> Avenue North (page 12). The Variance is not part of this approval as it was previously approved at the July 15, 2020 Planning & Zoning Board Meeting.

The subject site is 1900 10<sup>th</sup> Avenue North, located at the northwest corner of 10<sup>th</sup> Avenue North and Barnett Drive, and has an area of 54,331 square feet. The PCN is 38-43-44-21-02-005-0030. The site previously operated as a vehicle rental lot for Wayne Akers Ford for at least the past 20 years.

The proposed development, 7-Eleven, consists of a 4,730 square foot retail and restaurant building and a 3,520 square foot canopy structure. The canopy structure will exist as covering for the fuel pumps associated with the Vehicle Fueling/Charging Station use, and will be located at the southeast corner of the site. The retail and restaurant building will house 7-Eleven's 4,496 square foot retail store as well as their 234 square foot dine-in and take-out Laredo Taco restaurant, and will be located at the northeast corner of the site.

**PROJECT HISTORY:**

This project was originally heard at the July 15, 2020 Planning & Zoning Board Meeting, where it was approved 4 to 2 with staff recommended conditions, and a condition added by the Planning & Zoning Board requiring the applicant to work with staff and PBC for additional school signage and safety. The additional condition is included in the conditions of approval for this hearing as part of the staff recommended conditions of approval. Subsequent to the approval of the project, the project was appealed to the City Commission as follows:

- The approval was appealed by Thomas J. Baird, Esq. on behalf of Mr. Francisco Gil, manager of 1920 10<sup>th</sup> Avenue LLC, an affected party, on September 3, 2020.
- As per City Code, the City Commission heard the appeal of the Major Site Plan and Conditional Use at the December 15, 2020 City Commission hearing, and voted unanimously (3-0) (the Mayor had a conflict and did not participate in the discussion) to send the project back to the Planning & Zoning Board.
- The variance was approved on July 15, 2020 as part of the original approval, and is not under consideration as part of this request. As per City Code, the variance was appealed to the 15<sup>th</sup> Judicial Court after the affected party, 1920 10<sup>th</sup> Avenue LLC, filed a writ of certiorari. The appeal is outstanding.

**Staff Recommendation:**

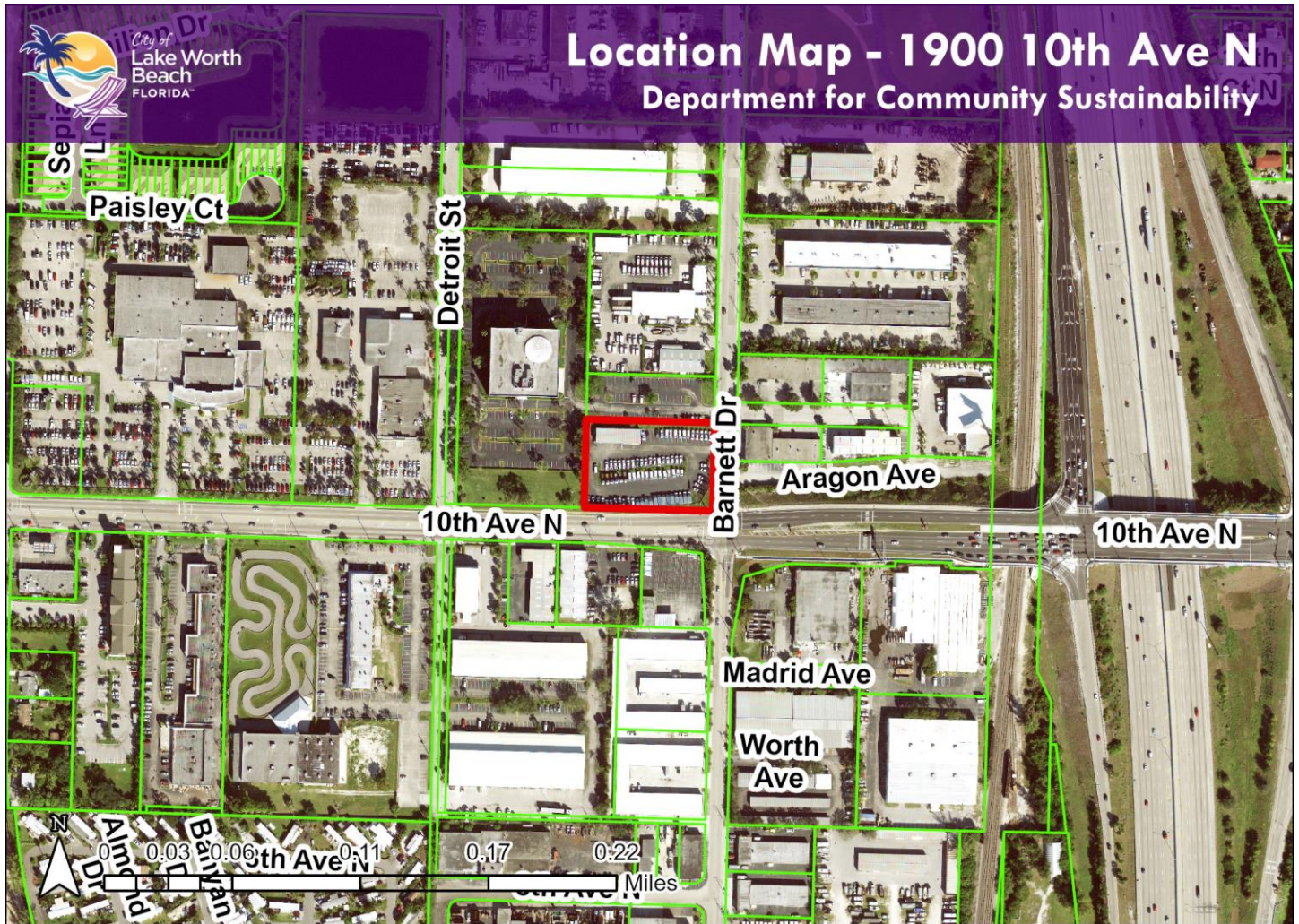
Staff has reviewed the documentation and materials provided. In applying the applicable guidelines and standards found in the City of Lake Worth Beach Land Development Regulations and Comprehensive Plan as well as the Major Thoroughfare Design Guidelines, the proposed development meets the criteria and intent of the LDRs, Comprehensive Plan, and Guidelines. Staff recommends that the Board approve the Major Site Plan and Conditional Use Permit as conditioned starting on page 13.



**PROPERTY DESCRIPTION:**

<b>Applicant</b>	Anne-Christine Carrie of KEITH/Joshua Long, Gunster, Yoakley & Stewart, P.A. on behalf of 1900 10th Ave, LLC
<b>Owner</b>	1900 10 <sup>th</sup> Ave, LLC
<b>General Location</b>	Northwest corner of 10 <sup>th</sup> Avenue North and Barnett Drive
<b>PCN Number</b>	38-43-44-21-02-005-0030
<b>Existing Land Use</b>	Vehicle Rental
<b>Zoning</b>	Mixed-Use West (MU-W)
<b>Future Land Use Designation</b>	Mixed-Use West (MU-W)

**LOCATION MAP:**



**BACKGROUND:**

The project site is located at 1900 10<sup>th</sup> Avenue North. Below is a timeline summary of the properties' histories based on Palm Beach Property Appraiser's records and City records:

- March 25, 1980 to April 16, 1991 – Property owned by Mark, Jane, and Steven Armstrong
- April 17, 1991 to June 16, 1991 – Property owned solely by Mark and Jane Armstrong
- June 17, 1991 to April 22, 1996 – Property owned by Home Life Insurance Company
- April 23, 1996 to December 18, 2019 – Property owned by Matus Akers Corporation
- Prior to December 21, 1999 (prior city records not available) to Today – Active business license for Wayne Akers Ford Rent-a-Car
- December 19, 2019 to Today – Property owned by 1900 10<sup>th</sup> Ave LLC
- June 15, 2020 – there is one active code case for Use & Occupancy inspection (Case 19-00003811). The building and site are currently vacant.

**ANALYSIS:****Consistency with the Comprehensive Plan and Strategic Plan**

The subject application is located within the Mixed-Use West (MU-W) Future Land Use (FLU) designation (Policy 1.1.1.6), which provides for a mixture of residential, office, service and commercial retail uses within specific areas west of I-95. The project is located west of I-95, and the proposed vehicle fueling/charging station, single destination retail, and restaurant uses are commercial and retail uses appropriate in areas located west of I-95.

This project will replace an unused parking lot and activate a corner of the city which currently is inactive, increasing the taxable value of the lot. In addition, as this is a multi-use project, this project has the potential to provide multiple jobs of diverse skill sets. The project's location also is located in an area adjacent to the Lake Worth Park of Commerce and state transportation network facilities. The proposed project provides services which can help support the development and enhancement of the area. Therefore, the proposed vehicle fueling/charging station, single-destination retail, and restaurant uses are consistent with the following portions of the City of Lake Worth Beach's Comprehensive Plan and Strategic Plan:

- **Policy 1.1.1.6 of the City's Comprehensive Plan, Future Land Use Element:** Mixed-Use West
- **Pillar IV.A of the City's Strategic Plan:** Achieve economic and financial stability through a versatile and stable tax base.
- **Pillar IV.D of the City's Strategic Plan:** Influence the supply and expansion of jobs.
- **Pillar IV.E of the City's Strategic Plan:** Ensure development that anticipates and embraces the future.

**Consistency with the City's Land Development Regulations**

Per Section 23.2-29, conditional uses are defined as generally compatible with the other uses permitted in a district, but that require individual review of their location, design, structure, configuration, density and intensity of use, and may require the imposition of pertinent conditions to ensure the appropriateness and compatibility of the use at a particular location and to prevent or minimize potential adverse impacts to the surrounding area. The Department of Community Sustainability is tasked in the code to review condition applications in accordance with the City's LDRs, for compliance with the findings for granting conditional uses (analyzed in the next section) and to provide a recommendation for whether the application should be approved, approved with conditions, or denied.



**Mixed-Use West (MU-W):** Per LDR Section 23.3-18(a), The Mixed-Use West district is intended to provide for the establishment and expansion of a broad range of office and commercial uses, including moderate intensity and higher intensity commercial, hotel/motel and medium-density multiple-family residential development along the city's western thoroughfares. The proposed project provides a mixture of higher intensity yet compatible commercial uses and is located on 10<sup>th</sup> Avenue North west of I-95. As such, the proposal is consistent with the intent of the MU-W district.

The table below shows the proposed site features and its compliance with the development regulation of the Mixed-Use West section of the Code:

Development Standard		Codified Regulation	Provided
Lot Size (min) In square feet (sf)		13,000 sf	54,331 sf
Lot Width (min)		100'	265.64''
Setbacks	Front (min)	Min 20', Max 32'	<b>40'</b>
	Rear (min)	10'	10'
	Street Side (min)	20'	30.21'
	Interior Side (min)	20'	91.7'
Impermeable Surface Coverage (maximum)		65%	64.6%
Structure Coverage (max)		50%	14.4%
Parking		24	32
Building Height (max)		30'	24'
Floor Area Ratio (FAR) (max)		1.3	0.09

The MU-W zoning district allows for a development in size and scale much larger than that being proposed. The site could accommodate a Mixed-Use Urban Planned Development, which would allow for a development up to 6 stories, up to 50 dwelling units (du) (at 37.5 du/acre), and/or up to 203,700 square feet of gross floor area. At 8,250 square feet, the proposal is much smaller than what could be developed at the site.

**Parking:** The proposed development meets the minimum parking requirements in the City's LDRs. The required parking for the following uses are as follows:

- Retail: 22.48 (1 per 200 square feet)
- Restaurant: 3.12 (1 per 75 square feet)
- Filling Station: 6 (Flat number)

Additionally, per LDR Section 23.4-10(h), any land or building used for two or more uses receives a 25% parking reduction to the total number of spaces required. As the proposed project is considered mixed-use, the project receives a parking credit of 7.9 spaces, resulting in a total number of 24 (23.7 rounded up) spaces. The proposed project provides a total of 32 parking spaces (30 standard, 2 ADA), or 8 spaces more than what is required, which complies with the minimum parking requirement.

**Landscaping:** Overall, the development proposal complies with the City's landscape regulations. The project proposes Japanese Blueberry and Gumbo Limbo along 10<sup>th</sup> Avenue North, and Green Buttonwood and Queen Crepe Myrtle along Barnett Drive. A proposed air pump/vacuum system along 10<sup>th</sup> Avenue North will be visually screened by a row of Cocoplum located along 10<sup>th</sup> Avenue North. A condition has been added which will require the Cocoplum to be allowed to grow to and maintained at a height of at least  $\frac{3}{4}$  of the height of the equipment as required by Code.

**Impermeable Surface Coverage:** The project as proposed has a total impermeable surface coverage of 64.6% and meets the allowed impermeable surface coverage of 65% outlined in the MU-W development regulations. The project is meeting this regulation by providing a portion of the parking at the northwest corner of the site to be paved with pervious pavement, which for lot coverage purposes is calculated at 50% of the actual area.

**Structure Coverage:** The project as proposed has a total building coverage of 14.4%, which meets the allowed maximum building coverage of 50%

**Setbacks:** The project as proposed provides a front setback of 40 feet, which does not meet the required maximum setback of 32 feet of the base zoning district, Mixed-Use West. As such, the applicant has applied for a variance from the maximum front setback, and has provided justification for the variance in Attachment C. The Applicant states that due to the tapered nature of the lot lines, and the requirement that gas station canopies require traffic circulation on all four sides while simultaneously providing for the city's required Landscape Buffer, the fuel canopy structure must be set back 40 feet from the front property line. The proposed setback variance request is consistent with variance criteria. The full analysis of the variance criteria begins on page 12 of this staff report.

**Signage:** This application includes a master sign program. The size and location of the building's signs are detailed on the architectural elevations (Sheets A200 and A202), while examples of the color palette and style of signage proposed as detailed on the signage plan documents. The signage submitted through the building permit will be reviewed against the location and size on sheets A200 and A202, as well as in conformance with the Code. Should the type of signage submitted as part of the building permit be significantly different in size, scale, scope, or style from what was indicated in the Site Plan package, the project will be required to go through a Site Plan amendment process prior to the approval of the building permit. This has been added as a condition of approval.

**Major Thoroughfare Design Guidelines:** The project has been reviewed and found to be compliant with the City's Major Thoroughfare Design Guidelines. Staff has included a condition of approval for a brighter paint color and more local design elements, which was a condition of the original staff report. Since the initial hearing, the applicant has presented updated designs which are closer in alignment with the architectural vernacular of Lake Worth Beach.

**Major Site Plan:**

The review criteria below is intended to promote safety and minimize negative impacts of development on its neighbors by establishing qualitative requirements for the arrangements of buildings, structures, parking areas, landscaping and other site improvements.

**Section 23.2-31(c): Qualitative Development Standards**

1. *Harmonious and efficient organization.* All elements of the site plan shall be harmoniously and efficiently organized in relation to topography, the size and type of plot, the character of adjoining property and the type and size of buildings. The site shall be developed so as to not impede the normal and orderly development or improvement of surrounding property for uses permitted in these LDRs.

**Staff Analysis:** The applicant has stated that the site plan has been organized in relation to the site and surrounding lots. The applicant also states that the retail and restaurant building is situated toward the rear of the property, and the fuel canopy toward the center. The site is oriented toward 10<sup>th</sup> Avenue North, and the applicant states that parking is provided toward the rear of the site in order to keep separate pedestrian and vehicle circulation routes for safety purposes. **Meets Criterion.**

2. *Preservation of natural conditions.* The natural (refer to landscape code, Article 6 of these LDRs) landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal and by such other site planning approaches as are appropriate. Terrain and vegetation shall not be disturbed in a manner likely to significantly increase either wind or water erosion within or adjacent to a development site. Natural detention areas and other means of natural vegetative filtration of stormwater runoff shall be used to minimize ground and surface water pollution, particularly adjacent to major waterbodies as specified in Part II, Chapter 12, Health and Sanitation, Article VIII, Fertilizer Friendly Use Regulations. Fertilizer/pesticide conditions may be attached to development adjacent to waterbodies. Marinas shall be permitted only in water with a mean low tide depth of four (4) feet or more.

**Staff Analysis:** This section is not applicable. The lots as they exist today are nearly completely paved, with no natural landscape and little vegetation. The applicant states that enhanced landscaping will be provided to improve the aesthetic appearance of the property and will comply with all landscaping requirements. **Meets Criterion.**

3. *Screening and buffering.* Fences, walls or vegetative screening shall be provided where needed and practical to protect residents and users from undesirable views, lighting, noise, odors or other adverse off-site effects, and to protect residents and users of off-site development from on-site adverse effects. This section may be interpreted to require screening and buffering in addition to that specifically required by other sections of these LDRs, but not less.

**Staff Analysis:** The property is surrounded by other vehicular uses and is not located adjacent to any residential uses. A wall currently exists along the west edge of the property, and is proposed to remain as part of the proposed site plan. In addition, Florida Privet shrubs will be planted along the north and west property lines to buffer the site from adjacent property. The applicant states that screening will be provided in compliance with Section 23.2-31. **Meets Criterion**

4. *Enhancement of residential privacy.* The site plan shall provide reasonable, visual and acoustical privacy for all dwelling units located therein and adjacent thereto. Fences, walls, barriers and vegetation shall be arranged for the protection and enhancement of property and to enhance the privacy of the occupants.

**Staff Analysis:** This section is not applicable. The property is neither located in, nor adjacent to any residential properties. **Meets Criterion.**

5. *Emergency access.* Structures and other site features shall be so arranged as to permit emergency vehicle access by some practical means to all sides of all buildings.

**Staff Analysis:** The applicant states that the site is designed to ensure a safe and efficient circulation pattern for pedestrians, and personal, emergency access, and service vehicles. The fueling canopy is accessible from all sides, which allows both customer and emergency vehicles access to all sides of the structure in case of an emergency. **Meets Criterion.**

6. *Access to public ways.* All buildings, dwelling units and other facilities shall have safe and convenient access to a public street, walkway or other area dedicated to common use; curb cuts close to railroad crossings shall be avoided.

**Staff Analysis:** The applicant states that safe and convenient access is provided to the subject property along both Barnett Drive and 10<sup>th</sup> Avenue North, and that pedestrian access from the building to the public right-of-way is provided with sidewalks and clearly defined paths. **Meets Criterion.**

7. *Pedestrian circulation.* There shall be provided a pedestrian circulation system which is insulated as completely as reasonably possible from the vehicular circulation system.

**Staff Analysis:** Paved sidewalks and pathways exist which provide a pedestrian circulation path between the retail and restaurant building and both 10<sup>th</sup> Avenue North and Barnett Drive. These pathways are designed in a way to bring the pedestrian circulation as separated as possible from the vehicular circulation. The applicant states that a continuous walking surface is provided leading to the building entrance without interacting with the drive aisles to highest extent possible. **Meets Criterion.**

8. *Design of ingress and egress drives.* The location, size and numbers of ingress and egress drives to the site will be arranged to minimize the negative impacts on public and private ways and on adjacent private property. Merging and turnout lanes traffic dividers shall be provided where they would significantly improve safety for vehicles and pedestrians.

**Staff Analysis:** Ingress and egress access points will be provided on 10<sup>th</sup> Avenue North as well as Barnett Drive. These ingress and egress access points are located as far as possible from the 10<sup>th</sup> Avenue North/Barnett Drive intersection so as to minimize any negative impact on the intersection. **Meets Criterion.**

9. *Coordination of on-site circulation with off-site circulation.* The arrangement of public or common ways for vehicular and pedestrian circulation shall be coordinated with the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Minor streets shall not be connected to major streets in such a way as to facilitate improper utilization.

**Staff Analysis:** The applicant states that all circulation is designed in conjunction with existing vehicular patterns, and that the site is configured such that improper use, including as a byway between public rights-of-way is discouraged. Due to the fact that 10<sup>th</sup> Avenue North is a major thoroughfare, movements to and from 10<sup>th</sup> Avenue North are restricted to right-in/right-out only. **Meets Criterion.**

10. *Design of on-site public right-of-way.* On-site public street and rights-of-way shall be designed for maximum efficiency. They shall occupy no more land than is required to provide access, nor shall they unnecessarily fragment development into small blocks. Large developments containing extensive public rights-of-way shall have said rights-of-way arranged in a hierarchy with local streets providing direct access to parcels and other streets providing no or limited direct access to parcels.

**Staff Analysis:** No public right-of-way is being proposed as part of this project, the site will be accessed from existing rights-of-way. The applicant states that on-site public rights-of-way are maintained where applicable and are not configured to encourage fragmentation. **Meets Criterion.**

11. *Off-street parking, loading and vehicular circulation areas.* Off-street parking, loading and vehicular circulation areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.

**Staff Analysis:** The fueling pumps are located on the site in a location that is farthest from adjacent properties. The applicant states that off-street parking and circulation are placed so that the impact on adjacent properties is minimized and that the safety of visitors to the site is maximized. **Meets Criterion.**

12. *Refuse and service areas.* Refuse and service areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.

**Staff Analysis:** The dumpster is located on the northeast corner of the property. The applicant states that the dumper area is screened and located in an area which minimizes disruption to adjacent property and expedites servicing. **Meets Criterion.**

13. *Protection of property values.* The elements of the site plan shall be arranged so as to have minimum negative impact on the property values of adjoining property.

**Staff Analysis:** The applicant states that proposed design of the site plan meet or exceed the current standard of adjacent properties. The project is replacing an unused parking lot, and will provide a greater level of landscaping than what is currently being provided. **Meets Criterion.**

14. *Transitional development.* Where the property being developed is located on the edge of the zoning district, the site plan shall be designed to provide for a harmonious transition between districts. Building exteriors shall complement other buildings in the vicinity in size, scale, mass, bulk, rhythm of openings and character. Consideration shall be given to a harmonious transition in height and design style so that the change in zoning districts is not accentuated. Additional consideration shall be given to complementary setbacks between the existing and proposed development.

**Staff Analysis:** The applicant states that the configuration of the subject property is designed to meet with the existing standards of adjacent zoning districts, and states that the architectural design consists of stucco, glazing, and architectural canopies, and states these materials are common throughout both zoning districts. **Meets Criterion.**

15. *Consideration of future development.* In finding whether or not the above standards are met, the review authority shall consider likely future development as well as existing development.

**Staff Analysis:** No additional development beyond the scope of this application has been proposed at this time. Should any modification or future development of the site plan occur, they would be required to go through the appropriate site plan review process and meet all requirements of the Comprehensive Plan, Strategic Plan, Land Development Regulations, and Major Thoroughfare Design Guidelines. **Meets Criterion.**

**Section 23.2-31(l): Community Appearance Criteria**

1. The plan for the proposed structure or project is in conformity with good taste, good design, and in general contributes to the image of the city as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas and high quality.

**Staff Analysis:** The applicant states that the combination of natural tones and shifts in architectural planes ensures that the proposed project is in conformity with good taste, good design, and contributes to the image of the city. The retail and restaurant building has a canopy and architectural tower feature which breaks up the form and creates visual interest. **Meets Criterion.**

2. The proposed structure or project is not, in its exterior design and appearance, of inferior quality such as to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.

**Staff Analysis:** The property currently exists as an unused parking lot with minimal amount of vegetation. The proposed project improves the vegetation and landscaping of the site. The applicant states that the project will provide wide buffers and exceed the landscape requirements of the code, large trees will provide shade on site, and that the vehicular use areas will be screened by landscaping and perimeter hedging. **Meets Criterion.**

3. The proposed structure or project is in harmony with the proposed developments in the general area, with code requirements pertaining to site plan, signage and landscaping, and the comprehensive plan for the city, and with the criteria set forth herein.

**Staff Analysis:** The applicant states that the proposed project satisfies the code requirements, and will be developed within the context of the 10<sup>th</sup> Avenue North corridor and adjacent commercial developments. The project proposed matches the scale and intensity of the surrounding area, and is in conformance with the land development regulations and comprehensive plan as mentioned earlier in this report. **Meets Criterion.**

4. The proposed structure or project is in compliance with this section and 23.2-29, as applicable.

**Staff Analysis:** The applicant states that they have provided the documents and plans for Site Plan and Conditional Use approval. **Meets Criterion.**

**Conditional Use Permit:**

Conditional uses are those uses that are generally compatible with the other uses permitted in a district, but that require individual review of their location, design, structure, configuration, density and intensity of use, and may require the imposition of conditions pertinent thereto in order to ensure the appropriateness and compatibility of the use at a particular location and to prevent or minimize potential adverse impacts to the surrounding area. The project proposal includes a conditional use request to establish Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant uses.

**Section 23.2-29(d): General findings relating to harmony with LDRs and protection of public interest**

The proposed project is consistent with the general findings relating to harmony with the LDRs and protection of public interest, as follows:

1. The conditional use exactly as proposed at the location where proposed will be in harmony with the uses which, under these LDRs and the future land use element, are most likely to occur in the immediate area where located.

**Staff Analysis:** The site contains a zoning designation of Mixed-Use West (MU-W). The applicant states that the Comprehensive Plan puts forth that the MU-W zoning designation allows for a mixture of activities, such as residential, office, service and commercial retail uses, but of a higher intensity west of I-95. The proposed Vehicle fueling/charging station, Single-Destination Retail, and Restaurant uses are of higher intensity uses appropriate in the MU-W zoning district.

**Meets Criterion.**

2. The conditional use exactly as proposed at the location where proposed will be in harmony with existing uses in the immediate area where located.

**Staff Analysis:** The existing uses in the surrounding area are as follows:

Direction	Future Land Use	Zoning District	Current Use
North (adjacent)	I (Industrial)	I-POC	Parking Lot
South (across 10 <sup>th</sup> Ave N)	MU-W	MU-W	Mobility Device and Turf Sales
East (across Barnett Dr)	I	I-POC	Office and Warehouse
West (adjacent)	MU-W	MU-W	Warehouse/Contractor Office

Per the Palm Beach County Property Appraiser and City Business License records, the site is surrounded by a mixture of commercial, office, and light warehouse uses. The proposed project is in harmony with the existing mixture of uses in the immediate area. **Meets Criterion.**

3. The conditional use exactly as proposed will not result in substantially less public benefit or greater harm than would result from use of the Property for some use permitted by right or some other conditional use permitted on the Property.

**Staff Analysis:** The Applicant states that the proposed project will replace the existing site and structure with a modern building that conforms to the current Land Development Regulations, and will generate more public benefit as the vehicular use area will receive landscaping which will screen it from public rights-of-way. The project adds commercial business to an otherwise unused parking lot, and has the potential to generate jobs. Therefore, the public benefit is anticipated to increase from this development. **Meets Criterion.**

4. The conditional use exactly as proposed will not result in more intensive development in advance of when such development is approved by the future land use element of the comprehensive plan.



**Staff Analysis:** The Land Development Regulations anticipate and approve the uses of Vehicle fueling/charging station, Single-Destination Retail, and Restaurant in this zoning district. The project is consistent with the goals, objectives, and polices of the City of Lake Worth Beach's Comprehensive Plan and will not result in a more intensive development than what the Plan anticipates. **Meets Criterion.**

**Section 23.2-29(e): Specific standards for all conditional uses**

1. The proposed conditional use will not generate traffic volumes or movements, which will result in a significant adverse impact or reduce the level of service provided on any street to a level lower than would result from a development permitted by right.

**Staff Analysis:** The applicant has stated that the traffic from the project will enter the site from 10<sup>th</sup> Avenue North, and a right turn lane into the point of egress will ensure that turning vehicles do not impede through traffic on 10<sup>th</sup> Avenue North. The proposed project, which requires a conditional use, would generate fewer trips than an office or residential project, which could be permitted by right or conditional use. The applicant has submitted a Traffic Performance Standards (TPS) Letter from Palm Beach County. The letter states that the proposed development will generate 1,376 new daily trips, with 94 trips during each peak hour. The letter further states that the proposed development meets the TPS of Palm Beach County with a condition to construct a right turn lane east approach at the project driveway on 10<sup>th</sup> Avenue North. The letter also states that the City should require the applicant to restrict the driveway on Barnett Drive to a right-in/right-out only configuration, and the driveway should have a mountable island to prohibit any left-in and left-out movements. The project has been conditioned to implement the comments of the TPS Letter on page 15 of this report. **Meets Criterion.**

2. The proposed conditional use will not result in a significantly greater amount of through traffic on local streets than would result from a development permitted by right and is appropriately located with respect to collector and arterial streets.

**Staff Analysis:** The proposed conditional use is located along an Urban Minor Arterial roadway with five lanes per the PBC Functional Classification of Road map. In the applicant's project justification, the segment of 10<sup>th</sup> Avenue North west of I-95 is identified as a predominantly commercial corridor with some industrial uses, and goes on to state that the proposed conditional uses are compatible with the transportation impacts generated by adjacent uses. **Meets Criterion.**

3. The proposed conditional use will not produce significant air pollution emissions, to a level compatible with that which would result from a development permitted by right.

**Staff Analysis:** The Applicant has stated that the project will comply with all DEP and EPA regulations and will not produce significant air pollution emissions. **Meets Criterion.**

4. The proposed conditional use will be so located in relation to the thoroughfare system that neither extension nor enlargement nor any other alteration of that system in a manner resulting in higher net public cost or earlier incursion of public cost than would result from development permitted by right.

**Staff Analysis:** The Applicant states that the proposed conditional use is designed in such a way that neither the extension, enlargement, or other alteration of that system would in higher net public cost or earlier incursion of public cost than what would result from a development permitted by right. **Meets Criterion.**

5. The proposed conditional use will be so located in relation to water lines, sanitary sewers, storm sewers, surface drainage systems and other utility systems that neither extension nor enlargement nor any other alteration of such

systems in a manner resulting in higher net public cost or earlier incursion of public cost than would result from development permitted by right.

**Staff Analysis:** The Applicant states that the proposed conditional use is located adjacent to existing water, sanitary sewer, storm, and surface drainage systems, and states that they do not anticipate an alteration of such systems would result in a higher net public cost than a development permitted by right. No adverse impact to infrastructure or public utilities is anticipated to occur as a result of this request. **Meets Criterion.**

6. The proposed conditional use will not place a demand on municipal police or fire protection service beyond the capacity of those services.

**Staff Analysis:** The applicant states that the project is located along the 10<sup>th</sup> Avenue North corridor, which is characterized by Commercial development. As such, the proposed use will not generate demand beyond the capacity of municipal emergency services. **Meets Criterion.**

7. The proposed conditional use will not generate significant noise, or will appropriately mitigate anticipated noise to a level compatible with that which would result from a development permitted by right. Any proposed use must meet all the requirements and stipulations set forth in section 15.24, Noise control.

**Staff Analysis:** Unreasonable noise, which is defined in Section 15.24-1, is prohibited in the City when:

- Equal to or greater than 65 dba between 11:00 p.m. and 8:00 a.m., Sunday through Thursday
- Greater than 85 dba between 8:00 a.m. and 11:00 p.m., Sunday through Thursday
- Equal to or greater than 65 dba between 12:00 a.m. and 8:00 a.m., Friday through Saturday
- Equal to or greater than 85 dba between 8:00 a.m. and 12:00 a.m., Friday through Saturday

The Applicant states that the proposed project is located along a corridor predominantly characterized by Commercial development, and states that the use will not generate significant noise beyond what is permitted by right. Based on the uses being proposed, the project is anticipated to generate noise levels that are compliant with Section 15.24. **Meets Criterion.**

8. The proposed conditional use will not generate light or glare which encroaches onto any adjacent property in excess of that allowed in Section 23.4-3, Exterior lighting.

**Staff Analysis:** This criterion is not applicable as the proposed project is not adjacent to any residential property. **Meets Criterion.**

**Section 23.4-13(c)(1)(A)(2)(c): Design and Performance Standards for Vehicle Filling Stations**

1. The minimum lot area shall be twenty-seven thousand (27,000) square feet.

**Staff Analysis:** The lot area for this project is 54,331 square feet, which exceeds the minimum lot area. **Meets Criterion.**

2. Pump island shall be set back a minimum of twenty (20) feet from the street property lines and fifteen (15) feet from side and rear property lines.

**Staff Analysis:** The pump islands are set back approximately 45 feet at its narrowest approach to the property lines, which is in excess of the required minimum setbacks for pump islands. **Meets Criterion.**

3. Overhead canopies shall be set back a minimum of ten (10) feet from street front property lines and from nonresidential property lines and a minimum of fifteen (15) feet from residential property lines.



**Staff Analysis:** The overhead canopy is set back 40 feet from the front property line, which exceeds the minimum required setback of 10 feet. **Meets Criterion.**

4. Curb cuts shall not be located closer than fifteen (15) feet to the intersection of two (2) right-of-way lines. There shall be a maximum of two (2) curb cuts on any one (1) street frontage.

**Staff Analysis:** Measured from the intersection of 10<sup>th</sup> Avenue North and Barnett Drive, the ingress and egress from the site onto 10<sup>th</sup> Avenue North is located 225 feet away, and the ingress and egress from the site onto Barnett Drive is located 197 feet away. **Meets Criterion.**

5. There shall be no outdoor display of any kind of merchandises.

**Staff Analysis:** The proposed use does not include any kind of outdoor merchandise display. A condition of approval has been added to ensure that no outdoor merchandise display is a part of this project. **Meets Criterion.**

### Variance

The variance was approved on July 15, 2020 as part of the original approval, and is not under consideration as part of this request. Nevertheless, the previous analysis is being submitted for background information.

The subject application includes a request for a variance of 8 feet from the maximum front setback. Currently, Section 23.3-18 has a minimum front setback of 20 feet, and a maximum front setback of 32 feet. The applicant is providing a front building setback of 40 feet, or 8 feet greater than the maximum front setback of 32 feet. The variance from the maximum front building setback is being requested as the proposed fuel canopy must have circulation on all four sides to allow vehicles to approach and leave the fueling pumps underneath the canopy in addition to supplying a landscape buffer as required by Section 23.6-1. Staff has analyzed the proposed variance request against the following variance review criteria found within Section 23.2-26:

1. Special circumstances or conditions exist which are peculiar to the land or building for which the variance is sought and do not apply generally to nearby lands and buildings, and that this is not the result of action of the applicant;

**Staff Analysis:** The applicant states that there are two existing conditions which are peculiar to the land and building. First, the front lot line is not straight and is curved to accommodate the transition of the westbound lanes of 10<sup>th</sup> Avenue North from a highway overpass to a Urban Minor Arterial roadway, and second, the proposed gas fueling canopy requires traffic circulation on all four sides, as well as the code requires the applicant to provide a landscape buffer along 10<sup>th</sup> Avenue North. Further, the applicant is required to provide a deceleration turn lane which has impacted the internal circulation of the site. **Meets Criterion.**

2. The strict application of the provision of these LDRs would deprive the applicant of any reasonable use of the land or building for which the variance is sought;

**Staff Analysis:** The applicant states that the strict enforcement of the setback would prevent the use of a vehicular fueling/charging service station, which is an appropriate use along 10<sup>th</sup> Avenue North west of I-95 and also within the Mixed-Use West zoning district, and goes on to state that the application of the setback would prevent the establishment of the most appropriate use for the site. **Meets Criterion.**

3. That the variance proposed is the minimum variance which makes possible the reasonable use of the land or building; and

**Staff Analysis:** The applicant states that the fuel canopy has been oriented as close to 10<sup>th</sup> Avenue North as possible while still providing for the required landscape buffer and allowing for traffic circulation. **Meets Criterion.**

4. That the granting of the variance will be in accordance with the spirit and purpose of this chapter, and will not be unduly injurious to contiguous property or the surrounding neighborhood nor otherwise detrimental to the public welfare. In deciding appeals from decisions of the development review official or in granting variances, the decision making board is authorized and required to impose any reasonable conditions and safeguards it deems to be necessary or desirable, and violation of such conditions or safeguards when made a part of the terms under which a variance is granted, shall be deemed to be a violation of these LDRs.

**Staff Analysis:** The applicant states that the site is currently a vacant parking lot, which adds little value and does not meet the purpose and intent of the Mixed-Use West zoning district, and states that the proposed uses will provide benefits to the city that the current parking lot currently does not. **Meets Criterion.**

**Public Support/Opposition:**

Mr. Daniel Hiatt, Mr. Frederick Schmidt and Mr. Francisco Gil have indicated their affected party status and are in opposition to the project. No additional public support or opposition has been received subsequent to the December 15, 2020 appeal before the City Commission.

**CONCLUSION:**

The proposed request for a Major Site Plan, Conditional Use to construct Vehicle fueling/charging station, Single-Destination Retail, and Restaurant uses at 1900 10th Avenue North is consistent with the purpose, intent and requirements of the Comprehensive Plan, underlying zoning district, and surrounding areas, subject to compliance with staff's proposed conditions of approval. Therefore, staff recommends that the Board recommend **approval of the proposed request with the conditions** below:

**Electric Utilities:**

1. Prior to the issuance of a Certificate of Occupancy, the following shall be completed:
  - a. Provide the load calculations and voltage requirements
2. Electric Utilities shall approve all easements and/or alternate transformer configurations prior to the issuance of a building permit.
3. Should no alternate transformer and/ or easements be approved by the Electric Utilities, then the following shall be provided and approved prior to the issuance of a building permit:
  - a. Show the service entrance location on the site plan
  - b. Provide a ten ft. clearance in front of the transformer and four ft. on the remaining sides
  - c. Relocate the proposed tree from the transformer location
  - d. Provide a ten foot easement from the transformer location to the power pole across the street on Barnett Drive. Please keep the utility easement free of landscaping or any other structures.

**Planning:**

1. The landscape screen adjacent to the air/vac mechanical equipment along 10<sup>th</sup> Avenue North shall be maintained at a height of at least  $\frac{3}{4}$  of the height of said equipment so that it is screened from the right-of-way.
2. All proposed signage will be reviewed against the location and size on sheets A200 and A202, as well as in conformance with the Code. Should the type of signage submitted as part of the building permit be significantly different in size, scale, scope, or style from what was indicated in the Site Plan package, the signage will be required to be approved administratively through a Minor Site Plan amendment process prior to the approval of the building permit.
3. There shall be no outdoor display of any kind of merchandise.

4. Prior to the issuance of a building permit, the following shall be completed:
  - a. Continue the fenestration toward the ground across the entire building on both sides of the entrance doors.
  - b. Paint the retail/restaurant building a color other than beige as described in the Major Thoroughfare Design Guidelines; alternative colors and/or materials shall be presented to the PZB for consideration and approval; and architectural plans shall be updated and approved by staff prior to the issuance of a building permit to reflect an alternate color or materials.
  - c. The comments from the Palm Beach County Traffic Performance Standards Letter dated July 22, 2020 shall be addressed and implemented into the site plan if applicable.

**Public Works:**

1. The issuance of any permits shall comply with all provisions of the Lake Worth Municipal Code and all other applicable standards including but not limited to the Florida Department of Transportation (FDOT), Manual on Uniform Traffic Control Devices (MUTCD), and City of Lake Worth Public Services Construction Standards and Policy and Procedure Manual.
2. Prior to performing work in the right of way, the applicant shall apply for and receive issuance of a "Right of Way/Utility Permit" application.
3. Prior to the issuance of a certificate of occupancy, the following shall be completed:
  - a. the Applicant shall ensure the entire surrounding off-site infrastructure inclusive of the roadway, sidewalk, curbing, stormwater system piping and structures, valve boxes, manholes, landscaping, striping, signage, and other improvements are in the same condition as prior to construction.
  - b. all conditions of approval shall be satisfied under jurisdiction of the Department of Public Services.
  - c. the applicant shall fine grade and sod all disturbed areas with Bahia sod.
  - d. the applicant shall broom sweep all areas of the affected right of way and remove of all silt and debris collected as a result of construction activity.
  - e. the applicant shall restore the right of way to a like or better condition. Any damages to pavement, curbing, striping, sidewalks or other areas shall be restored in kind
4. Prior to the issuance of a building permit, the following shall be completed:
  - a. The applicant shall contact the Lake Worth Drainage (LWDD) District's Engineering Department and obtain any required permit(s), if necessary, and furnish to the City.
  - b. The applicant shall contact the South Florida Water Management District's (SFWMD) Engineering Department and obtain any required permit(s), if necessary.
  - c. The Applicant shall contact and meet with a representative from the Public Services Refuse and Recycling Division to confirm dumpster enclosure location, accessibility and demand on property and that it is compatible with the requirements of the Department of Public Services. Refuse Division contact number is 561-533-7344.
  - d. The applicant shall submit an Erosion Control plan and indicate the BMP's and NPDES compliance practices.

**Utilities Water & Sewer:**

1. System data shows the site uses an existing 1-inch meter, however the drawing reference utilizing the existing 2-inch service. No taps or fitting are allowed upstream of the City water meter on the City's water service. The potable water service also requires an RPZ.
2. Prior to the issuance of a building permit, the following shall be completed:
  - a. Ensure the plan conforms/integrates with the Palm Beach County (PBC) Roadway widening/improvement project, and provide an acknowledgement from PBC.
  - b. The vehicular access from Barnett Drive shall permit only right-in/right-out access to and from the site for customer and employee traffic, excluding fuel delivery which can use the driveway for ingress. The improvements limiting such movement shall be approved by the Lake Worth Beach City Engineer, including striping and signage, and should include a mountable curb if feasible.

- c. Provide a collection structure in the dumpster pad that is connected to an oil/grease inceptor. This will manage the runoff in this area and will be connected to the stormwater collection system. This shall not be connected to the sanitary sewer system. Minimum size of the oil/grease inceptor is 750 gallons.

**July 15, 2020 Planning & Zoning Board Condition:**

1. The applicant shall provide additional school area signage by working in conjunction with City Staff, the Palm Beach County School Board, and/or Palm Beach County. Any new signage shall be installed prior to the issuance of a Certificate of Occupancy.

**Board Actions:**

Based upon the competent substantial evidence presented in the staff report, including the data and analysis, and the testimony presented at the hearing, I MOVE TO APPROVE PZB PROJECT NUMBER 20-00500003 with staff recommended **conditions** for a Major Site Plan and Conditional Use to construct Vehicle fueling/charging station, Single-Destination Retail, and Restaurant uses at 1900 10<sup>th</sup> Avenue North.

I MOVE TO DENY PZB PROJECT NUMBER 20-00900001 for a Major Site Plan and Conditional Use to construct Vehicle fueling/charging station, Single-Destination Retail, and Restaurant uses at 1900 10<sup>th</sup> Avenue North as the Applicant has not proven by competent substantial evidence that the project meets the applicable criteria for the following reasons [Board member please state reasons.]

**Consequent Action:**

The Planning & Zoning Board's decision will be final for the Major Site Plan and Conditional Use Permit. The decision may be appealed to the City Commission.

**ATTACHMENTS:**

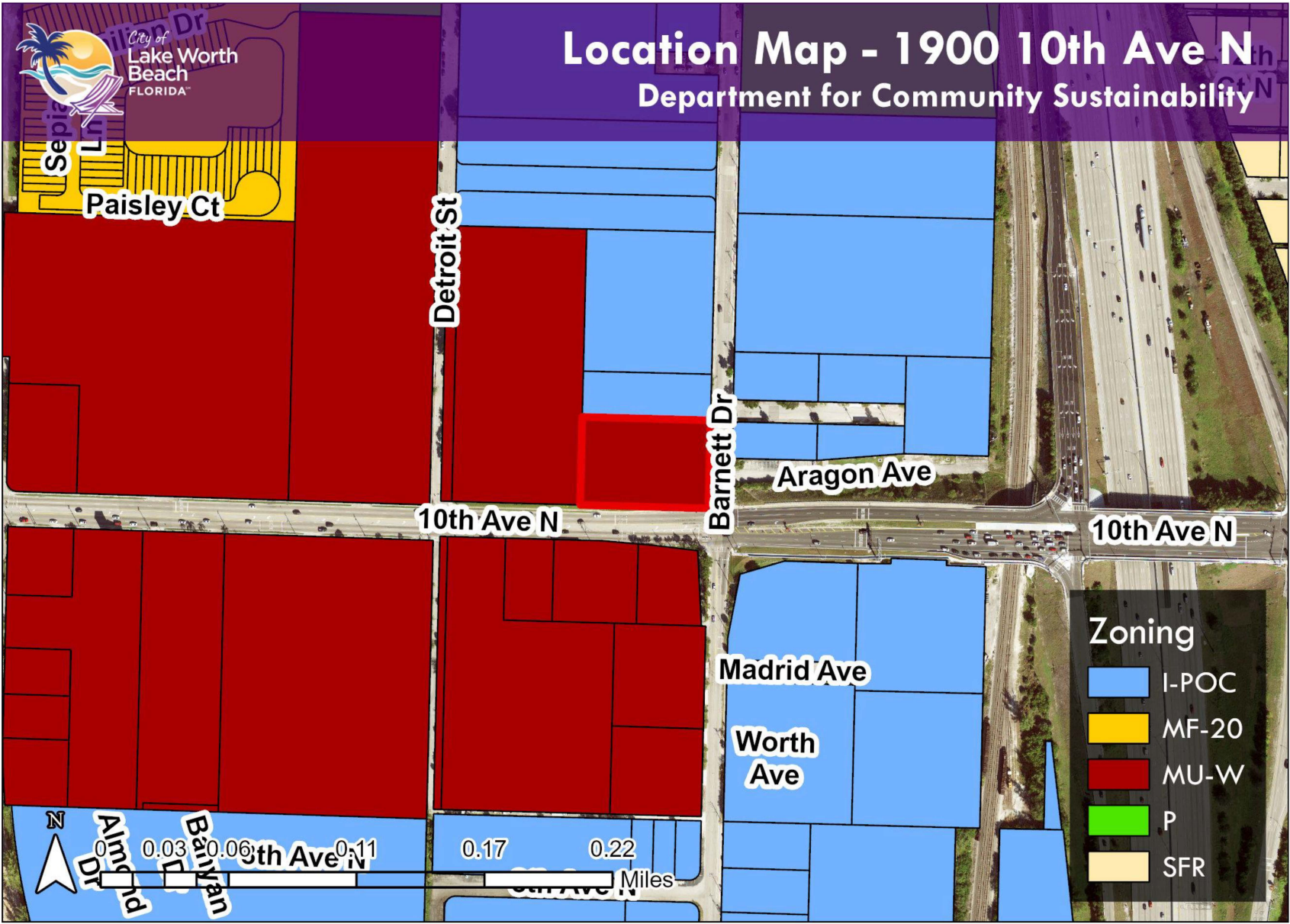
- A. Zoning Map
- B. Site Plan Package
- C. Supplemental Supporting Documents
- D. Site Photos
- E. Minutes – December 15, 2020 City Commission Meeting; July 15, 2020 Planning and Zoning Board Meeting






**Attachment A**  
**Zoning Map**



# Location Map - 1900 10th Ave N

Department for Community Sustainability



Zoning	
	I-POC
	MF-20
	MU-W
	P
	SFR

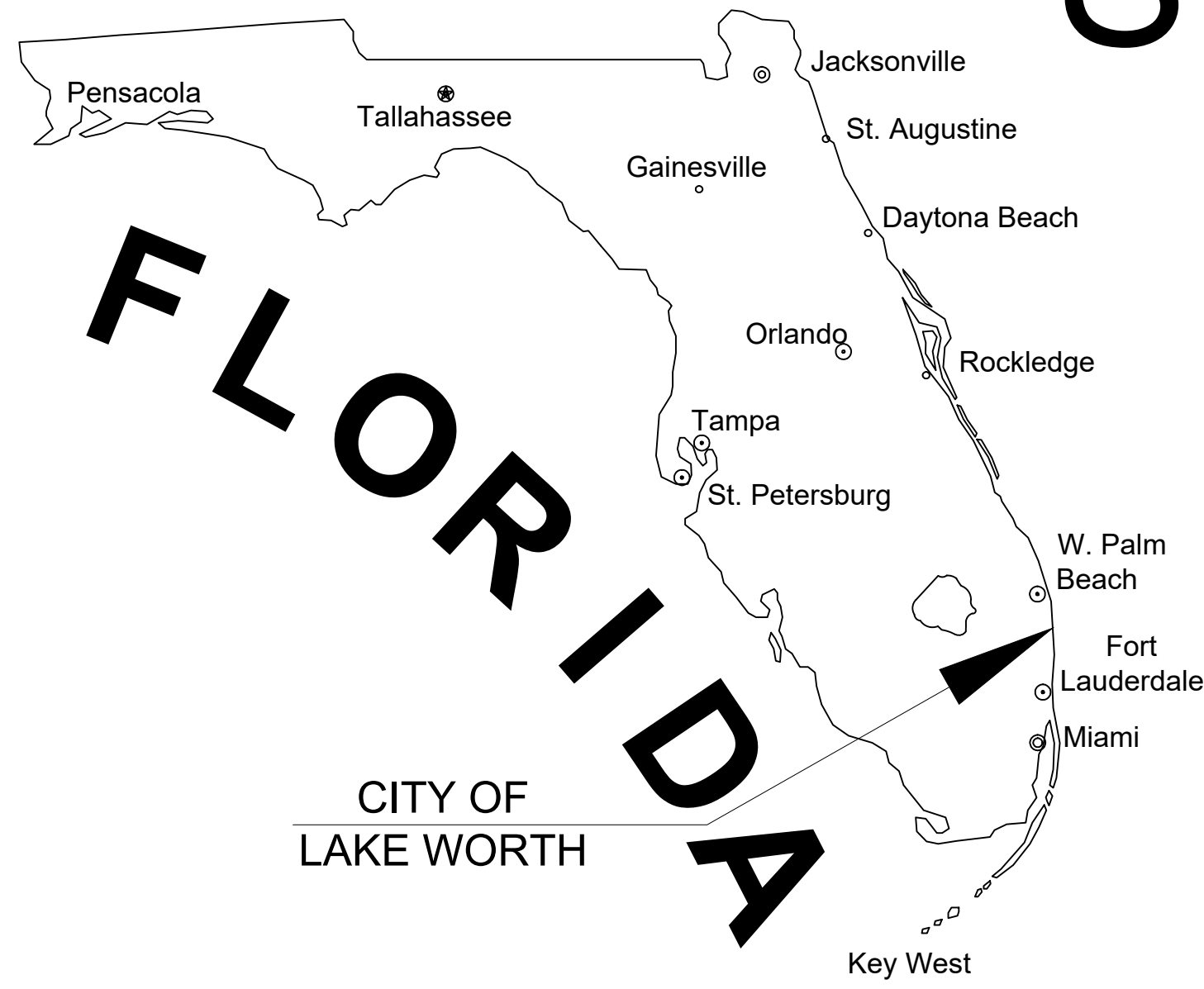
**Attachment B**  
**Site Plan Package**



# SITE PLAN SUBMITTAL - PZB

FOR

**7-ELEVEN 41361**  
 1900 10<sup>th</sup> AVENUE NORTH  
 LAKE WORTH, FLORIDA 33461



SITE LOCATION



LOCATION MAP

SECTION 21, TOWNSHIP 44 S, RANGE 43 E  
 FOLIO #38434421020050030

**LAND DESCRIPTION:**

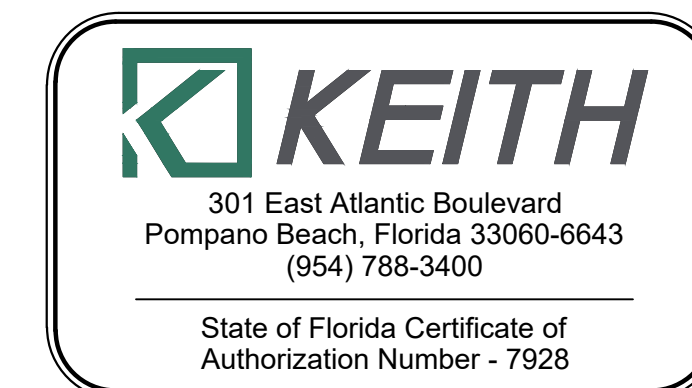
THE SOUTH 220 FEET OF THE EAST HALF (1/2) OF TRACT 5 OF THE SUBDIVISION OF THE WEST HALF (1/2) OF SECTION 21, TOWNSHIP 44 SOUTH, RANGE 43 EAST, PLAT BOOK 5, PAGE 12, LESS THE SOUTH 20 FEET THEREOF, LESS THE EAST 25 FEET THEREOF AND LESS THAT PARCEL TAKEN FOR 10TH AVENUE AND STATE ROAD 9 (I-95) RIGHT-OF-WAY, BEING PARCEL No. 520.1-R SECTION 93220-2405, ALL OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, TO WIT.

INDEX OF SHEETS	
Sheet Identification	Sheet Title
--	<b>COVER</b>
--	SURVEY
SP-101	SITE PLAN
SP-102	VEHICLE CIRCULATION PLAN
SP-103	PERVIOUS / IMPERVIOUS EXHIBIT
<b>CIVIL PLANS</b>	
GI-001	LEGEND
GI-002	CONSTRUCTION SPECIFICATIONS
GI-003	GENERAL NOTES
CG-101	EROSION AND SEDIMENT CONTROL
CD-101	DEMOLITION PLAN
CP-101	PAVING, GRADING, DRAINAGE AND UTILITY PLAN
CP-501 - CP-504	ENGINEERING DETAILS
CM-101	PAVEMENT MARKING AND SIGNAGE PLAN
<b>LANDSCAPE PLANS</b>	
LD-101	TREE DISPOSITION PLAN
LP-001	LANDSCAPE NOTES
LP-101	LANDSCAPE PLAN
LP-501	LANDSCAPE DETAILS
<b>ARCHITECTURAL PLANS</b>	
A-120	FLOOR PLAN
A-121	ROOF PLAN
A-200-202	EXTERIOR ELEVATIONS
PAGES 1-7	<b>SIGN PLANS</b>
PH-01	<b>PHOTOMETRIC PLAN</b>

THESE PLANS MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.

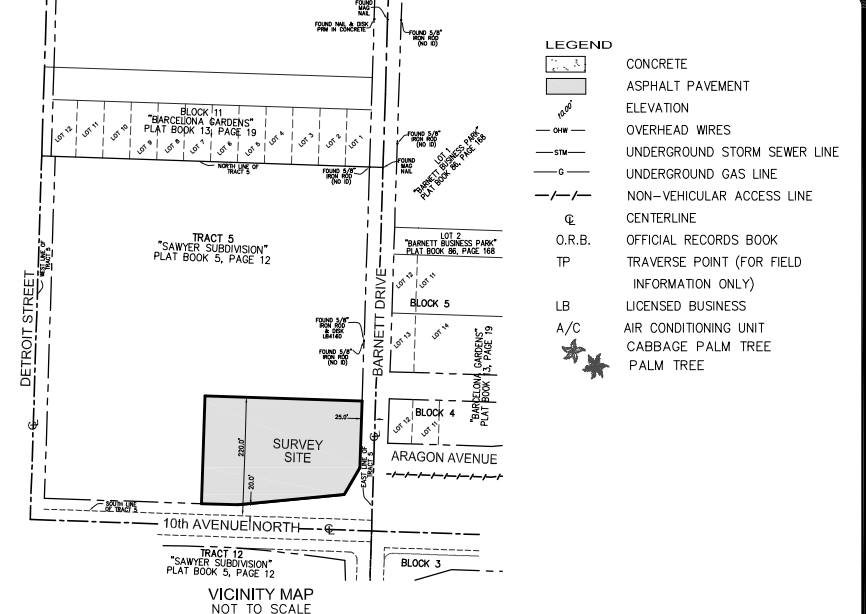
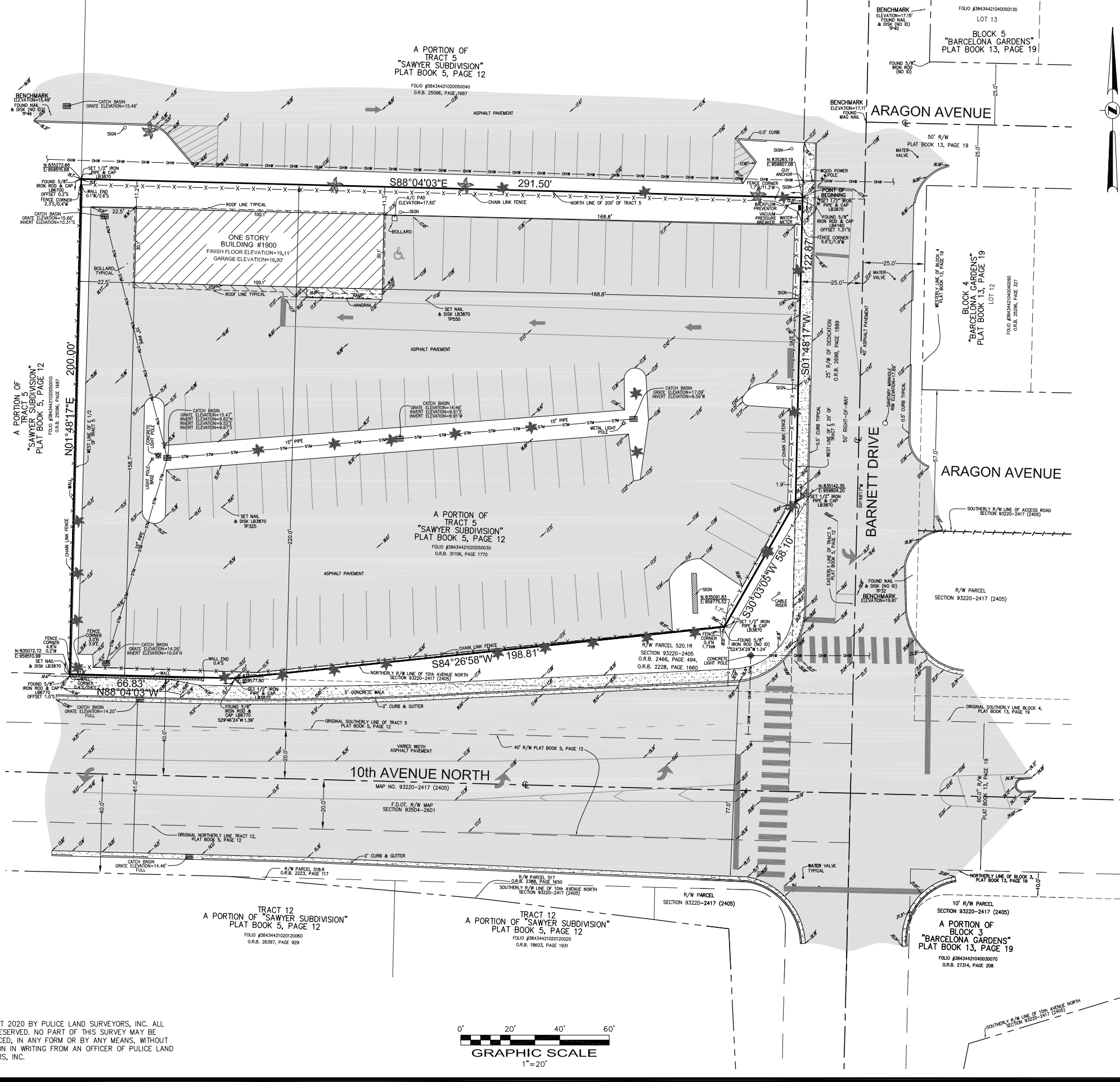


PREPARED FOR:  
**CREIGHTON CONSTRUCTION AND MANAGEMENT, LLC**  
 900 S.W. PINE ISLAND ROAD, SUITE 202,  
 CAPE CORAL, FL 33991



PROJECT No. 11007.02 DATE: 05/14/2020





**LEGAL DESCRIPTION:**  
 THE SOUTH 220 FEET OF THE EAST HALF (1/2) OF TRACT 5 OF THE SUBDIVISION OF THE WEST HALF (1/2) OF SECTION 21, TOWNSHIP 44 SOUTH, RANGE 43 EAST, PLAT BOOK 5, PAGE 12, LESS THE SOUTH 20 FEET THEREOF, LESS THE EAST 25 FEET THEREOF AND LESS THAT PARCEL TAKEN FOR 10th AVENUE NORTH AND STATE ROAD 9 (1-95) RIGHT-OF-WAY, BEING PARCEL NO. 520.1-R, SECTION 93220-2405, ALL OF THE PUBLIC RECORD OF PALM BEACH COUNTY, FLORIDA, SAID NET TRACT OF LAND MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE POINT OF INTERSECTION OF A LINE LYING 220.00 FEET NORTH OF THE SOUTH LINE OF SAID TRACT 5, WITH A LINE LYING 25.00 FEET WEST OF THE EAST LINE OF SAID TRACT 5; THENCE S01°48'17\"/>

- NOTES:**
- 1) THIS SITE CONTAINS 54,331 SQUARE FEET (1.2473 ACRES) MORE OR LESS.
  - 2) ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. PALM BEACH COUNTY BENCHMARK N 233; ELEVATION: 15.02 FEET.
  - 3) FLOOD ZONE: X; BASE FLOOD ELEVATION: NONE; COMMUNITY: 120213; PANEL: 12099C0589F; MAP DATE: 10/05/17.
  - 4) THIS SITE LIES IN SECTION 21, TOWNSHIP 44 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA.
  - 5) BEARINGS ARE BASED ON AN ASSUMED MERIDIAN WITH THE CENTERLINE OF BARNETT DRIVE BEING S01°48'17\"/>

**CERTIFICATION:**  
 TO CREIGHTON CONSTRUCTION & MANAGEMENT; 7-ELEVEN INC., A TEXAS CORPORATION; FIRST AMERICAN TITLE INSURANCE COMPANY:  
 THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, 9, & 11 OF TABLE A THEREOF.  
 THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OR A DIGITAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

**John F Pulice**  
 Digitally signed by John F Pulice  
 Date: 2020.06.23 11:18:26-0400  
 JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER, LS2693  
 JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER, LS2693  
 JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER, LS2693  
 STATE OF FLORIDA

NO.	REVISIONS	BY
5		
4		
3		
2		
1		

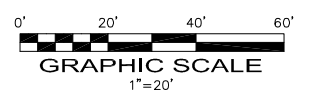
**PROPOSED 7-ELEVEN SITE #41361**  
 1900 10th AVENUE NORTH  
 LAKE WORTH BEACH, PALM BEACH COUNTY,  
 FLORIDA 33461

**BOUNDARY AND TOPOGRAPHIC SURVEY ALTA/NSPS LAND TITLE SURVEY**

**PULICE LAND SURVEYORS, INC.**  
 5381 NOB HILL ROAD  
 SUNRISE, FLORIDA 33351  
 TELEPHONE: (954) 572-1777  
 FAX: (954) 572-1778  
 E-MAIL: surveys@pulicelandsurveyors.com  
 WEBSITE: www.pulicelandsurveyors.com  
 CERTIFICATE OF AUTHORIZATION LB#3870

DRAWN BY: M.D. SCALE: 1" = 20' FILE: CREIGHTON CONSTRUCTION & MANAGEMENT  
 CHECKED BY: J.F.P. SURVEY DATE: 2/17/20 ORIGINAL NO.: 66821

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**KEITH**  
 301 East Atlantic Boulevard  
 Pompano Beach, Florida 33060-6643  
 120 North Federal Highway, Suite 208  
 Lake Worth, Florida 33460  
 PH: (954) 788-3400

Florida Certificate of  
 Authorization # - 7928  
 BID / CONTRACT NO. :

**REVISIONS**

NO.	DESCRIPTION	DATE

**PRELIMINARY PLAN  
 NOT FOR CONSTRUCTION**  
 THESE PLANS ARE NOT FULLY PERMITTED  
 AND ARE SUBJECT TO REVISIONS MADE  
 DURING THE PERMITTING PROCESS.  
 RESPONSIBILITY FOR THE USE OF THESE  
 PLANS PRIOR TO OBTAINING PERMITS  
 FROM ALL AGENCIES HAVING JURISDICTION  
 OVER THE PROJECT WILL FALL SOLELY  
 UPON THE USER.



**7-ELEVEN #41361**  
 1900 10TH AVENUE  
 NORTH, LAKE WORTH,  
 FLORIDA 33461

SCALE: AS NOTED

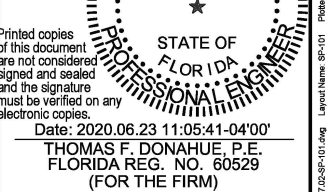
1ST SUBMITTAL DATE: MARCH 2020

DRAWN BY: MG

DESIGNED BY: MG

CHECKED BY: TD

This item has been  
 digitally signed and  
 sealed by Thomas  
 F. Donahue, P.E.  
 on the date  
 adjacent to the  
 seal.



Date: 2020.06.23 11:05:41-04'00'

THOMAS F. DONAHUE, P.E.  
 FLORIDA REG. NO. 60529  
 (FOR THE FIRM)

SHEET TITLE

**SITE PLAN**

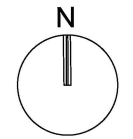
SHEET NUMBER

SP-101

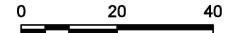
PROJECT NO. 11007.02

**NOTES:**

- REFER TO ARCHITECTURAL PLANS FOR INTERIOR FLOOR PLAN LAYOUT
- DELIVERY TRUCKS TO USE SERVICE ENTRANCE FROM 10TH AVENUE NORTH (SEE SHEET SP-102)



GRAPHIC SCALE

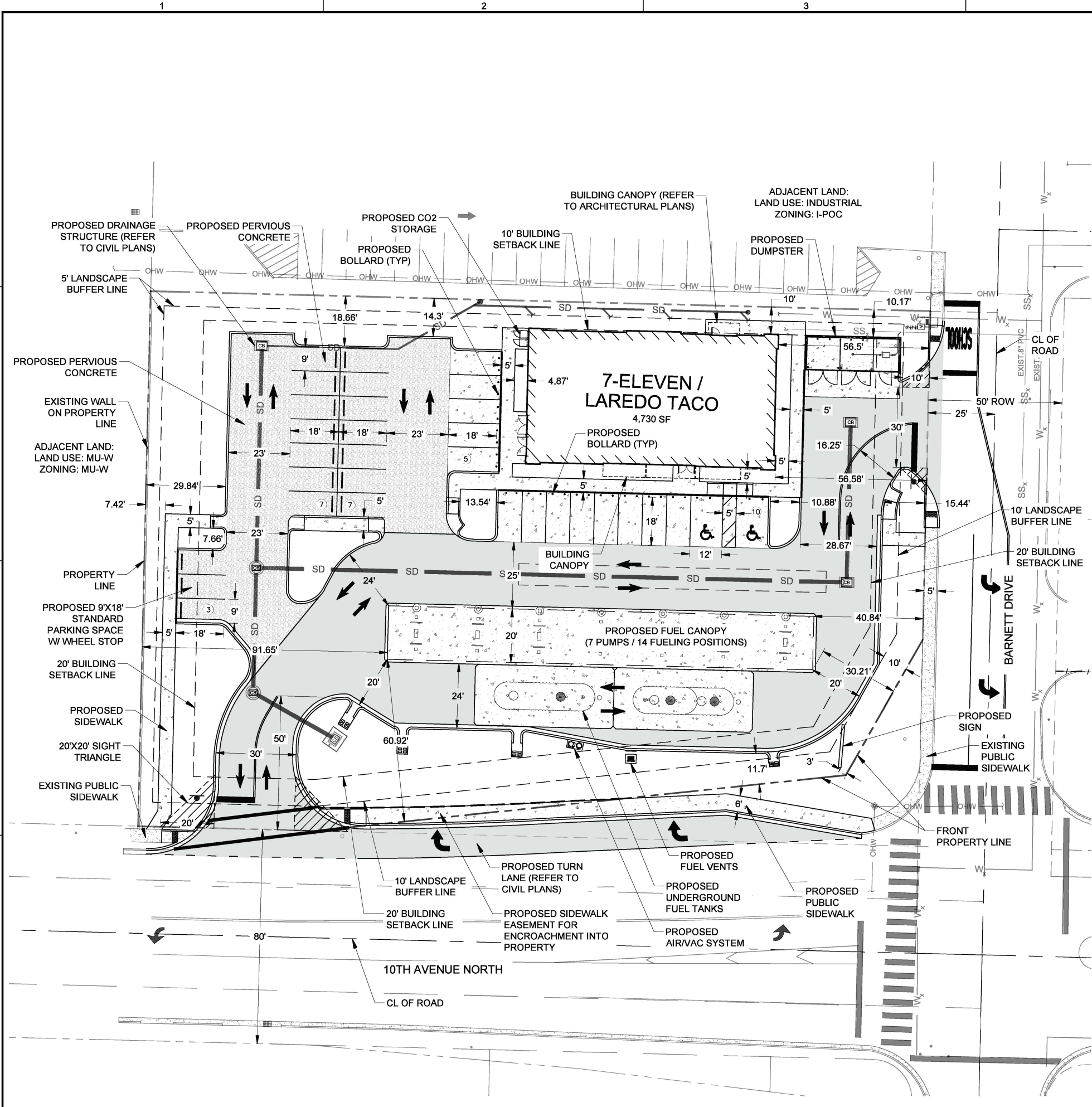


SCALE: 1"=20'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

**SITE DATA TABLE:**

PROJECT ADDRESS:				
1900 10th Avenue North, Lake Worth Beach, FL 33461				
PROJECT INFORMATION:				
LAND USE DESIGNATION:	Mixed-Use West			
ZONING DESIGNATION:	Mixed-Use West (MU-W)			
FOLIO NUMBER	38-43-44-21-02-005-0030			
GROSS SITE AREA (S.F.) PER SURVEY	EXISTING	REQUIRED	PROPOSED	
	54,331 SF	13,000 SF Min	54,331	SF
TYPE OF USE	Auto-Sales; Vehicle Filling Station w/ Accessory Retail; Truck Rentals			
RETAIL BUILDING AREA	N/A	50% of Site Area	4,730	SF
VEHICLE FILLING STATION AREA	N/A	MAX	3,112	SF
TOTAL BUILDING FOOTPRINT	1,600 SF	27,165 SF MAX	7,842	SF
ZONING DISTRICT REQUIREMENTS:				
	EXISTING	REQUIRED	PROPOSED	
BUILDING HEIGHT AT SETBACK		24 FT	24	FT
BUILDING COVERAGE AREA		50% MAX	14%	
FLOOR AREA RATIO (1.3 Max)		70,630 SF MAX	7,842	SF
LANDSCAPE COVERAGE / PERVIOUS AREA		35% MIN	35.4%	*
IMPERVIOUS AREA COVERAGE		65%	64.6%	*
SETBACK REQUIREMENTS:				
	REQUIRED	PROPOSED		
FRONT YARD (CANOPY)	32 FT MAX	30.21		FT
SIDE (INTERIOR) YARD (CANOPY)	20 FT	91.65		FT
CORNER	N/A	N/A		FT
STREET SIDE YARD (CANOPY)	20 FT	40.84		FT
REAR YARD (BUILDING)	10 FT	10		FT
LANDSCAPE BUFFER:				
	REQUIRED	PROPOSED		
FRONT YARD (SOUTH)	10 FT	10		FT
SIDE INTERIOR YARD (WEST)	5 FT	5		FT
STREET SIDE YARD (EAST)	10 FT	10		FT
REAR YARD (NORTH)	5 FT	5		FT
SITE AREA CALCULATIONS:				
	REQUIRED	PROPOSED		
IMPERVIOUS AREAS				
PROPOSED BUILDING (INCLUDES OVERHANGS AND FUEL CANOPY)	27,165 SF MAX	8,081		SF
VEHICLE USE AREAS (ASPHALT & CONCRETE PAVEMENT)	N/A	19,401		SF
SIDEWALKS/CONCRETE (INCLUDES 50% OF OVERALL 7,191 SF PERVIOUS PAVEMENT AREA)			7,642	SF
<b>TOTAL IMPERVIOUS (SF)</b>	<b>35,315 SF MAX</b>	<b>35,124</b>		<b>SF</b>
<b>TOTAL IMPERVIOUS (%) PER SECTION 23.3-18.c</b>	<b>65%</b>	<b>64.6%</b>		
PERVIOUS AREAS				
PERVIOUS PAVEMENT (CALCULATED AT 50% OF OVERALL 7,191 SF AREA)		3,596		SF
LANDSCAPE PLANTING AREA		15,612		
<b>TOTAL PERVIOUS AREAS (SF)</b>	<b>19,016 SF MIN</b>	<b>19,208</b>		
<b>TOTAL PERVIOUS AREAS (%)</b>	<b>35%</b>	<b>35.4%</b>		
PARKING REQUIREMENTS				
	EXISTING	REQUIRED	PROPOSED	
RETAIL = 4496 SF (1 PER 200SF)		23		
RESTAURANT SEATING = 234 SF (1 PER 75 SF)		3		
FILLING STATION (6 SPACE MINIMUM)		6		
<b>TOTAL GROSS PARKING REQUIRED</b>		<b>32</b>		
SHARED PARKING CLAUSE (-25%)		-8		
<b>TOTAL NET PARKING REQUIRED</b>		<b>24</b>		
PROVIDED PARKING SPACES (9'X18')			30	
PROVIDED ADA SPACES: (12'X20')			2	
<b>TOTAL PARKING PROVIDED</b>	<b>84</b>	<b>24</b>	<b>32</b>	



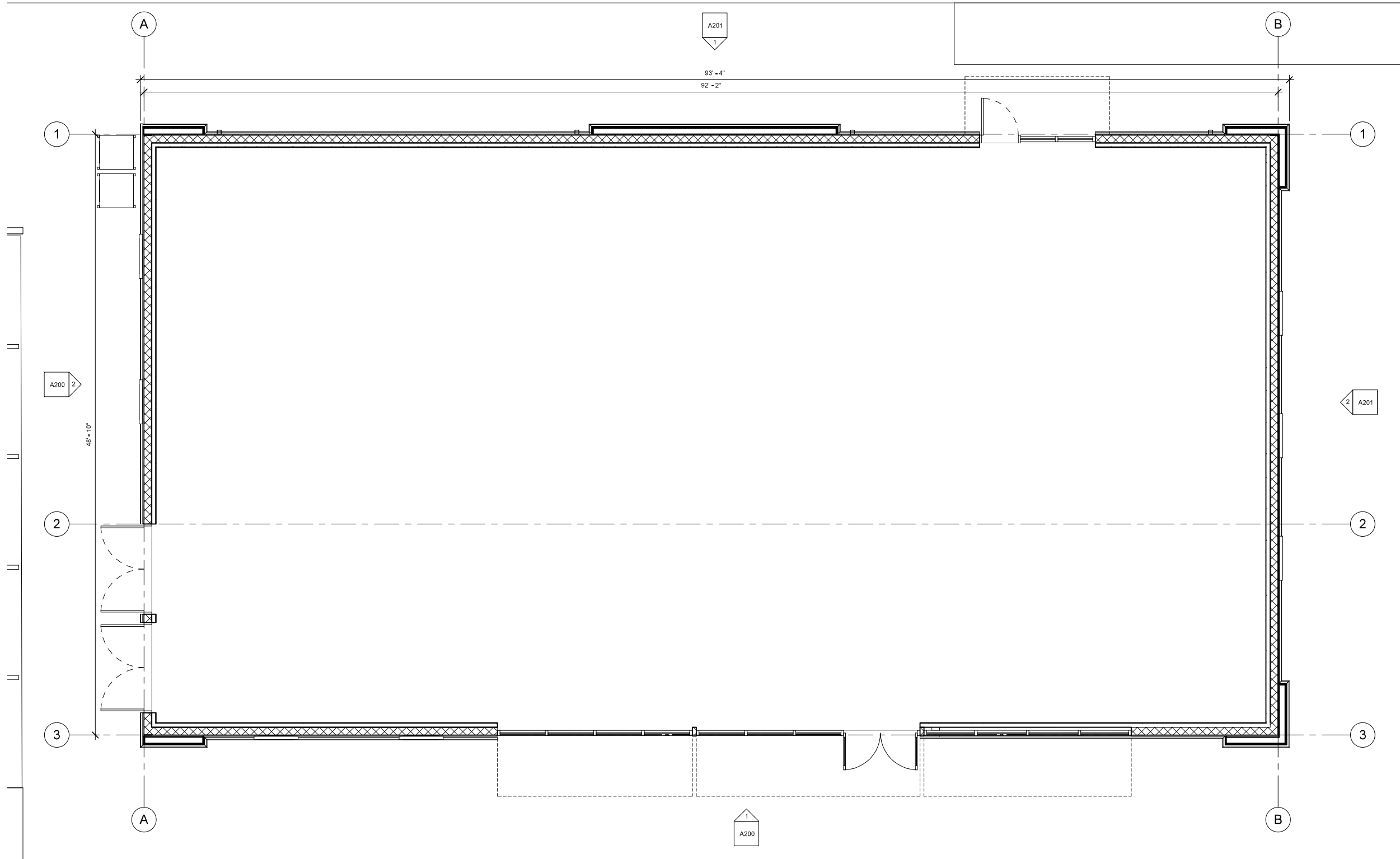












**FLOOR PLAN**  
SCALE: 1/4" = 1'-0"

1925 Prospect Ave.  
Orlando, FL 32814  
P (407) 661-9100  
F (407) 661-9101  
www.c-p.com  
Florida Composite Certificate #AA 000026

**Chalaci & Peterson**  
Architects Engineers Planners  
ORLANDO • PHILADELPHIA

CLIENT NAME  
**CREIGHTON CONST.**

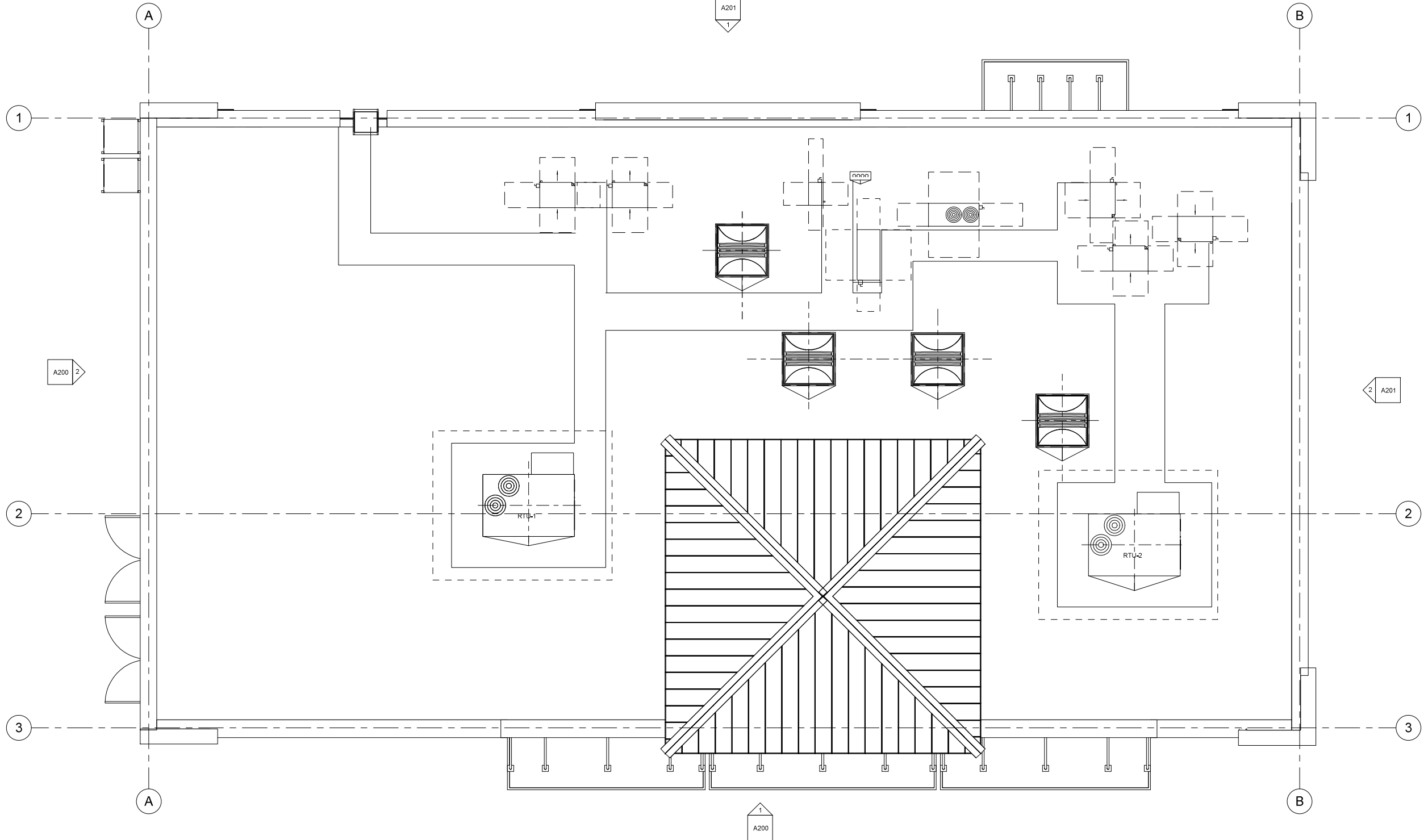
**7-ELEVEN - LAKE WORTH**  
1900 10TH AVENUE NORTH LAKE WORTH, FL  
**FLOOR PLAN**

STATE OF FLORIDA  
JEFFREY R. SUCHAN  
ARCHITECT  
ARS7833  
Digitally signed  
Jeffrey R. Suchan  
Date: 2020.06.25  
14:03:39 -04'00'

Revision Schedule	
No.	Date

PROJECT NO. 2191107	DATE 05/08/2020	DRAWN DA, AC	CHECKED CA
------------------------	--------------------	-----------------	---------------

**A120**



**1 ROOF PLAN**  
SCALE: 1/4" = 1'-0"

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Orlando, FL 32814  
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CLIENT NAME  
**CREIGHTON CONST.**

**7-ELEVEN - LAKE WORTH**  
1900 10TH AVENUE NORTH LAKE WORTH, FL

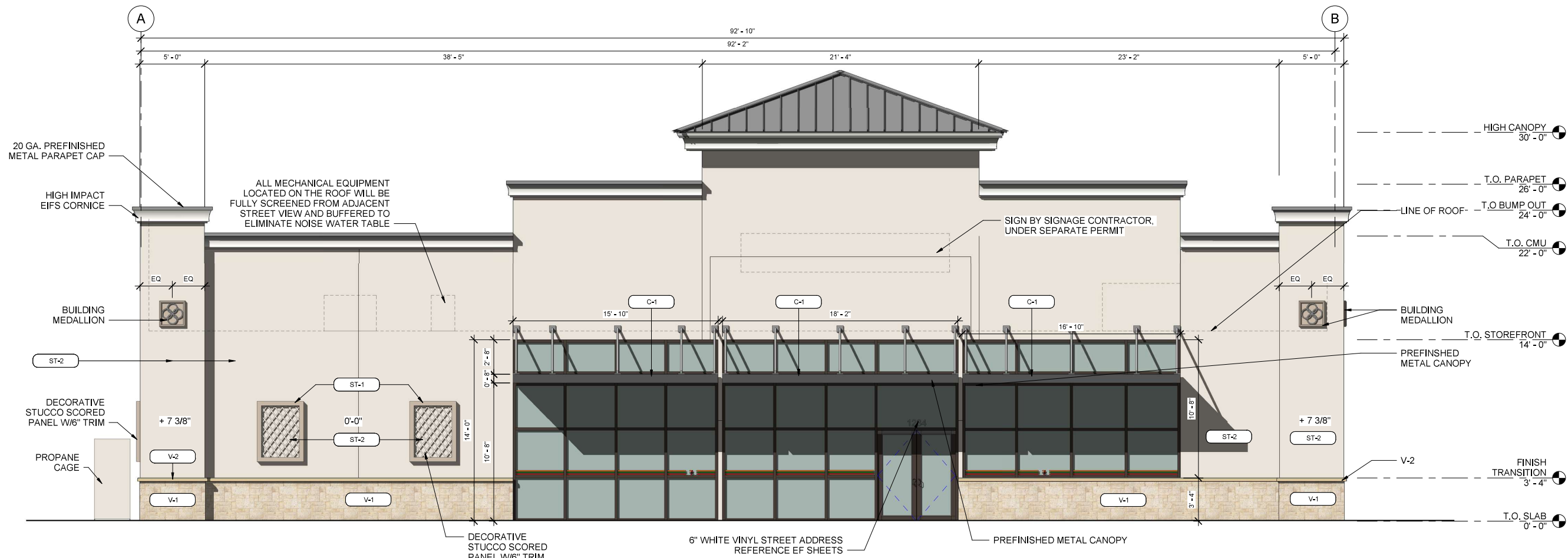
**ROOF PLAN**



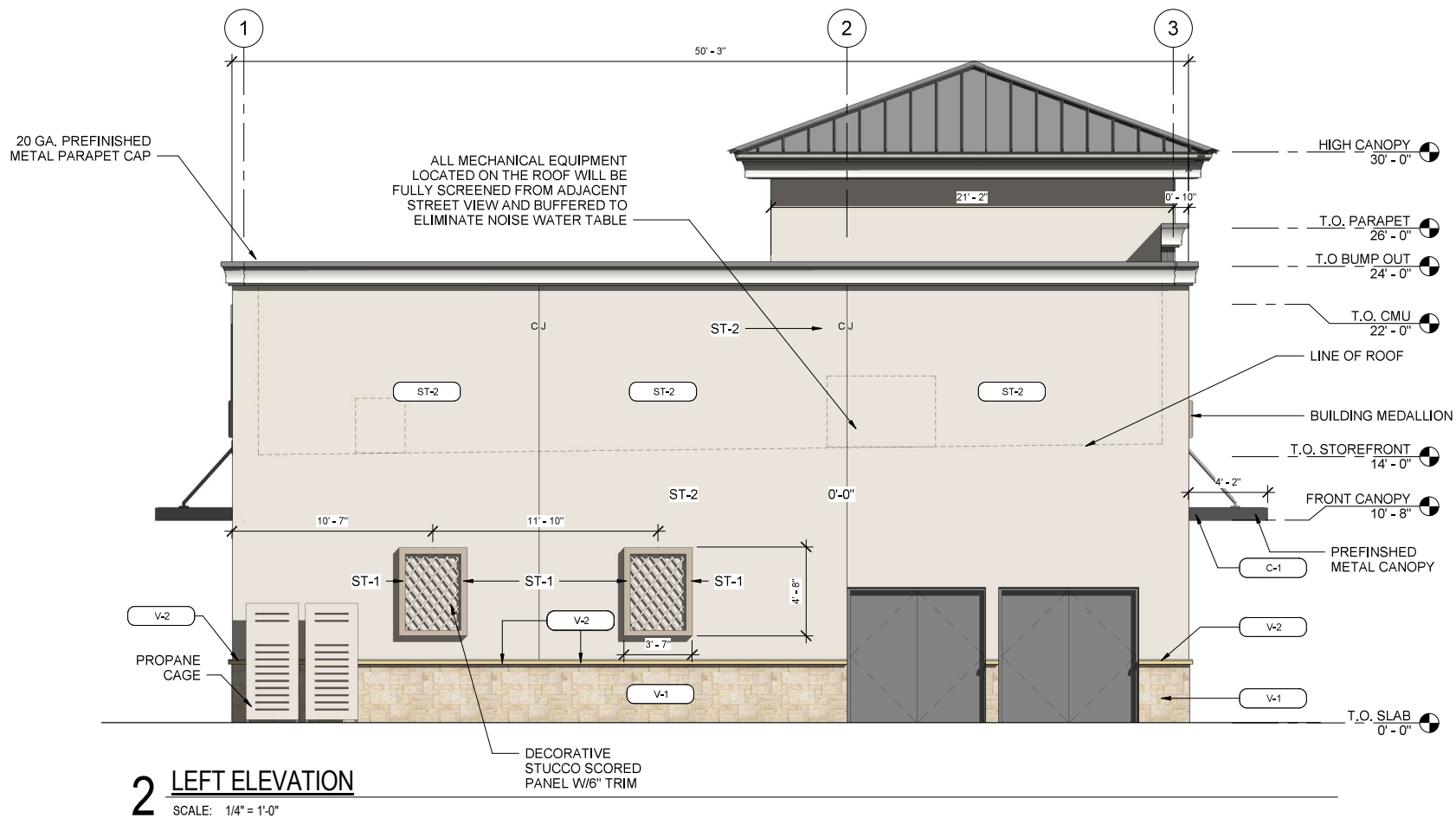
Jeffrey R. Suchan signed by  
R. Suchan  
Date: 2020.06.25  
14:04:32 -04'00'

