LEXINGTON HOTEL – REQUEST FOR SPECIAL EXCEPTION

Sec. 630-50. - Special exception use review standards; application disposition.

(A) The planning and zoning board or city commission, as applicable, shall review the application to determine whether the special exception use complies with the following standards:

(1) That the use is permitted as a special exception use as set forth in the use regulations of part 1 of this code.

Response: The proposed hotel use is permitted as a special exception use within the PEDD category.

(2) That the use will not cause a detrimental impact to the value of existing contiguous uses, uses in the general area, and to the zoning district where it is to be located.

Response: The proposed hotel use will not cause a detrimental impact to the value of contiguous uses, uses in the general area, or to the PEDD zoning district. The proposed hotel use is an appropriate use for the subject site and for the area, which is located near both the Port and the Airport. The proposed hotel will provide accommodation opportunities to both locals and Port/Airport travelers.

(3) That the use will be compatible with the existing uses on contiguous property, with uses in the general area and zoning district where the use is to be located and compatible with the general character of the area, considering population density, design, scale and orientation of structures to the area, property values and existing similar uses or zoning.

Response: Contiguous properties include the Port to the east (separated by a large wall), US1/Federal Hwy and car rental/auto related uses to the west, SE 28th Street and a parking garage (recently approved, not yet under construction) to accommodate parking for the proposed hotel use to the north, and vacant land/ROW to the south. The proposed hotel use is compatible with surrounding/contiguous properties and the general character of the area.

(4) That adequate landscaping and screening are provided to buffer adjacent uses from potential incompatibilities.

Response: The landscaping/screening proposed for the site is adequate and appropriately buffers adjacent uses. In addition, the applicant has coordinated with the Port regarding the proposed building and landscaping plan.

(5) That adequate parking and loading is provided, and ingress and egress is so designed as to cause minimum interference with traffic on abutting streets.

Response: Adequate parking for the proposed hotel will occur in a garage to be constructed on the site adjacent to the north. Ingress/egress has been reviewed and coordinated with the FDOT and the City. Access to both the hotel and the parking garage will occur via S.E. 28th Street.

(6) That the use will not have a detrimental environmental impact upon contiguous properties and upon properties located in the general area or an environmental impact inconsistent with the health, safety and welfare of the community.

Response: The proposed hotel use will not have a detrimental environmental impact on contiguous properties or the general area.

(7) That the use will not have a detrimental effect on vehicular or pedestrian traffic, or parking conditions, and will not result in the generation or creation of traffic inconsistent with the health, safety and welfare of the community.

Response: The proposed use will not have a detrimental impact on traffic or parking. Refer to attached traffic study.

(8) That the use will not utilize turning movements in relation to its access to public roads or intersections, or its location in relation to other structures or proposed structures on or near the site that would be hazardous or a nuisance.

Response: Access to public roads and turning movements in relation to structures/intersections will not be hazardous or a nuisance. The platting of the site (1st reading approved by City Commission, under review at County) and site plan will ensure the above. Access to both the hotel and the parking garage will occur via S.E. 28th Street.

(9) That the use will not have a detrimental effect on the future development of contiguous properties or the general area, according to the comprehensive plan.

Response: The use will not have a detrimental effect on the future development of contiguous properties or the general area, according to the comprehensive plan. The use is compatible and appropriate with the general area, and permitted under the Transportation future land use designation under the City's Comprehensive Plan.

(10) That the use will not result in the creation of incompatible noise, lights, vibrations, fumes, odors, dust or physical activities, taking into account existing uses, uses located on contiguous properties, uses in the general area and the zoning in the vicinity due to its nature, duration, direction or character.

Response: The proposed hotel will not result in incompatible nuisances to contiguous properties, uses in the general area and in the vicinity.

(11) That the use will not overburden existing public services and facilities.

Response: The proposed hotel will not overburden existing public services and facilities.

(B) The city commission or planning and zoning board, as applicable, may deny, approve, or approve the application with conditions. In issuing its decision to grant a special exception, the city may place more restrictive requirements and conditions on applicants than are provided in the code when the conditions are based upon site considerations and its use, and the potentially resulting impacts upon the surrounding area or zoning district where the subject property is located.

Response: Understood.

Tinter Traffic, LLC
2857 N.E. 25 Street
Ft. Lauderdale, FL 33305-1722

August 13, 2015

Brown Nester – Florida, LLC
3300 North University Drive, Suite 500
Coral Springs, FL 33065

Attn: Gary J. Rito

Subject: Lexington Inn
Tinter Traffic Proj. #15-016

Dear Mr. Rito:

As you requested, this office has prepared this traffic impact statement for submittal to the City of Dania Beach in conjunction with their review of the special exception and site plan for the proposed Lexington Inn on the east side of U.S. 1, south of S.E. 28th Street. We have reviewed the site plan (prepared by dlw architects, dated August 3, 2015) for the above referenced project, located as shown in Figure 1, to determine the traffic generating characteristics and potential impacts of the proposed development. As described on that site plan, the project will included a 158 room hotel, with direct access onto S.E. 28th Street, east of U.S. 1. A proposed parking garage on the north side of S.E. 28th Street will provide the majority of the parking for the hotel development. Based on the analysis contained within this document, it is the opinion of this office that the Lexington Inn can be completed as shown in the latest site plan without negatively impacting the operating characteristics of the surrounding roadway network.

Existing Traffic

A peak hour traffic count was completed at the intersection of U.S. 1 (Federal Highway) and S.E. 28th Street to determine the AM and PM Peak Hour traffic volumes within the intersection and on the adjacent highways. These counts were completed on Wednesday, July 22, 2015 between the hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. Figure 2 shows the intersection traffic volumes that were experienced during both the AM and PM Peak Hours during the counting periods. In addition, Figure 3 shows both the AM and PM Peak Hour two-way traffic volumes that are currently being experienced on the roadway segments around the site. A copy of the count data is included in Appendix A.

Phone/Fax: 954.561.5809 Cell Phone: 954.646.1835 Email: alantinter@gmail.com

Site Traffic

In order to estimate the future traffic volumes anticipated to be generated by the proposed hotel development, the Institute of Transportation Engineers (ITE) "Trip Generation Manual", 9th Edition, was consulted. That document includes trip generation rates for a variety of land use types, including Land Use Code "310 – Hotel", the most appropriate for the proposed development. The trip generation rates for Daily, AM and PM Peak Hour are:

	Hotel Trip Gen. Rates
AM Peak Hour	T = 0.53 (X)
PM Peak Hour	T = 0.60 (X)
Daily	T = 8.17 (X)

where T = total number of trips (in vehicles per day (vpd) or hour (vph))
X = the number of rooms

During the AM Peak Hour, it is expected that 59% will enter and 41% will exit the site. In the evening Peak Hour, 51% are expected to enter the site, while 49% will exit. Using these trip generation characteristics, the site is expected to generate the following traffic volumes for the proposed use:

	Lexington Inn		
	Daily	AM Peak Hour	PM Peak Hour
Total	1,291 vpd	84 vph	95 vph
Enter	645 vpd	50 vph	48 vph
Exit	645 vpd	34 vph	47 vph

Using the Peak Hour turning movement counts, the traffic volumes on each of the roadway segments around the site were determined. The site traffic was distributed onto the area roadways in proportion to the actual existing traffic volumes on the roadways. These calculations were done for both Peak Hours and averaged to determine an appropriate distribution of the site traffic onto the roadways. The results are as follows:

	Roadway Segment		
	U.S. 1 So. of SE 28	U.S. 1 No. of SE 28	S.E. 28th St. W. of U.S. 1
AM 2-way Vol.	4,103 vph	4,074 vph	183 vph
%	49.1%	48.7%	2.2%
PM 2-way Vol.	4,824 vph	4,869 vph	111 vph
%	49.2%	49.7%	1.1%
Average %	49.2%	49.2%	1.6%

These distribution figures are detailed in Figure 3.

Applying these distribution figures to the estimated AM and PM Peak Hour traffic volumes yielded estimates of the traffic volumes that can be expected on the surrounding roadways and within the U.S. 1/S.E. 28th Street intersection, as shown in Figure 4. The estimated impact on the surrounding roadways is as follows:

	AM Peak Hour	PM Peak Hour
U.S. 1 south of S.E. 28th St.	42 vph	47 vph
U.S. 1 north of S.E. 28th St.	40 vph	46 vph
S.E. 28th St. west of U.S. 1	2 vph	2 vph
S.E. 28th St. East of U.S. 1	84 vph	95 vph

Roadway Segment Analysis

The site traffic volumes were added to the existing traffic volumes to determine the Total Traffic volumes for the intersection as well as the roadway segments. This is shown in Figure 5.

The existing traffic volumes (shown in Figures 2 & 3) and the Total Traffic volumes shown in Figure 5 were compared to the capacity figures for those roadways, as included in the Metropolitan Planning Organization's (MPO) "Roadway Capacity and Level of Service Analysis" for 2013 and 2035. The MPO data was supplemented by information contained within the Florida Department of Transportation's (FDOT) "2013 Quality/Level of Service Handbook". Those document indicate that the capacity (at Level of Service (LOS) "D") of U.S. 1 in the vicinity of the site, an 8 lane divided highway, is 7,210 vph in the peak hour. The capacity of the two one-way roadways that comprise S.E. 28th Street/S.E. 6th Avenue, on the west side of the intersection, is 1,197 vph. Existing traffic volumes represent only 56.5-67.5% of the peak hour capacity of U.S. 1 and 9.3-15.3% of the daily capacity, indicating that the road is operating well below the capacity at Level of Service "C".

Total Traffic, as shown in Figure 5, were also compared to the capacity of the roadway segments. The estimated impacts on U.S. 1 and S.E 28th Street are estimated to be:

	U.S. 1				S.E. 28th Street			
	So. of 28		No. of 28		West of US 1		East of US 1	
	Vol.	LOS	Vol.	LOS	Vol.	LOS	Vol.	LOS
Existing								
Capacity	**7,210**		**7,210**		**1,197**		**1,197**	
AM Pk Hr	4,103	C	4,074	C	183	C	30	A
PM Pk Hr	4,824	C	4,869	C	111	C	24	A
With Site								
Capacity	**7,210**		**7,210**		**1,197**		**1,197**	
AM Pk Hr	4,145	C	4,114	C	185	C	114	A
PM Pk Hr	4,871	C	4,915	C	113	C	119	A

As can be seen in this table, the impact of the traffic generated by the proposed Lexington Inn will be minimal and will not change the operating characteristics of the area roads. In fact, site traffic accounts for less than 0.65% of the capacity of U.S. 1 and approximately 0.17% of the capacity of S.E. 28th St. west of U.S.1. That is important to note, as 3% of a roadway's capacity is the level of traffic impact that is considered significant by the Broward County Planning Council. It is therefore demonstrated by the above data that traffic impacts anticipated from the development of the Lexington Inn are not expected to be significant.

As expected, the impact on S.E. 28th Street east of U.S. 1 will be higher. Therefore, an intersection analysis was completed at the U.S. 1/S.E. 28th Street intersection.

Intersection Analysis

Intersection analyses (AM & PM for existing and total traffic) were completed for the U.S. 1/S.E. 28th Street intersection. The analyses were done using the Highway Capacity Manual 2010 (HCM 2010) module of the Synchro software (Version 8.0). Signal timing plans were obtained from Broward County Traffic Engineering for use in completing these analyses. The summary sheets for these analyses are included as Appendix B. As can be seen in the following summary, the operating characteristics, expressed as Intersection Level of Service, at this intersection will remain relatively unchanged from existing to total traffic conditions, although the PM Peak Hour will experience a slight, but acceptable, decrease in LOS. The LOS at the intersection will, as a result of this development, change as follows:

		Intersection level of Service	
Intersection	Pk Hr	Existing	Total
US 1 @ SE 28	AM	B	B
	PM	A	B

Possible minor signal timing modification can offset the impact of this project. Broward County Traffic Engineering Division continuously monitors signal timing throughout the County. Periodic timing modifications are made to accommodate changes in traffic conditions that have occurred since the last re-timing. This is described in the Broward County Traffic Engineering Division's website in the "Green Lights" program description, which states that BCTED is "...continually re-timing our most frequently traveled roadways as part of our program." For example, the results of the first effort, which included portions of US 1 north of this location, showed significant improvements as a result of the signal analysis and implementation of signal timing improvements. As indicated in the website, this process will be repeated periodically on the corridors within the County that carry high traffic volumes in order to respond to changed traffic conditions. This routine signal upgrading, once completed after the construction of the Lexington Inn, should be sufficient to offset the anticipated impacts. Therefore, no off-site roadway or signal modifications are necessary or recommended to accommodate the expected site traffic.

Conclusion

Based on the information described above, it can be seen that the impact of the proposed 158 room Lexington Inn on the east side of U.S. 1 (Federal Highway), south of S.E. 28th Street will be minimal and will not affect the current operating conditions on the adjacent roadways.

I trust that this information will prove useful to you. Of course, should you have any questions relative to the material contained within this document, please do not hesitate to contact this office.