Revision Schedule	No.	Description	Date

PROJECT NO.	2191107
DATE	05/08/2020
DRAWN	DA
CHECKED	CA



**1 FRONT ELEVATION**  
SCALE: 1/4" = 1'-0"



**2 LEFT ELEVATION**  
SCALE: 1/4" = 1'-0"

EXTERIOR MATERIALS SCHEDULE			
COLOR	NO.	MATERIAL	MANUFACTURER - COLOR
	MR-1	MEMBRANE ROOFING	DUROLAST - WHITE
	ST-1	PAINTED STUCCO	SHERWIN WILLIAMS BALANCED BEIGE - SW 7037 - LRV 46
	ST-2	PAINTED STUCCO	SHERWIN WILLIAMS - AESTHETIC WHITE - SW 7035 - LRV 73
	V-1	VENEER STONE	EQUAL TO CORAL STONE BY CULTURED STONE - FOSSIL REEF
	V-2	WATERTABLE/SILL	EQUAL TO CORAL STONE BY CULTURED STONE - CHAMPAGNE
	P-3	EXTERIOR HOLLOW METAL DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS AND LIGHT POLES	SHERWIN WILLIAMS - SEAL SKIN SW 7675
	P-6	EXTERIOR BOLLARDS	SHERWIN WILLIAMS - SEAL SKIN SW 7675
	S-1	ALUMINUM STOREFRONT GLAZING, CAP FLASHING, DOWNSPOUTS & SCUPPERS	DARK BRONZE
	C-1	PREFINISHED ALUMINUM CANOPY	AWNING WORKS OR THOMPSON AWNING - TO MATCH STOREFRONT COLOR W/REAR GUTTER CONNECTIONS
	FC-1	FUEL CANOPY FASCIA	REYNOBOND CORP. - EASTMAN WHITE - PY - 25

1925 Prospect Ave.  
Orlando, FL 32814  
P (407) 661-9100  
F (407) 661-9101  
www.c-p.com  
Florida Company Certificate #AA 0000256

**Chalaci & Peterson**  
Architects & Engineers Planners  
ORLANDO • PHILADELPHIA

CLIENT NAME  
**CREIGHTON CONST.**

**7-ELEVEN - LAKE WORTH**  
1900 10TH AVENUE NORTH LAKE WORTH, FL

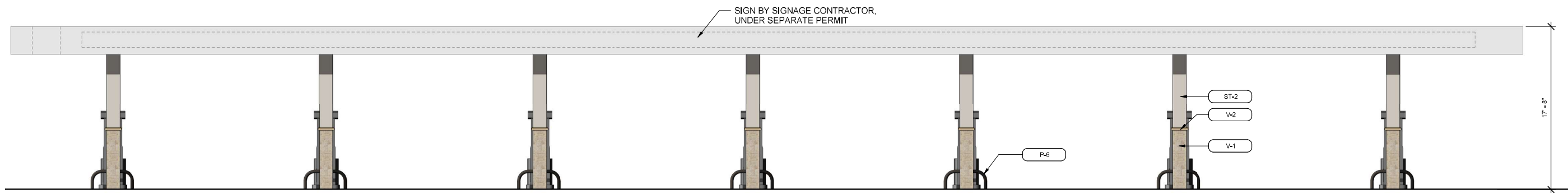
STATE OF FLORIDA  
JEFFREY R. SUCHAN  
ARCHITECT  
No. ARS7833  
Date: 2020.06.25  
14:05:28 -04'00'

Revision Schedule	Date
No.	Description

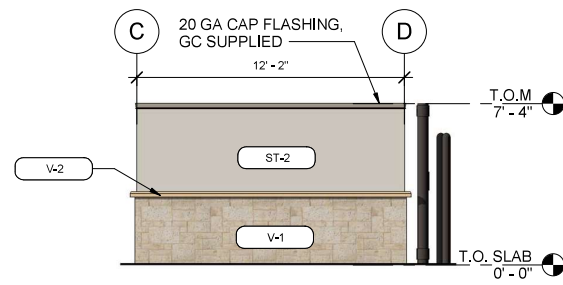
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219107  
DATE  
05/08/2020  
DRAWN  
DA, AC  
CHECKED  
CA

**A200**

EXTERIOR ELEVATIONS



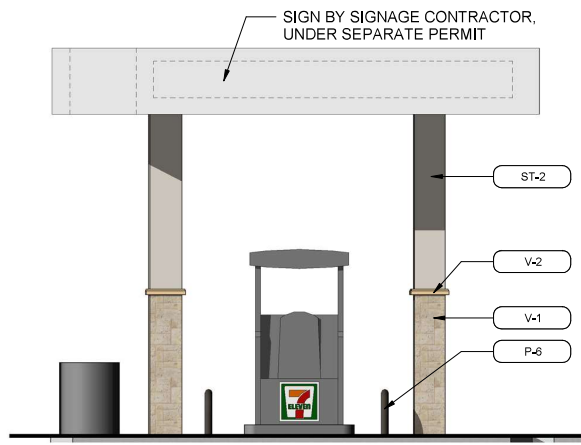
**1 GAS CANOPY FRONT**  
SCALE: 3/16" = 1'-0"



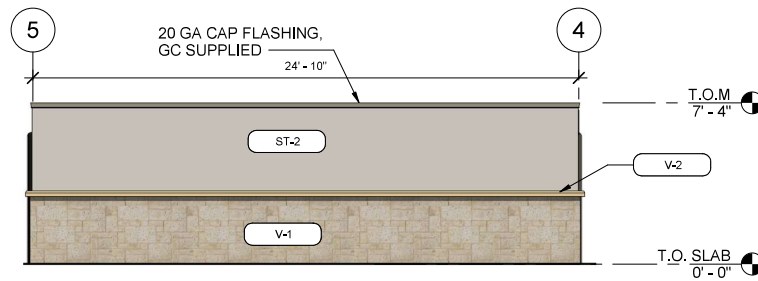
**2 DUMPSTER LEFT ELEVATION**  
SCALE: 1/4" = 1'-0"



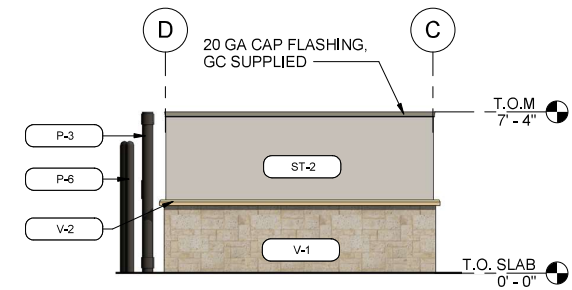
**3 DUMPSTER FRONT ELEVATION**  
SCALE: 1/4" = 1'-0"



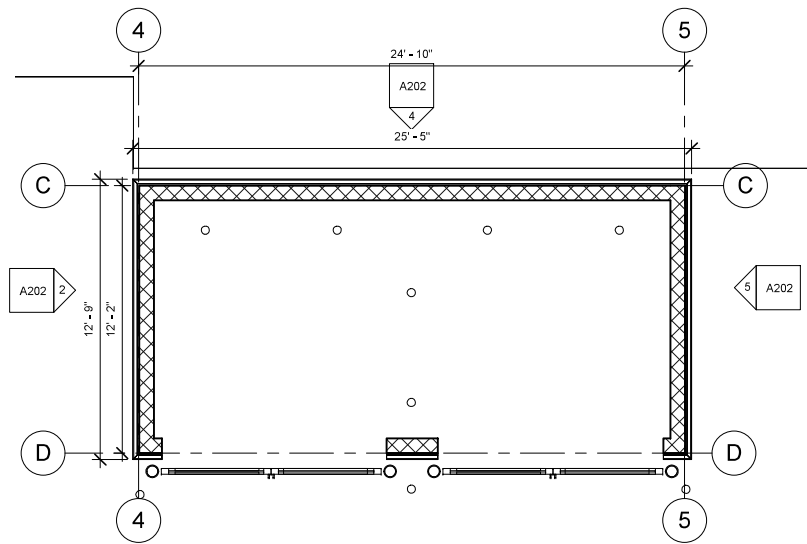
**7 GAS CANOPY LEFT**  
SCALE: 1/4" = 1'-0"



**4 DUMPSTER REAR ELEVATION**  
SCALE: 1/4" = 1'-0"



**5 DUMPSTER RIGHT ELEVATION**  
SCALE: 1/4" = 1'-0"



**6 DUMPSTER FLOOR PLAN**  
SCALE: 1/4" = 1'-0"

EXTERIOR MATERIALS SCHEDULE			
COLOR	NO.	MATERIAL	MANUFACTURER - COLOR
	MR-1	MEMBRANE ROOFING	DUROLAST - WHITE
	ST-1	PAINTED STUCCO	SHERWIN WILLIAMS BALANCED BEIGE - SW 7037 - LRV 46
	ST-2	PAINTED STUCCO	SHERWIN WILLIAMS - AESTHETIC WHITE - SW 7035 - LRV 73
	V-1	VENEER STONE	EQUAL TO CORAL STONE BY CULTURED STONE - FOSSIL REEF
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	P-3	EXTERIOR HOLLOW METAL DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS AND LIGHT POLES	SHERWIN WILLIAMS - SEAL SKIN SW 7675
	P-6	EXTERIOR BOLLARDS	SHERWIN WILLIAMS - SEAL SKIN SW 7675
	S-1	ALUMINUM STOREFRONT GLAZING, CAP FLASHING, DOWNSPOUTS & SCUPPERS	DARK BRONZE
	C-1	PREFINISHED ALUMINUM CANOPY	AWNING WORKS OR THOMPSON AWNING - TO MATCH STOREFRONT COLOR W/WEAR GUTTER CONNECTIONS
	FC-1	FUEL CANOPY FASCIA	REYNOBOND CORP. - EASTMAN WHITE - PY - 25

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www.c-p.com  
Florida Company Certificate #AA 000026

**Chalaci & Peterson**  
Architects Engineers Planners  
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CLIENT NAME  
**CREIGHTON CONST.**

**7-ELEVEN - LAKE WORTH**  
1900 10TH AVENUE NORTH LAKE WORTH, FL

**FUEL CANOPY & DUMPSTER ELEV. AND FLOOR PLAN**

STATE OF FLORIDA  
JEFFREY R. SUCHAN  
ARCHITECT  
No. ARS7833  
Jeffrey R. Suchan  
Date: 2020.06.23  
14:06:49-04:00

Revision Schedule	Date
No.	Description

PROJECT NO. 2191107  
DATE 05/08/2020  
DRAWN DA, AC  
CHECKED  
DATE

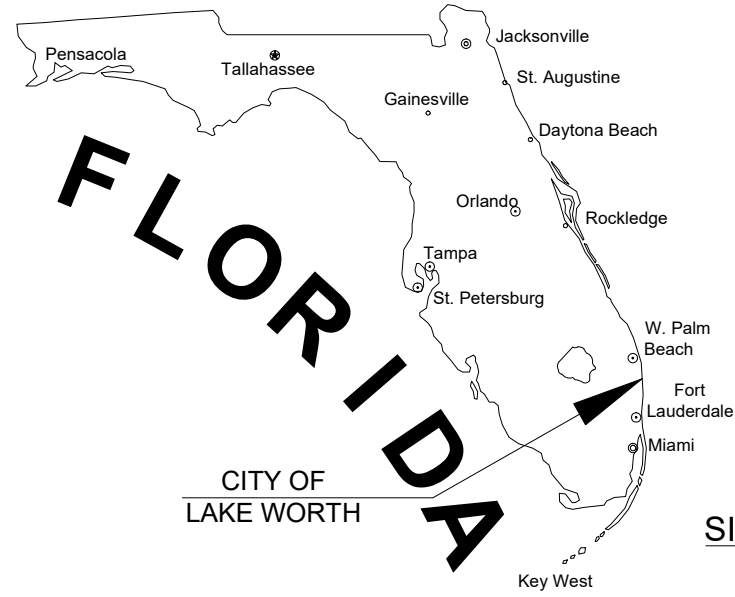
A202



# PRELIMINARY ENGINEERING PLANS

FOR

## 7-ELEVEN 41361 1900 10<sup>th</sup> AVENUE NORTH LAKE WORTH, FLORIDA 33461



CITY OF  
LAKE WORTH

SITE LOCATION

RELATIONSHIP BETWEEN  
NGVD 1929 AND NAVD 1988

DATUM	DIFFERENCE	ELEV.
NGVD 1929	+1.52 FEET	1.52'
NAVD 1988		0.00'

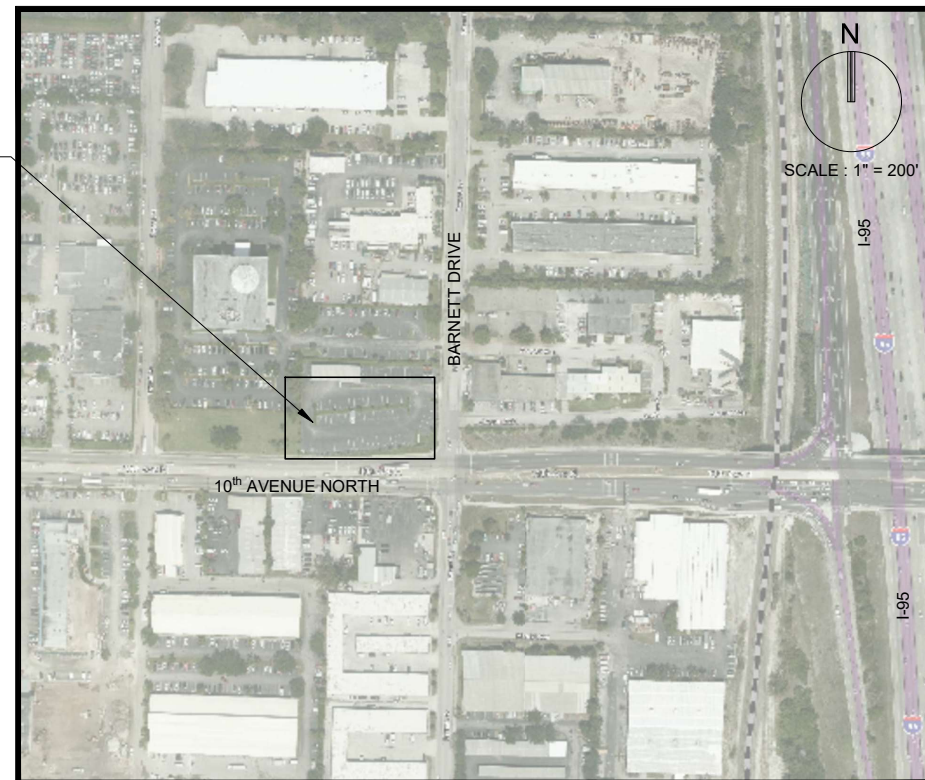
ALL ELEVATIONS SHOWN ON THESE PLANS ARE  
BASED ON NAVD 1988 DATUM

### LAND DESCRIPTION:

THE SOUTH 220 FEET OF THE EAST HALF (1/2) OF TRACT 5 OF THE SUBDIVISION OF THE WEST HALF (1/2) OF SECTION 21, TOWNSHIP 44 SOUTH, RANGE 43 EAST, PLAT BOOK 5, PAGE 12, LESS THE SOUTH 20 FEET THEREOF, LESS THE EAST 25 FEET THEREOF AND LESS THAT PARCEL TAKEN FOR 10TH AVENUE AND STATE ROAD 9 (I-95) RIGHT-OF-WAY, BEING PARCEL No. 520.1-R SECTION 93220-2405, ALL OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, TO WIT.

### FEMA FLOOD ZONE:

THE PROPERTY IS LOCATED WITHIN FLOOD ZONE X, AS SHOWN ON F.I.R.M. NUM. 12099C0589F, BEARING A MAP EFFECTIVE DATE OF 10/05/2017.



### LOCATION MAP

SECTION 21, TOWNSHIP 44 S, RANGE 43 E  
FOLIO #38434421020050030

INDEX OF SHEETS		
Sheet Sequence No.	Sheet Identification	Sheet Title
	--	COVER
1	--	SURVEY
2	GI-001	LEGEND
3	GI-002	CONSTRUCTION SPECIFICATIONS
4	GI-003	GENERAL NOTES
5	CG-101	EROSION AND SEDIMENT CONTROL PLAN
6	CD-101	DEMOLITION PLAN
7	CP-101	PAVING, GRADING, DRAINAGE AND UTILITY PLAN
8 - 11	CP-501 - CP-504	ENGINEERING DETAILS
12	CM-101	PAVEMENT MARKING AND SIGNAGE PLAN

PERMITTING AGENCIES	PERMIT NO.	EXPIRES
CITY OF LAKE WORTH		
PALM BEACH COUNTY LAND DEVELOPMENT		
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION		
FLORIDA DEPT OF HEALTH IN PALM BEACH COUNTY		
SOUTH FLORIDA WATER MANAGEMENT DISTRICT		

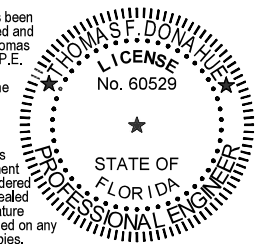
THESE PLANS MAY HAVE BEEN  
REDUCED IN SIZE BY REPRODUCTION.  
THIS MUST BE CONSIDERED WHEN  
OBTAINING SCALED DATA.



PREPARED FOR:  
**CREIGHTON CONSTRUCTION AND MANAGEMENT, LLC**  
900 S.W. PINE ISLAND ROAD, SUITE 202,  
CAPE CORAL, FL 33991



This item has been  
digitally signed and  
sealed by Thomas  
F. Donahue, P.E.,  
on the date  
adjacent to the  
seal.



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of this document  
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and the signature  
must be verified on any  
electronic copies.

Date: 2020.06.25 15:50:31-04'00'  
THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

PROJECT No. 11007.02 DATE: 01/30/2020



General Symbols		
Existing	Proposed	Description
		Centerline & Baseline of Survey or Construction
		Building Access (ADA)
		Building Access (NON-ADA)
		Driveway Turnout Identification (Per FDOT Index 515) w/ Drive Width
		Sidewalk Curb Ramp (Per FDOT Index 304)
		Proposed Section Marker
		Flag Pole
		GPS Point
		Hay Bales
		Mail Box
		Major Contour Elevation
		Minor Contour Elevation
		Parking Meter
		Property Line
		Grade Elevation
		Top Of Curb Elevation/Pavement Elevation
		Soil Test Boring Hole
		Survey Bench Mark

Line Types		
Existing	Proposed	Description
		County Bound
		Demolition Line
		Easement Line
		Property Line
		Limited Access Line/Non-Vehicular Access
		Railroad
		Right Of Way
		Canal Or Drainage Ditch
		Shore Line
		Tree Line
		Aerial Communication Line
		Underground Communication Line
		Underground Storm Drain Line (Double Line 24" And Over)
		Underground Sanitary Line
		Aerial Electric Line
		Underground Electric
		Underground Water Line
		Underground Non Potable Water Line
		Underground Force Main
		Gate
		Chain Link Fence
		Wood Fence
		Metal Rail Fence
		Silt Fence
		Staked Turbidity Barrier
		Turbidity Barrier
		Guard Rail
		Roadway Centerline
		2 - 4 Skip
		3 - 9 Skip
		6 - 10 Skip
		10 - 30 Skip
		10 - 10 - 20 Skip
		Curb
		Curb And Gutter

Landscaping		
Existing	Proposed	Description
		Bush
		Tree
		Palm Tree

Paving and Grading		
Existing	Proposed	Description
		Flow Directional Arrow
		Pavement Marking Arrows
		Stop Bar
		Concrete Sidewalk
		Jogging Path
		Pavement Area
		Existing Pavement/Concrete/ Landscape Removal Area
		Milling And Resurfacing
		Detectable Warning (Truncated Domes) Per Florida Accessibility Code
		Soil Tracking Prevention Device

Drainage / Utilities		
Existing	Proposed	Description
		Catch Basin
		Yard Drain
		Exfiltration Trench
		Catch Basin With Filter Fabric Insert
		Curb Type 5
		Curb Type 6
		Pipe Culvert - Mitered End Section
		Pipe Culvert - Straight Endwall
		Pipe Culvert - U - Type Endwall

Manhole - Communication, Electric, Gas, Dm, San Sew		
Existing	Proposed	Description
		Valve Box - Gas, San, Sew, Water, Non-Potable Water
		22.5 degree Bend
		45 degree Bend
		90 degree Bend
		Utility Crossing
		Fire Hydrant
		Proposed Bacteriological Sampling Point
		Pump Station
		Grease Trap
		Septic Tank
		Drainage Well
		Monitoring Well
		Water Well
		Sanitary Sewer Cleanout
		Back Flow Preventor
		Junction Box
		Electric Handhole
		Electric Meter
		Water Meter
		Gate Valve
		Guy wire
		Light Pole
		Relocated Or Adjusted Light Pole
		Wood Power Pole
		Concrete Utility Pole
		Traffic Signal Pole (Concrete, Wood, Metal)
		Pedestrian Signal Head (Pole Or Pedestal Mounted)
		Post Mounted Sign
		Street Sign
		High Mast Lighting Tower
		Controller Cabinet (Base Mounted)
		Controller Cabinet (Pole Mounted)
		Traffic Signal Head (Span Wire Mounted)
		Traffic Signal Head (Pedestal Mounted)
		Traffic Signal Head (Mast Arm Mounted)

N: 623025.4322  
E: 850262.1786  
Coordinate values shown on proposed improvements are relative to the coordinate values indicated on the Right-of-Way, property corners or reference monument

General		Abbreviations	
AADT	Annual Average Daily Traffic	NO.	Number
ABAN	Abandon	PC	Point Of Curvature
ADJ	Adjust	PCC	Point Of Compound Curvature
APPROX.	Approximate	P.G.L.	Profile Grade Line
A.C.	Asphalt Concrete	PI	Point Of Intersection
ACCM PIPE	Asphalt Coated Corrugated Metal Pipe	POC	Point On Curve
BIT.	Bituminous	POT	Point On Tangent
BC	Back Of Curb	PRC	Point Of Reverse Curvature
BD.	Bound	PROJ	Project
BL	Baseline	PROP	Proposed
BLDG	Building	PT	Point Of Tangency
BM	Benchmark	PVC	Point Of Vertical Curvature
BO	By Others	PVI	Point Of Vertical Intersection
BOS	Bottom Of Slope	PVT	Point Of Vertical Tangency
BR.	Bridge	PVMT	Pavement
CAP	Corrugated Aluminum Pipe	PWW	Paved Water Way
CB	Catch Basin	R	Radius Of Curvature
CBCI	Catch Basin With Curb Inlet	R&D	Remove And Dispose
CC	Cement Concrete	RCP	Reinforced Concrete Pipe
CCM	Cement Concrete Masonry	RD	Road
CEM	Cement	RDWY	Roadway
CI	Curb Inlet	REM	Remove
CIP	Cast Iron Pipe	RET	Retain
CLF	Chain Link Fence	RET WALL	Retaining Wall
CL	Centerline	ROW	Right Of Way
CMP	Corrugated Metal Pipe	RR	Railroad
CO.	County	R&R	Remove And Reset
CONC	Concrete	RT	Right
CONT	Continuous	SHLD	Shoulder
CONST	Construction	SMH	Sewer Manhole
CR GR	Crown Grade	ST	Street
DHV	Design Hourly Volume	STA	Station
DI	Drop Inlet	SSD	Stopping Sight Distance
DIA	Diameter	SW	Sidewalk
DIP	Ductile Iron Pipe	T	Tangent Distance Of Curve/Truck %
DWY	Driveway	TAN	Tangent
ELEV (OR EL.)	Elevation	TEMP	Temporary
EMB	Embankment	TC	Top Of Curb
EOP	Edge Of Pavement	TOS	Top Of Slope
EXIST (OR EX)	Existing	TSV	Tapping Sleeve and Valve
EXC	Excavation	TYP	Typical
F&C	Frame And Cover	UP	Utility Pole
F&G	Frame And Grate	VAR	Varies
FDN.	Foundation	VERT	Vertical
FLDSTN	Fieldstone	VC	Vertical Curve
GAR	Garage	WCR	Wheel Chair Ramp
GD	Ground	WIP	Wrought Iron Pipe
GI	Gutter Inlet	WM	Water Meter/Water Main
GIP	Galvanized Iron Pipe	X-SECT	Cross Section
GRAN	Granite		
GRAV	Gravel		
GRD	Guard		
GV	Gate Valve		
HDPE	High Density Polyethylene		
HDW	Headwall		
HMA	Hot Mix Asphalt		
HOR	Horizontal		
HYD	Hydrant		
INV	Invert		
JCT	Junction		
L	Length Of Curve		
LB	Leach Basin		
LP	Light Pole		
LT	Left		
MAX	Maximum		
MB	Mailbox		
MEG	Match Existing Grade		
MH	Manhole		
MIN	Minimum		
NIC	Not In Contract		

Abbreviations Continued	
NO.	Number
PC	Point Of Curvature
PCC	Point Of Compound Curvature
P.G.L.	Profile Grade Line
PI	Point Of Intersection
POC	Point On Curve
POT	Point On Tangent
PRC	Point Of Reverse Curvature
PROJ	Project
PROP	Proposed
PT	Point Of Tangency
PVC	Point Of Vertical Curvature
PVI	Point Of Vertical Intersection
PVT	Point Of Vertical Tangency
PVMT	Pavement
PWW	Paved Water Way
R	Radius Of Curvature
R&D	Remove And Dispose
RCP	Reinforced Concrete Pipe
RD	Road
RDWY	Roadway
REM	Remove
RET	Retain
RET WALL	Retaining Wall
ROW	Right Of Way
RR	Railroad
R&R	Remove And Reset
RT	Right
SHLD	Shoulder
SMH	Sewer Manhole
ST	Street
STA	Station
SSD	Stopping Sight Distance
SW	Sidewalk
T	Tangent Distance Of Curve/Truck %
TAN	Tangent
TEMP	Temporary
TC	Top Of Curb
TOS	Top Of Slope
TSV	Tapping Sleeve and Valve
TYP	Typical
UP	Utility Pole
VAR	Varies
VERT	Vertical
VC	Vertical Curve
WCR	Wheel Chair Ramp
WIP	Wrought Iron Pipe
WM	Water Meter/Water Main
X-SECT	Cross Section

**KEITH**  
301 East Atlantic Boulevard  
Pompano Beach, Florida 33060-6643  
120 North Federal Highway, Suite 208  
Lake Worth, Florida 33460  
PH: (954) 788-3400  
Florida Certificate of Authorization # - 7928

BID / CONTRACT NO. :

REVISIONS		
NO.	DESCRIPTION	DATE

**PRELIMINARY PLAN NOT FOR CONSTRUCTION**  
THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS. RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

**7-ELEVEN #41361**  
1900 10TH AVENUE  
NORTH, LAKE WORTH,  
FLORIDA 33461

SCALE: AS NOTED  
1ST SUBMITTAL DATE: MARCH 2020  
DRAWN BY: MG  
DESIGNED BY: MG  
CHECKED BY: TD

This item has been digitally signed and sealed by Thomas F. Donahue, P.E. on the date adjacent to the seal.

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Date: 2020.06.25 15:51:01-04'00'  
THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

SHEET TITLE  
**LEGEND**

SHEET NUMBER  
**GI-001**

PROJECT NO. **11007.02**

D

C

B

A



# CONSTRUCTION SPECIFICATIONS

## Section 20 - General Specifications Paving Grading Drainage and Earthwork

20. General
- 20.1. It is the intent of these specifications to describe the minimum acceptable technical requirements for the materials and workmanship for construction of site improvements for this project. Such improvements may generally include, but not to be limited to, clearing, grading, paving, removal of existing pavement storm drainage, water lines and sanitary sewers.
- 20.2. It is the intent that the Florida Department of Transportation (FDOT) "Standard Specifications for Road and Bridge Construction" (current edition) together with "Supplemental Specifications to the Standard Specifications for Road and Bridge Construction" (current edition), and the FDOT Roadway and Traffic Design Standards (current edition) be used where applicable for the various work, and that where such wording therein refers to the State of Florida and its Department of Transportation and personnel, such wording is intended to be replaced with the wording which would provide proper terminology; thereby making such "Standard Specifications for Road and Bridge Construction" together with the "FDOT Roadway and Traffic Design Standards" as the "Standard Specifications" for this project. If within a particular section, another section, article or paragraph is referred to, it shall be part of the Standard Specifications also. The Contractor shall abide by all local and State laws, regulations and building codes which have jurisdiction in the area.
- 20.3. The Contractor shall furnish all labor, materials and equipment and perform all operations required to complete the construction of a paving and drainage system as shown on the plans, specified herein, or both. It is the intent to provide a complete and operating facility in accordance with these specifications and the construction drawings. The material and equipment shown or specified shall not be taken to exclude any other incidentals necessary to complete the work.
- 20.4. All labor, materials, and methods of construction shall be in strict accordance with the plans and construction specifications and the minimum engineering and construction standards adopted by the unit of government which has jurisdiction and responsibility for the construction. Where conflicts or omissions exist, the jurisdictional government Engineering Department's standards shall govern. Substitutions and deviations from plans and specifications shall be permitted only when written approval has been issued by the Engineer.
- 20.5. Guarantee - all materials and equipment to be furnished and/or installed by the Contractor under this contract, shall be guaranteed for a period of (1) one year from the date of final acceptance thereof, against defective materials, design and workmanship. Upon receipt of notice from the owner of failure of any part of the guaranteed equipment or materials, during the guarantee period, the affected part or materials shall be replaced promptly with new parts or materials by the contractor, at no expense to the owner. In the event the Contractor fails to make necessary replacement or repairs within (7) seven days after notification by the owner, the owner may accomplish the work at the expense of the contractor.
21. Earthwork
- 21.1. All areas within the project limits shall be cleared and grubbed prior to construction. This shall consist of the complete removal and disposal of all trees, brush, stumps, roots, grass, weeds, rubbish and all other obstructions resting on or protruding through the surface of the existing ground to a depth of 1'. All work shall be in accordance with section 110 of the Standard Specifications.
- 21.2. None of the existing limerock material from demolished pavement is to be incorporated in the new limerock base, unless noted in plans. The existing limerock material from demolished pavement may be incorporated into the stabilized subgrade / subbase, or stabilized shoulder.
- 21.3. Fill material shall be classified as A-1, A-3, or A-2-4 in accordance with AASHTO N-145 and shall be free from vegetation and organic material. Not more than 12% by weight of fill material shall pass the no. 200 sieve.
- 21.4. All fill material in areas not to be paved shall be compacted to 95% of the maximum density as determined by AASHTO T-99.
- 21.5. All material of construction shall be subject to inspection and testing to establish conformance with the specifications and suitably for the uses intended. The Contractor shall notify the Engineer at least 24 hours prior to the time he will be ready for an inspection or test. The Contractor shall follow City and County inspection procedures. The Contractor shall not proceed with any phase of work dependent on an inspection or test of an earlier phase of work, prior to that test or inspection passing. The Contractor shall be responsible for providing certified material test results to the Engineer of record prior to the release of final certification by the Engineer. Test results must include, but may not be limited to, densities for subgrade and limerock, utilities, excavation, asphalt gradation reports, concrete cylinders, etc.
- 21.6. When encountered, muck shall be completely removed from the center line (10) ten feet beyond the edge of pavement each side. All such material shall be replaced by approved granular fill.
- 21.7. When encountered within drainage swales, hardpan shall be removed to full depth for a width of (5) five feet at the invert and replaced with granular materials.
- 21.8. All underground utilities and drainage installations shall be in place prior to subgrade compaction and pavement construction.
- 21.9. Ground adjacent to roadway/pavement having runoff shall be graded (2) two inches lower than the edge of pavement to allow for the placement of sod.
- 21.10. Site grading elevations shall be within 0.1' of the required elevation for non paved areas and all areas shall be graded to drain without ponding.
- 21.11. The Contractor shall perform all excavation, fill, embankment and grading to achieve the proposed plan grades including typical road sections, side slopes and canal sections. All work shall be in accordance with section 120 of the Standard Specifications. If fill material is required in excess of that generated by the excavation, the Contractor shall supply this material as required from off-site.
- 21.12. A 2" blanket of top soil shall be placed over all areas to be sodded or seeded and mulched within the project limits unless otherwise indicated

- on the plans.
- 21.13. Sod shall be St. Augustine unless otherwise indicated on the plans, and shall be placed on the graded top soil and watered to insure satisfactory condition upon final acceptance of the project.
22. Drainage
- 22.1. Inlets - all inlets shall be the type designated on the plans, and shall be constructed in accordance with section 425 of the Standard Specifications. All inlets and pipe shall be protected during construction to prevent siltation in the drainage systems by way of temporary plugs and plywood or plastic covers over the inlets. The entire drainage system shall be cleaned of all debris prior to final acceptance.
- 22.2. Pipe specifications: the material type is shown on the drawings by one of the following designations:
- RCP = reinforced concrete pipe, ASTM designation C-76, section 941 of the Standard Specifications.
  - CMP = corrugated metal (aluminum) pipe, ASTM designation M-196.
  - CMP (smooth lined) = corrugated metal aluminum pipe, (smooth lined) ASTM designation M-196.
  - SCP = slotted concrete pipe, sections 941 and 942, of the Standard Specifications.
  - PVC = polyvinyl chloride pipe.
  - PCMP = perforated cmp, section 945, of the Standard Specifications
  - Corrugated High Density Polyethylene Pipe (HDPE) (12 Inches to 60 Inches), shall meet the requirements of FDOT Specification section 948-2.3.
- 22.3. Pipe backfill - requirements for pipe backfill crossing roads or parking areas shall be as defined in the section 125-8, of the Standard Specifications. Pipeline backfill shall be placed in 6 inch lifts and compacted to 100% of the standard proctor (AASHTO T-99 specifications)
- 22.4. Location of drainage structures shall govern, and pipe length may have to be adjusted to accomplish construction as shown on these plans.
- 22.5. Distance and lengths shown on plans and profile drawings are referenced to the inner walls of structures.
- 22.6. Filter fabric shall be Mirafli, Typar or equal conforming to section 985 of the Standard Specifications.
23. Asphalt Paving
- 23.1. Where new asphalt meets existing asphalt, the existing asphalt shall be saw cut to provide a straight even line. Prior to removing curb or gutter, the adjacent asphalt shall be saw cut to provide a straight even line.
- 23.2. Internal asphalt paving constructed on existing sandy soils shall be constructed with a 12" subgrade, compacted to a minimum density of 100% maximum density as determined by AASHTO T-99. The compacted subgrade shall be constructed in the limits shown on the plans. All subgrade shall have an LBR of 40 unless otherwise noted.
- 23.3. Asphaltic concrete surface course shall be constructed to the limits shown on the plans. The surface course shall consist of the thickness and type asphaltic concrete as specified in the plans. All asphaltic concrete shall be in accordance with sections 320, 327, 330, 334, 336, 337, 337, 338, 339 and 341 of the Standard Specifications.
- 23.4. Limerock base shall be prepared, compacted and graded and shall be in accordance with section 200 of the Standard Specifications. All limerock shall be compacted to 98% per AASHTO T-180 and have not less than 70% of carbonates of calcium and magnesium unless otherwise designated. The Engineer shall inspect the completed base course and the Contractor shall correct any deficiencies and clean the base course prior to the placement of the prime coat. A tack coat will also be required if the Engineer finds that the primed base has become excessively dirty or the prime coat has cured to the extent of losing bonding effect prior to placement of the asphaltic concrete surface course. The prime and tack coats shall be in accordance with section 300 of the Standard Specifications.
- 23.5. Limerock base material shall be placed in maximum 6" lifts. Bases greater than 6" shall be placed in two equal lifts. If, through field tests, the Contractor can demonstrate that the compaction equipment can achieve density for the full depth of a thicker lift, and if approved by the engineer, the base may be constructed in successive courses of not more than 8 inches (200 mm) compacted thickness.
- 23.6. Asphalt edges that are not curbed shall be saw cut to provide a straight even line to the dimensions shown on plans.
24. Concrete Construction
- 24.1. Concrete sidewalk shall be in accordance with section 522 of the Standard Specifications and in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 310. Concrete sidewalk shall be 4" thick, unless otherwise not and constructed on compacted subgrade, with 1/2" expansion joints placed at a maximum of 75', unless otherwise noted on plans. Crack control joints shall be 5' on center. All concrete sidewalks that cross driveways shall be 6" thick, unless otherwise noted on plans.
- 24.2. Sidewalk Curb ramps shall be in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 304.
- 24.3. Concrete curb shall be constructed to the limits shown on the plans. The concrete shall have a minimum compressive strength of 2500 PSI at 28 days and shall be in accordance with section 520 of the Standard Specifications. Concrete curbing shall be in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 300.
- 24.4.

## Section 30 - Water distribution and sanitary sewer force mains.

30. Materials:
- Note: If materials list here on are in conflict with utility owner, material owner requirements shall govern.
- 30.1. All water main pipe, including fittings, shall be color coded or marked using blue as a predominant color to differentiate drinking water from reclaimed or other water. Underground plastic pipe shall be solid-wall blue pipe, shall have a co-extruded blue external skin, or shall be white or black pipe with blue stripes incorporated into, or applied to, the pipe wall; and underground metal or concrete pipe shall have blue stripes applied to the pipe wall. Pipe striped during manufacturing of the pipe shall have continuous stripes that run parallel to the axis of the pipe, that are located at no greater than 90-degree intervals around the pipe,

- and that will remain intact during and after installation of the pipe. If tape or paint is used to stripe pipe during installation of the pipe, the tape or paint shall be applied in a continuous line that runs parallel to the axis of the pipe and that is located along the top of the pipe; for pipes with an internal diameter of 24 inches or greater, tape or paint shall be applied in continuous lines along each side of the pipe as well as along the top of the pipe.
- 30.2. Ductile iron pipe for water distribution mains shall conform to ANSI/AWWA standard C151/A21.51 latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with a minimum wall thickness of class 51 (pressure class 350) unless otherwise noted in the plans. Ductile iron pipe shall be cement lined and seal coated in accordance with ANSI/AWWA standard C104/A21.4 latest revision. The pipe shall be adapted for use with class 250 fittings for all sizes. Water main shall be colored blue in accordance with Florida State Statutes.
- 30.3. Ductile iron pipe for sewage force mains shall conform to ANSI/AWWA standard C151/A21.51 latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with a minimum wall thickness of class 51 (pressure class 350) unless otherwise noted in the plans. Ductile iron pipe shall be interior ceramic epoxy lined and exterior coated with the manufacturer's coating system (Protecto 401 ceramic epoxy with a minimum dry film thickness of 40 mils and an outside coating of either coal tar epoxy or asphalt). Cement mortared linings are not appropriate for this application.
- 30.4. All pipe & fittings on the lift station sites shall be ductile iron conforming to the same specifications as above for sewage force mains except that flanged ductile iron pipe & fittings shall be used inside valve pits and wet wells. Flanged pipe and fittings shall conform to ANSI/AWWA C115/a21.15 latest revision and ANSI/AWWA C110/A21.10 latest revision. The following thickness classes shall be adhered to: 4" - 12" - class 52, 14" & larger - class 51.
- 30.5. PVC pressure pipe for sizes 4" through 12" and shall conform to ANSI/AWWA standard C900 latest revision. PVC pressure pipe shall be made from class 12454-a or class 12454-b virgin material and conform with the outside diameter of cast iron pipe with a minimum wall thickness of dr series 18. Ultra violet degradation or sun bleached pipe will be cause for rejection. Water main shall be colored blue in accordance with Florida State Statutes. Force main shall be impregnated with green pigment. Reuse main shall be impregnated with purple pigment.
- 30.6. Ductile iron fittings for water distribution mains shall conform to ANSI/AWWA standard C110/A21.10 latest revision. Fittings 4" and larger shall be cement lined and seal coated in accordance with ANSI/AWWA standard C104/A21.4 latest revision. Water Main fitting shall be colored blue in accordance with Florida state statutes.
- 30.7. Cast iron and ductile iron fittings for sewage force mains shall conform to ANSI/AWWA standard C110/A21.10 latest revision. Fittings 4" and larger shall be coated in accordance with the requirements of ductile iron pipe for sewage force mains.
- 30.8. Joints for bell and spigot ductile iron pipe and fittings shall conform to ANSI/AWWA standard C111/A21.11 latest revision. Mechanical joint or push-on joint to be rubber gasket compression-type. Special fittings and joints shall be considered for specific installation subject to the approval of the engineer.
- 30.9. Joints for PVC pressure pipe shall be bell and spigot push-on rubber gasket type only. No solvent weld or threaded joints will be permitted.
- 30.10. Water distribution system restraint: all fittings and specific pipe joints shall be restrained as outlined below:
- Joint restraint
  - Push-on P.V.C. EBAA iron series 1600
  - Push-on DIP EBAA iron series 1700
  - tr-flex by U.S. Pipe or
  - flex ring by American
  - Fittings w/ DIP EBAA iron series 1100 megalug
  - Fittings w/ P.V.C. EBAA iron series 2000 megalug
  - Length of restrained pipe shall be as indicated on restrained joint pipe detail. (see water & sewer detail sheet)
- 30.11. Sewage force main system restraint: all fittings and specific pipe joints shall be restrained as outlined below
- Joint restraint
  - Push-on P.V.C. EBAA iron series 1600
  - Push-on DIP EBAA iron series 1700
  - tr-flex by U.S. Pipe or
  - flex ring by American
  - Fittings w/ DIP EBAA iron series 1100 megalug
  - Fittings w/ P.V.C. EBAA iron series 2000 megalug
  - Length of restrained pipe shall be as indicated on restrained joint pipe detail. (see water & sewer detail sheet)
- 30.12. Water distribution valves shall be gate valves, iron body, fully resilient seat bronzed mounted non-rising stem, rated at 200 PSI and conforming to ANSI/AWWA C509 latest revision, and shall have mechanical joints.
- 30.12.1. Gate valves 4" and larger shall be Mueller A-2360, American 250 line or Clow F-6100, conforming to ANSI/AWWA C500 latest revision or approved equal.
- 30.12.2. Tapping valves shall be Mueller T-2360 or approved equal.
- 30.12.3. Gate valves 3" or less shall be Nilco T-133 or T-136 with malleable hand wheels or approved equal.
- 30.13. Tapping sleeves shall be Mueller H615, Clow F- 2505 or approved equal.
- 30.14. Valve boxes shall be U.S. foundry 7500 or approved equal painted blue with the designation "water".
- 30.15. Retainer glands for DIP shall conform to ANSI/AWWA C111/A21.11 latest revision. All glands shall be manufactured from ductile iron as listed by underwriters laboratories for 250 psi minimum water pressure rating. Clow corporation model f-1058, standard fire protection equipment company or approved equal.
- 30.16. Dresser couplings shall be regular black couplings with plain gaskets for galvanized steel pipe. They shall be dresser style 90. No substitutions allowed.
- 30.17. Fire hydrants shall be Mueller centurion traffic type A-423 with 5 1/4" internal valve opening or approved equal. Pumper nozzle to be 18" from

- finished grade. All hydrants to be installed with control valve. Retainer glands are preferred for restraining. Fire hydrant shall comply with ANSI/AWWA C502 latest revision. Fire hydrants shall be painted in accordance with NFPA #291 or per agency standards having jurisdiction. Blue raised reflective pavement marker (rpm) shall be used to identify fire hydrant location. The placement of the rpm to be at the centerline of the outside roadway lane.
- 30.18. Sewage force main valves shall be plug valves which shall be of the non-lubricated, eccentric type with resilient faced plugs, port areas for valves 20 inches and smaller shall be at least 80% of full pipe area. Port area of valves 24 inches and larger shall be at least 70% of full pipe area. The body shall be of semi-steel (ASTM A-126 C1.b) and shall have bolted bonnet which gives access to the internals of the valve. Seats shall be welded overlay of high nickel content or a stainless steel plate locked in the body cavity. If a plate is used, it shall be replaceable through the bonnet access. Bearings shall be permanently lubricated of stainless steel, bronze or Teflon lined, fiber glass backed Duralon. Bearing areas shall be isolated from the flow with grit seals. Valves shall have packing bonnets where the shaft protrudes from the valve and the packing shall be self-adjusting chevron type which can be replaced without removing the bonnet. All nuts, bolts, springs and washers shall be stainless steel.
- 30.19. Plug valves shall be designed for a working pressure of 150 PSI the valve and actuator shall be capable of satisfactory operation in either direction of flow against pressure drops up to and including 100 PSI (for plug valves over 12" in diameter). Valves shall be bubble tight in both directions at 100 psi differential. Plug valves over 12" in diameter shall have worm gear operators. The operating mechanism shall be for buried service with a 2 inch square operating nut.
- 30.20. Plug valves are to be installed with the seat pointed towards the upstream flow, when specified.
- 30.21. Swing check valves for water, sewage, sludge, and general service shall be of the outside lever and spring or weight type, in accordance with ANSI/AWWA C 508 latest revision swing-check valves for waterworks service, 2" through 24" NPS, unless otherwise indicated, with full-opening passages, designed for a water-working pressure of 150 PSI they shall have a flanged cover piece to provide access to the disc.
- 30.22. High density polyethylene pipe (HDPE) for water distribution mains shall conform to AWWA C906 standard, latest revision. Pipes shall be color-coded blue, minimum 40 feet standard lengths.
31. Service connection:
- 31.1. Service saddles shall be fusion bonded plastic coated ductile iron (ASTM A536) with stainless steel straps, saddles shall be double strap type.
- 31.2. Service lines shall be polyethylene (PE 3408), 200 p.s.i rated, DR9. Pipe joints shall be of the compression type totally conformed grip seal and coupling nut.
- 31.3. Corporation stops shall be manufactured of brass alloy in accordance with ASTM B-62 with threaded ends, as manufactured by Ford ballcorp, catalog # 1100 or approved equal.
- 31.4. Curb stops shall be Ford v63-44w-x" latest revision or approved equal.
- 31.5. Meter stops shall be 90 degree locking type and shall be of bronze construction in accordance FV63-777W" latest revision with ASTM B-62. Meter stops shall be closed bottom design and resilient "O" ring sealed against external leakage at the top. Stops shall be equipped with a meter coupling nut on the outlet sides, as manufactured by Ford or approved equal.
32. Installation:
- 32.1. Where restrained pipe joints are required due to fittings, appurtenances, etc., pipe material shall be DIP
- 32.2. All PVC pipe shall be installed in accordance with the uni-bell plastic pipe association "guide for installation of PVC pressure pipe for municipal water distribution system," and ANSI/AWWA C605-xx latest revision standard.
- 32.3. All DIP shall be installed in accordance with ANSI/ C600-xx latest revision.
- 32.4. All water mains shall typically be laid with a minimum 36" cover for PVC and 30" cover for DIP.
- 32.5. Detector tape shall be laid 18 inches above all water and sewer lines. A 14 gauge multi-strand wire shall be attached to all nonconductive water mains to facilitate location. An extra 4 feet of wire shall be provided at all valves, blow-offs, hydrants, etc. The wire shall be tested for continuity at the pressure test.
- 32.6. Pipe deflection shall not exceed 50% of the maximum deflection recommended by the manufacturer.
- 32.7. A continuous and uniform bedding shall be provided. Backfill material shall be placed in accordance with the plans and specifications.
- 32.8. All valves shall be installed with adjustable cast iron valve boxes with the word "water" or "sewer", as applicable, cast in the cover. U.S. foundry or approved equal.
33. Testing:
- 33.1. Before any physical connections and acceptance for operation to the existing water mains are made, the complete water system shall be flushed, pressure tested and disinfected. Copies of passing bacteriological results and pressure test results must be submitted to, and approved by, the engineer, utility owner, and health department. Hydrostatic testing of new mains shall be performed at a minimum starting pressure of 150 PSI for two hours in accordance with ANSI/AWWA C600-05 (hydrostatic test). The pressure test shall not vary more than 5 PSI during the test. The allowable leakage during the pressure test shall be less than the number of gallons per hour as determined by the formula:
- $$L = (sd(p+1/2))^{1/4} \times 148,000.$$
- In which L equals the allowable leakage in gallons per hour. S equals length of pipe (linear feet), d equals nominal diameter of pipe (inches) and p equals the average test pressure (pounds per square inch gauge). Maximum length of test pipe section should be 2000 feet. The water system shall be disinfected in accordance with the ANSI/AWWA C651-05 (water main bacteriological tests).
- 33.2. The pressure test shall be witnessed by a representative of the utility owner and the engineer of record.

- 33.3. For water distribution pipes, sampling points shall be provided by the contractor at the locations shown on the plans.
- 33.4. For water distribution pipes, disinfection and bacteriological testing shall be in accordance with ANSI/AWWA C651-14 (water main bacteriological tests). Maximum distance between sampling points shall be as follows:
- Transmission mains: every 1200 feet
  - Branch mains: every 1000 feet
  - Isolated mains < 1000 feet: 2 sample points
  - Isolated mains > 1000 feet: 3 sample points

## Section 40 - Gravity Sanitary Sewer Collection System

40. General:
- 40.1. Manhole, valve box, meter box and other structure rim elevations within the limits of construction are to be adjusted to conform to plan grades proposed in these plans. If no other individual cost item is included in the contract schedule for a particular structure adjustment.
- 40.2. Distance and lengths shown on plans and profile drawings are referenced to the center of structures.
41. Materials:
- Note: If materials list here on are in conflict with utility owner, material owner requirements shall govern.
- 41.1. All PVC sewer pipe and fittings shall be non-pressure polyvinyl chloride (PVC) pipe conforming to ASTM D 3034, SDR 26, with push-on rubber gasket joints.
- 41.2. Ductile iron pipe shall conform to ANSI/AWWA C151/A21.51-xx latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with wall thickness class 51 for 8" and above, class 52 for 4" and 6", unless otherwise directed by the engineer. Ductile iron pipe shall be epoxy lined or coated with the manufacturer's coating system as approved by the engineer of record and the local municipality or utility owner. In either case, the engineer's review and approval is required for either alternative prior to construction. Cement mortared linings are not appropriate for this application.
- 41.3. All ductile iron fittings shall conform to ANSI/AWWA standard C110/A21.10-xx latest revision. All fittings and accessories shall be epoxy lined and as manufactured or supplied by the pipe manufacturer or approved equal.
- 41.4. Manholes shall be precast per ASTM C 478 and in accordance with the plans and specifications.
- 41.5. Manholes are to be sealed with type II sulphate resistant cement or approved equal - no molding plaster.
- 41.6. Joints for bell and spigot ductile iron pipe and fittings shall conform to ANSI/AWWA standard C111/A21.11-xx latest revision. Mechanical joint or push-on joint to be rubber gasket compression-type.
- 41.7. PVC clean-outs to have screw type access plug. Long radius wye connections and fittings shall be used in order to access clean-out operations.
- 41.8. Cleanouts shall be installed at all sewer services exceeding 75' in length (every 75') with a clean out at the property line, easement line, or 5' from a building. The contractor shall coordinate the location of the building cleanout (5' from the building) and elevation of the end of the sewer service with the building plumbing contractor. Cleanouts shall be the same size as the service lateral in which they are installed.
42. Installation:
- 42.1. PVC sewer pipe shall be laid in accordance with ASTM D 2321 and the Uni-Bell plastic pipe association's "recommended practice for the installation of PVC sewer pipe."
- 42.2. DIP shall be installed in accordance with ANSI/AWWA C-600-xx latest revision.
- 42.3. Pipe to manhole connection to be Femco neoprene boot couplings with stainless steel accessories or approved equal.
- 42.4. Manholes shall be set plumb to line and grade on firm subgrade providing uniform bearing under the base.
- 42.5. All openings and joints shall be sealed watertight.
- 42.6. Two coats of Koppers 300-m, first red, second one black, shall be applied to the inside of all manholes and shall be applied in accordance with the manufacturer's specifications (16 mils per coat). Coating as required by utility owner or engineer shall be applied to the outside of the manhole. The interior coats shall be applied after sewer lamping of lines. After the application of each coat, the utility owner and engineer shall inspect the manholes. The inspection shall be scheduled a minimum of 48 hours prior to inspection.
43. Testing: Testing of gravity sewer mains and laterals shall be in accordance with the utility owner's minimum design and construction standards latest revision.
- 43.1. After construction of the sewer system, the engineer may require a visual infiltration and/or exfiltration test to be performed on the entire system or any part thereof.
- 43.2. An air test may be substituted for the water exfiltration test, upon approval of the engineer.
- 43.3. The allowable limits of sewer pipe leakage for gravity sewer mains shall not exceed 100 gallons per inch of inside pipe diameter per mile per day for any section tested. No visible leakage shall be allowed.
- 43.4. The installed sewers may require video inspections.



301 East Atlantic Boulevard  
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Lake Worth, Florida 33460

PH: (954) 788-3400

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO. :

## REVISIONS

NO.	DESCRIPTION	DATE

**PRELIMINARY PLAN  
NOT FOR CONSTRUCTION**  
THESE PLANS ARE NOT FULLY PERMITTED  
AND ARE SUBJECT TO REVISIONS MADE  
DURING THE PERMITTING PROCESS.  
RESPONSIBILITY FOR THE USE OF THESE  
PLANS PRIOR TO OBTAINING PERMITS  
FROM ALL AGENCIES HAVING JURISDICTION  
OVER THE PROJECT WILL FALL SOLELY  
UPON THE USER.



7-ELEVEN #41361  
1900 10TH AVENUE  
NORTH, LAKE WORTH,  
FLORIDA 33461

SCALE: AS NOTED

1ST SUBMITTAL DATE: MARCH 2020

DRAWN BY: MG

DESIGNED BY: MG

CHECKED BY: TD

This item has been digitally signed and sealed by Thomas F. Donahue, 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.

Date: 2020.06.25 15:51:22-04'00'  
THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

SHEET TITLE

**CONSTRUCTION  
SPECIFICATIONS**

SHEET NUMBER

GI-002

PROJECT NO. 11007.02



**General Notes**

This construction project may or may not include all items covered by these notes and specifications, i.e. paving, grading, drainage lines, water lines, or sanitary sewer lines. See plans for detailed project scope. Notes and specifications on this sheet refer to paving, grading, drainage, water, and sanitary sewer, and are intended for this projects scope of work and for reference purposes for other work items that may be required due to unforeseen existing conditions or required remedial work.

**1. Specific Site Notes**

- 1.1. County and "City" in these notes refers to County and City in which project resides.
- 1.2. State in these notes refers to the State of Florida.
- 1.3. Existing topographic information in the plans is based on survey data and best available information. See project survey and notes on plan sheets regarding the source of the topographic information.

**2. Applicable Codes**

- 2.1. All construction and materials shall conform to the standards and specifications of the city, county, and all other jurisdictional, State and national codes where applicable.
- 2.2. In the event of a conflict between the general notes and construction specifications in these plans, and the contract documents and specifications in the specification booklet, the contractor shall submit written request for clarification.
- 2.3. All construction shall be done in a safe manner and in strict compliance with all the requirements of the Federal occupational safety and health act of 1970, and all State and jurisdictional safety and health regulations.
- 2.4. The contractor shall be required to comply with Federal, State, County, and City laws, codes, and regulations.
- 2.5. All handicap accessible areas to conform to the requirements of the Americans with Disabilities Act (ADA), State ADA codes, and Florida Building Code ADA codes latest edition.
- 2.6. Trench safety act
  - 2.6.1. All trench excavation shall be performed in accordance with chapter 90-96 of the laws of Florida (the trench safety act).
  - 2.6.2. All trench excavation in excess of 5 feet in depth shall be undertaken in accordance with O.S.H.A. standard 29 cfr. Section 1926.650 subpart p.
  - 2.6.3. The contractor shall submit with his contract a completed, signed, and notarized copy of the trench safety act compliance statement. The contractor shall also submit a separate cost item identifying the cost of compliance with the applicable trench safety codes.
  - 2.6.4. A trench safety system, if required, shall be designed by the excavation contractor utilizing a specialty engineer as required.

**3. Construction Notes:**

- 3.1. Contractor shall tie to existing grade by evenly sloping from closest proposed grade provided to existing grade at limits of construction, unless otherwise noted on the plans. If no limit of work line is indicated, slope to adjacent property line or right-of-way line, as applicable.
- 3.2. Unless otherwise indicated on the plans, all existing manholes, catch basins, meters and other structures, whether indicated on the plans or not shall be adjusted to match the new grade, by the contractor.
- 3.3. The curb shall be sloped to accommodate the new pavement, catch basin and grate, and the surface flow pattern.
- 3.4. The contractor shall use care when cutting the existing asphalt pavement and during excavations, so that the existing catch basins and grates that are to remain will not be damaged.
- 3.5. The contractor shall maintain the roadway slope when resurfacing the roadway. The edge of pavement shall match the new gutter lip per FDOT index 300.
- 3.6. The new sidewalk shall be constructed in accordance with the given elevations and at the proper slopes depicted in the specifications, details and standards. Existing driveways and other features shall be matched when possible as directed by the engineer.
- 3.7. Radii shown are to the edge of pavement.
- 3.8. All bench mark monuments within the limits of construction shall be protected and referenced by the contractor in the same way as public land corners.
- 3.9. All excess material is to be disposed by the contractor within 72 hours.
- 3.10. In areas where the base is exposed by the milling operation, the contractor shall restore the base to its original thickness and structural capacity before paving over such areas. This includes but is not limited

to restoring original degree of compaction, moisture content, composition, stability, and intended slope. If paving will not take place the same day the base is exposed and reworked, the base shall be sealed according to the governing standards and specifications. Any additional work resulting from the contractor's failure to protect the exposed base as stated above in order to restore the original structural capacity shall be the contractor's cost.

- 3.11. The contractor is to maintain existing signage during construction operations, in order to facilitate emergency vehicle traffic.
- 3.12. The topographic survey included with this set of plans reflects pre-demolition conditions and does not reflect the site conditions after demolition. The contractor is fully and solely responsible in determining the required earthwork for the proposed development of the site. This includes, but is not limited to, any excavation/dredge and fill activities required at any phase of the project. The contractor shall use the final approved (released for construction) plans, surveys, geotechnical reports, and any other available information for determining the amount of excavation/dredging and filling required. Any quantities included in the approved permits were estimated by the engineer for purposes of obtaining the permit and under no circumstances shall be used by the contractor in lieu of performing their own earthwork calculations required for cost estimating and bidding the project.
- 3.13. The contractor shall be responsible for reading and familiarizing themselves with any and all available geotechnical reports prepared by others and/or any recommendations written or implied by the geotechnical engineer for this project. The geotechnical conditions and recommendations outlined in these reports are in force and in full effect as part of the proposed improvements. The contractor is responsible for ensuring that all the work associated with this project is in compliance with the geotechnical engineer's recommendations. Keith and Associates, Inc. is not responsible for the suitability or unsuitability of the soils encountered. It is the contractor's responsibility to ensure that the means and methods of construction used can and will allow for the successful completion of the required site improvements.

- 3.14. The contractor shall ensure that the available geotechnical information is sufficient for his complete understanding of the soil conditions for the site. If additional geotechnical investigation is required by the contractor, this additional work shall be considered incidental to the contract and no additional compensation shall be allowed.
- 3.15. The contractor shall be responsible for the repair and restoration of existing pavement, pipes, conduits, sprinkler heads, cables, etc., and landscaped areas damaged as a result of the contractor's operations and/or those of his subcontractors and shall restore at no additional cost.
- 3.16. The contractor shall not bring any hazardous materials onto the project. Should the contractor require such for performing the contracted work, the contractor shall request, in writing, permission from the owner, city and engineer. The contractor shall provide the owner, city and engineer with a copy of the material safety data sheet (MSDS) for each hazardous material proposed for use. The project engineer shall coordinate with the owner and city prior to issuing written approval to the contractor.

- 3.17. Any known or suspected hazardous material found on the project by the contractor shall be immediately reported to the city and/or engineer, who shall direct the contractor to protect the area of known or suspected contamination from further access. The city and/or engineer are to notify the owner/engineer of the discovery. The owner/engineer will arrange for investigation, identification, and remediation of the hazardous material. The contractor shall not return to the area of contamination until approval is provided by the engineer.
- 3.18. The contractor shall contact the appropriate city engineering inspector and engineer 48 hours in advance of the event to notify the city of construction start up, or to schedule all required tests and inspections including final walk-throughs.

**4. Preconstruction Responsibilities**

- 4.1. All utility / access easements to be secured prior to construction.
- 4.2. No construction may commence until the appropriate permits have been obtained from all municipal, State, County, and Federal agencies and a pre-construction meeting has been conducted.
- 4.3. All required governmental agency building permits to be obtained by the contractor prior to any construction activity.

- 4.4. Contractor to coordinate construction scheduling for connection to the existing water and sewer lines with the utility department that owns and/or maintains the water and sewer lines.
- 4.5. Prior to the start of construction, the owner shall submit an NPDES construction general permit (CGP) "notice of intent (N.O.I.) to use Generic Permit for storm water discharge from construction activities form (DEP form 62-621.300(4)(b)) to FDEP notices center. The contractor will be responsible for (1) implementation of the storm water pollution prevention plan (SWPPP) that was required to be developed prior to NOI submittal, and (2) retention of records required by the permit, including retention of a copy of the SWPPP at the construction site from the date of project initiation to the date of final site stabilization. A "notice of termination (N.O.T.) of generic permit coverage" form (DEP form 62-621.300(6)) must be submitted to FDEP to discontinue permit coverage, subsequent to completion of construction. For additional information see FDEP website: http://www.dep.state.fl.us/water/storm

- 4.6. Prior to construction or installation, 5 sets of shop drawings shall be submitted for review as required for the following items listed below, but not limited to:
  - Drainage: Catch basins, manholes, headwalls, grates/tops, yard drains.
  - Water: Fire hydrants, valves, backflow preventer, DDCV, meter box.
  - Sewer: Manholes, lift stations (wetwell, hatches, valves, pump data, electrical panel)
- 4.0.1. Catalogue literature shall be submitted for drainage, water and sewer pipes, fittings, and appurtenances.
- 4.0.2. Prior to submitting shop drawings to the engineer, the contractor shall review and approve the drawings, and shall note in red any deviations from the engineer's plans or specifications.
- 4.0.3. Individual shop drawings for all precast structures are required. Catalogue literature will not be accepted for precast structures.

- 4.7. Contractor to submit maintenance of traffic plan(s) in accordance with FDOT and County requirements, and submit for approval prior to beginning construction.

**5. Inspections / Testing:**

- 5.1. The contractor shall notify in writing the owner, City, County, engineer of record, and any other governmental agencies having jurisdiction at least 48 hours prior to beginning construction and prior to required inspections of the following items, where applicable:
  - Clearing and earthwork
  - Storm drainage systems
  - Sanitary sewer systems
  - Water distribution systems
  - Subgrade
  - Limerock base
  - Asphalt or concrete pavement
  - Sidewalks, concrete flatwork/curbing
  - Landscaping
  - Pavement marking and signage
  - Signalization
  - Site lighting
  - Electrical and communication lines
  - Utility conduits
  - Irrigation
  - Final

- 5.1. The owner, engineer, and jurisdictional permitting agencies may make inspections of the work at any time. The contractor shall cooperate fully with all inspections.

- 5.2. Testing - all testing required by the plans and specifications shall be performed by a licensed / FDOT qualified testing company. Required test for asphalt and limerock shall be taken at the direction of the engineer or the jurisdictional governmental agency in accordance with the plans and specifications.
- 5.3. Testing - all testing required by the plans and specifications shall be performed by a licensed / FDOT qualified testing company. Required test for asphalt and limerock shall be taken at the direction of the engineer or the jurisdictional governmental agency in accordance with the plans and specifications.

**6. Temporary Facilities**

- 6.1. It shall be the contractor's responsibility to arrange for or supply temporary water service, sanitary facilities, communications, and electricity, for his operations and works, cost included under mobilization.
- 6.2. Contractor shall construct temporary fencing to secure construction areas at all times, cost included in mobilization.
- 6.3. Contractor to obtain a secure staging area and obtain

- all necessary approvals from the owner.
- 6.4. Contractor shall construct and maintain temporary lighting as required to light the construction project limits at all times, to at least the same lighting intensity levels as the existing conditions.
- 6.5. The contractor shall maintain access to adjacent properties at all times.

**7. Project Progress and Closeout**

- 7.1. During construction, the project site and all adjacent areas shall be maintained in a neat and clean manner, and upon final clean-up, the project site shall be left clear of all surplus material or trash. The paved areas shall be broom swept clean.
- 7.2. The contractor shall restore or replace any public or private property (such as highway, driveway, walkway, and landscaping), damaged by his work, equipment, or employees, to a condition at least equal to that existing immediately prior to the beginning of construction. Suitable materials and methods shall be used for such restoration.
- 7.3. Material or debris shall be hauled in accordance with NPDES permit and jurisdictional laws.
- 7.4. All land survey property monuments or permanent reference markers, removed or destroyed by the contractor during construction shall be restored by a State of Florida registered land surveyor at the contractor's expense.
- 7.5. All unpaved surfaces disturbed as a result of construction activities shall be graded, sodded, & restored to a condition equal to or better than that which existed before the construction.

**8. Project record documents:**

- 8.1. During the daily progress of the job, the contractor shall record on his set of construction drawings the location, length, material and elevation of any facility not built according to plans. This copy of the "as-built" shall be submitted to engineer for project record.
- 8.2. Upon completion of drainage improvements and limerock base construction (at least 48 hours before placing asphalt pavement) the contractor shall furnish the engineer of record "as-built" plans for these improvements, showing the locations and pertinent grades of all drainage installations and the finished rock grades of the road crown and edges of pavement at 50 foot intervals, including locations and elevations of all high and low points.
- 8.3. Upon completion of construction, and prior to final acceptance, the contractor shall submit to the engineer of record one complete set of all "as-built" contract drawings. These drawings shall be marked to show "as-built" construction changes, dimensions, locations, and elevations of all improvements.
- 8.4. "As-built" drawings of water lines and force mains shall include the following information:
  - 8.4.1. Top of pipe elevations every 100 LF.
  - 8.4.2. Locations and elevations of all fittings including bends, tees, gate valves, double detector check valves, fire hydrants, and appurtenances.
  - 8.4.3. All connections to existing lines.
  - 8.4.4. Ends of all water services at the buildings where the water service terminates.
- 8.5. "As-built" drawings of gravity sanitary sewer lines shall include the following information:
  - 8.5.1. Rim elevations, invert elevations, length of piping between structures, and slopes.
  - 8.5.2. The stub ends and cleanouts of all sewer laterals shall be located horizontally and vertically.
- 8.6. "As-built" drawings of all drainage lines shall include the following information:
  - 8.6.1. Rim elevation, invert elevation, length of piping between structures, and control structure elevations if applicable.
  - 8.6.2. The size of the lines.
  - 8.6.3. Drainage well structure shall include, but not be limited to, top of casing elevation, top and bottom elevations of the structure and baffle walls, rim elevations and pipe inverts.

- 8.7. "As-built" drawings of construction areas shall include the following:
  - 8.7.1. Rock elevations at all high, and low points, and at enough intermediate points to confirm slope consistency.
  - 8.7.2. Rock elevations and concrete base elevations shall be taken at all locations where there is a finish grade elevation shown on the design plans.
  - 8.7.3. All catch basin and manhole rim elevations.
  - 8.7.4. Finish grade elevations in island areas.
  - 8.7.5. "As-built" elevations shall be taken on all paved and unpaved swales, at enough intermediate points to confirm slope consistency and conformance to the plan details.
  - 8.7.6. Lake and canal bank "as-built" drawings shall

include a key sheet of the lake for the location of cross sections. Lake and canal bank cross sections shall be plotted at a minimum of every 100 lf, unless otherwise specified. "as-built" drawings shall consist of the location and elevation of the top of bank, edge of water, and the deep cut line, with the distance between each shown on the drawing.

- 8.7.7. Retention area "as-built" elevations shall be taken at the bottom of the retention area and at the top of bank. If there are contours indicated on the design plans, then they shall be included in "as-built" drawings as well.
- 8.8. Upon completion of the work, the contractor shall prepare "as-built" drawings on full size, 24" x 36" sheets. All "as-built" information shall be put on the latest engineering drawings. Eight (8) sets of blue or black line drawings shall be submitted. These drawings shall be signed and sealed by a Florida registered professional engineer or land surveyor.
- 8.9. An electronic copy of these "as-built" drawings shall be submitted to the engineer of record in AutoCAD, version 2008 or later.

**9. Utility Notes**

- 9.1. Contractor is responsible for utility verification prior to fabrication.
- 9.2. The contractor is advised that properties adjacent to the project have electric, telephone, gas, water and/or sewer service laterals which may not be shown in plans. The contractor must request the location of these lateral services from the utility companies.
- 9.3. The contractor shall use hand digging when excavating near existing utilities. Extreme caution shall be exercised by the contractor while excavating, installing, backfilling or compacting around the utilities.
- 9.4. The contractor shall notify and obtain an underground clearance from all utility companies and governmental agencies at least 48 hours prior to beginning any construction. The contractor shall obtain a Sunshine811.com Certification clearance number and field markings at least 48 hours prior to beginning any excavation.
  - Prior to commencement of any excavation, the contractor shall comply with Florida statute 553.851 for the protection of underground gas pipelines.

- 9.1. For street excavation or closing or for alteration of access to public or private property, the contractor shall notify:
  - Roadway jurisdictional engineering / public works authority.
  - County transit authority
  - School board transportation authority
  - Jurisdictional fire department dispatch
  - Jurisdictional police department(s)
- 9.2. The contractor shall use extreme caution working under, over, and around existing electric lines. The contractor shall contact the electric provider company to verify locations, voltage, and required clearances, onsite, in right-of-ways, and in easements, prior to any construction in the vicinity of existing lines.
- 9.3. Location and size of all existing utilities and topography (facilities) as shown on construction drawings are drawn from available records. The engineer assumes no responsibility for the accuracy of the facilities shown or for any facility not shown. It is the contractor's responsibility to determine the exact location (vertical & horizontal) of any existing utilities and topography prior to construction. The contractor shall verify the elevations and locations of all existing facilities, in coordination with all utility companies, prior to beginning any construction operations. If an existing facility is found to conflict with the proposed construction, the contractor shall immediately notify the engineer so that appropriate measures can be taken to resolve the conflict.

- 9.3. The contractor shall coordinate the work with other contractors in the area and any other underground utility companies required. The contractor shall coordinate relocation of all existing utilities with applicable utility companies.

**10. Signing and Pavement Markings**

- 10.1. All signing and pavement markings installed as part of these plans shall conform to the Federal highway administration (FHWA) "manual on uniform traffic control devices" (MUTCD), County Traffic Design Standards and FDOT design standards as a minimum criteria.
- 10.2. Match existing pavement markings at the limits of construction.
- 10.3. Removal of the existing pavement markings shall be accomplished by water blasting or other approved

- methods determined by the engineer.
- 10.4. Incorrectly placed paint or thermoplastic pavement markings over friction course will be removed by milling and replacing the friction course a minimum width of 18 in at the contractor's expense. The engineer may approve an alternative method if it can be demonstrated to completely remove the markings without damaging the asphalt.
- 10.5. Place all retro-reflective pavement markers in accordance with standard index 17352 and / or as shown in the plans.
- 10.6. Caution should be exercised while relocating existing signs to prevent unnecessary damage to signs. If the sign is damaged beyond use, as determined by the engineer, signs shall be replaced by the contractor at his expense.
- 10.7. All existing signs that conflict with construction operations shall be removed, stockpiled, and relocated by the contractor. Sign removal shall be directed by the engineer.
- 10.8. Relocated sign support system must meet the current design standard.
- 10.9. The contractor shall provide an inventory of existing signs to remain or to be relocated prior to starting the job and forward this list to the engineer. Contractor shall notify if there are any missing or damage signs that the plans show to remain or to be relocated.
- 10.10. All roadway pavement markings shall be thermoplastic in accordance with FDOT specifications section 711.
- 10.11. Hand dig the first four feet of sign foundation.
- 10.12. All signs shall meet all of the following:
  - Meet the criteria outlined in Section 2A.08 of the 2009 MUTCD
  - Meet the specifications outlined in Section 700 and 994 of the latest FDOT Standard Specifications.
  - Consist of materials certified to meet the retroreflective sheeting requirements outlined in the current version of ASTM D4956 for type-XI retroreflective sheeting materials made with prisms, except for school zone and pedestrian signs which shall be comprised of retroreflective fluorescent yellow-green sheeting certified to meet ASTM D4956 Type IV retroreflective sheeting materials.
  - Consist of retroreflective sheeting materials that have a valid FDOT Approved Product List (APL) certification for specification 700 Highway Signaling for FDOT sheeting Type XI (or type IV for school and pedestrian signs).
- 10.13. Patch attachment hardware, such as countersunk screws or rivet heads, with retro reflective buttons that match the color and sheeting material of the finished sign panel including the background, legend or border.
- 10.14. Ensure the outside corner of sign is concentric with border. Ensure white borders are mounted parallel to the edge of the sign. Ensure black borders are recessed from the edge of the sign.
- 10.15. Layout permanent final striping that leaves no visible marks at time of final acceptance.



301 East Atlantic Boulevard  
Pompano Beach, Florida 33060-6643

120 North Federal Highway, Suite 208  
Lake Worth, Florida 33460

PH: (954) 788-3400

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO. :

**REVISIONS**

NO.	DESCRIPTION	DATE

**PRELIMINARY PLAN  
NOT FOR CONSTRUCTION**  
THESE PLANS ARE NOT FULLY PERMITTED  
AND ARE SUBJECT TO REVISIONS MADE  
DURING THE PERMITTING PROCESS.  
RESPONSIBILITY FOR THE USE OF THESE  
PLANS PRIOR TO OBTAINING PERMITS  
FROM ALL AGENCIES HAVING JURISDICTION  
OVER THE PROJECT WILL FALL SOLELY  
UPON THE USER.



**7-ELEVEN #41361  
1900 10TH AVENUE  
NORTH, LAKE WORTH,  
FLORIDA 33461**

SCALE: AS NOTED

1ST SUBMITTAL DATE: MARCH 2020

DRAWN BY: MG

DESIGNED BY: MG

CHECKED BY: TD

This item has been  
digitally signed and  
sealed by Thomas  
F. Donahue, P.E.  
on the date  
adjacent to the  
seal.



Date: 2020.06.25 15:51:45 0400  
THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

SHEET TITLE

**GENERAL NOTES**

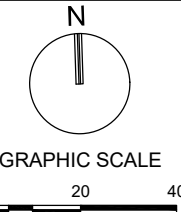
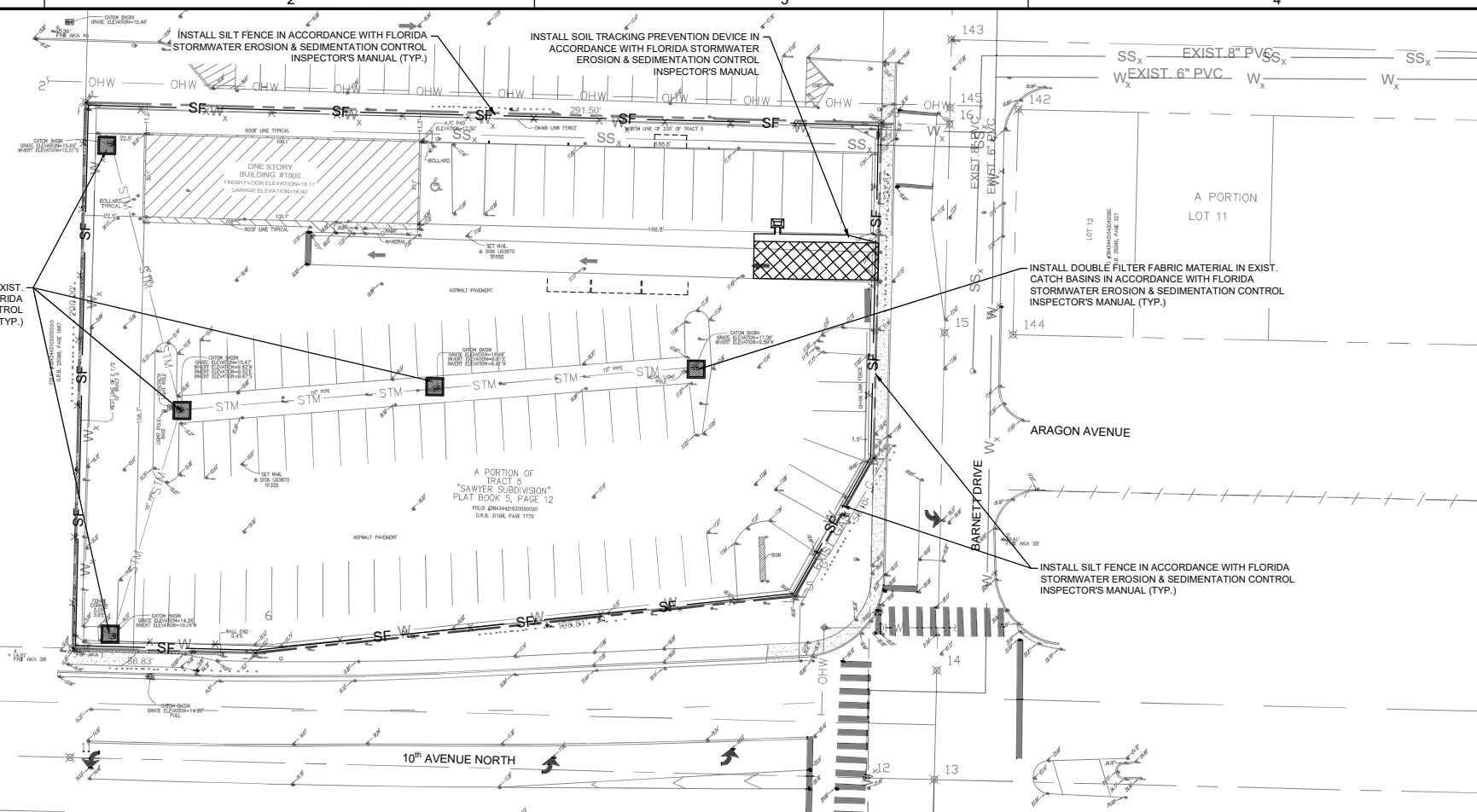
SHEET NUMBER

**GI-003**

PROJECT NO. **11007.02**



### EXISTING EROSION CONTROL

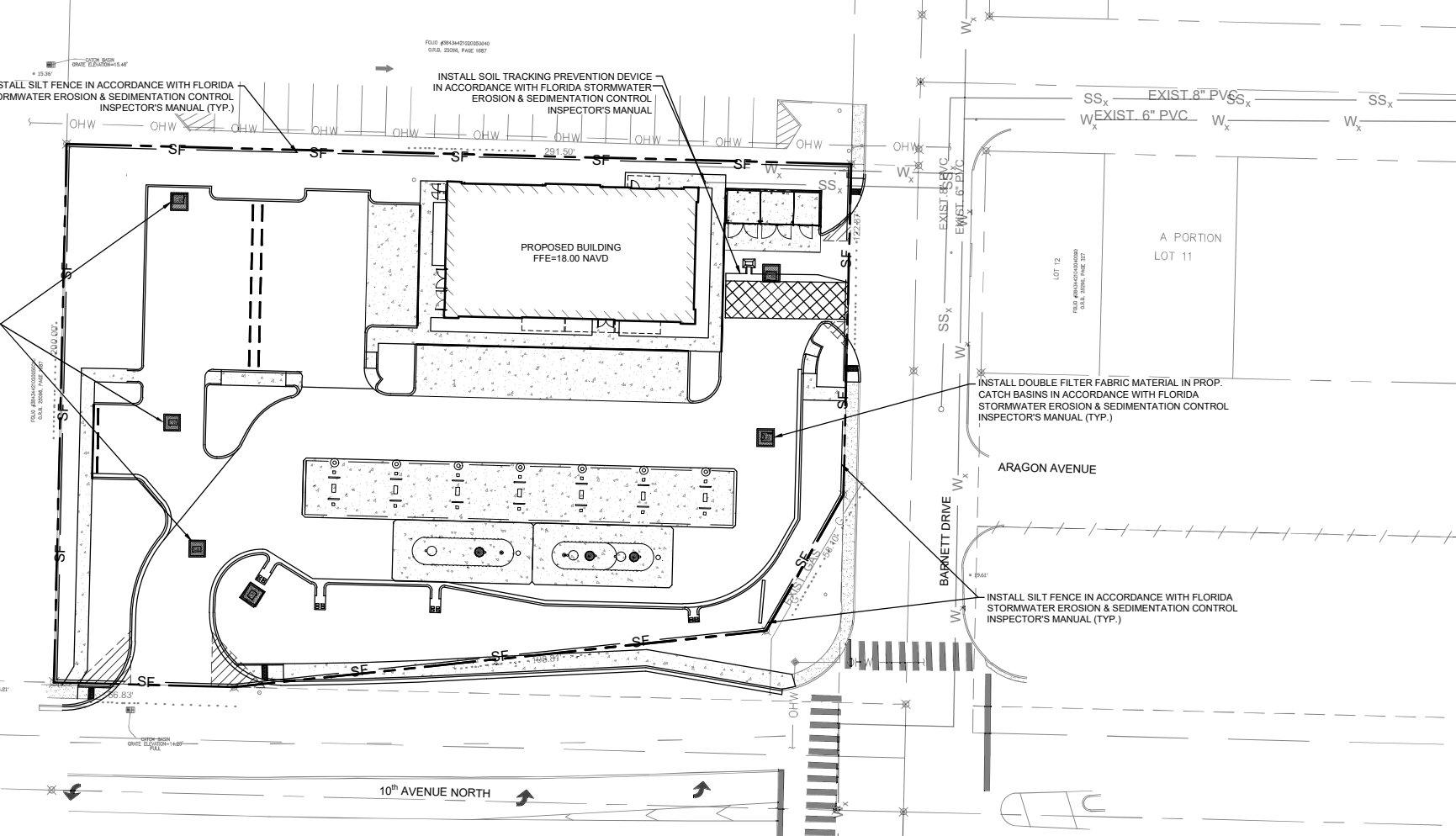


NOTE: PRINTED DRAWING SIZE MAY BE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

### GENERAL NOTES - EROSION CONTROL:

1. THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN FLORIDA (HEREAFTER REFERRED TO AS FL GUIDELINES).
2. MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, A VISUAL INSPECTION SHALL BE MADE OF ALL INSTALLED EROSION CONTROL MEASURES AND REPAIRS SHALL BE CONDUCTED TO ENSURE THEIR CONTINUING FUNCTION AS DESIGNED.
3. CATCH BASIN, INLETS, STORM SEWER MANHOLES STRUCTURES, ETC. SHALL BE PROTECTED DURING CONSTRUCTION OPERATIONS FROM SEDIMENT RUNOFF AND DEBRIS BY PLACING A FILTER FABRIC MATERIAL IN THE FRAME AND GRATE/MANHOLE COVER. PREVENTIVE METHODS MUST BE UTILIZED AROUND THESE STRUCTURES (DURING CONSTRUCTION OPERATIONS) BY GRADING TO DRAIN AWAY FROM STRUCTURES AND ANY OTHER METHODS APPROVED BY THE AGENCY HAVING JURISDICTION OR DESIGN ENGINEER OF RECORD.
4. THE CONTRACTOR SHALL INSTALL A SOIL TRACKING PREVENTION DEVICE AS PER THE FLORIDA STORMWATER EROSION AND SEDIMENTATION CONTROL INSPECTOR'S MANUAL. THE CONTRACTOR SHALL TAKE MEASURES TO INSURE THE CLEANUP OF SEDIMENTS THAT HAVE BEEN TRACKED BY VEHICLES OR HAVE BEEN TRANSPORTED BY WIND OR STORM WATER ABOUT THE SITE OR ONTO NEARBY ROADWAYS. STABILIZED CONSTRUCTION ENTRANCES AND CONSTRUCTION ROADS, IF APPROPRIATE, SHALL BE IMPLEMENTED IN ORDER TO REDUCE OFFSITE TRACKING.
5. ALL AREAS OF DISTURBANCE THAT ARE NOT WITHIN BUILDING OR PAVEMENT LIMITS SHALL BE SODDED, REFER TO LANDSCAPE PLANS FOR SOD SPECIFICATION AND REQUIREMENTS.
6. REMOVE ALL EROSION CONTROL IMPROVEMENTS AFTER ALL DISTURBED AREAS ARE STABILIZED WITH THE FINAL GROUND COVER.

### PROPOSED EROSION CONTROL



301 East Atlantic Boulevard  
Pompano Beach, Florida 33060-6643

120 North Federal Highway, Suite 208  
Lake Worth, Florida 33460

PH: (954) 788-3400

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO.:

REVISIONS		
NO.	DESCRIPTION	DATE

**PRELIMINARY PLAN  
NOT FOR CONSTRUCTION**

THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS. RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.



7-ELEVEN #41361  
1900 10TH AVENUE  
NORTH, LAKE WORTH,  
FLORIDA 33461

SCALE:	AS NOTED
1ST SUBMITTAL DATE:	MARCH 2020
DRAWN BY:	MG
DESIGNED BY:	MG
CHECKED BY:	TD

This item has been digitally signed and sealed by Thomas F. Donahue, P.E. on the date adjacent to the seal.



Date: 2020.06.25 15:52:07-04'00'  
THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

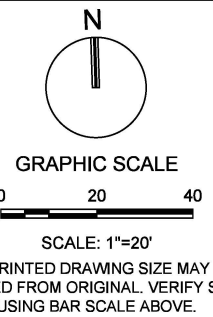
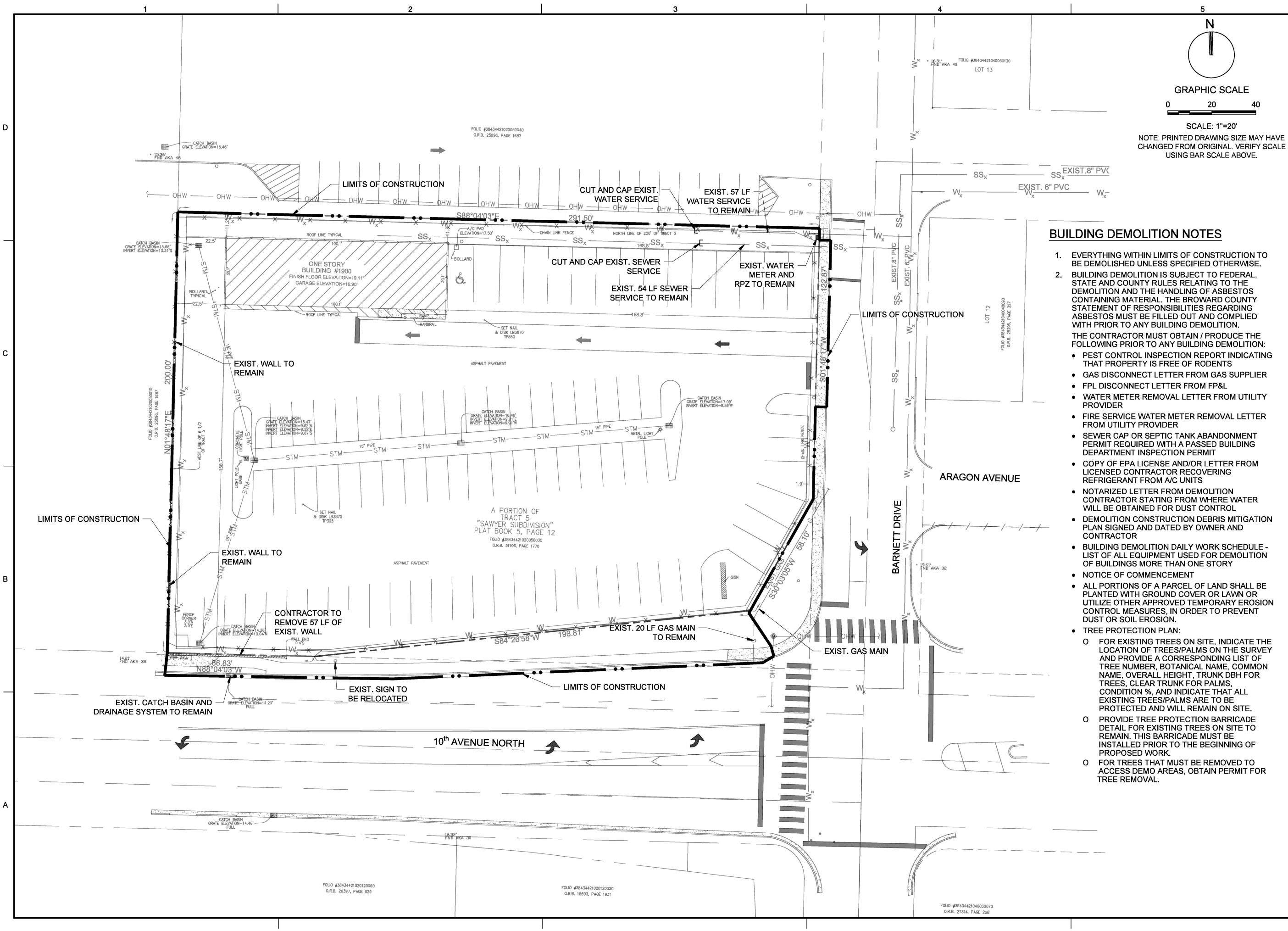
SHEET TITLE

**EROSION AND  
SEDIMENT CONTROL  
PLAN**

SHEET NUMBER

**CG-101**

PROJECT NO. 11007.02



**BUILDING DEMOLITION NOTES**

- EVERYTHING WITHIN LIMITS OF CONSTRUCTION TO BE DEMOLISHED UNLESS SPECIFIED OTHERWISE.
- BUILDING DEMOLITION IS SUBJECT TO FEDERAL, STATE AND COUNTY RULES RELATING TO THE DEMOLITION AND THE HANDLING OF ASBESTOS CONTAINING MATERIAL. THE BROWARD COUNTY STATEMENT OF RESPONSIBILITIES REGARDING ASBESTOS MUST BE FILLED OUT AND COMPLIED WITH PRIOR TO ANY BUILDING DEMOLITION. THE CONTRACTOR MUST OBTAIN / PRODUCE THE FOLLOWING PRIOR TO ANY BUILDING DEMOLITION:
  - PEST CONTROL INSPECTION REPORT INDICATING THAT PROPERTY IS FREE OF RODENTS
  - GAS DISCONNECT LETTER FROM GAS SUPPLIER
  - FPL DISCONNECT LETTER FROM FP&L
  - WATER METER REMOVAL LETTER FROM UTILITY PROVIDER
  - FIRE SERVICE WATER METER REMOVAL LETTER FROM UTILITY PROVIDER
  - SEWER CAP OR SEPTIC TANK ABANDONMENT PERMIT REQUIRED WITH A PASSED BUILDING DEPARTMENT INSPECTION PERMIT
  - COPY OF EPA LICENSE AND/OR LETTER FROM LICENSED CONTRACTOR RECOVERING REFRIGERANT FROM A/C UNITS
  - NOTARIZED LETTER FROM DEMOLITION CONTRACTOR STATING FROM WHERE WATER WILL BE OBTAINED FOR DUST CONTROL
  - DEMOLITION CONSTRUCTION DEBRIS MITIGATION PLAN SIGNED AND DATED BY OWNER AND CONTRACTOR
  - BUILDING DEMOLITION DAILY WORK SCHEDULE - LIST OF ALL EQUIPMENT USED FOR DEMOLITION OF BUILDINGS MORE THAN ONE STORY
  - NOTICE OF COMMENCEMENT
- ALL PORTIONS OF A PARCEL OF LAND SHALL BE PLANTED WITH GROUND COVER OR LAWN OR UTILIZE OTHER APPROVED TEMPORARY EROSION CONTROL MEASURES, IN ORDER TO PREVENT DUST OR SOIL EROSION.
- TREE PROTECTION PLAN:
  - FOR EXISTING TREES ON SITE, INDICATE THE LOCATION OF TREES/PALMS ON THE SURVEY AND PROVIDE A CORRESPONDING LIST OF TREE NUMBER, BOTANICAL NAME, COMMON NAME, OVERALL HEIGHT, TRUNK DBH FOR TREES, CLEAR TRUNK FOR PALMS, CONDITION %, AND INDICATE THAT ALL EXISTING TREES/PALMS ARE TO BE PROTECTED AND WILL REMAIN ON SITE.
  - PROVIDE TREE PROTECTION BARRICADE DETAIL FOR EXISTING TREES ON SITE TO REMAIN. THIS BARRICADE MUST BE INSTALLED PRIOR TO THE BEGINNING OF PROPOSED WORK.
  - FOR TREES THAT MUST BE REMOVED TO ACCESS DEMO AREAS, OBTAIN PERMIT FOR TREE REMOVAL.



**KEITH**  
 301 East Florida Boulevard  
 Pompano Beach, Florida 33060-6643  
 120 North Federal Highway, Suite 208  
 Lake Worth, Florida 33460  
 PH: (954) 788-3400  
 Florida Certificate of  
 Authorization # - 7928

BID / CONTRACT NO. :

REVISIONS		
NO.	DESCRIPTION	DATE

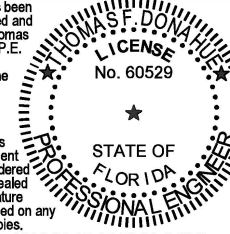
**PRELIMINARY PLAN NOT FOR CONSTRUCTION**  
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**7-ELEVEN #41361**  
 1900 10TH AVENUE  
 NORTH, LAKE WORTH,  
 FLORIDA 33461

SCALE: AS NOTED  
 1ST SUBMITTAL DATE: MARCH 2020  
 DRAWN BY: MG  
 DESIGNED BY: MG  
 CHECKED BY: TD

This item has been digitally signed and sealed by Thomas F. Donahue, 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.  
 Date: 2020.06.25 15:52:30 04'00'  
 THOMAS F. DONAHUE, P.E.  
 FLORIDA REG. NO. 60529  
 (FOR THE FIRM)

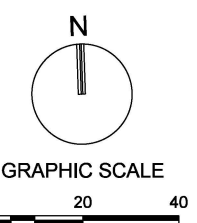
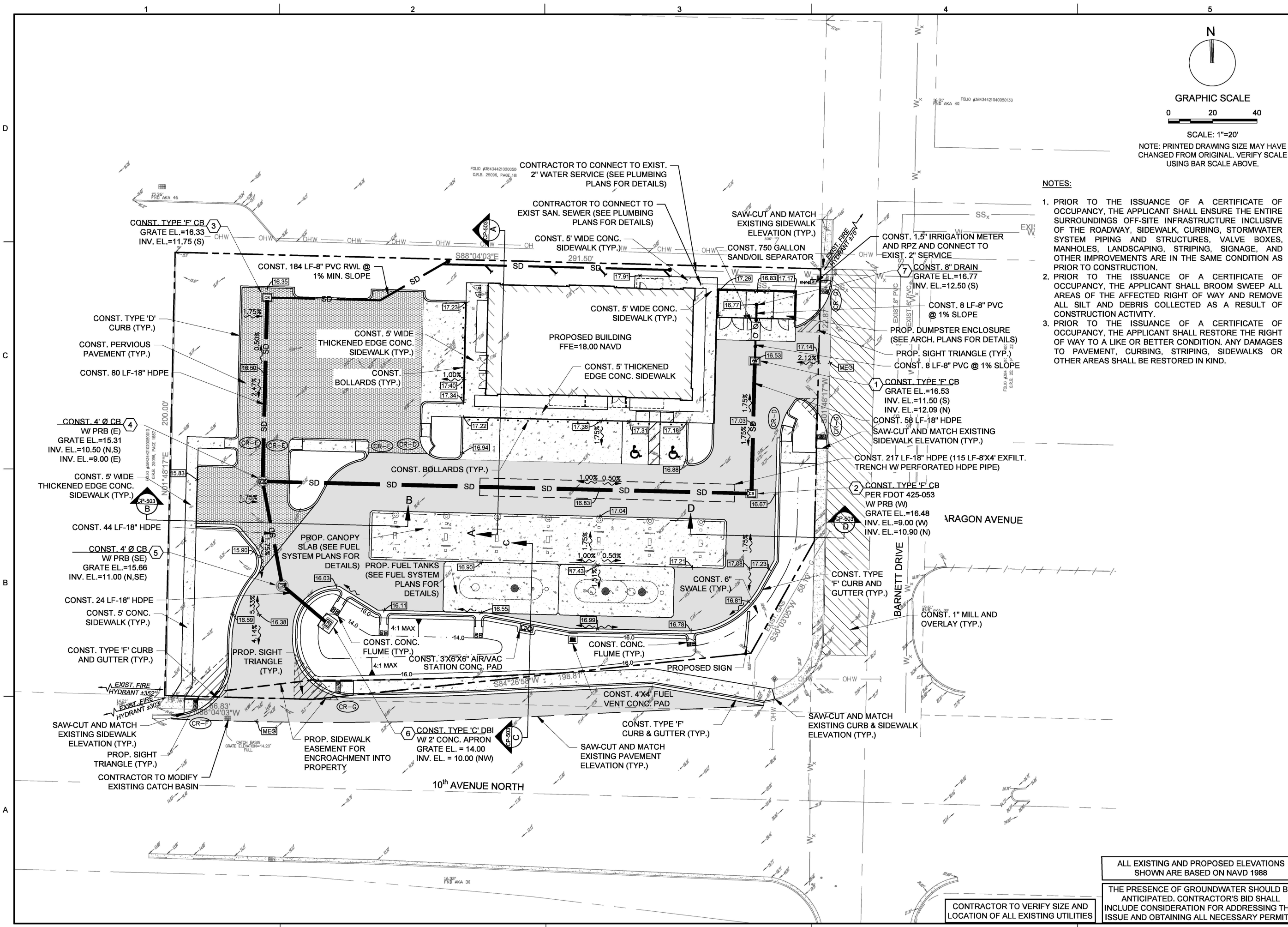
SHEET TITLE  
**DEMOLITION PLAN**

SHEET NUMBER  
**CD-101**

PROJECT NO. **11007.02**

Drawing name: \\111111007.02 - 7-11 - 1900 10th Ave. N. Lake Worth FL\Engineering\Cad\11007.02-CD-101.dwg  
 Plotted on: May 13, 2020 - 9:13am  
 Plotted by: patrick





NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

- NOTES:**
1. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE APPLICANT SHALL ENSURE THE ENTIRE SURROUNDINGS OFF-SITE INFRASTRUCTURE INCLUSIVE OF THE ROADWAY, SIDEWALK, CURBING, STORMWATER SYSTEM PIPING AND STRUCTURES, VALVE BOXES, MANHOLES, LANDSCAPING, STRIPING, SIGNAGE, AND OTHER IMPROVEMENTS ARE IN THE SAME CONDITION AS PRIOR TO CONSTRUCTION.
  2. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE APPLICANT SHALL BROOM SWEEP ALL AREAS OF THE AFFECTED RIGHT OF WAY AND REMOVE ALL SILT AND DEBRIS COLLECTED AS A RESULT OF CONSTRUCTION ACTIVITY.
  3. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE APPLICANT SHALL RESTORE THE RIGHT OF WAY TO A LIKE OR BETTER CONDITION. ANY DAMAGES TO PAVEMENT, CURBING, STRIPING, SIDEWALKS OR OTHER AREAS SHALL BE RESTORED IN KIND.



**KEITH**  
 301 East Atlantic Boulevard  
 Pompano Beach, Florida 33060-6643  
 120 North Federal Highway, Suite 208  
 Lake Worth, Florida 33460  
 PH: (954) 788-3400  
 Florida Certificate of  
 Authorization # - 7928

BID / CONTRACT NO.:

REVISIONS		
NO.	DESCRIPTION	DATE

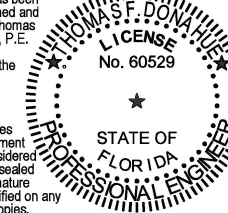
**PRELIMINARY PLAN  
 NOT FOR CONSTRUCTION**  
 THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS. RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.



**7-ELEVEN #41361**  
 1900 10TH AVENUE  
 NORTH, LAKE WORTH,  
 FLORIDA 33461

SCALE: AS NOTED  
 1ST SUBMITTAL DATE: MARCH 2020  
 DRAWN BY: MG  
 DESIGNED BY: MG  
 CHECKED BY: TD

This item has been digitally signed and sealed by Thomas F. Donahue, P.E. on the date adjacent to the seal.



Date: 2020.06.25 15:52:52.04100  
 THOMAS F. DONAHUE, P.E.  
 FLORIDA REG. NO. 60529  
 (FOR THE FIRM)

SHEET TITLE  
**PAVING, GRADING,  
 DRAINAGE AND  
 UTILITY PLAN**

SHEET NUMBER  
**CP-101**  
 PROJECT NO. 11007.02

ALL EXISTING AND PROPOSED ELEVATIONS SHOWN ARE BASED ON NAVD 1988

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

CONTRACTOR TO VERIFY SIZE AND LOCATION OF ALL EXISTING UTILITIES

Drawing name: \\111111007.02 - 7-11 - 1900 10th Ave. N. Lake Worth FL\Engineering\Cadd\11007.02-CP-101-Paving Grading Drainage and Utility Plan  
 Layout Name: 408 - 11007.02-CP-101-Paving Grading Drainage and Utility Plan  
 Plotted on: Jun 25, 2020 - 12:48pm

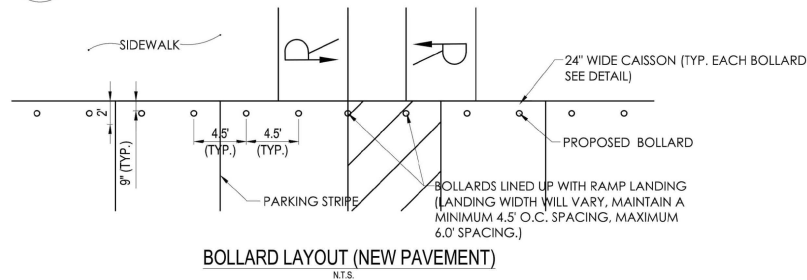




NOTE:

1. CONCRETE MUST BE A MINIMUM 4,000 PSI COMPRESSIVE STRENGTH WITH FIBER MESH.
2. PROVIDE PLASTIC BOLLARD COVER. COVER TO BE IDEALSHIELD (OR APPROVED EQUAL) 1/8" THICK, BROWN (PQ-440C), 6" PIPE FIT, DOME TOP, 48" TALL.
3. DESIGN PARAMETERS:  
- 20 MPH  
- 5,000 LB VEHICLE
4. USE SONOTUBE IN SANDY OR OTHER SOILS THAT MIGHT CAVE IN.
5. INCREASE DEPTH OF CAISSON BELOW PIPE TO MEET LOCAL JURISDICTION MIN. FROST DEPTH REQUIREMENT. PIPE CAN STAY AT 39" BELOW PAVEMENT.
6. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY NO UTILITY CONFLICTS EXIST WHERE BOLLARDS ARE TO BE INSTALLED, PRIOR TO INSTALLATION.

**2a DEEP MOUNT BOLLARD - NEW PAVEMENT**  
NTS



28

**DEEP MOUNT BOLLARD DETAIL**

SCALE: NOT TO SCALE

14

**CONCRETE FLUME DETAIL**

SCALE: NOT TO SCALE

26

**WHEEL STOP DETAIL**

SCALE: NOT TO SCALE

9

**CATCH BASIN / DRAINAGE MANHOLE DETAIL**

SCALE: NOT TO SCALE

10

**CATCH BASIN / MANHOLE FRAME DETAIL**

SCALE: NOT TO SCALE

13

**CATCH BASIN W/ P.R.B. AND EXFILTRATION TRENCH**

SCALE: NOT TO SCALE



301 East Atlantic Boulevard  
Pompano Beach, Florida 33060-6643

120 North Federal Highway, Suite 208  
Lake Worth, Florida 33460

PH: (954) 788-3400

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Authorization # - 7928

BID / CONTRACT NO.:

**REVISIONS**

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**7-ELEVEN #41361**  
1900 10TH AVENUE  
NORTH, LAKE WORTH,  
FLORIDA 33461

SCALE: AS NOTED

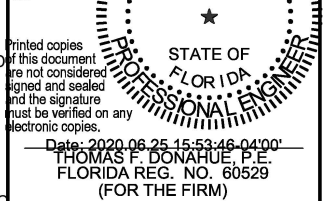
1ST SUBMITTAL DATE: MARCH 2020

DRAWN BY: MG

DESIGNED BY: MG

CHECKED BY: TD

This item has been digitally signed and sealed by Thomas F. Donahue, P.E. on the date adjacent to the seal.



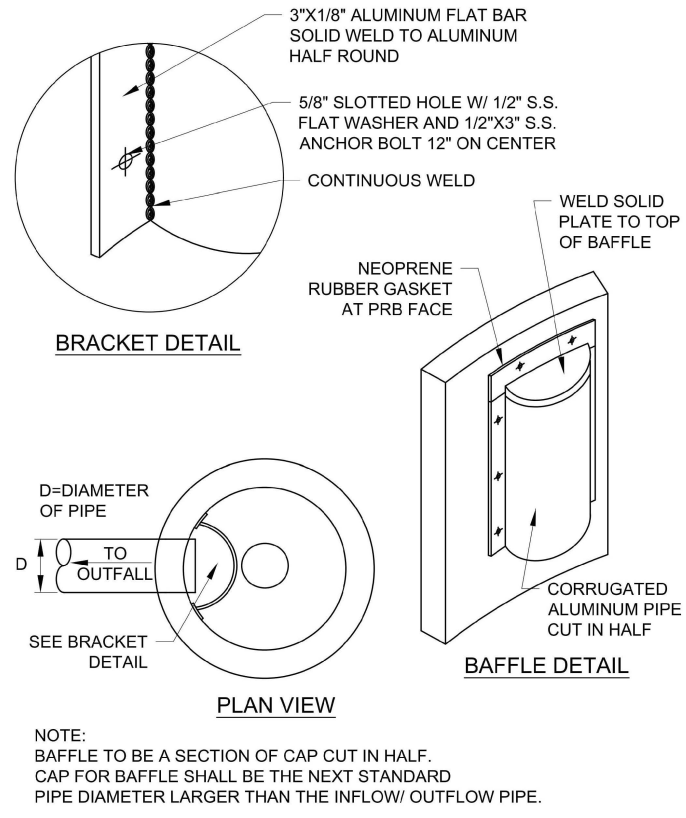
**ENGINEERING  
DETAILS**

SHEET NUMBER

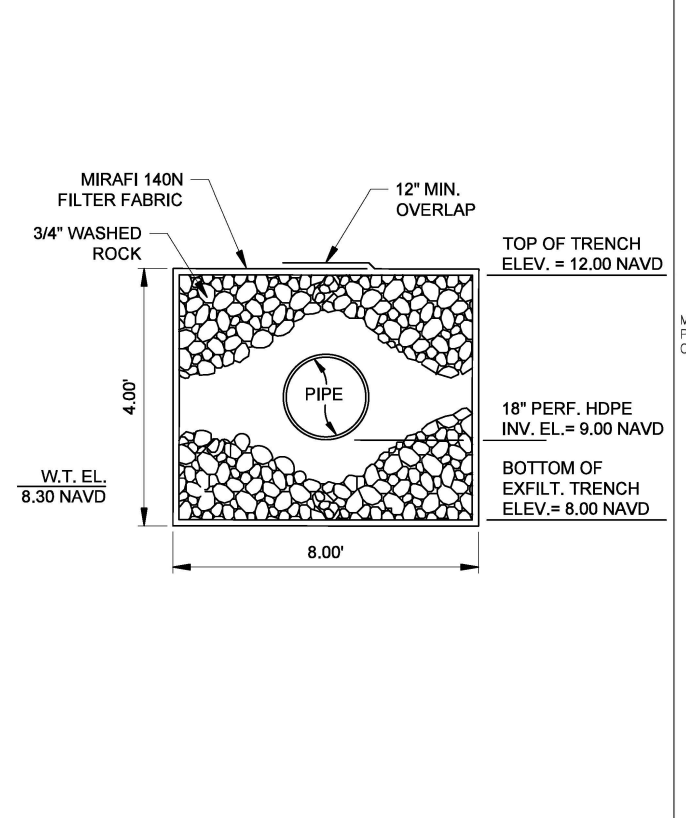
CP-502

PROJECT NO. 11007.02

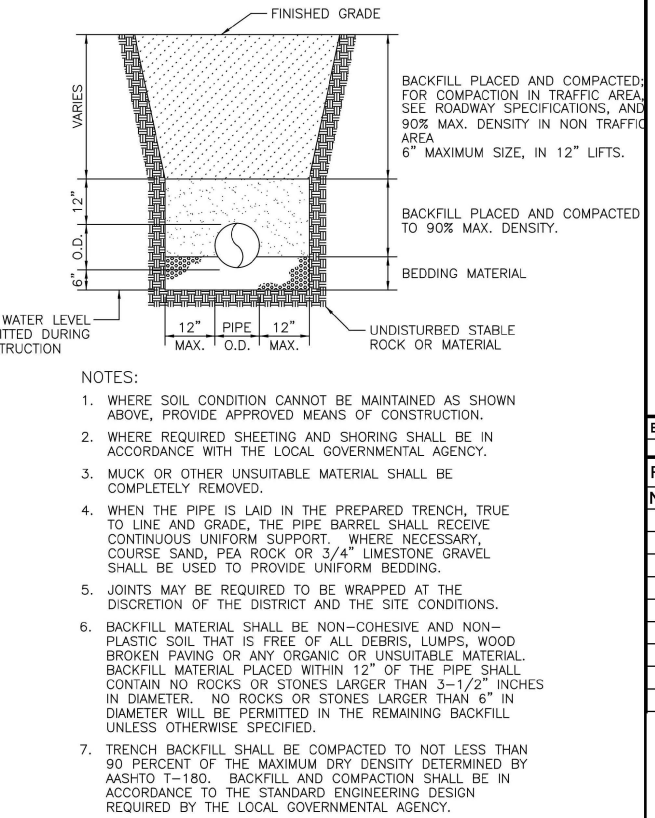




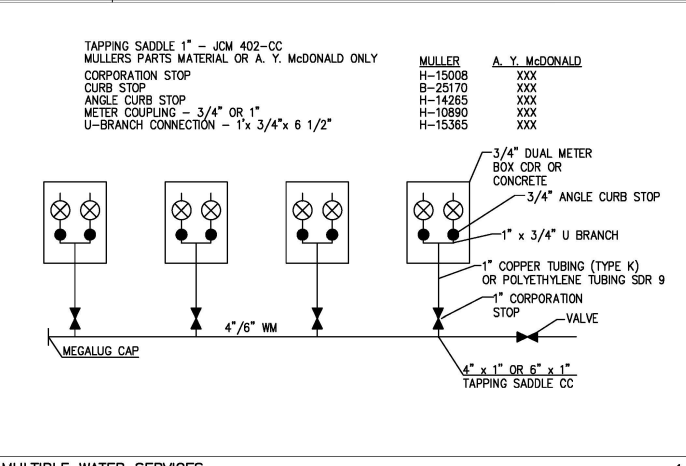
**12 POLLUTION RETARDANT BAFFLE DETAIL**  
SCALE: NOT TO SCALE



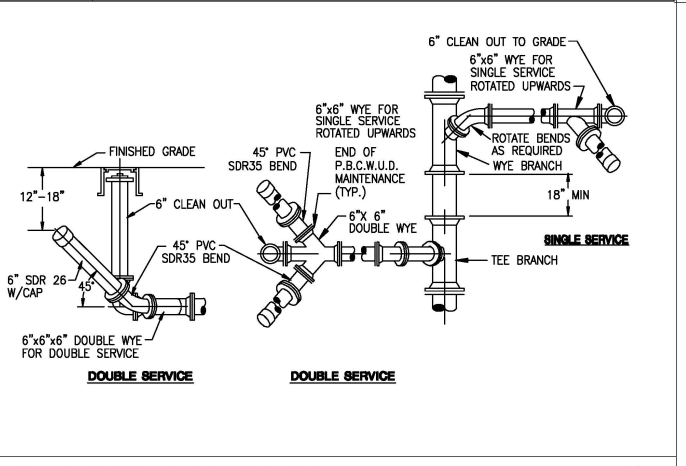
**11 EXFILTRATION TRENCH DETAIL**  
SCALE: NOT TO SCALE



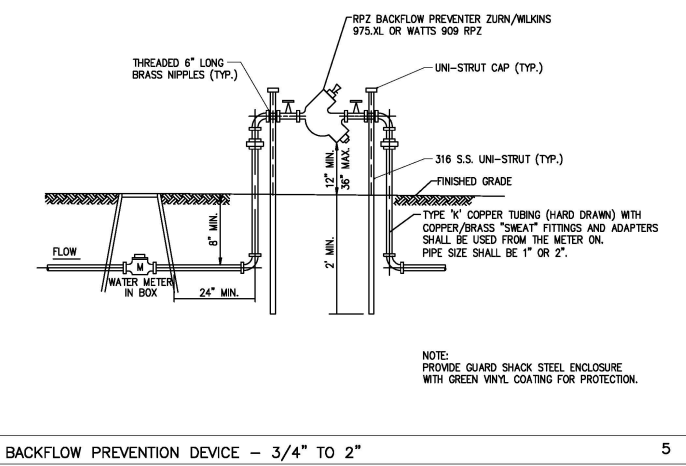
**27 PIPE TRENCH EXCAVATION DETAIL**  
SCALE: NOT TO SCALE



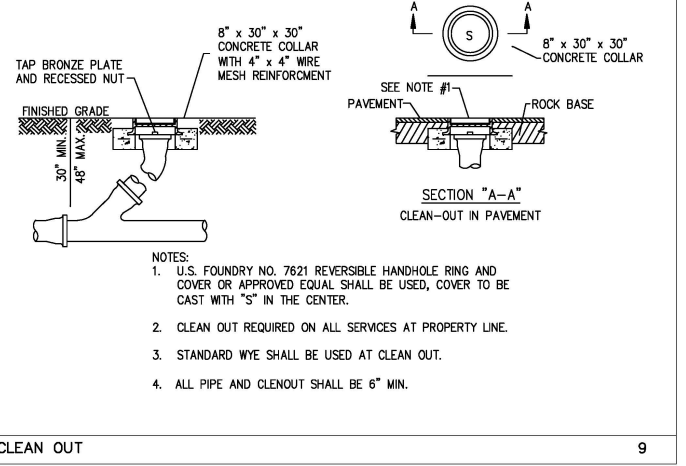
**1 MULTIPLE WATER SERVICES**



**10 TYPICAL WASTEWATER SERVICE CONNECTION**



**5 BACKFLOW PREVENTION DEVICE - 3/4" TO 2"**



**9 CLEAN OUT**

**KEITH**

301 East Atlantic Boulevard  
Pompano Beach, Florida 33060-6643

120 North Federal Highway, Suite 208  
Lake Worth, Florida 33460

PH: (954) 788-3400

Florida Certificate of Authorization # - 7928

BID / CONTRACT NO. :

REVISIONS

NO.	DESCRIPTION	DATE

**PRELIMINARY PLAN NOT FOR CONSTRUCTION**

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**7-ELEVEN**

7-ELEVEN #41361  
1900 10TH AVENUE  
NORTH, LAKE WORTH,  
FLORIDA 33461

SCALE: AS NOTED  
1ST SUBMITTAL DATE: MARCH 2020  
DRAWN BY: MG  
DESIGNED BY: MG  
CHECKED BY: TD

THOMAS F. DONAHUE  
L. LICENSE  
No. 60529  
STATE OF FLORIDA  
PROFESSIONAL ENGINEER

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Date: 2020.06.25 15:54:10-04'00"  
THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

**ENGINEERING DETAILS**

**CP-503**

PROJECT NO. 11007.02











Date	Rev.	Description
11.14.19	00	Original
02.21.20	R1	Update with new site plan
03.27.20	R2	Update adding LTC signage
04.02.20	R3	Update with new elevations

ZONING: MU-W Mixed Use-West  
**SQUARE FOOTAGE FORMULA**

**Code Information:**

**Wall Signs**

Total sign area based on lot frontage. Ten percent of the area of primary frontage facade that faces a public road. A maximum of 100 sqft. sign area per sign allowed and a maximum of 3 signs per building. Five percent sqft. allowed for secondary building facades visible from a public right-of-way.

**Freestanding Signs**

100 sf per face.  
Overall height allowed 12'-0"  
Min. 3' Set back

**Gas Canopy**

Not stipulated in ordinance, submit plans to City for approval.

**Directionals**

Max. height: 4'-0"  
Max. sqft.: 4.0 sqft.

**WALL SIGN ONLY**

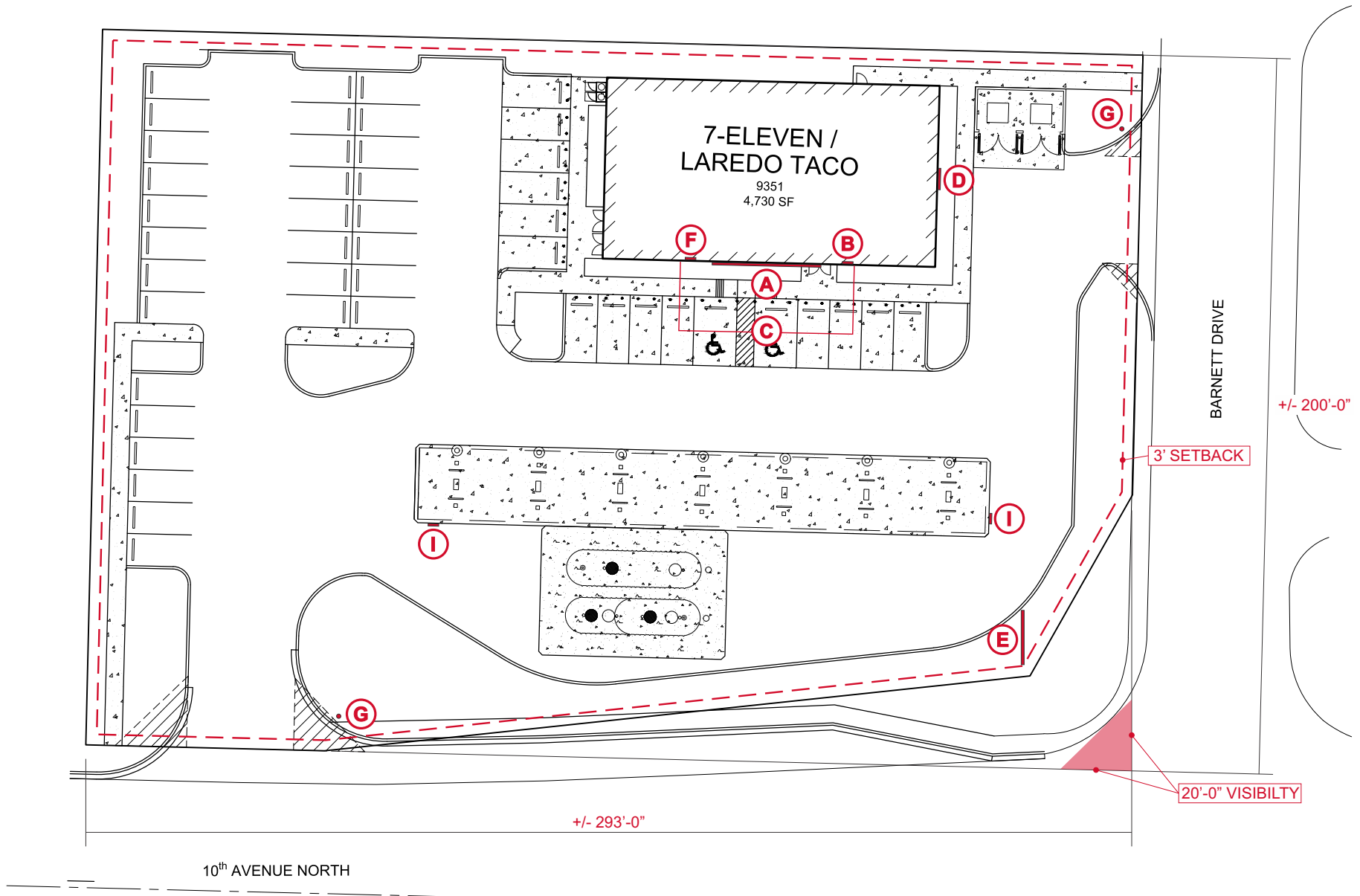
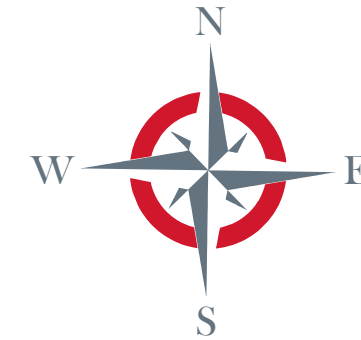
<b>ALLOWED TOTAL</b>	139.7 SQ. FT.
<b>PROPOSED TOTAL</b>	121.3 SQ. FT.

Site Notes:

Customer Approval: \_\_\_\_\_ DATE: \_\_\_\_\_



THE STRUCTURAL DESIGN CONFORMS TO THE FOLLOWING CODES AND SPECIFICATIONS:  
THE FLORIDA BUILDING CODE SIXTH EDITION (2017), THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION/MANUAL OF STEEL CONSTRUCTION, 9TH EDITION), THE AMERICAN WELDING SOCIETY(AWS D1.1-15), THE AMERICAN CONCRETE INSTITUTE BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE(ACI 308-14), THE SPECIFICATION FOR ALUMINUM STRUCTURES BY THE ALUMINUM ASSOCIATION(CURRENT EDITION).



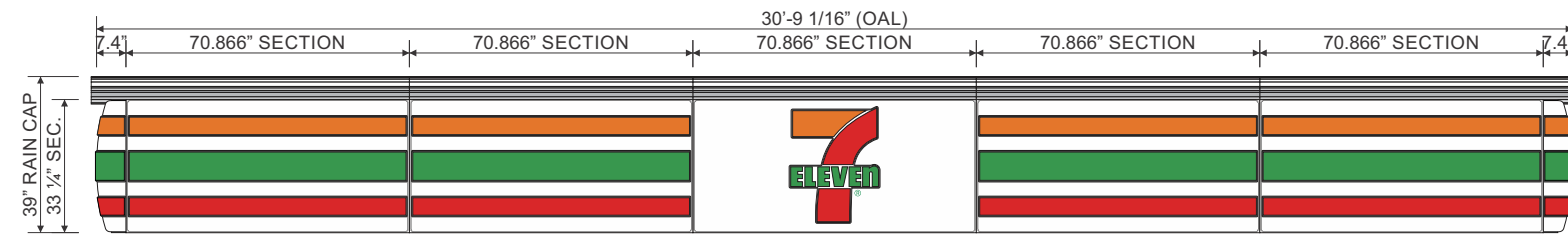
- (A)** 5-Pack SEJ W/S (36")
- (B)** ATM Interior Sign
- (C)** Window Graphics
- (D)** W37 Keystone W/S
- (E)** M50 Monument Sign
- (F)** LTC Interior Hanging Sign
- (G)** Directional Sign
- (I)** Canopy Signs

Sqft Allowances	
Wall Signs Allowed:	139.7 sqft
5-Pack Tateyama:	85.3 sqft
W37 Keystone W/S:	36.0 sqft
Wall Signs Total:	121.3 sqft
Monument Sign Allowed:	100.0 sqft
Monument Sign Total:	99.6 sqft

Site Plan  
1" = 40'-0"

Date	Rev.	Description
11.14.19	00	Original
02.21.20	R1	Update with new site plan
03.27.20	R2	Update adding LTC signage
04.02.20	R3	Update with new elevations

**ZONING: MU-W Mixed Use-West**  
**SQUARE FOOTAGE FORMULA**



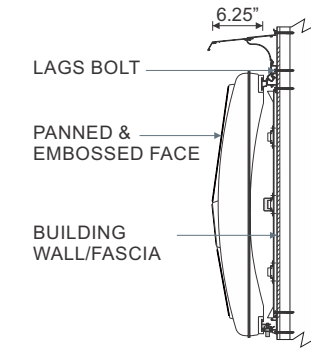
ONE (1) SET OF 33 1/4" S/F INTERNALLY ILLUMINATED WALL SIGNS (SEJ 1800 SERIES).

**ELECTRICAL NOTE:** EXPOSED EXTERIOR 20 AMP WEATHERPROOF ELECTRICAL DISCONNECT REQUIRED WITHIN VISUAL RANGE OF SIGN REQUIRED FOR EVERY 16 AMPS OF SIGNAGE. ACTUAL NUMBER OF CIRCUITS TO BE DETERMINED BY A LICENSED ELECTRICAL CONTRACTOR. ACTUAL LOCATION OF BOX MAY VARY. CIRCUITS AND SWITCH TO BE PROVIDED BY OTHERS. INPUT VOLTAGE - 120V ALL SIGNAGE WILL BE (MET) LISTED, (U.L.) 48STD COMPLIANT AND CARRY (MET) LABELS.

Front Elevation - SEJ 1800 Series Wall Sign Sections - Sign A

1/4" = 1'-0"

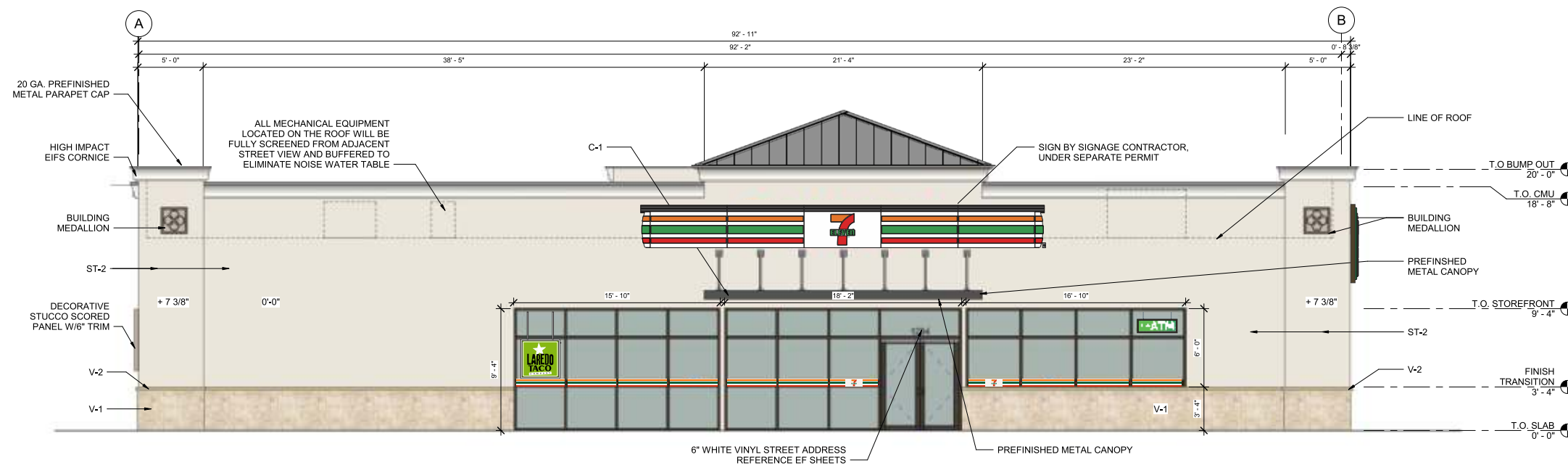
Display Square Footage (Sections): **85.3**



Side Mounting Detail - Sign A

NTS

Code Information:	
Allowed:	100.0 sqft
Proposed:	85.3 sqft



Proposed South Elevation - Signs A, B, C & F

3/32" = 1'-0"

<b>ALLOWED TOTAL</b>	<b>139.7 SQ. FT.</b>
<b>PROPOSED TOTAL</b>	<b>121.3 SQ. FT.</b>

Site Notes:

Customer Approval: \_\_\_\_\_ DATE: \_\_\_\_\_



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03.27.20	R2	Update adding LTC signage
04.02.20	R3	Update with new elevations

**ZONING: MU-W Mixed Use-West**  
**SQUARE FOOTAGE FORMULA**

<b>ALLOWED TOTAL</b>	139.7 SQ. FT.
<b>PROPOSED TOTAL</b>	121.3 SQ. FT.

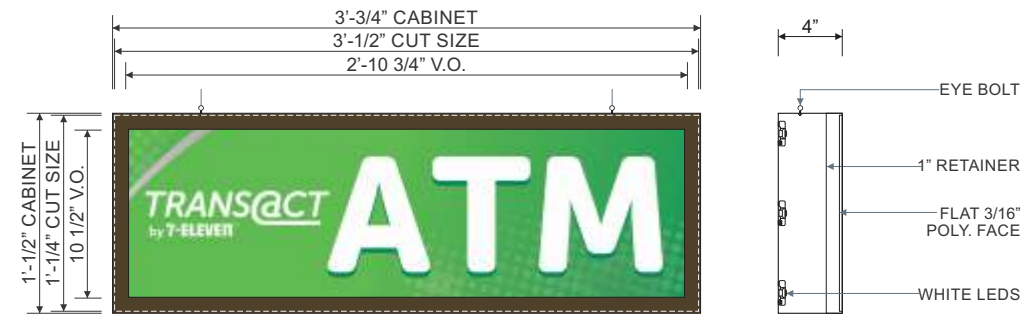
Site Notes:

Customer Approval: \_\_\_\_\_ DATE: \_\_\_\_\_

Page: 3



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ONE (1) **INTERIOR ATM** INTERNALLY ILLUMINATED S/F WINDOW SIGN. 3/16" THICK FLAT WHITE POLYCARBONATE FACE W/ DIGITALLY PRINTED IMAGE VINYL TO BE APPLIED FIRST SURFACE. CABINET TO BE INTERNALLY ILLUMINATED W/ GE WHITE LEDS. 4 DEEP ALUM. CABINET & 1" RETAINERS ALL PAINTED **313E DURANODIC BRONZE**. SIGN TO HANG INSIDE THE STORE BEHIND GLASS AS INDICATED IN PHOTO OVERLAY WITH EYE BOLTS.

**VINYL SPECS: DIGITALLY PRINTED IMAGE VINYL**  
**PAINT SPECS: 313E DURANODIC BRONZE**

**NOTE: ATM SIGN TO BE FABRICATED & INSTALLED BY OTHERS**

Front Elevation & Side Mounting Detail - ATM S/F Window Sign - **Sign B**

1" = 1'-0"

Display Square Footage (Cabinet): **3.2**



WINDOW VINYL GRAPHICS.  
VINYL GRAPHICS TO BE APPLIED SECOND SURFACE ONTO DESIGNATED STORE WINDOWS.

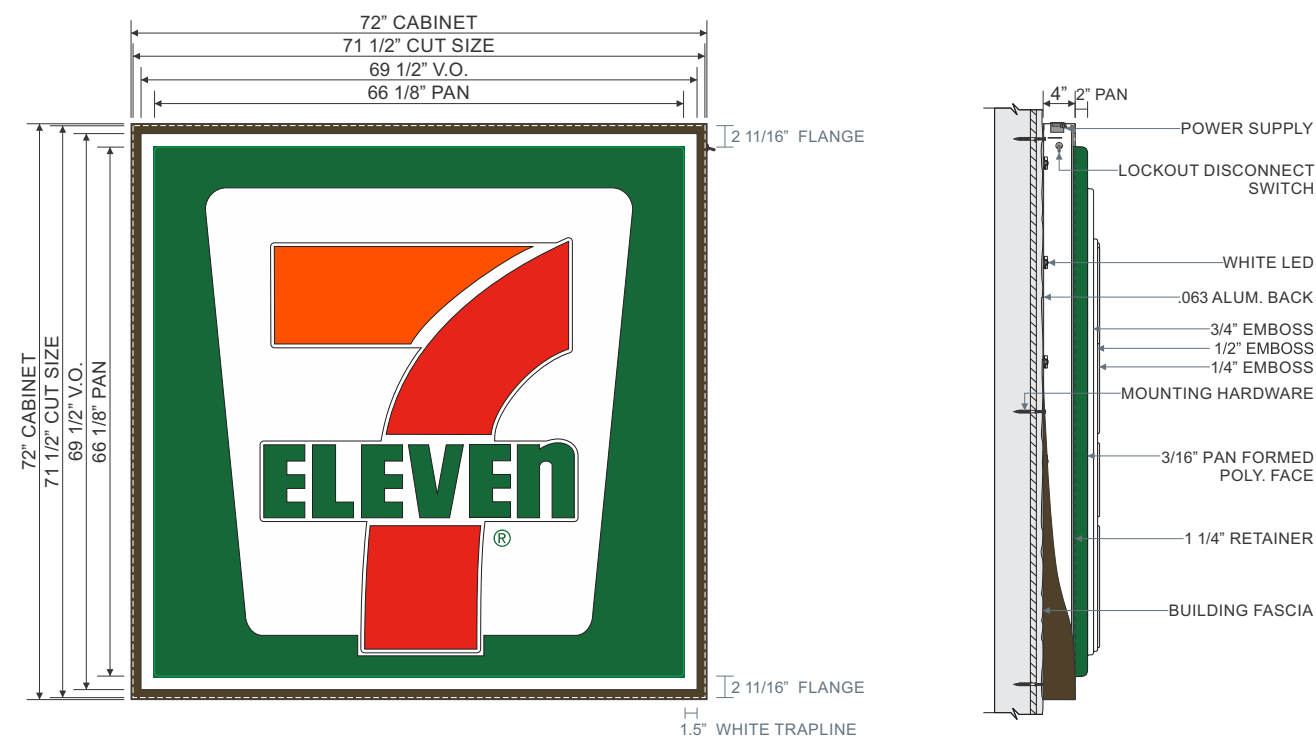
**NOTE: WINDOW GRAPHICS KITS TO BE PROVIDED AND INSTALLED BY OTHERS. NOT PART OF HARBINGERS SCOPE OF WORK.**  
**NOTE: FOR FULL INSTALLATION INSTRUCTIONS, REFER TO 7-ELEVEN SIGNAGE MANUAL.**

Front Elevation - Typical Window Vinyl Graphics - **Sign C**

3/8" = 1'-0"

Date	Rev.	Description
11.14.19	00	Original
02.21.20	R1	Update with new site plan
03.27.20	R2	Update adding LTC signage
04.02.20	R3	Update with new elevations

**ZONING: MU-W Mixed Use-West**  
**SQUARE FOOTAGE FORMULA**



ONE (1) **W37** INTERNALLY ILLUMINATED S/F WALL SIGN CABINET.  
3/16" THICK PAN FORMED & EMBOSSED WHITE POLY. FACE W/ TRANSLUCENT VINYL GRAPHICS APPLIED  
FIRST SURFACE. 4" DEEP BRAKE FORM ALUM. CABINET W/ 1 1/4" RETAINERS TO BE PAINTED **DURANODIC BRONZE**.  
CABINET TO BE INTERNALLY ILLUMINATED W/ WHITE LEDS.

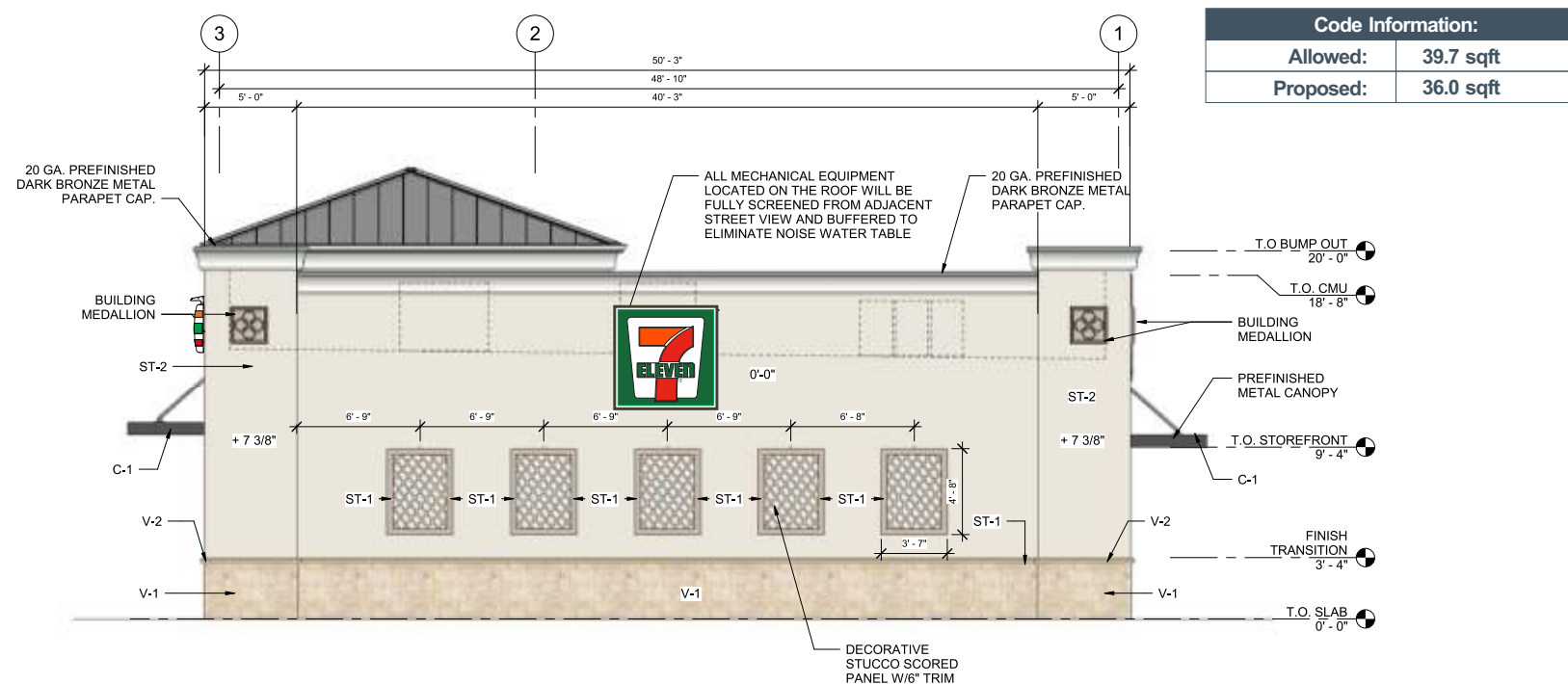
**VINYL SPECS: 3M 3630-44 ORANGE, 3M 3630-33 RED, 3M 3630-26 GREEN**  
**PAINT SPECS: DURANODIC BRONZE**

**7-ELEVEN LOGO DIMENSIONS:**  
OAH: 58 1/2"  
OAL: 53 7/16"

Face & Side Detail - **W37** Wall Sign Cabinet - **Sign D**

1/2" = 1'-0"

Display Square Footage(Cabinet): **36.0**



Proposed East Elevation - **Sign D**

1/8" = 1'-0"

**ALLOWED TOTAL** 139.7 SQ. FT.  
**PROPOSED TOTAL** 121.3 SQ. FT.

Site Notes:

Customer Approval: \_\_\_\_\_ DATE: \_\_\_\_\_

Page: 4



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Total Sign Square footage Calculations:	
Allowed:	100.0 sqft
Proposed:	99.6 sqft

Overall Height:	
Allowed Max:	12'-0"
Proposed:	11'-0"

SetBacks:	
Requirements:	3'-0"
Proposed:	3'-0"

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2301 Ohio Dr. Plano, TX. 32257 • 972.905.9450

[www.harbingersign.com](http://www.harbingersign.com)

CLIENT: 7-Eleven #41361 (1046710)

ADDRESS: PIONEER ST & S 65TH AVE  
RIDGEFIELD, WA 98642

CONTACT:

SALES ASSOC.: Rick Guarino

PROJECT MGR: Brian Hutto

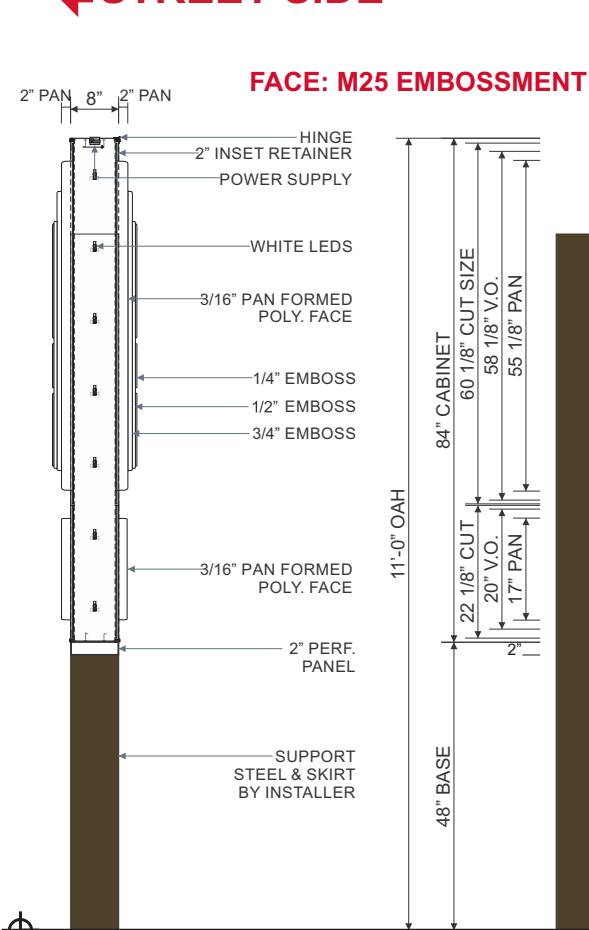
DESIGNER: Fernando Mercado

**SVE\_41361 (1046710)\_Q118953\_R3**

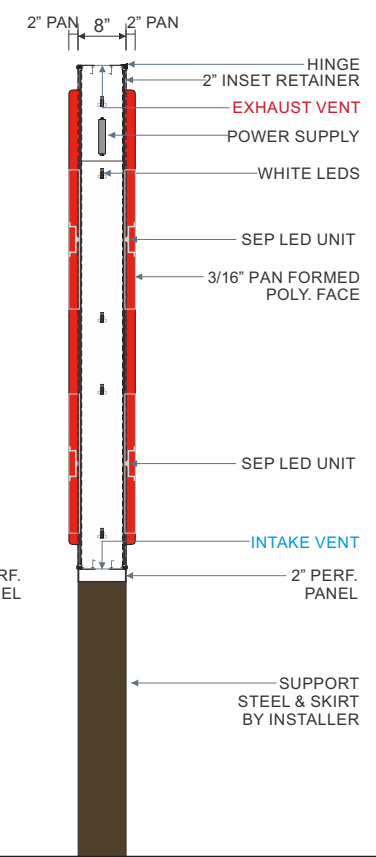
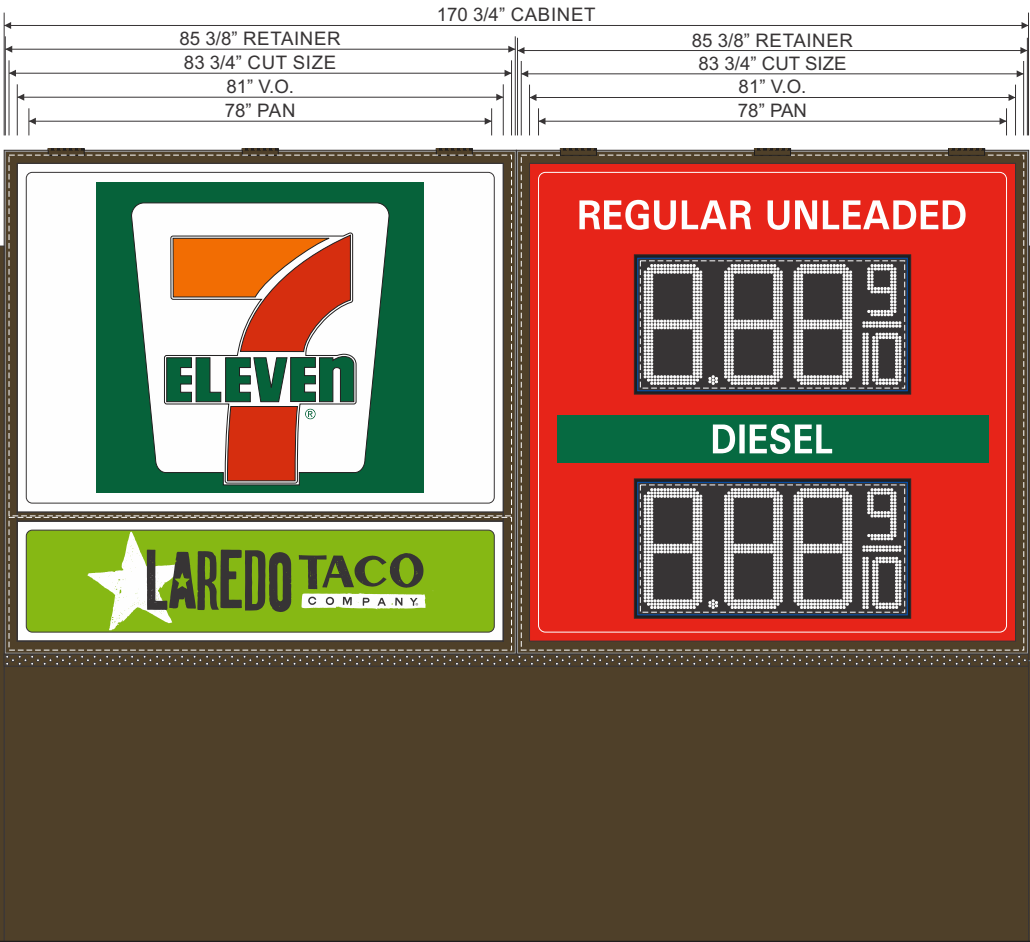
Date	Rev.	Description
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04.02.20	R3	Update with new elevations

**ZONING: MU-W Mixed Use-West**  
**SQUARE FOOTAGE FORMULA**

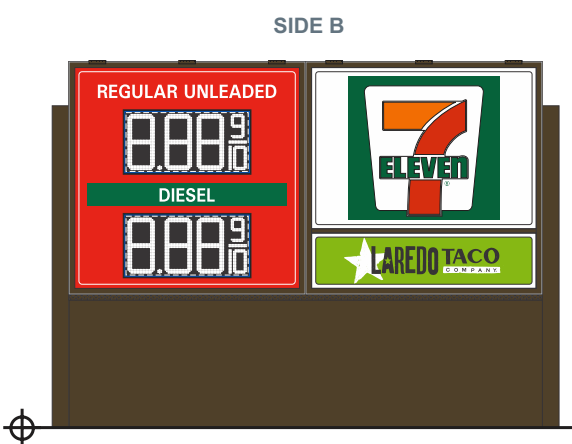
**← STREET SIDE**



**SIDE A**



**STREET SIDE →**



ONE (1) **NON-STANDARD D/F INTERNALLY ILLUMINATED SIGN CABINET**. 8" DEEP EXTRUDED ALUM. CABINET W/ 2" INSET HINGED RETAINERS TO BE PAINTED **DURANODIC BRONZE**. CABINET TO BE INTERNALLY ILLUMINATED W/ WHITE LEDS. 2" INSET RETAINERS TO BE HINGED ON ONE SIDE OF CABINET.

**7-ELEVEN FACE SPECS:** 3/16" THICK PAN FORMED & EMBOSSED WHITE POLYCARBONATE FACES W/ TRANSLUCENT VINYL GRAPHICS APPLIED FIRST SURFACE. 8" DEEP EXTRUDED ALUM. CABINET W/ 2" INSET HINGED RETAINERS TO BE PAINTED **DURANODIC BRONZE**. CABINET TO BE INTERNALLY ILLUMINATED W/ WHITE LEDS. 2" INSET RETAINERS TO BE HINGED ON ONE SIDE OF CABINET.

**VINYL SPECS:** 3M 3630-44 ORANGE, 3M 3630-33 RED, 3M 3630-26 GREEN  
**PAINT SPECS:** DURANODIC BRONZE

**LAREDO TACO CO. FACE SPECS:** 3/16" THICK PAN FORMED WHITE POLYCARBONATE FACE W/ DIGITALLY PRINTED 3M 3630-20 WHITE VINYL & 3M 8520 LAMINATE TO BE APPLIED FIRST SURFACE.

**VINYL SPECS:** 3M 3630-20 WHITE, 3M 8520 LAMINATE  
**COLOR SPECS:** PMS 376 C GREEN, PMS WHITE, BLACK

ONE (1) **STANDARD L50G2D D/F "DOUBLE-PRODUCT" DIESEL INTERNALLY ILLUMINATED SIGN CABINET** W/ WHITE LED DIGITS. CABINET TO BE INTERNALLY ILLUMINATED W/ WHITE LEDS. 3/16" THICK PAN FORMED CLEAR POLY. FACES BACK SPRAYED **PMS 485 RED** THEN **PMS WHITE** W/ 3M 3630-26 GREEN TRANSLUCENT VINYL & 3M 7725-12 BLACK VINYL TRIM AROUND LED WINDOW APPLIED SECOND SURFACE. 8" DEEP EXTRUDED ALUM. CABINET W/ 2" INSET RETAINERS TO BE PAINTED **DURANODIC BRONZE**. RETAINER TO BE HINGED ON BOTH SIDES OF THE CABINET.

PROVIDE CUSTOMER W/ PRICE VISION 20" DIGIT WHITE LED MODULES.

**7-ELEVEN VINYL SPECS:** 3M 3630-26 GREEN, 3M 7725-12 BLACK  
**7-ELEVEN PAINT SPECS:** PMS 485 RED & PMS WHITE

PROVIDE 2" PERFORATED PANEL SECTION FINISHED **DURANODIC BRONZE** TO FILL/PROVIDE VENTILATION SPACE UNDERNEATH CABINET FOR AIR FLOW VENTS.

**NOTE:** SUPPORT STEEL & BASE TO BE PROVIDED BY INSTALLER.  
**NOTE:** SUPPORT STEEL & ALUMINUM SKIRT TO BE PAINTED **DURANODIC BRONZE**.  
**NOTE:** DEDICATED 20 AMP CIRCUIT REQUIRED FOR LED GAS PRICE CABINET, MUST BE PROVIDED BY CUSTOMER.

**7-ELEVEN LOGO DIMENSIONS:**  
OAH: 47"  
OAL: 42 15/16"

**SEP PRICE VISION LED UNITS:**  
LED UNIT SIZE: 22.082" X 44.924"  
LED CHARACTER SIZE: 19.980"

Face & Side Detail - Non-Standard 7-Eleven / LTC & L50G2D Double Product Monument Structure - Sign E

3/8" = 1'-0"

Display Square Footage (Cabinets Combined): **99.6**

<b>ALLOWED TOTAL</b>	139.7 SQ. FT.
<b>PROPOSED TOTAL</b>	121.3 SQ. FT.

Site Notes:

Customer Approval: \_\_\_\_\_ DATE: \_\_\_\_\_

Page: 5

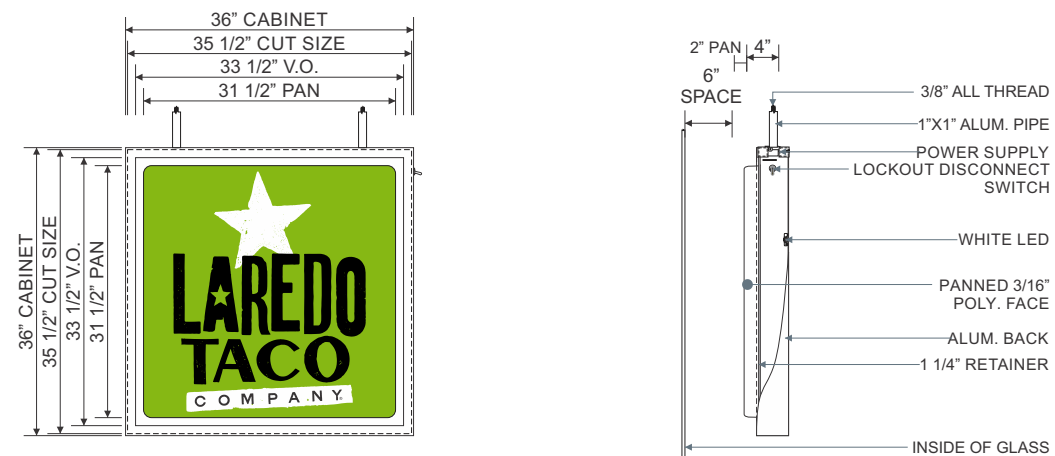
LISTED MET US  
Complies with UL 48 CSA C22.2 No.207

THE STRUCTURAL DESIGN CONFORMS TO THE FOLLOWING CODES AND SPECIFICATIONS: THE FLORIDA BUILDING CODE SIXTH EDITION (2017), THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (MANUAL OF STEEL CONSTRUCTION, 9TH EDITION), THE AMERICAN WELDING SOCIETY (AWS D1.1-15), THE AMERICAN CONCRETE INSTITUTE BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE (ACI 308-14), THE SPECIFICATION FOR ALUMINUM STRUCTURES BY THE ALUMINUM ASSOCIATION (CURRENT EDITION).



Date	Rev.	Description
11.14.19	00	Original
02.21.20	R1	Update with new site plan
03.27.20	R2	Update adding LTC signage
04.02.20	R3	Update with new elevations

**ZONING: MU-W Mixed Use-West**  
**SQUARE FOOTAGE FORMULA**



ONE (1) LTC- 3X3 HANGING S/F INTERNALLY ILLUMINATED SIGN CABINET.  
3/16" THICK PAN FORMED WHITE POLY. FACE W/ TRANSLUCENT VINYL GRAPHICS  
APPLIED FIRST SURFACE. 4" DEEP ALUM. CABINET W/ 1 1/4" RETAINERS & FINISHED BACK  
TO BE PAINTED **PMS WHITE**. CABINET TO BE INTERNALLY ILLUMINATED W/ WHITE LEDS.  
PROVIDE 8'-0" LENGTHS OF ALL-THREAD & 1"X1" ALUM. PIPE.

**LAREDO TACO CO. VINYL SPECS:**  
**3M 3630-20 WHITE**  
**3M 8520 LAMINATE**  
**LAREDO TACO CO. COLOR SPECS:**  
**PMS 376 C GREEN,**  
**PMS WHITE,**  
**PMS BLACK**  
**PAINT SPECS:**  
**PMS WHITE**

**7-ELEVEN LOGO**  
**DIMENSIONS:**  
**OAH: 29 1/2"**  
**OAL: 27"**

Face & Side Detail - LTC- 3X3 HANGING S/F Cabinet - Sign F

1/2" = 1'-0"

Display Square Footage(Cabinet): **9.0**

<b>ALLOWED TOTAL</b>	<b>139.7 SQ. FT.</b>
<b>PROPOSED TOTAL</b>	<b>121.3 SQ. FT.</b>

Site Notes:

Customer Approval: \_\_\_\_\_ DATE: \_\_\_\_\_

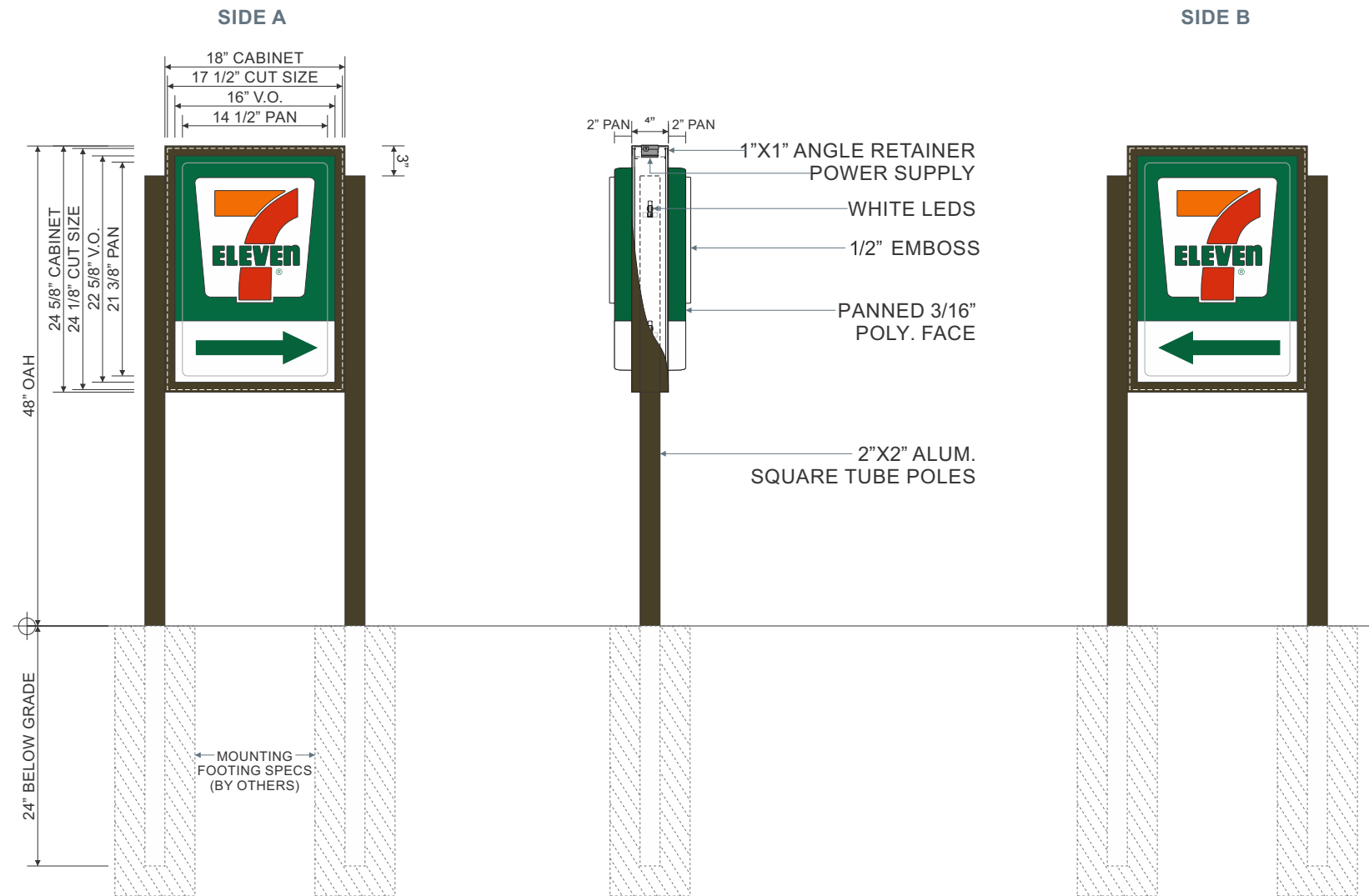
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THE STRUCTURAL DESIGN CONFORMS TO THE FOLLOWING CODES AND SPECIFICATIONS:  
THE FLORIDA BUILDING CODE SIXTH EDITION (2017), THE AMERICAN INSTITUTE OF STEEL  
CONSTRUCTION/MANUAL OF STEEL CONSTRUCTION, 9TH EDITION), THE AMERICAN WELDING  
SOCIETY(AWS D1.1-15), THE AMERICAN CONCRETE INSTITUTE BUILDING CODE REQUIREMENTS  
FOR STRUCTURAL CONCRETE(ACI 308-14), THE SPECIFICATION FOR ALUMINUM STRUCTURES  
BY THE ALUMINUM ASSOCIATION(CURRENT EDITION).

Date	Rev.	Description
11.14.19	00	Original
02.21.20	R1	Update with new site plan
03.27.20	R2	Update adding LTC signage
04.02.20	R3	Update with new elevations

ZONING: MU-W Mixed Use-West  
**SQUARE FOOTAGE FORMULA**



TWO (2) **STANDARD DIRECTIONAL** W/48" TALL D/F INTERNALLY ILLUMINATED SIGN CABINET.  
3/16" THICK PAN & EMBOSSED WHITE POLY. FACES W/ TRANSLUCENT VINYL GRAPHICS APPLIED  
FIRST SURFACE. 4" DEEP EXTRUDED ALUM. CABINET W/ 1" RETAINERS TO BE PAINTED **DURANODIC BRONZE**.  
CABINET TO BE INTERNALLY ILLUMINATED W/ WHITE LEDS.

**7-ELEVEN VINYL SPECS: 3M 3630-44 ORANGE, 3M 3630-33 RED, 3M 3630-26 GREEN**

**NOTE: ARROWS TO ALWAYS BE FACING TOWARDS STORE.**

Front Elevation & Side Detail - **Standard D/F Directional** Sign Cabinet - **Sign Type G**

3/4" = 1'-0"

Display Square Footage: **3.0 Each**

<b>ALLOWED TOTAL</b>	139.7 SQ. FT.
<b>PROPOSED TOTAL</b>	121.3 SQ. FT.

Site Notes:

Customer Approval: \_\_\_\_\_ DATE: \_\_\_\_\_

Page: 7



THE STRUCTURAL DESIGN CONFORMS TO THE FOLLOWING CODES AND SPECIFICATIONS:  
THE FLORIDA BUILDING CODE SIXTH EDITION (2017), THE AMERICAN INSTITUTE OF STEEL  
CONSTRUCTION/MANUAL OF STEEL CONSTRUCTION, 9TH EDITION), THE AMERICAN WELDING  
SOCIETY(AWS D1.1-15), THE AMERICAN CONCRETE INSTITUTE BUILDING CODE REQUIREMENTS  
FOR STRUCTURAL CONCRETE(ACI 308-14), THE SPECIFICATION FOR ALUMINUM STRUCTURES  
BY THE ALUMINUM ASSOCIATION(CURRENT EDITION).

Date	Rev.	Description
11.14.19	00	Original
02.21.20	R1	Update with new site plan
03.27.20	R2	Update adding LTC signage
04.02.20	R3	Update with new elevations

ZONING: MU-W Mixed Use-West  
**SQUARE FOOTAGE FORMULA**

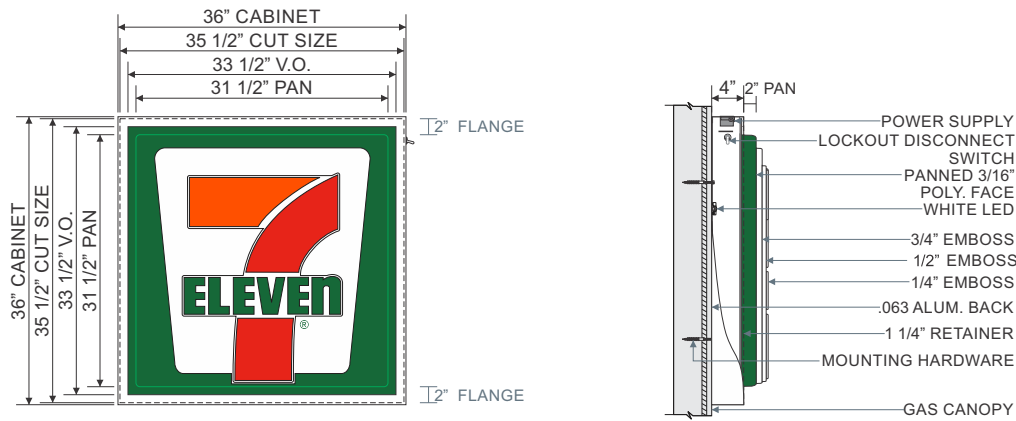
<b>ALLOWED TOTAL</b>	139.7 SQ. FT.
<b>PROPOSED TOTAL</b>	121.3 SQ. FT.

Site Notes:

Customer Approval: \_\_\_\_\_ DATE: \_\_\_\_\_



THE STRUCTURAL DESIGN CONFORMS TO THE FOLLOWING CODES AND SPECIFICATIONS:  
THE FLORIDA BUILDING CODE SIXTH EDITION (2017), THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION/MANUAL OF STEEL CONSTRUCTION, 9TH EDITION, THE AMERICAN WELDING SOCIETY/AWS D1.1-15, THE AMERICAN CONCRETE INSTITUTE BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE/ACI 308-14, THE SPECIFICATION FOR ALUMINUM STRUCTURES BY THE ALUMINUM ASSOCIATION (CURRENT EDITION).



TWO (2) W9 S/F INTERNALLY ILLUMINATED CANOPY SIGN CABINET.  
3/16" THICK PAN FORMED & EMBOSSD WHITE POLY. FACE W/ TRANSLUCENT VINYL GRAPHICS APPLIED FIRST SURFACE. 4" DEEP ALUM. CABINET W/ 1 1/4" RETAINERS TO BE PAINTED WHITE. CABINET TO BE INTERNALLY ILLUMINATED W/ WHITE LEDS.

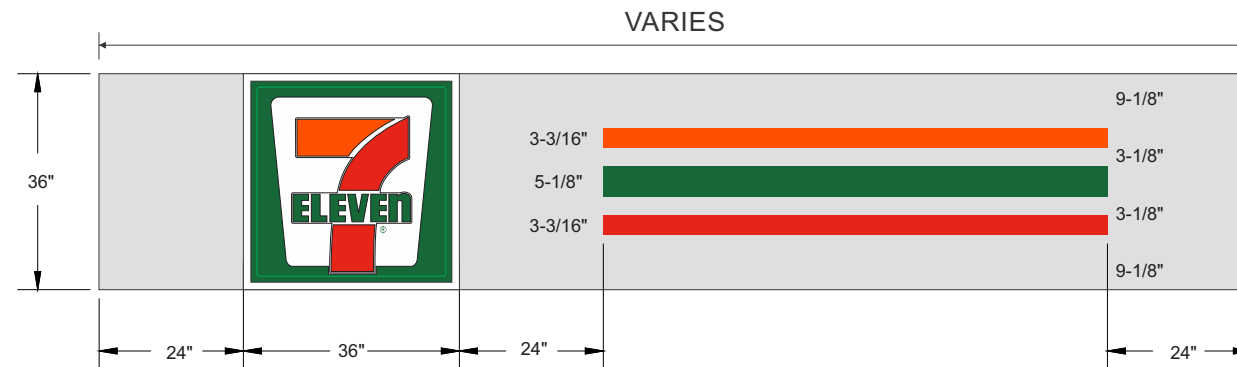
VINYL SPECS: 3M 3630-44 ORANGE, 3M 3630-33 RED, 3M 3630-26 GREEN  
PAINT SPECS: PMS WHITE

**7-ELEVEN LOGO DIMENSIONS:**  
OAH: 29 1/2"  
OAL: 27"

Face & Side Detail - W9 Canopy Sign Cabinet - Sign I

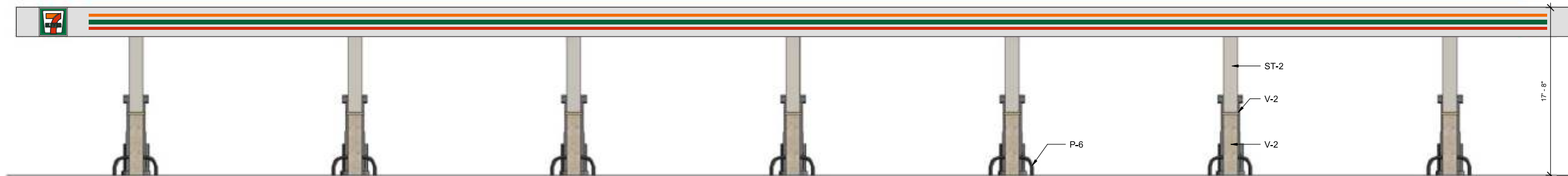
1/2" = 1'-0"

Display Square Footage(Cabinet): 9.0

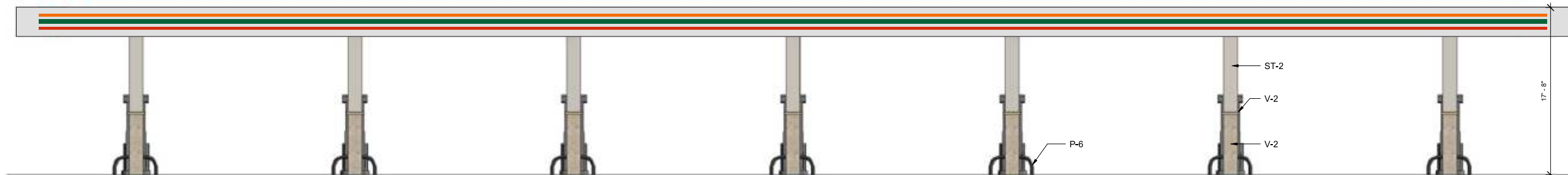


Front Elevation - 36" Canopy Height - Sign And Graphics Layout - Sign I

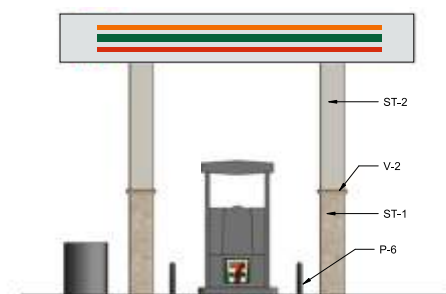
3/8" = 1'-0"



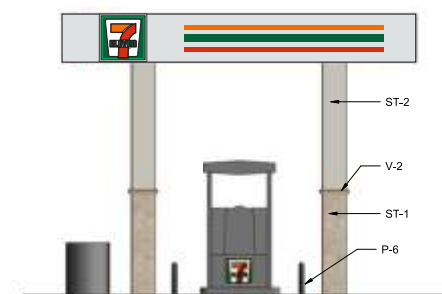
SOUTH ELEVATION: 9.0 SQFT.



NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION: 9.0 SQFT.

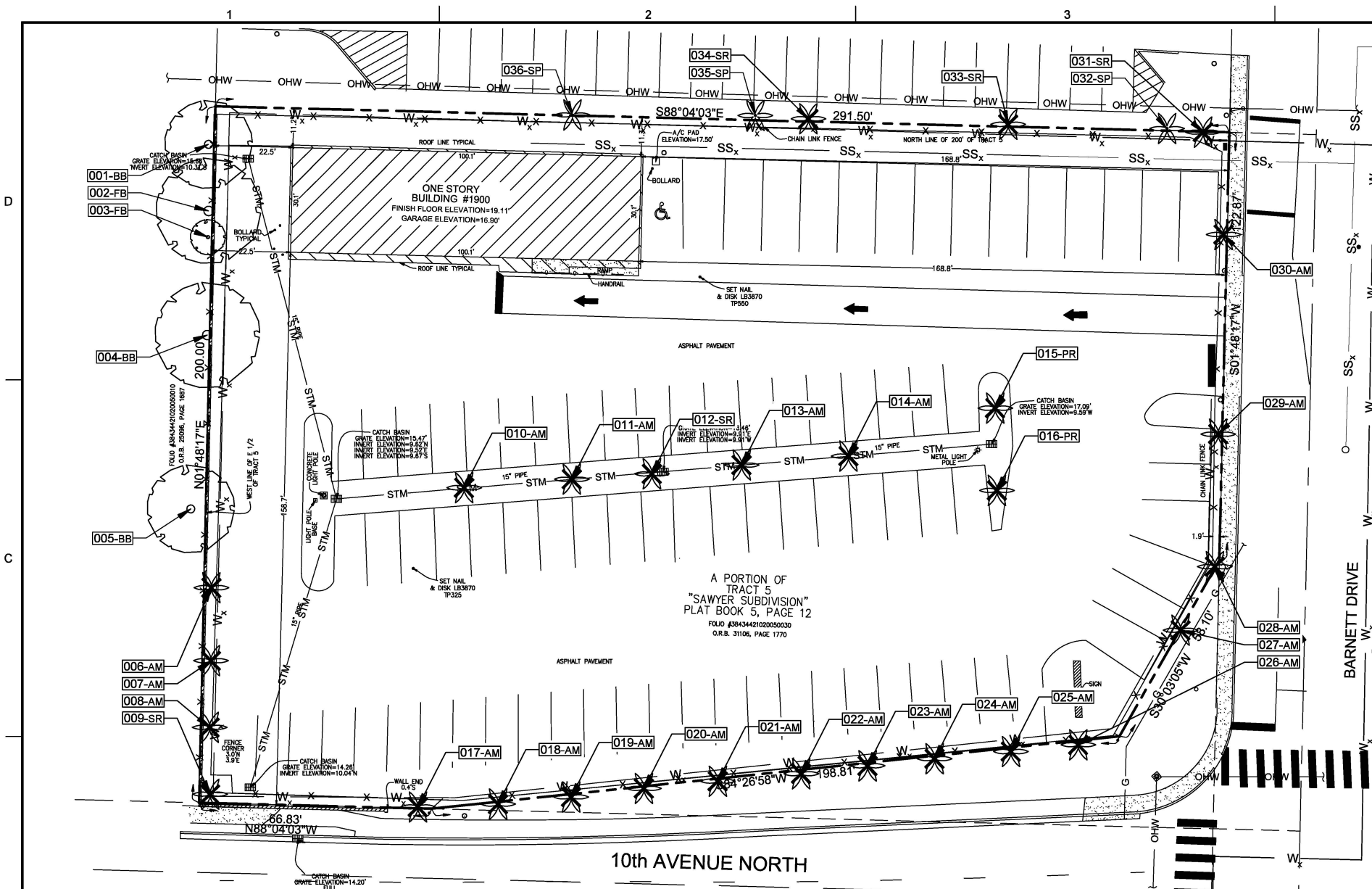
Canopy Overlay - Sign Type I

NTS





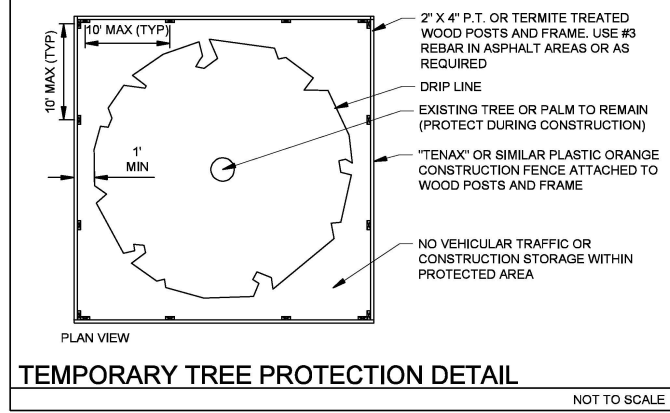
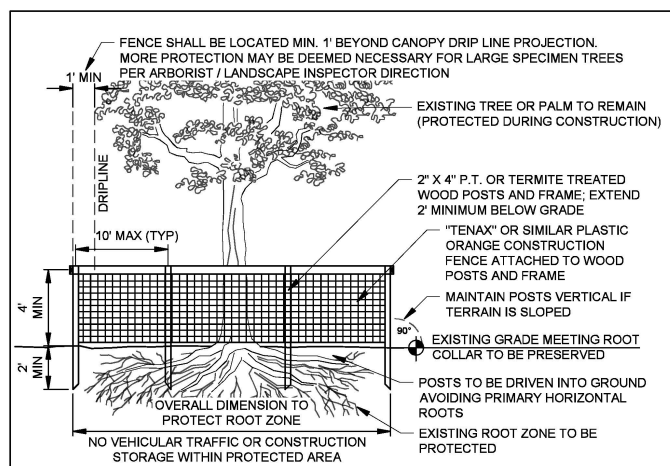




**TREE DISPOSITION LEGEND:**

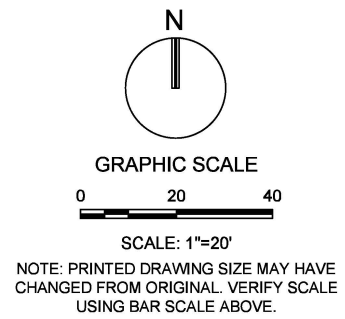
	EXISTING TREE/PALM TO REMAIN (NO SYMBOL); TO BE PROTECTED DURING CONSTRUCTION
△	EXISTING TREE/PALM TO RELOCATE REFER TO LANDSCAPE PLAN FOR NEW LOCATION
×	EXISTING TREE/PALM TO REMOVE REMOVE ALL CAT 1 INVASIVE EXOTICS (EX: BRAZ. PEPPER)
XXX-xx	EXISTING TREE/PALM NUMBER REFER TO TREE DISPOSITION TABLE ON LD-102

- TREE DISPOSITION NOTES:**
- EXISTING TREES TO REMAIN SHALL BE TRIMMED PER ANSI-A300 STANDARDS, REMOVING WEAKEST RUBBING BRANCHES AND DEAD BRANCHES, BUT RETAINING 80% OF FOLIAGE. LARGE TREES SHALL HAVE LOWER BRANCHES CLEARED UP TO 8'.
  - SYMBOLS MAY BE SHOWN OFFSET FROM ACTUAL TREE LOCATION FOR CLARITY.
  - CONTACT LANDSCAPE ARCHITECT / ISA CERTIFIED ARBORIST FOR CLARIFICATION ON ANY DISCREPANCIES.
  - TRIMMING AND ANY NECESSARY ROOT PRUNING SHALL BE PERFORMED OR SUPERVISED BY A CERTIFIED ARBORIST.
  - ALL TREE WORK REQUIRE PERMITTING BY A REGISTERED COUNTY TREE TRIMMER.
  - BUBBLERS SHALL BE PROVIDED FOR ALL RELOCATED TREES AND PALMS.
  - REMOVAL OF ANY TREES OR PALMS WILL REQUIRE A WRITTEN "TREE REMOVAL PERMIT" FROM THE LOCAL GOVERNING AGENCY PRIOR TO REMOVAL. CONFIRM WITH LOCAL GOVERNING AGENCY THAT TREES CLASSIFIED AS NUISANCE/EXOTIC INVASIVE MAY BE EXEMPT.
  - ALL TREES AND PLANT MATERIAL TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION. REFER TO TREE PROTECTION DETAIL. THE CONTRACTOR SHALL TAKE EXTRA CAUTION TO PREVENT ANY DAMAGE TO THE TRUNK, ROOT ZONES AND GRADE.