Very Truly Yours,

ALAN L. TINTER LICENSE No 28405 STATE OF FLORIDA PROFESSIONAL ENGINEER

Alan L. Tinter, P.E.
Florida Registration #28405
President

Xc: Leigh R. Kerr, AICP

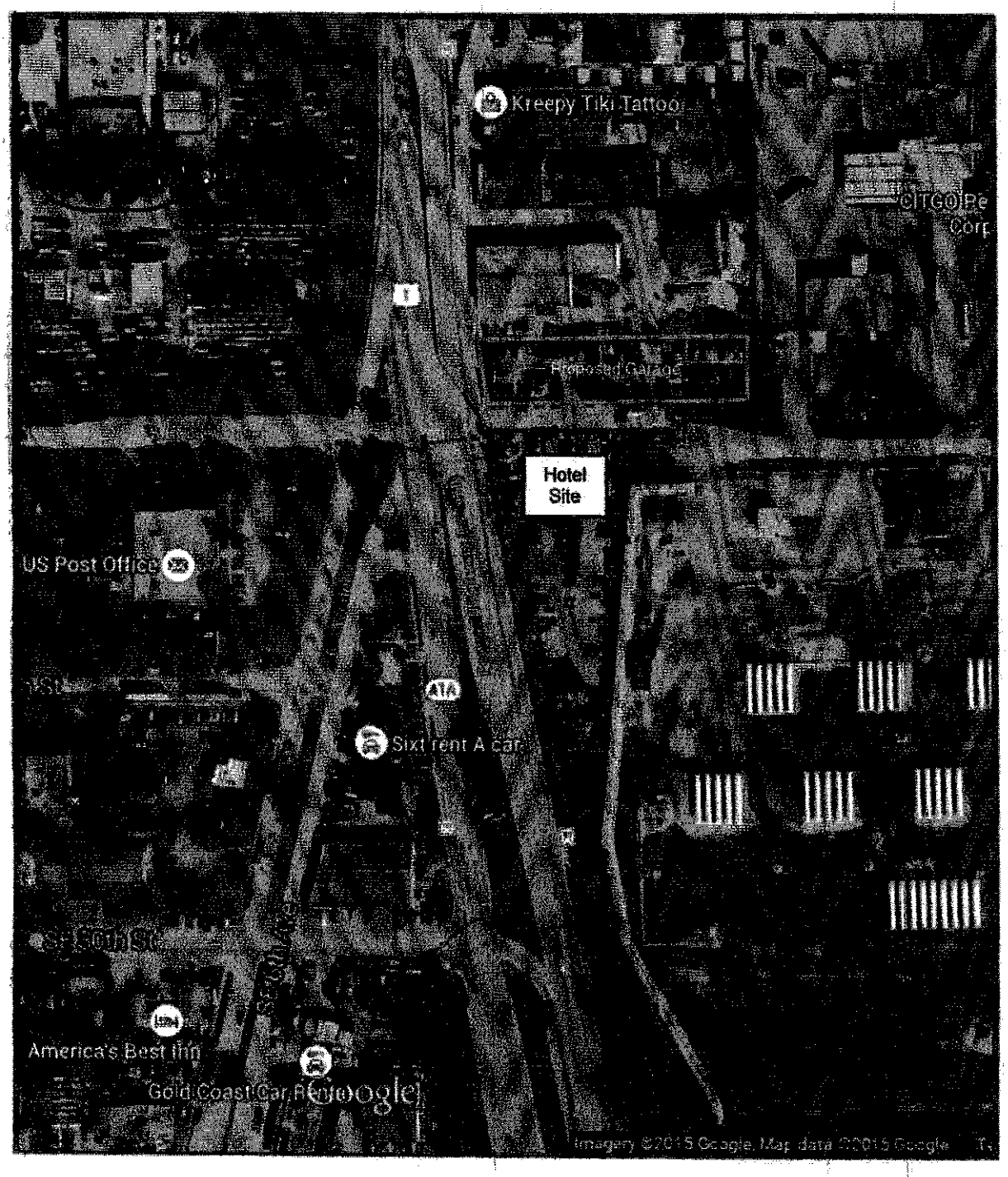
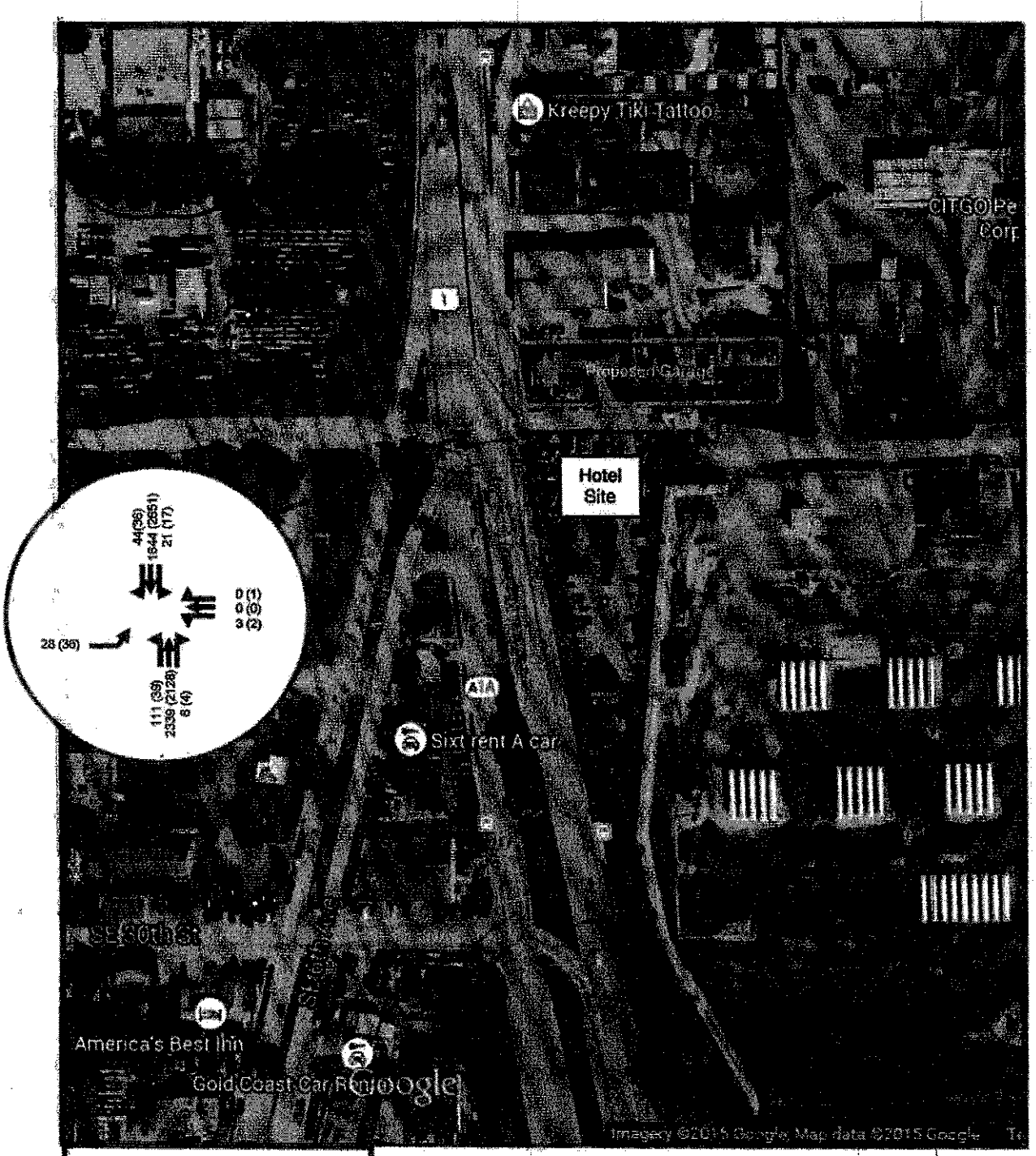


Figure 1

Lexington Hotel
Site Location

Tinter Traffic, LLC



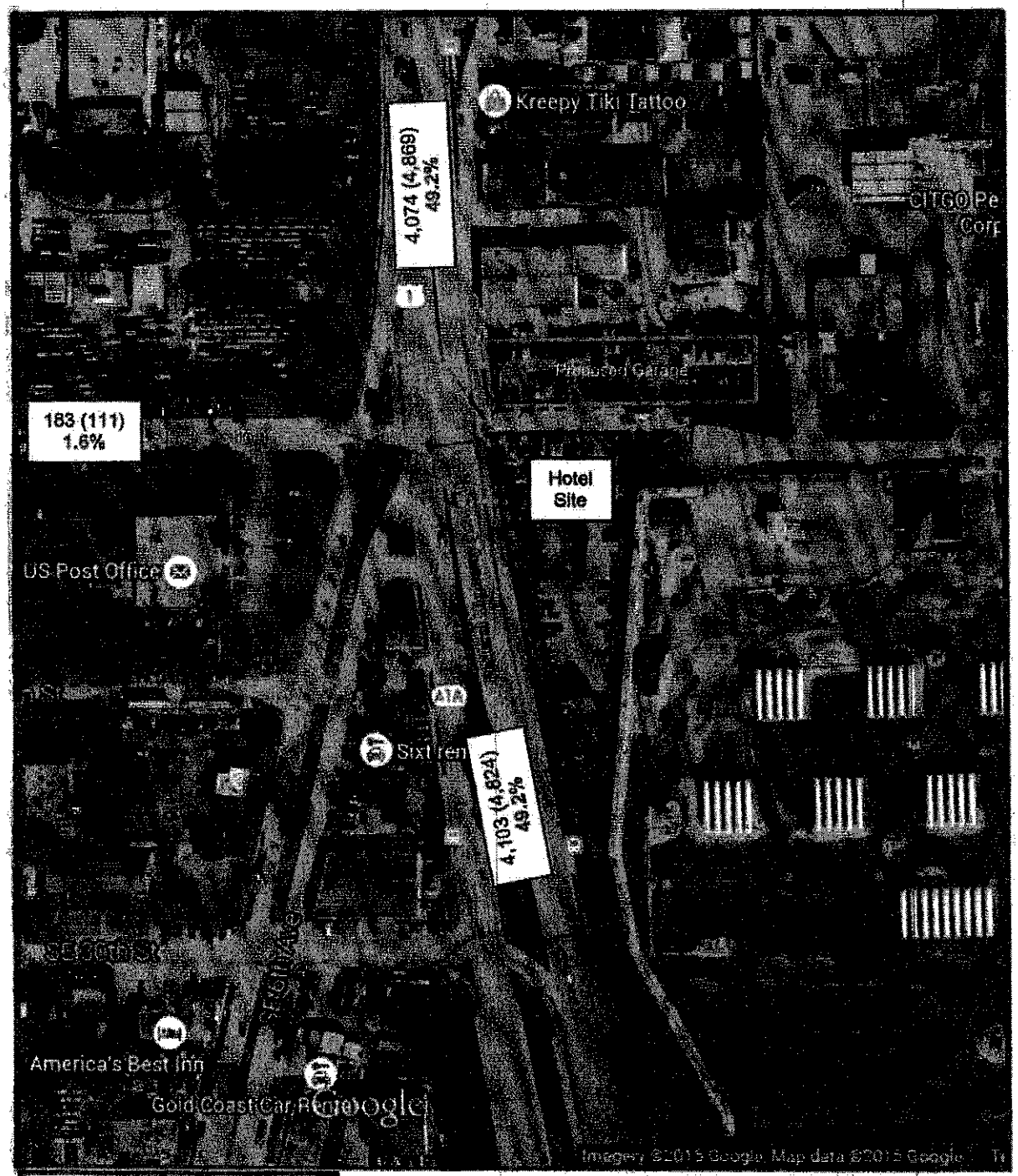
LEGEND

xxx = AM Peak Hour Traffic
(yyy) = PM Peak Hour Traffic

Traffic count collected 7/22/2015

Figure 2

Lexington Hotel
Existing Traffic

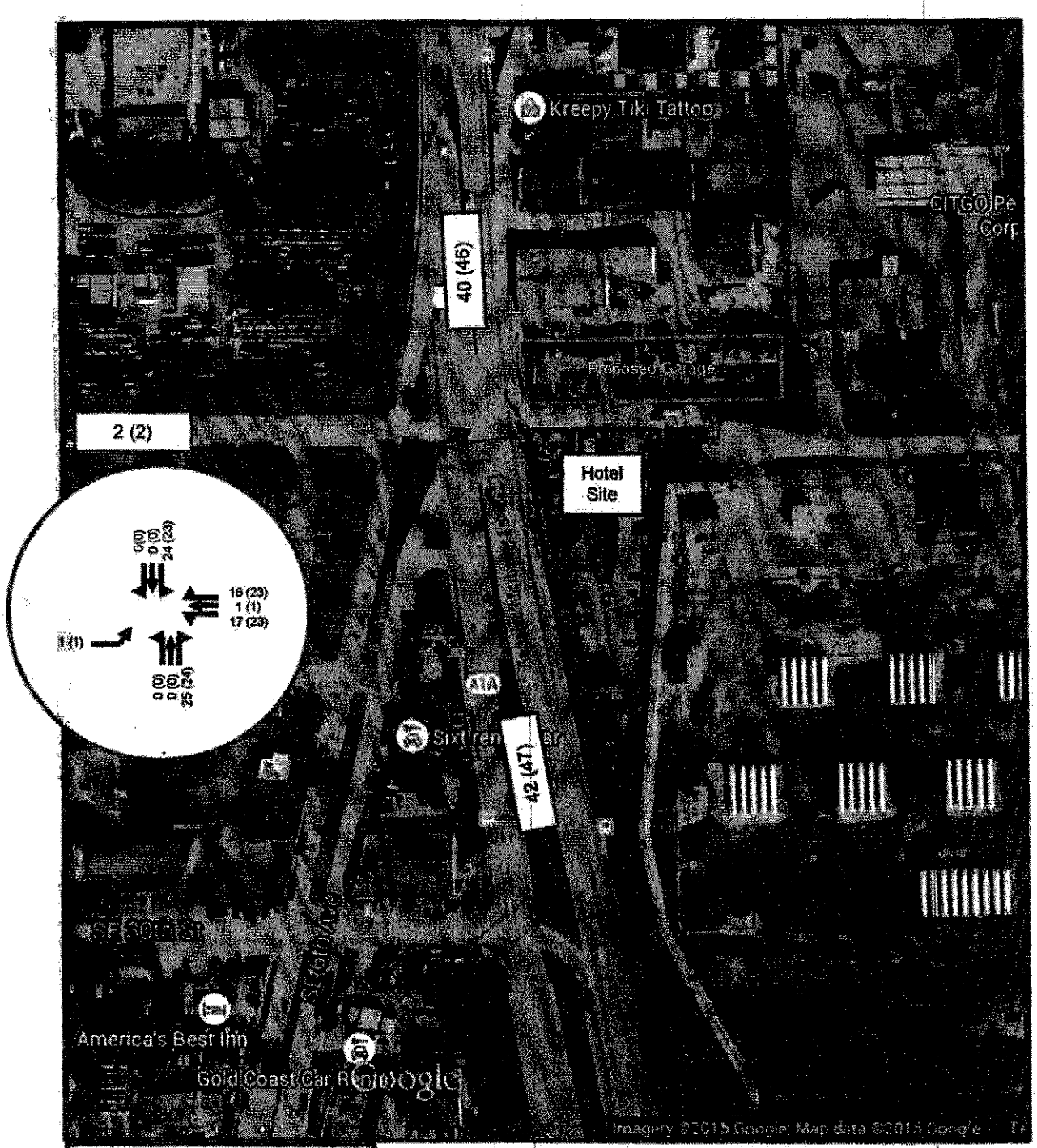


LEGEND

xxx = AM Peak Hour Traffic
(yyy) = PM Peak Hour Traffic
aa.a% = Percent of Site Traffic