**TREE DISPOSITION TABLE**

TREE #	COMMON NAME	SCIENTIFIC NAME	DBH IN.	HEIGHT FT.	CNPLY. FT.	TREE % CONDITION	TREE CONDITION	TREE DISPOSITION	COMMENTS	APPRAISED VALUE
001	Black Olive	"Bucida buceras"	17	25	25	30%	Poor	REMAIN	Off-site; major trunk damage; pest damage	\$2,000
002	Weeping Ficus	"Ficus Benjaminia"	30	30	30	30%	Poor	REMAIN	Off-site; multi-trunk; pruning damage; suckers	\$3,700
003	Weeping Ficus	"Ficus Benjaminia"	12	20	10	30%	Poor	REMAIN	Off-site; multi-trunk; pruning damage; suckers	\$700
004	Black Olive	"Bucida buceras"	18	30	30	60%	Fair	REMAIN	Off-site; suckers	\$4,800
005	Black Olive	"Bucida buceras"	14	25	25	60%	Fair	REMAIN	Off-site; suckers	\$3,000
006	Christmas Palm	"Adonia merrillii"	12	CT		50%	Fair	REMOVE	Thin	\$200
007	Christmas Palm	"Adonia merrillii"	12	CT		30%	Poor	REMOVE	Major trunk damage	\$100
008	Christmas Palm	"Adonia merrillii"	13	CT		70%	Good	REMOVE		\$250
009	Queen Palm	"Syagrus romanzoffianum"	12	CT		20%	Very poor	REMOVE	Not full; on fence; brown fronds	\$0
010	Christmas Palm	"Adonia merrillii"	12	CT		70%	Good	REMOVE		\$250
011	Christmas Palm	"Adonia merrillii"	12	CT		70%	Good	REMOVE		\$250
012	Queen Palm	"Syagrus romanzoffianum"	13	CT		60%	Fair	REMOVE	Not full	\$150
013	Christmas Palm	"Adonia merrillii"	12	CT		60%	Fair	REMOVE	Thin	\$200
014	Christmas Palm	"Adonia merrillii"	12	CT		60%	Fair	REMOVE	Thin	\$200
015	Pygmy Date Palm	"Phoenix roebelenii"	NA	NA	NA	NA	NA	REMOVE	NA	NA
016	Pygmy Date Palm	"Phoenix roebelenii"	NA	NA	NA	NA	NA	REMOVE	NA	NA
017	Christmas Palm	"Adonia merrillii"	12	CT		70%	Good	REMOVE		\$250
018	Christmas Palm	"Adonia merrillii"	12	CT		70%	Good	REMOVE		\$250
019	Christmas Palm	"Adonia merrillii"	12	CT		50%	Fair	REMOVE	Brown fronds	\$200
020	Christmas Palm	"Adonia merrillii"	9	CT		40%	Poor	REMOVE	Thin	\$150
021	Christmas Palm	"Adonia merrillii"	NA	0%	Dead	0%	Dead	REMOVE	Dead	\$0
022	Christmas Palm	"Adonia merrillii"	10	CT		60%	Fair	REMOVE	Brown fronds	\$200
023	Christmas Palm	"Adonia merrillii"	16	CT		70%	Good	REMOVE		\$250
024	Christmas Palm	"Adonia merrillii"	15	CT		70%	Good	REMOVE		\$250
025	Christmas Palm	"Adonia merrillii"	9	CT		60%	Fair	REMOVE	Slight yellowing	\$200
026	Christmas Palm	"Adonia merrillii"	10	CT		60%	Fair	REMOVE	Thin	\$200
027	Christmas Palm	"Adonia merrillii"	18	CT		70%	Good	REMOVE		\$250
028	Christmas Palm	"Adonia merrillii"	12	CT		50%	Fair	REMOVE	Thin	\$200
029	Christmas Palm	"Adonia merrillii"	14	CT		40%	Poor	REMOVE	Yellowing	\$150
030	Christmas Palm	"Adonia merrillii"	13	CT		40%	Poor	REMOVE	Yellowing	\$150
031	Queen Palm	"Syagrus romanzoffianum"	12	CT		50%	Fair	REMOVE	Not full; yellowing	\$100
032	Sabal Palm	"Sabal palmetto"	4	CT		60%	Fair	REMAIN	Off-site; on fence	\$200
033	Queen Palm	"Syagrus romanzoffianum"	12	CT		40%	Poor	REMOVE	Off-site; not full; curved trunk	\$100
034	Queen Palm	"Syagrus romanzoffianum"	24	CT		30%	Poor	REMOVE	Off-site; not full; curved trunk	\$100
035	Sabal Palm	"Sabal palmetto"	25	CT		60%	Fair	REMAIN	Off-site; curved trunk	\$250
036	Sabal Palm	"Sabal palmetto"	16	CT		50%	Fair	REMAIN	Off-site; yellowing	\$250



301 East Atlantic Boulevard  
Pompano Beach, Florida 33060-6643

120 North Federal Highway, Suite 208  
Lake Worth, Florida 33460

PH: (954) 788-3400

Florida Certificate of Authorization # - 7928

BID / CONTRACT NO. :

REVISIONS

NO.	DESCRIPTION	DATE

PRELIMINARY PLAN  
NOT FOR CONSTRUCTION

THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS. RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

7-ELEVEN #41361  
1900 10TH AVENUE  
NORTH, LAKE WORTH,  
FLORIDA 33461

SCALE: AS NOTED

1ST SUBMITTAL DATE: MARCH 2020

DRAWN BY: MP

DESIGNED BY: WR

CHECKED BY: MP

Digitally signed by Michael J Phillips  
Date: 2020.06.25 11:57:21 -04'00'

MICHAEL J. PHILLIPS, RLA  
FLORIDA REG. NO. LA0001540  
(FOR THE FIRM)

SHEET TITLE  
TREE DISPOSITION PLAN

SHEET NUMBER  
LD-101

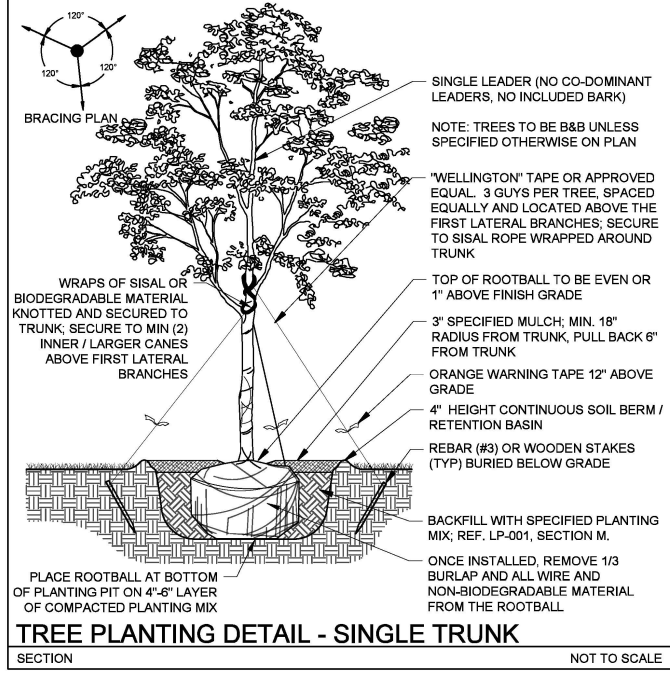
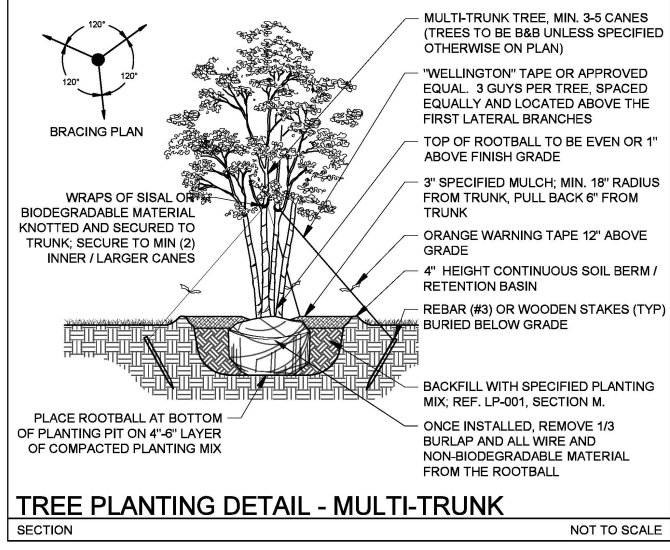
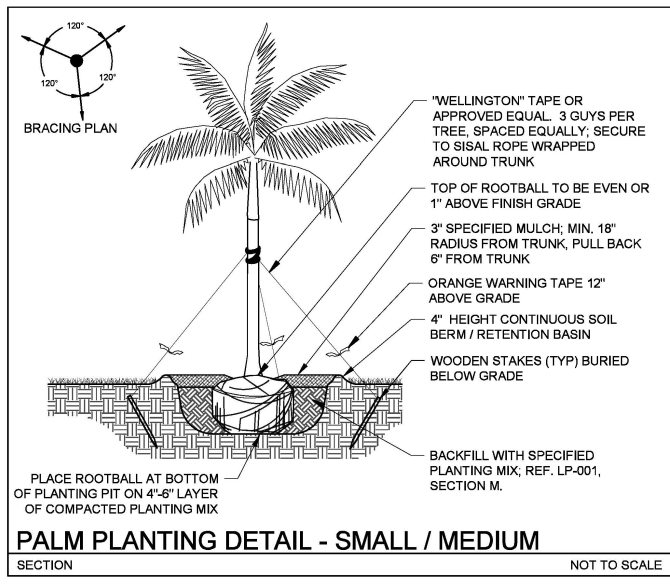
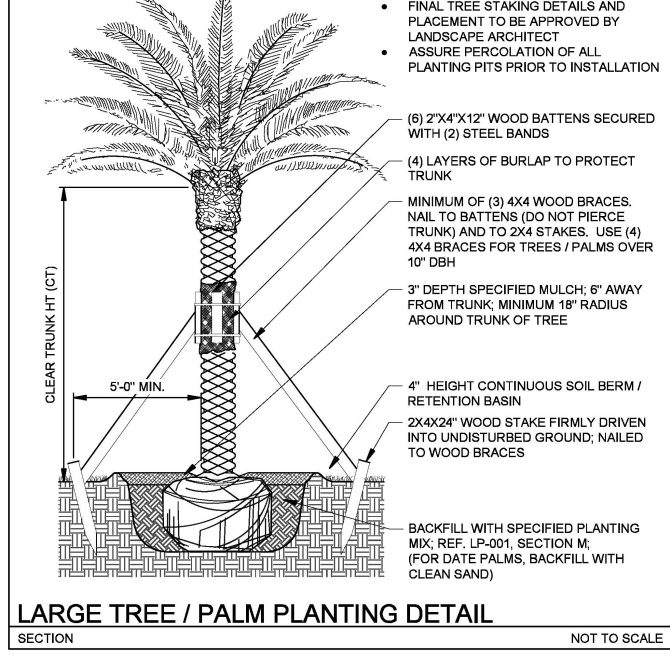
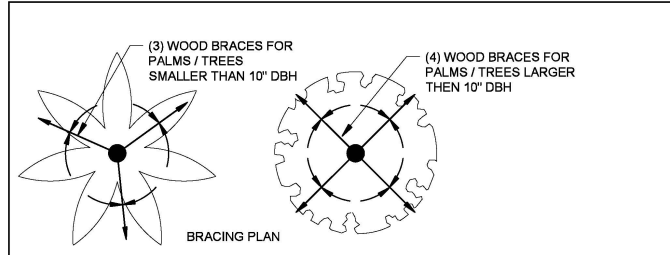
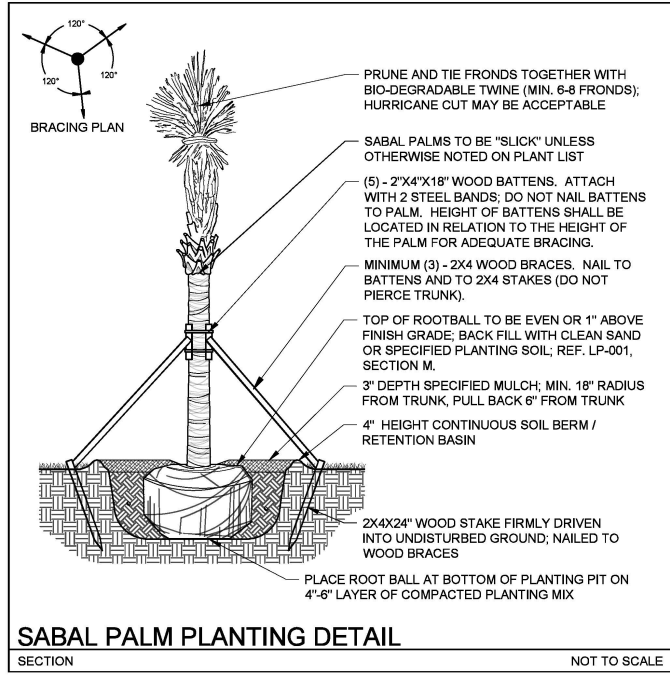
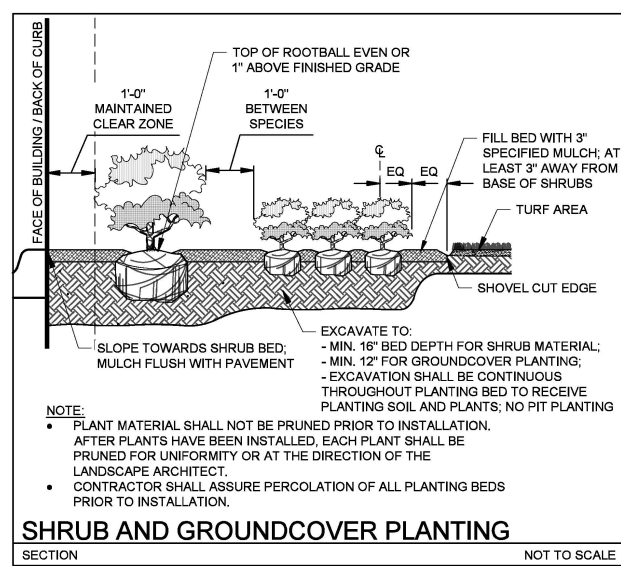
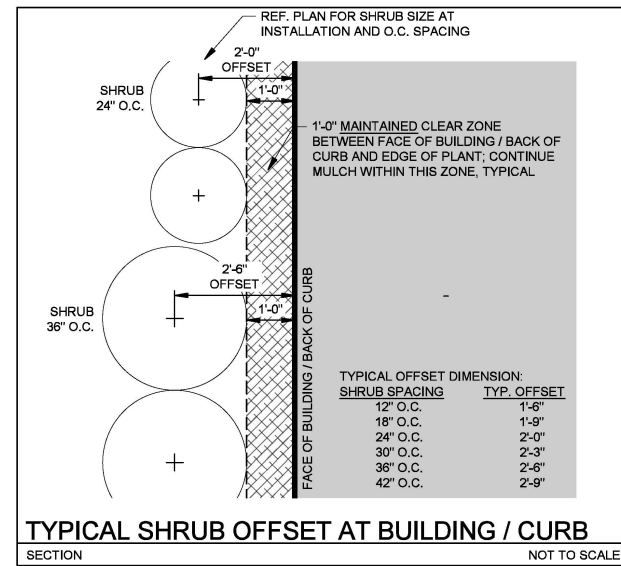
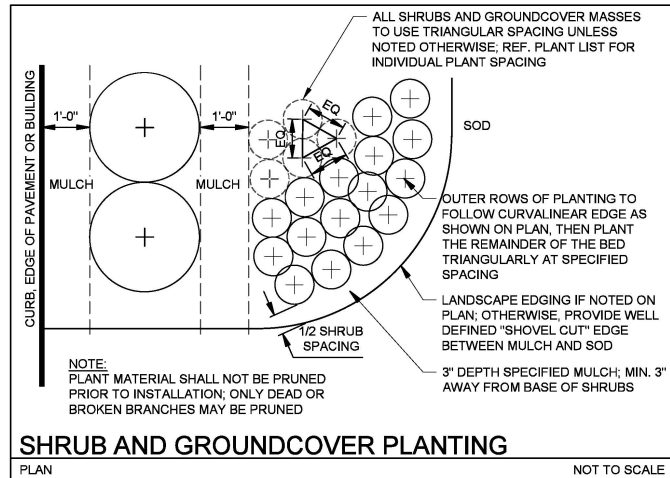
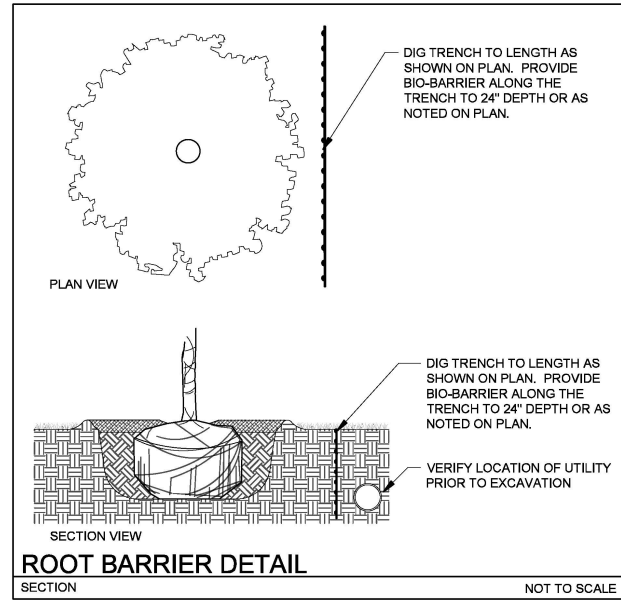

PROJECT NO. 11007.02

Drawing name: \\11111\1007\_02\_7-11\_1900 10th Ave. N. Lake Worth FL\Landscaping\Architectural\11007\_02-LD-01.dwg Plotted on: Jun 25, 2020 9:58am



**NOTE:**

- REF. LP-001, LANDSCAPE NOTES, FOR ADDITIONAL REQUIREMENTS.
- ROOT BALL SIZE FOR ALL TREES AND PALMS TO BE IN PROPORTION TO SIZE AND TYPE OF PALM PER FLORIDA GRADES AND STANDARDS FOR NURSERY PLANTS.

**KEITH**  
301 East Atlantic Boulevard  
Pompano Beach, Florida 33060-6643

120 North Federal Highway, Suite 208  
Lake Worth, Florida 33460


PH: (954) 788-3400

Florida Certificate of Authorization # - 7928

BID / CONTRACT NO.:

REVISIONS		
NO.	DESCRIPTION	DATE

**PRELIMINARY PLAN NOT FOR CONSTRUCTION**  
THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS. RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.



**7-ELEVEN #41361**  
1900 10TH AVENUE  
NORTH, LAKE WORTH,  
FLORIDA 33461

SCALE: AS NOTED  
1ST SUBMITTAL DATE: MARCH 2020  
DRAWN BY: MP  
DESIGNED BY: WR  
CHECKED BY: MP

**Michael J Phillips** Digitally signed by Michael J Phillips  
Date: 2020.06.25 12:00:59 -04'00'

MICHAEL J. PHILLIPS, RLA  
FLORIDA REG. NO. LA0001540  
(FOR THE FIRM)

SHEET TITLE  
**LANDSCAPE DETAILS**

SHEET NUMBER  
**LP-501**

PROJECT NO. **11007.02**

Drawing name: \\11111\11007.02 - 7-11 - 1900 10th Ave. N. Lake Worth FL Landscape Architectural\CA11007.02(LP-501).dwg  
 Layout Name: LP-501  
 Plotted on: May 14, 2020 - 9:38am  
 Plotted by: BR00000



A. SCOPE

- 1. The location of plants, as shown on the plans, is approximate. The final locations may be adjusted slightly to accommodate unforeseen field conditions, to comply with safety setback criteria, to avoid creating unsafe sight conditions, or as otherwise directed or approved by the Landscape Architect / owner in writing. All other location adjustments to the layout are to be approved in advance in writing by the Landscape Architect and owner.
2. Contractor understands that an important element of the design of this project is meeting landscape ordinances with a design flare that includes symmetry, alignment, focal points and / or smooth curvilinear forms where applied and contractor shall follow and instruct the working crews accordingly. In the event of any doubt as to how to execute the plans, Contractor shall immediately consult with Architect and/or Owner.
3. Landscape Contractor shall fine grade, prepare site as outlined in the following notes and per plans; furnish and install all plants, shrubs, trees and / or palms meeting minimum requirements and brace them per details provided. Furnish and install soil, gravel, boulders, sod and mulch as specified in plans and notes below.
4. Landscape contractor shall furnish and install all trees, palms, shrubs, groundcover, sod, planting soil, fertilizer, herbicide, pre-emergence herbicide, seed, and mulch.

- more than 35%) to accommodate for new approved construction. Pruning shall be conducted / supervised by an ISA Arborist.
8. If plans call for relocation of trees, palms or plants. High level of care should be exercised to assure that they are not damaged in the process and that they are promptly replanted upon being dug up.
9. All underground utilities and drain or irrigation lines shall be routed outside the tree protection zone. If lines must traverse the tree protection area, they shall be tunneled or bored under the tree.
10. Erosion control devices such as silt fencing, debris basins, and water diversion structures shall be installed to prevent siltation and/or erosion within the tree protection zone.
11. Roots shall be cut manually by digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment.

- G. TREE RELOCATION (These notes for relocation trees only and if applicable)
1. Flag all trees and palms to be relocated with differentiating color than those to be saved or removed.
2. Tree Relocation process must be performed or supervised by ISA Certified Arborist.
3. Water the root zones to field capacity for 5 continuous days before root pruning. At a minimum soak the soil to a 4'-0" depth within a 6' radius.
4. Root prune a minimum of six weeks before relocation. Prune away all dead or damaged limbs or fronds. For trees, prune out 1/3 of the existing canopy by selectively trimming small internal branches. For palms, gather fronds above the bud and tie them loosely with jute twine to avoid damage.
5. Brace root pruned trees awaiting relocation.
6. Root prune 1/3rd of the root system, irrigate daily for 2 weeks then root prune another 1/3rd, irrigate daily and prune last 1/3rd on actual relocation date, no less than two weeks (six weeks total minimum root prune shall be required). ISA Arborist on staff shall observe for intense shock. Canopy pruning may be deemed necessary by Arborist on staff to balance for intense root ball loss, canopy shall be trimmed only as necessary to increase survival.
7. Root prune with proper clean equipment to sever roots. Ensure roots are not torn or pulled apart.
8. With hand tools, dig a 2'-0" wide by 3'-0" deep trench at a minimum distance as determined by the consulting arborist to expose roots. Cut all roots 1.5" and larger in diameter with a clean, sharp pruning saw. Treat all cuts with a fungicidal barrier. Backfill the trench, within 4 hours of digging, with a 1:1 mixture of site soil and sand/west or other fine organic material. Do not compact.
9. Form a rootball size in compliance with Florida grades and Florida standards number 1 or better.
10. Maintain the soil moisture at field capacity throughout the six weeks.
11. Allow the plant to regenerate roots over a period of six weeks.
12. At the end of six weeks, prepare the planting pit at the new location. Overdig the hole diameter a minimum of 2' beyond the root ball, with the recipient hole to be at least 1/3 larger than the area that was trenched for transplanting.
13. With the consulting arborist present, undercut the entire root ball of the plants to be transplanted at a depth specified by the arborist. The undercutting method may be a choker cable drawn through the root ball with heavy equipment.
14. At the direction of a professional rigger, assemble slings, padding, guiding ropes and cables for attachment to the crane or backhoe. The professional rigger shall determine the size of machinery necessary to execute the lifting and moving operation.
15. Install trees within 24 hours of removal from their original location to locations provided by Landscape Architect or Developer with approval of municipal / Landscape Inspector.

B. BIDDING

- 1. Contractor to have liability insurance including Owner and Landscaper as insured's in excess of \$10,000 as well as Worker's Compensation.
2. Contractors and Subs must ensure they are doing take offs from Bldg Dep. Revised sets and / or Bid Set documents. Verify with this Office that you are bidding from latest available plans.
3. Read ALL notes and typical planting details sheets prior to submitting RFIs and prior to bidding.
4. When submitting an RFI reference sheet number, detail number and/or note category and number.
5. Landscape contractor shall verify all estimated quantities of material shown on the drawings prior to submitting their bid. Plant list pricing (if shown) is for permitting / mitigation comparison purposes only, any prices shown are to be disregarded by Landscape Contractor.
6. All Plant Material shall meet or exceed height and spread requirement. Heights are local code requirement and / or design intent related and always governs over container size. Container size given for reference only and must be sized-up to meet height requirements of plant list. Plant material available with excessive height beyond specifications must be consulted with Landscape Architect for design intent.
7. All landscape material was confirmed to be available at time of design. Landscape contractor understands that some material may not be available locally, however is available in Tri-County Region. Plant material supply is the responsibility of the Landscape Contractor that is awarded the contract and he/she shall take steps to ensure availability at the time of installation. Bring to the attention of Landscape Architect if specific material is no longer available at the time of bidding and / or prior to actual construction. Substitutions must be approved prior to construction.
8. Pre-inspections of site required prior to bidding.
9. The plant list is intended only as an aid to bidding. Any discrepancies found between the quantities on the plan and the quantities on the plant list shall be brought to the attention of the Landscape Architect for clarification.
10. All labor and material for soil amendments and fertilizer that is required to ensure the successful establishment and survival of the proposed vegetation, as well as all the cost for the removal of unsuitable or excess backfill material from plant beds, in addition to fine grading and mulching all plantbeds and individual trees shall be included in the contractor's bid to perform the work represented in this plan set.
11. Bid shall be itemized for possible value engineering.
12. Sod and Rocks (if specified) shall be estimated by scaling plans. Include price per square foot for sod. Rocks (include price per ton). Small rocks and gravel beds shall have landscape fabric material and minimum 4" depth. Boulders to be bid by unit.
13. All S.F. if noted is approximate and shall not be considered all inclusive; it is the contractor's responsibility to do his or her take off, submit price per S.F. and in the end, sod all areas that are not covered either by plants, mulch and/or rocks. It shall be the responsibility of the contractor to include in the bid, the repair of any existing damage which may be damaged during construction.
14. Final payment to the Contractor shall be for actual plants installed on the project.
15. Contractor shall be responsible for obtaining and paying for costs of all permits described in bid whether permit costs are reimbursable by owner or included in bid. Research permit status and research all permits and additional documentation and certifications required such as separate tree removal permit for example, and consider prior to bidding.
16. General / Landscape Contractor shall leave a 5% unforeseen conditions allowance such as for additional root barriers determined to be needed on site and as job progresses.
17. Refer to Section T, Watering, for supplemental watering requirement.
18. Landscape contractor is responsible for verifying all plant quantities prior to bidding and within 7 calendar days of receipt of these plans shall notify the landscape architect in writing of any and all discrepancies. In case of discrepancies, planting plans shall take precedence over plant list. No substitutions are to be made without prior consent of the Landscape Architect.

- L. ROOT BARRIERS
1. Root barriers will be installed to protect building foundations, curbing, walkways, paved areas, roadway base material and utilities from existing large trees or proposed new trees that are within 5' of existing or new approved construction or as may be deemed necessary as job progresses.
2. Mechanical Root barriers will be used for large existing Canopy Trees and chemical type barriers will be used for new trees.
3. Mechanical Root barriers will be "DeepRoot" and Chemical Root barriers will be "Biobarrier". Substitutions must be of approved equal or better quality.
4. Root barriers will be installed per manufacturer specifications.
5. Root barrier depths will be determined by the manufacturer recommended depth chart and as required by on-site conditions in a case by case basis as deemed necessary by Landscape Architect / ISA Arborist and Landscape Inspector.

C. GENERAL LANDSCAPE NOTES

- 1. Plants grown in containers prior to installation shall be removed from their containers before they are planted in the ground and have circling roots removed. All screening shrubs shall be planted for proper operation of equipment being screened and/or per the requirements of the utility as necessary. All hedge material required for screening purposes shall be planted with branches touching. Adjust spacing as necessary and/or provide additional plants to provide an adequate screen as required by code. Leave access to utility or clearance as required.
2. Landscape Contractor shall be installed according to sound nursery practices. Contractor shall comply with federal, state and local laws and regulations pertaining to the inspection for plant disease and insect infestation.
3. All Ideas, designs and plans indicated or represented by this drawing are owned by and are the exclusive property of Keith and Associates and may not be duplicated without authorization or used for other projects than the intended.
4. The Landscape Contractor shall exercise caution to protect any existing sod, electrical and irrigation. Any damage to the sod, electrical or irrigation shall be replaced or repaired to the original state by the Landscape Contractor at no additional cost to the owner.
5. Trees, palm, accent shrubs and bed lines to be located in the field and approved by the Landscape Architect / owner prior to planting. Landscape Contractor acknowledges that material planted without approval of location may be subject to relocation by Landscape Architect to maintain design intent if not followed properly.
6. All trees must be pruned as per Landscape Architect's direction.
7. In areas where asphalt is removed in order to receive landscape material, the lime rock sub-base material must also be removed and replaced with approved planting soil mix.
8. Landscape contractor is responsible for sending photographs to the landscape architect to pre-approve all trees, palms, and shrubs prior to delivery to project site.
9. Landscape contractor shall coordinate his or her work with that of the irrigation, landscape lighting, and hardscape contractor if different.
10. The landscape contractor shall treat plant areas with pre-emergence herbicide after weeds and grass have been removed. Landscape contractor shall wait 7 days after pre-emergence treatment prior to planting.

- M. SOILS
1. All building construction material and foreign material shall be removed from the planting areas and replaced with 70/30 mix (70% sand / 30% organic compost) or amend existing soils per section H.2.
2. Planting soil mix shall be delivered to the site in a clean loose and friable condition and is required around the root ball of all trees and shrubs, the top 6" of all shrubs and ground cover beds and top 2" of all grassed areas. This soil shall be filled into the existing soil after the existing soil has been cleaned of all undesirable foreign materials. Planting soil is encouraged as a soil amendment alternative. Planting soil to be weed free.
3. Planting backfill for palms shall be clean, coarse native sand unless specified otherwise.
4. Do not allow air pockets to form when backfilling. All trees shall be watered-in utilizing water probe or a tree bar.

- N. PLANT SIZE & QUALITY
1. All plant material must meet or exceed the minimum size requirements as specified on the plant list. Height specifications govern in all cases and container size specifications given cannot be met. Any other requirements for specific shape or effect as noted on the plan shall also be required for acceptance.
2. Material specified as Balled and Burlapped (B&B) can be accepted in container if not available as B&B at the discretion of Landscape Architect; if not, root bound and/or circling roots shall be removed and root ball must be proportionate to Tree / Palm.
3. Unless noted otherwise, all trees designated as single trunk shall have a single, relatively straight, dominant leader, proper structural branching and even branch distribution. Trunks on palms shall be uniform in thickness for the entire length of the palm and shall not taper off to disproportionate thinness towards the crown. Trees with bark inclusion, tapered branches, and co-dominant trunks will not be accepted. Trees with girdling, circling and/or plunging roots will be rejected.
4. Use nursery grown plant materials that comply with all required inspection, grading standards, and plant regulations in accordance with the latest edition of Florida Department of Agriculture, "Grade & Standards for Nursery Plants".
5. All trees and palms shall be free of open wounds and unsightly visible scars.
6. All substitutions must be approved by the governing authority if it is required Canopy and by Landscape Architect / Owner if supplementary acceptance material is required.

D. PERMITS & REGULATIONS

- 1. Contractor(s) must obtain separate landscape, irrigation and tree relocation/removal permits from the governing authority prior to the issuance of the first building permit for the project.
2. Landscape contractor to call the local Landscape Inspector to schedule a pre-construction meeting prior to installation if required.
3. All mandatory requirements by local Landscape Departments and their inspectors shall govern and landscape contractor commits by accepting contract to comply promptly for builder/owner to obtain C.O.

- O. PLANTING NOTES
1. At the discretion of the Landscape Architect, plants are subject to review for approval for size, variety, condition and appropriateness to the design intent.
2. All synthetic burlap, synthetic string or cords, or wire baskets shall be removed before any trees are planted. All synthetic tape (i.e. tagging tape, nursery tape) shall be removed from trunks, branches, etc. before inspection. The top 1/3 of any natural burlap shall be removed or tucked into the planting hole before the trees are back filled.
3. All "groundcover" requires 75% coverage and 100% within 3 months of installation. Bring to the attention of Landscape Architect in writing before commencing if this is not achievable with the design.
4. Set tree no deeper than it was in its original growing condition with the top of the root ball even with, or slightly higher (+1" -1") than the finished grade.
5. All trees/palms shall be planted in the top of the root ball, root fair are slightly above final grade. Shrub material shall be planted such that the top of the plant ball is flush with the surrounding grade.
6. All trees and palms shall be braced / staked per accepted standards by the Florida Nursery, Growers & Landscape Association (FNGLA). Nailing into trees and palms for any reason is prohibited and the material will be rejected. Please refer to the planting details.
7. All trees, new or relocated, to be staked and guyed as detailed.
8. Layout shrubs to create a continuous smooth front line and fill in behind with triangular spacing.
9. Excavate pit or trench to 1-1/2 times the diameter of the balls or containers or 1" wider than the spread of roots and 3" deeper than required for positioning at proper height. Compact a layer of topsoil in bottom before planting plants. Backfill around plants with planting mixture, compacted to eliminate voids and air pockets. Form grade slightly dishd and bermed at edges of excavation. Apply 3" of mulch.
10. Groundcover and shrubs to be spaced in a uniform and consistent pattern per planting details.
11. All mechanical equipment, irrigation pumps, FPL transformers, pool pumps, etc. shall be screened on a minimum of three sides by landscape shrubs.
12. Contractor shall not mark or scar trunks in any fashion.
13. When requested by Landscape Architect, demonstration of healthy root system if not previously provided, can include tree removal and re-plantation for inspection at no additional cost to the owner.

E. TREE REMOVAL

- 1. Removal of any trees or palms will require a written "tree removal permit" from the local governing agency prior to removal. Non-native trees classified as "prohibited" trees may be exempt from the permit if listed as Category 1 by Florida Exotic Pest Plant Council. Confirm with local Municipality.
2. Landscape Contractor is responsible to remove ALL invasive nuisance trees such as Brazilian Pepper, Melaleuca, Australian Pine and all invasive trees as categorized by the governing agencies, whether listed on plans or not.
3. The Landscape Contractor is responsible for coordinating tree and palm removals and transplants shown on the tree/palm Disposition Plan. The Landscape Contractor is to remove and discard from site existing unwanted trees, palms, shrubs, ground covers, sod and weeds within landscape areas.

- P. FERTILIZATION
1. All Fertilization shall comply with state fertilization laws. Fertilization shall be Agriform "20-10-5 Plus minors" or similar approved slow-release tablets applied per manufacturer suggested application rate chart.

F. EXISTING TREES

- 1. Existing trees designated to remain shall be protected during all construction phases. Any trees or shrubs designated to remain that are scarred or destroyed will be replaced at the contractor's expense, per the appraised value.
2. Existing plant material not shown on the plan and in conflict with new planting shall be evaluated at the time of new planting installation by the Landscape Architect. Trees and plant material indicated to be relocated with no new location provided in plans shall be moved to a location on site designated as a nursery holding area with the root ball protected from direct sunlight, maintained and irrigated until new location is determined. Prune trees to remove damaged branches and improve natural shape and thin out structure. Do not remove more than 15% of branches. Do not prune back terminal leader.
3. Prune existing shrubs to remove damaged branches and improve natural shape.
4. Existing trees to remain shall be trimmed per ANSI-A300 standards. Supervision of the trimming shall be performed by an ISA Certified Arborist to ensure quality work.
5. All existing trees shall be "lifted and thinned" to provide an 8' minimum clearance for sidewalks and pedestrian walkways and a 14' minimum clearance for roadways, driveways and all vehicular use areas.
6. Selective canopy and root pruning of existing trees can be conducted (only as necessary and in no event

- Q. SOD
1. All areas disturbed during construction shall be sodded with St. Augustine 'Seville' unless otherwise noted. These disturbed areas shall have proper irrigation established or re-established if they were disrupted or non-functional. Landscape Contractor to supply and install 2" soil layer 50/50 mix blanket for all new sod areas.
2. All open areas not covered by trees, palms, shrubs, vines, ground covers or existing sod in good condition to remain, shall receive Stenotaphrum Secundatum, St. Augustine 'Seville' sod, whether labeled on the plans or not, unless a different species is indicated on the planting plan. Sod shall be strongly rooted, free from weed, fungus, insects and disease. Contractor shall be paid by the total sodded area x the unit price submitted (field verified).
3. Sod shall be machine stripped no more than 24 hours prior to laying.
4. Lay sod strips with tight joints, do not overlap, stagger strips to offset joints in adjacent courses. Work sifted soil mix into minor cracks between pieces of sod and remove excess soil deposits from sodded areas. Sod on slopes greater than 3:1 shall be immediately staked after planting.
R. SUBMITTALS
1. Submit 1 gallon container of all planting media for landscape architect review. Samples to include specified planting mix, topsoil, container planting mix (if applicable) and mulch.
2. Submit representative nursery photos of all Trees and Palms for review prior to delivery to the site. Include scale for height.
3. Submit representative nursery photos of all shrub and groundcover material for review prior to delivery to the site.
S. INSPECTION & ACCEPTANCE
1. Notify the governing Agency if required and Landscape Architect of commencement.
2. Onsite plant deliveries shall occur on Monday through Friday only unless otherwise directed by the Landscape Architect / Owner. The contractor shall ensure that plant material is delivered undamaged from transportation or digging operations. The Landscape Architect may reject material that has been damaged or rendered unacceptable due to relocation or transportation from the point of origin. All plant material shall be available for inspection and approval by the Landscape Architect prior to final installation.
3. There shall be one final inspection for approval by each of the presiding governing agency, Landscape Architect and owner. Contractor shall ensure that the plans, details, specifications and notes have been adhered to and that the landscape and irrigation installation is compliant to all items as directed on the plans prior to scheduling of the final inspection.
4. Upon completion of the work, the Landscape Contractor shall notify the Landscape Architect and request a final inspection. Any items that are judged incomplete or unacceptable by the Landscape Architect or owner shall be promptly corrected by the Landscape Contractor.
5. No substitution of plant material, type or sizes will be permitted without prior written authorization from the Landscape Architect and owner.
6. To obtain final payment, Contractor must provide release of all mechanic's liens and material liens.
T. MULCH
1. All planting beds shall be mulched to a depth of 3" with an organic mulch approved by Landscape Architect. No heavy metals, such as arsenic, etc. are to be contained in the mulch. The contractor shall provide certification if requested or proof that all mulch is free of heavy metals or similar environmental contaminants.
2. Shredded approved organic mulch to be used beyond trunk in all directions and throughout all hedges and plant material.
3. All trees in sodded areas shall have a clean cut 4" diameter mulch ring.
4. Preferred mulch is shredded melaleuca. Cypress, red, gold and green mulch is prohibited.
5. All mulch shall have a minimum 3" separation from the trunk of the tree/palm trunk to avoid rotting.
U. WATERING
1. All plant material shall be watered in thoroughly at the time of planting.
2. It is the sole responsibility of the Landscape Contractor to ensure that all new plantings receive adequate water during the installation and until completion of contract. Deep watering of all trees and palms and any supplemental watering that may be required to augment natural rainfall and site irrigation is mandatory to ensure proper plant establishment and development and shall be provided by Contractor as a part of this contract.
V. CLEAN UP
1. The Landscape Contractor is responsible for maintaining all landscape planting areas until final acceptance of the owner.
2. The contractor is responsible for moving the entire project during planting and establishment periods, based on moving project once a month from October to April, and twice a month from April to October (During installation and plant establishment only and until final inspection and owner accepts and takes ownership).
3. Any excess soil, undesired stones or debris resulting from landscape operations shall be removed promptly, keeping the site clean as work progresses.
4. The Landscape Contractor shall at all times keep the premises free from accumulation of waste material or debris caused by their crews during the performance of the work.
5. In the event of any delays, the contractor shall promptly remove all waste materials, debris, unused plant material, empty plant containers, and all equipment from the project site.
W. MAINTENANCE
1. Landscape Contractor to return to job site 12 months after tree bracing and remove all tree braces. Owner may choose to retain 5% of payment to ensure compliance.
2. The Landscape Contractor shall maintain and otherwise maintain all plants, including sod, until completion of contract or acceptance by landscape architect. Settled plants shall be reset to proper grade, planting saucers restored, and defective work corrected.
3. Trees and shrubs shall be maintained to keep clearance of stop signs and safety clearance for visibility at traffic intersection.
X. GUARANTEE & REPLACEMENT
1. By accepting the contract, the Contractor is thereby guaranteeing all plant materials and design for a period of not less than one (1) year from the time of final acceptance by the owner. Contractor shall replace any plants which die or wither within such period with healthy plants that meet specifications of the same species and size without additional cost to the owner unless such death or withering is due to Owner's failure to do ordinary maintenance on such plants after final acceptance in accordance with any maintenance instructions given by Landscape Architect for such plants. Such replacement shall include all plants and labor to plant the replacement plants. Any plant materials damaged by lightning, storms, freeze damage or other "acts of God" as well as plants damaged by vehicles, vandalism or neglect are not included in this replacement agreement. If requested, the Landscape Architect may act as a mediator between owner and contractor on a time material basis. "Plants" includes all trees, palms, shrubs, grass and other plants provided or planted by Contractor.
Y. MISCELLANEOUS.
1. All work to be done in a professional manner.
2. No change order shall be valid, due or paid unless it is approved by Owner in writing in advance.
3. These notes shall be an integral part of the contract of Contractor and shall be deemed incorporated therein by reference. In the event of a conflict among the terms among the plans and these notes, the terms of this document shall control.
Z. ABBREVIATIONS IN NOTES AND PLANS
U.N.O. = Unless Otherwise Noted
L.A. = Landscape Architect
S.F. = Square Feet
STD = Standard (single trunk)
B&B = Balled and Burlapped
BLDG DEP = Building Department
RFI = Request for Information
FPL = Florida Power & Light
C.O. = Certificate of Occupancy
ISA CA. = ISA Arborist = International Society of Arboriculture Certified Arborist

- H. SITE PREPARATION & GRADING
1. Landscape contractor shall locate and till compacted soils that are overly compacted in all planting areas of the project to provide for proper soil aeration for plant establishment.
2. Planted areas shall be cleared of underground rocks, construction debris and other materials detrimental to the health of the plants. Lime rock base material shall be removed within planting pits and adjacent to pavement. The planting areas should be cleared to a depth equal to the root ball of the trees/palms proposed for the area. Planting areas soils shall be tested for pH before planting. Soils showing high (alkaline) pH (over 7.5) shall be amended or replaced with native soil having a pH range of 6.5 - 7.5, as approved by Landscape Architect. In the event that native soils are unsuitable, refer Section M, Soils.
3. All planting areas and planting pits shall be tested for sufficient percolation prior to final planting and irrigation installation to ensure proper drainage. Plant beds in parking lots and in areas compacted by heavy equipment shall be de-compacted so that drainage is not impeded.
4. Landscape Contractor shall treat plant areas with pre-emergence herbicide after weeds and grass have been removed. Landscape Contractor shall wait (7) seven days after pre-emergence treatment prior to planting.
5. Site preparation shall include the eradication and removal of any weeds, clean-up of any dead material, debris, and rubbish.
6. General site and berm grading to +1 inch (1") shall be provided by the general contractor. All finished site grading shall be provided by the Landscape Contractor. All planting beds shall be free of all rocks 1/2" or larger, sticks, and objectionable material including weeds and weed seeds. All lime rock shall be removed/cleaned down to the native soils.
7. The Landscape contractor shall ensure the planting areas are at finish grade prior to installing plant materials.
8. All trees and plant material to remain shall be protected during construction. Contractor shall install protective barriers such as "Tenax" orange safety fencing or similar, to be installed before the beginning of the project. Ref. Tree Protection Detail for additional information. Barriers shall be located to include the drip line of the trees, palms and plant material. The contractor shall take extra caution to prevent any damage to the trunk, root zones and grade.
9. Final grade within planting areas to be 4" below adjacent paved areas or top of curb. Sod areas to be 2" below.
10. All planting beds shall be shaped and sloped to provide proper drainage away from building and structures and to swales, if applicable.

I. IRRIGATION

- 1. Any Irrigation Notes and specifications included in Irrigation Sheets govern over the following Irrigation Notes.
2. The Landscape Contractor shall coordinate with the irrigation contractor if not the same and leave provisions for all individual trees in turf areas and all planting beds.
3. Irrigation / Landscape contractor to guarantee 100% coverage and 50% overlap (head to head coverage) to all landscaped areas and furnish and install a rain sensor.
4. Irrigation Contractor to adapt design to onsite conditions adjusting heads and changing nozzles as required to avoid overspray onto buildings or paved areas.
5. The contractor shall ensure that the irrigation system is operational and free of leaks prior to any planting being finalized. Plant material that is installed prior to the irrigation system being operational shall be watered by the contractor at his or her expense. Water for plant establishment should be included in the cost of the plant.
6. All guidelines as outlined by the South Florida Water Management District (SFWMD) or water management district with jurisdiction shall be strictly adhered to.
7. Any existing irrigation system shall be retrofitted to comply with the specifications as outlined above.

J. HARDSCAPE & OTHER MATERIALS

- 1. Face of trees and palms to be located a minimum of 2' setback from all fences, walkways, walls, and paved surfaces, unless otherwise indicated on the plans. Refer to details.

K. UTILITIES / CLEARANCES

- 1. The contractor shall be responsible for determining the location of and avoid and protect utility lines, buried cables, and other utilities. The owner or Landscape Architect shall not be responsible for damage to utility or irrigation lines.
2. Trees shall be placed a minimum of 5 ft. from underground utilities, unless otherwise approved in writing by Landscape Architect and Owner.
3. All canopy trees to be planted min. of 15' from light source/poles. Unless otherwise approved by the governing authority / Landscape Architect and Owner.
4. Landscape contractor shall contact the county, governing authority and/or utility companies to locate all underground utilities or structures prior to digging. Landscape contractor shall repair all damage to underground utilities, and/or construction caused by utility damage, at no cost to the owner.
5. All plant material symbols shown on landscape plan shall be considered diagrammatic and should be adjusted in the field by contractor to avoid all utilities, and all other obstructions.
6. If/ When digging in right of way needed: Two (2) full business days before digging, call toll free 1-800-432-1770 or 811 Sunshine State One Call of Florida, Inc. Notification Center. In addition, call the Governing Agency's Utilities/Public Works Department. Contractors are responsible for coordinating with the owners and appropriate public agencies to assist in locating and verifying all underground utilities prior to excavation. All existing utilities shown on the plans are to be considered approximate and should be verified by the contractor prior to the start of work operations.
7. Above and below ground utilities shall be verified and located in the field by the contractor prior to commencing work in the project area. The contractor shall examine available utility plans and confirm conflicts between indicated or located utilities and landscape work. The contractor shall then notify the Project Engineer of said conflicts and the Engineer will coordinate any necessary adjustments with the utility provider. Tree locations will be adjusted as necessary when in conflict with existing utilities.
8. The final plant locations may be adjusted, as approved / directed by the Landscape Architect in writing, to accommodate utilities compliance. Excavations within 5' of known utilities should be done by hand.
9. Contractor shall familiarize himself with the location of and avoid and protect utility lines, buried cables, and all other utilities, noted or not, on plans.
10. Leave clearance and access to all above ground or at grade meters and equipment.
11. Landscape planting shall be in conformance with FPL guidelines for setbacks from overhead utility lines.
12. Landscaping shall not interfere with light poles, fire hydrants, electrical/mechanical equipment access, signs, drainage structures, etc. Bring to the attention of Landscape Architect any conflicts.

L. ROOT BARRIERS

- 1. Root barriers will be installed to protect building foundations, curbing, walkways, paved areas, roadway base material and utilities from existing large trees or proposed new trees that are within 5' of existing or new approved construction or as may be deemed necessary as job progresses.
2. Mechanical Root barriers will be used for large existing Canopy Trees and chemical type barriers will be used for new trees.
3. Mechanical Root barriers will be "DeepRoot" and Chemical Root barriers will be "Biobarrier". Substitutions must be of approved equal or better quality.
4. Root barriers will be installed per manufacturer specifications.
5. Root barrier depths will be determined by the manufacturer recommended depth chart and as required by on-site conditions in a case by case basis as deemed necessary by Landscape Architect / ISA Arborist and Landscape Inspector.

M. SOILS

- 1. All building construction material and foreign material shall be removed from the planting areas and replaced with 70/30 mix (70% sand / 30% organic compost) or amend existing soils per section H.2.
2. Planting soil mix shall be delivered to the site in a clean loose and friable condition and is required around the root ball of all trees and shrubs, the top 6" of all shrubs and ground cover beds and top 2" of all grassed areas. This soil shall be filled into the existing soil after the existing soil has been cleaned of all undesirable foreign materials. Planting soil is encouraged as a soil amendment alternative. Planting soil to be weed free.
3. Planting backfill for palms shall be clean, coarse native sand unless specified otherwise.
4. Do not allow air pockets to form when backfilling. All trees shall be watered-in utilizing water probe or a tree bar.

N. PLANT SIZE & QUALITY

- 1. All plant material must meet or exceed the minimum size requirements as specified on the plant list. Height specifications govern in all cases and container size specifications given cannot be met. Any other requirements for specific shape or effect as noted on the plan shall also be required for acceptance.
2. Material specified as Balled and Burlapped (B&B) can be accepted in container if not available as B&B at the discretion of Landscape Architect; if not, root bound and/or circling roots shall be removed and root ball must be proportionate to Tree / Palm.
3. Unless noted otherwise, all trees designated as single trunk shall have a single, relatively straight, dominant leader, proper structural branching and even branch distribution. Trunks on palms shall be uniform in thickness for the entire length of the palm and shall not taper off to disproportionate thinness towards the crown. Trees with bark inclusion, tapered branches, and co-dominant trunks will not be accepted. Trees with girdling, circling and/or plunging roots will be rejected.
4. Use nursery grown plant materials that comply with all required inspection, grading standards, and plant regulations in accordance with the latest edition of Florida Department of Agriculture, "Grade & Standards for Nursery Plants".
5. All trees and palms shall be free of open wounds and unsightly visible scars.
6. All substitutions must be approved by the governing authority if it is required Canopy and by Landscape Architect / Owner if supplementary acceptance material is required.

- 7. Contractor shall comply with Federal, State, and Local laws and regulations pertaining to the inspection for plant disease and insect infestation.
8. Trees, palms, shrubs, ground covers: Plant species and sizes shall conform to those indicated on the drawings. All nursery stock shall be in accordance with grades and standards for nursery plants parts 1 and 2, latest edition published by the Florida Department of Agriculture and Consumer Services, unless specified otherwise. All plants shall be Florida grade number 1 or better as determined by the Florida Division of Plant Industry and Lightly knit plants, so trained or trained in its development and the most appropriate for the use intended. Plants shall be healthy, vigorous, well branched and free of disease and insect eggs and larvae and shall have adequate root systems. Trees and palms shall be uniform in size and shape. All materials shall be subject to approval by the Landscape architect. Plants shall be pruned prior to delivery only upon the approval of the Landscape Architect.
9. All container grown material shall be healthy, vigorous, well-rooted plants and established in the container in which they are grown. The top of the root ball shall be at the top of the soil quality and shall be in a healthy growing condition. An established container grown plant shall be transplanted into a container and grown in that container sufficiently long enough for the new fibrous roots to have developed so that the root mass will retain its shape and hold together when removed from the container.
10. Field grown trees and palms previously root pruned shall obtain a root ball with sufficient roots for continued growth without resulting shock.
11. Root suckers on any tree are not acceptable and must be properly pruned.
12. Contractor shall coordinate with Landscape Architect and Owner to obtain prior approval for the selection of the specific specimens of all palms and any trees of more than six feet in height. Contractor to supply photograph of trees prior to purchase and installation.

O. PLANTING NOTES

- 1. At the discretion of the Landscape Architect, plants are subject to review for approval for size, variety, condition and appropriateness to the design intent.
2. All synthetic burlap, synthetic string or cords, or wire baskets shall be removed before any trees are planted. All synthetic tape (i.e. tagging tape, nursery tape) shall be removed from trunks, branches, etc. before inspection. The top 1/3 of any natural burlap shall be removed or tucked into the planting hole before the trees are back filled.
3. All "groundcover" requires 75% coverage and 100% within 3 months of installation. Bring to the attention of Landscape Architect in writing before commencing if this is not achievable with the design.
4. Set tree no deeper than it was in its original growing condition with the top of the root ball even with, or slightly higher (+1" -1") than the finished grade.
5. All trees/palms shall be planted in the top of the root ball, root fair are slightly above final grade. Shrub material shall be planted such that the top of the plant ball is flush with the surrounding grade.
6. All trees and palms shall be braced / staked per accepted standards by the Florida Nursery, Growers & Landscape Association (FNGLA). Nailing into trees and palms for any reason is prohibited and the material will be rejected. Please refer to the planting details.
7. All trees, new or relocated, to be staked and guyed as detailed.
8. Layout shrubs to create a continuous smooth front line and fill in behind with triangular spacing.
9. Excavate pit or trench to 1-1/2 times the diameter of the balls or containers or 1" wider than the spread of roots and 3" deeper than required for positioning at proper height. Compact a layer of topsoil in bottom before planting plants. Backfill around plants with planting mixture, compacted to eliminate voids and air pockets. Form grade slightly dishd and bermed at edges of excavation. Apply 3" of mulch.
10. Groundcover and shrubs to be spaced in a uniform and consistent pattern per planting details.
11. All mechanical equipment, irrigation pumps, FPL transformers, pool pumps, etc. shall be screened on a minimum of three sides by landscape shrubs.
12. Contractor shall not mark or scar trunks in any fashion.
13. When requested by Landscape Architect, demonstration of healthy root system if not previously provided, can include tree removal and re-plantation for inspection at no additional cost to the owner.

P. FERTILIZATION

- 1. All Fertilization shall comply with state fertilization laws. Fertilization shall be Agriform "20-10-5 Plus minors" or similar approved slow-release tablets applied per manufacturer suggested application rate chart.

Agriform® 21-gm Tablets (SKU# 90026\*, 500 tablets/case)

NEW Tree / Shrub Container Size
1 Gal 2 Gal 3 Gal 5 Gal 7 Gal 15 Gal 24" Box
Installation: 1 to 2 2 to 3 2 to 3 3 to 5 7 to 10 15 to 24

- Place plant in the hole and backfill to halfway point.
• Do not place tablets in the bottom of the planting hole.
• Place Agriform Tablets in the hole about 10 to 12 inches away from root tips.
• Finish filling the hole around the plant to grade level.
SCOTT'S: 1-800-492-8255 or visit www.scottspro.com

Q. SOD

- 1. All areas disturbed during construction shall be sodded with St. Augustine 'Seville' unless otherwise noted. These disturbed areas shall have proper irrigation established or re-established if they were disrupted or non-functional. Landscape Contractor to supply and install 2" soil layer 50/50 mix blanket for all new sod areas.
2. All open areas not covered by trees, palms, shrubs, vines, ground covers or existing sod in good condition to remain, shall receive Stenotaphrum Secundatum, St. Augustine 'Seville' sod, whether labeled on the plans or not, unless a different species is indicated on the planting plan. Sod shall be strongly rooted, free from weed, fungus, insects and disease. Contractor shall be paid by the total sodded area x the unit price submitted (field verified).
3. Sod shall be machine stripped no more than 24 hours prior to laying.
4. Lay sod strips with tight joints, do not overlap, stagger strips to offset joints in adjacent courses. Work sifted soil mix into minor cracks between pieces of sod and remove excess soil deposits from sodded areas. Sod on slopes greater than 3:1 shall be immediately staked after planting.

R. SUBMITTALS

- 1. Submit 1 gallon container of all planting media for landscape architect review. Samples to include specified planting mix, topsoil, container planting mix (if applicable) and mulch.
2. Submit representative nursery photos of all Trees and Palms for review prior to delivery to the site. Include scale for height.
3. Submit representative nursery photos of all shrub and groundcover material for review prior to delivery to the site.

S. INSPECTION & ACCEPTANCE

- 1. Notify the governing Agency if required and Landscape Architect of commencement.
2. Onsite plant deliveries shall occur on Monday through Friday only unless otherwise directed by the Landscape Architect / Owner. The contractor shall ensure that plant material is delivered undamaged from transportation or digging operations. The Landscape Architect may reject material that has been damaged or rendered unacceptable due to relocation or transportation from the point of origin. All plant material shall be available for inspection and approval by the Landscape Architect prior to final installation.
3. There shall be one final inspection for approval by each of the presiding governing agency, Landscape Architect and owner. Contractor shall ensure that the plans, details, specifications and notes have been adhered to and that the landscape and irrigation installation is compliant to all items as directed on the plans prior to scheduling of the final inspection.
4. Upon completion of the work, the Landscape Contractor shall notify the Landscape Architect and request a final inspection. Any items that are judged incomplete or unacceptable by the Landscape Architect or owner shall be promptly corrected by the Landscape Contractor.
5. No substitution of plant material, type or sizes will be permitted without prior written authorization from the Landscape Architect and owner.
6. To obtain final payment, Contractor must provide release of all mechanic's liens and material liens.

T. MULCH

- 1. All planting beds shall be mulched to a depth of 3" with an organic mulch approved by Landscape Architect. No heavy metals, such as arsenic, etc. are to be contained in the mulch. The contractor shall provide certification if requested or proof that all mulch is free of heavy metals or similar environmental contaminants.
2. Shredded approved organic mulch to be used beyond trunk in all directions and throughout all hedges and plant material.
3. All trees in sodded areas shall have a clean cut 4" diameter mulch ring.
4. Preferred mulch is shredded melaleuca. Cypress, red, gold and green mulch is prohibited.
5. All mulch shall have a minimum 3" separation from the trunk of the tree/palm trunk to avoid rotting.

U. WATERING

- 1. All plant material shall be watered in thoroughly at the time of planting.
2. It is the sole responsibility of the Landscape Contractor to ensure that all new plantings receive adequate water during the installation and until completion of contract. Deep watering of all trees and palms and any supplemental watering that may be required to augment natural rainfall and site irrigation is mandatory to ensure proper plant establishment and development and shall be provided by Contractor as a part of this contract.

V. CLEAN UP

- 1. The Landscape Contractor is responsible for maintaining all landscape planting areas until final acceptance of the owner.
2. The contractor is responsible for moving the entire project during planting and establishment periods, based on moving project once a month from October to April, and twice a month from April to October (During installation and plant establishment only and until final inspection and owner accepts and takes ownership).
3. Any excess soil, undesired stones or debris resulting from landscape operations shall be removed promptly, keeping the site clean as work progresses.
4. The Landscape Contractor shall at all times keep the premises free from accumulation of waste material or debris caused by their crews during the performance of the work.
5. In the event of any delays, the contractor shall promptly remove all waste materials, debris, unused plant material, empty plant containers, and all equipment from the project site.

W. MAINTENANCE

- 1. Landscape Contractor to return to job site 12 months after tree br



**Attachment C**  
**Supporting Documents**

# Universal Development Application



This application is required for ALL applications submitted to the Planning, Zoning and Historic Preservation Division. If you have questions regarding this application, please make an appointment with planning staff.

## 1. Application Type (select all that apply)

- a. Site Plan:            Minor            Major            Planned Development            Sustainable Bonus
- b. Use:                    Administrative            Conditional
- c. Proximity Waiver:  Alcoholic Beverage            Community Residence            Gaming Establishment  
                                  Adult Use
- d. Approvals:            Variance            Mural            Cert. of Appropriateness            Adjustment
- e. Amendments:        Rezoning / Map            Text
- f. Other:                  Subdivision/Plat            Annexation            Zoning Letter  
                                  ABT Signoff            \_\_\_\_\_

## 2. Project Information

- a. Project Name: 7-Eleven #41361
- b. Project Location / Address: 1900 10th Ave N
- c. Legal Description: S/D OF 21-44-43, W 1/2 S 220 FT OF E 1/2 OF TR 5 (LESS S 20 FT, E 25 FT RD R/W & I-95 R/W)
- d. Property Control Number (PCN): 38-43-44-21-02-005-0030
- e. Zoning:               Existing: MU-W               Proposed: n/a
- f. Future Land Use:   Existing: MU-W               Proposed: n/a
- g. Proposed Use:        Residential; Units \_\_\_\_\_    Commercial; 4,730 S.F.    Industrial; \_\_\_\_\_ S.F.
- h. Total Estimated Project Cost: \$1.5 mil
- i. Description of Work: To demolish existing structures and redevelop site with retail space and fuel pump canopy with 7 MPDs( 14 fueling positions)

## 3. Contact Information

- a. Project Manager / Contact Person: Anne-Christine Carrie  
Company: KEITH  
Address: 2312 S. Andrews Ave           City: Fort Lauderdale           St: FL           Zip: 33316  
Phone Number: 954-788-3400 x 451           E-Mail Address: acarrie@keithteam.com
- b. Applicant Name (if different from Project Manager): \_\_\_\_\_  
Company: \_\_\_\_\_  
Address: \_\_\_\_\_           City: \_\_\_\_\_           St: \_\_\_\_\_           Zip: \_\_\_\_\_  
Phone Number: \_\_\_\_\_           E-Mail Address: \_\_\_\_\_
- c. Owner Name: 1900 10TH AVE LLC  
Company: 1900 10TH AVE LLC  
Address: 555 HYPOLUXO RD STE B           City: LAKE WORTH           St: FL           Zip: 33462  
Phone Number: \_\_\_\_\_           E-Mail Address: \_\_\_\_\_



4. Owner's Consent

1900 10 Avenue, LLC ("Owner") certifies that it is the owner of the property located at 1900 10th Avenue, Lake Worth Beach, FL 33461 ("Subject Property") and expressly consents to the use of the Subject Property as described in this application and to all conditions that may be agreed to as a part of the approval of this application, which may be imposed by the decision making board. Owner hereby authorizes, Anne-Christine Carrie (KEITH); Josh Long, AICP (Gunster) as agent, to file this application and represent Owner at any and all meetings and hearings required for the approval of this application.

Owner's Signature: \* Lisa Basile Date: 2/25/20

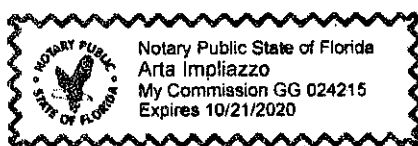
Name/Title of Signatory: \_\_\_\_\_

STATE OF Florida

COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 11th day of February, 2020, by Lisa Basile who is personally known to me or who produced a \_\_\_\_\_ as identification. He/she did not take an oath.

(NOTARY SEAL)



\* Arta Impliazzo (Signature of Notary Public)

Arta Impliazzo (Name of Notary)

5. Affidavit of Completeness and Accuracy

Instructions: To be completed by the individual submitting the application (owner or authorized agent)

Project Name: 7-Eleven #41361 Submittal Date: 3/3/2020

STATEMENT OF COMPLETENESS AND ACCURACY:

I hereby certify all property owners have full knowledge the property they own is the subject of this application. I hereby certify that all owners and petitioners have been provided a complete copy of all material, attachments and documents submitted to the City of Lake Worth relating to this application. I further certify the statements or information made in any paper or plans submitted herewith are true and correct to the best of my knowledge. I understand this application, related application material and all attachments become official records of the Planning, Zoning and Historic Preservation Division of Lake Worth, Florida, and will not be returned. I understand that any knowingly false, inaccurate or incomplete information provided by me will result in the denial, revocation or administrative withdrawal of this application, request, approval or permit. I further acknowledge that additional information may be required by Palm Beach County to process this application. I further acknowledge that any plans that I have prepared or had prepared comply with the Fair Housing Standards. I further consent to the City of Lake Worth to publish, copy or reproduce any copyrighted documents submitted as a part of this application for any third party. I further agree to all terms and conditions, which may be imposed as part of the approval of this application.

Anne-Christine Carrie (Name - type, stamp, or print clearly)

KEITH (Name of Firm)

\* [Signature] (Signature)

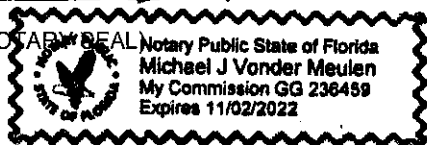
2312 S Andrews Ave, Fort Lauderdale, FL 33316 (Address, City, State, Zip)

STATE OF Florida

COUNTY OF Broward

The foregoing instrument was acknowledged before me this 14th day of February, 2020, by Anne-Christine Carrie who is personally known to me or who produced a \_\_\_\_\_ as identification. He/she did not take an oath.

(NOTARY SEAL)



\* [Signature] (Signature of Notary Public)

Michael Vonder Meulen (Name of Notary)

# Sign Posting Agreement



This form is required for all Historic Applications and Public Hearing Items.

- 1. Applicant: Anne-Christine Carrie
- 2. Property Owner: 1900 10TH AVE LLC
- 3. Contact Phone Number: 954-788-3400
- 4. Property Location: 1900 10th Ave North
- 5. I, Anne-Christine Carrie, hereby affirm that I will post the notification sign(s) provided to me

for a minimum of ten calendar days before the scheduled date of the hearing of Planning and Zoning Case No. \_\_\_\_\_.

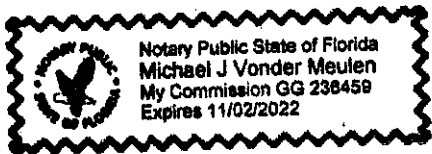
Signature: [Signature] Date: 02/25/2020

Name/Title of Signatory: ANNE-CHRISTINE CARRIE, Planner / Agent

STATE OF FLORIDA )  
COUNTY OF BROWARD )

The foregoing instrument was acknowledged before me this 25th day of February 2020, by Anne Christine Carrie who is personally known to me or who produced a \_\_\_\_\_ as identification. He/she did not take an oath.

(NOTARY SEAL)



[Signature]

Signature of Notary Public

Michael Vonder Meulen

Name of Notary

Prepared By and Return To:  
Kirk Grantham, P.A.  
1860 Forest Hill Blvd.  
Suite 105 *WC-20*  
West Palm Beach, FL 33406

MAY-01-1996 10:53am 96-148142  
ORB 9238 Pg 498  
Con 500,000.00 Doc 3,500.00

.....  
**WARRANTY DEED**  
**(STATUTORY FORM-SECTION 689.02 F.S.)**

**THIS INDENTURE**, made this 23<sup>rd</sup> day of April, 1996, **BETWEEN**

Jane A. Armstrong, a single woman, and Mark R. Armstrong and Steven Armstrong

of the County of Palm Beach, State of Florida, Grantor\*, whose address is  
JAA: 1719 Crestwood Blvd. Lake Worth, FL 33460

and

Matus Akers Corp., a Florida corporation,

of the County of Palm Beach, State of Florida, Grantee\*, whose address is  
1900 10<sup>th</sup> Ave North, Lake Worth, FL 33461

**WITNESSETH:** That said Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) and other good and valuable considerations to said Grantor in hand paid by said Grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said Grantee, and Grantee's heirs and assigns forever, the following described land, situate, lying and being in Palm Beach County, Florida, to-wit:

The South 220 feet of the East half (1/2) of Tract 5 of the subdivision of the West half (1/2) of Section 21, Township 44 South, Range 43 East, Plat Book 5, Page 12, LESS the South 20 feet thereof, LESS the East 25 feet thereof and LESS that parcel taken for 10th Avenue and State Road 9 (I-95) right-of-way, being Parcel No. 520.1-R, Section 93220-2405, all of the public records of Palm Beach County, Florida.

The above-described property is not the homestead of the Grantors, whose legal residences are as follows:

Mark A. Armstrong 16 ROSEANNE DRIVE, FAIRVIEW, NC 28730

Steven Armstrong: 120 CHURCHILL DOWNS DR., FAIRVIEW, NC 28730



Subject to restrictions, reservations, easements and limitations of record, if any, provided that this shall not serve to reimpose same, zoning ordinances, and taxes for the current year and subsequent years.

Said Grantor does hereby fully warrant the title to said land, and will defend that same against the lawful claims of all persons whomsoever.

\*\*Grantor' and 'Grantee' are used for singular or plural, as context requires.

IN WITNESS WHEREOF, Grantor has hereunto set Grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence

*[Signature]*  
KIM GRANTOR  
*[Signature]*  
CHRISTINE M. HOOKER

*[Signature]*  
Jane A. Armstrong

*[Signature]*  
VICKY RANSAY  
*[Signature]*  
ALEXIA PRESLEY

*[Signature]*  
Mark R. Armstrong

*[Signature]*  
VICKY RANSAY  
*[Signature]*  
ALEXIA PRESLEY

*[Signature]*  
Steven Armstrong

STATE OF FLA.

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 23<sup>rd</sup> day of APRIL, 1996 by Jane A. Armstrong; a single woman, who is personally known to me or who has produced \_\_\_\_\_ as identification.

*[Signature]*  
Notary Public, State of FLA.

My Commission Expires:

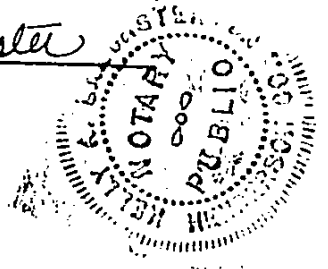
Commission Number:

STATE OF *North Carolina*  
COUNTY OF *Buncombe*

The foregoing instrument was acknowledged before me this 16<sup>th</sup> day of April, 1996 by Mark R. Armstrong, who is personally known to me or who has produced \_\_\_\_\_ as identification.

*Kelly A. Lancaster*  
Notary Public, State of *NC*

My Commission Expires: **KELLY A. LANCASTER** Commission Number:  
Notary Public, Henderson Cty., NC  
Commission Exp. Feb. 27, 1999



STATE OF *North Carolina*  
COUNTY OF *Buncombe*

The foregoing instrument was acknowledged before me this 16<sup>th</sup> day of April, 1996 by Steven Armstrong, who is personally known to me or who has produced \_\_\_\_\_ as identification.

*Kelly A. Lancaster*  
Notary Public, State of *NC*

My Commission Expires: **KELLY A. LANCASTER** Commission Number:  
Notary Public, Henderson Cty., NC  
Commission Exp. Feb. 27, 1999



PARCEL IDENTIFICATION # \_\_\_\_\_

Grantee	Taxpayer I.D. Number
_____	_____
_____	_____



March 3, 2020

William Waters, AIA, NCARB, LEED AP BD+C, ID, SEED  
Director, Community Sustainability Department  
City of Lake Worth Beach  
1900 Second Avenue North  
Lake Worth Beach, Florida 33461

**RE: Conditional Use Justification Statement  
7-Eleven #104671 at 1900 10th Avenue North  
KEITH #11007.02**

On behalf of 7-Eleven, Inc. (the "Applicant"), KEITH requests a Conditional Use permit and Site Plan approval to allow the construction of a new 4,730 SF retail store, a fuel canopy with 7 MPDs (14 fueling positions), underground fuel storage tanks and associated parking on a property located on the northwest corner of 10th Avenue North and Barnett Drive. The property's address is 1900 10th Avenue North and the parcel control number is 38-43-44-21-02-005-0030 (the "Property"). The Property is approximately 54,495 SF (1.34 acres) in size.

#### **Existing Conditions:**

The Property is currently vacant but was formerly used as a Rent-A-Truck facility with outdoor vehicle display. The Property contains a 1,600 SF, one-story structure that will be demolished as part of this application. The majority of the Property contains asphalt which was used as a parking lot to store rental trucks.

The subject site features:

- One (1) full-movement driveway along Barnett Drive. Currently the property does not have a driveway providing access to 10<sup>th</sup> Avenue North.
- A 6-foot chain link fence with gated driveway running along the perimeter of the property.
- Limited vegetation consisting primarily of palm trees along the ROW, a 3-foot perimeter hedge, interior landscape islands and parking medians.
- Site lighting.
- A pole mounted monument sign adjacent to 10th Avenue North.
- A 5-foot public sidewalk.

#### **Proposed Conditions:**

7-Eleven proposes to demolish the existing building and construct a new 4,730 SF commercial retail store and fuel canopy with 7 MPDs (14 fueling positions), underground fuel storage tanks, dumpster enclosure, associated parking and landscaping. The proposed project is designed in accordance with the qualitative standards outlined in Section 23.2-31 of the Land Development Regulations ("LDR's"). Emphasis has

---

Corporate Office  
301 E Atlantic Blvd  
Pompano Beach  
FL 33060  
954.788.3400

Miami-Dade County  
5805 Blue Lagoon Drive  
Suite 218  
Miami, FL 33122  
305.667.5474

Broward County  
2312 S Andrews Ave  
Fort Lauderdale  
FL 33316  
954.788.3400

Palm Beach County  
120 N Federal Hwy  
Suite 208  
Lake Worth, FL 33460  
561.469.0992

Orange County  
2948 E Livingston Street  
Suite 100  
Orlando, FL 32803  
954.788.3400



been placed on screening of the vehicular use areas and service areas on the Property. The Property is designed to ensure a safe and efficient circulation pattern for pedestrians, personal vehicles, emergency access and service vehicles. As set forth in Section 23.2-31.13, the new 7-Eleven will provide enhanced vegetation that will improve the aesthetic appearance of this area.

**Zoning Information:**

The subject property is currently zoned and designated by the Future Land Use Map as Mixed-Use West (“MU-W”). Vehicle Filling Stations are permitted subject to Conditional Use approval within the MU-W zoning district pursuant to Section 23.3-6. Furthermore, Section 23.4-13 allows the sale of sundries as an accessory use to the Vehicle Filling Station.

Per Sec. 5-5(a)(2), a minimum of 500 feet is required between an establishment holding an alcohol beverage license and “a church, public or private school, park, library (protected land use) or other place of business of a person holding a beverage license.” According to a review of the Palm Beach County Property Appraiser’s listings, there are no protected land uses or other establishments within 500 feet of the Property. The request satisfies the distancing requirement set forth in Section 5-5(a)(2).

**Conditional Use Request**

Pursuant to Section 23.2-29.d, prior to approving any conditional use permit, the Planning and Zoning Board shall make findings based on competent and substantial evidence that the request meets the Conditional Use Criteria identified in the LDR.

For the proposed 7-Eleven, there is competent and substantial evidence that the request is consistent with the Criteria for a Conditional Use Permit as outlined in Section 23.2-29.d.

*Criteria d.1: As set forth in Section 23.2-29.d.1, the Conditional Use exactly as proposed at the location where proposed will be in harmony with the uses which, under these LDRs and the Future Land Use Element, are most likely to occur in the immediate area where located.*

Justification: The Property is designated in the City of Lake Worth Beach Future Land Use Map and the Zoning Map as “Mixed-Use West (MU-W)”.

Policy 1.1.1.6 of the Future Land Use Elements of the Comprehensive Plan provides that the MU-W designation allows for a mixture of activities, such as residential, office, service and commercial retail uses, but of a higher intensity. It is a designation found within specific areas west of I-95 where all buildings are required to provide transitional buffering and design features to mitigate impact of the MU-W sites adjacent to residential zoning districts. The Property is not adjacent to residential zoning districts; however, we have provided generous buffers along the perimeter of the site.

The proposed 7-Eleven will consist of a retail store and vehicle filling station (the “7-Eleven”). Per Section 23.4-13.c.1.a.2, Vehicle Filling Stations may sell cold drinks, candies, tobacco products and similar goods for service station customers, but only as accessory and incidental to the principal business operation. The proposed Automobile Filling Station is classified as a “Medium Intensity Vehicular Use-Less than 7,500 square feet,” and is permitted as a Conditional Use in the MU-W district; per Sec. 23.3-6, Use Tables.

In accordance with the LDR and the City of Lake Worth Beach Comprehensive Plan, the 7-Eleven meets the Conditional Use criteria of Section 23.2-29.d.1.



*Criteria d.2: As set forth in Section 23.2-29.d.2, the Conditional Use exactly as proposed at the location where proposed will be in harmony with existing uses in the immediate area where located.*

Justification: The area is characterized by commercial retail businesses and warehouses. The properties to the north and east of the Property are developed with a parking lot and a warehouse-distribution center and are zoned Industrial - Park of Commerce. The parcel to the west is developed with a parking lot and a multi-story office building and is zoned Mixed-Use West. To the south, across 10<sup>th</sup> Avenue North contains a granite countertop distributor and a used car dealership. The request is consistent with the criteria of Section 23.2-29.d.2 for the proposed Vehicle Filling Station is of an equal or lesser intensity than the neighboring uses.

*Criteria d.3: As set forth in Section 23.2-29.d.3, the conditional use exactly as proposed will not result in substantially less public benefit or greater harm than would result from use of the site or some use permitted by right or some other conditional use permitted on the site.*

Justification: The project will add architectural interest to this corridor by replacing the existing structure with a new, modern building that implements the form-based elements of the LDR. The development will generate more public benefit for the vehicular use area will now be screened from the public eye with enhanced landscaping. The proposed development will generate new jobs and improve the aesthetic appearance of the area. The design team does not expect the project to result in substantially less public benefit than would a development permitted by right.

*Criteria d.4: As set forth in Section 23.2-29.d.4, the Conditional Use exactly as proposed will not result in more intensive development in advance of when such development is approved by the Future Land use Element of the Comprehensive Plan.*

Justification: Per the Future Land Use Elements of the Comprehensive Plan, Policy 1.1.1.6, the MU-W designation allow a mixture of activities, such as residential, office, service and commercial retail uses, but of a higher intensity. The proposed uses are not more intensive than that which is permitted by the Future Land Use Element.

Pursuant to Section 23.2-29.e, there is competent and substantial evidence that the request is also consistent with the requirements which are specific to all Conditional Uses.

*Criteria e.1: As set forth in Section 23.2-29.e.1, the proposed Conditional Use will not generate traffic volumes or movements which will result in a significant adverse impact or reduce the level of service provided on any street to a level lower than would result from a development permitted by right.*

Justification: It is anticipated that most of the traffic generated by the new 7-Eleven will be on 10th Avenue North where a new driveway is proposed. This will avoid the need to turn onto Barnett Drive to access the Property and minimize the impact on the level of service of the city street. The project will not result in substantially less public benefit than would a development permitted by right.



*Criteria e.2: As set forth in Section 23.2-29.e.2, the proposed Conditional Use will not result in a significantly greater amount of through traffic on local streets than would result from a development permitted by right and is appropriately located with respect to collector and arterial streets.*

Justification: The proposed conditional use is located along a corridor predominantly characterized by Commercial or Industrial development. The proposed conditional use is compatible with the transportation impacts generated by these adjoining uses and will not result in a significantly greater amount of through traffic on local streets than would result from a development permitted by right. Furthermore, vehicular trips generated by the development will use the new access point proposed along 10 Avenue North and are not expected to have a great impact on Barnett Drive - a local street. A thorough analysis by a certified traffic engineer will be provided to City staff.

*Criteria e.3: As set forth in Section 23.2-29.e.3, the proposed conditional use will not produce significant air pollution emissions, or will appropriately mitigate anticipated emissions to a level compatible with that which would result from a development permitted by right.*

Justification The project will comply with all DEP and EPA regulations and, as such, will not produce significant air pollution emissions. The proposal is thereby consistent with the criteria of Section 23.2-29.e.3.

*Criteria e.4: As set forth in Section 23.2-29.e.4, the proposed conditional use will be so located in relation to the thoroughfare system that neither extension nor enlargement nor any other alteration of that system in a manner resulting in higher net public cost or earlier incursion of public cost than would result from development permitted by right.*

Justification: The proposed conditional use is designed in such a way that neither the extension, enlargement or other alteration of that system would result in higher net public cost or earlier incursion of public cost than would result from development permitted by right.

*Criteria e.5: As set forth in Section 23.2-29.e.5, the proposed Conditional Use will be so located in relation to water lines, sanitary sewers, storm sewers, surface drainage systems and other utility systems that neither extension nor enlargement nor any other alteration of such systems in a manner resulting in higher net public cost than would result from development permitted by right will occur.*

Justification: The proposed conditional use is located adjacent to existing water, sanitary sewer, storm, and surface drainage systems. It is not anticipated that an extension, enlargement or any other alteration of such systems would result in a higher net public cost than would a development permitted by right or other conditional use.

*Criteria e.6: As set forth in Section 23.2-29.e.6, the proposed Conditional Use will not place a demand on municipal police or fire protection service beyond the capacity of those services, except that the proposed facility may place a demand on municipal police or fire protection services which does not exceed that likely to result from a development permitted by right will occur.*





Justification: The proposed conditional use is located along a corridor predominantly characterized by Commercial or Industrial development. The proposed conditional use will not generate a demand beyond the capacity of municipal police or fire protection service.

Criteria e.7: *As set forth in Section 23.2-29.e.7, the proposed Conditional Use will not generate significant noise, or will appropriately mitigate anticipated noise to a level compatible with that which would result from a development permitted by right. Any proposed use must meet all the requirements and stipulations set forth in Section 15.24 – Noise Control.*

Justification: The proposed conditional use is located along a corridor predominantly characterized by Commercial or Industrial development. These uses are wholly compatible with the noise typically generated by the proposed conditional use and therefore will not conflict with those requirements and stipulations set forth in Section 15.24 – Noise Control.

Criteria e.8: *As set forth in Section 23.2-29.e.8, the proposed Conditional Use will not generate light or glare which encroaches onto any residential property in excess of that allowed in Section 23.4-10 – Exterior Lighting.*

Justification: The proposed conditional use is not adjacent to any residential properties and therefore will not generate light or glare which encroaches onto any residential property in excess of that allowed in Section 23.4-10 – Exterior Lighting.

The design team looks forward to further discussing this development with the Lake Worth Beach planning staff. For any questions or concerns, please feel free to contact me at 954-788-3400 or via e-mail at [acarrie@keithteam.com](mailto:acarrie@keithteam.com).

Respectfully,



Anne-Christine Carrie, Planner

CC: Shane Laakso, Creighton Construction and Management





March 5, 2020

William Waters, AIA, NCARB, LEED AP BD+C, ID, SEED  
 Director, Community Sustainability Department  
 City of Lake Worth Beach  
 1900 Second Avenue North  
 Lake Worth Beach, Florida 3346

RE: Design Standards Narrative  
 7-Eleven #1046710 at 1900 10<sup>th</sup> Avenue North

On behalf of 7-Eleven, Inc. this missive seeks to satisfactorily illustrate the compliance of the subject property with the site design qualitative standard, Sec 23.2-31 of the Code of Ordinances of the City of Lake Worth.

**Project Data**

Project Address	1900 10 <sup>th</sup> Ave. North, lake Worth, FL 33461	
Current Zoning Designation	Mixed-Use West (MU-W)	
Adjacent Zoning	North	Industrial – Park of Commerce (I-POC)
	South	MU-W (Mixed-Use West)
	East	Industrial – Park of Commerce (I-POC)
	West	MU-W (Mixed-Use West)

**Existing Conditions:**

The Property is currently vacant but was formerly used as a Rent-A-Truck facility with outdoor vehicle display. The Property contains a 1,600 SF, one-story structure that will be demolished as part of this application. The majority of the Property contains asphalt which was used as a parking lot to store rental trucks.

The subject site features:

- One (1) full-movement driveway along Barnett Drive. Currently the property does not have a driveway providing access to 10th Avenue North.
- A 6-foot chain link fence with gated driveway running along the perimeter of the property.
- Limited vegetation consisting primarily of palm trees along the ROW, a 3-foot perimeter hedge, interior landscape islands and parking medians.
- Site lighting.
- A pole mounted monument sign adjacent to 10th Avenue North.
- A 5-foot public sidewalk.

**Surrounding Property Conditions:**

The immediate surrounding properties are primarily light industrial in nature. Adjacent properties include automotive repair and/or modifications, warehouse storage, automotive sales, packing, shipping



and distribution, among others. The dominant architectural style along primary and minor arteries appear to be single story, metal clad steel framed structures, as well as stucco clad masonry units. Primary building sizes range from small (<5,000 SF) to medium (>50,000 SF), however, noted exceptions exist, including a multi-story office building directly west of the subject property.

**Proposed Conditions:**

7-Eleven proposes to demolish the existing building and construct a new 4,730 SF commercial retail store and fuel canopy with 7 MPDs (14 fueling positions), underground fuel storage tanks, dumpster enclosure, associated parking and landscaping. The proposed project is designed in accordance with the qualitative standards outlined in Section 23.2-31 of the Land Development Regulations (“LDR’s”). Emphasis has been placed on screening of the vehicular use areas and service areas on the Property. The Property is designed to ensure a safe and efficient circulation pattern for pedestrians, personal vehicles, emergency access and service vehicles. As set forth in Section 23.2-31.13, the new 7-Eleven will provide enhanced vegetation that will improve the aesthetic appearance of this area.

**Zoning Information:**

The subject property is currently zoned and designated by the Future Land Use Map as Mixed-Use West (“MU-W”). Vehicle Filling Stations are permitted subject to Conditional Use approval within the MU-W zoning district pursuant to Section 23.3-6. Furthermore, Section 23.4-13 allows the sale of sundries as an accessory use to the Vehicle Filling Station.

Per Sec. 5-5(a)(2), a minimum of 500 feet is required between an establishment holding an alcohol beverage license and “a church, public or private school, park, library (protected land use) or other place of business of a person holding a beverage license.” According to a review of the Palm Beach County Property Appraiser’s listings, there are no protected land uses or other establishments within 500 feet of the Property. The request satisfies the distancing requirement set forth in Section 5-5(a)(2).

**Design Qualitative Standards (23.2-31)**

Requirement #1:

Harmonious and efficient organization. All elements of the site plan shall be harmoniously and efficiently organized in relation to topography, the size and type of plot, the character of adjoining property and the type and size of buildings. The site shall be developed so as to not impede the normal and orderly development or improvement of surrounding property for uses permitted in these LDRs.

Response:

The subject property exhibits a primarily flat topography which presents little opportunity for a disharmonious layout with relation to the sites existing topography. The proposed configuration maintains this flat topography and situates the building towards the rear of the property, with the fuel canopy towards the center. The site is oriented towards the primary artery, 10<sup>th</sup> Avenue North, however, convenient entrances are provided along both primary and minor arteries. Public parking is provided towards the protected interior of the site and away from the adjacent arteries, such that any disruptions to traffic flow can be minimized, and the safety of the customers can be





prioritized. The site complies the required setbacks and presents no limitations to the development of adjacent properties.

Requirement #2:

Preservation of natural conditions. The natural (refer to landscape code, Article 6 of these LDRs) landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal and by such other site planning approaches as are appropriate. Terrain and vegetation shall not be disturbed in a manner likely to significantly increase either wind or water erosion within or adjacent to a development site. Natural detention areas and other means of natural vegetative filtration of stormwater runoff shall be used to minimize ground and surface water pollution, particularly adjacent to major waterbodies. Fertilizer/pesticide conditions may be attached to development adjacent to waterbodies. Marinas shall be permitted only in water with a mean low tide depth of four feet or more.

Response:

The site is presently paved throughout the majority of its extents. Minimal landscaping within the property extents consist primarily of a parking island within the existing parking area, and landscaping (turf) in the required setback areas. As aforementioned, enhanced landscaping will be provided to improve the aesthetic appearance of the property, and the new site will comply with all required building setbacks as well as provide any required landscape buffers.

Requirement #3:

Screening and buffering. Fences, walls or vegetative screening shall be provided where needed and practical to protect residents and users from undesirable views, lighting, noise, odors or other adverse off-site effects, and to protect residents and users of off-site development from on-site adverse effects. This section may be interpreted to require screening and buffering in addition to that specifically required by other sections of these LDRs, but not less.

Response:

Where applicable, screening, including fences, walls, and/or vegetative screening will be provided in compliance with Section 23.2-31.

Requirement #4:

Enhancement of residential privacy. The site plan shall provide reasonable, visual and acoustical privacy for all dwelling units located therein and adjacent thereto. Fences, walls, barriers and vegetation shall be arranged for the protection and enhancement of property and to enhance the privacy of the occupants.

Response:

The property is neither located in, nor adjacent to any residential properties. Refer to the Property Data subsection, as provided earlier in this document



Requirement #5:

Emergency access. Structures and other site features shall be so arranged as to permit emergency vehicle access by some practical means to all sides of all buildings.

Response:

The Property is designed to ensure a safe and efficient circulation pattern for pedestrians, personal vehicles, emergency access and service vehicles. In addition, the property complies with required setbacks, allowing practicable access to the entirety of the building, in compliance with the Design Qualitative Standards

Requirement #6:

Access to public ways. All buildings, dwelling units and other facilities shall have safe and convenient access to a public street, walkway or other area dedicated to common use; curb cuts close to railroad crossings shall be avoided.

Response:

Safe and convenient access is provided to the subject property along both Barrett Drive, and 10<sup>th</sup> Avenue North. Access from the building to the public way is provided with sidewalks and clearly defined paths showing safe and convenient access.

Requirement #7:

Pedestrian circulation. There shall be provided a pedestrian circulation system which is insulated as completely as reasonably possible from the vehicular circulation system.

Response:

Pedestrian circulation is provided such that a continuous walking surface is provided leading to the building entrance, allowing reasonable access without the interacting with the drive aisles to the extent possible.

Requirement #8:

Design of ingress and egress drives. The location, size and numbers of ingress and egress drives to the site will be arranged to minimize the negative impacts on public and private ways and on adjacent private property. Merging and turnout lanes traffic dividers shall be provided where they would significantly improve safety for vehicles and pedestrians.

Response:

Ingress and egress drives are provided to the site in compliance with all local, and/or state requirements.

Requirement #9:

Coordination of on-site circulation with off-site circulation. The arrangement of public or common ways for vehicular and pedestrian circulation shall be coordinated with the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Minor streets shall not be connected to major streets in such a way as to facilitate improper utilization.

Response:

All circulation provided are designed in conjunction with existing vehicular patterns, and in compliance with applicable codes and regulations, in order to maintain a safe and consistent vehicular exchange between the proposed property and existing arteries. The site is configured such that improper use, including as a byway between the major and minor arterial rights-of-way, is discouraged

Requirement #10:

Design of on-site public right-of-way. On-site public street and rights-of-way shall be designed for maximum efficiency. They shall occupy no more land than is required to provide access, nor shall they unnecessarily fragment development into small blocks. Large developments containing extensive public rights-of-way shall have said rights-of-way arranged in a hierarchy with local streets providing direct access to parcels and other streets providing no or limited direct access to parcels.

Response:

On-site public rights-of-way are maintained where applicable and are not configured to encourage fragmentation.

Requirement #11:

Off-street parking, loading and vehicular circulation areas. Off-street parking, loading and vehicular circulation areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.

Response:

Off-street parking and circulation are configured such that, the impact on adjacent properties is minimized and the safety of customers are prioritized

Requirement #12:

Refuse and service areas. Refuse and service areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.

Response:

A screened refuse compound is provided on the subject property and is located such that disruptions to adjacent properties, including noise, glare and odor are minimized, and practicable access is provided for quick efficient servicing

Requirement #13:

Protection of property values. The elements of the site plan shall be arranged so as to have minimum negative impact on the property values of adjoining property.

Response:





The proposed elements of the site plan are in compliance with or exceed the current architectural standards of the adjacent properties. It is anticipated that the subject property should not negatively impact the property values of neighboring properties.

Requirement #14:

Transitional development. Where the property being developed is located on the edge of the zoning district, the site plan shall be designed to provide for a harmonious transition between districts. Building exteriors shall complement other buildings in the vicinity in size, scale, mass, bulk, rhythm of openings and character. Consideration shall be given to a harmonious transition in height and design style so that the change in zoning districts is not accentuated. Additional consideration shall be given to complementary setbacks between the existing and proposed development.

Response:

The configuration of the subject property is designed to suitably comply with the existing standards of both zoning districts bordering the subject property (reference the Property Data subsection earlier in this document). The architectural design is comprised of materials common throughout both zoning districts, included stucco, glazing, and architectural canopies, as well as metal cladding on the fuel canopy. The site design aspires to an enhanced aesthetic appearance beneficial to both neighboring zoning districts

Please feel free to contact us with any questions or concerns, at the particulars below.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey R. Suchan", written over a horizontal line.

Jeffrey R. Suchan  
Chief Development Officer  
Ph: (407) 661-9100 Ext. 2419  
Jeff.Suchan@c-p.com



March 5, 2020

William Waters, Director  
Department for Community Sustainability  
City of Lake Worth Beach  
1900 2<sup>nd</sup> Avenue North  
Lake Worth Beach, Florida 33461

**RE: Community Appearance Criteria Letter of Compliance  
7-Eleven #104671 at 1900 10th Avenue North  
KEITH #11007.02**

On behalf of 7-Eleven, LLC (the “Applicant”), KEITH requests a Conditional Use permit and Site Plan approval to allow the construction of a new 4,730 SF retail store, a fuel canopy with 7 MPDs (14 fueling positions), underground fuel storage tanks and associated parking on a property located on the northwest corner of 10th Avenue North and Barnett Drive with the address 1900 10th Avenue North (the “Property”). The site’s parcel number is 38-43-44-21-02-005-0030 and it is approximately 54,495 SF (1.34 acres) in size.

This letter of compliance is in support of the Site Plan narrative and Justification Statement for a Conditional Use for the same development. In accordance with Section 23.2-31(l), the Site Plan complies with the Community Appearance Criteria which are as follows:

*“The plan for the proposed structure or project is in conformity with good taste, good design, and in general contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas and high quality.”*

The elevations of the proposed structure uses nature tones while maintaining the identity of the 7-Eleven retailer. Architectural details such as medallions and shifts in planes at different intervals ensure that there is no uniformity in the facades. Sheets A-202 and A-201 demonstrate the vertical interest that is created by the single-story structure. Furthermore, the base of the building is designed to frame the pedestrian space with an aesthetically pleasing change in texture and color. This design is in good taste and complements the City’s appearance.

*“The proposed structure or project is not, in its exterior design and appearance, of inferior quality such as to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.”*

The existing property currently has landscape islands and medians but the vegetation is poor. As such, the outdoor vehicle storage is fully exposed to the public. The new development will

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Doral  
FL 33122  
305.667.5474

Broward County  
2312 S Andrews Ave  
Fort Lauderdale  
FL 33316  
954.788.3400

Palm Beach County  
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Suite 208  
Lake Worth, FL 33460  
561.469.0992

Orange County  
321 N Crystal Lake Drive  
Suite 208  
Orlando, FL 32803  
954.788.3400

provide wide buffers and exceed the landscape requirements of the Code. The vehicular use areas will be screened by enhanced landscaping and the existing perimeter hedges will be enhanced with ground plating. Finally, the addition of canopy trees will provide shade and aesthetic appeal to the public.

*“The proposed structure or project is in harmony with the proposed developments in the general area, with code requirements pertaining to site plan, signage and landscaping, and the comprehensive plan for the City, and with the criteria set forth herein.*

Sheet SP-101 lists the required and proposed development standards pursuant to Chapter 23, Article IV of the Code of Ordinances. As proposed, the site satisfies the Code requirements. As stated in the Design Standards narrative, the property will be developed within the context of the 10<sup>th</sup> Avenue North corridor, as well as that of the neighboring commercial developments.

As indicated in the Justification Statement for the Conditional Use request, the development would not have a greater impact on the area as would a development permitted by right. Finally, the request is consistent with the Comprehensive Plan for the Mixed-Use West Future Land Use Designation for it proposes a commercial use of a higher intensity.

*The proposed structure or project is in compliance with this section and 23.2-29, as applicable.*

The design team has provided the documents and plans required for Site Plan and Conditional Use approval. The project is consistent with the criteria set forth for both requests and the proposed structures are in good taste and form.

The design team looks forward to further discussing this development with the Lake Worth Beach planning staff. For any questions or concerns, please feel free to contact me at 954-788-3400 or via e-mail at [acarrie@keithteam.com](mailto:acarrie@keithteam.com).

Respectfully,



Anne-Christine Carrie, Planner

CC: Shane Laakso, Creighton Construction and Management







front property line for the Site is curved which creates unique design conditions that necessitate the requested variance.

2. Gas station fueling canopies require traffic circulation on all four (4) sides of the fuel canopy. A typical building would require traffic circulation on just one (1) or two (2) of the building's facades which would allow the structure to be located closer to the road. The Mixed Use West zoning regulations would require that the fuel canopy, an allowed use, be placed close to the property line along both 10<sup>th</sup> Avenue North and Barnett Drive. The required four (4) sided traffic circulation and the required landscape buffers create design constraints which prevent the fuel canopy from being placed within the required front setback along 10<sup>th</sup> Avenue North. The fuel canopy does comply with the setback requirement for Barnett Drive.

- The strict application of the provision of these LDRs would deprive the applicant of any reasonable use of the land or building for which the variance is sought.

REPLY: The strict application of the setback standard would prevent our client from selling gas which would deprive our client from a reasonable use of the Site. The Site is a unique property and most appropriately suited for gas operations due to its location adjacent to I-95 and along 10<sup>th</sup> Avenue North, which are both highly trafficked roads. A strict application of the setback standard would prevent our client from using the property for its most appropriate use.

- That the variance proposed is the minimum variance which makes possible the reasonable use of the land or building.

REPLY: The fuel canopy has been located as close to 10th Avenue North as possible without adversely impacting safe on-site traffic circulation or the required landscape buffer.

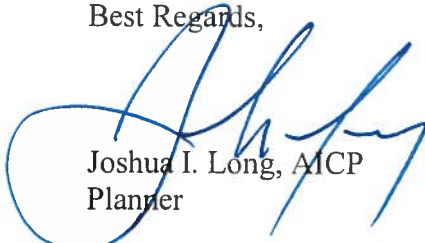
- That the granting of the variance will be in accordance with the spirit and purpose of this chapter, and will not be unduly injurious to contiguous property or the surrounding neighborhood nor otherwise detrimental to the public welfare.

REPLY: The purpose of the Land Development Regulations is found in Section 23.1-3, which identifies several areas of focus, including the City's Comprehensive Plan. Both the Comprehensive Plan and Land Development Regulations promote economic development, job creation and encourage providing goods and services to the residents of the City. The Site is currently a vacant parking lot, which adds little value and does not meet the purpose and intent of the Land Development Regulations. The addition of the 7-Eleven Gas Station with Single Destination Retail will turn the vacant corner into a viable commercial business for the City, increasing the City's tax base, foster community pride, bringing jobs to the area, and enhancing the community appearance through orderly development with enhanced architecture and landscaping along both 10<sup>th</sup> Avenue North and Barnett Drive. The intersection is a commercial node, where only other commercial

and industrial type uses are located; the proposed use conforms with and is harmonious with the other uses within the area.

If you have any questions or need further information about this request, please do not hesitate to contact me anytime at (561) 650-0719.

Best Regards,



Joshua I. Long, AICP  
Planner

JIL/op

cc: Client  
Brian M. Seymour, Esq.





May 12, 2020

### Engineer's Drainage Statement

Subject: 7-Eleven 41361  
1900 10<sup>th</sup> Avenue North  
Lake Worth, Florida 33461  
KEITH Project No. 11007.02

Project Description:

The site is located in Section 21, Township 44 S, Range 43 E within the City of Lake Worth Beach. The address of the site is 1900 10<sup>th</sup> Avenue North, Lake Worth, Florida 33461. The project consists of the construction of a convenience store and gas station and associated infrastructure on a presently developed site. The existing building and parking lot are to be demolished.

Existing Conditions:

The site consists of an existing building and parking lot with associated infrastructure. A drainage system exists, however, there is no existing storm water permit for this site.

Permitting Requirements:

An Environmental Resource Permit (ERP) "10-2 Self-Certification" is required for this project. Additionally, the project will be reviewed by the City of Lake Worth Beach and Palm Beach County Land Development.

Drainage Facilities:

The proposed improvements shall be designed to meet requirements of SFWMD, Florida Administrative Code Rule 14-86, Article 11 of Palm Beach County's ULDC and City of Lake Worth Beach requirements. Exfiltration trenches and dry retention areas shall be constructed to provide the required storm water storage and water quality treatment. Pre vs. post development storm water management calculations shall be produced to demonstrate that the development will not adversely impact adjacent properties.

Sincerely,

**KEITH & ASSOCIATES, INC.**  
**Consulting Engineers**

---

Thomas F. Donahue, P.E.  
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(for the firm)

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Orange County  
2948 E. Livingston St.  
Orlando  
FL 32803  
954.788.3400

**STORMWATER MANAGEMENT CALCULATIONS**  
for  
**7-Eleven 41361**

KEITH Project No. 11007.02

May 12, 2020

**FINISHED FLOOR ELEVATION SUMMARY**

Criteria	Min. Elevation
FEMA FIRM (BFE) Zone X	N/A
ASCE/SEI 24-05 (Cat II, BFE + 12")	N/A
City of Lake Worth Beach (100-year, 3-day zero discharge elevation)	16.74 NAVD
Palm Beach County ULDC (100-year, 3-day zero discharge elevation)	16.74 NAVD
Design 100-year, 3-day, zero discharge elevation	16.74 NAVD
<b>Controlling FFE</b>	<b>16.74 NAVD</b>

**POST-DEVELOPMENT STAGE ELEVATIONS**

Design Storm	Pre-Development Stage (feet NAVD)	Pre-Development Discharge (cfs)	Post-Development Stage (feet NAVD)	Post-Development Discharge (cfs)	Design Criteria
3-year, 1-hour	-	-	14.00 ft	0.00 cfs	
5-year, 1-day	16.52 ft	0.00 cfs	15.25 ft	0.00 cfs	Parking Lot
25-year, 3-day	17.45 ft	0.00 cfs	16.36 ft	0.00 cfs	Perimeter Berm
100-year, 3-day	17.83 ft	0.00 cfs	16.74 ft	0.00 cfs	Finished Floor

### EXISTING LAND USE SUMMARY

Land Use Description		Sub-Area	Area
Impervious Area			1.07
	Building	0.07	
	Pavement	1.00	
	Sidewalk	0.00	
Pervious Area			0.18
	Pervious	0.18	
<b>Total Site Area</b>			<b>1.25 ac</b>

### RAINFALL DATA

Storm Frequency	24 Hour Rainfall	72 Hour Rainfall
5 Year	7.00 in	-
25 Year	-	13.00 in
100 Year	-	16.00 in

### EXISTING DISCHARGE

Criteria	Discharge
Allowable Discharge	N/A

### WET SEASON GROUND WATER ELEVATION

Criteria	WSWT Elev.
LWDD Maintained Canal Elevation (Water Table)	8.30 NAVD



## EXISTING STAGE-STORAGE

Land Use	Area	Elevation Range (NAVD)		Average Elev. (NAVD)	Storage Type
		Low	High		
Building	0.07 ac	19.11	19.11	19.11	Vert.
Pavement	1.00 ac	14.26	19.05	16.66	Linear
Pervious	0.18 ac	14.52	19.65	17.09	Linear

Weighted Average Site Elevation = 16.85 NAVD

Weighted Average Pervious Elevation = 17.09 NAVD

Depth to Water Table = 8.79 NAVD

## EXISTING SOIL STORAGE

Soil Classification =

Coastal

Assuming 25% Void Reduction, Available Ground Storage =

8.18 inches

Available Soil Storage = Available Storage x Pervious Area

Available Soil Storage = 0.12 ac-ft

Converted to Site-Wide Moisture Storage, S

$S = \text{Available Soil Storage} / \text{Site Area}$

S= 1.18 inches
----------------

SCS Curve Number, CN

$CN = 1000 / (s + 10)$

CN = 89

## PRE-DEVELOPMENT STAGE STORAGE

Starting Stage = 14.00 NAVD

Ending Stage = 20.00 NAVD

Stage Increment = 0.50 Feet

Stage	Pavement	Pervious	Total Storage
(NAVD)	(ac)	(ac)	(ac-ft)
Area	1.00	0.18	
Start Elev.	14.26	14.52	
End Elev.	19.05	19.65	
	Linear	Linear	
14.00	0.00	0.00	0.00
14.50	0.01	0.00	0.01
15.00	0.06	0.00	0.06
15.50	0.16	0.02	0.18
16.00	0.32	0.04	0.35
16.50	0.52	0.07	0.59
17.00	0.78	0.11	0.89
17.50	1.10	0.16	1.25
18.00	1.46	0.21	1.67
18.50	1.88	0.28	2.15
19.00	2.35	0.35	2.70
19.50	2.87	0.44	3.30
20.00	3.44	0.52	3.96

PRE-DEVELOPMENT - ZERO DISCHARGE  
FLOOD ROUTING



Project Name: PRE 05 - year, 1 - day  
 Reviewer: TD  
 Project Number: 11007.02  
 Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr  
 Time Step: 0.05 hr, Iterations: 10

Basin 1: 7-Eleven

Method: Santa Barbara Unit Hydrograph  
 Rainfall Distribution: SFWMD - 24 hr  
 Design Frequency: 5 year  
 1 Day Rainfall: 7 inches  
 Area: 1.25 acres  
 Ground Storage: 1.18 inches  
 Time of Concentration: 0.17 hours  
 Initial Stage: 14 ft NAVD

Stage (ft NAVD)	Storage (acre-ft)
14.00	0.00
14.50	0.01
15.00	0.06
15.50	0.18
16.00	0.35
16.50	0.59
17.00	0.89
17.50	1.25
18.00	1.67
18.50	2.15
19.00	2.70
19.50	3.28
20.00	3.87

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

```

=====
  Struc  Max (cfs)  Time (hr)  Min (cfs)  Time (hr)
=====
  
```

BASIN MAXIMUM AND MINIMUM STAGES

```

=====
  Basin  Max (ft)  Time (hr)  Min (ft)  Time (hr)
=====
  7-Eleven  16.52  25.55  14.00  0.00
  
```

BASIN WATER BUDGETS (all units in acre-ft)

```

=====
  Basin  Total  Structure  Structure  Initial  Final  Residual
        Runoff  Inflow  Outflow  Storage  Storage
=====
  7-Eleven  0.60  0.00  0.00  0.00  0.60  0.00
  
```

Project Name: PRE 25 - year, 3 - day  
 Reviewer: TD  
 Project Number: 11007.02  
 Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr  
 Time Step: 0.05 hr, Iterations: 10

Basin 1: 7-Eleven

Method: Santa Barbara Unit Hydrograph  
 Rainfall Distribution: SFWMD - 3day  
 Design Frequency: 25 year  
 3 Day Rainfall: 13 inches  
 Area: 1.25 acres  
 Ground Storage: 1.18 inches  
 Time of Concentration: 0.17 hours  
 Initial Stage: 14 ft NAVD

Stage (ft NAVD)	Storage (acre-ft)
14.00	0.00
14.50	0.01
15.00	0.06
15.50	0.18
16.00	0.35
16.50	0.59
17.00	0.89
17.50	1.25
18.00	1.67
18.50	2.15
19.00	2.70
19.50	3.28
20.00	3.87

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

```

=====
  Struc  Max (cfs)  Time (hr)  Min (cfs)  Time (hr)
=====
  
```

BASIN MAXIMUM AND MINIMUM STAGES

```

=====
  Basin  Max (ft)  Time (hr)  Min (ft)  Time (hr)
=====
  7-Eleven  17.45  72.00  14.00  0.00
  
```

BASIN WATER BUDGETS (all units in acre-ft)

```

=====
  Basin  Total  Structure  Structure  Initial  Final  Residual
        Runoff  Inflow  Outflow  Storage  Storage
=====
  7-Eleven  1.21  0.00  0.00  0.00  1.21  0.00
  
```

Project Name: PRE 100 - year, 3 - day  
 Reviewer: TD  
 Project Number: 11007.02  
 Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr  
 Time Step: 0.05 hr, Iterations: 10

Basin 1: 7-Eleven

Method: Santa Barbara Unit Hydrograph  
 Rainfall Distribution: SFWMD - 3day  
 Design Frequency: 100 year  
 3 Day Rainfall: 16 inches  
 Area: 1.25 acres  
 Ground Storage: 1.18 inches  
 Time of Concentration: 0.17 hours  
 Initial Stage: 14 ft NAVD

Stage (ft NAVD)	Storage (acre-ft)
14.00	0.00
14.50	0.01
15.00	0.06
15.50	0.18
16.00	0.35
16.50	0.59
17.00	0.89
17.50	1.25
18.00	1.67
18.50	2.15
19.00	2.70
19.50	3.28
20.00	3.87

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

```

=====
  Struc  Max (cfs)  Time (hr)  Min (cfs)  Time (hr)
=====
  
```

BASIN MAXIMUM AND MINIMUM STAGES

```

=====
  Basin  Max (ft)  Time (hr)  Min (ft)  Time (hr)
=====
  7-Eleven  17.83  72.00  14.00  0.00
  
```

BASIN WATER BUDGETS (all units in acre-ft)

```

=====
  Basin  Total  Structure  Structure  Initial  Final  Residual
  Runoff  Inflow  Outflow  Storage  Storage
=====
  7-Eleven  1.52  0.00  0.00  0.00  1.52  0.00
  
```



## STORMWATER MANAGEMENT SYSTEM DESCRIPTION

The proposed stormwater management system consists of a system of drainage structures and pipes to convey stormwater runoff into exfiltration trenches and dry retention areas.

### PROPOSED LAND USE SUMMARY

Land Use Description	Sub-Area	Area
Impervious Area		0.89 ac
	Building	0.11 ac
	Pavement	0.72 ac
	Sidewalk	0.06 ac
Pervious Area		0.36 ac
	Pervious	0.28 ac
	Retention Bank	0.06 ac
	Retention Bottom	0.02 ac
<b>Total Site Area</b>		<b>1.25 ac</b>

### RAINFALL DATA

Storm Frequency	24 Hour Rainfall	72 Hour Rainfall
5 Year	7.00 in	-
25 Year	-	13.00 in
100 Year	-	16.00 in

### ALLOWABLE DISCHARGE

Criteria	Allowable Discharge	
Allowable Discharge per SFWMD Basin Criteria	N/A	N/A

### WET SEASON GROUND WATER ELEVATION

Criteria	WSWT Elevation
LWDD Maintained Canal Elevation (Water Table)	8.30 NAVD

**PROPOSED STAGE-STORAGE**

Land Use	Area	Elevation Range (NAVD)		Average Elev. (NAVD)	Storage Type
		Low	High		
Building	0.11 ac	18.00	18.00	18.00	Vert.
Pavement	0.72 ac	14.40	17.62	16.01	Linear
Sidewalk	0.06 ac	14.50	18.00	16.25	Linear
Pervious	0.28 ac	14.50	17.50	16.00	Linear
Retention Bank	0.06 ac	14.00	16.00	15.00	Linear
Retention Bottom	0.02 ac	14.00	14.00	14.00	Vert.

Weighted Average Site Elevation = 16.11 NAVD  
 Weighted Average Pervious Elevation = 15.72 NAVD  
 Depth to Water Table = 7.42 NAVD

**AVAILABLE SOIL STORAGE**

Soil Classification = Coastal  
 Assuming 25% Void Reduction, Available Ground Storage = 8.18 inches  
 Available Soil Storage = Available Storage x Pervious Area

Available Soil Storage = 0.25 ac-ft

Converted to Site-Wide Moisture Storage, S  
 S = Available Soil Storage / Site Area

S= 2.36 inches
----------------

SCS Curve Number, CN  
 CN = 1000/(s+10)  
 CN = 80

**WATER QUALITY CALCULATION**

Water quality treatment for the greater of one inch of runoff over the entire site or 2.5 inches over the percentage of impervious area shall be provided in the proposed exfiltration trenches.

- a. Site area for water quality pervious/impervious calculation = total project - (lake + roof)  
1.14 ac
- b. Impervious area for water quality pervious/impervious calculations =  
(site area for water quality pervious/impervious) - pervious =  
0.78 ac
- c. Percentage of imperviousness for water quality =  
impervious area for water quality x 100% / site area for water quality =  
68 %
- d. For 2.5 in. time the percentage impervious = 2.5 in x 68%  
1.71 inches to be treated
- e. Compute volume required for water quality detention = inches to be treated x (total site - lake)  
0.18 ac-ft required detention storage

Site Area (ac)	1" Over Basin	2.5" x % Impervious	Controlling Condition
1.25	0.10 ac-ft	0.18 ac-ft	0.18 ac-ft

**PRE-TREATMENT CALCULATION**

Site Area (ac)	1/2" Over Basin
1.25	0.05 ac-ft

## EXFILTRATION TRENCH SECTION #1 CALCULATION FOR WATER QUALITY VOLUME

$$L = \frac{FS[(\%WQ)(V_{wq})]}{K(H_2W + 2H_2D_u - D_u^2 + 2H_2D_s) + (1.39 \times 10^{-4})WD_u}$$

Required Length of Trench for Water Quality Treatment		
	Top of Trench Elevation	12.00
	Bottom of Trench Elevation	8.00
	Wet Season Water Table Elevation	8.30
FS	Factor of safety; no less than 2.0	2.00
%WQ	Percent reduction in required water quality treatment volume	0.50
$V_{wq}$	Required wet water quality volume (ac-in)	2.14
K	Hydraulic conductivity (cfs/ft <sup>2</sup> -ft. head)	6.09E-04
$H_2$	Depth to water table (ft.)	5.70
W	Trench width (ft.)	8.00
$D_u$	Non-saturated trench depth (ft.)	3.70
$D_s$	Saturated trench depth (ft.)	0.30
<b>L</b>	<b>Length of trench required for water quality treatment (ft.)</b>	<b>42 LF</b>
$V_s$	Volume of stormwater stored in WQ exfiltration trenches	0.18 ac-ft

## EXFILTRATION TRENCH STORAGE VOLUME

$$V_s = \frac{L \times [K(H_2W + 2H_2D_u - D_u^2 + 2H_2D_s) + (1.39 \times 10^{-4})WD_u]}{FS}$$

Length of Proposed Exfiltration Trench for Stormwater Storage		
	Maximum allowable storage from exfiltration trench (3.28" x Site Area)	0.34 ac-ft
FS	Factor of safety; no less than 2.0	2.00
L	Total length of additional proposed exfiltration trench (ft.)	71.00
K	Hydraulic conductivity (cfs/ft <sup>2</sup> -ft. head)	6.09E-04
$H_2$	Depth to water table (ft.)	5.70
W	Trench width (ft.)	8.00
$D_u$	Non-saturated trench depth (ft.)	3.70
$D_s$	Saturated trench depth (ft.)	0.30
$V_s$	Additional Volume of stormwater stored in exfiltration trenches	0.15 ac-ft
<b><math>V_s</math></b>	<b>Total Volume of stormwater stored in exfiltration trenches</b>	<b>0.33 ac-ft</b>
<b><math>T_L</math></b>	<b>Total Length of Exfiltration Trench</b>	<b>113 LF</b>

**POST-DEVELOPMENT STAGE STORAGE**

Starting Stage = 12.00 NAVD  
 Ending Stage = 18.50 NAVD  
 Stage Increment = 0.50 Feet

Stage (NAVD)	Pavement (ac)	Sidewalk (ac)	Pervious (ac)	Retention Bank (ac)	Retention Bottom (ac)	Exfiltration Trench	Total Storage (ac-ft)
Area	0.72	0.06	0.28	0.06	0.02	0.33	
Start Elev.	14.40	14.50	14.50	14.00	14.00		
End Elev.	17.62	18.00	17.50	16.00			
	Linear	Linear	Linear	Linear	Vertical		
12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12.50	0.00	0.00	0.00	0.00	0.00	0.33	0.33
13.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33
13.50	0.00	0.00	0.00	0.00	0.00	0.33	0.33
14.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33
14.50	0.00	0.00	0.00	0.00	0.01	0.33	0.34
15.00	0.04	0.00	0.01	0.02	0.02	0.33	0.42
15.50	0.14	0.01	0.05	0.03	0.03	0.33	0.58
16.00	0.29	0.02	0.11	0.06	0.04	0.33	0.84
16.50	0.49	0.03	0.19	0.09	0.05	0.33	1.18
17.00	0.76	0.05	0.29	0.12	0.06	0.33	1.61
17.50	1.07	0.08	0.42	0.15	0.07	0.44	2.23
18.00	1.43	0.11	0.56	0.18	0.08	0.44	2.80



<b>Post-Development 3-Year, 1- Hour Storm Event</b>	
3-Year, 1-Hour Rainfall	2.60 in
Available Soil Storage	2.36 in
Residual Rainfall (Rainfall - Soil Storage)	0.24 in
Rainfall Runoff (Required Storage)	0.03 ac-ft
<b>3-Year, 1-Hour Stage (From Stage Storage Table)</b>	<b>14.00 NAVD</b>

The 3-year, 1-hour requirement is met in the proposed exfiltration trench at elevation 14.00 NAVD, which is lower than the perimeter elevation of the site

# POST-DEVELOPMENT FLOOD ROUTING

Project Name: POST 05 - year, 1 - day

Reviewer: TD

Project Number: 11007.02

Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr

Time Step: 0.05 hr, Iterations: 10

Basin 1: 7-Eleven

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 24 hr

Design Frequency: 5 year

1 Day Rainfall: 7 inches

Area: 1.25 acres

Ground Storage: 2.36 inches

Time of Concentration: 1 hours

Initial Stage: 12 ft NAVD

Stage (ft NAVD)	Storage (acre-ft)
12.00	0.00
12.50	0.33
13.00	0.33
13.50	0.33
14.00	0.33
14.50	0.34
15.00	0.42
15.50	0.58
16.00	0.84
16.50	1.18
17.00	1.61
17.50	2.23
18.00	2.80

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
7-Eleven	15.25	33.90	12.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
7-Eleven	0.50	0.00	0.00	0.00	0.50	0.00

Project Name: POST 25 - year, 3 - day

Reviewer: TD

Project Number: 11007.02

Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr

Time Step: 0.05 hr, Iterations: 10

Basin 1: 7-Eleven

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 3day

Design Frequency: 25 year

3 Day Rainfall: 13 inches

Area: 1.25 acres

Ground Storage: 2.36 inches

Time of Concentration: 1 hours

Initial Stage: 12 ft NAVD

Stage (ft NAVD)	Storage (acre-ft)
12.00	0.00
12.50	0.33
13.00	0.33
13.50	0.33
14.00	0.33
14.50	0.34
15.00	0.42
15.50	0.58
16.00	0.84
16.50	1.18
17.00	1.61
17.50	2.23
18.00	2.80

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
7-Eleven	16.36	72.00	12.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
7-Eleven	1.09	0.00	0.00	0.00	1.09	0.00



Project Name: POST 100 - year, 3 - day  
 Reviewer: TD  
 Project Number: 11007.02  
 Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr  
 Time Step: 0.05 hr, Iterations: 10

Basin 1: 7-Eleven

Method: Santa Barbara Unit Hydrograph  
 Rainfall Distribution: SFWMD - 3day  
 Design Frequency: 100 year  
 3 Day Rainfall: 16.0001 inches  
 Area: 1.25 acres  
 Ground Storage: 2.36 inches  
 Time of Concentration: 1 hours  
 Initial Stage: 12 ft NAVD

Stage (ft NAVD)	Storage (acre-ft)
12.00	0.00
12.50	0.33
13.00	0.33
13.50	0.33
14.00	0.33
14.50	0.34
15.00	0.42
15.50	0.58
16.00	0.84
16.50	1.18
17.00	1.61
17.50	2.23
18.00	2.80

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
7-Eleven	16.74	72.00	12.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
7-Eleven	1.39	0.00	0.00	0.00	1.39	0.00



AAI File No. 20-1603  
February 10, 2020

Creighton Construction & Management, LLC  
900 SW Pine Island Rd, Suite 202  
Cape Coral, FL 33991

Attention: Tara Creighton

**SUBSURFACE EXPLORATION AND  
GEOTECHNICAL ENGINEERING EVALUATION  
PROPOSED 7-ELEVEN – 1900 10<sup>TH</sup> AVENUE NORTH  
LAKE WORTH BEACH, FLORIDA**

**1.0 INTRODUCTION**

In accordance with your request and authorization, Ardaman & Associates, Inc. has completed a subsurface exploration and geotechnical engineering evaluation for the above referenced project. We explored the general subsurface conditions in order to evaluate their suitability for the support of the proposed construction, to obtain a measure of pertinent engineering properties of subsurface materials, and to provide recommendations for site preparation and foundation design. Our work included Standard Penetration Test (SPT) borings, auger borings, a field permeability test and engineering analyses. This report describes our explorations and tests, reports their findings, and summarizes our conclusions and recommendations.

**2.0 SITE LOCATION AND DESCRIPTION**

The site is located at 1900 10<sup>th</sup> Avenue North (Section 21, Township 44 South, and Range 43 East) in Lake Worth Beach, Palm Beach County, Florida. The site was developed (an abandoned truck/automobile lot with a small maintenance/office building) with a one-story commercial building and the associated parking and drive areas. A site vicinity map is presented as our Figure 1.

**3.0 PROJECT DESCRIPTION**

We have examined a Conceptual Site Plan prepared by Keith, dated November 2019. A portion of this plan has been reproduced as our Boring Location Plan, Figure 2. This figure shows the approximate boring and test locations arranged on the site. It is our understanding that the project involves the construction of a 7-Eleven facility which includes razing the existing structures and constructing a one-story convenience store, new fuel tanks and a covered canopy along with the associated parking and drive areas. We understand the convenience store will have a combination of weight-bearing masonry walls and isolated columns. For construction of this type, we anticipate maximum wall loads on the order of 4 kips per lineal foot and maximum column loads (if any) on the order of 70 kips. We expect the canopy to be supported on steel or concrete columns with loads on the order of 15 to 20 kips.

If any of this information is incorrect or anticipated to change, we should be notified in writing and allowed to review the changes and make corrections to this report as needed.

## 4.0 FIELD EXPLORATION

### 4.1 SOIL BORINGS

To explore the subsurface conditions at the site, five (5) Standard Penetration Test (SPT) borings and two (2) auger borings were performed at the approximate locations shown on Figure 2. The SPT borings were terminated at depths of 15 to 25 feet, and the auger borings at depths of 5 feet below the existing ground surface. The soil borings were performed in general accordance with the procedures outlined in ASTM D-1586 (SPT borings) and ASTM D-1452 (auger borings). The boring logs and a description of our drilling and testing procedures are attached.

### 4.2 FIELD PERMEABILITY TEST

In order to estimate the hydraulic conductivity of the upper soils, a field permeability test was performed at the approximate location shown in Figure 2. This test was conducted in general accordance with the usual open-hole exfiltration test method described in the South Florida Water Management District (SFWMD) Permit Information Manual, Volume IV. Descriptions of the soils observed in the test borehole and the test results are presented in the attached field permeability test log. In brief, the exfiltration test yielded a hydraulic conductivity value of  $6.09 \times 10^{-4}$  cfs/sq - ft head.

### 4.3 GENERAL

Our field exploration was conducted on February 6 and 7, 2020. The boring and test locations were laid out in the field in reference to distinguishable property boundaries and existing site features. We estimate that the actual boring locations are within approximately 15 feet of the locations shown in Figure 2.

## 5.0 LABORATORY TESTING

Our drillers examined the soils recovered from the borings, placed the recovered soil samples in moisture proof containers, and maintained a log for each boring. The field soil boring logs and recovered soil samples were transported to our West Palm Beach soils laboratory from the project site. Each soil sample was then examined by an Engineer and visually classified and described in general accordance with the Unified Soil Classification System (USCS). The soil classifications and other pertinent data obtained from our explorations and laboratory examinations and tests are reported on the attached boring logs. The soil samples recovered from our explorations will be kept in our laboratory for 60 days, then discarded unless you request otherwise.

## 6.0 GENERAL SUBSURFACE CONDITIONS

The attached boring logs present a detailed description of the soils encountered at the locations and the depths explored. The soil stratification shown on the boring logs is based on examination of recovered soil samples and interpretation of the driller's field logs. It indicates only the approximate boundaries between soil types. The actual transitions between adjacent soil strata may be gradual and indistinct.

The borings were performed through existing pavement and encountered approximately 1.5 to 2 inches of asphalt and 7 to 9 inches of limerock base material. The soils below the pavement consisted generally of very loose fine sands to depths of 19 to 23 feet, followed by loose fine sands with some cemented sand and shell to the termination depth of our deepest borings at 25 feet.

## **7.0 GROUNDWATER CONDITIONS**

Groundwater was encountered from about 9.2 to greater than 10 feet below the existing grades at the time our borings were completed. Drilling fluid was introduced below 10 feet that prevented accurate depth to groundwater measurements in boring location B-5. Groundwater levels on this site should be expected to vary throughout the year due to a variety of factors including recharge from rainfall and established drainage patterns. Groundwater levels somewhat above the present levels should be expected after major storm events and periods of heavy or prolonged rainfall.

## **8.0 DISCUSSIONS AND RECOMMENDATIONS**

### **8.1 GENERAL**

Based on the findings of our site exploration and our evaluation of the encountered subsurface conditions, we conclude that the soils underlying this site are generally satisfactory to support the proposed construction on conventional shallow foundations or on monolithic slab foundations. The bearing capacity of the near-surface sands should be improved in order to reduce the risk of unsatisfactory foundation performance. Following are specific recommendations for site preparation procedures and the design of foundation systems.

### **8.2 SITE PREPARATION RECOMMENDATIONS**

#### **8.2.1 Clearing**

The building areas within lines five feet outside the building perimeters, and the areas to be paved, should be cleared of surface vegetation, trash, debris, topsoil and remnants of foundations and other former structures. Utility lines and any exfiltration trenches should be properly abandoned, removed or rerouted around the construction areas. Excavations made while removing unsuitable materials, utilities, etc. should be backfilled with approved granular fill placed and compacted in thin lifts as recommended below.

#### **8.2.2 Proofrolling and Placement of Fill**

The cleared areas should be proofrolled with a heavy weight (10-12 ton) vibratory roller. Any soft, yielding soils detected during the proofrolling operations should be excavated and replaced with approved fill conforming to the specifications below. Sufficient passes should be made during the proofrolling operations to produce minimum dry densities of 98 percent of the Modified Proctor (ASTM D-1557) maximum dry density value of the compacted subgrade soils to depths of 2 feet below the compacted surface. The proofrolled areas should receive not less than 10 overlapping passes, half of them in each of two perpendicular directions.



After the exposed surface has been proofrolled and tested to verify that the desired dry density has been obtained, the construction areas may be filled to the desired grades. All fill material should conform to the specifications below. It should be placed in uniform layers, not exceeding 12 inches in loose thickness, individually compacted with a heavy vibratory roller to a minimum dry density of 98 percent of the Modified Proctor maximum dry density value of the fill material.

We recommend that the site preparation contractor monitor the vibrations produced during the proofrolling operations so that they do not adversely affect any nearby structures present at the time of construction. Should there be concern about vibration levels produced by the compaction operations, a seismograph with a suitable indicator range may be arranged on the site while this work is undertaken. We remain available to assist you in this regard.

### **8.2.3 Final Compaction**

Note that after completion of the general site preparation, when excavations for the construction of foundations or thickened slab edges are made through the compacted soils, the bottom of the foundation excavations should be compacted to densify soils loosened during or after the excavation process and washed or sloughed into the excavation prior to the placement of forms. A heavy-duty vibratory rammer should be used for this final compaction, immediately prior to the placement of reinforcing steel, with previously described minimum dry density requirements to be maintained below the foundation level.

After the foundations are cast and the forms are removed, backfill around the foundations should be placed in thin lifts, six inches or less in loose thickness, individually compacted with a heavy-duty vibratory rammer or vibratory plate compactor to a minimum dry density of 98 percent of the Modified Proctor maximum dry density value of the backfill material.

### **8.2.4 Fill Material Specifications**

All fill material under the buildings and pavement should consist of clean sands or fragmented limerock, free of organics and other deleterious materials. The fill material should have not more than eight percent by dry weight passing the U.S. No. 200 sieve and no particle larger than 3 inches in diameter. Backfill behind walls, if any, should be particularly pervious, with not more than 4 percent by dry weight passing the U.S. No. 200 sieve.

### **8.2.5 Additional Recommendations**

Care must be exercised prior to, during and after construction to prevent erosion effects or undermining of foundations. The integrity of the raised building "pad" must hence be maintained for a distance of at least five feet beyond the foundation levels, with gutters disposing of rainfall runoff beyond the pad limits.

Foundation concrete should not be cast over a foundation surface containing topsoil or organic soils, trash of any kind, surface made muddy by rainfall runoff, or groundwater rise, or loose soil caused by excavation or other construction work. Reinforcing steel should also be clean at the time of concrete casting. If such conditions develop during construction, the reinforcing steel must be lifted out and the foundation surface reconditioned and approved by the Foundation Engineer.

### 8.3 FOUNDATIONS

After the foundation soils have been prepared in accordance with the above site preparation recommendations, the site should be suitable for supporting the proposed structure on conventional shallow foundations or a “monolithic” slab proportioned for a maximum allowable bearing stress of 2,500 pounds per square foot (psf). Continuous foundations should be at least 18 inches wide, and individual column footings should have a minimum width of 24 inches; shallow foundations should bear at least 18 inches, and monolithic slab foundations at least 12 inches below adjacent finish grades.

#### 8.3.1 Bearing Capacity and Settlements

Based upon the boring information and the assumed loading conditions, we estimate that the recommended allowable bearing stress will provide a minimum factor of safety in excess of two against bearing capacity failure. With the site prepared and the foundations designed and constructed as recommended, we anticipate total settlements of one inch or less, and differential settlement between adjacent similarly loaded footings of less than one half of an inch. For design purposes, we recommend using a subgrade reaction modulus of 125 pounds per cubic inch (pci) for all well compacted fine sands.

#### 8.3.2 Slab-On-Grade

Ground floor slabs can be placed directly on the compacted subgrade. In our opinion, a highly porous base material is not necessary. We recommend the use of a polyolefin film vapor barrier with a minimum thickness of 10 mils. Care must be exercised in installing control joints shortly after placing the concrete, and in placing and maintaining the steel reinforcement at its designated elevation within the floor slab.

### 8.4 UNDERGROUND STORAGE TANKS

Loose fine sands with some cemented sand were encountered below depths of 19 feet, but no hard limestone or other hard “rock” layers were encountered that would be expected to pose a difficulty for tank excavation. Note that the groundwater was more than 9 feet below the existing grades at the time our borings were completed, but it could rise to higher elevations after major storm events and periods of heavy or prolonged rainfall.

Dewatering will be needed for deeper tank excavations to allow proper inspection, placement and compaction of the backfill. The dewatering scheme should be developed by the earthwork contractor. *Dewatering measures should be controlled so that the groundwater is not lowered under adjacent structures.*

The contractor is to be responsible for implementing all necessary safety measures to protect the adjacent properties and construction crews. The contractor, as a minimum, should comply with the latest editions of the OSHA standards for trenching and excavation.

### 8.5 QUALITY CONTROL

We recommend establishing a comprehensive quality assurance and control program to verify that all site preparation and foundation construction is conducted in accordance with the appropriate plans and specifications. Materials testing and inspection services should be provided by Ardaman & Associates, Inc.

At a minimum, an on-site engineering technician should monitor all stripping and grubbing to verify that all deleterious materials have been removed and should observe the proofrolling operation to verify that the appropriate numbers of passes are applied to the subgrade. In-situ density tests should be conducted during filling activities and below all footings and floor slabs to verify that the required densities have been achieved. In-situ density values should be compared to laboratory Proctor moisture-density results for each of the different natural and fill soils encountered. Finally, we recommend inspecting and testing the construction materials for the foundations and other structural components.

### **8.5.1 In-Place Density Testing Frequency**

In Southeast Florida, earthwork testing is typically performed on an on-call basis when the contractor has completed a portion of the work. The test result from a specific location is only representative of a larger area if the contractor has used consistent means and methods and the soils are practically uniform throughout. The frequency of testing can be increased and full-time construction inspection can be provided to account for variations. We recommend that the following minimum testing frequencies be utilized.

In proposed structural areas, the minimum frequency of in-place density testing should be one test for each 2,500 square feet of structural area (minimum of five test locations). In-place density testing should be performed at this minimum frequency for a depth of 1 foot below natural ground and for every 1-foot lift of fill placed in the structural areas. In addition, density tests should be performed in each column footing for a depth of 2 feet below the bearing surface. For continuous or wall footings, density tests should be performed at a minimum frequency of one test for every 50 lineal feet of footing, and for a depth of 2 feet below the bearing surface.

Utility backfill should be tested at a minimum frequency of one in-place density test for each 12-inch lift for each 200 lineal feet of pipe. Additional tests should be performed in backfill for manholes, inlets, etc.

Representative samples of the various natural ground and fill soils should be obtained and transported to our laboratory for Proctor compaction tests. These tests will determine the maximum dry density and optimum moisture content for the materials tested and will be used in conjunction with the results of the in-place density tests to determine the degree of compaction achieved.

Please note that the reliance on Ardaman's recommendations presented herein is predicated on an Ardaman representative being onsite to verify that the all subgrade soils have been prepared and the foundations are installed in compliance with our report recommendations.

## **9.0 CLOSURE**

This report has been prepared specifically for subject project. It is intended for the exclusive use of Creighton Construction & Management, LLC. and their representatives. Our work has used methods and procedures consistent with local foundation engineering practices. No other warranty, expressed or implied, is made. We do not guarantee project performance in any respect, only that our work meets normal standards of professional care. Environmental concerns, including (but not limited to) the possibility that hazardous materials or petroleum-contaminated soils or groundwater may be present on the subject site, were not included in the scope of work. The recommendations submitted in this report are based on the data obtained from our exploration program and our understanding of the proposed construction and loading conditions




as described herein. This report may not account for any variations that may exist between conditions observed in the borings and conditions at locations that were not explored. The nature and extent of any such variations may not become evident until construction is underway. If variations are then observed, we should be requested to review the conclusions and recommendations in this report.

In the event any changes occur in the design, nature or location of any project facilities, we should be requested to review the conclusions and recommendations in this report. We also recommend that we be requested to review the final foundation drawings and earthwork specifications so that our recommendations may be properly interpreted and implemented in the contract documents.

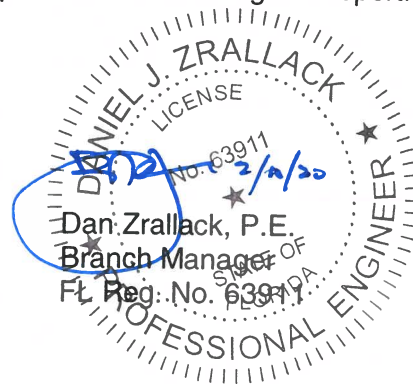
It has been a pleasure to assist you on this phase of your project. Please contact us whenever we may be of service to you, and please call if you have any questions concerning this report.

**ARDAMAN & ASSOCIATES, INC.**

FL. Certificate of Authorization No. 5950

 2-20-20

Kevin Ferguson, P.E.  
Geotechnical Engineer  
Fla. Reg. No. 60712



Dan Zrallack, P.E.  
Branch Manager  
Fl. Reg. No. 63911

- Attachments:
- Site Vicinity Map - Figure 1
  - Boring Location Plan - Figure 2
  - Subsurface Exploration Information
  - SPT Boring Logs (5)
  - Auger Boring Logs (2)
  - Field Permeability Test Log






File No.: 20-1603  
 Prepared By: KF  
 Date: 2/10/20

SITE VICINITY MAP  
 Figure No. 1

SUBSURFACE EXPLORATION  
 1900 10th AVENUE NORTH  
 LAKE WORTH BEACH, FLORIDA



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 2200 N. Florida Mango Road, Suite 101  
 West Palm Beach, Florida 33409  
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N.T.S.



File No.: 20-1603  
 Prepared By: KF  
 Date: 2/10/20

BORING LOCATION PLAN

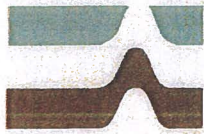
Figure No. 2

SUBSURFACE EXPLORATION  
 1900 10th AVENUE NORTH  
 LAKE WORTH BEACH, FLORIDA

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**Ardaman & Associates, Inc.**

Geotechnical, Environmental and  
Materials Consultants

# **SUBSURFACE EXPLORATION INFORMATION**

## **GENERAL**

Our borings describe subsurface conditions only at the locations drilled and at the time drilled. They provide no information about subsurface conditions below the bottom of the boreholes. At locations not explored, surface conditions that differ from those observed in the borings may exist and should be anticipated.

The information reported on our boring logs is based on our drillers' logs and on visual examination in our laboratory of disturbed soil samples recovered from the borings. The distinction shown on the logs between soil types is approximate only. The actual transition from one soil to another may be gradual and indistinct.

The groundwater depth shown on our boring logs is the water level the driller observed in the borehole when it was drilled. These water levels may have been influenced by the drilling procedures, especially in borings made by rotary drilling with bentonitic drilling mud. An accurate determination of groundwater level requires long-term observation of suitable monitoring wells. Fluctuations in groundwater levels throughout the year should be anticipated.

The absence of a groundwater level on certain logs indicates that no groundwater data is available. It does not mean that no groundwater will be encountered at that boring location.

## **STANDARD PENETRATION TEST BORINGS**

The Standard Penetration Test is a widely accepted method of testing foundation soils in place. The N-Value obtained from the test has been correlated empirically with various soil properties. These empirical correlations allow satisfactory estimates to be made of how the soil is likely to behave when subjected to foundation loads. Tests are usually performed in the boreholes at intervals of five feet. In addition, our Firm performs tests continuously in the interval directly below the expected foundation bearing grade where the soil will be most highly stressed.

Boreholes where Standard Penetration Tests will be performed are drilled with a truck-mounted drilling rig. The boreholes are advanced by rotary drilling with a winged bit that makes a hole about three inches in diameter. A bentonitic drilling mud is recirculated in order to remove the cuttings and support the walls of the borehole. The drag bit is specially modified to direct the mud upward and reduce disturbance of the soil ahead of the bit. If access is not available for our truck-mounted drilling equipment, portable tripod drilling equipment can be used instead.

Occasionally, running or squeezing ground is encountered that cannot be stabilized by the drilling mud alone. In addition, drilling mud may be lost into the soil or rock strata that are unusually pervious. In such cases, flush-joint steel casing with an outside diameter of about 3.5 inches is driven as a liner for the borehole.

After the borehole has been advanced to the depth where a Standard Penetration Test will be performed, the soil sampler used to run the test is attached to the end of the drill rods and lowered to the bottom of the borehole. The testing procedure used conforms closely to the methods recommended in ASTM D-1586. The sampler used has a split-barrel 24 inches long and an outside diameter of 2.0 inches. It is driven into the ground below the bottom of the borehole using a hammer that weighs 140 pounds and falls 30 inches. The driller records the number of hammer blows needed to advance the sampler in successive increments of six inches. The total number of blows required to advance the sampler the second and third six-inch increments constitutes the test result; that is, the N-value at the depth. The test is completed after the sampler has been driven not more than 24 inches or when refusal is encountered, whichever occurs first. Refusal occurs when 50 hammer blows advance the sampler less than 6 inches. After the test is completed, the sampler is removed from the borehole and opened.

The driller examines and classifies the soil recovered by the sampler, place representative soil specimens from each test in glass jars or plastic bags and take them to our laboratory. In the laboratory, additional evaluations and tests are performed, if needed. The driller's classifications may be adjusted, if necessary, to conform more closely with the Unified Soil Classification System (USCS). Jar samples are retained in our laboratory for sixty days, then discarded unless our clients request otherwise.

The following tables relate N-values to a qualitative description of the relative soil density.

<b>Cohesionless Soils</b>	<b>Description</b>	<b>SPT N Value</b>
	Very loose	0-4
	Loose	5-9
	Medium dense	10-29
	Dense	30-49
	Very dense	50+

<b>Cohesive Soils</b>	<b>Description</b>	<b>SPT N Value</b>
	Very soft	0-2
	Soft	3-4
	Medium stiff	5-8
	Stiff	9-15
	Very stiff	16-30
	Hard	31+



### **HAND AUGER BORINGS**

Hand auger borings are used, if soil conditions are favorable, when the soil strata are to be determined within a shallow (approximately 5 foot) depth, or when access is not available for our truck-mounted drilling equipment. The testing procedure used conforms closely to the methods recommended in ASTM D-1452. A portable, manually operated, 3-inch diameter bucket auger with a cutting head is simultaneously turned and pressed into the ground. The bucket auger is retrieved at approximately 6-inch increments and its content emptied for inspection. The soil samples obtained are described and representative samples put in jars or bags and transported to our laboratory for further classification and testing, if necessary.

### **SFWMD EXFILTRATION TESTS**

In order to estimate the hydraulic conductivity of the upper soils, constant head or falling head exfiltration tests can be performed. These tests are performed in accordance with methods described in the South Florida Water Management District (SFWMD) Permit Information Manual, Volume IV. In brief, a 6 to 9 inch diameter test hole is augered to the desired test depth (typically 6 feet), then a screen is lowered into the test hole, the depths of the test hole and groundwater level are recorded, then the surroundings of the test hole are saturated by pouring water into the screen as needed to maintain the water level in the test hole at the ground surface for 10 minutes.

If a constant head test is performed, the rate of pumping will be recorded at fixed intervals of 1 minute for a total of 10 minutes, following the saturation period.

If a falling head test is performed (typically for relatively high permeability soils), water is added until the water level reaches the ground surface. Then the water flow is stopped and the drop in water level for discrete time intervals is recorded until the water level in the test hole has dropped to at least half the distance to the groundwater table.

### **LEGEND FOR BORING LOGS**

The following abbreviations are often used in our boring logs:

- MC: Moisture content (percent of dry weight)
- OC: Organic content (percent of dry weight)
- PL: Moisture content at the plastic limit
- LL: Moisture content at the liquid limit
- PI: Plasticity index (LL-PL)
- Qu: Unconfined compressive strength (tons per square foot, unless otherwise noted)
- 200: Percent passing a No. 200 sieve (200 wash)



**Ardaman & Associates, Inc.**

**STANDARD PENETRATION TEST BORING LOG**

**BORING B-1**

PROJECT: 7-Eleven-1900 10th Avenue North  
Lake Worth Beach, Florida

FILE No.: 20-1603

BORING LOCATION: As per plan.

DRILL CREW: DG/NH

WATER OBSERVED AT DEPTH 9.5 feet.

DATE DRILLED: 2/06/20

DEPTH (FEET)	SYMBOLS FIELD TEST DATA	SOIL DESCRIPTION	SAMPLE No.	N VALUE	N VALUE															
					5	10	15	20	25	30	35	40	45							
0		Asphalt=2.0 inches; Limerock base=7.0 inches																		
		Brown fine sand																		
		Light brown fine sand																		
		Brown fine sand																		
		Light yellowish brown fine sand	1	3																
	1/6 1/6 2/6 3/6		2	4																
	2/6 2/6 3/6 3/6		3	5																
	3/6 3/6 2/6 3/6	Light orangish brown fine sand																		
	1/6 1/6 1/6 1/6	Orangish brown fine sand	4	2																
	1/6 2/6 5/6 6/6	Gray fine sand	5	7																
	4/6 4/6 3/6 2/6	Gray fine sand, some cemented sand and shell	6	7																
		Boring terminated at 25 feet	7	7																

NOTES: Hand augered to 4 feet to clear shallow utilities.  
Boring terminated at 25 feet.

FIELD TEST DATA ARE "BLOWS"/"INCHES DRIVEN" 140-LB HAMMER, 30-INCH FALL. (ASTM D-1586)



**Ardaman & Associates, Inc.**

**STANDARD PENETRATION TEST BORING LOG  
BORING B-2**

PROJECT: 7-Eleven-1900 10th Avenue North  
Lake Worth Beach, Florida

FILE No.: 20-1603

BORING LOCATION: As per plan.

DRILL CREW: DG/NH

WATER OBSERVED AT DEPTH 9.3 feet.

DATE DRILLED: 2/07/20

DEPTH (FEET)	SYMBOLS FIELD TEST DATA	SOIL DESCRIPTION	SAMPLE No.	N VALUE	N VALUE															
					1	2	3	4	5	6	7	8	9	10						
0		Asphalt=2.0 inches; Limerock base=7.0 inches																		
		Light gray fine sand																		
5	1/6 1/6 2/6 2/6 3/6 3/6 3/6 4/6 4/6 4/6	Brown fine sand	1	3																
		Light orangish brown fine sand	2	6																
		Orangish brown fine sand	3	7																
10																				
	1/6 2/6 2/6 3/6	Brown to slightly orangish brown fine sand	4	4																
15																				
	2/6 1/6 2/6 1/6	Brownish gray fine sand	5	3																
20																				
	4/6 4/6 4/6 6/6	Grayish brown to brown fine sand, some cemented sand and shell	6	8																
25		Boring terminated at 25 feet																		
30																				

NOTES: Hand augered to 4 feet to clear shallow utilities.  
Boring terminated at 25 feet.

FIELD TEST DATA ARE "BLOWS"/"INCHES DRIVEN" 140-LB HAMMER, 30-INCH FALL. (ASTM D-1586)





**Ardaman & Associates, Inc.**

**STANDARD PENETRATION TEST BORING LOG  
BORING B-3**

PROJECT: 7-Eleven-1900 10th Avenue North  
Lake Worth Beach, Florida

FILE No.: 20-1603

BORING LOCATION: As per plan.

DRILL CREW: DG/NH

WATER OBSERVED AT DEPTH 9.2 feet.

DATE DRILLED: 2/06/20

DEPTH (FEET)	SYMBOLS FIELD TEST DATA	SOIL DESCRIPTION	SAMPLE No.	N VALUE	N VALUE															
					5	10	15	20	25	30	35	40	45							
0		Asphalt=1.8 inches; Limerock base=9.0 inches																		
		Light gray fine sand																		
		Dark brown fine sand to slightly silty fine sand	1																	
		Orangish brown fine sand	2	8																
		Orangish brown to light orangish brown fine sand	3	5																
			4	7																
			5	3																
15		Boring terminated at 15 feet																		
20																				
25																				
30																				

NOTES: Hand augered to 4 feet to clear shallow utilities.  
Boring terminated at 15 feet.

FIELD TEST DATA ARE "BLOWS"/"INCHES DRIVEN" 140-LB HAMMER, 30-INCH FALL. (ASTM D-1586)





**Ardaman & Associates, Inc.**

**STANDARD PENETRATION TEST BORING LOG  
BORING B-4**

PROJECT: 7-Eleven-1900 10th Avenue North  
Lake Worth Beach, Florida

FILE No.: 20-1603

BORING LOCATION: As per plan.

DRILL CREW: DG/NH

WATER OBSERVED AT DEPTH 9.3 feet.

DATE DRILLED: 2/07/20

DEPTH (FEET)	SYMBOLS FIELD TEST DATA	SOIL DESCRIPTION	SAMPLE No.	N VALUE	N VALUE															
					5	10	15	20	25	30	35	40	45							
0		Asphalt=2.0 inches; Limerock base=8.0 inches																		
		Brown fine sand																		
		Light brown fine sand																		
5	1/6 2/6 1/6 2/6 2/6	Dark reddish brown fine sand to slightly silty fine sand	1	3																
	2/6 3/6 4/6	Orangish brown fine sand	2	5																
	3/6 4/6 4/6 5/6		3	8																
10																				
	2/6 2/6 2/6 4/6	Brown to slightly orangish brown fine sand	4	4																
15																				
	1/6 2/6 1/6 2/6	Brown fine sand	5	3																
20		Boring terminated at 20 feet																		
25																				
30																				

NOTES: Hand augered to 4 feet to clear shallow utilities.  
Boring terminated at 20 feet.

FIELD TEST DATA ARE "BLOWS"/"INCHES DRIVEN" 140-LB HAMMER, 30-INCH FALL. (ASTM D-1586)



**Ardaman & Associates, Inc.**

**STANDARD PENETRATION TEST BORING LOG  
BORING B-5**

PROJECT: 7-Eleven-1900 10th Avenue North  
Lake Worth Beach, Florida

FILE No.: 20-1603

BORING LOCATION: As per plan.

DRILL CREW: DG/NH

WATER OBSERVED AT DEPTH Greater than 10 feet

DATE DRILLED: 2/07/20

DEPTH (FEET)	SYMBOLS FIELD TEST DATA	SOIL DESCRIPTION	SAMPLE No.	N VALUE	N VALUE															
					5	10	15	20	25	30	35	40	45							
0		Asphalt=1.5 inches; Limerock base=8.0 inches																		
		Brown fine sand																		
		Light brown fine sand																		
5	1/6 2/6 1/6 2/6	Brown fine sand	1	3																
	2/6 1/6 2/6 2/6		2	3																
10	2/6 2/6 2/6 2/6	Brown to slightly orangish brown fine sand	3	4																
	2/6 3/6 3/6 6/6	Brown to yellowish brown fine sand	4	6																
15		Boring terminated at 15 feet																		
20																				
25																				
30																				

NOTES: Hand augered to 4 feet to clear shallow utilities.  
Boring terminated at 15 feet.

FIELD TEST DATA ARE "BLOWS"/"INCHES DRIVEN" 140-LB HAMMER, 30-INCH FALL. (ASTM D-1586)



**Ardaman & Associates, Inc.**

# HAND AUGER BORING LOG

## BORING HA-1

PROJECT: 7-Eleven-1900 10th Avenue North  
Lake Worth Beach, Florida

FILE No.: 20-1603

BORING LOCATION: As per plan.

DRILL CREW: DG/NH

WATER OBSERVED AT DEPTH Greater than 5 feet.

DATE DRILLED: 2/07/20

DEPTH	SYMBOL	SOIL DESCRIPTION	SAMPLE No.
0		Asphalt=2.0 inches; Limerock base=8.0 inches	
		Brown fine sand	
		Light brown fine sand	
		Brown fine sand	
5			
10			
15			

NOTES: Boring terminated at about 5 feet.



**Ardaman & Associates, Inc.**

## HAND AUGER BORING LOG

### BORING HA-2

PROJECT: 7-Eleven-1900 10th Avenue North  
Lake Worth Beach, Florida

FILE No.: 20-1603

BORING LOCATION: As per plan.

DRILL CREW: DG/NH

WATER OBSERVED AT DEPTH Greater than 5 feet.

DATE DRILLED: 2/07/20

DEPTH	SYMBOL	SOIL DESCRIPTION	SAMPLE No.
0		Asphalt=1.5 inches; Limerock base=8.0 inches	
		Brown fine sand	
		Dark brown fine sand to slightly silty fine sand	
5		Dark brown to slightly reddish brown fine sand	
10			
15			

NOTES: Boring terminated at about 5 feet.





**FIELD PERMEABILITY TEST LOG  
SFWMD USUAL OPEN-HOLE TEST**

**EX-1**

PROJECT: 7-Eleven-1900 10th Avenue North  
Lake Worth Beach, Florida

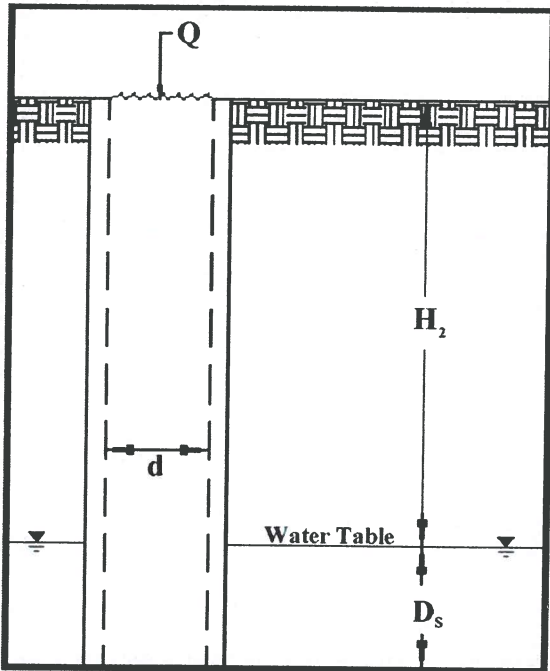
FILE No.: 20-1603

TEST LOCATION: As per plan.

DRILL CREW: DG/NH

GROUNDWATER OBSERVED AT DEPTH Greater than 6 feet.

TEST DATE: 2/06/20



$$K = \frac{4Q}{\pi d(2H_2^2 + 4H_2D_s + H_2d)}$$

Q ["Stabilized" Flow Rate (cfs)] =  $1.33 \times 10^{-2}$

K [Hydraulic Conductivity (cfs/sqft - ft head)] =  $6.09 \times 10^{-4}$

d [Diameter of Test Hole (ft)] = 0.375

H<sub>2</sub> [Depth to Water Table (ft)] = 6+

\* D<sub>s</sub> [Saturated Hole Depth (ft)] = 0

\* By Groundwater

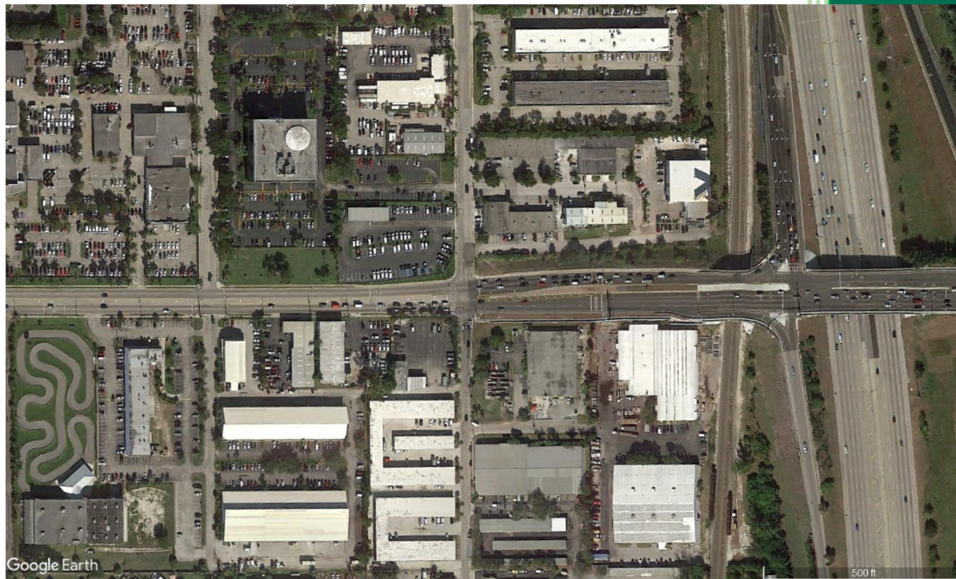
DEPTH	SYMBOLS	SOIL DESCRIPTION	SAMPLE No.
0		Asphalt=1.8 inches; Limerock base=9.0 inches	
1		Light gray fine sand	
2			
3			
4		Dark brown slightly silty fine sand	
5		Orangish brown fine sand	
6			

NOTES: Boring terminated at 6 feet.

# 7-Eleven

1900 10<sup>th</sup> Avenue North  
Lake Worth, Florida 33461

## Traffic Impact Study



May 14, 2020

Prepared By:  
Lisa S. Bernstein, PE

7660 NW 6 Court

Plantation, Florida 33324

# **7-Eleven**

**1900 10<sup>th</sup> Avenue North  
Lake Worth, Florida 33461**

## **Traffic Impact Study**

**May 2020**

*Prepared For:*

Creighton Construction & Management, LLC  
900 SW Pine Island Road, Suite 202  
Cape Coral, Florida 33991

*Prepared By:*

Lisa S. Bernstein, PE  
7660 NW 6 Court  
Plantation, Florida 33324

## **TRAFFIC IMPACT STUDY**

**7-Eleven**

**1900 10<sup>th</sup> Avenue North**

**Lake Worth, Florida 33461**

### **Introduction**

7-Eleven is proposing to construct a convenience market (with Laredo Taco inside) and gas station at 1900 10<sup>th</sup> Avenue North, Lake Worth, Florida. The proposed 7-Eleven will replace an existing truck rental lot located on the northwest corner of 10<sup>th</sup> Avenue North and Barnett Drive. The City of Lake Worth and Palm Beach County are requesting a Traffic Impact Study for the proposed redevelopment.

This Traffic Impact Study is prepared in accordance with the *Palm Beach County Unified Land Development Code, Article 12: Traffic Performance Standards (TPS)* which states:

This standard consists of two tests. The first test relates to the Buildout Period of the Project and requires that the Project not add Traffic in the Radius of Development Influence which would have Total Traffic exceeding the Adopted LOS at the end of the Buildout Period. The second test relates to the evaluation of traffic five years in the future and requires that the Project not add Traffic in the Radius of Development Influence which would have Total Traffic exceeding the Adopted LOS at the end of the Five-Year Analysis Period. Total Traffic for Test 2 is based in part upon Background Traffic information from the TPS Database.

Buildout of the project, for this analysis, is anticipated to be in 2022



## **Existing Conditions**

There are two (2) roadways next to the proposed development:

- 10<sup>th</sup> Avenue North – A five-lane, east-west roadway with a 35 MPH speed limit to the east and a 40 MPH speed limit to the west.
- Barnett Drive – A two-lane, north-south roadway with a 25 MPH speed limit.

There is currently a closed truck rental business on the site. The existing site has full access from Barnett Drive, 120 feet north of 10<sup>th</sup> Avenue North. The Palm Beach County Property Appraiser information is included in Appendix A.

The existing location is shown in Figure 1.

## **Proposed Conditions**

The redevelopment of the site will result in the proposed 7-Eleven with a 4,230 SF convenience store, a 500 SF Laredo Taco (inside the store), 14 fueling positions (7 MUPD's) and no car wash. The full access opening on Barnett will be revised to be an additional 10 feet further north of the intersection. A full access opening is proposed on 10<sup>th</sup> Avenue North at the west end of the site. The access on 10<sup>th</sup> Avenue North has been discussed with Palm Beach County and is permitted. The proposed site plan is included in Appendix B.



Barnett Drive

N Detroit Street

10 Avenue North

Project Location

LEGEND	
	Project Location

Figure 1  
7-Eleven  
Lake Worth, Florida

# Project Location

Lisa S. Bernstein PE  
7660 NW 6 Court  
Plantation, Florida 33324

## **Trip Generation**

Trip generation calculations for the existing and proposed land use designations are based on trip generation rates and equations published by Palm Beach County Trip Generation Rates, March 26, 2019 and the Institute of Transportation Engineers (ITE), *Trip Generation Manual, 10<sup>th</sup> Edition*. ITE Land Use Code (LUC) 841, Automobile Sales (Used) is used for the truck rental business (per Palm Beach County approval) for the existing site. FDOT Gas Station with Convenience Store and ITE LUC 933, Fast Food Restaurant w/out Drive-Thru (for Laredo Taco) from Palm Beach County are used for the proposed development. The pass-by rate of 61% is applied to the total trips generated by the Gas Station with Convenience Store and 45% is applied to the Laredo Taco.

The existing development includes a 1,650 SF truck rental business. The proposed development includes a 4,230 SF convenience market with 14 fueling stations (6 MUPD's) and a 500 SF Laredo Taco, inside the store. The Daily, AM Peak Hour and PM Peak Hour volumes are shown in Table 1.

The proposed 7-Eleven will generate 1,367 net new daily trips, 94 net new AM Peak Hour trips and 94 net new PM Peak Hour trips. Appendix C contains both the ITE and Palm Beach County Trip Generation Rates and Equations.

## **Radius of Development Influence and Trip Distribution**

The Radius of Development Influence (RDI) for Test 1 and Test 2 is based on the Traffic Performance Standards Table 12.B.2.D-7 3A. Using the Test 1 RDI Table and a Net New AM and PM Peak Hour of 94 trips, the RDI is one (1) mile. Figure 2 illustrates the one (1) mile RDI.

The trip distribution and traffic assignment for the one (1) mile RDI is based on the Florida Department of Transportation (FDOT) count stations, the surrounding roadway characteristics and current traffic volumes. Figure 3 details the trip distribution within the one (1) mile RDI.

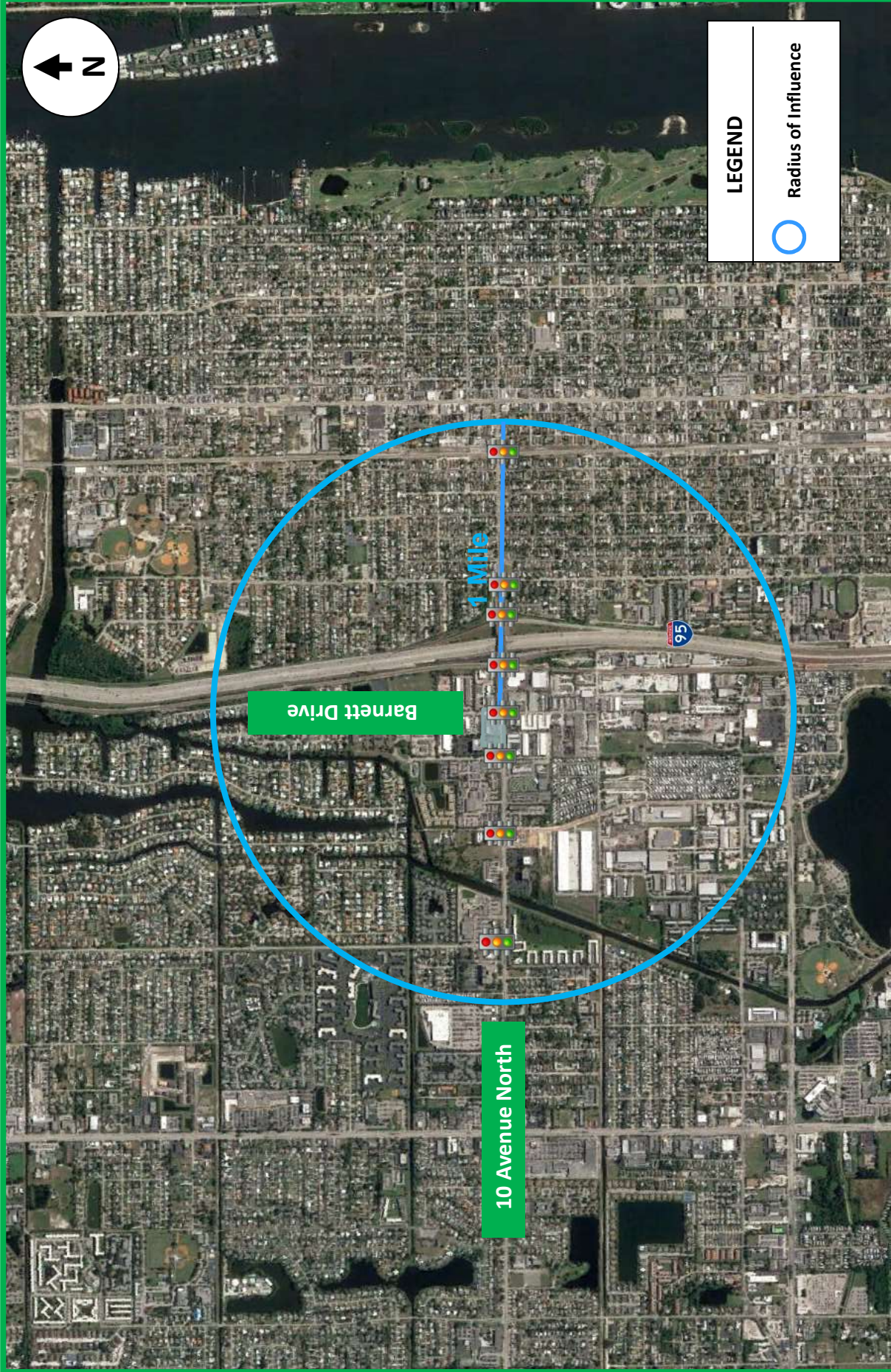
Appendix D contains Table 12.B.2.D-7 3A.

**Table 1  
Trip Generation**

Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Existing</b>									
Automobiles Sales (Used)	841	1,650 SF	45	3	1	4	3	3	6
<b>Total</b>			<b>45</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>6</b>
<b>Proposed</b>									
Gas Station w/ Convenience Store	FDOT	4,230 SF 14 FP	3,400	119	119	238	119	119	238
Pass-By (61%)			2,074	73	74	146	73	73	146
<b>Sub-Total</b>			<b>1,326</b>	<b>46</b>	<b>45</b>	<b>91</b>	<b>46</b>	<b>46</b>	<b>92</b>
Fast Food Restaurant w/o DT	933	500 SF	173	8	5	13	7	7	14
Pass-by (45%)			78	3	2	6	3	3	6
<b>Sub-Total</b>			<b>95</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>8</b>
<b>Total Proposed</b>			<b>1,421</b>	<b>50</b>	<b>48</b>	<b>98</b>	<b>50</b>	<b>50</b>	<b>100</b>
<b>Net New Total (Proposed - Existing)</b>			<b>1,376</b>	<b>47</b>	<b>47</b>	<b>94</b>	<b>47</b>	<b>47</b>	<b>94</b>
<b>Driveway Total</b>			<b>3,573</b>	<b>127</b>	<b>124</b>	<b>251</b>	<b>126</b>	<b>126</b>	<b>252</b>

Source: Palm Beach County Trip Generation Rates (March 26, 2019) and ITE 10th Edition



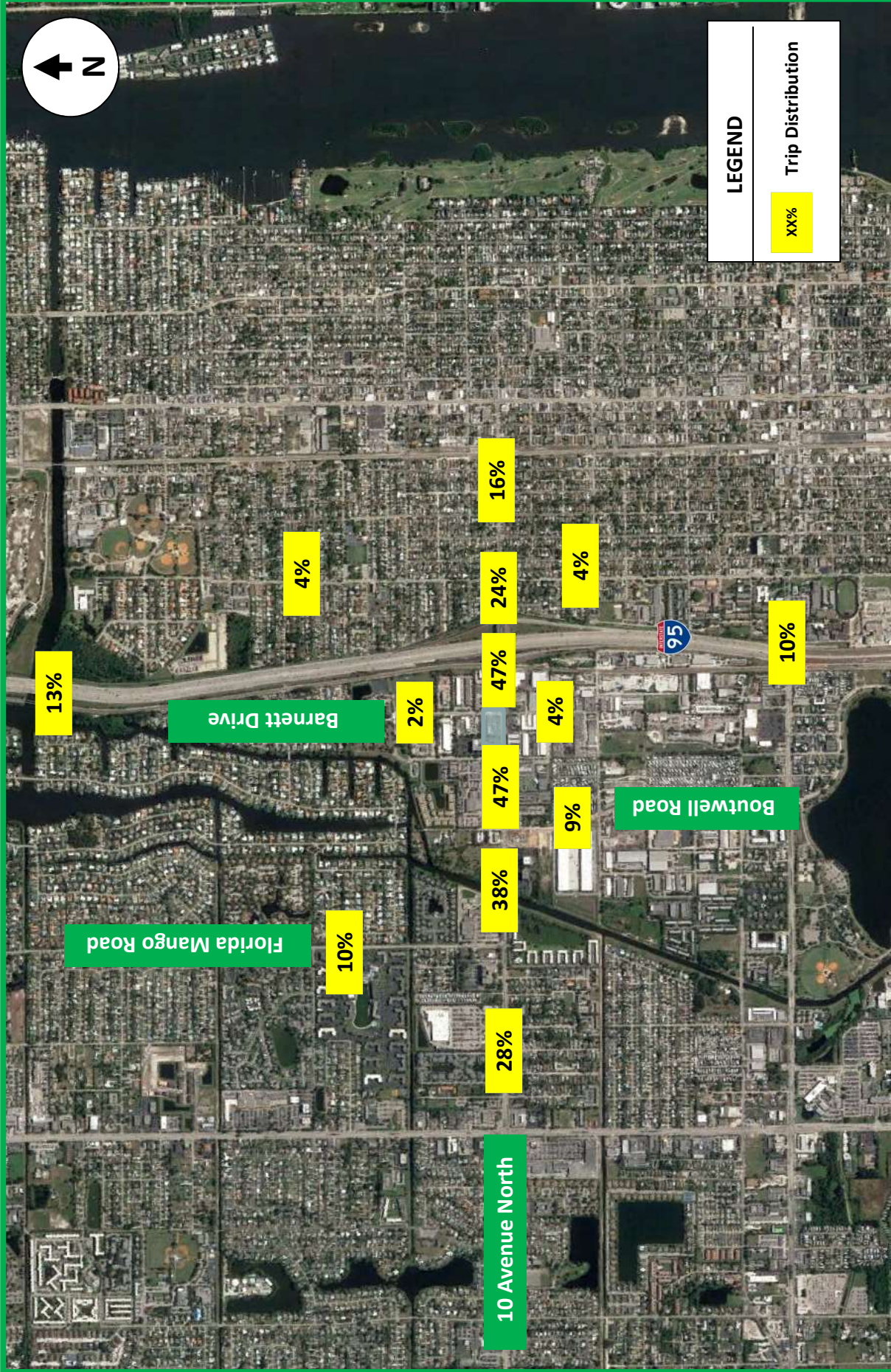


**Figure 2**  
**7-Eleven**  
**Lake Worth, Florida**

**Radius of Development**  
**Influence**

*Lisa S. Bernstein PE*  
*7660 NW 6 Court*  
*Plantation, Florida 33324*





**Figure 3**  
**7-Eleven**  
**Lake Worth, Florida**

**Trip Distribution**

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 Plantation, Florida 33324

## **Test 1 and Test 2 – Link Analysis**

Test 1 is an analysis of project traffic on the links identified within the Radius of Influence to determine Significance. The peak hour directional volumes of the project are compared to the applicable thresholds in Table 12.B.2.C-1 1A LOS D - Link Service Volumes. A roadway link is considered Significant if the Net Trips assigned to that link are greater than one percent (1%) of the Level of Service (LOS) D link volume within the RDI and greater than five percent (5%) of the Level of Service (LOS) E link volume outside the RDI. Table 12.B.2.C-1 1A LOS D - Link Service Volumes is included in Appendix D.

For Test 2, the Links within the Radius of Development Influence are considered significant if the peak hour peak direction Net Trips are greater than three percent (3%) of the LOS E Link Service Volume compared to the thresholds in Table 12.B.2.C-4, 2A LOS E - Link Service Volumes. Also significant are those links outside the Radius of Development Influence on which its Net Trips are greater than five percent (5%) of the LOS E Link Service Volumes. Table 12.B.2.C-4, 2A LOS E Link Service Volumes is included in Appendix D.

Table 2 details the links within the RDI, the peak hour project traffic using the Net New trip generation and distribution, and link significance for the Test 1 LOS D Link Service Volumes. As can be seen in the table, there are two (2) significant links (1% or more of the LOS D Service Volume) on 10<sup>th</sup> Avenue North within the RDI.

For Test 2, the Net Trips will not be greater than three percent (3%) of the LOS E Link Service Volume within the RDI and will not have a greater than five percent (5%) of the Level of Service (LOS) E link volume outside the RDI for Test 1. Table 3 details the links within the RDI, the peak hour project traffic using the Net New trip generation and distribution, and link significance for the Test 2 LOS E Link Service Volumes. As can be seen in the table, there are no significant links (3% or more of the LOS D Service Volume) on 10<sup>th</sup> Avenue North within the RDI.