Figure 3

Lexington Hotel
Site Traffic Distribution

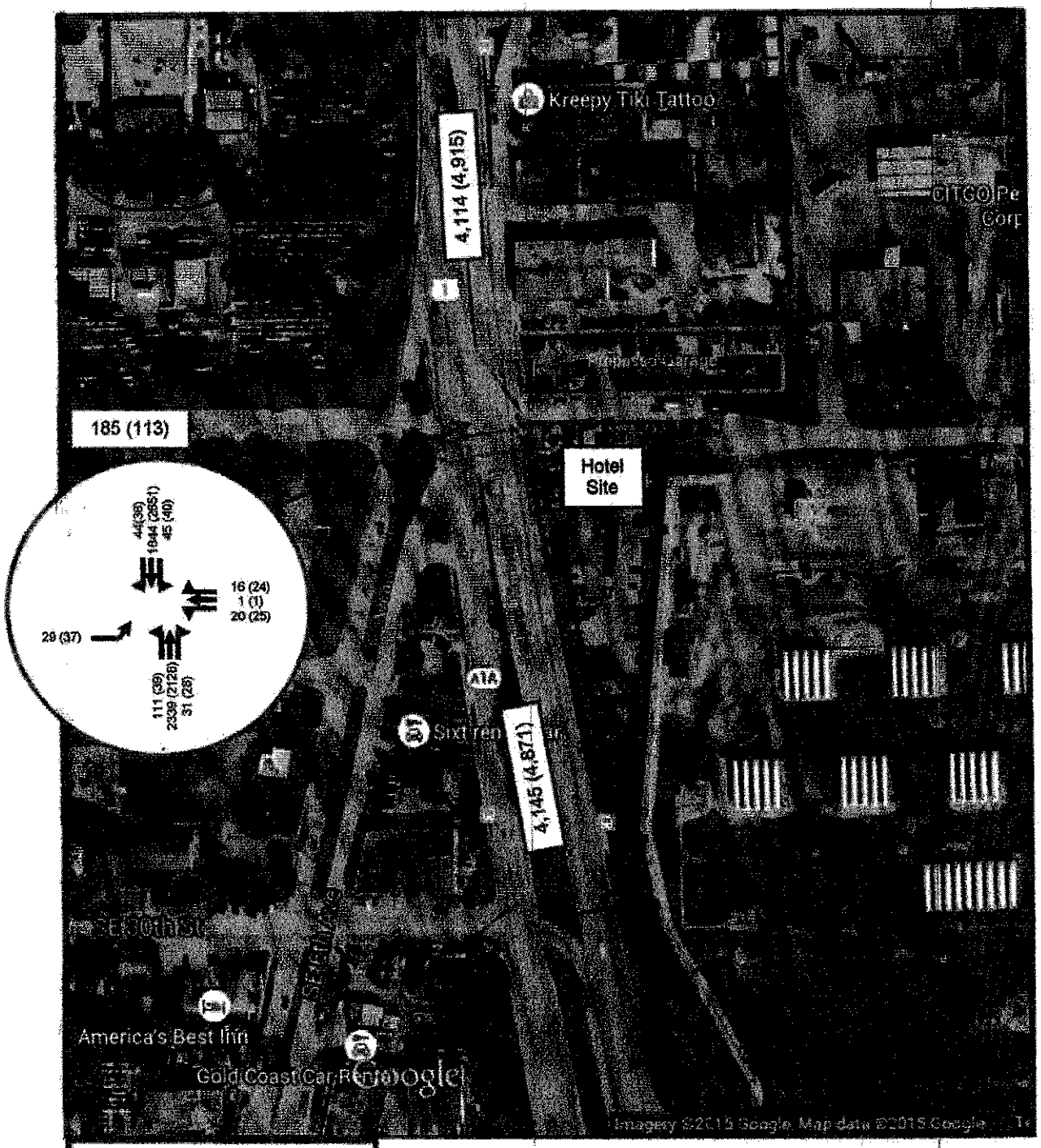


LEGEND

xxx = AM Peak Hour Traffic
(yyy) = PM Peak Hour Traffic

Figure 4

Lexington Hotel Site Traffic



LEGEND

xxx = AM Peak Hour Traffic
(yyy) = PM Peak Hour Traffic

Figure 5

Lexington Hotel
Total Traffic

Appendix A

AM and PM Peak Hour Traffic Counts
Federal Highway (U.S. 1) @ S.E. 28th Street
July 22, 2015

Tinter Traffic, LLC

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SE 28TH STREET & SE 6TH AVENUE & US1
FORT LAUDERDALE, FLORIDA
COUNTED BY: I. GONZALEZ & S. SALVO
SIGNALIZED

Study Name: 28ST_US1
Site Code : 00150149
Start Date: 07/22/15
Page : 1

ALL VEHICLES

Start Time	US 1 From North				SE 28TH STREET From East				US 1 From South				SE 6TH AVENUE From Southwest				SE 28TH STREET From West				Intvl Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Left	Thru	Right		Left	UTurn	Thru	Right	
07/22/15																					
07:00	4	1	272	17	0	1	0	0	1	4	412	2	0	3	0		0	0	0	0	717
07:15	2	1	341	16	0	0	0	0	1	11	458	1	0	5	0		0	0	0	0	836
07:30	1	0	360	16	0	0	0	0	1	23	562	1	0	10	0		0	0	0	0	974
07:45	9	0	395	9	0	0	0	0	4	37	608	1	0	2	1		0	0	0	0	1066
Hour	16	2	1368	58	0	1	0	0	7	75	2040	5	0	20	1		0	0	0	0	3593
08:00	2	0	426	11	0	0	0	0	2	23	584	0	0	8	0		0	0	0	0	1056
08:15	4	1	390	13	0	1	0	0	2	23	594	0	0	8	0		0	0	0	0	1036
08:30	5	0	433	11	0	2	0	0	2	18	553	5	0	8	1		0	0	0	0	1038
08:45	8	0	342	12	0	1	0	0	3	20	585	0	0	8	1		0	0	0	0	980
Hour	19	1	1591	47	0	4	0	0	9	84	2316	5	0	32	2		0	0	0	0	4110
[BREAK]																					
16:00	2	0	552	18	0	2	0	0	2	6	399	1	0	24	0		0	0	0	0	1006
16:15	0	0	602	18	0	1	0	0	2	2	450	0	0	10	0		0	0	0	0	1085
16:30	2	0	503	11	0	0	0	0	0	3	414	0	0	14	0		0	0	0	0	947
16:45	4	1	628	13	0	0	0	1	2	11	559	1	0	8	0		0	0	0	0	1228
Hour	8	1	2285	60	0	3	0	1	6	22	1822	2	0	56	0		0	0	0	0	4266
17:00	2	0	617	9	0	1	0	0	1	7	501	1	0	6	0		0	0	0	0	1145
17:15	2	0	622	6	0	1	0	0	1	12	520	1	0	15	0		0	0	0	0	1180
17:30	0	0	784	8	0	0	0	0	3	2	548	1	0	7	0		0	0	0	0	1361
17:45	4	0	628	7	0	1	0	0	1	7	555	0	1	6	0		0	0	0	0	1210
Hour	16	0	2651	30	0	3	0	0	6	28	2124	3	1	34	0		0	0	0	0	4896
Total	59	4	7895	195	0	11	0	1	28	209	8302	15	1	142	3		0	0	0	0	16865
% Apr.	0.7	-	96.8	2.3	-	91.6	-	8.3	0.3	2.4	97.0	0.1	0.6	97.2	2.0		-	-	-	-	-
% Int.	0.3	-	46.8	1.1	-	-	-	-	0.1	1.2	49.2	-	-	0.8	-		-	-	-	-	-

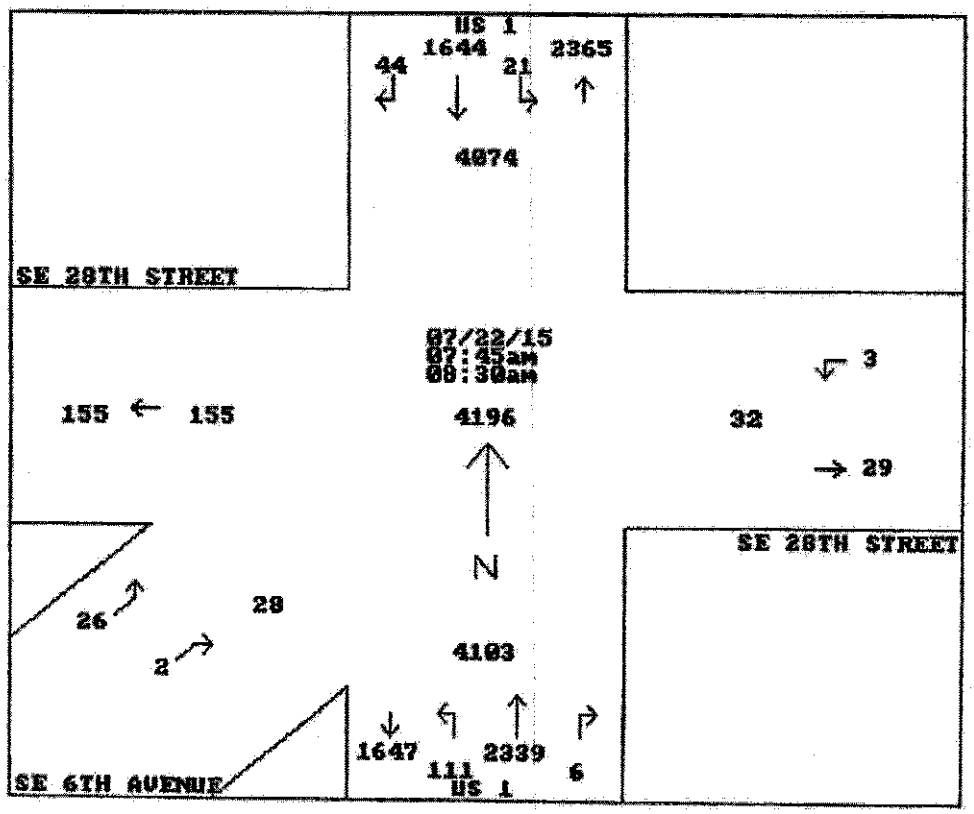
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SE 28TH STREET & SE 6TH AVENUE & US1
FORT LAUDERDALE, FLORIDA
COUNTED BY: I. GONZALEZ & S. SALVO
SIGNALIZED

Study Name: 28ST_US1
Site Code : 00150149
Start Date: 07/22/15

ALL VEHICLES

	US 1 From North				SE 28TH STREET From East				US 1 From South				SE 6TH AVENUE From Southwest				SE 28TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Left	Thru	Right		Left	UTurn	Thru	Right	Intvl Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 07/22/15 to 08:45 on 07/22/15																					
Time	07:45				07:45				07:45				07:45				07:45				
Vol.	20	1	1644	44	0	3	0	0	10	101	2339	6	0	26	2		0	0	0	0	
Pct.	1.1	0.0	96.1	2.5	0.0	100.0	0.0	0.0	0.4	4.1	95.2	0.2	0.0	92.8	7.1		0.0	0.0	0.0	0.0	
Total	1709				3				2456				28				0				
High	08:30				08:30				07:45				08:30				08:30				
Vol.	5	0	433	11	0	2	0	0	4	37	608	1	0	8	1		0	0	0	0	
Total	449				2				650				9				0				
PHF	0.952				0.375				0.945				0.778				0.000				



Traffic Survey Specialists, Inc.

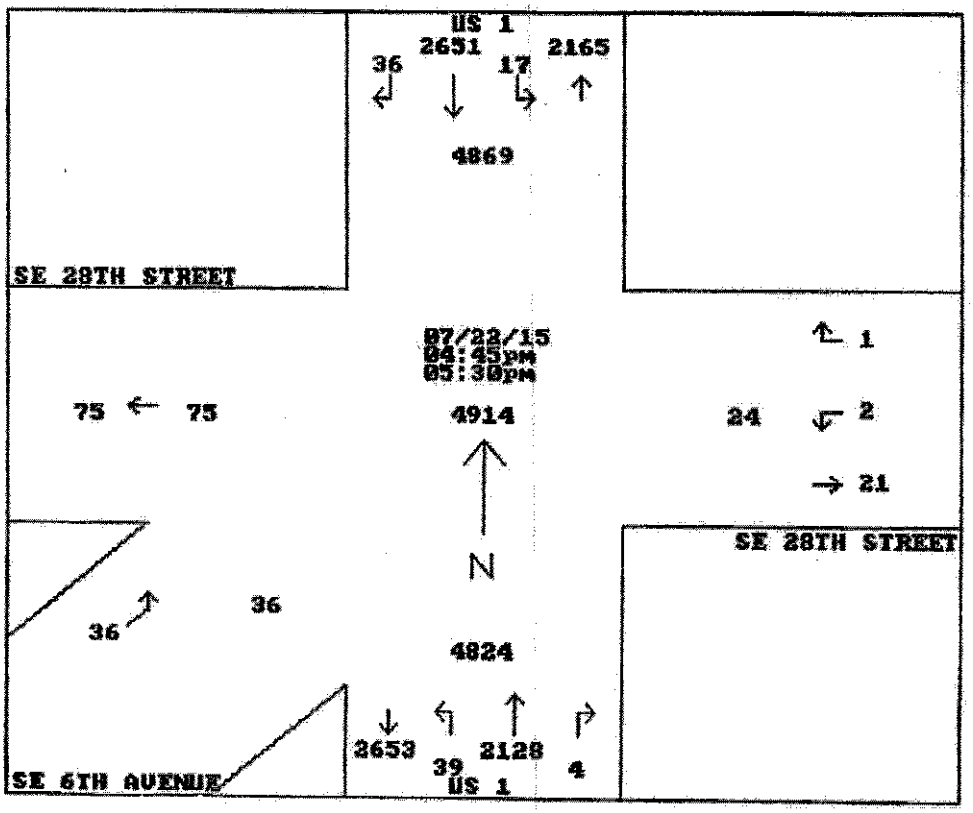
SE 28TH STREET & SE 6TH AVENUE & US1
FORT LAUDERDALE, FLORIDA
COUNTED BY: I. GONZALEZ & S. SALVO
SIGNALIZED

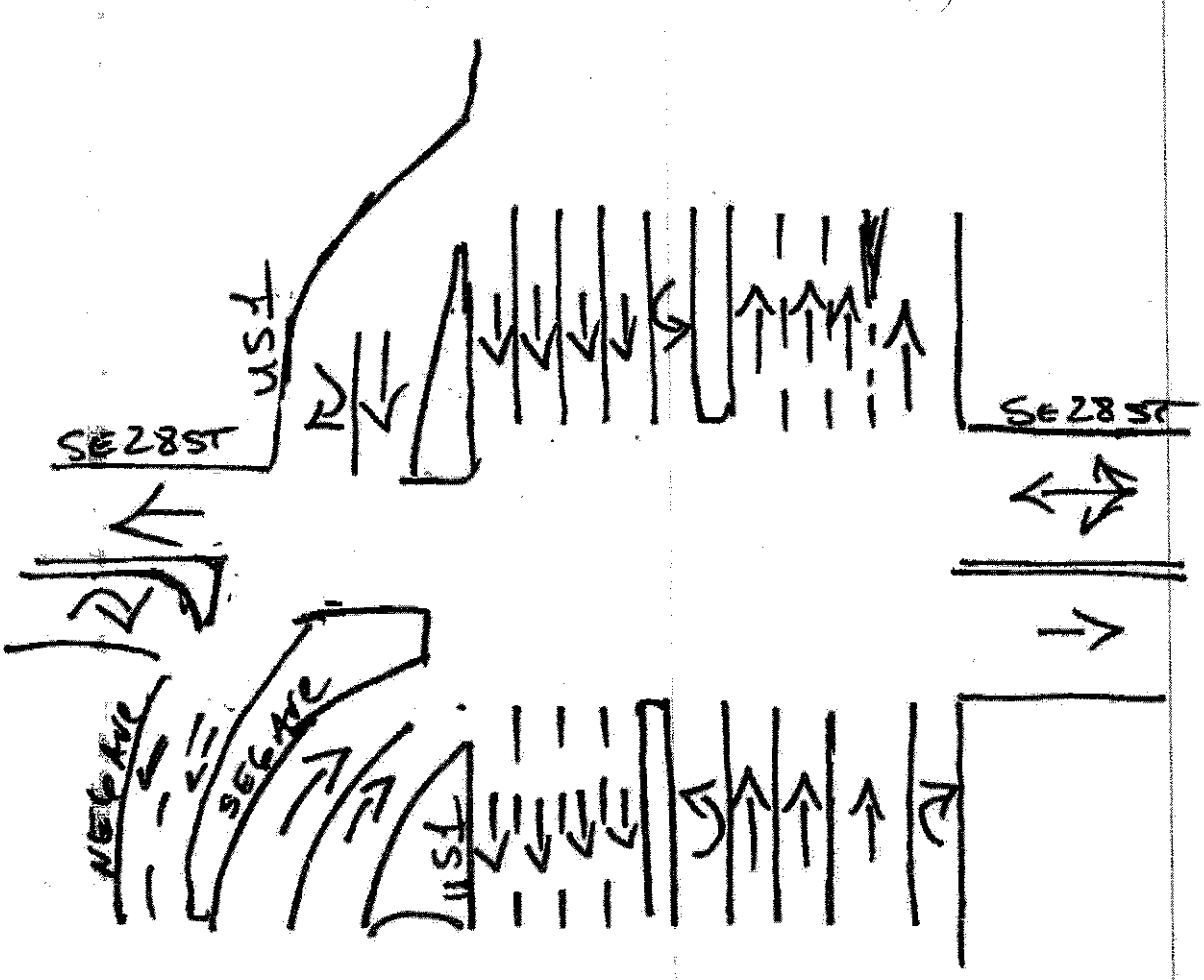
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Study Name: 28ST_US1
Site Code : 00150149
Start Date: 07/22/15
Page : 3

ALL VEHICLES

	US 1 From North				SE 28TH STREET From East				US 1 From South				SE 6TH AVENUE From Southwest				SE 28TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Left	Thru	Right		Left	UTurn	Thru	Right	Intvl Total
Peak Hour Analysis By Entire Intersection for the Period: 16:00 on 07/22/15 to 17:45 on 07/22/15																					
Time	16:45				16:45				16:45				16:45				16:45				
Vol.	16	1	2651	36	0	2	0	1	7	32	2128	4	0	36	0		0	0	0	0	
Pct.	0.5	0.0	98.0	1.3	0.0	66.6	0.0	33.3	0.3	1.4	98.0	0.1	0.0	100.0	0.0		0.0	0.0	0.0	0.0	
Total	2704				3				2171				36				0				
High	17:30				17:00				16:45				17:15				17:15				
Vol.	8	0	784	8	0	1	0	0	2	11	559	1	0	15	0		0	0	0	0	
Total	800				1				573				15				0				
PHF	0.845				0.750				0.947				0.600				0.000				