Table 2  
Test 1 - Link Analysis  
1900 10th Avenue North

Link	From:	To:	Direction	Class	Facility Type	LOS D Capacity	AM Peak Hour - Net New Project Traffic				PM Peak Hour - Net New Project Traffic				Project Impact			
							Incoming = 47		Outgoing = 47		Incoming = 47		Outgoing = 47		AM Peak Hour %	PM Peak Hour %	Impact Significant	Impact Significant
							% Assign	Trips	% Assign	Trips	% Assign	Trips	% Assign	Trips	%	%		
10th Avenue North	Summer Street	Florida Mango Road	EB WB	II II	5L 5L	1,770 1,770	28%	13	28%	13	28%	13	0.74%	No	0.74%	No		
	Florida Mango Road	Boutwell Road	EB WB	II II	5L 5L	1,770 1,770	38%	18	38%	18	38%	18	1.00%	No	1.00%	No		
10th Avenue North	Boutwell Road	Barnett Drive	EB WB	II II	5L 5L	1,770 1,770	47%	22	47%	22	47%	22	1.25%	Yes	1.25%	Yes		
	Barnett Drive	I-95	EB WB	II II	5L 5L	1,770 1,770	47%	22	47%	22	47%	22	1.25%	Yes	1.25%	Yes		
10th Avenue North	I-95	I-95		II II	5L 5L	1,770 1,770	37%	17	37%	17	37%	17	0.98%	No	0.98%	No		
	I-95	North A Street	EB WB	II II	4D 4D	1,770 1,770	24%	11	24%	11	24%	11	0.64%	No	0.64%	No		
Florida Mango Road	North A Street	North Dixie Highway	EB WB	II II	4D 4D	1,770 1,770	16%	8	16%	8	16%	8	0.42%	No	0.42%	No		
	Palm Road	10th Avenue North	NB SB	I I	2L 2L	880 880	10%	5	10%	5	10%	5	0.53%	No	0.53%	No		
Barnett Road	Barcelona Avenue	10th Avenue North	NB SB	I I	2L 2L	880 880	2%	1	2%	1	2%	1	0.11%	No	0.11%	No		
	10th Avenue North	7th Avenue North	NB SB	I I	2L 2L	880 880	4%	2	4%	2	4%	2	0.21%	No	0.21%	No		
Boutwell Road	10th Avenue North	Lake Worth Road	NB SB	I I	2L 2L	880 880	9%	4	9%	4	9%	4	0.48%	No	0.48%	No		
	Forest Hill Boulevard	10th Avenue North	NB SB	N/A N/A	10X 10X	9,320 9,320	13%	6	13%	6	13%	6	0.07%	No	0.07%	No		
I-95	10th Avenue North	6th Avenue South	NB SB	N/A N/A	10X 10X	9,320 9,320	10%	5	10%	5	10%	5	0.05%	No	0.05%	No		
	22nd Avenue North	10th Avenue North	NB SB	I I	2L 2L	880 880	4%	2	4%	2	4%	2	0.21%	No	0.21%	No		
North A Street	10th Avenue North	Lake Worth Road	NB SB	I I	2L 2L	880 880	4%	2	4%	2	4%	2	0.21%	No	0.21%	No		



Table 3  
Test 2 - Link Analysis  
1900 10th Avenue North

Link	From:	To:	Direction	Class	Facility Type	LOS E Capacity	AM Peak Hour - Net New Project Traffic						PM Peak Hour - Net New Project Traffic						Project Impact			
							Incoming = 47			Outgoing = 47			Incoming = 47			Outgoing = 47			AM Peak Hour		PM Peak Hour	
							% Assign	Trips	% Assign	Trips	% Assign	Trips	% Assign	Trips	% Assign	Trips	% Assign	Trips	Impact	Significant	%	Impact
10th Avenue North	Summer Street	Florida Mango Road	EB	II	5L	1,870	28%	13	28%	13	28%	13	28%	13	0.70%	No	0.70%	No				
			WB	II	5L	1,870									0.70%	No	0.70%	No				
	Florida Mango Road	Boutwell Road	EB	II	5L	1,870	38%	18	38%	18	38%	18	38%	18	0.95%	No	0.95%	No				
			WB	II	5L	1,870									0.95%	No	0.95%	No				
	Boutwell Road	Barnett Drive	EB	II	5L	1,870	47%	22	47%	22	47%	22	47%	22	1.18%	No	1.18%	No				
			WB	II	5L	1,870									1.18%	No	1.18%	No				
10th Avenue North	Barnett Drive	I-95	EB	II	5L	1,870	47%	22	47%	22	47%	22	47%	22	1.18%	No	1.18%	No				
			WB	II	5L	1,870									1.18%	No	1.18%	No				
	I-95	North A Street	EB	II	4D	1,870	23%	11	23%	11	23%	11	23%	11	0.58%	No	0.58%	No				
			WB	II	4D	1,870									0.58%	No	0.58%	No				
10th Avenue North	North A Street	North Dixie Highway	EB	II	4D	1,870	15%	7	15%	7	15%	7	15%	7	0.38%	No	0.38%	No				
			WB	II	4D	1,870									0.38%	No	0.38%	No				
Florida Mango Road	Palm Road	10th Avenue North	NB	I	2L	880	10%	5	10%	5	10%	5	10%	5	0.53%	No	0.53%	No				
			SB	I	2L	880									0.53%	No	0.53%	No				
Barnett Road	Barcelona Avenue	10th Avenue North	NB	I	2L	880	1%	0	1%	1	1%	0	1%	1	0.17%	No	0.17%	No				
			SB	I	2L	880									0.05%	No	0.05%	No				
	10th Avenue North	7th Avenue North	NB	I	2L	880	3%	1	3%	1	3%	1	3%	1	0.16%	No	0.16%	No				
			SB	I	2L	880									0.16%	No	0.16%	No				
Boutwell Road	10th Avenue North	Lake Worth Road	NB	I	2L	880	9%	4	9%	4	9%	4	9%	4	0.48%	No	0.48%	No				
			SB	I	2L	880									0.48%	No	0.48%	No				
I-95	Forest Hill Boulevard	10th Avenue North	NB	N/A	10LX	10,580	13%	6	13%	6	13%	6	13%	6	0.06%	No	0.06%	No				
			SB	N/A	10LX	10,580									0.06%	No	0.06%	No				
	10th Avenue North	6th Avenue South	NB	N/A	10LX	10,580	10%	5	10%	5	10%	5	10%	5	0.04%	No	0.04%	No				
			SB	N/A	10LX	10,580									0.04%	No	0.04%	No				
North A Street	22nd Avenue North	10th Avenue North	NB	I	2L	880	4%	2	4%	2	4%	2	4%	2	0.21%	No	0.21%	No				
			SB	I	2L	880									0.21%	No	0.21%	No				
10th Avenue North	10th Avenue North	Lake Worth Road	NB	I	2L	880	4%	2	4%	2	4%	2	4%	2	0.21%	No	0.21%	No				
			SB	I	2L	880									0.21%	No	0.21%	No				

## Test 1 – Intersections

The Net New trips generated by the proposed project have a significant impact on two (2) of the links within the RDI. Per the TPS, major the intersections in each direction nearest to the point at which the Project’s Traffic enters each Project Accessed Link, and where the Project Traffic entering or exiting the intersection from/to the Project Accessed Link is significant.

The major intersections on the significant links are 10<sup>th</sup> Avenue North and Boutwell Road; 10<sup>th</sup> Avenue North and Barnett Drive; and 10<sup>th</sup> Avenue North and I-95. The project traffic at the intersections is provided in Figure 4.

The Critical Movement Analyses (CMA) for both the AM and PM Peak Hours are provided for these intersections. The intersection volumes used in the analyses, are obtained from the TPS Database for the buildout year 2022. The CMA results demonstrate that for the intersections of 10<sup>th</sup> Avenue North and Boutwell Road and 10<sup>th</sup> Avenue North and I-95 the critical sum is less than 1,400. At the intersection of 10<sup>th</sup> Avenue North and Barnett Drive, the PM Peak Hour is over the critical sum of 1,400.

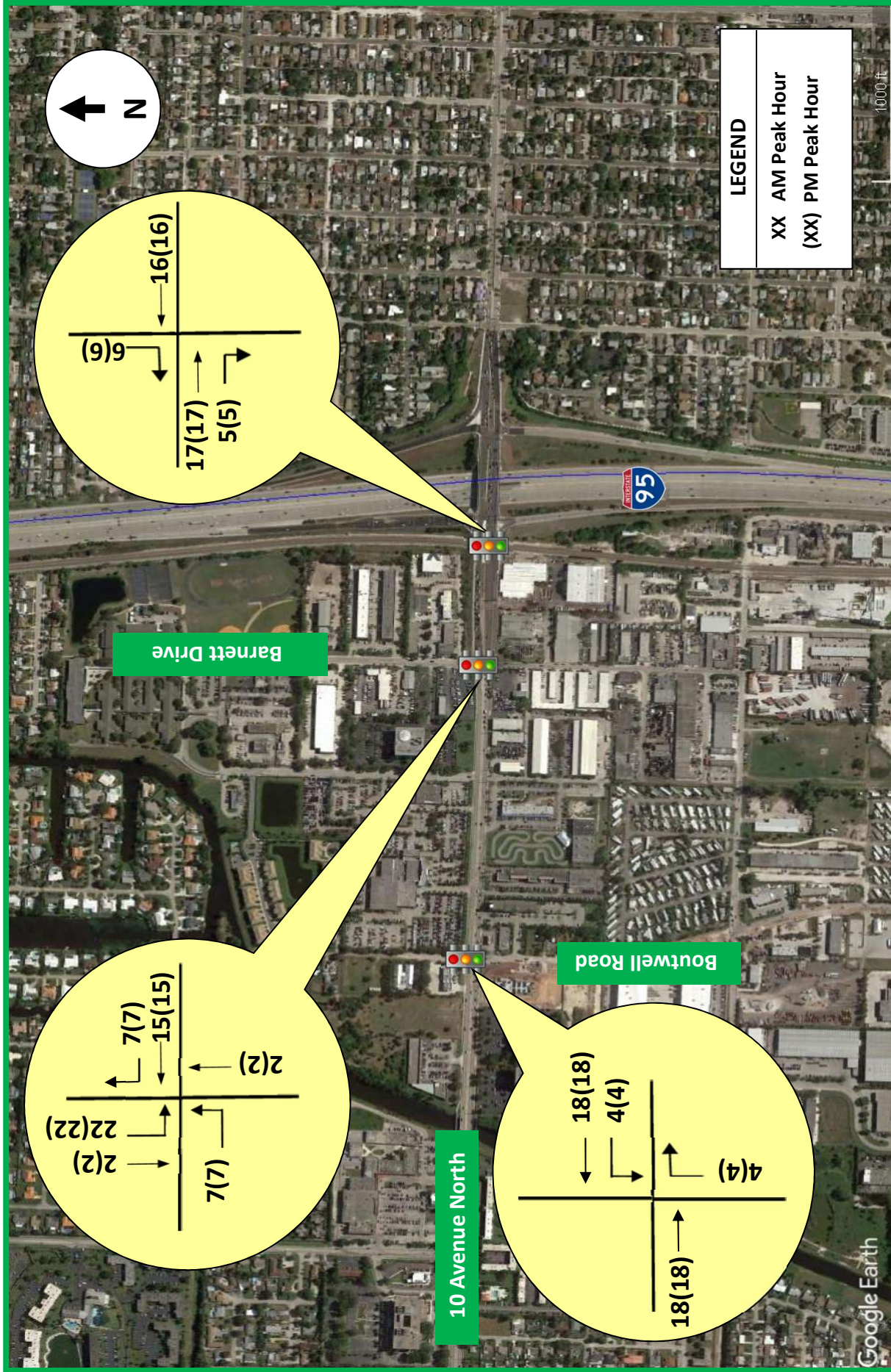
The Highway Capacity Software (HCS) is used to analyze the PM Peak Hour of the intersection of 10<sup>th</sup> and Barnett Drive, as the critical sum is over 1,400. The analyses include the Future Without Project, Future With Project and Future With Project with signal timing adjustments. Table 4 provides the Level of Service (LOS) and delay for the intersection movements and overall operation.

Table 4  
Level of Service - PM Peak Hour

Intersection	Future Without Project					Future With Project					Future With Project Modify Signal Timing				
	EB	WB	NB	SB	Int.	EB	WB	NB	SB	Int.	EB	WB	NB	SB	Int.
10th Avenue North and Barnett Drive Delay (s/veh) Signalized	D 48.1	E 55.2	F 83.9	F 350.3	E 73.1	D 47.8	E 56.9	F 84.9	F 458.5	F 81.8	D 47.9	E 69	E 64.2	F 236.2	E 73.1

Table 4 shows that the intersection, without the project, has a LOS E with significant delay in the southbound movement. The addition of the project trips (24 total) to the southbound movement adds to the existing delay. The analysis is then revised by modifying the signal timing slightly, while keeping the same cycle length, which reduces the southbound delay to less than without the project. This modification will result in an acceptable LOS.

The Critical Movement Analyses (CMA), signal timing and HCS analyses are included in Appendix E.



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**Project Traffic**  
Net New at Intersection  
(Significant Links)

**Figure 4**  
7-Eleven  
Lake Worth, Florida

### **Site Access Volumes**

Based on the distribution provided in Figure 3, the project's total turning movement volumes for the AM and PM Peak hours is provided at the proposed full access connections to 10<sup>th</sup> Avenue North and Barnett Drive. The full access on 10<sup>th</sup> Avenue North is approved per the Palm Beach County email, included in Appendix E. The volumes are shown in Figure 5

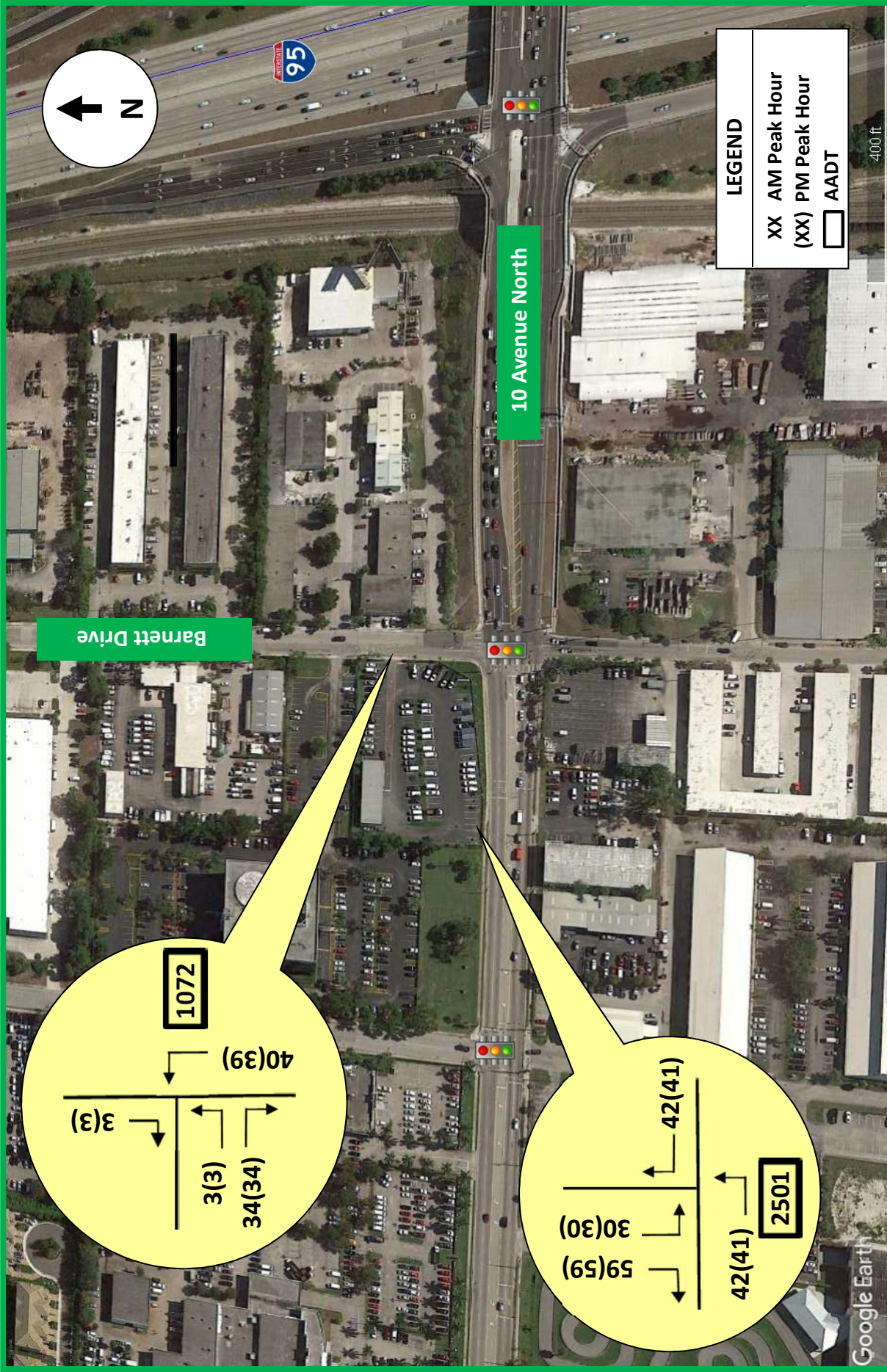
There do not appear to be any operational issues currently, or any foreseen in the future with the proposed project.

### **Conclusions**

7-Eleven is proposing to construct a convenience market and gas station at 1900 10<sup>th</sup> Avenue North, Lake Worth, Florida. The proposed 7-Eleven will replace an existing truck rental lot located on the northwest corner of 10<sup>th</sup> Avenue North and Barnett Drive. The City of Lake Worth and Palm Beach County are requesting a Traffic Impact Study for the proposed redevelopment.

The analyses indicates that, with a minor signal timing adjustment at the intersection of 10<sup>th</sup> Avenue North and Barnett Drive, the net new trips anticipated to be generated by the proposed redevelopment of the site will not have a significant impact on the surrounding roadways.





**Figure 5**  
**7-Eleven**  
**Lake Worth, Florida**

**Project Traffic**  
**Total at Driveways**

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 Plantation, Florida 33324

**Summary**

<b>7-Eleven:</b>	1900 10 <sup>th</sup> Avenue North
<b>Municipality:</b>	City of Lake Worth
<b>Location:</b>	1900 10 <sup>th</sup> Avenue North
<b>Parcel Control Number (PCN):</b>	38-43-44-21-02-005-0030
<b>Existing Land Use:</b>	Truck Rental
<b>Proposed Land Use:</b>	7-Eleven Gas Station and Convenience Store
<b>Net New Daily Trips:</b>	1,376
<b>Net New AM Peak Hour Trips:</b>	94 (47 In/47 Out)
<b>Net New PM Peak Hour Trips:</b>	94 (47 In/47 Out)

# Appendix A

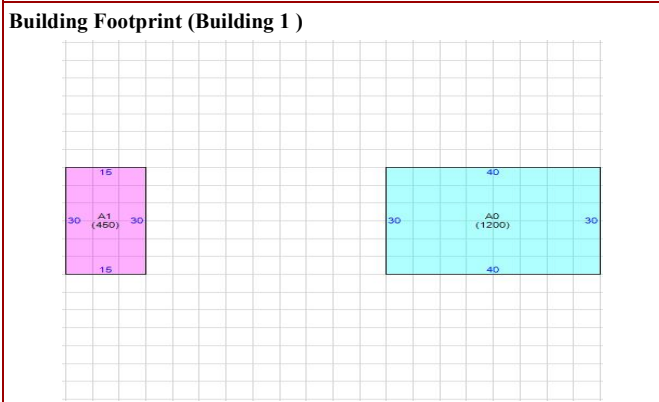
Property Appraiser Public Access

Property Detail			
Parcel Control Number:	38-43-44-21-02-005-0030	Location Address:	1900 10TH AVE N
Owners:	1900 10TH AVE LLC		
Mailing Address:	555 HYPOLUXO RD STE B, LAKE WORTH FL 33462 4504		
Last Sale:	DEC-2019	Book/Page#:	31106 / 1770
Property Use Code:	2700 - AUTO SALES	Zoning:	MU-W - Mixed Use West ( 38-LAKE WORTH BEACH )
Legal Description:	S/D OF 21-44-43, W 1/2 S 220 FT OF E 1/2 OF TR 5 (LESS S 20 FT, E 25 FT RD R/W & I-95 R/W)	Total SF:	1650
		Acres:	1.3382

Owner: 1900 10TH AVE LLC PCN: 38434421020050030 1 of 1

2019 Values (Current)		2019 Taxes	
Improvement Value	\$215,438	Ad Valorem	\$19,852
Land Value	\$630,719	Non Ad Valorem	\$932
Total Market Value	\$846,157	Total Tax	\$20,784
Assessed Value	\$830,355	2020 Qualified Exemptions	
Exemption Amount	\$0	No Details Found	
Taxable Value	\$830,355	Applicants	
		No Details Found	

All values are as of January 1st each year.



### Subarea and Square Footage (Building 1)

Description	Area	Sq. Footage
OFFICES	1200	
SUPPORT	450	
Total Square Footage :		1650

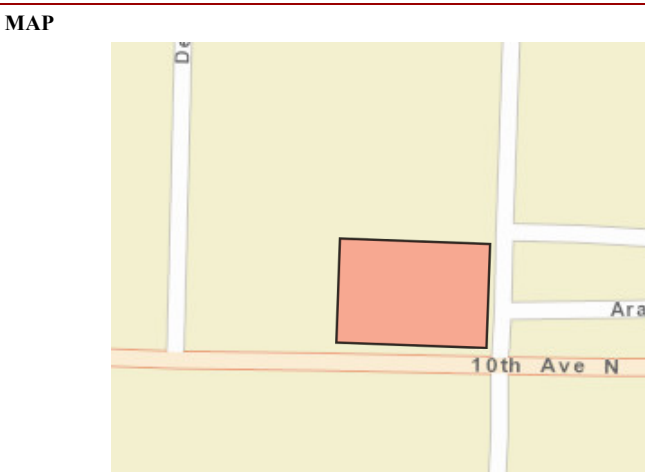
### Extra Features

Description	Year Built	Unit
Fence- Chain Link 6ft #11 Gaug	1990	798
Paving- Asphalt	1990	41713
Fence- Chain Link 6ft #11 Gaug	2011	90

Unit may represent the perimeter, square footage, linear footage, total number or other measurement.

### Structural Details (Building 1)

Description	
1. Year Built	1990
2. OFFICE BLDG L/R 1-4S	1650





# Appendix B

Proposed Site Plan



# Appendix C

Palm Beach County

Trip Generation

ITE Trip Generation

## Palm Beach County Trip Generation Rates

(May be used immediately, but must be used in traffic studies submitted to the County on or after 4/15/2019)

Cat.	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Industrial	Light Industrial	110	1000 S.F.	4.96	10%	88/12	0.7	13/87	0.63
	Warehouse	150	1000 S.F.	1.74	10%	77/23	0.17	27/73	0.19
	Flex Space - IND FLU	PBC	1000 S.F.	7.86	10%	64/36	1.53	40/60	1.21
	Flex Space - COM FLU	PBC	1000 S.F.	29.67	45%	72/28	2.12	40/60	2.67
	Mini-Warehouse/SS	151	1000 S.F.	1.51	10%	60/40	0.1	47/53	0.17
	Single Family Detached	210	Dwelling Unit	10	0%	25/75	0.74	63/37	$\text{Ln}(T) = 0.96 \text{Ln}(X) + 0.20$
Residential	Multifamily Low-Rise Housing upto 2 story (Apartment/Condo/TH)	220	Dwelling Unit	7.32	0%	23/77	0.46	63/37	0.56
	Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	Dwelling Unit	5.44	0%	26/74	0.36	61/39	0.44
	55+ SF Detached	251	Dwelling Unit	4.27	0%	33/67	0.24	61/39	0.30
	55+ SF Attached	252	Dwelling Unit	3.7	0%	35/65	0.2	55/45	0.26
	Congregate Care Facility	253	Dwelling Unit	2.02	0%	60/40	0.07	53/47	0.18
	Assisted Living Facility	254	Beds	2.6	0%	63/37	0.19	38/62	0.26
	Hotel	310	Rooms	8.36	10%	59/41	0.47	51/49	0.6
	Movie Theater	444	Seats	1.76	5%	N/A	0	55/45	0.09
	Health Club	492	1000 S.F.	32.93	5%	50/50	1.41	57/43	3.53
	Elementary School	520	Students	1.89	0%	54/46	0.67	48/52	0.17
Institutional	Middle/Junior School	522	Students	2.13	0%	54/46	0.58	49/51	0.17
	High School	530	Students	2.03	0%	67/33	0.52	48/52	0.14
	Private School (K-8)	534	Students	Use Private K-12 rate	0%	55/45	0.91	46/54	0.26
	Private School (K-12)*	536	Students	2.48	0%	61/39	0.80	43/57	0.17
	Church/Synagogue <sup>a</sup>	560	1000 S.F.	6.95	5%	60/40	0.33	45/55	0.49
	Day Care	565	Students	4.09	50%	53/47	0.78	47/53	0.79
	Library	590	1000 S.F.	72.05	10%	71/29	1	48/52	8.16
	Hospital	610	1000 S.F.	10.72	10%	68/32	0.89	32/68	0.97
	Nursing Home	620	Beds	3.06	10%	72/28	0.17	33/67	0.22
	General Office (>5,000 SF GFA)	710	1000 S.F.	$\text{Ln}(T) = 0.97 \text{Ln}(X) + 2.50$	10%	86/14	$T = 0.94(X) + 26.49$	16/84	1.15
Office	Small Office Building (<=5,000 SF GFA)	712	1000 S.F.	16.19	10%	83/18	1.92	32/68	2.45
	Medical Office	720	1000 S.F.	34.8	10%	78/22	2.78	28/72	3.46
	Medical Office (Reduced) <sup>b</sup>	PBC	1000 S.F.	17.4	10%	78/22	1.39	28/72	1.73
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71



# Palm Beach County Trip Generation Rates

(May be used immediately, but must be used in traffic studies submitted to the County on or after 4/15/2019)

Cat.	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Retail	Nursery (Garden Center)	817	Acre	108.1	0%	N/A <sup>1</sup>	2.82	N/A <sup>1</sup>	8.06
	Nursery (Wholesale)	818	Acre	19.5 <sup>c</sup>	0%	N/A <sup>1</sup>	0.26	N/A <sup>1</sup>	0.45
	Gen. Commercial	820	1000 S.F.	$\text{Ln}(T) = 0.68 \text{Ln}(X) + 5.57^d$	Note e	62/38	0.94	48/52	$\text{Ln}(T) = 0.74 \text{Ln}(X) + 2.89^f$
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.87	40/60	2.43
	Automobile Parts Sales	843	1000 S.F.	55.34	28%	55/45	2.59	48/52	4.91
	Tire Store	848	1000 S.F.	28.52	28%	64/36	2.72	43/57	3.98
	Pharmacy + DT	881	1000 S.F.	109.16	50%	53/47	3.84	50/50	10.29
	Drive-In Bank <sup>g</sup>	912	1000 S.F.	100.03	47%	58/42	9.5	50/50	20.45
	Quality Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8
	High Turnover Sit-Down Rest.	932	1000 S.F.	112.18	43%	55/45	9.94	62/38	9.77
Services	Fast Food Restaurant w/o DT	933	1000 S.F.	346.23	45%	60/40	25.1	50/50	28.34
	Fast Food Restaurant + DT	934	1000 S.F.	470.95	49%	51/49	40.19	52/48	32.67
	Coffee/Donut Shop w/o DT	936	1000 S.F.	686.67 <sup>h</sup>	45%	51/49	101.14	50/50	36.31
	Coffee/Donut Shop + DT	937	1000 S.F.	820.38	49%	51/49	88.99	50/50	43.38
	Gas Station w/Convenience Store <sup>l</sup>	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note j	50/50	12.3*FP+15.5*(X)
	Carwash (Automated) <sup>k</sup>	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65

Footnotes: a) Weekend peak hour rate = 9.99 per 1,000 s.f. with a 48/52 directional split  
 b) To be used only when adjacent to hospital, for Med. Office square footage not to exceed 44% of the hospital square footage  
 c) Use caution when using because of very low sample data. Consult with the County before using.  
 d) For intensities under 10,000 s.f., use a rate of 125.61 / 1,000 S.F. instead of the equation.  
 e) Pass-by percent = 62% for 10,000 s.f. or less, otherwise =  $83.18 - 9.30 * \text{Ln}(A)$  where A is 1,000 s.f. of leasable area  
 f) For intensities under 10,000 s.f., use a rate of 9.9 / 1,000 s.f. instead of the equation.  
 g) Use these rates for a drive-in bank with up to 4 drive-thru lanes (excl. ATM lane). For additional drive-thru lanes, use per lane rates from ITE Code 912 (124.76 daily, 8.83 AM, 27.15 PM. Use same in/out splits)  
 h) ITE rate NA. Rate derived using PM to Daily ratio for ITE Code 937  
 i) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Article 12, should be applied to estimate the net trips.  
 j) Use PM rates  
 k) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate  
 l) Assume 50/50

# Automobile Sales (Used) (841)

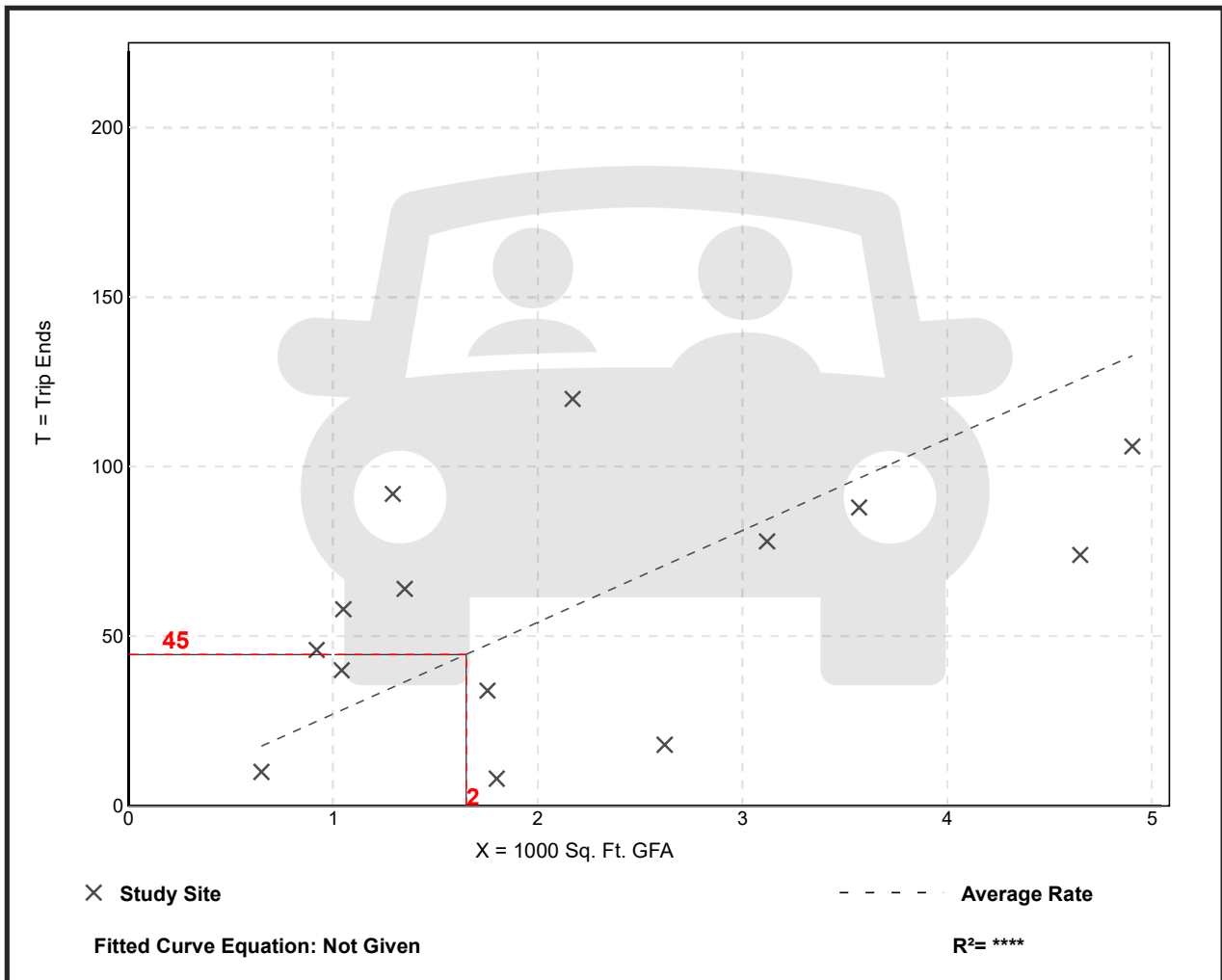
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 14  
Avg. 1000 Sq. Ft. GFA: 2  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.06	4.44 - 71.21	17.91

## Data Plot and Equation



*Trip Gen Manual*, 10th Edition • Institute of Transportation Engineers

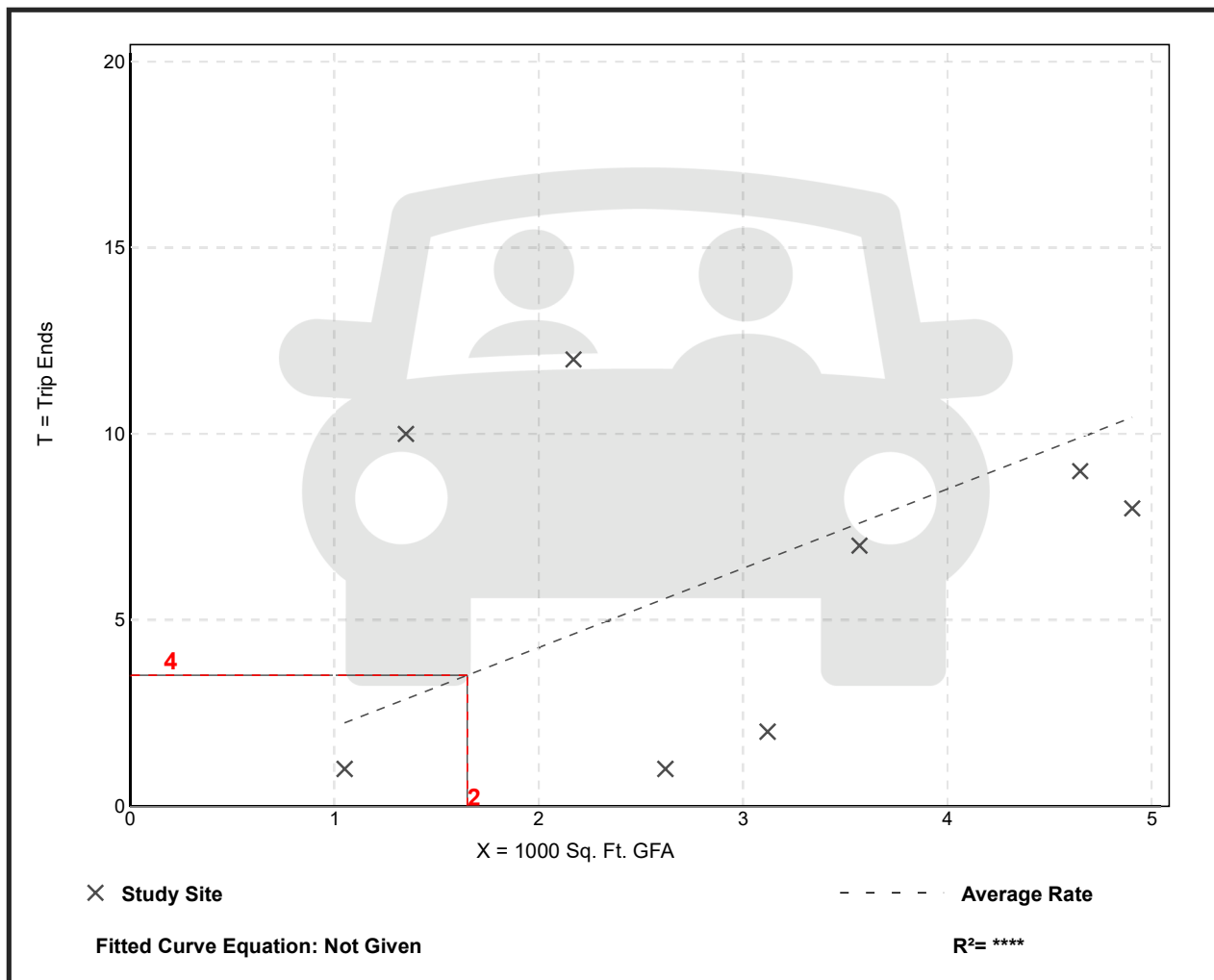
## Automobile Sales (Used) (841)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 8  
 Avg. 1000 Sq. Ft. GFA: 3  
 Directional Distribution: 76% entering, 24% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.13	0.38 - 7.41	1.98

### Data Plot and Equation



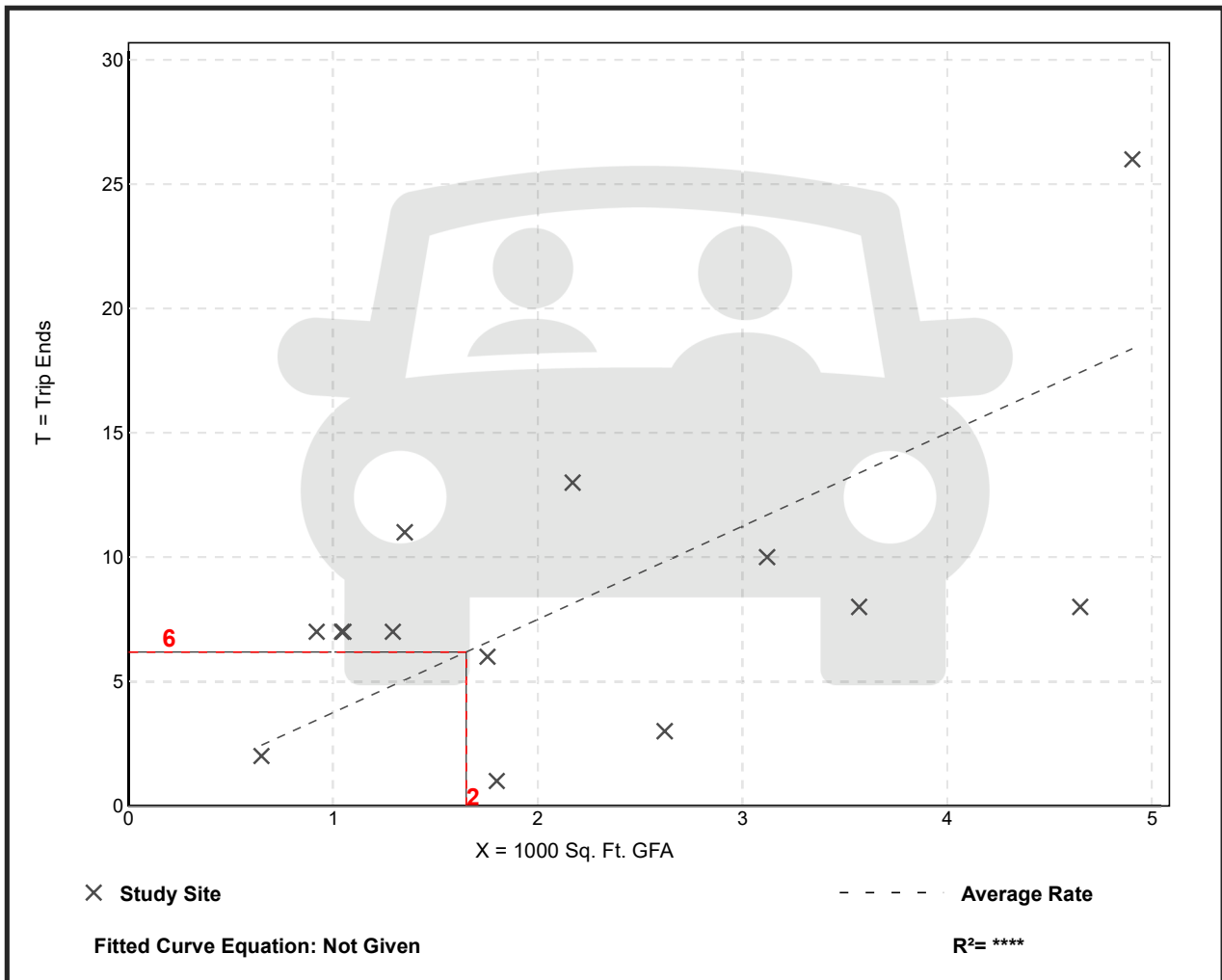
## Automobile Sales (Used) (841)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 14  
 Avg. 1000 Sq. Ft. GFA: 2  
 Directional Distribution: 47% entering, 53% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.75	0.56 - 8.15	2.28

### Data Plot and Equation





# Appendix D

Palm Beach County - TPS

Table 12.B.2.D-7 3A – Radius of Development of Influence

Table 12.B.2.C-1 1A - LOS D Link Service Volumes

Table 12.B.2.C-4 2A - LOS E Link Service Volumes

**Table 12.B.2.C-4 2A – LOS E Link Service Volumes**

Facility Type		ADT	Peak Hour Two Way	Peak Hour, Peak Direction		
				Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	16,200	1,570	880	860	1,440
2 lanes one-way	2LO	21,100		2,350	2,240	
3 lanes two-way	3L	16,200	1,570	880	860	
3 lanes one-way	3LO					
		31,900		3,530	3,400	
4 lanes undivided (1)	4L	33,300	3,230	1,860	1,780	3,570
4 lanes divided	4LD	35,100	3,400	1,960	1,870	3,760
5 lanes two-way	5L	35,100	3,400	1,960	1,870	
6 lanes divided	6LD	53,100	5,150	2,940	2,830	5,650
8 lanes divided	8LD	70,900	6,880	3,940	3,780	
4 lanes expressway	4LX	79,400	7,300			4,020
6 lanes expressway	6LX	122,700	11,290			6,200
8 lanes expressway	8LX	166,000	15,270			8,400
10 lanes expressway	10LX	209,200	19,250			10,580

[Ord. 2005-002] [Ord. 2007-013] [Ord. 2010-022]

**Notes:**  
Based on the 2009 FDOT Quality/ LOS Handbook

1. Service volumes for "undivided" roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.

**Table 12.B.2.C-5 2B – LOS E Intersection Thresholds**

LOS	Critical Movement	HCM Operational Analysis
E	1500	Greater than 55.0 to 80.0 Seconds of delay

**Notes:**  
The delay identifies seconds of delay greater than 55.0 and less than or equal to 80.0.

**Table 12.B.2.C-6 2C – LOS E Speed Thresholds**

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
E	Greater than 16 to 21	Greater than 13 to 17	Greater than 10 to 14

**Notes:**  
Speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.

**D. Radius of Development Influence/Project Significance**

Table 12.B.2.D-7, 3A represents the Radius of Development Influence for the specific volume of the proposed Project's Net Trips. [Ord. 2006-043] [Ord. 2007-013]

**Table 12.B.2.D-7 3A – Radius of Development Influence**

Net External Peak Hour		Two-Way Trip Generation	Radius
1	thru	20	Directly accessed link(s)
21	thru	50	0.5 miles
51	thru	100	1 mile
101	thru	500	2 miles
501	thru	1,000	3 miles
1,001	thru	2,000	4 miles
2,001	and	Up	5 miles

[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013] [Ord. 2010-022]

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- B in Rural Areas as adopted by the FDOT. This standard must be met for roadways on a peak hour/peak direction basis, in accordance with the methodologies specified in FDOT Rule 14-94. [Ord. 2007-013]
4. A different service volume may be adopted for a specific road or intersection as part of the Plan as a CRALLS. A required roadway improvement that is the subject of a development order condition may not be necessary due to the adoption of a CRALLS. An applicant with a Project that has a development order condition for a roadway improvement or is phased to the unnecessary roadway improvement may request the appropriate governing body to remove the applicable roadway phasing condition. The application may be approved provided that the concurrency reservation (for unincorporated Projects) or determination of the County Engineer (for municipal Projects) has been amended to delete the applicable roadway phasing condition. If a Project has relied upon a CRALLS volume on a roadway and/or intersection to meet the standard, the subsequent subdivision of that Project into separate lots shall still require all parcels or lots in their entirety taken together of that subdivision to be addressed against the standard and any required CRALLS mitigation for the overall Project to be completed by the developers of the separate lots. [Ord. 2010-022]

**Table 12.B.2.C-1 1A – LOS D Link Service Volumes**

Facility Type		ADT	Peak Hour Two Way	Peak Hour, Peak Direction		
				Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	15,200	1,480	880	810	1,140
2 lanes one-way	2LO	19,900		2,350	2,120	
3 lanes two-way	3L	15,200	1,480	880	810	
3 lanes one-way	3LO	30,200		3,530	3,220	
4 lanes undivided (1)	4L	31,500	3,060	1,860	1,680	3,150
4 lanes divided	4LD	33,200	3,220	1,960	1,770	3,320
5 lanes two-way	5L	33,200	3,220	1,960	1,770	
6 lanes divided	6LD	50,300	4,880	2,940	2,680	4,980
8 lanes divided	8LD	67,300	6,530	3,940	3,590	
4 lanes expressway	4LX	73,600	6,770	3,720		
6 lanes expressway	6LX	110,300	10,150	5,580		
8 lanes expressway	8LX	146,500	13,480	7,420		
10 lanes expressway	10LX	184,000	16,930	9,320		
[Ord. 2005-002] [Ord. 2007-013] [Ord. 2010-022]						
<b>Notes:</b>						
Based on the 2009 FDOT Quality/ LOS Handbook						
1.	Service volumes for "undivided" roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.					

**Table 12.B.2.C-2 1B – LOS D Intersection Thresholds**

LOS	Critical Movement	HCM Operational Analysis
D	1,400	Greater than 35.0 to 55.0 Seconds of Delay
<b>Notes:</b>		
The delay identifies seconds of delay greater than 35.0 and less than or equal to 55.0.		

**Table 12.B.2.C-3 1C – LOS D Speed Thresholds**

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	<b>Average Travel Speed (Miles per Hour)</b>		
D	Greater than 21 to 27	Greater than 17 to 22	Greater than 14 to 18
<b>Note:</b>			
Speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.			

**Table 12.B.2.C-4 2A – LOS E Link Service Volumes**

Facility Type		ADT	Peak Hour Two Way	Peak Hour, Peak Direction		
				Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	16,200	1,570	880	860	1,440
2 lanes one-way	2LO	21,100		2,350	2,240	
3 lanes two-way	3L	16,200	1,570	880	860	
3 lanes one-way	3LO					
		31,900		3,530	3,400	
4 lanes undivided (1)	4L	33,300	3,230	1,860	1,780	3,570
4 lanes divided	4LD	35,100	3,400	1,960	1,870	3,760
5 lanes two-way	5L	35,100	3,400	1,960	1,870	
6 lanes divided	6LD	53,100	5,150	2,940	2,830	5,650
8 lanes divided	8LD	70,900	6,880	3,940	3,780	
4 lanes expressway	4LX	79,400	7,300			4,020
6 lanes expressway	6LX	122,700	11,290			6,200
8 lanes expressway	8LX	166,000	15,270			8,400
10 lanes expressway	10LX	209,200	19,250			10,580

[Ord. 2005-002] [Ord. 2007-013] [Ord. 2010-022]

**Notes:**  
Based on the 2009 FDOT Quality/ LOS Handbook

1. Service volumes for "undivided" roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.

**Table 12.B.2.C-5 2B – LOS E Intersection Thresholds**

LOS	Critical Movement	HCM Operational Analysis
E	1500	Greater than 55.0 to 80.0 Seconds of delay

**Notes:**  
The delay identifies seconds of delay greater than 55.0 and less than or equal to 80.0.

**Table 12.B.2.C-6 2C – LOS E Speed Thresholds**

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
E	Greater than 16 to 21	Greater than 13 to 17	Greater than 10 to 14

**Notes:**  
Speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.

**D. Radius of Development Influence/Project Significance**

Table 12.B.2.D-7, 3A represents the Radius of Development Influence for the specific volume of the proposed Project's Net Trips. [Ord. 2006-043] [Ord. 2007-013]

**Table 12.B.2.D-7 3A – Radius of Development Influence**

Net External Peak Hour	Two-Way Trip Generation	Radius
1 thru 20	20	Directly accessed link(s)
21 thru 50	50	0.5 miles
51 thru 100	100	1 mile
101 thru 500	500	2 miles
501 thru 1,000	1,000	3 miles
1,001 thru 2,000	2,000	4 miles
2,001 and Up	Up	5 miles

[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013] [Ord. 2010-022]

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# Appendix E

Critical Movement Analyses

Signal Timing

HCS+ Reports

PBC Access Email

# Palm Beach County Signalized Intersection Analysis

**INTERSECTION:** 10th Avenue North and Barnett Drive

**VOLUMES:** Existing = 2018, Future = 2022

**GEOMETRY:** Existing

Input Data						
	AM	PM				
Growth Rate =	3.75%	3.75%	Peak Season =	1.06	Current Year =	2018
			Buildout Year =	2022		

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume (County TPS)	83	12	247	40	12	33	21	960	92	312	1007	117
Peak Season Adjustment	5	1	15	2	1	2	1	58	6	19	60	7
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	14	2	42	7	2	6	4	161	15	52	169	20
1% Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects Traffic	0	0	0	0	0	0	0	166	0	0	171	0
Background Used: GR	0	0	42	7	0	6	4	183	0	0	160	20
Project Traffic	0	2	0	22	2	0	7	0	0	0	15	7
<b>Total</b>	<b>88</b>	<b>15</b>	<b>303</b>	<b>71</b>	<b>15</b>	<b>41</b>	<b>33</b>	<b>1201</b>	<b>98</b>	<b>331</b>	<b>1242</b>	<b>151</b>
<b>Approach Total</b>	<b>406</b>			<b>126</b>			<b>1,331</b>			<b>1,724</b>		
Critical Volume Analysis												
No. of Lanes	1	1	<	1	1	<	1	2	<	1	2	<
Per Lane Volume	88	318	<	71	55	<	33	649	<	331	697	<
Right on Red	10		10		10		10		10		10	
Overlaps Left	0		0		0		0		0		0	
Adj. Per Lane Volume	88	308	<	71	45	<	33	639	<	331	687	<
Through/Right Volume	308				45		639				687	
Opposing Left Turns	71				88		331				33	
Critical Volume for Approach	379			133			970			719		
Critical Volume for Direction	379						970					
<b>Intersection Critical Volume</b>	<b>1,349</b>											
<b>STATUS?</b>	<b>Near</b>											

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume (County TPS)	153	7	327	125	19	54	24	1004	123	243	1347	39
Peak Season Adjustment	9	0	20	8	1	3	1	60	7	15	81	2
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	26	1	55	21	3	9	4	169	21	41	227	7
1% Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects Traffic	0	0	0	0	0	0	0	183	0	0	195	0
Background Used: GR	26	1	55	21	3	9	4	169	21	41	227	7
Project Traffic	0	2	0	22	2	0	22	0	0	0	11	11
<b>Total</b>	<b>188</b>	<b>11</b>	<b>402</b>	<b>176</b>	<b>25</b>	<b>66</b>	<b>51</b>	<b>1233</b>	<b>151</b>	<b>298</b>	<b>1665</b>	<b>59</b>
<b>Approach Total</b>	<b>600</b>			<b>267</b>			<b>1,436</b>			<b>2,023</b>		
Critical Volume Analysis												
No. of Lanes	1	1	<	1	1	<	1	2	<	1	2	<
Per Lane Volume	188	412	<	176	92	<	51	692	<	298	862	<
Right on Red	10		10		10		10		10		10	
Overlaps Left	0		0		0		0		0		0	
Adj. Per Lane Volume	188	402	<	176	82	<	51	682	<	298	852	<
Through/Right Volume	402				82		682				852	
Opposing Left Turns	176				188		298				51	
Critical Volume for Approach	578			270			981			904		
Critical Volume for Direction	578						981					
<b>Intersection Critical Volume</b>	<b>1,558</b>											
<b>STATUS?</b>	<b>Over</b>											

For Committed Development traffic see TPS Database worksheets in the Appendix.

# Palm Beach County Signalized Intersection Analysis

**INTERSECTION:** 10th Avenue North and Boutwell Road

**VOLUMES:** Existing = 2018, Future = 2022

**GEOMETRY:** Existing

Input Data						
	AM	PM				
Growth Rate =	3.75%	3.75%	Peak Season =	1.06	Current Year =	2018
			Buildout Year =	2022		

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume (County TPS)	135	12	197	29	9	13	8	1052	166	253	873	20
Peak Season Adjustment	8	1	12	2	1	1	0	63	10	15	52	1
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	23	2	33	5	2	2	1	177	28	43	147	3
1% Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects Traffic	0	0	0	0	0	0	0	76	0	0	110	0
Background Used: GR	0	0	33	5	0	2	1	177	28	43	147	3
Project Traffic	0	0	4	0	0	0	0	18	0	5	18	0
<b>Total</b>	<b>143</b>	<b>13</b>	<b>246</b>	<b>36</b>	<b>10</b>	<b>16</b>	<b>10</b>	<b>1310</b>	<b>204</b>	<b>316</b>	<b>1090</b>	<b>25</b>
<b>Approach Total</b>	<b>402</b>			<b>61</b>			<b>1,524</b>			<b>1,430</b>		
Critical Volume Analysis												
No. of Lanes	1	1	<	1	1	1	1	2	<	1	2	1
Per Lane Volume	143	259	<	36	10	16	10	757	<	316	545	25
Right on Red			10			60			10			60
Overlaps Left			0			10			0			36
Adj. Per Lane Volume	143	249	<	36	10	0	10	747	<	316	545	0
Through/Right Volume				10			747			545		
Opposing Left Turns				143			316			10		
Critical Volume for Approach	284			153			1063			555		
Critical Volume for Direction	284						1063					
<b>Intersection Critical Volume</b>	<b>1,347</b>											
<b>STATUS?</b>	<b>Near</b>											

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume (County TPS)	166	11	163	28	29	20	8	834	188	206	1272	276
Peak Season Adjustment	10	1	10	2	2	1	0	50	11	12	76	17
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	28	2	27	5	5	3	1	140	32	35	214	46
1% Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects Traffic	0	0	0	0	0	0	0	144	0	0	179	0
Background Used: GR	28	2	27	5	5	3	1	140	32	35	214	46
Project Traffic	0	0	4	0	0	0	0	18	0	4	18	0
<b>Total</b>	<b>204</b>	<b>14</b>	<b>204</b>	<b>34</b>	<b>36</b>	<b>25</b>	<b>10</b>	<b>1042</b>	<b>231</b>	<b>257</b>	<b>1580</b>	<b>339</b>
<b>Approach Total</b>	<b>422</b>			<b>95</b>			<b>1,283</b>			<b>2,176</b>		
Critical Volume Analysis												
No. of Lanes	1	1	<	1	1	1	1	2	<	1	2	1
Per Lane Volume	204	218	<	34	36	25	10	637	<	257	790	339
Right on Red			10			60			10			60
Overlaps Left			0			10			0			34
Adj. Per Lane Volume	204	208	<	34	36	0	10	627	<	257	790	245
Through/Right Volume				36			627			790		
Opposing Left Turns				204			257			10		
Critical Volume for Approach	242			239			884			800		
Critical Volume for Direction	242						884					
<b>Intersection Critical Volume</b>	<b>1,126</b>											
<b>STATUS?</b>	<b>Under</b>											

For Committed Development traffic see TPS Database worksheets in the Appendix.

# Palm Beach County Signalized Intersection Analysis

**INTERSECTION:** 10th Avenue North and I-95 West

**VOLUMES:** Existing = 2018, Future = 2022

**GEOMETRY:** Existing

Input Data						
	AM	PM				
Growth Rate =	3.75%	3.75%	Peak Season =	1.06	Current Year =	2018
			Buildout Year =	2022		

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume (County TPS)	0	0	0	403	0	557	0	805	548	461	582	0
Peak Season Adjustment	0	0	0	24	0	33	0	48	33	28	35	0
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	68	0	94	0	135	92	78	98	0
1% Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects Traffic	0	0	0	0	0	0	0	166	0	0	124	0
Background Used: GR	0	0	0	68	0	94	0	183	0	0	160	0
Project Traffic	0	2	0	22	2	0	23	0	0	0	11	11
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>517</b>	<b>2</b>	<b>684</b>	<b>23</b>	<b>1036</b>	<b>581</b>	<b>489</b>	<b>788</b>	<b>11</b>
<b>Approach Total</b>	<b>2</b>			<b>1,203</b>			<b>1,640</b>			<b>1,288</b>		
Critical Volume Analysis												
No. of Lanes	0	0	0	2	0	2	0	4	0	1	2	0
Per Lane Volume	0	0	0	258	0	342	0	259	0	489	394	0
Right on Red			0			0			10			10
Overlaps Left			489			0			0			258
Adj. Per Lane Volume	0	0	0	258	0	342	0	259	0	489	394	0
Through/Right Volume	0			342			259			394		
Opposing Left Turns	258			0			489			0		
Critical Volume for Approach	258			342			748			394		
Critical Volume for Direction	342						748					
<b>Intersection Critical Volume</b>	<b>1,090</b>											
<b>STATUS?</b>	<b>Under</b>											

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume (County TPS)	0	0	0	514	0	506	0	972	389	289	1023	0
Peak Season Adjustment	0	0	0	31	0	30	0	58	23	17	61	0
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	86	0	85	0	163	65	49	172	0
1% Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects Traffic	0	0	0	0	0	0	0	183	0	0	161	0
Background Used: GR	0	0	0	86	0	85	0	163	65	49	172	0
Project Traffic	0	2	0	22	2	0	22	0	0	0	11	11
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>653</b>	<b>2</b>	<b>621</b>	<b>22</b>	<b>1194</b>	<b>478</b>	<b>355</b>	<b>1267</b>	<b>11</b>
<b>Approach Total</b>	<b>2</b>			<b>1,277</b>			<b>1,694</b>			<b>1,633</b>		
Critical Volume Analysis												
No. of Lanes	0	0	0	2	0	2	0	4	0	1	2	0
Per Lane Volume	0	0	0	327	0	311	0	298	0	355	634	0
Right on Red			10			30			10			10
Overlaps Left			355			0			0			327
Adj. Per Lane Volume	0	0	0	327	0	281	0	298	0	355	634	0
Through/Right Volume	0			281			298			634		
Opposing Left Turns	327			0			355			0		
Critical Volume for Approach	327			281			653			634		
Critical Volume for Direction	327						653					
<b>Intersection Critical Volume</b>	<b>980</b>											
<b>STATUS?</b>	<b>Under</b>											

For Committed Development traffic see TPS Database worksheets in the Appendix.



**CONTROLLER TIME SHEET**

DATE TIMING INSTALLED: \_\_\_\_\_

INTERSECTION: 10TH AVE N & BARNETT DR	CONTROLLER TYPE: NAZTEC
SIGNAL # 35840	SYSTEM # 3020

PHASE NUMBER	BOUND	TIMING INTERVAL										DETECTOR SETTINGS		
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL		PED RCL	PHASE ENABLE
1	EBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0		1	0	L1=NORMAL
2	WB	20.0	4.0	45.0		4.5	2.0	7.0	14.0	1		1	1	L2=NORMAL
3														
4	NB	6.0	3.0	40.0		4.0	3.0	0.0	0.0	0		1	0	L4=D/N (5) L4R=D/N(5)
5	WBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0		1	0	L5=NORMAL
6	EB	20.0	4.0	45.0		4.5	2.0	7.0	14.0	1		1	1	L6=NORMAL
7														
8	SB	6.0	2.0	40.0		4.0	3.0	7.0	25.0	0		1	0	L8=D/N (5) L8R=D/N(5)

	PRE-EMPTION TIMING						SPECIAL FUNCTIONS							
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT LOCK	TRACK CLR Φ	TRACK GREEN	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH
R/R										2,6	2,4,6,8	1,5	2,6	4,8
BRIDGE														
FIRE STN	45.0	5.0	ON	N/A	0.0		1,6	25.0	2,6					
BUS														
Notes:														
1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS														
2. UPDATED TIMING PLAN (3), & ALT TABLES														
3.														
4.														
TIMING DESIGNED BY: RONALD TIBBETTS	DATE: 9/24/2019	APPROVED BY: LEE GAO, P.E. PTOE	DATE: 9/25/19											

# SYSTEM TIMING SHEET

DATE TIMING INSTALLED: \_\_\_\_\_

INTERSECTION: 10TH AVE N & BARNETT DR	SIGNAL # 35840	CONTROLLER TYPE: NAZTEC
SYSTEM:		SYSTEM # 3020

TOD SCHEDULER											
WEEKDAY						WEEKEND					
SATURDAY			SUNDAY			SATURDAY			SUNDAY		
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:00	2	0:00	100	7:00	4	0:00	100	7:00	4
9:30	1	15:00	3	9:00	1	21:00	4	9:00	1	21:00	4
19:00	4	23:00	100	23:00	100			23:00	100		

TIMING PLANS											
		1	2	3	4	5	6				
PATTERN		140	160	160	120						
CYCLE LENGTH (SEC)		112	8	159	15						
OFFSET (SEC)		2	2	2	2						
COORDINATED PHASE		1	1	1	1						
SEQUENCE		1	2	3	4						
ALT TIMING PLAN											
FORCE-OFF 1 (SEC)	EBLT	24	24	24	20	NON	NON				
FORCE-OFF 2 (SEC)	WB	71	86	86	60	MAX	MAX				
FORCE-OFF 3 (SEC)											
FORCE-OFF 4 (SEC)	NB	45	50	50	40	NON	NON				
FORCE-OFF 5 (SEC)	WBLT	24	24	30	20	NON	NON				
FORCE-OFF 6 (SEC)	EB	71	86	80	60	MAX	MAX				
FORCE-OFF 7 (SEC)											
FORCE-OFF 8 (SEC)	SB	45	50	50	40	NON	NON				

Special Features:	
1)	
2)	
3)	
TIMING DESIGNED BY: RONALD TIBBETTS	DATE: 9/24/2019
APPROVED BY:	DATE: 9/25/2019



**[1.1.6.1] ALTERNATE TIMING SHEET**

INTERSECTION: 10TH AVE N & BARNETT DR										SIGNAL # 35840					SYSTEM # 3020						
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 1											ALT TIMING PLAN 2										
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1		1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	31.0	4.5	2.0	7.0	14.0	2		2	20.0	4.0	45.0	31.0	4.5	2.0	7.0	14.0	2	
3											3										
4	6.0	3.0	40.0	10.0	4.0	3.0	0.0	0.0	4		4	6.0	3.0	40.0	12.0	4.0	3.0	0.0	0.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5		5	4.0	2.0	20.0	9.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	31.0	4.5	2.0	7.0	14.0	6		6	20.0	4.0	45.0	31.0	4.5	2.0	7.0	14.0	6	
7											7										
8	6.0	2.0	40.0	10.0	4.0	3.0	7.0	25.0	8		8	6.0	2.0	40.0	12.0	4.0	3.0	7.0	25.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 3											ALT TIMING PLAN 4										
1	4.0	2.0	10.0	8.0	4.5	2.0	0.0	0.0	1		1	4.0	2.0	10.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	31.0	4.5	2.0	7.0	14.0	2		2	20.0	4.0	45.0	31.0	4.5	2.0	7.0	14.0	2	
3											3										
4	6.0	3.0	42.0	12.0	4.0	3.0	0.0	0.0	4		4	6.0	3.0	40.0	8.0	4.0	3.0	0.0	0.0	4	
5	4.0	2.0	50.0	8.0	4.5	2.0	0.0	0.0	5		5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	31.0	4.5	2.0	7.0	14.0	6		6	20.0	4.0	45.0	31.0	4.5	2.0	7.0	14.0	6	
7											7										
8	6.0	2.0	42.0	12.0	4.0	3.0	7.0	25.0	8		8	6.0	2.0	40.0	8.0	4.0	3.0	7.0	25.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR	ALT TIMING PLAN ASSIGNMENTS										
ALT TIMING PLAN 5																					
1											ALT TIMING PLAN 1	PATTERN 1									
2											ALT TIMING PLAN 2	PATTERN 2									
3											ALT TIMING PLAN 3	PATTERN 3									
4											ALT TIMING PLAN 4	PATTERN 4									
5											ALT TIMING PLAN 5										
6																					
7																					
8																					

**NOTES:**


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<b>TIMING DESIGNED BY:</b>	RONALD TIBBETTS	<b>DATE</b>	9/24/2019
<b>APPROVED BY:</b>	LEE GAO, P.E PTOE 	<b>DATE</b>	9/25/2019

SHORT REPORT												
General Information						Site Information						
Analyst <i>LSB</i> Agency or Co. <i>Lisa S Bernstein PE</i> Date Performed <i>5/4/2020</i> Time Period <i>PM Peak Hour</i>						Intersection <i>10th Avenue N/Barnett Drive</i> Area Type <i>All other areas</i> Jurisdiction <i>PBC</i> Analysis Year <i>Future Without Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	29	1233	151	298	1654	48	188	9	402	154	23	66
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	P	P	A	P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	10	0	0	10	0	0	10	0	0	10
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	EW Perm	04	NS Perm	06	07	08				
Timing	G = 17.5	G = 6.0	G = 73.5	G =	G = 43.0	G =	G =	G =				
	Y = 0	Y = 6.5	Y = 6.5	Y =	Y = 7	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	31	1446		314	1781		198	422		162	83	
Lane Group Capacity	240	1604		307	1900		352	427		85	447	
v/c Ratio	0.13	0.90		1.02	0.94		0.56	0.99		1.91	0.19	
Green Ratio	0.57	0.46		0.65	0.54		0.27	0.27		0.27	0.27	
Uniform Delay d <sub>1</sub>	27.4	39.9		56.7	34.5		50.4	58.2		58.5	45.0	
Delay Factor k	0.11	0.50		0.50	0.50		0.16	0.49		0.50	0.11	
Incremental Delay d <sub>2</sub>	0.2	8.6		57.3	10.4		2.1	40.3		448.2	0.2	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	27.7	48.5		114.0	44.9		52.5	98.6		506.7	45.2	
Lane Group LOS	C	D		F	D		D	F		F	D	
Approach Delay	48.1			55.2			83.9			350.3		
Approach LOS	D			E			F			F		
Intersection Delay	73.1			Intersection LOS						E		



SHORT REPORT												
General Information						Site Information						
Analyst <i>LSB</i> Agency or Co. <i>Lisa S Bernstein PE</i> Date Performed <i>5/4/2020</i> Time Period <i>PM Peak Hour</i>						Intersection <i>10th Avenue N/Barnett Drive</i> Area Type <i>All other areas</i> Jurisdiction <i>PBC</i> Analysis Year <i>Future With Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	51	1233	151	298	1665	59	188	11	402	176	25	66
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	P	P	A	P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	10	0	0	10	0	0	10	0	0	10
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	EW Perm	04	NS Perm	06	07	08				
Timing	G = 17.5	G = 6.0	G = 73.5	G =	G = 43.0	G =	G =	G =				
	Y = 0	Y = 6.5	Y = 6.5	Y =	Y = 7	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	54	1446		314	1805		198	425		185	85	
Lane Group Capacity	240	1604		307	1898		351	428		83	449	
v/c Ratio	0.22	0.90		1.02	0.95		0.56	0.99		2.23	0.19	
Green Ratio	0.57	0.46		0.65	0.54		0.27	0.27		0.27	0.27	
Uniform Delay d <sub>1</sub>	28.9	39.9		56.7	35.0		50.4	58.3		58.5	45.1	
Delay Factor k	0.11	0.50		0.50	0.50		0.16	0.49		0.50	0.11	
Incremental Delay d <sub>2</sub>	0.5	8.6		57.3	11.9		2.1	41.6		589.9	0.2	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	29.4	48.5		114.0	46.9		52.5	99.9		648.4	45.3	
Lane Group LOS	C	D		F	D		D	F		F	D	
Approach Delay	47.8			56.9			84.9			458.5		
Approach LOS	D			E			F			F		
Intersection Delay	81.8			Intersection LOS						F		

SHORT REPORT												
General Information						Site Information						
Analyst <i>LSB</i> Agency or Co. <i>Lisa S Bernstein PE</i> Date Performed <i>5/13/2020</i> Time Period <i>PM Peak Hour</i>						Intersection <i>10th Avenue N/Barnett Drive</i> Area Type <i>All other areas</i> Jurisdiction <i>PBC</i> Analysis Year <i>Future With Project - Modified</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	51	1233	151	298	1665	59	188	11	402	176	25	66
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	P	P	A	P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	10	0	0	10	0	0	10	0	0	10
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	EW Perm	04	NS Perm	06	07	08				
Timing	G = 12.5	G = 6.0	G = 73.5	G =	G = 48.0	G =	G =	G =				
	Y = 0	Y = 6.5	Y = 6.5	Y =	Y = 7	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	54	1446		314	1805		198	425		185	85	
Lane Group Capacity	184	1604		252	1898		392	477		122	501	
v/c Ratio	0.29	0.90		1.25	0.95		0.51	0.89		1.52	0.17	
Green Ratio	0.54	0.46		0.62	0.54		0.30	0.30		0.30	0.30	
Uniform Delay d <sub>1</sub>	31.2	39.9		56.2	35.0		46.2	53.5		56.0	41.3	
Delay Factor k	0.11	0.50		0.50	0.50		0.11	0.41		0.50	0.11	
Incremental Delay d <sub>2</sub>	0.9	8.6		139.4	11.9		1.1	18.6		269.7	0.2	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	32.1	48.5		195.6	46.9		47.3	72.1		325.7	41.5	
Lane Group LOS	C	D		F	D		D	E		F	D	
Approach Delay	47.9			69.0			64.2			236.2		
Approach LOS	D			E			E			F		
Intersection Delay	71.3			Intersection LOS						E		

## RE: 1900 10th Avenue N - Proposed 7-Eleven

Quazi Bari <QBari@pbcgov.org>

Mon 5/4/2020 4:57 PM

To: Lisa Bernstein <lisa.bernstein@lsbpe.net>

Cc: Motasem Al-Turk <MAlturk@pbcgov.org>; Bogdan Piorkowski <BPiorkow@pbcgov.org>

 1 attachments (1 KB)

image001.wmz;

Lisa:

Mo and I briefly discussed this project again this afternoon. We will allow full access on 10<sup>th</sup> Ave N driveway, which should be located at the western end of the site. A right turn lane, regardless of the amount of right turn volumes, with a minimum of deceleration length + 1 car length, must be provided on 10<sup>th</sup> Ave N at this driveway. Barnett Drive is a City maintained road. We will convey our very strong desire to the City to allow out-only movement from the driveway on Barnett Dr (no inbound traffic). The applicant is urged to discuss this with the City while discussing site planning, before the site plan is sent to the County for driveway permits on 10<sup>th</sup> Ave N. You also have to provide a fuel delivery truck template to show safe circulation of those trucks within the site and onto the public roads.

This email will supersede any previous staff decisions on access for this site. Please save this email for future references so that we do not have to research again on access issues for this site.

Thanks.

**Quazi Bari, P.E., PTOE** | Manager – Growth Management | Traffic Division

2300 N. Jog Road, West Palm Beach, FL 33411

T: 561.684.4030 | [qbari@pbcgov.org](mailto:qbari@pbcgov.org)

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**From:** Lisa Bernstein <lisa.bernstein@lsbpe.net>

**Sent:** Monday, May 4, 2020 10:45 AM

**To:** Quazi Bari <QBari@pbcgov.org>

**Subject:** 1900 10th Avenue N - Proposed 7-Eleven

**\*\*\*\*\* Note: This email was sent from a source external to Palm Beach County. Links or attachments should not be accessed unless expected from a trusted source. \*\*\*\*\***

Good Morning Quazi,

Hope you had a nice weekend! Since I no longer work for Keith I am unable to get our previous email discussions for this project. I remember that we discussed the 10th Avenue access was allowed to be a full access, were there any other requirements for 10th Avenue other than adding the driveway connection? Please remind me and if you have any questions please let me know. Thank you! L.

Lisa S. Bernstein, PE  
Senior Traffic Engineer

LISA S BERNSTEIN PE  
954-494-5408  
7660 NW 6 CT  
PLANTATION, FL 33324  
lsbpe.net

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## Anne-Christine Carrie

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**From:** Felipe Lofaso <flofaso@lakeworthbeachfl.gov>  
**Sent:** Wednesday, May 6, 2020 12:58 PM  
**To:** Anne-Christine Carrie  
**Cc:** Andrew Meyer; William Waters; Erin Sita; Shane Laakso; Michael Vonder Meulen; Martin Grinbank; Long, Joshua  
**Subject:** RE: 7-Eleven #41361 at 1900 10th Avenue North, Lake Worth Beach K#11007.02 - DUMPSTER

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good afternoon Ms. Carrie,

The comments listed below are pertinent and otherwise apply. The Solid Waste equipment can access the enclosure, albeit they would need to cross over the entire site. Keep in mind the City would not be liable to your client if the truck weight causes damage to the parking lot and drive areas. This would be the only concern with looking to site the enclosure in a different location or angle it more appropriately off of Barnett Drive so we drive in/back out the entrance off Barnett.

Thanks,

Felipe Lofaso  
Assistant Director | Public Works Department



City of Lake Worth Beach – Public Works Dept.  
1749 3<sup>rd</sup> Avenue South  
Lake Worth, FL 33460  
P: 561-586-1720  
[flofaso@lakeworthbeachfl.gov](mailto:flofaso@lakeworthbeachfl.gov)  
[www.lakeworthbeachfl.gov](http://www.lakeworthbeachfl.gov)

**“We are LAKE WORTH BEACH. A hometown City that is committed to delivering the highest level of customer service through a commitment to integrity, hard work and a friendly attitude. We strive to exceed the expectations of our citizens, our businesses, our elected officials and our fellow employees.”**

CITY OF LAKE WORTH BEACH E-MAIL DISCLAIMER:

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from local officials regarding city business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

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**From:** Anne-Christine Carrie <acarrie@keithteam.com>  
**Sent:** Wednesday, May 6, 2020 12:16 PM  
**To:** Felipe Lofaso <flofaso@lakeworthbeachfl.gov>  
**Cc:** Andrew Meyer <ameyer@lakeworthbeachfl.gov>; William Waters <wwaters@lakeworthbeachfl.gov>; Erin Sita <esita@LakeWorthBeachfl.gov>; Shane Laakso <SLaakso@creightonde.com>; Michael Vonder Meulen



<MVonderMeulen@keithteam.com>; Martin Grinbank <MGrinbank@keithteam.com>; Long, Joshua <JLong@gunster.com>

**Subject:** 7-Eleven #41361 at 1900 10th Avenue North, Lake Worth Beach K#11007.02 - DUMPSTER

**Caution:** *This is an external email. Do not click links or open attachments from unknown or unverified sources.*

---

Good morning Mr. Lofaso and thank you for returning my call from yesterday:

As discussed, I wanted to clarify the comments received from the Planning Division and yourself regarding the circulation and access to our dumpster. Although we will be enlarging the dumpster area due to the addition of a restaurant, it is my understanding that the access (from Barnett) and circulation proposed for the refuse truck is acceptable. You also indicated that the enclosure gates or openings needed to be at least 10' wide.

I am copying Urban Design for they had a similar comment as follows:

2. Access to dumpster by refuse may be a challenge as the only access would be from 10th Avenue North and across site to the dumpster enclosure.

Please let me know if there is anything else that you would like me to take into consideration for our next submittal.

Thank you ,

954-204-5452



**Anne-Christine Carrie**

Planner

2312 S. Andrews Ave, Ft. Lauderdale

Office: 954.788.3400

Email: [acarrie@keithteam.com](mailto:acarrie@keithteam.com)

[www.KEITHteam.com](http://www.KEITHteam.com)

**RE: 1900 10th Ave North**

Morton Rose <MRose@pbcgov.org>

Tue 6/23/2020 5:34 PM

To: Lisa Bernstein <lisa.bernstein@lsbpe.net>; Martin Grinbank <MGrinbank@keithteam.com>

Cc: Quazi Bari <QBari@pbcgov.org>; Kathleen Farrell <KFarrell@pbcgov.org>; Serge Jerome <SJerome@pbcgov.org>

Hi Lisa,

The County does have an intersection improvement project at 10<sup>th</sup> Ave. and Boutwell Rd., programmed for construction in FY 2021. We are also conducting a [study](#) to add a westbound lane between Congress Ave and I-95. If you need additional information on these items you can contact Kathleen Farrell. She is copied on this email.

Thanks.

*Morton L. Rose P.E., Director  
Roadway Production Division  
2300 N. Jog Rd., 3<sup>rd</sup> Floor W.  
West Palm Beach, FL 33411  
Ph: 561-684-4150*

---

**From:** Lisa Bernstein <lisa.bernstein@lsbpe.net>

**Sent:** Tuesday, June 23, 2020 5:00 PM

**To:** Morton Rose <MRose@pbcgov.org>; Martin Grinbank <MGrinbank@keithteam.com>

**Cc:** Quazi Bari <QBari@pbcgov.org>

**Subject:** 1900 10th Ave North

\*\*\*\*\* Note: This email was sent from a source external to Palm Beach County. Links or attachments should not be accessed unless expected from a trusted source. \*\*\*\*\*

Good Afternoon Morton,

Hope all is well! I am working on a project at this address and the City of Lake Worth Beach has asked about any roadway improvements to 10th Avenue North in addition to the ramp project FDOT has already completed. I have spoken with Quazi Bari, PBC Traffic, with regard to our access and there did not appear to be any roadway projects west of Barnett Drive.

Would you please confirm if there are any future plans for 10th Avenue North, west of Barnett Drive? If you have any questions, please let me know. Thank you! L.

Lisa S. Bernstein, PE  
Senior Traffic Engineer

LISA S BERNSTEIN PE  
954-494-5408  
7660 NW 6 CT  
PLANTATION, FL 33324  
lsbpe.net

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Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

## RE: 1900 10th Avenue N - Proposed 7-Eleven

Quazi Bari <QBari@pbcgov.org>

Mon 5/11/2020 3:51 PM

To: Lisa Bernstein <lisa.bernstein@lsbpe.net>

Cc: Motasem Al-Turk <MAlturk@pbcgov.org>; Bogdan Piorkowski <BPiorkow@pbcgov.org>

 1 attachments (1 KB)

image001.wmz;

Hi Lisa:

County is responsible for allowing access on 10<sup>th</sup> Ave, which is County maintained. As stated earlier, we will allow a full access at the driveway on 10<sup>th</sup> Ave. Barnett Dr is City maintained, therefore the City will permit access on that road. We will only convey our concerns to the City regarding the impact on the operation of the intersection of 10<sup>th</sup> Ave/ Barnett Dr of allowing inbound traffic at that driveway. You have to make the argument with the City for that access, not to the County.

If it helps, we will support, if asked, for an arrangement where the Barnett Dr is outbound-only driveway, but designed in such a way that only fuel delivery trucks can occasionally enter the site with the assistance of a flagger from the gas station on the site. The design should clearly convey to the general public that the driveway is outbound only. You may discuss this with the City at your discretion.

Thank you.

**Quazi Bari, P.E., PTOE** | Manager – Growth Management | Traffic Division

2300 N. Jog Road, West Palm Beach, FL 33411

T: 561.684.4030 | [qbari@pbcgov.org](mailto:qbari@pbcgov.org)

---

**From:** Lisa Bernstein <lisa.bernstein@lsbpe.net>

**Sent:** Thursday, May 7, 2020 5:41 PM

**To:** Quazi Bari <QBari@pbcgov.org>

**Cc:** Motasem Al-Turk <MAlturk@pbcgov.org>; Bogdan Piorkowski <BPiorkow@pbcgov.org>

**Subject:** Re: 1900 10th Avenue N - Proposed 7-Eleven

\*\*\*\*\* Note: This email was sent from a source external to Palm Beach County. Links or attachments should not be accessed unless expected from a trusted source. \*\*\*\*\*

Hi Quazi,

The fuel truck may not go in reverse on the site. Since the trucks are usually not during the peak hour, they should not interfere with traffic flow. There are only 198 southbound vehicles during the peak hour with 54 of them turning right so they may not be there long. The signal also lets them out. This does not seem to be such a large volume as to restrict the left in and there are a number of side streets with the same condition. Is there any data that says this has been a problem in the past at other locations? This is the typical access for most gas stations even at locations with much higher volumes and there do not appear to be any issues.

Why is it being assumed that is going to be a problem when the numbers do not support that view? I am trying to understand your concerns and I would agree if the driveway was closer to the intersection, it is over 100 feet away which is better than most. What if we looked at adding a SB/NB permitted-protected left turn signal? That would let the lefts out quicker and reduce the queue. Thoughts?

I do appreciate your thinking about solutions, there are truck restrictions due to the fuel, so it is challenging. Any questions, please let me know. Thank you! L.

Lisa S. Bernstein, PE  
Senior Traffic Engineer

LISA S BERNSTEIN PE  
954-494-5408  
7660 NW 6 CT  
PLANTATION, FL 33324  
lsbpe.net

---

**From:** Quazi Bari <QBari@pbcgov.org>

**Sent:** Thursday, May 7, 2020 5:13 PM

**To:** Lisa Bernstein <lisa.bernstein@lsbpe.net>

**Cc:** Motasem Al-Turk <MAlturk@pbcgov.org>; Bogdan Piorkowski <BPiorkow@pbcgov.org>

**Subject:** RE: 1900 10th Avenue N - Proposed 7-Eleven

Lisa:

You may have to try various options that may involve redesigning and/or removing few pumps/reducing building footprint, etc. if you really want a 7-Eleven on this difficult site. I don't know if it will work, but how about having the fuel delivery trucks come in through 10<sup>th</sup> Ave entrance, go straight, back up to the underground tanks, and deliver fuel. For their way out, they move forward to go towards north drive aisle, then back-up on the drive aisle between the store and the pumps, and then move forward to exit from 10<sup>th</sup> Ave. I did not use any turning template to test the above and it may not work at all, but you may try that approach if those trucks are allowed to back-up and 7-Eleven's policy does not prohibit those maneuvers.

Thanks.

**Quazi Bari, P.E., PTOE** | Manager – Growth Management | Traffic Division

2300 N. Jog Road, West Palm Beach, FL 33411

T: 561.684.4030 | [qbari@pbcgov.org](mailto:qbari@pbcgov.org)

---

**From:** Lisa Bernstein <[lisa.bernstein@lsbpe.net](mailto:lisa.bernstein@lsbpe.net)>

**Sent:** Wednesday, May 6, 2020 12:31 PM

**To:** Quazi Bari <[QBari@pbcgov.org](mailto:QBari@pbcgov.org)>

**Cc:** Motasem Al-Turk <[MAlturk@pbcgov.org](mailto:MAlturk@pbcgov.org)>; Bogdan Piorkowski <[BPiorkow@pbcgov.org](mailto:BPiorkow@pbcgov.org)>

**Subject:** Re: 1900 10th Avenue N - Proposed 7-Eleven

\*\*\*\*\* Note: This email was sent from a source external to Palm Beach County. Links or attachments should not be accessed unless expected from a trusted source. \*\*\*\*\*

Good Afternoon All,

Thank you very much for your quick response. We are designing the turn lane to use the maximum available frontage on 10th Ave N, with the access at the west end. That is the best we can do with what is available.

With regard to Barnett Drive, I have attached the truck route exiting the site which shows it cannot safely make the turn, the truck will be in the opposing lane and on the sidewalk. I have also attached the safe truck access entering from Barnett Drive. It was also discussed that the truck should go around the block to enter, which would also be inbound on Barnett, however, this puts the truck on a one-way road with chain link fencing on both sides of the road (with no exit access) in front of a middle school. This is not an ideal situation from a safety standpoint, to potentially trap a truck load of fuel in front of a school.

With the turning radii of the truck, the driveway width cannot be reduced or channelized, so we are requesting to provide the safest access possible, which is from Barnett Drive. The driveway is at the north end of the site, which affords plenty of room. There are usually only a couple of fuel deliveries per week and usually not during the peak hour. Please take a look and let me know if you have any questions. Thank you and stay safe!! L.

Lisa S. Bernstein, PE  
Senior Traffic Engineer

LISA S BERNSTEIN PE  
954-494-5408  
7660 NW 6 CT  
PLANTATION, FL 33324  
[lsbpe.net](http://lsbpe.net)

---

**From:** Quazi Bari <[QBari@pbcgov.org](mailto:QBari@pbcgov.org)>

**Sent:** Monday, May 4, 2020 4:57 PM

**To:** Lisa Bernstein <[lisa.bernstein@lsbpe.net](mailto:lisa.bernstein@lsbpe.net)>

**Cc:** Motasem Al-Turk <[MAlturk@pbcgov.org](mailto:MAlturk@pbcgov.org)>; Bogdan Piorkowski <[BPiorkow@pbcgov.org](mailto:BPiorkow@pbcgov.org)>

**Subject:** RE: 1900 10th Avenue N - Proposed 7-Eleven

Lisa:

Mo and I briefly discussed this project again this afternoon. We will allow full access on 10<sup>th</sup> Ave N driveway, which should be located at the western end of the site. A right turn lane, regardless of the amount of right turn volumes, with a minimum of deceleration length + 1 car length, must be provided on 10<sup>th</sup> Ave N at this driveway. Barnett Drive is a City maintained road. We will convey our very strong desire to the City to allow out-only movement from the driveway on Barnett Dr (no inbound traffic). The applicant is urged to discuss this with the City while discussing site planning, before the site plan is sent to the County for driveway permits on 10<sup>th</sup> Ave N. You also have to provide a fuel delivery truck template to show safe circulation of those trucks within the site and onto the public roads.

This email will supersede any previous staff decisions on access for this site. Please save this email for future references so that we do not have to research again on access issues for this site.



Thanks.

**Quazi Bari, P.E., PTOE** | Manager – Growth Management | Traffic Division

2300 N. Jog Road, West Palm Beach, FL 33411

T: 561.684.4030 | [qbari@pbcgov.org](mailto:qbari@pbcgov.org)

---

**From:** Lisa Bernstein <[lisa.bernstein@lsbpe.net](mailto:lisa.bernstein@lsbpe.net)>

**Sent:** Monday, May 4, 2020 10:45 AM

**To:** Quazi Bari <[QBari@pbcgov.org](mailto:QBari@pbcgov.org)>

**Subject:** 1900 10th Avenue N - Proposed 7-Eleven

\*\*\*\*\* Note: This email was sent from a source external to Palm Beach County. Links or attachments should not be accessed unless expected from a trusted source. \*\*\*\*\*

Good Morning Quazi,

Hope you had a nice weekend! Since I no longer work for Keith I am unable to get our previous email discussions for this project. I remember that we discussed the 10th Avenue access was allowed to be a full access, were there any other requirements for 10th Avenue other than adding the driveway connection? Please remind me and if you have any questions please let me know. Thank you! L.