FT. Lauderdale, Florida
July 22, 2015
drawn by: Luis Palomino
Signalized

Appendix B

Synchro Analyses (Summary Sheets)
1) **Existing Conditions**
2) **Total (Existing plus Site) Traffic**

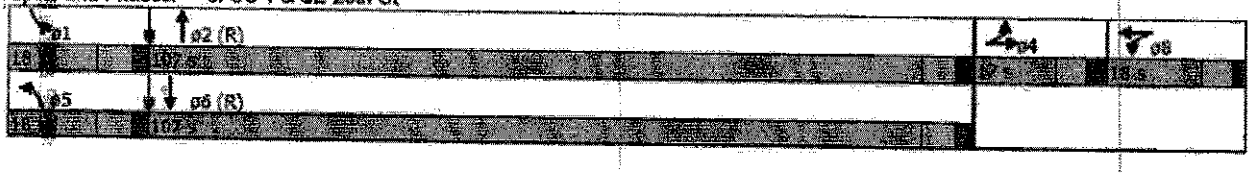
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	2	0	3	0	0	111	2339	6	21	1644	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.81	1.00
Frt												0.850
Flt Protected	0.950	0.960			0.950		0.950			0.950		
Satd. Flow (prot)	1681	1699	0	0	1770	0	1770	6408	0	1770	7544	1583
Flt Permitted	0.950	0.960			0.950		0.950			0.950		
Satd. Flow (perm)	1681	1699	0	0	1770	0	1770	6408	0	1770	7544	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								1				109
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		582			628			500			465	
Travel Time (s)		13.2			14.3			8.5			7.9	
Peak Hour Factor	0.78	0.78	0.78	0.38	0.38	0.38	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	3	0	8	0	0	117	2462	6	22	1731	46
Shared Lane Traffic (%)	46%											
Lane Group Flow (vph)	18	18	0	0	8	0	117	2468	0	22	1731	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.5	12.5		12.0	12.0		10.5	23.0		10.5	23.0	23.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0	17.0		18.0	18.0		18.0	107.0		18.0	107.0	107.0
Total Split (%)	10.6%	10.6%		11.3%	11.3%		11.3%	66.9%		11.3%	66.9%	66.9%
Maximum Green (s)	10.5	10.5		12.0	12.0		11.5	100.0		11.5	100.0	100.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.5	2.5		2.0	2.0		2.0	2.5		2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.0		6.5	7.0		6.5	7.0	7.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	7.3	7.3			6.3		16.6	135.1		7.5	118.2	118.2
Actuated g/C Ratio	0.05	0.05			0.04		0.10	0.84		0.05	0.74	0.74
v/c Ratio	0.24	0.23			0.11		0.64	0.46		0.27	0.31	0.04
Control Delay	80.3	80.1			77.0		84.7	6.5		80.7	8.4	0.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	80.3	80.1			77.0		84.7	6.5		80.7	8.4	0.1
LOS	F	F			E		F	A		F	A	A
Approach Delay		80.2			77.0			10.0			9.1	
Approach LOS		F			E			B			A	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 10.3 Intersection LOS: B
Intersection Capacity Utilization 57.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: US 1 & SE 28th St



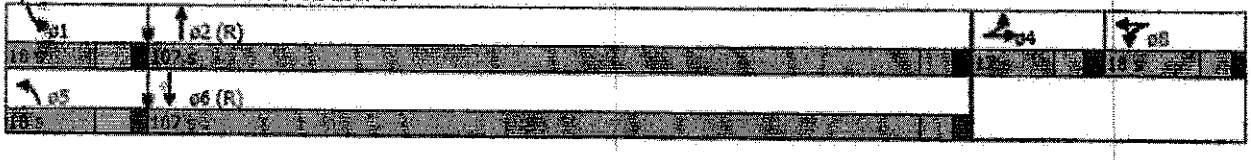
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	0	0	2	0	1	39	2128	4	17	2651	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.81	1.00
Frt					0.966							0.850
Flt Protected	0.950	0.950			0.964		0.950			0.950		
Satd. Flow (prot)	1681	1681	0	0	1735	0	1770	6408	0	1770	7544	1583
Flt Permitted	0.950	0.950			0.964		0.950			0.950		
Satd. Flow (perm)	1681	1681	0	0	1735	0	1770	6408	0	1770	7544	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					116							109
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		582			628			500			465	
Travel Time (s)		13.2			14.3			8.5			7.9	
Peak Hour Factor	0.60	0.60	0.60	0.75	0.75	0.75	0.95	0.95	0.95	0.85	0.85	0.85
Adj. Flow (vph)	60	0	0	3	0	1	41	2240	4	20	3119	42
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	30	30	0	0	4	0	41	2244	0	20	3119	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.5	12.5		12.0	12.0		10.5	23.0		10.5	23.0	23.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0	17.0		18.0	18.0		18.0	107.0		18.0	107.0	107.0
Total Split (%)	10.6%	10.6%		11.3%	11.3%		11.3%	66.9%		11.3%	66.9%	66.9%
Maximum Green (s)	10.5	10.5		12.0	12.0		11.5	100.0		11.5	100.0	100.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.5	2.5		2.0	2.0		2.0	2.5		2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.0		6.5	7.0		6.5	7.0	7.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	8.2	8.2			5.5		9.1	130.9		7.3	126.7	126.7
Actuated g/C Ratio	0.05	0.05			0.03		0.06	0.82		0.05	0.79	0.79
v/c Ratio	0.35	0.35			0.02		0.41	0.43		0.25	0.52	0.03
Control Delay	83.9	83.9			0.3		84.1	6.4		80.4	8.6	0.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	83.9	83.9			0.3		84.1	6.4		80.4	8.6	0.1
LOS	F	F			A		F	A		F	A	A
Approach Delay		83.9			0.3			7.8			9.0	
Approach LOS		F			A			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 13 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 47.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: US 1 & SE 28th St



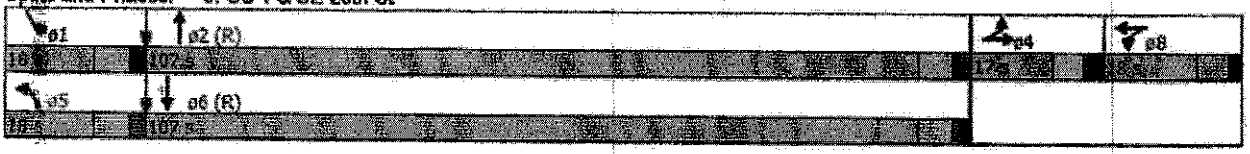
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	3	0	20	1	16	111	2339	31	45	1644	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.81	1.00
Frt					0.942			0.998				0.850
Flt Protected	0.950	0.962			0.974		0.950			0.950		
Satd. Flow (prot)	1681	1702	0	0	1709	0	1770	6395	0	1770	7544	1583
Flt Permitted	0.950	0.962			0.974		0.950			0.950		
Satd. Flow (perm)	1681	1702	0	0	1709	0	1770	6395	0	1770	7544	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18			3				109
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		582			628			500			465	
Travel Time (s)		13.2			14.3			8.5			7.9	
Peak Hour Factor	0.78	0.78	0.78	0.38	0.38	0.38	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	4	0	53	3	42	117	2462	33	47	1731	46
Shared Lane Traffic (%)	44%											
Lane Group Flow (vph)	18	19	0	0	98	0	117	2495	0	47	1731	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.5	12.5		12.0	12.0		10.5	23.0		10.5	23.0	23.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0	17.0		18.0	18.0		18.0	107.0		18.0	107.0	107.0
Total Split (%)	10.6%	10.6%		11.3%	11.3%		11.3%	66.9%		11.3%	66.9%	66.9%
Maximum Green (s)	10.5	10.5		12.0	12.0		11.5	100.0		11.5	100.0	100.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.5	2.5		2.0	2.0		2.0	2.5		2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.0		6.5	7.0		6.5	7.0	7.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	7.4	7.4			11.8		13.1	113.1		9.2	106.7	106.7
Actuated g/C Ratio	0.05	0.05			0.07		0.08	0.71		0.06	0.67	0.67
v/c Ratio	0.23	0.24			0.69		0.81	0.55		0.46	0.34	0.04
Control Delay	80.1	80.5			82.7		107.1	13.9		86.8	12.4	0.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	80.1	80.5			82.7		107.1	13.9		86.8	12.4	0.1
LOS	F	F			F		F	B		F	B	A
Approach Delay		80.3			82.7			18.0			14.0	
Approach LOS		F			F			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 40 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: US 1 & SE 28th St