Lisa S. Bernstein, PE  
Senior Traffic Engineer

LISA S BERNSTEIN PE  
954-494-5408  
7660 NW 6 CT  
PLANTATION, FL 33324  
[lsbpe.net](http://lsbpe.net)

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## Martin Grinbank

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**Subject:** FW: 11007.02- Request for Information on I-95 FDOT Project

---

**From:** Christopher Lehman <[clehman@floridadrawbridges.com](mailto:clehman@floridadrawbridges.com)>

**Sent:** Wednesday, May 6, 2020 11:00 AM

**To:** Martin Grinbank <[MGrinbank@keithteam.com](mailto:MGrinbank@keithteam.com)>; Dean, Jerry <[Jerry.Dean@dot.state.fl.us](mailto:Jerry.Dean@dot.state.fl.us)>; Drouin, Brett <[Brett.Drouin@dot.state.fl.us](mailto:Brett.Drouin@dot.state.fl.us)>

**Cc:** Lisa Bernstein <[lisa.bernstein@lsbpe.net](mailto:lisa.bernstein@lsbpe.net)>; Shane Laakso <[SLaakso@creightondev.com](mailto:SLaakso@creightondev.com)>; Paul Watt <[pwatt@floridadrawbridges.com](mailto:pwatt@floridadrawbridges.com)>

**Subject:** RE: 11007.02- Request for Information on I-95 FDOT Project

Good morning Martin,

You are correct. The work for the 10<sup>th</sup> Ave N Improvement Project has been completed. However, FDOT Maintenance will be placing pavement markings and striping East of Barnet Drive with an estimated completion date of June 5<sup>th</sup>.

Please contact me at your convenience if you have any questions or comments.

Best regards,

Chris

Christopher Lehman

I-95 Project Engineer

FDI Services

7153 Southern Blvd.

WPB, FL 33413

Office: (561) 557-3067

Cell: (954) 798-2963

Fax: (561) 557-3106

E-mail: [clehman@floridadrawbridges.com](mailto:clehman@floridadrawbridges.com)



---

**From:** Martin Grinbank <[MGrinbank@keithteam.com](mailto:MGrinbank@keithteam.com)>

**Sent:** Tuesday, May 5, 2020 3:16 PM

**To:** Dean, Jerry <[Jerry.Dean@dot.state.fl.us](mailto:Jerry.Dean@dot.state.fl.us)>; Drouin, Brett <[Brett.Drouin@dot.state.fl.us](mailto:Brett.Drouin@dot.state.fl.us)>; Christopher Lehman <[clehman@floridadrawbridges.com](mailto:clehman@floridadrawbridges.com)>

**Cc:** Lisa Bernstein <[lisa.bernstein@lsbpe.net](mailto:lisa.bernstein@lsbpe.net)>; Shane Laakso <[SLaakso@creightondev.com](mailto:SLaakso@creightondev.com)>

**Subject:** RE: 11007.02- Request for Information on I-95 FDOT Project

Chris, the comment we received from the City is below. From what we can see, the work on the I-95 ramps has already been completed.

*“Ensure the plan conforms/integrates with the FDOT I-95 & 10th Ave N improvement project. Provide an acknowledgement from the DOT.”*

Please let me know if you have any questions or if you need any additional information.

Regards,



**Martin Grinbank**

Project Manager II

301 East Atlantic Blvd, Pompano Beach

Office: 954.788.3400

Email: [MGrinbank@keithteam.com](mailto:MGrinbank@keithteam.com)

[www.KEITHteam.com](http://www.KEITHteam.com)

---

**From:** Dean, Jerry <[Jerry.Dean@dot.state.fl.us](mailto:Jerry.Dean@dot.state.fl.us)>

**Sent:** Tuesday, May 5, 2020 12:52 PM

**To:** Drouin, Brett <[Brett.Drouin@dot.state.fl.us](mailto:Brett.Drouin@dot.state.fl.us)>; Lehman, Christopher <[clehman@floridadrawbridges.com](mailto:clehman@floridadrawbridges.com)>

**Cc:** Martin Grinbank <[MGrinbank@keithteam.com](mailto:MGrinbank@keithteam.com)>

**Subject:** FW: 11007.02- Request for Information on I-95 FDOT Project

**Importance:** High

Chris,

Can you please help Martin with his question concerning an I-95 project in Lake Worth?

*Teleworking from home since March 16, 2020.*

*Life is so precious, protect the ones you love with knowledge...*



**Jerry M. Dean**

**District IV Permits Coordinator**

**3400 W. Commercial Blvd.**

**Ft. Lauderdale, FL 33309**

**Tel: (954) 777-4374**

**Work Hours M-Friday 7:00am-3:30pm**

OSP Link: <https://osp.fdot.gov>

---

**From:** Prapti Shinde <[PShinde@keithteam.com](mailto:PShinde@keithteam.com)>

**Sent:** Monday, May 4, 2020 9:41 AM

**To:** Dean, Jerry <[Jerry.Dean@dot.state.fl.us](mailto:Jerry.Dean@dot.state.fl.us)>  
**Cc:** Martin Grinbank <[MGrinbank@keithteam.com](mailto:MGrinbank@keithteam.com)>  
**Subject:** 11007.02- Request for Information on FDOT Project

**EXTERNAL SENDER: Use caution with links and attachments.**

Good morning,

We are working on a 7-Eleven located at 1900 10<sup>th</sup> Avenue North, Lake Worth, Florida. We recently got comments from the city for this project and there is a comment which requires additional information from FDOT. It would be great if you could help us address the comment or direct us to the appropriate person who could help us address it. It is as follows:

- a. Ensure the plan conforms/integrates with the FDOT I-95 & 10th Ave N improvement project. Provide an acknowledgement from the DOT.

It would be great if you could provide us with additional information on the improvement project mentioned above. The site plan is attached for your reference. Thank you for your time and help. Please reply at your earliest convenience.

Please feel free to contact me if you have any questions or need additional information.  
Thank you,



**Prapti Shinde**  
Engineer I  
301 East Atlantic Blvd, Pompano Beach  
Office: 954.788.3400  
Email: [PShinde@keithteam.com](mailto:PShinde@keithteam.com)  
[www.KEITHteam.com](http://www.KEITHteam.com)



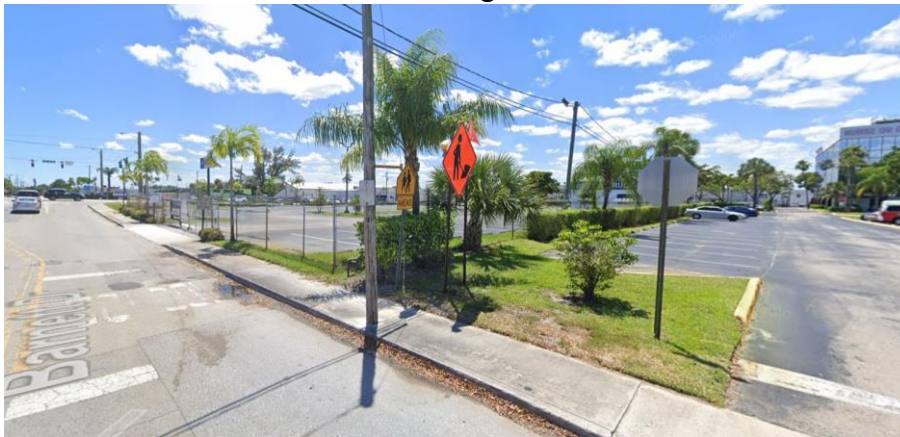
**Attachment C**  
**Site Photos**



## Site Context



SE looking NW



NE looking SW



SW looking NE

Corporate Office  
301 E. Atlantic Blvd  
Pompano Beach  
FL 33060  
954.788.3400

Miami-Dade County  
2160 N.W. 82 Ave  
Doral  
FL 33122  
305.667.5474

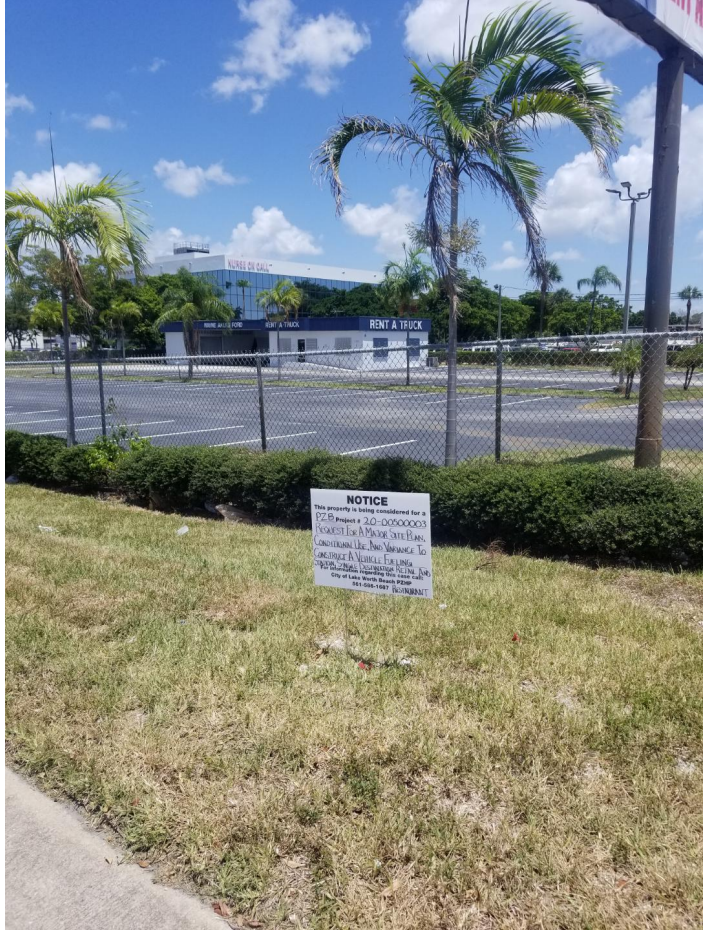
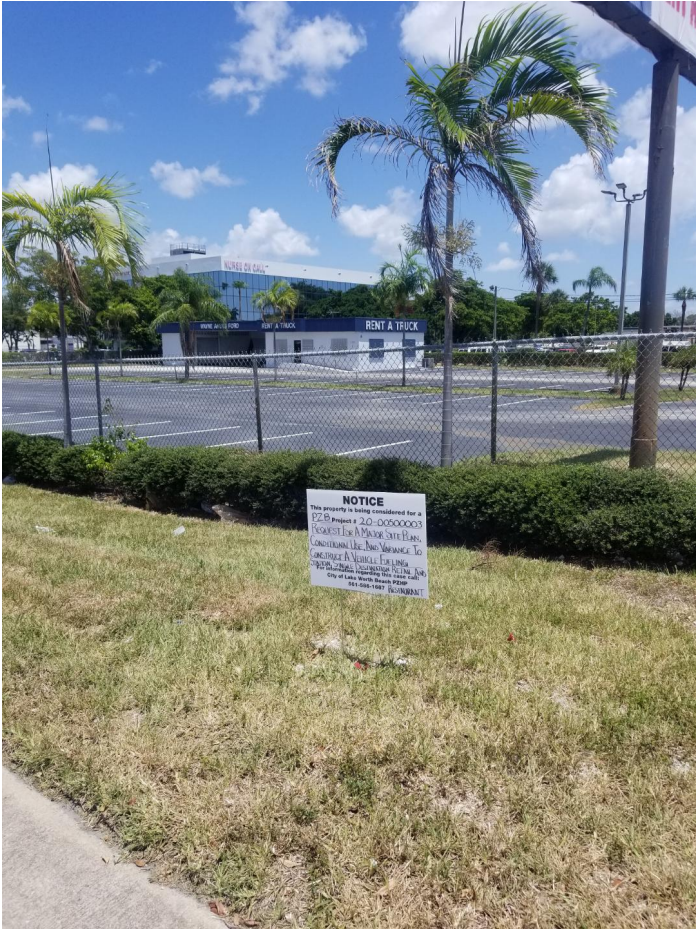
Broward County  
2312 S. Andrews Ave  
Fort Lauderdale  
FL 33316  
954.788.3400

Palm Beach County  
120 N. Federal Hwy  
Suite 208  
Lake Worth, FL 33460  
561.469.0992

St. Lucie County  
2325 S.E. Patio Cir.  
Port St. Lucie  
FL 34952  
954.788.3400

Orange County  
2948 E. Livingston St.  
Orlando  
FL 32803  
954.788.3400









CITY OF LAKE WORTH BEACH

**Community**  
**Sustainability<sup>SM</sup>**



# Project History

- The Project was originally heard at the July 15, 2020 Planning & Zoning Board Meeting.
- The Project was approved by a vote of 4-2 with staff recommended conditions and a Board recommended condition requiring the applicant to address school crossing safety and signage with City, Palm Beach County, and School District staff. This condition has been included in the conditions of approval for this hearing.

# Project History

- Subsequent to the Planning & Zoning approval of the project, the project was appealed to the City Commission. The variance approval was appealed directly to the circuit court.
  - Appealed on September 3, 2020 by Thomas J. Baird, Esq. on behalf of Mr. Francisco Gil, manager of 1920 10<sup>th</sup> Avenue LLC, an affected party.
  - The City Commission heard the appeal of the Major Site Plan and Conditional Use at the December 15, 2020 City Commission hearing, and voted 3-0 to send the project back to the Planning & Zoning Board.
  - Again, the variance was appealed to circuit court after the affected party, 1920 10<sup>th</sup> Avenue LLC, filed a writ of certiorari. The appeal is outstanding.
- Tonight, the Planning and Zoning board is going to reconsider the project, and since we have new planning and zoning board members the presentations will be comprehensive.



CITY OF LAKE WORTH BEACH

**Community**  
**Sustainability<sup>SM</sup>**

# New Business Item A

PZB 20-00500003: Request by 1900 10th Ave, LLC, for consideration of a:

- Major Site Plan
- and Conditional Use

to construct Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant uses at 1900 10th Avenue North within the Mixed-Use West (MU-W) zoning district (7-Eleven).

The subject project was heard on July 15, 2020, and appealed by an affected party to the City Commission which, after hearing, remanded the project back to the Planning and Zoning Board. The variance portion of the project was appealed directly to circuit court in accordance with the code.



# Background/Proposal

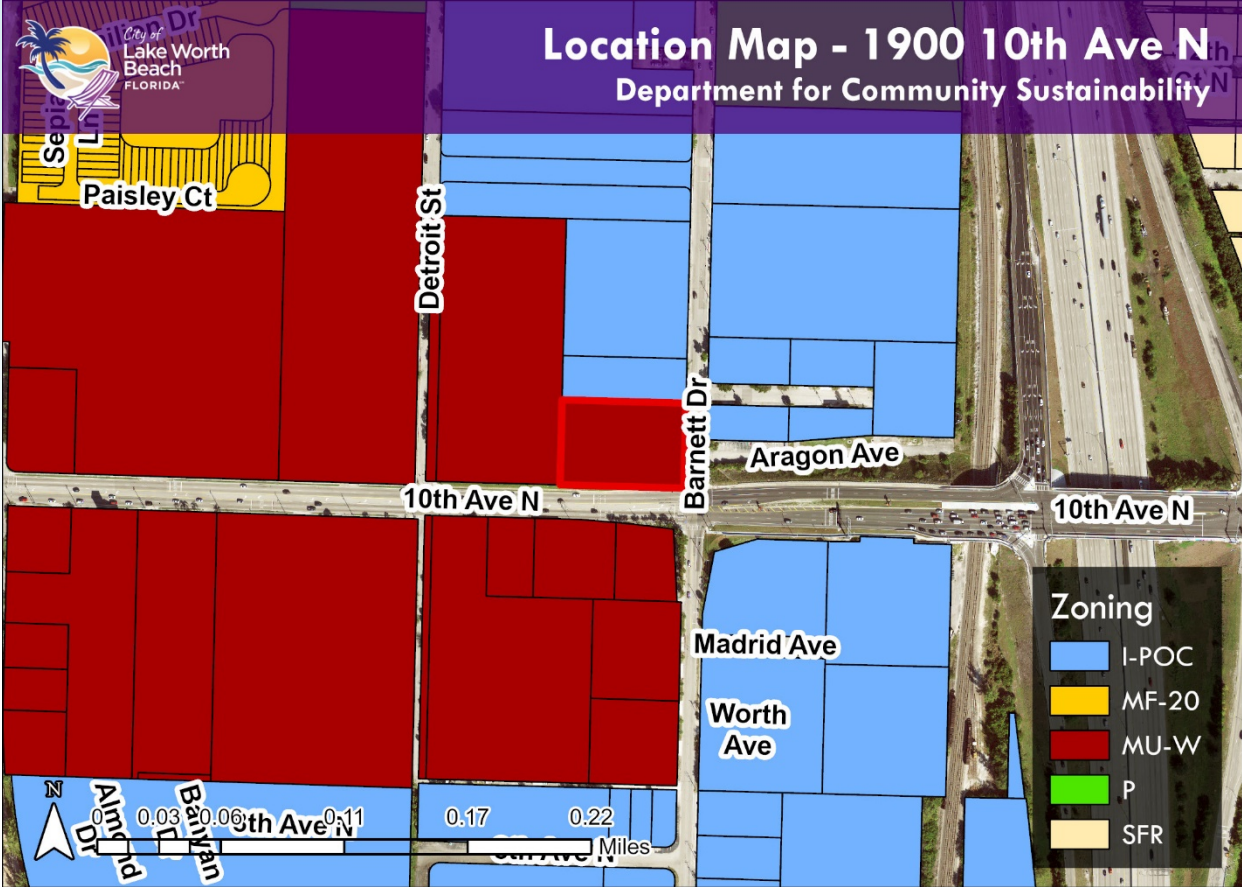
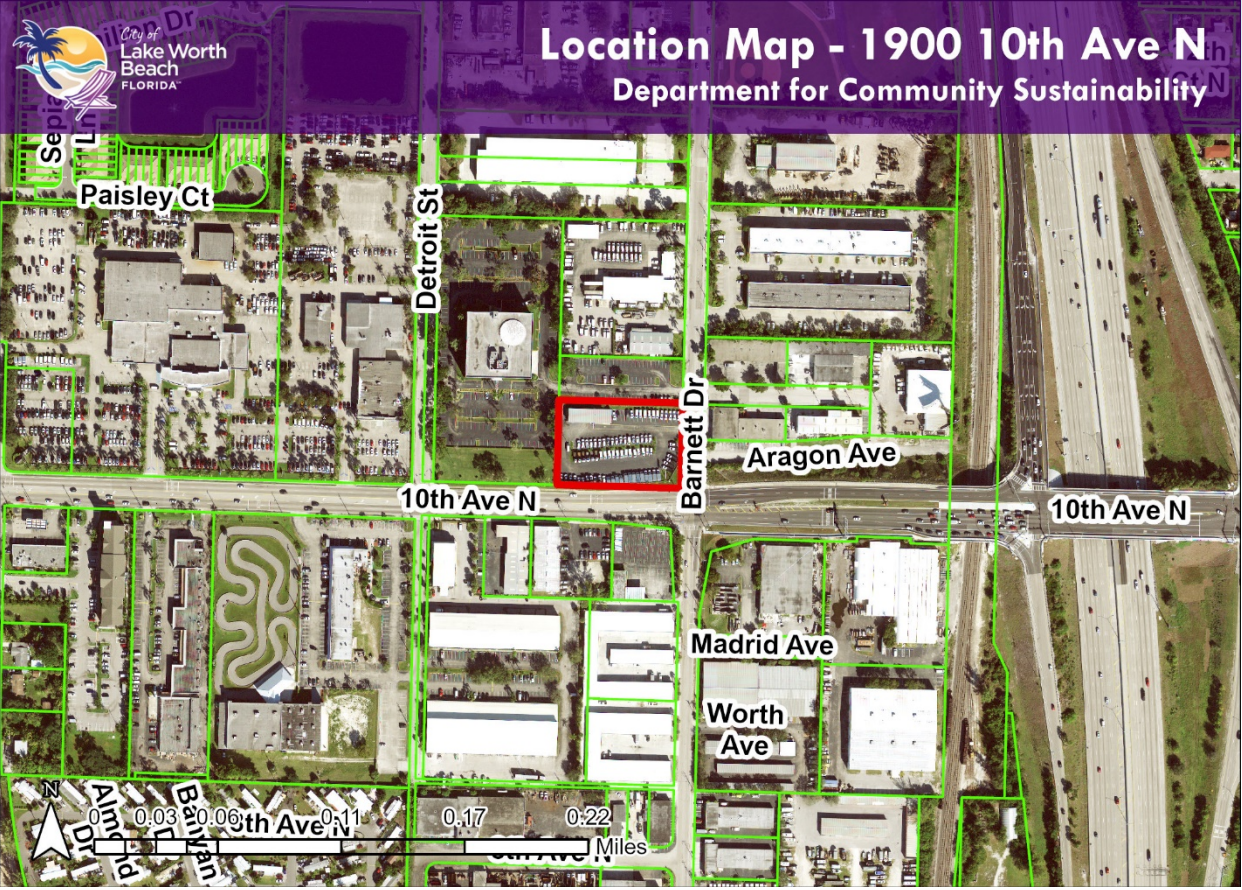
- Background

- Applicant: Joshua Long of Gunster, Yoakley & Stewart, P.A. on behalf of 1900 10<sup>th</sup> Ave, LLC
- Address: 1900 10<sup>th</sup> Avenue North
- The owner is requesting to build a 7-Eleven retail store with quick-service restaurant and 7 fuel pumps (14 total fueling positions).

- Request to the Board

- **Major Site Plan** for 4,730 s.f. retail and restaurant building and 3,520 s.f. canopy structure
- **Conditional Use** for Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant uses

# Site Location



# Future Land Use: Mixed-Use West

- Policy 1.1.1.6: Mixed-Use West

*The Mixed Use West category is intended to provide for a mixture of residential, office, service and commercial retail uses within specific areas west of I-95. The distinguishing characteristic of the Mixed Use West land use area is that it allows higher-intensity uses as well as higher height limits along the City's western thoroughfares.*

*The maximum density of permitted residential development is 30 dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. While mixed-use projects are allowed on a single site, it is not a requirement that each site within the category incorporate multiple uses.*

*Zoning regulations implementing the Mixed Use West category shall permit the establishment and expansion of residential (including single family, two-family and multi-family), office, service and commercial retail uses either as uses permitted by right or through conditional use permit provisions. All buildings are required to provide transitional buffering and design features to mitigate impact of the MU-W sites adjacent to residential zoning districts. The implementing zoning district is MU-W.*

# Zoning: Mixed-Use West

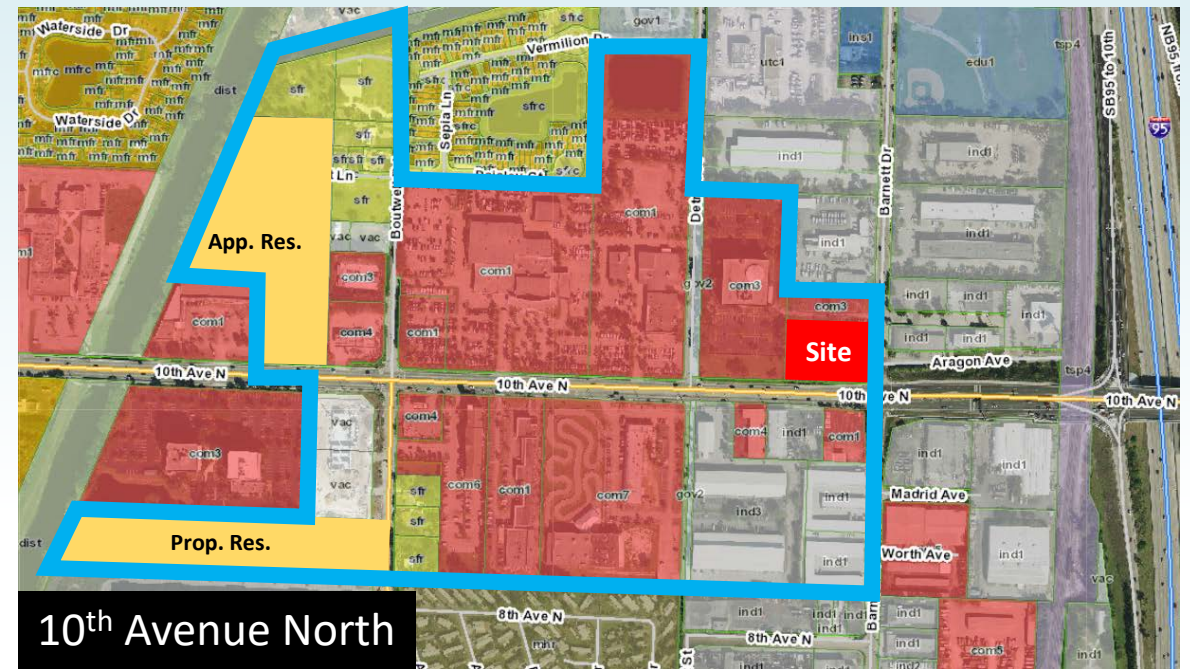
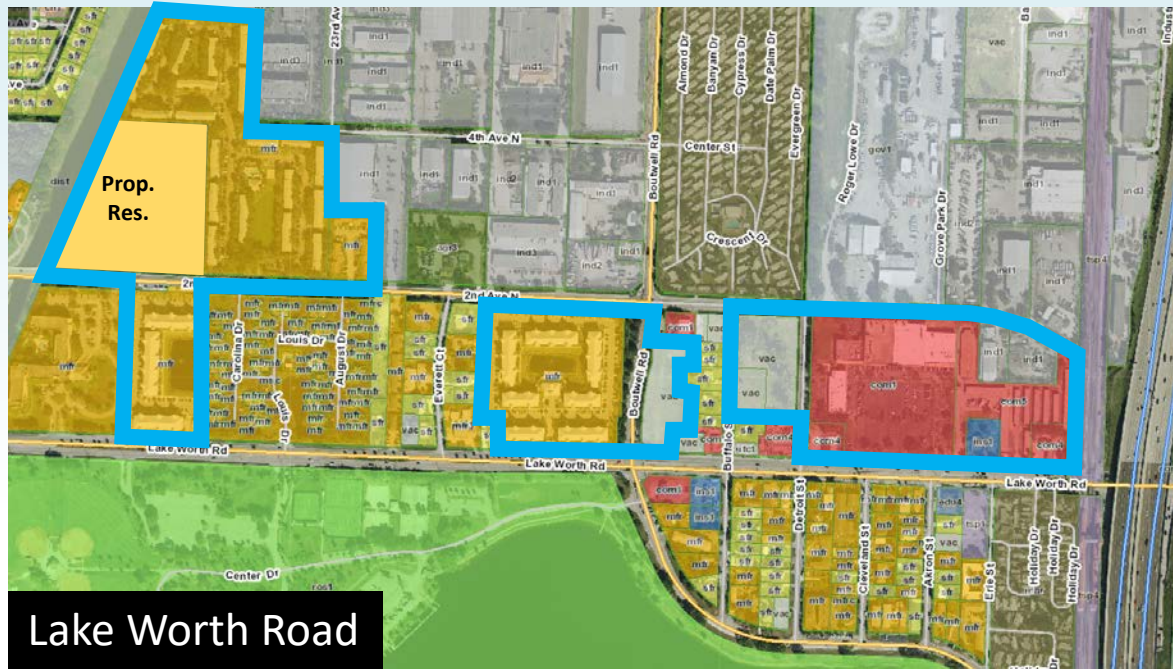
- Location: West of I-95 along 10<sup>th</sup> Ave N and Lake Worth Rd
- Section 23.3-18: MU-W – Mixed-Use West
  - a) *Intent.* The "MU-W mixed use district" is intended to provide for the establishment and expansion of a broad range of office and commercial uses, including moderate intensity and higher intensity commercial, hotel/motel and medium-density multiple-family residential development along the city's western thoroughfares. The establishment of certain uses is subject to conditional use review to ensure they will not create excessive problems for through traffic, or have a negative impact on nearby residential areas or the commercial viability of their neighbors. The district implements in part the mixed use land use category of the Lake Worth Comprehensive Plan.

Provision is made for the establishment of the following nonresidential uses for all areas of the district:

- (1) Low to high intensity commercial uses.
- (2) Low to high intensity office uses.
- (3) Low to high intensity retail uses.
- (4) Low to high intensity personal service uses.
- (5) Low to high intensity cultural and artisanal arts.
- (6) Low to high intensity institutional uses.
- (7) Residential apartments as related uses in structures with office, retail, or commercial uses as primary uses.



# Existing Land Use



 Mixed-Use West Zoning

 Residential Land Use

 Commercial Land Use

 Industrial/Vacant LU



# Existing Conditions









# Existing Conditions



Barnett Drive looking West

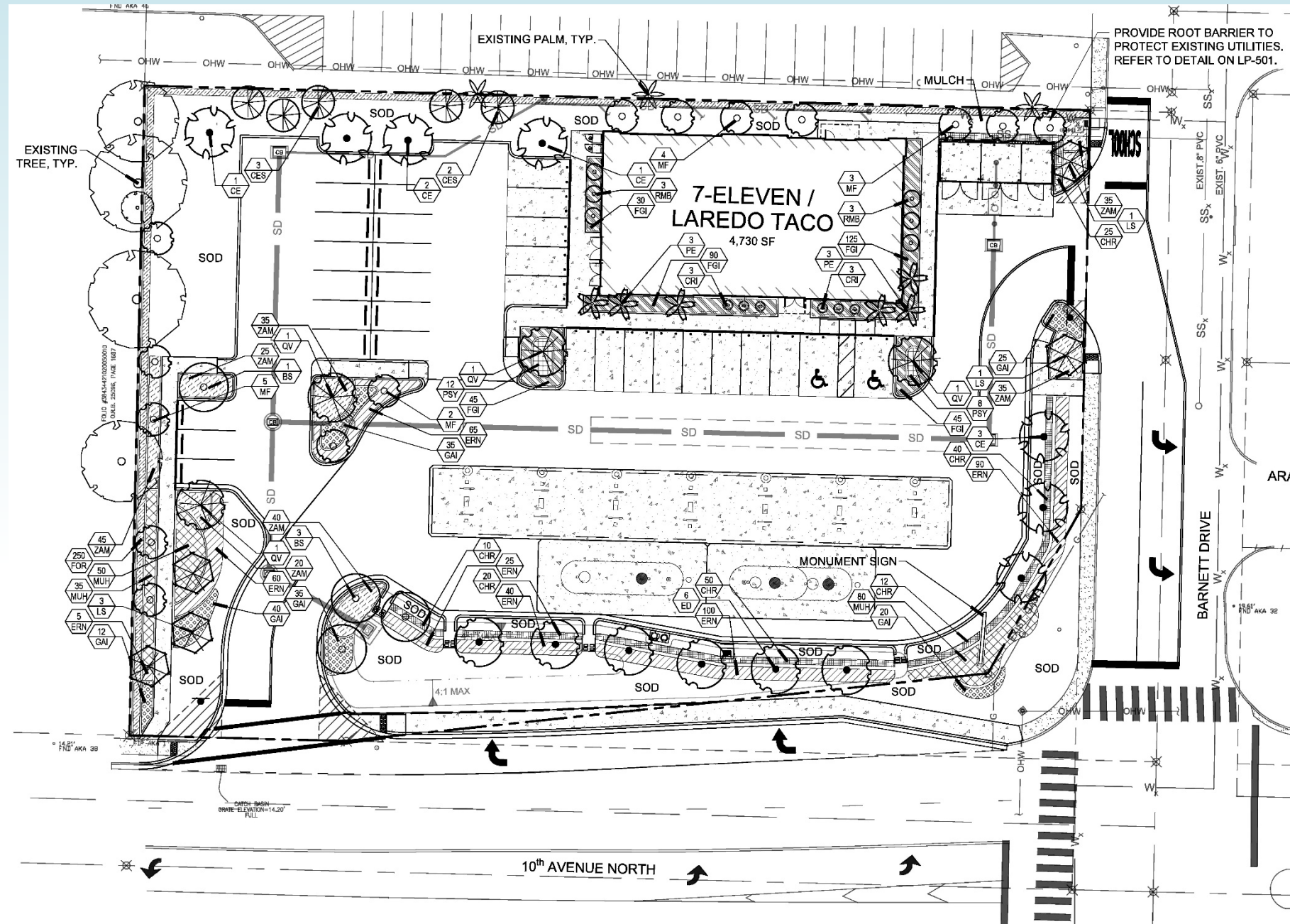


10<sup>th</sup> Avenue North looking Northwest





# Landscape Plan



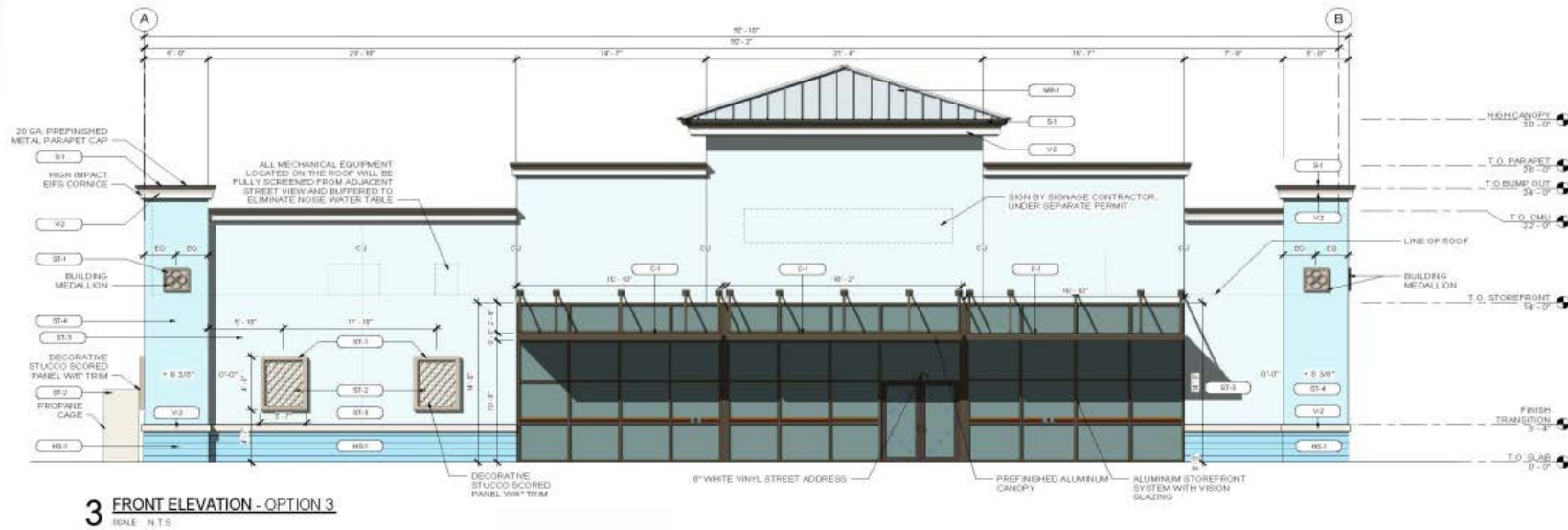
## PLANT LIST

CANOPY TREES				
QTY	** N	KEY	PLANT NAME	SIZE / REMARKS
4	** N	BS	<i>Bursera simaruba</i> GUMBO LIMBO	14' HT; 7' SPRD; 4" C.; FULL CANOPY
6	*	ED	<i>Eleocharis decipiens</i> JAPANESE BLUEBERRY	12' HT; 6' SPRD; FULL CANOPY
5	*	LS	<i>Lagerstroemia speciosa</i> QUEEN CREPE MYRTLE	12' HT; 6' SPRD; FULL CANOPY
4	** N	QV	<i>Quercus virginiana</i> LIVE OAK	14' HT; 7' SPRD; 3" C.; FULL CANOPY
SMALL/MEDIUM TREES				
QTY	** N	KEY	PLANT NAME	SIZE / REMARKS
7	** N	CE	<i>Conocarpus erectus</i> GREEN BUTTWOOD	12' HT; 6' SPRD; 2" C.; FULL CANOPY
5	** N	CES	<i>Conocarpus e. 'senecus'</i> SILVER BUTTWOOD	8' HT; 4' SPRD; 2" C.; MULTI-STEM; FULL CANOPY
12	** N	MF	<i>Myrciathes fragrans</i> SIMPSON STOPPER	8' HT; 4' SPR; 2" C.; STANDARD; FULL CANOPY
PALMS				
QTY	** N	KEY	PLANT NAME	SIZE / REMARKS
6	**	PE	<i>Ptychosperma elegans</i> SOLAIRE PALM	10' CT; 16' OA HTS; HEAVY
SHRUBS				
QTY	** N	KEY	PLANT NAME	SIZE / REMARKS
157	** N	CHR	<i>Chrysobalanus icaco</i> COCOPLUM	24" HT; 24" SPRD; 24" O.C.
6	**	CRI	<i>Crinum asiaticum</i> CRINUM LILY	36" HT; 36" SPRD; TRIPLE
250	** N	FOR	<i>Foresteria segregata</i> FLORIDA PRIVET	24" HT; 24" SPRD; 24" O.C.
165	** N	MUH	<i>Muhlenbergia capillaris</i> GULF MUHLY GRASS	24" HT; 24" SPRD; 24" O.C.
20	* N	PSY	<i>Psychotria nervosa</i> WILD COFFEE	24" HT; 24" SPRD; 24" O.C.
6	**	RMB	<i>Raphiolepis i. 'Majestic Beauty'</i> INDIAN HAWTHORN 'STD'	48" HT; 24" SPRD; FULL STANDARD
GROUNDCOVERS				
QTY	** N	KEY	PLANT NAME	SIZE / REMARKS
320	** N	ERN	<i>Erodia littoralis</i> GOLDEN CREEPER	12" HT; 14" SPRD; 18" O.C.
335	**	FGI	<i>Ficus m. 'Green Island'</i> GREEN ISLAND FIGUS	12" HT; 14" SPRD; 18" O.C.
132	**	GAI	<i>Gaillardia puchella</i> INDIAN BLANKET	10" HT; 16" SPRD; 18" O.C.
210	** N	ZAM	<i>Zamia pumila (Zamia floridana)</i> COONTIE	18" HT; 18" SPRD; 24" O.C.
	**	SOD	ST. AUGUSTINE 'FLORATAM'	SOLID SOD





# Color Options - Elevation (South Façade)





# Analysis

Direction	Future Land Use	Zoning District	Current Use/ Name of Development
North (adjacent)	I (Industrial)	I-POC	Parking Lot
South (across 10 <sup>th</sup> Ave N)	MU-W	MU-W	Mobility Device and Turf Sales
East (across Barnett Dr)	I	I-POC	Office and Warehouse
West (adjacent)	MU-W	MU-W	Warehouse/Contractor Office

# Analysis

- Consistent with the Comprehensive Plan
  - Policy 1.1.1.6 Mixed-Use West
- Consistent with the Strategic Plan
  - Pillar IV.A Achieve economic and financial sustainability through a versatile and stable tax base
  - Pillar IV.D Influence the supply and expansion of jobs
  - Pillar IV.E Ensure development that anticipates and embraces the future

# Analysis

- Conditional Use
  - Consistent with the design and performance standards for vehicle filling stations (LDR Section 23.4-13(c)(1)(A)(2)(c))
    - lot size
    - pump island setbacks
    - overhead canopies
    - curb cuts
  - Consistent with the general findings to harmony with the LDRs and protection of public interest (LDR Section 23.2-29(d))
    - The proposed uses are the types and intensities of uses currently anticipated within the Mixed-Use West zoning district and future land use designations, and provides activity on a currently unused parcel of land.

# Analysis

- Major Site Plan
  - Consistent with the qualitative development standards (LDR Section 23.2-31(c))
    - Organized in an efficient manner
    - Provides additional landscaping and pervious area than what currently exists
    - Provides for safe circulation of pedestrians and vehicles
  - Consistent with the community appearance criteria (LDR Section 23.2-31(l))
    - Conforms to scale and style of surrounding area
    - Landscape and layout consistent with the Major Thoroughfare Design Guidelines
- Variance
  - Consistent with the required findings for variance approval (LDR Section 23.2-26(b))
    - Provisions force the fuel canopy to be set back beyond the maximum building setback line.



# Analysis

- Conditional Use (cont'd)
  - Consistent with the specific standards for all conditional uses (LDR Section 23.2-29(e)), including traffic.
    - Palm Beach County's TPS letter dated July 22, 2020 states that the proposed development meets the Traffic Performance Standards of Palm Beach County. The project has been conditioned to implement the comments of the TPS Letter on page 15 of the staff report.
    - The letter provides a condition to construct a right turn lane east approach at the project driveway on 10th Avenue North.
    - The City is also requiring the applicant, consistent with the TPS letter, to restrict the driveway on Barnett Drive to a right-in/right-out only configuration.
      - The driveway should have a mountable island to prohibit any left-in and left-out movements. to limit the traffic impact on Barnett Dr.
    - Staff is recommending to modify the Planning & Zoning Board condition of approval related to schools for clarity:
      - The applicant shall provide additional school area signage **and pedestrian safety measures** by working in conjunction with City Staff, the Palm Beach County School Board, and/or Palm Beach County. Any new signage **or safety measures** shall be installed prior to the issuance of a Certificate of Occupancy.

# Staff Recommendation

- Staff has reviewed the documentation and materials provided, applying the applicable guidelines and standards found in the City of Lake Worth Beach Zoning Code.
  - The proposed use, site plan, and variance requests all meet the criteria of the Comprehensive Plan and LDRs.
  - The analysis has shown that the required findings can be made with respect to the Major Site Plan and Conditional Use request.
  - The use as proposed is in harmony with the underlying zoning district and surrounding areas, subject to compliance with staff's proposed conditions of approval.
- Therefore, staff **recommends approval with the conditions listed in the staff report and with the modification provided during this presentation.**



CITY OF LAKE WORTH BEACH

**Community**  
**Sustainability<sup>SM</sup>**

# Conditions of Approval

## Electric Utilities:

- Prior to the issuance of a Certificate of Occupancy, the following shall be completed:
  - Provide the load calculations and voltage requirements
- Electric Utilities shall approve all easements and/or alternate transformer configurations prior to the issuance of a building permit.
- Should no alternate transformer and/ or easements be approved by the Electric Utilities, then the following shall be provided and approved prior to the issuance of a building permit:
  - Show the service entrance location on the site plan
  - Provide a ten ft. clearance in front of the transformer and four ft. on the remaining sides
  - Relocate the proposed tree from the transformer location
  - Provide a ten foot easement from the transformer location to the power pole across the street on Barnett Drive. Please keep the utility easement free of landscaping or any other structures.

## Planning:

- The landscape screen adjacent to the air/vac mechanical equipment along 10<sup>th</sup> Avenue North shall be maintained at a height of at least  $\frac{3}{4}$  of the height of said equipment so

that it is screened from the right-of-way.

- All proposed signage will be reviewed against the location and size on sheets A200 and A202, as well as in conformance with the Code. Should the type of signage submitted as part of the building permit be significantly different in size, scale, scope, or style from what was indicated in the Site Plan package, the signage will be required to be approved administratively through a Minor Site Plan amendment process prior to the approval of the building permit.
- There shall be no outdoor display of any kind of merchandise.
- Prior to the issuance of a building permit, the following shall be completed:
  - Continue the fenestration toward the ground across the entire building on both sides of the entrance doors.
  - Paint the retail/restaurant building a color other than beige as described in the Major Thoroughfare Design Guidelines; alternative colors and/or materials shall be presented to the PZB for consideration and approval; and architectural plans shall be updated and approved by staff prior to the issuance of a building permit to reflect an alternate color or materials.
  - The comments from the Palm Beach County Traffic Performance Standards Letter dated July 22, 2020 shall be addressed and implemented into the site plan if applicable.



# Conditions of Approval

## Public Works:

- The issuance of any permits shall comply with all provisions of the Lake Worth Municipal Code and all other applicable standards including but not limited to the Florida Department of Transportation (FDOT), Manual on Uniform Traffic Control Devices (MUTCD), and City of Lake Worth Public Services Construction Standards and Policy and Procedure Manual.
- Prior to performing work in the right of way, the applicant shall apply for and receive issuance of a “Right of Way/Utility Permit” application.
- Prior to the issuance of a certificate of occupancy, the following shall be completed:
  - the Applicant shall ensure the entire surrounding off-site infrastructure inclusive of the roadway, sidewalk, curbing, stormwater system piping and structures, valve boxes, manholes, landscaping, striping, signage, and other improvements are in the same condition as prior to construction.
  - all conditions of approval shall be satisfied under jurisdiction of the Department of Public Services.
  - the applicant shall fine grade and sod all disturbed areas with Bahia sod.
  - the applicant shall broom sweep all areas of the affected right of way and remove of all silt and debris collected as a result of construction activity.
  - the applicant shall restore the right of way to a like or better condition. Any damages to pavement, curbing, striping, sidewalks or other areas shall be restored in kind
- Prior to the issuance of a building permit, the following shall be completed:
  - The applicant shall contact the Lake Worth Drainage (LWDD) District’s Engineering Department and obtain any required permit(s), if necessary, and furnish to the City.
  - The applicant shall contact the South Florida Water Management District’s (SFWMD) Engineering Department and obtain any required permit(s), if necessary.
  - The Applicant shall contact and meet with a representative from the Public Services Refuse and Recycling Division to confirm dumpster enclosure location, accessibility and demand on property and that it is compatible with the requirements of the Department of Public Services. Refuse Division contact number is 561-533-7344.
  - The applicant shall submit an Erosion Control plan and indicate the BMP’s and NPDES compliance practices.

## Utilities Water & Sewer:

- System data shows the site uses an existing 1-inch meter, however the drawing reference utilizing the existing 2-inch service. No taps or fitting are allowed upstream of the City water meter on the City’s water service. The potable water service also requires an RPZ.
- Prior to the issuance of a building permit, the following shall be completed:
  - Ensure the plan conforms/integrates with the Palm Beach County (PBC) Roadway widening/improvement project, and provide an acknowledgement from PBC.
  - The vehicular access from Barnett Drive shall permit only right-in/right-out access to and from the site for customer and employee traffic, excluding fuel delivery which can use the driveway for ingress. The improvements limiting such movement shall be approved by the Lake Worth Beach City Engineer, including striping and signage, and should include a mountable curb if feasible.
  - Provide a collection structure in the dumpster pad that is connected to an oil/grease inceptor. This will manage the runoff in this area and will be connected to the stormwater collection system. This shall not be connected to the sanitary sewer system. Minimum size of the oil/grease inceptor is 750 gallons.

## July 15, 2020 Planning & Zoning Board Condition:

- The applicant shall provide additional school area signage by working in conjunction with City Staff, the Palm Beach County School Board, and/or Palm Beach County. Any new signage shall be installed prior to the issuance of a Certificate of Occupancy.

# 7-Eleven @ 1900 10<sup>th</sup> Avenue North



LAKE WORTH BEACH  
PLANNING & ZONING BOARD  
JANUARY 27, 2021

PZB PROJECT # 20-00500003



# REQUEST



## 7-ELEVEN @ 1900 10<sup>th</sup> Avenue North

- 1. Major Site Plan:** For the development of a 4,730 sq. ft. retail and restaurant building and a 3,520 sq. ft. fuel canopy structure.
- 2. Conditional Use Permit:** To establish Vehicle Fueling/Charging Station, Single-Destination Retail and Restaurant Uses.

# Summary



- Site is Vacant and approximately 1.24 acres in size, located on NW Corner of 10<sup>th</sup> Avenue North & Barnett Drive
- Zoning is Mixed-Use West (MU-W)
- Site was formerly used as Vehicle Rental Lot for Wayne Akers Ford
- 7-Eleven plans on upgrading entire site with multiple uses.
  - 4,730 Sq. Ft. Building (two uses)
    - 4,496 Sq. Ft. Retail Store
    - 234 Sq. Ft. Restaurant
  - 3,520 Sq. Ft. Canopy Structure (gas station use)
    - 7 Fueling Pumps (14 Fueling Positions)

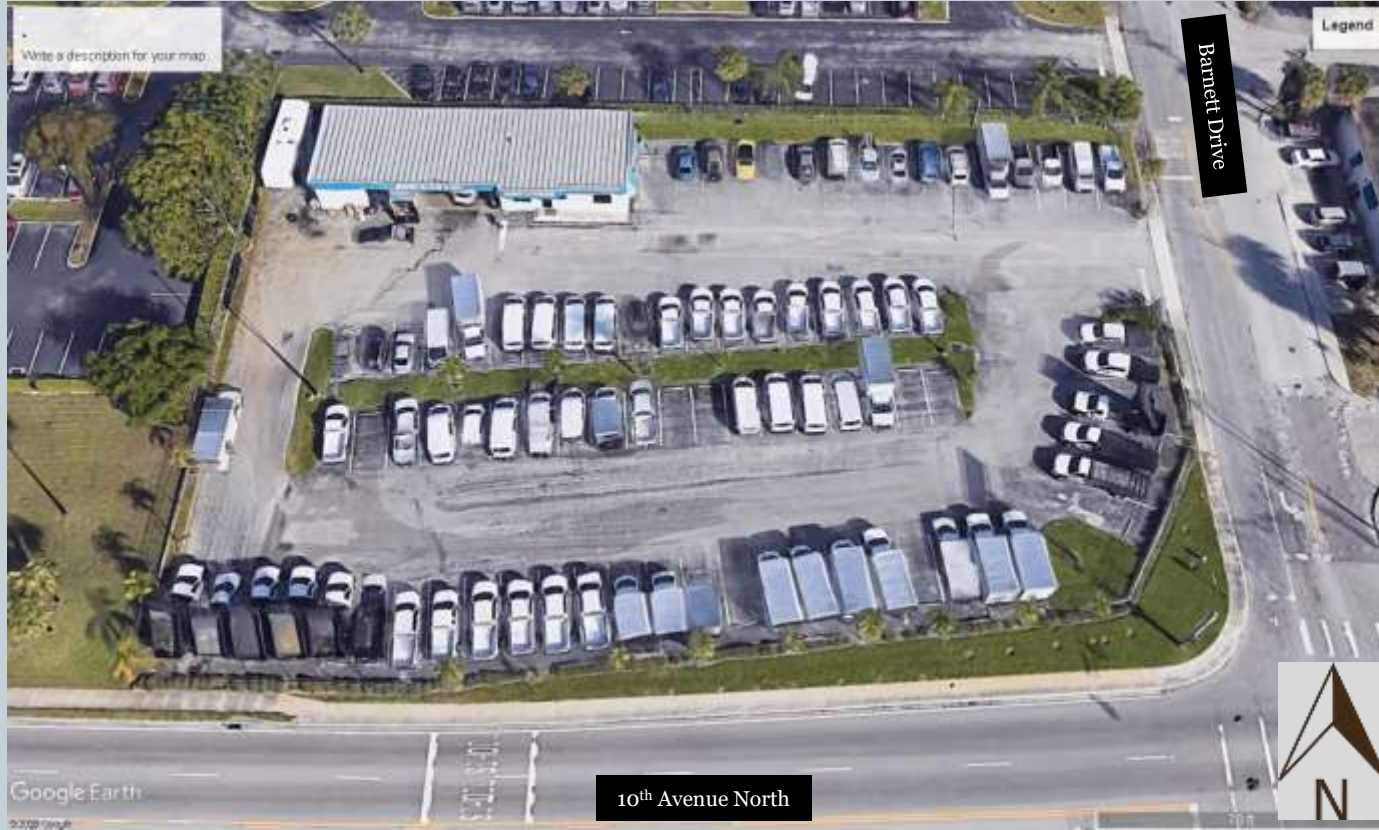




# Aerial of Site



# Close-Up Aerial of Site



# Current Site Conditions





# Current Site Conditions





# Current Site Conditions



# Adjacent Buildings (south side of 10<sup>th</sup> Ave N)



# Adjacent Building (west side of Site)





# Adjacent Building (east side of Site)





# Who are our customers?



## WHO ARE OUR CUSTOMERS



# National Programs & Partners

**Mission:** To *improve the quality* of life in communities where 7-Eleven guests, Franchisees and employees live, work & play, with priority given to our two focus areas: youth well-being & military families.



**Youth Well-Being  
Canister & Pin Ups**  
(Funds return to your local area)

**Military Families  
Cause Marketing**



**More than \$1M Raised**

**More than \$350,000 Raised for**

**Hire Heroes**

**1.5M  
Meals**

**870  
Kids to  
Camp**

**195  
Mentor  
Matches**



**HIRE HEROES**

USA



# National: Harvest



- Store-level food donation program (write-offs)
- Direct: store-to-local **food bank/agency**
- Supports focus area: youth well-being
- No cost community involvement

## **Requirements & Guidelines**

- Stores matched with food agency by Community Relations Department
- Requires partner approval & agreement

## **Current Locations/Pilot Programs\***

- Florida about 200-250 stores
- Portland
- Santa Maria
- Santa Barbara
- Chicago



# National/Grassroots Project A-Game



- Opportunity for store to build relationship & drive loyalty through community outreach
- Store-level funding
- Sponsor local **school** or **youth sports**
- Franchisee donation + company match (Up to \$250 per store)

**Develop a Relationship a with Traffic-Driving Organization**



# National/Grassroots: Operation Chill



- Build relationship with **local police**
- Donate coupons to local police departments
- Enhance relations between police & youth
- Police “ticket” kids for good behavior
- Hundreds of police departments participate annually
- Public relations support

**Build Relationship with Local Police**

# Security

- Operations Alert program and constant employee training
- Decrease of crime at area around 7-Eleven stores
- \$40M spent on state-of-the-art video systems with remote-monitoring capabilities
- Many police agencies fully endorsed our video system
- \$12M more to be sent on upgrades
- Night visits to check on stores
- Police Community Network Centers / police substations

## OPERATION ALERT

### ARE WE AT RISK FOR ROBBERY?

**IS** the store messy and cluttered?  
**DOES** the sales associate stay at the register when the store is empty?  
**DO** the registers contain \$10 or \$20 bills or more than \$50 cash?  
**IS** the view of the sales counter blocked from the outside?  
**IS** the sales associate busy or distracted?  
**DOES** the sales associate ignore store guests?  
**ARE** there hiding places outside the store?  
**ARE** there suspicious cars or people outside?

### REDUCE OUR ROBBERY RISK

**Make** the store unattractive to robbers:  
**DO** Keep the store neat, clean, and well-stocked  
**DO** Move away from the registers when the store is empty

**Keep** the sales counter in full view from the outside:  
**REMOVE** all signs, POP, and merchandise that block the view from outside  
**MAKE** sure you can see out and police can see in

**Spot** possible hiding places outside:  
**NOTICE** possible escape routes  
**LOOK** for poor lighting and dark corners

**Be** alert at all times:  
**PLAY** attention to what happens inside and outside the store  
**NOTIFY** police of suspicious cars or persons

**Greet** everyone who enters the store:  
**OFFER** to assist every guest  
**MAKE** direct eye contact

**Keep** the cash register fund to a minimum:  
**IMMEDIATELY** drop large bills; maintain fund under \$50  
**MAKE** sure guests see you make drops

**Be** extra careful after dark:  
**MAINTAIN** register cash level under \$30  
**MAKE** sure outside lights are on and working





### DOs and DON'Ts

**DO** keep it short and smooth:

- The longer it takes the more nervous a robber gets
- The average robbery takes less than two minutes

**DO** obey the robber's orders:

- Stay calm
- Let the robber know you intend to cooperate

**DO** tell the robber about possible surprises:

- If someone in the back may walk out, tell the robber
- Before moving or reaching, tell the robber

**DO** call the police:

- As soon as the robber leaves, dial 9-1-1
- After the police have left, notify the 7-11 HOTLINE at 1-800-555-2620
- Notify your supervisor after you have notified the 7-11 HOTLINE

### WHAT IF A ROBBERY HAPPENS?

**DON'T** argue or fight with the robber:

- No amount of money is worth risking your safety
- Don't put yourself or others in harm's way

**DON'T** use weapons:

- Company policy prohibits weapons in the store
- Weapons breed violence
- The robber's weapon is already one too many

**DON'T** chase or follow the robber:

- To chase a robber is to invite violence
- Police could mistake you for one of the robbers

**DON'T** estimate the amount of the loss:

- If you know the exact amount, tell police
- Don't guess

In addition to reporting robberies, the HOTLINE should be called to report all Safety and Asset Protection-Related Concerns at 1-800-555-2620




# Application Analysis



- Project will increase taxable value of property
- The Proposed Conditional Uses are Allowed & Appropriate
- MU-W Zoning allows highest intensity of use
- Proposal Complies with all City Standards
- Project will provide enhanced architecture & landscaping
- New electric consumer for Lake Worth Utilities
- Project will provide multiple jobs of diverse skill sets
- New partner for student support for Lake Worth Middle School

# Traffic Compliance



- **Traffic Analysis:**
  - Lisa Bernstein, P.E.
  - City Staff
  - Palm Beach County Staff
- PBC Traffic Performance Standards APPROAL received on July 22, 2020.
- **Traffic Upgrades:**
  - Pedestrian Connection
  - Painted Island
  - New Entry onto 10<sup>th</sup> Ave North
  - Moves Barnett Entry Further from 10<sup>th</sup> Ave. North
  - Traffic pattern moves trips OFF of Barnett
  - Development is less than other allowed uses, which would generate more traffic
- Project is only 4% of Maximum Development Allowance





# New 10<sup>th</sup> Avenue North Entrance (Improved Traffic Circulation)



# Consistency w/ Comp Plan & Strategic Plan



- FLU Designation is Mixed-Use West
- Policy 1.1.1.6 allows for mixture of commercial and retail uses throughout area west of I-95
- Pillar IV-A, Strategic Plan – Achieve economic & financial stability through a versatile & stable tax base
- Pillar IV-D, Strategic Plan – Influence the supply & expansion of jobs
- Policy IV-E, Strategic Plan – Ensure development that anticipates & embraces the future

# Policy 1.1.1.6



The Mixed Use West category is intended to provide for a mixture of residential, office, service and commercial retail uses within specific areas west of I-95. The distinguishing characteristic of the Mixed Use West land use area is that it allows higher-intensity uses as well as higher height limits along the City's western thoroughfares. The maximum density of permitted residential development is 30 dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. While mixed-use projects are allowed on a single site, it is not a requirement that each site within the category incorporate multiple uses. Zoning regulations implementing the Mixed Use West category shall permit the establishment and expansion of residential (including single family, two-family and multi-family), office, service and commercial retail uses either as uses permitted by right or through conditional use permit provisions. All buildings are required to provide transitional buffering and design features to mitigate impact of the MU-W sites adjacent to residential zoning districts. The implementing zoning district is MU-W.



# Mixed Use West – FLU Table



Land Use	Zoning District	Density Allowed by Zoning District	Building Height	Height w/ Sustainable Incentive Bonus Program Allocation(1)	Allowable Mix of Uses per District	Floor Area Ratio
Mixed Use West (MU-W) 65' Max.	MU-W	30 du/acre	30 feet (max 2 stories)	plus 35 feet (max 6 stories)	75% residential/ 25% non-residential	3.0

Maximum Intensity allowed = 162,043 sq. ft.  
Proposed Intensity = 4,730 sq. ft.

# Mixed Use West – Zoning



- The MU-W Zoning Designation provides for the most allowed Retail and Commercial uses (permitted by right, administrative use & conditional use)
  - There are 16 Retail Uses listed within the City's Permitted Use Table and MU-W allows for 16 of those uses.
  - There are 48 Commercial Uses listed within the City's Permitted Use Table and MU-W allows for 45 of those uses.

# Consistency w/ Land Development Regulations



- Zoning Designation is Mixed-Use West
- Section 23.3-18(a) intended to provide a broad range of commercial uses, including moderate & higher intensity commercial uses along City's western thoroughfares
- Section 23.2-31(c): Qualitative Development Standards – Meets Criterion
- Section 23.2-31(I): Community Appearance Standards – Meets Criterion
- Section 23.2-29(d): Harmony with LDR & Protection of Public Interest – Meets Criterion

# Consistency w/ Land Development Regulations



- Section 23.2-29(e): Specific Standards for all Conditional Uses – Meets Criterion
- Section 23.4-13(c)(1)(A)(2)(c): Design and Performance Standards for Vehicle Filling Stations – Meets Criterion



# CONSISTENCY



- The Major Site Plan & Conditional Use Applications are consistent with all applicable Comprehensive Plan, Strategic Plan and Land Development Regulations Criterion
- Staff has reviewed the application materials and agrees that the applications comply with all applicable Criterion.
- Staff has recommended approval of the two (2) applications w/ conditions.

# Request



Support Staff's recommendation of approval with the conditions as approved at the July 15, 2020 P&Z Hearing.



THANK YOU

Questions?

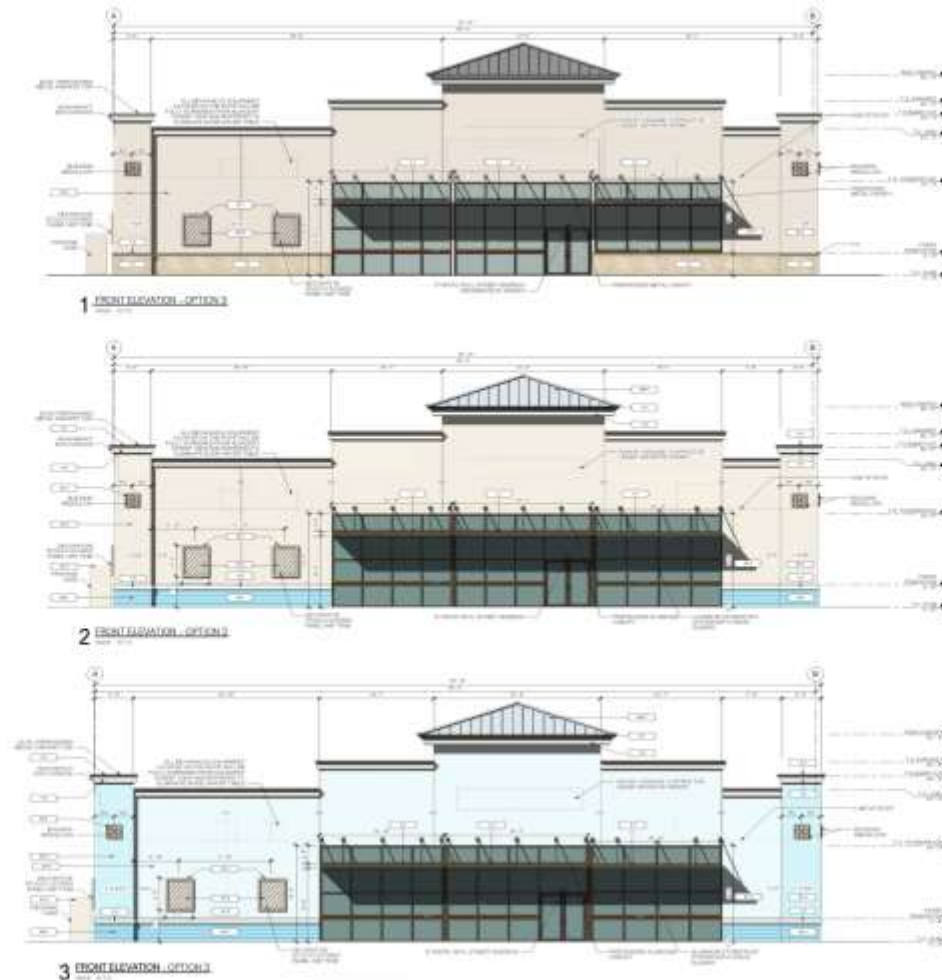








# Proposed Architecture – Front Façade Options



1035 Prospect Ave.  
Owensboro, KY 40366  
P: 502.663.4444  
F: 502.663.4444  
www.cooksey.com

**Cooksey & Pappas**  
Architects, Engineers, Planners  
ORLANDO • PEASLEE/VA

CREIGHTON CONST.

TELEVEN, LANE, WORTH  
ARCHITECTS AND INTERIORS

EXTERIOR ELEVATION OPTIONS

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

DATE: 11/11/11

PROJECT: 11-001

DATE: 11/11/11

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

X200

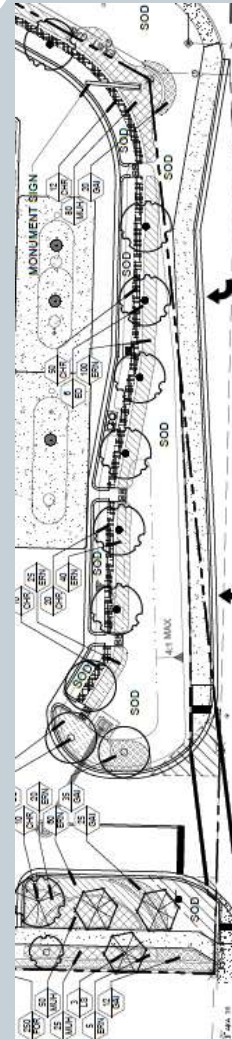




# Street Frontage 10<sup>th</sup> Avenue North



10<sup>th</sup> Avenue North  
Landscaping & Sidewalk



Japanese Blueberry



Queen Crepe Myrtle



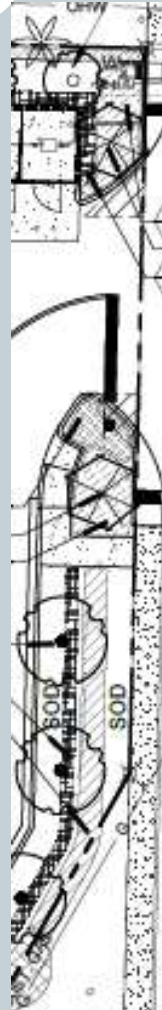
Gumbo Limbo



# Street Frontage Barnett Drive



Barnett Drive  
Landscaping & Sidewalk



Simpson Stopper



Queen Crepe Myrtle



Japanese Blueberry



### Untitled Map

Write a description for your map

### Legend

 American Hungarian Club

Google Earth

©2020 Google

400 ft





### Untitled Map

Write a description for your map

### Legend

-  American Hungarian Club




Google Earth

© 2021 Google  
© 2020 Google



5.12m



# Reconsideration of Major Site Plan with Variance and Conditional Use Permit

1900 10th Avenue North, City of Lake Worth Beach

PZB Project Number 20-00500003

Planning & Zoning Board - January 27, 2021

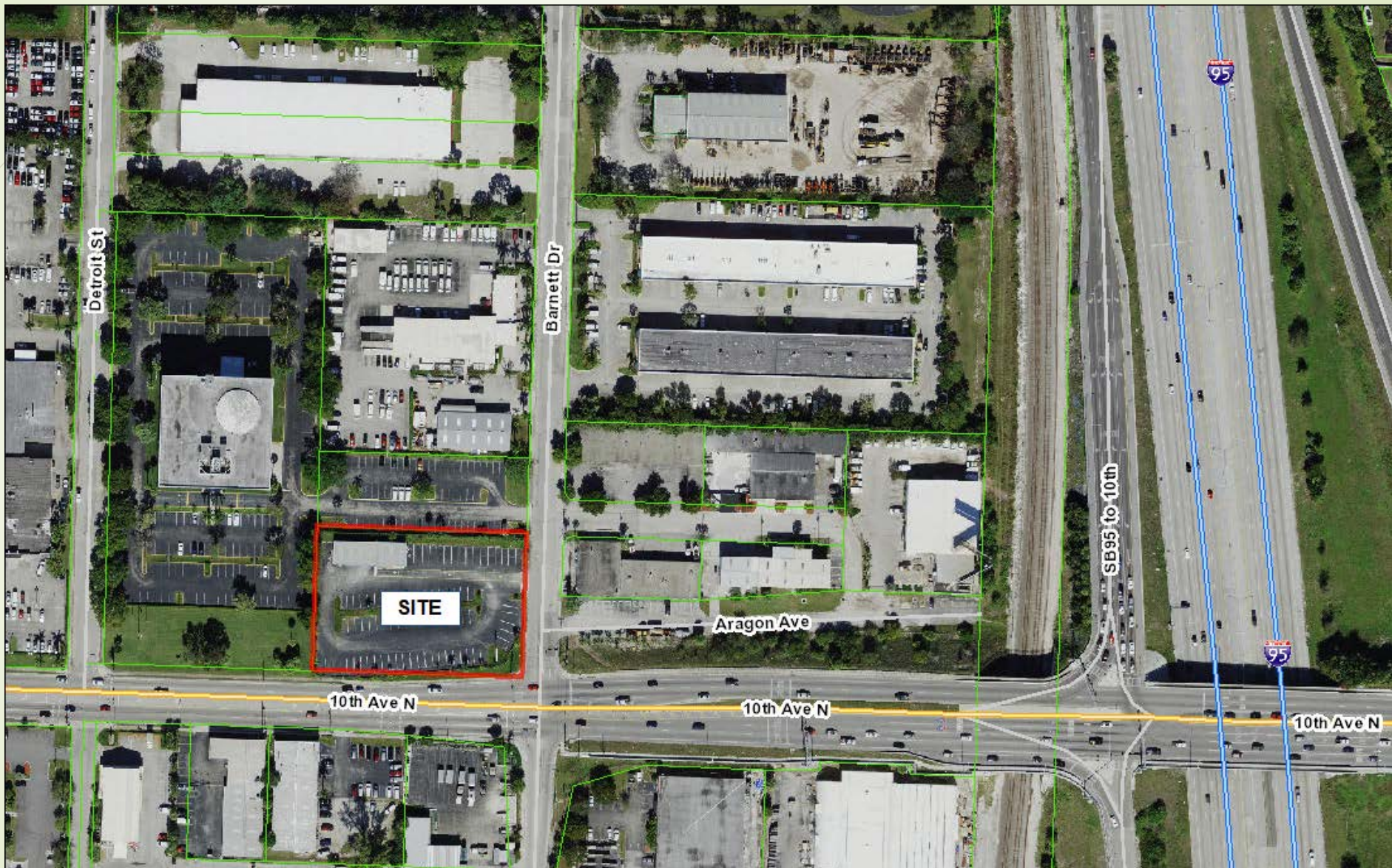




# Reconsideration

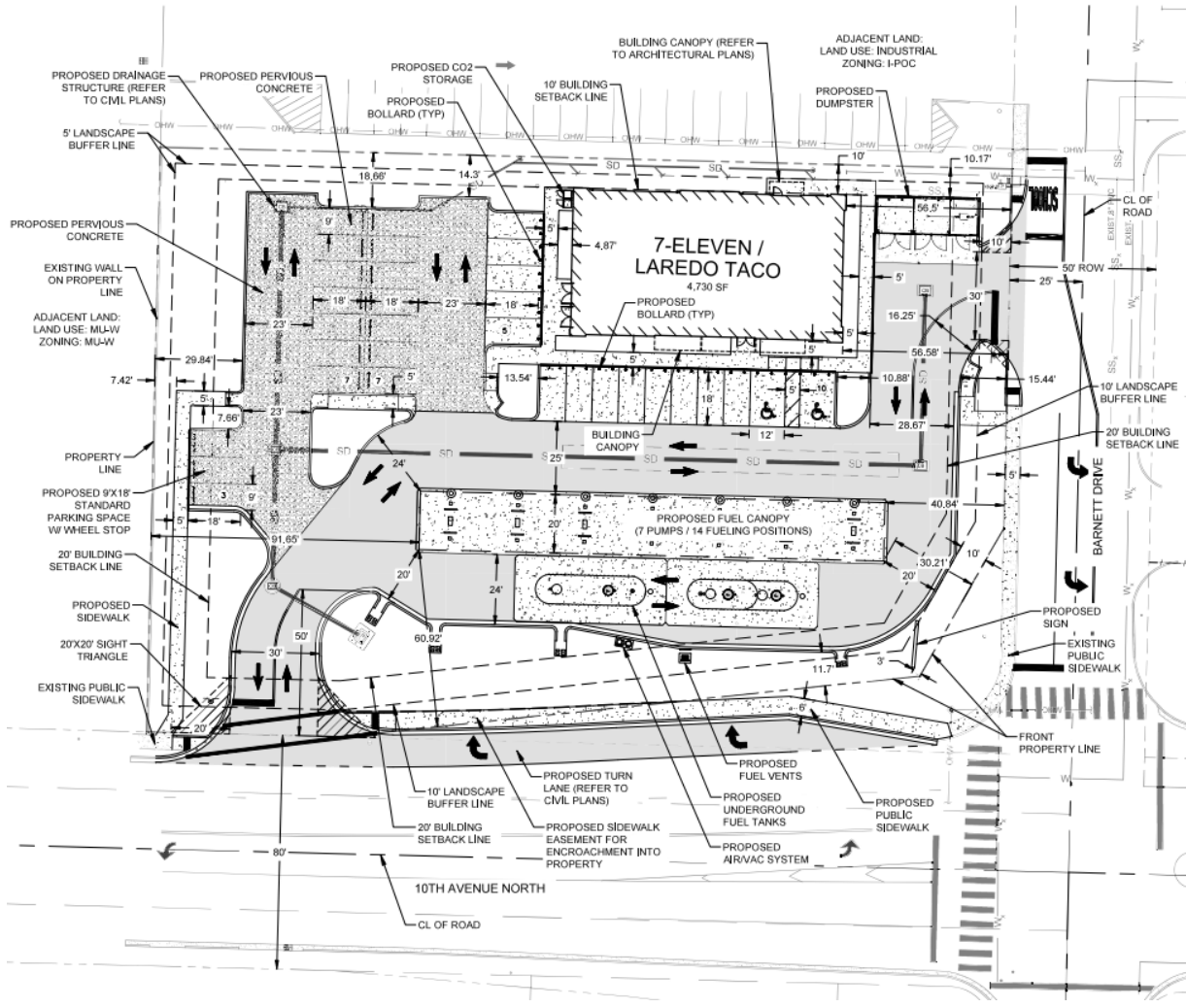
- On December 15, 2020, the City Commission requested the Planning & Zoning Board reconsider a request for a Major Site Plan with a Variance and a Conditional Use Permit to allow a 4,730 s.f. retail development on the NWC of 10th Avenue North and Barnett Drive consisting of 3 retail uses characterized as:
  1. Vehicle Fueling/Charging Station,
  2. Single Destination Retail, and
  3. Restaurant
- The approval of the variance was appealed to the Palm Beach County Circuit Court, Appellate Division. If the appeal is granted, the project cannot be built as presented on the proposed site plan.



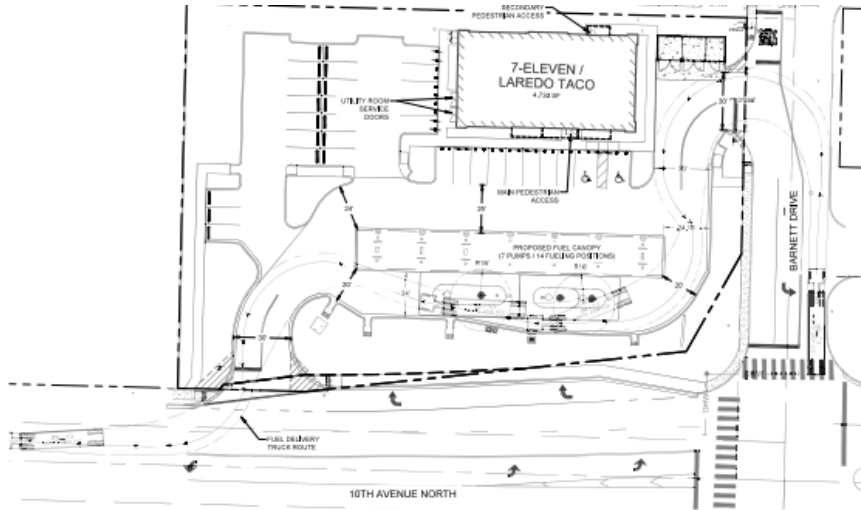






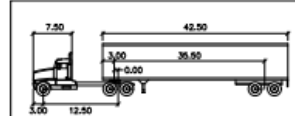






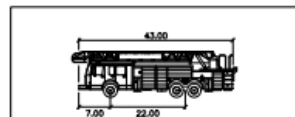
CIRCULATION ROUTE: FUEL TRUCK

**AUTOTURN VEHICLE DETAILS**



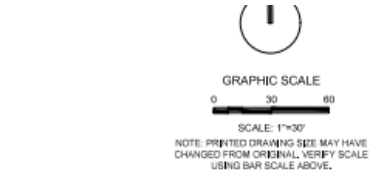
**FUEL TRUCK**

feet	
Tractor Width	: 8.00
Tractor Length	: 8.50
Tractor Track	: 8.00
Tractor Wheel	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 17.7
Articulating Angle	: 70.0



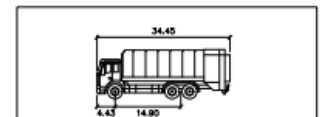
**FIRE TRUCK**

feet	
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3



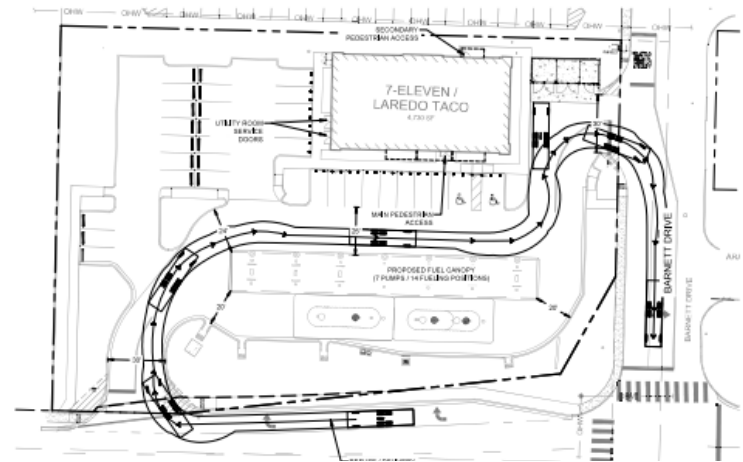
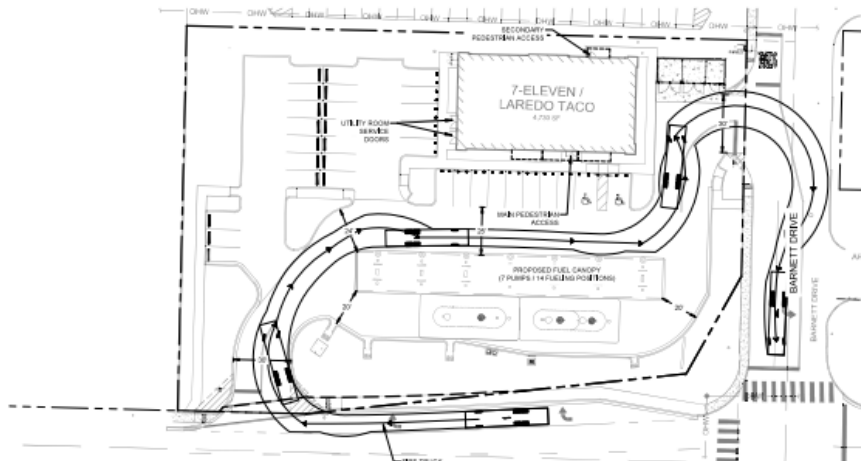
**NOTES:**

1. DELIVERY TRUCKS TO USE SERVICE ENTRANCE FROM 10TH AVENUE NORTH



**REFUSE / DELIVERY TRUCK**

feet	
Width	: 8.20
Track	: 8.20
Lock to Lock Time	: 6.0
Steering Angle	: 42.0





# Basis for Reconsideration

- The proposed 7-Eleven is not consistent with the Comprehensive Plan:
  - The project is not consistent with Future Land Use Element Policy 1.1.1.6.
  - The project is not consistent with Transportation Element Policies 2.1.4.3. and 2.1.4.7.
- The proposed 7-Eleven is not consistent with the City of Lake Worth Beach Zoning Code:
  - The project is not consistent with the Zoning Code Sec. 23.3-18. - MU-W, Mixed Use-West Zoning District



# Future Land Use Policy 1.1.1.6.

- Policy 1.1.1.6 states:

“The Mixed Use-West category is intended to provide for a mixture of residential, office, service and commercial retail uses within specific areas west of I-95.”

- The intent of the Policy is to promote development with a mix of two or more distinct uses
- This was the only Policy relied upon by the applicant and staff to support the conclusion the application is consistent with the Comprehensive Plan



## Future Land Use Policy 1.1.1.6.

- The Policy also states:

“The preferred mix of uses area-wide is 75% residential and 25% non-residential.”

- The intent of the Policy is to promote mixed-use development with a residential component
  - The project does not comply with the preferred mix of land uses, which is overwhelming residential
  - The propose 7-Eleven application is 100% commercial retail uses





## Future Land Use Policy 1.1.1.6.

- ▶ Finally, the Policy states:

*“While mixed-use projects are allowed on a single site, it is not a requirement that each site within the category incorporate multiple uses.”* (emphasis added)

- ▶ This portion of the policy undermines the entire premise of the Mixed Use - West land use category **if interpreted or applied incorrectly**



# Future Land Use Policy 1.1.1.6.

- ▶ There is a distinct difference between multiple use and mixed-use:
  - Multiple use: multiple variations of the same type of use, as in the proposed project (c-store (retail commercial) + gas sales (retail commercial) + fast-food restaurant (retail commercial))
  - Mixed-use: a mix of distinctly different types of land uses (e.g. a combination of residential – commercial (retail) – commercial (office) – industrial – civic – recreation uses)
- ▶ The phrase *“it is not a requirement that each site within the category incorporate multiple uses”* **does not mean that mixed-use is not required**



## Future Land Use Policy 1.1.1.6.

- ▶ The Policy in the Plan clearly states that mixed-use projects are intended in the MU-W land use category:

“The Mixed Use-West category is intended to provide *for a mixture of residential, office, service and commercial retail uses* within specific areas west of I-95.” (emphasis added)

- ▶ To accept the interpretation that repetitive uses = mixed-use undermines the purpose and intent of the Mixed Use - West land use category, the development and redevelopment goals established by the City, and the detailed thoroughfare design guidelines adopted by the City for new development



## Transportation Policy 2.1.4.3.

- Policy 2.1.4.3 states:

“Heavy traffic generating land uses (as defined in the City’s LDRs) **shall be carefully considered** before permitting along Tenth Avenue North immediately west of I-95.” *(emphasis added)*

- Heavy traffic land uses include vehicular uses and are typically located at a major intersection
- Vehicle charging & fueling stations (such as the proposed 7-Eleven) are *High Intensity Vehicular Uses* according to the City’s Code (Definitions and Sec. 23.3-6. - Use Tables)





## Transportation Policy 2.1.4.3.

- The intersection of 10th Avenue North and Barnett Drive is not a major intersection
- Barnett Drive provides direct access to Lake Worth Middle School
- **Careful consideration** of the introduction of a *High Intensity Vehicular Use* to a congested area that includes a school and related pedestrian activity should result in the conclusion that the proposed use at this location is not consistent with this Policy



# Transportation Policy 2.1.4.7.

- ▶ Policy 2.1.4.7 states:

“The City shall encourage the development of mixed-use development to reduce the need for vehicular trips.”

- ▶ Mixed-use development in urban areas typically includes a residential component
- ▶ Mixed-use development generally consists of two or more distinct types of uses (e.g. residential – commercial (retail) – commercial (office) – industrial – civic – recreation, etc.) or some combination thereof



## Transportation Policy 2.1.4.7.

- ▶ A c-store with gas sales and fast food are 3 retail commercial uses (same type of use), not a mix of uses as contemplated by the Comprehensive Plan
- ▶ In fact, there is not even a mix of non-residential uses as contemplated by the Policy in the project
  - ▶ Rather, the proposed uses are all commercial retail uses: retail convenience sales, retail gasoline sales, and a retail restaurant
- ▶ A mix of uses is not included in the proposed project. Accordingly, the proposed project is not consistent with this Policy in the Comprehensive Plan

# Intersection Analysis – 10<sup>th</sup> Ave N./Barnett Dr. – PM Peak Hour

SHORT REPORT													
General Information							Site Information						
Analyst: L.S.B. Agency or Co.: Liss S Barnstein PE Date Performed: 5/4/2020 Time Period: PM Peak Hour							Intersection: 10th Avenue N/Barnett Drive Area Type: All other areas Jurisdiction: PBC Analysis Year: Future With Project						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0	
Lane Group	L	TR		L	TR		L	TR		L	TR		
Volume (vph)	51	1233	151	298	1865	59	188	11	402	176	25	66	
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2	
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)	A	P	P	A	P	P	A	A	A	A	A	A	
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0		
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0		
Arrival Type	3	3		3	3		3	3		3	3		
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		
Ped/Bike/RTOR Volume	0	0	10	0	0	10	0	0	10	0	0	10	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour	0	0		0	0		0	0		0	0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	EW Perm	04	NS Perm	06	07	08					
Timing	G = 17.5	G = 6.0	G = 73.5	G =	G = 43.0	G =	G =	G =					
	Y = 0	Y = 6.5	Y = 6.5	Y =	Y = 7	Y =	Y =	Y =					
Duration of Analysis (hrs) = 0.25										Cycle Length C = 160.0			
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
Adjusted Flow Rate	54	1446		314	1805		198	425		185	85		
Lane Group Capacity	240	1604		307	1898		351	428		83	449		
v/c Ratio	0.22	0.90		1.02	0.95		0.56	0.99		2.23	0.19		
Green Ratio	0.57	0.46		0.65	0.54		0.27	0.27		0.27	0.27		
Uniform Delay d <sub>1</sub>	28.9	39.9		56.7	35.0		50.4	58.3		58.5	45.1		
Delay Factor k	0.11	0.50		0.50	0.50		0.16	0.49		0.50	0.11		
Incremental Delay d <sub>2</sub>	0.5	8.6		57.3	11.9		2.1	41.6		589.9	0.2		
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000		
Control Delay	29.4	48.5		114.0	46.9		52.5	99.9		648.4	45.3		
Lane Group LOS	C	D		F	D		D	F		F	D		
Approach Delay	47.8			56.9			84.9			458.5			
Approach LOS	D			E			F			F			
Intersection Delay	81.8						Intersection LOS			F			

Barnett Drive

SB	
185	85
83	449
2.23	0.19
0.27	0.27
58.5	45.1
0.50	0.11
589.9	0.2
1.000	1.000
648.4	45.3
F	D
458.5	
F	
F	

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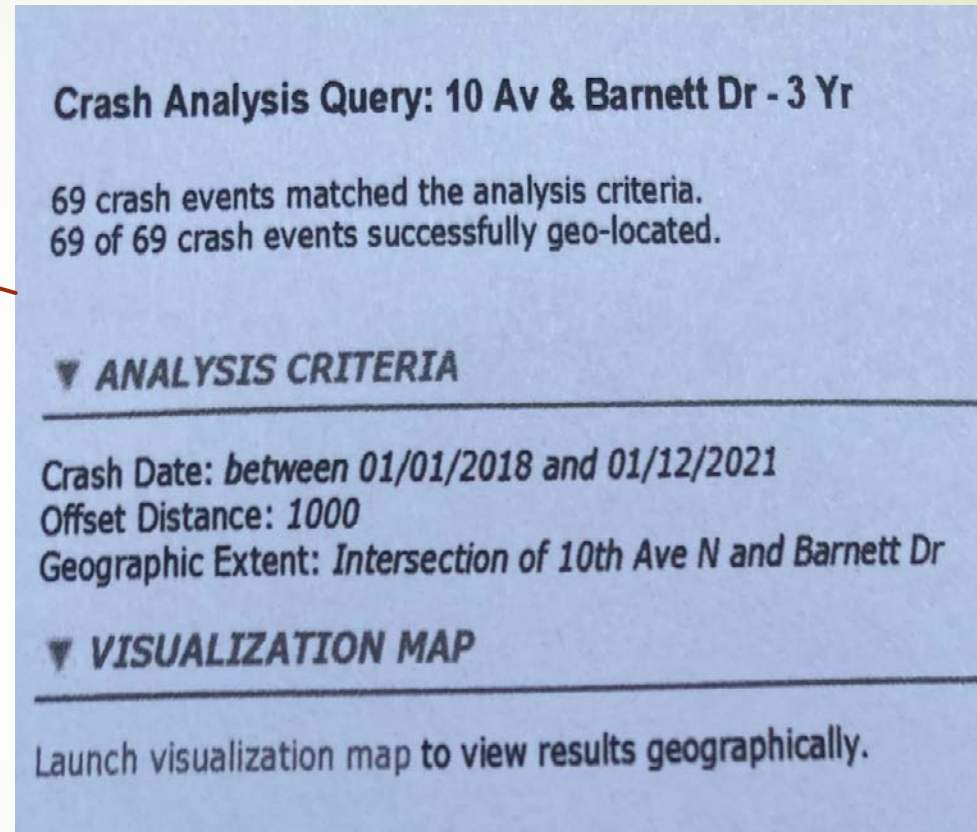
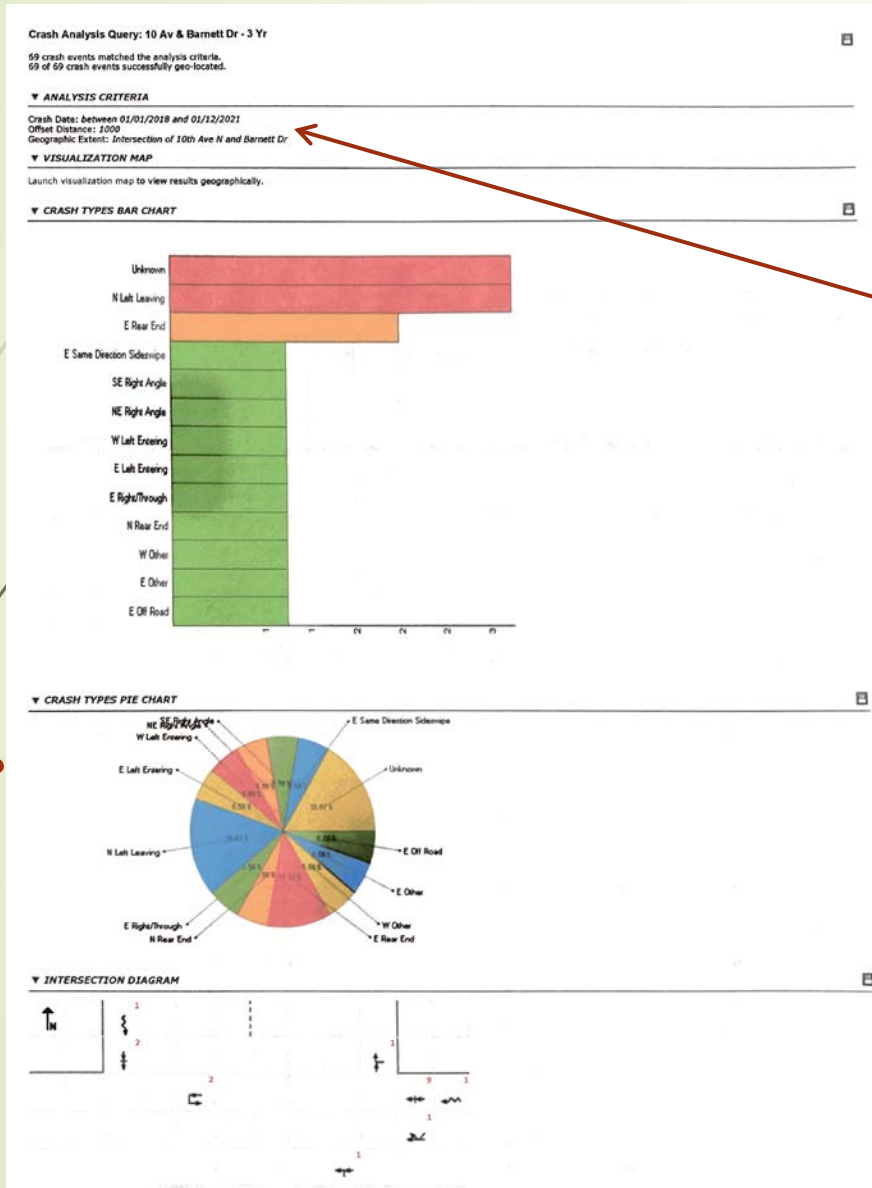
Barnett Drive  
Overall Intersection





# Palm Beach County Intersection Crash Analysis

## 10<sup>th</sup> Ave N./Barnett Dr. - 3 Years Data (1/1/2018 to 1/12/2021)



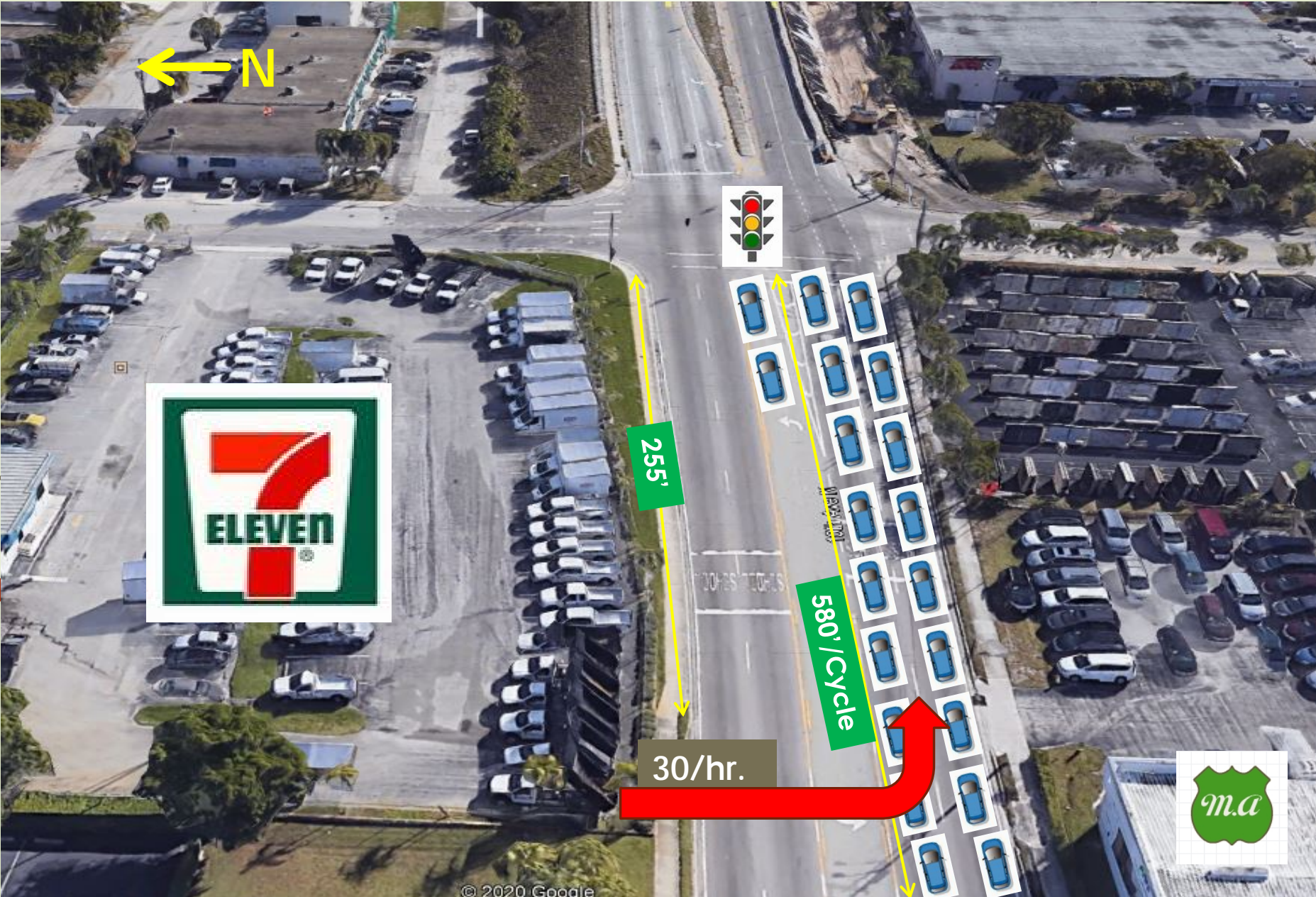


# Traffic Conflicts – 10<sup>th</sup> Ave N. Driveway – PM Peak Hour



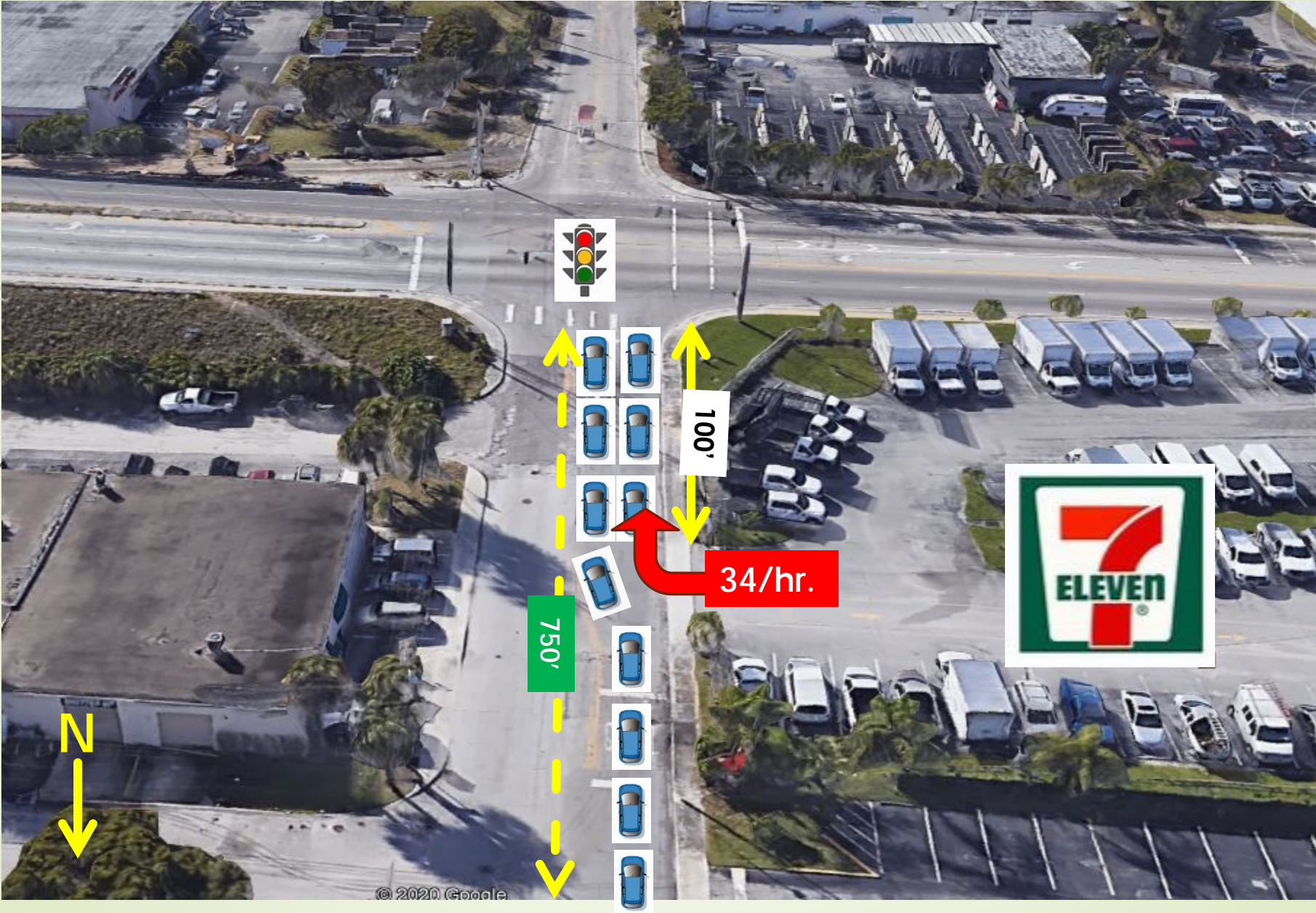


# EB Queue - 10<sup>th</sup> Ave N.



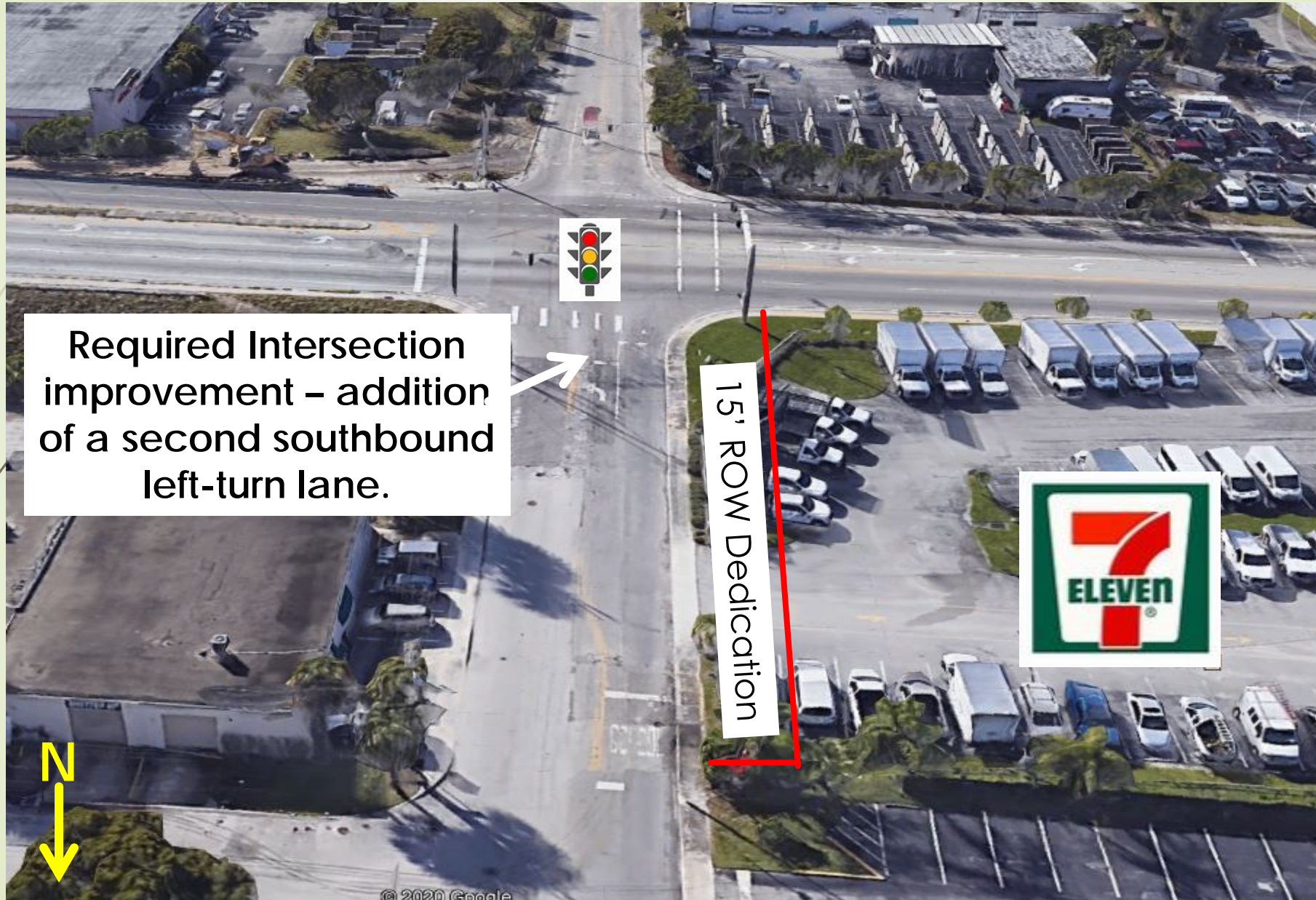


# SB Queue - Barnett Drive - PM Peak Hour





# Required Intersection Improvement



Required Intersection improvement - addition of a second southbound left-turn lane.

15' ROW Dedication





# Zoning Code Sec. 23.3-18.

- ▶ Zoning Code Sec. 23.3-18. - MU-W, Mixed Use-West district states:

“This District is intended to provide for the establishment and expansion of a broad range of office and commercial uses, including moderate intensity and higher intensity commercial, hotel/motel **and medium-density multiple-family residential development** along the city's western thoroughfares.” *(emphasis added)*
- ▶ A plain reading of the Code demonstrates the City's intent to establish a broad range of office and other commercial uses including "**medium-density multiple-family residential development**" along in the MU-W district
- ▶ The proposed project, however, is located just west of I-95 on the north side of 10<sup>th</sup> Avenue and is clearly intended as a regional highway use and, as such, is not consistent with the MU-West district





# Conditional Use Criteria

- Conditional uses are allowed in the MU-W district subject to meeting the following specific criteria:

*"to ensure they will not create excessive problems for through traffic or have a negative impact on nearby residential areas or the commercial viability of their neighbors" (emphasis added)*

- As demonstrated by neighboring property owners and our own experts, the proposed project increases traffic congestion in the area, including accessibility to Lake Worth Middle School, and adversely affects the viability of commercial redevelopment on existing long established neighboring commercial properties



# Conclusions

- ▶ The intent of the MU-W zoning district is to implement Future Land Use Policy 1.1.1.6. As demonstrated, the proposed uses are not consistent with this Policy and 2 Transportation Policies if the Plan
- ▶ In order for the MU-West zoning district to successfully implement the MU-W land use category, the mix of uses only works if the uses:
  1. do not create excessive problems for through traffic
  2. do not have a negative impact on nearby residential areas, and
  3. do not have a negative impact on the commercial viability of neighbors





# Conclusions

- ▶ The combination of multiple retail uses on a single property at this location will increase traffic congestion in the area and adversely affect the viability of existing commercial properties and threatens the redevelopment potential of neighboring commercial properties
- ▶ The Board has a choice, support the introduction of a Regional Highway Use that will primarily serve travelers on I-95 ...

**OR**

**SUPPORT EXISTING PROPERTY OWNERS AND BUSINESSES IN THE CITY**



# Conclusions

- ▶ Based upon testimony from property owners in the area, it is clear the project is not consistent with and does not meet policies the Commission has adopted
- ▶ Pursuant to § 163.3194 (6), Fla. Stat., a project that is not consistent with the City's Comprehensive Plan cannot be approved
- ▶ Pursuant to § 163.3194 (1) (a) & (b), Fla. Stat., all Projects must comply with the Policies of the City's Comprehensive Plan and Land Development Regulations
- ▶ Pursuant to § 163.3194 (1)(a), Fla. Stat., and because the project is not consistent with the City's Comprehensive Plan upon which the application relies, as demonstrated by the record, the Board must deny the project

**MINUTES  
CITY OF LAKE WORTH BEACH  
REGULAR CITY COMMISSION MEETING  
CITY HALL COMMISSION CHAMBER  
TUESDAY, DECEMBER 15, 2020 - 6:00 PM**

The meeting was called to order by Mayor Triolo on the above date at 6:00 PM in the City Commission Chamber located at City Hall, 7 North Dixie Highway, Lake Worth Beach, Florida.

**ROLL CALL:** Present were Mayor Pam Triolo; Vice Mayor Andy Amoroso; and Commissioners Scott Maxwell and Herman Robinson. Also present were Assistant City Manager Juan Ruiz, City Attorney Christy L. Goddeau and City Clerk Deborah M. Andrea.

**MOMENT OF SILENCE:** was led by Vice Mayor Amoroso in memory of those who had died of COVID-19.

**PLEDGE OF ALLEGIANCE:** was led by Herman Robinson.

**AGENDA - Additions/Deletions/Reordering:**

Deborah Andrea, City Clerk, announced that New Business Item A, the appeal, was reordered to follow Presentations.

**Action:** Motion made by Commissioner Maxwell and seconded by Vice Mayor Amoroso to approve the agenda as amended.

**Vote:** Voice vote showed: AYES: Mayor Triolo, Vice Mayor Amoroso and Commissioners Maxwell and Robinson. NAYS: None.

**PRESENTATIONS:** (there was no public comment on Presentation items)

A. Value of the Electric Utility (EU)

Ed Liberty, Electric Utility Director, introduced Jacob Williams, General Manager/Chief Executive Officer of the Florida Municipal Power Agency (FMPA). Mr. Liberty said that the presentation would show the value provided by the EU and that Mr. Williams had traveled around the state doing the presentation to different municipalities.

Mr. Williams stated that the EU provided an annual economic value of \$14 million to the City. He announced that the City would have the highest percentage of CO<sup>2</sup>-free supply in Florida by 2025 with a carbon footprint much lower than the National target, rates were competitive and costs would continue to decrease with more than a 33% reduction by 2027, residential costs were lower than in 2006 while U.S. rates increased 26%, the EU paid an additional \$4M+ to the City for various charges each year and more than \$4M per year in economic activity to LWB through local jobs, reliability would improve further under SHRIP with over \$14M invested in past two years for reliability improvements and an additional \$100M in the coming years, over 15% of revenue that the City used for general government services was transferred to the General Fund and the EU was owned by the citizens meaning that there were local priorities and control over decisions. He iterated that there would be 38+ Mw of power provided by solar by 2024 and LWB would be a leader in solar watts per customer in the country. He reported that the City restored power more quickly and that it could participate in the Wi-Fi Project Support by offering free

wired pole attachments. He said that in the near future the power costs would be approximately \$9M a year due to the retirement of the St. Lucie debt as well as reduced steam and coal costs and the City had a great asset in the EU.

Mr. Liberty explained the benefits of employing staff who lived and spent money in the City, that the SHRIP work would be done by local companies and the design would be to protect against a category 5 storm along with adding a second tie line. He spoke about storm protection, improvements in reliability and other smaller contributions to other areas of the City other than the General Fund, none of which would be received from another electric provider.

Vice Mayor Amoroso asked Mr. Liberty to discuss the credit card fees that the City absorbed.

Mr. Liberty replied that the EUAB's consensus was to pass that back to the customers and staff was working on getting the lowest fees for the customers.

Mayor Triolo said that the costs involved in being a greener city were high, but LWB was able to build its own solar farm and invest in solar. She requested that the realtors share the true cost of the EU which was within \$4 of FPL, not the from the past. She thanked Mr. Liberty for sharing opportunities with the City.

Mr. Liberty thanked Mr. Williams and the FMPA for their help and support.

Mr. Williams iterated that LWB could chart its own path because it had its own EU and had managed both sides of solar to be competitive.

Commissioner Robinson expressed admiration for the progress the EU had made under Mr. Liberty's leadership. He said that he was concerned about the City's competitiveness in commercial rates and how the payment plan was working for those who were having difficulties meeting their obligations.

Mayor Triolo asked that Mr. Liberty bring the payment plan information to a regular or electric meeting.

Commissioner Maxwell directed staff to create a presentation for the realtor's association to drive the message about the parity of the City's electric rates.

**NEW BUSINESS** (reordered):

- A. Appeal by Thomas J. Baird, Esq. on behalf of 1920 10th Avenue, LLC of PZB Project # 20-00500003, which included site plan and conditional use approvals to allow for the construction of a new vehicle fueling/charging station, single-destination retail, and restaurant at 1900 10th Avenue North (7-Eleven)

Mayor Triolo read the title of the case into the record that this was an appeal by Thomas Baird, on behalf of 1920 10th Avenue LLC, of PZB case number 20-00500003, which included a site plan and conditional use approvals to allow for the construction of a new vehicle fueling/charging station, single destination retail and a restaurant at 1900 10th Avenue, Lake Worth Beach for a project commonly known as 7-Eleven.



Mayor Triolo announced that, before the quasi-judicial hearing began, she recused herself from participating in the case and Assistant City Attorney Pamala Ryan would address the reasons for the recusal which were discussed with her. She said that she would file the appropriate paperwork with the City Clerk (attached herewith) and turned the gavel over to Vice Mayor Amoroso to proceed with the hearing.

Assistant City Attorney Ryan explained that she had spoken with Mayor Triolo, who was a tenant of the appellant of the group, and to avoid the appearance of impropriety, the Mayor would recuse herself from the case.

Mayor Triolo passed the gavel to Vice Mayor Amoroso and left the meeting at 6:43 PM.

Vice Mayor Amoroso stated that this was a quasi-judicial hearing to hear an appeal pursuant to section 23.2-17 of the City's code of ordinances and as stated in other cases, because this was an appeal, no new evidence would be taken but the city, the appellant and the applicant would each be given 10 minutes to make a presentation and thereafter, public comment would be allowed and the commission would ask questions.

Vice Mayor Amoroso asked if the commissioners had any ex parte communications, personal investigations, or campaign contributions to disclose.

Commissioner Maxwell said that he had two short telephone conversations with Mr. Gil prior to the PZB meetings and spoke with Mr. Hiatt, who had contributed to his campaigns. He stated that he conveyed that he could not discuss the issue with the gentlemen.

Commissioner Robinson said that he visited the site with Mr. Hiatt and heard his concerns.

Vice Mayor Amoroso said that he had spoken with Mr. Hiatt to hear his concerns.

Vice Mayor Amoroso asked Keith Sullivan, the City's Webmaster, to promote all appeal participants to panelists for swearing in. He announced that all those giving presentations, answering questions from the commission, or speaking under public comment raise their right hands and be sworn-in.

City Clerk Andrea swore in those speaking and requested that they state their names and addresses for the record and who they represented, if applicable.

Vice Mayor Amoroso said that City's staff would give their presentation first, which could be no longer than ten minutes.

Erin Sita, Community Sustainability Assistant Director, announced that Thomas J. Baird, Esq. on behalf of 1920 10th Avenue, LLC, was appealing a final order of the Planning and Zoning Board (PZB) to allow a 7-Eleven at 1900 10th Avenue North. She said that the subject project was approved with conditions at the July 15, 2020 Planning and Zoning Board (PZB) meeting for a major site plan, vehicle fueling/charging station, single-destination retail, and restaurant conditional uses, and a variance and that the variance determination was being appealed separately at the 15th Judicial Circuit. She summarized the prior actions, stating that on July 15, 2020, the PZB voted 4-2 to approve project 20-00500003, including Major Site Plan, Conditional Use, and Variance, with staff recommended conditions from various departments and the PZB condition that the applicant coordinate with the PBC School District and provide additional signage for

school crossings. She showed the site location and site plan and stated that she reserved the remaining three minutes for closing remarks.

Vice Mayor Amoroso said that the appellant, through Mr. Baird, could make a ten minute presentation.

Mr. Baird gave a presentation stating the reasons the appellant opposed the development. He said that before and at the Board's hearing, Mr. Gil sought a continuance because, as an affected party, he could not retain counsel and be adequately prepared for the hearing and Messrs. Hiatt and Schmidt, also affected parties, objected to the short notice which prevented them from retaining counsel. He reported that the testimony from the three affected parties was that the existing traffic already created congestion, specifically the difficulty to pull out onto Barnett, and the addition of a 7-Eleven of this magnitude and with three retail uses would have a heavy impact on existing traffic contributing to increased congestion especially during rush hours. Mr. Schmidt, a commercial real estate broker in Palm Beach County (PBC), testified that based upon his experience, 7-Eleven's 4,730 square foot store on 1.24 acres was much larger than typical c-stores ranging between 2,000 – 3,000 square feet. Mr. Baird stated that the project was inconsistent with the City's comprehensive plan as it was multiple use, not mixed-use, was inconsistent with the mixed-use west zoning district and did not meet the conditional use criteria of chapter 23.3-18 due to the traffic congestion that would be created. He concluded by stating that the project was not consistent with and did not meet the policies the commission had adopted in its Comprehensive Plan or LDRs, that pursuant to § 163.3194 (6), Fla. Stat., a project which was not consistent with the City's Comprehensive Plan could not be approved, pursuant to §163.3194 (1)(a) & (b), Fla. Stat., all projects must comply with the policies of the City's Comprehensive Plan and its Land Development Regulations and pursuant to §163.3194 (1)(a), Fla. Stat. and because the project was not consistent, the PZB was required to deny the project.

Brian Seymour, attorney for the applicant made an objection to the presentation because the majority was new information and therefore not allowable.

Vice Mayor Amoroso said that the applicant, through Mr. Seymour, could make a ten-minute presentation.

Mr. Seymour relayed the approvals at issue, providing for a 4,730 SF retail/restaurant (4,496 SF retail/234 SF restaurant) and 3,520 SF canopy over 7 fuel pumps (14 positions). He said that the notice was complied with and legal, but the appellant did not hire a lawyer, which was not basis for a continuance. He stated that there was more than enough competent substantial evidence to support the decision and the objections were related to traffic. He reported that traffic analysis had been conducted by Lisa Bernstein, P.E. a licensed traffic engineer and that a condition was added and met, that the project had to be approved by PBC to meet the appropriate levels of service and significant traffic improvements associated with the project such as new signage and a new entry onto 10<sup>th</sup> Avenue North. He stated that the project was four percent of the maximum development allowance for the site and would provide for better traffic circulation and a better traffic pattern, not have an adverse traffic impact.

Vice Mayor Amoroso asked if there were any public comment cards, or if there was a member of the public who wished to make a two-minute public comment.

City Clerk Andrea stated that there were no public comment cards.

Vice Mayor Amoroso asked the commissioners if they had any questions for staff, the applicant, or the appellant, reminding them that only questions for clarification on the issues could be asked, no new information would be allowed.

Vice Mayor Amoroso said that Commissioner Maxwell had asked for a copy of the appellant's presentation, but was told that it was not factual.

Assistant City Attorney Ryan responded that the appellant had not raised the issues about the comp plan previously and the PZB did not have any opportunity to review the information. She explained that it was not fair to present new information at an appeal.

Commissioner Maxwell asked why Assistant City Attorney Ryan did not object during Mr. Baird's presentation.

Assistant City Attorney Ryan replied that she was not to interrupt presentations and urged caution when reviewing Mr. Baird's presentation. She said that Mr. Seymour's presentation contained information that had been presented below.

Vice Mayor Amoroso asked Assistant City Attorney Ryan to highlight the issues that should not be considered.

Commissioner Maxwell stated that in previous hearings, the presentations had been given to the commission before the meeting. He questioned what information was accurate.

Assistant City Attorney Ryan answered that she had not said that the information was inaccurate, but that an analysis of the comp plan had not been presented to the PZB and should not be part of the appeal.

Commissioner Robinson expressed interest in the County's input because there would be an increase in traffic.

Vice Mayor Amoroso asked Ms. Sita to address the upcoming work that would be done on 10<sup>th</sup> Avenue North.

Ms. Sita replied that 10<sup>th</sup> Avenue North would be widened to six lanes and the applicant would be required to coordinate their configuration with the county.

Commissioner Robinson asked for clarification about the results of the court outcome on the commission's decision.

Assistant City Attorney Ryan replied that the variance went to the Circuit Court and was on appeal which was proceeding separately. She said that the case would be appealed to the court no matter the outcome of the appeal, although the Court would look at the PZB's decision. She stated that the appeal could be sent back to the PZB to be fleshed out if the commission desired.

Commissioner Maxwell asked if the applicant owned the property. He expressed concern about when the affected parties had received service.

Mr. Seymour responded that the applicant leased the property and the owner allowed the lessee to file an application.

Ms. Sita replied that the notice was mailed on July 2 with a proof of mailing and the signs were put up the same day. She said that notice needed to be sent 10 calendar days before the hearing.

Mr. Seymour said that mail was delivered on July 3 and the notices could have been sent as late as July 5 to meet the statute.

Commissioner Maxwell said that he believed that property owners had property rights.

Mr. Seymour replied that the appellant said that the notice was proper and had seen the posted signs, but waited to hire counsel until two days before the hearing.

Commissioner Maxwell asked about the Barnett traffic statement and expressed concern about the number of trips.

Assistant City Attorney Ryan said that she did not have the transcript.

Ms. Sita recalled that the applicant's site improvements would improve the traffic on the site and allow for better functionality and were discussed at the PZB meeting.

Commissioner Robinson said that there were property rights on both sides and had the right to develop the property to the letter of the law. He questioned if a majority of two would be allowed.

Assistant City Attorney Ryan replied that according to the City's Charter, three members would have to vote to pass a motion.

Commissioner Maxwell asked Mr. Waters about the traffic study and if the site would not create more traffic.

Mr. Waters responded that the site would be allowed to have much more development with a higher impact and staff concluded that the project would improve the traffic in the area along with the improvements that would be made by the county.

Commissioner Maxwell asked if the county had weighed in on the traffic study and what would happen if the project did not happen.

Ms. Sita replied that the City had received a traffic concurrency letter from the county which was a condition of approval by the PZB.

Mr. Waters stated that the residents had dedicated rights-of-way to the project and there would be lawsuits if the road widening did not take place.

Commissioner Maxwell expressed concern about middle school students milling about after school when there was traffic involved. He asked if the issue had been discussed.

Ms. Sita stated that there was a deadline for additional safety precautions coordinated with the School Board and the City engineer as another condition of approval.



Mr. Waters stated that most projects had extensive lists of conditions of approval prior to the issuance of permits or of a certificate of occupancy.

Vice Mayor Amoroso told the commissioners to discuss the appeal amongst themselves, which they did.

Vice Mayor Amoroso asked for a motion, stating that the considerations substantiating the decision should be discussed, and the standard of review was competent, substantial evidence.

Mr. Waters stated that there were two possible motions on the staff report, plus a third to send the appeal back to the PZB.

Assistant City Attorney Ryan stated that the third motion choice should specify what issues the PZB should further examine.

Mr. Seymour found the statement indicating that both the owner and the lessee filed the application together and said that the lease, the existence of which was testified to under oath, would not be shared with the commission as it was a trade secret.

**Action:** Motion made by Commissioner Maxwell to overturn the decision by the PZB of PZB Project # 20-00500003 for the following reasons: there was not enough competent and substantial evidence brought before the PZB to address some of the issues raised at the appeal such as the ownership of the property and whether the conditions could be met or not. **Motion died for lack of a second.**

**Action:** Motion made by Commissioner Robinson to uphold the PZB's decision as there was competent and substantial evidence presented. **Motion died for lack of a second.**

Assistant City Attorney Ryan opined that there needed to be a motion and a vote.

Mr. Waters asked if it would be appropriate for the Vice Mayor to pass the gavel over to the Vice Mayor Pro Tem in order to second a motion.

**Action:** Motion made by Commissioner Maxwell to kick the appeal back to the PZB. **Motion died for lack of a second.**

Vice Mayor Amoroso passed the gavel to Vice Mayor Pro Tem Maxwell.

**Action:** Motion made by Vice Mayor Amoroso and seconded by Commissioner Robinson to uphold the decision of the PZB as the evidence presented was competent and substantial.

**Vote:** Voice vote showed: AYES: Vice Mayor Amoroso and Commissioner Robinson. NAYS: Commissioner Maxwell. RECUSED: Mayor Triolo.

City Attorney Goddeau suggested that the appeal be continued until another commissioner was appointed to increase the number on the dais.

Commissioner Maxwell opposed the suggestion.

Commissioner Robinson asked how a final decision could be expedited.

Mr. Waters asked if the appellant and applicant would agree that if the issue went back to the PZB, the appeal would go directly to the court.

City Attorney Goddeau replied that the parties could agree to waive their right to an appeal before the commission, but the City would not ask them to do so.

**Action:** Motion made by Commissioner Maxwell and seconded by Commissioner Robinson to send the appeal back to the PZB.

**Vote:** Voice vote showed: AYES: Vice Mayor Amoroso and Commissioners Maxwell and Robinson. NAYS: None. RECUSED: Mayor Triolo.

The meeting recessed at 8:22 PM and reconvened at 8:29 PM with the Mayor resuming the gavel.

### **COMMISSION LIAISON REPORTS AND COMMENTS:**

**Vice Mayor Amoroso:** said that there had been more funding received for the food distribution which would continue through January. He stated that conversion therapy had come back up, PBC and several cities had put a ban on conversion therapy; he asked City Attorney Goddeau to speak about the issue as Miami Beach was looking for cities to weigh in.

City Attorney Goddeau stated that there was a challenge under the First Amendment to ordinances that ban conversion therapy and that the City of Boca Raton was looking for surrounding cities with conversion therapy ban ordinances to support the briefs of the other cities.

Vice Mayor Amoroso asked for the support of his fellow commissioners which was given.

**Commissioner Maxwell:** wished everyone happy holidays and that people would be able to celebrate together.

**Commissioner Robinson:** extended his condolences to Mary Jane McKinnon on her loss. He stated that South Palm Park had a great holiday display in their medians that everyone should see and said that he looked forward to the many upcoming work sessions on various issues. He iterated that everyone should continue to wear masks and wash their hands.

**Mayor Triolo:** sent love to the McKinnons who were a part of the fabric of the community. She announced that South Palm Park came in second for their holiday decorations. She expressed pride in the City for their creativity with the holiday events and said that the bike giveaway would take place virtually. She reported that "Polar Express" was shown at Bryant Park with social distancing and suggested that residents go to the Events section of the website to see all of the events planned. She said that the commissioners would judge the houses that registered for the house decorating event.

### **PUBLIC PARTICIPATION OF NON-AGENDAED ITEMS AND CONSENT AGENDA:**

City Clerk Andrea read the comments submitted by the following:

Lorien DeBruyn wrote to urge the commission to not allow a four-story building development proposed to the CRA on the parcel of land located on N E Street between Lake and Lucerne Avenues.

David Simms wrote that he expected the commission to show patience and respect during and after public comments were read.

Christopher McVoy wrote to express discouragement in the commissioners' statements before and after the reading of public comment regarding Commissioner Robinson's proposal to require developers to meet with city residents.

Kim Stokes wrote that the City should be proactive in reaching out to its residents to talk about the potential changes coming to the downtown area.

Cliff Kohlmeyer wrote that the commission's response to public comments in the previous meeting were insulting and another example of how citizens felt disregarded by the commission.

Catherine Kohlmeyer wrote to express disappointment at the resistance of the commissioners to the suggestion of more input from the public.

The following individuals read their own comments through Zoom:

Sam Goodstein said that a meeting was not a meeting when no one showed up and that public participation was very important.

Richard Stowe said that he had served on the Tree Board but was speaking on his own behalf and asked that the commission reconsider its decision of December 1, 2020 to sell the property on North F to the CRA and instead convert the lots to planter strips.

**APPROVAL OF MINUTES:**

**Action:** Motion made by Vice Mayor Amoroso and seconded by Commissioner Maxwell to approve the following minutes:

- A. Work Session - November 5, 2020
- B. Regular Meeting - November 17, 2020

**Vote:** Voice vote showed: AYES: Mayor Triolo, Vice Mayor Amoroso and Commissioners Maxwell, Hardy and Robinson. NAYS: None.

**CONSENT AGENDA:** (public comment allowed during Public Participation of Non-Agendaed items)

**Action:** Motion made by Vice Mayor Amoroso and seconded by Commissioner Robinson to approve the Consent Agenda.

- A. Resolution No. 55-2020 - setting the ballot for the March 9, 2021, General Election
- B. Agreement with ACAI Associates for professional services related to the Public Works Fleet Facility design and construction administration services.

- C. Work Order #2 with Bella Construction for the Renovation of the Golf Course Clubhouse Facility
- D. Purchase Order with Nextran Truck for the purchase of a Mack One Arm Garbage Truck
- E. Service agreement with Verizon Wireless to provide mobile communication services
- F. Payments of Fiscal Year 2020 Invoices
- G. Fourth Amendment to Agreement with USIC LOCATING SERVICES, LLC to provide utility locating services for one more year
- H. Electric Utility Easement and Bill of Sale by and between 1601 Dixie, LLC and the City of Lake Worth Beach
- I. Water Utility Easement and Bill of Sale by and between 1601 Dixie, LLC. and the City of Lake Worth Beach
- J. Adopt the Fiscal Year 2021 Staff Count
- K. Resolution No. 56-2020 – 1st Budget Amendment to the Fiscal Year 2021 Budget

**Vote:** Voice vote showed: AYES: Mayor Triolo, Vice Mayor Amoroso and Commissioners Maxwell and Robinson. NAYS: None.

**PUBLIC HEARINGS:**

- A. Ordinance No. 2020-19 - Second Reading - adopting the Florida Building Code 2020 7th Edition

Mayor Triolo reminded the commission that the ordinance was a second reading and had a presentation at the first reading.

City Attorney Goddeau read the ordinance by title only.

ORDINANCE NO. 2020-19 OF THE CITY OF LAKE WORTH BEACH, FLORIDA, AMENDING CHAPTER 9, "BUILDINGS AND STRUCTURAL REGULATIONS", ARTICLE I, "IN GENERAL", SECTION 9-2, "BUILDING CODE ADOPTED", BY ADOPTING THE 2020 BUILDING CODE; AMENDING SECTION 9-2.1, "CITY OF LAKE WORTH ADMINISTRATIVE AMENDMENTS TO THE FLORIDA BUILDING CODES ADOPTED", BY ADOPTING BY REFERENCE THE CITY OF LAKE WORTH BEACH ADMINISTRATIVE AMENDMENTS TO THE FLORIDA BUILDING CODE 2020 EDITION; PROVIDING FOR SEVERABILITY, THE REPEAL OF LAWS IN CONFLICT, CODIFICATION, AND AN EFFECTIVE DATE

**Action:** Motion made by Vice Mayor Amoroso and seconded by Commissioner Maxwell to approve Ordinance No. 2020-19 - Second Reading - adopting the Florida Building Code 2020 7th Edition.

City Clerk Andrea stated that there were no public comments.

**Vote:** Voice vote showed: AYES: Mayor Triolo, Vice Mayor Amoroso and Commissioners Maxwell and Robinson. NAYS: None.

**UNFINISHED BUSINESS:**



A. Discussion of appointment of City Commissioner for District 2

Vice Mayor Amoroso asked to hear from the City Attorney.

City Attorney Goddeau explained that the charter gave guidance that the commission shall choose and appoint a successor to serve until a newly elected commission is qualified and that all commissioners had to reside in their district. She said that the options were to make a motion to appoint someone who lived in District 2, someone who either had or had not gone through the qualifying process, give direction to staff to do an official process asking for applications and interviews, setting up a special meeting to make the appointment or having the option to think over the holidays and make an appointment after the holidays. She stated that the commission had voted to list the item as a discussion, but official action could be taken.

**Action:** Motion made by Vice Mayor Amoroso and seconded by Commissioner Maxwell to appoint Carla Blockson with her position to start on Monday, December 21, 2020.

Comments/requests summary:

1. Commissioner Robinson stated that there were consequences of not making decisions as seen by the results of the quasi-judicial hearing.
2. Mayor Triolo said that she knew Ms. Blockson, who did a lot of volunteer work for the City.

City Clerk Andrea stated that there were no public comments.

**Vote:** Voice vote showed: AYES: Mayor Triolo, Vice Mayor Amoroso and Commissioners Maxwell and Robinson. NAYS: None.

**NEW BUSINESS:**

- A. (reordered to follow Presentations) Appeal by Thomas J. Baird, Esq. on behalf of 1920 10th Avenue, LLC of PZB Project # 20-00500003, which included site plan and conditional use approvals to allow for the construction of a new vehicle fueling/charging station, single-destination retail, and restaurant at 1900 10th Avenue North (7-Eleven)
- B. Ordinance No. 2020-21 – First Reading - Prohibition on Distribution of Plastic Straws at City Facilities

City Attorney Goddeau read the ordinance by title only.

ORDINANCE NO. 2020-21 OF THE CITY OF LAKE WORTH BEACH, FLORIDA, AMENDING CHAPTER 15, "OFFENSES – MISCELLANEOUS" OF THE CITY'S CODE OF ORDINANCES, BY CREATING A NEW ARTICLE VIII, TO BE ENTITLED, "PROHIBITION ON DISTRIBUTION OF PLASTIC STRAWS AT CITY FACILITIES"; PROVIDING FOR EXCEPTIONS, EDUCATION, ENFORCEMENT, AND PENALTIES; AND, PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION, AND AN EFFECTIVE DATE

City Attorney Goddeau stated that PBSO could enforce the ordinance, but the intent was

to have it be enforced through an educational program and through code enforcement.

**Action:** Motion made by Vice Mayor Amoroso and seconded by Commissioner Maxwell to approve Ordinance No. 2020-21 on first reading and set the second reading and public hearing for January 5, 2020.

City Clerk Andrea said that there were no public comments.

**Vote:** Voice vote showed: AYES: Mayor Triolo, Vice Mayor Amoroso and Commissioners Maxwell and Robinson. NAYS: None.

C. Resolution No. 57-2020 - approving the Agreement with the Supervisor of Elections for the March 2021 election

City Attorney Goddeau did not read the resolution.

RESOLUTION NO. 57-2020 OF THE CITY OF LAKE WORTH BEACH, FLORIDA, APPROVING AN AMENDED AGREEMENT FOR VOTE PROCESSING EQUIPMENT USE AND ELECTION SERVICES BY AND BETWEEN THE PALM BEACH COUNTY SUPERVISOR OF ELECTIONS AND THE CITY OF LAKE WORTH BEACH; DESIGNATING THE CITY'S CANVASSING BOARD; AND PROVIDING AN EFFECTIVE DATE

**Action:** Motion made by Commissioner Maxwell and seconded by Vice Mayor Amoroso to approve Resolution No. 57-2020 - approving the Agreement with the Supervisor of Elections for the March 2021 election.

City Attorney Goddeau explained that the City wanted to use the Vote by Mail process due to COVID, which could increase the cost of the election.

Mayor Triolo asked if there was a difference in the services being provided to other cities. She asked what had been taken away from the city and had it been returned.

City Attorney Goddeau replied that the new SOE was more amenable to discussion but wanted to cover their costs. She said that the costs were the same across the board and varied by the size of the city.

City Clerk Andrea responded that Susan Bucher would not serve on the City's canvassing board, but Wendy Sartory Link would.

Commissioner Maxwell asked if Vote by Mail ballots would be sent to all registered voters.

City Attorney Goddeau replied that a voter had to request a ballot, it would not be sent automatically, but some voters opted to have Vote by Mail ballots for the next two years.

City Clerk Andrea stated that there were no public comment cards.

**Vote:** Voice vote showed: AYES: Mayor Triolo, Vice Mayor Amoroso and Commissioners Maxwell and Robinson. NAYS: None.

**LAKE WORTH ELECTRIC UTILITY:**

**CONSENT AGENDA:** (public comment allowed during Public Participation of Non-Agendaed items)

- 1) Second Amendment to the agreement with Simple Mind LLC for continued Professional Consultant Services communication outreach in the amount of \$43,000
- 2) Ratification of Second Amendment to original Agreement with ENCO Utility Services, LLC
- 3) Agreement with Dis-Tran Steel, LLC for steel products for electrical substations
- 4) Purchase Order(s) to McWayne Poles for the Purchase & Delivery of Ductile Iron Poles

**Action:** Motion made by Vice Mayor Amoroso and seconded by Commissioner Robinson to approve the Consent Agenda.

**Vote:** Voice vote showed: AYES: Mayor Triolo, Vice Mayor Amoroso and Commissioners Maxwell and Robinson. NAYS: None.

**CITY ATTORNEY'S REPORT:**

City Attorney Goddeau did not provide a report.

**CITY MANAGER'S REPORT:**

Assistant City Manager Ruiz did not provide a report.

**ADJOURNMENT:**

**Action:** Motion made by Vice Mayor Amoroso and seconded by Commissioner Robinson to adjourn the meeting at 9:10 PM.

**Vote:** Voice vote showed: AYES: Mayor Triolo, Vice Mayor Amoroso and Commissioners Maxwell and Robinson. NAYS: None.

ATTEST:

  
Deborah M. Andrea, CMC, City Clerk



  
Pam Triolo, Mayor

Minutes Approved: January 5, 2021



**ORDER OF THE PLANNING AND ZONING BOARD  
OF THE CITY OF LAKE WORTH BEACH, FLORIDA**

PROJECT NAME: 7-Eleven, 1900 10<sup>th</sup> Avenue North, PZB 20-00500003

APPLICANT/OWNER: Anne-Christine Carrie of KEITH / 1900 10<sup>th</sup> Ave, LLC.

APPLICANT'S ADDRESS: 2312 South Andrews Avenue, Fort Lauderdale, FL 33316

DATE OF HEARING: July 15, 2020

APPROVAL REQUESTED: Major Site Plan, Conditional Use and Variance to construct Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant uses at 1900 10th Avenue North.

PROPERTY LOCATION: 1900 10<sup>th</sup> Avenue North, PCNs: 38-43-44-21-02-005-0030

  X   THIS MATTER came to be heard before the Planning and Zoning Board of the City of Lake Worth Beach, Florida, on the date of hearing stated above. The Board, having considered the application, relief sought, and other materials submitted by the Applicant and the City's staff report and other information, and having reviewed the criteria for granting a variance as set forth in Section 23.2-26 of the City's code of ordinances, and having heard testimony from the Applicant, members of the Lake Worth Beach administrative staff, affected parties, and the public, hereby FINDS AND ORDERS as follows:

1. Applications for a Major Site Plan and Conditional Use Permit were made by the Applicant in a manner consistent with the requirements of the Lake Worth Beach Land Development Regulations.

2. The Applicant  
  X   HAS  
   HAS NOT

established by substantial competent evidence a basis for the approval requested.

3. Accordingly, the Applicant's applications for a Major Site Plan and Conditional Use Permit are hereby  
  X   GRANTED, subject to the conditions referenced herein.  
   DENIED

4. Application for a Variance was made by the Applicant in a manner consistent with the requirements of the Lake Worth Beach Land Development Regulations.

5. The Applicant  
  X   HAS




\_\_\_ HAS NOT

met the criteria for a variance as set forth in Section 23.2-26(b)(1-4), of the City's code of ordinances.

- 6. The conditions for the Major Site Plan, Conditional Use Permit, and Variance, as presented by administrative staff, are supported by substantial competent evidence, and are set forth in the CONDITIONS OF APPROVAL, attached, and incorporated herein.
- 7. Accordingly, the Board hereby approves the Major Site Plan, Conditional Use Permit, and Variance, with the CONDITIONS OF APPROVAL.
- 8. This Order shall take effect on the date signed by the chairperson.
- 9. All further development on the property shall be made in accordance with the terms and conditions of this Order.

Signed this <sup>5th</sup>~~8th~~ day of August 2020 by the CHAIRPERSON on behalf of the BOARD.

  
 \_\_\_\_\_  
 Greg Rice, Chairperson

BOARD SECRETARY

  
 \_\_\_\_\_  
 Sherie Coale, City of Lake Worth Beach

**CONDITIONS OF APPROVAL**  
**PZB CASE No. 20-00500003**

**Electric Utilities:**

1. Prior to the issuance of a Certificate of Occupancy, the following shall be completed:
  - a. Provide the load calculations and voltage requirements
2. Electric Utilities shall approve all easements and/or alternate transformer configurations prior to the issuance of a building permit.
3. Should no alternate transformer and/ or easements be approved by the Electric Utilities, then the following shall be provided and approved prior to the issuance of a building permit:
  - a. Show the service entrance location on the site plan
  - b. Provide a ten ft. clearance in front of the transformer and four ft. on the remaining sides
  - c. Relocate the proposed tree from the transformer location
  - d. Provide a ten foot easement from the transformer location to the power pole across the street on Barnett Drive. Please keep the utility easement free of landscaping or any other structures.

**Planning:**

1. The landscape screen adjacent to the air/vac mechanical equipment along 10<sup>th</sup> Avenue North shall be maintained at a height of at least  $\frac{3}{4}$  of the height of said equipment so that it is screened from the right-of-way.
2. All proposed signage will be reviewed against the location and size on sheets A200 and A202, as well as in conformance with the Code. Should the type of signage submitted as part of the building permit be significantly different in size, scale, scope, or style from what was indicated in the Site Plan package, the signage will be required to be approved administratively through a Minor Site Plan amendment process prior to the approval of the building permit.
3. There shall be no outdoor display of any kind of merchandise.
4. Prior to the issuance of a building permit, the following shall be completed:
  - a. Continue the fenestration toward the ground across the entire building on both sides of the entrance doors.
  - b. Paint the retail/restaurant building a color other than beige as described in the Major Thoroughfare Design Guidelines; alternative colors and/or materials shall be presented to the PZB for consideration and approval; and architectural plans shall be updated and approved by staff prior to the issuance of a building permit to reflect an alternate color or materials.
  - c. The applicant shall submit a TPS letter from the Palm Beach County Traffic Division prior to the issuance of a building permit.
  - d. The applicant shall provide additional school area signage by working in conjunction with City Staff, the Palm Beach County School Board, and/or Palm Beach County. Any new signage shall be installed prior to the issuance of a Certificate of Occupancy.

**Public Works:**

1. The issuance of any permits shall comply with all provisions of the Lake Worth Municipal Code and all other applicable standards including but not limited to the Florida Department of Transportation (FDOT), Manual on Uniform Traffic Control Devices (MUTCD), and City of Lake Worth Public Services Construction Standards and Policy and Procedure Manual.
2. Prior to performing work in the right of way, the applicant shall apply for and receive issuance of a "Right of Way/Utility Permit" application.

3. Prior to the issuance of a certificate of occupancy, the following shall be completed:
  - a. the Applicant shall ensure the entire surrounding off-site infrastructure inclusive of the roadway, sidewalk, curbing, stormwater system piping and structures, valve boxes, manholes, landscaping, striping, signage, and other improvements are in the same condition as prior to construction.
  - b. all conditions of approval shall be satisfied under jurisdiction of the Department of Public Services.
  - c. the applicant shall fine grade and sod all disturbed areas with Bahia sod.
  - d. the applicant shall broom sweep all areas of the affected right of way and remove of all silt and debris collected as a result of construction activity.
  - e. the applicant shall restore the right of way to a like or better condition. Any damages to pavement, curbing, striping, sidewalks or other areas shall be restored in kind
4. Prior to the issuance of a building permit, the following shall be completed:
  - a. The applicant shall contact the Lake Worth Drainage (LWDD) District’s Engineering Department and obtain any required permit(s), if necessary, and furnish to the City.
  - b. The applicant shall contact the South Florida Water Management District’s (SFWMD) Engineering Department and obtain any required permit(s), if necessary.
  - c. The Applicant shall contact and meet with a representative from the Public Services Refuse and Recycling Division to confirm dumpster enclosure location, accessibility and demand on property and that it is compatible with the requirements of the Department of Public Services. Refuse Division contact number is 561-533-7344.
  - d. The applicant shall submit an Erosion Control plan and indicate the BMP’s and NPDES compliance practices.

**Utilities Water & Sewer:**

1. System data shows the site uses an existing 1-inch meter, however the drawing reference utilizing the existing 2-inch service. No taps or fitting are allowed upstream of the City water meter on the City’s water service. The potable water service also requires an RPZ.
2. Prior to the issuance of a building permit, the following shall be completed:
  - a. Ensure the plan conforms/integrates with the Palm Beach County (PBC) Roadway widening/improvement project, and provide an acknowledgement from PBC.
  - b. The vehicular access from Barnett Drive shall permit only right-in/right-out access to and from the site for customer and employee traffic, excluding fuel delivery which can use the driveway for ingress. The improvements limiting such movement shall be approved by the Lake Worth Beach City Engineer, including striping and signage.
  - c. Provide a collection structure in the dumpster pad that is connected to an oil/grease inceptor. This will manage the runoff in this area and will be connected to the stormwater collection system. This shall not be connected to the sanitary sewer system. Minimum size of the oil/grease inceptor is 750 gallons.



**MINUTES  
CITY OF LAKE WORTH BEACH  
PLANNING & ZONING BOARD MEETING  
BY TELECONFERENCE  
WEDNESDAY, JULY 15, 2020 -- 6:01 PM**

**ROLL CALL and RECORDING OF ABSENCES:** Present were- Greg Rice, Chairman; Anthony Marotta, Vice Chairman; Mark Humm; Daniel Tanner; Laura Starr, Michael Glaser. Also present were – Alexis Rosenberg and Andrew Meyer – Senior Community Planners; Erin Sita, Asst. Director for Community Sustainability; William Waters, Director for Community Sustainability; Pamala Ryan, Board Attorney; Sherie Coale, Board Secretary.

**PLEDGE OF ALLEGIANCE**

**ADDITIONS / DELETIONS / REORDERING AND APPROVAL OF THE AGENDA**

**APPROVAL OF MINUTES:**

A. June 17, 2020 Meeting Minutes

**Motion:** A. Marotta moves to approve the June 17, 2020 minutes as presented; M. Humm 2<sup>nd</sup>.

**Vote:** Ayes all, unanimous.

**CASES:**

**SWEARING IN OF STAFF AND APPLICANTS –** Board Secretary swore in those wishing to give testimony.

**PROOF OF PUBLICATION:** Included in the meeting packet.

- 1) Palm Beach Post Proof of Publication
- 2) LW Herald Proof of Publication

**WITHDRAWALS / POSTPONEMENTS:** None

**CONSENT:** None

**PUBLIC HEARINGS:**

**BOARD DISCLOSURE:** M. Glaser spoke to property owner Fred Schmidt regarding PZB 20-00500003.

**UNFINISHED BUSINESS:**

**NEW BUSINESS:**

- A. PZB Project Number 20-00500003:** Request by Anne-Christine Carrie of KEITH on behalf of 1900 10th Ave, LLC for consideration of a Major Site Plan, Conditional Use and Variance to construct Vehicle Fueling/Charging Station, Single-Destination Retail, and Restaurant



uses at 1900 10th Avenue North within the Mixed-Use West (MU-W) zoning district. The subject property PCN is 38-43-44-21-02-005-0030.

**Board Attorney:** States there are two affected property owners, one abutting and one adjacent. One of the two (abutting) requested this meeting to be postponed. Board members received copy of communications between the Board Attorney and said owner of abutting property.

**Staff:** A. Meyer presented case findings and analysis and provided an explanation of Mixed-Use West non-residential uses. Explained the existing conditions include a vacant parking lot with virtually no landscaping. The proposed project includes 14 fuel pumps (7 piers), restaurant with seating (Laredo Taco) as well as retail. Based on analysis it is compatible with the surrounding properties and consistent with the Comprehensive Plan and Strategic Plans. Further, it is consistent with LDR Section 23.2-31 (c) qualitative development standards for a Major Site Plan; community appearance criteria LDR Section 23.2-31(l), variance criteria LDR Section 23.2-26(b) and Major Thoroughfare Design Guidelines. The Conditional use is consistent with design and performance standards for vehicle filling station. Staff suggests a TPS letter from PBC Traffic Division. Water and Sewer condition 2.b modified. Planning condition added prohibiting outdoor display of merchandise.

W. Waters clarifies the project does not go to City Commission for approval. This is a decision not a recommendation.

**Applicant's representative:** Brian Seymour-Gunster Law Firm, representing 7-Eleven- the applicant is the property owner, 7-11 is the tenant. In response to a comment in the previously mentioned letter, that a good business owner always reaches out to neighbors. Had the client reached out, they would have gladly reached out to Mr. Baird's client. It is not an opportunity to ask on the day of the meeting to postpone. Noticing was in sufficient time (properly noticed according to statute), this is not a circumstance where they are not willing, just not given the opportunity. It is not a residential area where they would have initiated any reach out. Stand willing to answer and be cross-examined.

**Tenant representative:** Josh Long, AICP planner with the law firm -7-Eleven is a leader and this is a new model store, unique and different from the past. Powerpoint shows 85 truck parking spots and essentially no landscaping, increases the city heat island effect. Property does not have a right angle at corner of Barnett and 10<sup>th</sup>. This is nothing but a parking lot. It is a commercial area typical of 80's and 90's when constructed. The proposed landscaping will dramatically increase the permeability of the site with reduction in lot coverage. Adding a deceleration lane to the westbound (right in) entrance off of 10<sup>th</sup> Ave N. Barnett Drive will be right in (southbound) right out(southbound) only. Dramatic increase to landscaping (43 trees of which 23 will be canopy trees) along 10<sup>th</sup> Ave N. and along Barnett Drive. Presents 2 revisions to color schemes in response to the City request to provide other options, mechanical is shielded. They comply with Major Thoroughfare Design Guidelines and Community Appearance Guidelines are met. In agreement with the revised Conditions as presented in addition to the conditions attached.

**Board attorney:** Gives option to affected parties if they wish to give a presentation at this time. Party 1 decided to wait until after Board questions. Party 2, having requested additional time but not received, has not had time for preparation of a presentation, present to express concerns.

**Board:** M. Glaser states the other side of 10<sup>th</sup> there is a problem with traffic. Would like to hear about traffic impact and how it relates to the school. Questions eastbound and westbound traffic egress and ingress.

**Traffic Engineer- Lisa Bernstein-**The traffic will still come in on Barnett (southbound direction only) but not farther to the north. 3 trips, the volumes taken were based on PBC data which were more current. The counts at the intersection showed no change in level of service due to the project. Intent is most traffic will be off of 10<sup>th</sup>, with sufficient stacking west of the Barnett light. Net new trips are 47 entering and 47 exiting at peak periods 7-9 am and 4-6 pm.. Northbound on Barnett will be a painted island prohibiting left in with the exception of the fuel truck any other movements would be a ticketable offense. Sufficient stacking eastbound on 10<sup>th</sup> Avenue North in a middle lane.

**Board:** G. Rice: -How will the businesses on the east side of Barnett access 7-Eleven?

**Traffic Engineer:** Hopefully they walk, the peak periods of usage for the retail are typically late afternoon rather than morning.

**Staff:** E. Sita states the right in right out of Barnett, was a result of the initial condition by PBC and to take pressure off Barnett; if Board choses they could ask that PBC give full access off of Barnett. Josh Long states the monument sign will be on SE corner, directional signage will be near egress/ingress points. M. Humm wonders if consideration been given to the fact that a Dunkin Donut exists on the south side? L. Starr- asks if consideration has been given to how many other 7-Elevens are within the area?

**Traffic Engineer:** Defines/pinpoints the peak hour as being the hour within the am and pm windows of highest traffic counts.

**Tenant Representative:** Brandon Wolf – 7-Eleven corporate- Various marketing studies show traveler habits, local residents, pedestrian traffic and how to capture a different customer. Do not want to cannibalize the business of nearby existing 7-Eleven's. All real estate transactions occur prior to selection of franchisee. This is a corporate location and for the first four (4) years not available for franchising for at least that four years. Doing well in Texas. Maintenance is by the tenant.

**Board:** G. Rice asks if the corporate would continue to own the property? Yes, lease is 15-year initial term with three- or four-year options. L. Starr- all eating inside? Yes, a few tables and lean bars in approximately 800 square feet. A. Marotta- asks of the City Attorney to explain the ability of Board to hold a quasi-judicial hearing. Pamala Ryan-surprised that Mr. Baird isn't having some quasi-judicial hearings in cities that he represents. Courts, Governor and State has been clear this is acceptable provided the right to be heard is offered. Mr. Baird's client's claim of insufficient notice is another issue. The court system, which is completely judicial non-jury trial has held virtual meetings. The Board Secretary visually verifies those taking oath. If he chooses to appeal, proceed. Does not believe the issue has merit. Comfortable with the Board moving forward. A. Marotta clarifies whether the affected party has been deprived of opportunity to speak, present or cross-examine due to being virtual. P. Ryan- They did not call or contact the city, we were solid on our notice. The letter was received in the late afternoon this day of the hearing, they have the opportunity to speak/testify and cross examine. Being unprepared is not an indicator of insufficient notice. A. Marotta- is the shape of the land and traffic flow sufficient criteria to necessitate the variance? W. Waters - the eight (8) foot variance is the minimum required to meet facilitate the two (2) way traffic flow. A. Marotta- questions if either color scheme would be satisfactory to staff? W. Waters would like to work with the applicant to meet Design Guidelines. as is in the Conditions to which the applicant agrees. A. Marotta- the TPS has to come back as acceptable. G. Rice says we should finally get to choose some colors other than mural colors.

**Staff:** E. Sita: staff advocated for the abundance of landscaping. Mixed-Use allows the most intense commercial uses; east of I-95 is a different zoning district. W. Waters- a great deal of the traffic will come from local residents and school children.

**Public Comment:** None

**Affected Party-** Fred Schmidt: Co-owners of buildings facing Aragon Avenue and Barnett Drive- even though there was compliance with the letter of the notice but shocked that the notice was received after the July 4 weekend. Other projects have gone to City Commission and thought this would too. Traffic is difficult. Conditional use is conditional provided nearby businesses aren't disturbed. Doesn't show well during rush hours so they show to potential tenants during off hours. Seems to be too big for the site. Worried about school children when school re-opens. D. Hiatt- no traffic signal, this is nothing but a giant WAWA on a smaller property. Comparisons to the 7-Eleven at Lantana and Dixie. The FedEx property is busy as is Action Mobility. Believes the parcel (truck rental facility) was accessory to Wayne Akers. Asks if the street is concurrent with PBC standards? Objects to the project. Are alcoholic beverages being sold. **Response:** Brandon Wolf- yes beer and wine.

**Applicant's Representative:** Brian Seymour asks what prompts the comparison to the Lantana/ Federal Highway station. D. Hiatt lives there. There are 6 pumps at Lantana Road with 50% less traffic than 10<sup>th</sup> Avenue and is congested. G. Rice to Mr. Hiatt if there is a school crossing guard? Response- no however parents park/wait on their property for students. D. Tanner questions if a reduction in pumps would significantly reduce the trips?

**Traffic Engineer:** Lisa Bernstein- would have to calculate if there would be a difference. Square footage and numbers of pumps. Josh- 7 pumps=14 fueling stations. Brandon Wolf- 6 pumps in Lantana vs. 7 pumps at this location.

**Staff:** William Waters: Comparison 6 story with 140K square feet, the proposed project is a 4% (proposed design) of what could go there. E. Sita - regardless of who/what goes here, it will be an intensive use encourages the Board to look at compatibility, is it an appropriate use, does staff want to see tax dollars.

**Board:** M. Glaser- regarding the right turn north onto I-95 from 10<sup>th</sup> Avenue North. Has the light been changed? **Response:** The county would be the reviewing party, not FDOT.

**Affected Party-**Paco Gil: owns several properties in the area. Site signs were small and recent. Re-iterates the school children about why they are hanging around. Cars cut through their property, this will only add significant problems, doesn't see it to be a good for the area. D. Hiatt- unhappy with the postmark date of July 2, claiming it wasn't received until 5 days later and if it was a strategic maneuver. In the real world, one can't secure an attorney within that time period.

**Applicant's Representative:** Brian Seymour- Friday mail was delivered, no one reached out to them and they would have spoken with them. The process was met and there was no "strategy" to the noticing.

W. Waters indicates notice was provided 12 days in advance of the required 10 days.

**Board Attorney:** The debate about the noticing is off track. Regardless it would not have been sufficient notice for the affected parties.

**Board:** D. Tanner likes the landscape, no issue with the setback, and although there are traffic concerns, it is not the most intense use of this site. Laura Starr – this is a new model planned for Florida? **Response:** Yes with 500-800 square feet for restaurant with 16 seats. And number of parking spaces? = 32 M. Glaser believes more time should be given for review by neighbors, let

them retain attorneys and postpone. G. Rice: who would bear the cost of re-advertising (it could be postponed) A. Marotta- likes the landscaping, and the proposed project is not even the most intense use but a project by right which has met noticing requirements regardless of whether we like it or not. G. Rice: knows what it's like to enjoy a vacant next-door property then suddenly the highest and best use comes in. That's the unfortunate part of living with familiar comfortable things when they suddenly disappear. We are not use to walking, traffic **is** South Florida. Has concerns about why there is no school crossing guard at that location. Even though giving more time would be nice and could be done, what would change in a month when its permitted by right, and the maximum buildout could be a six (6) story building. M. Glaser

**Applicant's Representative:** Brian Seymour willing to agree to a condition to work with county and city staff to install school signage as appropriate. M. Glaser asks if flashers would be part of that?

**Traffic Engineer:** Lisa Bernstein- there is a flasher at the beginning of the school zone. The zone has to be determined, the zone is farther north on Barnett not at the intersection of 10<sup>th</sup> Avenue North and Barnett Drive.

**Board:** D. Tanner: Is there any improvement plan for Barnett Drive. 7-Eleven shouldn't be held responsible for a 20-year traffic concurrency deficiency.

**Board Attorney:** Don't go back to bring in additional questions; move forward with evidence presented and deliberate.

**Motion:** A. Marotta moves to approve 20-00500003 with staff recommended conditions, the condition added during staff presentation, the added condition to work with staff and county for additional school signage; D. Tanner 2<sup>nd</sup>.

**Vote:** 4/2 Michael Glazer and Mark Humm dissenting.

**B. PZB / HRPB Project Number 20-03100003:** Consideration of an ordinance to amend Chapter 2 regarding application fees and Chapter 23 "Land Development Regulations" regarding changes to adopt a digital zoning and future land use map, site plan review, pervious and impervious surfaces, outdoor storage, and modifications to development standards and requirements for fence, walls and gates.

**Staff:** E. Sita presents and further defines the proposed changes to the Chapter 2 and 23 of City Code of Ordinances.

**Board:** No questions.

**Motion:** A. Marotta moves to recommend approval of 20-03100003 to City Commission; M. Humm 2<sup>nd</sup>.

**Vote:** Ayes all, unanimous.

**C. PZB / HRPB Project Number 20-00400003:** Consideration of an ordinance to amend Chapter 23 "Land Development Regulations" that includes changes to add new uses and to consolidate and clarify existing uses, including modifications to definitions, use tables, and development standards.

**Staff:** E. Sita- This amendment clarifies existing use definitions; new uses are added brewery, distilleries, money business services and storage-specialty. and use table clean-up of old uses. Deletion of columns because they are regulated in other underlying zoning districts. Planned Developments; FEC overlay; Hotel overlay.



William Waters: There are some projects are awaiting this change in use tables.

**Board:** G. Rice-How was the calculation made regarding what type of use or impact where breweries/distilleries being proposed? **Response:** More stringent regulations would be in the Downtown corridor and relaxed when moving into a more industrial area; Capacity and how many deliveries were criteria/ performance standards used as to when it would become a nuisance. The most intense proposals would be located in IPOC. G. Rice: If the square footages were too tight or too loose it would not be profitability. W. Waters: Followed the state definition of brewery and distillery, the distillery is exactly ½ the size of a brewery. Spirits under Specialty, Beer and Ale under Microbrewery. State does not allow the two (2) types to be combined. Currently a distillery allows tasting on premises, consumption off premises. W. Waters mentions the open container law in effect in Palm Beach County.

M. Glaser states planners have conquered all. Once upon a time a person could walk into a Building Department and get a permit. It is complicated now.

**Motion:** A. Marotta moves to recommend approval to City Commission PZB / HRPB 20-00400003 ; M. Glaser, 2<sup>nd</sup>.

**Vote:** Ayes all, unanimous.

**PLANNING ISSUES:** W. Waters July 28, 1<sup>st</sup> or 2<sup>nd</sup> meeting in August. Board will be busy in the fall. Zoom will continue through the month of August. Planning & Zoning Board meetings will be going back to the first Wednesday in August. Brock Grill is leaving the area for a new job.

**PUBLIC COMMENTS** (3-minute limit) None

**DEPARTMENT REPORTS:** W. Waters Comp Plan changes received by State and will be heard on July 28 by City Commission; the Bohemian will also be heard by City Commission. May receive an invitation for the topping out for the Mid.

**BOARD MEMBER COMMENTS:** None

**ADJOURNMENT: 8:53 PM**

# 7-Eleven @ 1900 10<sup>th</sup> Avenue North



LAKE WORTH BEACH  
PLANNING & ZONING BOARD  
JULY 15, 2020

PZB PROJECT # 20-00500003



# REQUEST



## 7-ELEVEN @ 1900 10<sup>th</sup> Avenue North

- 1. Major Site Plan:** For the development of a 4,730 sq. ft. retail and restaurant building and a 3,520 sq. ft. fuel canopy structure.
- 2. Conditional Use Permit:** To establish Vehicle Fueling/Charging Station, Single-Destination Retail and Restaurant Uses.
- 3. Variance:** An eight (8) foot variance from the maximum building setback line to allow for a front setback of forty (40) feet from 10<sup>th</sup> Avenue North.

# Summary



- Site is Vacant and approximately 1.24 acres in size, located on NW Corner of 10<sup>th</sup> Avenue North & Barnett Drive
- Zoning is Mixed-Use West (MU-W)
- Site was formerly used as Vehicle Rental Lot for Wayne Akers Ford
- 7-Eleven plans on upgrading entire site w/ a new modern Retail and Restaurant Building & Canopy for a Fueling/Charging Station use.
  - 4,730 Sq. Ft. Retail & Restaurant Building
    - 4,496 Sq. Ft. Retail
    - 234 Sq. Ft. Restaurant
  - 3,520 Sq. Ft. Canopy Structure
    - 7 Fueling Pumps (14 Fueling Positions)

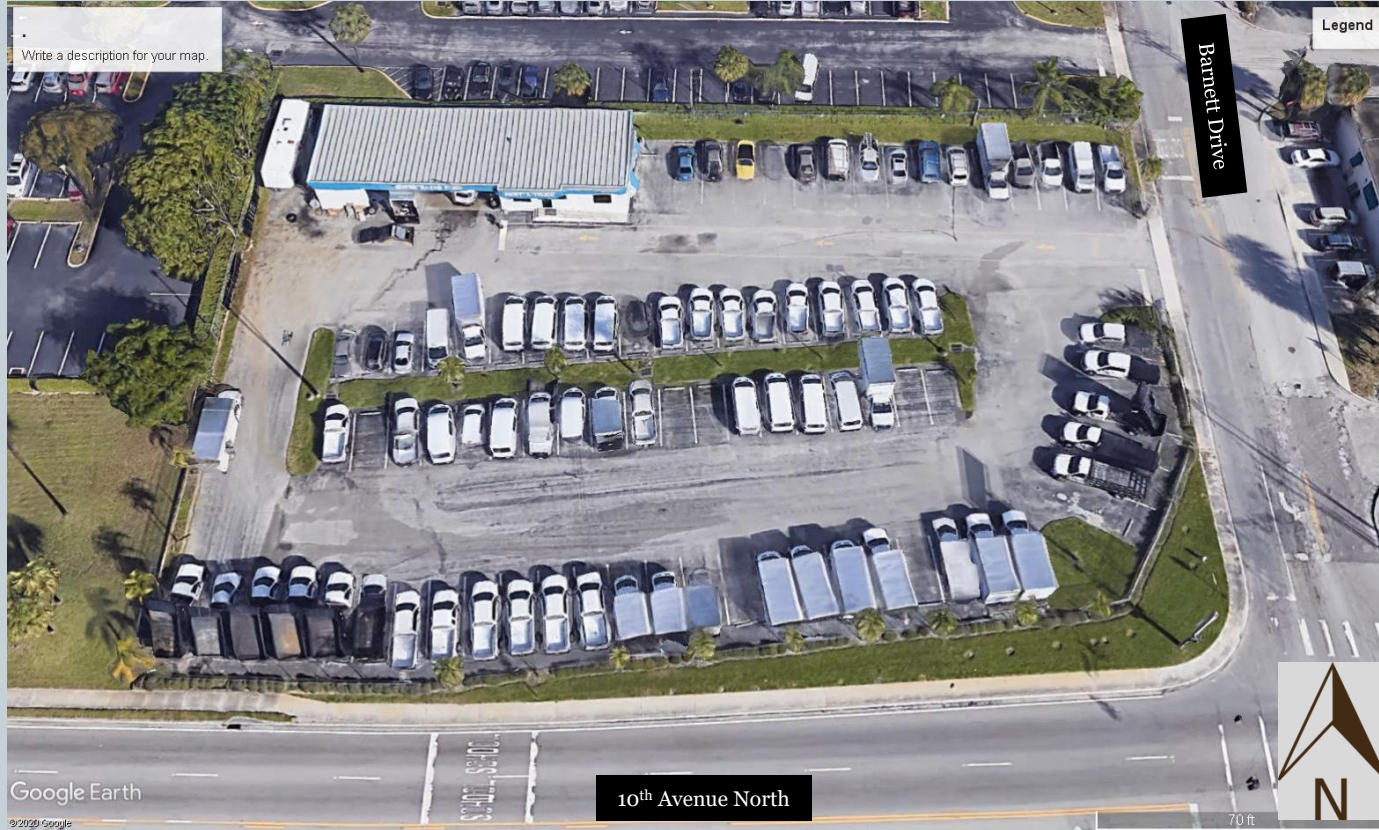




# Aerial of Site



# Close-Up Aerial of Site





# Current Site Conditions



# Current Site Conditions





# Current Site Conditions



# Adjacent Buildings (south side of 10<sup>th</sup> Ave N)





# Adjacent Building (west side of Site)



# Adjacent Building (east side of Site)



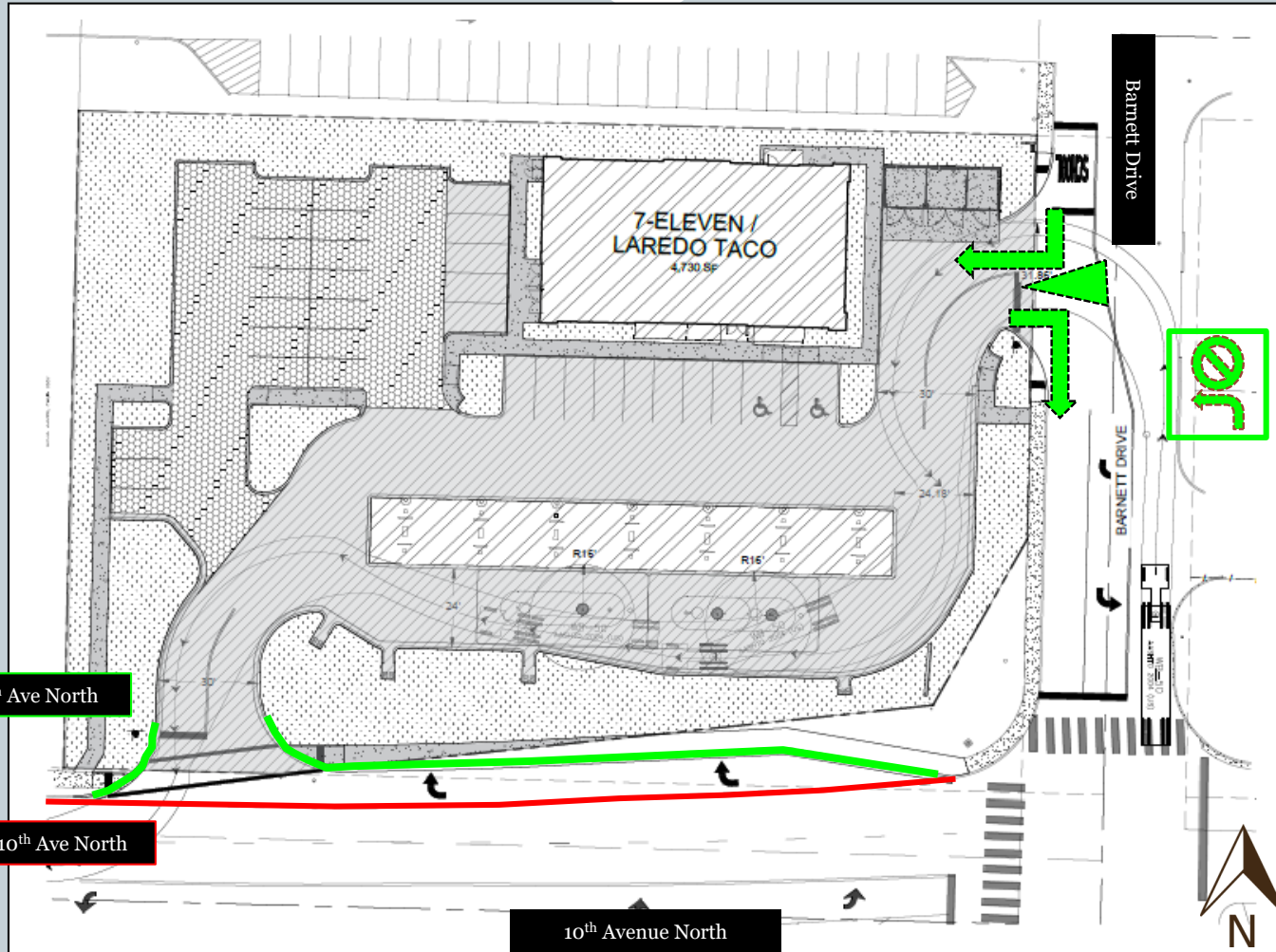


# Application Analysis



- Project will increase taxable value of property
- The Proposed Conditional Uses are Allowed & Appropriate
- MU-W Zoning allows highest intensity of use
- Proposal Complies with all City Standards
- Project will provide enhanced architecture & landscaping
- Project provides improved traffic circulation
- Project will provide multiple jobs of diverse skill sets
- Project will support adjacent Lake Worth Park of Commerce & State transportation network facilities

# Site Plan



New curb line on 10<sup>th</sup> Ave North

Existing curb line on 10<sup>th</sup> Ave North

10<sup>th</sup> Avenue North

Barnett Drive

BARNETT DRIVE



# New 10<sup>th</sup> Avenue North Entrance (Improved Traffic Circulation)

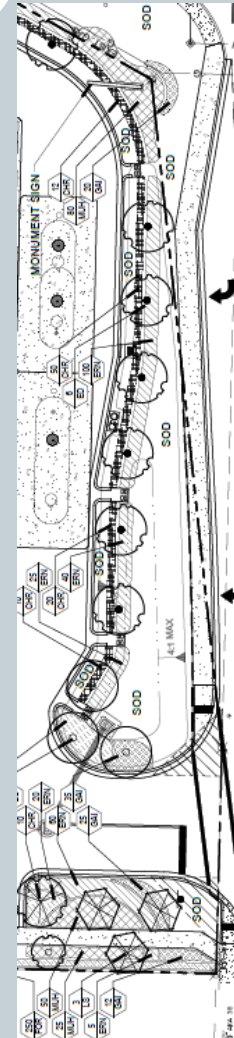




# Street Frontage 10<sup>th</sup> Avenue North



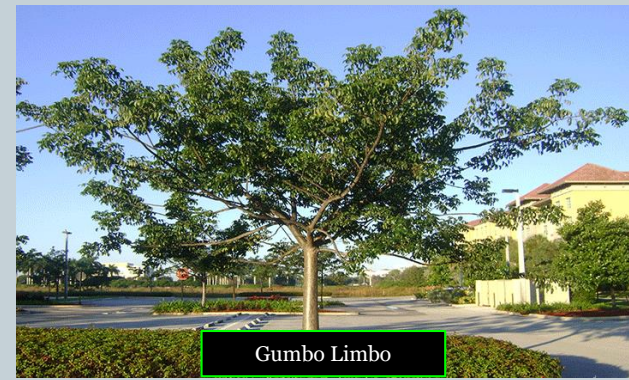
10<sup>th</sup> Avenue North  
Landscaping & Sidewalk



Japanese Blueberry



Queen Crepe Myrtle



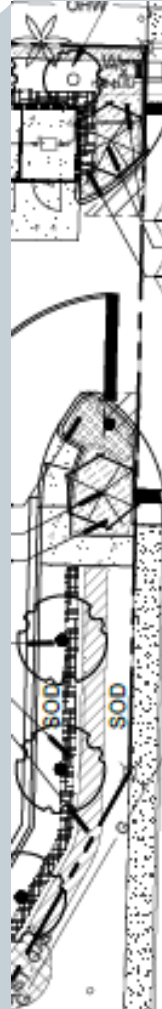
Gumbo Limbo



# Street Frontage Barnett Drive



Barnett Drive  
Landscaping & Sidewalk



Simpson Stopper



Queen Crepe Myrtle



Japanese Blueberry

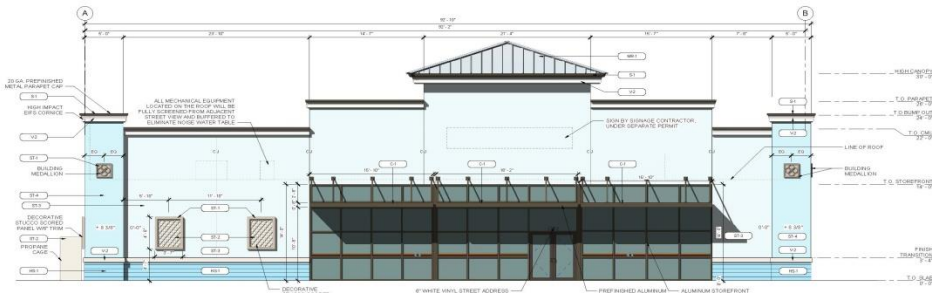
# Proposed Architecture – Front Façade Options



1 FRONT ELEVATION - OPTION 3  
SCALE: N.T.S.



2 FRONT ELEVATION - OPTION 2  
SCALE: N.T.S.



3 FRONT ELEVATION - OPTION 3  
SCALE: N.T.S.

**Creighton Const.**  
 Architects • Engineers • Planners  
 ORLANDO • PHILADELPHIA

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**7 ELEVEN - LAKE WORTH**  
 FOR THE HIGHLANDS BOULEVARD PROJECT

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**CREIGHTON CONST.**  
 13333 W. 11th Ave., Suite 100  
 Fort Lauderdale, FL 33324  
 Phone: (954) 571-1111  
 Fax: (954) 571-1112  
 Website: www.creightonconst.com

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**EXTERIOR ELEVATION OPTIONS**

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**X200**

# Consistency w/ Comp Plan & Strategic Plan



- FLU Designation is Mixed-Use West
- Policy 1.1.1.6 allows for mixture of commercial and retail uses west of I-95
- Pillar IV-A, Strategic Plan – Achieve economic & financial stability through a versatile & stable tax base
- Pillar IV-D, Strategic Plan – Influence the supply & expansion of jobs
- Policy IV-E, Strategic Plan – Ensure development that anticipates & embraces the future

# Consistency w/ Land Development Regulations



- Zoning Designation is Mixed-Use West
- Section 23.3-18(a) intended to provide a broad range of commercial uses, including moderate & higher intensity commercial uses along City's western thoroughfares
- Section 23.2-31(c): Qualitative Development Standards – Meets Criterion
- Section 23.2-31(I): Community Appearance Standards – Meets Criterion
- Section 23.2-29(d): Harmony with LDR & Protection of Public Interest – Meets Criterion



# Consistency w/ Land Development Regulations



- Section 23.2-29(e): Specific Standards for all Conditional Uses – Meets Criterion
- Section 23.4-13(c)(1)(A)(2)(c): Design and Performance Standards for Vehicle Filling Stations – Meets Criterion

# Variance from Section 23.3-18, front setback



- **Section 23.3-18: Standards require the front setback to have a minimum front setback of 20 feet, and a maximum front setback of 32 feet**
  - Project provides a front setback of 40 feet
  - Request a front setback variance of 8 feet
  - Special, unique circumstances support the request & the project meets the intent of the design elements for the LDR
- **Section 23.2-26: Variance Standards - Meets Criterion**

# CONSISTENCY



- The Major Site Plan, Conditional Use & Variance Applications are consistent with all applicable Comprehensive Plan, Strategic Plan and Land Development Regulations Criterion
- Staff has reviewed the application materials and agrees that the applications complies with all applicable Criterion.
- Staff has recommended approval of the three (3) applications w/ conditions.

# Request



Support Staff's recommendation of approval for all three (3) applications, with the following modification to the Utility Department's COA # 2(b):

Existing COA 2(b): "Provide the egress from Barnett Drive as egress only."

Proposed modification to COA 2(b): "The vehicular access from Barnett Drive shall permit only right-in/right-out access to and from the site for customer and employee traffic, excluding fuel delivery which can use the driveway for ingress. The improvements limiting such movement shall be approved by the Lake Worth Beach City Engineer, including striping and signage."





# THANK YOU

Questions?