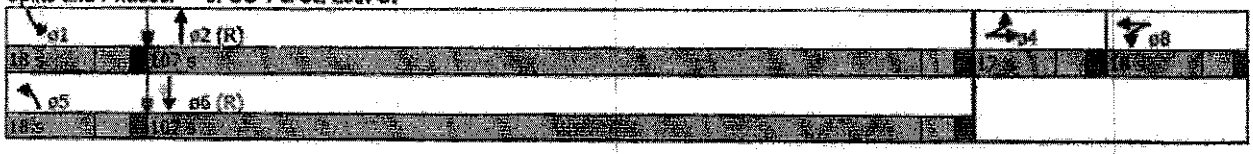
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	1	0	25	1	24	39	2128	28	40	2651	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.81	1.00
Frt					0.935			0.998				0.850
Flt Protected	0.950	0.955			0.976		0.950			0.950		
Satd. Flow (prot)	1681	1690	0	0	1700	0	1770	6395	0	1770	7544	1583
Flt Permitted	0.950	0.955			0.976		0.950			0.950		
Satd. Flow (perm)	1681	1690	0	0	1700	0	1770	6395	0	1770	7544	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					23			3				109
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		582			628			500			465	
Travel Time (s)		13.2			14.3			8.5			7.9	
Peak Hour Factor	0.60	0.60	0.60	0.75	0.75	0.75	0.95	0.95	0.95	0.85	0.85	0.85
Adj. Flow (vph)	60	2	0	33	1	32	41	2240	29	47	3119	42
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	31	31	0	0	66	0	41	2269	0	47	3119	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.5	12.5		12.0	12.0		10.5	23.0		10.5	23.0	23.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0	17.0		18.0	18.0		18.0	107.0		18.0	107.0	107.0
Total Split (%)	10.6%	10.6%		11.3%	11.3%		11.3%	66.9%		11.3%	66.9%	66.9%
Maximum Green (s)	10.5	10.5		12.0	12.0		11.5	100.0		11.5	100.0	100.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.5	2.5		2.0	2.0		2.0	2.5		2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.0		6.5	7.0		6.5	7.0	7.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	8.2	8.2			9.2		8.9	112.2		9.2	112.5	112.5
Actuated g/C Ratio	0.05	0.05			0.06		0.06	0.70		0.06	0.70	0.70
v/c Ratio	0.36	0.36			0.55		0.42	0.51		0.46	0.59	0.04
Control Delay	84.3	84.2			65.9		85.1	13.3		86.8	14.5	0.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	84.3	84.2			65.9		85.1	13.3		86.8	14.5	0.1
LOS	F	F			E		F	B		F	B	A
Approach Delay		84.3			65.9			14.6			15.4	
Approach LOS		F			E			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 13 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 16.4 Intersection LOS: B
Intersection Capacity Utilization 53.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: US 1 & SE 28th St



City of Dania Beach, Florida
Department of Community Development
Planning and Zoning Division
(954) 924-6805 X3643
(954) 922-2687 Fax

Standard Development Application

- ☐ **Administrative Variance**
- ☐ **Land Use Amendment**
- ☐ **Plat**
- ☐ **Rezoning**
- ☐ **Site Plan**
- ☑ **Special Exception**
- ☐ **Variance**
- ☐ **Other:** _____ ***(SEE APPLICATION TYPE SCHEDULE ON PAGES 3 & 4)***

Date Rec'd: _____

Petition No.: SE-086-15

THIS APPLICATION WILL NOT BE ACCEPTED UNTIL IT IS COMPLETE AND SUBMITTED WITH ALL NECESARRY DOCUMENTS. Refer to the application type at the top of this form and **"Required Documentation"** checklist to determine the supplemental documents required with each application. For after the fact applications, the responsible contractor of record shall be present at the board hearing. Their failure to attend may impact upon the disposition of your application. As always, the applicant or their authorized legal agent must be present at all meetings. All projects must also obtain a building permit from the City Building Division. For more information please reference the **Dania Beach Land Development Code Part 6, Development Review Procedures and Requirements.**

Location Address: 2800 Federal Highway

Lot(s): N/A Block: N/A Subdivision: N/A

Recorded Plat Name: Alexandria Daiagi Plat (application under review, not recorded)

Folio Number(s): 504223000230 Legal Description: Please see attached.

Applicant/Consultant/Legal Representative **(circle one)** Leigh Robinson Kerr & Associates, Inc.

Address of Applicant: 808 E. Las Olas Boulevard #104, Ft. Laud, FL 33301

Business Telephone: 954-467-6308 Home: N/A Fax: 954-467-6309

E-mail address: lkerr808@bellsouth.net

Name of Property Owner: DS Realty Inc.

Address of Property Owner: 2512 SW 30th Avenue, Pembroke Park, FL 33009

Business Telephone: 954-457-1000 Home: N/A Fax: 954-457-1500

Explanation of Request: Site plan approval to construct +/- MAX. 210-room hotel.
*For **Plats** please provide proposed **Plat Name** for **Variances** please attach **Criteria Statement** as per **Section 625.40 of the Land Development Code.***

Prop. Net Acreage: 1.18 Gross Acreage: 1.9 Prop. Square Footage: 51,197 s.f.

Existing Use: Parking lot Proposed Use: Hotel

Is property owned individually, by a corporation, association, or a joint venture? Corporation

AUTHORIZED REPRESENTATIVE

I/we are fully aware of the request being made to the City of Dania Beach. If I/We are unable to be present, I/we hereby authorize Leigh Robinson Kerr & Associates, **(individual/firm) to represent me/us in all matters related to this application. I/we hereby acknowledge that the applicable fee was established to offset administrative costs and is not refundable.**

I/we are fully aware that all approvals automatically expire within 12 months of City of Dania Beach Planning and Zoning Board or City Commission approval, or pursuant to the expiration timeframe listed in Part 6 of the Dania Beach Land Development Code.

STATE OF FLORIDA
COUNTY OF BROWARD
The foregoing instrument was acknowledged

By: _____
(Owner / Agent signature*)

BEFORE ME THIS 24th **DAY OF** July **,** 2015

By:

Scott Daiagi
(Print name of person acknowledging)

_____
(Joint owner signature if applicable)

Notary Lauren E. Nadel
(Signature of Notary Public – State of _____**)**

LAUREN E. NADEL
Notary Public - State of Florida
My Comm. Expires Apr 15, 2016
Commission # EE 189384
Bonded Through National Notary Assn.

Personally known ✓ **or Produced Identification** _____

Type of identification produced: _____ **or Drivers License** _____

***If joint ownership, both parties must sign. If partnership, corporation or association, an authorized officer must sign on behalf of the group. A notarized letter of authorization from the owner of record must accompany the application if an authorized agent signs for the owner(s).**

NO APPLICATION WILL BE AUTOMATICALLY SCHEDULED FOR A MEETING.

ALL APPLICATIONS MUST BE DETERMINED COMPLETE BY STAFF BEFORE PROCESSING OCCURS.